

TOOELE CITY CORPORATION

ORDINANCE 2021-21

AN ORDINANCE OF THE TOOELE CITY COUNCIL REASSIGNING THE ZONING CLASSIFICATION TO THE MR-16 MULTI-FAMILY RESIDENTIAL ZONING DISTRICT FOR APPROXIMATELY 4.3 ACRES OF PROPERTY LOCATED AT APPROXIMATELY 740 WEST MCKELLAR STREET.

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 Map Amendments for property located at approximately 740 West McKellar Street on May 17, 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 Kim Dean Glaser and are currently assigned

the MR-8 Multi-Family Residential zoning district; and,

WHEREAS, on June 23, 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 F**); and,

WHEREAS, on July 7, 2021, the City Council convened a duly-advertised public hearing; and

WHEREAS, following the July 7, 2021 City Council public hearing, discussion and deliberation, the applicant requested to have the review of the original application continued to allow the opportunity to have a revised application and conceptual development plan submitted, and the City Council voted unanimously to table the ordinance (see City Council minutes attached as a part of **Exhibit G**); and,

WHEREAS, on July 12, 2021 the applicant submitted a revised application and conceptual development plan which demonstrated and requested the zoning district assigned to the subject property be reassigned to the MR-16 Multi-Family Residential zoning district (see Revised Rezone Petition and map attached as part of **Exhibit C**); and,

WHEREAS, on August 4, 2021 the City Council continued the review of the Zoning Map Amendment application requesting reassignment to the MR-16 Multi-Family Residential zoning district (see City Council minutes attached as a part of **Exhibit G**); and,

WHEREAS, on December 3, 2021 the applicant submitted a traffic study, revised application, conceptual development plan, and supporting materials which demonstrated and requested the zoning district assigned to the subject property be reassigned to the MR-25 Multi-Family Residential zoning district (see Second Revised Rezone Petition and map attached as part of **Exhibit D**):

WHEREAS, on February 14, 2022 the applicant submitted a third revised application which demonstrated and requested the zoning district assigned to the subject property be reassigned to the MR-16 Multi-Family Residential zoning district (see Second Revised Rezone Petition and map attached as part of **Exhibit E**):

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 4.3 acres of property located at approximately 740 West McKellar Street as requested in **Exhibit E**, 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)

Justin Brady

Justin Brady

Dave McCall

Dave McCall

Tony Graf

Tony Graf

Ed Hansen

Ed Hansen

Maresa Manzione

Maresa Manzione

ABSTAINING: _____

MAYOR OF TOOELE CITY

(Approved)

(Disapproved)

Debra E. Winn

Debra E. Winn

(If the mayor approves this ordinance, the City Council passes this ordinance with the Mayor's approval. If the Mayor disapproves this ordinance, the City Council passes the ordinance over the Mayor's disapproval by a super-majority vote (at least 4). If the Mayor neither approves nor disapproves of this ordinance by signature, this ordinance becomes effective without the Mayor's approval or disapproval. City Charter Section 2-05. UCA 10-3-704(11).)

ATTEST:

Michelle Pitt, City Recorder

SEAL

Approved as to Form: _____
Roger Evans Baker, Tooele City Attorney

EXHIBIT A

INITIAL PETITION AND MAPPING PERTINENT TO ZONING MAP AMENDMENT

721-522

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



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:	5/12/2021	Current Map Designation:	MR-8	Proposed Map Designation:	MR-25
Parcel #(s):	14-018-0-0001		-0002		
Project Name:	The Meadows Subdivision			Acres:	4.31
Project Address:	740 WEST MCKELLAR ST., TOOELE, UT 84074				
Proposed for Amendment:	ZONING <input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> General Plan <input type="checkbox"/> Master Plan:				
Brief Project Summary:	REQUESTING REZONE OF 4.31 ACRES FROM MR-8 TO MR-25, TO ACCOMMODATE THE DEVELOPMENT OF A MULTI-FAMILY RESIDENTIAL APARTMENT COMMUNITY OF APPROXIMATELY 98 DWELLING UNITS.				
Property Owner(s):	KIM DEAN GLASER		Applicant(s):	JOHNATHAN M. AUBREY	
Address:	740 WEST MCKELLAR ST.		Address:	4900 WEST SAGUARO DR.	
City:	TOOELE	State:	UT	Zip:	84074
City:	WEST JORDAN	State:	UT	Zip:	84081
Phone:	435-882-4815		Phone:	801-628-2673	
Contact Person:	JOHNATHAN M. AUBREY		Address:	4900 WEST SAGUARO DR.	
Phone:	801-628-2673		City:	WEST JORDAN	State: UT Zip: 84081
Cellular:	SAME		Fax:	N/A	
			Email:	jmaubrey@gmail.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 (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.

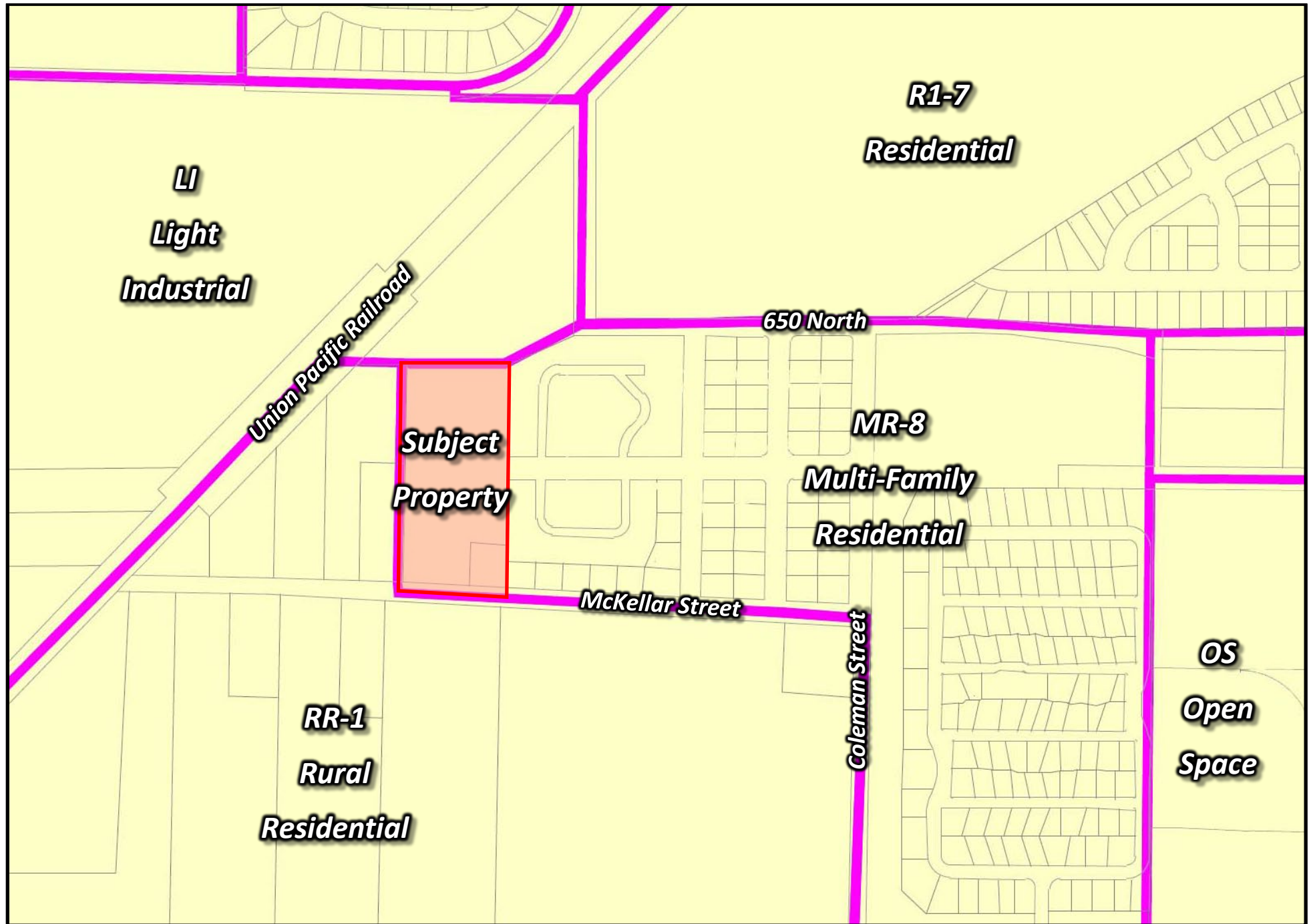
Note to Applicant:
Zoning and map designations are made by ordinance. Any change of zoning or map designation is an amendment the ordinance establishing that map for which the procedures are established by city and state law. Since the procedures must be followed precisely, the time for amending the 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.

Received by Jessi Date 5/17/21 Receipt # 405295

For Office Use Only			
Received By:	Date Received:	Case:	App #:

2210517 = \$1,500.00

The Meadows Subdivision Zoning Map Amendment



Current Zoning Map

The Meadows Subdivision Zoning Map Amendment

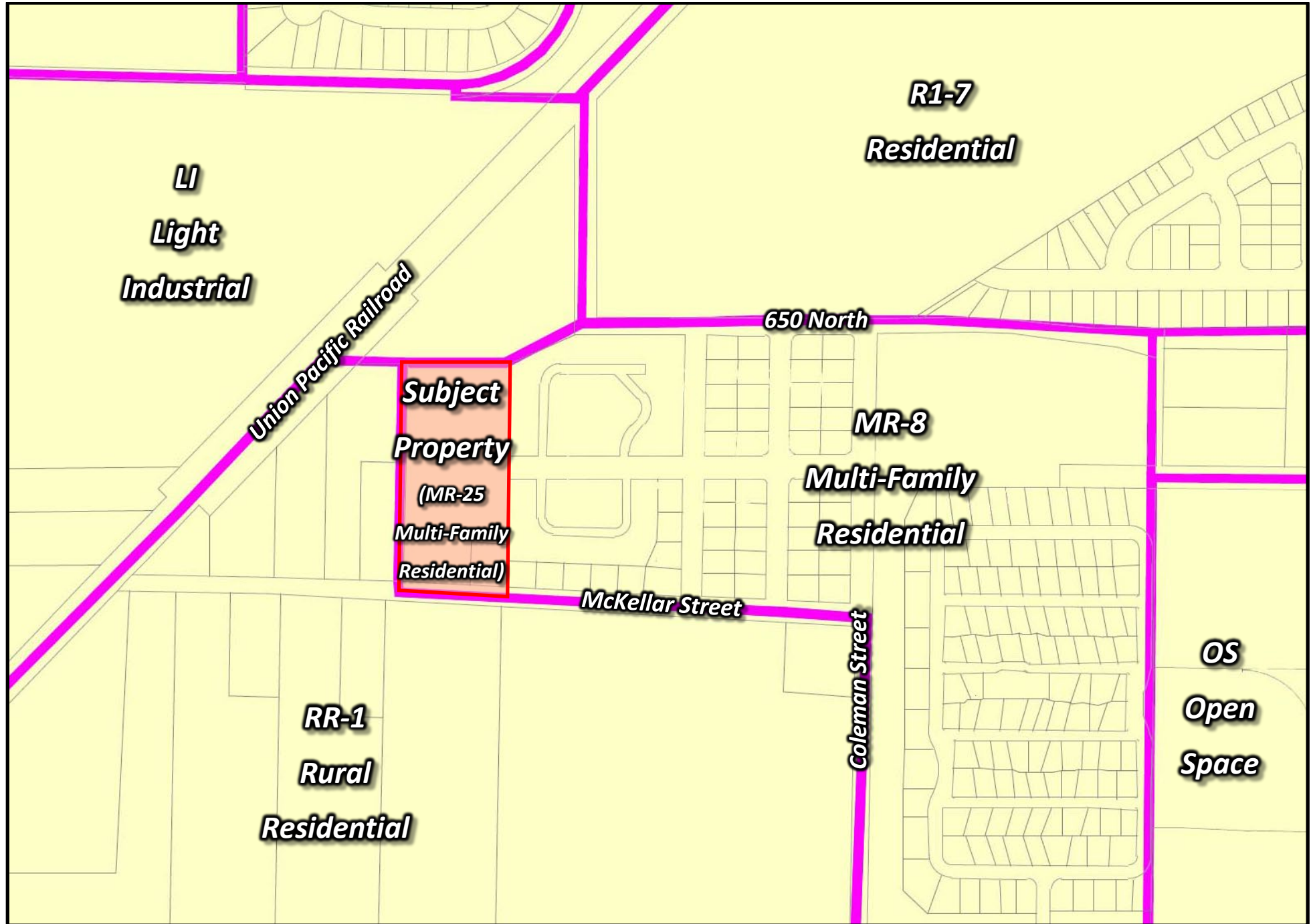


EXHIBIT B

STAFF REPORT

STAFF REPORT

June 15, 2021

To: Tooele City Planning Commission
Business Date: June 23, 2021

From: Planning Division
Community Development Department

Prepared By: Andrew Aagard, City Planner / Zoning Administrator

Re: The Meadows Subdivision – Zoning Map Amendment Request

Application No.: P21-522
Applicant: Johnathan Aubrey
Project Location: 740 West McKellar Street
Zoning: MR-8 Multi-Family Residential Zone
Acreage: 4.31 Acres (Approximately 187,743 ft²)
Request: Request for approval of a Zoning Map Amendment in the MR-8 Multi-Family Residential zone regarding reassignment of the subject properties to the MR-25 Multi-Family Residential zoning district.

BACKGROUND

This application is a request for approval of a Zoning Map Amendment for approximately 4.31 acres located at 740 West McKellar Street. The property is currently zoned MR-8 Multi-Family Residential. The applicant is requesting that a Zoning Map Amendment be approved to reassign the zoning for the subject properties to MR-25 Multi-family residential that will facilitate the development of the property with multi-family residential units, up to 25 units per acre.

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 MR-8 Multi-Family Residential zoning classification, supporting approximately eight dwelling units per acre. The MR-8 Multi-Family Residential zoning designation is identified by the Land Use Map of the General Plan as a preferred zoning classification for the High Density Residential land use designation. To the north property is zoned LI Light Industrial and is the old waster water treatment plant. To the west and the south properties are zoned RR-1 Residential. To the east properties are zoned MR-8 Multi-Family Residential. Mapping pertinent to the subject request can be found in Exhibit “A” to this report.

The purpose of the MR-8 zone is to provide an environment and opportunities for high-density residential uses, including attached single-family residential units, apartments, condominiums and townhouses. This zoning district is intended to serve as a transitional district between principally single-family residential zoning districts and higher density multi-family zoning districts.

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.a

The only difference between the two zones is density. All uses that are permitted in the MR-25 zone are also permitted in the MR-8 zone. However the MR-8 zone limits density to 8 units per acre where in the

MR-25 zone a property could be developed with as much as 25 units per acre. So what does that look like. The property has 187,743 square feet. Considering at least 20% of the site will be developed as roads and other infrastructure, that leaves 150,195 square feet for density calculations. 150,195 square feet is 3.44 acres. If the 3.44 acres were to develop at 8 units per acre the density yield could, potentially, be 27 units. If the 3.44 acres were to develop at 25 units per acre the property could, potentially, yield 86 units, a difference of 59 residential units. Please keep in mind the term “potentially” is used when calculating density limitations. There are many factors that are involved when determining ultimate unit yield in a multi-family residential development. Some of those factors involve, but are not limited to, building setbacks, required amount of parking, open space, landscaping, etc. The site plan will ultimately dictate total unit yield. This means that if the MR-25 zoning is approved it is not guaranteed that the project will yield exactly 25 units per acre. Ultimate unit density could be 18, 19 or 22 units per acre which would still require an MR-25 zoning district.

The Land Use Map of the Tooele City General Plan has designated the two parcels being considered for rezoning as HDR High Density Residential. The HDR designation encourages the MR-8, MR-16 and MR-25 zoning districts but does not require the City to approve a zoning district just because it is requested by the applicant. Therefore, the property’s current zoning is compliant with the Land Use Map and the MR-25, should it be approved, would also comply with the HDR designation. The question that needs to be asked is if this property is more appropriately zoned MR-8 or MR-25.

There is an existing non-conforming structure located at the southeast corner of the property. This structure was converted to a 6 unit multi-family residential structure contrary to the zoning and without a building permit and is not considered a legal multi-family residential structure. By rezoning the properties to MR-25 and including the structure within the new development the multi-family residential status of the structure would then be considered legal and conforming. This would only resolve the non-conformity in regards to the zoning. The owner of the structure would still need to work with the Tooele City Building Department to ensure the work to convert the structure to multi-family dwellings meets existing building codes.

Site Plan Layout. The applicant has provided a concept plan showing their intentions with the property. The plan is very much conceptual and should be considered as such. This is not a site plan hearing but is instead a zoning hearing where the objective is to establish the proper zoning for the property. The concept plan shows the property being developed with multi-unit apartment buildings.

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 86 multi-family residential units (gross calculation only and does not consider parking area, open space and building setback requirements).
3. The existing non-conforming multi-family building containing 6 units will be made conforming with an MR-25 zoning district assignment and inclusion into the surrounding development.

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 The Meadows Subdivision Zoning Map Amendment request by Johnathan Aubrey, for the purpose of reassigning the zoning for 4.31 acres located at 740 West McKellar Street to MR-25 Multi-Family residential, application number P21-522, based on the findings listed in the Staff Report dated June 15, 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 The Meadows Subdivision Zoning Map Amendment request by Johnathan Aubrey, for the purpose of reassigning the zoning for 4.31 acres located at 740 West McKellar Street to MR-25 Multi-Family residential, application number P21-522, based on the following findings:”

1. List findings...

EXHIBIT A

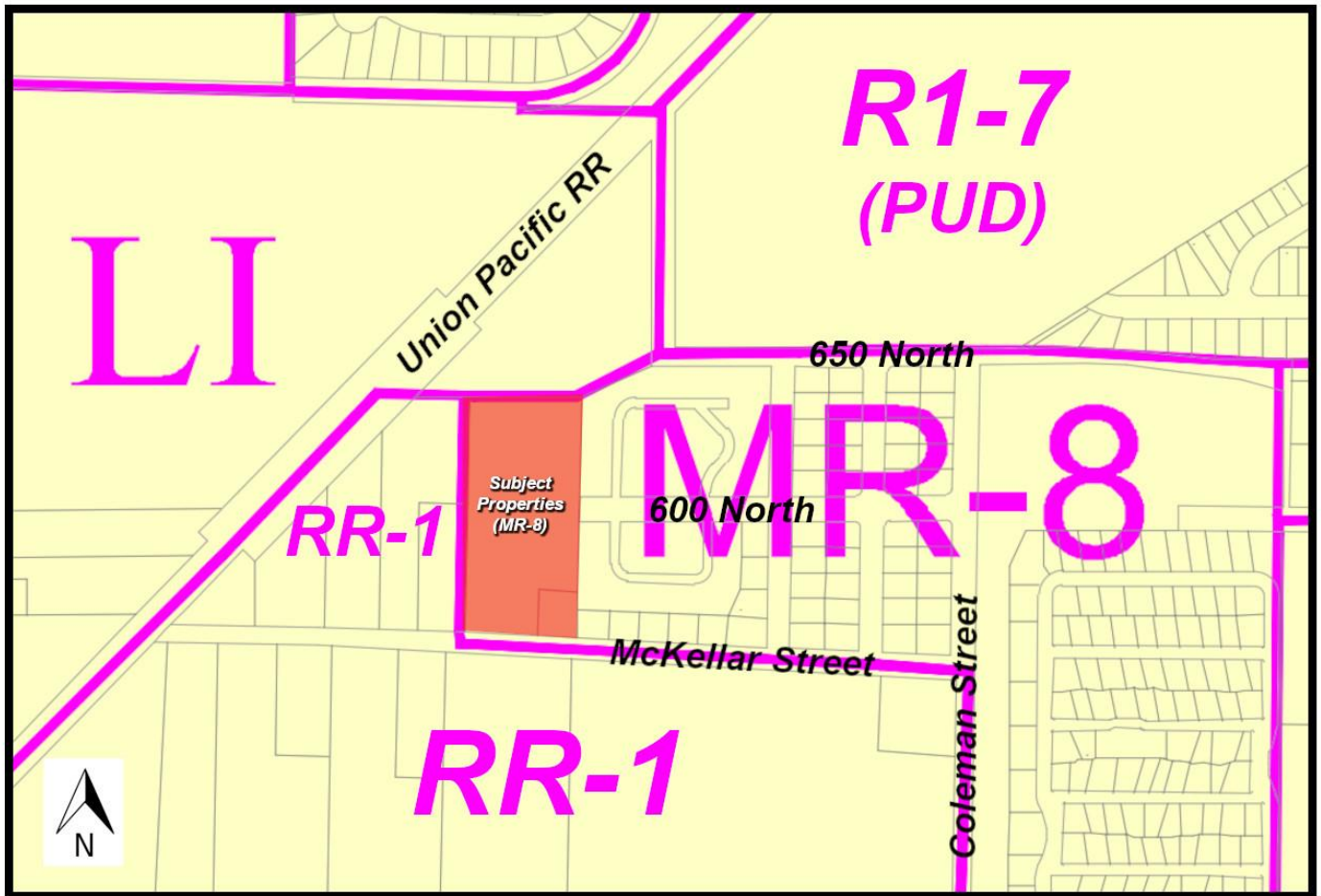
MAPPING PERTINENT TO THE THE MEADOWS SUBDIVISION ZONING MAP AMENDMENT

The Meadows Zoning Map Amdendment



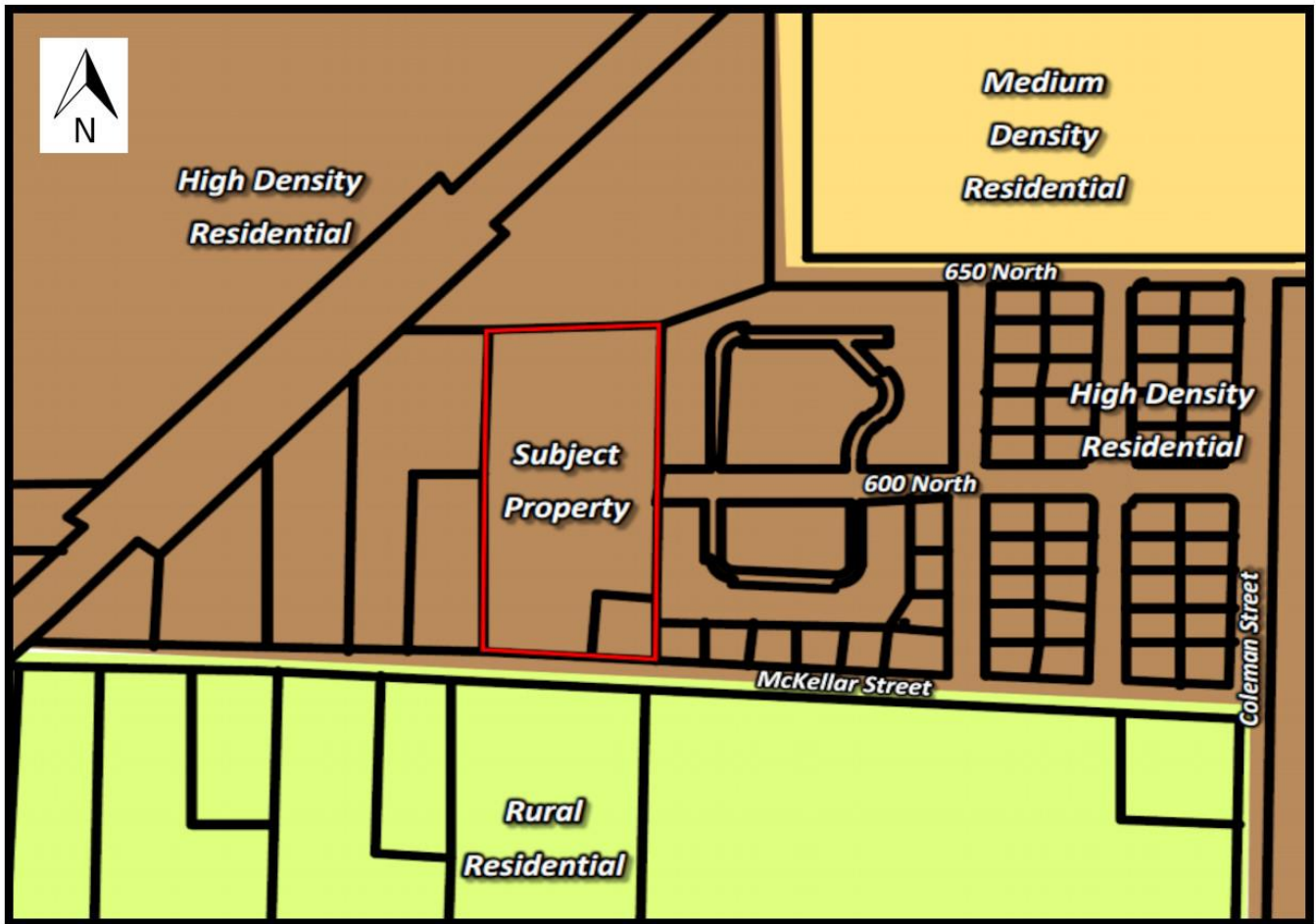
Aerial View

The Meadows Zoning Map Amdendment



Current Zoning

The Meadows Zoning Map Amdendment



Land Use Map

EXHIBIT B

APPLICANT SUBMITTED INFORMATION

721-522

Zoning, General Plan, & Master Plan
Map Amendment Application
Community Development Department
90 North Main Street, Tooele, UT 84074
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Parcel #(s):	14-018-0-0001		-0002		
Project Name:	The Meadows Subdivision			Acres:	4.31
Project Address:	740 WEST MCKELLAR ST., TOOELE, UT 84074				
Proposed for Amendment:	ZONING <input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> General Plan <input type="checkbox"/> Master Plan:				
Brief Project Summary:	REQUESTING REZONE OF 4.31 ACRES FROM MR-8 TO MR-25, TO ACCOMMODATE THE DEVELOPMENT OF A MULTI-FAMILY RESIDENTIAL APARTMENT COMMUNITY OF APPROXIMATELY 98 DWELLING UNITS.				
Property Owner(s):	KIM DEAN GLASER		Applicant(s):	JOHNATHAN M. AUBREY	
Address:	740 WEST MCKELLAR ST.		Address:	4900 WEST SAGUARO DR.	
City:	TOOELE	State:	UT	Zip:	84074
City:	WEST JORDAN	State:	UT	Zip:	84081
Phone:	435-882-4815		Phone:	801-628-2673	
Contact Person:	JOHNATHAN M. AUBREY		Address:	4900 WEST SAGUARO DR.	
Phone:	801-628-2673		City:	WEST JORDAN	State: UT Zip: 84081
Cellular:	SAME		Fax:	N/A	
			Email:	jmaubrey@gmail.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 (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.

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Received by Jessi Date 5/17/21 Receipt # 405295

For Office Use Only			
Received By:	Date Received:	Case:	App #:

2210517 = \$1,500.00

Zoning Amendment Application Checklist

SUBMISSION REQUIREMENTS

Application Fee: (\$1,000.00 + \$100.00/acres up to 50 acres regardless of application size)
\$1,000 + \$431 (4.31 acres) = **\$1431** (attached)

Completed **Application Form** (attached)

List of names and mailing addresses of property owners within 200 feet (attached)

Legal Description: *Lots 1 and 2, GLASER SUBDIVISION, a subdivision of Tooele City, According to the Official Plat thereof, on file and of record in the Office of the Tooele County Recorder, State of Utah.*

Zoning Map Amendment Questions:

1. **What is the current zoning of the property?** *Current zoning is MR-8. Requesting a zoning map amendment to the MR-25 Zone.*

2. **Explain how the proposed zoning is consistent with the current land use description.**
The current land use designation for the property, as designated in the Tooele City General Plan adopted December 2020, is "HIGH DENSITY RESIDENTIAL MR-25, MR-16." The proposed zone would allow a residential density of up to 25 dwelling units per acre. The submitted concept plan illustrates a possible development design with a potential density of less than 25 dwelling units per acre.

3. **Explain how the proposed zoning is similar or compatible to the current zoning in the surrounding area.**

The development of the subject property will be similar to the two existing multi-family projects to the east. While these adjoining properties are currently zoned MR-8, their residential densities are approximately 17 and 13 dwelling units per acre). The submitted concept plan for the proposed rezoning indicates a possible density of approximately 22 dwelling units per acre. This proposed development would be of similar size, setbacks, etc. as each of the two multi-family residential projects to the east.

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

The subject property does have some limited agricultural use, but is mostly vacant. There is an existing multi-family residential structure on the southeast corner and a single family dwelling the west of that. The multi-family residential units proposed for the MR-25 Zone will have direct public access from 600 North and McKeller Streets, as well as internal access meeting fire codes. (see attached Concept Plan)

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

The proposed rezoning supports the following Tooele City Goals and Objectives:

Tooele City General Plan Land Use Element ADOPTED: DECEMBER 16, 2020:

Page 3.12

Goal #3 Enable higher density residential developments which support local retail establishments, promote a walkable community, and provide housing options for varying income levels and lifestyles.

- Provide design standards for the development of higher density housing in close proximity to services, schools, commercial centers, and employment centers.
- Establish design standards for the development of high density and multi-family dwellings to assure high quality materials, recreation opportunities and maintained landscaping.

Tooele City General Plan Affordable Housing Plan Element ADOPTED: DECEMBER 16, 2020:

Page 4.11

“Condominiums and townhomes sales at the 50% Area Median Income level dropped from 70.8% to 18.5% in 2016. This makes Tooele City less affordable and this target group has limited choices in home or condominium purchases. Per HUD CHAS, Tooele City, with only 37 affordable homes and 10 affordable condos, needs 48 additional affordable homes or condos at the 50% AMI level.”

Page 4.14

“As the City population ages, more families will elect to move their elderly family members to Tooele City to be near them. Some elderly residents may not be able to remain in their homes or may choose to relocate to a dwelling type that better suits their preferences and needs. The Tooele City Council recognizes the need to evaluate the housing options available to seniors wishing to remain in or move to the community.”

“Rezone for Densities Necessary to Assure the Production of Moderate Income Housing....The City has also created a new multi-family residential zoning district, the MR-25 Multi-Family zone permitting up to 25 dwelling units per acre and has amended building height and setback restrictions within this zone to be more compatible to developments with this density.”



EXHIBIT C

REVISED PETITION AND MAPPING PERTINENT TO ZONING MAP AMENDMENT

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



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Project Address:	740 West McKellar St, Tooele, UT 84074				
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Brief Project Summary:	REQUESTING REZONE OF 4.31 ACRES FROM MR-8 to MR-16 TO ACCOMMODATE THE DEVELOPMENT OF A Town Home Community OF APPROXIMATELY 63 TOWN HOMES				
Property Owner(s):	KIM DEAN GLASER			Applicant(s):	JOHNATHAN M. AUBREY
Address:	740 WEST MCKELLAR ST.			Address:	4900 WEST SAGUARO DR.
City:	TOOELE	State:	UT	Zip:	84074
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Phone:	801-629-2673			City:	WEST JORDAN
				State:	UT
				Zip:	84081
Cellular:	SAME		Fax:	N/A	
				Email:	JMAAUBREY@GMAIL.COM

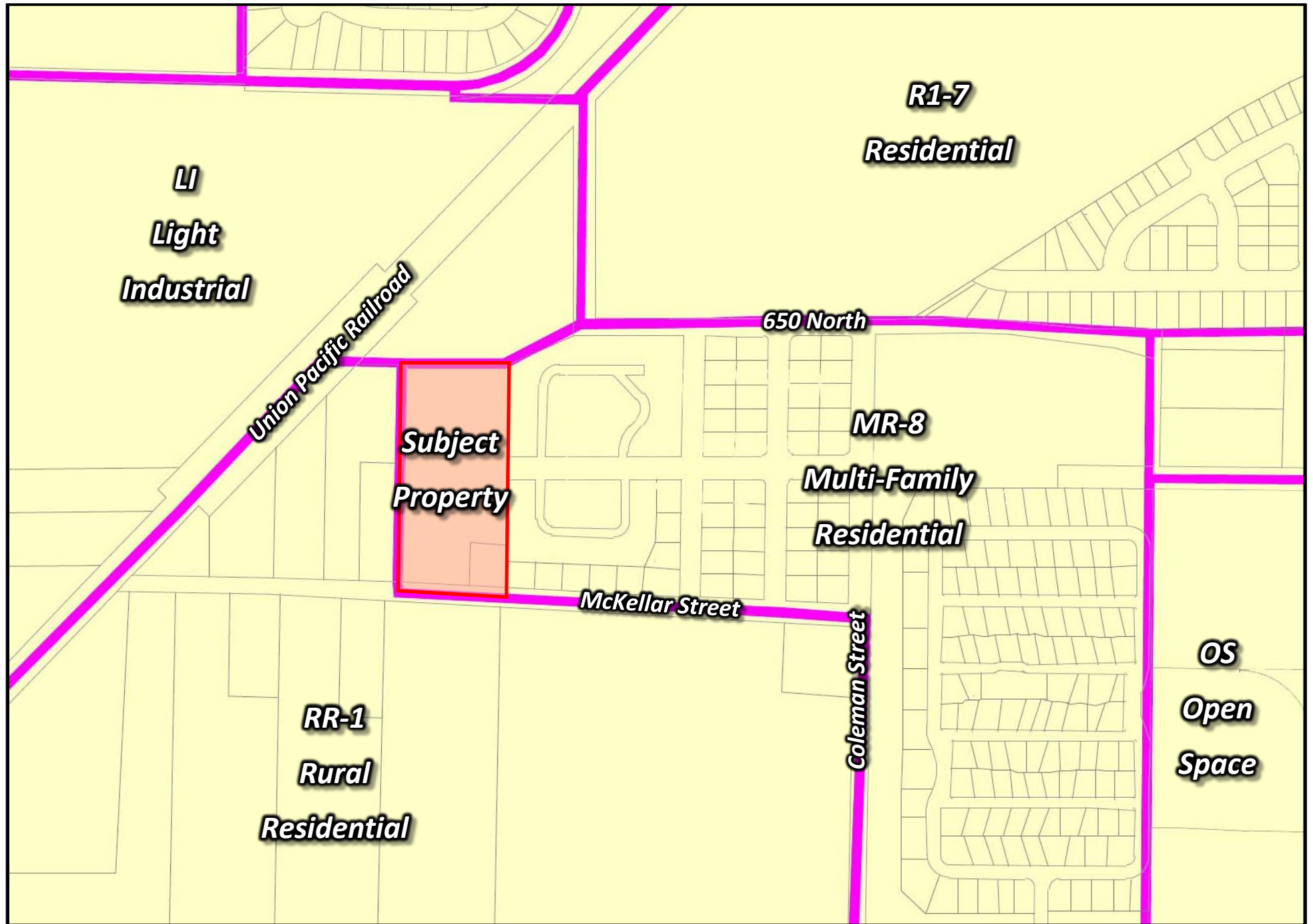
*The application you are submitting will become a public record pursuant to the provisions of the Utah State Government Records Access and Management Act (GRAMA). You are asked to furnish the information on this form for the purpose of identification and to expedite the processing of your request. This 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:

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

The Meadows Subdivision Zoning Map Amendment



Current Zoning Map

The Meadows Subdivision Zoning Map Amendment

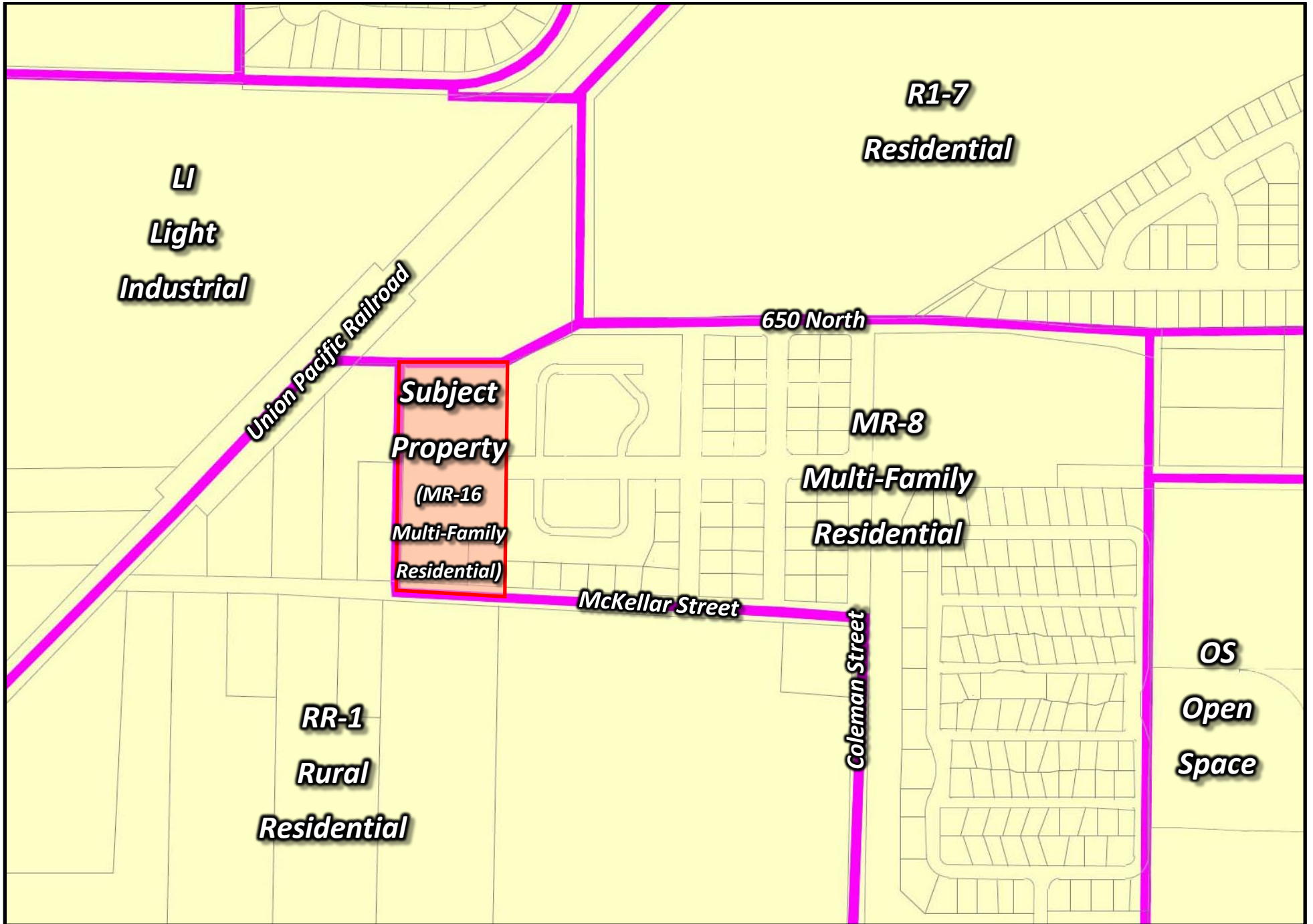


EXHIBIT D

**SECOND REVISED PETITION AND MAPPING
PERTINENT TO ZONING MAP AMENDMENT**

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



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:	Current Map Designation:	Proposed Map Designation:	Parcel #(s):		
11/22/2021	MR 8	MR 25	14-018-0-0001 0002		
Project Name:	Acres:				
The Meadows Subdivision	4.31				
Project Address:	740 West McKellar St, Tooele UT 84074				
Proposed for Amendment:	<input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> General Plan <input type="checkbox"/> Master Plan:				
Brief Project Summary:	zoning REQUESTING REZONE OF 4.31 ACRES FROM MR 8 to MR 25 TO ACCOMMODATE THE DEVELOPMENT OF APPROXIMATELY 89 CONDOS.				
Property Owner(s):	Address:		Applicant(s):		
KIM DEANGLASER	740 WEST MCKELLAR ST.		JOHNATHAN M. AUBREY		
Address:	City:	State:	Zip:	Address:	
740 WEST MCKELLAR ST.	TOOELE	UT	84074	4900 WEST SAGUARO DR.	
City:	State:	Zip:	City:	State:	Zip:
TOOELE	UT	84074	WEST JORDAN	UT	84081
Phone:	Phone:		Phone:		
435-882-4815	801-628-2673		801-628-2673		
Contact Person:	Address:		Address:		
JOHNATHAN M. AUBREY	4900 WEST SAGUARO DR.		4900 WEST SAGUARO DR.		
Phone:	City:	State:	Zip:	City:	
801-628-2673	WEST JORDAN	UT	84081	WEST JORDAN	
Cellular:	Fax:	Email:		Email:	
SAME	NA	jmaubrey@gmail.com		jmaubrey@gmail.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 (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:

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

Mayor, Tooele City Council, and Staff:

We are requesting that the 4.31 acres located at 738 W and 740 W McKellar St. be rezoned to be MR25 which fits within Tooele's future plans for high density. Items to evaluate for MR25 as opposed to the current zoning are the following: traffic, conformity with surrounding neighborhoods, and the effect of the proposed application on the character of the surrounding area.

These are important to consider. In looking at them one at a time, we will find that there is a lot of support for the MR25 zoning.

- **Traffic-** Horrocks Engineers were hired and completed a traffic study for this development. The traffic study, which is attached, states that this is a favorable development and that Tooele's roads 600 N, 400 N, 200 N, and Coleman St will be able to handle the additional traffic from this development without the need for road expansion for at least the next 5 years or more.
- **Conformity with surrounding neighborhoods** – There are 2 townhome developments just to the east of the subject property. The density of these developments do not conform to what they are zoned as they are both zoned MR8 with a 13 and 17 unit per acre density. These density counts are not adjusted for streets and setbacks as required by all development. When adjusting the density according to available acreage minus roads, the density of both developments would be over 16 units per acre. This means that both townhome developments were built based on a MR25 zone.
- **The effect of the proposed application on the character of the surrounding area-** The National Association of Realtors did research to determine what happens to the value of surrounding properties of a new apartment development. While we are looking to build a condominium community, the finding will be similar. The report is attached and sites that home values of property within 1 mile of a new multifamily development receives a higher than average increase of appreciation.

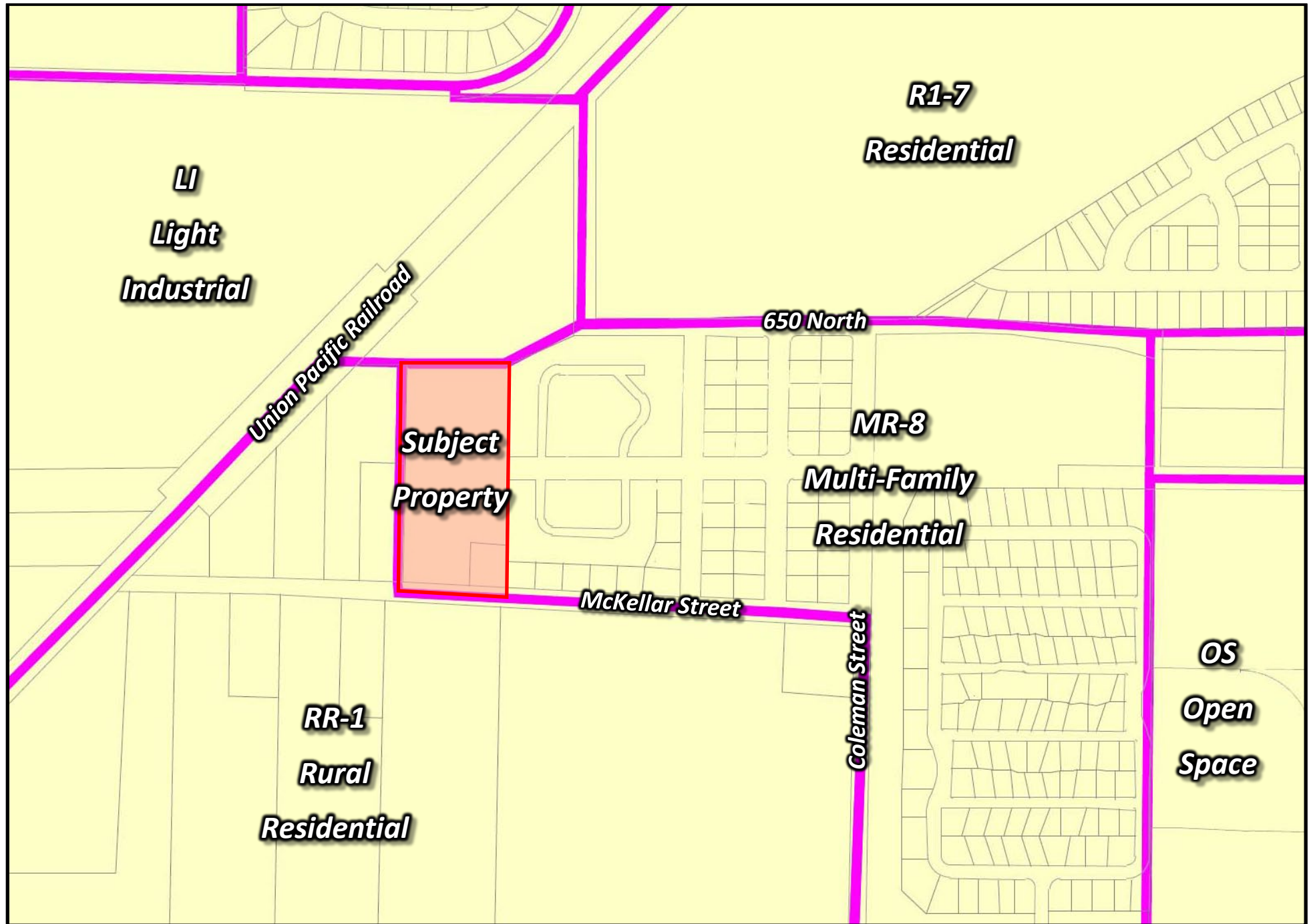
Millennials and Generation Z are for the most part are looking for condos and town home in order to live the kind of lifestyle they desire. There is a concern that those moving into the new development will have a negative influence on the surrounding neighbors who own farm animals. At the same time, MR8 or MR16 could possibly have the same influence as MR25. For myself, I currently do not have the means to own a farm and farm animals, but would enjoy living next to those who do.

In short, there is relatively minimal to no negative impact on Tooele or the surrounding area and MR25 fits within the current community. It will be a pleasure to work with Tooele and fulfill the needs of our community.

Thanks

Hunter & Aubrey Development

The Meadows Subdivision Zoning Map Amendment



Current Zoning Map

The Meadows Subdivision Zoning Map Amendment

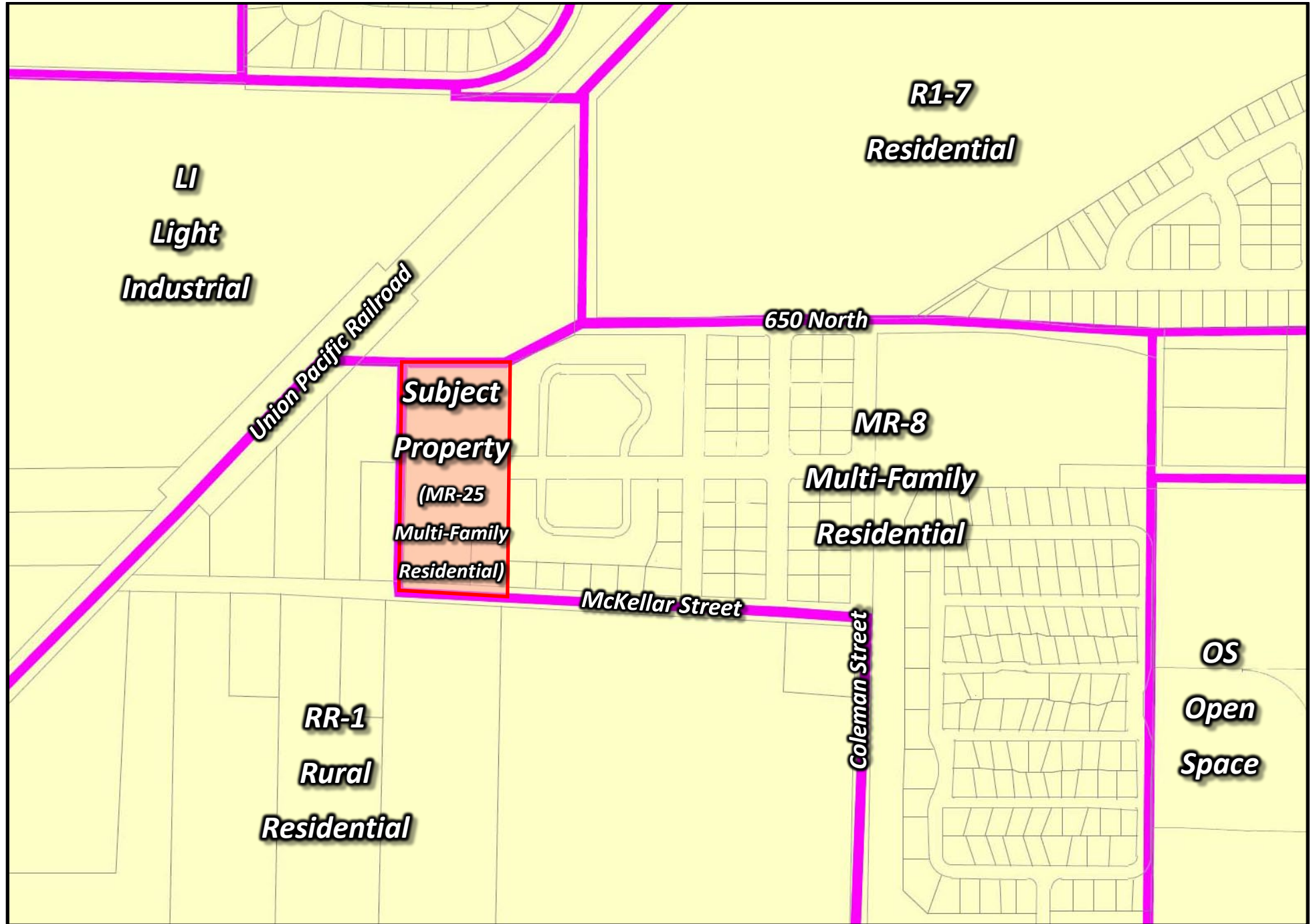


EXHIBIT E

**THIRD REVISED PETITION AND MAPPING
PERTINENT TO ZONING MAP AMENDMENT**

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



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: 2/14/2022-7/22/2024		Current Map Designation: MR-8		Proposed Map Designation: MR-16	
Project Name: The Meadows Subdivision				Parcel #(s): 17-018-0-0001 17-018-0-0002	
Project Address: 740 West McKellar St, Tooele, UT 84074				Acres: 4.31	
Proposed for Amendment: ZONING <input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> General Plan <input type="checkbox"/> Master Plan: _____					
Brief Project Summary: REQUESTING REZONE OF 4.31 ACRES FROM MR-8 to MR-16 TO ACCOMMODATE THE DEVELOPMENT OF A TOWN HOME COMMUNITY OF APPROXIMATELY 63 TOWN HOMES					
Property Owner(s): KEVIN DEAN GLASER			Applicant(s): JOHNATHAN M. AUBREY		
Address: 740 WEST MCKELLAR ST.			Address: 4900 WEST SAGUARO DR.		
City: TOOELE	State: UT	Zip: 84074	City: WEST JORDAN	State: UT	Zip: 84081
Phone: 435-882-4815			Phone: 801-629-2673		
Contact Person: JOHNATHAN M. AUBREY			Address: 4900 WEST SAGUARO DR.		
Phone: 801-629-2673			City: WEST JORDAN	State: UT	Zip: 84081
Cellular: SAME	Fax: NA	Email: JMAAUBREY@GMAIL.COM			

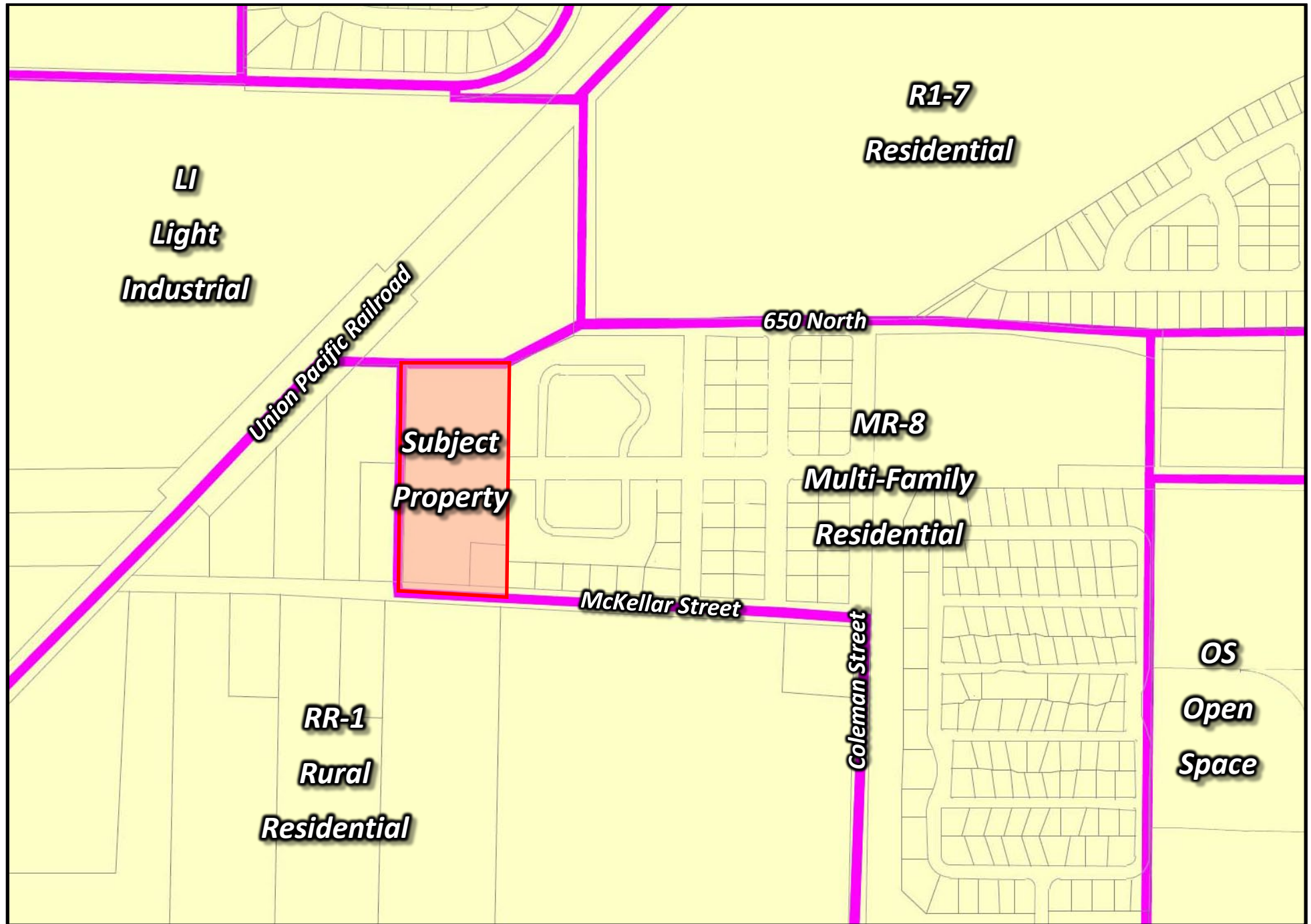
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For Office Use Only			
Received By:	Date Received:	Fees:	App. #:

The Meadows Subdivision Zoning Map Amendment



Current Zoning Map

The Meadows Subdivision Zoning Map Amendment

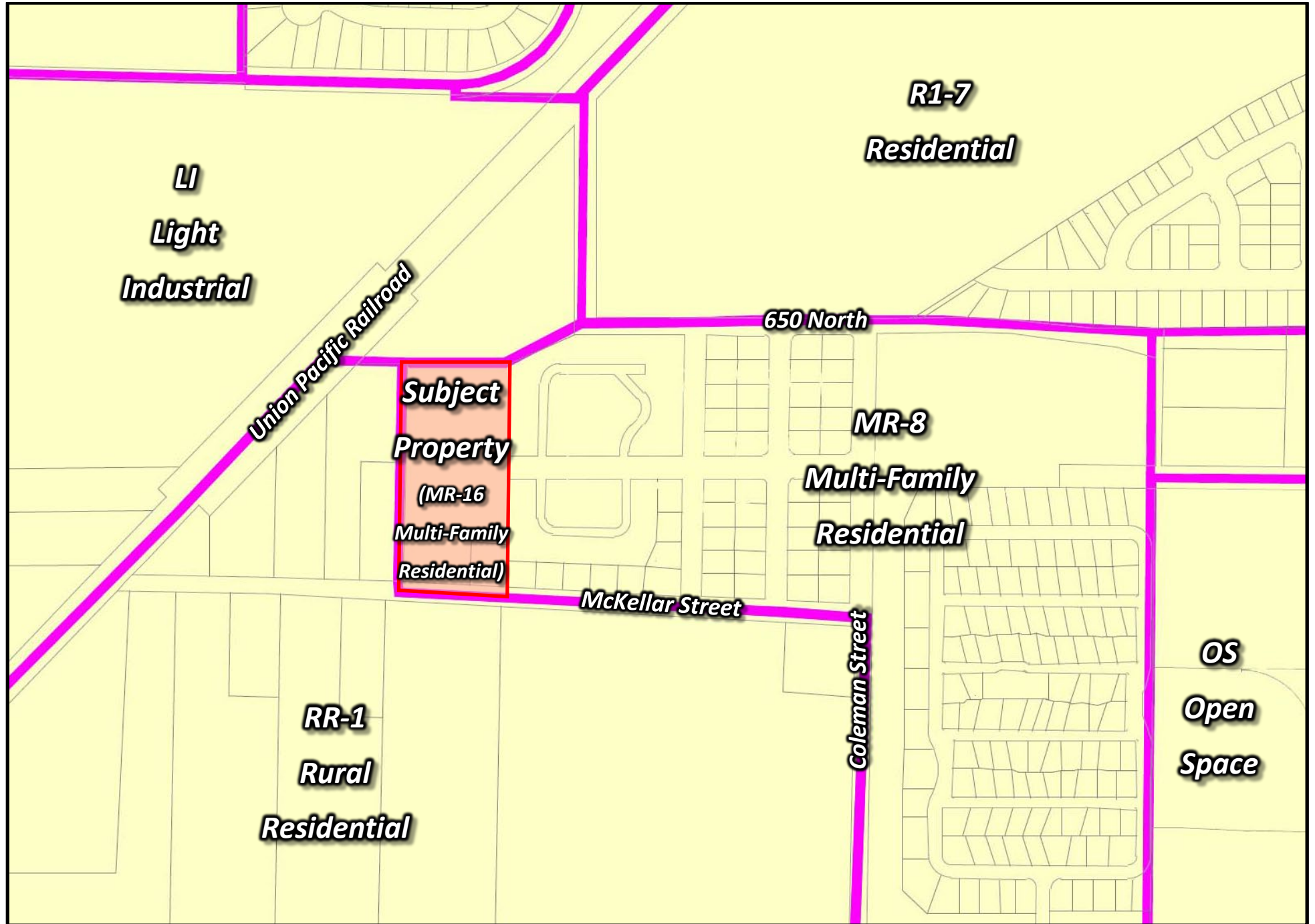


EXHIBIT F

PLANNING COMMISSION MINUTES

**Tooele City Planning Commission
Business Meeting Minutes**

Date: Wednesday, June 23, 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
Matt Robinson
Paul Smith
Weston Jensen
Chris Sloan
Nathan Thomas

Commission Members Excused:

Shauna Bevan
Melanie Hammer

City Council Members Present:

Maresa Manzione, City Council Member
Ed Hansen, City Council Member

City Employees Present:

Jim Bolser, Community Development Director
Paul Hansen, City Engineer

City Employees Excused:

Andrew Aagard, City Planner
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 Hamilton.

2. Roll Call

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

Melanie Hammer, Excused
Shauna Bevan, Excused

3. Public Hearing and Recommendation on a Zoning Map Amendment by Johnathan Aubrey to reassign the zoning designation for approximately 4.3 acres located at 740 West McKellar Street from MR-8 Multi-Family Residential to MR-25 Multi-Family Residential.

Mr. Bolser stated the identified area has been assigned the high-density residential land use designation and the Zoning Map shows it as an MR-8 Multi-Family Residential area. He stated the Zoning Map would be amended to show the subject property as MR-25 Multi-Family Residential if this application proved successful. He stated the applicant has submitted a concept plan and is the initial plan to help explain the intended use of the area.

Mr. Bolser stated public comment was received via email from Greg Parkensen prior to the meeting. It reads as follows:

This email is in regard to a rezoning hearing scheduled for June 23, 2021 at 7:00 PM. This hearing is about a rezoning amendment by Johnathan Aubrey to rezone 740 McKellar Street from MR-8 to MR-25.

Despite my best efforts, I am unable to attend this hearing, so I'd appreciate if you could read my statement during the hearing. Thank you in advance.

I own 750 McKellar Street which is right next to the property they want to rezone. I have a modest job I work very hard at and I have been saving every penny possible for the last 15 years so I can afford to build a little house on a quiet corner of Tooele. After years of searching I found and purchased 750 McKellar. It's a nice quiet neighborhood on a dead-end street with nice neighbors. My family goes out frequently to pick up trash, mow, kill off weeds and be a good neighbor.

I expected some single-family houses to go in next door, but this proposed rezoning by Johnathan Aubrey will destroy our quiet little rural neighborhood by introducing high density housing with so many buildings and people that the developer is expecting to have to turn McKellar into a through-street in order to handle the excessive traffic. This will not just crush my retirement dream, but will also destroy the neighborhood for my neighbors who have worked

so hard remodeling and fixing up their properties. That's not coming out of thin air, ask the developer.

Please deny this proposal. Not only will it crush my retirement dream, but it will make my property worthless. Put yourself in my shoes. Would you want to work for 15 years, scrimping and saving just to have your dream crushed? Again, PLEASE deny this proposal.

Commissioner Sloan asked if there was an access point to McKellar Street at the south end of the property.

Mr. Bolser stated there is one along the south edge of the property onto McKellar Street and one from the center of the property onto 600 North.

Commissioner Robinson stated in the information from the applicant, the nearby properties are zoned MR-8 but the density is higher. He stated he has been by that area and asked for clarification on the discrepancy.

Mr. Bolser stated that the overall average density of the area is an MR-8 as a combination of multi-family and single-family units, which was developed previously under different zoning.

Commissioner Sloan asked if the map is accurate.

Mr. Bolser stated the development has gone up quicker than Google maps has updated so the mapping is accurate but the aerial under it is not.

Commissioner McCall asked if there would be a wall as a sound barrier.

Mr. Bolser stated that discussion would come later in the process.

Chairman Hamilton opened the public hearing.

Sean Heap stated he owns half of the property that is flagged shaped. He shared his frustration to hearing a road might go right through his property. He stated he has built the home of his dreams away from everyone and is disappointed to hear they are going to build next to him. He stated he hopes the Council rejects it.

Jonathan Aubrey, Applicant with Hunter and Aubrey Development, stated he entered into an agreement with the owner to possibly purchase and develop the land but needs to amend the zoning map from an MR-8 to an MR-25 to accommodate multi-family development and density.

Commissioner Smith stated on the application it says they are going to build 98 units.

Mr. Aubrey stated they hired someone to draw up the plan, setbacks, etc. and can meet 98 units. He stated it is a concept plan and they are willing to work with the City.

Commissioner Smith asked if he is the builder.

Mr. Aubrey stated he will oversee the project but is not the builder directly.

Commissioner Smith asked if he will own it.

Mr. Aubrey stated if it is apartments he will own it; if they build town homes or condominiums they will be individually owned.

Commissioner Smith stated the applicant does not know the plan.

Mr. Aubrey stated he knows what he wants there but he wants to meet the needs of the City.

Commissioner Smith stated he has seen properties like this owned by corporations and the quality of the property goes down. He stated his concern is that it doesn't fit with the rest of the neighborhood.

Mr. Aubrey stated big corporations' purpose is for profit; Hunter and Aubrey Development's mission is to provide housing for the City and uplift the neighborhood; if they can stay in budget, they will build apartments that can stand on their own and believes the best investments are those you hold forever.

Commissioner Smith asked if the company is non-profit.

Mr. Aubrey stated it is for profit but has the understanding that people need good housing.

Commissioner McCall asked if the apartments will be Section 8.

Mr. Aubrey stated they have not addressed if it will be Section 8, but it will impact neighborhood and quality of neighbors.

Commissioner Robinson stated his concern is the jump between MR-16 and MR-25. He stated when the areas were discussed for high density, he cannot remember MR-25 being apart of the discussion.

Mr. Aubrey stated he understood the concern, but by having single-family homes there are multiple vehicles. He stated with apartments it is usually one per apartment, having a little less traffic.

John Hunter, partner of Hunter and Aubrey developments stated they put together an additional plan for zoning. He stated they looked at what the highest level of density would match would match those. He stated they are not necessarily pushing for 98 apartments but creating a plan that fits for Tooele City and possibly a 55+ community.

Chairman Hamilton asked Mr. Bolser what impact studies could be done.

Mr. Bolser stated they can request a traffic study or other studies on topics the Commission or City Council feel are necessary to understand the impacts before making a decision.

Commissioner Thomas asked if it is approved and they went to site design, have they requested multiple designs to review.

Mr. Bolser stated the City has not because a site plan is an administrative case review, and there is not much flexibility in the process. He stated as long as the applicant meets the City Codes, they are obligated to go with the plan.

Commissioner Thomas stated in the last meeting, the Commission had a similar discussion regarding design plans.

Mr. Bolser stated it was part of the legislative case, where they wanted to see drawings and have more flexibility and be requested in part of that process

Commissioner Smith motioned to reopen the public hearing for this item. Commissioner McCall seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Jensen, “Aye”, Commissioner Smith, “Aye”, Commissioner Sloan, “Aye”, Commissioner Thomas, “Aye,”, and Chairman Hamilton, “Aye”.

Chris Thompson, citizen whom bought 3 ½ acres on McKellar, stated he is against the high-density development.

Commissioner Smith moved to forward a negative recommendation to the City Council due to not fitting into the neighborhood. Commissioner McCall seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Jensen, “Aye”, Commissioner Smith, “Aye”, Commissioner Sloan, “Nay”, Commissioner Thomas, “Nay,”, and Chairman Hamilton, “Nay”.

Mr. Bolser stated as a reminder that this is not a final vote; The City Council gets the final say. He stated there will be a public hearing at the City Council but no more mailed notices.

4. Public Hearing and Recommendation on Land Use Map Amendment request by Lonestar Properties, LLC, to reassign the land use designation for approximately 20.5 acres located at approximately 2800 North 400 East from Medium Density Residential and Regional Commercial to High Density Residential.

Mr. Bolser stated the subject property is in the northeast portion of the community, approximately 2800 North 400 East near Liddiard’s Home Furnishings with the area north of Liddiard’s being a series of properties that are long and narrow. He stated there was an application for property with a similar request that the City Council was looking at that is the two properties immediately south of this application.

He stated Medium Density Residential would become High Density Residential and the Regional Commercial would be shortened by about three acres. He stated the applicant had submitted a rough concept plan with a layout of a potential development. He specified his understanding that the intent would be to seek MR-25 zoning if this application proves successful and disclosed the applicant provided two maps based on the Land Use Map. The first being a concept map with current land use designations overlaid. The second map shows how the development lies with the proposed change to the Land Use Map.

Commissioner Robinson asked what happened with the other application.

Mr. Bolser stated it had been tabled with the City Council because they wanted to see a concept plan.

Commissioner Thomas asked for a reminder of the other application.

Mr. Bolser stated the property would be similar to this application. He stated there was no concept plan and the City Council asked for additional information.

Commissioner Smith stated it was unclear to him why they wanted regional commercial with apartments.

Mr. Bolser stated they wanted MR-25 because it is the highest density; the applicant can answer further questions.

Chairman Hamilton opened the public hearing.

Mr. Allsop stated they wanted regional commercial because it has the potential for restaurants. He stated it would be maintained as two separate uses; five acres of commercial, reducing original commercial to accommodate high density with club house.

Chairman Hamilton stated it is nice to see a concept plan apart of the application.

Commissioner Robinson asked about access to Main Street.

Mr. Allsop stated there will be access to the main road and a design plan for the club house is in the works. He stated they are asking for MR-25 to be able to reach the height restriction. He understands that there is a prohibition on unit count because of parking, but the density will match the parking.

Commissioner McCall stated he never imagined the growth in Tooele.

Mr. Allsop stated there is a lot of growth within the county and neighboring areas and they want to get in front of it.

Chairman Hamilton stated he is in favor of the concept plan and high density.

Commissioner Robinson asked if they have talked to neighbors and land owners close to this area.

Mr. Allsop stated he talked to owners to the South and property owners have no qualms but are not working together.

Commissioner Thomas stated the traffic issue is commonly brought up, but to keep in mind vehicles don't come and go all at the same time.

Mr. Bolser stated they received a question during the public hearing via email.

It read as follows: "How will the development tie into properties to the north?"

Mr. Allsop stated there is potential for more access to come in and potential for commercial. He stated they would like to be cohesive with the property south.

Commissioner Smith stated there is not a lot of commercial property in Tooele. His concern is if they change commercial to residential, there will be no commercial land in Tooele City. He stated he is against it.

Commissioner Thomas moved to forward a positive recommendation to the City Council for the land use map amendment. Commissioner Robinson seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Jensen, “Aye”, Commissioner Smith, “Nay”, Commissioner Sloan, “Aye”, Commissioner Thomas, “Aye”, and Chairman Hamilton, “Aye”.

5. Recommendation on a Subdivision Plat Amendment request to consolidate lots 103 and 108 of the existing Lexington at Overlake Subdivision Plat into one lot, lot 201, located at approximately 1150 North Franks Drive in the MR-16 Multi-Family Residential zoning district.

Mr. Bolser stated the application is to consolidate lots 103 and 108 into one lot with the current zoning of the property being MR-16. He stated the application is to amend the existing Lexington at Overlake Subdivision plat by taking the current boundary line separating the two lots and erasing it.

Commissioner Jensen asked what the reason was behind the request.

Mr. Bolser stated the original plan with the eight lots was going to sell it to different builders. He stated these two lots were both sold to the same person who will be building on both lots and they want to combine them to make it more cohesive.

Commissioner Robinson moved to forward a positive recommendation of the subdivision plat amendment request. Commissioner Jensen seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Jensen, “Aye”, Commissioner Smith, “Aye”, Commissioner Sloan, “Aye”, Commissioner Thomas, “Aye”, and Chairman Hamilton, “Aye”.

6. City Council Reports

Council Member Manzione stated the City Council approved minor subdivision by Green River, approved the restrooms at golf course, and had a healthy discussion for rezoning and classification to MR-25 for property by the bowling alley with a vote to table the discuss and ask for additional information and studies.

Council Member Manzione stated during the last Planning Commission meeting, the Commission had asked for a summary of the budget. She stated the budget was approved for next year; the City will adopt current tax rate. She stated there was a discussion on a competitive compensation to hire and maintain good employees.

7. Review and Approval of Planning Commission Minutes for Meeting held on June 9, 2021.

There are no changes to the minutes for June 9, 2021.

Commissioner Thomas moved to approve the June 9th minutes. Commissioner McCall seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Jensen, “Aye”, Commissioner Smith, “Aye”, Commissioner Sloan, “Aye”, Commissioner Thomas, “Aye,”, and Chairman Hamilton, “Aye”.

8. Adjourn

Chairman Hamilton adjourned the meeting at 8:11 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 July, 2021

Tyson Hamilton, Tooele City Planning Commission Chair

EXHIBIT G

**CITY COUNCIL MINUTES
JULY 7, 2021
AUGUST 4, 2021**

**Tooele City Council
Business Meeting Minutes**

Date: Wednesday, July 7, 2021

Time: 7:00 p.m.

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

City Council Members Present:

Tony Graf
Melodi Gochis
Ed Hansen
Justin Brady
Maresa Manzione

City Employees Present:

Mayor Debbie Winn
Jim Bolser, Community Development Director
Chief Ron Kirby, Police Department Chief
Steve Evans, Public Works Director
Roger Baker, City Attorney
Shannon Wimmer, Finance Director
Darwin Cook, Parks and Recreation Director
Michelle Pitt, City Recorder
Cylee Pressley, Deputy City Recorder

Minutes prepared by Katherin Yei

Chairwoman Gochis called the meeting to order at 7:07 p.m.

1. Pledge of Allegiance

The Pledge of Allegiance was led by Matt Robinson.

2. Roll Call

Tony Graf, Present
Melodi Gochis, Present
Ed Hansen, Present
Justin Brady, Present
Maresa Manzione, Present

3. Resolution 2021-66 A Resolution of the Tooele City Council Consenting to Mayor Debra E. Winn's Appointment of Caption Adrian Day as Tooele City Chief of Police

Presented by Debbie Winn, Tooele City Mayor

Mayor Debbie Winn asked Chief Kirby to come to the front. She stated her appreciation for his many years of service within the community. She addressed the City Council to appoint Captain Adrian Day as the Tooele City Chief of Police. She stated they did put out the application nationwide with Captain Day being the best choice.

Council Member Hansen motioned to approve resolution 2021-66. Council Member Graf 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.

Caption Adrian Day was sworn in by Michelle Pitt, Tooele City Recorder.

4. Public Comment Period

There were no public comments.

5. Public Hearing & Motion on Ordinance 2021- 20 An Ordinance of Tooele City Reassigning the Land Use Designation From Medium Density Residential (MDR) & Regional Commercial (RC) to High Density Residential (HDR) for Approximately 29.3 Acres of Property Located at Approximately 2800 North 400 East

Presented by Jim Bolser, Community Development Director

Mr. Bolser stated the application is to adjust the Land Use Map, which is the step that would be required prior to amending zoning. He stated the subject property is in the north east corner of the community. He stated the subject property currently has three land use designations on the property, dividing it effectively in quarters. He stated the consideration is for two areas be reassigned to the High-Density Residential land use area. The first is the eastern half currently assigned the Medium Density Residential and the second is approximately 3 acres of the Regional Commercial land use area. The applicant had submitted a concept plan for discussion. Mr. Bolser stated the applicant was present and could further explain. He stated the Planning Commission did review it before the Council and has forwarded a positive recommendation with a 6 to 1 vote.

Chairman Gochis asked what the condition was the Planning Commission approved it under. Mr. Bolser stated the motion passed with a six to one vote without any specific conditions on the motion.

Council Member Brady stated his concern was the island that will be created within the Medium Density Residential area. He stated there has been multiple applications for this area and asked if this was different from those.

Mr. Bolser stated the other applications are the properties immediately to the south. He stated there are six properties in this area and between the two applications on file it involves the four middle parcels with one left at each end.

Council Member Hansen asked if the roads are going to SR-36 to get out of the property. Mr. Bolser stated he believes so. He stated he believes the applicant had spoken with the proposed applicant to the south, but at this time, can only provide a proposal for the two parcels that he represents. Mr. Bolser stated there are existing roadways including, 400 East and 600 East that could potentially be extended north to this project as well. He stated there are other options for roadways and any development on any of these parcels would be obligated to provide the necessary infrastructure, be that water, sewer, storm, power, roads, etc.

Council Member Hansen asked if the City would be required to build the road at 600 East if he built there.

Mr. Bolser stated they might have to. He stated as they look at the development reviews specifically, a traffic study will be required. He stated they would be looking for how much access is needed and from where.

Chairman Gochis asked about water.

Mr. Bolser stated they will be obligated to provide water system that includes connection from existing source to this site. He stated similarly sewer out of this site, as well as providing water rights to satisfy the demand of the development.

Chairman Gochis asked if the developer has to have water rights or is it just that they are required to.

Mr. Bolser stated they will be required to. He stated he will allow the developer to comment on the status of the water.

Chairman Gochis invited the developer to speak.

Mr. Sydney Allsop stated he represents Loanstar on this project. He stated they are asking for MR-25 because of a height restriction. He stated the apartment buildings would rent well; as well as support the commercial on Highway 36. He stated there will be a leasing office and a clubhouse and amenities on-site for families.

Chairman Gochis asked if the units will be for sale or rent and if they have the water rights for this project.

Mr. Allsop stated the seller has water rights that they will acquire with the transaction if the land use and zoning is approved and they have under contract other water rights as needed.

Council Member Manzione stated she hates to see the general commercial cut down.

Mr. Allsop stated though they want to put commercial on the property, they notice at 10 to 15, they get to deep and are not as successful. He stated they want to provide a successful and vibrant commercial area.

Council Member Manzione stated they also want a vibrant commercial area.

Council Member Hansen asked if they will be the builder on the commercial.

Mr. Allsop stated they will be the developer for the entire project and hold onto the project once it's done.

Chairman Gochis stated that with the zoning of MR-25, there is a potential of 725 units. She asked if that is what the developer was planning.

Mr. Allsop stated they will be restricted by the surface area that the unit count is going to require. He stated that'll come through when they go into the zoning and planning. He stated the concept shows what we believe we can get.

Chairman Gochis stated there is limited access from this area and asked what plan they had for roads and transportation.

Mr. Allsop stated once they move to the next step, they will provide a traffic study. He stated they have not initiated that study yet.

Council Member Brady stated he understands Tooele County is to the East and the North. He stated he does not want to be unfair to the County residents in building apartments building there, when they had originally zoned for something different.

Mr. Bolser stated that it was one of the difficult things for this area. He stated there are a few things to discuss: do they continue down that same road with the non-residential zoning in place now and hope for additional success? Or do they start looking at a different proposal that may be more appropriate for the land use in this area? He stated it is an open area that he has proposals for.

Council Member Brady stated his concern is the rezoning to high density, the rest of the property is likely going to follow. He stated he does not want to see high density of just apartments in one area. He stated this area would be a perfect area for an RSD so it does not just focus on apartments.

Council Member Manzione stated with higher density comes more traffic. She stated her big concern is here is traffic and would like to see a traffic study before approving the amendment.

Chairman Gochis stated it needs to be walkable to the amenities of the businesses. She stated no one will be able to walk to local stores in Tooele without a trail system or sidewalk. She asked if that could be included in the traffic study.

Mr. Bolser stated the Council could make recommendations of what they would like to see from the applicant.

Chairman Gochis stated she does want a firmer answer on the water for this project. She asked if the developer was working towards bringing water or if they already had it.

Mr. Allsop stated they do have it in the contract to buy the property and will close if they are approved for zoning. He stated they do not want to spend the money if they are a different density.

Chairman Gochis stated she does not want to make a change on the land use if we don't have a firm plan for water.

Mr. Allsop stated he does not want to spend millions of dollars on the water until he knows what he has.

Council Member Hansen asked if there is water coming then.

Mr. Allsop stated they do have water on contract.

Council Member Graf stated he has some concerns about regional commercial. He stated one of the things that's important when building high density is transportation. He stated there is use of the express bus to Salt Lake and the intertown bus within the City. He stated if you have higher high density in this type of situation, optimally, you'll have close connections to public transportation. He stated he doesn't like creating an island of medium density residential because to the north, they would probably have to go to the high density.

Chairman Gochis stated that area is a buffer zone between what is considered agricultural and asked what the County zoning was there.

Mr. Bolser stated he was not familiar in depth with the County Zoning Map, but believes that it is the same as the existing development to the northeast, with the ultimate plan being large lot residential.

Chairman Gochis stated a County resident approached the City about the safety of residents because of machines that work agriculture in the fields.

Council Member Graf stated a recurring theme of green and open spaces is important to the City. He stated when there is a high concentration of people, they do not want a concrete jungle.

Mr. Allsop stated they will follow code, but will work with the City on open space.

Chairman Gochis opened the public hearing.

Council Member Brady motioned to deny 2021-20. Council Member Manzione seconded the motion.

Chairman Gochis asked if that would allow the applicant to make changes and come back.

Mr. Bolser stated by denying it, the applicant would need to start the process over with a new application since a decision had been made. If the Council was interested in allowing the applicant to provide the Council with some additional information on their questions they could table the discussion and allow them to do so without having to repeat any steps.

Council Member Manzione withdrawn her second.

Council Member Graf stated they would like to see conceptual plans that integrate green and open space and walking paths.

Mr. Allsop asked what they are looking for in the trails. He stated they could easily add to the City's trail system.

Council Member Manzione stated a traffic study is warranted.

Council Member Graf motioned to Table 2021-20 with the conditions discussed with the developer. Council Member Hansen seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Graf, "Aye," Council Member Brady, "Naye," Council Member Manzione, "Aye," Chairwoman Gochis, "Aye." The motion passed.

6. Public Hearing & Motion on Ordinance 2021-21 An Ordinance of the Tooele City Council Reassigning the Zoning Classification to the MR-25 Multi-Family Residential Zoning District for Approximately 4.3 Acres of Property Located at Approximately 740 West McKellar Street

Presented by Jim Bolser, Community Development Director

Mr. Bolser stated this is a Zoning Map Amendment. He stated the subject property is the west end of the current MR-8, Multi-Family Residential designation. He stated there are a combination of projects in this area under that zoning designation, including townhomes, smaller lot single-family dwellings and an existing trailer home development. He stated the applicant was present to provide some additional context. He stated the Planning Commission did hear this item and held their own public hearing. He stated after a robust discussion about the differences of whether or not this could develop more appropriately as MR-25 as requested or MR-16, they forwarded a negative recommendation for the application at hand by a 4 to 3 vote.

Chairman Gochis stated there is a Union Pacific Railroad crossing there. She asked if that was blocked off or people could cross it?

Mr. Bolser stated it was blocked off and warranted another consideration. He stated a gentleman had requested information at the prior Council introduction discussion about this current mapping and those concerns were given to the Planning Commission. He stated those concerns were as follows: the mapping was correct and how an extension through Tooele Boulevard would work. He stated they receive information directly from the County Recorder's Office on a monthly basis. He stated if you measure from the edge of the Union Pacific right-of-way line to the closest corner of this parcel, it's approximately 88 feet. He stated there is room to get Tooele Boulevard through there, which would occur with development.

Chairman Gochis stated she had concerns about the traffic on Coleman Street that residents have brought forward. She asked if the developer had done a traffic study.

Council Member Brady asked how many parking stalls are required.

Mr. Bolser stated it is the same for all multi-family units; two spaces per unit and one space for every four units to be designated as guest parking.

Council Member Brady stated it seems that vehicles park on the street. He stated he shares concerns with Chairman Gochis. He stated he feels that it is not an appropriate area for MR-25; MR-16 would be a better fit.

Chairman Gochis invited the developer forward.

Mr. John Aubrey introduced himself and stated he was happy to answer questions.

Chairman Gochis stated she believes MR-25 is too high density for this area. She stated her concerns for traffic getting in and out of the development. She asked if they will be doing a traffic study.

Mr. Aubrey stated they will be doing a traffic study, but have not yet because they want to know what density they will be approved for. He stated when you look at a report from the transit authority, it has been stated on average a single-family home will have ten car trips per day and an apartment unit will have four cars per day. He stated he calculated with an MR-8, there would be 340 car trips, where as an MR-25 would be a proposed 390 car trips. He stated they want to partner with the City and meet their needs. He stated if they want apartments, they would need MR-25; if they wanted townhomes, they can do MR-16.

Mr. Aubrey stated when they met with the Planning Commission they had two concerns, the traffic and apartments not fitting in at that location. He stated he heard that the City might be building a park north of this site and would be happy to partner with them to build that.

Chairman Gochis stated she was unsure if that is a location for a park.

Council Member Manzione stated she spoke with Mr. Cook earlier that day and it is a location they will be putting a park.

Mr. Baker stated there is not a confirmed plan yet, but there are plans beginning to develop. He stated it remains something they expect to become a park.

Council Member Manzione stated she believes that is not the place for MR-25 because of the traffic and not being considerate to the neighbors.

Mr. Aubrey stated they have not done a traffic study yet, but in his experience coming and going from that property, there are not more than three cars on that road.

Chairman Gochis stated the Planning Commission recommended an MR-16. She asked if he desired they consider MR-25 or is willing to table this and bring back a proposal as an MR-16.

Mr. Aubrey stated if the Council preferred MR-16, they would be okay with that.

Chairman Gochis asked Mr. Bolser if he would have to do a new application for that.

Mr. Bolser stated if they tabled it with the purpose of the developer coming back with an MR-16 proposal, they would need to check to see if the notices sent out to the community and the public hearings were sufficient for MR-16. He stated it might have to go back to the Planning Commission step, but an entire new application won't be necessary.

Mr. Aubrey stated MR-25 is going to be too much and they can build townhomes under MR-16, but asked if they have filled the need for rental units. Mr. Bolser stated they are compliant with the State of Utah requirements for moderate income housing as of the last study adopted with the new General Plan in December, which is based on cost of housing compared to family income. He stated Tooele does not have something in house that shows where we are for those specific needs on a day-to-day basis.

Council Member Manzione stated there is a shortage of housing all around, but we must balance the need with what is in the City and MR-25 does not fit in that neighborhood. She stated though we may need the rentals, we must find a balance.

Mr. Aubrey stated they are equally happy to provide townhomes in the MR-16.

Council Member Brady stated it is not townhomes verses apartments, but it is the density in this area that is the concern.

Council Member Hansen stated if they went down in units based on the concept plan, he would only be two building too many.

Mr. Aubrey stated they do have another concept plan for townhomes that they did not turn in.

Council Member Graf stated the Northlake Elementary School parking lot becomes slow moving. He stated the impact of the traffic on MR-25 with Coleman Street outweighs the higher density.

Mr. Aubrey stated they want to work with the City and would be happy to develop under MR-16.

Mr. Baker stated they have an application that is asked to be voted on. He stated if they wanted to entertain a variation, the Council has two options. He stated they can table it, and Mr. Bolser and himself will discuss further options with the applicant to amend their application or they can issue a decision on the application at hand.

Chairman Gochis asked if they need to hold another public hearing. Mr. Baker stated they would.

Chairman Gochis opened the public hearing.

Chairman Gochis motioned to table 2021-21 until they have additional information and an amended application. Council Member Brady 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.

7. Resolution 2021-49 A Resolution of the Tooele City Council Consenting to the One-Time Incorporation of Stipends Paid to Specific City Employees by the Redevelopment

Agency of Tooele City (RDA) to Employee Regular Rates of Pay by Tooele City Corporation

Presented by Shannon Wimmer, Finance Director

Ms. Wimmer stated the adoption of the resolution gives authority to the City to move some of those salaries that were previously paid out of the RDA to the City's budget. She stated this is being done in anticipation of the RDS sunset and give some consistency in the City's budget.

Council Member Manzione motioned to approve 2021-49. 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.

8. Resolution 2021- 74 A Resolution of the Tooele City Council Approving an Agreement with Nelson Brothers Construction Company for the Water Reclamation Facility 2021 Upgrades, Phase 1

Presented by Paul Hansen, Tooele City Engineer

Mr. Hansen stated the Council has three projects that are either recently completed or in process, the second deals with upgrades to the filter process that's in works, and the third is phase one upgrades. He stated many of the elements have become deteriorated over the last 20 years; the water that flows through that plant is quite caustic, and quite corrosive and damaging to the processing equipment. He stated they put it out for public bid and received bids from three contractors, the lowest bid being Nelson Brothers Construction with a submitted cost of \$827,024. He stated Nelson Brothers Construction has worked for the city in the past. He stated where they typically ask for a 5% contingency, they are asking for additional contingency of 15%.

Council Member Brady motioned to approve 2021-74. 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.

9. Subdivision Plat Amendment Request by Lexington Townhomes, LLC for the Purpose of Amending the Lexington at Overlake Subdivision to Combine Lots 103 & 108 into a Single Lot 201 on 6.39 Acres in the MR-16 Multi-Family Residential Zoning District

Presented by Jim Bolser, Community Development Director

Mr. Bolser stated the subject property is on the south end of the Lexington at Overlake subdivision, a part of the overall Lexington Greens project. He stated the applicant bought these two lots and wants to make it a more cohesive development on them so he is looking to make it a single lot. He stated the application is simply to take the two separate lots and combine it to

make it one lot. He stated the Planning Commission has heard this application and forwarded a unanimous positive recommendation.

Council Member Graf motioned to approve the Subdivision Plat Amendment. Council Member Manzione 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.

10. Minutes: June 16, 2021 Work & Business Meeting

No changes needed to be made to the minutes from June 16, 2021.

Council Member Manzione motioned to approve minutes from June 16, 2021. 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

11. Invoices

Presented by Michelle Pitt, Tooele City Recorder

Ms. Pitt presented the following invoices to the Council for approval:

Nickerson Company Inc for Pump motors for wells #7, #9, #11, and Kennecott in the amount of \$103, 567.

Nickerson Company Inc for repair and replacement of the pump for the water waste plant in the amount of \$24, 320.

Council Member Hansen motioned to approve invoices with an extra pump added to the pump. Council Member Manzione 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.

12. Adjourn

Chairwoman Gochis adjourned the meeting at 8:45pm

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 21 day of July, 2021

Melodi Gochis, City Council Chairwoman

**Tooele City Council
Business Meeting Minutes**

Date: Wednesday, August 4, 2021

Time: 7:10 p.m.

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

City Council Members Present:

Tony Graf

Melodi Gochis

Ed Hansen

Maresa Manzione

City Council Members Excused:

Justin Brady

City Employees Present:

Mayor Debbie Winn

Jim Bolser, Community Development Director

Chief Adrian Day, Police Department Chief

Roger Baker, City Attorney

Shannon Wimmer, Finance Director

Jamie Grandpre, Public Works Director

Michelle Pitt, City Recorder

Minutes prepared by Katherin Yei

Chairwoman Gochis called the meeting to order at 7:06 p.m.

1. Pledge of Allegiance

The Pledge of Allegiance was led by Mr. Jim Bolser, Community Development Director.

2. Roll Call

Tony Graf, Present

Melodi Gochis, Present

Ed Hansen, Present

Maresa Manzione, Present

Justin Brady, Excused

3. Public Comment Period

Mayor Winn showed her concern for those effected by the flood.

Mr. Baker stated he has reviewed documents from many years ago including correspondence, claims, and damage amounts from the event on of May 30, 2005. He stated there was a lack of understanding of the events that happened with an intense discussion that followed. He stated there are differences in process from 2005 to now. He stated the City's no-fault claims ordinance in 2005 allowed payments up to \$2,000, irrespective of negligence on the City's part. He stated the City raised their no-fault benefit from \$2,000 to \$10,000. He stated the City also has a different insurance carrier that offers a no-fault benefit of \$5,000, and is prepared to receive and administer no-fault claims up to \$15,000.

Mr. Baker stated they have taken the initiative to contact the insurance company and prepare them to help. He stated the residents still need to file a claim with as much detail as possible and then they can move the claims forward.

Hard copies of the no-fault claim form were made available.

Chairwoman Gochis stated there are Tooele County Emergency Management available and asked that to be addressed.

Mr. Baker stated TCEM is gathering information on where property damage occurred and can help later down the road if and when federal and/or state funds become available. But TCEM is simply gathering information, and is not providing services to claimants.

Mayor Winn stated when the public reports their damage to the City, the City reports that to the County (to TCEM).

Chairwoman Gochis opened the Public Hearing.

Mr. Zach Sailing asked what the City did to fix the problem after the flood in 2005. He stated he built his home in 2006 and asked the City if he needed to add anything to his property. He stated the City claimed they would fix the issue. He asked if there is a way to submit pictures online and who to contact regarding their claims.

Mayor Winn stated the images can be brought in or sent electronically and their forms will be notarized in the attorney's office.

Mr. Baker stated as a formality, once the claim is received, the claimant will receive a letter form the attorneys office indicating that the claim has been received and will be forwarded to the City's insurer. He stated there is a list of mitigation companies that have negotiated rates for property mitigation. The list was created by the Utah Local Governments Trust.

Mr. Myran Nix stated he was hit in 2005 and was told by the City that the drainage would be corrected. He stated he wanted an answer about what has been done. He stated he was approached by a lawyer who asked about the steps he had taken for the sewer and the fees he pays for the service. He stated he does not want it to happen again and wants to know what the City is going to do to prevent the issue in the future.

Mr. Bryant asked how the list of companies could be obtained.

Mr. Baker stated he will provide hard copies, but claimants also can contact the insurance company for that list.

Mr. Bryant stated the contaminants now sit in the basement, where his mother-in-law lives. He stated in 2005 the City stated they would fix the problem.

Mayor Winn stated he should contact the Health Department to address the concerns about his mother-in-law and will personally find out what had been told or fixed.

Mr. Bryant stated his recollection was they knew there was a problem and said they would fix it.

Mr. Baker stated during the meeting the Council contracted with an engineering firm to figure out what the problem was in 2005. Correspondence in Mr. Baker's files indicated the firm's report was mailed to the claimants.

Mr. Nix asked who they contact to ask additional questions and get information.

Mayor Winn stated they can call the Mayor's office.

Chairman Gochis apologized for the situation. She stated they will work to fix the problem.

4. Public Hearing and Motion on Ordinance 2021-28 An Ordinance of Tooele City Amending Table 2 of Chapter 7-16 Regarding Setback Requirements in Industrial Zoning Districts

Presented by Jim Bolser, Community Development Director

Mr. Bolser stated the City Code establishes the setbacks that a community determines would be appropriate. He stated that one aspect that goes into this determination is the building code which has varying requirements based on the type of construction and use of the building. He stated there was an application that went through a pre-development process with the intent to look at a mass subdivision and split the property for different uses. That subdivision would split existing buildings onto separate properties that would be too close to meet setbacks. He stated commercial and non-residential has more varying aspects to it where the uses and construction types are less consistent than residential. He stated the amendment is to allow and establish a minimum standard lower than the current requirement with the emphasis shifting the setback determination to the applicant based on the type of construction of and nature of use for the building and what they want to do. He stated the Planning Commission forwarded a unanimous positive recommendation.

Chairman Gochis opened the public hearing.

Council Member Hansen motioned to approve ordinance 2021-28. Council Member Manzione seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Graf, "Aye," Council Member Manzione, "Aye," Chairwoman Gochis, "Aye." The motion passed.

5. Ordinance 2021-21 An Ordinance of the Tooele City Council Reassigning the Zoning Classification to the MR-16 Multi-Family Residential Zoning District for Approximately 4.3 Acres of Property Located at Approximately 740 West McKellar Street

Presented by Jim Bolser, Community Development Director

Mr. Bolser stated the City Council has seen this application before and decided to table the discussion previously. He stated the Land Use Map shows the surrounding property in the high-residential zoning. He stated the prior request was to rezone to MR-25, but re-did the application for MR-16. He stated the applicant did submit an alternative concept plan with intended town homes.

Mr. Bolser stated the Council did meet the requirements needed and does not need to hold another public hearing.

Chairman Gochis stated if it were to be rezoned there could be up to 64 homes in the area. She stated her concerns are the density that it would bring and being only two exits. She stated MR-8 is already compliant with the zone, but her concern is in density.

Mr. Bolser stated the applicant is here if they would like to ask him questions directly.

Council Member Hansen motioned to approve Ordinance 2021-21 to change the classification to MR-16. Council Member Graf seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Graf, "Aye," Council Member Manzione, "Naye," Chairwoman Gochis, "Naye." The motion failed.

The applicant was invited to speak to the Council. Mr. Aubrey stated it was viewed as being appropriate to approve if they adjusted their application to MR-16. He stated the goal is to provide good housing for a good price. He stated if they are not able to get MR-16, there is not a reality to give the ability to build there. He stated they are looking to purchase the property bordering the other properties and bring it to code

Council Member Manzione stated she was still is not in favor of the project as MR-16, because of the traffic.

Mr. Aubrey stated they would be doing a traffic study when they knew what their zone would be.

Chairman Gochis stated her opinion would not change, but asked Mr. Bolser if there were any further options for the applicant.

Mr. Bolser stated there was always an option for the applicant to file another application.

Mr. Baker stated the Council has an option for reconsideration that is generally made during the meeting in which the original motion passed, and would require a minimum of three votes. He stated it would put them back into the position to make another motion.

Mr. Baker stated the Mayor has the authority to break the tie according to the City Code, chapter 1-6 and her veto power is in the charter.

Mayor Winn stated she was under the impression that if the applicant adjusted their application to MR-16, the Council would move forward. She stated she would also like to see a traffic study before re-evaluating.

Council Member Graf asked if there was a way to table for further discussion.

Mr. Baker stated only if there was a successful motion to reconsider.

Mayor Winn stated she abstained to vote to break the tie.

Council Member Manzione stated she is willing to reconsider her motion.

Council Member Hansen asked the applicant if he was willing to do a traffic study.

Mr. Aubrey asked if that is the only way to move forward, he would talk to his partner.

Chairman Gochis stated her vote would not change. She asked what the applicant would do to bring the other property to compliance.

Mr. Bolser stated it was an existing single-family dwelling. He stated the resident did not want to bring it to compliance to meet the City's code.

Council Member Manzione stated she lived in that area. She stated if they had an actual study, she could make a better decision.

Council Member Hansen stated he wanted to know if the council would change their votes if they made a new motion.

Council Member Hansen motioned to reconsider the previous motion on Ordinance 2021-21 to change the classification to MR-16. Council Member Graf seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Graf, "Aye," Council Member Manzione, "Aye," Chairwoman Gochis, "Aye." The motion passed.

Council Member Graf stated they want to see a traffic study.

Chairman Gochis asked what the yield is on MR-16 verses MR-8.

Mr. Aubrey stated the goal of having quality and reasonable priced homes would be better at an MR-16.

Chairman Gochis asked for a motion.

Council Member Hansen motioned to table Ordinance 2021-21 and have the applicant bring back a traffic study. Council Member Graf seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Graf, "Aye," Council Member Manzione, "Aye," Chairwoman Gochis, "Aye." The motion passed.

6. Preliminary Subdivision Plan Request by Building Dynamics, Inc., for the Creation of 25 Townhome Lots Located at Approximately 1150 North Franks Drive in the MR-16 Multi-Family Residential Zoning District on 2.14 Acres

Presented by Jim Bolser, Community Development Director

Mr. Bolser stated the Preliminary Subdivision Plan request does not include the entirety of the lot, just one of the two lots. He stated zoning on property is MR-16, along with surrounding

properties. He stated it is townhome plat to create 25 townhomes. It does comply with City Code and gone through Planning Commission. He stated the site plan drawing removes the property lines, some are rear-loaded garages, some are front-loaded, they are 4 and 5 units building. He stated planning commission has forwarded a positive recommendation.

Council Member Graf asked if it is different than Lexington Greens.

Mr. Bolser stated it is a part of the overall but not by the same builders

Council Member Graf asked if they thought about joining the special service district.

Mr. Bolser stated they have chosen not to.

Chairman Gochis stated there was a recommendation to put in a gazebo. She asked if there were any conditional-plan uses.

Mr. Bolser stated there was no recommendations and a gazebo could not be required.

Council Member Manzione motioned to approve Preliminary Subdivision Plan Request.

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

7. Resolution 2021-79 A Resolution of the Tooele City Council Approving Audit Agreements with Larson & Company PC

Presented by Shannon Wimmer, Finance Director

Ms. Wimmer stated the contract with Larson & Company PC is a five-year contract. She stated the current auditors will be a consultant. They put out a bid for an auditor report, and got references from agencies within the county. They are still in current auditing budget.

Chairman Gochis stated her appreciation to Ms. Wimmer for her work.

Council Member Graf motioned to approve Resolution 2021-79. Council Member Manzione seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Graf, "Aye," Council Member Manzione, "Aye," Chairwoman Gochis, "Aye." The motion passed.

8. Resolution 2021-80 A Resolution of the Tooele City Council Approving a Change Order with WesTech Engineering for the 2021 Water Reclamation Facility Filters Upgrades Project, Phase 1

Presented by Jamie Grandpre, Public Works Director

Mr. Grandpre stated the change order from WesTech is in regards to the electrical requirements. He stated the Electrical cabinet had to be moved into the main room and required a stainless-steel cabinet with heater and AC.

Council Member Hansen motioned to approve Resolution 2021-80. Council Member Manzione seconded the motion. The vote was as follows: Council Member Hansen, “Aye,” Council Member Graf, “Aye,” Council Member Manzione, “Aye,” Chairwoman Gochis, “Aye.” The motion passed.

9. Minutes

-July 21, 2021 Work & Business Meeting

No changes are to be made to the minutes.

Council Member Hansen motioned to approve the Work & Business minutes from July 21, 2021. Council Member Manzione seconded the motion. The vote was as follows: Council Member Hansen, “Aye,” Council Member Graf, “Aye,” Council Member Manzione, “Aye,” Chairwoman Gochis, “Aye.” The motion passed.

10. Invoices

Presented by Michelle Pitt, City Recorder

Ms. Pitt presented the following invoices to the Council for approval:

Rehrig Pacific Company for 702, 65-gallon garbage cans in the amount of \$48,903.50.

Mountainland Supply Co for Water Meters in the amount of \$37,995.64.

Council Member Manzione motioned to approve invoices. Council Member Graf seconded the motion. The vote was as follows: Council Member Hansen, “Aye,” Council Member Graf, “Aye,” Council Member Manzione, “Aye,” Chairwoman Gochis, “Aye.” The motion passed.

11. Adjourn

Chairwoman Gochis adjourned the meeting at 8:30pm


Council Member Manzione moved to adjourn to a closed session in the upstairs conference room. Council Member Hansen seconded.

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 August, 2021

Melodi Gochis, City Council Chairwoman

MEMORANDUM

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

Subject:

During the City Council meeting of July 7, 2021, the City Council held a public hearing and heard testimony and discussion regarding Ordinance 2021-21 to amend the Tooele City Zoning Map for 4.3 acres of property at 740 West McKellar Street, excerpts of the minutes for that meeting can be found in Exhibit "B" to this memo. This review followed the Planning Commission's positive recommendation, by a 4-3 vote, on June 23, 2021, excerpts of the minutes for that meeting can be found in Exhibit "A" to this memo. During that meeting the Council unanimously voted to continue the review to a future meeting. On August 4, 2021, the City Council again heard discussion on this application, excerpts of the minutes for that meeting can be found in Exhibit "C" to this memo. During that meeting the Council again unanimously voted (4-0) to continue the review to a future meeting. As a part of that continuation, the Council requested the applicant have a traffic study conducted 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.

Through the course of discussion on this application, the applicant expressed his intent to have the Zoning Map Amendment revised to assign the property to the MR-16 Multi-Family Residential zoning district as opposed to the MR-25 Multi-Family Residential zoning district identified in the original application as an effort to make the potential development more palatable for the City. With the submission of the traffic study, the applicant has indicated intent to revert back to the initial request of amending the Zoning Map to assign the property to the MR-25 Multi-Family Residential zoning district.

Following the Council's discussion of the continued request and submitted traffic study and information, on February 14, 2022 staff received a third amended application again requesting the application be reviewed as a request for the MR-16 Multi-Family Residential zoning district. As such, the materials you will find in your packet moving forward will reflect this original request.

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



Dwelling Units and Parking

NORTH OF 600 NORTH STREET

Building	Floors	Total Dwelling Units	Required Parking Stalls	With 8% Reduction	Req. Visitor Parking	Total Required Parking	Parking Stalls Provided
A	3	24	48				
B	3	6	12				
C	3	18	36				
Total	9	48	96	89	12	101	106

SOUTH OF 600 NORTH STREET

D	3	12	24				
E	3	12	24				
F	2	8	16				
G	3	12	24				
H	2	6	12				
Total	13	50	100	92	13	105	105
Grand Total	22	98	196	181	25	206	211

EXHIBIT A

JUNE 23, 2021 PLANNING COMMISSION MINUTES EXCERPTS

2. Roll Call

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

Melanie Hammer, Excused
Shauna Bevan, Excused

3. Public Hearing and Recommendation on a Zoning Map Amendment by Johnathan Aubrey to reassign the zoning designation for approximately 4.3 acres located at 740 West McKellar Street from MR-8 Multi-Family Residential to MR-25 Multi-Family Residential.

Mr. Bolser stated the identified area has been assigned the high-density residential land use designation and the Zoning Map shows it as an MR-8 Multi-Family Residential area. He stated the Zoning Map would be amended to show the subject property as MR-25 Multi-Family Residential if this application proved successful. He stated the applicant has submitted a concept plan and is the initial plan to help explain the intended use of the area.

Mr. Bolser stated public comment was received via email from Greg Parkensen prior to the meeting. It reads as follows:

This email is in regard to a rezoning hearing scheduled for June 23, 2021 at 7:00 PM. This hearing is about a rezoning amendment by Johnathan Aubrey to rezone 740 McKellar Street from MR-8 to MR-25.

Despite my best efforts, I am unable to attend this hearing, so I'd appreciate if you could read my statement during the hearing. Thank you in advance.

I own 750 McKellar Street which is right next to the property they want to rezone. I have a modest job I work very hard at and I have been saving every penny possible for the last 15 years so I can afford to build a little house on a quiet corner of Tooele. After years of searching I found and purchased 750 McKellar. It's a nice quiet neighborhood on a dead-end street with nice neighbors. My family goes out frequently to pick up trash, mow, kill off weeds and be a good neighbor.

I expected some single-family houses to go in next door, but this proposed rezoning by Johnathan Aubrey will destroy our quiet little rural neighborhood by introducing high density housing with so many buildings and people that the developer is expecting to have to turn McKellar into a through-street in order to handle the excessive traffic. This will not just crush my retirement dream, but will also destroy the neighborhood for my neighbors who have worked

so hard remodeling and fixing up their properties. That's not coming out of thin air, ask the developer.

Please deny this proposal. Not only will it crush my retirement dream, but it will make my property worthless. Put yourself in my shoes. Would you want to work for 15 years, scrimping and saving just to have your dream crushed? Again, PLEASE deny this proposal.

Commissioner Sloan asked if there was an access point to McKellar Street at the south end of the property.

Mr. Bolser stated there is one along the south edge of the property onto McKellar Street and one from the center of the property onto 600 North.

Commissioner Robinson stated in the information from the applicant, the nearby properties are zoned MR-8 but the density is higher. He stated he has been by that area and asked for clarification on the discrepancy.

Mr. Bolser stated that the overall average density of the area is an MR-8 as a combination of multi-family and single-family units, which was developed previously under different zoning.

Commissioner Sloan asked if the map is accurate.

Mr. Bolser stated the development has gone up quicker than Google maps has updated so the mapping is accurate but the aerial under it is not.

Commissioner McCall asked if there would be a wall as a sound barrier.

Mr. Bolser stated that discussion would come later in the process.

Chairman Hamilton opened the public hearing.

Sean Heap stated he owns half of the property that is flagged shaped. He shared his frustration to hearing a road might go right through his property. He stated he has built the home of his dreams away from everyone and is disappointed to hear they are going to build next to him. He stated he hopes the Council rejects it.

Jonathan Aubrey, Applicant with Hunter and Aubrey Development, stated he entered into an agreement with the owner to possibly purchase and develop the land but needs to amend the zoning map from an MR-8 to an MR-25 to accommodate multi-family development and density.

Commissioner Smith stated on the application it says they are going to build 98 units.

Mr. Aubrey stated they hired someone to draw up the plan, setbacks, etc. and can meet 98 units. He stated it is a concept plan and they are willing to work with the City.

Commissioner Smith asked if he is the builder.

Mr. Aubrey stated he will oversee the project but is not the builder directly.

Commissioner Smith asked if he will own it.

Mr. Aubrey stated if it is apartments he will own it; if they build town homes or condominiums they will be individually owned.

Commissioner Smith stated the applicant does not know the plan.

Mr. Aubrey stated he knows what he wants there but he wants to meet the needs of the City.

Commissioner Smith stated he has seen properties like this owned by corporations and the quality of the property goes down. He stated his concern is that it doesn't fit with the rest of the neighborhood.

Mr. Aubrey stated big corporations' purpose is for profit; Hunter and Aubrey Development's mission is to provide housing for the City and uplift the neighborhood; if they can stay in budget, they will build apartments that can stand on their own and believes the best investments are those you hold forever.

Commissioner Smith asked if the company is non-profit.

Mr. Aubrey stated it is for profit but has the understanding that people need good housing.

Commissioner McCall asked if the apartments will be Section 8.

Mr. Aubrey stated they have not addressed if it will be Section 8, but it will impact neighborhood and quality of neighbors.

Commissioner Robinson stated his concern is the jump between MR-16 and MR-25. He stated when the areas were discussed for high density, he cannot remember MR-25 being apart of the discussion.

Mr. Aubrey stated he understood the concern, but by having single-family homes there are multiple vehicles. He stated with apartments it is usually one per apartment, having a little less traffic.

John Hunter, partner of Hunter and Aubrey developments stated they put together an additional plan for zoning. He stated they looked at what the highest level of density would match would match those. He stated they are not necessarily pushing for 98 apartments but creating a plan that fits for Tooele City and possibly a 55+ community.

Chairman Hamilton asked Mr. Bolser what impact studies could be done.

Mr. Bolser stated they can request a traffic study or other studies on topics the Commission or City Council feel are necessary to understand the impacts before making a decision.

Commissioner Thomas asked if it is approved and they went to site design, have they requested multiple designs to review.

Mr. Bolser stated the City has not because a site plan is an administrative case review, and there is not much flexibility in the process. He stated as long as the applicant meets the City Codes, they are obligated to go with the plan.

Commissioner Thomas stated in the last meeting, the Commission had a similar discussion regarding design plans.

Mr. Bolser stated it was part of the legislative case, where they wanted to see drawings and have more flexibility and be requested in part of that process

Commissioner Smith motioned to reopen the public hearing for this item. Commissioner McCall seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Jensen, “Aye”, Commissioner Smith, “Aye”, Commissioner Sloan, “Aye”, Commissioner Thomas, “Aye,”, and Chairman Hamilton, “Aye”.

Chris Thompson, citizen whom bought 3 ½ acres on McKellar, stated he is against the high-density development.

Commissioner Smith moved to forward a negative recommendation to the City Council due to not fitting into the neighborhood. Commissioner McCall seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Jensen, “Aye”, Commissioner Smith, “Aye”, Commissioner Sloan, “Nay”, Commissioner Thomas, “Nay,”, and Chairman Hamilton, “Nay”.

Mr. Bolser stated as a reminder that this is not a final vote; The City Council gets the final say. He stated there will be a public hearing at the City Council but no more mailed notices.

4. Public Hearing and Recommendation on Land Use Map Amendment request by Lonestar Properties, LLC, to reassign the land use designation for approximately 20.5 acres located at approximately 2800 North 400 East from Medium Density Residential and Regional Commercial to High Density Residential.

Mr. Bolser stated the subject property is in the northeast portion of the community, approximately 2800 North 400 East near Liddiard’s Home Furnishings with the area north of Liddiard’s being a series of properties that are long and narrow. He stated there was an application for property with a similar request that the City Council was looking at that is the two properties immediately south of this application. He stated Medium Density Residential would become High Density Residential and the Regional Commercial would be shortened by about three acres. He stated the applicant had submitted a rough concept plan with a layout of a potential development. He specified his understanding that the intent would be to seek MR-25 zoning if this application proves successful and disclosed the applicant provided two maps based on the Land Use Map. The first being a concept map with current land use designations overlaid. The second map shows how the development lies with the proposed change to the Land Use Map.

Commissioner Robinson asked what happened with the other application.

Mr. Bolser stated it had been tabled with the City Council because they wanted to see a concept plan.

Commissioner Thomas asked for a reminder of the other application.

Mr. Bolser stated the property would be similar to this application. He stated there was no concept plan and the City Council asked for additional information.

EXHIBIT B

JULY 7, 2021 CITY COUNCIL MINUTES EXCERPTS

Mr. Allsop asked what they are looking for in the trails. He stated they could easily add to the City's trail system.

Council Member Manzione stated a traffic study is warranted.

Council Member Graf motioned to Table 2021-20 with the conditions discussed with the developer. Council Member Hansen seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Graf, "Aye," Council Member Brady, "Naye," Council Member Manzione, "Aye," Chairwoman Gochis, "Aye." The motion passed.

6. Public Hearing & Motion on Ordinance 2021-21 An Ordinance of the Tooele City Council Reassigning the Zoning Classification to the MR-25 Multi-Family Residential Zoning District for Approximately 4.3 Acres of Property Located at Approximately 740 West McKellar Street

Presented by Jim Bolser, Community Development Director

Mr. Bolser stated this is a Zoning Map Amendment. He stated the subject property is the west end of the current MR-8, Multi-Family Residential designation. He stated there are a combination of projects in this area under that zoning designation, including townhomes, smaller lot single-family dwellings and an existing trailer home development. He stated the applicant was present to provide some additional context. He stated the Planning Commission did hear this item and held their own public hearing. He stated after a robust discussion about the differences of whether or not this could develop more appropriately as MR-25 as requested or MR-16, they forwarded a negative recommendation for the application at hand by a 4 to 3 vote.

Chairman Gochis stated there is a Union Pacific Railroad crossing there. She asked if that was blocked off or people could cross it?

Mr. Bolser stated it was blocked off and warranted another consideration. He stated a gentleman had requested information at the prior Council introduction discussion about this current mapping and those concerns were given to the Planning Commission. He stated those concerns were as follows: the mapping was correct and how an extension through Tooele Boulevard would work. He stated they receive information directly from the County Recorder's Office on a monthly basis. He stated if you measure from the edge of the Union Pacific right-of-way line to the closest corner of this parcel, it's approximately 88 feet. He stated there is room to get Tooele Boulevard through there, which would occur with development.

Chairman Gochis stated she had concerns about the traffic on Coleman Street that residents have brought forward. She asked if the developer had done a traffic study.

Council Member Brady asked how many parking stalls are required.

Mr. Bolser stated it is the same for all multi-family units; two spaces per unit and one space for every four units to be designated as guest parking.

Council Member Brady stated it seems that vehicles park on the street. He stated he shares concerns with Chairman Gochis. He stated he feels that it is not an appropriate area for MR-25; MR-16 would be a better fit.

Chairman Gochis invited the developer forward.

Mr. John Aubrey introduced himself and stated he was happy to answer questions.

Chairman Gochis stated she believes MR-25 is too high density for this area. She stated her concerns for traffic getting in and out of the development. She asked if they will be doing a traffic study.

Mr. Aubrey stated they will be doing a traffic study, but have not yet because they want to know what density they will be approved for. He stated when you look at a report from the transit authority, it has been stated on average a single-family home will have ten car trips per day and an apartment unit will have four cars per day. He stated he calculated with an MR-8, there would be 340 car trips, where as an MR-25 would be a proposed 390 car trips. He stated they want to partner with the City and meet their needs. He stated if they want apartments, they would need MR-25; if they wanted townhomes, they can do MR-16.

Mr. Aubrey stated when they met with the Planning Commission they had two concerns, the traffic and apartments not fitting in at that location. He stated he heard that the City might be building a park north of this site and would be happy to partner with them to build that.

Chairman Gochis stated she was unsure if that is a location for a park.

Council Member Manzione stated she spoke with Mr. Cook earlier that day and it is a location they will be putting a park.

Mr. Baker stated there is not a confirmed plan yet, but there are plans beginning to develop. He stated it remains something they expect to become a park.

Council Member Manzione stated she believes that is not the place for MR-25 because of the traffic and not being considerate to the neighbors.

Mr. Aubrey stated they have not done a traffic study yet, but in his experience coming and going from that property, there are not more than three cars on that road.

Chairman Gochis stated the Planning Commission recommended an MR-16. She asked if he desired they consider MR-25 or is willing to table this and bring back a proposal as an MR-16.

Mr. Aubrey stated if the Council preferred MR-16, they would be okay with that.

Chairman Gochis asked Mr. Bolser if he would have to do a new application for that.

Mr. Bolser stated if they tabled it with the purpose of the developer coming back with an MR-16 proposal, they would need to check to see if the notices sent out to the community and the public hearings were sufficient for MR-16. He stated it might have to go back to the Planning Commission step, but an entire new application won't be necessary.

Mr. Aubrey stated MR-25 is going to be too much and they can build townhomes under MR-16, but asked if they have filled the need for rental units. Mr. Bolser stated they are compliant with the State of Utah requirements for moderate income housing as of the last study adopted with the new General Plan in December, which is based on cost of housing compared to family income. He stated Tooele does not have something in house that shows where we are for those specific needs on a day-to-day basis.

Council Member Manzione stated there is a shortage of housing all around, but we must balance the need with what is in the City and MR-25 does not fit in that neighborhood. She stated though we may need the rentals, we must find a balance.

Mr. Aubrey stated they are equally happy to provide townhomes in the MR-16.

Council Member Brady stated it is not townhomes verses apartments, but it is the density in this area that is the concern.

Council Member Hansen stated if they went down in units based on the concept plan, he would only be two building too many.

Mr. Aubrey stated they do have another concept plan for townhomes that they did not turn in.

Council Member Graf stated the Northlake Elementary School parking lot becomes slow moving. He stated the impact of the traffic on MR-25 with Coleman Street outweighs the higher density.

Mr. Aubrey stated they want to work with the City and would be happy to develop under MR-16.

Mr. Baker stated they have an application that is asked to be voted on. He stated if they wanted to entertain a variation, the Council has two options. He stated they can table it, and Mr. Bolser and himself will discuss further options with the applicant to amend their application or they can issue a decision on the application at hand.

Chairman Gochis asked if they need to hold another public hearing. Mr. Baker stated they would.

Chairman Gochis opened the public hearing.

Chairman Gochis motioned to table 2021-21 until they have additional information and an amended application. Council Member Brady 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.

7. Resolution 2021-49 A Resolution of the Tooele City Council Consenting to the One-Time Incorporation of Stipends Paid to Specific City Employees by the Redevelopment

EXHIBIT C

AUGUST 4, 2021 CITY COUNCIL MINUTES EXCERPTS

Mr. Bryant stated the contaminants now sit in the basement, where his mother-in-law lives. He stated in 2005 the City stated they would fix the problem.

Mayor Winn stated he should contact the Health Department to address the concerns about his mother-in-law and will personally find out what had been told or fixed.

Mr. Bryant stated his recollection was they knew there was a problem and said they would fix it.

Mr. Baker stated during the meeting the Council contracted with an engineering firm to figure out what the problem was in 2005. Correspondence in Mr. Baker's files indicated the firm's report was mailed to the claimants.

Mr. Nix asked who they contact to ask additional questions and get information.

Mayor Winn stated they can call the Mayor's office.

Chairman Gochis apologized for the situation. She stated they will work to fix the problem.

4. Public Hearing and Motion on Ordinance 2021-28 An Ordinance of Tooele City Amending Table 2 of Chapter 7-16 Regarding Setback Requirements in Industrial Zoning Districts

Presented by Jim Bolser, Community Development Director

Mr. Bolser stated the City Code establishes the setbacks that a community determines would be appropriate. He stated that one aspect that goes into this determination is the building code which has varying requirements based on the type of construction and use of the building. He stated there was an application that went through a pre-development process with the intent to look at a mass subdivision and split the property for different uses. That subdivision would split existing buildings onto separate properties that would be too close to meet setbacks. He stated commercial and non-residential has more varying aspects to it where the uses and construction types are less consistent than residential. He stated the amendment is to allow and establish a minimum standard lower than the current requirement with the emphasis shifting the setback determination to the applicant based on the type of construction of and nature of use for the building and what they want to do. He stated the Planning Commission forwarded a unanimous positive recommendation.

Chairman Gochis opened the public hearing.

Council Member Hansen motioned to approve ordinance 2021-28. Council Member Manzione seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Graf, "Aye," Council Member Manzione, "Aye," Chairwoman Gochis, "Aye." The motion passed.

5. Ordinance 2021-21 An Ordinance of the Tooele City Council Reassigning the Zoning Classification to the MR-16 Multi-Family Residential Zoning District for Approximately 4.3 Acres of Property Located at Approximately 740 West McKellar Street

Presented by Jim Bolser, Community Development Director

Mr. Bolser stated the City Council has seen this application before and decided to table the discussion previously. He stated the Land Use Map shows the surrounding property in the high-residential zoning. He stated the prior request was to rezone to MR-25, but re-did the application for MR-16. He stated the applicant did submit an alternative concept plan with intended town homes.

Mr. Bolser stated the Council did meet the requirements needed and does not need to hold another public hearing.

Chairman Gochis stated if it were to be rezoned there could be up to 64 homes in the area. She stated her concerns are the density that it would bring and being only two exits. She stated MR-8 is already compliant with the zone, but her concern is in density.

Mr. Bolser stated the applicant is here if they would like to ask him questions directly.

Council Member Hansen motioned to approve Ordinance 2021-21 to change the classification to MR-16. Council Member Graf seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Graf, "Aye," Council Member Manzione, "Naye," Chairwoman Gochis, "Naye." The motion failed.

The applicant was invited to speak to the Council. Mr. Aubrey stated it was viewed as being appropriate to approve if they adjusted their application to MR-16. He stated the goal is to provide good housing for a good price. He stated if they are not able to get MR-16, there is not a reality to give the ability to build there. He stated they are looking to purchase the property bordering the other properties and bring it to code

Council Member Manzione stated she was still is not in favor of the project as MR-16, because of the traffic.

Mr. Aubrey stated they would be doing a traffic study when they knew what their zone would be.

Chairman Gochis stated her opinion would not change, but asked Mr. Bolser if there were any further options for the applicant.

Mr. Bolser stated there was always an option for the applicant to file another application.

Mr. Baker stated the Council has an option for reconsideration that is generally made during the meeting in which the original motion passed, and would require a minimum of three votes. He stated it would put them back into the position to make another motion.

Mr. Baker stated the Mayor has the authority to break the tie according to the City Code, chapter 1-6 and her veto power is in the charter.

Mayor Winn stated she was under the impression that if the applicant adjusted their application to MR-16, the Council would move forward. She stated she would also like to see a traffic study before re-evaluating.

Council Member Graf asked if there was a way to table for further discussion.

Mr. Baker stated only if there was a successful motion to reconsider.

Mayor Winn stated she abstained to vote to break the tie.

Council Member Manzione stated she is willing to reconsider her motion.

Council Member Hansen asked the applicant if he was willing to do a traffic study.

Mr. Aubrey asked if that is the only way to move forward, he would talk to his partner.

Chairman Gochis stated her vote would not change. She asked what the applicant would do to bring the other property to compliance.

Mr. Bolser stated it was an existing single-family dwelling. He stated the resident did not want to bring it to compliance to meet the City's code.

Council Member Manzione stated she lived in that area. She stated if they had an actual study, she could make a better decision.

Council Member Hansen stated he wanted to know if the council would change their votes if they made a new motion.

Council Member Hansen motioned to reconsider the previous motion on Ordinance 2021-21 to change the classification to MR-16. Council Member Graf seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Graf, "Aye," Council Member Manzione, "Aye," Chairwoman Gochis, "Aye." The motion passed.

Council Member Graf stated they want to see a traffic study.

Chairman Gochis asked what the yield is on MR-16 verses MR-8.

Mr. Aubrey stated the goal of having quality and reasonable priced homes would be better at an MR-16.

Chairman Gochis asked for a motion.

Council Member Hansen motioned to table Ordinance 2021-21 and have the applicant bring back a traffic study. Council Member Graf seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Graf, "Aye," Council Member Manzione, "Aye," Chairwoman Gochis, "Aye." The motion passed.

6. Preliminary Subdivision Plan Request by Building Dynamics, Inc., for the Creation of 25 Townhome Lots Located at Approximately 1150 North Franks Drive in the MR-16 Multi-Family Residential Zoning District on 2.14 Acres

Presented by Jim Bolser, Community Development Director

Mr. Bolser stated the Preliminary Subdivision Plan request does not include the entirety of the lot, just one of the two lots. He stated zoning on property is MR-16, along with surrounding

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



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:	Current Map Designation:	Proposed Map Designation:	Parcel #(s):		
11/22/2021	MR 8	MR 25	14-018-0-0001 0002		
Project Name:	Project Address:			Acres:	
The Meadows Subdivision	740 West McKellar St, Tooele UT 84074			4.31	
Proposed for Amendment:	<input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> General Plan <input type="checkbox"/> Master Plan:				
zoning					
Brief Project Summary:					
REQUESTING REZONE OF 4.31 ACRES FROM MR 8 TO MR 25 TO ACCOMMODATE THE DEVELOPMENT OF APPROXIMATELY 89 CONDOS.					
Property Owner(s):			Applicant(s):		
KIM DEANGLASER			JOHNATHAN M. AUBREY		
Address:			Address:		
740 WEST MCKELLAR ST.			4900 WEST SAGUARO DR.		
City:	State:	Zip:	City:	State:	Zip:
TOOELE	UT	84074	WEST JORDAN	UT	84081
Phone:			Phone:		
435-882-4815			801-628-2673		
Contact Person:			Address:		
JOHNATHAN M. AUBREY			4900 WEST JORDAN SAGUARO DR.		
Phone:			City:	State:	Zip:
801-628-2673			WEST JORDAN	UT	84081
Cellular:	Fax:	Email:			
SAME	NA	jmaubrey@gmail.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 (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. #:

Mayor, Tooele City Council, and Staff:

We are requesting that the 4.31 acres located at 738 W and 740 W McKellar St. be rezoned to be MR25 which fits within Tooele's future plans for high density. Items to evaluate for MR25 as opposed to the current zoning are the following: traffic, conformity with surrounding neighborhoods, and the effect of the proposed application on the character of the surrounding area.

These are important to consider. In looking at them one at a time, we will find that there is a lot of support for the MR25 zoning.

- **Traffic-** Horrocks Engineers were hired and completed a traffic study for this development. The traffic study, which is attached, states that this is a favorable development and that Tooele's roads 600 N, 400 N, 200 N, and Coleman St will be able to handle the additional traffic from this development without the need for road expansion for at least the next 5 years or more.
- **Conformity with surrounding neighborhoods** – There are 2 townhome developments just to the east of the subject property. The density of these developments do not conform to what they are zoned as they are both zoned MR8 with a 13 and 17 unit per acre density. These density counts are not adjusted for streets and setbacks as required by all development. When adjusting the density according to available acreage minus roads, the density of both developments would be over 16 units per acre. This means that both townhome developments were built based on a MR25 zone.
- **The effect of the proposed application on the character of the surrounding area-** The National Association of Realtors did research to determine what happens to the value of surrounding properties of a new apartment development. While we are looking to build a condominium community, the finding will be similar. The report is attached and sites that home values of property within 1 mile of a new multifamily development receives a higher than average increase of appreciation.

Millennials and Generation Z are for the most part are looking for condos and town home in order to live the kind of lifestyle they desire. There is a concern that those moving into the new development will have a negative influence on the surrounding neighbors who own farm animals. At the same time, MR8 or MR16 could possibly have the same influence as MR25. For myself, I currently do not have the means to own a farm and farm animals, but would enjoy living next to those who do.

In short, there is relatively minimal to no negative impact on Tooele or the surrounding area and MR25 fits within the current community. It will be a pleasure to work with Tooele and fulfill the needs of our community.

Thanks

Hunter & Aubrey Development



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Does New Apartment Construction Negatively Impact Single-family Home Values?

Measuring the median value of homes from the year the apartment was built to 2019 shows that homes located within one-half mile of an apartment experienced a 10.0% average annual increase, while the value of those farther away increased by 8.6%.

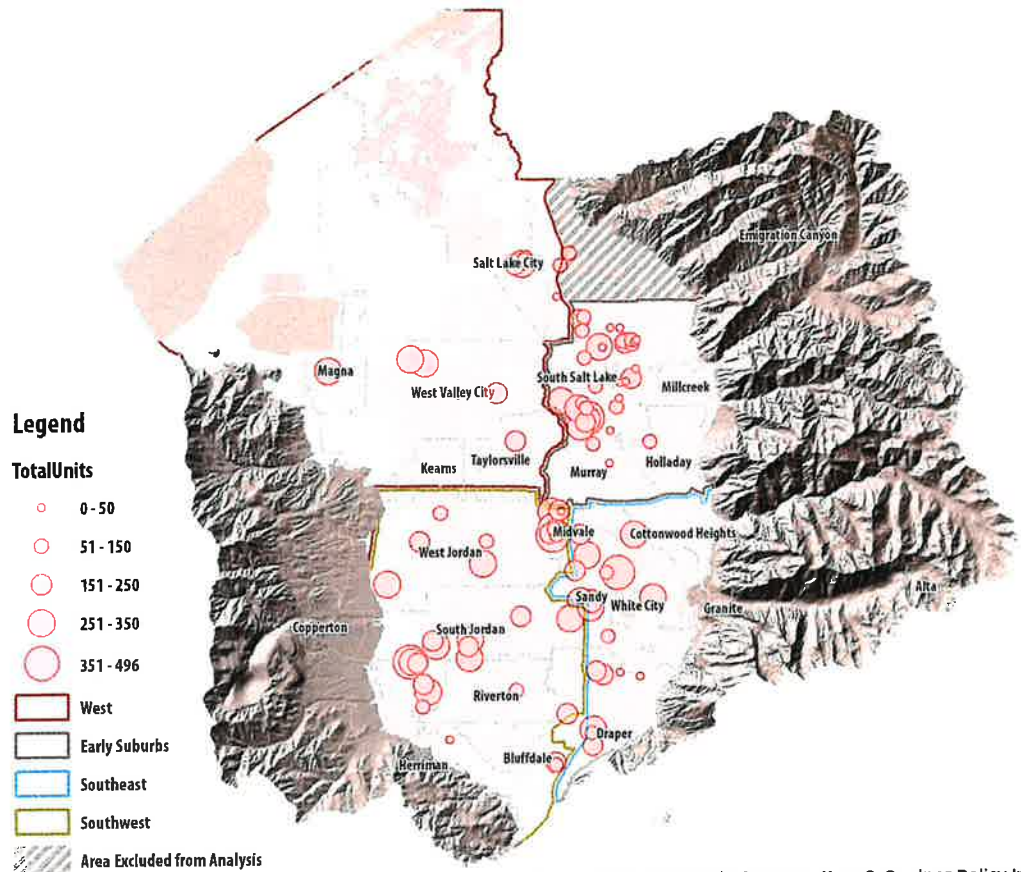
By Dejan Eskic
Senior Research Fellow, Kem C. Gardner Policy Institute

Over the last decade, Utah has led the nation in the rate of population growth, resulting in a record demand for housing. While the housing oversupply of the 2000s was absorbed as the economy recovered from the recession in the early 2010s, supply in the new decade has struggled to keep up, leading to a housing shortage of 53,000 units in 2020. According to the National Association of Realtors®, the year-over median sales price of a home in the Salt Lake metropolitan area increased by 12.3% in the first quarter of 2020. The Salt Lake metropolitan area ranked 16th of 182 metropolitan areas surveyed

for a year over price increase. Housing price increases were lower in 90% of the metropolitan areas surveyed.¹ Additionally, land improvement costs, such as excavation and utility work, increased by approximately 40% between 2007 and 2017, and building costs grew 23% in the same period.² Land prices have also soared with a limited supply across the Wasatch Front. The Wasatch Mountains to the east and the Oquirrh Mountains to the west limit the availability of developable land in Salt Lake County.

The combination of soaring demand and supply

Figure 1: Areas of Analysis and Location of Apartments by Number of Units, 2010-2018



Source: Salt Lake County Assessor, Kem C. Gardner Policy Institute

shortages continues to push the market to provide a more affordable housing product. This is typically done through density because the price of land is distributed across more units. Over the last decade, the market has shifted to denser development, with nearly 48% of all units being built as something other than single-family.

As denser projects continue to appear on city council agendas, opposition to them has grown, manifested in a rising Nimby (not in my back yard) sentiment.³ Amongst the grievances aired by those opposing denser development is an expected negative impact on property values. The question, “Does new apartment construction negatively impact single-family home values?” is challenging to answer because the housing market, over the last decade, has experienced historic price accelerations – it is rare to find a home whose value has decreased. Rather, this study attempts to quantify how new apartment construction has impacted single-family home price acceleration.

This study found apartments built between 2010 and 2018 have not reduced single-family home values. Compared by distance, single-family

homes located within one-half mile of a newly constructed apartment building experienced higher overall price appreciation than those homes farther away. Measuring the median value of homes from the year the apartment was built to 2019 shows that homes located within one-half mile of an apartment experienced a 10.0% average annual increase, while the value of those farther away increased by 8.6%. This implies an additional 1.4 percentage points in annual price appreciation for homes closer to new apartment buildings (see Table 1). Similar results are seen in most of the county, with the likely driver being that new apartment construction brings new demand and new dollars to a community and redevelops an older piece of property, thus bringing more vibrancy and “buzz” to the area.⁴

Literature Review

The academic literature leans towards showing multifamily, denser development having either no impact or a positive impact on single-family residential values. A study in King County, Washington, shows an increase in single-family home values for those located near denser development. The study also showed an increase

in access to other land uses and parks, adding additional benefits.⁵

A study completed by the National Association of Homebuilders found that between 1997 and 1999, single-family values increased 2.9% for those homes within 300 feet of an apartment building, compared with an increase of 2.7% for those that weren't located next to an apartment.⁶ Based on data from 1970 to 2000, a study published in 2003 by Harvard's Joint Center for Housing Studies concluded that apartments posed no threat to surrounding single-family house values.⁷

A study from researchers at Virginia Tech University concluded that apartments with attractive design and landscaping increased the overall value of nearby detached housing, citing three possible reasons.⁸ These include, first, new construction serves as a potential indicator of positive economic growth; second, new apartments increase the pool of future homebuyers for current homeowners; and third, apartments with mixed-use development often increase the attractiveness of nearby

communities as they provide more housing and amenity choices.⁹

An additional benefit is a decrease in traffic, not an increase as often thought. A study by the National Personal Transportation Survey found that doubling density decreases vehicle miles traveled by 38% since denser households typically own fewer vehicles.¹⁰

Methodology & Overview

The Salt Lake County Assessor's market value data is used to measure new apartment construction effects on single-family homes. Two measures are used. First, the average annual rate of value change from the year the apartment was constructed to 2019 is used to measure the overall impact. Second, the year-over percent change of median market value is used to estimate annual fluctuations.

Because of data availability, only apartments built between 2010 and 2018 are used to measure these impacts. Single-family homes are divided into two categories, homes that are less than or equal to one-half mile ($\leq 1/2$ mi.) from new



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Table 2: Annual Apartment Units Built by Geographic Area (Excluding greater downtown area)

Area	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019*
Salt Lake County	1,008	693	292	647	794	1,250	1,027	1,038	1,005	1,887
Early Suburbs	256	100	40	307	211	210	288	378	293	300
Southeast	0	0	0	288	42	416	181	330	211	239
Southwest	496	315	252	0	258	334	270	330	238	1,048
West	256	278	0	112	283	290	288	0	263	300

*The data to measure impacts of apartments constructed in 2019 was unavailable at the time of this study.
Source: Salt Lake County Assessor, Kem C. Gardner Policy Institute

apartment construction, and those that are farther away (+1/2 mi.).

Five geographies were covered in this study. Because of a range of development activity and multiple factors not present in the suburban parts of the county, the greater Salt Lake City downtown area is excluded from this study. The five geographies are based on Census tracts and consist of the following cities and townships:

- Suburban Salt Lake County: consists of the four geographies mentioned below.
- West: includes a part of Salt Lake City, Magna, West Valley City, Kearns, and Taylorsville.
- Early Suburbs: includes a part of Salt Lake City, South Salt Lake, Millcreek, Murray, and Holladay.
- Southeast: includes part of Midvale, Cottonwood Heights, Sandy, and part of Draper.
- Southwest: includes Bluffdale, Harriman, Riverton, South Jordan, West Jordan, and part of Midvale and Draper.

Apartment construction boomed in Salt Lake County during the last decade. Between 2010 and 2018, 7,754 units were completed. Another 1,887 units were delivered to the market in 2019 but are not included in this analysis as the data to measure their impacts are not yet available. By 2018, the county's Southwest area accounted for 32.2% of total apartment units built since 2010, followed by the Early Suburbs area, accounting for 26.9%. The West area held 21.5% of new units built since 2010, and the Southeast area had the lowest share with 17.1% of units.

In suburban Salt Lake County, 1,887 new apartment units completed construction and began leasing in 2019, a single-year record surpassing the 1,250 new units constructed in 2015 (see Table 2). In the Early Suburbs area, 2017 was a record year with 378 new units constructed. The Southeast area set its record in 2015, with 416 new units. The Southwest area holds the record for any single year, adding 1,048

new apartment units in 2019. The West area also reached its record in 2019 for single-year construction with the delivery of 300 units.

Key physical characteristics distinguish single-family units based on their proximity to new apartment construction and impact their value. The size of a home is a major factor driving market value. In suburban Salt Lake County overall, homes located within one-half mile of new apartments are approximately 270 sq. ft., or 11.1%, smaller than those farther away. The size difference is even greater for those homes located in the Early Suburbs area; homes $\leq 1/2$ mile of new apartments are 640 sq. ft., or 26.0%, smaller than those that aren't. Homes located in the Southeast area are 438 sq. ft. smaller or 15.3%, while those located in the Southwest area are nearly identical, with a size difference of only 88 sq. ft., or 3.0%. The difference in size for homes in the West area is 142 sq. ft., or 7.4%.

Home age is another factor influencing value, although remodeling and updates often negate this effect. Homes in suburban Salt Lake County that are located $\leq 1/2$ mile of new apartments are seven years older on average than those located farther away. Homes located $\leq 1/2$ mile in the Early Suburbs area are 14 years older than those that aren't. Southeast area homes are the same age, while those in the Southwest area that are located $\leq 1/2$ mile of new apartments are four years newer than those located farther. Homes in the West area average 19 years older, the largest age difference between homes that are $\leq 1/2$ mile of new apartments and those that are farther away.

Lot size is another key category that influences overall value. In suburban Salt Lake County, lot sizes average 0.02 acre smaller for homes located $\leq 1/2$ mile of new apartments. For homes located in the Early Suburbs area, lots are 0.05 acre smaller for homes $\leq 1/2$ mile from new apartments. Home lots in the Southeast, Southwest, and West areas are 0.02 acre smaller for those located $\leq 1/2$ mile of apartments.

(continued on page 18)

Table 1: Average Annual Change in Median Price, Year of Apartment Built to 2019

Area	+1/2 mi.	≤1/2 mi.
Salt Lake County	8.6%	10.0%
Early Suburbs	7.6%	10.7%
Southeast	7.3%	6.8%
Southwest	7.7%	9.7%
West	10.5%	13.7%

Note: See Figure 1 for area designations.
 Source: Salt Lake County Assessor, Kem C. Gardner Policy Institute

Results

The median market value of single-family homes is greater for those that are located more than one-half mile away from new apartments. Between 2010 and 2019, those that are farther than one-half mile averaged a 4.7% higher median value. Homes located in the Early Suburbs area have the greatest discrepancies in values when compared by distance, with the difference averaging 34.6%. This is because some of the most expensive and largest homes are in the areas of Sugar House and Holladay. The average difference in value for homes located in the Southeast area over the last decade is 12.3%. Homes in the Southwest area show the median value disparity lessening with time. Between 2010 and 2016 the difference by distance was 9.1%; however, the disparity narrowed to 3.5% between 2016 and 2019. This was driven by a 10.4% increase in median building square feet for homes within 1/2 mile of an apartment, leading to an overall increase in home values. The median value for homes in the West area has averaged 13.6% between 2010 and 2019.

While the total median market value is greater for those single-family homes farther than 1/2 mile from new apartment construction, the opposite is true when measuring the median value per square foot (PSF). Between 2010 and 2019, homes that are located ≤1/2 mile averaged an 8.8% higher PSF median value compared with those farther away. Although the Early Suburbs area shows the highest discrepancy in total median market value, comparing values on a PSF basis shows there to be little to no difference between the two distances. PSF home values in the Southeast area averaged 5.3% higher for homes located ≤1/2 mile over the last decade. Similar to the trend seen in total median values, the PSF discrepancies in the Southwest favored homes that were farther away between 2013 and 2016, but shows no substantial difference since. The West area shows homes located ≤1/2 mile of



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a new apartment averaged 5.2% less in median value PSF over the decade when compared with homes farther away. The reason for this disparity is likely due to the homes' age. Homes located ≤1/2 mile of new apartments in the West area average 19 years older than those farther away.

In suburban Salt Lake County, from the year of construction to 2019, single-family homes located ≤1/2 mile of a new apartment experienced a 10.0% average annual increase in value, while the value of homes farther away increased 8.6% on average annually. Homes that were located more than 1/2 mile in 2010 and 2011 experienced a 1.9-percentagepoint larger decline in their value than those that were closer to a new apartment building, showing that apartment proximity had a positive impact overall on preserving value during the recession.

From the year of construction to 2019, homes in the Early Suburbs area that are located ≤1/2 mile of a new apartment experienced a 10.7% average annual increase in value, while the value for homes farther away increased 7.6% annually on average. Year-over changes have shown some disparities over the last decade. Homes farther than 1/2 mile saw a more positive appreciation from 2012 to 2015, while homes located ≤1/2 mile outperformed those farther away between 2016 and 2019.

The Southeast area is the only instance where homes that are more than one-half mile away from new apartment construction experienced higher average price appreciation than those located ≤1/2 mile. Homes farther away experienced an annual appreciation of 7.3% between year the apartment was constructed to 2019, and those located ≤1/2 mile saw their values increase 6.8% annually. The likely explanation for this discrepancy is that there is a

higher concentration of larger retail development near those homes that are located $\leq 1/2$ mile of apartments than in any other study areas. In the other three study areas, homes located $\leq 1/2$ mile of an apartment were near an average of 20% less retail space when compared with homes farther away. In the Southeast area, there is 84% more retail space near homes that are closer to new apartment construction compared with those farther away. Year-over annual trends stayed similar for both distance categories except for 2014 and 2017, when homes farther than $1/2$ mile experienced slightly greater annual growth.

Conclusion

The public perception about high-density housing continues to be a point of conflict in growing communities across Utah and the country. While many stereotypes and generalizations about negative impacts are brought up in public settings, high density development does not actually appear to depress home values.¹¹ From the year an apartment was constructed to 2019, in Salt Lake County, single-family homes that were located within one-half mile of new apartment construction realized 1.4% more in annual price appreciation than those single-family homes that were located farther away. This is likely because new apartment construction brings new demand and new dollars to a community and redevelops an older piece of property, thus bringing more vibrancy and “buzz” to the area.

The challenges of housing affordability are not going away anytime soon. While density is a solution to alleviate costs, zoning is the mechanism that allows or denies it. Zoning regulations, more than any other local policies, govern the annual supply of single-family and multifamily housing. In recent years, the supply of housing has not met the demand, creating a housing shortage.¹² This shortage has tremendous impacts on Utah’s future. The shortage has also excluded many from homeownership, added to substantial increases in doubling-up of households, delayed marriages, and discouraged young people from forming new households. 🏠

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Dwelling Units and Parking

NORTH OF 600 NORTH STREET

Building	Floors	Total Dwelling Units	Required Parking Stalls	With 8% Reduction	Req. Visitor Parking	Total Required Parking	Parking Stalls Provided
A	3	24	48				
B	3	6	12				
C	3	18	36				
Total	9	48	96	89	12	101	106

SOUTH OF 600 NORTH STREET

D	3	12	24				
E	3	12	24				
F	2	8	16				
G	3	12	24				
H	2	6	12				
Total	13	50	100	92	13	105	105
Grand Total	22	98	196	181	25	206	211



HORROCKS
ENGINEERS



**GLASER DEVELOPMENT TIS
TOOELE, UT**

NOVEMBER 18, 2021
PROJECT# UT-CV-4344-21

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Introduction and Executive Summary

PURPOSE OF REPORT AND STUDY OBJECTIVES

The purpose of this Traffic Impact Study (TIS) is to identify the traffic impacts for the proposed townhomes located in Tooele, UT. The study objectives are to: **1)** define the study intersections, **2)** estimate trip generation and distribution for the site before and after development, **3)** analyze AM and PM peak traffic conditions with and without the project traffic in 2026, and **4)** recommend improvements to mitigate traffic impacts if necessary.

EXECUTIVE SUMMARY

Site Location and Study Area – The site for the residential development is located north of McKellar Street and west of Coleman Street in Tooele, UT (see **Figure 1**). The major nearby streets surrounding the project area include Coleman Street, 600 North, 400 North, and Utah Avenue (200 North). This study intends to address potential impacts to the following intersections:

- 600 North & 200 West
- Coleman Street & 400 North
- 400 North & 200 West
- Coleman Street & Utah Avenue (200 North)

Development Description – The development includes two already built lots that house a single family-home and a multi-family home. Including these two lots, the development is sized at 4.31 acres and will be built out with multi-family homes, consisting of 92 new dwelling units.

CONCLUSIONS AND RECOMMENDATIONS

1. Existing Conditions – All study intersections operate at an acceptable LOS.
2. The proposed development is estimated to generate approximately 500 new external daily trips with 33 new trips during the AM peak and 40 new trips during the PM peak.
3. Traffic data collected in October 2021 was used to provide existing traffic conditions.
4. UDOT historical data was used to determine a 5-year growth rate of 2.71%
5. Existing plus Project Scenario – All study intersections operate at an acceptable LOS.
6. 2026 Background Scenario – All study intersections operate at an acceptable LOS.
7. 2026 Background plus Project Scenario – All study intersections operate at an acceptable LOS.
8. Northlake Elementary – In the 2026 Background plus Project Scenario, project traffic creates an increase in delay of 0.12 seconds in the AM Peak hour, and 0.54 seconds in the PM peak hour at the intersection of Coleman Street & Utah Avenue compared to the 2026 Background Scenario. During the peak hours, the project will generate an additional 18 cars to pass through this intersection. During the times relevant to school drop-off times, 8:30 – 8:45 AM, the project will generate an additional 4 cars. Level of Service at this intersection does not change between the 2026 Background Scenario and the 2026 Background plus Project Scenario.

Proposed Development

SITE LOCATION

The site for the residential development is in northwest of Tooele on the east side of the railroad line and west of Coleman Street. It is located between approximately 550 North and 650 North in Tooele, Utah (see **Figure 1**).

Figure 1: Project Location



SITE PLAN AND PREFERRED ACCESS

The project site will include up to 92 new residential units. Traffic will enter the project site from 600 North from the east and McKeller Street from the south. 600 North will act as a main route to access the project site from Coleman Street. An illustration of the site plan and the connecting roadways within the project area is shown in **Figure 2**.

Figure 2: Site Plan



Study Area Conditions

STUDY AREA

The major streets potentially impacted by the proposed site would be Coleman Street, 600 North, 400 North, Utah Avenue (200 North) & 200 West. The intersection of Coleman Street & Utah Avenue is located a half mile south-east of the development.

Located on the northeast corner of the Coleman Street & Utah Avenue is Northlake Elementary. Crosswalks are located on the Coleman Street & Utah Avenue Intersection on the north, west, and south legs. School speed zones are located on Coleman Street and Utah Avenue near the school. School hours for Northlake Elementary are 8:50 AM – 3:30 PM.

Speed limits and functional classifications of the studied streets are listed below.

Utah Avenue (200 North): is an east/west running road classified as a minor arterial road with a speed limit of 30 mph east of Coleman Street, and 45 mph west of Coleman Street. This is a two-lane minor arterial that has a dedicated lane in each direction. A school speed zone with a speed limit of 20 mph is located at the Coleman Street & Utah Avenue intersection.

400 North: is an east/west running road classified as a minor collector road with a speed limit of 25 mph. This is a two-lane minor collector that has a dedicated lane in each direction.

600 North: is an east/west running road classified as a major collector road with a speed limit of 25 mph. This is a two-lane major collector that has a dedicated lane in each direction.

Coleman Street: is a north/south running road classified as a major collector with a speed limit of 25 mph north of 400 North and 20 mph south of 400 North. This is a two-lane major collector that has a dedicated lane in each direction.

200 West: is a north/south running road classified as a major collector with a speed limit of 25 mph. This is a two-lane road that has a dedicated lane in each direction.

Analysis of Existing Conditions

STUDY INTERSECTION LEVEL OF SERVICE

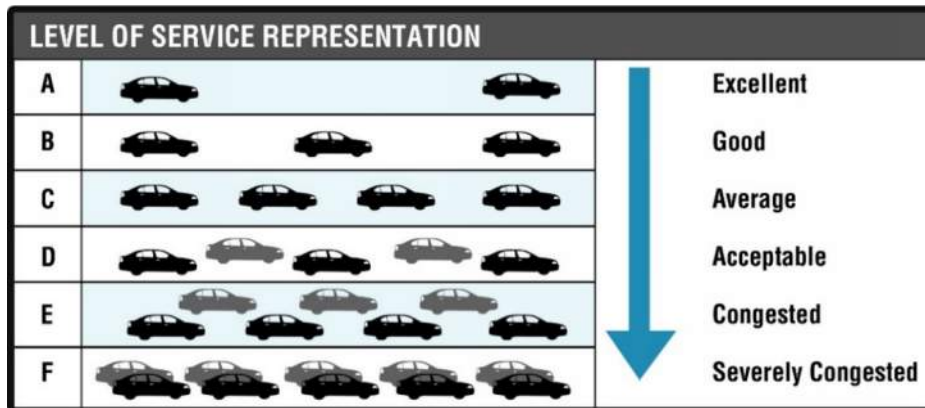
Level of Service (LOS) is a term used by the *Highway Capacity Manual (HCM)* to describe the traffic operations of an intersection based on congestion and delay. It ranges from LOS A (almost no congestion or delay) to LOS F (traffic demand is above capacity and leads to long queues and delay times). LOS C is generally considered acceptable for rural intersections, while LOS D is acceptable for urbanized intersections. LOS E is the threshold when the intersection reaches capacity. For two-way stop-controlled intersections, average intersection-wide delay and LOS are not defined by the HCM. **Table 1** summarizes LOS delay criteria for stop-controlled movements at unsignalized and signalized intersections. A visual representation of this is shown in **Figure 3**.

Table 1: Level of Service Criteria

Level of Service	Average Control Delay (sec/veh)	
	Signalized	Unsignalized
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

Source: Highway Capacity Manual (HCM) 2010

Figure 3: LOS Example



EXISTING TRAFFIC ANALYSIS

Horrocks collected traffic data in October 2021 to create existing conditions for this study. AM and PM peak hour traffic conditions were analyzed.

The balanced traffic turning movements are shown in **Figure 4**. All study intersections perform at an acceptable LOS, as shown in **Table 2**. The intersection with the highest delay is Coleman Street & 200 North (Utah Avenue), the movement with the highest delay is the northbound left-turn lane with an average delay of 21.33 seconds per vehicle.

Table 2: Existing Peak Hour Traffic Analysis

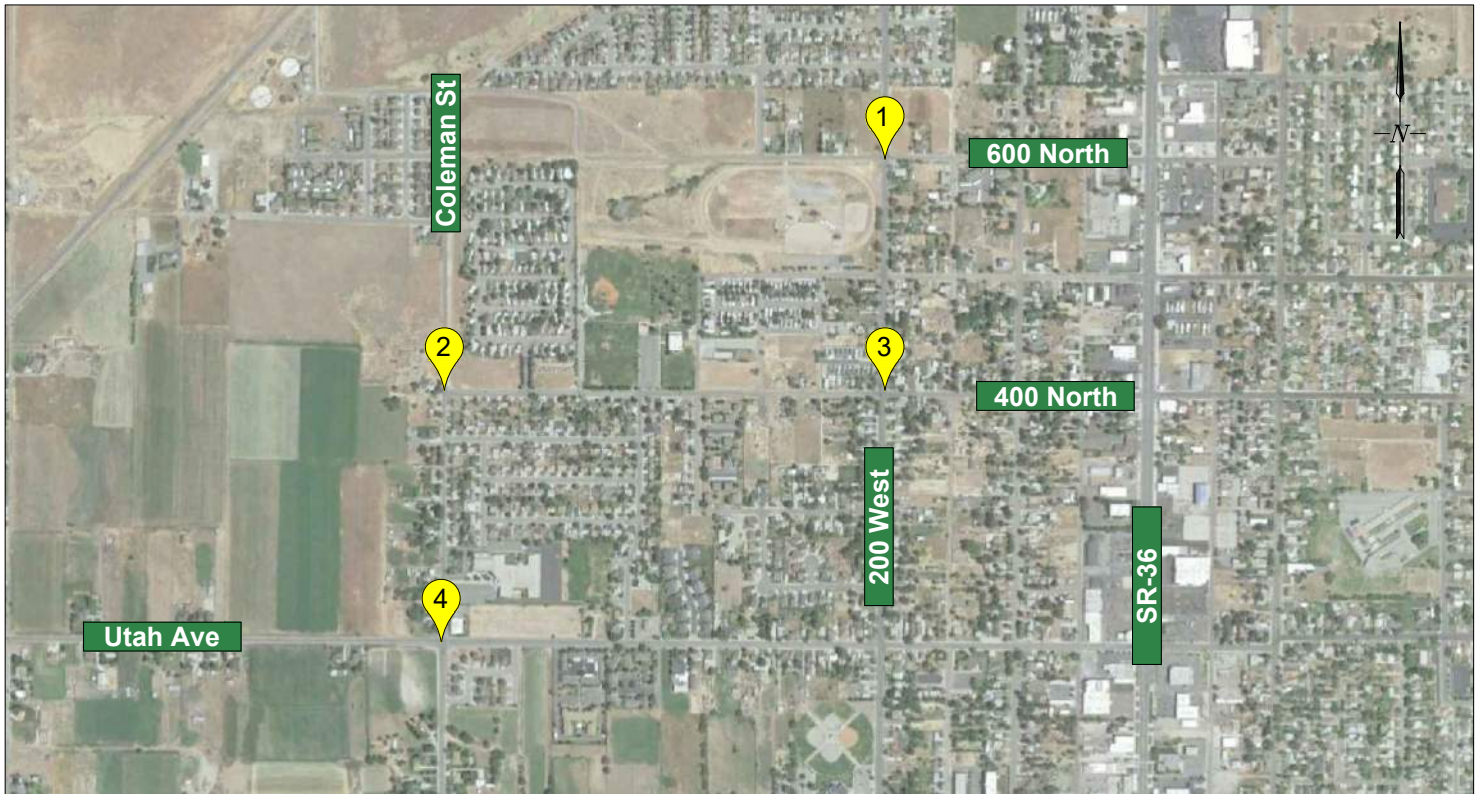
Intersection Number	Intersection	AM Peak Hour		PM Peak Hour	
		Average Control Delay (sec/veh)	Level of Service	Average Control Delay (sec/veh)	Level of Service
Existing Peak Hour Conditions					
1	600 North & 200 West	11.28	B	13.82	B
2	Coleman Street & 400 North	9.96	A	9.18	A
3	400 North & 200 West	12.87	B	14.77	B
4	Coleman Street & Utah Avenue (200 North)	15.69	C	21.33	C

Source: HCM Methodologies using PTV Vistro Software

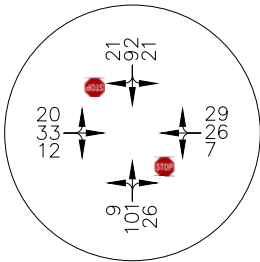
Control delay for unsignalized intersections shown for the worst approach only per the HCM.

MITIGATIONS

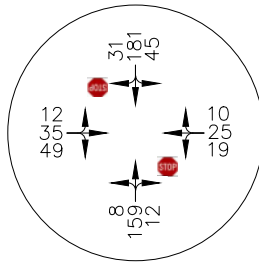
No mitigations are recommended at this time.



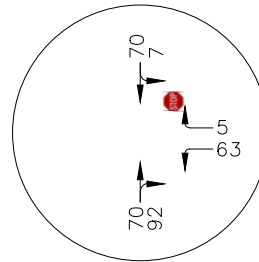
1 AM PEAK HOUR



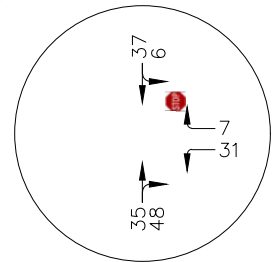
1 PM PEAK HOUR



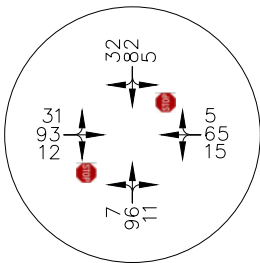
2 AM PEAK HOUR



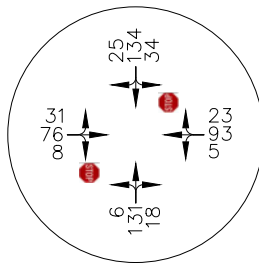
2 PM PEAK HOUR



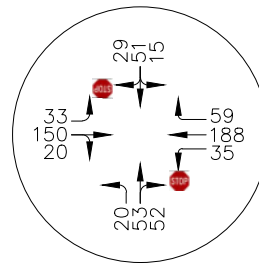
3 AM PEAK HOUR



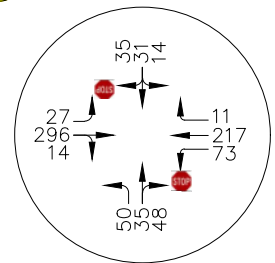
3 PM PEAK HOUR



4 AM PEAK HOUR



4 PM PEAK HOUR



Project Traffic Volumes

Project traffic volumes were estimated using the industry-standard trip generation literature, existing traffic counts and engineering judgement to distribute project traffic to the existing roadway network.

TRIP GENERATION

Trip generation was estimated using the *ITE Trip Generation Manual 10th Edition*. The following land use from the manual was used:

Multifamily Housing Mid-Rise (ITE 221): Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors).

Based on the ITE methodology, the development within the study area is estimated to generate approximately 500 new external daily trips with 33 during the AM peak and 40 during the PM peak. Copies of the ITE Trip Generation 10th Edition land use descriptions and rates used in this project are included in the APPANDIX. **Table 3** contains a summary of the calculated trip generation for the project.

Table 3: ITE Trip Generation

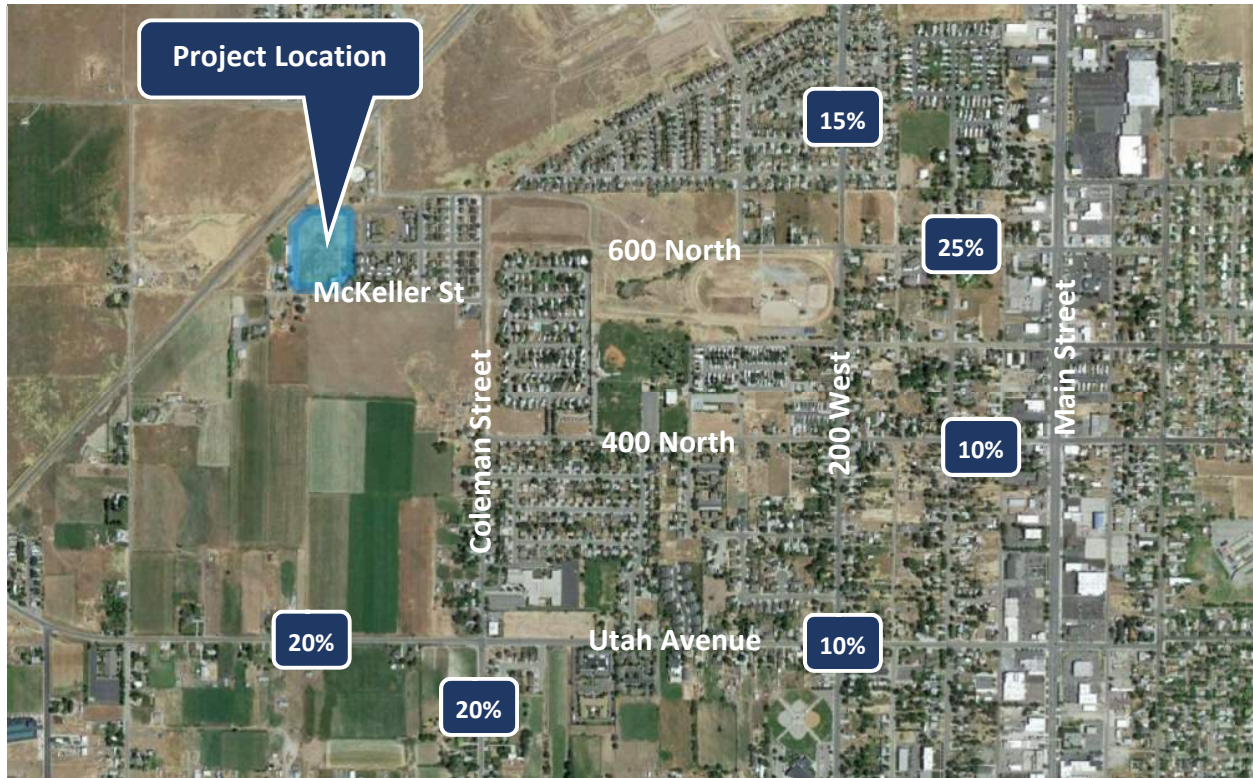
Glaser Development										
Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out
Multifamily Housing (Mid-Rise) (ITE 221)		5.44	50%	50%	0.36	26%	74%	0.44	61%	39%
Dwelling Units	92	500	250	250	33	9	25	40	25	16
Total New Trips		500	250	250	33	9	25	40	25	16

ITE Trip Generation 10th Edition

TRIP DISTRIBUTION

The estimated new trips from the proposed development were distributed onto the roadway network based on the proposed site access locations, existing turning movements, traffic patterns, and proximity to major roadways, as shown in **Figure 5**.

Figure 5: Trip Distribution



EXISTING WITH PROJECT TRAFFIC ANALYSIS

Horrocks collected traffic data in October 2021 to create existing conditions for this study. Project traffic was added to the existing conditions to create the AM and PM peak hour traffic conditions, as illustrated in **Figure 6**. All intersections operate at an acceptable LOS, as shown in **Table 4** below. The increased traffic caused a higher delay at all intersections compared to the existing conditions. The intersection with the highest delay is Coleman Street & Utah Avenue, operating at LOS C and the AM and PM peak hours. The highest delay at this intersection is the northbound left-turn with a delay of 21.66 seconds/vehicle in the PM peak hour.

Table 4: Existing plus Project Peak Hour Traffic Analysis

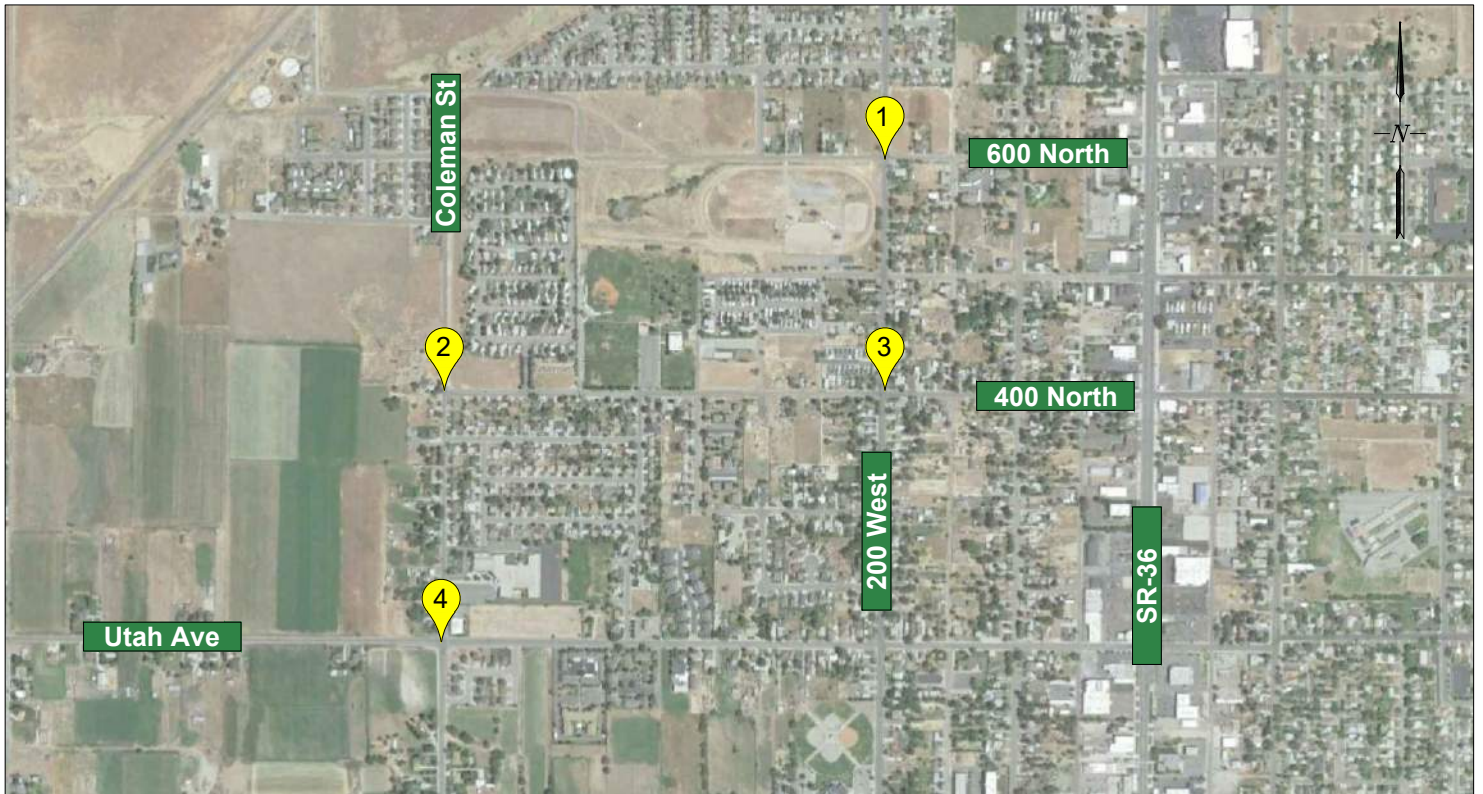
Intersection Number	Intersection	AM Peak Hour			PM Peak Hour		
		Average Control Delay (sec/veh)	Level of Service	Difference from Existing Conditions (+sec)	Average Control Delay (sec/veh)	Level of Service	Difference from Existing Conditions (+sec)
Existing plus Project Peak Hour Conditions							
1	600 North & 200 West	11.50	B	0.22	14.00	B	0.18
2	Coleman Street & 400 North	10.11	B	0.15	9.27	A	0.09
3	400 North & 200 West	12.93	B	0.06	14.82	B	0.05
4	Coleman Street & Utah Avenue (200 North)	15.78	C	0.09	21.66	C	0.33

Source: HCM Methodologies using PTV Vistro Software

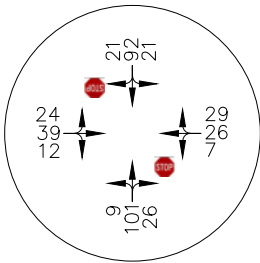
Control delay for unsignalized intersections shown for the worst approach only per the HCM.

MITIGATIONS

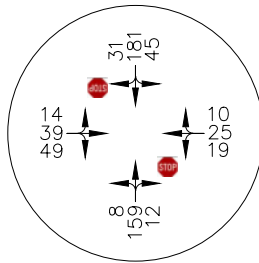
No mitigations are recommended at this time.



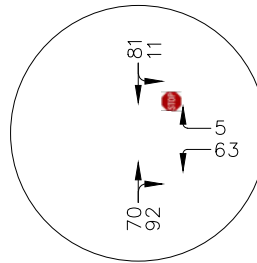
1 AM PEAK HOUR



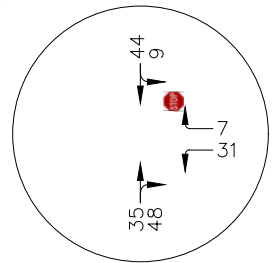
1 PM PEAK HOUR



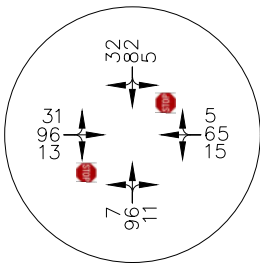
2 AM PEAK HOUR



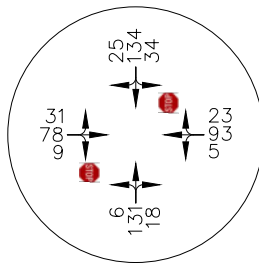
2 PM PEAK HOUR



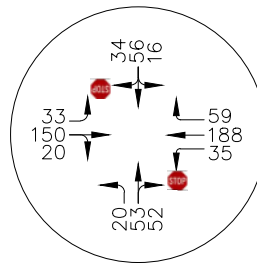
3 AM PEAK HOUR



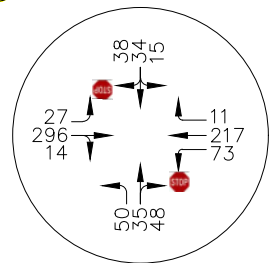
3 PM PEAK HOUR



4 AM PEAK HOUR



4 PM PEAK HOUR



Analysis of 2026 Background Conditions

GROWTH RATES

In order to analyze future traffic conditions, existing traffic was grown based on the projected growth in the surrounding area. The historic average annual daily traffic (AADT) counts from UDOT were used to calculate the appropriate growth rate on all roadways as depicted in **Table 5**. Horrocks applied a 2.71% annual growth rate to the future 2026 scenarios.

Table 5: Growth Factor

Roadway	5 Year Avg Growth	2019 AADT	2018 AADT	2017 AADT	2016 AADT	2015 AADT	2014 AADT	2013 AADT	2012 AADT	2011 AADT	2010 AADT
Coleman Street	3.17%	2800	2800	2700	2700	2500	2400	2400	2500	2500	2500
		0.00%	3.70%	0.00%	8.00%	4.17%	0.00%	-4.00%	0.00%	0.00%	0.00%
200 North	1.25%	6900	6800	6700	6500	6200	6500	6400	6600	6700	6800
		1.47%	1.49%	3.08%	4.84%	-4.62%	1.56%	-3.03%	-1.49%	-1.47%	0.00%
400 North	3.16%	2100	2100	2000	2000	1900	1800	1800	1800	1900	1900
		0.00%	5.00%	0.00%	5.26%	5.56%	0.00%	0.00%	5.26%	0.00%	0.00%
600 North	3.17%	2800	2800	2700	2700	2500	2400	2400	2500	2500	2500
		0.00%	3.70%	0.00%	8.00%	4.17%	0.00%	-4.00%	0.00%	0.00%	0.00%
200 West	2.76%	1600	1600	1600	1500	1400	1400	1400	1400	1400	1400
		0.00%	0.00%	6.67%	7.14%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Average	2.71%										

Source: UDOT AADT map

2026 BACKGROUND SCENARIO

Existing traffic was grown 2.71% annually to create a 2026 background traffic scenario, as illustrated in **Figure 7**. The increased traffic caused a higher delay at all intersections, particularly Coleman Street and Utah Avenue, which changed from an LOS C to an LOS D. The highest delay at this intersection is the northbound left-turn with a delay of 27.17 seconds/vehicle. All intersections perform at an acceptable LOS as shown in **Table 6**.

Table 6: 2026 Background Peak Hour Traffic Analysis

Intersection Number	Intersection	AM Peak Hour		PM Peak Hour	
		Average Control Delay (sec/veh)	Level of Service	Average Control Delay (sec/veh)	Level of Service
2026 Background Peak Hour Conditions					
1	600 North & 200 West	11.69	B	15.51	C
2	Coleman Street & 400 North	10.23	B	9.29	A
3	400 North & 200 West	13.98	B	16.8	C
4	Coleman Street & Utah Avenue (200 North)	17.97	C	27.17	D

Source: HCM Methodologies using PTV Vistro Software

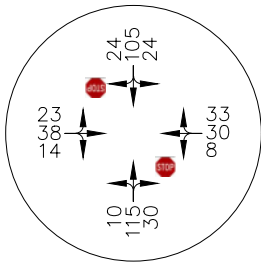
Control delay for unsignalized intersections shown for the worst approach only per the HCM.

MITIGATIONS

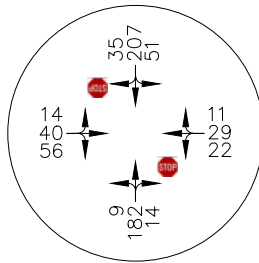
No mitigations are recommended at this time.



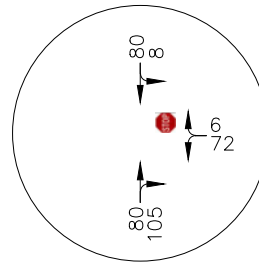
1 AM PEAK HOUR



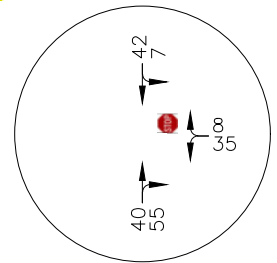
1 PM PEAK HOUR



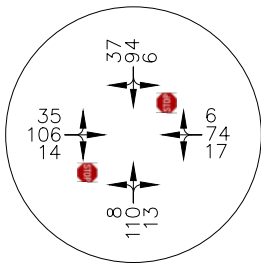
2 AM PEAK HOUR



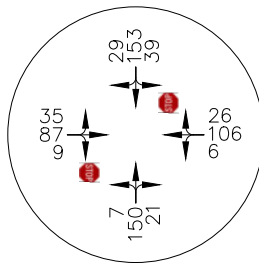
2 PM PEAK HOUR



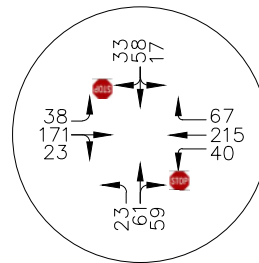
3 AM PEAK HOUR



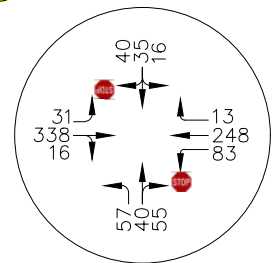
3 PM PEAK HOUR



4 AM PEAK HOUR



4 PM PEAK HOUR



Analysis of 2026 Background with Project Conditions

2026 BACKGROUND PLUS PROJECT SCENARIO

Project traffic was added to the 2026 background traffic using the trip distribution shown in **Figure 5**. **Figure 8** shows the 2026 background traffic with the project traffic. All intersections operate at an acceptable LOS, as shown in **Table 7**. The increased traffic caused a higher delay at all intersections compared to the 2026 Background conditions. The intersection with the highest delay was Coleman Street & Utah Avenue, operating at LOS D in the PM Peak hour. At this intersection, the movement with the highest delay was the northbound left-turn lane at 27.71 seconds/vehicle. Compared to the 2026 Background Conditions this intersection has a delay increase of 0.54 seconds, as shown in **Table 7**.

Table 7: 2026 Background plus Project Peak Hour Traffic Analysis

Intersection Number	Intersection	AM Peak Hour			PM Peak Hour		
		Average Control Delay (sec/veh)	Level of Service	Difference from 2026 Background Conditions (+sec)	Average Control Delay (sec/veh)	Level of Service	Difference from 2026 Background Conditions (+sec)
2026 Background plus Project Peak Hour Conditions							
1	600 North & 200 West	12.10	B	0.41	15.75	C	0.24
2	Coleman Street & 400 North	10.39	B	0.16	9.38	A	0.09
3	400 North & 200 West	15.04	B	1.06	16.87	C	0.07
4	Coleman Street & Utah Avenue (200 North)	18.09	C	0.12	27.71	D	0.54

Source: HCM Methodologies using Vistro Software

Control delay for unsignalized intersections shown for the worst approach only per the HCM.

NORTHLAKE ELEMENTARY CONSIDERATIONS

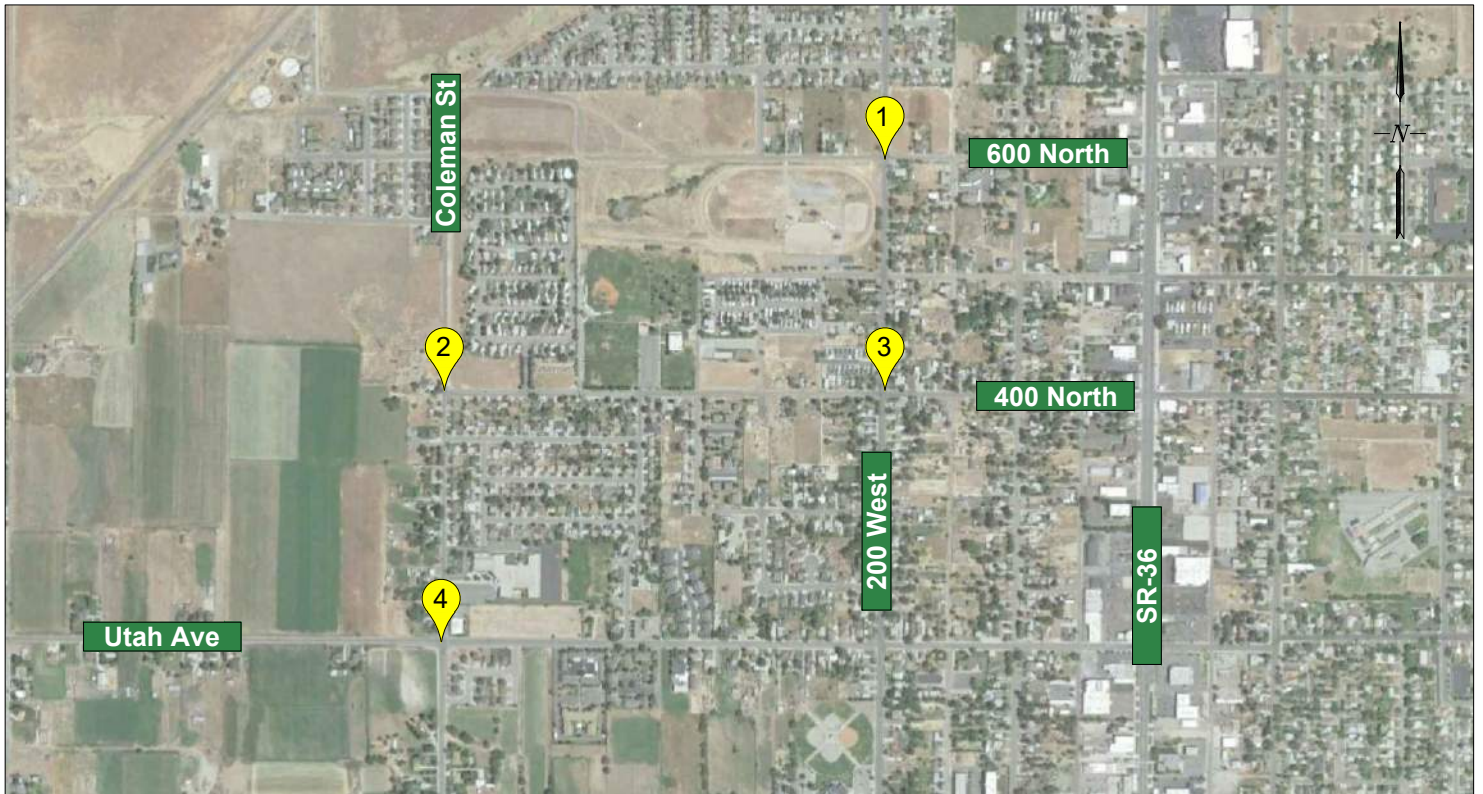
Located on the northeast corner of the Coleman Street & Utah Avenue is Northlake Elementary. Crosswalks are located on the Coleman Street & Utah Avenue Intersection on the north, west, and south legs. School speed zones of 20 mph are located on Coleman Street and Utah Avenue near the school.

At the Coleman Street & Utah Avenue intersection, count data shows the AM peak hour occurs from 7:45 to 8:45 AM, while the PM peak hour occurs from 4:00 to 5:00 PM. School hours for Northlake Elementary are 8:50 AM – 3:35 PM. It is assumed that parents will be dropping off their children from 8:30 AM to 8:45 AM and picking them up from 3:30 PM to 4:00 PM.

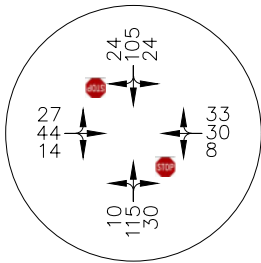
Compared to the 2026 Background Conditions, project traffic creates an increase in delay of 0.12 seconds in the AM Peak hour, and 0.54 seconds in the PM peak hour. During the peak hours, the project will generate an additional 18 cars to pass through the intersection of Coleman Street & Utah Avenue. During the times relevant to school hours, 8:30 – 8:45 AM, the project will generate an additional 4 cars to pass through this intersection. As can be seen in **Table 7**, the additional 18 cars increased the delay by less than 1 second/vehicle in both the AM and PM peak hours. The level of service at this intersection does not change between the 2026 Background Scenario and 2026 Background Plus Project Scenario in both the AM and PM Peak hour.

MITIGATIONS

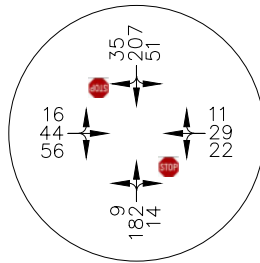
No mitigations are recommended at this time.



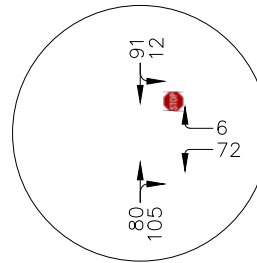
1 AM PEAK HOUR



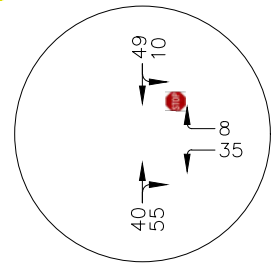
1 PM PEAK HOUR



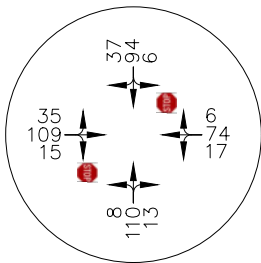
2 AM PEAK HOUR



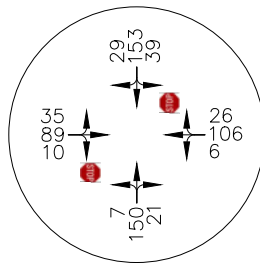
2 PM PEAK HOUR



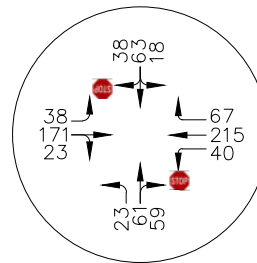
3 AM PEAK HOUR



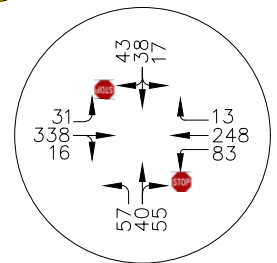
3 PM PEAK HOUR



4 AM PEAK HOUR



4 PM PEAK HOUR



Conclusions and Recommendations

1. Existing Conditions – All study intersections operate at an acceptable LOS.
2. The proposed development is estimated to generate approximately 500 new external daily trips with 33 new trips during the AM peak and 40 new trips during the PM peak.
3. Traffic data collected in October 2021 was used to provide existing traffic conditions.
4. UDOT historical data was used to determine a 5-year growth rate of 2.71%
5. Existing plus Project Scenario – All study intersections operate at an acceptable LOS.
6. 2026 Background Scenario – All study intersections operate at an acceptable LOS.
7. 2026 Background plus Project Scenario – All study intersections operate at an acceptable LOS.
8. Northlake Elementary – In the 2026 Background plus Project Scenario, project traffic creates an increase in delay of 0.12 seconds in the AM Peak hour, and 0.54 seconds in the PM peak hour at the intersection of Coleman Street & Utah Avenue compared to the 2026 Background Scenario. During the peak hours, the project will generate an additional 18 cars to pass through this intersection. During the times relevant to school drop-off times, 8:30 – 8:45 AM, the project will generate an additional 4 cars. Level of Service at this intersection does not change between the 2026 Background Scenario and the 2026 Background plus Project Scenario.

APPENDIX

TRAFFIC COUNTS

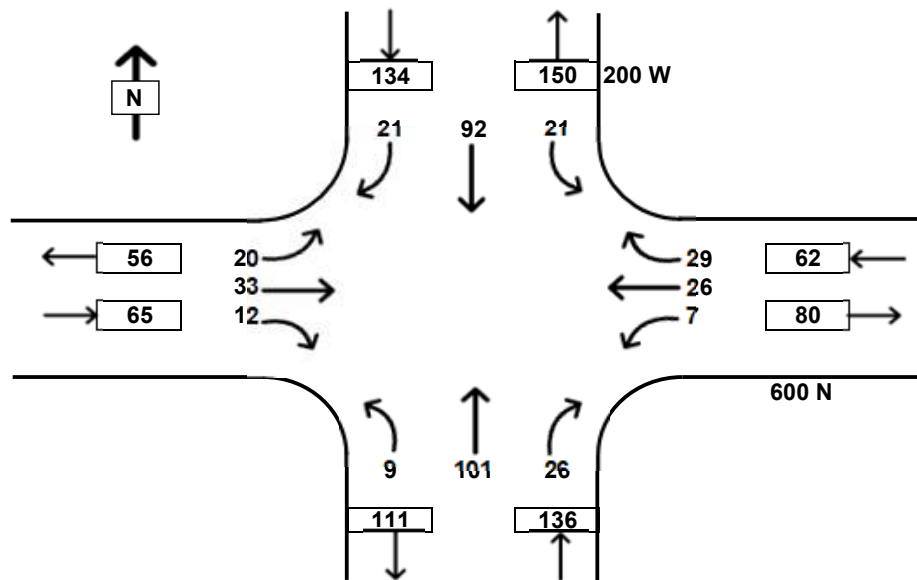
TRAFFIC COUNT SUMMARY



City: **Tooele**
 N-S Street: **200 W**
 Date: **Wednesday, October 20, 2021**
 Begin Time: **07:00 AM**
 Interval Length: **15 min**

E-W Street: **600 N**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
07:00 AM	07:15 AM	4	4	2	0	1	2	3	0	0	7	2	0	5	10	2	0	42	
07:15 AM	07:30 AM	4	17	1	0	1	1	5	0	0	17	2	0	8	8	7	0	71	
07:30 AM	07:45 AM	4	32	0	0	2	3	7	0	2	22	3	0	5	7	4	0	91	
07:45 AM	08:00 AM	8	42	6	0	2	4	10	0	6	40	5	1	6	6	9	0	144	348
08:00 AM	08:15 AM	6	12	2	0	2	3	9	0	2	33	7	0	5	8	0	0	89	395
08:15 AM	08:30 AM	5	20	6	0	1	5	5	0	0	10	3	0	2	11	0	0	68	392
08:30 AM	08:45 AM	2	18	7	0	2	14	5	0	1	18	11	1	7	8	3	0	96	397
08:45 AM	09:00 AM	1	20	4	0	2	6	3	0	0	27	1	0	8	10	0	0	82	335



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
21	92	21	7	26	29	9	101	26	20	33	12	
134			62			136			65			
Trucks: 0%			Trucks: 0%			Trucks: 1%			Trucks: 0%			
Peak Hour: 7:45:00 AM			Peak Hour: 8:45 AM			Peak Vol: 397			PHF: 0.69			

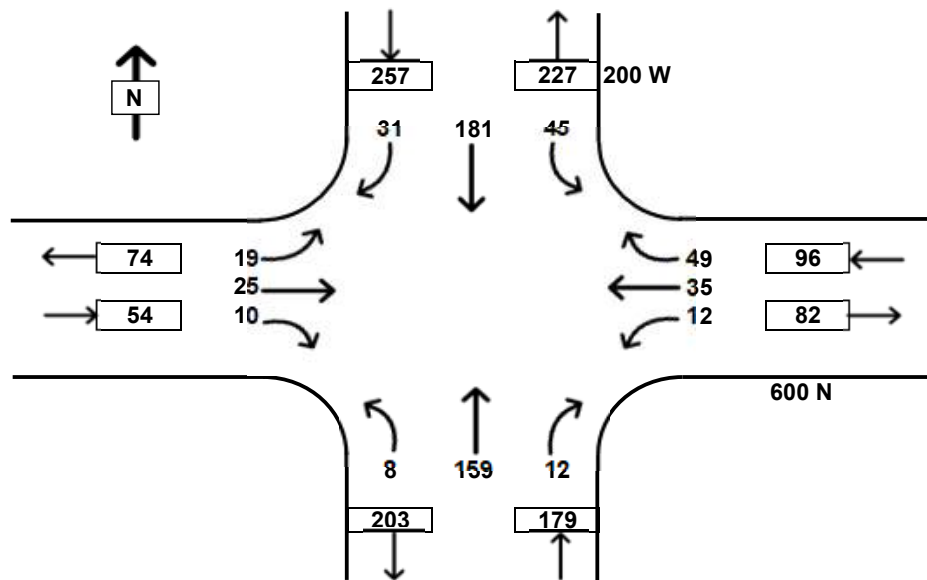
TRAFFIC COUNT SUMMARY



City: **Tooele**
 N-S Street: **200 W**
 Date: **Wednesday, October 20, 2021**
 Begin Time: **04:00 PM**
 Interval Length: **15 min**

E-W Street: **600 N**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
04:00 PM	04:15 PM	13	42	8	0	2	8	14	0	1	31	8	0	3	8	1	2	139	
04:15 PM	04:30 PM	11	41	4	0	5	6	5	0	1	29	2	0	9	9	2	0	124	
04:30 PM	04:45 PM	12	49	9	0	3	7	13	1	2	44	1	0	3	8	1	0	152	
04:45 PM	05:00 PM	6	39	8	0	3	9	13	0	2	39	2	0	8	5	4	0	138	553
05:00 PM	05:15 PM	12	43	9	0	2	13	12	0	1	35	7	0	3	7	3	1	147	561
05:15 PM	05:30 PM	15	50	5	0	4	6	11	0	3	41	2	0	5	5	2	0	149	586
05:30 PM	05:45 PM	10	41	11	0	2	7	10	0	1	46	4	0	12	5	2	0	151	585
05:45 PM	06:00 PM	5	40	7	0	0	12	14	0	0	41	6	0	6	5	1	0	137	584



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
45	181	31	12	35	49	8	159	12	19	25	10	
257			96			179			54			
Trucks: 0%			Trucks: 1%			Trucks: 0%			Trucks: 2%			
Peak Hour: 4:30:00 PM			5:30 PM			Peak Vol: 586			PHF: 0.96			

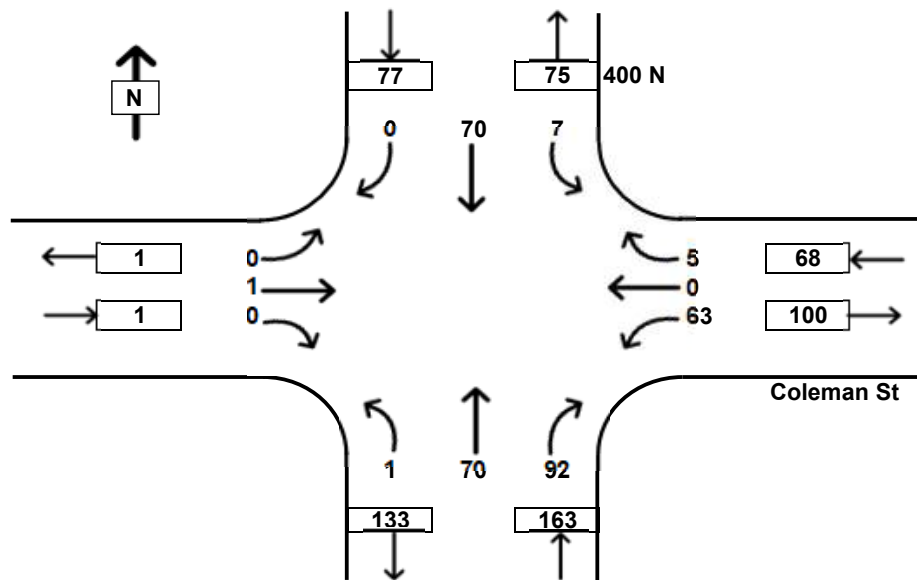
TRAFFIC COUNT SUMMARY



City: **Tooele**
 N-S Street: **400 N**
 Date: **Wednesday, October 20, 2021**
 Begin Time: **07:00 AM**
 Interval Length: **15 min**

E-W Street: **Coleman St**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals	
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	07:15 AM	1	7	0	0	5	0	3	0	0	5	0	0	0	0	0	0	0	21	
07:15 AM	07:30 AM	0	9	1	0	6	0	2	0	0	6	5	0	1	0	1	0	0	31	
07:30 AM	07:45 AM	2	10	0	0	10	0	3	0	0	6	4	0	0	0	0	0	0	35	
07:45 AM	08:00 AM	0	15	0	0	10	0	0	0	0	9	7	0	0	0	0	0	0	41	128
08:00 AM	08:15 AM	1	13	0	0	14	0	3	0	1	18	13	0	0	0	0	0	0	63	170
08:15 AM	08:30 AM	4	16	0	0	12	0	0	0	0	10	24	0	0	1	0	0	0	67	206
08:30 AM	08:45 AM	0	25	0	0	25	0	0	0	0	17	31	0	0	0	0	0	0	98	269
08:45 AM	09:00 AM	2	12	0	0	8	0	2	0	0	21	19	0	0	0	0	0	0	64	292



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	70	0	63	0	5	1	70	92	0	1	0	
77			68			163			1			
Trucks: 0%			Trucks: 0%			Trucks: 0%			Trucks: 0%			
Peak Hour: 8:00:00 AM			Peak Hour: 9:00 AM			Peak Vol: 309			PHF: 0.74			

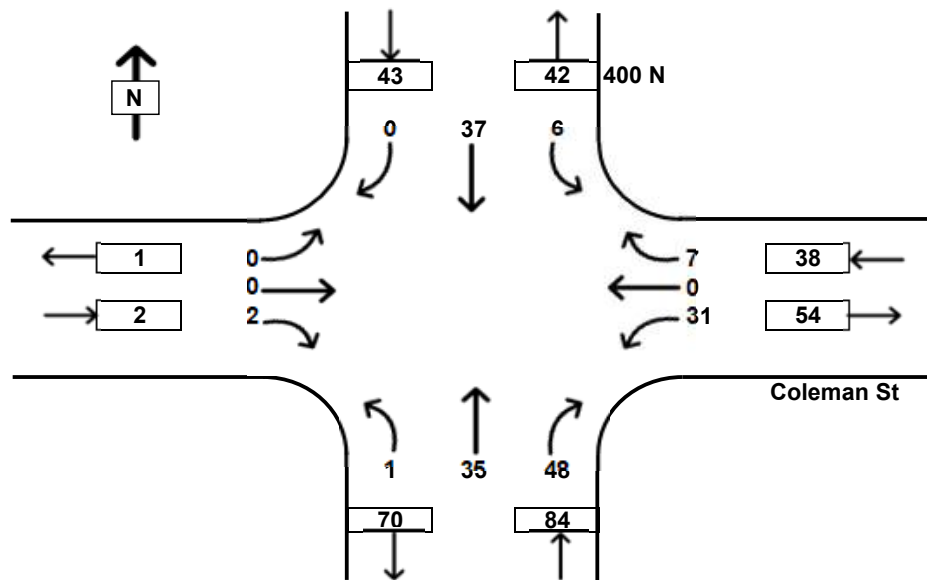
TRAFFIC COUNT SUMMARY



City: **Tooele**
 N-S Street: **400 N**
 Date: **Wednesday, October 20, 2021**
 Begin Time: **04:00 PM**
 Interval Length: **15 min**

E-W Street: **Coleman St**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
04:00 PM	04:15 PM	3	10	0	0	6	0	4	0	0	14	12	0	0	0	1	0	50	
04:15 PM	04:30 PM	1	4	0	0	10	0	1	0	1	10	11	0	0	0	1	0	39	
04:30 PM	04:45 PM	0	12	0	0	8	0	1	0	0	4	9	0	0	0	0	0	34	
04:45 PM	05:00 PM	2	9	0	0	5	0	1	0	0	5	13	0	0	0	0	0	35	158
05:00 PM	05:15 PM	1	11	0	0	8	0	1	0	0	12	15	0	0	0	0	0	48	156
05:15 PM	05:30 PM	3	5	0	0	5	0	2	0	0	9	7	0	0	0	1	0	32	149
05:30 PM	05:45 PM	2	4	0	0	14	0	3	0	1	7	4	0	0	1	0	0	36	151
05:45 PM	06:00 PM	2	7	0	0	10	0	2	0	0	7	4	0	0	0	0	0	32	148



Southbound		Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6	37	0	31	0	7	1	35	48	0	0	2
43		38			84			2			
Trucks: 0%		Trucks: 0%			Trucks: 0%			Trucks: 0%			
Peak Hour: 4:00:00 PM		5:00 PM			Peak Vol: 167			PHF: 0.79			

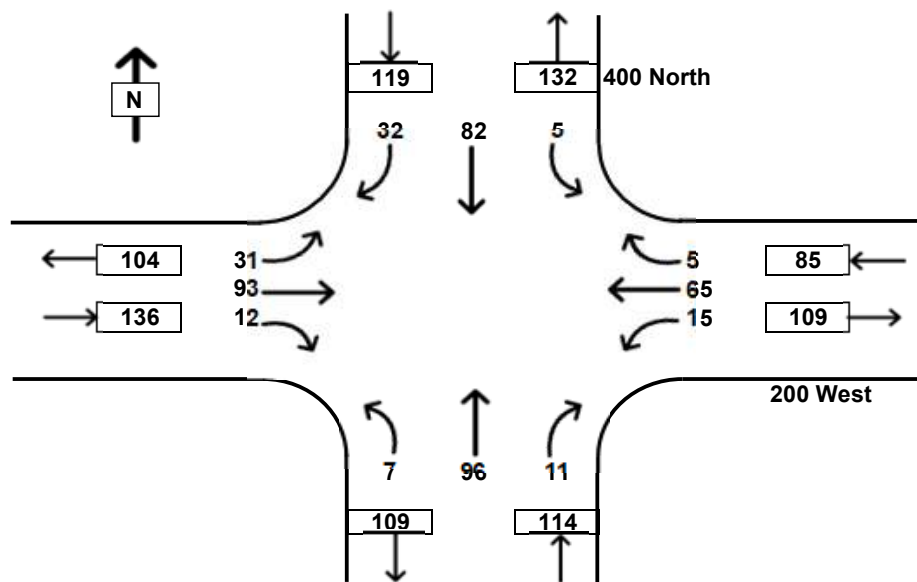
TRAFFIC COUNT SUMMARY

City: **Tooele**
 N-S Street: **400 North**
 Date: **Wednesday, October 20, 2021**
 Begin Time: **07:00 AM**
 Interval Length: **15 min**

E-W Street: **200 West**



Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
07:00 AM	07:15 AM	0	4	3	0	0	5	0	0	1	6	4	0	1	4	0	0	28	
07:15 AM	07:30 AM	1	23	1	0	4	3	2	0	0	11	0	0	5	6	0	0	56	
07:30 AM	07:45 AM	1	34	4	0	7	13	2	0	1	21	6	0	2	8	0	0	99	
07:45 AM	08:00 AM	2	47	5	0	6	10	3	0	2	36	2	0	9	12	2	0	136	319
08:00 AM	08:15 AM	0	10	7	0	4	13	2	0	4	33	2	0	3	14	0	0	92	383
08:15 AM	08:30 AM	2	7	7	0	2	13	0	0	0	7	3	0	4	31	5	0	81	408
08:30 AM	08:45 AM	1	13	11	0	2	25	0	0	1	15	3	0	13	31	4	0	119	428
08:45 AM	09:00 AM	4	10	7	0	1	9	0	0	2	17	2	0	9	21	2	0	84	376



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	82	32	15	65	5	7	96	11	31	93	12	
119			85			114			136			
Trucks: 0%			Trucks: 0%			Trucks: 0%			Trucks: 0%			
Peak Hour: 7:45:00 AM			Peak Hour: 8:45 AM			Peak Vol: 454			PHF: 0.79			

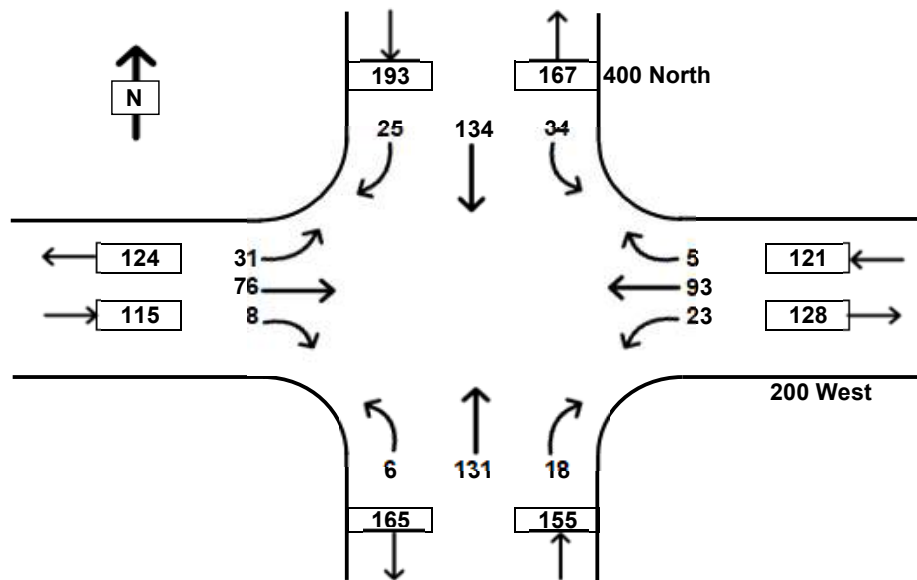
TRAFFIC COUNT SUMMARY



City: **Tooele**
 N-S Street: **400 North**
 Date: **Wednesday, October 20, 2021**
 Begin Time: **04:00 PM**
 Interval Length: **15 min**

E-W Street: **200 West**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
04:00 PM	04:15 PM	3	31	6	0	8	17	3	0	2	23	5	0	4	19	0	0	121	
04:15 PM	04:30 PM	7	23	10	0	4	18	3	0	1	23	3	0	6	12	1	0	111	
04:30 PM	04:45 PM	4	41	8	0	5	16	0	0	3	26	3	0	5	13	1	0	125	
04:45 PM	05:00 PM	9	32	6	0	3	20	1	0	2	29	6	0	7	22	0	0	137	494
05:00 PM	05:15 PM	8	32	5	0	3	24	1	0	3	27	7	0	10	12	4	0	136	509
05:15 PM	05:30 PM	8	28	7	0	11	24	1	0	1	37	0	0	3	21	2	0	143	541
05:30 PM	05:45 PM	7	34	6	0	5	20	2	0	0	31	4	0	9	17	2	0	137	553
05:45 PM	06:00 PM	6	26	6	0	11	18	2	0	1	27	4	0	10	23	2	0	136	552



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
34	134	25	23	93	5	6	131	18	31	76	8	
193			121			155			115			
Trucks:		0%	Trucks:		0%	Trucks:		0%	Trucks:		0%	
Peak Hour:		4:45:00 PM	Peak Hour:		5:45 PM	Peak Vol:		584	PHF:		0.96	

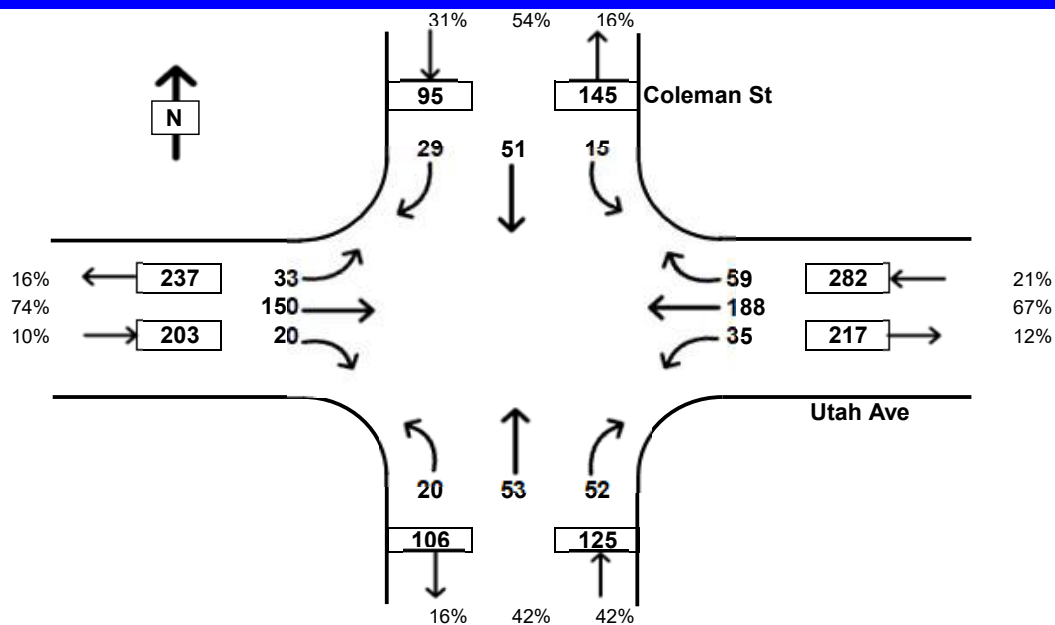
TRAFFIC COUNT SUMMARY



City: **Tooele**
 N-S Street: **Coleman St**
 Date: **Wednesday, October 20, 2021**
 Begin Time: **07:00 AM**
 Interval Length: **15 min**

E-W Street: **Utah Ave**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
07:00 AM	07:15 AM	0	5	7	0	3	40	2	3	7	2	11	0	2	26	9	0	114	
07:15 AM	07:30 AM	0	12	9	0	9	30	5	2	6	10	3	0	3	25	4	0	116	
07:30 AM	07:45 AM	0	12	6	0	11	33	4	0	9	9	18	0	3	28	15	0	148	
07:45 AM	08:00 AM	0	17	10	0	21	59	5	4	8	14	28	0	8	42	6	0	218	596
08:00 AM	08:15 AM	8	8	5	1	9	59	16	3	7	13	6	0	9	40	3	0	183	665
08:15 AM	08:30 AM	1	14	6	1	2	36	15	4	1	12	9	0	9	39	1	0	145	694
08:30 AM	08:45 AM	6	12	8	0	3	34	23	20	4	14	9	0	7	29	10	0	159	705
08:45 AM	09:00 AM	2	10	5	0	7	38	8	0	7	12	5	0	3	45	5	0	147	634



Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
15	51	29	35	188	59	20	53	52	33	150	20
95			282			125			203		
Trucks:			Trucks:			Trucks:			Trucks:		
2%			11%			0%			0%		
Peak Hour:			Peak Hour:			Peak Vol:			PHF:		
7:45:00 AM			8:45 AM			705			0.81		

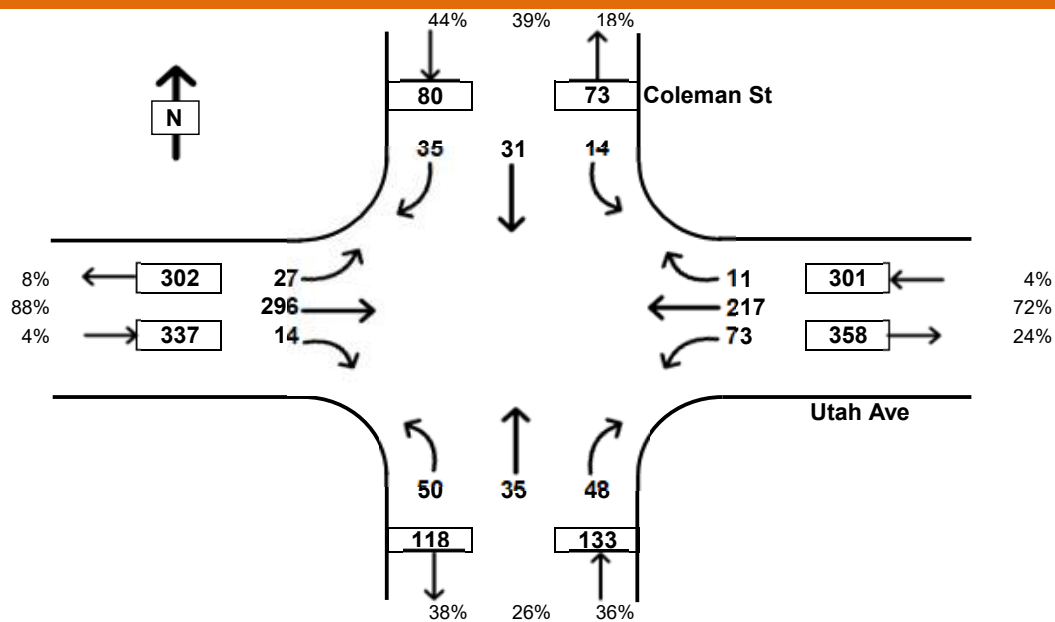
TRAFFIC COUNT SUMMARY



City: **Tooele**
 N-S Street: **Coleman St**
 Date: **Wednesday, October 20, 2021**
 Begin Time: **04:00 PM**
 Interval Length: **15 min**

E-W Street: **Utah Ave**

Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
04:00 PM	04:15 PM	3	10	9	0	9	51	3	37	5	11	12	0	16	89	0	0	218	
04:15 PM	04:30 PM	5	2	9	0	22	52	3	1	14	8	12	0	7	63	4	1	201	
04:30 PM	04:45 PM	2	9	10	0	17	51	2	0	10	5	8	0	4	85	1	0	204	
04:45 PM	05:00 PM	3	6	6	0	21	46	1	1	9	9	12	0	9	68	1	0	191	814
05:00 PM	05:15 PM	4	14	10	0	13	68	5	1	17	13	16	0	7	80	8	0	255	851
05:15 PM	05:30 PM	1	6	4	0	19	43	2	0	5	11	8	0	11	71	1	0	182	832
05:30 PM	05:45 PM	0	9	9	0	11	51	1	1	7	6	12	0	5	52	1	0	164	792
05:45 PM	06:00 PM	2	9	11	0	11	58	1	0	10	9	8	0	5	63	1	0	188	789



Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
14	31	35	73	217	11	50	35	48	27	296	14
80			301			133			337		
Trucks: 0%			Trucks: 1%			Trucks: 0%			Trucks: 0%		
Peak Hour: 4:15:00 PM			Peak Hour: 5:15 PM			Peak Vol: 851			PHF: 0.83		

SITE LAYOUT



TRIP GENERATION

Land Use: 221

Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors). Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (Land Use 225), and mid-rise residential with 1st-floor commercial (Land Use 231) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the mid-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.46 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 95.7 percent of the total dwelling units were occupied.

Time-of-day distribution data for this land use are presented in Appendix A. For the eight general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:00 and 8:00 a.m. and 4:45 and 5:45 p.m., respectively.

For the four dense multi-use urban sites with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:15 and 5:15 p.m., respectively. For the three center city core sites with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 6:45 and 7:45 a.m. and 5:00 and 6:00 p.m., respectively.

For the six sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.46 residents per occupied dwelling unit.

For the five sites for which data were provided for both occupied dwelling units and total dwelling units, an average of 95.7 percent of the units were occupied.

The average numbers of person trips per vehicle trip at the five center city core sites at which both person trip and vehicle trip data were collected were as follows:

- 1.84 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.94 during Weekday, AM Peak Hour of Generator
- 2.07 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.59 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 32 dense multi-use urban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.90 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.90 during Weekday, AM Peak Hour of Generator
- 2.00 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.08 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 13 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.56 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.88 during Weekday, AM Peak Hour of Generator
- 1.70 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.07 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Delaware, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, Ontario, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, Virginia, and Wisconsin.

Source Numbers

168, 188, 204, 305, 306, 321, 357, 390, 436, 525, 530, 579, 638, 818, 857, 866, 901, 904, 910, 912, 918, 934, 936, 939, 944, 947, 948, 949, 959, 963, 964, 966, 967, 969, 970

EXISTING TRAFFIC

Vistro File: C:\...\Base-1839-TSeipel.vistro

Scenario 1 Existing AM

Report File: C:\...\Existing AM.pdf

11/10/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
6	400 N & N Coleman St	Two-way stop	HCM 6th Edition	WB Left	0.080	10.0	A
7	Utah Ave & N Coleman St	Two-way stop	HCM 6th Edition	SB Left	0.040	15.7	C
8	600 N & 200 W	Two-way stop	HCM 6th Edition	SB Left	0.032	11.3	B
9	400 N & 200 W	Two-way stop	HCM 6th Edition	NB Left	0.013	12.9	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report
Intersection 6: 400 N & N Coleman St**

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.080

Intersection Setup

Name	N Coleman St		N Coleman St		400 N	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	N Coleman St		N Coleman St		400 N	
Base Volume Input [veh/h]	70	92	7	70	63	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	92	7	70	63	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	23	2	18	16	1
Total Analysis Volume [veh/h]	70	92	7	70	63	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	20
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.08	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.55	0.00	9.96	9.22
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.26	0.26
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.37	0.37	6.53	6.53
d_A, Approach Delay [s/veh]	0.00		0.69		9.90	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.37					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Utah Ave & N Coleman St

Control Type:	Two-way stop	Delay (sec / veh):	15.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.040

Intersection Setup

Name	N Coleman St			N Coleman St			Utah Ave			Utah Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			20.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	N Coleman St			N Coleman St			Utah Ave			Utah Ave		
Base Volume Input [veh/h]	20	53	52	15	51	29	33	150	20	35	188	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	53	52	15	51	29	33	150	20	35	188	59
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	13	13	4	13	7	8	38	5	9	47	15
Total Analysis Volume [veh/h]	20	53	52	15	51	29	33	150	20	35	188	59
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	Yes		
Storage Area [veh]	0	2	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.12	0.06	0.04	0.11	0.03	0.03	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	15.09	14.88	10.48	15.69	13.99	10.26	7.80	0.00	0.00	7.62	0.00	0.00
Movement LOS	C	B	B	C	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.67	0.67	0.54	0.54	0.54	0.08	0.00	0.00	0.08	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.19	16.67	16.67	13.42	13.42	13.42	1.92	0.00	0.00	1.91	0.00	0.00
d_A, Approach Delay [s/veh]	13.08			13.12			1.27			0.95		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	4.83											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 8: 600 N & 200 W

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.3
 Level Of Service: B
 Volume to Capacity (v/c): 0.032

Intersection Setup

Name	200 W			200 W			600 N			600 N		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	200 W			200 W			600 N			600 N		
Base Volume Input [veh/h]	9	101	26	21	92	21	20	33	12	7	26	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	101	26	21	92	21	20	33	12	7	26	29
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	25	7	5	23	5	5	8	3	2	7	7
Total Analysis Volume [veh/h]	9	101	26	21	92	21	20	33	12	7	26	29
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	Yes	Yes		
Storage Area [veh]	1	1	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.14	0.03	0.03	0.12	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.06	10.65	9.20	11.28	10.66	9.27	7.35	0.00	0.00	7.31	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.53	0.53	0.53	0.55	0.55	0.55	0.04	0.04	0.04	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	13.34	13.34	13.34	13.85	13.85	13.85	0.98	0.98	0.98	0.34	0.34	0.34
d_A, Approach Delay [s/veh]	10.40			10.54			2.26			0.83		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	7.62											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 9: 400 N & 200 W

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 12.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.013

Intersection Setup

Name	200 W			200 W			400 N			400 N		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	200 W			200 W			400 N			400 N		
Base Volume Input [veh/h]	7	96	11	5	82	32	31	93	12	15	65	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	96	11	5	82	32	31	93	12	15	65	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	24	3	1	21	8	8	23	3	4	16	1
Total Analysis Volume [veh/h]	7	96	11	5	82	32	31	93	12	15	65	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.15	0.01	0.01	0.13	0.03	0.02	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	12.87	12.00	9.98	12.70	11.90	9.71	7.40	0.00	0.00	7.45	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.65	0.65	0.65	0.62	0.62	0.62	0.06	0.06	0.06	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	16.13	16.13	16.13	15.60	15.60	15.60	1.55	1.55	1.55	0.76	0.76	0.76
d_A, Approach Delay [s/veh]	11.86			11.35			1.69			1.31		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	6.70											
Intersection LOS	B											

Vistro File: C:\...\Base-1839-TSeipel.vistro

Scenario 1 Existing AM

Report File: C:\...\Existing AM.pdf

11/10/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
6	400 N & N Coleman St	70	92	7	70	63	5	307

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Utah Ave & N Coleman St	20	53	52	15	51	29	33	150	20	35	188	59	705

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	600 N & 200 W	9	101	26	21	92	21	20	33	12	7	26	29	397

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	400 N & 200 W	7	96	11	5	82	32	31	93	12	15	65	5	454

Vistro File: C:\...\Base-1839-TSeipel.vistro

Scenario 1 Existing AM

Report File: C:\...\Existing AM.pdf

11/10/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
6	400 N & N Coleman St	Final Base	70	92	7	70	63	5	307
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	70	92	7	70	63	5	307

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Utah Ave & N Coleman St	Final Base	20	53	52	15	51	29	33	150	20	35	188	59	705
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	20	53	52	15	51	29	33	150	20	35	188	59	705

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	600 N & 200 W	Final Base	9	101	26	21	92	21	20	33	12	7	26	29	397
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	9	101	26	21	92	21	20	33	12	7	26	29	397

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	400 N & 200 W	Final Base	7	96	11	5	82	32	31	93	12	15	65	5	454
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	7	96	11	5	82	32	31	93	12	15	65	5	454

Vistro File: C:\...\Base-1839-TSeipel.vistro

Scenario 1 Existing AM

Report File: C:\...\Existing AM.pdf

11/10/2021

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
Added Trips Total								0	0	0	0.00

Vistro File: C:\...\Base-1839-TSeipel.vistro

Report File: C:\...\Existing AM.pdf

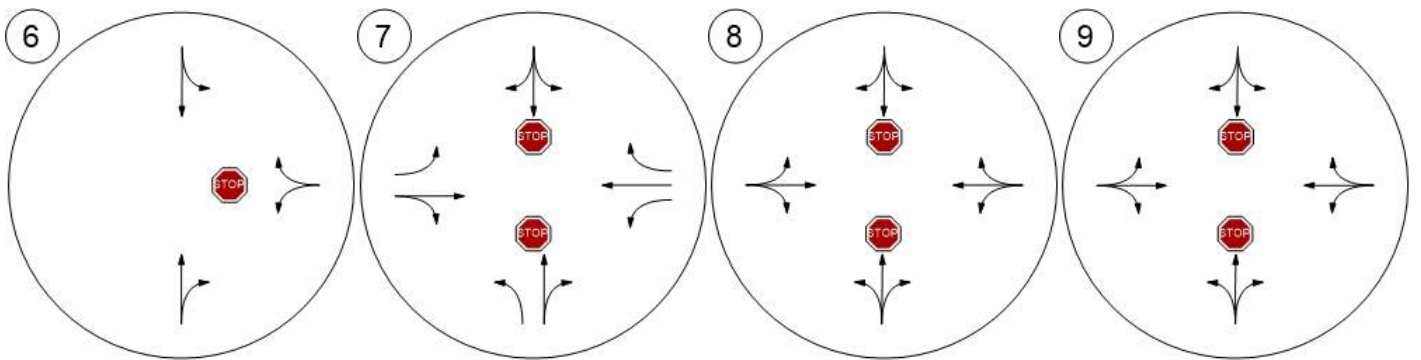
Scenario 1 Existing AM

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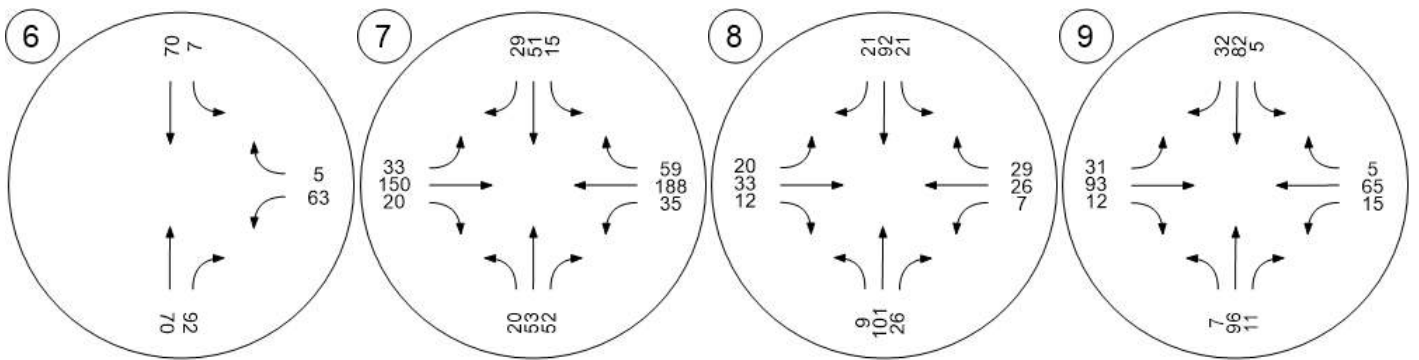
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
11: Gate	15.00	0	15.00	0
12: Gate	25.00	0	25.00	0
13: Gate	10.00	0	10.00	0
14: Gate	5.00	0	5.00	0
15: Gate	5.00	0	5.00	0
16: Gate	20.00	0	20.00	0
17: Gate	20.00	0	20.00	0
Total	100.00	0	100.00	0

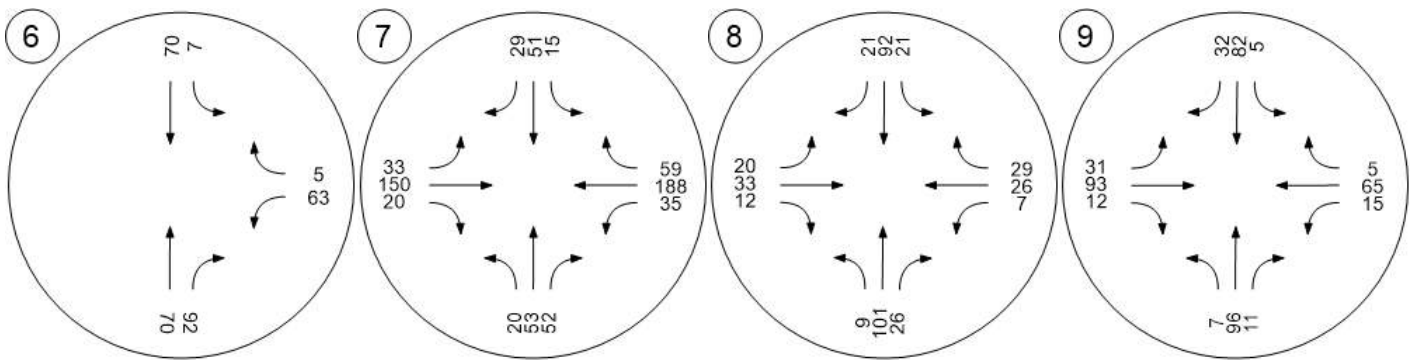
Lane Configuration and Traffic Control



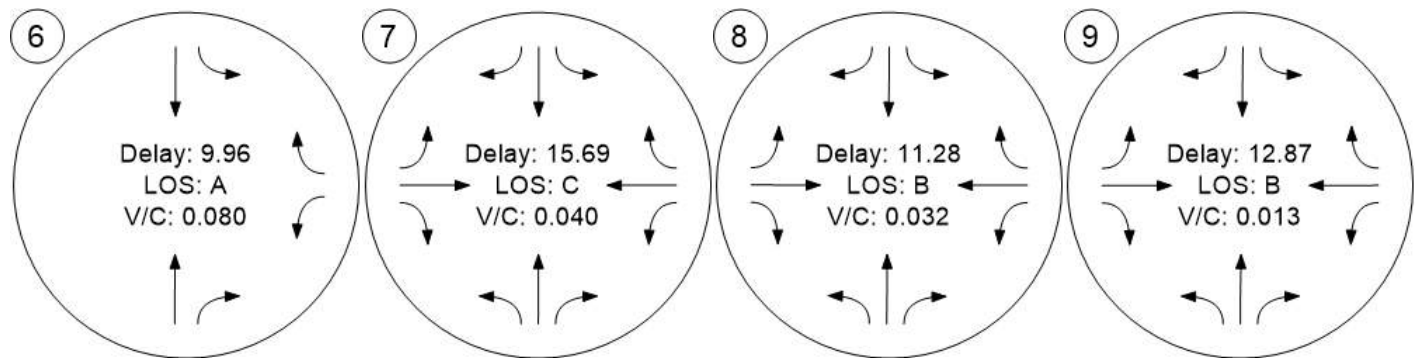
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



Vistro File: C:\...\Base.vistro
Report File: C:\...\Existing PM.pdf

Scenario 2 Existing PM
11/10/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
6	400 N & N Coleman St	Two-way stop	HCM 6th Edition	WB Left	0.035	9.2	A
7	Utah Ave & N Coleman St	Two-way stop	HCM 6th Edition	NB Left	0.185	21.3	C
8	600 N & 200 W	Two-way stop	HCM 6th Edition	SB Left	0.078	13.8	B
9	400 N & 200 W	Two-way stop	HCM 6th Edition	SB Left	0.068	14.7	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report
Intersection 6: 400 N & N Coleman St**

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name	N Coleman St		N Coleman St		400 N	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	N Coleman St		N Coleman St		400 N	
Base Volume Input [veh/h]	35	48	6	37	31	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	48	6	37	31	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	12	2	9	8	2
Total Analysis Volume [veh/h]	35	48	6	37	31	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	20
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.39	0.00	9.18	8.70
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.30	0.30	2.72	2.72
d_A, Approach Delay [s/veh]	0.00		1.03		9.09	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.38					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Utah Ave & N Coleman St

Control Type:	Two-way stop	Delay (sec / veh):	21.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.185

Intersection Setup

Name	N Coleman St			N Coleman St			Utah Ave			Utah Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			20.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	N Coleman St			N Coleman St			Utah Ave			Utah Ave		
Base Volume Input [veh/h]	50	35	48	14	31	35	27	296	14	73	217	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	35	48	14	31	35	27	296	14	73	217	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	9	12	4	8	9	7	74	4	18	54	3
Total Analysis Volume [veh/h]	50	35	48	14	31	35	27	296	14	73	217	11
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	Yes		
Storage Area [veh]	0	2	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.11	0.07	0.05	0.10	0.04	0.02	0.00	0.00	0.06	0.00	0.00
d_M, Delay for Movement [s/veh]	21.33	17.77	11.47	20.04	17.31	10.56	7.74	0.00	0.00	8.06	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.67	0.62	0.62	0.52	0.52	0.52	0.06	0.00	0.00	0.19	0.00	0.00
95th-Percentile Queue Length [ft/ln]	16.63	15.59	15.59	13.09	13.09	13.09	1.54	0.00	0.00	4.64	0.00	0.00
d_A, Approach Delay [s/veh]	16.83			14.84			0.62			1.95		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	4.96											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 8: 600 N & 200 W

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 13.8
 Level Of Service: B
 Volume to Capacity (v/c): 0.078

Intersection Setup

Name	200 W			200 W			650 N			600 N		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	200 W			200 W			650 N			600 N		
Base Volume Input [veh/h]	8	159	12	45	181	31	12	35	49	19	25	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	159	12	45	181	31	12	35	49	19	25	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	40	3	11	45	8	3	9	12	5	6	3
Total Analysis Volume [veh/h]	8	159	12	45	181	31	12	35	49	19	25	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	Yes	Yes		
Storage Area [veh]	1	1	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.22	0.01	0.08	0.26	0.03	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	13.30	11.54	10.12	13.82	12.73	11.05	7.30	0.00	0.00	7.41	0.00	0.00
Movement LOS	B	B	B	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.94	0.94	0.94	1.57	1.57	1.57	0.02	0.02	0.02	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	23.58	23.58	23.58	39.26	39.26	39.26	0.58	0.58	0.58	0.95	0.95	0.95
d_A, Approach Delay [s/veh]	11.52			12.72			0.91			2.61		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	9.49											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 9: 400 N & 200 W

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.7
 Level Of Service: B
 Volume to Capacity (v/c): 0.068

Intersection Setup

Name	200 W			200 W			400 N			400 N		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	200 W			200 W			400 N			400 N		
Base Volume Input [veh/h]	6	131	18	34	134	25	31	76	8	5	93	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	131	18	34	134	25	31	76	8	5	93	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	33	5	9	34	6	8	19	2	1	23	6
Total Analysis Volume [veh/h]	6	131	18	34	134	25	31	76	8	5	93	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.21	0.02	0.07	0.21	0.03	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.07	12.56	10.45	14.69	13.26	11.32	7.50	0.00	0.00	7.39	0.00	0.00
Movement LOS	B	B	B	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.94	0.94	0.94	1.30	1.30	1.30	0.06	0.06	0.06	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	23.48	23.48	23.48	32.52	32.52	32.52	1.61	1.61	1.61	0.25	0.25	0.25
d_A, Approach Delay [s/veh]	12.38			13.26			2.02			0.31		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	8.13											
Intersection LOS	B											

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Report File: C:\...\Existing PM.pdf

Scenario 2 Existing PM

11/10/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
6	400 N & N Coleman St	35	48	6	37	31	7	164

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Utah Ave & N Coleman St	50	35	48	14	31	35	27	296	14	73	217	11	851

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	600 N & 200 W	8	159	12	45	181	31	12	35	49	19	25	10	586

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	400 N & 200 W	6	131	18	34	134	25	31	76	8	5	93	23	584

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Report File: C:\...\Existing PM.pdf

Scenario 2 Existing PM
11/10/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
6	400 N & N Coleman St	Final Base	35	48	6	37	31	7	164
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	35	48	6	37	31	7	164

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Utah Ave & N Coleman St	Final Base	50	35	48	14	31	35	27	296	14	73	217	11	851
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	50	35	48	14	31	35	27	296	14	73	217	11	851

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	600 N & 200 W	Final Base	8	159	12	45	181	31	12	35	49	19	25	10	586
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	8	159	12	45	181	31	12	35	49	19	25	10	586

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	400 N & 200 W	Final Base	6	131	18	34	134	25	31	76	8	5	93	23	584
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	6	131	18	34	134	25	31	76	8	5	93	23	584

Vistro File: C:\...\Base.vistro
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Scenario 2 Existing PM
 11/10/2021

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
Added Trips Total								0	0	0	0.00

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Report File: C:\...\Existing PM.pdf

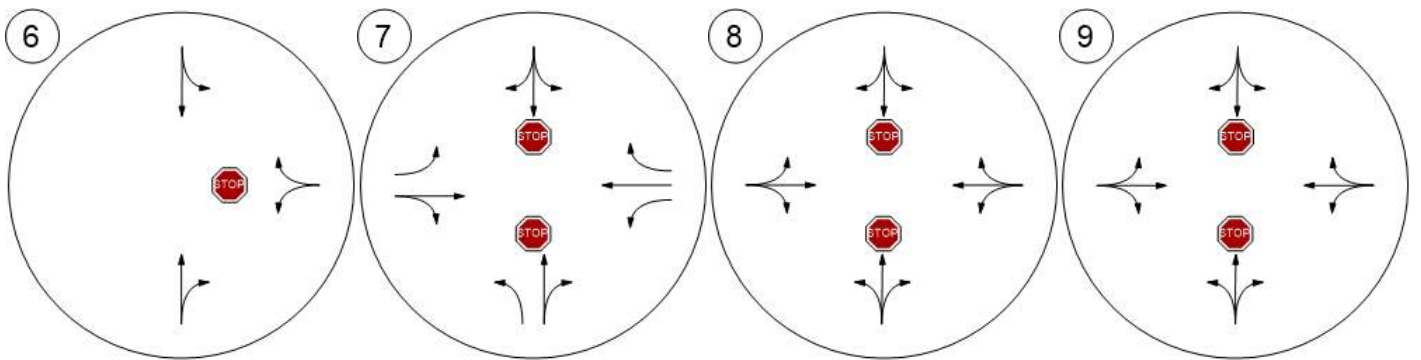
Scenario 2 Existing PM

11/10/2021

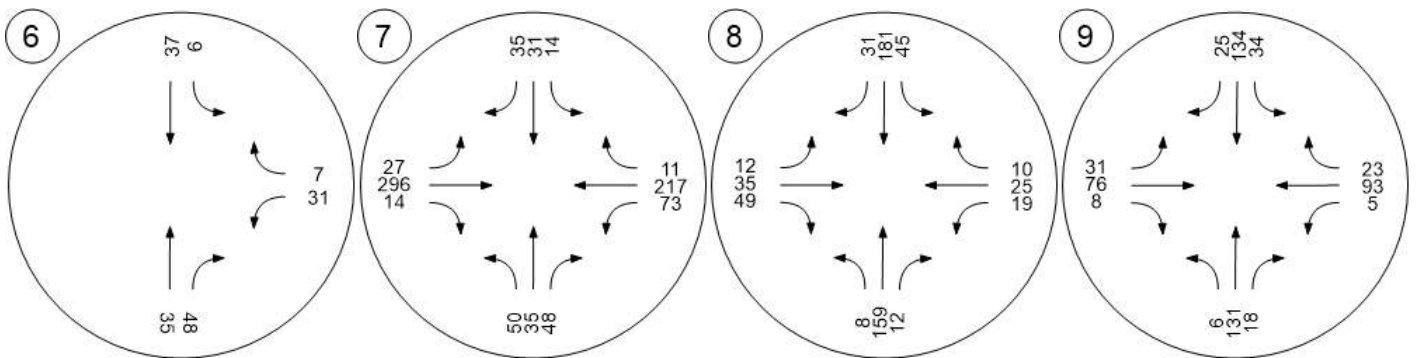
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
11: Gate	15.00	0	15.00	0
12: Gate	25.00	0	25.00	0
13: Gate	10.00	0	10.00	0
14: Gate	5.00	0	5.00	0
15: Gate	5.00	0	5.00	0
16: Gate	20.00	0	20.00	0
17: Gate	20.00	0	20.00	0
Total	100.00	0	100.00	0

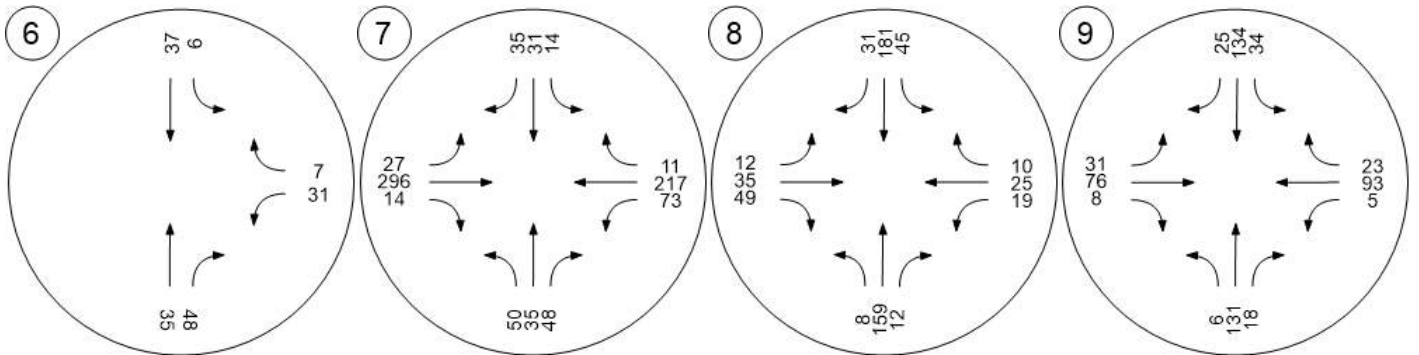
Lane Configuration and Traffic Control



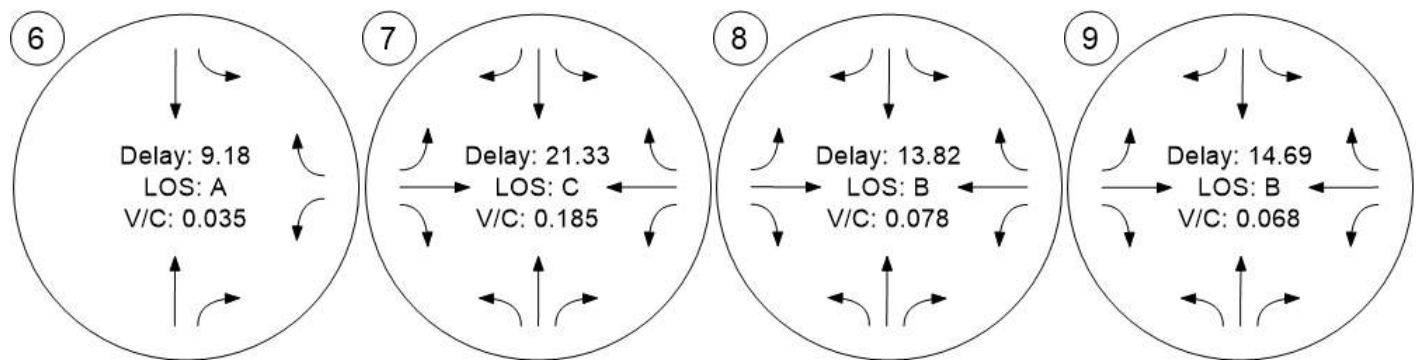
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



EXISTING PLUS PROJECT TRAFFIC

Vistro File: C:\...\Base-1839-TSeipel.vistro
Report File: C:\...\Existing + Project AM.pdf

Scenario 7 Existing + Project AM
11/10/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
6	400 N & N Coleman St	Two-way stop	HCM 6th Edition	WB Left	0.083	10.1	B
7	Utah Ave & N Coleman St	Two-way stop	HCM 6th Edition	SB Left	0.043	15.8	C
8	600 N & 200 W	Two-way stop	HCM 6th Edition	SB Left	0.033	11.5	B
9	400 N & 200 W	Two-way stop	HCM 6th Edition	NB Left	0.013	12.9	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report
Intersection 6: 400 N & N Coleman St**

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.083

Intersection Setup

Name	N Coleman St		N Coleman St		400 N	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	N Coleman St		N Coleman St		400 N	
Base Volume Input [veh/h]	70	92	7	70	63	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	4	11	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	70	92	11	81	63	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	23	3	20	16	1
Total Analysis Volume [veh/h]	70	92	11	81	63	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	20
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results





V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.08	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.56	0.00	10.11	9.24
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.02	0.27	0.27
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.59	0.59	6.73	6.73
d_A, Approach Delay [s/veh]	0.00		0.90		10.05	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.38					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Utah Ave & N Coleman St

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 15.8
 Level Of Service: C
 Volume to Capacity (v/c): 0.043

Intersection Setup

Name	N Coleman St			N Coleman St			Utah Ave			Utah Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			20.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	N Coleman St			N Coleman St			Utah Ave			Utah Ave		
Base Volume Input [veh/h]	20	53	52	15	51	29	33	150	20	35	188	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	1	5	5	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	53	52	16	56	34	33	150	20	35	188	59
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	13	13	4	14	9	8	38	5	9	47	15
Total Analysis Volume [veh/h]	20	53	52	16	56	34	33	150	20	35	188	59
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	Yes		
Storage Area [veh]	0	2	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.12	0.06	0.04	0.12	0.04	0.03	0.00	0.00	0.02	0.00	0.00
d_M, Delay for Movement [s/veh]	15.33	14.88	10.48	15.78	14.07	10.34	7.80	0.00	0.00	7.62	0.00	0.00
Movement LOS	C	B	B	C	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.67	0.67	0.59	0.59	0.59	0.08	0.00	0.00	0.08	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.29	16.67	16.67	14.85	14.85	14.85	1.92	0.00	0.00	1.91	0.00	0.00
d_A, Approach Delay [s/veh]	13.12			13.13			1.27			0.95		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	4.97											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 8: 600 N & 200 W

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.5
 Level Of Service: B
 Volume to Capacity (v/c): 0.033

Intersection Setup

Name	200 W			200 W			600 N			600 N		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	200 W			200 W			600 N			600 N		
Base Volume Input [veh/h]	9	101	26	21	92	21	20	33	12	7	26	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	4	6	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	101	26	21	92	21	24	39	12	7	26	29
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	25	7	5	23	5	6	10	3	2	7	7
Total Analysis Volume [veh/h]	9	101	26	21	92	21	24	39	12	7	26	29
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	Yes	Yes		
Storage Area [veh]	1	1	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.14	0.03	0.03	0.13	0.02	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.23	10.78	9.26	11.46	10.80	9.31	7.36	0.00	0.00	7.33	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.55	0.55	0.55	0.57	0.57	0.57	0.05	0.05	0.05	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	13.67	13.67	13.67	14.21	14.21	14.21	1.18	1.18	1.18	0.34	0.34	0.34
d_A, Approach Delay [s/veh]	10.52			10.67			2.35			0.83		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	7.59											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 9: 400 N & 200 W

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 12.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.013

Intersection Setup

Name	200 W			200 W			400 N			400 N		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	200 W			200 W			400 N			400 N		
Base Volume Input [veh/h]	7	96	11	5	82	32	31	93	12	15	65	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	3	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	96	11	5	82	32	31	96	13	15	65	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	24	3	1	21	8	8	24	3	4	16	1
Total Analysis Volume [veh/h]	7	96	11	5	82	32	31	96	13	15	65	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.15	0.01	0.01	0.13	0.03	0.02	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	12.93	12.04	10.01	12.75	11.94	9.72	7.40	0.00	0.00	7.46	0.00	0.00
Movement LOS	B	B	B	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.65	0.65	0.65	0.63	0.63	0.63	0.06	0.06	0.06	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	16.22	16.22	16.22	15.68	15.68	15.68	1.55	1.55	1.55	0.77	0.77	0.77
d_A, Approach Delay [s/veh]	11.89			11.38			1.64			1.32		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	6.66											
Intersection LOS	B											

Vistro File: C:\...\Base-1839-TSeipel.vistro
 Report File: C:\...\Existing + Project AM.pdf

Scenario 7 Existing + Project AM
 11/10/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
6	400 N & N Coleman St	70	92	11	81	63	5	322

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Utah Ave & N Coleman St	20	53	52	16	56	34	33	150	20	35	188	59	716

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	600 N & 200 W	9	101	26	21	92	21	24	39	12	7	26	29	407

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	400 N & 200 W	7	96	11	5	82	32	31	96	13	15	65	5	458

Vistro File: C:\...\Base-1839-TSeipel.vistro
 Report File: C:\...\Existing + Project AM.pdf

Scenario 7 Existing + Project AM
 11/10/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
6	400 N & N Coleman St	Final Base	70	92	7	70	63	5	307
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	4	11	0	0	15
		Other	0	0	0	0	0	0	0
		Future Total	70	92	11	81	63	5	322

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Utah Ave & N Coleman St	Final Base	20	53	52	15	51	29	33	150	20	35	188	59	705
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	1	5	5	0	0	0	0	0	0	11
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	20	53	52	16	56	34	33	150	20	35	188	59	716

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	600 N & 200 W	Final Base	9	101	26	21	92	21	20	33	12	7	26	29	397
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	4	6	0	0	0	0	10
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	9	101	26	21	92	21	24	39	12	7	26	29	407

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	400 N & 200 W	Final Base	7	96	11	5	82	32	31	93	12	15	65	5	454
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	3	1	0	0	0	4
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	7	96	11	5	82	32	31	96	13	15	65	5	458

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 Report File: C:\...\Existing + Project AM.pdf

Scenario 7 Existing + Project AM
 11/10/2021

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	9	25	34	100.00
Added Trips Total								9	25	34	100.00

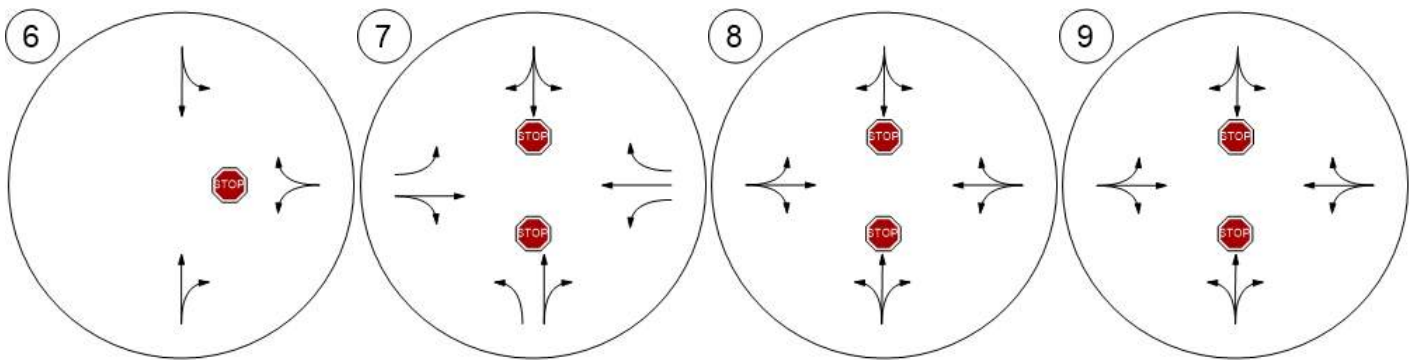
Vistro File: C:\...\Base-1839-TSeipel.vistro
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Scenario 7 Existing + Project AM
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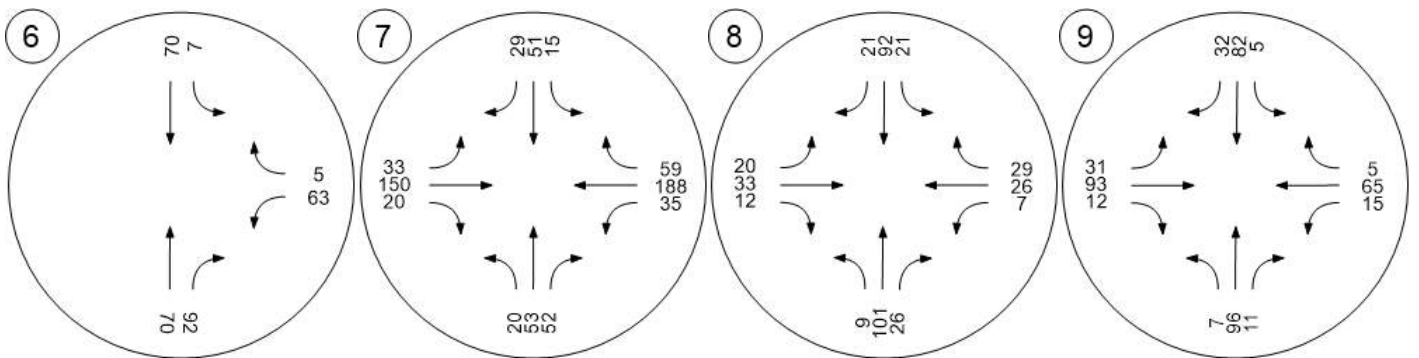
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
11: Gate	15.00	1	15.00	4
12: Gate	25.00	2	25.00	6
13: Gate	10.00	1	10.00	3
14: Gate	5.00	0	5.00	1
15: Gate	5.00	0	5.00	1
16: Gate	20.00	2	20.00	5
17: Gate	20.00	2	20.00	5
Total	100.00	8	100.00	25

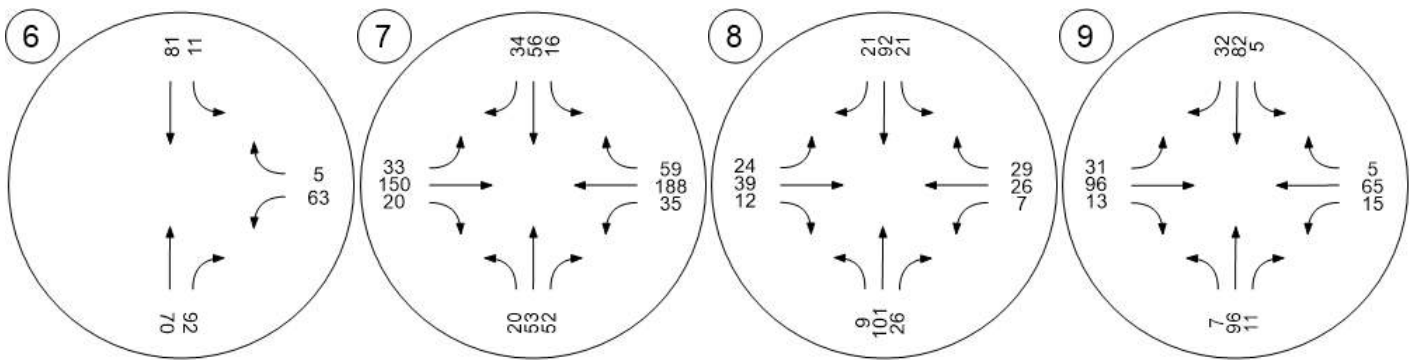
Lane Configuration and Traffic Control



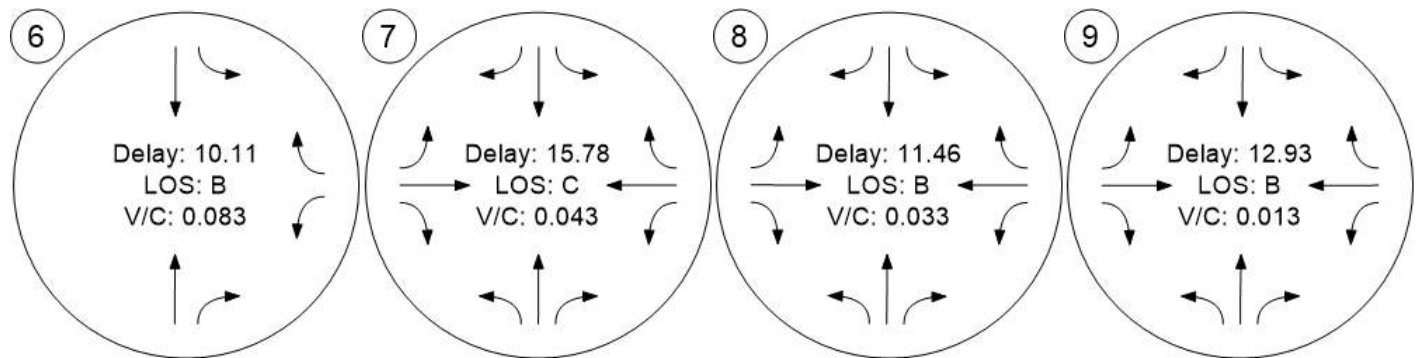
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



Vistro File: C:\...\Base.vistro

Scenario 8 Existing + Project PM

Report File: C:\...\Existing + Project PM.pdf

11/10/2021

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
6	400 N & N Coleman St	Two-way stop	HCM 6th Edition	WB Left	0.036	9.3	A
7	Utah Ave & N Coleman St	Two-way stop	HCM 6th Edition	NB Left	0.188	21.7	C
8	600 N & 200 W	Two-way stop	HCM 6th Edition	SB Left	0.079	14.0	B
9	400 N & 200 W	Two-way stop	HCM 6th Edition	SB Left	0.068	14.7	B




V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 6: 400 N & N Coleman St

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.3
 Level Of Service: A
 Volume to Capacity (v/c): 0.036

Intersection Setup

Name	N Coleman St		N Coleman St		400 N	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	N Coleman St		N Coleman St		400 N	
Base Volume Input [veh/h]	35	48	6	37	31	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	3	7	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	48	9	44	31	7
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	12	2	11	8	2
Total Analysis Volume [veh/h]	35	48	9	44	31	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	20
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.39	0.00	9.27	8.70
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.02	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.45	0.45	2.77	2.77
d_A, Approach Delay [s/veh]	0.00		1.26		9.16	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.38					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Utah Ave & N Coleman St

Control Type:	Two-way stop	Delay (sec / veh):	21.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.188

Intersection Setup

Name	N Coleman St			N Coleman St			Utah Ave			Utah Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			20.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	N Coleman St			N Coleman St			Utah Ave			Utah Ave		
Base Volume Input [veh/h]	50	35	48	14	31	35	27	296	14	73	217	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	1	3	3	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	35	48	15	34	38	27	296	14	73	217	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	9	12	4	9	10	7	74	4	18	54	3
Total Analysis Volume [veh/h]	50	35	48	15	34	38	27	296	14	73	217	11
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	Yes		
Storage Area [veh]	0	2	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.11	0.07	0.06	0.11	0.05	0.02	0.00	0.00	0.06	0.00	0.00
d_M, Delay for Movement [s/veh]	21.66	17.77	11.47	20.17	17.44	10.68	7.74	0.00	0.00	8.06	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.68	0.62	0.62	0.58	0.58	0.58	0.06	0.00	0.00	0.19	0.00	0.00
95th-Percentile Queue Length [ft/ln]	16.95	15.59	15.59	14.44	14.44	14.44	1.54	0.00	0.00	4.64	0.00	0.00
d_A, Approach Delay [s/veh]	16.96			14.96			0.62			1.95		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	5.07											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 8: 600 N & 200 W

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.0
 Level Of Service: B
 Volume to Capacity (v/c): 0.079

Intersection Setup

Name	200 W			200 W			650 N			600 N		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	200 W			200 W			650 N			600 N		
Base Volume Input [veh/h]	8	159	12	45	181	31	12	35	49	19	25	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	2	4	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	159	12	45	181	31	14	39	49	19	25	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	40	3	11	45	8	4	10	12	5	6	3
Total Analysis Volume [veh/h]	8	159	12	45	181	31	14	39	49	19	25	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	Yes	Yes		
Storage Area [veh]	1	1	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.22	0.01	0.08	0.26	0.03	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	13.45	11.64	10.18	14.00	12.87	11.13	7.30	0.00	0.00	7.42	0.00	0.00
Movement LOS	B	B	B	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.96	0.96	0.96	1.60	1.60	1.60	0.03	0.03	0.03	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	23.93	23.93	23.93	39.96	39.96	39.96	0.67	0.67	0.67	0.96	0.96	0.96
d_A, Approach Delay [s/veh]	11.62			12.86			1.00			2.61		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	9.51											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 9: 400 N & 200 W

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.7
 Level Of Service: B
 Volume to Capacity (v/c): 0.068

Intersection Setup

Name	200 W			200 W			400 N			400 N		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	200 W			200 W			400 N			400 N		
Base Volume Input [veh/h]	6	131	18	34	134	25	31	76	8	5	93	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	2	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	131	18	34	134	25	31	78	9	5	93	23
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	33	5	9	34	6	8	20	2	1	23	6
Total Analysis Volume [veh/h]	6	131	18	34	134	25	31	78	9	5	93	23
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.21	0.02	0.07	0.21	0.03	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.12	12.60	10.47	14.75	13.31	11.34	7.50	0.00	0.00	7.39	0.00	0.00
Movement LOS	B	B	B	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.94	0.94	0.94	1.31	1.31	1.31	0.06	0.06	0.06	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	23.58	23.58	23.58	32.69	32.69	32.69	1.61	1.61	1.61	0.25	0.25	0.25
d_A, Approach Delay [s/veh]	12.41			13.31			1.97			0.31		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	8.11											
Intersection LOS	B											

Vistro File: C:\...\Base.vistro

Scenario 8 Existing + Project PM

Report File: C:\...\Existing + Project PM.pdf

11/10/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
6	400 N & N Coleman St	35	48	9	44	31	7	174

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Utah Ave & N Coleman St	50	35	48	15	34	38	27	296	14	73	217	11	858

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	600 N & 200 W	8	159	12	45	181	31	14	39	49	19	25	10	592

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	400 N & 200 W	6	131	18	34	134	25	31	78	9	5	93	23	587

Vistro File: C:\...\Base.vistro

Scenario 8 Existing + Project PM

Report File: C:\...\Existing + Project PM.pdf

11/10/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
6	400 N & N Coleman St	Final Base	35	48	6	37	31	7	164
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	3	7	0	0	10
		Other	0	0	0	0	0	0	0
		Future Total	35	48	9	44	31	7	174

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Utah Ave & N Coleman St	Final Base	50	35	48	14	31	35	27	296	14	73	217	11	851
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	1	3	3	0	0	0	0	0	0	7
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	50	35	48	15	34	38	27	296	14	73	217	11	858

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	600 N & 200 W	Final Base	8	159	12	45	181	31	12	35	49	19	25	10	586
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	2	4	0	0	0	0	6
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	8	159	12	45	181	31	14	39	49	19	25	10	592

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	400 N & 200 W	Final Base	6	131	18	34	134	25	31	76	8	5	93	23	584
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	2	1	0	0	0	3
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	6	131	18	34	134	25	31	78	9	5	93	23	587

Vistro File: C:\...\Base.vistro

Scenario 8 Existing + Project PM

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11/10/2021

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	25	16	41	100.00
Added Trips Total								25	16	41	100.00

Vistro File: C:\...\Base.vistro

Report File: C:\...\Existing + Project PM.pdf

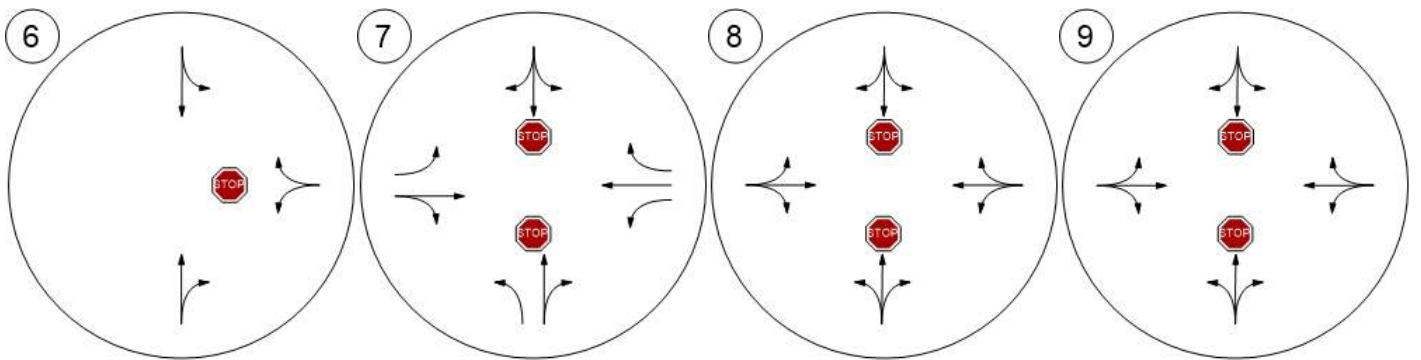
Scenario 8 Existing + Project PM

11/10/2021

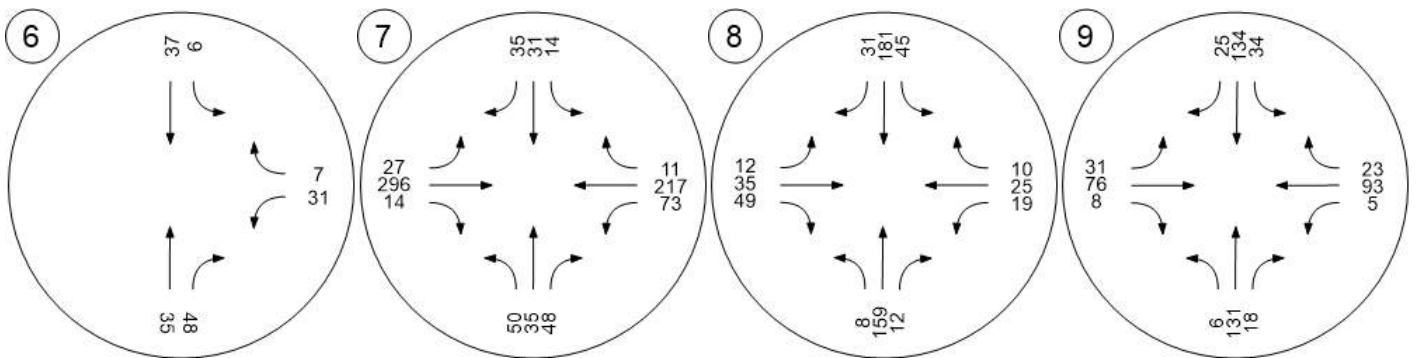
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
11: Gate	15.00	4	15.00	2
12: Gate	25.00	6	25.00	4
13: Gate	10.00	3	10.00	2
14: Gate	5.00	1	5.00	1
15: Gate	5.00	1	5.00	1
16: Gate	20.00	5	20.00	3
17: Gate	20.00	5	20.00	3
Total	100.00	25	100.00	16

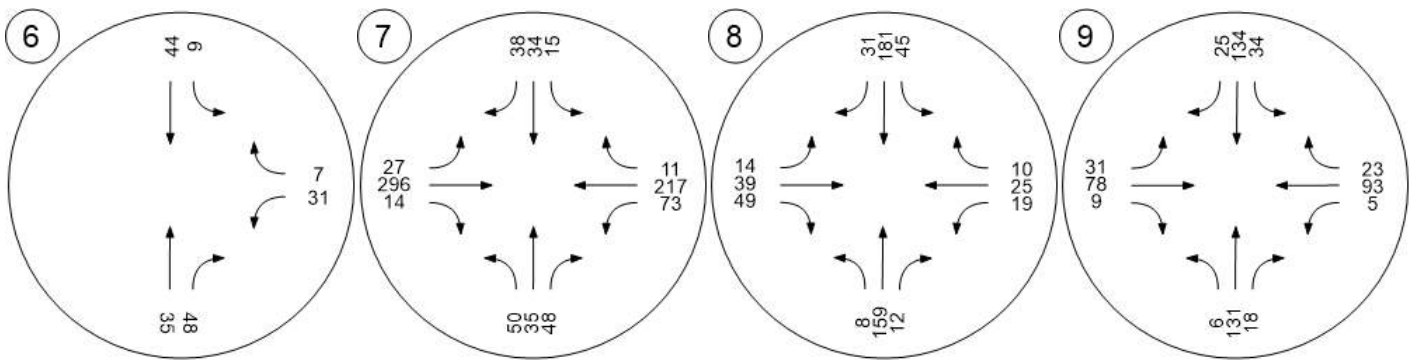
Lane Configuration and Traffic Control



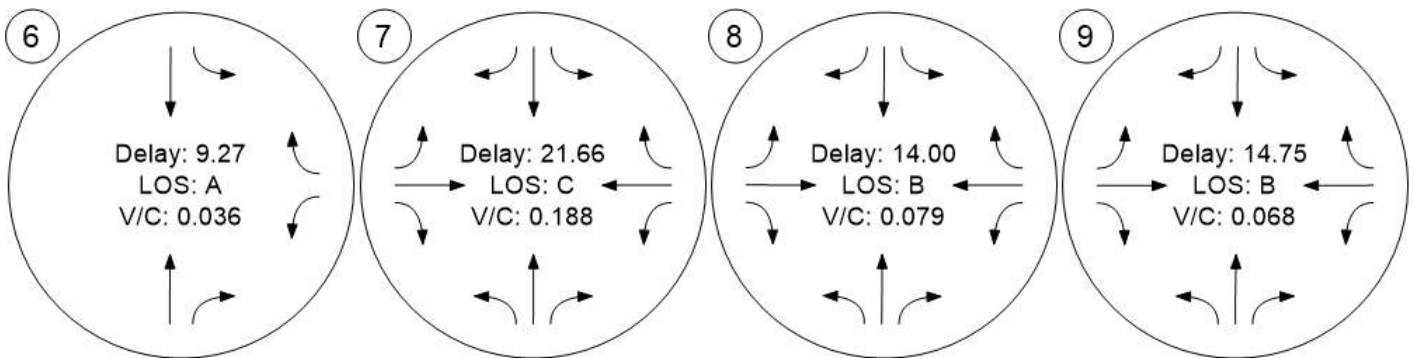
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



2026 BACKGROUND TRAFFIC

Vistro File: C:\...\Base-1839-TSeipel.vistro
Report File: C:\...\2026 Background AM.pdfScenario 3 2026 Background AM
11/10/2021**Intersection Analysis Summary**

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
6	400 N & N Coleman St	Two-way stop	HCM 6th Edition	WB Left	0.095	10.2	B
7	Utah Ave & N Coleman St	Two-way stop	HCM 6th Edition	SB Left	0.054	18.0	C
8	600 N & 200 W	Two-way stop	HCM 6th Edition	SB Left	0.039	11.9	B
9	400 N & 200 W	Two-way stop	HCM 6th Edition	NB Left	0.016	14.0	B




V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 6: 400 N & N Coleman St

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.095

Intersection Setup

Name	N Coleman St		N Coleman St		400 N	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	N Coleman St		N Coleman St		400 N	
Base Volume Input [veh/h]	70	92	7	70	63	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	105	8	80	72	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	26	2	20	18	2
Total Analysis Volume [veh/h]	80	105	8	80	72	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	20
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.10	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.61	0.00	10.23	9.39
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.02	0.32	0.32
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.43	0.43	7.88	7.88
d_A, Approach Delay [s/veh]	0.00		0.69		10.17	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.43					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Utah Ave & N Coleman St

Control Type:	Two-way stop	Delay (sec / veh):	18.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.054

Intersection Setup

Name	N Coleman St			N Coleman St			Utah Ave			Utah Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			20.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	N Coleman St			N Coleman St			Utah Ave			Utah Ave		
Base Volume Input [veh/h]	20	53	52	15	51	29	33	150	20	35	188	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	61	59	17	58	33	38	171	23	40	215	67
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	15	15	4	15	8	10	43	6	10	54	17
Total Analysis Volume [veh/h]	23	61	59	17	58	33	38	171	23	40	215	67
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	Yes		
Storage Area [veh]	0	2	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.16	0.07	0.05	0.14	0.04	0.03	0.00	0.00	0.03	0.00	0.00
d_M, Delay for Movement [s/veh]	17.06	16.50	11.21	17.97	15.38	10.94	7.90	0.00	0.00	7.69	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.23	0.88	0.88	0.72	0.72	0.72	0.09	0.00	0.00	0.09	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.74	21.90	21.90	18.00	18.00	18.00	2.29	0.00	0.00	2.24	0.00	0.00
d_A, Approach Delay [s/veh]	14.41			14.43			1.29			0.96		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	5.25											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 8: 600 N & 200 W

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.039

Intersection Setup

Name	200 W			200 W			600 N			600 N		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	200 W			200 W			600 N			600 N		
Base Volume Input [veh/h]	9	101	26	21	92	21	20	33	12	7	26	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	115	30	24	105	24	23	38	14	8	30	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	29	8	6	26	6	6	10	4	2	8	8
Total Analysis Volume [veh/h]	10	115	30	24	105	24	23	38	14	8	30	33
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	Yes	Yes		
Storage Area [veh]	1	1	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.16	0.03	0.04	0.15	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	11.61	10.98	9.41	11.89	11.02	9.52	7.37	0.00	0.00	7.33	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.65	0.65	0.65	0.68	0.68	0.68	0.05	0.05	0.05	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	16.16	16.16	16.16	16.98	16.98	16.98	1.14	1.14	1.14	0.39	0.39	0.39
d_A, Approach Delay [s/veh]	10.72			10.92			2.26			0.83		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	7.84											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 9: 400 N & 200 W

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.0
 Level Of Service: B
 Volume to Capacity (v/c): 0.016

Intersection Setup

Name	200 W			200 W			400 N			400 N		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	200 W			200 W			400 N			400 N		
Base Volume Input [veh/h]	7	96	11	5	82	32	31	93	12	15	65	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	110	13	6	94	37	35	106	14	17	74	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	28	3	2	24	9	9	27	4	4	19	2
Total Analysis Volume [veh/h]	8	110	13	6	94	37	35	106	14	17	74	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.19	0.01	0.01	0.16	0.04	0.02	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	13.98	12.70	10.46	13.75	12.56	10.11	7.43	0.00	0.00	7.48	0.00	0.00
Movement LOS	B	B	B	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.81	0.81	0.81	0.78	0.78	0.78	0.07	0.07	0.07	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	20.37	20.37	20.37	19.62	19.62	19.62	1.77	1.77	1.77	0.88	0.88	0.88
d_A, Approach Delay [s/veh]	12.56			11.95			1.68			1.31		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	7.06											
Intersection LOS	B											

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 Report File: C:\...\2026 Background AM.pdf

Scenario 3 2026 Background AM
 11/10/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
6	400 N & N Coleman St	80	105	8	80	72	6	351

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Utah Ave & N Coleman St	23	61	59	17	58	33	38	171	23	40	215	67	805

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	600 N & 200 W	10	115	30	24	105	24	23	38	14	8	30	33	454

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	400 N & 200 W	8	110	13	6	94	37	35	106	14	17	74	6	520

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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
6	400 N & N Coleman St	Final Base	70	92	7	70	63	5	307
		Growth Factor	1.14	1.14	1.14	1.14	1.14	1.14	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	80	105	8	80	72	6	351

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Utah Ave & N Coleman St	Final Base	20	53	52	15	51	29	33	150	20	35	188	59	705
		Growth Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	23	61	59	17	58	33	38	171	23	40	215	67	805

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	600 N & 200 W	Final Base	9	101	26	21	92	21	20	33	12	7	26	29	397
		Growth Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	10	115	30	24	105	24	23	38	14	8	30	33	454

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	400 N & 200 W	Final Base	7	96	11	5	82	32	31	93	12	15	65	5	454
		Growth Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	8	110	13	6	94	37	35	106	14	17	74	6	520

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Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone	221			1.000	0.000	50.00	50.00	0	0	0	0.00
Added Trips Total								0	0	0	0.00

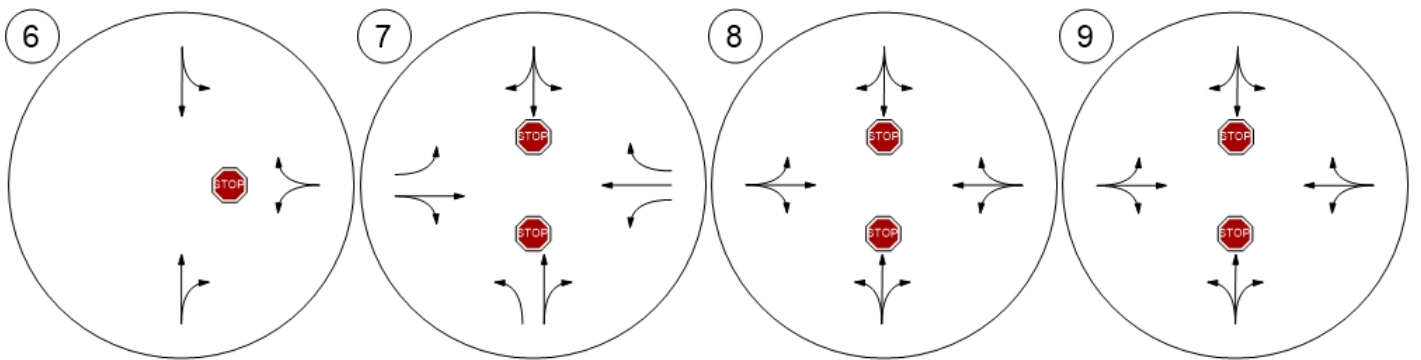
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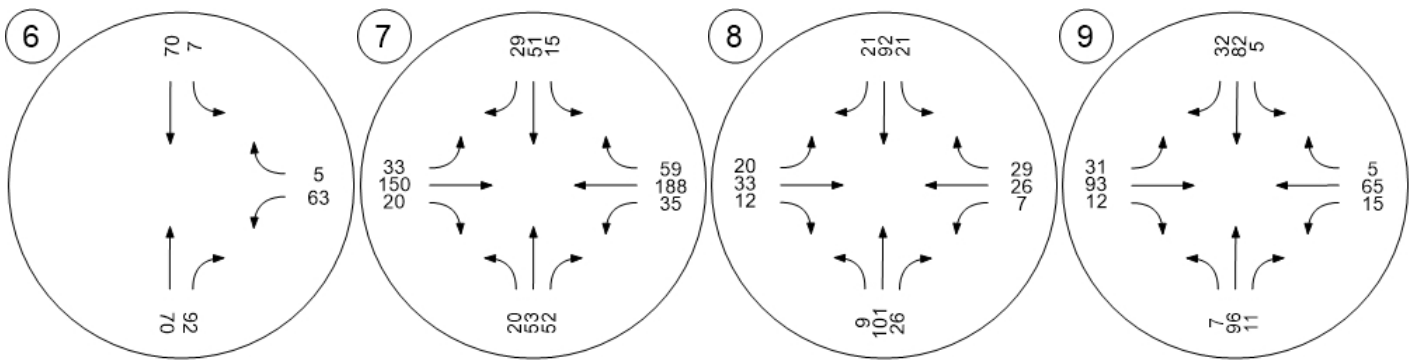
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
11: Gate	15.00	0	15.00	0
12: Gate	25.00	0	25.00	0
13: Gate	10.00	0	10.00	0
14: Gate	5.00	0	5.00	0
15: Gate	5.00	0	5.00	0
16: Gate	20.00	0	20.00	0
17: Gate	20.00	0	20.00	0
Total	100.00	0	100.00	0

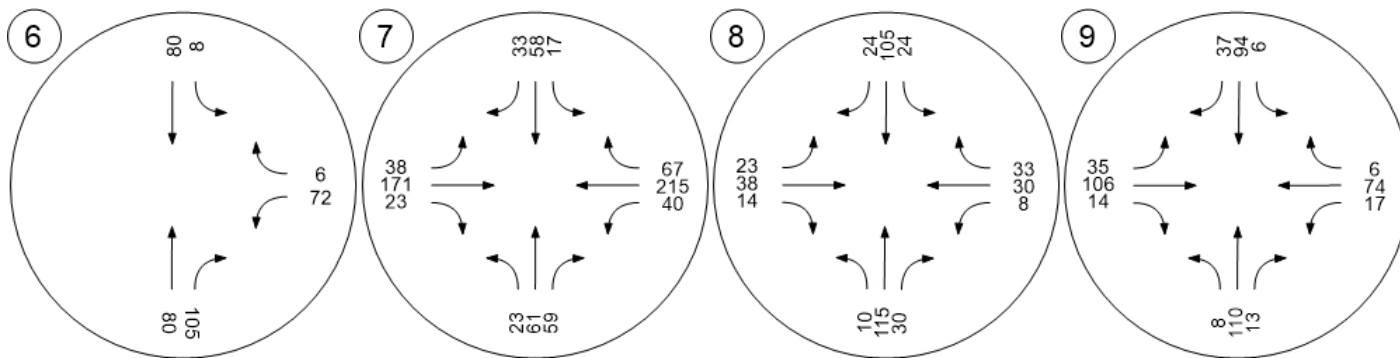
Lane Configuration and Traffic Control



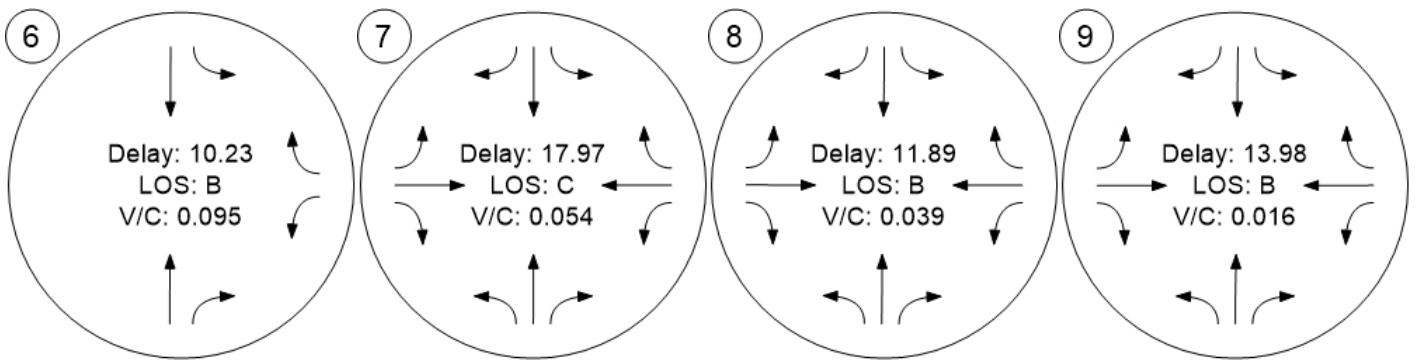
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



Vistro File: C:\...\Base.vistro

Scenario 4 2026 Background PM

Report File: C:\...\2026 Background PM.pdf

11/10/2021

Intersection Analysis Summary




ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
6	400 N & N Coleman St	Two-way stop	HCM 6th Edition	WB Left	0.040	9.3	A
7	Utah Ave & N Coleman St	Two-way stop	HCM 6th Edition	NB Left	0.261	27.2	D
8	600 N & 200 W	Two-way stop	HCM 6th Edition	SB Left	0.097	15.5	C
9	400 N & 200 W	Two-way stop	HCM 6th Edition	SB Left	0.087	16.7	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 6: 400 N & N Coleman St

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.040

Intersection Setup

Name	N Coleman St		N Coleman St		400 N	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	N Coleman St		N Coleman St		400 N	
Base Volume Input [veh/h]	35	48	6	37	31	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	55	7	42	35	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	14	2	11	9	2
Total Analysis Volume [veh/h]	40	55	7	42	35	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	20
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0





Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.41	0.00	9.29	8.76
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.13	0.13
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.35	0.35	3.15	3.15
d_A, Approach Delay [s/veh]	0.00		1.06		9.19	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.39					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Utah Ave & N Coleman St

Control Type:	Two-way stop	Delay (sec / veh):	27.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.261

Intersection Setup

Name	N Coleman St			N Coleman St			Utah Ave			Utah Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			20.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	N Coleman St			N Coleman St			Utah Ave			Utah Ave		
Base Volume Input [veh/h]	50	35	48	14	31	35	27	296	14	73	217	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	57	40	55	16	35	40	31	338	16	83	248	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	10	14	4	9	10	8	85	4	21	62	3
Total Analysis Volume [veh/h]	57	40	55	16	35	40	31	338	16	83	248	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	Yes		
Storage Area [veh]	0	2	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.14	0.08	0.08	0.13	0.05	0.02	0.00	0.00	0.07	0.00	0.00
d_M, Delay for Movement [s/veh]	27.17	20.48	12.60	24.38	19.99	11.59	7.83	0.00	0.00	8.21	0.00	0.00
Movement LOS	D	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.01	0.85	0.85	0.75	0.75	0.75	0.07	0.00	0.00	0.22	0.00	0.00
95th-Percentile Queue Length [ft/ln]	25.19	21.20	21.20	18.79	18.79	18.79	1.83	0.00	0.00	5.54	0.00	0.00
d_A, Approach Delay [s/veh]	20.14			17.07			0.63			1.98		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	5.70											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 8: 600 N & 200 W

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 15.5
 Level Of Service: C
 Volume to Capacity (v/c): 0.097

Intersection Setup

Name	200 W			200 W			650 N			600 N		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⊕			⊕			⊕			⊕		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	200 W			200 W			650 N			600 N		
Base Volume Input [veh/h]	8	159	12	45	181	31	12	35	49	19	25	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	182	14	51	207	35	14	40	56	22	29	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	46	4	13	52	9	4	10	14	6	7	3
Total Analysis Volume [veh/h]	9	182	14	51	207	35	14	40	56	22	29	11
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	Yes	Yes		
Storage Area [veh]	1	1	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.26	0.01	0.10	0.31	0.03	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	14.58	12.19	10.63	15.51	13.98	12.13	7.31	0.00	0.00	7.44	0.00	0.00
Movement LOS	B	B	B	C	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.19	1.19	1.19	2.08	2.08	2.08	0.03	0.03	0.03	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	29.65	29.65	29.65	51.97	51.97	51.97	0.67	0.67	0.67	1.12	1.12	1.12
d_A, Approach Delay [s/veh]	12.19			14.03			0.93			2.64		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	10.26											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 9: 400 N & 200 W

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 16.7
 Level Of Service: C
 Volume to Capacity (v/c): 0.087

Intersection Setup

Name	200 W			200 W			400 N			400 N		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	200 W			200 W			400 N			400 N		
Base Volume Input [veh/h]	6	131	18	34	134	25	31	76	8	5	93	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	150	21	39	153	29	35	87	9	6	106	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	38	5	10	38	7	9	22	2	2	27	7
Total Analysis Volume [veh/h]	7	150	21	39	153	29	35	87	9	6	106	26
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.25	0.02	0.09	0.26	0.03	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.66	13.52	11.14	16.70	14.66	12.48	7.54	0.00	0.00	7.41	0.00	0.00
Movement LOS	C	B	B	C	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.21	1.21	1.21	1.74	1.74	1.74	0.07	0.07	0.07	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	30.25	30.25	30.25	43.38	43.38	43.38	1.85	1.85	1.85	0.30	0.30	0.30
d_A, Approach Delay [s/veh]	13.32			14.73			2.01			0.32		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	8.89											
Intersection LOS	C											

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Scenario 4 2026 Background PM

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11/10/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
6	400 N & N Coleman St	40	55	7	42	35	8	187

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Utah Ave & N Coleman St	57	40	55	16	35	40	31	338	16	83	248	13	972

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	600 N & 200 W	9	182	14	51	207	35	14	40	56	22	29	11	670

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	400 N & 200 W	7	150	21	39	153	29	35	87	9	6	106	26	668

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Scenario 4 2026 Background PM

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11/10/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
6	400 N & N Coleman St	Final Base	35	48	6	37	31	7	164
		Growth Factor	1.14	1.14	1.14	1.14	1.14	1.14	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	40	55	7	42	35	8	187

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Utah Ave & N Coleman St	Final Base	50	35	48	14	31	35	27	296	14	73	217	11	851
		Growth Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	57	40	55	16	35	40	31	338	16	83	248	13	972

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	600 N & 200 W	Final Base	8	159	12	45	181	31	12	35	49	19	25	10	586
		Growth Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	9	182	14	51	207	35	14	40	56	22	29	11	670

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	400 N & 200 W	Final Base	6	131	18	34	134	25	31	76	8	5	93	23	584
		Growth Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	7	150	21	39	153	29	35	87	9	6	106	26	668

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Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	0	0	0	0.00
Added Trips Total								0	0	0	0.00

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Report File: C:\...\2026 Background PM.pdf

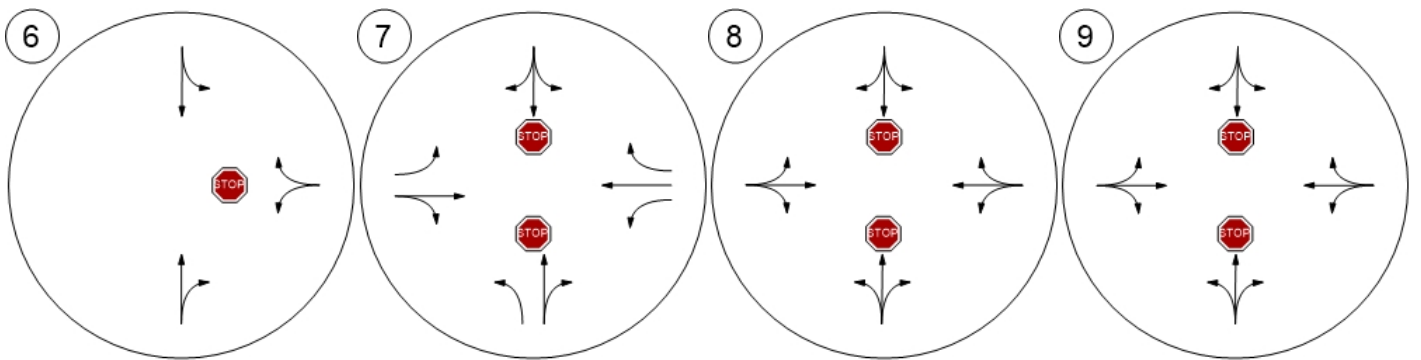
Scenario 4 2026 Background PM

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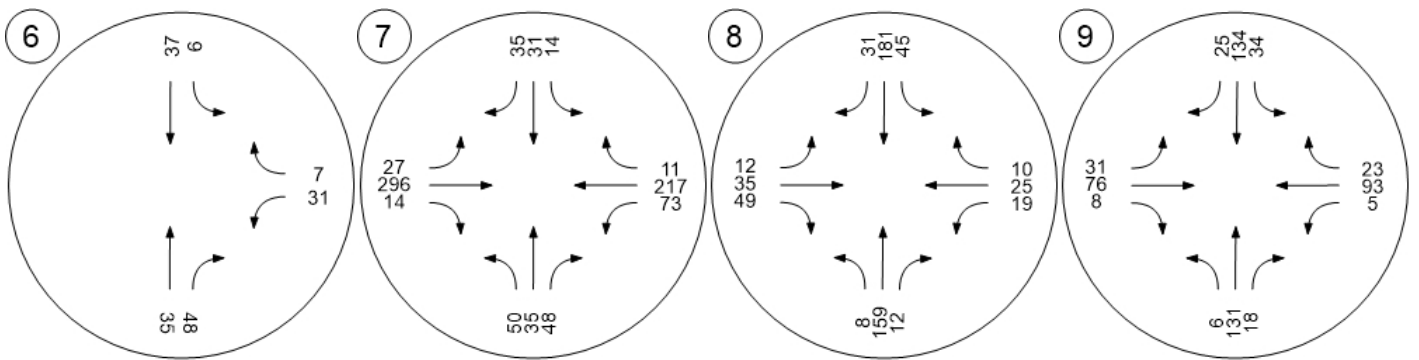
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
11: Gate	15.00	0	15.00	0
12: Gate	25.00	0	25.00	0
13: Gate	10.00	0	10.00	0
14: Gate	5.00	0	5.00	0
15: Gate	5.00	0	5.00	0
16: Gate	20.00	0	20.00	0
17: Gate	20.00	0	20.00	0
Total	100.00	0	100.00	0

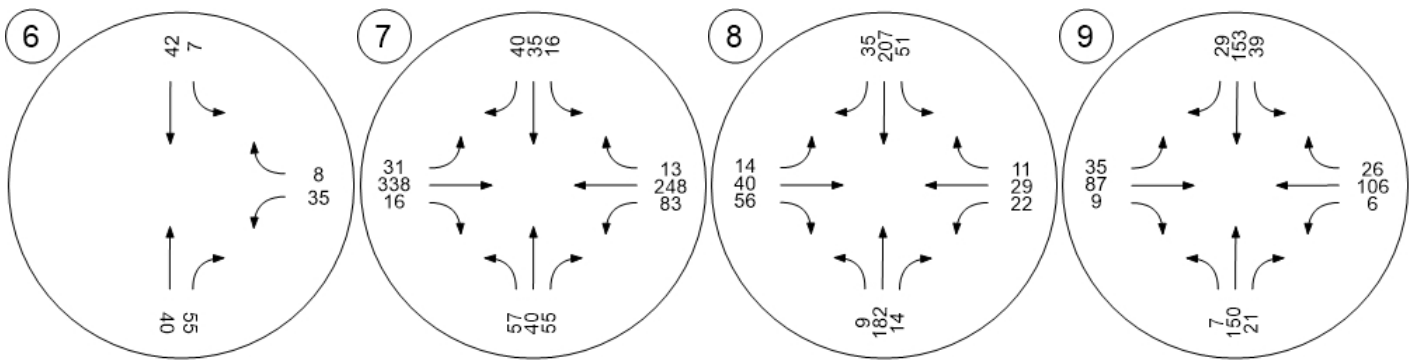
Lane Configuration and Traffic Control



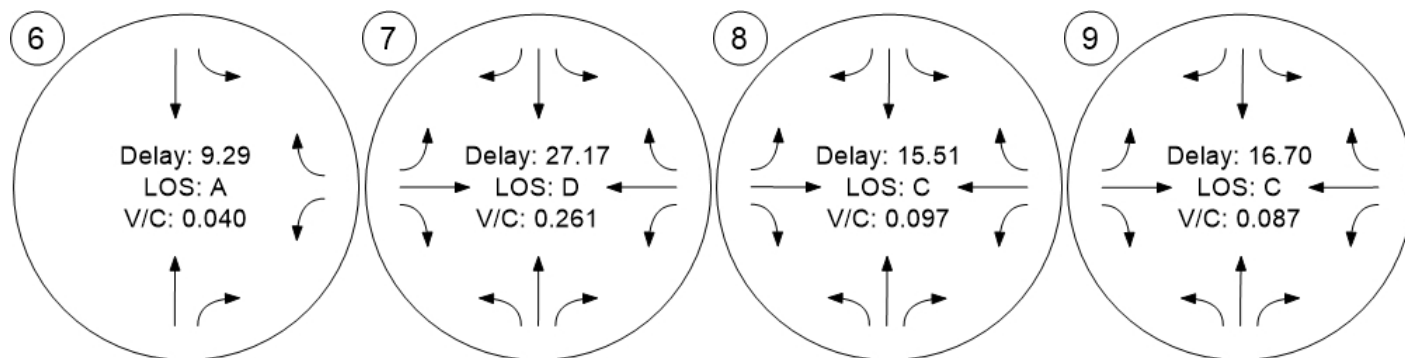
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



2026 BACKGROUND PLUS PROJECT TRAFFIC

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Scenario 5 2026 Full Build AM

Report File: C:\...\2026 Full Build AM.pdf

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
6	400 N & N Coleman St	Two-way stop	HCM 6th Edition	WB Left	0.098	10.4	B
7	Utah Ave & N Coleman St	Two-way stop	HCM 6th Edition	SB Left	0.057	18.1	C
8	600 N & 200 W	Two-way stop	HCM 6th Edition	SB Left	0.040	12.1	B
9	400 N & 200 W	Two-way stop	HCM 6th Edition	NB Left	0.016	14.0	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

**Intersection Level Of Service Report
Intersection 6: 400 N & N Coleman St**

Control Type:	Two-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.098

Intersection Setup

Name	N Coleman St		N Coleman St		400 N	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	N Coleman St		N Coleman St		400 N	
Base Volume Input [veh/h]	70	92	7	70	63	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	4	11	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	105	12	91	72	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	26	3	23	18	2
Total Analysis Volume [veh/h]	80	105	12	91	72	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	20
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.10	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.61	0.00	10.39	9.42
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.03	0.33	0.33
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.65	0.65	8.13	8.13
d_A, Approach Delay [s/veh]	0.00		0.89		10.32	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.45					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 7: Utah Ave & N Coleman St

Control Type:	Two-way stop	Delay (sec / veh):	18.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.057

Intersection Setup

Name	N Coleman St			N Coleman St			Utah Ave			Utah Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔			+			↔			↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			20.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	N Coleman St			N Coleman St			Utah Ave			Utah Ave		
Base Volume Input [veh/h]	20	53	52	15	51	29	33	150	20	35	188	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	1	5	5	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	61	59	18	63	38	38	171	23	40	215	67
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	15	15	5	16	10	10	43	6	10	54	17
Total Analysis Volume [veh/h]	23	61	59	18	63	38	38	171	23	40	215	67
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	Yes		
Storage Area [veh]	0	2	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.16	0.07	0.06	0.15	0.05	0.03	0.00	0.00	0.03	0.00	0.00
d_M, Delay for Movement [s/veh]	17.38	16.50	11.21	18.09	15.50	11.06	7.90	0.00	0.00	7.69	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.24	0.88	0.88	0.79	0.79	0.79	0.09	0.00	0.00	0.09	0.00	0.00
95th-Percentile Queue Length [ft/ln]	5.90	21.90	21.90	19.77	19.77	19.77	2.29	0.00	0.00	2.24	0.00	0.00
d_A, Approach Delay [s/veh]	14.46			14.47			1.29			0.96		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	5.39											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 8: 600 N & 200 W

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 12.1
 Level Of Service: B
 Volume to Capacity (v/c): 0.040

Intersection Setup

Name	200 W			200 W			600 N			600 N		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	200 W			200 W			600 N			600 N		
Base Volume Input [veh/h]	9	101	26	21	92	21	20	33	12	7	26	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	4	6	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	115	30	24	105	24	27	44	14	8	30	33
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	29	8	6	26	6	7	11	4	2	8	8
Total Analysis Volume [veh/h]	10	115	30	24	105	24	27	44	14	8	30	33
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	Yes	Yes		
Storage Area [veh]	1	1	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.17	0.03	0.04	0.15	0.02	0.02	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	11.80	11.13	9.48	12.10	11.17	9.56	7.38	0.00	0.00	7.34	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.66	0.66	0.66	0.70	0.70	0.70	0.05	0.05	0.05	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	16.57	16.57	16.57	17.44	17.44	17.44	1.34	1.34	1.34	0.39	0.39	0.39
d_A, Approach Delay [s/veh]	10.85			11.07			2.34			0.83		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	7.83											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 9: 400 N & 200 W

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.0
 Level Of Service: B
 Volume to Capacity (v/c): 0.016

Intersection Setup

Name	200 W			200 W			400 N			400 N		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	200 W			200 W			400 N			400 N		
Base Volume Input [veh/h]	7	96	11	5	82	32	31	93	12	15	65	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	3	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	110	13	6	94	37	35	109	15	17	74	6
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	28	3	2	24	9	9	27	4	4	19	2
Total Analysis Volume [veh/h]	8	110	13	6	94	37	35	109	15	17	74	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.19	0.01	0.01	0.16	0.04	0.02	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	14.04	12.75	10.49	13.81	12.61	10.12	7.43	0.00	0.00	7.49	0.00	0.00
Movement LOS	B	B	B	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.82	0.82	0.82	0.79	0.79	0.79	0.07	0.07	0.07	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	20.49	20.49	20.49	19.72	19.72	19.72	1.77	1.77	1.77	0.88	0.88	0.88
d_A, Approach Delay [s/veh]	12.60			11.99			1.64			1.31		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	7.02											
Intersection LOS	B											

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Scenario 5 2026 Full Build AM

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11/10/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
6	400 N & N Coleman St	80	105	12	91	72	6	366

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Utah Ave & N Coleman St	23	61	59	18	63	38	38	171	23	40	215	67	816

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	600 N & 200 W	10	115	30	24	105	24	27	44	14	8	30	33	464

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	400 N & 200 W	8	110	13	6	94	37	35	109	15	17	74	6	524

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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
6	400 N & N Coleman St	Final Base	70	92	7	70	63	5	307
		Growth Factor	1.14	1.14	1.14	1.14	1.14	1.14	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	4	11	0	0	15
		Other	0	0	0	0	0	0	0
		Future Total	80	105	12	91	72	6	366

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Utah Ave & N Coleman St	Final Base	20	53	52	15	51	29	33	150	20	35	188	59	705
		Growth Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	1	5	5	0	0	0	0	0	0	11
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	23	61	59	18	63	38	38	171	23	40	215	67	816

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	600 N & 200 W	Final Base	9	101	26	21	92	21	20	33	12	7	26	29	397
		Growth Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	4	6	0	0	0	0	10
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	10	115	30	24	105	24	27	44	14	8	30	33	464

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	400 N & 200 W	Final Base	7	96	11	5	82	32	31	93	12	15	65	5	454
		Growth Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	3	1	0	0	0	4
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	8	110	13	6	94	37	35	109	15	17	74	6	524

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Scenario 5 2026 Full Build AM

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Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone	221			1.000	0.000	50.00	50.00	9	25	34	100.00
Added Trips Total								9	25	34	100.00

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Scenario 5 2026 Full Build AM

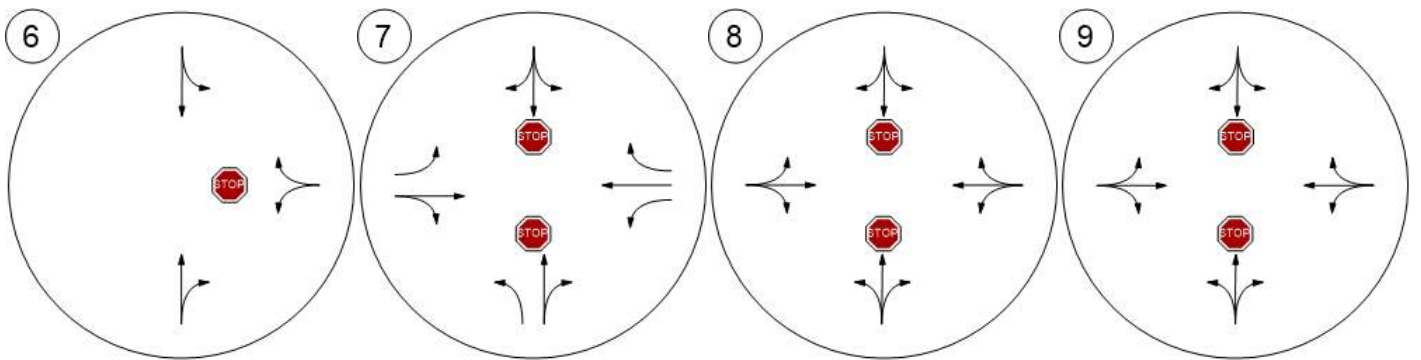
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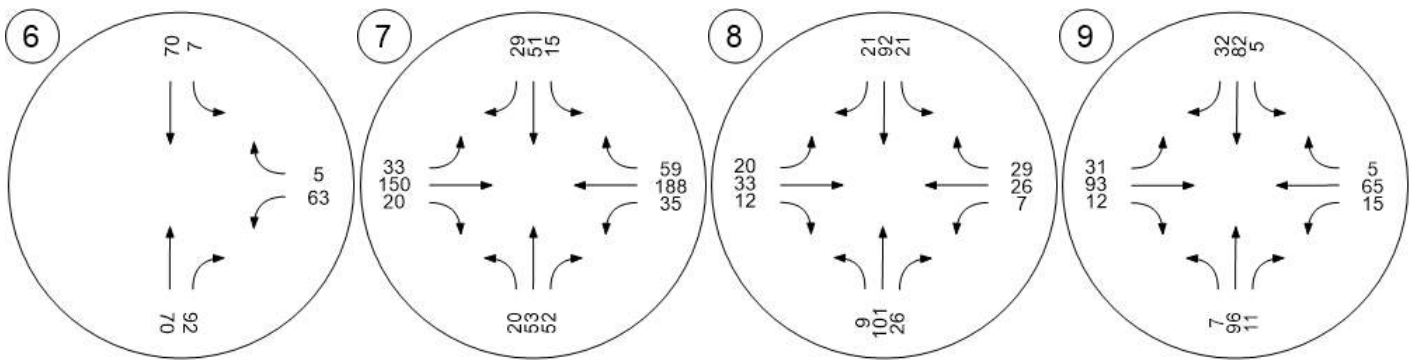
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
11: Gate	15.00	1	15.00	4
12: Gate	25.00	2	25.00	6
13: Gate	10.00	1	10.00	3
14: Gate	5.00	0	5.00	1
15: Gate	5.00	0	5.00	1
16: Gate	20.00	2	20.00	5
17: Gate	20.00	2	20.00	5
Total	100.00	8	100.00	25

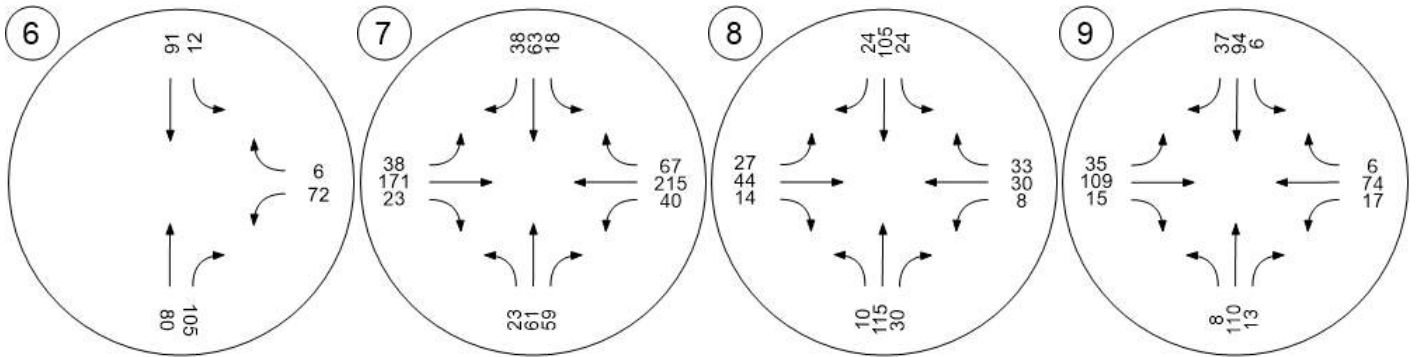
Lane Configuration and Traffic Control



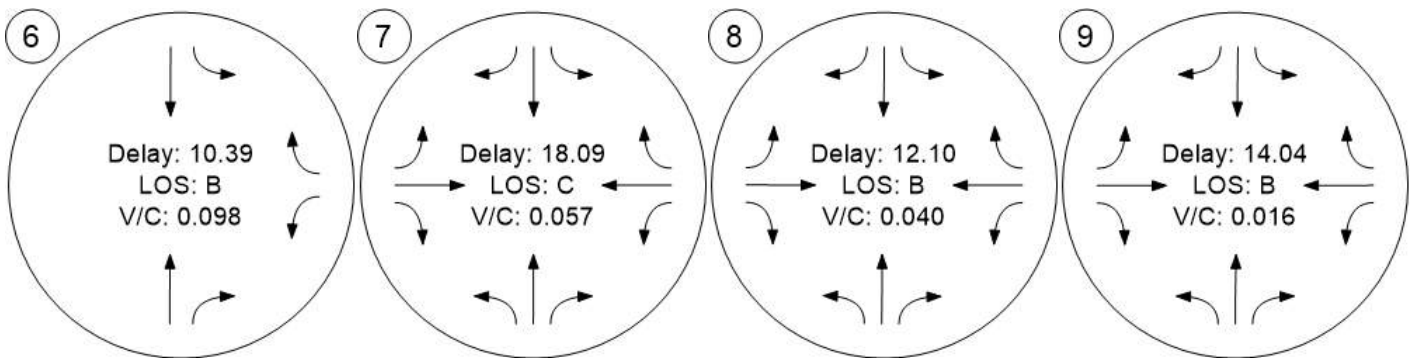
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



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Scenario 6 2026 Full Build PM

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
6	400 N & N Coleman St	Two-way stop	HCM 6th Edition	WB Left	0.041	9.4	A
7	Utah Ave & N Coleman St	Two-way stop	HCM 6th Edition	NB Left	0.265	27.7	D
8	600 N & 200 W	Two-way stop	HCM 6th Edition	SB Left	0.099	15.7	C
9	400 N & 200 W	Two-way stop	HCM 6th Edition	SB Left	0.088	16.8	C




V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 6: 400 N & N Coleman St

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.4
 Level Of Service: A
 Volume to Capacity (v/c): 0.041

Intersection Setup

Name	N Coleman St		N Coleman St		400 N	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	N Coleman St		N Coleman St		400 N	
Base Volume Input [veh/h]	35	48	6	37	31	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	3	7	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	55	10	49	35	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	14	3	12	9	2
Total Analysis Volume [veh/h]	40	55	10	49	35	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			Yes
Storage Area [veh]	0	0	20
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.42	0.00	9.38	8.76
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.02	0.13	0.13
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.50	0.50	3.21	3.21
d_A, Approach Delay [s/veh]	0.00		1.26		9.26	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.40					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: Utah Ave & N Coleman St

Control Type:	Two-way stop	Delay (sec / veh):	27.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.265

Intersection Setup

Name	N Coleman St			N Coleman St			Utah Ave			Utah Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			20.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	N Coleman St			N Coleman St			Utah Ave			Utah Ave		
Base Volume Input [veh/h]	50	35	48	14	31	35	27	296	14	73	217	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	1	3	3	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	57	40	55	17	38	43	31	338	16	83	248	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	10	14	4	10	11	8	85	4	21	62	3
Total Analysis Volume [veh/h]	57	40	55	17	38	43	31	338	16	83	248	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	Yes		
Storage Area [veh]	0	2	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.14	0.08	0.08	0.14	0.05	0.02	0.00	0.00	0.07	0.00	0.00
d_M, Delay for Movement [s/veh]	27.71	20.48	12.60	24.58	20.19	11.79	7.83	0.00	0.00	8.21	0.00	0.00
Movement LOS	D	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.03	0.85	0.85	0.82	0.82	0.82	0.07	0.00	0.00	0.22	0.00	0.00
95th-Percentile Queue Length [ft/ln]	25.75	21.20	21.20	20.60	20.60	20.60	1.83	0.00	0.00	5.54	0.00	0.00
d_A, Approach Delay [s/veh]	20.34			17.26			0.63			1.98		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	5.83											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 8: 600 N & 200 W

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 15.7
 Level Of Service: C
 Volume to Capacity (v/c): 0.099

Intersection Setup

Name	200 W			200 W			650 N			600 N		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	200 W			200 W			650 N			600 N		
Base Volume Input [veh/h]	8	159	12	45	181	31	12	35	49	19	25	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	2	4	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	182	14	51	207	35	16	44	56	22	29	11
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	46	4	13	52	9	4	11	14	6	7	3
Total Analysis Volume [veh/h]	9	182	14	51	207	35	16	44	56	22	29	11
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	Yes	Yes		
Storage Area [veh]	1	1	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.26	0.01	0.10	0.31	0.03	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	14.77	12.31	10.71	15.75	14.17	12.25	7.32	0.00	0.00	7.45	0.00	0.00
Movement LOS	B	B	B	C	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.21	1.21	1.21	2.12	2.12	2.12	0.03	0.03	0.03	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	30.13	30.13	30.13	53.00	53.00	53.00	0.77	0.77	0.77	1.12	1.12	1.12
d_A, Approach Delay [s/veh]	12.30			14.21			1.01			2.64		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	10.31											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 9: 400 N & 200 W

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 16.8
 Level Of Service: C
 Volume to Capacity (v/c): 0.088

Intersection Setup

Name	200 W			200 W			400 N			400 N		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	200 W			200 W			400 N			400 N		
Base Volume Input [veh/h]	6	131	18	34	134	25	31	76	8	5	93	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430	1.1430
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	2	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	150	21	39	153	29	35	89	10	6	106	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	38	5	10	38	7	9	22	3	2	27	7
Total Analysis Volume [veh/h]	7	150	21	39	153	29	35	89	10	6	106	26
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.26	0.02	0.09	0.26	0.03	0.02	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.72	13.56	11.18	16.77	14.71	12.52	7.54	0.00	0.00	7.42	0.00	0.00
Movement LOS	C	B	B	C	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.22	1.22	1.22	1.74	1.74	1.74	0.07	0.07	0.07	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	30.39	30.39	30.39	43.62	43.62	43.62	1.85	1.85	1.85	0.30	0.30	0.30
d_A, Approach Delay [s/veh]	13.36			14.79			1.97			0.32		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	8.88											
Intersection LOS	C											

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Scenario 6 2026 Full Build PM

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11/10/2021

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
6	400 N & N Coleman St	40	55	10	49	35	8	197

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Utah Ave & N Coleman St	57	40	55	17	38	43	31	338	16	83	248	13	979

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	600 N & 200 W	9	182	14	51	207	35	16	44	56	22	29	11	676

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	400 N & 200 W	7	150	21	39	153	29	35	89	10	6	106	26	671

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Scenario 6 2026 Full Build PM

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11/10/2021

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
6	400 N & N Coleman St	Final Base	35	48	6	37	31	7	164
		Growth Factor	1.14	1.14	1.14	1.14	1.14	1.14	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	3	7	0	0	10
		Other	0	0	0	0	0	0	0
		Future Total	40	55	10	49	35	8	197

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Utah Ave & N Coleman St	Final Base	50	35	48	14	31	35	27	296	14	73	217	11	851
		Growth Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	1	3	3	0	0	0	0	0	0	7
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	57	40	55	17	38	43	31	338	16	83	248	13	979

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8	600 N & 200 W	Final Base	8	159	12	45	181	31	12	35	49	19	25	10	586
		Growth Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	2	4	0	0	0	0	6
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	9	182	14	51	207	35	16	44	56	22	29	11	676

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	400 N & 200 W	Final Base	6	131	18	34	134	25	31	76	8	5	93	23	584
		Growth Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	2	1	0	0	0	3
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	7	150	21	39	153	29	35	89	10	6	106	26	671

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Scenario 6 2026 Full Build PM

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11/10/2021

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	25	16	41	100.00
Added Trips Total								25	16	41	100.00

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Scenario 6 2026 Full Build PM

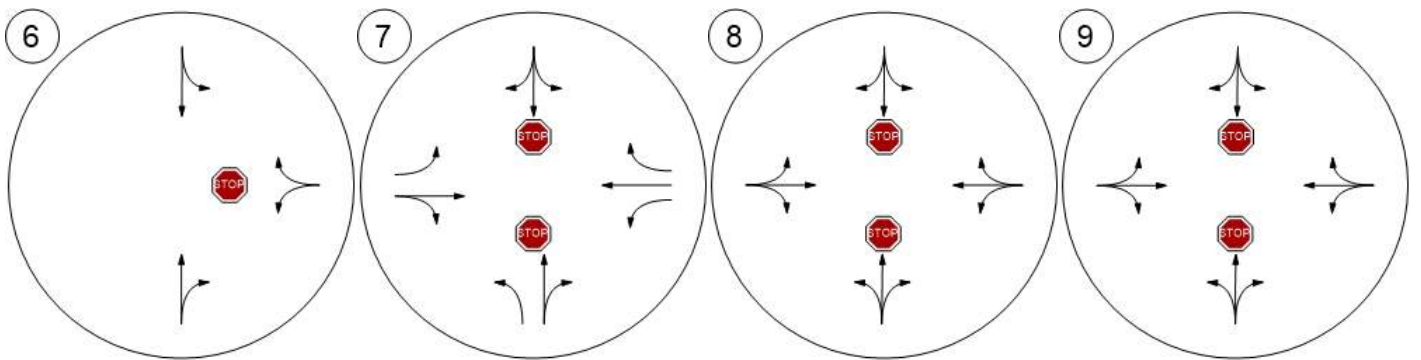
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11/10/2021

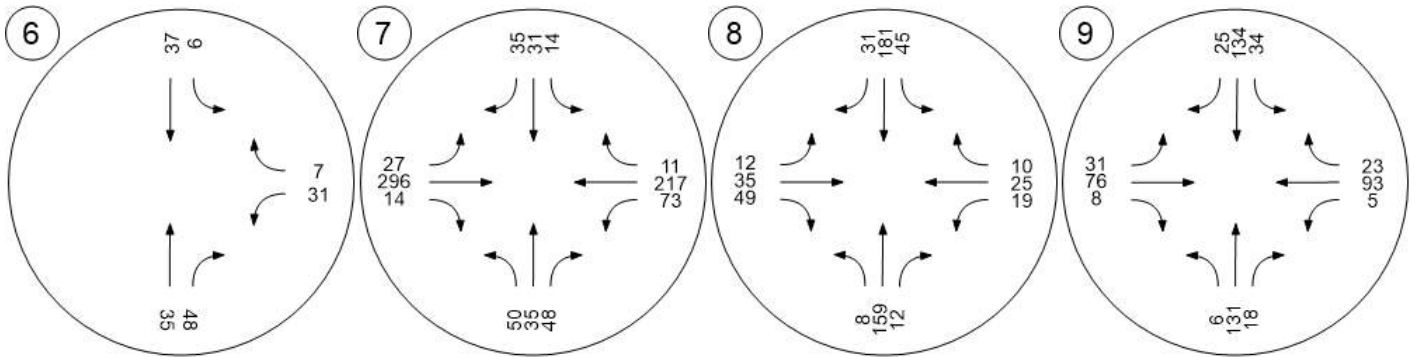
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
11: Gate	15.00	4	15.00	2
12: Gate	25.00	6	25.00	4
13: Gate	10.00	3	10.00	2
14: Gate	5.00	1	5.00	1
15: Gate	5.00	1	5.00	1
16: Gate	20.00	5	20.00	3
17: Gate	20.00	5	20.00	3
Total	100.00	25	100.00	16

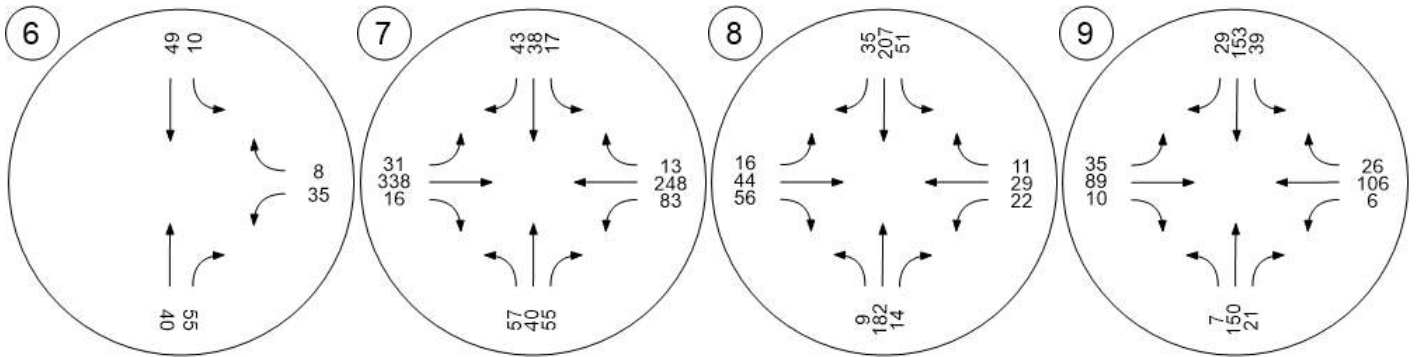
Lane Configuration and Traffic Control



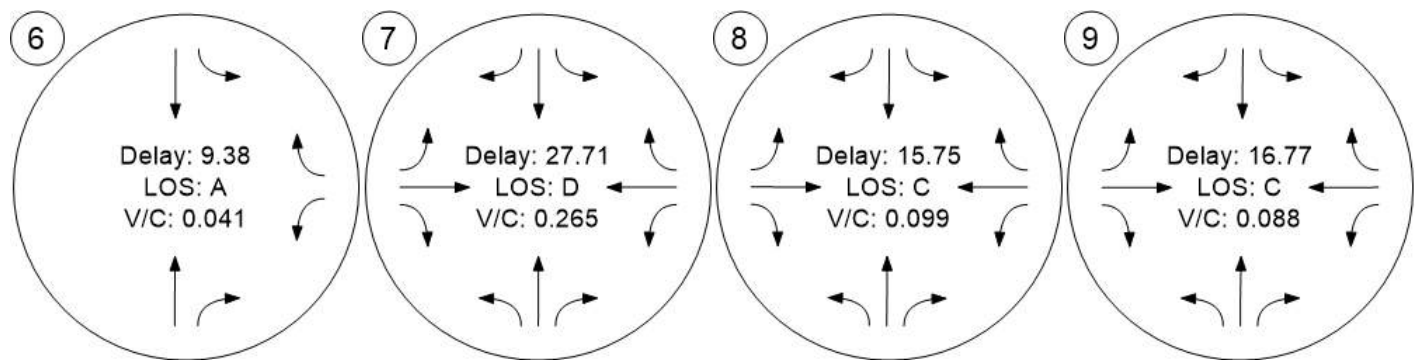
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



TOOELE CITY CORPORATION

ORDINANCE 2022 – 07

AN ORDINANCE OF TOOELE CITY REASSIGNING THE LAND USE DESIGNATION FROM REGIONAL COMMERCIAL (RC) TO LIGHT INDUSTRIAL (LI) FOR APPROXIMATELY 3.0 ACRES OF PROPERTY LOCATED AT APPROXIMATELY 385 SOUTH 1200 WEST.

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 Amendment Petition for Land Use Plan amendments for property located at approximately 385 South 1200 West on December 22, 2021, requesting that the Subject Property be re-designated from Regional Commercial (RC) to Light Industrial (LI) land uses. (see Amendment Petition and map attached as Exhibit A, and Staff Report attached as Exhibit B); and,

WHEREAS, the Regional Commercial (RC) land use designation includes the RC Regional Commercial and RD Research and Development zoning districts; and,

WHEREAS, the Subject Property is owned by the Tooele City Redevelopment Agency and are currently designated as Regional Commercial (RC) in the Land Use Element of the General Plan; and,

WHEREAS, the Light Industrial (LI) land use designation includes the LI Light Industrial and IS Industrial Service zoning districts; and,

WHEREAS, on February 9, 2022, 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 (Date), the City Council convened a duly-noticed public hearing:

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

1. this Ordinance and the land use map amendment proposed therein is in the best interest of the City in that it will create additional commercial and industrial opportunities; and,
2. the Land Use Map is hereby amended for the property located at approximately 385 South 1200 West as requested and illustrated in Exhibit A, attached, from the Regional Commercial (RC) land use designation to the Light Industrial (LI) land use designation.

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 Land Use Map Amendment

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



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.

P21-1357

Project Information					
Date of Submission: 12/22/2021		Current Map Designation: Regional Commercial		Proposed Map Designation: Light Industrial	
Project Name: Tooele Valley Pumping Land Use map amendment				Parcel #(s): 02-009-0-0092 02-009-0-0061	
Project Address: 385 S 1200 W				Acres: 3.0	
Proposed for Amendment: <input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> General Plan <input type="checkbox"/> Master Plan: <u>Land Use Map</u>					
Brief Project Summary: This property was recently sold to Tooele Valley Pumping by the Tooele City RDA. The property will be used as a storage yard for vehicles & equipment and for pre-treatment (pending text amendment). Benefits of this project include new business in Tooele City & property tax value increases.					
Property Owner(s): Caleb Knoblauch			Applicant(s): Tooele City RDA		
Address: 214 Cimarron Way			Address: 90 N Main Street		
City: Erda	State: UT	Zip: 84074	City: Tooele	State: UT	Zip: 84074
Phone: 435-840-6688			Phone: 435-843-2169		
Contact Person: Jared Stewart			Address: 90 N Main St.		
Phone: 435-843-2169			City: Tooele	State: UT	Zip: 84074
Cellular: 801-834-3858	Fax: _____		Email: Jared.S@tooelecity.org		

*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.

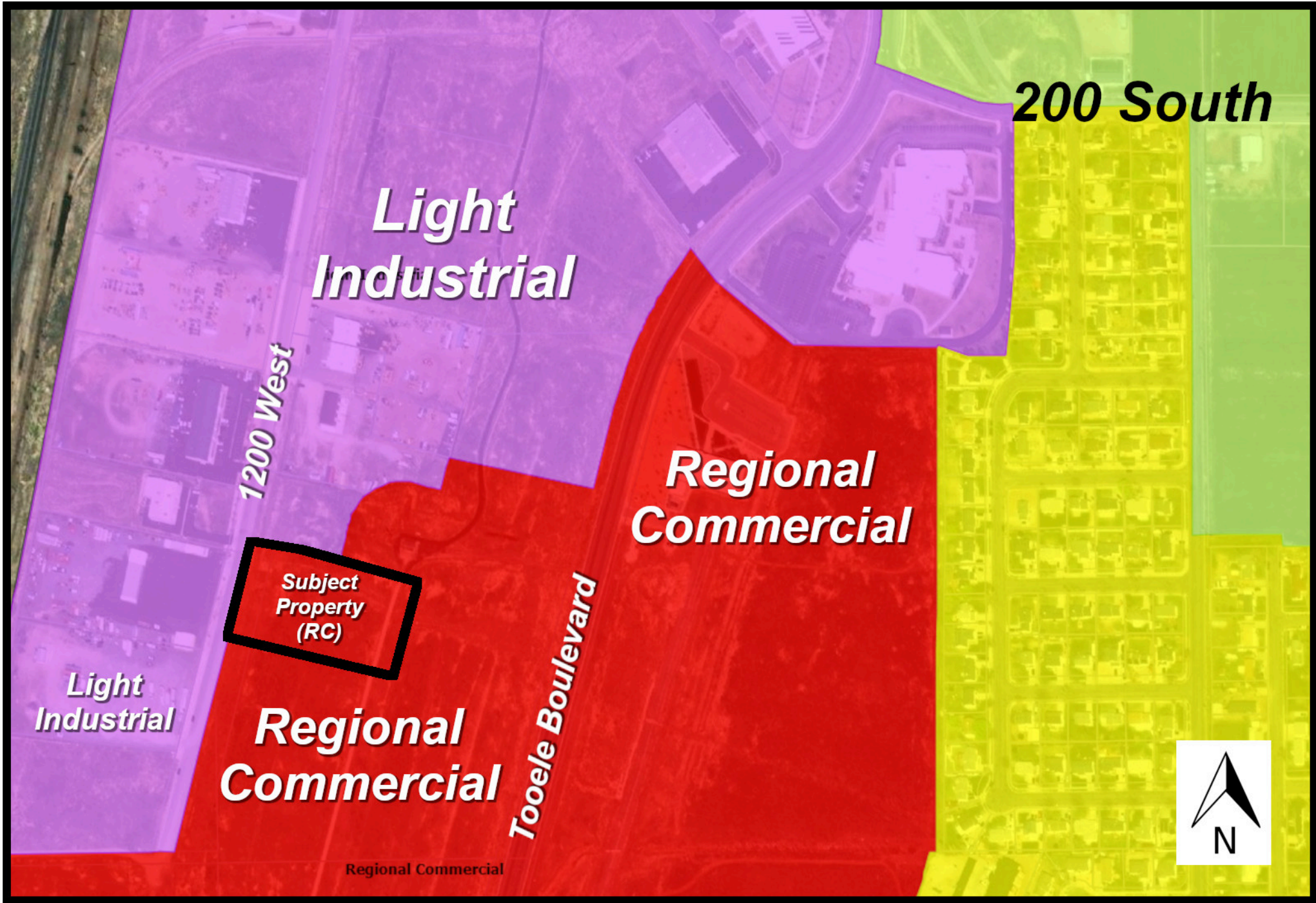
Note to Applicant:

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.

Fees to be paid by RDA

For Office Use Only			
Received By:	Date Received:	Fees: 1300 ⁰⁰	App. #:

Tooele Valley Pumping Land Use Map Amendment



Current Land Use

Exhibit B

Staff Report

STAFF REPORT

February 3, 2022

To: Tooele City Planning Commission
Business Date: February 9, 2022

From: Planning Division
Community Development Department

Prepared By: Andrew Aagard, City Planner / Zoning Administrator

Re: Tooele Valley Pumping – Land Use Map Amendment Request

Application No.: P21-1357
Applicant: Jared Stewart, representing Tooele City RDA
Project Location: 385 South 1200 West
Zoning: RD Research and Development Zone
Acreage: 3 Acres (Approximately 130,680 ft²)
Request: Request for approval of a Land Use Map Amendment in the RD Research and Development zone to re-assign the land use designation from Regional Commercial (RC) to Light Industrial (LI).

BACKGROUND

This application is a request for approval of a Land Use Map Amendment for approximately 3 acres located at approximately 385 South 1200 West. The property is currently zoned RD Research and Development and bears a Regional Commercial (RC) land use designation. The applicant is requesting that a Land Use Map Amendment be approved to re-assign the land use designation of the property to Light Industrial (LI) in order to facilitate the construction of a contractor's staging yard business for Tooele Valley Pumping.

ANALYSIS

General Plan and Zoning. The Land Use Map of the General Plan calls for the Regional Commercial land use designation for the subject property. The property has been assigned the RD Research and Development zoning classification. The RD Research and Development zoning designation is identified by the General Plan as a preferred zoning classification for the Regional Commercial land use designation. Properties to the north and west are currently zoned IS Industrial Service. Properties to the south and east are currently zoned RD Research and Development. Mapping pertinent to the subject request can be found in Exhibit "A" to this report.

The proposed land use map amendment involves the 3 acre parcel located at 385 South 1200 West. The property currently bears the Regional Commercial land use designation. This designation recommends the Regional Commercial and Research and Development zoning districts. These two zoning districts permit larger commercial activities that are specific to regional and larger scale commercial uses such as business parks and other large commercial centers. The Research and Development zoning district permits some commercial uses but is more oriented to educational and research facilities, medical office and higher end commercial activities. Both of these zones are not industrial zones and do not permit many of the industrial uses that are prevalent in the Light Industrial and Industrial Service zones.

The applicant wishes to have the land use designation of the 3 acre parcel re-assigned to the Light

Industrial designation. The Light Industrial designation recommends both the LI Light Industrial zoning district as well as the IS Industrial Service zoning district. Both of these zoning districts are oriented towards lighter manufacturing that generate little in terms of impact to adjacent properties. These zones do permit heavier commercial uses along with some medical and research and development activities as well. The Light Industrial land use designation does not incorporate the I Industrial zoning district.

The property is currently under the ownership of the Tooele City RDA. The RDA is looking to sell the property to a business which wishes to utilize the property as a contractor's storage yard. A contractor's storage yard tends to include the exterior storage of trucks, excavation equipment and other business related supplies and materials. This use is not permitted in the RD Research and Development zone but is permitted in the LI Light Industrial zone. The use is also permitted in the IS Industrial Service zoning district. Both zones require a Conditional Use Permit to approve the storage yard use.

Criteria For Approval. The criteria for review and potential approval of a Land Use Map Amendment request is found in Sections 7-11-6, 8 and 9 of the Tooele City Code. This section depicts the standard of review for such requests as:

- (1) In considering a proposed amendment to the Tooele City General Plan, 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 General Plan Land Use Map and the goals and policies of the General Plan and its separate elements;
 - (c) Consistency and compatibility with the existing uses of adjacent and nearby properties;
 - (d) Consistency and compatibility with the possible future uses of adjoining and nearby properties as identified by the General Plan;
 - (e) The suitability of the properties for the uses requested viz. a viz. the suitability of the properties for the uses identified by the General Plan; and
 - (f) The overall community benefit of the proposed amendment.

REVIEWS

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

1. There are no residential uses in immediate vicinity of the subject property.

Engineering Review. The Tooele City Engineering Division did not issue any comments regarding the proposed Land Use Map Amendment.

Public Works Review. The Tooele City Public Works Division have completed their reviews of the Land Use Map Amendment submission and completed their review without providing comments.

Building Division Review. The Tooele City Building Division have completed their reviews of the Land Use Map Amendment submission and completed their review without providing comments.

Noticing. The applicant has expressed their desire to re-assign the land use designation of 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 Valley Pumping Land Use Map Amendment Request by Jared Stewart, representing the Tooele City RDA re-assigning the land use for the 3 acre parcel to Light Industrial, application number P21-1357, based on the findings listed in the Staff Report dated February 3, 2022:”

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 Valley Pumping Land Use Map Amendment Request by Jared Stewart, representing the Tooele City RDA re-assigning the land use for the 3 acre parcel to Light Industrial, application number P21-1357, based on the following findings:”

1. List findings...

EXHIBIT A

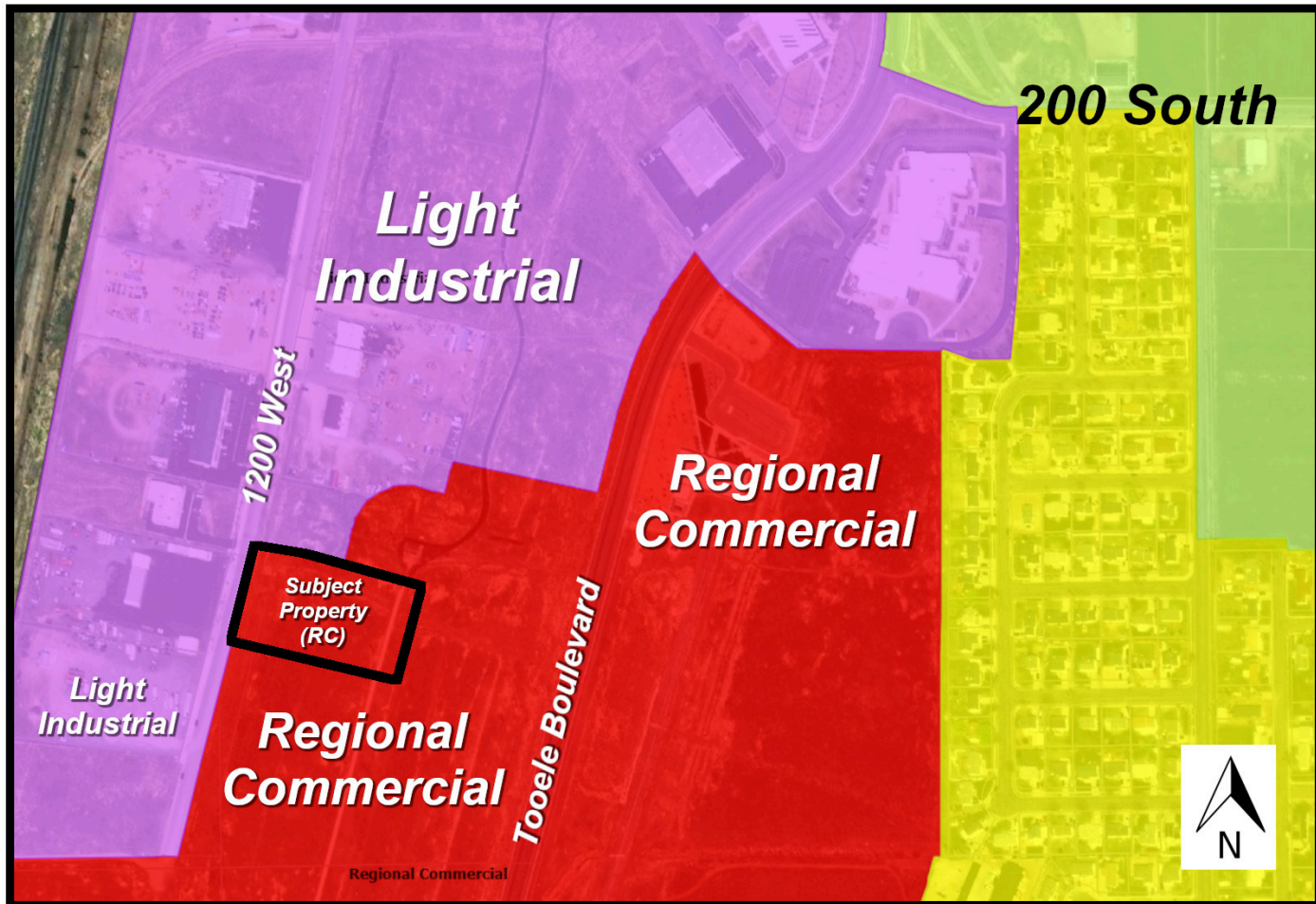
MAPPING PERTINENT TO THE TOOEELE VALLEY PUMPING LAND USE MAP AMENDMENT

Tooele Valley Pumping Land Use Map Amendment



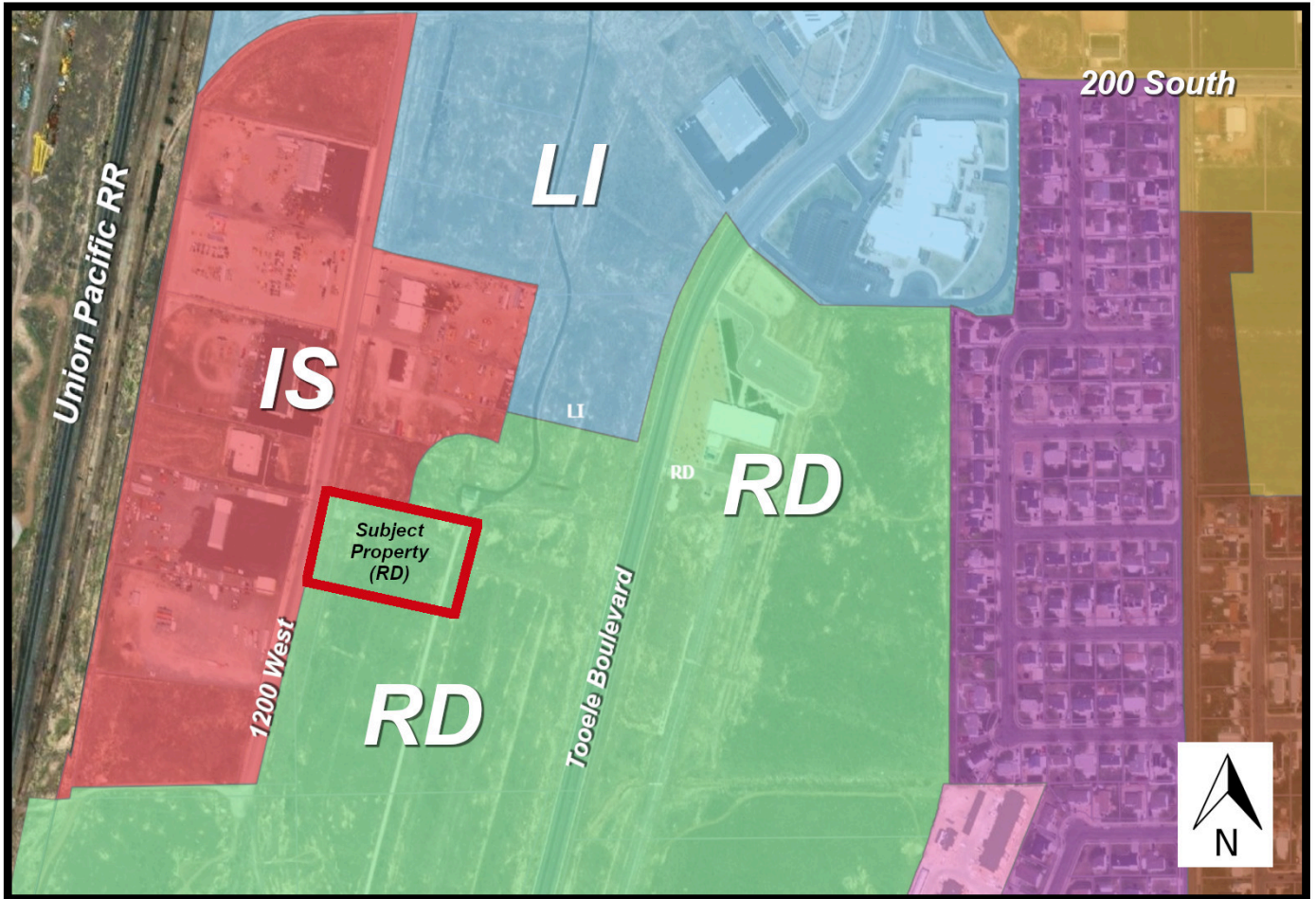
Aerial View

Tooele Valley Pumping Land Use Map Amendment



Current Land Use

Tooele Valley Pumping Land Use Map Amendment



Current Zoning

EXHIBIT B

APPLICANT SUBMITTED 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



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.

P21-1357

Project Information					
Date of Submission: 12/22/2021		Current Map Designation: Regional Commercial		Proposed Map Designation: Light Industrial	
Project Name: Tooele Valley Pumping Land Use map amendment				Parcel #(s): 02-009-0-0092 02-009-0-0061	
Project Address: 385 S 1200 W				Acres: 3.0	
Proposed for Amendment: <input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> General Plan <input type="checkbox"/> Master Plan: <u>Land Use Map</u>					
Brief Project Summary: This property was recently sold to Tooele Valley Pumping by the Tooele City RDA. The property will be used as a storage yard for vehicles & equipment and for pre-treatment (pending text amendment). Benefits of this project include new business in Tooele City & property tax value increases.					
Property Owner(s): Caleb Knoblauch			Applicant(s): Tooele City RDA		
Address: 214 Cimarron Way			Address: 90 N Main Street		
City: Erda	State: UT	Zip: 84074	City: Tooele	State: UT	Zip: 84074
Phone: 435-840-6688			Phone: 435-843-2169		
Contact Person: Jared Stewart			Address: 90 N Main St.		
Phone: 435-843-2169			City: Tooele	State: UT	Zip: 84074
Cellular: 801-834-3858	Fax: _____		Email: Jared.S@tooelecity.org		

*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.

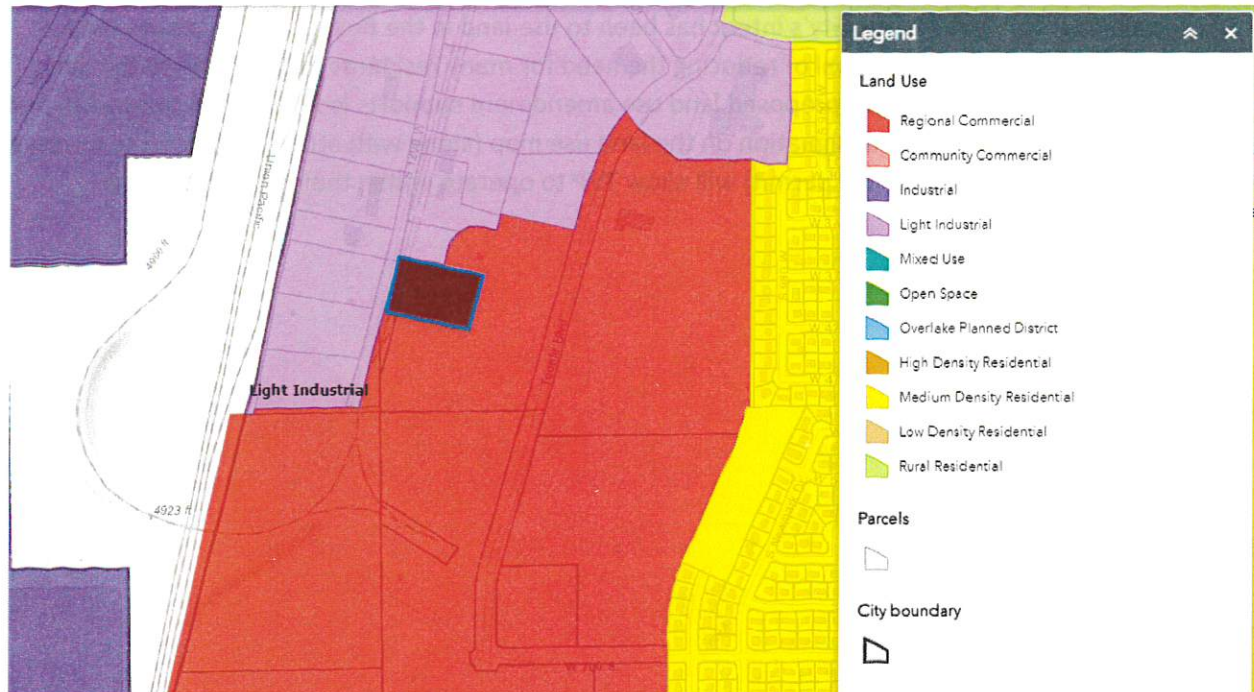
Fees to be paid by RDA

For Office Use Only			
Received By:	Date Received:	Fees: 1300 ⁰⁰	App. #:

Land Use Map Amendment Application: Tooele Valley Pumping Amendment of 3.00 acres)

What is the present land use designation of the subject property?

Currently the General Plan's Future Land Use Map has this property designated as Regional Commercial.



Explain how the proposed land use designation is similar or compatible with the other land use designations in the surrounding area.

The proposed use designation is Light Industrial (LI). The neighboring area of 1200 W, other sections to the north are already designated LI. There are no residential or uses with major conflicts. The LI designation matches plans for development of the property and within the 200+ acres that the Tooele City RDA has for under contract for sale to the south.

What do you anticipate the land being used for?

The RDA has sold 3.0 acres to Tooele Valley Pumping (TVP) for the purpose of economic development and new business expansion. TVP will use the land to construct an office, store vehicles and equipment, and for some pre-treatment of water (pending zoning text amendment).

Explain how the proposed land use designation would affect the property, surrounding properties, and Tooele City.

The land is currently vacant. The proposed use would allow development and expansion of a company already operating within the Tooele Valley. This land use map amendment would provide consistency in the land use map with the recent amendment made on adjacent properties. It would be consistent with development trends in the area and is driven by market interest. The proposed use is expected to

increase property values (tax revenue) and have a positive benefit to surrounding properties and to Tooele City.

Due to the nature of Tooele Valley Pumping's business, property/business owners are prepared (and plan) to mitigate possible impacts through the use of impermeable surfaces and retention basins.

Explain how the proposed land use designation promotes the goals and objectives of Tooele City.

The Tooele City RDA and Tooele City's intent has been to use land in the Business Park area to create new jobs for residents with the goal of reducing the need for many residents to commute to the Salt Lake Valley for employment. This proposed land use amendment supports local business expansion and job creation. A Light Industrial designation on the land use map (along with other amendments to zoning and the necessary conditional use permit) will allow TVP to operate within their intended scope.

Exhibit C

Planning Commission Minutes

TOOELE CITY CORPORATION

ORDINANCE 2022 - 08

AN ORDINANCE OF TOOELE CITY REASSIGNING THE ZONING MAP DESIGNATION FROM RD RESEARCH AND DEVELOPMENT TO (IS) INDUSTRIAL SERVICE FOR APPROXIMATELY 3 ACRES OF PROPERTY LOCATED AT 385 SOUTH 1200 WEST.

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 Amendment Petition for a Zoning Map amendment for property located at approximately 385 South 1200 West on December 22, 2021, requesting that the zoning be re-assigned from RD Research and Development to the IS Industrial Service zoning district. (see Amendment Petition and map attached as Exhibit A, and Staff Report attached as Exhibit B); and,

WHEREAS, the Subject Property is owned by the Tooele City Redevelopment Agency; and,

WHEREAS, on February 9, 2022, 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 (DATE), the City Council convened a duly-noticed public hearing:

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

1. this Ordinance and the Zoning Map amendment proposed therein is in the best interest of the City in that it will create additional commercial and industrial opportunities; and,
2. the Zoning Map is hereby amended for the property located at approximately 385 South 1200 West as requested and illustrated in Exhibit A, attached, from the RD Research and Development zoning district to the IS Industrial Service zoning district.

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 Land Use Map Amendment

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
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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.

P21-1358

Project Information					
Date of Submission: 12/22/2021		Current Map Designation: RD		Proposed Map Designation: IS	
Project Name: Tooele Valley Pumping Re-Zone				Parcel #(s): 02-009-0-0097 02-009-0-0061	
Project Address: Approx 385 S 1200 W				Acres: 3.00	
Proposed for Amendment: <input checked="" type="checkbox"/> Ordinance <input checked="" type="checkbox"/> General Plan <input type="checkbox"/> Master Plan: <input checked="" type="checkbox"/> Zoning Map					
Brief Project Summary: The Tooele City RDA recently sold this 3.0 acre property to Tooele Valley Pumping for the purpose of business expansion and economic development. The property will be used as a storage yard for vehicles & equipment and for some pre-treatment (pending text amendment).					
Property Owner(s): Caleb Knoblauch			Applicant(s): Tooele City RDA		
Address: 214 W Cinnamon Way			Address: 90 N Main St		
City: Erda	State: UT	Zip: 84074	City: Tooele	State: UT	Zip: 84074
Phone: 435-840-6688			Phone: 435-843-2169		
Contact Person: Jared Stewart			Address: 90 N Main St		
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Cellular: 801-834-3858	Fax: _____		Email: JaredS@TooeleCity.org		

*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.

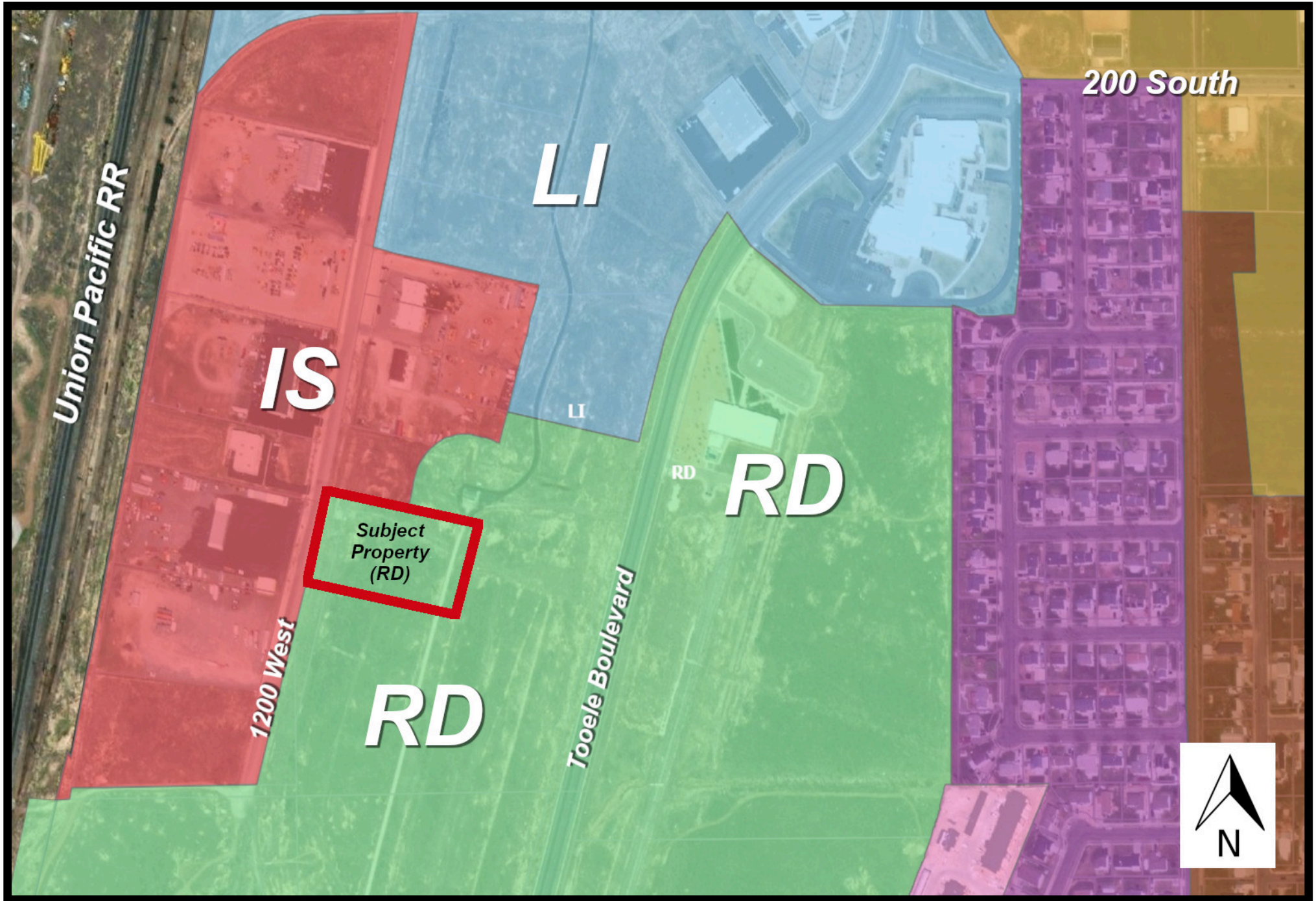
Note to Applicant:

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.

Fees to be paid by RDA

For Office Use Only			
Received By:	Date Received:	Fees: 1300.00	App. #:

Tooele Valley Pumping Zoning Map Amendment



Current Zoning

Exhibit B

Staff Report

STAFF REPORT

February 3, 2022

To: Tooele City Planning Commission
Business Date: February 9, 2022

From: Planning Division
Community Development Department

Prepared By: Andrew Aagard, City Planner / Zoning Administrator

Re: Tooele Valley Pumping – Zoning Map Amendment Request

Application No.: P21-1358
Applicant: Jared Stewart, representing Tooele City RDA
Project Location: 385 South 1200 West
Zoning: RD Research and Development Zone
Acreage: 3 Acres (Approximately 130,680 ft²)
Request: Request for approval of a Zoning Map Amendment in the RD Research and Development zone requesting re-assignment of the zoning to the IS Industrial Services zoning district.

BACKGROUND

This application is a request for approval of a Zoning Map Amendment for approximately 3 acres located approximately 385 South 1200 West. The property is currently zoned RD Research and Development. The applicant is requesting that a Zoning Map Amendment be approved to re-assign the zoning to the IS Industrial Service zoning district.

ANALYSIS

General Plan and Zoning. The Land Use Map of the General Plan calls for the Regional Commercial land use designation for the subject property (an application has been submitted to change the land use designation to Light Industrial and is on the same meeting agenda). The property has been assigned the RD Research and Development zoning classification. The RD Research and Development zoning designation is identified by the current General Plan as a preferred zoning classification for the Regional Commercial land use designation. Properties to the north and west are currently zoned IS Industrial Service. Properties to the south and east are currently zoned RD Research and Development. Mapping pertinent to the subject request can be found in Exhibit “A” to this report.

The purpose of the RD zoning district is intended to combine certain elements of the General Commercial and Light Industrial zoning districts while excluding other elements. The intent of the RD zone is to allow for a professional business park within the City where businesses may locate in an environment that allows a mix of certain small commercial and light industrial uses. It is not intended for large commercial or industrial uses or for intensive retail or manufacturing activities. The prevalence of the RD zoning district in the area is a result of what was, at one time, going to be a large Utah State University Tooele Campus. Those plans have not come to fruition and it is not known if Utah State University has abandoned those plans. What is known is that the University has not expanded into those areas previously intended for the school’s growth.

The applicant is requesting that the property be rezoned to the IS Industrial Service zone. The purpose of

the Industrial Service (IS) District is to provide locations for more intensive service type uses for the benefit of the community and regional area. Despite the more intensive nature, this District still encourages clean uses which provide employment opportunities for city residents, strengthen the city's tax base, and diversify the local economy. The IS zone rests in between the RD and LI zoning districts. It is oriented on uses that are more industrial rather than commercial but doesn't permit many of the heavier commercial uses that require the LI and I zoning districts.

Although staff often avoids focusing on a specific use that triggers the need for a zoning map amendment, it should be noted that the applicant, the Tooele City RDA, is seeking to sell the property to a pumping company that wishes to use the property as a contractor's storage yard for the storage of business related trucks and materials. The use is prohibited in the RD district but requires a CUP in the IS Industrial Service zoning district.

It should also be noted that when changing the zoning of a property from one specific zone to another specific zone that the change in the zoning also brings along every potential use that can occur in that zone. Even though this application is specific to one business, every use permitted in the IS zoning district can occur on this property.

Surrounding land uses are predominantly light industrial, heavy commercial and educational facilities. The nearest residential uses are located approximately 1000 feet to the east.

Criteria For Approval. The criteria for review and potential approval of a Zoning Map Amendment request is found in Section 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. There are no residential uses within 1000 feet of the subject property.

Engineering Review. The Tooele City Engineering Division did not issue any comments regarding the proposed Zoning Map Amendment.

Public Works Review. The Tooele City Public Works Division have completed their reviews of the Zoning Map Amendment submission and completed their review without providing comments.

Building Division Review. The Tooele City Building Division have completed their reviews of the Zoning Map Amendment submission and completed their review without providing comments.

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.

As of the date this report was written staff has not received any comments from those within the 200 foot noticing radius.

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 Valley Pumping Zoning Map Amendment Request by Jared Stewart, representing the Tooele City RDA to re-assign the zoning for 3 acres located at approximately 385 South 1200 West from RD Research and Development to IS Industrial Service, application number P21-1358, based on the findings listed in the Staff Report dated February 3, 2022:”

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 Valley Pumping Zoning Map Amendment Request by Jared Stewart, representing the Tooele City RDA to re-assign the zoning for 3 acres located at approximately 385 South 1200 West from RD Research and Development to IS Industrial Service, application number P21-1358, based on the following findings:”

1. List findings...

EXHIBIT A

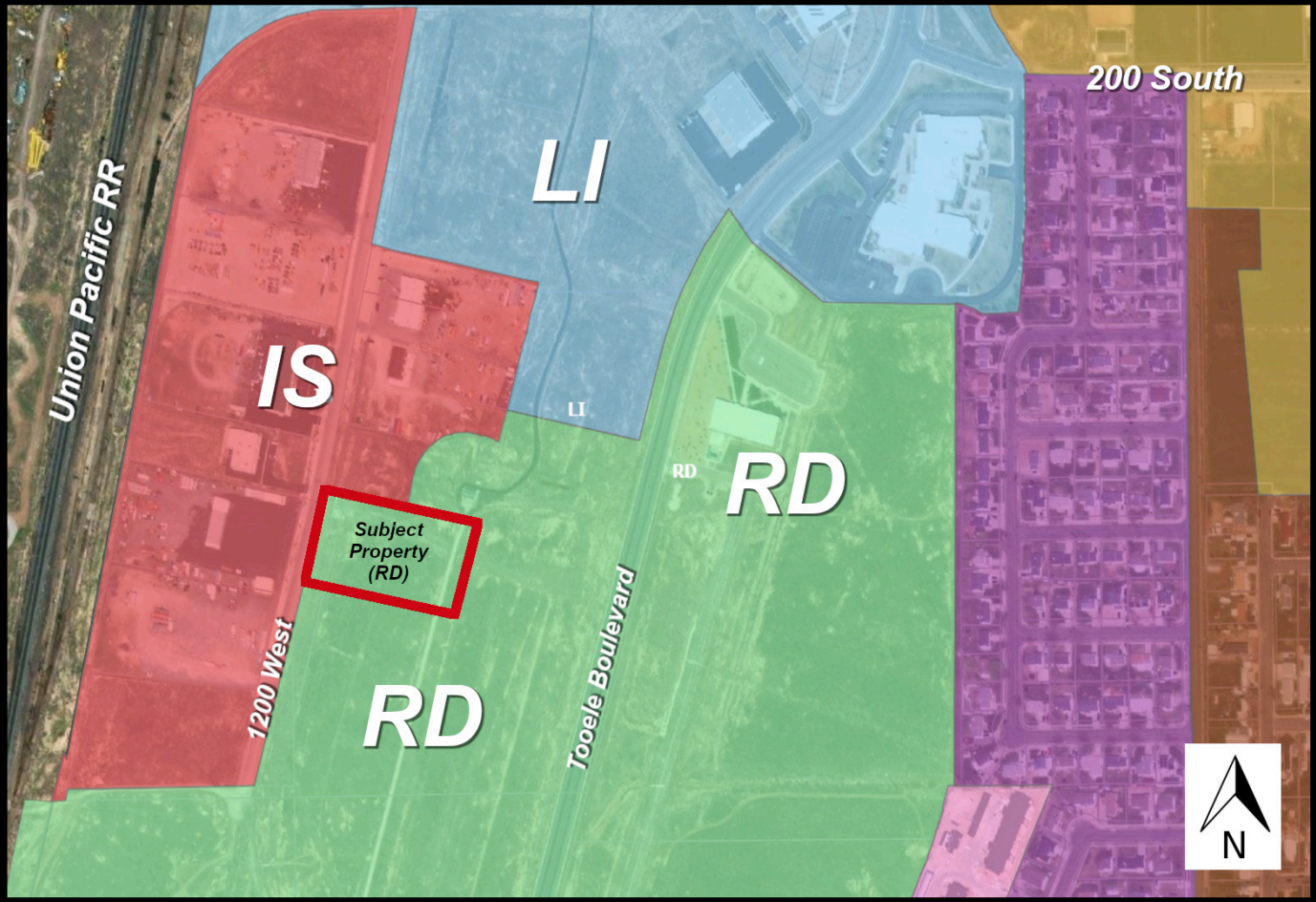
MAPPING PERTINENT TO THE TOOEELE VALLEY PUMPING ZONING MAP AMENDMENT

Tooele Valley Pumping Zoning Map Amendment



Aerial View

Tooele Valley Pumping Zoning Map Amendment



Current Zoning

EXHIBIT B

APPLICANT SUBMITTED 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



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.

P21-1358

Project Information					
Date of Submission: 12/22/2021		Current Map Designation: RD		Proposed Map Designation: IS	
Project Name: Tooele Valley Pumping Re-Zone				Parcel #(s): 02-009-0-009 02-009-0-0061	
Project Address: Approx 385 S 1200 W				Acres: 3.00	
Proposed for Amendment: <input checked="" type="checkbox"/> Ordinance <input checked="" type="checkbox"/> General Plan <input type="checkbox"/> Master Plan: <input checked="" type="checkbox"/> Zoning Map					
Brief Project Summary: The Tooele City RDA recently sold this 3.0 acre property to Tooele Valley Pumping for the purpose of business expansion and economic development. The property will be used as a storage yard for vehicles & equipment and for some pre-treatment (pending text amendment).					
Property Owner(s): Caleb Knoblauch			Applicant(s): Tooele City RDA		
Address: 214 W Cinnamon Way			Address: 90 N Main St		
City: Erda	State: UT	Zip: 84074	City: Tooele	State: UT	Zip: 84074
Phone: 435-840-6688			Phone: 435-843-2169		
Contact Person: Jared Stewart			Address: 90 N Main St		
Phone: 435-843-2169			City: Tooele	State: UT	Zip: 84074
Cellular: 801-834-3858	Fax: _____		Email: JaredS@TooeleCity.org		

*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.

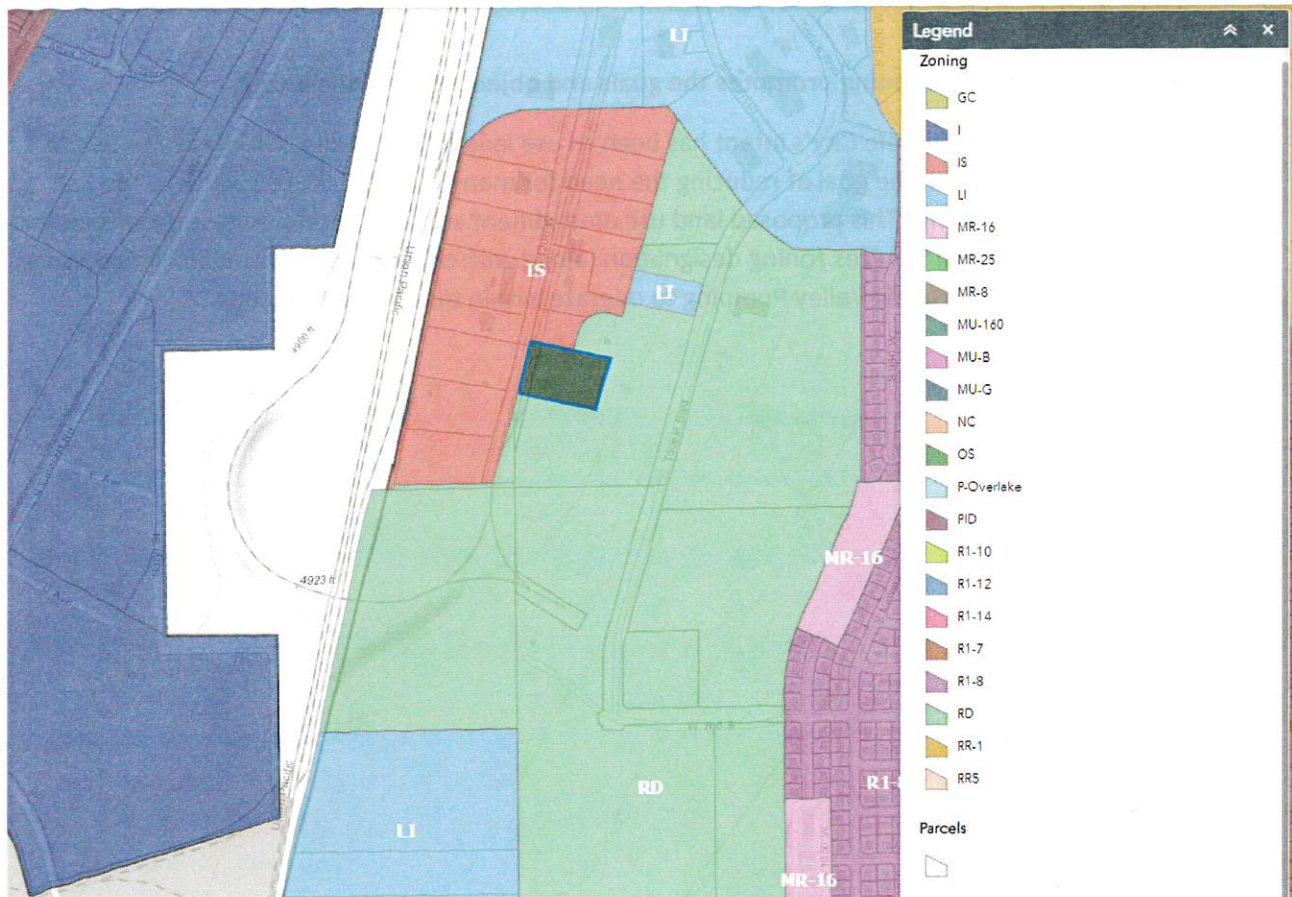
Fees to be paid by RDA

For Office Use Only			
Received By:	Date Received:	Fees: 1300.00	App. #:

Zoning Map Amendment Application: Tooele Valley Pumping Amendment of 3.00 acres

What is the present zoning of the subject property?

Currently the zoning map has this property designated as Research and Development.



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

The proposed zoning is Industrial Services. This is consistent with the proposed land use amendment of Light Industrial (see separate application).

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

The neighboring area of 1200 W is already zoned Industrial Services. There are no neighboring residential or uses with major conflicts. The Industrial Services designation reflects compatible and similar uses occurring on 1200 W.

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

Currently, this property is vacant. The proposed zoning would allow Tooele Valley Pumping to use the site as desired for an office, storage of equipment and vehicles, and for pre-treatment of water (pending conditional use permits, a zoning text amendment, and a future land use map amendment). These uses are compatible with the Industrial Services zone and suitable for 1200 W. Due to the nature of the business, the property/business owner is prepared (and plans) to mitigate impacts through the use of impermeable surfaces, retention basins, and other means as necessary through the conditional use permit process.

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

The Tooele City RDA and Tooele City's intent has been to use land in the Business Park area to create new jobs for residents with the goal of reducing the need for many residents to commute to the Salt Lake Valley for employment. This proposed land use amendment supports local business expansion and job creation. An Industrial Services zoning designation (along with other proposed and aforementioned amendments) will allow Tooele Valley Pumping to operate within their intended scope.

Exhibit C

Planning Commission Minutes

TOOELE CITY CORPORATION

ORDINANCE 2022-04

AN ORDINANCE OF TOOELE CITY AMENDING TOOELE CITY CODE SECTIONS 7-1-5 AND 7-2-19 REGARDING MUSICAL INSTRUCTION HOME OCCUPATIONS.

WHEREAS, Utah Constitution, Article XI, Section 5 directly confers upon Utah's charter cities, including Tooele City, "the authority to exercise all powers relating to municipal affairs, and to adopt and enforce within its limits, local police, sanitary and similar regulations not in conflict with the general law"; and,

WHEREAS, Utah Code Section 10-8-84 enables Tooele City to "pass all ordinances and rules, and make all regulations . . . as are necessary and proper to provide for the safety and preserve the health, and promote the prosperity, improve the morals, peace and good order, comfort, and convenience of the city and its inhabitants, and for the protection of property in the city"; and,

WHEREAS, Utah Code Section 10-9a-501 provides that a municipal legislative body, "as the body authorized to weigh policy considerations, may enact a land use regulation"; and,

WHEREAS, Tooele City Code Section 7-2-19 prohibits the land use of "musical instruction and practice" of more than two persons at a time as a legal home occupation business; and,

WHEREAS, based on feedback received from the public, including a provider of musical instruction, the City Council desires to amend the Tooele City Code to define "musical instruction and practice" and to allow the same as a legal home occupation land use, as a permitted use for up to seven persons at a time, and as a conditional use for between eight and 16 persons at a time; and,

WHEREAS, Exhibit A contains the proposed amendments to Tooele City Code Section 7-1-5 (definitions) and Section 7-2-19 (home occupations); and,

WHEREAS, the City Council discussed musical instruction and practice home occupations during its work meetings of October 20, 2021, and January 19, 2022; and,

WHEREAS, the Planning Commission convened a duly-noticed public hearing on the City Code amendments proposed by this ordinance, solicited public comment, and forwarded its recommendation to the City Council; and,

WHEREAS, the City Council convened a duly-noticed public hearing on the City Code amendments proposed by this ordinance:

NOW, THEREFORE, BE IT ORDAINED BY TOOELE CITY that Tooele City Code Section 7-1-5 and Section 7-2-19 are hereby amended, as shown in Exhibit A.

This Ordinance shall become effective 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 _____, 2022.

TOOELE CITY COUNCIL

(For)

(Against)

ABSTAINING: _____

MAYOR OF TOOELE CITY

(Approved)

(Disapproved)

ATTEST:

Michelle Y. Pitt, City Recorder

S E A L

Approved as to Form:

Roger Evans Baker, City Attorney

Exhibit A

Tooele City Code Section 7-1-5 and Section 7-2-19
(excerpts)

operated, are provided on a rental basis for use by individuals doing their own laundry and dry cleaning. Laundromat does not include outdoor drying facilities.

Light Manufacturing and Assembly - An establishment engaged in the manufacture, predominantly from previously prepared materials, of finished products or parts, including processing, fabrication, assembly, treatment, and packaging of such products, and incidental storage, sales and distribution. Allowed Light manufacturing activities will not be offensive by reason of emission of odor, dust, smoke, noxious gases, noise, vibration, glare, heat or other impacts, nor hazardous by way of materials, process, product, or waste, and where all equipment, compressors, generators and other ancillary equipment is located within a building or structure and any outside storage areas are screened from view from all adjoining properties and streets.

Liquor Store - A facility, authorized by the Utah Liquor Control Commission to sell original packaged liquor or wine for consumption off the premises.

Lot or Subdivision Lot - Any parcel of land which:

(1) has been legally established in the office of the Tooele County Recorder; and,

(2) has been established by way of or included within a subdivision final plat approved by Tooele City.

Medical and Dental Clinic - A building or other facility engaged in furnishing medical, surgical or other services including a physician, dentist, dental technician, chiropractor, acupressureist, acupuncturist, therapist, counselor or other similar occupation.

Medical Cannabis Pharmacy - A medical cannabis pharmacy as defined in UCA 26-61a-102, as amended.

Medical Cannabis Production Establishment - A cannabis production establishment as defined in UCA 4-41a-102, as amended.

Membership Club - A facility owned or operated by a group of people organized for a common educational, service, or recreational purpose. These clubs may be characterized by certain membership qualifications, payment of fees or dues and regular meetings and activities. This use may include hunting and gun clubs but does not include Private Clubs.

Military Surplus Yard - Public or private storage yard for the storage and/or display of military automobiles or equipment. This use may occur outdoors or within an enclosed building.

Mine - An establishment engaged in activities on or below the surface of the land for the exploration, development of, and extraction of mineral deposits including rock, sand and gravel, including transportation, concentration, milling, evaporation and other primary processing operations.

Mobile Home Park - A parcel of land under single ownership, approved by the City, and which is designed to accommodate the placement of mobile, manufactured, or modular homes on leased or rented pads or lots.

Mobile Home Subdivision - A parcel of land subdivided into separate and individual lots which is designed and planned to accommodate the placement of mobile, manufactured, or modular homes on each lot.

Motel - An establishment containing guest rooms or dwelling units, some or all of which have a separate entrance leading directly from the outside of the building with garage or parking space located on the lot and designed, used, or intended wholly or in part for the accommodation of automobile transients with associated restaurants, dining facilities and meeting rooms.

Musical instrument instruction and practice - Musical lessons or other instruction provided by a teacher or instructor to one or more individuals at a time within the same dwelling, on any musical instrument, including mechanical, electronic, and vocal, whether provided in person or virtually. Includes group lessons, practices, rehearsals, and recitals.

Nonconforming structure - A structure that does not conform to the yard coverage, height, setback or other physical dimensional requirement of the district.

Nonconforming use - An activity which is not an allowed use within the Zoning District and which may not conform to the use standards, including parking, regulations in the district in which it is situated.

Nursery/Plant Nursery - An activity where plants, shrubs, trees, and other horticultural materials and supplies are sold, including both wholesale and retail sales.

Nursing Home - A facility which provides 24-hour residential care to persons who are not related by blood, marriage, or adoption to the owner, operator, or manager of the facility, and who do not meet the definition of family under this Code. A Nursing Home provides some level of skilled nursing or medical service to the residents. Includes Convalescent Care Facility.

Open Space Area - Means and refers to areas preserved due to the presence of a particular natural or environmental setting and which may include conservation lands providing for both active and passive types of recreation activities. These areas may also be provided for the minimization of environmental concerns, including but not limited to, wetlands, steep slopes, areas prone to a high water table and flood area, rock slides and debris flows. These areas may also include natural enhancement areas, nature trails, nature

building on the premises;

(9) shall not create a nuisance;

(10) shall specifically exclude: vehicle repair work, body and fender work, firewood sales, commercial stables, kennels, livestock, auctions, restaurants, nursing homes, funeral houses, and welding, ~~musical instrument instruction and practice consisting of more than two persons at a time;~~

(11) shall not display signs;

(12) shall comply with all Federal, State, and local license and permit requirements;

(13) nothing contained in this section shall be construed to supersede or otherwise render inoperative the provisions of the Tooele City Code concerning business licenses;

(14) Child day care and preschool home occupations:

(a) shall be permitted one non-residential employee at the home;

(b) child care and preschool home occupations involving 7 children or less shall be permitted;

(c) child care and preschool home occupations involving 8 to 16 children shall require a Conditional Use Permit and shall adhere to the following guidelines:

(i) a traffic & parking plan shall be submitted, reviewed by the Planning Department and includes acceptable traffic flow, drop-off and turnaround areas;

(ii) child preschools shall not include more than two sessions per day;

(iii) No child day care or preschool requiring a conditional use permit shall be established within 300 feet from property line to property line of another properly licensed child day care or preschool.

(iv) the total number of students/children shall include the licensee's and any employee's children if they are under the care of the licensee at the time the home occupation is conducted.

(15) ~~Musical instrument instruction and practice home occupations:~~

~~(a) involving 7 students or less at one time shall be permitted;~~

~~(b) involving 8 to 16 students at one time shall require a conditional use permit and shall adhere to the following guidelines:~~

~~(i) a traffic and parking plan shall be submitted, reviewed by the Planning Department, and include acceptable traffic flow, drop-off, and turnaround areas;~~

~~(ii) no musical instrument instruction and practice home occupation requiring a conditional use permit shall be established within 300 feet from property line to property line of another similar home occupation;~~

~~(iii) no artificial or electrical~~

~~amplification of musical instruments shall be allowed; and,~~

~~(iv) shall be subject to noise control laws and ordinances.~~

~~(c) involving more than 16 students at one time are prohibited.~~

~~(Ord. 2019-27, 10-02-2019) (Ord. 2017-14, 06-07-2017) (Ord. 1987-24, 01-02-1988) (Ord. 1983-05, 04-20-1983)~~

7-2-20. Temporary Uses and Temporary Seasonal Uses.

(1) Temporary Uses. Temporary uses shall occur over a period not to exceed 40 days in any calendar year including uses incidental to set up and take down of the temporary use.

(2) Temporary Seasonal Uses. Temporary seasonal uses, as permitted in this Title, shall not exceed the time limits listed herein, or 120 calendar days, whichever is shorter.

(a) Permitted Temporary Seasonal Uses. Where temporary seasonal uses are identified in this Title as permitted, the following shall be permitted uses. Where temporary seasonal uses are identified in this Title as conditional, the following shall be conditional uses permissible only following issuance of a Conditional Use Permit:

(i) Christmas tree lot, not to exceed 45 calendar days;

(ii) Pumpkin patch, not to exceed 45 calendar days;

(iii) Corn maze, not to exceed 45 calendar days;

(iv) Firework sales stand, limited to the period of time as set forth under state law; and,

(v) Agricultural produce stand and open-air farmer's market, located in a non-residential zone, for the sale of agricultural produce, not to exceed the length of the local outdoor growing season.

(b) Conditional Temporary Seasonal Uses. Where temporary seasonal uses are identified in this Title as allowed, the following uses shall be conditional uses allowed only following issuance of a Conditional Use Permit:

(i) Agricultural produce stand and open-air farmer's market, located in a residential zone, for the sale of agricultural produce, not to exceed the length of the local outdoor growing season; and,

(ii) Other uses determined by the Zoning Administrator to be substantially similar to any of the above.

(3) Exclusive Uses. For the purposes of this Title, temporary uses and temporary seasonal uses shall be mutually exclusive of each other and mutually exclusive of other uses defined within this Title.

(Ord. 2020-46, 11-04-2020) (Ord. 2018-24, 12-05-2018)

TOOELE CITY CORPORATION

RESOLUTION 2022-08

A RESOLUTION OF THE TOOELE CITY COUNCIL ANNOUNCING ITS INTENT TO RENEW THE CURRENT TAX FOR PARKS, ARTS, AND RECREATION (PAR TAX) AND TO PLACE BEFORE TOOELE CITY VOTERS AN OPINION QUESTION ABOUT A 1/10TH OF 1% SALES TAX TO FUND CULTURAL AND RECREATIONAL ORGANIZATIONS AND FACILITIES IN TOOELE CITY.

WHEREAS, UCA Chapter 59-12 Part 14 authorizes and regulates the municipal collection and expenditure of a Parks, Arts, and Recreation (PAR) sales tax; and,

WHEREAS, authorized by the 2004 general election, Tooele City collected a 1/10th of 1% sales tax (the "PAR Tax") from April 1, 2005, to March 31, 2013, to fund recreational facilities and the ongoing operations of cultural organizations (reference Tooele City Resolutions 2003-07 and 2004-09 and Ordinance 2004-24); and,

WHEREAS, authorized by the 2012 general election, Tooele City has continued and will continue to collect PAR tax from April 1, 2013, to March 31, 2023 (reference Tooele City Resolutions 2012-07 and Ordinance 2012-38); and,

WHEREAS, renewing the PAR Tax requires following the same process as when first implementing the tax, the procedures for which are found in UCA §59-12-1402; and,

WHEREAS, to avoid interruptions in PAR Tax revenues and the operations and facilities funded by the PAR Tax, it is necessary to seek reauthorization of the PAR Tax during the 2022 general election; and,

WHEREAS, counties have the ability to preempt city PAR Tax elections in favor of county PAR Tax elections, or can allow cities to proceed with city elections, by announcing an intent not to submit the opinion question to county voters; and,

WHEREAS, following notice to Tooele County of Tooele City's desire and intent to renew the PAR Tax, Tooele County approved Resolution 2022-03, announcing its intent to not implement a county-wide PAR Tax, thus allowing Tooele City to pursue renewing the PAR Tax (see County Resolution 2022-03 attached as Exhibit A); and,

WHEREAS, the renewed PAR Tax is expected to generate about \$500,000 annually for the construction and maintenance of cultural, park, and recreation facilities and the operations of cultural and arts-related organizations in Tooele City; and,

WHEREAS, to a Tooele City resident that spends \$1,000 per month in sales-tax-eligible goods, the tax would be \$1 per month, or \$12 per year; and,

WHEREAS, this Resolution constitutes the Tooele City legislative body's decision

to submit an opinion question to the residents of Tooele City regarding the reauthorization of the PAR Tax, as required by Utah Code §59-12-1402(1)(a), during the 2022 general election; and,

WHEREAS, following a successful Tooele City election, implementation of the tax will require an ordinance imposing the PAR Tax and providing for distribution of PAR Tax revenues, as governed by Utah Code §59-12-1403 and §59-12-704; and,

WHEREAS, examples of successful past PAR Tax projects include the following:

- Pickleball courts and lights
- City Park restroom facility
- Oquirrh Hills Golf Course pavilion
- Elton Park automated irrigation
- Elton Park walking path completion
- Parkers Park playground
- Linear Park playground
- Glen Eagles Park playground
- Rancho Park playground
- Dow James Building athletic floor replacement
- Youth Center heating and air conditioning upgrade
- Youth Center floor replacement
- Fridays on Vine

WHEREAS, with 18 years of experience using PAR tax revenues for authorized purposes, Tooele City finds the PAR Tax to be highly beneficial to the public interest:

NOW, THEREFORE, THE TOOELE CITY COUNCIL RESOLVES that:

1. Tooele City intends to submit an opinion question to the residents of Tooele City so that each resident registered voter has the opportunity to express an opinion on the continued imposition of a local sales tax of 1/10th of 1% on sales within Tooele City to fund cultural, park, and recreational facilities and cultural and art-related organizations and events (as more fully described and defined in UCA §59-12-702); and,
2. The Tooele City Council hereby finds that collecting the PAR Tax is necessary, is a legitimate government interest, and serves the best interest of Tooele City and its residents; and,
3. The Tooele City Council hereby finds that the notice provisions contained in UCA §59-12-1402 have been satisfied, and that Tooele County does not intend to submit the same opinion question to county voters (see Exhibit A); and,
4. The Tooele City Administration is hereby directed to place the PAR Tax opinion question on the ballot for the 2022 November general election in compliance with the Utah Code; and,

5. The specific ballot language shall be consistent with the contents and intent of this Resolution 2022-08 and of the Utah Code, including UCA §59-12-1402(b); and,

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

IN WITNESS WHEREOF, this Resolution is passed by the Tooele City Council this ____ day of _____, 2022.

TOOELE CITY COUNCIL

(For)

(Against)

ABSTAINING: _____

MAYOR OF TOOELE CITY

(Approved)

(Disapproved)

ATTEST:

Michelle Y. Pitt, City Recorder

S E A L

Approved as to Form:

Roger Evans Baker, Tooele City Attorney

Exhibit A

Tooele County Resolution 2022-03

**TOOELE COUNTY
RESOLUTION 2022-03**

**A RESOLUTION DECLARING THAT THE TOOELE COUNTY
COUNCIL DOES NOT INTEND TO IMPOSE A COUNTY OPTION
FUNDING TAX FOR BOTANICAL, CULTURAL, RECREATIONAL,
AND ZOOLOGICAL ORGANIZATIONS OR FACILITIES**

WHEREAS, Utah Code Title 59, Chapter 12, Part 7 allows the Tooele County Council to submit an opinion question to Tooele County residents regarding the imposition of a 0.1% tax on certain transactions to fund botanical, cultural, recreational, and zoological organizations or facilities; and

WHEREAS, Utah Code Title 59, Chapter 12, Part 14 allows the Tooele City Council to submit an opinion question to Tooele City residents regarding the imposition of a 0.1% tax on certain transactions to fund botanical, cultural, recreational, and zoological organizations or facilities; and

WHEREAS, before Tooele City may submit the opinion question to Tooele City residents, Tooele City must first submit to the Tooele County Council a written notice of the intent to submit the opinion question to city residents and receive from the Tooele County Council a written resolution stating that the Tooele County Council is not seeking to impose a tax under Title 59, Chapter 12, Part 7; and

WHEREAS, on January 3, 2022, Tooele City submitted the required written notice to the Tooele County Council; and

WHEREAS, the Tooele County Council is not seeking to impose a tax under Title 59, Chapter 12, Part 7;


Tooele County
Res. 2022-03

NOW, THEREFORE, BE IT RESOLVED BY THE TOOELE COUNTY COUNCIL that the Tooele County Council is not seeking to impose a tax under Utah Code Title 59, Chapter 12, Part 7.

EFFECTIVE DATE: This resolution shall take effect immediately upon passage.


DATED this 18th day of January, 2022.

ATTEST:


TRACY D. SHAW, County Clerk




TOOELE COUNTY COUNCIL:


JARED S. HAMNER, Council Chair

Council Member Hamner voted aye
Council Member Hoffmann voted aye
Council Member Thomas voted aye
Council Member Tripp voted aye
Council Member Wardle voted aye

APPROVED AS TO FORM:


COLIN R. WINCHESTER
Deputy Tooele County Attorney

TOOELE CITY CORPORATION

RESOLUTION 2022-14

A RESOLUTION OF THE TOOELE CITY COUNCIL AUTHORIZING THE TOOELE CITY PURCHASING AGENT TO DISPOSE OF SURPLUS PERSONAL PROPERTY (IMPALAS)

WHEREAS, Section III.1.g. of the Tooele City Purchasing Policy, Guidelines, and Procedure ("Policy")¹ provides that "When goods are deemed surplus, outdated, or no longer needed by a department, and are valued at \$100 or more, the Purchasing Agent will recommend the transfer or disposal of the goods. If the Purchasing Agent is recommending disposal, he/she will present a list of all goods valued at \$100 or more to the City Council for approval of disposal"; and,

WHEREAS, Policy Section V.1.a.(13) defines "goods" to mean "supplies, materials, equipment, wares, merchandise, and similar items"; and,

WHEREAS, the Public Works Department is in possession of goods ("Goods"), specifically a Chevrolet pickup and a Chevrolet Impala, which it deems to be surplus to the needs of Tooele City, the Goods being enumerated in the attached Exhibit A, and requests the assistance of the Purchasing Agent to dispose of those Goods by resolution presented to the City Council; and,

WHEREAS, the Goods are not evidence in a criminal prosecution, disposed of under UCA Chapter 24-3, and are not lost or mislaid property in the possession of the police department, disposed of under UCA Chapter 77-24a:

NOW, THEREFORE, BE IT RESOLVED BY THE TOOELE CITY COUNCIL that the City Council hereby declares the Goods enumerated in the attached Exhibit A to be surplus to the needs of Tooele City, and hereby authorizes the Purchasing Agent and the City Administration to dispose of the goods by sale through outside auction.

This Resolution shall take effect upon passage.

IN WITNESS WHEREOF, this Resolution is passed by the Tooele City Council this ____ day of _____, 2022.

¹ Adopted by Ordinance 2019-19 on August 7, 2019.

TOOELE CITY COUNCIL

(For)

(Against)

ABSTAINING: _____

MAYOR OF TOOELE CITY

(For)

(Against)

Debra E. Winn, Mayor

Debra E. Winn, Mayor

ATTEST:

Michelle Y. Pitt, City Recorder

SEAL

Approved as to Form:

Roger Evans Baker, City Attorney

Exhibit A

List of Surplus Goods

1. 2000 Chevrolet Pickup, City Vehicle #9011, Mileage: 167,780. Vehicle used by Public Works department, in the water division. Requesting to take it to outside auction.

2. 2006 Chevrolet Impala, City Vehicle #6068, Mileage: 91,829. Vehicle used by Administration and Public Works and has been replaced with a newer vehicle. Requesting to take it to outside auction.



TOOELE CITY CORPORATION

RESOLUTION 2022-15

A RESOLUTION OF THE TOOELE CITY COUNCIL APPROVING AND RATIFYING AN AGREEMENT WITH AMERICOM TECHNOLOGY, LLC, FOR FIBEROPTIC CABLE INSTALLATION.

WHEREAS, Tooele County is retaining Americom Technology, LLC (Americom) to install fiberoptic cable to several County buildings and facilities, using ARPA funds, and Tooele City desires to retain Americom to install fiberoptic cable to five City buildings and facilities as part of the larger County project, namely, Police Station, Cemetery, Railroad Museum, Tooele Youth Center/Parks Shops Building, and Golf Course Clubhouse; and,

WHEREAS, the Project will provide significant improvements to communication bandwidth, speed, and connectivity available to City buildings and facilities; and,

WHEREAS, because of the amount of the City's portion of the larger County project, and because Americom is a state-approved contract with state-controlled pricing, neither State nor City procurement procedures require additional competitive bidding; and,

WHEREAS, unprecedented supply-chain, inflation, supply-and-demand, and other market pressures created an urgency to award the contract prior to formal City Council approval at a scheduled business meeting, in order to preserve pricing commitments, and the Americom agreement has been signed by the Mayor with prior informal City Council consent, provided the agreement be formally approved and ratified by City Council resolution (see the signed Americom attached as Exhibit A); and,

WHEREAS, contracting with Americom as part of the larger County project will result in an approximate 60% savings over a stand-alone City project; and,

WHEREAS, the \$216,117.86 cost will be paid from American Rescue Plan Act (ARPA) funds received by Tooele City and required to be spent on eligible projects prior to the federally-imposed deadline of December 31, 2024:

NOW, THEREFORE, BE IT RESOLVED BY THE TOOELE CITY COUNCIL the City Council hereby approves and ratifies an agreement (attached as Exhibit A) with Americom Technologies, LLC, in the amount of \$216,117.86, for installation of fiberoptic cable to the above-referenced City buildings and facilities.

This Resolution shall become effective upon passage, without further publication, by authority of the Tooele City Charter.

IN WITNESS WHEREOF, this Resolution is passed by the Tooele City Council

this _____ day of _____, 2022.

TOOELE CITY COUNCIL

(For)

(Against)

ABSTAINING: _____

MAYOR OF TOOELE CITY

(Approved)

(Disapproved)

ATTEST:

Michelle Y. Pitt, City Recorder

S E A L

Approved as to Form:

Roger Evans Baker, Tooele City Attorney

Exhibit A

Americom Agreement

Project: Tooele City Fiber Project Phase 1

Quote # 72005

DATE 2/3/2022
 Quotation valid until: 2/18/2022

Company: Tooele City
 Contact: Chris Nielson

SALESPERSON	Email	Mobile	Office
Saxon Neibaur	saxon.neibaur@americomtech.com	801-641-5344	801-892-0519

Scope of Work:

AMERICOM Technology, LLC will identify, locate, and expose all located underground utilities within the running line prior to any excavation or directional drilling activity. AMERICOM will be responsible for placing approximately 6,400' of (1) 1.25" conduit in conjunction with Tooele County's Fiber Build. AMERICOM will also be responsible for placing approximately 3,355' of (1) 1.25" by directional drill. AMERICOM will be responsible for setting (13) 24x36x24 hand holes as well as installing (5) new building entrances. AMERICOM will then be responsible for pulling the following fiber strands, approximately 480' of (1) 72ct SM fiber, approximately 2,040' of (1) 24ct SM fiber, approximately 1,840' of (1) 12ct SM fiber and approximately 5,370' of (1) 6ct SM fiber. AMERICOM will be responsible for splicing and terminating the fibers in all (5) building. This price does not include concrete collars around the hand holes. This pricing is based off of the AR1416 State of Utah Contract. This bid is contingent on AMERICOM being able to get all equipment on site and in position without any restrictions. All permits or permitting fees with be at a cost plus 10%.

QUANTITY	DISCRIPTION	UNIT PRICE	AMOUNT
1.00	Lump Sum	\$ 216,117.86	\$ 216,117.86
		TOTAL	\$ 216,117.86

Please see contract details on page 2

Comments or Special Instructions:

If you have any questions concerning this quotation, contact Saxon Neibaur.

THANK YOU FOR YOUR BUSINESS!

AMERICOM Technology, LLC will identify, locate, and expose all located underground utilities within the running line prior to any excavation or directional drilling activity.

AMERICOM will be responsible for placing approximately 6,400' of (1) 1.25" conduit in conjunction with Tooele County's Fiber Build. AMERICOM will also be responsible for placing approximately 3,355' of (1) 1.25" by directional drill. AMERICOM will be responsible for setting (13) 24x36x24 hand holes as well as installing (5) new building entrances. AMERICOM will then be responsible for pulling the following fiber strands, approximately 480' of (1) 72ct SM fiber, approximately 2,040' of (1) 24ct SM fiber, approximately 1,840' of (1) 12ct SM fiber and approximately 5,370' of (1) 6ct SM fiber. AMERICOM will be responsible for splicing and terminating the fibers in all (5) building. This price does not include concrete collars around the hand holes. This pricing is based off of the AR1416 State of Utah Contract. This bid is contingent on AMERICOM being able to get all equipment on site and in position without any restrictions. All permits or permitting fees with be at a cost plus 10%.

1. General Conditions

- a) The following table list responsibilities for completion of these items. Those assigned to AMERICOM Technology, LLC. are included in our quoted price below. Those assigned to Customer are not included in the pricing below, but may be added at an additional price.
- b) Americom will be allowed to work 10-hour days 6 days per week.
- c) Customer to provide ample work space for equipment.
- d) Clear access to work areas for the duration of the project.

Customer	Americom	Description of Task Assignments
	x	Provide Engineering Drawings
	x	Provide Geotechnical Information
	x	Dig Permits
	x	Easement and Right of Ways
	x	Point of contact for this project
	NA	Rail Road Permit
	x	Call for Public Utility Locates
x		Private Property Utilities Locate
	x	Expose Existing Public Utilities
	x	Expose Existing Private Utilities
	x	Provide Entry and Exit Pits for Directional Drilling
	x	Order and provide inspections
	x	Safety Meeting and Job Box Meetings
	x	Provide Access to Water for Mixing of Drill Fluids
	x	Provide Disposal of Drill Fluids and Spoil Material
	x	Provide Conduit/Duct and Other Associated Materials
	x	Restoration of Surfaces
x		Final Clean and As-Builds/ Surveys
	x	Traffic Control

2. Rock Clause / Attempt Fees: It is assumed that the area for the placement of the conduits using directional drilling methods is free of cobble, rock, and other obstacles so that the soil is drillable. The pricing provided in this quote is based on clay or sand loam type soils. If in the process of potholing or directional drilling it is determined that the soil conditions are cobble, rocky or have obstruction, Americom will need to charge additional Rock pricing. Rock pricing will be applied to the full length of the HDD. Americom will charge a day rate for each directional drilling attempt. The price per day for unsuccessful attempt is \$5,000. Attempt fees and or additional rock cost would need to be approved by Customer and AMERICOM Technology, LLC. prior to engaging in any rock shot attempt.

3. Utility Locating / Potholing: For the safety of the general public, Customer and AMERICOM Technology, LLC. all underground utilities must be identified, located, and exposed prior to any excavation or directional drilling activity. Customer must provide information on all private utilities to AMERICOM Technology, LLC. AMERICOM Technology, LLC. will order the Blue Staking of the Public Utilities and obtain the correct Blue Stake Locate work order number. All utilities must be exposed after the Blue Staking is completed. Blue Staking will only provide the approximate location of the utilities on the surface of the ground. The elevation of those utilities must be determined by exposing the utility. This can be accomplished by use of hand digging or hydro-excavation methods. Once the utilities are located and exposed the correct directional drill or excavation path can be determined based on the location and depth of the utilities.

4. Exclusion / Standby: Any work and/or material that are not specifically defined in this proposal are excluded. (Any additions or changes in quantities outside the scope of this project will be considered a change order request.) In the event AMERICOM Technology, LLC. is delayed at any time during the course of the project due to changes to the scope of work, unusual delays, or environmental challenges, AMERICOM Technology, LLC. will immediately cease to perform further services in support of this project. Customer and AMERICOM Technology, LLC. shall take all reasonable steps to minimize the incurrence of costs allocable to the work covered by this project during the period of work stoppage.

(Standby charges shall be charged at a rate of \$500.00 per hour to a maximum of \$5,000.00 per day)

THE INFORMATION CONTAINED IN THIS PROPOSAL IS FOR THE EXCLUSIVE USE OF CUSTOMER AND IS NOT TO BE RELEASED WITHOUT PRIOR WRITTEN CONSENT FROM AMERICOM TECHNOLOGY INC.

PRICING GUARANTEE PERIOD

15 Days

TAX

All applicable state, local and federal taxes have been included unless otherwise noted.

RESTOCKING CHARGE

There will be a 20% charge on material that must be restocked due to any changes on the part of customer. Items must be in original packaging and undamaged.

PAYMENT TERMS - SUBJECT TO CREDIT APPROVAL

Payment due upon receipt of invoice. Finance charge of 1 1/2% per month, which is an annual percentage rate of 18%, will be added to all invoices not paid within 30 days of invoice date which will be invoiced at completion of project.

"I, the undersigned, hereby agree that in the event of default in the payment of any amount due, and if this account is placed in the hands of an agency or attorney for collection or legal action, to pay all costs of collection including a reasonable collection agency and/or attorney's fee, and costs of court incurred and permitted by laws governing these transactions, and further agree to the jurisdiction in the appropriate courts in Salt Lake County, in the State of Utah.

CUSTOMER ACCEPTANCE:

SIGNED: Debra & Wes DATE: 2-11-2022

Attest: Michelle Gail

2/3/2022



americomtech.com

Approved as to Form:

Roger E. Blum

Tooele City Attorney 2

Americom

CONNECTING TECHNOLOGY
A Crestone Services Group Company

5305 West 2400 South England Court
West Valley UT, 84120

(801) 892-0500

www.americomtech.com

PRINTED NAME: Debra E Winn P.O.#: _____

TOOELE CITY CORPORATION

RESOLUTION 2022-16

A RESOLUTION OF THE TOOELE CITY COUNCIL APPROVING AN AGREEMENT WITH BROKEN ARROW INC., FOR THE DOW JAMES PRV AND METER VAULT PROJECT.

WHEREAS, Tooele City owns and operates a parks and recreation complex known as Dow James, named after two firefighters killed in the line of duty; and,

WHEREAS, Dow James needs upgraded water infrastructure, including a pressure reducing valve (PRV) and meter vault (collectively the "Project"); and,

WHEREAS, the City Administration has accepted bids for the Project in compliance with required city and state procurement procedures; and,

WHEREAS, Broken Arrow Inc. has submitted a cost proposal for the Project in the amount of forty-nine thousand three hundred fifty-two dollars (\$49,352), which is the lowest responsible responsive bid. A copy of the Bid Tabulation is attached as Exhibit A; and,

WHEREAS, the City Administration requests an additional appropriation of 5% in the amount of four thousand dollars (\$4,000) as contingency for change orders for changed conditions which may arise during the Project, as reviewed and approved by the Mayor:

NOW, THEREFORE, BE IT RESOLVED BY THE TOOELE CITY COUNCIL that

1. the agreement attached as Exhibit B with Broken Arrow, Inc., is hereby approved, in the amount of forty-nine thousand three hundred fifty-two dollars (\$49,352), for completion of the Project; and,
2. an additional four thousand dollars (\$4,000) contingency is hereby approved, which may be used for changed conditions as reviewed and approved by the Mayor.

This Resolution shall become effective upon passage, without further publication, by authority of the Tooele City Charter.

IN WITNESS WHEREOF, this Resolution is passed by the Tooele City Council this _____ day of _____, 2022.

TOOELE CITY COUNCIL

(For)

(Against)

ABSTAINING: _____

MAYOR OF TOOELE CITY

(Approved)

(Disapproved)

ATTEST:

Michelle Y. Pitt, City Recorder

S E A L

Approved as to Form:

Roger Evans Baker, Tooele City Attorney

Exhibit A

Broken Arrow Agreement

Exhibit B

Bid Tabulation

Dow James PRV & Meter Vault Project, Bid Results

CONTRACTOR	BID AMOUNT
VanCon Inc.	\$119,795.00
Broken Arrow	\$49,352.00

TOOELE CITY CORPORATION

RESOLUTION 2022-17

A RESOLUTION OF THE TOOELE CITY COUNCIL APPROVING A CHANGE ORDER TO AN AGREEMENT WITH MOUNTAIN HEIGHTS FLOORING FOR THE YOUTH CENTER BUILDING FLOOR REPLACEMENT PROJECT.

WHEREAS, the City Council approved Resolution 2021-109 for Mountain Heights Flooring to replace the Dow James building flooring; and,

WHEREAS, the Youth Center building flooring is in need of replacement due to age, wear, and damage; and,

WHEREAS, the City desires to approve a change order to the Mountain Heights Flooring agreement to add the Youth Center building flooring to the agreement; and,

WHEREAS, Mountain Heights Flooring was the only responsive responsible bid for the Dow James building flooring replacement project, and has submitted a total cost proposal of \$77,612.00 for the Youth Center building flooring replacement project (see cost proposal attached as Exhibit A); and,

WHEREAS, the City Administration requests an additional 5% as contingency for change orders for changed conditions which may arise during the project, as reviewed and approved by the Mayor:

NOW, THEREFORE, BE IT RESOLVED BY THE TOOELE CITY COUNCIL the City Council hereby approves a change order to the existing agreement with Mountain Heights Flooring, in the amount of \$77,612.00, for removal and replacement of the Youth Center building flooring, and an additional 5% contingency is hereby approved which may be used for changed conditions as reviewed and approved by the Mayor.

This Resolution shall become effective upon passage, without further publication, by authority of the Tooele City Charter.

IN WITNESS WHEREOF, this Resolution is passed by the Tooele City Council this _____ day of _____, 2022.

TOOELE CITY COUNCIL

(For)

(Against)

ABSTAINING: _____

MAYOR OF TOOELE CITY

(Approved)

(Disapproved)

ATTEST:

Michelle Y. Pitt, City Recorder

SEAL

Approved as to Form:



Roger Evans Baker, Tooele City Attorney

Exhibit A

Change Order: Mountain Heights Flooring

Address
378 West Industrial Drive
Pleasant Grove, Utah 84062

Phone
Office (801) 772-0961
Fax (801) 772-0963

Web
info@mh-floors.com
www.mh-floors.com



Change Order Request

02/15/2022

To
Mr. Darwin Cook
Parks & Recreation Director
O: 435.843.2143
M: 435.841.7708
E: DarwinC@tooelecty.org

Project Name
Dow James Center
RE: New Floor System at Youth Center

Section(s)
Furnish all the materials and perform the labor necessary to install the following per manufactures specification:

Date
February 15, 2022
From
Kevin Hirschi
378 West Industrial Drive
Pleasant Grove, Utah 84062
Office (801) 772-0961
Fax (801) 772-0963
Cell (801) 420-0917
kevin@mh-floors.com

Scope:
Remove / Salvage (where applicable) existing floor coverings, clean /prep existing substrate.
Install Icon MultiSport Plus throughout main "open floor" space. Ends at framed opening before the top of stairs
Gamelines include: Pickleball court, 2 shuffle board courts, 2 Four square, Chess / Checker Court. Final layout TBD.

Contractor's License #
325417-5501

Vinly wall base included
Project Duration: March 20th thru April 3, 2022

Base Bid:
Seventy Seven Thousand Six Hundred Dollars Twelve Dollars and no/100 (\$77,6120.00) tax excluded.

Miscellaneous Provisions
* Clean up is limited to the flooring surface.
*Include providing performance and/or payment bonds.

Respectfully,

Kevin Hirschi | Lead Estimator

Tooele City Council and Redevelopment Work Meeting Minutes

Date: Wednesday, January 19, 2022

Time: 5:30 p.m.

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

City Council Members Present:

Ed Hansen

Justin Brady

Maresa Manzione

Tony Graf

City Council Members Excused:

David McCall

Planning Commission Members Present:

Chris Sloan

City Employees Present:

Mayor Debbie Winn

Jim Bolser, Community Development Director

Adrian Day, Police Department Chief

Darwin Cook, Parks and Recreation Director

Shannon Wimmer, Finance Director

Jamie Grandpre, Public Works Director

Paul Hansen, Tooele Engineer

Michelle Pitt, City Recorder

Jared Stewart, Economic Development Coordinator

Kami Perkins, HR Director

Minutes prepared by Katherin Yei

1. Open City Council Meeting

Chairman Brady called the meeting to order at 5:30 p.m.

2. Roll Call

Tony Graf, Present

Ed Hansen, Present

Justin Brady, Present

Maresa Manzione, Present

David McCall, Excused

3. Mayor's Report

Mayor Winn provided information on the following topics:

Acceptance of Public Works for the Hicks Minor subdivision, Representatives of CPSF, who is conducting the Fire Department Study, will be in Tooele City next week and a draft should be available in early March. Tooele County passed a Resolution at their January 18, 2022 meeting stating that they do not intend to impose the PAR tax. The sidewalk 50-50 match program has been launched and information is available on the website and will be included on the 90th N Main. Beverly Brown has retired from the Tooele City Police Department after 30 years of service.

4. Council Member's Report

The Council Members reported on the events they attended during the week.

5. Discussion Items:

a. Water Impact Fee Analysis Presentation

Presented by Fred Philpot, Lewis, Young, Robertson, and Burningham

Fred Philpot gave a presentation on summarizing his impact fee studies for the City.

Council Members discussed items regarding the calculations for the fees, the City's water and wells.

B. Resolution 2022-06 A Resolution of the Tooele City Council Amending the Tooele City Fee Schedule Regarding Cemetery Fees

Presented by Darwin Cook, Parks & Recreation Director

Mr. Cook reviewed information regarding the increase of Cemetery fees for multiple cremations to the max amount of \$300.

C. Resolution 2022-04 A Resolution of the Tooele City Council Amending the Tooele City Fee Schedule Regarding Record Duplication Fees

Presented by Chief Day

Chief Day presented an amendment for the fee schedule regarding record duplication fees. They were reviewed as follows: \$10 for a DVD, \$15 for 32GB USB, removing audio and video, and \$40 for every hour of body cam footage review.

D. Home Occupations – Musical Instruction

Presented by Jim Bolser

Mr. Bolser reviewed the definition that was added for musical instruction and practice based off of a previous discussion and feedback with the City Council.

E. Canyon Springs Annexation

Presented by Mayor Winn

Mayor Winn reviewed information the staff discussed and put together in the memorandum that was sent to the applicants' legal team.

Mr. Bolser presented information on Tooele City's expansion and development.

It included the following:

Developability of property still in Tooele City with the available balance of nearly 7,900 units, the water system with the interior duty of approximately 1,974.5 acre-feet and an exterior duty totaling 3,160 additional acre-feet, the need and expansion of additional wells, the sewer system's current flow rate, and the design and expansion of the treatment facility.

The Council Members discussed the following items:

Studies including sewer and water, transportation, traffic, parks and recreation, water and water rights, annexation of the property, HOA, impact fees, trails, and green space.

The applicant, Mr. Schmidt, addressed the City Council's questions and concerns.

Council Member Hansen motioned recess the work meeting. Council Member Manzione seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Graf, "Aye," Chairman Brady, "Aye." The motion passed.

The meeting recessed at 7:00 PM.

The meeting reconvened at 8:02 PM.

The Council continued their discussion on the annexation of Canyon Springs into Tooele City.

6. Closed Meeting - Litigation, Property Acquisition, and/or Personnel

There is no closed meeting.

7. Adjourn

Chairman Brady adjourned the meeting at 8:43 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 February, 2022

Justin Brady, City Council Chair

**Tooele City Council
Business Meeting Minutes**

Date: Wednesday, January 19, 2022

Time: 7:00 p.m.

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

City Council Members Present:

Ed Hansen

Justin Brady

Maresa Manzione

Tony Graf

City Council Members Excused:

Dave McCall

City Employees Present:

Mayor Debbie Winn

Jim Bolser, Community Development Director

Adrian Day, Police Department Chief

Jamie Grandpre, Public Works Director

Roger Baker, City Attorney

Shannon Wimmer, Finance Director

Darwin Cook, Parks and Recreation Director

Paul Hansen, Tooele Engineer

Michelle Pitt, City Recorder

Minutes prepared by Katherin Yei

Chairman Brady called the meeting to order at 7:07 p.m.

1. Pledge of Allegiance

The Pledge of Allegiance was led by Chairman Brady.

2. Roll Call

Tony Graf, Present

Ed Hansen, Present

Justin Brady, Present

Maresa Manzione, Present

Dave McCall, Excused

3. Mayor's Youth Recognition Awards

Presented by Debbie Winn, Mayor & Stacy Smart, Communities That Care Supervisor

Mayor Winn, Stacy Smart, and Chief Day presented the Mayor's Youth Recognition Awards to the following student:

Jack Esquibel

4. Public Comment Period

Mr. Sloan shared information on the National Association of Realtors, the Smart Growth Committee, and their in-house publication called "On Common Ground." He shared the current issue with the Council.

5. Public Hearing and Motion on Ordinance 2022-03 An Ordinance of the Tooele City Council Amending Section 7-4-11 of the Tooele City Code Regarding Public Safety Aisle Requirements in Parking Lots

Presented by Jim Bolser, Community Development Director

Mr. Bolser reviewed information on amending section 7-4-11 of the Tooele City Code regarding public safety aisle requirements in parking lots. This ordinance had been heard during a December work meeting. It identifies routes that have to be wider for safety in anticipation of emergency response, but it is a blanket rule that applies to all parking lots. The ordinance proposes to examine a more effective way by looking at different types of development that would be most common for the needs of emergency response, separating between multi-family residential and non-residential. The Planning Commission has forwarded a unanimous positive recommendation.

Chairman Brady opened the public hearing. No one came forward. The public hearing was closed.

Council Member Hansen motioned to approve Ordinance 2022-03. Council Member Graf seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Graf, "Aye," Chairman Brady, "Aye." The motion passed.

6. Ordinance 2022-02 An Ordinance of Tooele City Establishing an Economic Development Department, and Amending Tooele City Code Section 1-6-4 to Reference the Economic Development Department

Presented by Debbie Winn, Mayor

Mayor Winn presented information on creating an Economic Development Department Director for Tooele City.

Council Member Manzione motioned to approve Ordinance 2022-02 establishing an Economic Development Department, and Amending Tooele City Code. Council Member Hansen seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Graf, "Aye," Chairman Brady, "Aye." The motion passed.

7. Resolution 2022-09 A Resolution of the Tooele City Council Consenting to Mayor Winn's Appointment of Jared Stewart to the Position of Director of the Economic Development Department

Presented by Debbie Winn, Mayor

Mayor Winn appointed Jared Stewart as the Director of the Economic Development Department. Mr. Stewart has brought in over \$1.2 million in grants for Tooele City.

Council Member Manzione motioned to approve Resolution 2022-09. Council Member Graf seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Graf, "Aye," Chairman Brady, "Aye." The motion passed.

8. Swearing in of Jared Stewart as the New Economic Development Director

Presented by Michelle Pitt, City Recorder

Ms. Pitt swore in Jared Stewart as the new Economic Development Director.

9. Resolution 2022-10 A Resolution of the Tooele City Council Approving an Interlocal Cooperation Agreement Re-Establishing the Tooele County Council of Governments

Presented by Debbie Winn, Mayor

Mayor Winn presented information on the Council of Governments that allowed each entity in the County to be a part of the decision-making process. The new bylaws include Erda City, Tooele County School District, Tooele Army Depot and Dugway. Tooele City would like to reestablish the expired agreement.

Council Member Hansen motioned to approve Ordinance 2022-10. Council Member Manzione seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Graf, "Aye," Chairman Brady, "Aye." The motion passed.

10. Resolution 2022-05 A Resolution of the Tooele City Council Appointing Alison Dunn to the Planning Commission

Presented by Justin Brady, City Council Chairperson

Chairman Brady presented the City Council appointing Alison Dunn to the Planning Commission.

Council Member Graf motioned to approve Resolution 2022-05, A Resolution of the Tooele City Council Appointing Alison Dunn to the Planning Commission. Council Member Hansen seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Graf, "Aye," Chairman Brady, "Aye." The motion passed.

11. Resolution 2022-04 A Resolution of the Tooele City Council Amending the Tooele City Fee Schedule Regarding Record Duplication Fees

Presented by Chief Adrian Day

Chief Day presented an amendment for the fee schedule regarding record duplication fees. They were reviewed as follows: \$10 for a DVD, \$15 for 32GB USB, removing audio and video, and \$40 for every hour of body cam footage review.

Council Member Manzione motioned to approve Resolution 2022-04 with the inclusion per DVD and per USB language. Council Member Hansen seconded the motion. The vote was as follows: Council Member Hansen, “Aye,” Council Member Graf, “Aye,” Chairman Brady, “Aye.” The motion passed.

12. Resolution 2022-06 A Resolution of the Tooele City Council Amending the Tooele City Fee Schedule Regarding Cemetery Fees

Presented by Darwin Cook, Parks & Recreation Director

Mr. Cook reviewed information regarding the increase of Cemetery fees for multiple cremations to the max amount of \$300.

Council Member Graf motioned to approve Resolution 2022-06. Council Member Hansen seconded the motion. The vote was as follows: Council Member Hansen, “Aye,” Council Member Graf, “Aye,” Chairman Brady, “Aye.” The motion passed.

13. Resolution 2022-07 A Resolution of the Tooele City Council Amending the Tooele City Fee Schedule Regarding Golf Course Fees

Presented by Darwin Cook, Parks & Recreation Director

Mr. Cook presented information on the Tooele City Fee Schedule for Golf Course Fees. The fee changes are based on surrounding golf-courses raising their fees.

Council Member Hansen motioned to approve Resolution 2022-07. Council Member Manzione seconded the motion. The vote was as follows: Council Member Hansen, “Aye,” Council Member Graf, “Aye,” Chairman Brady, “Aye.” The motion passed.

14. Resolution 2022-02 A Resolution of the Tooele City Council Approving an Agreement with Phil's Glass, Inc., for Removal and Replacement of the Parks and Recreation Building Exterior Windows and Doors

Presented by Darwin Cook, Parks & Recreation Director

Mr. Cook presented information regarding the new Parks and Recreation Building located at the old family practice building. The building has been cleaned out, new lighting and a roof has been installed. Resolution 2022-02 is to enter into a contract with Phil's Glass for the replacement of

the windows in the amount of \$9,253 with 5% contingency coming from the PAR tax. A security system will be put in, in the near future.

Council Member Manzione motioned to approve Resolution 2022-02. Council Member Hansen seconded the motion. The vote was as follows: Council Member Hansen, “Aye,” Council Member Graf, “Aye,” Chairman Brady, “Aye.” The motion passed.

15. Grand Storage Minor Subdivision

Presented by Jim Bolser, Community Development Director

Mr. Bolser reviewed information on the Grand Storage Minor Subdivision, containing ten-acres of land with split zoning of RR-1 and LI. There is an existing storage facility and a home planned on the property. The minor subdivision application proposes to split the subdivision into two lots, with no infrastructure or right-away dedication needed. The Planning Commission forwarded a unanimous positive recommendation.

Council Member Manzione motioned to approve Grand Storage Minor Subdivision. Council Member Graf seconded the motion. The vote was as follows: Council Member Hansen, “Aye,” Council Member Graf, “Aye,” Chairman Brady, “Aye.” The motion passed.

16. TP Tooele Minor Subdivision

Presented by Jim, Bolser, Community Development Director

Mr. Bolser presented information on the 18-acre property zoned GC, General Commercial. The subdivision proposes to split off a small portion with the potential of a hotel and commercial site to the East. As well as multi-family residential to the west, pending a Zoning Map Amendment. The Planning Commission forwarded a unanimous positive recommendation.

Council Member Hansen motioned to approve TP Tooele Minor Subdivision. Council Member Manzione seconded the motion. The vote was as follows: Council Member Hansen, “Aye,” Council Member Graf, “Aye,” Chairman Brady, “Aye.” The motion passed.

17. Minutes

Wednesday, January 5, 2022

There are no changes to the minutes.

Council Member Hansen motioned to approve Minutes from January 5 meeting. Council Member Manzione seconded the motion. The vote was as follows: Council Member Hansen, “Aye,” Council Member Graf, “Aye,” Chairman Brady, “Aye.” The motion passed.

18. Invoices

There were no invoices to approve.

19. Adjourn

Chairman Brady adjourned the meeting at 7:53pm.

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 February, 2022

Justin Brady, City Council Chair

Tooele City Council and Redevelopment Work Meeting Minutes

Date: Wednesday, February 2, 2022

Time: 5:30 p.m.

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

City Council Members Present:

Justin Brady

Maresa Manzione

Tony Graf

David McCall

Ed Hansen, Present via phone

Planning Commission Members Present:

Chris Sloan

City Employees Present:

Mayor Debbie Winn

Jim Bolser, Community Development Director

Adrian Day, Police Department Chief

Darwin Cook, Parks and Recreation Director

Roger Baker, City Attorney

Shannon Wimmer, Finance Director

Jamie Grandpre, Public Works Director

Michelle Pitt, City Recorder

Holly Potter, Deputy City Recorder

Jared Stewart, Economic Development Coordinator

Minutes prepared by Katherin Yei

1. Open City Council Meeting

Chairman Brady called the meeting to order at 5:30 p.m.

2. Roll Call

Tony Graf, Present

Justin Brady, Present

Maresa Manzione, Present

David McCall, Present

Ed Hansen, Present via phone

3. Mayor's Report

Mayor Winn presented information on the following:

Certificate of Completions for the Stevens Residents and Settlement Acres and the events she attended.

4. Council Member's Report

The Council Members reported on the events they attended during the week.

5. Discussion Items

A. RDA By-Laws

Presented by Maresa Manzione, RDA Chairperson

Council Member Manzione shared information on the updated the RDA By-Laws.

B. RDA Discussion on Traffic Signal at Utah Avenue and Lodestone

Presented by Jared Stewart, Economic Development Director

Mr. Stewart presented information on the RDA installing a traffic signal at Utah Avenue and Lodestone. The RDA has reached out to Jones and Daniel, with the estimate of \$200,000-\$250,000. The property owner will donate the land for the traffic signal area.

C. Resolution 2022-11 A Resolution of the Tooele City Council Authorizing Mayor Winn to Sign Grant Applications for 1000 North West Industrial Community Reinvestment Project Area Infrastructure

Presented by Jared Stewart, Economic Development Director

Mr. Stewart presented Resolution 2022-11 to coordinate with a private property owner to identify, pursue, and bring grants to their property for infrastructure. They do have to be a municipality to apply. The project they are working on includes their collapsible containers.

D. Downtown Alliance Arts Projects Budget Amendment Proposal

Presented by Jared Stewart, Economic Development Director

Mr. Stewart shared information on the Downtown Alliance project regarding the one-time purchase of buffalo statues. Businesses will sponsor the buffaloes every year and get the opportunity to paint and decorate the buffalo giving the Downtown Alliance and ongoing revenue. They will bring \$40,000 to the project for 10 buffaloes, shipping, the supplies to install them, and a minimum of two murals.

The Council had shared concerns about the life expectancy of the buffaloes and the effect on the Arts Council.

E. PAR Tax Projects Update

Presented by Darwin Cook, Parks & Recreation Director

Mr. Cook presented updates on the following projects:

The Wigwam has footings and foundation in place, with block work beginning. The irrigation meters are funded and being implemented with the goal to have all Settlement Canyon sites metered. The Parks and Rec building is secured and cleaned out; the roof has been redone. The steep ladder on the high dive will be redone into a spiral staircase with Russel Welding. Dow James' internal electricity has been updated to three phases. The floor is being done currently. The restroom on the back nine and the front nine of the golf-course are ready for service when the golf course opens. The Youth Center needs to update the electrical, heating, and air conditioning.

F. Teen Center Floor Project

Presented by Darwin Cook, Parks & Recreation Director

Mr. Cook proposed to do the floor at the Teen Center in place of the playground. The amount is \$77,620 with some adjustments do to not knowing the conditions of the floor. The goal is to have the building as a fully functioning building for family events or smaller gatherings.

The Council is in support of the Teen Center Floor.

G. Potential City Code Text Amendment Regarding Non-Conforming Accessory Structures (continued from 12/01/21)

Presented by Jim Bolser, Community Development Director

Mr. Bolser presented information on a request from a citizen about a text amendment for non-conforming accessory structures. By allowing an accessory structure on the vacant lot, it can create restrictions for a primary structure and adjacent properties. If they allow it for one property, they must allow it for all.

The City Council is not in favor of the text amendment.

H. Ordinance 2021-16 An Ordinance of the Tooele City Council Reassigning the Land Use Designation from Medium Density Residential (MDR) to High Density Residential (HDR) for Approximately 7.4 Acres of Property Located at 602 & 603 West Three O' Clock Drive (was tabled on 05/19/21)

Presented by Jim Bolser, Community Development Director

Mr. Bolser presented the Land Use Designation change on the properties that surround 3 O'Clock Drive from a Medium Density Residential to High Density Residential. It would be supportive of all multi-family zones, favoring MR-16 by the applicant . The item will be brought back to the first Business Council meeting in March.

The City Council shared their concerns with the speed limit being 55mph without a traffic light. The Council is not in favor of the high-density of MR-16.

The applicant and traffic engineer spoke to the Council's concerns about the traffic and speed limit.

I. 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 (was tabled on 06/16/21)

Presented by Jim Bolser, Community Development Director

Mr. Bolser presented information on the 300 West 1000 North property containing high-density land-use designation and zoned as General Commercial. The request is to revise it to MR-25.

The City Council discussed their concerns for the right-in, right-out and MR-25 zone. The Council would like to see MR-16.

The applicant addressed the Council's concerns including changing the MR-25 to MR-16, the access points, and the green space. The project is proposing a three-story building with 12 units per floor and parking underneath.

The Council will see this item during the first business meeting in March.

J. Ordinance 2021-21 An Ordinance of the Tooele City Council Reassigning the Zoning Classification to the MR-25 Multi-Family Residential Zoning District for Approximately 4.3 Acres of Property Located at Approximately 740 West McKellar Street (was tabled on 07/07/21 and continued for review on 08/04/21)

Presented by Jim Bolser, Community Development Director

Mr. Bolser reviewed the information regarding the reassignment of the zoning classification to the MR-25 for the property located approximately 740 West McKellar Street. The Council had tabled this ordinance and requested a traffic study. The land use is high density residential with MR-8 zoning. A concept plan and a traffic study were performed and submitted. The Council will see this item during the business meeting in March.

The Council Members shared their concerns of an MR-25 zone.

The applicant, Mr. Aubrey, addressed the City Council's concerns regarding the traffic report with an increase delay of 1.2 seconds and 18 cars, and MR-25.

9. Closed Meeting - Litigation, Property Acquisition, and/or Personnel

There is no closed meeting.

10. Adjourn

Chairman Brady adjourned the meeting at 6:56 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 March, 2022

Justin Brady, City Council Chair

**Tooele City Council
Business Meeting Minutes**

Date: Wednesday, February 2, 2022

Time: 7:00 p.m.

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

City Council Members Present:

Ed Hansen, Via Phone

Justin Brady

Maresa Manzione

Tony Graf

Dave McCall

City Employees Present:

Mayor Debbie Winn

Jim Bolser, Community Development Director

Adrian Day, Police Department Chief

Jamie Grandpre, Public Works Director

Roger Baker, City Attorney

Shannon Wimmer, Finance Director

Darwin Cook, Parks and Recreation Director

Jared Stewart, Economic Development Coordinator

Michelle Pitt, City Recorder

Holly Potter, Deputy City Recorder

Minutes prepared by Katherin Yei

Chairman Brady called the meeting to order at 7:01 p.m.

1. Pledge of Allegiance

The Pledge of Allegiance was led by Council Member McCall.

2. Roll Call

Tony Graf, Present

Justin Brady, Present

Maresa Manzione, Present

Dave McCall, Present

Ed Hansen, Present via phone call

3. State of the City Address

Presented by Debbie Winn, Mayor

Mayor Winn presented the State of the City address. A copy of which is attached to these minutes.

4. Mayor's Youth Recognition Awards

Presented by Debbie Winn, Mayor & Stacy Smart, Communities That Care Supervisor

Mayor Winn, Stacy Smart, and Chief Day presented the Mayor's Youth Recognition Awards to the following students:

Mckaslyn Major
Madison Naylor
Jeremiah Jensen
Colter Knudsen

5. Public Comment Period

Chairman Brady opened the public hearing. No one came forward. The public hearing was closed.

6. VOCA (Victims of Crime Act) Grant Report

Presented by Velynn Matson, Victim Advocate

Ms. Matson presented the report on VOCA, Victims of Crime Act including serving over 300 individuals and families by providing support and resources.

The City Council shared their appreciation for VOCA and Ms. Matson.

7. Public Hearing and Motion on Resolution 2022-12 A Resolution of the Tooele City Council Approving Budget Amendments for Fiscal Year 2021-2022

Presented by Shannon Wimmer, Finance Director

Ms. Wimmer presented a budget amendment for Fiscal Year 2021-2022.

Chairman Brady opened the public hearing. No one came forward. The public hearing was closed.

Council Member Manzione motioned to approve Resolution 2022-12, approving Budget Amendments for Fiscal Year 2021-2022. Council Member McCall seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Graf, "Aye," Council Member McCall, "Aye," Chairman Brady, "Aye." The motion passed.

8. Resolution 2022-13 A Resolution of the Tooele City Council Acknowledging Mayor Winn's Appointments of Tooele Downtown Alliance Committee Members, Alison Dunn and Emma Hashman

Presented by Jared Stewart, Economic Development Director

Mr. Stewart shared Mayor Winn's appointment of Alison Dunn and Emma Hashman for the Downtown Alliance.

Council Member McCall motioned to approve Resolution 2022-13. Council Member Graf seconded the motion. The vote was as follows: Council Member Hansen, “Aye,” Council Member Graf, “Aye,” Council Member Brady, “Aye,” Council Member Manzione, “Aye,” Council Member McCall, “Aye.” The motion passed.

9. Resolution 2022-11 A Resolution of the Tooele City Council Authorizing Mayor Winn to Sign Grant Applications for 1000 North West Industrial Community Reinvestment Project Area Infrastructure

Presented by Jared Stewart, Economic Development Director

Mr. Stewart reviewed the resolution to coordinate with a private property owner to identify, pursue, and bring grants to their property for infrastructure. They do have to be a municipality to apply.

Council Member Manzione motioned to approve Ordinance 2022-11. Council Member McCall seconded the motion. The vote was as follows: Council Member Hansen, “Aye,” Council Member Graf, “Aye,” Council Member Brady, “Aye,” Council Member Manzione, “Aye,” Council Member McCall, “Aye.” The motion passed.

10. Ordinance 2022-05 An Ordinance of Tooele City Amending Tooele City Code Section 3-3-2 Regarding International Fire Code Enforcement

Presented by Roger Baker, City Attorney

Mr. Baker presented information on amending the enforcement of the Fire Code.

Council Member McCall motioned to approve Ordinance 2022-05. Council Member Graf seconded the motion. The vote was as follows: Council Member Hansen, “Aye,” Council Member Graf, “Aye,” Council Member Brady, “Aye,” Council Member Manzione, “Aye,” Council Member McCall, “Aye.” The motion passed.

11. Minutes

There are no minutes to approve.

12. Invoices

There are no invoices to present.

13. Adjourn

Chairman Brady adjourned the meeting at 7:53pm.

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 March, 2022

Justin Brady, City Council Chair

**Tooele City Mayor and Tooele City Council
Retreat Minutes**

Date: Friday, February 4, 2022

Time: 3:00 p.m.

Place: Tooele City Hall, Large Conference Room

90 North Main St., Tooele, Utah

City Council Members Present:

Chairman Justin Brady

Ed Hansen

Tony Graf

Maresa Manzione

Dave McCall

City Employees Present:

Mayor Debbie Winn

Shannon Wimmer, Finance Director

Kami Perkins, Human Resource Director

Adrian Day, Police Chief

Shilo Baker, Assistant to the Mayor

Minutes prepared by Michelle Pitt

1. Open Meeting

Chairman Brady called the meeting to order at 3:00 p.m.

2. Roll Call

Justin Brady, Present

Tony Graf, Present

Ed Hansen, Present

Maresa Manzione, Present

Dave McCall, Present

3. Discussion:

- Priorities and Goals for FY 2023 Budget

Ms. Perkins discussed employee and salary projections for Fiscal Year 2023, then left the meeting at 4:05 p.m.

The Mayor and Council discussed their priorities and goals for Fiscal Year 2023.

4. Adjourn

The meeting adjourned at 5:21 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 outline of what occurred at the meeting.

Approved this 2nd day of March, 2022

Justin Brady, Tooele City Council Chair

TOOELE CITY CORPORATION
FISCAL NOTE TO PROPOSED EXPENDITURE

02/17/22

DESCRIPTION OF EXPENDITURE:

VENDOR: BROKEN ARROW

V# 00093

CULINARY IRRIGATION CONNECTION

REVENUE LINE ITEM:	ACCOUNT NUMBER	CURRENT BUDGET	RECEIPTS TO DATE	ADDITIONAL FUNDING	TOTAL FUNDING
					0.00

EXPENDITURE LINE ITEM	ACCOUNT NUMBER	ADJUSTED BUDGET	Y. T. D. EXPENSES	PROPOSED EXPENSE	BUDGET BALANCE
ENGLAND ACRES PHASE 2	40 4512 732017	1,600,000.00	637,857.12	23,962.50	938,180.38

REQUESTED 1st Darwin Cook
DEPARTMENT HEAD

REVIEWED Shannon U. Zimmer
FINANCE DIRECTOR

APPROVED _____
MAYOR

APPROVED _____
COUNCIL CHAIRMAN

TOOELE CITY CORPORATION
FISCAL NOTE TO PROPOSED EXPENDITURE

02/17/22

DESCRIPTION OF EXPENDITURE:

VENDOR: NAPA

V# 00512

4 POST HEAVY DUTY LIFT SYSTEM FOR SHOPS

REVENUE LINE ITEM:	ACCOUNT NUMBER	CURRENT BUDGET	RECEIPTS TO DATE	ADDITIONAL FUNDING	TOTAL FUNDING
					0.00

EXPENDITURE LINE ITEM	ACCOUNT NUMBER	ADJUSTED BUDGET	Y. T. D. EXPENSES	PROPOSED EXPENSE	BUDGET BALANCE
SPECIAL PROJECTS	41 4620 615000	311,700.00	0.00	39,825.00	271,875.00

REQUESTED Is/ Jamie Grandpe
DEPARTMENT HEAD

REVIEWED Shannon Wimmer
FINANCE DIRECTOR

APPROVED _____
MAYOR

APPROVED _____
COUNCIL CHAIRMAN

TOOELE CITY CORPORATION
FISCAL NOTE TO PROPOSED EXPENDITURE

02/17/22

DESCRIPTION OF EXPENDITURE:

VENDOR: MOUNTAINLAND SUPPLY V# 00440
COMPANY

WATER METERS

REVENUE LINE ITEM:	ACCOUNT NUMBER	CURRENT BUDGET	RECEIPTS TO DATE	ADDITIONAL FUNDING	TOTAL FUNDING
					0.00

EXPENDITURE LINE ITEM	ACCOUNT NUMBER	ADJUSTED BUDGET	Y. T. D. EXPENSES	PROPOSED EXPENSE	BUDGET BALANCE
WATER METERS	51 5120 742510	200,000.00	67,555.00	18,934.56	113,510.44
WATER METERS	51 5120 742510	200,000.00	86,489.56	37,995.64	75,514.80

REQUESTED Shannon Wimmer
DEPARTMENT HEAD

REVIEWED Shannon Wimmer
FINANCE DIRECTOR

APPROVED _____
MAYOR

APPROVED _____
COUNCIL CHAIRMAN

TOOELE CITY WATER SPECIAL SERVICE DISTRICT

RESOLUTION 2022-01

A RESOLUTION OF THE TOOELE CITY WATER SPECIAL SERVICE DISTRICT BOARD APPROVING A TEMPORARY WATER RIGHT LEASE AGREEMENT WITH GEOFORTIS UTAH MINERALS LLC.

WHEREAS, Tooele City Water Special Service District (“District”) is the owner of water right #15-2858 (the “Water Right”) with current points of diversion near Mercur Utah in Rush Valley; and,

WHEREAS, water right #15-2858 is currently being held by the District for future use within the service area of the District; and,

WHEREAS, in 2021, GeoFortis Utah Minerals LLC (“GeoFortis”) approached the District with a request to rent 40 acre-feet of the Water Right on an annual basis for five years for the purpose of dust control for GeoFortis’ pozzolan mining operations near Faust and Vernon; and,

WHEREAS, GeoFortis plans to deliver its raw material product, pozzolan, to its facility at Peterson Industrial Depot in Tooele City for processing as a locally produced concrete additive product; and,

WHEREAS, on February 17, 2021, the District Board approved District Resolution 2021-01, approving a Temporary Water Right Rental Agreement, effective March 1, 2021; and,

WHEREAS, the Utah Division of Water Rights rejected the temporary change application necessary to use the Water Right at the proposed location; and,

WHEREAS, GeoFortis desires to maintain a rental agreement for the Water Right, but has requested an amended rental fee structure, as shown in the new proposed Temporary Water Right Rental Agreement attached hereto as Exhibit A, in light of the Division decision; and,

WHEREAS, the City Administration recommends approval of the new Agreement, and the District Board finds that the new Agreement is in the best interest of Tooele City and the District:

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF THE TOOELE CITY WATER SPECIAL SERVICE DISTRICT that the attached Temporary Water Right Rental Agreement (Exhibit A) is hereby approved.

This Resolution is in the best interest of the peace, health, safety, or welfare of residents and businesses of the City and the District and shall become effective upon passage, without further publication.

IN WITNESS WHEREOF, this Resolution is approved by the Tooele City Water Special Service District Board this ____ day of _____, 2022.

TOOELE CITY WATER SPECIAL SERVICE DISTRICT BOARD

(For)

(Against)

ABSTAINING: _____

ATTEST:

Michelle Y. Pitt, District Secretary

Approved as to Form: _____
Roger Evans Baker, District Attorney

Exhibit A

New Proposed
Temporary Water Right Rental Agreement
GeoFortis Utah Minerals LLC

Temporary Water Right Rental Agreement

This Temporary Water Right Rental Agreement (“Agreement”) is made by and between the Tooele City Water Special Service District (“District”), and Geofortis Utah Minerals LLC (“Geofortis”) on this 1st day of March, 2022~~1~~ (the “Effective Date”), for the purpose of facilitating Geofortis’ rental of a portion of Water Right owned by District. District and Geofortis may be referred to individually as Party or collectively as Parties herein.

WHEREAS, Geofortis’ is conducting a pozzolan mining operation near Faust (“Site”), the ore being processed at Peterson Industrial Depot in Tooele City as a concrete additive product; and,

WHEREAS, Geofortis will annually require approximately 40 acre-feet of water for dust control purposes at the Site; and,

WHEREAS, the District owns Water Right 15-2858 (the “Water Right”) and has sufficient water available under the Water Right to allow Geofortis to rent 40 acre-feet of the Water Right; and

WHEREAS, the District is willing, ready, and able to rent approximately 40 acre-feet of water under the Water Right to Geofortis in exchange for an annual rental fee:

NOW THEREFORE, and in consideration thereof, the Parties agree as follows:

1. Rental of Water: The District hereby agrees to rent approximately 40 acre-feet of the Water Right to Geofortis for dust control and other associated industrial uses at the Site.

2. Rental Fee:

- a. In consideration for the rental of water, Geofortis shall pay to the District a rental fee in the amount of \$1,000 per year of this Agreement, beginning on the Effective Date, until such time as the Utah Division of Water Rights approves the Temporary Change Application discussed below.
- b. During the first partial year after the Utah Division of Water Rights approves the Temporary Change Application, and before the anniversary of the Effective Date, Geofortis shall pay to the District a rental fee in the amount of \$200.00 per acre-foot of water diverted from a well according to meter readings obtained by Geofortis at its cost, with a minimum rental fee of \$1,000 per year.
- c. During each full year after the Utah Division of Water Rights approves the Temporary Change Application, beginning on the anniversary of the Effective Date, Geofortis shall pay to the District a rental fee in the amount of \$8,000.00 plus \$200.00 per acre-foot of water for each acre-foot over 40.
- d. The rental fee shall be due and payable to the District within 30 days of the Effective Date for subsection (a) above, within 30 days of the date of Memorandum Decision under subsection (b) above, and within 30 days of the Effective Date anniversary under subsection (c) above.

- e. For any renewal terms, the rental fee shall be paid within 30 days of the Effective Date of the respective renewal.

3. Effective Date and Initial Term: This Agreement shall become effective as of the Effective Date identified above. The principal term of this Agreement shall be five (5) years commencing from the Effective Date.

4. Additional Terms: Upon 60 days written notice from Geofortis prior to any term's expiration, and in District's sole discretion, this Agreement may be renewed for an additional term of one (1) year. Each one-year term may be likewise renewed, but under no circumstances shall the Agreement be renewed beyond ten (10) years from the effective date, without express written approval of the District.

5. Cooperation and Temporary Change Application: The Parties understand and acknowledge that the State Engineer's approval of a temporary change application is necessary prior to any use of the Water Right at the Site. As such, the Parties agree to cooperate in filing and securing the approval of a temporary change application prior to the beginning of each term. The responsibility to apply for the temporary change applications, extensions, and renewals, and all costs and fees associated with filing and securing approval of the temporary change application, extensions, and renewals, shall be borne by Geofortis.

6. No Water Source: Geofortis understands that the District does not have any water source or water works near the Site, and hereby releases the District from any obligation to provide or develop a water source for the Water Rights. Geofortis will be responsible for permitting and installing its own well and facilities at the Site. Geofortis will own any well drilled or facilities constructed, and District shall have no rights in such well or facilities.

7. Assignment: This Agreement shall be binding upon the Parties and may not be assigned or otherwise transferred to another party without the prior express written consent of District, such consent not to be unreasonably withheld, conditioned, or delayed, and provided that an assignee agrees to be bound by all terms and accept all responsibilities under this Agreement.

8. Amendment: This Agreement may be amended only upon the mutual written consent of the Parties. Said amendments will only become effective when made in writing and signed by both Parties.

9. Entire Agreement: This Agreement constitutes the entire agreement between the Parties as of the Effective Date. This Agreement supersedes the prior agreement with the Effective Date of March 1, 2021.

10. Counterparts: This Agreement may be executed in multiple counterparts with each such counterpart being considered an original and integrated into this Agreement.

11. Limitation of Remedies. Geofortis's sole and exclusive remedy for any non-performance or breach of the City's express or implied covenants of this Agreement is declaratory relief construing this Agreement's rights and obligations and specific performance of this Agreement. Under no circumstances shall the City be liable to Geofortis or Geofortis' successors-in-interest for any monetary damages, including, but not limited to, costs, fees, special, general, direct,

indirect, delay, compensatory, expectancy, consequential, reliance, out-of-pocket, restitution, or other damages, except as otherwise expressly stated herein.

12. No Jury Trial. The Parties hereby irrevocably waive their right to a jury trial in any proceeding arising from the subject matter of this Agreement.

Dated and effective as of the Effective Date.

Tooele City Water Special Service District

Geofortis Utah Minerals LLC

By: Justin Brady
Its: Chair

By: _____
Its: _____

Attest:

Approved as to Form:

Michelle Y. Pitt, District Secretary

Roger Baker, District Attorney

Temporary Water Right Rental Agreement

This Temporary Water Right Rental Agreement (“Agreement”) is made by and between the Tooele City Water Special Service District (“District”), and Geofortis Utah Minerals LLC (“Geofortis”) on this 1st day of March, 2022 (the “Effective Date”), for the purpose of facilitating Geofortis’ rental of a portion of Water Right owned by District. District and Geofortis may be referred to individually as Party or collectively as Parties herein.

WHEREAS, Geofortis’ is conducting a pozzolan mining operation near Faust (“Site”), the ore being processed at Peterson Industrial Depot in Tooele City as a concrete additive product; and,

WHEREAS, Geofortis will annually require approximately 40 acre-feet of water for dust control purposes at the Site; and,

WHEREAS, the District owns Water Right 15-2858 (the “Water Right”) and has sufficient water available under the Water Right to allow Geofortis to rent 40 acre-feet of the Water Right; and

WHEREAS, the District is willing, ready, and able to rent approximately 40 acre-feet of water under the Water Right to Geofortis in exchange for an annual rental fee:

NOW THEREFORE, and in consideration thereof, the Parties agree as follows:

1. Rental of Water: The District hereby agrees to rent approximately 40 acre-feet of the Water Right to Geofortis for dust control and other associated industrial uses at the Site.

2. Rental Fee:

- a. In consideration for the rental of water, Geofortis shall pay to the District a rental fee in the amount of \$1,000 per year of this Agreement, beginning on the Effective Date, until such time as the Utah Division of Water Rights approves the Temporary Change Application discussed below.
- b. During the first partial year after the Utah Division of Water Rights approves the Temporary Change Application, and before the anniversary of the Effective Date, Geofortis shall pay to the District a rental fee in the amount of \$200.00 per acre-foot of water diverted from a well according to meter readings obtained by Geofortis at its cost, with a minimum rental fee of \$1,000 per year.
- c. During each full year after the Utah Division of Water Rights approves the Temporary Change Application, beginning on the anniversary of the Effective Date, Geofortis shall pay to the District a rental fee in the amount of \$8,000.00 plus \$200.00 per acre-foot of water for each acre-foot over 40.
- d. The rental fee shall be due and payable to the District within 30 days of the Effective Date for subsection (a) above, within 30 days of the date of Memorandum Decision under subsection (b) above, and within 30 days of the Effective Date anniversary under subsection (c) above.

- e. For any renewal terms, the rental fee shall be paid within 30 days of the Effective Date of the respective renewal.

3. Effective Date and Initial Term: This Agreement shall become effective as of the Effective Date identified above. The principal term of this Agreement shall be five (5) years commencing from the Effective Date.

4. Additional Terms: Upon 60 days written notice from Geofortis prior to any term's expiration, and in District's sole discretion, this Agreement may be renewed for an additional term of one (1) year. Each one-year term may be likewise renewed, but under no circumstances shall the Agreement be renewed beyond ten (10) years from the effective date, without express written approval of the District.

5. Cooperation and Temporary Change Application: The Parties understand and acknowledge that the State Engineer's approval of a temporary change application is necessary prior to any use of the Water Right at the Site. As such, the Parties agree to cooperate in filing and securing the approval of a temporary change application prior to the beginning of each term. The responsibility to apply for the temporary change applications, extensions, and renewals, and all costs and fees associated with filing and securing approval of the temporary change application, extensions, and renewals, shall be borne by Geofortis.

6. No Water Source: Geofortis understands that the District does not have any water source or water works near the Site, and hereby releases the District from any obligation to provide or develop a water source for the Water Rights. Geofortis will be responsible for permitting and installing its own well and facilities at the Site. Geofortis will own any well drilled or facilities constructed, and District shall have no rights in such well or facilities.

7. Assignment: This Agreement shall be binding upon the Parties and may not be assigned or otherwise transferred to another party without the prior express written consent of District, such consent not to be unreasonably withheld, conditioned, or delayed, and provided that an assignee agrees to be bound by all terms and accept all responsibilities under this Agreement.

8. Amendment: This Agreement may be amended only upon the mutual written consent of the Parties. Said amendments will only become effective when made in writing and signed by both Parties.

9. Entire Agreement: This Agreement constitutes the entire agreement between the Parties as of the Effective Date. This Agreement supersedes the prior agreement with the Effective Date of March 1, 2021.

10. Counterparts: This Agreement may be executed in multiple counterparts with each such counterpart being considered an original and integrated into this Agreement.

11. Limitation of Remedies. Geofortis's sole and exclusive remedy for any non-performance or breach of the City's express or implied covenants of this Agreement is declaratory relief construing this Agreement's rights and obligations and specific performance of this Agreement. Under no circumstances shall the City be liable to Geofortis or Geofortis' successors-in-interest for any monetary damages, including, but not limited to, costs, fees, special, general, direct,

indirect, delay, compensatory, expectancy, consequential, reliance, out-of-pocket, restitution, or other damages, except as otherwise expressly stated herein.

12. No Jury Trial. The Parties hereby irrevocably waive their right to a jury trial in any proceeding arising from the subject matter of this Agreement.

Dated and effective as of the Effective Date.

Tooele City Water Special Service District

Geofortis Utah Minerals LLC

By: Justin Brady
Its: Chair

By: _____
Its: _____

Attest:

Approved as to Form:

Michelle Y. Pitt, District Secretary

Roger Baker, District Attorney