

PUBLIC NOTICE

Notice is Hereby Given that the Tooele City Council will meet in a Business Meeting on Wednesday, April 6, 2022, at the hour of 7:00 p.m. The meeting will be held at the Tooele City Hall Council Chambers, located at 90 North Main Street, Tooele, Utah.

We encourage you to join the City Council meeting electronically by logging on to the Tooele City Facebook page at <https://www.facebook.com/tooelecity>. If you are attending electronically and would like to submit a comment for the public comment period or for a public hearing item, please email cmpubliccomment@tooelecity.org anytime up until the start of the meeting. Emails will be read at the designated points in the meeting.

1. **Pledge of Allegiance**
2. **Roll Call**
3. **Mayor's Youth Recognition Awards**
Presented by Debbie Winn, Mayor & Stacy Smart, Communities That Care Supervisor
4. **Second Step 6th Grade Drug and Alcohol Prevention Unit Project Winner**
Presented by Sandy Medina, School Prevention Programs Coordinator
5. **Tooele Technical College Student of the Year**
Presented by President Paul Hacking
6. **Public Comment Period**
7. **Resolution 2022-25** A Resolution of the Tooele City Council Consenting to Mayor Winn's Appointment of Berna Sloan and Kristalle Ford and the Reappointment of Sarah Lawrence-Brunsvik to the Library Board of Directors
Presented by Jami Carter, Library Director
8. **Public Hearing & Motion on Ordinance 2022-10** An Ordinance of Tooele City Amending Tooele City Code Chapter 7-24 Regarding Annexation
Presented by Roger Baker, City Attorney
9. **Public Hearing & Motion on Ordinance 2022-12** An Ordinance of the Tooele City Council Adopting a Culinary Water Facilities "Impact Fee Facilities Plan" and "Impact Fee Analysis", Amending Tooele City Code Chapter 4-15, and Enacting an Amended Culinary Water Impact Fee
Presented by Jamie Grandpre, Public Works Director
10. **Public Hearing & Motion on Ordinance 2022-13** An Ordinance of the Tooele City Council Reassigning the Zoning Classification to the R1-7 Residential Zoning District and Removing the Sensitive Area Overlay for Approximately 38 Acres of Property Located at Approximately 900 South Main Street
Presented by Jim Bolser, Community Development Director
11. **Public Hearing & Motion on Ordinance 2022-14** An Ordinance of Tooele City Amending Table 2 of Chapter 7-16 Regarding Setback Requirements in Nonresidential Zoning Districts
Presented by Jim Bolser, Community Development Director
12. **Public Hearing & Motion on Ordinance 2022-15** An Ordinance of the Tooele City Council Vacating a Dedicated Public Utility Easement on Lot 4 of the Tooele Estates Subdivision, Phase 1
Presented by Jim Bolser, Community Development Director

13. Human Resource Benefit Package and Budget Update

Presented by Kami Perkins, Human Resources Director

14. Public Works Project Update

Presented by Paul Hansen, City Engineer

15. Resolution 2022-21 A Resolution of the Tooele City Council Approving an Amendment to the 2019 Cell Tower Lease Agreement with Eco-Site II, LLC

Presented by Roger Baker, City Attorney

16. Resolution 2022-22 A Resolution of the Tooele City Council Approving a Modification to the Third-Party Public Improvement Inspection Requirement for Overlake 2A Phase 2

Presented by Roger Baker, City Attorney

17. Resolution 2022-23 A Resolution of the Tooele City Council Authorizing the Tooele City Purchasing Agent to Dispose of Surplus Personal Property

Presented by Michelle Pitt, City Recorder

18. Resolution 2022-24 A Resolution of the Tooele City Council Declaring Surplus Certain Technology-Related Equipment, and Authorizing Disposal

Presented by Michelle Pitt, City Recorder

19. Resolution 2022-26 A Resolution of the Tooele City Council Approving an Agreement with Elite Grounds L.C. for Landscaping Maintenance at City Buildings and Parks

Presented by Darwin Cook, Parks & Recreation Director

20. Resolution 2022-27 A Resolution of the Tooele City Council Approving a First Amendment to the Development Agreement for Copper Canyon PUD Between Tooele City and Phoenix of Copper Canyon, LLC

Presented by Roger Baker, City Attorney

21. Ordinance 2022-11 An Ordinance of Tooele City Enacting a Temporary Zoning Ordinance Regarding Garage Parking in Multi-Family Residential Developments

Presented by Roger Baker, City Attorney

22. Minutes

~March 9, 2022 City Council Special Budget Meeting

~March 16, 2022 City Council Work Meeting

~March 16, 2022 City Council Business Meeting

~March 30, 2022 City Council Special Water Meeting

23. Invoices

24. Adjourn

Michelle Y. Pitt, Tooele City Recorder

Pursuant to the Americans with Disabilities Act, Individuals Needing Special Accommodations Should Notify Michelle Y. Pitt, Tooele City Recorder, at 435-843-2111 or michellep@tooelecity.org, Prior to the Meeting.

TOOELE CITY CORPORATION

RESOLUTION 2022-25

A RESOLUTION OF THE TOOELE CITY COUNCIL CONSENTING TO MAYOR WINN'S APPOINTMENT OF BERNA SLOAN AND KRISTALLE FORD AND THE REAPPOINTMENT OF SARAH LAWRENCE-BRUNSVIK TO THE LIBRARY BOARD OF DIRECTORS.

WHEREAS, the Tooele City Council created the library board of directors by Ordinance 1989-13, and thereby ordained, among other things, that board members would serve three-year terms, that members cannot serve more than two full terms in succession, that the terms are to be staggered such that two expire one year, three expire the next year, and three expire the third year; and,

WHEREAS, the City Council's consent is required to the Mayor's appointments to the Board members pursuant to Tooele City Code §2-1-4; and,

WHEREAS, the Mayor, with the support of the Library Director, wishes to appoint Berna Sloan and Kristalle Ford, and to reappoint Sarah Lawrence-Brunsvik for a second term, to the Library Board of Directors; and,

WHEREAS, they will begin their new full terms as shown in the table, below; and,

WHEREAS, the City Council finds it to be in the best interest of Tooele City to consent to the appointments:

NOW, THEREFORE, BE IT RESOLVED BY THE TOOELE CITY COUNCIL that consent is hereby given to Mayor Debra E. Winn's appointment of Berna Sloan and Kristalle Ford and reappointment of Sarah Lawrence-Brunsvik to the Library Board of Directors to serve three-year terms, as follows:

Board Members	Original Appointment	Original Expiration	Present Appointment	Present Term Expiration
Amanda Plaizier	09-20-2017	06-30-2020	11-18-2020	06-30-2023
Donilyn Leary	09-20-2017	06-30-2020	11-18-2020	06-30-2023
Emily Lee	11-18-2020	06-30-2023	11-18-2020	06-30-2023
Sarah Lawrence-Brunsvik	09-05-2018	06-30-2021	04-06-2022	06-30-2024
Vacant				06-30-2024
Vacant				06-30-2025
Berna Sloan	04-06-2022	06-30-2025	04-06-2022	06-30-2025
Kristalle Ford	04-06-2022	06-30-2025	04-06-2022	06-30-2025
Tony Graf (City Council)	01-01-2020			

The appointee is authorized to exercise the powers specifically delegated to members of the library board by the Tooele City Council, as declared in the Tooele City Code.

This Resolution shall become effective on the date of passage.

Passed this ____ day of _____, 2022.

TOOELE CITY COUNCIL

(For)

(Against)

ABSTAINING: _____

MAYOR OF TOOELE CITY

(For)

(Against)

ATTEST:

Michelle Pitt, City Recorder

S E A L

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

TOOELE CITY CORPORATION

ORDINANCE 2022-10

AN ORDINANCE OF TOOELE CITY AMENDING TOOELE CITY CODE CHAPTER 7-24 REGARDING ANNEXATION.

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, municipal annexations are governed by Utah Code Chapter 10-2 Part 4, and by Tooele City Code Chapter 7-24; and,

WHEREAS, Chapter 7-24 was enacted in 1975 and was revised in 1984, with other amendments in 1995, 1996, and 1998, and the City Administration recommends that Chapter 7-24 be updated and harmonized with current Utah Code provisions and Tooele City practice; and,

WHEREAS, some of the key proposed amendments of this Ordinance include the following: (a) specifying the technical information required prior to Planning Commission consideration and City Council approval; (b) harmonizing City Code procedures with Utah Code requirements for annexation petitions, local entity plats, and Lt. Governor certification; (c) explaining the timing of the annexation agreement approval vis a vis annexation petition approval; and, (d) clarifying that the required two-thirds (2/3) "super-majority" vote is in fact a four-fifths (4/5) vote; and,

WHEREAS, annexation policy questions are critical to a municipality's character, services, and future; and,

WHEREAS, the Planning Commission convened a public hearing on March 23, 2022, accepted public comment, and provided its recommendation to the City Council; and,

WHEREAS, the City Council convened a public hearing on April 6, 2022, and accepted public comment:

NOW, THEREFORE, BE IT ORDAINED BY TOOELE CITY that Tooele City Code Chapter 7-24 is 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

Proposed Amended Tooele City Code Chapter 7-24

(redline and clean)

CHAPTER 24. ANNEXATION~~ANNEXED AREAS~~

7-24-1. Procedure for annexation.

7-24-2. Initial zoning classifications.

7-24-3. Annexation Agreement~~Transfer of Water Shares~~.

7-24-1. Procedure for annexation.

(1) Whenever a majority of the real property owners and not less than one third (1/3) of the real property owners as determined by the value of all of the ~~parcels of real property tracts~~ taken together in the contiguous area ~~proposed for annexation to be annexed~~, according to the last assessment rolls, desire to have Tooele City annex ~~the property the particular area~~ to Tooele City, they shall proceed as follows:

(a) Prepare a written petition signed by the ~~above-referenced property owners, said majority, and by one third (1/3) of the real property owners by value, as determined by the last assessment rolls, of the real property to be annexed~~, which petition shall be directed to the Community Development Department, together with a completed City annexation application form and payment of the application fee. ~~Tooele City Planning and Zoning Board and the Tooele City Council, and shall petition said Board and Council for the annexation of~~ The petition shall include the legal description of the land area proposed for annexation, ~~a particular contiguous area to Tooele City, and shall set forth the legal description of the entire tract to be annexed and shall otherwise comply with the requirements of U.C.A. Chapter 10-2 Part 4.~~

(b) ~~In addition, said property owners shall Submit cause an accurate plat of the land area proposed for annexation. such territory to be prepared under the supervision of the Tooele City Engineer or by a surveyor licensed by the State of Utah setting forth the metes and bounds description of the territory to be annexed and designating both limits to which it is contiguous. Said~~ The plat shall also include areas for the signatures of , in the margin, ~~a proper certification with date, signature and seal by the Engineer or surveyor preparing the same, an Approval for Execution by the Planning Commission members, and Zoning Board of Tooele City including the date of recommendation, execution and lines for the signatures of each member approving the same, an Approval for Execution by the members of the City Council members, approving the plat, including the date of approval, and a signature line for each member executing the same, a marginal box for execution by the City Attorney approving the plat as to form, a marginal box for the Tooele City Recorder for s plat certification, and the County Recorder for recordation. The plat shall conform to the requirements of U.C.A. Section 17-23-20, as amended, regarding final local entity plats. that the same was filed with the City Recorder's Office and indicating the day and time of said filing as well as a~~

~~separate certification by the City Recorder that said plat and Ordinance Number was approved by the City Council including the date of approval and certification by the City Council. In addition, a marginal box shall be provided for the County Recorder's documentation as to the book, page, date and time of recordation as well as the signature and seal of the County Recorder. There shall be no other marginal notations upon the plat.~~

(c) After the ~~signed petition and the plat have been submitted, has been prepared as set forth in Section 1(b) hereof and the petition has been executed by each real property owner signing the same, their signatures having been acknowledged by a Notary Public, said the~~ petition and plat shall be presented to the City Attorney for ~~his or her approval~~ review as to form, and to the City Recorder for certification.

(d) Following City Attorney review and City Recorder certification, the petition and plat shall be presented to the City Council, which shall approve or reject a resolution to accept the petition for further consideration.

(e) Following acceptance by resolution of the petition for further consideration, and prior to Planning Commission review and recommendation, the petitioners shall provide at their expense the following detailed studies, among others, for consideration by the City as to the impacts of the proposed annexation upon the City:

- (i) culinary water system, including source, storage, transmission, distribution, treatment, and water rights;
- (ii) sanitary water system, including collection and treatment;
- (iii) storm water retention, detention, and drainage;
- (iv) parks and recreation;
- (v) police response;
- (vi) fire response;
- (vii) fiscal and tax;
- (viii) others as determined by the City Council.

(f) Following approval of a resolution to the accept the petition for further consideration, ~~Subsequent to the approval of the City Attorney as to the form of the plat, said the~~ petition and plat, together with the above-required studies, shall be presented to the ~~Tooele City Planning Commission for recommendation and Zoning Board at either a general or special meeting, attended by a quorum or majority of said Board for approval of said body.~~

(e) After review and recommendation ~~Upon approval of a petition by the Planning Commission, and Zoning Board and the execution of Approval upon the plat by signatures of a majority of the members of said Board voting therefor, the plat and petition, together with the above-required studies, shall be filed with the City Recorder who shall present the~~

~~same presented to the Tooele City Council to study at one or more work meetings and for final action at a business meeting, after public hearing, the next regular meeting thereof, for the approval by the City Council.~~

(f) ~~The petition and annexation may be approved by ordinance upon the vote of four-fifths (4/5) if two thirds (2/3) of all of the members of the City Council, which approving members shall vote at a regular meeting of said Council for the annexation as petitioned, they shall so declare said annexation by Ordinance passed by said two thirds (2/3) of all members of the Council. Those members declaring the annexation by Ordinance shall execute their approval by signature upon the plat in the place provided.~~

(g) ~~Subsequent to the approval by the City Council, the City Recorder shall cause said plat and the Ordinance to be certified as to their authenticity indicating the day of approval by a two thirds (2/3) majority of the council and shall cause the same to be recorded in the office of the Tooele County Recorder, submit the plat and Ordinance to the Utah Lt. Governor as required by U.C.A. 10-2-25, as amended. (Ord. 84-01, 01-04-84; Ord. 75-12, 05-12-75)~~

~~Declaration.~~ (Ord. 98-31, 08-18-98); (Ord. 96-22, 11-6-96); (Ord. 95-20, 12-15-95)

7-24-2. Initial zoning classifications.

All ~~newland~~ areas annexed to Tooele City ~~as provided above shall receive the zoning classification be classified as the the City Council shall ordain identifies~~ in the Ordinance of annexation. No portion of the annexed land ~~said territory shall be granted a variance or be re-classified to another zoning designation without following the procedure provided by the Utah Code and the Tooele City Code for such variances or zoning reclassifications being adhered to.~~ (Ord. 84-01, 01-04-84; Ord. 75-12, 05-12-75)

7-24-3. Annexation Agreements

(1) Annexation approval is conditioned upon all annexation petitioners executing an Annexation Agreement with the City. The Agreement shall provide, among other things, for the transfer of water rights to the City in compliance with Chapter 26 of this Title. ~~Approval of the annexation by ordinance shall occur only following approval of the Agreement by resolution. Execution of the Agreement by the petitioners shall occur prior to a City Council execution of the annexation plat vote on the proposed annexation. Refusal by one or more of the petitioners to execute the Agreement shall be grounds for rescinding the Council's annexation approval refusing to and for not submitting the plat and ordinance to the Lt. Governor annex the land subject to the petition.~~

(2) The City Recorder shall cause the Agreement to be recorded with the Tooele County Recorder. ~~as an encumbrance upon the title to the annexed property. A copy of the executed Agreement shall be attached to the Annexation Individual Policy Declaration approved by the City Council, and shall be recorded with the Policy~~

CHAPTER 24. ANNEXATION

7-24-1. Procedure for annexation.

7-24-2. Initial zoning classifications.

7-24-3. Annexation Agreement.

7-24-1. Procedure for annexation.

(1) Whenever a majority of the real property owners and not less than one third (1/3) of the real property owners as determined by the value of all of the parcels of real property taken together in the contiguous area proposed for annexation, according to the last assessment rolls, desire to have Tooele City annex the property to Tooele City, they shall proceed as follows:

(a) Prepare a written petition signed by the above-referenced property owners, which petition shall be directed to the Community Development Department, together with a completed City annexation application form and payment of the application fee. The petition shall include the legal description of the land area proposed for annexation, and shall otherwise comply with the requirements of U.C.A. Chapter 10-2 Part 4.

(b) Submit an accurate plat of the land area proposed for annexation. The plat shall include areas for the signatures of the Planning Commission members, including the date of recommendation, the City Council members, including the date of approval, the City Attorney approving the plat as to form, the City Recorder for plat certification, and the County Recorder for recordation. The plat shall conform to the requirements of U.C.A. Section 17-23-20, as amended, regarding final local entity plats.

(c) After the signed petition and the plat have been submitted, the petition and plat shall be presented to the City Attorney for review as to form, and to the City Recorder for certification.

(d) Following City Attorney review and City Recorder certification, the petition and plat shall be presented to the City Council, which shall approve or reject a resolution to accept the petition for further consideration.

(e) Following acceptance by resolution of the petition for further consideration, and prior to Planning Commission review and recommendation, the petitioners shall provide at their expense the following detailed studies, among others, for consideration by the City as to the impacts of the proposed annexation upon the City:

- (i) culinary water system, including source, storage, transmission, distribution, treatment, and water rights;
- (ii) sanitary water system, including collection and treatment;
- (iii) storm water retention, detention, and drainage;
- (iv) parks and recreation;

(v) police response;

(vi) fire response;

(vii) fiscal and tax;

(viii) others as determined by the City Council.

(f) Following approval of a resolution to the accept the petition for further consideration, the petition and plat, together with the above-required studies, shall be presented to the Planning Commission for recommendation.

(e) After review and recommendation of a petition by the Planning Commission, the plat and petition, together with the above-required studies, shall be presented to the City Council to study at one or more work meetings and for final action at a business meeting, after public hearing.

(f) The petition and annexation may be approved by ordinance upon the vote of four-fifths (4/5) of the members of the City Council, which approving members shall execute their approval by signature upon the plat in the place provided.

(g) Subsequent to approval by the City Council, the City Recorder shall submit the plat and Ordinance to the Utah Lt. Governor as required by U.C.A. 10-2-25, as amended.

(Ord. 1984-01, 01-04-1984) (Ord. 1975-12, 05-12-1975)

7-24-2. Initial zoning classifications.

All land areas annexed to Tooele City shall receive the zoning classification the City Council identifies in the ordinance of annexation. No portion of the annexed land shall be re-classified to another zoning designation without following the procedure provided by the Utah Code and the Tooele City Code for zoning reclassification.

(Ord. 1984-01, 01-04-1984) (Ord. 1975-12, 05-12-1975)

7-24-3. Annexation Agreement

(1) Annexation approval is conditioned upon all annexation petitioners executing an Annexation Agreement with the City. The Agreement shall provide, among other things, for the transfer of water rights to the City in compliance with Chapter 26 of this Title. Approval of the annexation by ordinance shall occur only following approval of the Agreement by resolution. Execution of the Agreement by the petitioners shall occur prior to City Council execution of the annexation plat. Refusal by one or more of the petitioners to execute the Agreement shall be grounds for rescinding the Council's annexation approval and for not submitting the plat and ordinance to the Lt. Governor.

(2) The City Recorder shall cause the Agreement to be recorded with the Tooele County Recorder.

(Ord. 1998-31, 08-18-1998) (Ord. 1996-22, 11-6-1996) (Ord. 1995-20, 12-15-1995)

**Tooele City Planning Commission
Business Meeting Minutes**

Date: Wednesday, March 23, 2022

Time: 7:00 p.m.

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

Commission Members Present:

Melanie Hammer
Nathan Thomas
Chris Sloan
Matt Robinson
Tyson Hamilton
Weston Jensen
Paul Smith
Alison Dunn

Commission Members Excused:

Melodi Gochis

City Council Members Present:

Maresa Manzione

City Council Members Excused:

Ed Hansen

City Employees Present:

Andrew Aagard, City Planner
Jim Bolser, Community Development Director
Paul Hansen, Tooele Engineer
Roger Baker, Tooele City Attorney

Minutes prepared by Katherin Yei

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

1. Pledge of Allegiance

The Pledge of Allegiance was led by Chairman Thomas.

2. Roll Call

Melanie Hammer, Present
Nathan Thomas, Present
Chris Sloan, Present
Matt Robinson, Present

the Zoning for Approximately 38 Acres Located at Approximately 900 South Main Street (South Side of SR-36) from the RR-1 Residential Zoning District with the Sensitive Area Overlay to the R1-7 Residential Zoning District and Removing the Sensitive Area Overlay from the Development Portions of the Property based on the findings and conditions in the staff report and recommendations in the subsequent specific reports, and the trail to be a part of the project. Commissioner Sloan seconded the motion. The vote was as follows: Commissioner Hammer, “Aye”, Commissioner Thomas, “Aye”, Chairman Robinson, “Aye”, Commissioner Hamilton, “Aye”, Commissioner Sloan, “Aye”, Commissioner Jensen, “Aye”, and Commissioner Smith, “Naye”. The motion passed.

4. Public Hearing and Recommendation on a City Code Text Amendment Request by Tooele City for Ordinance 2022-10 An Ordinance of the Tooele City Council Proposing Amendments to Chapter 7-24 of the Tooele City Code Regarding Annexation.

Mr. Baker presented a proposed City Code text amendment for chapter 7-24 regarding annexation. The changes are mostly to remove old procedural provisions that cross reference State code that are outdated or obsolete. They have made specific updates to the procedural steps that are required by State law and the City’s actual practice, as well as specifying various studies that are important to give the City Council the information they need for informed annexation decisions. They are the same studies that have been required by the City for ten years. The City is giving more predictability of what will be asked or required before petitioners come to the Commission or the Council. Staff has also worked on clarifying some procedural steps. The City Code specifies the annexation needs to be approved by 2/3 of the City Council. Mr. Baker recommended 2/3 be changed to 4/5 to reflect an actual supermajority in a five-member public body. The City Council discussed some of the pros and cons of having a super majority vote versus a simple majority vote. Mr. Baker indicated that a previous City Council appeared to believe that annexations are of such policy importance that a simple majority should not be able to approve them and permanently change the City, but that a super-majority should be required.

The Planning Commission had concerns on the change effecting the pending annexation and anything current from the legislative session being included. The discussion included a general outline of what the Council discussed in their previous work meeting. A portion of the Council believed simple majority was adequate because there are so many hurdles for annexation standpoints with each decision being important.

Mr. Baker addressed the Commission’s questions and concerns. There is an annexation application pending, but the changes should not affect it. The changes will match what is happening with the current annexation. If the Council changes approval to simple majority, that would apply to the current annexation petition. To Mr. Baker’s awareness, the latest legislative session should not affect the annexation amendments.

Council Member Manzione addressed the Commission. By the time it reaches the Council, the annexation application has been thoroughly vetted.

Chairman Robinson opened the public hearing. No one came forward. The public hearing was closed.

Chairman Robinson, Commissioner Hammer, and Commissioner Smith support the super majority, because it removes any ambiguity.

Commissioner Sloan and Commissioner Thomas supports the simple majority, because the application has been vetted through the many requirements before it reaches City Council.

Commissioner Sloan motion to recommend a positive for Recommendation on a City Code Text Amendment Request by Tooele City for Ordinance 2022-10 An Ordinance of the Tooele City Council Proposing Amendments to Chapter 7-24 of the Tooele City Code Regarding Annexation with the exception the threshold be changed to simple majority. Commission Hamilton seconded the motion. Commissioner Sloan seconded the motion. The vote was as follows: Commissioner Hammer, “Naye”, Commissioner Thomas, “Aye”, Chairman Robinson, “Naye,” Commissioner Hamilton, “Aye”, Commissioner Sloan, “Aye”, Commissioner Jensen, “Aye”, and Commissioner Smith, “Naye”. The motion passed.

5. Public Hearing and Recommendation on a City Code Text Amendment Request by Tooele City to Revise the Provisions of Table 2 of Chapter 7-16 of the Tooele City Code to Amend Certain Set Back Requirements in the Various Nonresidential Zoning Districts

Mr. Bolser presented an amendment request to the Tooele City Code Chapter 7-16, table 2, amending the nonresidential zoning district setbacks. The City received a zoning text amendment regarding the Industrial Zone setback from thirty feet to fifteen feet, enabling the existing buildings in the Industrial Depot to be subdivided into units. The setbacks for Light Industrial and Research and Development was increased to fifteen feet for side yards and twenty feet for rear yards. They have received applications that have found the setbacks to be cumbersome or prohibiting. The proposed text amendment, reduces the side yard to five feet and rear yards to ten feet for maintenance and water drainage. Previously to the amendment, the setbacks are set at zero. The notes below the tables will also be clarified.

Chairman Robinson opened the public hearing. No one came forward. The public hearing was closed

Commissioner Sloan motion to forward a positive recommend a positive for a City Code Text Amendment Request by Tooele City to Revise the Provisions of Table 2 of Chapter 7-16 of the Tooele City Code to Amend Certain Set Back Requirements in the Various Nonresidential Zoning Districts based on the findings in the staff report. Commission Hammer seconded the motion. The vote was as follows: Commissioner Hammer, “Aye”, Commissioner Thomas, “Aye”, Commissioner Robinson, “Aye,” Commissioner Hamilton, “Aye”, Commissioner Sloan, “Aye”, Commissioner Jensen, “Aye”, and Commissioner Smith, “Aye”. The motion passed.

TOOELE CITY CORPORATION

ORDINANCE 2022-12

AN ORDINANCE OF THE TOOELE CITY COUNCIL ADOPTING A CULINARY WATER FACILITIES “IMPACT FEE FACILITIES PLAN” AND “IMPACT FEE ANALYSIS,” AMENDING TOOELE CITY CODE CHAPTER 4-15, AND ENACTING AN AMENDED CULINARY WATER IMPACT FEE.

WHEREAS, Tooele City (the “City”) is a charter city and a political subdivision of the State of Utah, authorized and organized under the provisions of Utah law; and,

WHEREAS, the City has legal authority, pursuant to Utah Code Title 11, Chapter 36a, as amended (“Impact Fees Act” or “Act”), and Tooele City Code Title 4 Chapter 15 (“Development Impact Fees”), to impose development impact fees (“Impact Fees”) as a condition of land use approval, which Impact Fees are used to defray the capital infrastructure costs of system improvements associated with and attributable to growth activity; and,

WHEREAS, the City has historically assessed Impact Fees as a condition of development approval in order to assign capital infrastructure costs to development in an equitable and proportionate manner; and,

WHEREAS, on May 19, 2021, the City Council approved Ordinance 2021-14, adopting the 2021 Drinking Water System Master Plan, prepared by the engineering firm of Hansen Allen & Luce; and,

WHEREAS, the City’s financial adviser Lewis Young Robertson & Burningham (LYRB) has completed the following documents, which are being adopted by this Ordinance: (1) Culinary Water Facilities Impact Fee Facilities Plan (February 2022), and (2) Culinary Water Facilities Impact Fee Analysis (February 2022) (attached jointly as Exhibit A) (collectively the “Plans”); and,

WHEREAS, among other things, the Plans establish together that a change to Tooele City’s culinary water impact fee from \$4,609 to \$7,805 is necessary to achieve an equitable allocation of the costs borne in the past and to be borne in the future, in comparison to the benefits already received and yet to be received, and the change needs to be reflected in an amendment to TCC Section 4-15-2; and,

WHEREAS, LYRB has provided the certifications required by U.C.A. §11-36a-306 (certification attached as part of Exhibit A); and,

WHEREAS, the Plans and this Ordinance were made available to the public and placed at the Tooele City Public Library as required by U.C.A. §11-36a-502, -504; and,

WHEREAS, a summary of the Plans was made available to the public and placed at the Tooele City Public Library as required by U.C.A. §11-36a-502; and,

WHEREAS, the City Council convened a public hearing on April 6, 2022, in accordance with the provisions of U.C.A. §§11-36a-504, 10-9a-205, and 10-9a-502:

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

1. the Culinary Water System Impact Fee Facilities Plan (February 2022) is hereby adopted (see Exhibit A); and,
2. the Culinary Water Facilities Impact Fee Analysis (February 2022) is hereby adopted (see Exhibit A); and,
3. Tooele City Code Chapter 4-15 is hereby amended to enact a culinary water impact fee of \$7,805 per equivalent residential connection (ERC); and,
4. The adoption of Exhibit A, together with the increased water impact fee and the amendment to Tooele City Code Section 4-15-2, are hereby found to be in the public interest; and,
5. The adoption of Exhibit A is hereby made effective immediately, subject to U.C.A. §11-36a-401; and,
6. The amendment to Tooele City Code Section 4-15-2 is hereby made effective immediately, subject to U.C.A. §11-36a-401; and,
7. The revised water impact fee of \$7,805 shall take effect on July 5, 2022.

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, Tooele City Attorney

EXHIBIT A

Culinary Water Facilities Impact Fee Facilities Plan and Impact Fee Analysis (February 2022)

and

Certifications

IMPACT FEE FACILITIES PLAN (IFFP)
AND IMPACT FEE ANALYSIS (IFA)
PURSUANT TO 11-36A, UTAH CODE

CULINARY WATER FACILITIES

NOTICE FEBRUARY 2022

DRAFT TOOELE CITY, UTAH





TABLE OF CONTENTS

IMPACT FEE FACILITIES PLAN & ANALYSIS CERTIFICATION 3

DEFINITIONS 4

SECTION 1: EXECUTIVE SUMMARY 5
 PROPOSED WATER IMPACT FEE 5

SECTION 2: GENERAL IMPACT FEE METHODOLOGY 7

SECTION 3: OVERVIEW OF SERVICE AREA, DEMAND, AND LOS 9
 SERVICE AREAS 9
 DEMAND UNITS 10
 LEVEL OF SERVICE STANDARDS 10

SECTION 4: EXISTING FACILITIES & EXCESS CAPACITY 11
 EXISTING FACILITIES 11
 EXCESS CAPACITY 11

SECTION 5: CAPITAL FACILITY ANALYSIS 12
 SYSTEM VS. PROJECT IMPROVEMENTS 12
 FUNDING OF FUTURE FACILITIES 12
 EQUITY OF IMPACT FEES 13
 NECESSITY OF IMPACT FEES 13

SECTION 6: WATER IMPACT FEE CALCULATION 14
 PROPOSED WATER IMPACT FEE 14
 CONSIDERATION OF ALL REVENUE SOURCES 15
 EXPENDITURE OF IMPACT FEES 15
 PROPOSED CREDITS OWED TO DEVELOPMENT 15
 GROWTH-DRIVEN EXTRAORDINARY COSTS 15
 SUMMARY OF TIME PRICE DIFFERENTIAL 15

APPENDIX A: LOS TECHNICAL MEMORANDUM 16

APPENDIX B: DETAILED LIST OF IFFP PROJECTS 19

NOTICE
DRAFT



IMPACT FEE FACILITIES PLAN & ANALYSIS CERTIFICATION

IFFP CERTIFICATION

LYRB certifies that the attached impact fee facilities plan:

1. includes only the costs of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. does not include:
 - a. costs of operation and maintenance of public facilities;
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
 - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement; and,
3. complies in each and every relevant respect with the Impact Fees Act.

IFA CERTIFICATION

LYRB certifies that the attached impact fee analysis:

1. includes only the costs of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. does not include:
 - a. costs of operation and maintenance of public facilities;
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
 - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement;
3. offsets costs with grants or other alternate sources of payment; and,
4. complies in each and every relevant respect with the Impact Fees Act.

LYRB makes this certification with the following caveats:

1. All of the recommendations for implementations of the IFFP made in the IFFP documents or in the IFA documents are followed by City Staff and elected officials.
2. If all or a portion of the IFFP or IFA are modified or amended, this certification is no longer valid.
3. All information provided to LYRB is assumed to be correct, complete, and accurate. This includes information provided by the City as well as outside sources.

LEWIS YOUNG ROBERTSON & BURNINGHAM, INC.



DEFINITIONS

The following acronyms or abbreviations are used in this document:

- AAGR: Average Annual Growth Rate
- AF: Acre Foot
- ERC: Equivalent Residential Connection
- GAL: Gallons
- GPM: Gallons per Minute
- GPD: Gallons per Day
- IFA: Impact Fee Analysis
- IFFP: Impact Fee Facilities Plan
- LOS: Level of Service
- LYRB: Lewis Young Robertson and Burningham, Inc.
- MG: Million Gallons

NOTICE
DRAFT

SECTION 1: EXECUTIVE SUMMARY

The purpose of the Culinary Water Impact Fee **Facilities Plan (“IFFP”) and Analysis (“IFA”) is to fulfill the requirements established in Utah Code Title 11 Chapter 36a, the “Impact Fees Act”, and assist Tooele City (the “City”) in financing and constructing necessary capital improvements for future growth.** This document will address the future water infrastructure needed to serve the service area through the next ten years, as well as the appropriate impact fees the City may charge to new growth to maintain the existing level of service (“LOS”). The 2021 Tooele City Drinking Water Master Plan (“Master Plan”) prepared by Hansen Allen & Luce, Inc., as well as input from the City, provide much of the information utilized in this analysis.

- ☞ **Impact Fee Service Area:** The service area for water impact fees includes all areas within the City.
- ☞ **Demand Analysis:** The demand units utilized in this analysis are based on typical usage patterns measured in acre feet (‘AF’), **peak day** gallons per minute (“gpm”), total storage gallons, and equivalent residential connections (“ERCs”) generated from land-use types. As residential and commercial growth occurs within the City, additional ERCs will be generated. The water capital improvements identified in this study are based on maintaining the existing LOS.
- ☞ **Level of Service:** The proposed LOS is based on the various system requirements for source, storage, and transmission. SECTION 3 of this report further explains the LOS.
- ☞ **Excess Capacity:** A buy-in component for source and storage is included in this analysis.
- ☞ **Capital Facilities Analysis:** A total of over \$31 million in source and transmission related costs are included in the calculation of the impact fee. All these costs are considered system improvements necessary to maintain the proposed LOS and meet the anticipated development activity over that same period.
- ☞ **Funding of Future Facilities:** This analysis assumes future growth-related facilities will be funded on a pay-as-you-go basis, utilizing impact fee and utility fee revenues.

PROPOSED WATER IMPACT FEE

The IFFP must meet the legislative requirements found in the Impact Fee Act if it is to serve as a working document in the calculation of impact fees. The calculation of impact fees relies upon the information contained in this analysis. Impact fees are then calculated based on many variables centered on proportionality share and LOS. The table below illustrates the appropriate buy-in fee, the fee associated with projects occurring in the next ten years, and other costs related to the water impact fee. The proportionate share analysis determines the proportionate cost assignable to new development based on the proposed capital projects and the estimated ERC demand served by the proposed projects.

TABLE 1.1: IMPACT FEE PER ERC

	TOTAL COST	% TO IFFP GROWTH	COST TO GROWTH	DEMAND SERVED	COST PER ERC	% OF TOTAL
Buy-In						
Source	\$14,097,141	1.38%	\$194,107	3,823	\$51	0.65%
Storage	\$7,597,747	37.12%	\$2,820,048	3,823	\$738	9.46%
Transmission	\$27,835,155	0.00%	\$0	3,823	\$0	0.00%
Subtotal: Buy-In	\$49,530,043		\$3,014,155		\$789	10.11%
Future Facilities						
Source	\$37,857,147	59.55%	\$22,542,362	3,823	\$5,897	75.55%
Storage	\$0	0.00%	\$0	3,823	\$0	0.00%
Transmission	\$12,191,815	70.40%	\$8,583,410	3,823	\$2,245	28.76%
Impact Fee Interest Credit	(\$515,000)	100.00%	(\$515,000)	3,823	(\$135)	-1.73%
Impact Fee Fund Balance	(\$3,800,000)	100.00%	(\$3,800,000)	3,823	(\$994)	-12.74%
Professional Expense	11,626	100.00%	\$11,626	3,823	\$3	0.04%
Subtotal: Future Facilities	\$45,745,588		\$26,822,398		\$7,016	89.89%
Total	\$95,275,631		\$29,836,553		\$7,805	100.00%

NON-STANDARD WATER IMPACT FEES

The City reserves the right under the Impact Fees Act¹ to assess an adjusted fee that more closely matches the true impact that the land **use will have upon the City’s water system**. The adjustment for Non-Standard Water Impact Fees could result in a different

¹ UC 11-36a-402(1)(c)



impact fee if evidence suggests a particular user will create a different impact than what is standard for its category. A developer may submit studies and data for a particular development and request an adjustment. The impact fee for non-standard development would be determined based on the water and storage utilization and according to the LOS variables presented in this report, calculated on a case-by-case basis.

FORMULA FOR NON-STANDARD WATER IMPACT FEES:

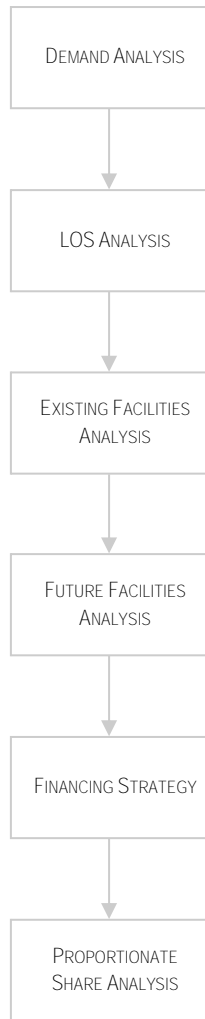
$(\text{Total Average Yearly Demand (ac-ft)} / 0.61 \text{ (ac-ft)}) * \text{Base Impact Fee/ERC } (\$7,805) = \text{Total Fee}$

For purposes of impact fees, and as identified in the Master Plan, an ERC is assumed to have an irrigated acreage of 0.1 acres per ERC. This results in an average outdoor irrigation demand of 3.6 acre-feet of water per irrigated acre. Based on this analysis, 1 ERC is defined as the equivalent of 0.25 acre-feet annual indoor use and 0.36 acre-feet of annual outdoor use. For non-standard uses, the City may take into account changes in exterior irrigation requirements and/or variations for interior water demands.

NOTICE
DRAFT

SECTION 2: GENERAL IMPACT FEE METHODOLOGY

FIGURE 2.1: IMPACT FEE METHODOLOGY



The purpose of this study is to fulfill the requirements of the Impact Fees Act regarding the establishment of an IFA². The sections of this report **identify the demands placed upon the City's** existing facilities by future development and evaluate how these demands will be met by the City, as well as the future improvements required to maintain the existing LOS. The purpose is to proportionately allocate the cost of the new facilities and any excess capacity to new development, while ensuring that all methods of financing are considered. The following elements are important considerations when completing an IFA.

DEMAND ANALYSIS

The demand analysis serves as the foundation for this analysis. This element focuses on a specific demand unit related to each public service – the existing demand on public facilities and the future demand as a result of new development that will impact system facilities.

LEVEL OF SERVICE ANALYSIS

The demand placed upon existing public facilities by existing development is known as the existing LOS. Through the inventory of existing facilities, combined with population growth assumptions, this **analysis identifies the LOS which is provided to a community's existing residents and ensures that** future facilities maintain these standards.

EXISTING FACILITY INVENTORY

In order to quantify the demands placed upon existing public facilities by new development activity, the IFFP **provides an inventory of the City's existing system improvements**. The inventory does not include project improvements. The inventory of existing facilities is important to properly determine the excess capacity of existing facilities and the utilization of excess capacity by new development. Any excess capacity identified within existing facilities can be apportioned to future new development.

FUTURE CAPITAL FACILITIES ANALYSIS

The demand analysis, existing facility inventory and LOS analysis allow for the development of a list of capital projects necessary to serve new growth and to maintain the existing system. This list includes any excess capacity of existing facilities as well as future system improvements necessary to maintain the LOS. Any demand generated from new development that overburdens the existing system beyond the existing capacity justifies the construction of new facilities.

FINANCING STRATEGY

This analysis must also include a consideration of all revenue sources, including impact fees, debt issuance, alternative funding sources, and the dedication (aka donations) of system improvements, which may be used to finance system improvements.³ In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.⁴

PROPORTIONATE SHARE ANALYSIS

The written impact fee analysis is required under the Impact Fees Act and must identify the impacts placed on the facilities by development activity and how these impacts are reasonably related to the new development. The written impact fee analysis must include a proportionate share analysis, clearly detailing each cost component and the methodology used to calculate each impact fee. A local political subdivision or private entity may only impose impact fees on development activities when its plan for financing system improvements establishes that impact fees are necessary to achieve an equitable allocation of the costs borne in the past and to be borne in the future (UCA 11-36a-302).

² UC 11-36a-301,302,303,304

³ UC 11-36a-302(2)

⁴ UC 11-36a-302(3)



SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing and future public facilities designed and intended to provide services to service areas within the community at large.⁵ Project improvements are improvements and facilities that are planned and designed to provide service for a specific development (resulting from a development activity) and considered necessary for the use and convenience of the occupants or users of that development.⁶ References to facilities, amenities, projects, etc. within this analysis are referring to System Improvements unless otherwise stated.

NOTICE DRAFT

⁵ UC 11-36a-102(20)

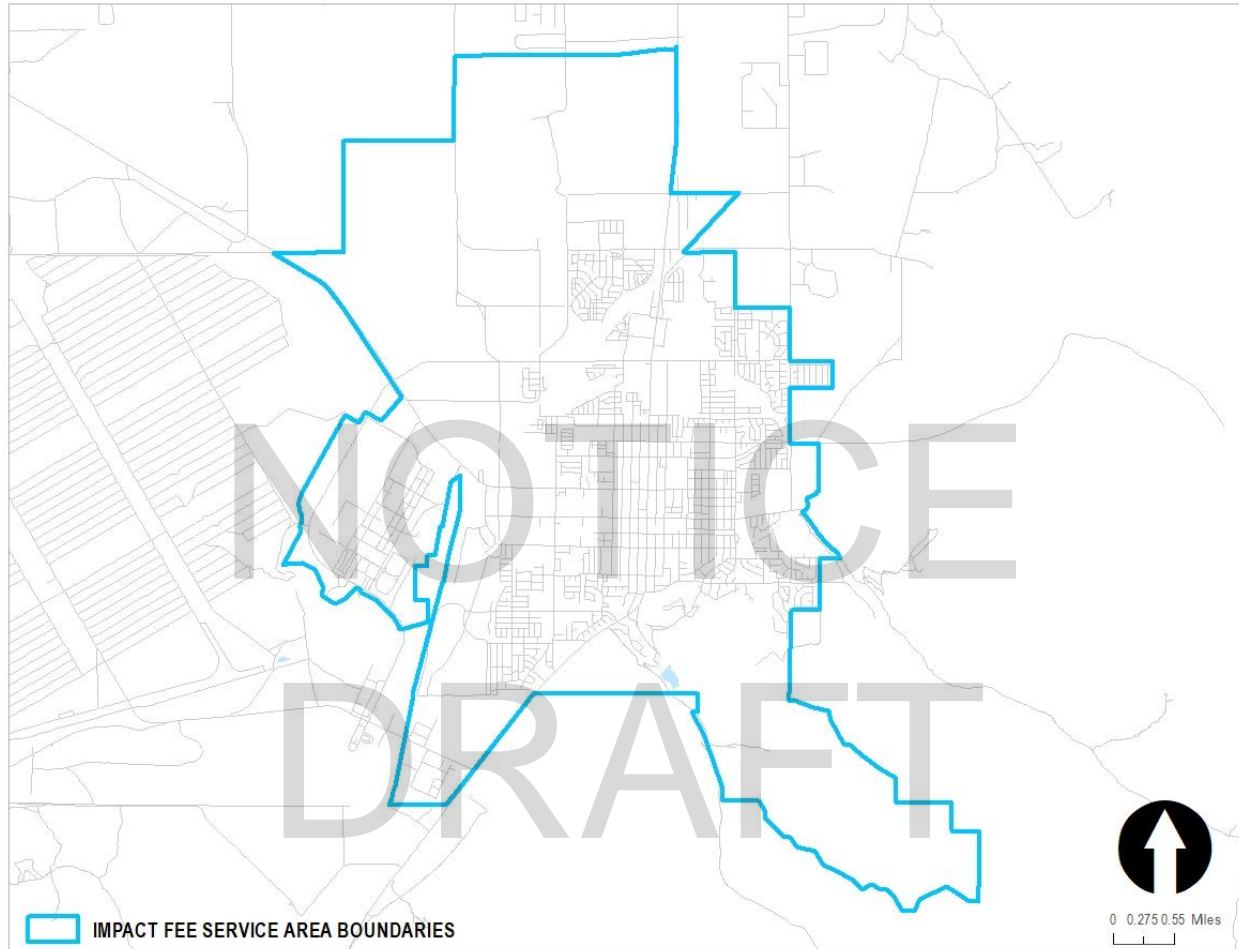
⁶ UC 11-36a102(13)

SECTION 3: OVERVIEW OF SERVICE AREA, DEMAND, AND LOS

SERVICE AREAS

Utah Code requires the impact fee enactment to establish one or more service areas within which impact fees will be imposed.⁷ The impact fees identified in this document will be assessed to a single, city-wide service area.

FIGURE 3.1: WATER SERVICE AREA



It is anticipated that the growth projected over the next ten years, and **through buildout, will impact the City's existing services.** Culinary water infrastructure will need to be expanded in order to maintain the existing level of service ("LOS"). Impact fees are a logical and sound mechanism for funding growth-related infrastructure. The IFFP and this analysis are designed to accurately **assess the true impact of a particular user upon the City's infrastructure and prevent existing users from subsidizing new growth.** This analysis also ensures that new growth is not paying for existing system deficiencies. Impact fees should be used to fund the costs of growth-related capital infrastructure based upon the historic funding of the existing infrastructure and the intent of the City to equitably allocate the costs of growth-related infrastructure in accordance with the true impact that a user will place on the system.

⁷ UC 11-36a-402(a)

DEMAND UNITS

As shown in TABLE 3.1, the growth in ERCs is expected to reach 17,783 units by 2030. This represents an increase of 3,823 ERCs.

TABLE 3.1: CITY-WIDE ERC PROJECTIONS

YEAR	PROJECTED ERCs
2020	13,960
2030	17,783
2060	23,759
IFFP Increase	3,823

Source: Tooele City Water Master Plan 2021, Table 2-4

LEVEL OF SERVICE STANDARDS

Impact fees cannot be used to finance an increase in the LOS to current or future users of system improvements. Therefore, it is important to identify the water LOS currently provided within the City to ensure that the new capacities of projects financed through impact fees do not exceed the established standard.

The source LOS is defined based on Peak Day Demand expressed in gpm. The LOS for storage is based on equalization storage, fire suppression and emergency storage. The transmission is defined based on peak instantaneous demand expressed in gpm.

Table 1-1 of the Master Plan identifies the existing and proposed LOS. The Master Plan is supported by a technical memorandum dated October 1, 2021 prepared by the Hansen Allen & Luce, Inc. This memorandum provides an explanation of the two separate levels of service shown in the Master Plan. As stated in the memorandum:

The 2021 Master Plan presents a Level of Service (LOS) for existing demand and a separate LOS for future demand. The two LOS are intended to illustrate the difference between existing residents having access to secondary (irrigation) water supplied by an entity other than Tooele City for outdoor watering, as compared to future residents, which are not expected to have access to secondary water for outdoor watering. The future LOS does not represent an increased demand for future development over the amount of water used by existing development but reflects that future residents will rely on the Tooele City water system for secondary water. (See Appendix A)

The total system capacity will be considered for each component, compared to the requirements needed to maintain the identified performance standard for existing development. If the existing system capacity is less than the performance standard, it represents a deficiency. If it is greater than the performance standard, it may indicate excess capacity.

TABLE 3.2: MASTER PLAN LOS VARIABLES

CRITERIA:	LEVEL OF SERVICE - EXISTING DEMAND		LEVEL OF SERVICE - FUTURE DEMAND	
	Value	Unit	Value	Unit
Average Yearly Demand	0.58	ac-ft/ERC	0.61	ac-ft/ERC
	187,975	gal/ERC	197,930	gal/ERC
Peak Day Demand	1,195	gpd/ERC	1,280	gpd/ERC
	0.83	gpm/ERC	0.89	gpm/ERC
Peak Instantaneous Demand	1.75	Peaking Factor	1.75	Peaking Factor
	1.45	gpm/ERC	1.56	gpm/ERC
Equalization Storage	515	gal/ERC	542	gal/ERC

Source: Tooele Water Master Plan 2021, Table 1-1: System Level of Service

SECTION 4: EXISTING FACILITIES & EXCESS CAPACITY

EXISTING FACILITIES

The City's existing system is defined by the capacity variables found in Table 4.1.

TABLE 4.1: SUMMARY OF EXISTING FACILITIES

COMPONENT	CAPACITY	UNIT	EXISTING VALUE*	SOURCE
Source	11,730	gpm	\$14,097,141	Tooele City Water Master Plan 2021, Table 3-1
Storage	14.2	MG	\$7,597,747	Tooele Water Master Plan, Table 4-1
Transmission	The existing water system contains approximately 190 miles of pipe with diameters of 2 inches to 24 inches.		\$27,835,155	Tooele Water Master Plan, p. 5-2

*Based on Original Value Found in City's Depreciation Schedule

EXCESS CAPACITY

The intent of the equity buy-in component is to recover the costs of the unused capacity in existing infrastructure from new development. This section addresses any excess capacity within the water system.

SOURCE

The City's current source capacity is 11,730 gpm. Existing development requires 11,587 gpm, leaving 143 gpm of excess capacity (or 1.38 percent of the total system). The excess capacity can serve another 161 ERCs, which is not sufficient to meet the demands of new development activity. Therefore, new source improvements will be required.

The source buy-in component is calculated using the original cost of existing assets as presented in the City's financial records. The original value of existing culinary storage facilities is estimated at \$14,097,141, with \$194,107 allocated to buy-in.

STORAGE

The City's current storage capacity is 14.2 MG. Existing development requires 7.19 MG, with 1.74 MG of fire suppression storage, leaving 5.27 MG of excess capacity (or 37.12 percent of the total system). The excess capacity can serve another 9,724 ERCs, which exceeds the total projected ERCs in the planning horizon.

The storage buy-in component is calculated using the original cost of existing assets as presented in the City's financial records. The original value of existing culinary storage facilities is estimated at \$7,597,747, with \$2,820,048 allocated to buy-in.

TRANSMISSION

The Master Plan does not identify any excess capacity related to the transmission system. Therefore, no buy-in is included in this analysis for transmission facilities.

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

The City has funded its existing capital infrastructure through a combination of different revenue sources, including impact fees, user fees, dedications, the issuance of debt, and grant monies. This analysis has removed all funding that has come from federal grants and donations to ensure that none of those infrastructure items are included in the LOS.

TABLE 4.2: CALCULATION OF EXCESS SOURCE CAPACITY

Reliable Capacity (gpm)	11,730
Total Peak Day Demand (gpm)	11,587
Excess/(Deficiency) (gpm)	143
Excess/(Deficiency) as % of Total Reliable Capacity	1.38%
ERC Served by Excess Capacity	161
ERCs in IFFP Window	3,823
Remaining ERCs to Serve	3,662
Original Value of Source System	\$14,097,141
Value to New Development	\$194,107

TABLE 4.3: CALCULATION OF EXCESS STORAGE CAPACITY

Existing Capacity (MG)	14.20
Less Fire Suppression & Emergency	1.74
Remaining (MG)	12.46
Existing Demand (MG)	7.19
Excess/(Deficiency) (MG)	5.27
Excess/(Deficiency) as % of Total Capacity	37.12%
ERCs Served by Excess Capacity	9,724
ERCs in IFFP Window	3,823
Remaining ERCs to Serve	-
Original Value of Storage System	\$7,597,747
Value to New Development	\$2,820,048

SECTION 5: CAPITAL FACILITY ANALYSIS

The estimated costs attributed to new growth were analyzed based on existing development versus future development patterns, as well as through an analysis of flow data. From this analysis, a portion of future infrastructure costs were attributed to new growth and included in this impact fee analysis as shown in TABLE 5.1. The costs of capital projects related to curing existing deficiencies cannot be funded through impact fees and were not included in the calculation of the impact fees. Further details related to these projects can be found in Appendix B and the Master Plan. A four percent annual construction inflation adjustment is applied to projects completed after 2020 (the base year cost estimate).

TABLE 5.1: ILLUSTRATION OF CULINARY WATER CAPITAL IMPROVEMENTS

DESCRIPTION	MASTER PLAN ROUNDED COSTS	CONSTRUCTION YEAR COST	% TO GROWTH	INFLATED COST TO GROWTH
Source	\$31,083,000	\$37,857,147	60%	\$22,542,362
Transmission	\$10,368,000	\$12,191,815	70%	\$8,583,410

Construction year cost calculated based on estimated construction year, assuming four percent inflation from 2020.

The IFFP has determined the projects included in this analysis using capital project and engineering data, planning analysis and other information. The accuracy and correctness of this plan is contingent upon the accuracy of the data and assumptions. Any deviations or changes in the assumptions due to changes in the economy or other relevant information used by the City for this study may cause this plan to be inaccurate and may require modifications.

SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing and future public facilities that are intended to provide services to service areas within the community at large.⁸ Project improvements are improvements and facilities that are planned and designed to provide service for a specific development and considered necessary for the use and convenience of the occupants or users of that specific development.⁹ This analysis only includes the costs of system improvements related to new growth within the proportionate share analysis.

FUNDING OF FUTURE FACILITIES

The IFFP must also include a consideration of all revenue sources, including impact fees and the dedication (donations) of system improvements, which may be used to finance system improvements.¹⁰ In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.¹¹

In considering the funding of future facilities, the City has determined the portion of future projects that will be funded by impact fees as growth-related, system improvements. Impact fees are an appropriate funding and repayment mechanism of the growth-related improvements. Where applicable, impact fees will offset the cost of future facilities. However, impact fees cannot be used to fund non-qualified expenses (i.e. the costs to cure existing deficiencies, to raise the LOS, to recoup more than the actual cost of system improvements, or the cost to fund overhead). Other revenues such as utility rate revenue, property taxes, grants, or loans can be used to fund these types of expenditures, as described below.

UTILITY RATE REVENUES

Utility rate revenues serve as the primary funding mechanism within enterprise funds. Rates are established to ensure appropriate coverage of all operations and maintenance expenses, as well as all non-growth related debt service and capital project needs.

PROPERTY TAX REVENUES

Property tax revenues are not specifically identified in this analysis as a funding source for growth-related capital projects, but inter-fund loans may be made from the general fund which will ultimately include some property tax revenues. Interfund loans will be repaid once sufficient impact fee revenues have been collected. The City follows Utah Code 10-6-132 which requires interest to be accrued on interfund loans. Property tax revenue are generally not used to support enterprise funds.

⁸ UC 11-36a-102(20)

⁹ UC 11-36a102(13)

¹⁰ UC 11-36a-302(2)

¹¹ UC 11-36a-302(3)

GRANTS AND DONATIONS

Grants and donations are not currently contemplated in this IFFP. However, the impact fees will be adjusted if grants become available to reflect the grant monies received. A donor and the City may enter into a Development Agreement which may entitle the donor to a reimbursement for the value of the system improvements, up to the LOS, funded through impact fees if donations are made by new development.

IMPACT FEE REVENUES

Impact fees are charged to ensure that new growth pays its proportionate share of the costs for the development of public infrastructure. Impact fee revenues can also be attributed to the future expansion of public infrastructure if the revenues are used to maintain an existing LOS. Increases to an existing LOS cannot be funded with impact fee revenues. Impact fee revenues are generally considered non-operating revenues and help offset future capital costs.

DEBT FINANCING

In the event the City has not accumulated sufficient impact fees to pay for the construction of time-sensitive or urgent capital projects needed to accommodate new growth, the City must look to revenue sources other than impact fees for funding. The Impact Fees Act allows for the costs related to the financing of future capital projects to be legally included in the impact fee. This allows the City to finance and quickly construct infrastructure for new development and reimburse itself later from impact fee revenues for the costs of principal, interest, and costs of issuance.

This analysis assumes future growth-related facilities will be funded on a pay-as-you-go basis, utilizing impact fee and utility fee revenues.

EQUITY OF IMPACT FEES

Impact fees are intended to recover the costs of capital infrastructure that relate to future growth. The impact fee calculations are structured for impact fees to fund 100 percent of the growth-related facilities identified in the proportionate share analysis as presented in the impact fee analysis. Even so, there may be years that impact fee revenues cannot cover the annual growth-related expenses. In those years, growth-related projects may be delayed, or other revenues such as general fund revenues or **other fund's revenues and/or fund balance reserves may** be used to make up any annual deficits. Any borrowed funds are to be repaid in their entirety through subsequent impact fees.

NECESSITY OF IMPACT FEES

An entity may only impose impact fees on development activity if the entity's plan for financing system improvements establishes that impact fees are necessary to achieve parity between existing and new development. This analysis has identified the improvements to public facilities and the funding mechanisms to complete the suggested improvements. Impact fees are identified as a necessary funding mechanism to help offset the costs of capital improvements related to new growth. In addition, alternative funding mechanisms are identified to help offset the cost of future capital improvements.



SECTION 6: WATER IMPACT FEE CALCULATION

The City currently provides culinary water to its residents and businesses. As a result of new growth, the culinary water system will need to be expanded to perpetuate the LOS that the City has historically maintained. The 2021 Master Plan prepared by Hansen Allen & Luce, Inc., as well as input from the City, provide much of the information utilized in this analysis.

PROPOSED WATER IMPACT FEE

The IFFP must properly complete the legislative requirements found in the Impact Fee Act if it is to serve as a working document in the calculation of appropriate impact fees. The improvements identified in this IFFP are necessary for new development to maintain the existing LOS. The total system costs are divided by the total demand units the projects are designed to serve.

COMBINED WATER IMPACT FEE CALCULATION

The water impact fees proposed in this analysis will be assessed within all areas of the City. TABLE 6.1 below illustrates the appropriate buy-in component, the fee associated with projects occurring in the next ten years and the applicable planning and interest costs. The proportionate share analysis determines the proportionate cost assignable to new development based on the proposed capital projects and the estimated ERC demand served by the proposed projects, in this case, the ERCs over the next ten years, which are illustrated in TABLE 3.1.

TABLE 6.1: CALCULATION OF PROPORTIONATE IMPACT FEE

	TOTAL COST	% TO IFFP GROWTH	COST TO GROWTH	DEMAND SERVED	COST PER ERC	% OF TOTAL
Buy-In						
Source	\$14,097,141	1.38%	\$194,107	3,823	\$51	0.65%
Storage	\$7,597,747	37.12%	\$2,820,048	3,823	\$738	9.46%
Transmission	\$27,835,155	0.00%	\$0	3,823	\$0	0.00%
Subtotal: Buy-In	\$49,530,043		\$3,014,155		\$789	10.11%
Future Facilities						
Source	\$37,857,147	59.55%	\$22,542,362	3,823	\$5,897	75.55%
Storage	\$0	0.00%	\$0	3,823	\$0	0.00%
Transmission	\$12,191,815	70.40%	\$8,583,410	3,823	\$2,245	28.76%
Impact Fee Interest Credit	(\$515,000)	100.00%	(\$515,000)	3,823	(\$135)	-1.73%
Impact Fee Fund Balance	(\$3,800,000)	100.00%	(\$3,800,000)	3,823	(\$994)	-12.74%
Professional Expense	11,626	100.00%	\$11,626	3,823	\$3	0.04%
Subtotal: Future Facilities	\$45,745,588		\$26,822,398		\$7,016	89.89%
Total	\$95,275,631		\$29,836,553		\$7,805	100.00%

NON-STANDARD WATER IMPACT FEES

The City reserves the right under the Impact Fees Act¹² to assess an adjusted fee that more closely matches the true impact that the land use will have upon the City's water system. The adjustment for Non-Standard Water Impact Fees is explained in Section 6 and could result in a different impact fee if evidence suggests a particular user will create a different impact than what is standard for its category. A developer may submit studies and data for a particular development and request an adjustment. The impact fee for non-standard development would be determined based on the water and storage utilization and according to the LOS variables presented in this report, calculated on a case-by-case basis.

FORMULA FOR NON-STANDARD WATER IMPACT FEES:

(Total Average Yearly Demand (ac-ft) / 0.61 (ac-ft)) * Base Impact Fee/ERC (\$7,805) = Total Fee

For purposes of impact fees, and as identified in the Master Plan, an ERC is assumed to have an irrigated acreage of 0.1 acres per ERC. This results in an average outdoor irrigation demand of 3.6 acre-feet of water per irrigated acre. Based on this analysis, 1 ERC is defined as the equivalent of 0.25 acre-feet annual indoor use and 0.36 acre-feet of annual outdoor use. For non-standard uses, the City may take into account changes in exterior irrigation requirements and/or variations for interior water demands.

¹² UC 11-36a-402(1)(c)



CONSIDERATION OF ALL REVENUE SOURCES

The Impact Fees Act requires the proportionate share analysis to demonstrate that impact fees paid by new development are the most equitable method of funding growth-related infrastructure. See SECTION 5 for further discussion regarding the consideration of revenue sources.

EXPENDITURE OF IMPACT FEES

Legislation requires that impact fees should be spent or encumbered with six years after each impact fee is paid. Impact fees collected should be spent only on those projects outlined in the IFFP as growth related costs to maintain the LOS.

PROPOSED CREDITS OWED TO DEVELOPMENT

Credits may be applied to developers who have constructed and donated system facilities to the City that are included in the IFFP in-lieu of impact fees. Credits for system improvements may be available to developers up to, but not exceeding, the amount commensurate with the LOS identified within this IFA. Credits will not be given for the amount by which system improvements exceed the LOS identified within this IFA. This situation does not apply to developer exactions or improvements required to offset density or as a condition of development. Any project that a developer funds must be included in the IFFP if a credit is to be issued.

In the situation that a developer chooses to construct system facilities found in the IFFP in-lieu of impact fees, the decision must be made through negotiation with the developer and the City on a case-by-case basis.

GROWTH-DRIVEN EXTRAORDINARY COSTS

The City does not anticipate any extraordinary costs necessary to provide services to future development.

SUMMARY OF TIME PRICE DIFFERENTIAL

The Impact Fees Act allows for the inclusion of a time price differential to ensure that the future value of costs incurred at a later date are accurately calculated to include the costs of construction inflation. A two percent annual construction inflation adjustment is applied to projects completed after 2020 (the base year cost estimate).

NOTICE
DRAFT



APPENDIX A: LOS TECHNICAL MEMORANDUM

NOTICE
DRAFT



APPENDIX B: DETAILED LIST OF IFFP PROJECTS

TABLE B.1: IFFP FUTURE TRANSMISSION SYSTEM IMPROVEMENTS

MAP ID	TYPE	DESCRIPTION	YEAR	ADDED CAPACITY	NEW ERCs SERVED	ERC EXCESS/ (DEFICIENCY)	REMAINING NEW GROWTH	% TO GROWTH	ROUNDED	INFLATED COST	INFLATED COST TO GROWTH
Future Transmission											
1	Pipe	Fire project - Benchmark Village	2021	NA	-	-	-	0%	\$65,000	\$67,600	\$0
2	Pipe	Fire - 200 West	2021	NA	-	-	-	0%	\$155,000	\$161,200	\$0
3	Pipe	Fire - Millennial Park	2021	NA	-	-	-	0%	\$67,000	\$69,680	\$0
4	PRV	Fire - connection added with Millennial Park	2021	NA	-	-	-	0%	\$132,000	\$137,280	\$0
5	Pipe	Fire - 370 West	2021	NA	-	-	-	0%	\$90,000	\$93,600	\$0
6	Pipe	Fire - Oak Street connection to Coleman	2021	NA	-	-	-	0%	\$34,000	\$35,360	\$0
8	Pipe	Tank 5 Outlet - connect from N to East	2021	NA	-	-	-	0%	\$60,000	\$62,400	\$0
9	Pipe	Zone 3 to Middle Canyon Road Backup	2021	NA	-	-	-	0%	\$135,000	\$140,400	\$0
10	Pipe	700 South Booster to Tank 3 replacement	2025	NA	-	-	-	0%	\$2,335,000	\$2,840,885	\$0
		Working in UDOT ROW		NA	-	-	-	0%	\$384,000	\$0	\$0
12	Pipe	Bevan and Country View Villas	2024	NA	3,823	-	3,823	100%	\$146,000	\$170,799	\$170,799
13	Pipe	400 East	2025	NA	3,823	-	3,823	100%	\$28,000	\$34,066	\$34,066
14	Pipe	Broadway Avenue	2029	NA	3,823	-	3,823	100%	\$63,000	\$89,669	\$89,669
15	Pipe	1000 West	2029	NA	3,823	-	3,823	100%	\$305,000	\$434,110	\$434,110
16	Pipe	Main Street	2029	NA	3,823	-	3,823	100%	\$192,000	\$273,276	\$273,276
		Working in UDOT ROW		NA	3,823	-	3,823	100%	\$32,000	\$0	\$0
17	PRV	Zone boundary PRV	2029	NA	3,823	-	3,823	100%	\$33,000	\$46,969	\$46,969
18	PRV	Zone boundary PRV	2029	NA	3,823	-	3,823	100%	\$33,000	\$46,969	\$46,969
19	Pipe	400 West	2029	NA	3,823	-	3,823	100%	\$247,000	\$351,558	\$351,558
20	PRV	Zone boundary PRV	2029	NA	3,823	-	3,823	100%	\$33,000	\$46,969	\$46,969
21	Pipe	Rogers Street	2029	NA	3,823	-	3,823	100%	\$140,000	\$199,264	\$199,264
24	Pipe	Tank 4 fill line	2022	NA	3,823	-	3,823	100%	\$52,000	\$56,243	\$56,243
25	Valve	Control valves for feed into Tank 4	2022	NA	3,823	-	3,823	100%	\$132,000	\$142,771	\$142,771
26	Pipe	Tank 4 to Skyline Drive transmission	2022	NA	3,823	-	3,823	100%	\$290,000	\$313,664	\$313,664
27	Pipe	7th Street transmission	2022	NA	3,823	-	3,823	100%	\$702,000	\$759,283	\$759,283
28	Pipe	7th Street transmission	2022	NA	3,823	-	3,823	100%	\$34,000	\$36,774	\$36,774
29	Pipe	Droubay Road transmission	2027	NA	3,823	-	3,823	100%	\$814,000	\$1,071,168	\$1,071,168
30	Pipe	Droubay Road transmission	2027	NA	3,823	-	3,823	100%	\$278,000	\$365,829	\$365,829
31	Pipe	Coleman Street to Zone 9 transmission	2028	NA	3,823	-	3,823	100%	\$564,000	\$771,873	\$771,873
32	Pipe	Coleman Street to Zone 9 transmission	2028	NA	3,823	-	3,823	100%	\$157,000	\$214,865	\$214,865
33	Pipe	Coleman Street to Zone 9 transmission	2028	NA	3,823	-	3,823	100%	\$1,683,000	\$2,303,302	\$2,303,302
		Cross Union Pacific Railroad		NA	3,823	-	3,823	100%	\$329,000	\$0	\$0
34	Pipe	Coleman Street to Zone 9 transmission	2028	NA	3,823	-	3,823	100%	\$624,000	\$853,987	\$853,987
Subtotal: Transmission									\$10,368,000	\$12,191,815	\$8,583,410



TABLE B.1: FUTURE SOURCE, INCLUDING TRANSMISSION AND STORAGE DIRECTLY ASSOCIATED WITH SOURCE PROJECTS

MAP ID	TYPE	DESCRIPTION	YEAR	ADDED CAPACITY	NEW ERCs SERVED	ERC EXCESS/ (DEFICIENCY)	REMAINING NEW GROWTH	% TO GROWTH	ROUNDED	INFLATED COST	INFLATED COST TO GROWTH
Park Well											
44	Well	Park Well House	2021						\$987,000	\$1,026,480	
45	Pipe	Park Well Transmission to Zone 7	2021						\$1,171,000	\$1,217,840	
Subtotal				1,500					\$2,158,000	\$2,244,320	
Berra Well											
46	Well	Berra Well House	2021						\$987,000	\$1,026,480	
47	Tank	Equalization Tank for Berra well	2021						\$1,362,000	\$1,416,480	
48	Pump	Booster out of Berra tank	2021						\$400,000	\$416,000	
49	Pipe	Berra well transmission to Z9	2021								
50	Pipe	Berra well transmission to Z8 East	2021						\$212,000	\$220,480	
51	Pipe	Z8-Z9 at Berra Boulevard	2021						\$190,000	\$197,600	
52	PRV	Zone boundary PRV	2021						\$132,000	\$137,280	
Subtotal				1,000					\$3,283,000	\$3,414,320	
East A Well											
53	Well	Exploratory borehole	2023						\$116,000	\$130,484	
	Well	Production well	2023						\$1,645,000	\$1,850,401	
	Well	Well House	2023						\$987,000	\$1,110,241	
	Well	Easements	2023						\$54,000	\$60,743	
54	WTP	East A Arsenic Treatment Plant	2023						\$1,645,000	\$1,850,401	
55	Pipe	East A to Zone 10 transmission line	2023						\$4,590,000	\$5,163,126	
Subtotal				1,000					\$9,037,000	\$10,165,396	
East C Well											
56	Well	Exploratory borehole	2025						\$116,000	\$141,132	
	Well	Production well	2025						\$1,645,000	\$2,001,394	
	Well	Well House	2025						\$987,000	\$1,200,836	
	Well	Land/Easements	2025						\$107,000	\$130,182	
57	Pipe	East C well to Z9 transmission	2025						\$1,700,000	\$2,068,310	
Subtotal				1,000					\$4,555,000	\$5,541,854	
West A Well											
58	Well	Exploratory borehole	2028						\$116,000	\$158,754	
	Well	Production well	2028						\$1,645,000	\$2,251,296	
	Well	Well House	2028						\$987,000	\$1,350,778	
	Well	Land/Easements	2028						\$107,000	\$146,437	
59	Pipe	West A well to Z10	2028						\$1,362,000	\$1,863,991	
60	Tank	Equalization tank for West A sources	2028						\$400,000	\$547,428	
61	Pump	Booster out of West A tank	2028						\$7,433,000	\$10,172,574	
Subtotal				1,000					\$12,050,000	\$16,491,257	
Total Source and Related To Source				5,500	6,180	143	3,680	60%	\$31,935,000	\$38,743,227	\$22,542,362

TOOELE CITY CORPORATION

ORDINANCE 2022-13

AN ORDINANCE OF THE TOOELE CITY COUNCIL REASSIGNING THE ZONING CLASSIFICATION TO THE R1-7 RESIDENTIAL ZONING DISTRICT AND REMOVING THE SENSITIVE AREA OVERLAY FOR APPROXIMATELY 38 ACRES OF PROPERTY LOCATED AT APPROXIMATELY 900 SOUTH MAIN 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 Land Use Map of the Tooele City General Plan has designated the subject property as Medium Density Residential, a designation that recommends the R1-7 Residential zoning district; and,

WHEREAS, the City received an application for Zoning amendments for property located at approximately 900 South Main Street on July 26, 2021, requesting that the

Subject Property be reassigned to the R1-7 Residential zoning district and removal of the Sensitive Area Overlay. (see Rezone Petition and map attached as Exhibit A, and Staff Report attached as Exhibit B); and,

WHEREAS, the Subject Properties are owned by Craig D and Laura K Anderson and are currently assigned the RR-1 Residential zoning district; and,

WHEREAS, on September 8, 2021, the Planning Commission convened a duly noticed public hearing, accepted written and verbal comment, and voted to forward its recommendation to the City Council (see Planning Commission minutes attached as **Exhibit C**); and,

WHEREAS, on _____, 2022, the City Council convened a duly-advertised public hearing:

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

1. this Ordinance and the zoning amendment proposed therein is in the best interest of Tooele City and its residents because it will provide increased housing options and additional housing availability, helping to address the housing gap in Utah; and,
2. the Zoning Map is hereby amended for the approximately 38 acres of property located at approximately 900 South Main Street as requested in **Exhibit A**, attached.

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

IN WITNESS WHEREOF, this Ordinance is passed by the Tooele City Council this ____ day of _____, 20__.

TOOELE CITY COUNCIL

(For)

(Against)

ABSTAINING: _____

MAYOR OF TOOELE CITY

(Approved)

(Disapproved)

ATTEST:

Michelle Pitt, City Recorder

S E A L

Approved as to Form:

Roger Baker, Tooele City Attorney

Exhibit A

Petition and Mapping Pertinent to Zoning Map Amendment

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: 7/26/2021		Current Map Designation: Zoning RR-1 Master Plan R1-7		Proposed Map Designation: Zoning R1-7 Master Plan-No Change	
Project Name: One O'Clock Hill				Parcel #(s): 02-012-0005, 02-014-0-0017, 02-010-0-0011	
				Acres: Approximately 38	
Project Address: SE1/4 OF SECTION 32 & SW1/4 OF SECTION 33, T3S, R4W, SLB&M, Tooele, Utah					
Proposed for Amendment: <input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> General Plan <input type="checkbox"/> Master Plan: _____					
Brief Project Summary: Zone Change of approximately 38 Acres from RR-1 to R-1-8 zoning. This matches the General Land Use Map adopted December 16, 2020/					
Property Owner(s): CRAIG D ANDERSON TRUSTEE and LAURA K ANDERSON TRUSTEE			Applicant(s): SJ Managing Company		
Address: 7499 FOOTHILL DR			Address: 447 North Cooley St.		
City: TOOELE	State: Utah	Zip: 84074	City: Grantsville	State: Utah	Zip: 84029
Phone: 801-898-9085			Phone: 801-349-0761		
Contact Person: Shaun Johnson			Address: 447 North Cooley St.		
Phone: 801-349-0761			City: Grantsville	State: Utah	Zip: 84029
Cellular: 801-349-0761	Fax:	Email: shaun@sjcompany.net			

*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.

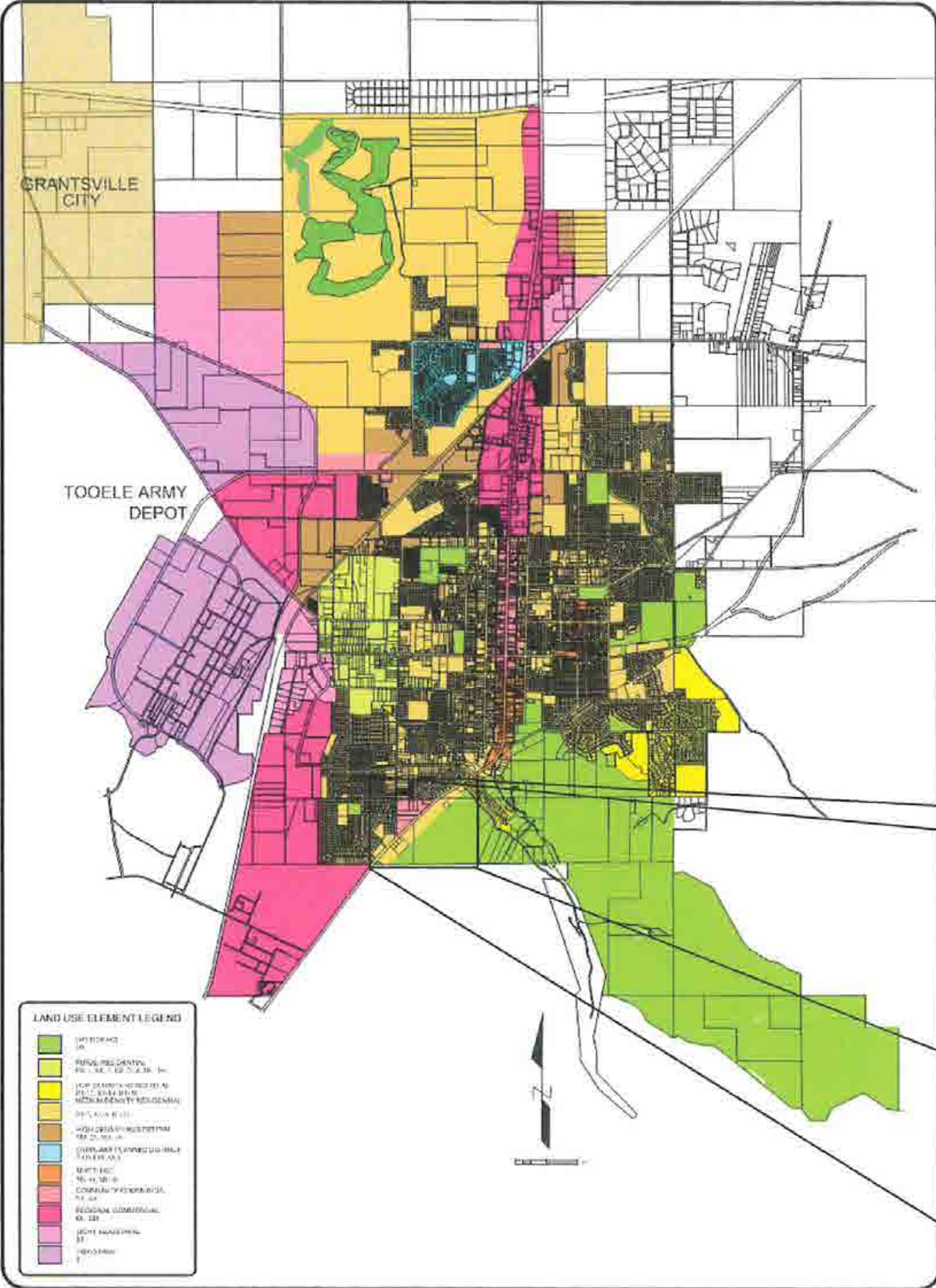
2210760

For Office Use Only			
Received By: JESSI	Date Received: 7/26/21	Fees: 4,800 ⁰⁰	App. Rec. #: 916580

General Plan Map



www.sjcompany.net
(801) 349-0761



1. What is the present land use designation of the subject property(s)?
R1-7, R1-8, R1-10

2. Explain how the proposed land use designation is similar or compatible with the other land use designations in the surrounding area.
The current land use is for single family residential detached. We are proposing to keep this same land use.

3. What do you anticipate the land being used for?
Residential Single Family Detached Housing

4. Explain how the proposed land use designation would affect property, surrounding properties, and Tooele City.
The proposed zoning allows homes to be built in this area to match all the surrounding areas. The proposed zoning allows the proper access points from the highway to allow this area to be developed. This will all affect Tooele City in positive ways by having land used as per the general plan map, and in a beautiful area.

5. Explain how the proposed land use designation promotes the goals and objectives of Tooele City.
The identity of Tooele would be strengthened by finally developing the iconic One O'Clock hill that is so unique to Tooele City. While so doing, we are considering the surrounding land use by leaving the iconic hill alone, and only developing the land at the base of the hill to match the surrounding area. To further use this land for the benefit of Tooele, we are proposing a trail behind this community at the base of the hill to help promote the trails around this area that many citizens use.

This property is an ideal Fill In Location as services are readily available on the full frontage of this property that is more than capable of handling this proposed zoning.

Adding additional housing in this area helps to promote the reduction in traveling distances for employment at the Army Depot, and upcoming industrial land development less than 1 mile away.

One O'Clock Hill

SE1/4 OF SECTION 32 & SW1/4 OF SECTION 33, T3S, R4W, SLB&M, Tooele, Utah

Date: Issue Date



LAND USE ELEMENT LEGEND	
[Green Box]	OPEN SPACE OS
[Light Green Box]	RURAL RESIDENTIAL RR-1, RR-5, RR-20 & MU-160
[Yellow Box]	LOW DENSITY RESIDENTIAL R1-2, R1-4, R1-10
[Orange Box]	MEDIUM DENSITY RESIDENTIAL R1-7, R1-8, R1-10
[Red Box]	HIGH DENSITY RESIDENTIAL MR-25, MR-16
[Light Blue Box]	OVERLAKE PLANNED DISTRICT P-OVERLAKE
[Orange Box]	MIXED USE MU-G, MU-B
[Pink Box]	COMMUNITY COMMERCIAL NC, GC
[Red Box]	REGIONAL COMMERCIAL RC, RD
[Light Pink Box]	LIGHT INDUSTRIAL LI
[Purple Box]	INDUSTRIAL I

LAND USE ELEMENT LEGEND	
[Green Box]	OPEN SPACE OS
[Light Green Box]	RURAL RESIDENTIAL RR-1, RR-5, RR-20 & MU-160
[Yellow Box]	LOW DENSITY RESIDENTIAL R1-2, R1-4, R1-10
[Orange Box]	MEDIUM DENSITY RESIDENTIAL R1-7, R1-8, R1-10
[Red Box]	HIGH DENSITY RESIDENTIAL MR-25, MR-16
[Light Blue Box]	OVERLAKE PLANNED DISTRICT P-OVERLAKE
[Orange Box]	MIXED USE MU-G, MU-B
[Pink Box]	COMMUNITY COMMERCIAL NC, GC
[Red Box]	REGIONAL COMMERCIAL RC, RD
[Light Pink Box]	LIGHT INDUSTRIAL LI
[Purple Box]	INDUSTRIAL I



TOOELE CITY ZONING

JUNE 15, 2021

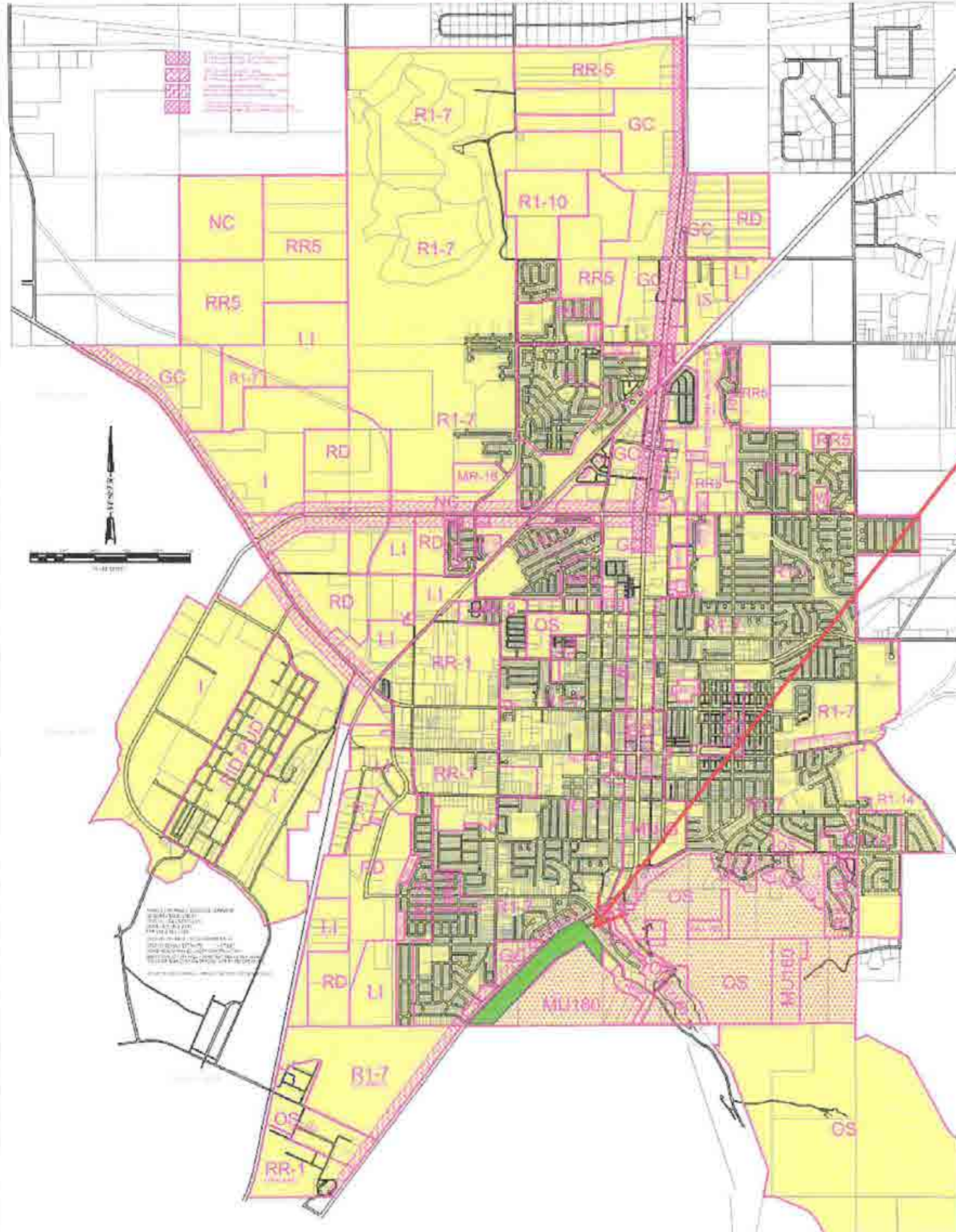
Sensitive Overlay



www.sjcompany.net
(801) 349-0761

In addition to requesting a zone change, we would also like to request to remove the sensitive overlay from a portion of the property. It has been understood that the portion we are requesting to be removed was never intended to be part of the sensitive overlay, just the mountain area behind this property.

Below is a map that shows the entire property that is currently under a sensitive overlay, with the area highlighted that we are requesting to be removed.



One O'Clock Hill

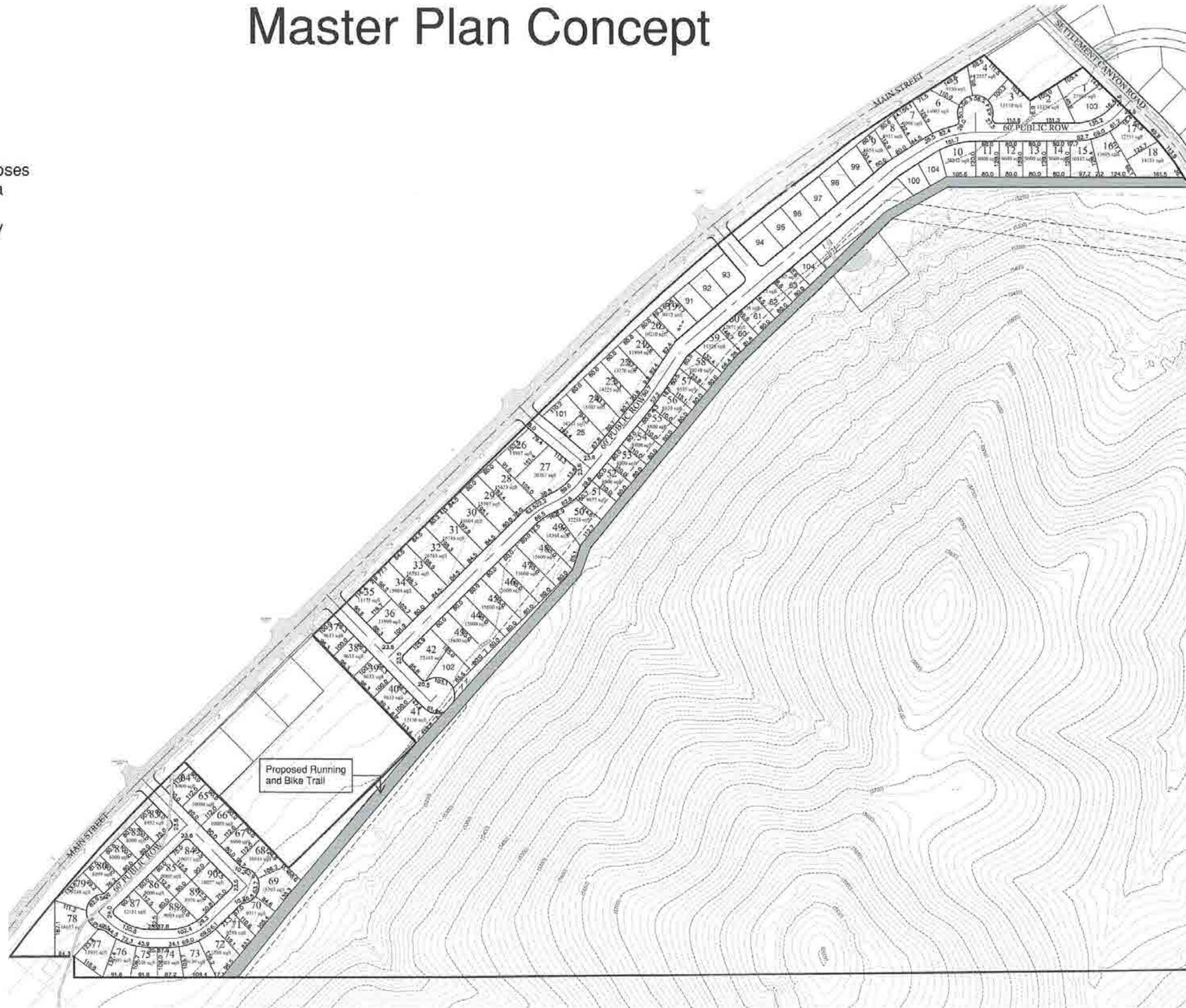
SE1/4 OF SECTION 32
& SW1/4 OF SECTION
33, T3S, R4W, SLB&M,
Tooele, Utah

Date: Issue Date

Sensitive Overlay

Master Plan Concept

This plan is for graphical purposes only. This is not meant to be a final plan or Layout. The anticipated number of lots may range from 90 to 130.



www.sjcompany.net
(801) 349-0761

One O'Clock Hill

SE 1/4 OF SECTION 32
& SW 1/4 OF SECTION
33, T3S, R4W, SLB&M,
Tooele, Utah

Date: Issue Date

Master Plan
Concept

Proposed Bike Trail as Part of the Zone Change

To create an additional benefit to Tooele city for creating this zoning, we propose to create at least an 8' walking, running and biking trail. This would be installed during the construction of the development.



www.sjcompany.net
(801) 349-0761

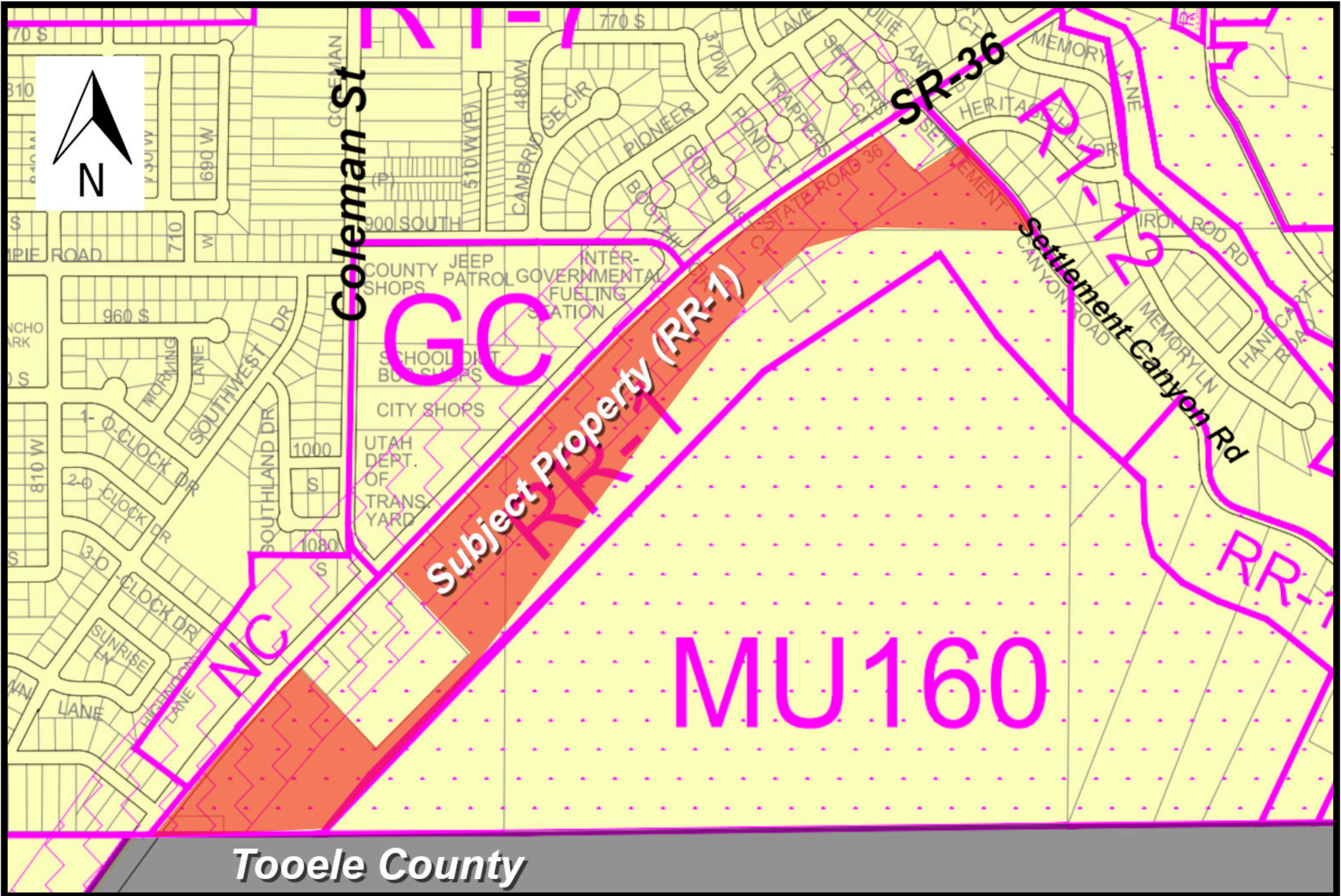
One O'Clock Hill

SE1/4 OF SECTION 32
& SW1/4 OF SECTION
33, T3S, R4W, SLB&M,
Tooele, Utah

Date: Issue Date

Added Benefit

One O'Clock Hill Zoning Map Amendment



Current Zoning

One O'Clock Hill Project Zoning Map Amendment

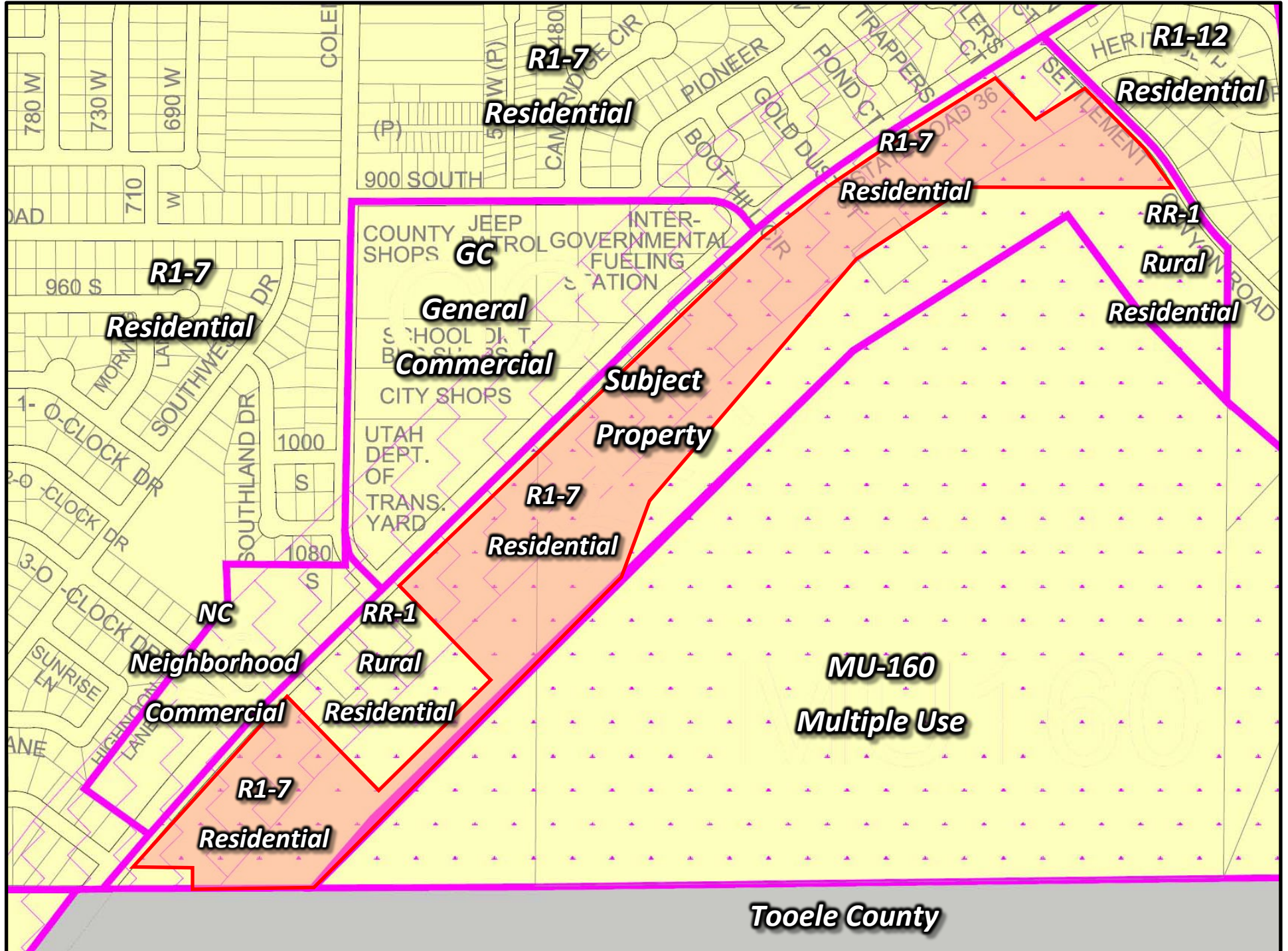


Exhibit B

Staff Report

STAFF REPORT

August 26, 2021

To: Tooele City Planning Commission
Business Date: September 8, 2021

From: Planning Division
Community Development Department

Prepared By: Andrew Aagard, City Planner / Zoning Administrator

Re: One O'Clock Hill – Zoning Map Amendment Request

Application No.: P21-860
Applicant: Shaun Johnson, representing SJ Managing Company
Project Location: Approximately 900 South Main Street
Zoning: RR-1 Residential Zone Sensitive Area Overlay
Acreage: Approximately 38 Acres (Approximately 1,655,280 ft²)
Request: Request for approval of a Zoning Map Amendment in the RR-1 Residential Sensitive Area Overlay zone regarding reassigning the zoning to R1-7 Residential and removing the Sensitive Area Overlay on the developable portions of the property.

BACKGROUND

This application is a request for approval of a Zoning Map Amendment for approximately 38 acres located at approximately 900 South Main Street (SR-36). The property is currently zoned RR-1 Residential and bears the Sensitive Area Overlay. The applicant is requesting that a Zoning Map Amendment be approved to reassign the zoning for the property to the R1-7 Residential zoning district and to remove the 38 acres of developable ground from the Sensitive Area Overlay.

This item was tabled from the September 8, 2021 Planning Commission meeting pending applicant's submittal of a traffic study, a soil and geological study and information on the relocation of the power lines in the area. The public hearing was opened and closed at that meeting. The applicant has provided the requested information. It is included in this packet.

ANALYSIS

General Plan and Zoning. The Land Use Map of the General Plan calls for the Medium Density Residential land use designation for the subject property. The property has been assigned the RR-1 Residential zoning classification, supporting approximately one dwelling unit per acre. The RR-1 Residential zoning designation is not identified by the General Plan as a preferred zoning classification for the Medium Density Residential land use designation. The property is long and narrow running south west to north east and is adjacent to various zoning districts. To the north west, on the adjacent side of SR-36 properties are zoned NC Neighborhood Commercial, GC General Commercial and R1-7 Residential. To the east on the adjacent side of Settlement Canyon Road properties are zoned R1-12 Residential. To the south east properties are zoned MU-160 Multiple Use. Mapping pertinent to the subject request can be found in Exhibit "A" to this report.

The Land Use Map of the Tooele City General Plan designates the entire length of this property as Medium Density Residential (MDR). The MDR designation includes the R1-7, R1-8 and R1-10

Residential zoning districts. The applicant's request to reassign the zoning to the R1-7 Residential zone does comply with the MDR designation.

The property is current zoned RR-1 Residential. The purpose of the RR-1 Residential zoning district is to provide for single family residential areas and single family dwelling units on larger individual lots. Additionally these districts are intended to allow and make available Rural Residential opportunities and agricultural uses protected from the encroachment of incompatible uses. The RR-1 Residential zone also permits large animals such as horses, cows and llamas.

The R1-7 zoning district differs substantially from the RR-1 zoning district. One of those differences is lot size and density. The R1-7 zoning district permits a minimum lot size of 7,000 square feet and a density of 5 units per acre where the RR-1 zone is 1 dwelling unit per acre. The R1-7 zoning district does not permit the keeping of large animals.

The property also bears the Sensitive Area Overlay. The purpose of the Sensitive Area Overlay to provide regulatory standards, guidelines, and criteria having the effect of minimizing flooding, erosion, destruction of natural plant and wildlife habitat, alteration of natural drainages, and other environmental hazards, and protecting the natural scenic character of the hillside and mountain areas. In support of this purpose and intent, this Chapter recognizes the importance of the unique hillside and mountain areas of Tooele City to the scenic character, heritage, history, and identity of Tooele City and of adjoining areas of unincorporated Tooele County. In support of this purpose and intent, Tooele City finds that it is in the public interest to regulate the development of sensitive areas in a manner so as to minimize the adverse impacts of development on scenic open spaces and on sensitive or vulnerable organic and inorganic systems. The Sensitive Area Overlay provides additional development requirements when development is proposed on sensitive areas or areas with potential natural hazards. Some of those additional requirements include but are not limited to, slope restrictions, lot sizes, lot widths, buildable areas, cut and fill and so forth.

This property rests immediately at the foot of One O'Clock and Two O'Clock mountains and does contain potential natural hazards such as rock outfalls, faults, and slide potential. The property is also criss-crossed by numerous power lines. These issues will need to be addressed during the subdivision review process to ensure proper and safety in the development.

The property is also encumbered by the Southern Gateway Overlay district. This Gateway Overlay is in place to ensure an attractive and desirable streetscape for visually prominent areas and entries to the City. The Gateway Overlay encourages emphasis on streetscape landscaping, building architecture and parking location. It also requires Planning Commission approval of site plan development. Subdivisions already go through Planning Commission approval so the Gateway Overlay district really doesn't apply. It also has no bearing on land use, zoning, etc.

Subdivision Layout. The applicant has provided a master plan concept showing their intentions for subdivision of the 38 acre parcel. This is not a subdivision application and the concept plan has been provided for the Planning Commission's information only. The subdivision is proposing multiple accesses onto SR-36 which is a UDOT highway. The only City Street that will bear an impact from the potential development will be Settlement Canyon Road where a connection is being proposed just south of the Masonic Temple. The applicant will need to coordinate with UDOT for the other access points onto SR-36. It should be noted that there are approximately 7 acres consisting of 4 lots towards the south end of the development that are not participating in this Zoning Map Amendment and will maintain their existing zoning. The Mason Temple on the north east end of the proposed development is not participating in this proposed amendment and will maintain the current zoning.

Even though the subdivision is not being considered for approval at this time, a Zoning Map amendment is a good time for the Commission to negotiate with the developer and obtain what they would like to see as a condition of zoning. The Commission may table the application for additional information, changes to the concept plan and so forth. The Planning Commission is not obligated to render a decision at this meeting if it needs more information.

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 proposed comments:

1. The property has the Sensitive Area Overlay because of slope and geological hazards such as slide potential, drainage, rock outfall, faults and so forth.
2. Numerous power lines criss-cross the property.
3. The R1-7 Residential zone does comply with the Medium Density Residential designation of the Tooele City Land Use Map.
4. The Masonic Temple and the 7 acres of property located to the south end of the proposed development are not participating in this this amendment request and will maintain the existing zoning.
5. The zoning map amendment is proposed only for the 38 acres that will be developed.

Engineering Review. The Tooele City Engineering division has completed their review of the Zoning Map Amendment submission and has not issued any comments.

Public Works. The Tooele City Public Works Division has completed their review of the Zoning Map Amendment submission and has not issued any 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.

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 One O’Clock Hill Zoning Map Amendment Request by Shaun Johnson, representing the SJ Managing Company reassigning the zoning of the property to R1-7 and removing the Sensitive Area Overlay, application number P21-860, based on the findings and subject to the conditions listed in the Staff Report dated August 26, 2021:”

1. List any additional findings and conditions...

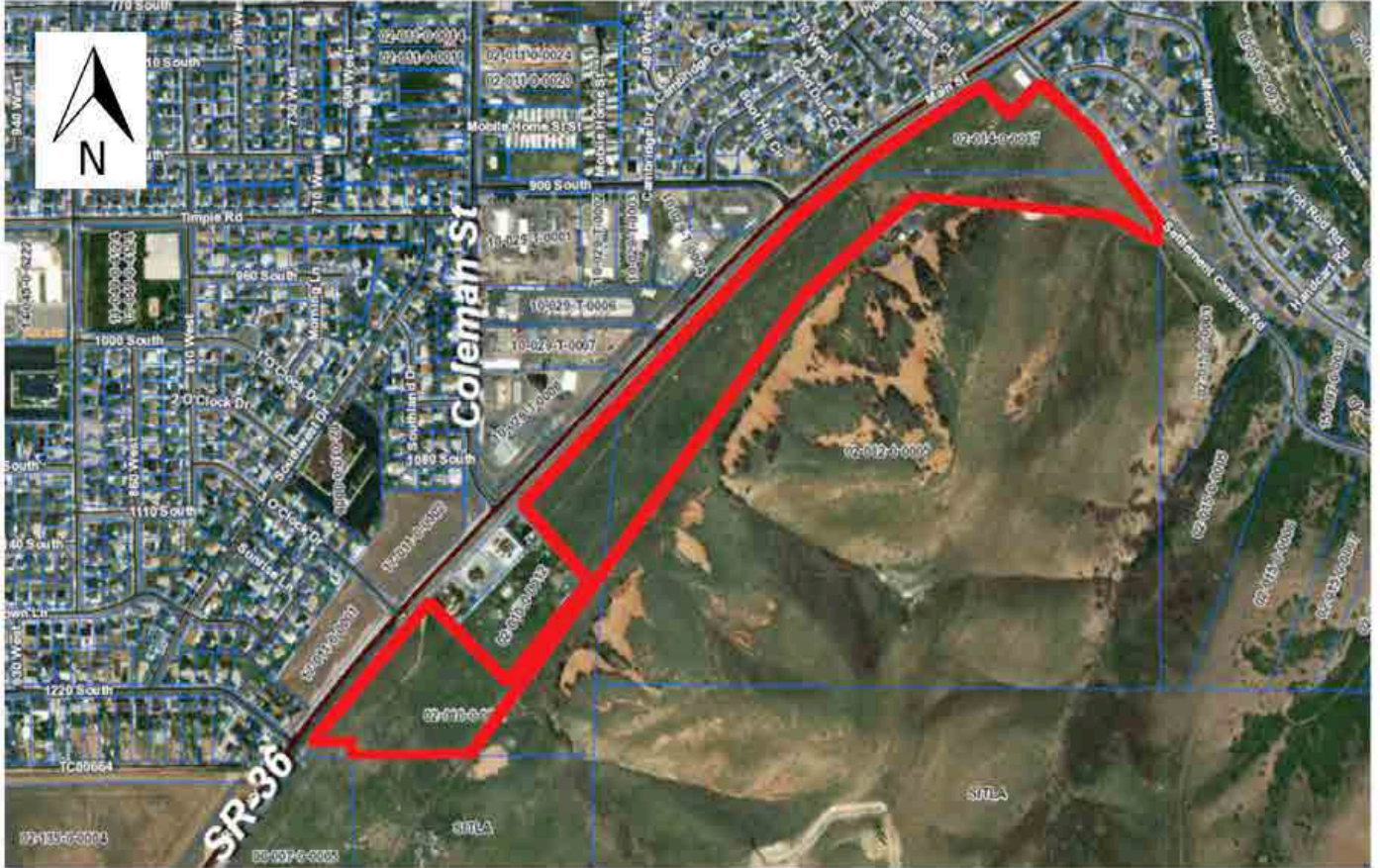
Sample Motion for a Negative Recommendation – “I move we forward a negative r recommendation to the City Council for the One O’Clock Hill Zoning Map Amendment Request by Shaun Johnson, representing the SJ Managing Company reassigning the zoning of the property to R1-7 and removing the Sensitive Area Overlay, application number P21-860, based on the following findings:”

1. List findings...

EXHIBIT A

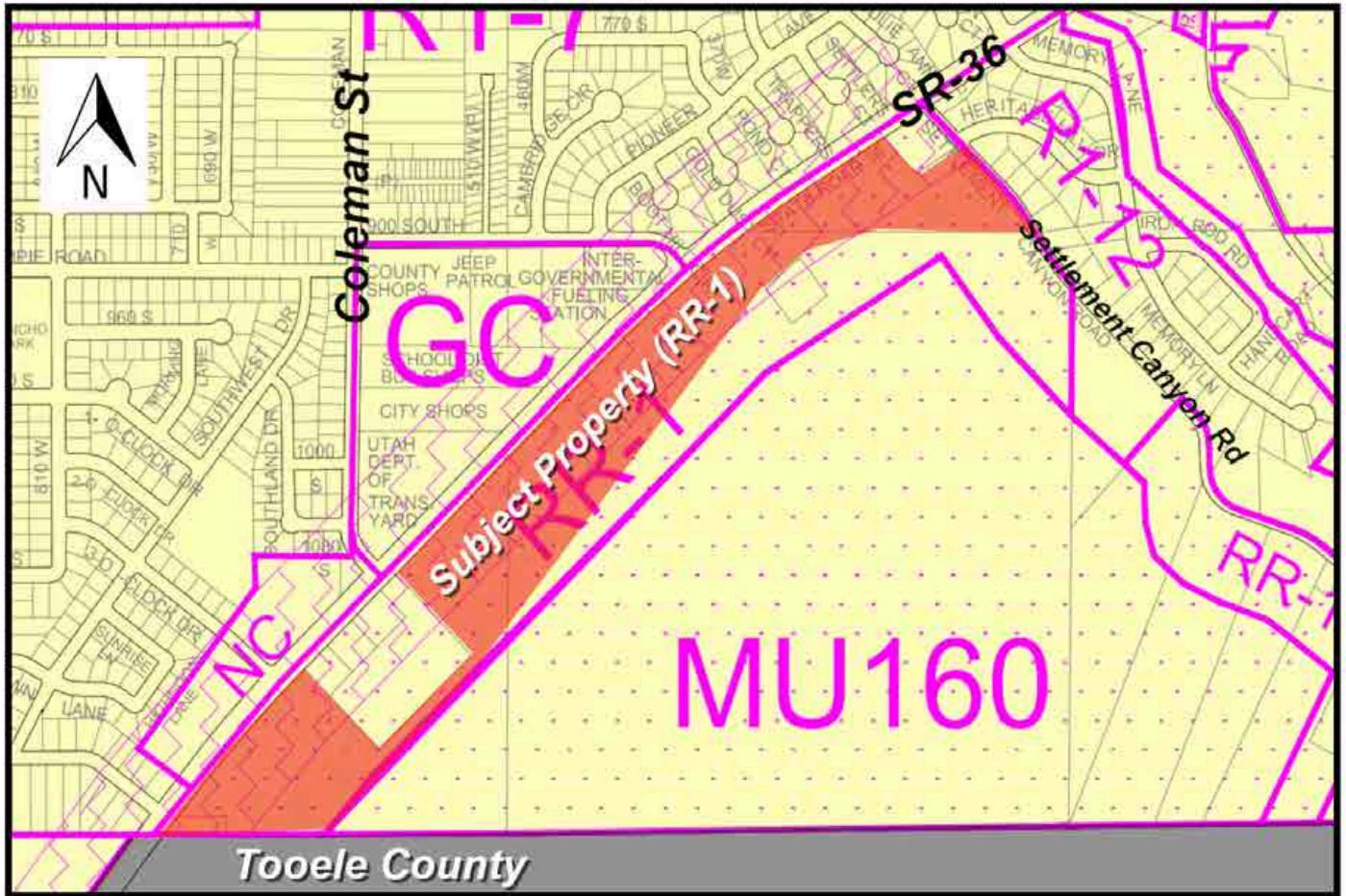
MAPPING PERTINENT TO THE ONE O'CLOCK HILL ZONING MAP AMENDMENT

One O'Clock Hill Zoning Map Amendment



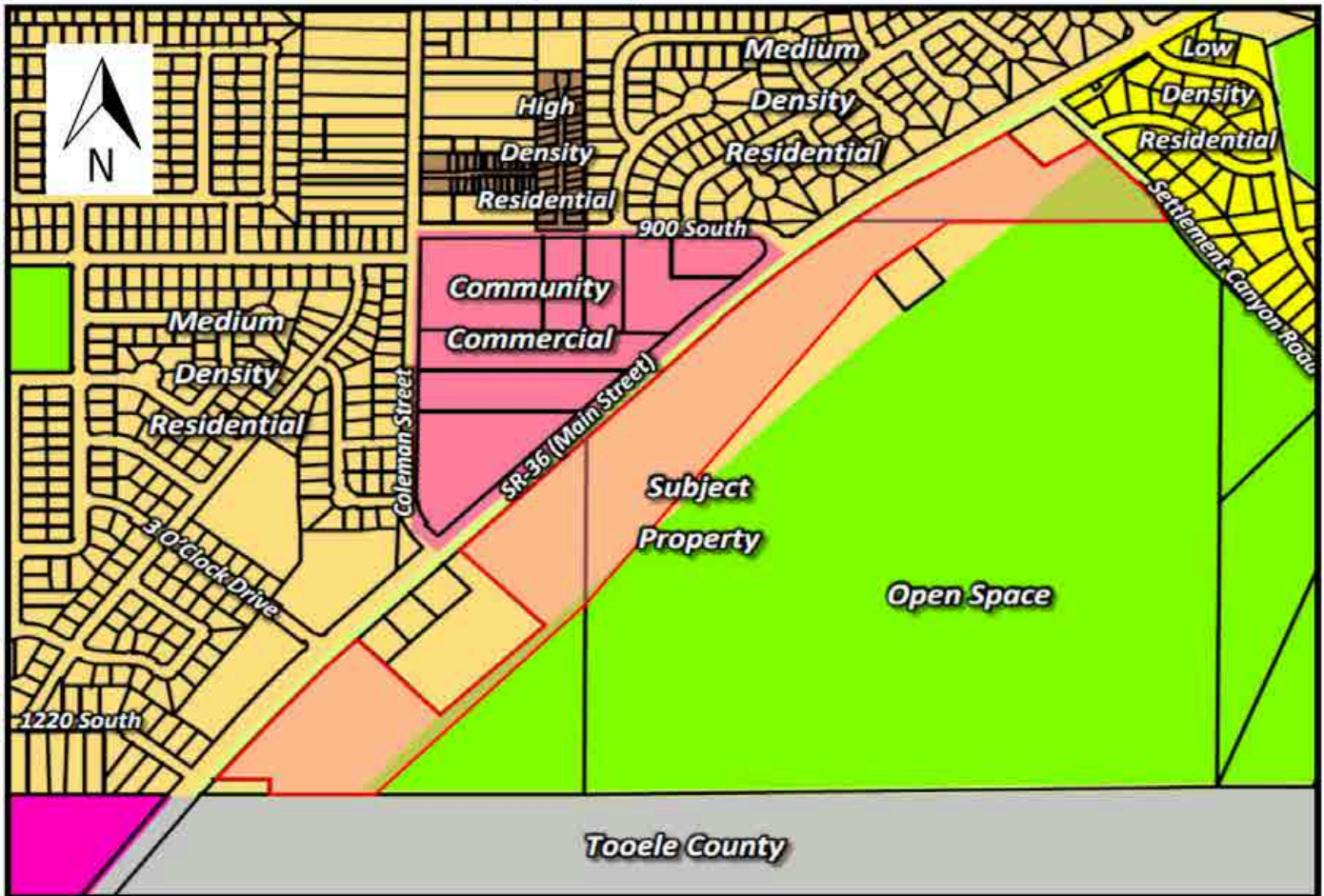
Aerial View

One O'Clock Hill Zoning Map Amendment



Current Zoning

One O'Clock Hill Zoning Map Amendment



Current Land Use

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.

Project Information			
Date of Submission: 7/26/2021	Current Map Designation: Zoning RR-1 Master Plan R1-7	Proposed Map Designation: Zoning R1-7 Master Plan-No Change	Parcel #(s): 02-012-0005, 02-014-0-0017, 02-010-0-0011
Project Name: One O'Clock Hill		Acres: Approximately 38	
Project Address: SE1/4 OF SECTION 32 & SW1/4 OF SECTION 33, T3S, R4W, SLB&M, Tooele, Utah			
Proposed for Amendment: <input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> General Plan <input type="checkbox"/> Master Plan: _____			
Brief Project Summary: Zone Change of approximately 38 Acres from RR-1 to R-1-8 zoning. This matches the General Land Use Map adopted December 16, 2020/			
Property Owner(s): CRAIG D ANDERSON TRUSTEE and LAURA K ANDERSON TRUSTEE		Applicant(s): SJ Managing Company	
Address: 7499 FOOTHILL DR		Address: 447 North Cooley St.	
City: TOOELE	State: Utah	City: Grantsville	State: Utah
Zip: 84074		Zip: 84029	
Phone: 801-898-9085		Phone: 801-349-0761	
Contact Person: Shaun Johnson		Address: 447 North Cooley St.	
Phone: 801-349-0761		City: Grantsville	State: Utah
		Zip: 84029	
Cellular: 801-349-0761	Fax:	Email: shaun@sjcompany.net	

*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:

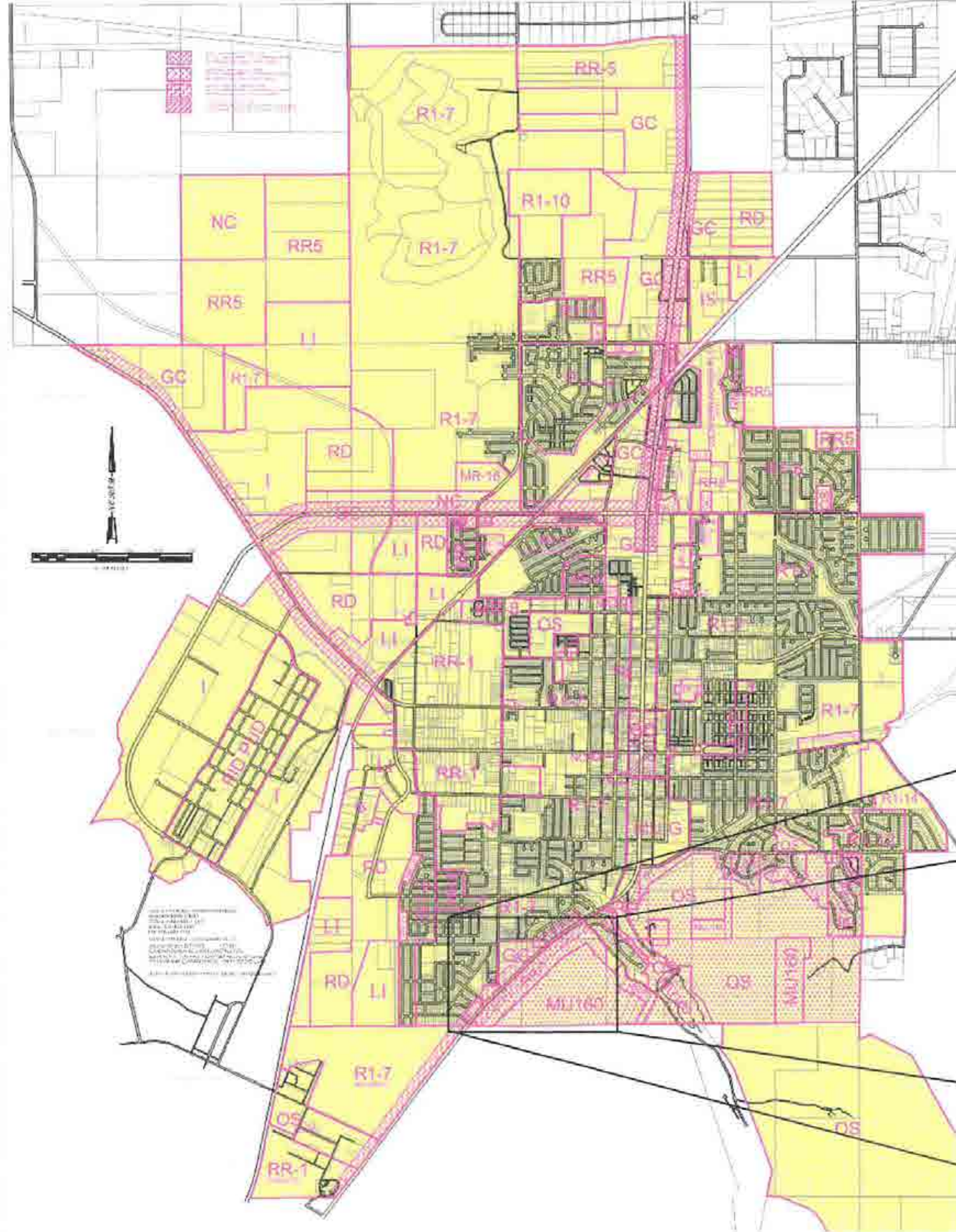
Zoning and map designations are made by ordinance. Any change of zoning or map designation is an amendment the ordinance establishing that map for which the procedures are established by city and state law. Since the procedures must be followed precisely, the time for amending the map may vary from as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

2210760

For Office Use Only			
Received By: JESSI	Date Received: 7/26/21	Fees: 4,800 ⁰⁰	App. Rec. #: 916580

TOOELE CITY ZONING

JUNE 15, 2021



Zoning Map

1. What is the present zoning of the property?

RR-1

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

The current land use is for single family residential detached. We are proposing to keep this same land use.

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

The zoning surrounding this entire area is either R1-7, R1-8 or R1-12. We are proposing very similar to R1-7

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

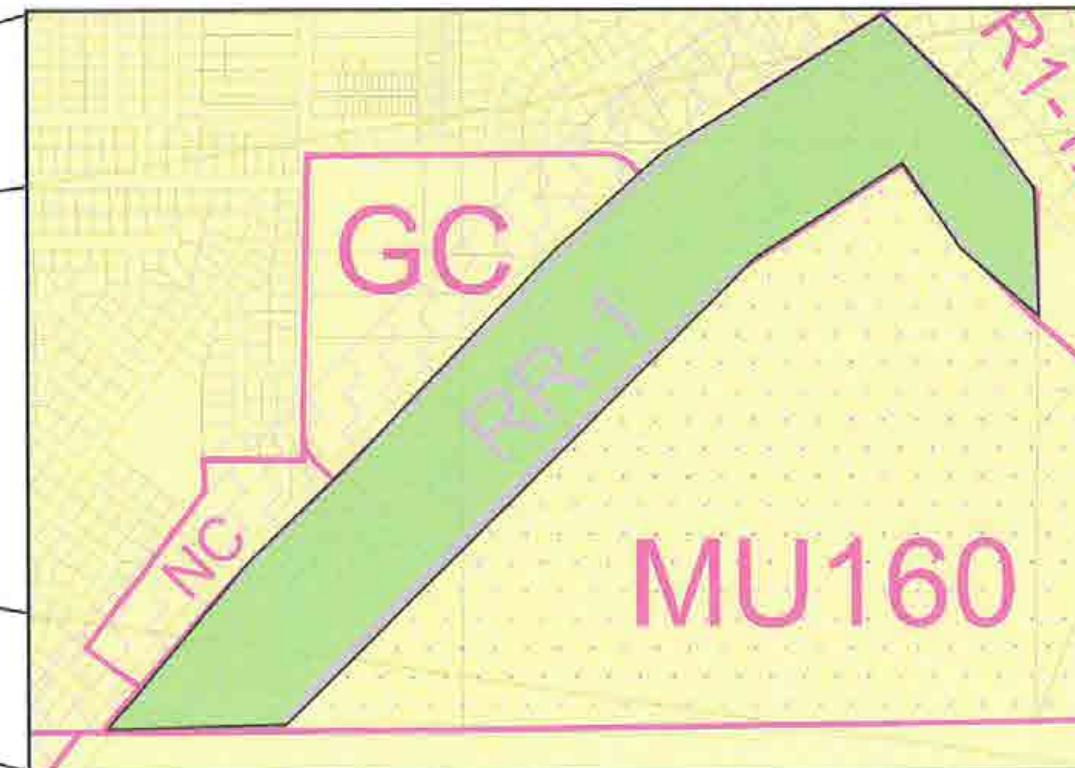
The proposed zoning allows homes to be built in this area to match all the surrounding areas. The proposed zoning allows the proper access points from the highway to allow this area to be developed. The current zoning would require additional access points from the highway for each home, which would not be allowed by UDOT. Or a back access road would need to be built, which is not economical for the few lots that would be allowed.

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

The identity of Tooele would be strengthened by finally developing the iconic One O'Clock hill that is so unique to Tooele City. While so doing, we are considering the surrounding land use by leaving the iconic hill alone, and only developing the land at the base of the hill to match the surrounding area. To further use this land for the benefit of Tooele, we are proposing a trail behind this community at the base of the hill to help promote the trails around this area that many citizens use.

This property is an ideal Fill In Location as services are readily available on the full frontage of this property that is more than capable of handling this proposed zoning.

Adding additional housing in this area helps to promote the reduction in traveling distances for employment at the Army Depot, and upcoming industrial land development less than 1 mile away.



www.sjcompany.net
(801) 349-0761

One O'Clock Hill

SE1/4 OF SECTION 32
& SW1/4 OF SECTION
33, T3S, R4W, SLB&M,
Tooele, Utah

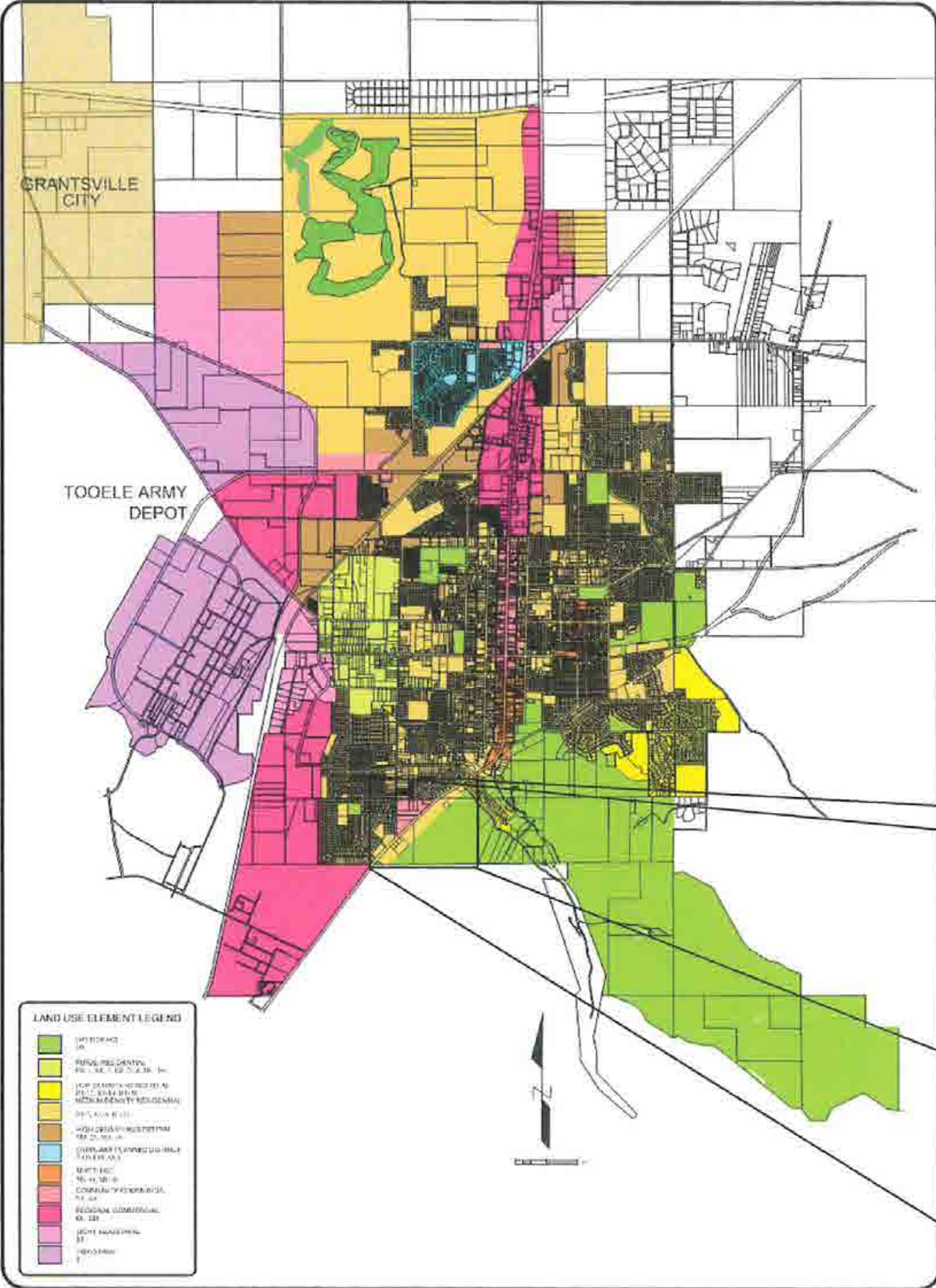
Date: Issue Date

Zoning Map

General Plan Map



www.sjcompany.net
(801) 349-0761



1. What is the present land use designation of the subject property(s)?
R1-7, R1-8, R1-10

2. Explain how the proposed land use designation is similar or compatible with the other land use designations in the surrounding area.
The current land use is for single family residential detached. We are proposing to keep this same land use.

3. What do you anticipate the land being used for?
Residential Single Family Detached Housing

4. Explain how the proposed land use designation would affect property, surrounding properties, and Tooele City.
The proposed zoning allows homes to be built in this area to match all the surrounding areas. The proposed zoning allows the proper access points from the highway to allow this area to be developed. This will all affect Tooele City in positive ways by having land used as per the general plan map, and in a beautiful area.

5. Explain how the proposed land use designation promotes the goals and objectives of Tooele City.
The identity of Tooele would be strengthened by finally developing the iconic One O'Clock hill that is so unique to Tooele City. While so doing, we are considering the surrounding land use by leaving the iconic hill alone, and only developing the land at the base of the hill to match the surrounding area. To further use this land for the benefit of Tooele, we are proposing a trail behind this community at the base of the hill to help promote the trails around this area that many citizens use.

This property is an ideal Fill In Location as services are readily available on the full frontage of this property that is more than capable of handling this proposed zoning.

Adding additional housing in this area helps to promote the reduction in traveling distances for employment at the Army Depot, and upcoming industrial land development less than 1 mile away.



	OPEN SPACE OS
	RURAL RESIDENTIAL RR-1, RR-5, RR-20 & MU-160
	LOW DENSITY RESIDENTIAL R1-2, R1-4, R1-10
	MEDIUM DENSITY RESIDENTIAL R1-7, R1-8, R1-10
	HIGH DENSITY RESIDENTIAL MR-25, MR-16
	OVERLAKE PLANNED DISTRICT P-OVERLAKE
	MIXED USE MU-G, MU-B
	COMMUNITY COMMERCIAL NC, GC
	REGIONAL COMMERCIAL RC, RD
	LIGHT INDUSTRIAL LI
	INDUSTRIAL I

One O'Clock Hill

SE1/4 OF SECTION 32
& SW1/4 OF SECTION
33, T3S, R4W, SLB&M,
Tooele, Utah

Date: Issue Date

TOOELE CITY ZONING

JUNE 15, 2021

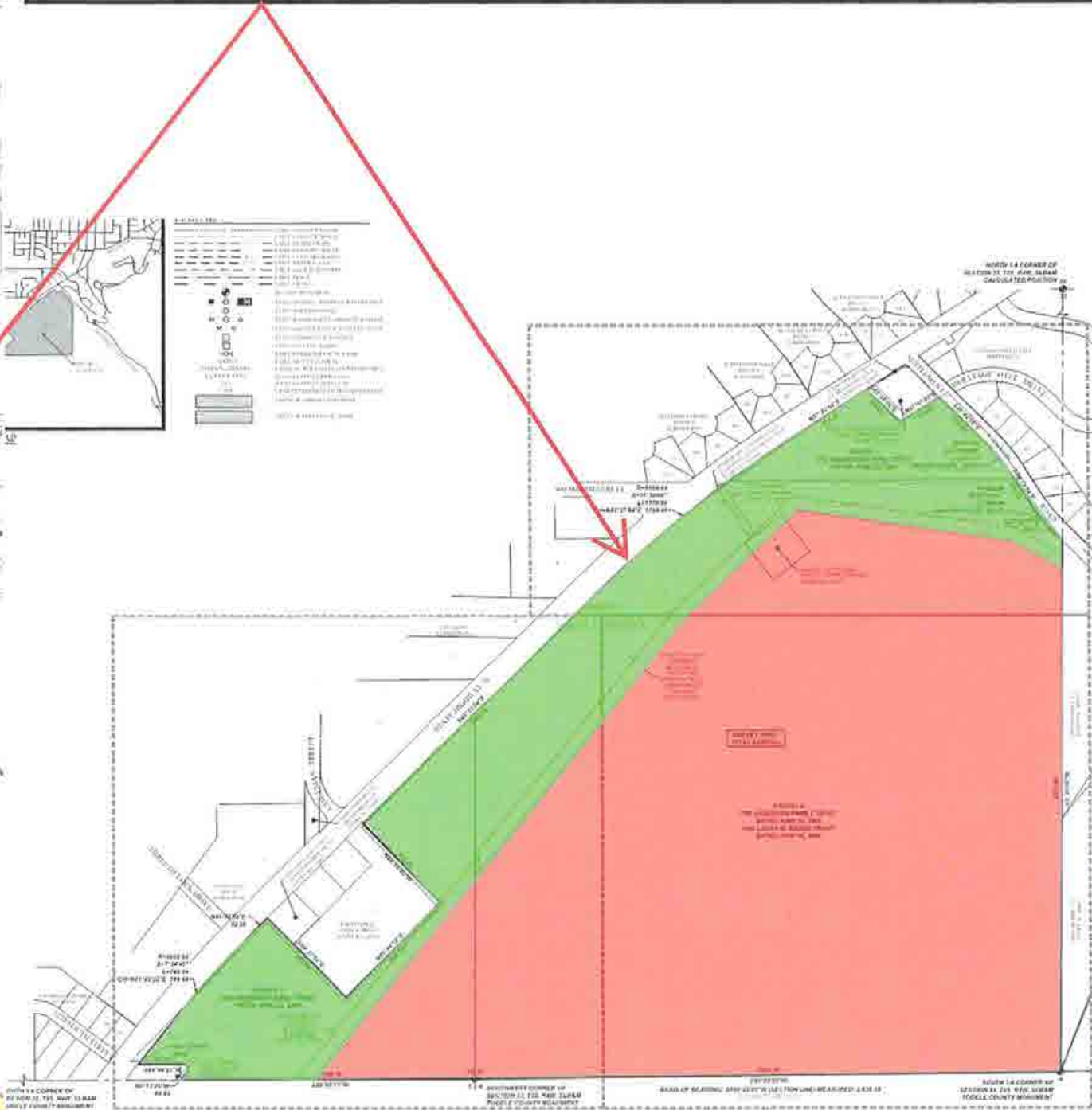
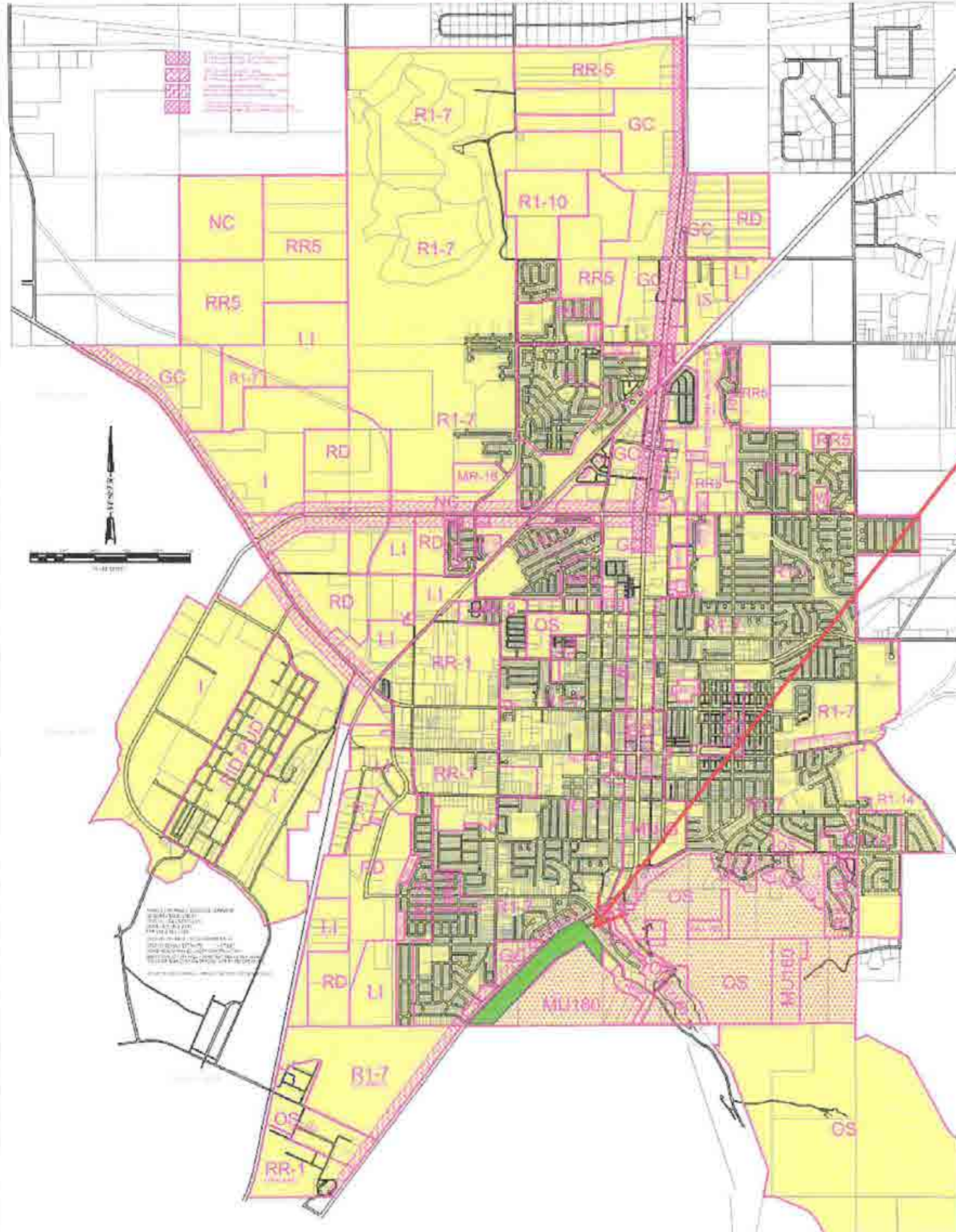
Sensitive Overlay



www.sjcompany.net
(801) 349-0761

In addition to requesting a zone change, we would also like to request to remove the sensitive overlay from a portion of the property. It has been understood that the portion we are requesting to be removed was never intended to be part of the sensitive overlay, just the mountain area behind this property.

Below is a map that shows the entire property that is currently under a sensitive overlay, with the area highlighted that we are requesting to be removed.



One O'Clock Hill

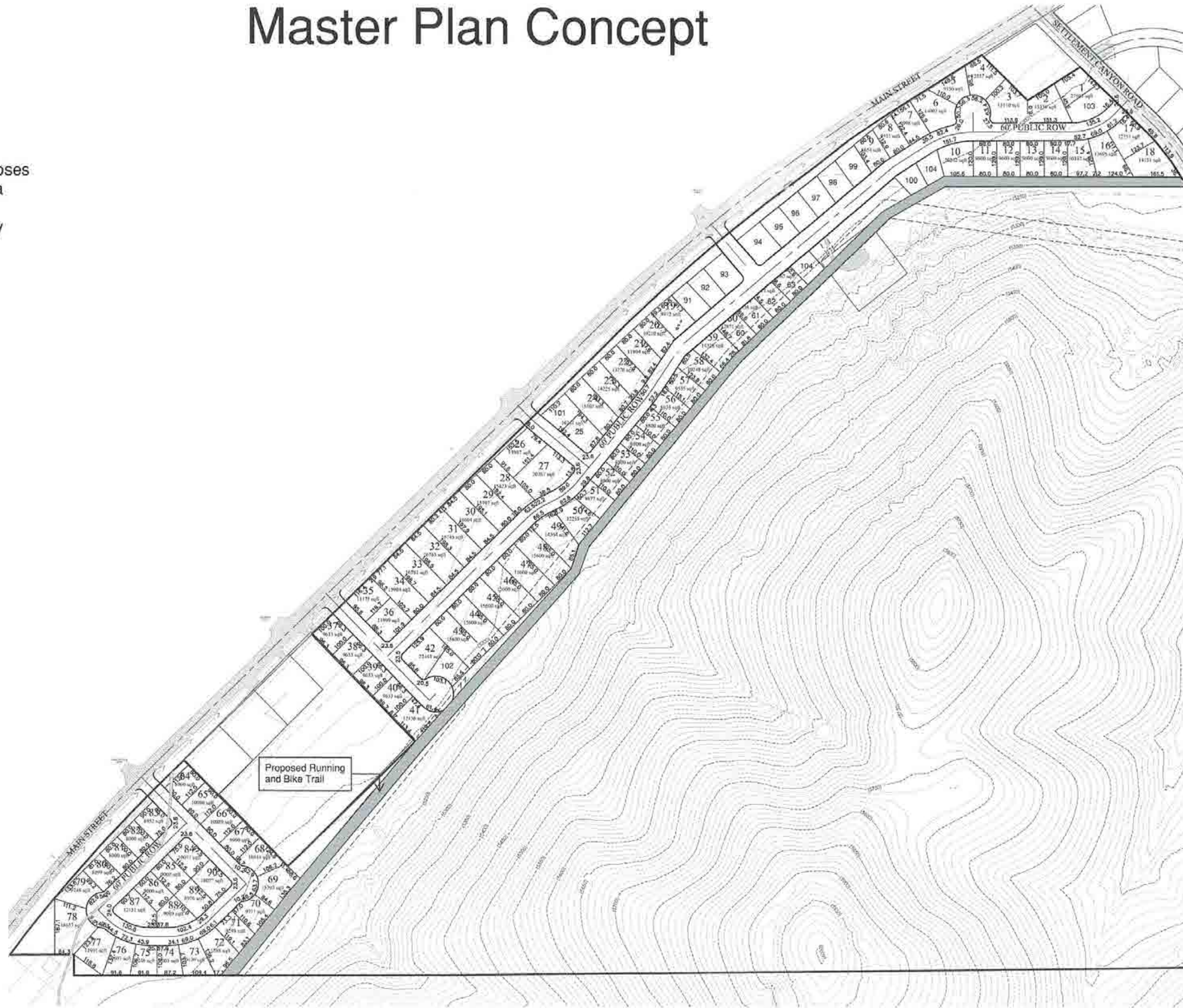
SE1/4 OF SECTION 32
& SW1/4 OF SECTION
33, T3S, R4W, SLB&M,
Tooele, Utah

Date: Issue Date

Sensitive Overlay

Master Plan Concept

This plan is for graphical purposes only. This is not meant to be a final plan or Layout. The anticipated number of lots may range from 90 to 130.



www.sjcompany.net
(801) 349-0761

One O'Clock Hill

SE1/4 OF SECTION 32
& SW1/4 OF SECTION
33, T3S, R4W, SLB&M,
Tooele, Utah

Date: Issue Date

Master Plan
Concept

Proposed Bike Trail as Part of the Zone Change

To create an additional benefit to Tooele city for creating this zoning, we propose to create at least an 8' walking, running and biking trail. This would be installed during the construction of the development.



www.sjcompany.net
(801) 349-0761

One O'Clock Hill

SE1/4 OF SECTION 32
& SW1/4 OF SECTION
33, T3S, R4W, SLB&M,
Tooele, Utah

Date: Issue Date

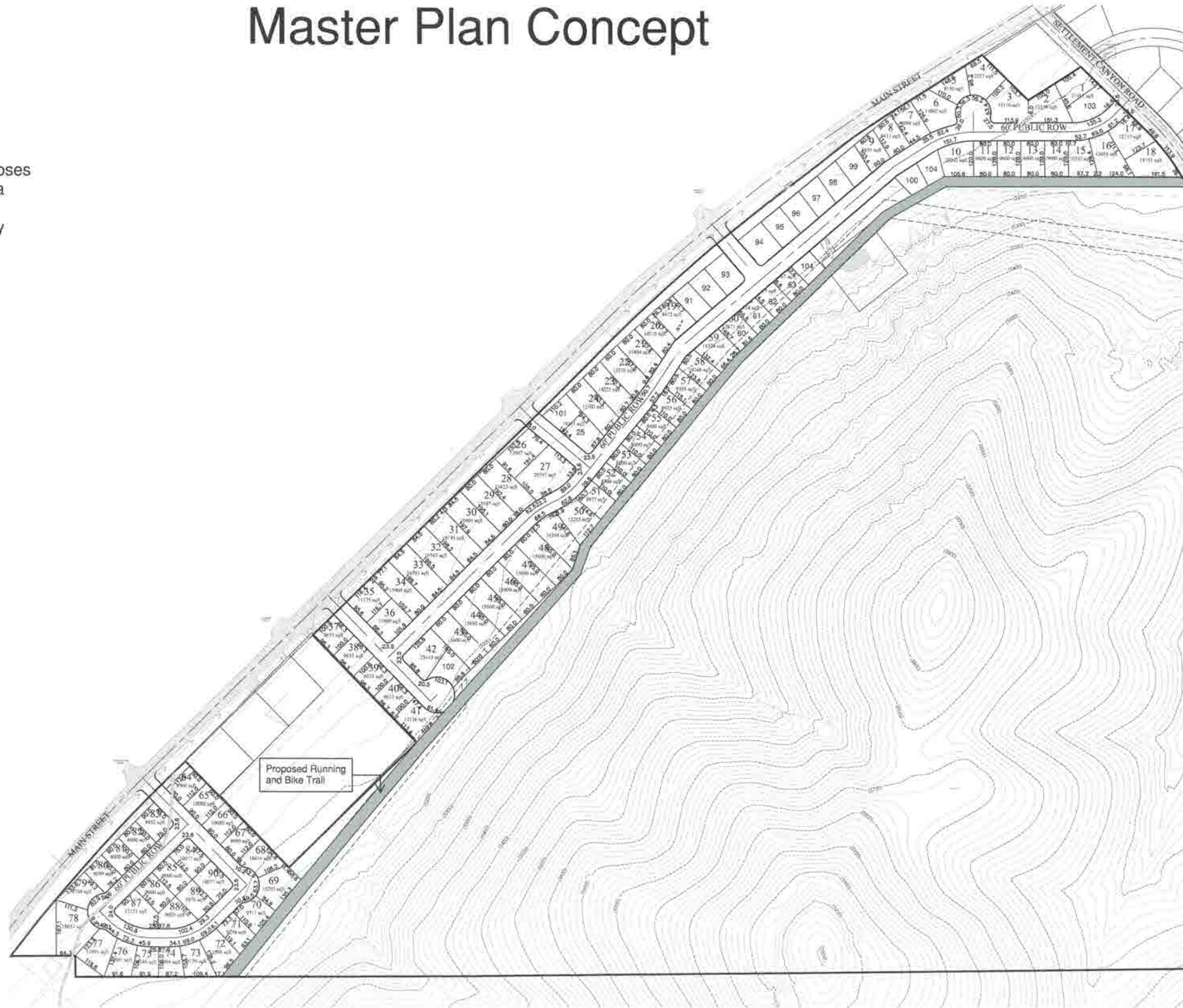
Added Benefit

Exhibit C

Planning Commission Minutes

Master Plan Concept

This plan is for graphical purposes only. This is not meant to be a final plan or Layout. The anticipated number of lots may range from 90 to 130.



www.sjcompany.net
(801) 349-0761

One O'Clock Hill

SE1/4 OF SECTION 32
& SW1/4 OF SECTION
33, T3S, R4W, SLB&M,
Tooele, Utah

Date: Issue Date

Master Plan
Concept

Proposed Bike Trail as Part of the Zone Change

To create an additional benefit to Tooele city for creating this zoning, we propose to create at least an 8' walking, running and biking trail. This would be installed during the construction of the development.



www.sjcompany.net
(801) 349-0761

One O'Clock Hill

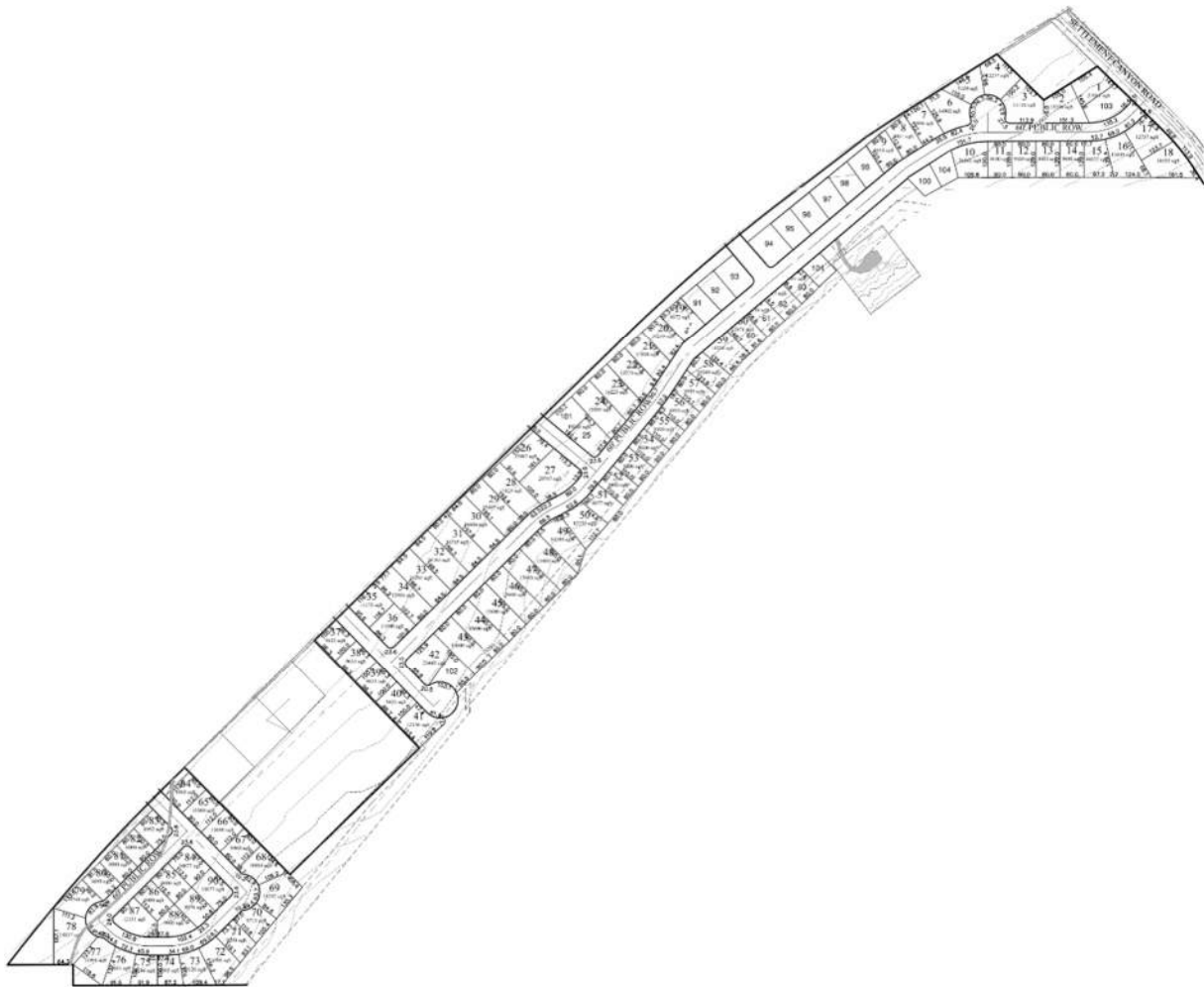
SE1/4 OF SECTION 32
& SW1/4 OF SECTION
33, T3S, R4W, SLB&M,
Tooele, Utah

Date: Issue Date

Added Benefit

One O'clock Hill

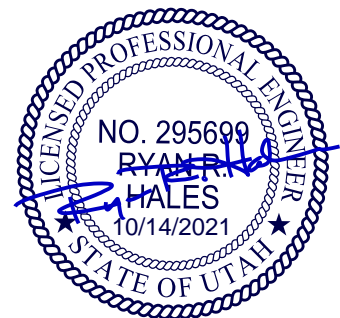
Traffic Impact Study



Tooele, Utah

October 14, 2021

UT21-2019



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed One O'clock Hill development located in Tooele, Utah. The One O'clock Hill development is located on the southeast side of Main Street (S.R. 36), between Settlement Canyon Road and 1220 South.

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

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

Intersection		Level of Service			
		Existing (2021)		Future (2026)	
		BG	PP	BG	PP
1	Settlement Canyon Road / Main Street (S.R. 36)	b	b	b	d
2	900 South & Access 2 / Main Street (S.R. 36)	b	b	c	c
3	Bus Depot Access & Access 3 / Main Street (S.R. 36)	b	b	c	c
4	Coleman Street / Main Street (S.R. 36)	c	c	c	c
5	3 O'clock Drive & Access 5 / Main Street (S.R. 36)	b	c	b	c
6	Access 4 / Main Street (S.R. 36)	-	a	-	a

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

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

Source: Hales Engineering, October 2021

Table ES-2: Recommended Storage Length

Intersection		Recommended Storage Lengths (feet)															
		NB (S.R. 36)				SB (S.R. 36)				EB				WB			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1	Settlement Canyon Road / Main Street (S.R. 36)	-	-	100	-	-	100	-	-	-	-	-	-	-	-	-	-
2	900 South & Access 2 / Main Street (S.R. 36)	100	-	-	-	100	100	-	-	-	-	-	-	-	-	-	-
3	Bus Depot Access & Access 3 / Main Street (S.R. 36)	100	-	-	-	-	100	530	-	-	-	-	-	-	-	-	-
4	Coleman Street / Main Street (S.R. 36)	100	-	-	-	-	-	100	-	-	-	60	75	-	-	-	-
5	3 O'clock Drive & Access 5 / Main Street (S.R. 36)	-	-	-	-	-	100	100	-	-	-	-	-	-	-	-	-
6	Access 4 / Main Street (S.R. 36)	-	-	-	-	-	100	-	-	-	-	-	-	-	-	-	-

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

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

Source: Hales Engineering, October 2021

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of residential single-family units
- The project is anticipated to generate approximately 1,056 weekday daily trips, including 78 trips in the morning peak hour, and 105 trips in the evening peak hour

2021	Background	Plus Project
Assumptions	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • SB left-turn pockets required for all project accesses to S.R. 36 per UDOT R930-6
Findings	<ul style="list-style-type: none"> • Acceptable LOS at all study intersections 	<ul style="list-style-type: none"> • Acceptable LOS at all study intersections
2026	Background	Plus Project
Assumptions	<ul style="list-style-type: none"> • Background traffic grown using historic annual growth rate from UDOT AADT data 	<ul style="list-style-type: none"> • None
Findings	<ul style="list-style-type: none"> • Acceptable LOS at all study intersections 	<ul style="list-style-type: none"> • Acceptable LOS at all study intersections

TABLE OF CONTENTS

EXECUTIVE SUMMARY i

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS ii

TABLE OF CONTENTS iii

LIST OF TABLES v

LIST OF FIGURES v

I. INTRODUCTION 1

A. Purpose 1

B. Scope 2

C. Analysis Methodology 2

D. Level of Service Standards 2

II. EXISTING (2021) BACKGROUND CONDITIONS..... 4

A. Purpose 4

B. Roadway System 4

C. Traffic Volumes 4

D. Level of Service Analysis 5

E. Queuing Analysis 5

F. Mitigation Measures 5

III. PROJECT CONDITIONS 8

A. Purpose 8

B. Project Description 8

C. Trip Generation 8

D. Trip Distribution and Assignment 9

E. Access 11

F. Auxiliary Lane Requirements 11

IV. EXISTING (2021) PLUS PROJECT CONDITIONS 12

A. Purpose 12

B. Traffic Volumes 12

C. Level of Service Analysis 12

D. Queuing Analysis 12

E. Mitigation Measures 12

V. FUTURE (2026) BACKGROUND CONDITIONS..... 15

A. Purpose 15

B. Roadway Network 15

C. Traffic Volumes 15

D. Level of Service Analysis 15

E. Queuing Analysis 15

F. Mitigation Measures 15

VI. FUTURE (2026) PLUS PROJECT CONDITIONS..... 18

A. Purpose 18

B. Traffic Volumes 18

C. Level of Service Analysis 18

D. Queuing Analysis 18

E. Mitigation Measures 18

F. Recommended Storage Lengths 18

Appendix A: Turning Movement Counts

Appendix B: LOS Results

Appendix C: Project Site Plan

Appendix D: Queuing Results

LIST OF TABLES

Table 1: Level of Service Description 3
 Table 2: Existing (2021) Background Evening Peak Hour LOS 7
 Table 3: Project Land Uses..... 8
 Table 4: Trip Generation 9
 Table 5: Trip Distribution 9
 Table 6: Auxiliary Lane Summary – Accesses onto S.R. 36 (UDOT AC 4)..... 11
 Table 7: Existing (2021) Plus Project Evening Peak Hour LOS 14
 Table 8: Future (2026) Background Evening Peak Hour LOS 17
 Table 9: Future (2026) Plus Project Evening Peak Hour LOS 20
 Table 10: Recommended Storage Lengths..... 20

LIST OF FIGURES

Figure 1: Vicinity map showing the project location in Tooele, Utah..... 1
 Figure 2: Existing (2021) background evening peak hour traffic volumes 6
 Figure 3: Trip assignment for the evening peak hour 10
 Figure 4: Existing (2021) plus project evening peak hour traffic volumes..... 13
 Figure 5: Future (2026) background evening peak hour traffic volumes 16
 Figure 6: Future (2026) plus project evening peak hour traffic volumes 19

I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed One O'clock Hill development located in Tooele, Utah. The proposed project is located on the southeast side of Main Street (S.R. 36), between Settlement Canyon Road and 1220 South. Figure 1 shows a vicinity map of the proposed development.

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



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

B. Scope

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

- Settlement Canyon Road / Main Street (S.R. 36)
- 900 South / Main Street (S.R. 36)
- Tooele School Bus Depot Access / Main Street (S.R. 36)
- Coleman Street / Main Street (S.R. 36)
- 3 O'clock Drive / Main Street (S.R. 36)
- New project accesses (5) / Main Street (S.R. 36)

C. Analysis Methodology

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







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

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

D. Level of Service Standards

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

Table 1: Level of Service Description

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

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

II. EXISTING (2021) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway System

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

Main Street (S.R. 36) – is a state-maintained roadway (classified by UDOT access management standards as a “Regional – Rural Importance” facility, or access category 4 roadway). S.R. 36 has one travel lane in each direction with left-turn lanes at intersections. North- and southbound traffic are separated by a two-way left-turn lane along most of the frontage of the project property. As identified and controlled by UDOT, a “Regional – Rural Importance” access classification identifies minimum signalized intersection spacing of one-half mile (2,640 feet), minimum unsignalized street spacing of 660 feet, and minimum driveway spacing of 500 feet. The posted speed limit on S.R. 36 varies between 35 and 55 mph in the project area.

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

900 South – is a city-maintained roadway which is classified by the Tooele City Transportation Master Plan (February 2021) as a “minor collector.” The roadway has one travel lanes in each direction. The posted speed limit is 25 mph in the study area.

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

C. Traffic Volumes

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

- Settlement Canyon Road / Main Street (S.R. 36)
- 900 South / Main Street (S.R. 36)
- Tooele School Bus Depot Access / Main Street (S.R. 36)
- Coleman Street / Main Street (S.R. 36)
- 3 O'clock Drive / Main Street (S.R. 36)

The counts were performed on Tuesday, October 5, 2021. The morning peak hour was determined to be between 8:00 and 9:00 a.m., and the evening peak hour was determined to be between 4:45 and 5:45 p.m. The evening peak hour volumes were approximately 65% higher than the morning peak hour volumes. Therefore, the evening peak hour volumes were used in the analysis to represent the worst-case conditions. Detailed count data are included in Appendix A.

Hales Engineering considered seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on I-80 (ATR #615). In recent years, traffic volumes in October have been equal to approximately 102% of average traffic volumes. The observed traffic volumes were therefore left unadjusted to remain conservative in this analysis.

The traffic counts were collected during the COVID-19 pandemic when traffic volumes may have been slightly reduced due to social distancing measures. According to the UDOT Automatic Traffic Signal Performance Measures (ATSPM) website, the traffic volumes on October 5, 2021, were 8% higher than traffic volumes on March 3, 2020 (Pre-COVID). Therefore, the collected data were not adjusted since volumes were found to be higher than in pre-COVID conditions.

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

D. Level of Service Analysis

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

E. Queuing Analysis

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

F. Mitigation Measures

No mitigation measures are recommended.

Tooele - One O'clock Hill TIS
Existing (2021) Background

Evening Peak Hour
Figure 2



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

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
Settlement Canyon Road / Main Street (S.R. 36)	NW Stop	NWL	11.1	b
900 South / Main Street (S.R. 36)	SE Stop	SEL	11.9	b
Bus Depot Access / Main Street (S.R. 36)	SE Stop	SEL	11.5	b
Coleman Street / Main Street (S.R. 36)	SE Stop	SEL	15.5	c
3 O'clock Drive / Main Street (S.R. 36)	SE Stop	SEL	11.1	b

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

Source: Hales Engineering, October 2021

III. PROJECT CONDITIONS

A. Purpose

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

B. Project Description

The proposed One O'clock Hill development is located on the southeast side of Main Street (S.R. 36), between Settlement Canyon Road and 1220 South. The development will consist of single-family residential units. A concept plan for the proposed development is provided in Appendix C. The proposed land use for the development has been identified in Table 3.

Table 3: Project Land Uses

Land Use	Intensity
Single-family detached housing	105 Units

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021. Trip generation for the proposed project is included in Table 4.

The total trip generation for the development is as follows:

- Daily Trips: 1,056
- Morning Peak Hour Trips: 78
- Evening Peak Hour Trips: 105

Table 4: Trip Generation

Trip Generation Tooele - One O'Clock Hill TIS								
Weekday Daily Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total New Daily Trips
Single-Family Detached Housing (210)	105	Dwelling Units	1,056	50%	50%	528	528	1,056
Total			1,056			528	528	1,056
Morning Peak Hour Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total New AM Trips
Single-Family Detached Housing (210)	105	Dwelling Units	78	26%	74%	20	58	78
Total			78			20	58	78
Evening Peak Hour Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total New PM Trips
Single-Family Detached Housing (210)	105	Dwelling Units	105	63%	37%	66	39	105
Total			105			66	39	105

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

D. Trip Distribution and Assignment

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

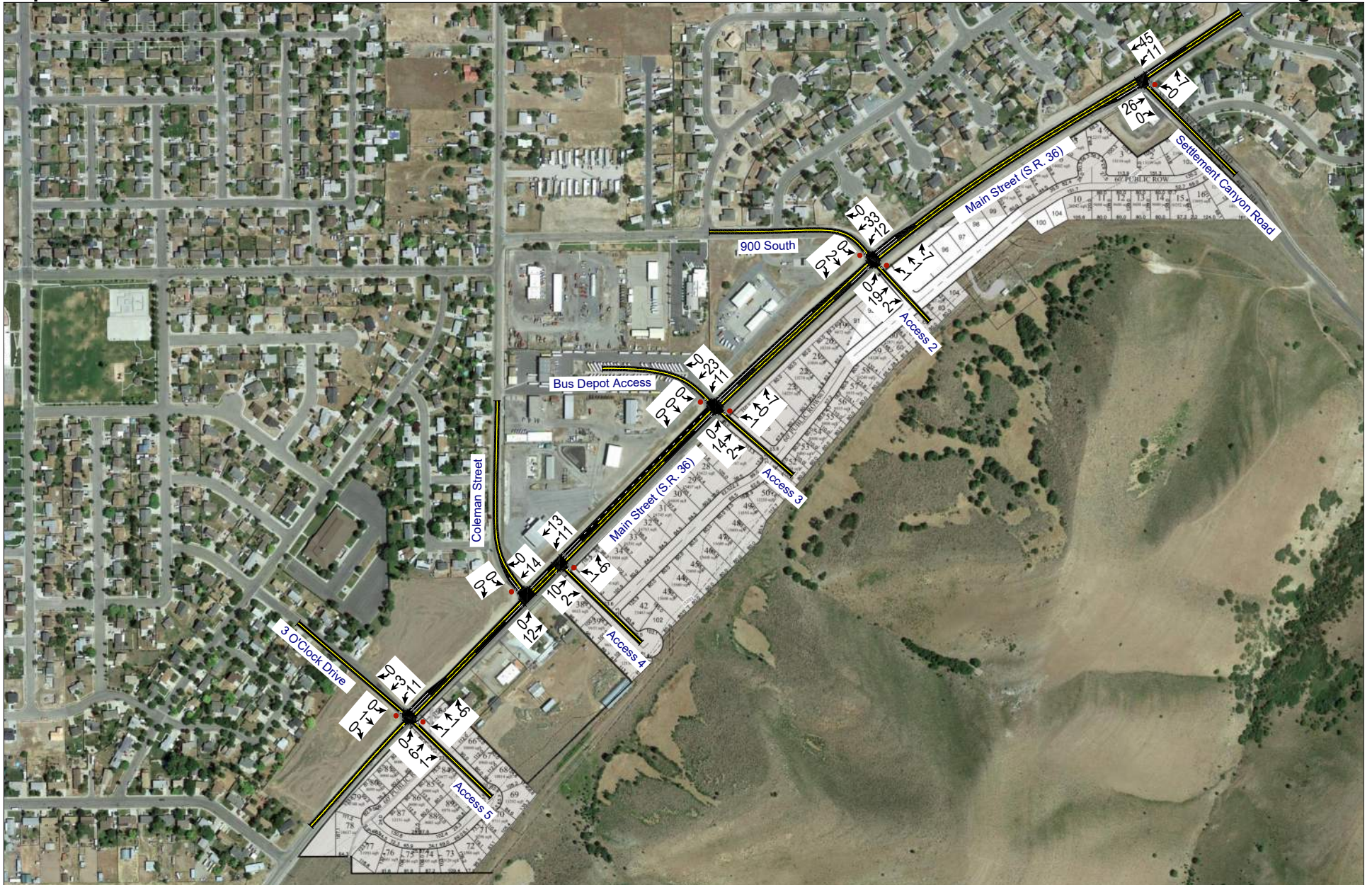
Table 5: Trip Distribution

Direction	% To/From Project
North	85%
South	10%
West	5%

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

Tooele - One O'clock Hill TIS
Trip Assignment

Evening Peak Hour
Figure 3



E. Access

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

Settlement Canyon Road:

- Access 1 will be located approximately 400 feet southeast of the Settlement Canyon Road / S.R. 36 intersection. It will access the project on the southwest side of Settlement Canyon Road. It is anticipated that the access will be stop-controlled.

Main Street (S.R. 36):

- Access 2 will be located at the existing 900 South / S.R. 36 intersection. It will access the project on the southeast side of S.R. 36. It is anticipated that the access will be stop-controlled.
- Access 3 will be located at the existing Tooele School Bus Depot Access / S.R. 36 intersection. It will access the project on the southeast side of S.R. 36. It is anticipated that the access will be stop-controlled.
- Access 4 will be located approximately 200 feet northeast of the Coleman Street / S.R. 36 intersection. It will access the project on the southeast side of S.R. 36. It is anticipated that the access will be stop-controlled.
- Access 5 will be located at the existing 3 O'clock Drive / S.R. 36 intersection. It will access the project on the southeast side of S.R. 36. It is anticipated that the access will be stop-controlled.

F. Auxiliary Lane Requirements

UDOT Administrative Rule R930-6 outlines minimum turn volumes (measured in vehicles per hour) to warrant auxiliary lanes. It is anticipated that auxiliary lanes may be required for the project accesses, as shown in Table 6.

Table 6: Auxiliary Lane Summary – Accesses onto S.R. 36 (UDOT AC 4)

Auxiliary Lane Type		Minimum Requirement	Measure	Met?
Left turn	Deceleration	10 vph	≥ 11 vph	Yes, all project accesses
	Acceleration	Safety Benefit?	No	No
Right turn	Deceleration	25 vph	≤ 2 vph	No
	Acceleration	50 vph	≤ 7 vph	No

It is anticipated that left-turn deceleration lanes may be required at all project accesses. This is currently possible for Access 1 – 4 due to the existing two-way left-turn lane (TWLTL) at these intersections. However, S.R. 36 may need to be widened at the 3 O'clock Drive & Access 5 / Main Street (S.R. 36) intersection to create a left-turn pocket, if required.

IV. EXISTING (2021) PLUS PROJECT CONDITIONS

A. Purpose

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

B. Traffic Volumes

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

C. Level of Service Analysis

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

D. Queuing Analysis

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

E. Mitigation Measures

No mitigation measures are recommended.

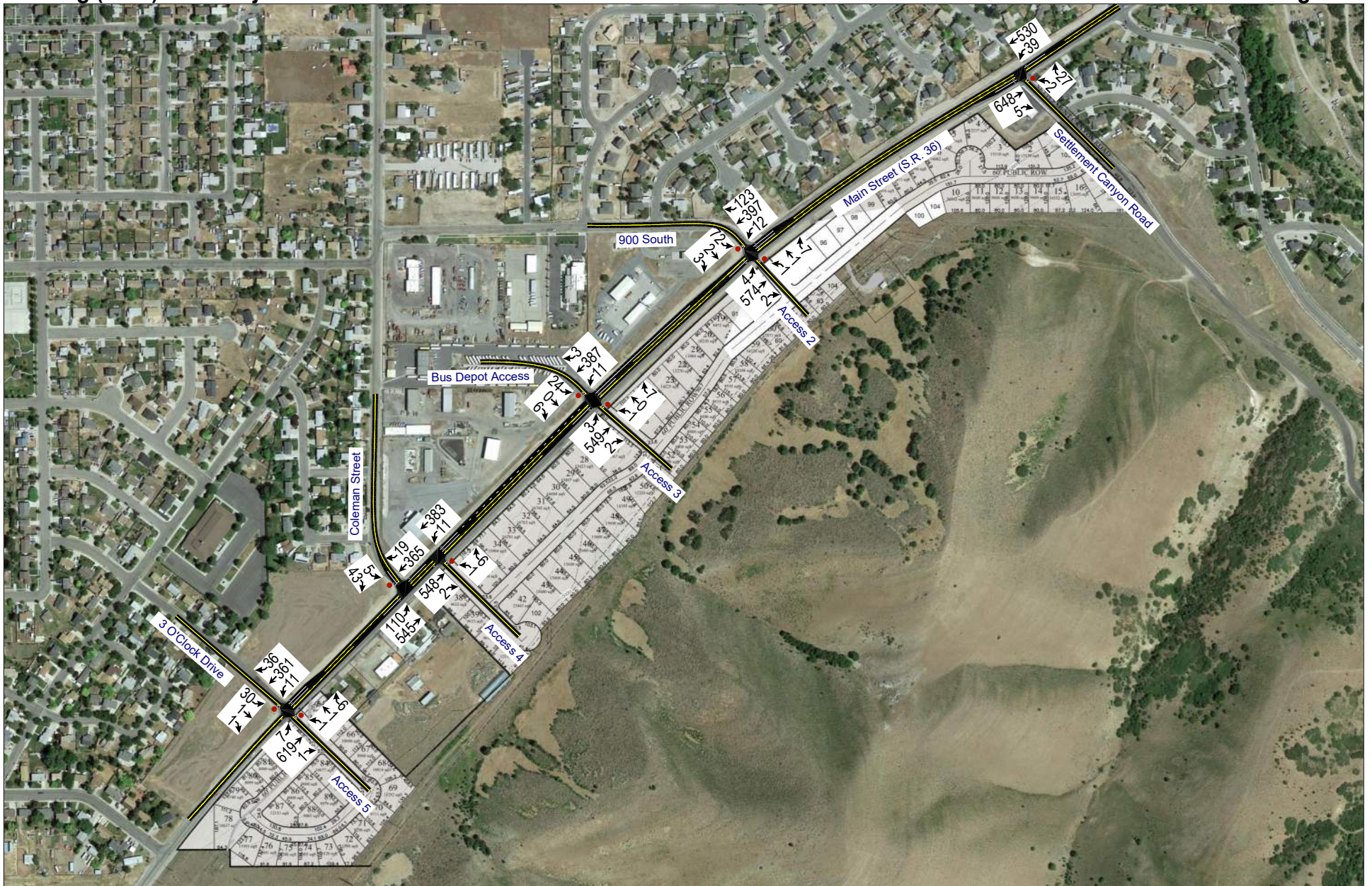


Table 7: Existing (2021) Plus Project Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
Settlement Canyon Road / Main Street (S.R. 36)	NW Stop	NWL	13.9	b
900 South & Access 2 / Main Street (S.R. 36)	NW/SE Stop	SEL	14.9	b
Bus Depot Access & Access 3 / Main Street (S.R. 36)	NW/SE Stop	SEL	13.1	b
Coleman Street / Main Street (S.R. 36)	SE Stop	SEL	15.1	c
3 O'clock Drive (Access 5) / Main Street (S.R. 36)	NW/SE Stop	NWT	15.2	c
Access 4 / Main Street (S.R. 36)	NW Stop	NWR	4.6	a

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

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

Source: Hales Engineering, October 2021

V. FUTURE (2026) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway Network

According to the Wasatch Front Regional Council (WFRC) Regional Transportation Plan, there are no projects planned before 2026 in the study area. Therefore, no changes were made to the roadway network for the future (2026) analysis.

C. Traffic Volumes

Hales Engineering estimated future (2026) volumes using historical AADT data on S.R. 36. From 2013 to 2019, traffic volumes increased by approximately 18.2%. This equates to an annual growth rate of 2.4% per year. Hales Engineering assumed this growth from 2021 to 2026 to estimate future background volumes. Future (2026) evening peak hour turning movement volumes are shown in Figure 5.

D. Level of Service Analysis

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

E. Queuing Analysis

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

F. Mitigation Measures

No mitigation measures are recommended.



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

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
Settlement Canyon Road / Main Street (S.R. 36)	NW Stop	NWL	14.8	b
900 South / Main Street (S.R. 36)	SE Stop	SEL	16.3	c
Bus Depot Access / Main Street (S.R. 36)	SE Stop	SEL	17.7	c
Coleman Street / Main Street (S.R. 36)	SE Stop	SEL	16.3	c
3 O'clock Drive / Main Street (S.R. 36)	SE Stop	SEL	14.9	b

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

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

Source: Hales Engineering, October 2021

VI. FUTURE (2026) PLUS PROJECT CONDITIONS

A. Purpose

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

B. Traffic Volumes

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

C. Level of Service Analysis

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

D. Queuing Analysis

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

E. Mitigation Measures

No mitigation measures are recommended.

F. Recommended Storage Lengths

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

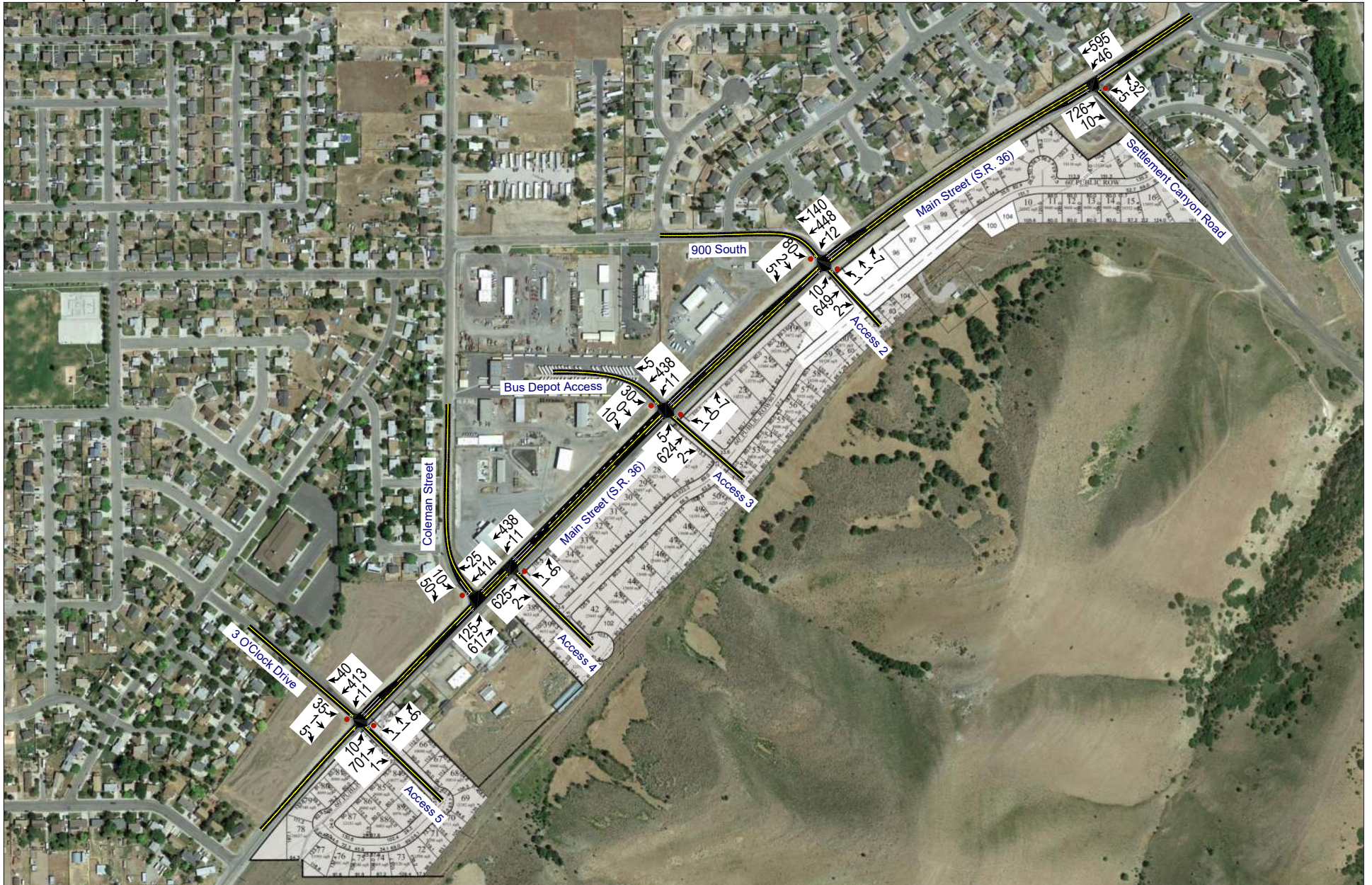


Table 9: Future (2026) Plus Project Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
Settlement Canyon Road / Main Street (S.R. 36)	NW Stop	NWL	26.3	d
900 South & Access 2 / Main Street (S.R. 36)	NW/SE Stop	SEL	21.2	c
Bus Depot Access & Access 3 / Main Street (S.R. 36)	NW/SE Stop	SEL	17.0	c
Coleman Street / Main Street (S.R. 36)	SE Stop	SEL	16.5	c
3 O'clock Drive (Access 5) / Main Street (S.R. 36)	NW/SE Stop	NWT	19.2	c
Access 4 / Main Street (S.R. 36)	NW Stop	NWR	5.8	a

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

Source: Hales Engineering, October 2021

Table 10: Recommended Storage Lengths

Intersection	Recommended Storage Lengths (feet)															
	NB (S.R. 36)				SB (S.R. 36)				EB				WB			
	LT		RT		LT		RT		LT		RT		LT		RT	
	E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1 Settlement Canyon Road / Main Street (S.R. 36)	-	-	100	-	-	100	-	-	-	-	-	-	-	-	-	-
2 900 South & Access 2 / Main Street (S.R. 36)	100	-	-	-	100	100	-	-	-	-	-	-	-	-	-	-
3 Bus Depot Access & Access 3 / Main Street (S.R. 36)	100	-	-	-	-	100	530	-	-	-	-	-	-	-	-	-
4 Coleman Street / Main Street (S.R. 36)	100	-	-	-	-	-	100	-	-	-	60	75	-	-	-	-
5 3 O'clock Drive & Access 5 / Main Street (S.R. 36)	-	-	-	-	-	100	100	-	-	-	-	-	-	-	-	-
6 Access 4 / Main Street (S.R. 36)	-	-	-	-	-	100	-	-	-	-	-	-	-	-	-	-

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

Source: Hales Engineering, October 2021

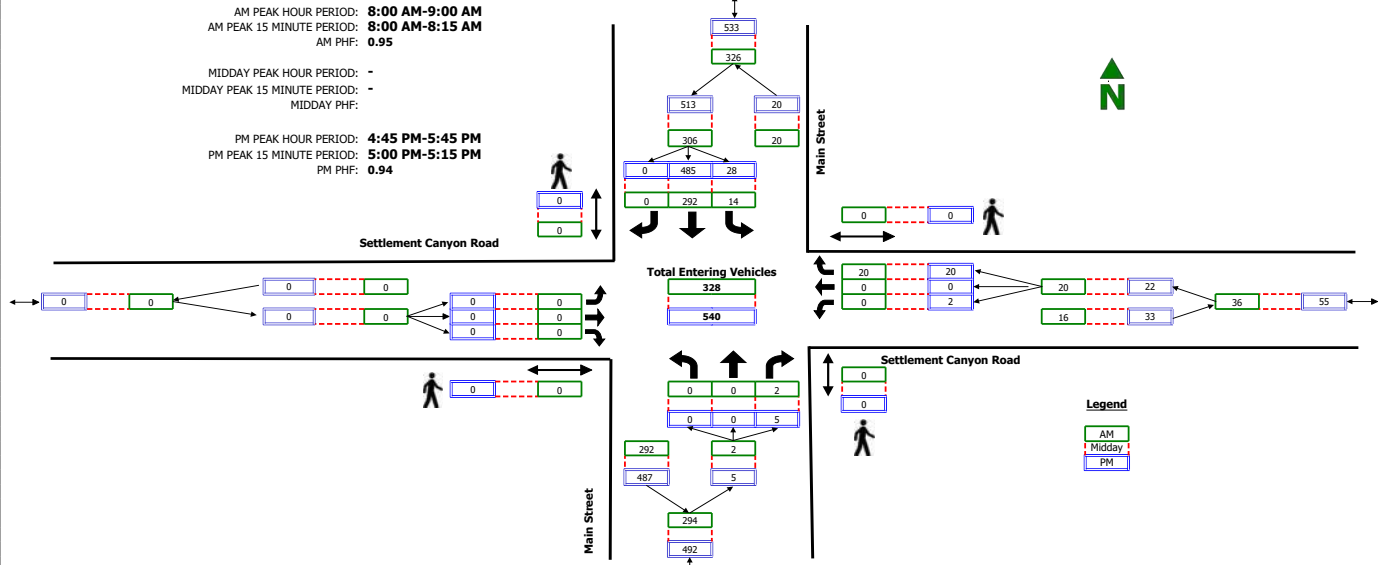
APPENDIX A

Turning Movement Counts

Intersection Turning Movement Summary

Intersection: Main Street / Settlement Canyon Road
North/South: Main Street
East/West: Settlement Canyon Road
Jurisdiction: Tooele
Project Title: One O'Clock Hill TIS
Project No: UT21-2019
Weather: Clear

Date: 10-5-21, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0% 102.4
Adjustment Station #: 615
Growth Rate: 0.0%
Number of Years: 0

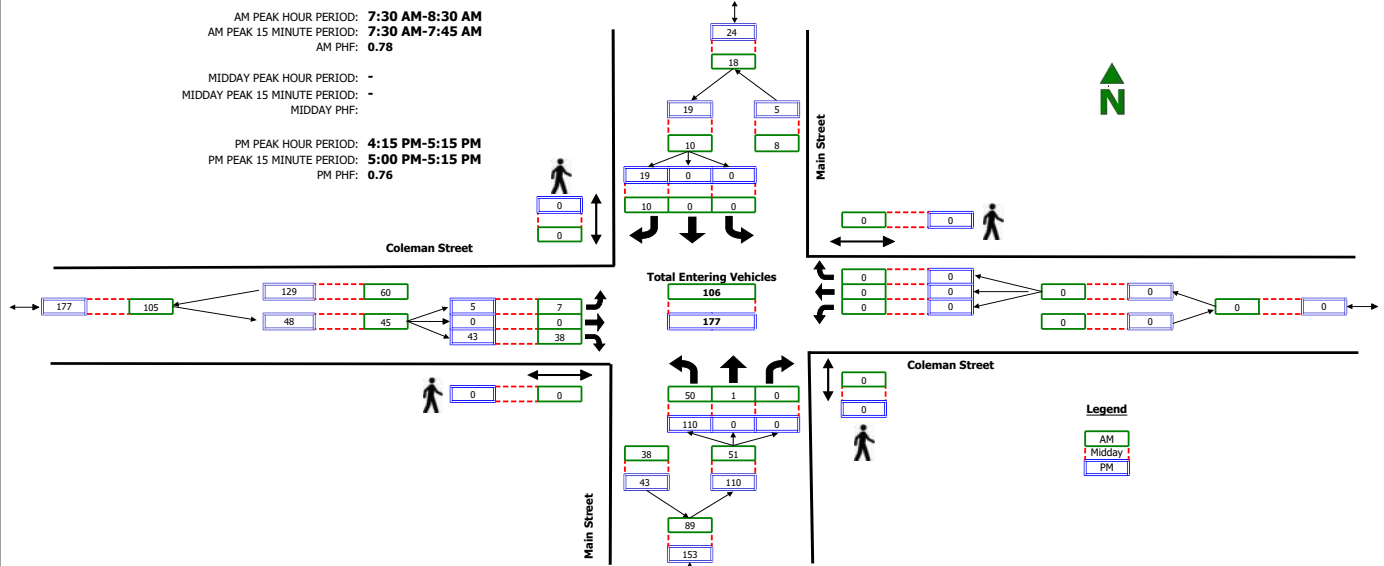


RAW COUNT SUMMARIES	Main Street Northbound				Main Street Southbound				Settlement Canyon Road Eastbound				Settlement Canyon Road Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	52	0	0	0	0	0	0	0	0	0	6	58
7:15 - 7:30	0	0	1	0	0	44	0	0	0	0	0	0	0	0	2	47	
7:30 - 7:45	0	0	2	0	3	49	0	0	0	0	0	0	0	0	5	59	
7:45 - 8:00	0	0	0	0	5	58	0	0	0	0	0	0	1	1	0	66	
8:00 - 8:15	0	0	1	0	3	76	0	0	0	0	0	0	0	0	0	86	
8:15 - 8:30	0	0	1	0	4	75	0	0	0	0	0	0	0	0	5	85	
8:30 - 8:45	0	0	0	0	4	71	0	0	0	0	0	0	0	0	3	78	
8:45 - 9:00	0	0	0	0	3	70	0	0	0	0	0	0	0	0	6	79	
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	2	115	0	0	0	0	0	0	1	0	4	0	122
16:15 - 16:30	0	0	1	0	9	103	0	0	0	0	0	0	1	0	11	0	125
16:30 - 16:45	0	0	2	0	2	124	0	0	0	0	0	0	1	0	7	0	136
16:45 - 17:00	0	0	1	0	4	116	0	0	0	0	0	0	1	0	6	0	128
17:00 - 17:15	0	0	1	0	5	135	0	0	0	0	0	0	0	0	3	0	144
17:15 - 17:30	0	0	1	0	7	112	0	0	0	0	0	0	0	0	4	0	124
17:30 - 17:45	0	0	2	0	12	122	0	0	0	0	0	0	1	0	7	0	144
17:45 - 18:00	0	0	2	0	2	107	0	0	0	0	0	0	0	0	2	0	113

Intersection Turning Movement Summary

Intersection: Main Street / Coleman Street
North/South: Main Street
East/West: Coleman Street
Jurisdiction: Tooele
Project Title: One O'Clock Hill TIS
Project No: UT21-2019
Weather: Clear

Date: 10-5-21, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0



RAW COUNT SUMMARIES	Main Street Northbound				Main Street Southbound				Coleman Street Eastbound				Coleman Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	6	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	11
7:15 - 7:30	8	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	10
7:30 - 7:45	16	0	0	0	0	0	1	0	3	0	14	0	0	0	0	0	34
7:45 - 8:00	16	0	0	0	0	0	4	0	1	0	11	0	0	0	0	0	32
8:00 - 8:15	11	1	0	0	0	0	2	0	2	0	6	0	0	0	0	0	22
8:15 - 8:30	7	0	0	0	0	0	3	0	1	0	7	0	0	0	0	0	18
8:30 - 8:45	14	0	0	0	0	0	3	0	4	0	7	0	0	0	0	0	28
8:45 - 9:00	10	0	0	0	0	0	7	0	3	0	4	0	0	0	0	0	24
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	12	0	0	0	0	0	6	0	1	0	13	0	0	0	0	0	32
16:15 - 16:30	19	0	0	0	0	0	8	0	0	0	9	0	0	0	0	0	36
16:30 - 16:45	24	0	0	0	0	0	7	0	2	0	12	0	0	0	0	0	45
16:45 - 17:00	28	0	0	0	0	0	1	0	0	0	9	0	0	0	0	0	38
17:00 - 17:15	39	0	0	0	0	0	3	0	3	0	13	0	0	0	0	0	58
17:15 - 17:30	14	0	0	0	0	0	2	0	3	0	10	0	0	0	0	0	29
17:30 - 17:45	9	0	0	0	0	0	5	0	1	0	6	0	0	0	0	0	21
17:45 - 18:00	15	0	0	0	0	0	4	0	1	0	14	0	0	0	0	0	34

APPENDIX B

LOS Results

SimTraffic LOS Report

Project: Tooele - One O'clock Hill TIS
Analysis Period: Existing (2021) Background
Time Period: Evening Peak Hour **Project #: UT21-2019**

Intersection: Settlement Canyon Road & Main Street (S.R. 36)
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	622	617	99	1.9	A
	R	5	6	114	1.0	A
	Subtotal	627	623	99	1.9	A
WB	L	28	28	100	5.2	A
	T	485	475	98	0.4	A
	Subtotal	513	503	98	0.7	A
NW	L	2	2	100	11.1	B
	R	20	22	111	5.6	A
	Subtotal	22	24	109	6.1	A
Total		1,162	1,150	99	1.4	A

Intersection: Main Street (S.R. 36) & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	72	69	96	11.9	B
	R	3	3	100	6.6	A
	Subtotal	75	72	96	11.7	B
NE	L	4	3	75	3.3	A
	T	556	554	100	0.9	A
	Subtotal	560	557	99	0.9	A
SW	T	365	355	97	1.2	A
	R	123	123	100	0.8	A
	Subtotal	488	478	98	1.1	A
Total		1,123	1,107	99	1.7	A

SimTraffic LOS Report

Project: Tooele - One O'clock Hill TIS
Analysis Period: Existing (2021) Background
Time Period: Evening Peak Hour **Project #: UT21-2019**

Intersection: Main Street (S.R. 36) & Bus Depot Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	24	26	108	11.5	B
	R	6	8	128	2.7	A
	Subtotal	30	34	113	9.4	A
NE	L	3	3	100	1.5	A
	T	535	532	99	1.1	A
	Subtotal	538	535	99	1.1	A
SW	T	364	352	97	0.5	A
	R	3	4	133	0.1	A
	Subtotal	367	356	97	0.5	A
Total		936	925	99	1.2	A

Intersection: Main Street (S.R. 36) & Coleman Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	5	5	95	15.5	C
	R	43	44	103	4.0	A
	Subtotal	48	49	102	5.2	A
NE	L	110	112	102	2.7	A
	T	534	531	99	0.8	A
	Subtotal	644	643	100	1.1	A
SW	T	352	342	97	1.2	A
	R	19	19	101	0.3	A
	Subtotal	371	361	97	1.2	A
Total		1,063	1,053	99	1.3	A

SimTraffic LOS Report

Project: Tooele - One O'clock Hill TIS
Analysis Period: Existing (2021) Background
Time Period: Evening Peak Hour **Project #: UT21-2019**

Intersection: Main Street (S.R. 36) & 3 O'Clock Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	30	28	93	11.1	B
	R	1	2	200	2.8	A
	Subtotal	31	30	97	10.5	B
NE	L	7	6	83	1.3	A
	T	613	614	100	2.0	A
	Subtotal	620	620	100	2.0	A
SW	T	358	348	97	0.9	A
	R	36	37	102	0.2	A
	Subtotal	394	385	98	0.8	A
Total		1,046	1,035	99	1.8	A

SimTraffic LOS Report

Project: Tooele - One O'clock Hill TIS
Analysis Period: Existing (2021) Plus Project
Time Period: Evening Peak Hour **Project #: UT21-2019**

Intersection: Settlement Canyon Road & Main Street (S.R. 36)
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	649	665	103	2.0	A
	R	5	7	133	0.6	A
	Subtotal	654	672	103	2.0	A
WB	L	39	39	101	5.2	A
	T	530	537	101	0.4	A
	Subtotal	569	576	101	0.7	A
NW	L	2	1	50	13.9	B
	R	27	29	107	6.6	A
	Subtotal	29	30	103	6.8	A
Total		1,252	1,278	102	1.6	A

Intersection: Main Street (S.R. 36) & Access 2/900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	1	0	0		
	T	1	1	100	6.0	A
	R	7	9	124	5.7	A
	Subtotal	9	10	111	5.7	A
SE	L	72	72	100	14.9	B
	T	2	1	50	14.1	B
	R	3	3	100	7.4	A
Subtotal	77	76	99	14.6	B	
NE	L	4	4	100	2.6	A
	T	574	589	103	1.0	A
	R	2	2	100	0.4	A
Subtotal	580	595	103	1.0	A	
SW	L	12	13	106	3.1	A
	T	398	395	99	1.3	A
	R	123	132	107	1.0	A
Subtotal	533	540	101	1.3	A	
Total		1,199	1,221	102	2.0	A

SimTraffic LOS Report

Project: Tooele - One O'clock Hill TIS
Analysis Period: Existing (2021) Plus Project
Time Period: Evening Peak Hour **Project #: UT21-2019**

Intersection: Main Street (S.R. 36) & Access 3/Bus Depot Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	1	1	100	5.0	A
	R	7	7	97	5.2	A
	Subtotal	8	8	100	5.2	A
SE	L	24	25	104	13.1	B
	R	6	6	96	3.6	A
	Subtotal	30	31	103	11.3	B
NE	L	3	3	100	1.5	A
	T	549	564	103	1.2	A
	R	2	3	150	0.1	A
	Subtotal	554	570	103	1.2	A
SW	L	11	10	89	2.4	A
	T	387	384	99	0.6	A
	R	3	4	133	0.1	A
	Subtotal	401	398	99	0.6	A
Total		994	1,007	101	1.3	A

Intersection: Main Street (S.R. 36) & Coleman Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	5	4	76	15.1	C
	R	43	42	98	4.0	A
	Subtotal	48	46	96	5.0	A
NE	L	110	108	98	3.2	A
	T	546	564	103	1.0	A
	Subtotal	656	672	102	1.4	A
SW	T	365	357	98	0.3	A
	R	19	20	107	0.1	A
	Subtotal	384	377	98	0.3	A
Total		1,087	1,095	101	1.2	A

SimTraffic LOS Report

Project: Tooele - One O'clock Hill TIS
Analysis Period: Existing (2021) Plus Project
Time Period: Evening Peak Hour **Project #: UT21-2019**

Intersection: Main Street (S.R. 36) & Access 5/3 O'Clock Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	1	1	100	9.8	A
	T	1	1	100	15.2	C
	R	6	6	96	6.8	A
	Subtotal	8	8	100	8.2	A
SE	L	30	32	106	11.7	B
	T	1	1	100	5.9	A
	R	1	1	100	1.8	A
	Subtotal	32	34	106	11.2	B
NE	L	7	7	97	1.8	A
	T	619	632	102	2.3	A
	R	1	2	200	0.0	A
	Subtotal	627	641	102	2.3	A
SW	L	11	9	80	2.9	A
	T	362	359	99	1.0	A
	R	36	32	88	0.2	A
	Subtotal	409	400	98	1.0	A
Total		1,077	1,083	101	2.1	A

Intersection: Main Street (S.R. 36) & Access 4
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	1	0	0		
	R	6	6	96	4.6	A
	Subtotal	7	6	86	4.6	A
NE	T	548	565	103	0.2	A
	R	2	2	100	0.0	A
	Subtotal	550	567	103	0.2	A
SW	L	11	12	107	2.4	A
	T	384	379	99	1.0	A
	Subtotal	395	391	99	1.0	A
Total		953	964	101	0.6	A

SimTraffic LOS Report

Project: Tooele - One O'clock Hill TIS
Analysis Period: Future (2026) Background
Time Period: Evening Peak Hour **Project #: UT21-2019**

Intersection: Settlement Canyon Road & Main Street (S.R. 36)
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	701	707	101	2.1	A
	R	10	11	107	1.1	A
	Subtotal	711	718	101	2.1	A
WB	L	35	33	94	5.8	A
	T	550	558	102	0.4	A
	Subtotal	585	591	101	0.7	A
NW	L	5	5	95	14.8	B
	R	25	23	92	6.6	A
	Subtotal	30	28	93	8.1	A
Total		1,326	1,337	101	1.6	A

Intersection: Main Street (S.R. 36) & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	80	80	100	16.3	C
	R	5	6	114	5.8	A
	Subtotal	85	86	101	15.6	C
NE	L	10	8	78	3.2	A
	T	630	640	102	1.0	A
	Subtotal	640	648	101	1.0	A
SW	T	416	420	101	1.4	A
	R	140	144	103	1.1	A
	Subtotal	556	564	101	1.3	A
Total		1,281	1,298	101	2.1	A

SimTraffic LOS Report

Project: Tooele - One O'clock Hill TIS
Analysis Period: Future (2026) Background
Time Period: Evening Peak Hour **Project #: UT21-2019**

Intersection: Main Street (S.R. 36) & Bus Depot Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	30	31	102	17.7	C
	R	10	11	107	6.0	A
	Subtotal	40	42	105	14.6	B
NE	L	5	6	114	1.8	A
	T	611	617	101	1.3	A
	Subtotal	616	623	101	1.3	A
SW	T	415	419	101	0.6	A
	R	5	6	114	0.2	A
	Subtotal	420	425	101	0.6	A
Total		1,077	1,090	101	1.6	A

Intersection: Main Street (S.R. 36) & Coleman Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	10	9	88	16.3	C
	R	50	49	98	4.9	A
	Subtotal	60	58	97	6.7	A
NE	L	125	120	96	3.3	A
	T	605	613	101	1.1	A
	Subtotal	730	733	100	1.5	A
SW	T	400	406	101	1.3	A
	R	25	25	100	0.3	A
	Subtotal	425	431	101	1.2	A
Total		1,216	1,222	101	1.6	A

SimTraffic LOS Report

Project: Tooele - One O'clock Hill TIS
Analysis Period: Future (2026) Background
Time Period: Evening Peak Hour **Project #: UT21-2019**

Intersection: Main Street (S.R. 36) & 3 O'Clock Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	35	40	113	14.9	B
	R	5	5	95	4.2	A
	Subtotal	40	45	113	13.7	B
NE	L	10	9	88	2.2	A
	T	695	692	100	2.3	A
	Subtotal	705	701	99	2.3	A
SW	T	412	409	99	1.1	A
	R	40	45	113	0.2	A
	Subtotal	452	454	100	1.0	A
Total		1,197	1,200	100	2.3	A

SimTraffic LOS Report

Project: Tooele - One O'clock Hill TIS
Analysis Period: Future (2026) Plus Project
Time Period: Evening Peak Hour **Project #: UT21-2019**

Intersection: Settlement Canyon Road & Main Street (S.R. 36)
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	727	739	102	2.3	A
	R	10	11	107	1.2	A
	Subtotal	737	750	102	2.3	A
WB	L	46	46	100	6.7	A
	T	595	595	100	0.5	A
	Subtotal	641	641	100	0.9	A
NW	L	5	5	95	26.3	D
	R	32	32	99	7.4	A
	Subtotal	37	37	100	10.0	A
Total		1,415	1,428	101	1.9	A

Intersection: Main Street (S.R. 36) & Access 2/900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	1	0	0		
	T	1	1	100	18.8	C
	R	7	7	97	8.4	A
	Subtotal	9	8	89	9.7	A
SE	L	80	83	103	21.2	C
	T	2	2	100	18.5	C
	R	5	6	114	10.7	B
	Subtotal	87	91	105	20.4	C
NE	L	10	8	78	3.0	A
	T	650	660	102	1.2	A
	R	2	2	100	0.3	A
	Subtotal	662	670	101	1.2	A
SW	L	12	13	106	3.9	A
	T	449	446	99	1.5	A
	R	140	141	101	1.1	A
	Subtotal	601	600	100	1.5	A
Total		1,360	1,369	101	2.7	A

SimTraffic LOS Report

Project: Tooele - One O'clock Hill TIS
Analysis Period: Future (2026) Plus Project
Time Period: Evening Peak Hour **Project #: UT21-2019**

Intersection: Main Street (S.R. 36) & Access 3/Bus Depot Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	1	0	0		
	R	7	8	110	6.1	A
	Subtotal	8	8	100	6.1	A
SE	L	30	29	96	17.0	C
	R	10	11	107	4.5	A
	Subtotal	40	40	100	13.6	B
NE	L	5	5	95	1.6	A
	T	624	631	101	1.4	A
	R	2	3	150	0.2	A
	Subtotal	631	639	101	1.4	A
SW	L	11	10	89	2.9	A
	T	438	437	100	0.7	A
	R	5	5	95	0.1	A
	Subtotal	454	452	100	0.7	A
Total		1,134	1,139	100	1.6	A

Intersection: Main Street (S.R. 36) & Coleman Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	10	8	78	16.5	C
	R	50	50	100	4.5	A
	Subtotal	60	58	97	6.2	A
NE	L	125	128	102	3.9	A
	T	618	628	102	1.4	A
	Subtotal	743	756	102	1.8	A
SW	T	415	417	100	0.4	A
	R	25	24	96	0.1	A
	Subtotal	440	441	100	0.4	A
Total		1,243	1,255	101	1.5	A

SimTraffic LOS Report

Project: Tooele - One O'clock Hill TIS
Analysis Period: Future (2026) Plus Project
Time Period: Evening Peak Hour **Project #: UT21-2019**

Intersection: Main Street (S.R. 36) & Access 5/3 O'Clock Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	1	0	0		
	T	1	1	100	19.2	C
	R	6	7	112	7.4	A
	Subtotal	8	8	100	8.9	A
SE	L	35	38	108	15.0	B
	T	1	1	100	9.1	A
	R	5	6	114	4.6	A
	Subtotal	41	45	110	13.5	B
NE	L	10	10	98	1.9	A
	T	701	711	101	2.6	A
	R	1	1	100	0.7	A
	Subtotal	712	722	101	2.6	A
SW	L	11	11	98	2.9	A
	T	414	413	100	1.3	A
	R	40	43	108	0.3	A
	Subtotal	465	467	100	1.2	A
Total		1,227	1,242	101	2.5	A

Intersection: Main Street (S.R. 36) & Access 4
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	1	0	0		
	R	6	8	128	5.8	A
	Subtotal	7	8	114	5.8	A
NE	T	626	632	101	0.3	A
	R	2	3	150	0.1	A
	Subtotal	628	635	101	0.3	A
SW	L	11	9	80	3.5	A
	T	438	439	100	1.1	A
	Subtotal	449	448	100	1.1	A
Total		1,084	1,091	101	0.7	A

APPENDIX C

Site Plan



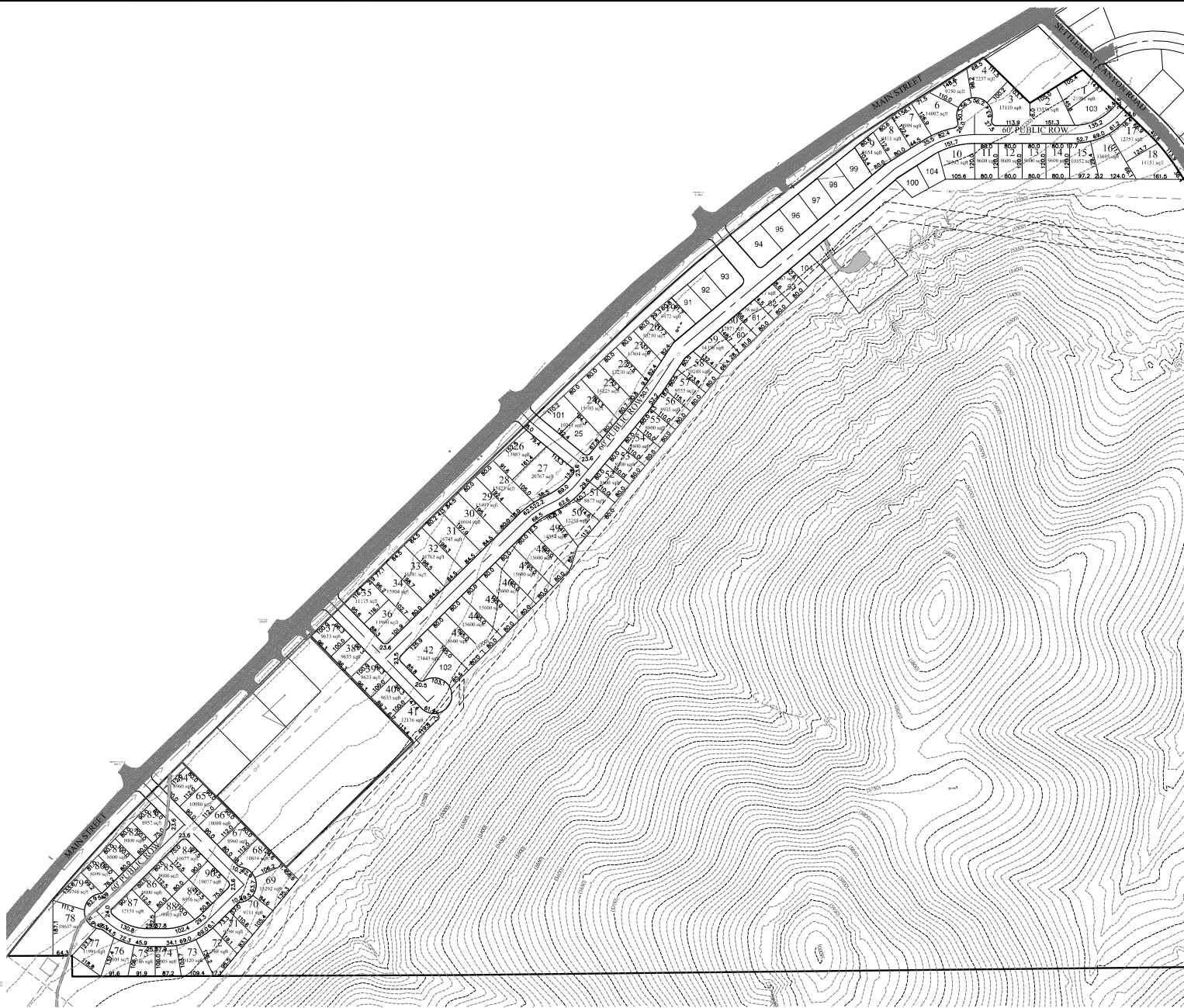
GRAPHIC SCALE



(IN FEET)
1 inch = 150'

R1-8 ZONE REQUIREMENTS

ZONE:	R1-8
LOT SIZE:	8,000 SF
FRONTAGE:	55'
LOT WIDTH:	75'
CUL-DE-SAC RADIUS:	60'
ROW WIDTH:	60'



GENERAL NOTE:

INFORMATION PROVIDED ON THIS PLAN IS BASED ON THE BEST AVAILABLE DATA AT THE TIME OF PREPARATION AND MAY CHANGE AT ANY TIME FOR ANY REASON. THIS PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY.



ONE O'CLOCK HILL TOOELE CITY, TOOELE COUNTY, UTAH CONCEPT PLAN

REVISION BLOCK	DATE	DESCRIPTION

CONCEPT PLAN

Scale:	1"=150'	Drawn:	CRC
Date:	08/17/18	Job #:	17-2455
Sheet:	B		

PROJECT: ONE O'CLOCK HILL - RESUBDIVISION TOOELE CITY, TOOELE COUNTY, UTAH

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Tooele - One O'clock Hill TIS

Analysis: Existing (2021) Background

Time Period: Evening Peak Hour

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



Project #: UT21-2019

Intersection	NE		NW	SE			SW		WB
	L	LT	LR	L	LR	R	R	T	L
01: Settlement Canyon Road & Main Street (S.R. 36)			50						50
02: Main Street (S.R. 36) & 900 South	25				75			0	
03: Main Street (S.R. 36) & Bus Depot Access	25				75				
04: Main Street (S.R. 36) & Coleman Street	75			25		50	25		
05: Main Street (S.R. 36) & 3 O'Clock Drive		25			50				

SimTraffic Queueing Report

Project: Tooele - One O'clock Hill TIS

Analysis: Existing (2021) Plus Project

Time Period: Evening Peak Hour

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



Project #: UT21-2019

Intersection	NE		NW		SE			SW	WB
	L	LTR	LR	LTR	L	LTR	R	L	L
01: Settlement Canyon Road & Main Street (S.R. 36)			50						50
02: Main Street (S.R. 36) & Access 2/900 South	25			50		75		25	
03: Main Street (S.R. 36) & Access 3/Bus Depot Access	25			50		75		25	
04: Main Street (S.R. 36) & Coleman Street	75				25		50		
05: Main Street (S.R. 36) & Access 5/3 O'Clock Drive		25		50		50		25	
06: Main Street (S.R. 36) & Access 4			50					25	

SimTraffic Queueing Report

Project: Tooele - One O'clock Hill TIS

Analysis: Future (2026) Background

Time Period: Evening Peak Hour

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



Project #: UT21-2019

Intersection	NE		NW	SE			SW	EB	WB
	L	LT	LR	L	LR	R	R	R	L
01: Settlement Canyon Road & Main Street (S.R. 36)			50					25	50
02: Main Street (S.R. 36) & 900 South	25				75				
03: Main Street (S.R. 36) & Bus Depot Access	25				75				
04: Main Street (S.R. 36) & Coleman Street	75			50		75	0		
05: Main Street (S.R. 36) & 3 O'Clock Drive		50			75				

SimTraffic Queueing Report

Project: Tooele - One O'clock Hill TIS

Analysis: Future (2026) Plus Project

Time Period: Evening Peak Hour

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



Project #: UT21-2019

Intersection	NE		NW		SE			SW		EB	WB
	L	LTR	LR	LTR	L	LTR	R	L	R	T	L
01: Settlement Canyon Road & Main Street (S.R. 36)			75							25	75
02: Main Street (S.R. 36) & Access 2/900 South	25			50		100		25			
03: Main Street (S.R. 36) & Access 3/Bus Depot Access	25			50		75		25			
04: Main Street (S.R. 36) & Coleman Street	75				50		75		25		
05: Main Street (S.R. 36) & Access 5/3 O'Clock Drive		25		50		75		25			
06: Main Street (S.R. 36) & Access 4			50					25			

Andrew Aagard

From: Paul Hansen
Sent: Thursday, March 17, 2022 4:08 PM
To: Jim Bolser; Andrew Aagard
Cc: Debbie Winn; Jared Stewart
Subject: FW: Shawn Johnson Development in Tooele City

I received the following from UDOT regarding their review of the traffic study for the One O'Clock development.

Paul Hansen, P.E. | City Engineer
Tooele City Corporation | 90 North Main Street | Tooele, Utah 84074
☎ (ph) 435.843.2132 | (fax) 435.843.2139 | www.tooelecity.org

 Please consider our environment before printing this e-mail

From: Nazee Treweek <ntreweek@utah.gov>
Sent: Thursday, March 17, 2022 11:53 AM
To: Paul Hansen <PaulH@TooeleCity.org>
Cc: Kim Velasquez <kvelasquez@utah.gov>; Megan Leonard <mleonard@utah.gov>
Subject: Re: Shawn Johnson Development in Tooele City

We did review it. And I think overall we are ok with it. We will most likely have them make the access you have circled an emergency only access though.

On Wed, Mar 16, 2022 at 11:47 AM Paul Hansen <PaulH@tooelecity.org> wrote:

We are following up to see what if anything has been reviewed or discussed the developer Shaun Johnson and the One O'Clock TIS. We fully understand that UDOT will not issue an access permit until the development is ready to proceed and has filed all required paperwork. However, the City Planning Commission will not consider their rezone request until we at least have some minimal level of review from UDOT. As we discussed in a recent global project review of Tooele City Projects, we ask if there were any compelling opposition to SR-36 access, as shown in the following image. The full report is attached. I believe that your preliminary indication was that all three new accesses from the southeast could occur, but that you needed to look at the one offset from Coleman.

Have you been able to provide at least a conceptual opinion on the four (4) new accesses shown?

From: Kim Velasquez <kvelasquez@utah.gov>
Sent: Wednesday, March 16, 2022 11:06 AM
To: Paul Hansen <PaulH@TooeleCity.org>
Subject: Re: Shawn Johnson Development in Tooele City

If you have questions on your project the best person to contact would be Nazeer Treweek or Megan Leonard.

Their contact info is Megan 801-887-8767 her email is mleonard@utah.gov

Nazeer 801-975-4810 her email is ntreweek@utah.gov

If I can help with anything else let me know!

On Tue, Mar 15, 2022 at 2:09 PM Paul Hansen <PaulH@tooelecity.org> wrote:

Kim:

Would you mind a quick call to discuss this project?

Paul Hansen, P.E. | City Engineer

Tooele City Corporation | 90 North Main Street | Tooele, Utah 84074

 (ph) 435.843.2132 | (fax) 435.843.2139 | www.tooelecity.org

 Please consider our environment before printing this e-mail

From: Kim Velasquez <kvelasquez@utah.gov>
Sent: Thursday, February 17, 2022 10:41 AM
To: Shaun Johnson <Shaun@sjcompany.net>
Cc: Jared Stewart <jareds@TooeleCity.org>; Jim Bolser <jimb@TooeleCity.org>; Andrew Aagard <AndrewA@TooeleCity.org>; Debbie Winn <dwinn@TooeleCity.org>; Paul Hansen <PaulH@TooeleCity.org>
Subject: Re: UDOT Meeting