PUBLIC NOTICE

Notice is hereby given that the Tooele City Council, and the Tooele City Redevelopment Agency will meet in a Work Session, on Wednesday, May 3, 2017 at the hour of 5:00 p.m. The meeting will be held at the Tooele City Hall Large Conference Room located at 90 North Main Street, Tooele, Utah.

1. **Open City Council Meeting**

2. **Roll Call**

3. **Discussion:**

   - **Ordinance 2017-09 An Ordinance of Tooele City Amending the Tooele City General Plan, Land Use Element from General Commercial (GC) to High Density Residential (HDR) for Approximately 9.15 Acres of Property Located at Approximately 850 North 100 East**
     Presented by Jim Bolser
   - **Ordinance 2017-10 An Ordinance of Tooele City Amending the Tooele City Zoning Map for Approximately 9.15 Acres of Property Located Near 850 North 100 East from General Commercial (GC) to High Density Residential (HDR)**
     Presented by Jim Bolser
   - **Home Occupation Code Amendment**
     Presented by Jim Bolser & Roger Baker
   - **Road and Waterline Projects**
     Presented by Paul Hansen
   - **Legislative Update**
     Presented by Randy Sant

4. **Close Meeting**

   - **Litigation**
   - **Property Acquisition**

5. **Adjourn**

_____

Michelle Y. Pitt
Tooele City Recorder/RDA Secretary

Pursuant to the Americans with Disabilities Act, Individuals Needing Special Accommodations Should Notify Michelle Y. Pitt, Tooele City Recorder, at 843-2110 or michellep@tooelecity.org, prior to the meeting.

engaged in undertaking services such as preparing the human dead for burial or cremation and arranging and managing funerals.

Garage, Private - A detached accessory building, or a portion of a principal building, used for the storage of motor vehicles for the tenants or occupants of a dwelling or specific building and not by the general public.

Garden Center - An establishment where plants are offered for sale and including the sale of related plant and garden items.

Gardening - The care and raising of crops, pasture, trees, orchards vegetables and fruit.

General Industrial Activity - A manufacturing operation or processing and assembly of goods which are not likely to be obnoxious or offensive by reason of emission of odor, dust, smoke, noxious gases, noise, vibration, glare, heat or other impacts, nor hazardous by way of materials, process, product, or waste. Not to include outside storage or warehousing.

General Plan - A plan for the city, allowed by state law, prepared and adopted by the Planning Commission and City Council, and including maps, texts, charts, and graphs.

Golf Course/Country Club - A facility providing land area and buildings containing golf courses, recreational facilities, a clubhouse, and customary accessory uses, open only to members and their guests.

Grade - The average of the existing ground level at the center of all walls of a building. In case walls are parallel to, and within five feet of, a sidewalk, the ground level shall be measured at the sidewalk.

Gravel Pit - See Quarry.

Greenhouse - A building, structure or place where plants are raised for experimental purposes, for transplanting, or for sale.

Guarantee - Escrow bond in an amount and form satisfactory to the City. All guarantees shall be approved by the City wherever required by these regulations.

Hardware Store and Garden Supply Store - A facility for the retail sale of a number of basic hardware items, such as tools, builders' hardware, paint and glass, home, lawn, and garden supplies; landscaping materials; brick; lumber; and other similar materials, but excluding commercial greenhouses.

Hazardous Materials Storage - Means the importation of hazardous wastes, materials, or substances for treatment, storage for more than ten days, or disposal, either for profit or non-profit purposes.

Hazardous Waste In-Transit Facility - a facility that transports, stores, handles, or maintains hazardous wastes for periods of ten days or less.

Health Care Facility - General acute hospitals, specialty hospitals, home health agencies, hospices, birthing centers, ambulatory surgical facilities, and any other health care facility as defined by the Utah Health Care Facility Licensure and Inspection Act, Utah Code §26-21-2., excluding offices of Health Care Providers, Nursing Homes or Emergency Care Facilities.

Health Care Provider - An office, clinic, laboratory or any other facility engaged in furnishing medical, surgical or other services including a physician, dentist, dental technician, chiropractor, accupressurist, acupuncturist, therapist, counselor or other similar occupation.

Health Club - A club (athletic, health or recreational), with full service facilities including but not limited to exercise facilities, work-out equipment, showers, lockers, pools and saunas.

Heavy Equipment Sales and Rental - An establishment primarily engaged in the sale or rental of trucks of one ton or greater capacity, tractors, construction equipment, agricultural implements, or similar equipment. Typical uses include truck dealerships, construction equipment dealerships.

Heavy Equipment Service and Repair - An establishment primarily engaged in the service and repair of trucks of one ton or greater capacity, tractors, construction equipment, agricultural implements, or similar equipment.

Heavy Industrial Manufacturing and Assembly - The assembly, fabrication, or processing of goods and materials using processes that ordinarily, and are expected to have, greater than average impacts on the environment, or that have significant impacts on the use of adjoining properties by reason of emission of odor, dust, smoke, noxious gases, noise, vibration, glare, heat or other impacts. This activity generally includes processing of large items, products extracted from raw materials, or products involving flammable or explosive materials or processes which require expansive buildings or land areas.

Heliport - Any designated area used for the landing and taking off of helicopters, including all necessary passenger and cargo facilities, fueling, and emergency service facilities.

Home Occupation - An accessory use consisting of a vocational activity conducted inside a dwelling unit or a structure accessory to a dwelling unit. ~~and conducted only by the individuals who reside therein and provided that the home occupation:~~

~~(1) does not result in noise or vibration, light, odor, dust, smoke, or other air pollution noticeable at or beyond the property line;~~

~~(2) is clearly subordinate to the use of the lot for dwelling purpose and does not change the character of the lot;~~

~~(3) does not include the outside storage of goods, materials, or equipment;~~

~~(4) has signage limited to a nonilluminated identification sign two square feet or less in size;~~

~~(5) does not produce traffic volumes exceeding that produced by the dwelling unit by more than 10~~

~~average daily trips or a maximum of 20 trips during any24 hour period.~~

~~(6) does not include nursing homes, restaurants, vehicle repair businesses, or boarding houses, and~~

~~(7) complies with all required Federal and State licensing requirements.~~

Hospital - A building or building(s) for the diagnosis, treatment and care of human illness or infirmity, but not including clinics.

Hotel - A building or group of buildings, other than a motel, boarding house or lodging house, containing individual guest rooms or suites of guest rooms and which furnishes services customarily provided by hotels which may include reception and convention facilities.

In-fill Development – Subject to applicable development standards, the permitting of a primary dwelling upon:

(1) a conforming lot, created by subdivision final plat approved by the Tooele City Council, located within Geographic Area A illustrated in Figure 7-1-5.2; or,

(2) a conforming lot, created by subdivision final plat approved by the Tooele City council, located with Geographic Area B illustrated in Figure 7-1-5.2, exclusive of Geographic Area A; or,

(3) a legal nonconforming lot or parcel of record, existing on the date of building permit application for that lot or parcel, whether or not containing a dwelling.

Junk Yard/Salvage Yard - The use of any lot, portion of a lot, or land for the storage, keeping or abandonment of junk, including scrap metals or other scrap material, or for the dismantling, demolition or abandonment of automobiles or other vehicles, or machinery.

Kennel - Any lot or premises or portion thereof on which four (4) or more dogs, cats, and other household domestic animals, more than six (6) months old, are maintained, boarded, bred, or cared for in return for compensation or kept for sale.

Laundromat - An establishment within which clothes washing and drying machines, and clothes dry cleaning machines, either coin operated or attendant operated, are provided on a rental basis for use by individuals doing their own laundry and dry cleaning. Laundromat does not include outdoor drying facilities.

Light Manufacturing and Assembly - An establishment engaged in the manufacture, predominantly from previously prepared materials, of finished products or parts, including processing, fabrication, assembly, treatment, and packaging of such products, and incidental storage, sales and distribution. Allowed Light manufacturing activities will not be offensive by reason of emission of odor, dust, smoke, noxious gases, noise, vibration, glare, heat or other impacts, nor hazardous by way of materials, process, product, or waste, and where all equipment, compressors, generators and other ancillary equipment is located within a building or structure and any outside storage areas are screened from view from all adjoining properties and streets.

Liquor Store - A facility, authorized by the Utah Liquor Control Commission to sell original packaged liquor or wine for consumption off the premises.

Lot or Subdivision Lot - Any parcel of land which:

(1) has been legally established in the office of the Tooele County Recorder; and,

(2) has been established by way of or included within a subdivision final plat approved by Tooele City. (Ord. 2013-16, 11-06-2013)

Medical and Dental Clinic - A building or other facility engaged in furnishing medical, surgical or other services including a physician, dentist, dental technician, chiropractor, acupressureist, acupuncturist, therapist, counselor or other similar occupation.

Membership Club - A facility owned or operated by a group of people organized for a common educational, service, or recreational purpose. These clubs may be characterized by certain membership qualifications, payment of fees or dues and regular meetings and activities. This use may include hunting and gun clubs but does not include Private Clubs.

Mobile Home Park - A parcel of land under single ownership, approved by the City, and which is designed to accommodate the placement of mobile, manufactured, or modular homes on leased or rented pads or lots.

Mobile Home Subdivision - A parcel of land subdivided into separate and individual lots which is designed and planned to accommodate the placement of mobile, manufactured, or modular homes on each lot.

Mine - An establishment engaged in activities on or4 below the surface of the land for the exploration, development of, and extraction of mineral deposits including rock, sand and gravel, including transportation, concentration, milling, evaporation and other primary processing operations.

Motel - An establishment containing guest rooms or dwelling units, some or all of which have a separate entrance leading directly from the outside of the building with garage or parking space located on the lot and designed, used, or intended wholly or in part for the accommodation of automobile transients with associated restaurants, dining facilities and meeting rooms.

Nonconforming structure - A structure that does not conform to the yard coverage, height, setback or other physical dimensional requirement of the district.

Nonconforming use - An activity which is not an allowed use within the Zoning District and which may not conform to the use standards, including parking, regulations in the district in which it is situated.

Nursery/Plant Nursery - An activity where plants, shrubs, trees, and other horticultural materials and supplies are sold, including both wholesale and retail sales.

7-2-15. Lots in two districts.

Where a district boundary line is established by this Title, or shown on the zoning map, divides a lot which is in single ownership and of record, the use in the other district requirements applying to the least restrictive portion of said lot shall be considered to extend to the entire lot, provided the more restricted portion of such lot is entirely within thirty (30) feet of said dividing district boundary line. The use so extending shall be deemed to be conforming.
(Ord. 1983-05, 04-20-1983)

7-2-16. Lots in business, commercial or industrial districts adjacent to residential zones.

Where a lot in any business, commercial or industrial district abuts a lot in any residential district, there shall be provided along such abutting line a landscaped side yard. The size to be determined by the Planning Commission. Also, a privacy fence may be required on any lot which abuts a residential district.
(Ord. 1983-05, 04-20-1983)

7-2-17. Transition zones.

(1) Where the frontage on one side of a street between two intersecting streets is owned partially as residential and partially as business, commercial or industrial, or where any part of the street is so zoned as to require a front yard, a front yard shall be required for the entire block frontage equal to that required for the most restricted portion of the block.

(2) On any corner lot in a residential district, there shall be provided on the side street a side yard equal in depth to the required front yard depth on said street, except that upon any corner lot under separate ownership which is less than sixty (60) feet wide, this provision may be waived allowing a residence to be erected to within twelve (12) feet of the side yard. The side street shall be held to be on that side of the corner lot having the greater length. When a dwelling is erected to within twelve (12) feet of the side yard in this manner, it must maintain a twenty-five (25) foot rear yard, regardless of the location of the garage, or accessory building.
(Ord. 1983-05, 04-20-1983)

7-2-18. Public utilities in residential districts.

Where not otherwise authorized by this Title, the Planning Commission, if it determines that the best interests of the community will be served thereby, may permit as a conditional use the use of land in a residentially zoned district for a public utility building, electrical substation, radio or television relay station, including necessary tower, and other similar public utilities, provided that in all such cases:

(1) From the evidence presented, the Planning Commission finds that it is essential in order to provide the area with adequate electrical, gas, telephone, television or radio service.

(2) It shall determine that due to certain peculiar conditions, the facility could not be located outside the residentially zoned district and properly serve the City.

(3) All structures on the premises are designed to conform to the residential character of the districts.

(4) All yard spaces as required for the permitted use in the district are provided.

(5) Adequate screening is provided for proper landscaping and fencing where the facility is not within a building.

(6) Such other conditions are met as may be deemed necessary by the Planning Commission to protect the character of the residential district.

Nothing in this section shall be interpreted as giving the Planning Commission the authority to permit a privately owned or operated commercial radio or television tower or station in any residential district.
(Ord. 1983-05, 04-20-1983)

7-2-19. Home occupations.

Home occupations are ~~shallbe~~ permitted upon compliance with the following:

(1) shall ~~must~~be carried on entirely within the dwelling unit or accessory building on the premises;

(2) shall not include the outside storage of goods, materials, or equipment;

(3~~2~~) shall ~~must~~not involve any use of any outside yard area about the premises whereupon the dwelling unit or accessory building is located, except for customer parking;

(4~~3~~) shall ~~must~~be customarily incidental to the use of the dwelling for dwelling purposes;

(5~~4~~) shall ~~must~~not change the primary character and use of the dwelling unit as a dwelling;

(6~~5~~) shall ~~must~~be carried on only by persons residing in the dwelling unit;

(7~~6~~) shall ~~must~~have no employees or assistants other than members of the immediate family, and only if such family members reside in the dwelling unit;

(8~~7~~) reasonable inventory related to the Home Occupation shall be allowed so long as such inventory is stored entirely within the dwelling unit or accessory building on the premises;

(9~~8~~) shall ~~must~~not create a nuisance;

(10~~9~~) shall specifically exclude: ~~-~~vehicle repair work, body and fender work, firewood sales, commercial stables, kennels, livestock, auctions, restaurants, nursing homes, funeral houses, musical ~~band~~instrument instruction and practice consisting of more than two persons ~~members~~at a time;

(11~~0~~) ~~-~~shall not display signs~~without advertising of said occupation by way of window displays or signs~~;

(12) shall not produce traffic volumes exceeding those produced by the dwelling unit by more than 10 average daily trips or a maximum of 20 trips during any

24-hour period;

(13) shall comply with all Federal, State, and local license and permit requirements;

(14) nothing contained in this section shall be construed to supersede or otherwise render inoperative the provisions of the Tooele City Code concerning business licenses.

(Ord. 1987-24, 01-02-1988; Ord. 1983-05, 04-20-1983)

PUBLIC NOTICE

Notice is hereby given that the Tooele City Council and the Tooele City Redevelopment Agency, will meet in a Business Meeting on Wednesday, May 3, 2017 at the hour of 7:00 P.M. The meeting will be held in the Tooele City Hall Council Room located at 90 North Main Street, Tooele, Utah.

1. **Pledge of Allegiance**
2. **Roll Call**
3. **Boys and Girls Club State Youth of the Year Award**
   Presented by Darlene Dixon
4. **Mayor's Youth Recognition Awards**
5. **Public Comment Period**
6. **Violence Against Women Act (VAWA) Grant Update**
   Presented by Lynne Smith
7. **Victims of Crime Act (VOCA) Grant Update**
   Presented by Lynne Smith
8. **Resolution 2017 - 19 A Resolution of the Tooele City Council Adopting the Budget Officer's Tentative Budget for Tooele City Fiscal Year 2017-2018, and Establishing the Time and Place of a Public Hearing to Consider its Adoption**
   Presented by Mayor Patrick Dunlavy
9. **Ordinance 2017-09 An Ordinance of Tooele City Amending the Tooele City General Plan, Land Use Element from General Commercial (GC) to High Density Residential (HDR) for Approximately 9.15 Acres of Property Located at Approximately 850 North 100 East**
   Presented by Jim Bolser
10. **Ordinance 2017-10 An Ordinance of Tooele City Amending the Tooele City Zoning Map for Approximately 9.15 Acres of Property Located Near 850 North 100 East from General Commercial (GC) to High Density Residential (HDR)**
    Presented by Jim Bolser
11. **Minutes**
12. **Invoices**
    Presented by Michelle Pitt
13. **Adjourn**

_____

Michelle Y. Pitt
Tooele City Recorder/RDA Secretary

Pursuant to the Americans with Disabilities Act, Individuals Needing Special Accommodations Should Notify Michelle Y. Pitt, Tooele City Recorder, at 843-2110 or michellep@tooelecity.org, prior to the meeting.

TOOELE TRANSCRIPT BULLETIN Since 1894

Tooele High School senior Rylie Grissetti was named 2017 Youth of the Year by the Utah Alliance of Boys & Girls Clubs. She is the first person from Tooele to earn the honor.

FEBRUARY 16, 2017

Grissetti earns Boys & Girls Club Youth of the Year award

When Rylie Grissetti joined Tooele's Boys & Girls Club 12 years ago, a staff member predicted she would be successful in the future. It turned out to be an accurate prediction and more.

Last week, the 18-year-old Tooele High School senior was named 2017 Youth of the Year by the Utah Alliance of Boys & Girls Clubs. It was a first for the Tooele club that opened its doors in 2003.

The announcement was made by Utah Senate President Wayne Niederhauser (R-Salt Lake City) at a Feb. 8 awards breakfast at the state capitol. Grissetti received a $5,000 scholarship.

"I didn't know how much the club was going to change my life or the positive outcomes the club would make on it," Grissetti said. "When I was younger, a club staff member told me that I will be an anomaly. I have been able to achieve greatness despite the odds. It's who I am. I'm an anomaly thanks to Boys & Girls Club."

The Tooele club selected Grissetti as its candidate for the Youth of the Year, and then she was selected to compete for the state honor by the Greater Salt Lake club. She then competed against winners from Northern Utah, Weber-Davis and Utah County clubs.

Tooele club director Darlene Dixon said she is elated by Grissetti's success.

"In my 32 years with the Boys & Girls Club of Greater Salt Lake, I have never met a youth who tried for success quite like Rylie," Dixon said. "She is diligent in her endeavors and strives to overcome obstacles that may get in her way of reaching her goals. We are so proud of her."

Amanda Hughes, director of development for the Great Salt Lake club, echoed those sentiments.

"She never gives up, even in the face of adversity or perceived failure, she keeps trying to reach her goals and to be better," Hughes said. "She is determined and smart, as well as being fiercely compassionate and kind. She loves her friends and family, and she loves the Boys & Girls Club. She is the perfect young ambassador for our programs."

Grissetti also received Tooele City's Mayor's Youth Recognition Award at Wednesday's city council meeting. Some of her achievements and successful traits were mentioned at the meeting. She was nominated by Dixon and THS counselor Michelle Bolin.

Communities that Care Director Heidi Peterson mentioned Grissetti's efforts in helping to provide Christmas dinners for over 40 families in the Tooele area last December, her service as a senior class officer, and her work tutoring students at THS.

"She tries to do everything she can to help her family out and her friends when they need her," Peterson read to the audience at the council meeting. "She seems to love everyone and gives generously. She loves animals and wants to turn every stray into her best friend whether they are affectionate to her or not. She goes out of her way to cheer up family and friends when they are sad."

Grissetti was selected Utah Youth of the Year by a panel of five judges.

"I had to give a speech, submit essays and was interviewed by the judges," she said.

Grissetti stressed the importance of self acceptance, and not being persuaded to judge yourself harshly by comparing yourself to others, which can be a problem through social media.

She will compete in a regional Boys & Girls Club competition in July with a possibility of reaching the national competition later in the year in Washington D.C.

Grissetti holds a 3.8 GPA at THS, and also works part-time at Apollo Burgers and Nigh-Time Donuts. She plans to pursue a degree in biology at Dixie State University and then attend medical school at the University of Utah with a goal of becoming a neurosurgeon.

According to a news release, Boys & Girls Clubs have been serving kids in Utah for 50 years. In 2016, 18 clubs served over 244,000 kids in 12 Utah cities through membership and community outreach. Clubs provide programs in three areas of impact: academic success, good character and citizenship, and healthy lifestyles.

According to Boys & Girls Clubs of America, the organization's mission is "To enable all young people, especially those who need us most, to reach their full potential as productive, caring, responsible citizens."

Fifty-seven percent of club alumni say the club saved their lives.

Mark Watson

TOOELE CITY CORPORATION

RESOLUTION 2017-19

A RESOLUTION OF THE TOOELE CITY COUNCIL ADOPTING THE BUDGET OFFICER'S TENTATIVE BUDGET FOR TOOELE CITY FISCAL YEAR 2017- 2018, AND ESTABLISHING THE TIME AND PLACE OF A PUBLIC HEARING TO CONSIDER ITS ADOPTION.

WHEREAS, U.C.A. §10-6-111 requires that on or before the first regularly scheduled meeting of the governing body in May of each year, the budget officer shall prepare for the ensuing year, and file with the governing body, a tentative budget for each fund for which a budget is required; and,

WHEREAS, Tooele City's governing body, the City Council, has reviewed and considered the tentative budget and desires to adopt the same and to establish a time and place of a public hearing to consider its final adoption:

NOW, THEREFORE, BE IT RESOLVED BY THE TOOELE CITY COUNCIL that the tentative budget for each fund for the ensuing fiscal year, 2017-2018, is hereby adopted.

IT IS FURTHER RESOLVED that a public hearing to consider the final adoption of the Tooele City budget for 2017-2018 shall be held on the 21st day of June, 2017, at 7:00 p.m., at Tooele City Council Chambers located at 90 North Main Street, Tooele, Utah. The City Recorder shall cause notice of a public hearing to consider its adoption to be published at least seven (7) days prior to the hearing in at least one issue of the Tooele *Transcript-Bulletin*, a newspaper of general circulation published in Tooele City, and on the Utah Public Notice Website, as required by U.C.A. §10-6-113.

This Resolution shall be effective immediately upon passage, without further publication, by authority of the Tooele City Charter.

IN WITNESS WHEREOF, this Resolution is passed by the Tooele City Council this ____ day of _____, 2017.

TOOELE CITY COUNCIL

(For) (Against)

_____ _____

_____ _____

_____ _____

_____ _____

_____ _____

ABSTAINING: _____

MAYOR OF TOOELE CITY

(For) (Against)

_____ _____

ATTEST:

_____
Michelle Y. Pitt, City Recorder

S E A L

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

TOOELE CITY CORPORATION

ORDINANCE 2017-09

AN ORDINANCE OF TOOELE CITY AMENDING THE TOOELE CITY GENERAL PLAN, LAND USE ELEMENT FROM GENERAL COMMERCIAL (GC) TO HIGH DENSITY RESIDENTIAL (HDR) FOR APPROXIMATELY 9.15 ACRES LOCATED AT APPROXIMATELY 850 NORTH 100 EAST

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 1998-39, on December 16, 1998, 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 1998-39 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 legislative findings and policies 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 legislative policy determinations of the City Council about the Zoning designations assigned to land within the City (e.g., R1-10 residential, neighborhood commercial (NC), light industrial (LI)); and,

WHEREAS, the City has received an application for General Plan, Land Use Element Map amendments for approximately 9.15 acres of property (the "Property"), comprised of parcels 18-099-0-0033 and 18-099-0-0004, as shown in the attached Exhibit A; and,

WHEREAS, the City Administration recommends approval of the General Plan, Land Use Element amendment application for the amendment of the General Plan, Land Use Element for the Property from the General Commercial (GC) land use designations to the High Density Residential (HDR) land use designation (see the Staff Report attached as Exhibit B); and,

WHEREAS, approving the present ordinance will not operate to create any land use entitlements other than land use designation under the General Plan, Land Use Element and/or the Zoning Map; and,

WHEREAS, on March 8, 2017 the Planning Commission convened a duly- noticed public hearing, accepted public comment, and voted to forward its recommendation to the City Council (see Planning Commission minutes attached as Exhibit C); and,

WHEREAS, on_____, the City Council convened a duly-noticed public hearing:

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

1. this Ordinance and its proposed amendments to the General Plan, Land Use Element are in the best interest of the City in that they will further economic development, will make possible the availability and reliability of critical municipal services, will make possibility the use of the Property as permitted by law, and are consistent with the desires of the affected property owners (see Exhibit A); and,
2. the General Plan, Land Use Element is hereby amended for the property located near 850 North 100 East as illustrated 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_____, 2017.

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

Application for General Plan, Land Use Element Map amendment

Zoning, yeneral Plan, & Master Plan Map Amendment Appli cation

Community Development Department
90 orth Main Street, Tooele, UT 84074
(435) 843-2130 Fax (435) 843-2139
www.tooelecitv.org

Notice: The applicant must submit copies of the map amendmem 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 appl icant lor revision if the plans are found to be inconsistent with the requirements of the City Code and all other appl icable City ordinances. All submiued map amendment proposals shall be reviewed in accordance with the Tooele City Code. Submission of a map amendment proposa l in no way guarantees placement of the application on any particular agenda of any City revie" ng body It is strongly advised that all applications be subm itted well in advance of any anticipated deadl ines.

- (106

Project Information

Date of Submission:	Current Map Designation:	Proposed Map Designation:	Parcel #(s):
Feb 1 2016	GC	HDR	18-099-0-0003/18-099-0-0004

Project Name: Mountainview Townhomes. Acres: 9.15

Project Address: 808 N. 100 E Tooele Ut / 852 N.

Proposed for Amendment: ☐ Ordinance ☐ General Plan /00 ,_ OMaster Plan:

Brief Project Summary:
Building and owning to Rent 125 Townhouses.

Property Owner(s): Price Tooele Company JI LL(			Applicant(s): Matt Carter		
Address: 230 E. South Temple			Address: 842 E 2150 So.		
City: SLC	State: Ut	Zip: 84111	City: Bountiful	State: Ut	
Phone: 801- 478-8000 Ext 103			Phone: 801 643-4521		
Contact Person: Matt Carter			Address:		
Phone: -{;4;;			City:	State:	Zip:
Cellular:	Fax:		Email:		

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•The apphcation you are submnung wtll become a pubhc record pursuant to the provistons of the Utah State GOlemment Records Access and Management Act (GRAf.-\,) You are asked to fumtsh the mfonnauon on thts form tbr the purpose of tdentificauon and to expedue the processmg of your request Th1s mfonnauon wtll be used onl) so far as necessary for complenng the uansacuon If you dectde not to supply the requested mformauon you should be aware that your apphcauon may rake a longer ume or may be Impossible to complete If you are J.n ·'at·nsk government employee··as detined m *Utah CaJe tllm.* § 63-1-302 5. please 1nform 1he cuy employee accepllng 1h1s mformauon Tooele C1ty does not currently share your pril-ale. comrolled or prolected mformat10n \\1th any other person or government ent1ty

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 2!/2 months to 6 months or more depending on the size and complexity of the application and the timing.

For Office Use Only

Received By:	Date Received:	F«S I.45to.(	=
	2-16-17		

w25d76

January 31, 2017

Tooele City
Community Development Department
Attention: Rachelle Custer, Tooele City Planner
90 North Main Street
Tooele, Utah 84074

Ref: 2017 Tooele Multiple Housing Project- approximately 808 & 852 North 100 East Parcel Number 18-099-0-0003 & 18-099-0-0004

Dear Rachelle,

As you are aware, we are in the process of developing approximately 125 unit townhome project at the address cited above. Per your direction we are submitting application for a Zoning and General Plan Amendment.

Accompanying this cover letter are the following:

1. *Zoning, and General Plan Amendment Application Form*
2. *Signed and Notarized Affidavit Form*
3. *Items listed on the Zoning and General Plan Amendment Application Checklist*
-1. *Application and processing Fees*
5. *Other supporting material, as applicate to this project.*

We are excited to move forward with the project. This project will be complementary to the surrounding uses and will be a great addition to 100 East. We look forward to working with you and your staff to ensure this application is ready for Planning Commission and Council meetings.

If you have questions, please call me anytime at 801-643-4521.

Best Regards,

Matthew Carter, Project Manager
2017 Tooele Multiple Housing Project
842 East 2150 South
Bountiful. 84010

801-643-4521

Submission Requirements- Application and Checklist

1. Application fee: Attached $1,956

2. Completed application form: Attached

3. List of Names and complete mailing addresses *(street number, street name, city, zip code,)* obtained from the Tooele County Recorder's Office, for all property owners of each parcel or lot located within 200 feet of the outside boundary of the subject property(s):

   Attached

4. A complete and accurate legal description of the entire area proposed to be redesigned on the map.
   Attached and labeled: LEGAL DESCRIPTION

5. On separate sheets of paper, respond to the following questions:
   Attached and labeled: **ZONING MAP:**

   Attached and labeled: **General Plan MAP:**

General Plan Map Amendment Application, Checklist & Discussions

1. What is the present land use designation of the subject property(s)?
    a. General commercial.

2. Explain how the proposed land use designation is similar or compatible with the other land use designations in the surrounding area.
    a. The proposed, High Density Residential zoning, will match the zoning of the property to the South and benefit the charter school to the North.
    b. With the current zoning and the approval and buildout of the school on the North and the apartments to the South this would leave this particular property as an island that if developed as high density would be more in line with what is already there.
    c. This zoning change, to High Density Residential, will result in the subject property and the real property to the south, to act as a buffer between the commercial properties to the West and the SFD to the East.
    d. The buildout of this property to townhomes will bring a direct positive impact to the retail centers to the West.
    e. 100 East does not lend itself as a commercial corridor as the traffic flows and visibility are very limited. Commercial properties usually require high traffic and very good visibility.
3. What do you anticipate the land being used for?
    a. We will add 125 units on approximately 9.15 acres with 16 buildings with 3 acres of open space with a playground and basketball court.

4. Explain how the proposed land use designation would affect property, surrounding properties, and Tooele City.

    The proposed land use is complementary to surrounding uses:

    To the North is a charter school, residential adjacent to a Charter School is preferable over commercial uses.

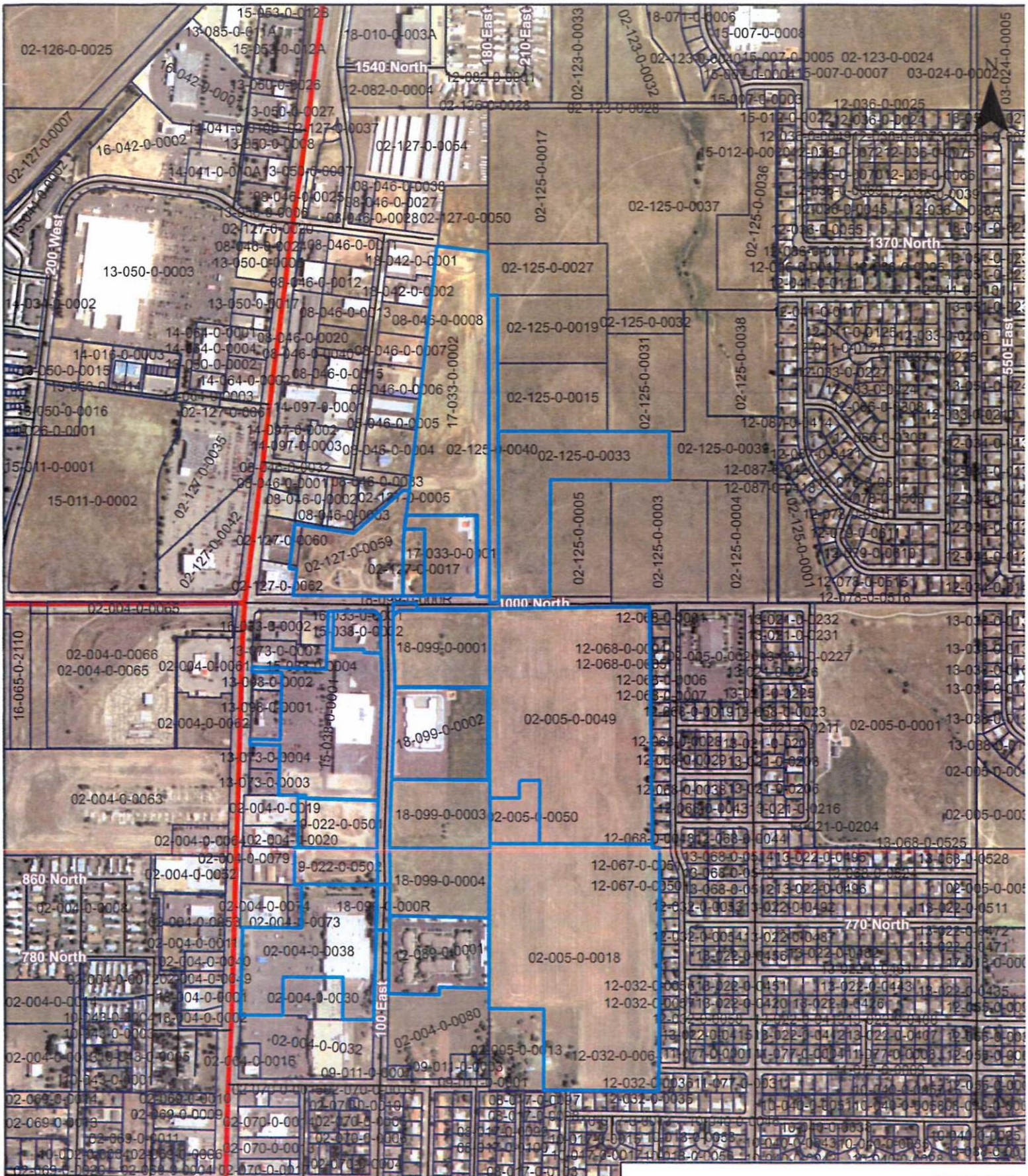
    To the South is existing multi-family at 16 units per acre density

    The proposed use would face the back side of existing commercial that front main street. New storefronts facing the rear of existing storefronts is not desirable. Commercial visibility of 100 East is zero from main street.

5. Explain how the proposed land use designation promotes the goals and objectives of Tooele City.
    a Among the goals of Tooele city are the following:
        i. Goal #1 Support the Commercial Properties in the area
        ii. Goal #2 Compatibility to the properties in the area

    b. Description of how we support City Goals

    Goal #1. The town house project supports these goals by supporting the commercial property directly on Main Street as we will build 125 units with approximately 500 residents that will have shopping available to them within walking distance.
    Goal #2. The town house project supports these goals by being compatible with the school to the North, the apartments to the South and the residential properties to the East.



TOOELE

GIS Map Disclaimer :

This is not an official map but for reference use only. The data was compiled from the best sources ava able, but various errors from the sources may be inherent on the map. All boundaries and features therein should be treated as such. For boundary information, the pertinent County Departments or Municipal ties should be contacted This map is a representation of ground features and is not a legal document of their locations. The scale represented is approximate.so this is NOT a Survey or Engtneering grade map and should by no means be used as such This mao is not intended for all uses Tooete

Exhibit B

City Staff Report

EXHIBIT A

MAPPING PERTINENT TO THE MOUNTAINVIEW TOWNHOMES GENERAL PLAN LAND USE ELEMENT MAP AMENDMENT

Untitled Map

Write a description for your map.

Legend

- Copper Canyon Elementary School
- Copper Canyon Elementary School
- Fantastic Plastic
- Main St@ 2055 N
- Mountain Land Physical Therapy
- MountainWestWorx

EXISTING LAND USE
PROPOSED CHANGE
COMMERCIAL TO
HIGH DENSITY RESIDENTIAL

Exhibit C

Planning Commission Meeting Minutes

TOOELE CITY PLANNING COMMISSION MINUTES
March 8, 2017

Date: Wednesday, March 8, 2017
Time: 7:00 p.m.
Place: Tooele City Hall Council Chambers
90 North Main Street, Tooele Utah

Commission Members Present:
Matt Robinson, Chairman
Shauna Bevan, Vice-Chairwoman
Chris Sloan
Ray Smart
Melanie Hammer
Russell Spendlove
Phil Montano
Brad Clark

City Employees Present:
Roger Baker, City Attorney
Rachelle Custer, City Planner
Paul Hansen, City Engineer

Council Members Present:
Chairwoman Winn
Councilman McCall

Minutes prepared by Cami Cazier.

Chairman Robinson called the meeting to order at 7:00 p.m. He recognized and welcomed Girl Scout Troop #2339.

1. **Pledge of Allegiance**

The Pledge of Allegiance was led by Chairman Robinson.

2. **Roll Call**

Matt Robinson, Present
Shauna Bevan, Present
Chris Sloan, Present
Ray Smart, Present
Melanie Hammer, Present
Russell Spendlove, Present
Phil Montano, Present
Brad Clark, Present

3. Public Hearing and Recommendation on an ordinance amending Tooele City General Plan, Land Use Element Map for approximately 9.15 acres located at approximately 850 North 100 East from General Commercial to High Density Residential.

Presented by Rachelle Custer

Items #3 and #4 will be introduced together, as they represent the same property. These requests are for approval of a General Plan Land Use Element Map amendment and Zoning Map amendment for approximately 9.15 acres consisting of parcels 18-099-0-0003 and 18-099-0-0004 located at approximately 850 North 100 East. The property is currently zoned GC General Commercial. The applicant is requesting an HDR Zoning District to construct 125 townhomes. The proposal will consist of sixteen buildings and three acres of open space with playground equipment and a basketball court. The HDR Zoning District allows for up to sixteen units per acre; the proposal is for approximately fourteen units per acre. This is strictly a request for a General Plan Land Use Element Map and Zoning Map amendment. This does not approve any development, unit numbers, etc. The applicant will have to come back and go through the subdivision and site plan approval process for multi-family at the time he decides to develop.

The property to the north is Scholar Academy and the property to the south is Lakeview Apartments. The property to the west is commercial development and east is zoned R1-7 for single family residential uses. High density residential generally creates a good buffer between commercial and single family residential uses.

Staff recommends approval of the request for a General Plan, Land Use Element Map amendment Matt Carter, application number 2170087, subject to the following conditions:

1. That all requirements of the Tooele City Community Development and Public Works Department are satisfied throughout the development of the site and the construction of all buildings on the site, including provision of municipal type utilities and permitting.
2. Any proposed development for any portion of the property will be required to address and install any and all infrastructure and municipal-type utilities needed to service the project to the satisfaction of the Community Development and Public Works Department.

Chairman Robinson asked the Commission for any questions or concerns.

Commissioner Smart expressed a concern about the past drought conditions for Tooele City and the availability of water for other new housing developments as well as this property.

Ms. Custer responded that each development is required to bring their own water rights. The State only allots so many water rights per aquifer, so they will be required to bring water rights in from the State.

Commissioner Smart asked if the State has done tests to measure the amount of water available.

Ms. Custer responded that the City continually develops new water sources to provide for the community.

Chairman Robinson opened the public hearing. Per Mr. Baker's suggestion, Chairman Robinson stated that all public comments for this item will apply to both the Land Use Element Map amendment and the Zoning Map amendment, as they both refer to the same property.

Andrea Cahoon came forward. She was representing the purchaser of the property. As a resident of Tooele City, she believes that the location for this development is perfect because it's close to grocery stores, a school, and Main Street. She couldn't think of any good commercial uses for the property.

Chairman Robinson closed the public hearing at 7:08 p.m.

Commissioner Sloan moved to forward a positive recommendation to the City Council for the Mountainview Townhomes General Plan, Land Use Element Map amendment request by Matt Carter for property located at approximately 850 North 100 East, application number 2170087, based on the findings and subject to the conditions listed in the Staff Report dated March 8, 2017. Commissioner Hammer seconded the motion. The vote was as follows: Commissioner Hammer, "Aye," Commissioner Smart, "Aye," Commissioner Bevan, "Nay," Commissioner Sloan, "Aye," Commissioner Spendlove, "Aye," Commissioner Montano, "Aye," and Chairman Robinson, "Aye."

4. Public Hearing and Recommendation on an ordinance amending Tooele City Zoning Map for approximately 9.15 acres located at approximately 850 North 100 East from General Commercial to High Density Residential.

Presented by Rachelle Custer

This item was introduced with item #3.

Chairman Robinson opened the public hearing for the Zoning Map amendment. There were no additional comments.

Chairman Robinson closed the public hearing at 7:10 p.m.

Commissioner Sloan moved to forward a positive recommendation to the City Council for the Mountainview Townhomes Zoning Map amendment request by Matt Carter for property located at approximately 850 North 100 East, application number 2170087, based on the findings and subject to the conditions listed in the Staff Report dated March 8, 2017. Commissioner Hammer seconded the motion. The vote was as follows: Commissioner Hammer, "Aye," Commissioner Smart, "Aye," Commissioner Bevan, "Nay," Commissioner Sloan, "Aye," Commissioner Spendlove, "Aye," Commissioner Montano, "Aye," and Chairman Robinson, "Aye."

5. Public Hearing and Recommendation on an ordinance amending Tooele City General Plan, Land Use Element Map for approximately 8.81 acres located at approximately 600 East 2400 North from General Commercial to High Density Residential.

Presented by Rachelle Custer

Items #5 and #6 will be introduced together, as they represent the same property. This application is a request for approval of a General Plan, Land Use Element Map amendment and Zoning Map amendment for approximately 8.81 acres located on the east side of SR 36, at approximately 600 East 2400 North. The property is currently zoned GC General Commercial. The applicant is requesting a High Density Residential zoning to construct 38 to 54 townhomes and 96 garden style, walk up apartments. High Density Residential does allow up to 16 units per acre which would allow for a maximum of 140 units. The parcel is 19.61 acres with 600 East master planned to divide the parcel. The applicant is leaving the west 8 acres as General Commercial retail development with the east 8.81 acres proposed to be High Density Residential. The property to the west is General Commercial, and north is zoned Research and Development which is a Commercial Land Use. South is Light Industrial and is currently developed with Light Industrial uses and some medical offices. East is zoned Rural Residential and is in the County.

There is a property owner in opposition of this amendment. More information was included in the Commissioner's packets. One of the existing businesses has a concern regarding mixing children and families that come with High Density Residential with industrial truck traffic. Ms. Custer also received a phone call from another adjacent property owner who did not submit anything in writing. However, he expressed that he supports the High Density Residential on the east portion of the lot, but strongly feels the west portion should remain General Commercial.

This is strictly a request for a General Plan Land Use Element Map and Zoning Map amendment. This does not give any development rights or approvals. The applicant will have to come back and meet all of Tooele City's Codes with their development for any approvals.

Staff recommends approval of the request for a General Plan, Land Use Element Map amendment by Rob Heywood representing The Ritchie Group, LC, application number 2170062, subject to the following conditions:

1. That all requirements of the Tooele City Community Development and Public Works Department are satisfied throughout the development of the site and the construction of all buildings on the site, including provision of municipal type utilities and permitting.
2. Any proposed development for any portion of the property will be required to address and install any and all infrastructure and municipal-type utilities needed to service the project to the satisfaction of the Community Development and Public Works Department.

Chairman Robinson asked the Commission for any questions or concerns.

Commissioner Sloan asked for clarification on the map shown overhead for the adjacent property owner's area of concern.

Ms. Custer referred to the photo and pointed out the area in question. She also pointed out a dirt road that would separate the High Density Residential and the General Commercial.

Chairman Robinson opened the public hearing for both the Land Use Element Map amendment and the Zoning Map amendment, as they both refer to the same property.

Alan Cohen came forward. He, along with his sons that were also present, are the owners of the subject property. They are also the sole owners of an LLC called Bear-All, LLC, which has title to the subject property. His family has been in business in Salt Lake City for 90 years. Currently, his sons, who are the fourth generation of their business, are the managers. As a means of diversifying themselves, they purchased this land about 10-11 years ago in the height of the real estate boom. It was their intention to hold the property 3-5 years and then team up with developers or put it up for sale. At the time, the property was in the Greenbelt. Believing that Tooele was in a growth phase, they chose to change the zoning. Shortly after however, the real estate market crashed.

They have tried to sell the land as a Commercial Property for the past 6-7 years but have been unsuccessful. They have used four different real estate agents and have used various pricing strategies and incentives. They have also utilized the internet, direct mail and other resources, all to no avail. Based on the advice of several qualified experts, they decided to build apartments on half the property and retain the other half as Commercial. They have already been approached by at least two developers who are interested in the Commercial side.

Mr. Cohen believes this to be a growth opportunity not only for them, but for the surrounding businesses that currently exist, including the medical offices, fast food restaurants, gas station, Home Depot, and adjacent furniture store. He believes that Tooele City will attain growth through the tax base. He also believes the UTA Park & Ride will be an advantage to everyone. He expressed his gratitude to Rachelle Custer and Paul Hansen for their assistance in this process.

James Knight came forward next. He represented Skretting, which is a fish feed manufacturer near the subject property. He asked for the color satellite photo of the subject property to be shown overhead again. He mentioned a letter that he had given to the Commission in regards to his concerns for these amendments. This letter is attached to the minutes as Exhibit A.

Skretting purchased their land from a private owner in 2008, which was Nelson and Sons. Nelson and Sons is still the corporate entity name that they use, however they operate under Skretting. Nelson and Sons was originally located in Murray, Utah and operated there for about 100 years. Over that time, the city grew and they had to find another place to relocate. When they purchased the land in Tooele around 1996, there was concern that the same situation would occur; that the city would develop residential areas around them.

Mr. Knight pointed out that the land south and east of 2400 North belongs either to Skretting or ENS, a joint partnership of Skretting's. That land is all zoned Light Industrial and they have no intent to sell that land for residential use. Also near the subject property is C.R. England, which also has truck traffic. Clean Harbors is also nearby, which takes care of industrial hazardous waste. The land for the medical buildings to the west was purchased from Skretting, as well as the Pit Stop Carwash. It is Skretting's intent to continue to sell their land for light industrial use.

Mr. Knight stated that Skretting has been actively involved in the community and employ many residents of Tooele. They predict a 23% growth in their business this year. Their main concern is safety for the City's residents, and they believe that transport trucks and children just don't go well together.

Commissioner Sloan asked for more specific details about truck traffic in the subject area, such as how many per day. Mr. Knight answered that about 3,000 trucks traveled through their area last year, and they predict even more this year as a result of the predicted 23% business growth. He also pointed out that they operate 24 hours/day, even in the winter when it gets dark earlier. This is a concern because High Density Residential typically brings young families, and Mr. Knight worries about young children around the busy truck traffic.

Mary Alice Shields-Watkins came forward next. She represented the land directly to the east of the subject property. It is zoned RR-5 and is in the County. It's approximately 150 acres and they have no intention of disposing of or selling the land. Her concern is trespassing on their property. It is currently being farmed. Trespassers have used a dirt road that runs along the north side of the railroad tracks and it has creeped further north, getting closer to Droubay Road. She is concerned that use of this dirt road will increase with residential development in the area.

Mr. Baker pointed out that this is a rail crossing that would not be allowed by the railroad to be developed or improved in any way. It's not part of the City's transportation master plan. Any development of any nature on that property would probably require something obstructing traffic crossing the railroad.

Commissioner Hammer asked for clarification about which property Mr. Baker was referring to. Mr. Baker responded that he was referring to any property developed in the City that was on the west side of and adjacent to the railroad tracks. They probably would be required to obstruct the crossing of those tracks from that development.

Rob Heywood came forward to address the Commission next. He works for the Ritchie Group, which is the development partner for the Cohen brothers on this property. He referenced the letter from James Knight, which addressed the concerns of Skretting. Mr. Heywood wanted to address the traffic concerns pointed out in the letter. He doesn't believe that this truck traffic is different from other truck traffic throughout the rest of the City. While he shares concern for children, he assured the Commission that traffic engineers and the site design plan team would consider those issues when developing the site. He stated that while all the land to the south of 2400 was in control of Skretting, they also desired to have control of their land to the north of the subject property. With the coming growth of that area, whether Light Industrial or Commercial,

housing is a chief need for the workforce employees. Their market research shows that there is a demand for housing in Tooele City, and they hope to be able to provide a beautiful, desirable place to live that is close to many of the work opportunities provided by Skretting and others.

Commissioner Smart expressed a concern about the odor coming from the Skretting facility. He related a story about his family's dairy that was constantly taken to court over the smell, and they eventually gave up the business over it. He worries that potential residents would complain to Skretting enough to run them out.

Mr. Heywood responded that the odor problem was an issue that they had been researching. He has personally conducted many "sniff tests" and believes that the traffic issue is more of a problem than the smell.

Mr. Cohen returned to the podium to talk about research that they have conducted on the smell problem. He passed out folders to the Commission that held the research data that he has compiled. This information is included at the end of these minutes. Mr. Cohen made sixteen visits to the subject property on various dates and times beginning Oct. 25, 2016 and ending on Feb. 28, 2017. At no time did he observe any unusual odors. His research includes wind speeds and direction as provided by the National Weather Service of Salt Lake City. Mr. Cohen admitted that the research he conducted was not scientific. However, he concluded that if such a problem exists, it is slight and insignificant to his investment goals and that the risk, if any, is his and is acceptable.

Commissioner Spendlove remarked that he believes the smell to be a problem, and noticed it just that morning near Home Depot. He worries that it will negatively affect the property owner's ability to find tenants.

Mr. Cohen responded that he has tried to find ways to monitor the air on a continuing basis, but has been unable to find such equipment. He reiterated that he is satisfied with the risk.

Mr. Knight returned to the podium. He did not receive a copy of the odor study conducted by Mr. Cohen. He was uncomfortable that the data was not scientific. He was also concerned that he was not aware of Mr. Cohen making visits to his property. Mr. Knight pointed out that his facility did not operate during the month of December, and January and February were slow months. As a result, the odor issue should not have been a problem anyway during those months when Mr. Cohen conducted his study. Their busy time is during the summer, when children are outside more often. Mr. Knight also mentioned that his company continues to make efforts to help the odor problem.

Chairman Robinson closed the public hearing at 7:45 p.m.

At the advice of Mr. Baker, Chairman Robinson stated that the letter from Skretting and the research study and accompanying letter be included as part of the public comments in the public hearing.

Mr. Baker added to the discussion that he has lived or worked in Tooele since 1993, and while driving on SR-36 has noticed that under moist, winter conditions with a north breeze, the air is pungent. Mr. Baker spoke with Chris Nelson and his brothers in 1995, 1996, and several times after that. He recalled being told by them that they were forced to leave West Jordan because of odor concerns from encroaching residential development. The complaints about the odor became very strong from the residents. When Nelson and Sons moved to their current location in Tooele, it was outside the Tooele City limits and was the Tooele County Industrial Park. The land was developed by the County and then became owned by the England family and others. It was annexed sometime later, and at that time, the Nelsons expressed to Mr. Baker why they moved out here and expressed concern that the situation may happen to them again, i.e., conflicts due to residential development encroaching on their facility.

Commissioner Sloan asked Mr. Baker who instigated the annexation request, the City or property owners?

Mr. Baker didn't recall, but believes it may or may not have been part of the Tooele Associates Annexation that happened about the same time.

Commissioner Montano related a story about a similar issue regarding the Brickyard Plaza in Salt Lake City. They were also forced to relocate as a result of their operations bothering nearby residents. Commissioner Montano is very familiar with the subject property and is aware of the odor, but commended the facility for their continued attempts at improving the problem. It is much better than it was in the past.

Commissioner Montano also expressed his favorable view of personal property rights. He believes that property owners have the right to develop their property as needed, and diversifying may be the best solution to protect their investment.

Commissioner Sloan was in agreement with Commissioner Montano about being pro personal property rights. He is in the real estate profession, and has been a part of situations similar to this one. Commissioner Sloan remarked that in the state of Utah, less than 23% of the housing is available to people making less than $50,000 per year. Market studies indicate that we have a tremendous housing shortage, especially rental properties.

Commissioner Sloan admitted that he was struggling with this issue. He agreed that the subject property could be a nice, walkable community. Additionally, he said that nothing makes a better buffer between Commercial and Residential than High Density Residential. Odor and traffic issues aside, he stated that he was likely to favor the property owner in this situation because it is in the public good to develop this sort of product in this area. In our City, we constantly hear of the need for commercial opportunities. Despite the fact that people believe that if we build a Costco, people will move here, it actually works the other way around. Without appropriate housing, we are unlikely to get new commercial businesses. That being said, Commissioner Sloan warned that he will be "mean and nasty" when an actual development plan comes before the Commission, particularly with the traffic and safety issues.

Commissioner Smart added that he agrees with supporting personal property rights. However, he believes that the property owners are fully aware of the situation, and they know that once people move in, the residents have the ability to complain and create problems for the property owners and neighboring businesses.

Commissioner Sloan clarified that he understands that the property owners say that they will take full responsibility of any issues that may arise. However, he believes that once they have sold the property, the owners will be gone and any problems will become the responsibility of someone else. Having been in the development business, he knows what typically happens in these situations.

Mr. Baker pointed out to Commissioner Sloan that this is likely the only opportunity to be "mean and nasty" if he had concerns about the development. By law, once a property is rezoned, then the City must approve development applications consistent with that zoning. By law, the Commission is not required to approve zoning changes. Those are policy issues that the Commission and City Council set.

Commissioner Montano asked Paul Hansen for any comments as far as traffic and road concerns.

Paul Hansen reiterated that they don't have an application for development, just a concept. They haven't yet been through any of the City Code requirements in terms of traffic or other studies. Those studies will be required once an application is filed. The one factor on traffic is that 2400 North is not expected to extend across the rail traffic. Any traffic from 600 East to the end of the cul-de-sac will be either the subject properties' residents or the industrial users on the south side.

Commissioner Sloan moved to forward a positive recommendation to the City Council for the Hialeah Run at Tooele General Plan, Land Use Element Map amendment request by Rob Heywood representing The Ritchie Group, LC for property located at approximately 600 East 2400 North, application number 2170062, based on the findings and subject to the conditions listed in the Staff Report dated March 8, 2017. Commissioner Montano seconded the motion. The vote was as follows: Commissioner Hammer, "Nay," Commissioner Smart, "Nay," Commissioner Bevan, "Nay," Commissioner Sloan, "Aye," Commissioner Spendlove, "Nay," Commissioner Montano, "Aye," and Chairman Robinson, "Aye." **With a 4-3 vote, a negative recommendation will be forwarded to the City Council.**

6. Public Hearing and Recommendation on an ordinance amending Tooele City Zoning Map for approximately 8.81 acres located at approximately 600 East 2400 North from General Commercial to High Density Residential.

Presented by Rachelle Custer

This item was introduced with item #5.

Chairman Robinson opened the public hearing for the Zoning Map amendment.

Rob Heywood came forward again. He stated that it was the intention of the land owners to have this be a legacy asset, to hold it indefinitely and not sell it.

Chairman Robinson closed the public hearing at 8:02 p.m.

Chairman Robinson moved to forward a positive recommendation to the City Council for the Hialeah Run at Tooele Zoning Map amendment request by Rob Heywood representing The Ritchie Group, LC for property located at approximately 600 East 2400 North, application number 2170061, based on the findings and subject to the conditions listed in the Staff Report dated March 8, 2017. Commissioner Montano seconded the motion. The vote was as follows: Commissioner Hammer, "Nay," Commissioner Smart, "Nay," Commissioner Bevan, "Nay," Commissioner Sloan, "Nay," Commissioner Spendlove, "Nay," Commissioner Montano, "Aye," and Chairman Robinson, "Aye." **With a 5-2 vote, a negative recommendation will be forwarded to the City Council.**

7. Recommendation on preliminary plan approval for Canyon Village – Rust - a 15.75 acre 60 lot residential development to be located at approximately 1800 N. Copper Canyon Drive.

Presented by Rachelle Custer

This application is a request for approval of a preliminary plan for approximately 15.75 acres located at approximately 1800 North Copper Canyon Dr. The property is currently zoned HDR High Density Residential to be developed into single family homes. It is proposed to contain sixty lots, with a minimum of 7,000 square foot. There are six 15,000 square foot lots that can be developed as dense as a four-plex in this Zoning District. That will come before the Commission in final plats as they phase it out. This is just preliminary approval for the overall layout, roads, utilities, etc.

Pine Canyon Road is in the County and the County has provided the applicant with the right of way requirements to include the City's double frontage requirements. There is double frontage along Copper Canyon Drive and Pine Canyon Road, so they will be required to abide by the Tooele City Codes on double frontage standards.

Staff recommends approval of the request for a Preliminary Plan by Adam Nash, representing Growth Aid LLC, application number 2160631, subject to the following conditions:

1. That all requirements of the Tooele City Engineering and Public Works Divisions are satisfied throughout the development of the site and the construction of all buildings on the site, including permitting.
2. That all requirements of the Tooele City Building Division are satisfied throughout the development of the site and the construction of all buildings on the site, including permitting.
3. That all requirements of the Tooele Fire Department are satisfied throughout the development of the site and the construction of all buildings on the site.
4. Plans are to be stamped and signed by a professional engineer, registered in the State of

Utah.

5. Double Frontage lot requirements along all double frontage streets, to include establishing an HOA per Tooele City Code 7-19-17.1 shall apply.
6. Single family and multi-family design guidelines per Tooele City Code 7-11a and 7-11b shall apply.

Commissioner Bevan moved to forward a positive recommendation to the City Council for the Canyon Village – Rust Preliminary Plan, for the purpose of creating 60 residential lots at approximately 1800 North Copper Canyon Drive, application number 2160631, based on the findings and subject to the conditions listed in the Staff Report dated March 8, 2017. Commissioner Sloan seconded the motion. The vote was as follows: Commissioner Hammer, "Aye," Commissioner Smart, "Aye," Commissioner Bevan, "Aye," Commissioner Sloan, "Aye," Commissioner Spendlove, "Aye," Commissioner Montano, "Aye," and Chairman Robinson, "Aye."

8. **Review and Approval of Planning Commission Meeting minutes for meeting held February 22nd 2017.**

Commissioner Hammer moved to approve the minutes for the meeting held February 22nd, 2017. Commissioner Bevan seconded the motion. The vote was as follows: Commissioner Hammer, "Aye," Commissioner Smart, "Aye," Commissioner Bevan, "Aye," Commissioner Sloan, "Aye," Commissioner Spendlove, "Aye," Commissioner Montano, "Aye," and Chairman Robinson, "Aye."

Councilman McCall commended the Commission for their professional discussion of the items and concerns during the meeting.

10. Adjourn

Commissioner Bevan moved to adjourn the meeting. Chairman Robinson adjourned the meeting at 8:08 p.m.

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

Approved this 22nd day of March, 2017

_____

Matt Robinson, Chairman Tooele City Planning Commission

Exhibit A

Zoning change.
To whom it may concern;

Skretting is a manufacturing company located here in Tooele at 712 East 2400 North. The company was originally located in Murray, Utah under the operating name Nelson and Sons which was privately owned. Nelson and Sons operated in Murray for about 100 years but was forced to relocate due to city grow which left no room to expand.

In 1996 Nelson & Sons purchased land in Tooele to continue their operation, at that time and they also entered into a partnership to purchase approx. 38 acres of land under the name ENS, this was to ensure room for further growth but moreover, to protect against residential grow as had happened in Murray, Utah.

Skretting purchased Nelson & Sons in January 2008 and immediately invested another 12 million dollars to install new receiving bins. We have since invested approximately 1 million dollars every year since, including 2.8 million in 2016. Skretting Tooele is a growing operation which produced 21,000 MT of fish feed in 2016 and we expect to produce 27,000 MT in 2017 for a 23% growth.

Between Skretting and ENS we have investment in nearly all the land south of 2400 North and intend to sell this land for commercial/light industrial use. We have recently turned down 2 offers which would have required the same zoning change that is currently being requested for the land North of 2400 North. The reason for not accepting the highly profitable offer was due to safety concerns. In 2016 the transport truck traffic on this road was about 30 per/day supplying our 24 hour operation, as stated before, we expect to increase sales this year by additional 23% which would result in higher truck traffic. In short, transport trucks and children don't go well together.

We have sold off lots of the land for both the medical building and the carwash located on 400 East. Our intent is to continue to sell the remaining land for commercial/light industrial use, again this would increase transport truck traffic along this road, further endangering young children if a HDR area was to be place along this corridor. We take safety very seriously and were shown by us by turning down 2 offers that were highly profitable, just ensure our residents are not exposed to these traffic dangers.

Skretting is an active community member and has donated too many groups to help the community. Such as;

- Tooele Food Bank
- Special Olympics Utah
- Children's Wish Foundation International
- Huntsman Cancer Institute
- Jared McMakin's Eagle Scout project to build nesting boxes for water fowl
- Community softball team
- Overlake Elementary Focus on Art Program
- Impact (Homeless student fund in Tooele County)
- Kickin' Cancer's Can
- 4-H livestock show in Tooele County
- Little league baseball team
- Disability Mentoring Day

- Back to School Community Closet
- Scholar Academy Night of the Arts

Plus hosted the Tooele County School District Special Education Transition program.

We are very proud of our community and our support in it, including the many local businesses that we support.

In closing, we have turned down offers that would require this zoning change on land we own due to safety concerns and I hope you would do the same for the land North of 2400 North. Our children are too valuable to be exposed to these risks.

Thank you

TOOELE CITY CORPORATION

ORDINANCE 2017-10

AN ORDINANCE OF TOOELE CITY AMENDING THE TOOELE CITY ZONING MAP FOR APPROXIMATELY 9.15 ACRES OF PROPERTY LOCATED NEAR 850 NORTH 100 EAST FROM GENERAL COMMERCIAL (GC) TO HIGH DENSITY RESIDENTIAL (HDR)

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 1998-39, on December 16, 1998, 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 1998-39 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 legislative findings and policies 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 legislative policy determinations of the City Council about the Zoning designations assigned to land within the City (e.g., R1-10 residential, neighborhood commercial (NC), light industrial (LI)); and,

WHEREAS, the City has received an application for zoning map amendments for approximately 9.15 acres of property (the "Property"), comprised of parcels 18-099-0-0003 and 18-099-0-0004, being located near 850 North 100 East, as shown in the attached Exhibit A; and,

WHEREAS, the City Administration recommends approval of the zoning map amendment application for the amendment of the zoning map for the Property from the GC to HDR (see the Staff Report attached as Exhibit B); and,

WHEREAS, approving the present ordinance will not operate to create any land use entitlements other than land use designation under the General Plan, Land Use Element and/or the Zoning Map; and,

WHEREAS, on March 8, 2017, the Planning Commission convened a duly-noticed public hearing, accepted public comment, and voted to forward its recommendation to the City Council (see Planning Commission minutes attached as Exhibit C); and,

WHEREAS, on_____, the City Council convened a duly-noticed public hearing:

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

1. this Ordinance and its proposed amendments to the zoning map are in the best interest of the City in that they will further economic development, will make possible the availability and reliability of critical municipal services, will make possibility the use of the Property as permitted by law, and are consistent with the desires of the affected property owners (see Exhibit A); and,
2. the Zoning Map is hereby amended for the property located near 850 North 100 East as illustrated 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 Y Pitt, City Recorder

S E A L

Approved as to Form: _____

Roger Evans Baker, Tooele City Attorney

Exhibit A

Application for Zoning Amendment

Zoning, General Plan, & Master Plan Map Amendment Application

Community Development Department
90 North Main Street, Tooele, UT 84074
(435) 843-2130 Fax (435) 843-2139
www.tooelecity.org

Tooele City
Est. 1853

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.

2170086

Project Information

Date of Submission:	Current Map Designation:	Proposed Map Designation:	Parcel #(s):
Feb 1 2016	GC	HDR	18-099-0-0003/18-099-0-0004

Project Name: Mountain View Townhomes. Acres: 9.15

Project Address: 808 N. 100 E. Tooele Ut./852 N. 100 E. Tooele

Proposed for Amendment: ☐ Ordinance ☐ General Plan ☐ Master Plan: _____

Brief Project Summary:
Townhomes. 125 Units.

Property Owner(s): Price Tooele Company LLC			**Applicant(s):** Matt Carter		
Address: 236 E. South Temple			Address: 842 E. 2150 S.		
City: SLC	State: Ut	Zip: 84101	City: Bountiful	State: Ut	Zip: 84010
Phone: 801-478-8000 Ext 103			Phone: 801-643-4521		
Contact Person: Matt Carter			Address:		
Phone: 801-643-4521			City:	State:	Zip:
Cellular:	Fax:		Email: mscarter1@me.com.		

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

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

For Office Use Only

Received By:	Date Received:	Fees:	App. #:
KM	2/6/17	1,956.00	

#0250076

January 31, 2017

Tooele City
Community Development Department
Attention: Rachelle Custer, Tooele City Planner
90 North Main Street
Tooele, Utah 84074

Ref: 2017 Tooele Multiple Housing Project- approximately 808 & 852 North 100 East Parcel Number 18-099-0-0003 & 18-099-0-0004

Dear Rachelle,

As you are aware, we are in the process of developing approximately 125 unit townhome project at the address cited above. Per your direction, we are submitting application for a Zoning and General Plan Amendment.

Accompanying this cover letter are the following:

1. *Zoning, and General Plan Amendment Application Form*
2. *Signed and Notarized Affidavit Form*
3. *Items listed on the Zoning and General Plan Amendment Application Checklist*
4. *Application and processing Fees*
5. *Other supporting material, as applicate to this project.*

We are excited to move forward with the project. This project will be complementary to the surrounding uses and will be a great addition to 100 East. We look forward to working with you and your staff to ensure this application is ready for Planning Commission and Council meetings.

If you have questions, please call me anytime at 801-643-4521.

Best Regards,

Matthew Carter, Project Manager
2017 Tooele Multiple Housing Project
842 East 2150 South
Bountiful, 84010

801-643-4521

Submission Requirements - Application and Checklist

1. Application fee: Attached $1,956

2. Completed application form: Attached

3. List of Names and complete mailing addresses (*street number, street name, city, zip code*,) obtained from the Tooele County Recorder's Office, for all property owners of each parcel or lot located within 200 feet of the outside boundary of the subject property(s):

   Attached

4. A complete and accurate legal description of the entire area proposed to be redesigned on the map.
   Attached and labeled: LEGAL DESCRIPTION

5. On separate sheets of paper, respond to the following questions:
   Attached and labeled: **ZONING MAP**:

   Attached and labeled: **General Plan MAP**:

Zoning Map Amendment Application, Checklist & Discussions

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

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

    The GC was changed to accommodate the school to the North or the apartments to the South. However, a PUD is required so at the very least the apartments have a PUD overlay on top of the GC Zone.

3. Explain how the proposed zoning is similar or compatible to the current zoning in the surrounding area.
    a. The proposed, High Density Residential zoning, will match the zoning of the property to the South and benefit the charter school to the North.
    b. With the current zoning and the approval and buildout of the school on the North and the apartments to the South this would leave this particular property as an island that if developed as high density would be more in line with what is already there.
    c. This zoning change, to High Density Residential, will result in the subject property and the real property to the south, to act as a buffer between the commercial properties to the West and the SFD to the East.
    d. The buildout of this property to townhomes will bring a direct positive impact to the retail centers to the West.
    e. 100 East does not lend itself as a commercial corridor as the traffic flows and visibility are very limited. Commercial properties usually require high traffic and very good visibility.

4. Explain how the proposed zoning is suitable for the existing uses of the subject property(s).
    a. The current us of the subject property is vacant land. The proposed zoning is suitable for the subject property as cited in section 3 above.

5. Explain how the proposed zoning promotes the goals and objectives of Tooele City.
    a. Among the goals of Tooele city are the following:
        i. Goal #1 Support the Commercial Properties in the area
        ii. Goal #2 Compatibility to the properties in the area

    b. Description of how we support City Goals

    Goal #1. The town house project supports these goals by supporting the commercial property directly on Main Street as we will build 125 units with approximately 500 residents that will have shopping available to them within walking distance.

    Goal #2 The town house project supports these goals by being compatible with the school to the North, the apartments to the South and the residential properties to the East.

Exhibit B

City Staff Report

EXHIBIT A

MAPPING PERTINENT TO THE MOUNTAINVIEW TOWNHOMES ZONING MAP AMENDMENT

Untitled Map

Write a description for your map.

Legend

- Copper Canyon Elementary School
- Copper Canyon Elementary School
- Fantastic Plastic
- Main St @ 2055 N
- Mountain Land Physical Therapy
- Mountain West Worx

850 N 100 E

Johnson

N Main St

N 100 E

N 310 E

Kinder Way

36

Google Earth

N

600 ft

EXISTING ZONING
PROPOSED CHANGE
GC TO HDR
GC
RR1
R1-7
8-17-16
11-6-13
CHARTER SCHOOL
LAKEVIEW APTS
ENGLAND ACRES PARK
100 EAST
1000 NORTH
1100 NORTH
MAIN STREET
200 WEST
310 EAST
BROADWAY AVE (350 E)
400 EAST
450 EAST
490 EAST
520 EAST
CHELSIE WAY
LINDY WAY (1030 N)
950 NORTH
910 NORTH
880 NORTH
840 NORTH
810 NORTH
770 NORTH
740 NORTH
700 NORTH
670 NORTH
860 N
780 N
740 N
720 N
140 WEST
100 WEST
60 WEST
KINDER WAY
ELTER CIRCLE
HEIMAT CIR
MAIN ST
GARDEN ST
440 EAST
VALLEY VIEW DR

EXHIBIT B

PROPOSED DEVELOPMENT PLANS
APPLICANT SUBMITTED INFORMATION

Exhibit C

Planning Commission Meeting Minutes

TOOELE CITY PLANNING COMMISSION MINUTES
March 8, 2017

Date: Wednesday, March 8, 2017
Time: 7:00 p.m.
Place: Tooele City Hall Council Chambers
90 North Main Street, Tooele Utah

Commission Members Present:
Matt Robinson, Chairman
Shauna Bevan, Vice-Chairwoman
Chris Sloan
Ray Smart
Melanie Hammer
Russell Spendlove
Phil Montano
Brad Clark

City Employees Present:
Roger Baker, City Attorney
Rachelle Custer, City Planner
Paul Hansen, City Engineer

Council Members Present:
Chairwoman Winn
Councilman McCall

Minutes prepared by Cami Cazier.

Chairman Robinson called the meeting to order at 7:00 p.m. He recognized and welcomed Girl Scout Troop #2339.

1. **Pledge of Allegiance**

The Pledge of Allegiance was led by Chairman Robinson.

2. **Roll Call**

Matt Robinson, Present
Shauna Bevan, Present
Chris Sloan, Present
Ray Smart, Present
Melanie Hammer, Present
Russell Spendlove, Present
Phil Montano, Present
Brad Clark, Present

3. Public Hearing and Recommendation on an ordinance amending Tooele City General Plan, Land Use Element Map for approximately 9.15 acres located at approximately 850 North 100 East from General Commercial to High Density Residential.

Presented by Rachelle Custer

Items #3 and #4 will be introduced together, as they represent the same property. These requests are for approval of a General Plan Land Use Element Map amendment and Zoning Map amendment for approximately 9.15 acres consisting of parcels 18-099-0-0003 and 18-099-0-0004 located at approximately 850 North 100 East. The property is currently zoned GC General Commercial. The applicant is requesting an HDR Zoning District to construct 125 townhomes. The proposal will consist of sixteen buildings and three acres of open space with playground equipment and a basketball court. The HDR Zoning District allows for up to sixteen units per acre; the proposal is for approximately fourteen units per acre. This is strictly a request for a General Plan Land Use Element Map and Zoning Map amendment. This does not approve any development, unit numbers, etc. The applicant will have to come back and go through the subdivision and site plan approval process for multi-family at the time he decides to develop.

The property to the north is Scholar Academy and the property to the south is Lakeview Apartments. The property to the west is commercial development and east is zoned R1-7 for single family residential uses. High density residential generally creates a good buffer between commercial and single family residential uses.

Staff recommends approval of the request for a General Plan, Land Use Element Map amendment Matt Carter, application number 2170087, subject to the following conditions:

1. That all requirements of the Tooele City Community Development and Public Works Department are satisfied throughout the development of the site and the construction of all buildings on the site, including provision of municipal type utilities and permitting.
2. Any proposed development for any portion of the property will be required to address and install any and all infrastructure and municipal-type utilities needed to service the project to the satisfaction of the Community Development and Public Works Department.

Chairman Robinson asked the Commission for any questions or concerns.

Commissioner Smart expressed a concern about the past drought conditions for Tooele City and the availability of water for other new housing developments as well as this property.

Ms. Custer responded that each development is required to bring their own water rights. The State only allots so many water rights per aquifer, so they will be required to bring water rights in from the State.

Commissioner Smart asked if the State has done tests to measure the amount of water available.

Ms. Custer responded that the City continually develops new water sources to provide for the community.

Chairman Robinson opened the public hearing. Per Mr. Baker's suggestion, Chairman Robinson stated that all public comments for this item will apply to both the Land Use Element Map amendment and the Zoning Map amendment, as they both refer to the same property.

Andrea Cahoon came forward. She was representing the purchaser of the property. As a resident of Tooele City, she believes that the location for this development is perfect because it's close to grocery stores, a school, and Main Street. She couldn't think of any good commercial uses for the property.

Chairman Robinson closed the public hearing at 7:08 p.m.

Commissioner Sloan moved to forward a positive recommendation to the City Council for the Mountainview Townhomes General Plan, Land Use Element Map amendment request by Matt Carter for property located at approximately 850 North 100 East, application number 2170087, based on the findings and subject to the conditions listed in the Staff Report dated March 8, 2017. Commissioner Hammer seconded the motion. The vote was as follows: Commissioner Hammer, "Aye," Commissioner Smart, "Aye," Commissioner Bevan, "Nay," Commissioner Sloan, "Aye," Commissioner Spendlove, "Aye," Commissioner Montano, "Aye," and Chairman Robinson, "Aye."

4. Public Hearing and Recommendation on an ordinance amending Tooele City Zoning Map for approximately 9.15 acres located at approximately 850 North 100 East from General Commercial to High Density Residential.

Presented by Rachelle Custer

This item was introduced with item #3.

Chairman Robinson opened the public hearing for the Zoning Map amendment. There were no additional comments.

Chairman Robinson closed the public hearing at 7:10 p.m.

Commissioner Sloan moved to forward a positive recommendation to the City Council for the Mountainview Townhomes Zoning Map amendment request by Matt Carter for property located at approximately 850 North 100 East, application number 2170087, based on the findings and subject to the conditions listed in the Staff Report dated March 8, 2017. Commissioner Hammer seconded the motion. The vote was as follows: Commissioner Hammer, "Aye," Commissioner Smart, "Aye," Commissioner Bevan, "Nay," Commissioner Sloan, "Aye," Commissioner Spendlove, "Aye," Commissioner Montano, "Aye," and Chairman Robinson, "Aye."

5. Public Hearing and Recommendation on an ordinance amending Tooele City General Plan, Land Use Element Map for approximately 8.81 acres located at approximately 600 East 2400 North from General Commercial to High Density Residential.

Presented by Rachelle Custer

Items #5 and #6 will be introduced together, as they represent the same property. This application is a request for approval of a General Plan, Land Use Element Map amendment and Zoning Map amendment for approximately 8.81 acres located on the east side of SR 36, at approximately 600 East 2400 North. The property is currently zoned GC General Commercial. The applicant is requesting a High Density Residential zoning to construct 38 to 54 townhomes and 96 garden style, walk up apartments. High Density Residential does allow up to 16 units per acre which would allow for a maximum of 140 units. The parcel is 19.61 acres with 600 East master planned to divide the parcel. The applicant is leaving the west 8 acres as General Commercial retail development with the east 8.81 acres proposed to be High Density Residential. The property to the west is General Commercial, and north is zoned Research and Development which is a Commercial Land Use. South is Light Industrial and is currently developed with Light Industrial uses and some medical offices. East is zoned Rural Residential and is in the County.

There is a property owner in opposition of this amendment. More information was included in the Commissioner's packets. One of the existing businesses has a concern regarding mixing children and families that come with High Density Residential with industrial truck traffic. Ms. Custer also received a phone call from another adjacent property owner who did not submit anything in writing. However, he expressed that he supports the High Density Residential on the east portion of the lot, but strongly feels the west portion should remain General Commercial.

This is strictly a request for a General Plan Land Use Element Map and Zoning Map amendment. This does not give any development rights or approvals. The applicant will have to come back and meet all of Tooele City's Codes with their development for any approvals.

Staff recommends approval of the request for a General Plan, Land Use Element Map amendment by Rob Heywood representing The Ritchie Group, LC, application number 2170062, subject to the following conditions:

1. That all requirements of the Tooele City Community Development and Public Works Department are satisfied throughout the development of the site and the construction of all buildings on the site, including provision of municipal type utilities and permitting.
2. Any proposed development for any portion of the property will be required to address and install any and all infrastructure and municipal-type utilities needed to service the project to the satisfaction of the Community Development and Public Works Department.

Chairman Robinson asked the Commission for any questions or concerns.

Commissioner Sloan asked for clarification on the map shown overhead for the adjacent property owner's area of concern.

Ms. Custer referred to the photo and pointed out the area in question. She also pointed out a dirt road that would separate the High Density Residential and the General Commercial.

Chairman Robinson opened the public hearing for both the Land Use Element Map amendment and the Zoning Map amendment, as they both refer to the same property.

Alan Cohen came forward. He, along with his sons that were also present, are the owners of the subject property. They are also the sole owners of an LLC called Bear-All, LLC, which has title to the subject property. His family has been in business in Salt Lake City for 90 years. Currently, his sons, who are the fourth generation of their business, are the managers. As a means of diversifying themselves, they purchased this land about 10-11 years ago in the height of the real estate boom. It was their intention to hold the property 3-5 years and then team up with developers or put it up for sale. At the time, the property was in the Greenbelt. Believing that Tooele was in a growth phase, they chose to change the zoning. Shortly after however, the real estate market crashed.

They have tried to sell the land as a Commercial Property for the past 6-7 years but have been unsuccessful. They have used four different real estate agents and have used various pricing strategies and incentives. They have also utilized the internet, direct mail and other resources, all to no avail. Based on the advice of several qualified experts, they decided to build apartments on half the property and retain the other half as Commercial. They have already been approached by at least two developers who are interested in the Commercial side.

Mr. Cohen believes this to be a growth opportunity not only for them, but for the surrounding businesses that currently exist, including the medical offices, fast food restaurants, gas station, Home Depot, and adjacent furniture store. He believes that Tooele City will attain growth through the tax base. He also believes the UTA Park & Ride will be an advantage to everyone. He expressed his gratitude to Rachelle Custer and Paul Hansen for their assistance in this process.

James Knight came forward next. He represented Skretting, which is a fish feed manufacturer near the subject property. He asked for the color satellite photo of the subject property to be shown overhead again. He mentioned a letter that he had given to the Commission in regards to his concerns for these amendments. This letter is attached to the minutes as Exhibit A.

Skretting purchased their land from a private owner in 2008, which was Nelson and Sons. Nelson and Sons is still the corporate entity name that they use, however they operate under Skretting. Nelson and Sons was originally located in Murray, Utah and operated there for about 100 years. Over that time, the city grew and they had to find another place to relocate. When they purchased the land in Tooele around 1996, there was concern that the same situation would occur; that the city would develop residential areas around them.

Mr. Knight pointed out that the land south and east of 2400 North belongs either to Skretting or ENS, a joint partnership of Skretting's. That land is all zoned Light Industrial and they have no intent to sell that land for residential use. Also near the subject property is C.R. England, which also has truck traffic. Clean Harbors is also nearby, which takes care of industrial hazardous waste. The land for the medical buildings to the west was purchased from Skretting, as well as the Pit Stop Carwash. It is Skretting's intent to continue to sell their land for light industrial use.

Mr. Knight stated that Skretting has been actively involved in the community and employ many residents of Tooele. They predict a 23% growth in their business this year. Their main concern is safety for the City's residents, and they believe that transport trucks and children just don't go well together.

Commissioner Sloan asked for more specific details about truck traffic in the subject area, such as how many per day. Mr. Knight answered that about 3,000 trucks traveled through their area last year, and they predict even more this year as a result of the predicted 23% business growth. He also pointed out that they operate 24 hours/day, even in the winter when it gets dark earlier. This is a concern because High Density Residential typically brings young families, and Mr. Knight worries about young children around the busy truck traffic.

Mary Alice Shields-Watkins came forward next. She represented the land directly to the east of the subject property. It is zoned RR-5 and is in the County. It's approximately 150 acres and they have no intention of disposing of or selling the land. Her concern is trespassing on their property. It is currently being farmed. Trespassers have used a dirt road that runs along the north side of the railroad tracks and it has creeped further north, getting closer to Droubay Road. She is concerned that use of this dirt road will increase with residential development in the area.

Mr. Baker pointed out that this is a rail crossing that would not be allowed by the railroad to be developed or improved in any way. It's not part of the City's transportation master plan. Any development of any nature on that property would probably require something obstructing traffic crossing the railroad.

Commissioner Hammer asked for clarification about which property Mr. Baker was referring to. Mr. Baker responded that he was referring to any property developed in the City that was on the west side of and adjacent to the railroad tracks. They probably would be required to obstruct the crossing of those tracks from that development.

Rob Heywood came forward to address the Commission next. He works for the Ritchie Group, which is the development partner for the Cohen brothers on this property. He referenced the letter from James Knight, which addressed the concerns of Skretting. Mr. Heywood wanted to address the traffic concerns pointed out in the letter. He doesn't believe that this truck traffic is different from other truck traffic throughout the rest of the City. While he shares concern for children, he assured the Commission that traffic engineers and the site design plan team would consider those issues when developing the site. He stated that while all the land to the south of 2400 was in control of Skretting, they also desired to have control of their land to the north of the subject property. With the coming growth of that area, whether Light Industrial or Commercial,

housing is a chief need for the workforce employees. Their market research shows that there is a demand for housing in Tooele City, and they hope to be able to provide a beautiful, desirable place to live that is close to many of the work opportunities provided by Skretting and others.

Commissioner Smart expressed a concern about the odor coming from the Skretting facility. He related a story about his family's dairy that was constantly taken to court over the smell, and they eventually gave up the business over it. He worries that potential residents would complain to Skretting enough to run them out.

Mr. Heywood responded that the odor problem was an issue that they had been researching. He has personally conducted many "sniff tests" and believes that the traffic issue is more of a problem than the smell.

Mr. Cohen returned to the podium to talk about research that they have conducted on the smell problem. He passed out folders to the Commission that held the research data that he has compiled. This information is included at the end of these minutes. Mr. Cohen made sixteen visits to the subject property on various dates and times beginning Oct. 25, 2016 and ending on Feb. 28, 2017. At no time did he observe any unusual odors. His research includes wind speeds and direction as provided by the National Weather Service of Salt Lake City. Mr. Cohen admitted that the research he conducted was not scientific. However, he concluded that if such a problem exists, it is slight and insignificant to his investment goals and that the risk, if any, is his and is acceptable.

Commissioner Spendlove remarked that he believes the smell to be a problem, and noticed it just that morning near Home Depot. He worries that it will negatively affect the property owner's ability to find tenants.

Mr. Cohen responded that he has tried to find ways to monitor the air on a continuing basis, but has been unable to find such equipment. He reiterated that he is satisfied with the risk.

Mr. Knight returned to the podium. He did not receive a copy of the odor study conducted by Mr. Cohen. He was uncomfortable that the data was not scientific. He was also concerned that he was not aware of Mr. Cohen making visits to his property. Mr. Knight pointed out that his facility did not operate during the month of December, and January and February were slow months. As a result, the odor issue should not have been a problem anyway during those months when Mr. Cohen conducted his study. Their busy time is during the summer, when children are outside more often. Mr. Knight also mentioned that his company continues to make efforts to help the odor problem.

Chairman Robinson closed the public hearing at 7:45 p.m.

At the advice of Mr. Baker, Chairman Robinson stated that the letter from Skretting and the research study and accompanying letter be included as part of the public comments in the public hearing.

Mr. Baker added to the discussion that he has lived or worked in Tooele since 1993, and while driving on SR-36 has noticed that under moist, winter conditions with a north breeze, the air is pungent. Mr. Baker spoke with Chris Nelson and his brothers in 1995, 1996, and several times after that. He recalled being told by them that they were forced to leave West Jordan because of odor concerns from encroaching residential development. The complaints about the odor became very strong from the residents. When Nelson and Sons moved to their current location in Tooele, it was outside the Tooele City limits and was the Tooele County Industrial Park. The land was developed by the County and then became owned by the England family and others. It was annexed sometime later, and at that time, the Nelsons expressed to Mr. Baker why they moved out here and expressed concern that the situation may happen to them again, i.e., conflicts due to residential development encroaching on their facility.

Commissioner Sloan asked Mr. Baker who instigated the annexation request, the City or property owners?

Mr. Baker didn't recall, but believes it may or may not have been part of the Tooele Associates Annexation that happened about the same time.

Commissioner Montano related a story about a similar issue regarding the Brickyard Plaza in Salt Lake City. They were also forced to relocate as a result of their operations bothering nearby residents. Commissioner Montano is very familiar with the subject property and is aware of the odor, but commended the facility for their continued attempts at improving the problem. It is much better than it was in the past.

Commissioner Montano also expressed his favorable view of personal property rights. He believes that property owners have the right to develop their property as needed, and diversifying may be the best solution to protect their investment.

Commissioner Sloan was in agreement with Commissioner Montano about being pro personal property rights. He is in the real estate profession, and has been a part of situations similar to this one. Commissioner Sloan remarked that in the state of Utah, less than 23% of the housing is available to people making less than $50,000 per year. Market studies indicate that we have a tremendous housing shortage, especially rental properties.

Commissioner Sloan admitted that he was struggling with this issue. He agreed that the subject property could be a nice, walkable community. Additionally, he said that nothing makes a better buffer between Commercial and Residential than High Density Residential. Odor and traffic issues aside, he stated that he was likely to favor the property owner in this situation because it is in the public good to develop this sort of product in this area. In our City, we constantly hear of the need for commercial opportunities. Despite the fact that people believe that if we build a Costco, people will move here, it actually works the other way around. Without appropriate housing, we are unlikely to get new commercial businesses. That being said, Commissioner Sloan warned that he will be "mean and nasty" when an actual development plan comes before the Commission, particularly with the traffic and safety issues.

Commissioner Smart added that he agrees with supporting personal property rights. However, he believes that the property owners are fully aware of the situation, and they know that once people move in, the residents have the ability to complain and create problems for the property owners and neighboring businesses.

Commissioner Sloan clarified that he understands that the property owners say that they will take full responsibility of any issues that may arise. However, he believes that once they have sold the property, the owners will be gone and any problems will become the responsibility of someone else. Having been in the development business, he knows what typically happens in these situations.

Mr. Baker pointed out to Commissioner Sloan that this is likely the only opportunity to be "mean and nasty" if he had concerns about the development. By law, once a property is rezoned, then the City must approve development applications consistent with that zoning. By law, the Commission is not required to approve zoning changes. Those are policy issues that the Commission and City Council set.

Commissioner Montano asked Paul Hansen for any comments as far as traffic and road concerns.

Paul Hansen reiterated that they don't have an application for development, just a concept. They haven't yet been through any of the City Code requirements in terms of traffic or other studies. Those studies will be required once an application is filed. The one factor on traffic is that 2400 North is not expected to extend across the rail traffic. Any traffic from 600 East to the end of the cul-de-sac will be either the subject properties' residents or the industrial users on the south side.

Commissioner Sloan moved to forward a positive recommendation to the City Council for the Hialeah Run at Tooele General Plan, Land Use Element Map amendment request by Rob Heywood representing The Ritchie Group, LC for property located at approximately 600 East 2400 North, application number 2170062, based on the findings and subject to the conditions listed in the Staff Report dated March 8, 2017. Commissioner Montano seconded the motion. The vote was as follows: Commissioner Hammer, "Nay," Commissioner Smart, "Nay," Commissioner Bevan, "Nay," Commissioner Sloan, "Aye," Commissioner Spendlove, "Nay," Commissioner Montano, "Aye," and Chairman Robinson, "Aye." **With a 4-3 vote, a negative recommendation will be forwarded to the City Council.**

6. Public Hearing and Recommendation on an ordinance amending Tooele City Zoning Map for approximately 8.81 acres located at approximately 600 East 2400 North from General Commercial to High Density Residential.

Presented by Rachelle Custer

This item was introduced with item #5.

Chairman Robinson opened the public hearing for the Zoning Map amendment.

Rob Heywood came forward again. He stated that it was the intention of the land owners to have this be a legacy asset, to hold it indefinitely and not sell it.

Chairman Robinson closed the public hearing at 8:02 p.m.

Chairman Robinson moved to forward a positive recommendation to the City Council for the Hialeah Run at Tooele Zoning Map amendment request by Rob Heywood representing The Ritchie Group, LC for property located at approximately 600 East 2400 North, application number 2170061, based on the findings and subject to the conditions listed in the Staff Report dated March 8, 2017. Commissioner Montano seconded the motion. The vote was as follows: Commissioner Hammer, "Nay," Commissioner Smart, "Nay," Commissioner Bevan, "Nay," Commissioner Sloan, "Nay," Commissioner Spendlove, "Nay," Commissioner Montano, "Aye," and Chairman Robinson, "Aye." **With a 5-2 vote, a negative recommendation will be forwarded to the City Council.**

7. Recommendation on preliminary plan approval for Canyon Village – Rust - a 15.75 acre 60 lot residential development to be located at approximately 1800 N. Copper Canyon Drive.

Presented by Rachelle Custer

This application is a request for approval of a preliminary plan for approximately 15.75 acres located at approximately 1800 North Copper Canyon Dr. The property is currently zoned HDR High Density Residential to be developed into single family homes. It is proposed to contain sixty lots, with a minimum of 7,000 square foot. There are six 15,000 square foot lots that can be developed as dense as a four-plex in this Zoning District. That will come before the Commission in final plats as they phase it out. This is just preliminary approval for the overall layout, roads, utilities, etc.

Pine Canyon Road is in the County and the County has provided the applicant with the right of way requirements to include the City's double frontage requirements. There is double frontage along Copper Canyon Drive and Pine Canyon Road, so they will be required to abide by the Tooele City Codes on double frontage standards.

Staff recommends approval of the request for a Preliminary Plan by Adam Nash, representing Growth Aid LLC, application number 2160631, subject to the following conditions:

1. That all requirements of the Tooele City Engineering and Public Works Divisions are satisfied throughout the development of the site and the construction of all buildings on the site, including permitting.
2. That all requirements of the Tooele City Building Division are satisfied throughout the development of the site and the construction of all buildings on the site, including permitting.
3. That all requirements of the Tooele Fire Department are satisfied throughout the development of the site and the construction of all buildings on the site.
4. Plans are to be stamped and signed by a professional engineer, registered in the State of

Utah.

5. Double Frontage lot requirements along all double frontage streets, to include establishing an HOA per Tooele City Code 7-19-17.1 shall apply.
6. Single family and multi-family design guidelines per Tooele City Code 7-11a and 7-11b shall apply.

Commissioner Bevan moved to forward a positive recommendation to the City Council for the Canyon Village – Rust Preliminary Plan, for the purpose of creating 60 residential lots at approximately 1800 North Copper Canyon Drive, application number 2160631, based on the findings and subject to the conditions listed in the Staff Report dated March 8, 2017. Commissioner Sloan seconded the motion. The vote was as follows: Commissioner Hammer, "Aye," Commissioner Smart, "Aye," Commissioner Bevan, "Aye," Commissioner Sloan, "Aye," Commissioner Spendlove, "Aye," Commissioner Montano, "Aye," and Chairman Robinson, "Aye."

8. **Review and Approval of Planning Commission Meeting minutes for meeting held February 22nd 2017.**

Commissioner Hammer moved to approve the minutes for the meeting held February 22nd, 2017. Commissioner Bevan seconded the motion. The vote was as follows: Commissioner Hammer, "Aye," Commissioner Smart, "Aye," Commissioner Bevan, "Aye," Commissioner Sloan, "Aye," Commissioner Spendlove, "Aye," Commissioner Montano, "Aye," and Chairman Robinson, "Aye."

Councilman McCall commended the Commission for their professional discussion of the items and concerns during the meeting.

10. Adjourn

Commissioner Bevan moved to adjourn the meeting. Chairman Robinson adjourned the meeting at 8:08 p.m.

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

Approved this 22nd day of March, 2017

_____

Matt Robinson, Chairman Tooele City Planning Commission

Exhibit A

Zoning change.
To whom it may concern;

Skretting is a manufacturing company located here in Tooele at 712 East 2400 North. The company was originally located in Murray, Utah under the operating name Nelson and Sons which was privately owned. Nelson and Sons operated in Murray for about 100 years but was forced to relocate due to city grow which left no room to expand.

In 1996 Nelson & Sons purchased land in Tooele to continue their operation, at that time and they also entered into a partnership to purchase approx. 38 acres of land under the name ENS, this was to ensure room for further growth but moreover, to protect against residential grow as had happened in Murray, Utah.

Skretting purchased Nelson & Sons in January 2008 and immediately invested another 12 million dollars to install new receiving bins. We have since invested approximately 1 million dollars every year since, including 2.8 million in 2016. Skretting Tooele is a growing operation which produced 21,000 MT of fish feed in 2016 and we expect to produce 27,000 MT in 2017 for a 23% growth.

Between Skretting and ENS we have investment in nearly all the land south of 2400 North and intend to sell this land for commercial/light industrial use. We have recently turned down 2 offers which would have required the same zoning change that is currently being requested for the land North of 2400 North. The reason for not accepting the highly profitable offer was due to safety concerns. In 2016 the transport truck traffic on this road was about 30 per/day supplying our 24 hour operation, as stated before, we expect to increase sales this year by additional 23% which would result in higher truck traffic. In short, transport trucks and children don't go well together.

We have sold off lots of the land for both the medical building and the carwash located on 400 East. Our intent is to continue to sell the remaining land for commercial/light industrial use, again this would increase transport truck traffic along this road, further endangering young children if a HDR area was to be place along this corridor. We take safety very seriously and were shown by us by turning down 2 offers that were highly profitable, just ensure our residents are not exposed to these traffic dangers.

Skretting is an active community member and has donated too many groups to help the community. Such as;

- Tooele Food Bank
- Special Olympics Utah
- Children's Wish Foundation International
- Huntsman Cancer Institute
- Jared McMakin's Eagle Scout project to build nesting boxes for water fowl
- Community softball team
- Overlake Elementary Focus on Art Program
- Impact (Homeless student fund in Tooele County)
- Kickin' Cancer's Can
- 4-H livestock show in Tooele County
- Little league baseball team
- Disability Mentoring Day

- Back to School Community Closet
- Scholar Academy Night of the Arts

Plus hosted the Tooele County School District Special Education Transition program.

We are very proud of our community and our support in it, including the many local businesses that we support.

In closing, we have turned down offers that would require this zoning change on land we own due to safety concerns and I hope you would do the same for the land North of 2400 North. Our children are too valuable to be exposed to these risks.

Thank you

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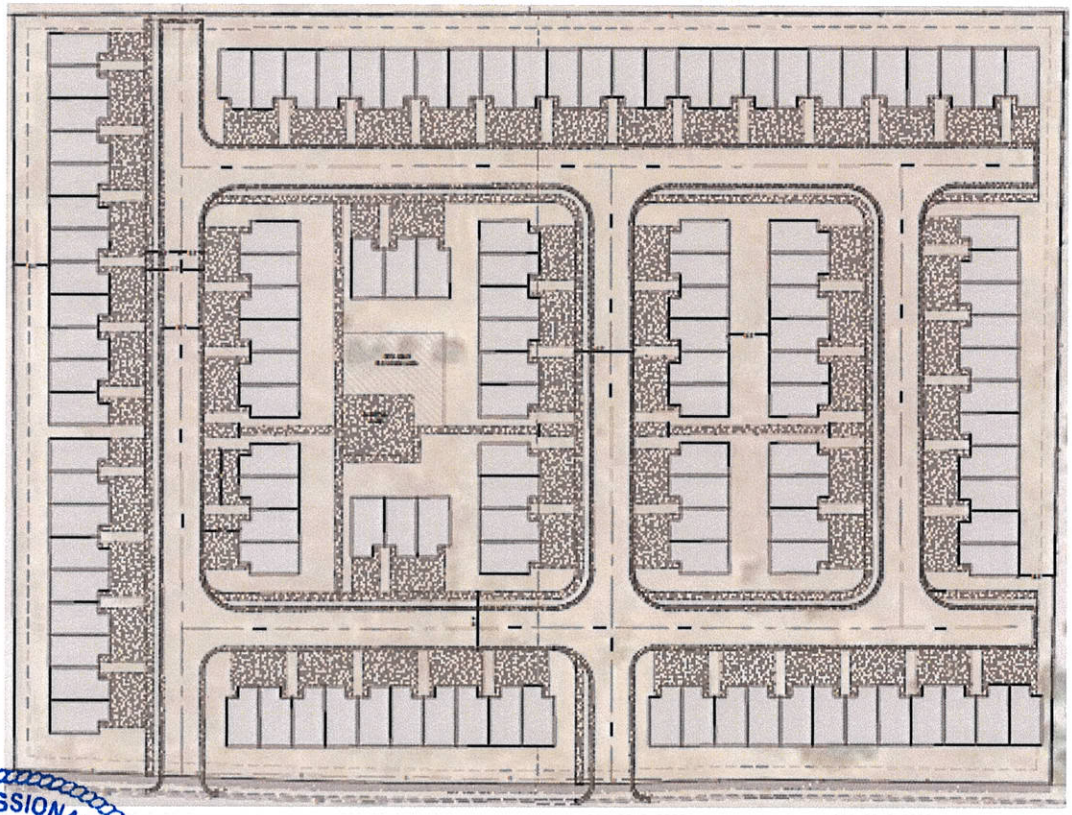
MSC Construction Townhouse Project

Traffic Impact Study



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EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed MSC Construction Townhouse Project located in Tooele, Utah. The proposed project is located on the east side of 100 East at approximately 800 North.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways in the vicinity of the site. Future 2024 conditions were also analyzed.

TRAFFIC ANALYSIS

The following is an outline of the traffic analysis performed by Hales Engineering for the traffic conditions of this project.

Existing (2017) Background Conditions Analysis

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:

- 1000 North / 100 East
- 700 North / 100 East

The counts were performed on Tuesday, April 18, 2017. The morning peak hour was determined to be between 8:00 and 9:00 a.m., the school peak hour was determined to be between 2:45 and 3:45 p.m., and the evening peak hour was determined to be between 4:00 and 5:00 p.m. The school peak hour volumes were approximately 20% higher than the morning peak hour volumes, and only slightly higher than the evening peak hour volumes. Therefore, the school peak hour volumes were used in the analysis to represent the worst-case conditions.

As shown in Table ES-1, both study intersections are currently operating at acceptable levels of service during the evening peak hour. All observed 95th percentile queues observed were no longer that approximately 110 feet.

Project Conditions Analysis

The proposed land use for the development has been identified as follows:

- Residential Condominium/Townhouse 125 Dwelling Units

The total trip generation for the development is as follows:

- Daily Trips: 782
- Morning Peak Hour Trips: 62
- Evening Peak Hour Trips: 74

Existing (2017) Plus Project Conditions Analysis

As shown in Table ES-1, all study intersections are anticipated to operate at acceptable levels of service during the evening peak hour with project traffic added. Adding project traffic to the study intersections is not anticipated to have any significant impacts to the 95th percentile queues.

Future (2024) Background Conditions Analysis

As shown in Table ES-1, the 1000 North / 100 East intersection is anticipated to operate at LOS E during the evening peak hour with future (2024) traffic conditions. The 700 North / 100 East is anticipated to operate at LOS A. The 95th percentile queues at the 1000 North / 100 West intersection are anticipated to extend for approximately 380 feet on the northbound approach, and approximately 160 feet on the westbound approach. No additional significant queueing is anticipated during the evening peak hour.

Future (2024) Plus Project Conditions Analysis

As shown in Table ES-1, the 1000 North / 100 East intersection is anticipated to operate at LOS F during the evening peak hour with project traffic added. The remaining study intersections are anticipated to operate at LOS A. The 95th percentile queues at the 1000 North / 100 West intersection are anticipated to extend for approximately 380 feet on the northbound approach, and approximately 160 feet on the westbound approach. No additional significant queueing is anticipated during the evening peak hour.

TABLE ES-1 Evening Peak Hour Tooele - MSC Construction Townhouse Project TIS				
Intersection	Existing 2017 Background	Existing 2017 Plus Project	Future 2024 Background	Future 2024 Plus Project
Description	LOS (Sec/Veh[1])	LOS (Sec/Veh[1])	LOS (Sec/Veh[1])	LOS (Sec/Veh[1])
1000 North / 100 East	**B (11.0) / NB**	**B (12.3) / NB**	**E (47.8) / NB**	**F (>50.0)**
700 North / 100 East	**A (5.8) / EB**	**A (6.1) / EB**	**A (7.9) / EB**	**A (8.9) / EB**
North Access / 100 East[2]	-	**A (3.3) / WB**	-	**A (3.7) / WB**
South Access / 100 East[2]	-	**A (3.6) / WB**	-	**A (4.2) / WB**

1. Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for roundabout, signalized, all-way stop controlled intersections and the worst approach for all other unsignalized intersections.
2. This intersection is a project access and was only analyzed in "plus project" scenarios.

Source: Hales Engineering, April 2017

RECOMMENDATIONS

Existing (2017) Background Conditions Analysis

No mitigation measures are recommended.

Existing (2017) Plus Project Conditions Analysis

No mitigation measures are recommended.

Future (2024) Background Conditions Analysis

It is recommended that a right-turn lane be added to the northbound approach to the 1000 North / 100 East intersection. This will help to mitigate both queueing and delay at the intersection, by allowing right-turning vehicles to execute their turn without having to wait behind left-turning vehicles. There appears to be sufficient pavement width on the northbound approach that this could be accomplished by simply adding lane striping to the approach. Hales Engineering analyzed the 1000 North / 100 East intersection with a 100-foot right-turn lane on the northbound approach. This study resulted in the intersection improving to LOS D, and a significant reduction in the 95th percentile queue length. No additional mitigation measures are recommended at this time.

Future (2024) Plus Project Conditions Analysis

No additional mitigation measures are recommended.

SUMMARY OF KEY FINDINGS/RECOMMENDATIONS

The following is a summary of key findings and recommendations:

- All study intersections are currently operating at acceptable levels of service during the evening peak hour.
- With projected future (2024) background traffic conditions, the 1000 North / 100 East intersection is anticipated to operate at LOS E during the evening peak hour, and deteriorate to LOS F with project traffic added.
- It is recommended that the northbound approach to the 1000 North / 100 East intersection be striped with separate northbound right- and left-turn lanes. It is anticipated that the addition of a 100-foot right-turn lane will improve the projected level of service from LOS E to LOS D, as well as reduce the anticipated queueing on the approach. No additional mitigation measures are recommended.

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed MSC Construction Townhouse Project located in Tooele, Utah. The proposed project is located on the east side of 100 East at approximately 800 North. Figure 1 shows a vicinity map of the proposed development.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways in the vicinity of the site. Future 2024 conditions were also analyzed.

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:

- 1000 North / 100 East
- 700 North / 100 East
- Project Accesses (2) / 100 East

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. Figure 2 provides a visual representation of each LOS letter designation.

The Highway Capacity Manual 2010 (HCM 2010) 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 and all-way stop 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 approach.

D. Level of Service Standards

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

Table 1 Level of Service Description

Level of Service	Description of Traffic Conditions	Average Delay (seconds/vehicle)
	Signalized Intersections	**Overall Intersection**
A	Extremely favorable progression and a very low level of control delay. Individual users are virtually unaffected by others in the traffic stream.	0 ≤ 10.0
B	Good progression and a low level of control delay. The presence of other users in the traffic stream becomes noticeable.	> 10.0 and ≤ 20.0
C	Fair progression and a moderate level of control delay. The operation of individual users becomes somewhat affected by interactions with others in the traffic stream.	>20.0 and ≤ 35.0
D	Marginal progression with relatively high levels of control delay. Operating conditions are noticeably more constrained.	> 35.0 and ≤ 55.0
E	Poor progression with unacceptably high levels of control delay. Operating conditions are at or near capacity.	> 55.0 and ≤ 80.0
F	Unacceptable progression with forced or breakdown operating conditions.	> 80.0
	Unsignalized Intersections	**Worst Approach**
A	Free Flow / Insignificant Delay	0 ≤ 10.0
B	Stable Operations / Minimum Delays	>10.0 and ≤ 15.0
C	Stable Operations / Acceptable Delays	>15.0 and ≤ 25.0
D	Approaching Unstable Flows / Tolerable Delays	>25.0 and ≤ 35.0
E	Unstable Operations / Significant Delays Can Occur	>35.0 and ≤ 50.0
F	Forced Flows / Unpredictable Flows / Excessive Delays Occur	> 50.0

Source: Hales Engineering Descriptions, based on Highway Capacity Manual, 2010 Methodology (Transportation Research Board, 2010)

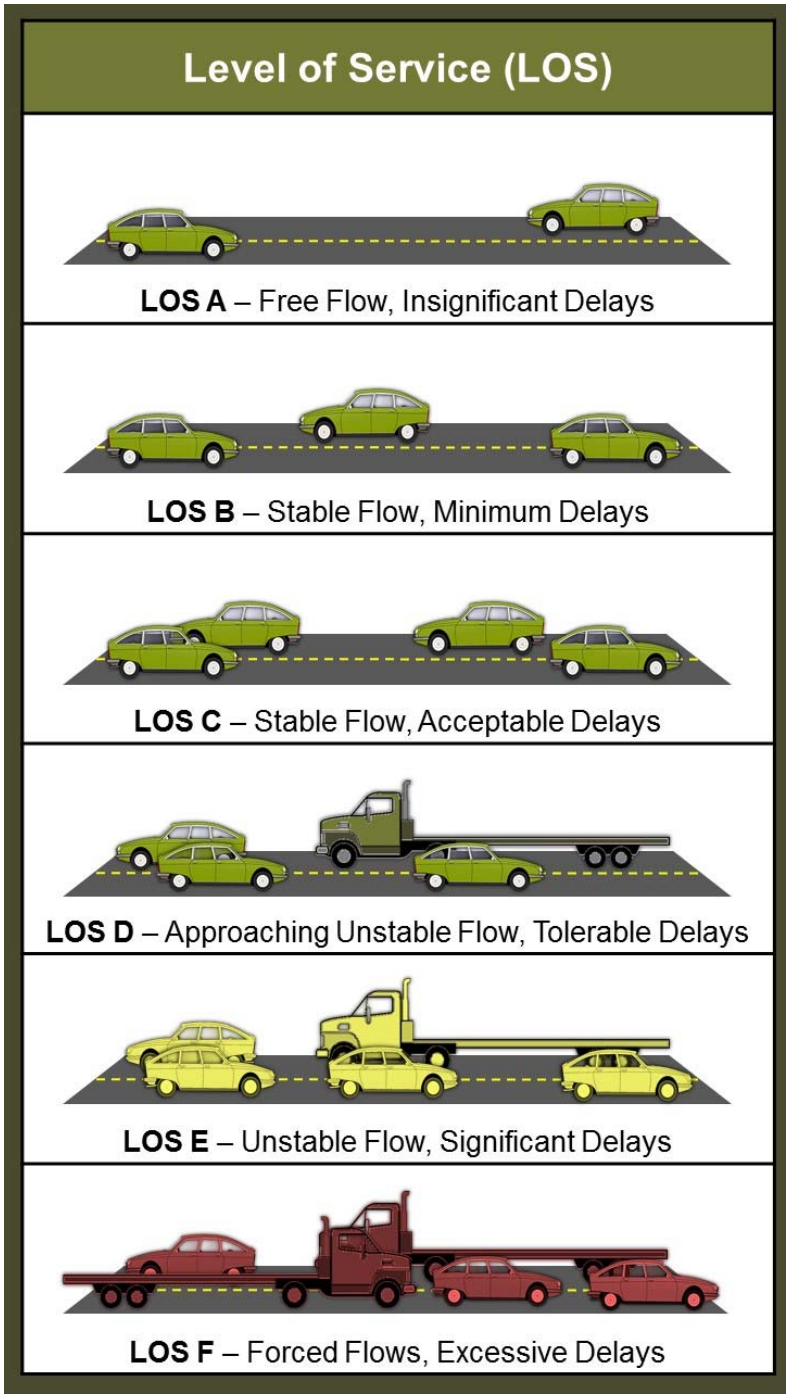

Figure 2 LOS Letter Designation

II. EXISTING (2017) 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 will provide 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:

100 East – is classified by the Tooele City Transportation Master Plan Right-of-Way Element (November 2010) as a "limited access collector" roadway adjacent to the proposed project. No lane striping currently exists on 100 East, but pavement width is sufficient to accommodate vehicle travel in both directions. The posted speed limit is 25 mph.

C. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.) and evening (2:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- 1000 North / 100 East
- 700 North / 100 East

The counts were performed on Tuesday, April 18, 2017. The morning peak hour was determined to be between 8:00 and 9:00 a.m., the school peak hour was determined to be between 2:45 and 3:45 p.m., and the evening peak hour was determined to be between 4:00 and 5:00 p.m. The school peak hour volumes were approximately 20% higher than the morning peak hour volumes, and only slightly higher than the evening peak hour volumes. Therefore, the school peak hour volumes were used in the analysis to represent the worst-case conditions. Detailed count data are included in Appendix A.

Figure 3 shows the existing evening peak hour volume as well as intersection geometry at the study intersections. Note that the 1000 North / Main Street (SR-36) and 700 North / Main Street (SR-36) intersections are shown in the figure. This is only to serve as a reference; data was not collected at these intersections, nor were they included in the analyses.


1000 North
100 East
Main Street (SR-36)
700 North
0 0 0
0 0 0
0 0 0
0 0 0
362
67
447
95
83
110
0 0 0
0 0
32 203 7
6 6 6
41
9
66
44 166 4

D. Level of Service Analysis

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2010 methodology introduced in Chapter I, the evening peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 2 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2017) conditions. As shown in Table 2, both study intersections are currently operating at acceptable levels of service during the evening peak hour.

Table 2 Background (2017) Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
1000 North / 100 East	NB Stop	NB	11.0	B	-	-
700 North / 100 East	EB/WB Stop	EB	5.8	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, April 2017

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. All observed 95th percentile queues observed were no longer that approximately 110 feet.

F. Mitigation Measures

No mitigation measures are recommended.

III. PROJECT CONDITIONS

A. Purpose

The project conditions analysis 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 the Introduction.

B. Project Description

This study addresses the traffic impacts associated with the proposed MSC Construction Townhouse Project located in Tooele, Utah. The proposed project is located on the east side of 100 East at approximately 800 North. The project will consist of 125 townhouses on an approximately 9.15-acre parcel. A concept plan for the proposed developments has been included in Appendix C.

The proposed land use for the development has been identified as follows:

- Residential Condominium/Townhouse 125 Dwelling 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 (9th Edition, 2012). The evening peak hour for this land usually occurs between 4:00 and 6:00 p.m. Since observed the school peak hour background volumes were only slightly higher than the evening peak hour volumes, evening peak hour trip generation figures were used with the school peak hour volumes to remain conservative. Trip Generation for the proposed project is included in Table 3.

The total trip generation for the development is as follows:

- Daily Trips: 782
- Morning Peak Hour Trips: 62
- Evening Peak Hour Trips: 74

Table 3
Tooele - MSC Construction Townhouse Project TIS
Trip Generation

Weekday Daily Land Use[1]	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Daily Trips
Residential Condominium/Townhouse (230)	125	Dwelling Units	782	50%	50%	391	391	**782**
Project Total Daily Trips						**391**	**391**	**782**
A.M. Peak Hour Land Use[1]	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total a.m. Trips
Residential Condominium/Townhouse (230)	125	Dwelling Units	62	17%	83%	11	51	**62**
Project Total a.m. Peak Hour Trips						**11**	**51**	**62**
P.M. Peak Hour Land Use[1]	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total p.m. Trips
Residential Condominium/Townhouse (230)	125	Dwelling Units	74	67%	33%	50	24	**74**
Project Total p.m. Peak Hour Trips						**50**	**24**	**74**
Saturday Daily Land Use[1]	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Sat. Daily Trips
Residential Condominium/Townhouse (230)	125	Dwelling Units	882	50%	50%	441	441	**882**
Project Total Saturday Trips						**441**	**441**	**882**
Saturday Peak Hour Land Use[1]	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Sat Pk Hr Trips
Residential Condominium/Townhouse (230)	125	Dwelling Units	80	54%	46%	43	37	**80**
Project Total Saturday Peak Hour Trips						**43**	**37**	**80**

1. Land Use Code from the Institute of Transportation Engineers Trip Generation Manual (9th Edition - 2012)

SOURCE: Hales Engineering, April 2017

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 in close proximity to the site. The resulting distribution of project generated trips during the evening peak hour is as follows:

To/From Project:

- 70% North
- 30% South

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 4.


1000 North
Main Street (SR-36)
North Access
South Access
100 East
700 North

E. Access

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

100 East:

- The North Access to the project will be located approximately 100 feet from the north edge of the parcel.

- The South Access to the project will be located approximately 400 feet from the north edge of the parcel.

IV. EXISTING (2017) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2017) 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

Project trips were assigned to the study intersections based on the trip distribution percentages discussed in Chapter III and permitted intersection turning movements. The existing (2017) plus project evening peak hour volumes were generated for the study intersections and are shown in Figure 5.

C. Level of Service Analysis

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2010 methodology introduced in Chapter I, the evening peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 4 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 4, all study intersections are anticipated to operate at acceptable levels of service during the evening peak hour with project traffic added.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. Adding project traffic to the study intersections is not anticipated to have any significant impacts to the 95th percentile queues.

E. Mitigation Measures

No mitigation measures are recommended.


1000 North
Main Street (SR-36)
North Access
South Access
100 East
700 North
0 0 0
0 0 0
0 0 0
0 0 0
362
72
447
125
125
85
257
20
10
2
220
5
244
15
7
5
218
10
39
203
7
6
6
6
0 0
0 0
0 0
56
9
66
44
166
4

Table 4 Existing (2017) Plus Project Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
1000 North / 100 East	NB Stop	NB	12.3	B	-	-
700 North / 100 East	EB/WB Stop	EB	6.1	A	-	-
North Access / 100 East	WB Stop	WB	3.3	A	-	-
South Access / 100 East	WB Stop	WB	3.6	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, April 2017

V. FUTURE (2024) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2024) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified and potential mitigation measures recommended.

B. Roadway Network

According to the Tooele City Transportation Master Plan (November 2010), there are no improvements planned before 2024 in the study area. Therefore, no changes were made to the roadway network for the Future (2024) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2024) forecasted volumes from the travel demand model developed by the Wasatch Front Regional Council (WFRC) for the Tooele Valley Rural Planning Organization (RPO). Peak period turning movement counts were estimated using NCHRP 255 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections. Future (2024) evening peak hour turning movement volumes are shown in Figure 6.

D. Level of Service Analysis

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2010 methodology introduced in Chapter I, the evening peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 5 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. These results serve as a baseline condition for the impact analysis of the proposed development for future (2024) conditions. As shown in Table 5, the 1000 North / 100 East intersection is anticipated to operate at LOS E during the evening peak hour with future (2024) traffic conditions. The 700 North / 100 East is anticipated to operate at LOS A.


0
0
0
0
0
0
0
0
0
0
0
0
496
92
612
130
114
151
1000 North
Main Street (SR-36)
100 East
0
0
0
0
0
0
44
278
10
8
8
8
56
12
90
60
227
5
700 North

Table 5 Future (2024) Background Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
1000 North / 100 East	NB Stop	NB	47.8	E	-	-
700 North / 100 East	EB/WB Stop	EB	7.9	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, April 2017

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95th percentile queues at the 1000 North / 100 West intersection are anticipated to extend for approximately 380 feet on the northbound approach, and approximately 160 feet on the westbound approach. No additional significant queueing is anticipated during the evening peak hour.

F. Mitigation Measures

It is recommended that a right-turn lane be added to the northbound approach to the 1000 North / 100 East intersection. This will help to mitigate both queueing and delay at the intersection, by allowing right-turning vehicles to execute their turn movements without having to wait behind left-turning vehicles. There appears to be sufficient pavement width on the northbound approach that this could be accomplished by simply adding lane striping to the approach. Hales Engineering analyzed the 1000 North / 100 East intersection with a 100-foot right-turn lane on the northbound approach. This study resulted in the intersection improving to LOS D, and a significant reduction in the 95th percentile queue length. No additional mitigation measures are recommended at this time.

VI. FUTURE (2024) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2024) 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 used the future (2024) background traffic volumes and added the project trips to predict future (2024) plus project conditions. Trips were assigned to the study intersections based on the trip distribution percentages discussed in Chapter III and permitted intersection turning movements. Future (2024) plus project evening peak hour turning movement volumes are shown in Figure 7.

C. Level of Service Analysis

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2010 methodology introduced in Chapter I, the evening peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 6 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 6, the 1000 North / 100 East intersection is anticipated to operate at LOS F during the evening peak hour with project traffic added. The remaining study intersections are anticipated to operate at LOS A.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. The 95th percentile queues at the 1000 North / 100 West intersection are anticipated to extend for approximately 430 feet on the northbound approach, and approximately 170 feet on the westbound approach. No additional significant queueing is anticipated during the evening peak hour.


1000 North
Main Street (SR-36)
North Access
South Access
100 East
700 North
0 0 0
0 0 0
0 0 0
0 0 0
496 97
612 160
166 116
347 20
10 2
298 5
334 15
7 5
296 10
51 278 10
8 8 8
71 12 90
60 227 5
0 0
0 0
0 0

Table 6 Future (2024) Plus Project Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
1000 North / 100 East	NB Stop	NB	>50.0	F	-	-
700 North / 100 East	EB/WB Stop	EB	8.9	A	-	-
North Access / 100 East	WB Stop	WB	3.7	A	-	-
South Access / 100 East	WB Stop	WB	4.2	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, April 2017

E. Mitigation Measures

No additional mitigation measures are recommended.

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APPENDIX A

Turning Movement Counts

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

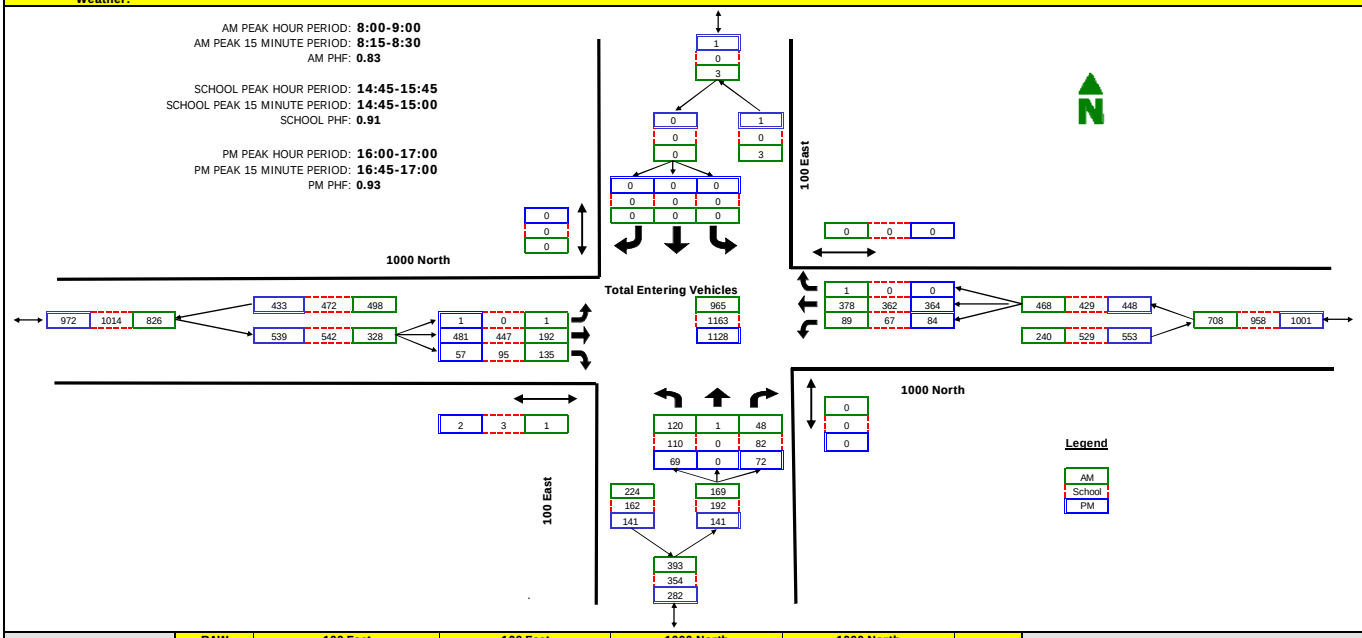
Intersection: 100 East / 1000 North
North/South: 100 East
East/West: 1000 North
Jurisdiction: Tooele
Project Title: MSC Construction Townhouse Project TIS
Project No: UT17-1038
Weather:

Date: 4-18-17, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00-9:00**
AM PEAK 15 MINUTE PERIOD: **8:15-8:30**
AM PHF: **0.83**

SCHOOL PEAK HOUR PERIOD: **14:45-15:45**
SCHOOL PEAK 15 MINUTE PERIOD: **14:45-15:00**
SCHOOL PHF: **0.91**

PM PEAK HOUR PERIOD: **16:00-17:00**
PM PEAK 15 MINUTE PERIOD: **16:45-17:00**
PM PHF: **0.93**



RAW COUNT SUMMARIES	100 East Northbound				100 East Southbound				1000 North Eastbound				1000 North Westbound				
	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	8	0	3	1	0	0	0	0	0	32	2	0	3	107	0	0	155
7:15-7:30	6	0	1	0	0	0	0	0	0	25	1	0	4	124	0	1	161
7:30-7:45	8	0	1	0	0	0	0	0	0	27	9	0	9	130	0	0	184
7:45-8:00	21	0	6	0	0	0	0	0	0	38	23	0	21	134	1	0	244
8:00-8:15	32	0	10	0	0	0	0	0	0	46	37	0	17	74	0	0	216
8:15-8:30	53	0	24	0	0	0	0	0	0	35	70	0	35	75	0	0	292
8:30-8:45	27	1	10	0	0	0	0	0	1	49	19	0	17	87	0	0	211
8:45-9:00	8	0	4	0	0	0	0	0	0	62	9	1	20	142	1	0	246

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	11	0	10	0	0	0	0	0	0	72	8	0	4	59	0	0	164
14:15-14:30	12	0	10	0	0	0	0	0	0	58	20	0	14	72	0	0	186
14:30-14:45	16	0	12	0	0	0	0	0	0	99	36	0	18	64	0	0	245
14:45-15:00	31	0	35	0	0	0	0	0	0	118	46	1	13	77	0	0	320
15:00-15:15	47	0	25	0	0	0	0	0	0	113	23	1	20	79	0	0	307
15:15-15:30	16	0	11	0	0	0	0	0	0	115	18	1	16	85	0	0	261
15:30-15:45	16	0	11	0	0	0	0	0	0	101	8	0	18	121	0	0	275
15:45-16:00	19	0	18	0	0	0	0	0	0	120	15	1	10	90	0	0	272

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	16	0	25	0	0	0	0	0	0	126	13	1	19	89	0	0	288
16:15-16:30	21	0	13	0	0	0	0	0	1	111	13	1	14	83	0	0	256
16:30-16:45	13	0	15	0	0	0	0	0	0	121	18	0	27	87	0	0	281
16:45-17:00	19	0	19	0	0	0	0	0	0	123	13	0	24	105	0	0	303
17:00-17:15	18	0	16	0	0	0	0	0	0	118	14	1	7	87	0	0	260
17:15-17:30	13	0	16	0	0	0	0	0	0	144	8	2	13	79	0	0	273
17:30-17:45	17	0	18	0	0	0	0	0	0	121	12	0	18	86	0	0	272
17:45-18:00	11	0	23	0	0	0	0	0	0	124	11	1	9	82	0	0	260

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

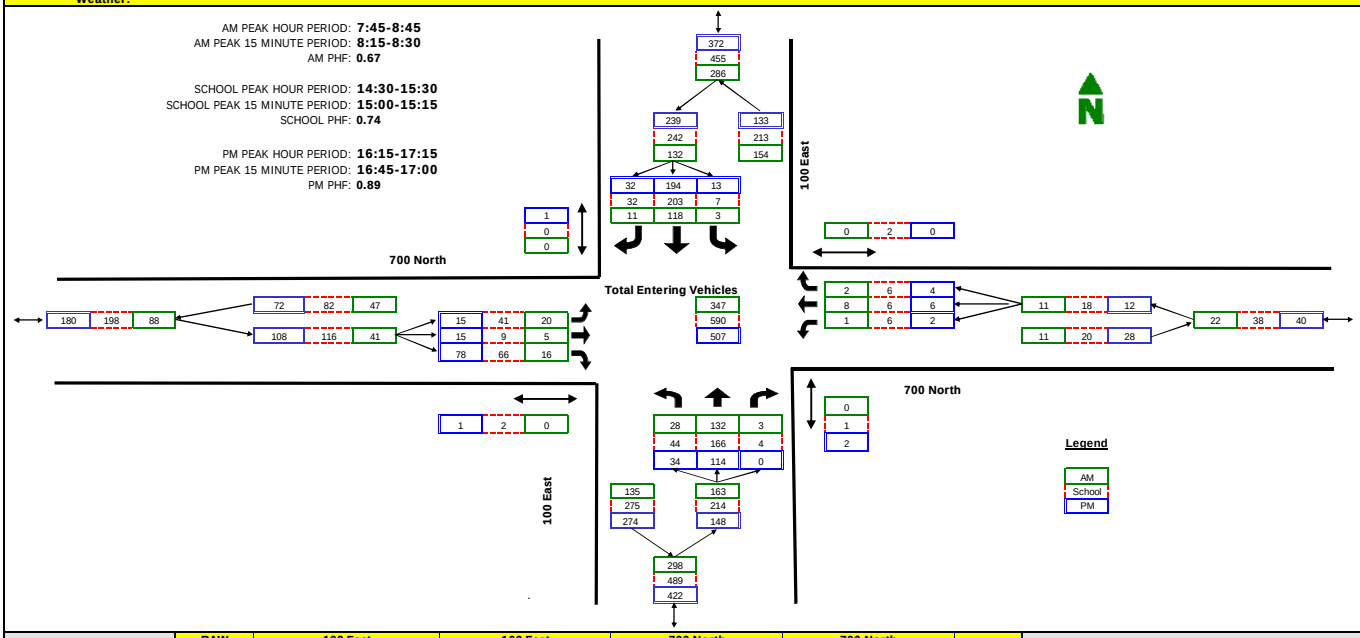
Intersection: 100 East / 700 North
North/South: 100 East
East/West: 700 North
Jurisdiction: Tooele
Project Title: MSC Construction Townhouse Project TIS
Project No: UT17-1038
Weather:

Date: 4-18-17, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:45-8:45**
AM PEAK 15 MINUTE PERIOD: **8:15-8:30**
AM PHF: **0.67**

SCHOOL PEAK HOUR PERIOD: **14:30-15:30**
SCHOOL PEAK 15 MINUTE PERIOD: **15:00-15:15**
SCHOOL PHF: **0.74**

PM PEAK HOUR PERIOD: **16:15-17:15**
PM PEAK 15 MINUTE PERIOD: **16:45-17:00**
PM PHF: **0.89**



RAW COUNT SUMMARIES	100 East Northbound				100 East Southbound				700 North Eastbound				700 North Westbound				
	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	11	11	0	0	0	5	0	0	2	1	1	0	0	2	2	0	35
7:15-7:30	8	8	0	0	0	5	2	0	0	0	2	0	0	3	1	0	29
7:30-7:45	5	11	0	0	2	16	1	0	2	1	1	0	0	5	2	0	46
7:45-8:00	6	22	0	0	0	26	4	0	1	4	3	0	0	3	0	0	69
8:00-8:15	2	40	1	0	1	18	1	0	10	0	4	0	0	0	0	0	77
8:15-8:30	7	56	1	0	1	45	5	0	7	0	2	0	1	3	1	0	129
8:30-8:45	13	14	1	0	1	29	1	0	2	1	7	0	0	2	1	0	72
8:45-9:00	9	12	1	0	0	23	5	0	4	2	7	0	0	2	1	0	66

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	6	18	1	0	1	25	2	0	2	3	9	0	0	4	0	0	71
14:15-14:30	15	23	0	0	1	24	3	0	3	5	12	1	0	1	0	0	87
14:30-14:45	11	45	0	0	1	31	4	0	7	0	20	1	1	2	0	0	122
14:45-15:00	14	46	0	1	2	33	7	0	19	4	12	1	1	2	5	1	145
15:00-15:15	9	49	3	0	3	87	14	0	8	1	21	0	3	2	0	0	200
15:15-15:30	10	26	1	0	1	52	7	0	7	4	13	0	1	0	1	1	123
15:30-15:45	19	26	1	0	2	28	9	0	4	5	21	0	2	3	0	0	120
15:45-16:00	15	30	0	1	0	41	11	0	0	1	21	0	0	5	0	1	124

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	9	19	1	0	2	46	4	3	10	4	16	1	0	4	1	0	116
16:15-16:30	6	25	0	0	5	45	9	0	3	9	18	0	0	0	1	0	121
16:30-16:45	13	25	0	0	4	46	2	0	3	3	18	0	1	2	0	0	117
16:45-17:00	8	35	0	2	2	58	11	0	4	2	19	0	1	1	2	0	143
17:00-17:15	7	29	0	0	2	45	10	1	5	1	23	1	0	3	1	0	126
17:15-17:30	8	26	0	0	2	30	4	0	3	5	15	0	0	3	2	0	98
17:30-17:45	12	29	0	0	4	44	6	0	6	6	22	0	0	2	4	0	135
17:45-18:00	14	26	1	0	5	42	4	0	8	6	22	0	2	4	2	0	136

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APPENDIX B

LOS Results

HALES ENGINEERING
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SimTraffic LOS Report

Project: **Tooele - MSC Construction Townhouse Project TIS**
Analysis Period: ***Existing (2017) Background***
Time Period: ***p.m. Peak Hour*** **Project #:** ***UT17-1038***

Intersection: **100 East & 1000 North**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	110	110	100	14.2	*B*
	T	22	21	98	0.5	*A*
	R	83	79	95	9.4	*A*
	Subtotal	***215***	***210***	***98***	***11.0***	***B***
EB	T	447	447	100	0.9	*A*
	R	95	98	103	0.4	*A*
	Subtotal	542	545	101	0.8	*A*
WB	L	67	74	110	7.8	*A*
	T	362	369	102	5.2	*A*
	Subtotal	429	443	103	5.6	*A*
Total		1,185	1,198	101	4.4	*A*

Intersection: **100 East & 700 North**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	44	43	97	2.8	*A*
	T	166	168	101	0.8	*A*
	R	4	5	125	0.5	*A*
	Subtotal	214	216	101	1.2	*A*
SB	L	7	6	83	2.9	*A*
	T	203	209	103	1.1	*A*
	R	32	33	103	0.8	*A*
	Subtotal	242	248	102	1.1	*A*
EB	L	41	37	90	7.2	*A*
	T	9	9	97	7.5	*A*
	R	66	70	106	4.8	*A*
	Subtotal	***116***	***116***	***100***	***5.8***	***A***
WB	L	6	5	80	8.0	*A*
	T	6	6	96	6.4	*A*
	R	6	7	112	3.4	*A*
	Subtotal	18	18	100	5.7	*A*
Total		592	598	101	2.2	*A*

1: 100 East & 1000 North Performance by movement Interval #1 2:45

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.5	3.3	0.3	0.3	0.0	0.0	0.0	0.6
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.3
Total Del/Veh (s)	0.8	0.4	6.5	4.6	11.8	0.5	8.0	3.9
Vehicles Entered	111	23	19	90	28	5	18	294
Vehicles Exited	110	24	18	89	27	5	18	291
Hourly Exit Rate	440	96	72	356	108	20	72	1164
Input Volume	432	92	65	350	106	21	80	1146
% of Volume	102	104	111	102	102	95	90	102

1: 100 East & 1000 North Performance by movement Interval #2 3:00

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.5	3.3	0.3	0.3	0.0	0.0	0.0	0.6
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.3
Total Del/Veh (s)	0.9	0.4	7.1	4.6	12.8	0.3	8.8	4.1
Vehicles Entered	105	24	17	90	26	4	20	286
Vehicles Exited	105	23	18	92	26	4	20	288
Hourly Exit Rate	420	92	72	368	104	16	80	1152
Input Volume	432	92	65	350	106	21	80	1146
% of Volume	97	100	111	105	98	76	100	101

1: 100 East & 1000 North Performance by movement Interval #3 3:15

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.6	3.2	0.4	0.4	0.0	0.0	0.0	0.6
Total Delay (hr)	0.0	0.0	0.0	0.2	0.2	0.0	0.1	0.5
Total Del/Veh (s)	1.0	0.5	8.5	5.5	16.4	0.9	11.0	5.0
Vehicles Entered	120	26	19	102	32	6	20	325
Vehicles Exited	121	26	19	100	32	6	20	324
Hourly Exit Rate	484	104	76	400	128	24	80	1296
Input Volume	491	104	74	398	121	23	91	1302
% of Volume	99	100	103	101	106	104	88	100

1: 100 East & 1000 North Performance by movement Interval #4 3:30

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.6	3.3	0.3	0.3	0.0	0.0	0.0	0.6
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.4
Total Del/Veh (s)	1.0	0.3	7.3	4.6	13.9	0.5	8.5	4.1
Vehicles Entered	111	25	19	88	25	6	21	295
Vehicles Exited	110	26	19	88	24	6	21	294
Hourly Exit Rate	440	104	76	352	96	24	84	1176
Input Volume	432	92	65	350	106	21	80	1146
% of Volume	102	113	117	101	91	114	105	103

1: 100 East & 1000 North Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Denied Del/Veh (s)	0.6	3.3	0.3	0.3	0.0	0.0	0.0	0.6
Total Delay (hr)	0.1	0.0	0.2	0.5	0.4	0.0	0.2	1.5
Total Del/Veh (s)	0.9	0.4	7.8	5.2	14.2	0.5	9.4	4.4
Vehicles Entered	447	98	74	370	110	21	79	1199
Vehicles Exited	447	98	74	369	110	21	79	1198
Hourly Exit Rate	447	98	74	369	110	21	79	1198
Input Volume	447	95	67	362	110	22	83	1185
% of Volume	100	103	110	102	100	98	95	101

2: 100 East & 700 North Performance by movement Interval #1 2:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.1	0.2	0.2	0.2	0.1	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.3	6.1	4.5	5.6	5.3	5.9	2.8	0.7	0.2	3.3	1.1	0.6
Vehicles Entered	8	2	16	1	2	1	10	41	1	2	51	8
Vehicles Exited	8	1	16	1	2	1	10	41	1	2	51	8
Hourly Exit Rate	32	4	64	4	8	4	40	164	4	8	204	32
Input Volume	40	9	64	6	6	6	43	161	4	7	196	31
% of Volume	80	44	100	67	133	67	93	102	100	114	104	103

2: 100 East & 700 North Performance by movement Interval #1 2:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.1
Total Del/Veh (s)	2.1
Vehicles Entered	143
Vehicles Exited	142
Hourly Exit Rate	568
Input Volume	573
% of Volume	99

2: 100 East & 700 North Performance by movement Interval #2 3:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.1	0.3	0.2	0.2	0.0	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.6	6.8	5.0	8.7	5.8	2.6	3.0	0.6	0.5	3.0	1.0	0.7
Vehicles Entered	10	2	16	1	1	2	9	40	1	1	47	8
Vehicles Exited	10	3	16	1	1	2	9	40	1	1	47	8
Hourly Exit Rate	40	12	64	4	4	8	36	160	4	4	188	32
Input Volume	40	9	64	6	6	6	43	161	4	7	196	31
% of Volume	100	133	100	67	67	133	84	99	100	57	96	103

2: 100 East & 700 North Performance by movement Interval #2 3:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.1
Total Del/Veh (s)	2.1
Vehicles Entered	138
Vehicles Exited	139
Hourly Exit Rate	556
Input Volume	573
% of Volume	97

2: 100 East & 700 North Performance by movement Interval #3 3:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.1	0.1	0.3	0.3	0.4	0.4	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.2	7.1	4.9	8.4	9.1	3.8	2.4	0.8	1.5	2.8	1.0	1.0
Vehicles Entered	8	3	20	2	1	2	12	47	1	1	57	8
Vehicles Exited	8	3	20	2	1	2	12	46	1	1	56	8
Hourly Exit Rate	32	12	80	8	4	8	48	184	4	4	224	32
Input Volume	45	10	73	7	7	7	48	182	4	8	223	35
% of Volume	71	120	110	114	57	114	100	101	100	50	100	91

2: 100 East & 700 North Performance by movement Interval #3 3:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.1
Total Del/Veh (s)	2.2
Vehicles Entered	162
Vehicles Exited	160
Hourly Exit Rate	640
Input Volume	649
% of Volume	99

2: 100 East & 700 North Performance by movement Interval #4 3:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.1	0.1	0.1	0.1	0.2	0.2	0.3	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.9	6.7	4.7	9.1	6.5	2.6	2.7	0.8	0.0	2.6	1.2	0.8
Vehicles Entered	10	2	17	1	2	2	12	39	1	2	55	9
Vehicles Exited	10	2	17	1	2	2	12	40	1	2	54	9
Hourly Exit Rate	40	8	68	4	8	8	48	160	4	8	216	36
Input Volume	40	9	64	6	6	6	43	161	4	7	196	31
% of Volume	100	89	106	67	133	133	112	99	100	114	110	116

2: 100 East & 700 North Performance by movement Interval #4 3:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.1
Total Del/Veh (s)	2.2
Vehicles Entered	152
Vehicles Exited	152
Hourly Exit Rate	608
Input Volume	573
% of Volume	106

2: 100 East & 700 North Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1
Total Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	7.2	7.5	4.8	8.0	6.4	3.4	2.8	0.8	0.5	2.9	1.1	0.8
Vehicles Entered	37	9	70	5	6	7	43	168	5	6	210	33
Vehicles Exited	37	9	70	5	6	7	43	168	5	6	209	33
Hourly Exit Rate	37	9	70	5	6	7	43	168	5	6	209	33
Input Volume	41	9	66	6	6	6	44	166	4	7	203	32
% of Volume	90	97	106	80	96	112	97	101	125	83	103	103

2: 100 East & 700 North Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.4
Total Del/Veh (s)	2.2
Vehicles Entered	599
Vehicles Exited	598
Hourly Exit Rate	598
Input Volume	592
% of Volume	101

Total Zone Performance By Interval

Interval Start	2:45	3:00	3:15	3:30	All
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.2
Denied Del/Veh (s)	0.5	0.6	0.6	0.6	0.6
Total Delay (hr)	0.4	0.4	0.6	0.5	1.9
Total Del/Veh (s)	63.2	66.8	76.6	64.9	171.2
Vehicles Entered	344	334	386	348	1417
Vehicles Exited	5	4	6	6	21
Hourly Exit Rate	20	16	24	24	21
Input Volume	2447	2447	2775	2447	2529
% of Volume	1	1	1	1	1

Intersection: 1: 100 East & 1000 North, Interval #1

Movement	EB	WB	NB
Directions Served	R	LT	LR
Maximum Queue (ft)	4	84	92
Average Queue (ft)	1	36	54
95th Queue (ft)	9	94	92
Link Distance (ft)		3711	953
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	70		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 100 East & 1000 North, Interval #2

Movement	EB	EB	WB	NB
Directions Served	T	R	LT	LR
Maximum Queue (ft)	4	2	92	105
Average Queue (ft)	1	0	40	58
95th Queue (ft)	7	5	94	106
Link Distance (ft)			3711	953
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		70		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: 100 East & 1000 North, Interval #3

Movement	EB	WB	NB
Directions Served	R	LT	LR
Maximum Queue (ft)	4	120	122
Average Queue (ft)	1	50	72
95th Queue (ft)	6	129	130
Link Distance (ft)		3711	953
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	70		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 100 East & 1000 North, Interval #4

Movement	EB	WB	NB
Directions Served	R	LT	LR
Maximum Queue (ft)	2	86	98
Average Queue (ft)	0	36	56
95th Queue (ft)	5	88	101
Link Distance (ft)		3711	953
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	70		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 100 East & 1000 North, All Intervals

Movement	EB	EB	WB	NB
Directions Served	T	R	LT	LR
Maximum Queue (ft)	4	10	146	139
Average Queue (ft)	0	0	40	60
95th Queue (ft)	3	6	103	109
Link Distance (ft)			3711	953
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		70		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	70	33	48	15
Average Queue (ft)	41	15	12	1
95th Queue (ft)	69	42	47	11
Link Distance (ft)		554	902	1131
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	72	33	38	6
Average Queue (ft)	42	13	9	1
95th Queue (ft)	76	38	37	9
Link Distance (ft)		554	902	1131
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	65	38	50	14
Average Queue (ft)	43	17	12	2
95th Queue (ft)	67	44	47	15
Link Distance (ft)		554	902	1131
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	61	33	49	16
Average Queue (ft)	41	16	14	2
95th Queue (ft)	64	41	48	21
Link Distance (ft)		554	902	1131
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	86	42	73	33
Average Queue (ft)	42	15	12	2
95th Queue (ft)	70	41	45	15
Link Distance (ft)		554	902	1131
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty, Interval #1: 0
Zone wide Queuing Penalty, Interval #2: 0
Zone wide Queuing Penalty, Interval #3: 0
Zone wide Queuing Penalty, Interval #4: 0
Zone wide Queuing Penalty, All Intervals: 0

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Tooele - MSC Construction Townhouse Project TIS
Analysis Period: *Existing (2017) Plus Project*
Time Period: *p.m. Peak Hour* **Project #:** *UT17-1038*

Intersection: 100 East & 1000 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	125	121	97	15.8	*C*
	T	21	19	92	0.6	*A*
	R	85	85	100	9.9	*A*
	Subtotal	***231***	***225***	***97***	***12.3***	***B***
EB	T	447	442	99	1.2	*A*
	R	125	130	104	0.5	*A*
	Subtotal	572	572	100	1.0	*A*
WB	L	72	76	105	8.0	*A*
	T	362	359	99	5.0	*A*
	Subtotal	434	435	100	5.5	*A*
Total		1,236	1,232	100	4.7	*A*

Intersection: 100 East & 700 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	44	46	104	2.9	*A*
	T	166	158	95	0.7	*A*
	R	4	5	125	0.4	*A*
	Subtotal	214	209	98	1.2	*A*
SB	L	7	6	83	3.6	*A*
	T	203	207	102	1.4	*A*
	R	39	43	110	0.9	*A*
	Subtotal	249	256	103	1.4	*A*
EB	L	56	58	104	7.4	*A*
	T	9	9	97	8.3	*A*
	R	66	64	97	4.6	*A*
	Subtotal	***131***	***131***	***100***	***6.1***	***A***
WB	L	6	5	80	7.3	*A*
	T	6	7	112	6.9	*A*
	R	6	6	96	3.8	*A*
	Subtotal	18	18	100	6.0	*A*
Total		614	614	100	2.5	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Tooele - MSC Construction Townhouse Project TIS
Analysis Period: *Existing (2017) Plus Project*
Time Period: *p.m. Peak Hour* **Project #:** *UT17-1038*

Intersection: 100 East & North Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	220	217	98	0.3	*A*
	R	5	6	120	0.1	*A*
	Subtotal	225	223	99	0.3	*A*
SB	L	20	21	106	2.6	*A*
	T	257	262	102	0.6	*A*
	Subtotal	277	283	102	0.7	*A*
WB	L	2	1	50	6.2	*A*
	R	10	11	107	3.0	*A*
	Subtotal	***12***	***12***	***100***	***3.3***	***A***
Total		515	518	101	0.6	*A*

Intersection: 100 East & South Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	219	216	99	1.0	*A*
	R	10	9	88	0.9	*A*
	Subtotal	229	225	98	1.0	*A*
SB	L	15	13	85	2.1	*A*
	T	244	250	102	0.3	*A*
	Subtotal	259	263	102	0.4	*A*
WB	L	5	5	100	4.6	*A*
	R	7	8	110	2.9	*A*
	Subtotal	***12***	***13***	***108***	***3.6***	***A***
Total		501	501	100	0.7	*A*

1: 100 East & 1000 North Performance by movement Interval #1 2:45

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.6	3.3	0.3	0.3	0.0	0.0	0.0	0.7
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.4
Total Del/Veh (s)	1.0	0.4	7.2	4.5	14.6	0.5	8.7	4.3
Vehicles Entered	108	30	19	85	30	4	20	296
Vehicles Exited	108	30	18	82	31	4	20	293
Hourly Exit Rate	432	120	72	328	124	16	80	1172
Input Volume	432	121	70	350	121	20	82	1196
% of Volume	100	99	103	94	102	80	98	98

1: 100 East & 1000 North Performance by movement Interval #2 3:00

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.7	3.3	0.3	0.3	0.0	0.0	0.0	0.7
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.4
Total Del/Veh (s)	1.2	0.5	7.1	4.2	13.7	0.5	8.7	4.2
Vehicles Entered	107	30	18	88	29	5	21	298
Vehicles Exited	107	30	18	88	29	5	22	299
Hourly Exit Rate	428	120	72	352	116	20	88	1196
Input Volume	432	121	70	350	121	20	82	1196
% of Volume	99	99	103	101	96	100	107	100

1: 100 East & 1000 North Performance by movement Interval #3 3:15

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.8	3.1	0.4	0.4	0.0	0.0	0.0	0.8
Total Delay (hr)	0.0	0.0	0.0	0.2	0.2	0.0	0.1	0.5
Total Del/Veh (s)	1.3	0.6	7.4	5.4	16.4	0.6	12.0	5.1
Vehicles Entered	121	37	19	103	34	4	24	342
Vehicles Exited	119	37	19	102	33	4	23	337
Hourly Exit Rate	476	148	76	408	132	16	92	1348
Input Volume	491	137	79	398	137	23	93	1358
% of Volume	97	108	96	103	96	70	99	99

1: 100 East & 1000 North Performance by movement Interval #4 3:30

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.6	3.3	0.3	0.3	0.0	0.0	0.0	0.7
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.1	0.4
Total Del/Veh (s)	1.1	0.5	7.8	4.5	16.5	0.6	9.3	4.5
Vehicles Entered	108	33	19	86	28	6	21	301
Vehicles Exited	108	33	20	86	28	6	20	301
Hourly Exit Rate	432	132	80	344	112	24	80	1204
Input Volume	432	121	70	350	121	20	82	1196
% of Volume	100	109	114	98	93	120	98	101

1: 100 East & 1000 North Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Denied Del/Veh (s)	0.7	3.2	0.3	0.3	0.0	0.0	0.0	0.7
Total Delay (hr)	0.1	0.0	0.2	0.5	0.5	0.0	0.2	1.6
Total Del/Veh (s)	1.2	0.5	8.0	5.0	15.8	0.6	9.9	4.7
Vehicles Entered	443	130	75	362	122	19	86	1237
Vehicles Exited	442	130	76	359	121	19	85	1232
Hourly Exit Rate	442	130	76	359	121	19	85	1232
Input Volume	447	125	72	362	125	21	85	1236
% of Volume	99	104	105	99	97	92	100	100

2: 100 East & 700 North Performance by movement Interval #1 2:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.8	8.0	4.4	5.5	7.5	2.1	3.2	0.7	0.3	4.3	1.4	1.0
Vehicles Entered	16	2	16	2	2	2	13	36	1	1	48	11
Vehicles Exited	15	2	16	2	2	1	13	36	1	1	49	11
Hourly Exit Rate	60	8	64	8	8	4	52	144	4	4	196	44
Input Volume	54	9	64	6	6	6	43	161	4	7	196	38
% of Volume	111	89	100	133	133	67	121	89	100	57	100	116

2: 100 East & 700 North Performance by movement Interval #1 2:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.1
Total Del/Veh (s)	2.5
Vehicles Entered	150
Vehicles Exited	149
Hourly Exit Rate	596
Input Volume	594
% of Volume	100

2: 100 East & 700 North Performance by movement Interval #2 3:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.8	7.5	4.4	4.9	7.3	6.5	2.7	0.7	0.1	4.5	1.3	0.9
Vehicles Entered	14	2	17	2	2	1	10	38	1	1	50	10
Vehicles Exited	14	2	17	2	2	1	10	38	1	1	49	10
Hourly Exit Rate	56	8	68	8	8	4	40	152	4	4	196	40
Input Volume	54	9	64	6	6	6	43	161	4	7	196	38
% of Volume	104	89	106	133	133	67	93	94	100	57	100	105

2: 100 East & 700 North Performance by movement Interval #2 3:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.1
Total Del/Veh (s)	2.4
Vehicles Entered	148
Vehicles Exited	147
Hourly Exit Rate	588
Input Volume	594
% of Volume	99

2: 100 East & 700 North Performance by movement Interval #3 3:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.1	0.1	0.2	0.2	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.9	9.2	4.6	5.1	4.9	3.4	2.8	0.7	0.1	2.3	1.4	0.9
Vehicles Entered	16	3	15	1	2	2	12	45	1	2	56	10
Vehicles Exited	16	3	15	2	2	2	12	44	1	2	57	10
Hourly Exit Rate	64	12	60	8	8	8	48	176	4	8	228	40
Input Volume	62	10	73	7	7	7	48	182	4	8	223	43
% of Volume	103	120	82	114	114	114	100	97	100	100	102	93

2: 100 East & 700 North Performance by movement Interval #3 3:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.1
Total Del/Veh (s)	2.5
Vehicles Entered	165
Vehicles Exited	166
Hourly Exit Rate	664
Input Volume	674
% of Volume	99

2: 100 East & 700 North Performance by movement Interval #4 3:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.1	0.2	0.2	0.3	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.6	8.1	4.4	5.4	4.5	2.5	2.8	0.6	1.2	4.2	1.5	0.9
Vehicles Entered	13	2	16	1	2	2	12	40	1	2	52	11
Vehicles Exited	13	2	16	1	2	2	12	40	1	2	52	12
Hourly Exit Rate	52	8	64	4	8	8	48	160	4	8	208	48
Input Volume	54	9	64	6	6	6	43	161	4	7	196	38
% of Volume	96	89	100	67	133	133	112	99	100	114	106	126

2: 100 East & 700 North Performance by movement Interval #4 3:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.1
Total Del/Veh (s)	2.3
Vehicles Entered	154
Vehicles Exited	155
Hourly Exit Rate	620
Input Volume	594
% of Volume	104

2: 100 East & 700 North Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	7.4	8.3	4.6	7.3	6.9	3.8	2.9	0.7	0.4	3.6	1.4	0.9
Vehicles Entered	58	9	64	5	7	6	46	159	5	6	206	43
Vehicles Exited	58	9	64	5	7	6	46	158	5	6	207	43
Hourly Exit Rate	58	9	64	5	7	6	46	158	5	6	207	43
Input Volume	56	9	66	6	6	6	44	166	4	7	203	39
% of Volume	104	97	97	80	112	96	104	95	125	83	102	110

2: 100 East & 700 North Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.4
Total Del/Veh (s)	2.5
Vehicles Entered	614
Vehicles Exited	614
Hourly Exit Rate	614
Input Volume	614
% of Volume	100

3: 100 East & North Access Performance by movement Interval #1 2:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		2.7	0.3	0.2	2.7	0.7	0.7
Vehicles Entered	0	3	52	2	6	61	124
Vehicles Exited	0	3	52	2	6	61	124
Hourly Exit Rate	0	12	208	8	24	244	496
Input Volume	2	10	213	5	19	249	498
% of Volume	0	120	98	160	126	98	100

3: 100 East & North Access Performance by movement Interval #2 3:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		2.7	0.3	0.0	2.4	0.5	0.5
Vehicles Entered	0	3	53	2	4	64	126
Vehicles Exited	0	2	53	2	4	63	124
Hourly Exit Rate	0	8	212	8	16	252	496
Input Volume	2	10	213	5	19	249	498
% of Volume	0	80	100	160	84	101	100

3: 100 East & North Access Performance by movement Interval #3 3:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.0	0.0	0.2	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		3.4	0.3	0.2	2.8	0.7	0.7
Vehicles Entered	0	3	60	1	6	71	141
Vehicles Exited	0	3	60	1	6	70	140
Hourly Exit Rate	0	12	240	4	24	280	560
Input Volume	2	11	243	5	22	282	565
% of Volume	0	109	99	80	109	99	99

3: 100 East & North Access Performance by movement Interval #4 3:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.0	0.0	0.2	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		3.4	0.4	0.1	2.5	0.7	0.7
Vehicles Entered	0	2	53	2	5	67	129
Vehicles Exited	0	2	53	1	5	68	129
Hourly Exit Rate	0	8	212	4	20	272	516
Input Volume	2	10	213	5	19	249	498
% of Volume	0	80	100	80	105	109	104

3: 100 East & North Access Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.2	3.0	0.3	0.1	2.6	0.6	0.6
Vehicles Entered	1	10	217	6	21	263	518
Vehicles Exited	1	11	217	6	21	262	518
Hourly Exit Rate	1	11	217	6	21	262	518
Input Volume	2	10	220	5	20	257	515
% of Volume	50	107	98	120	106	102	101

4: 100 East & South Access Performance by movement Interval #1 2:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1	3.0	0.9	0.8	2.3	0.3	0.8
Vehicles Entered	2	3	51	2	3	59	120
Vehicles Exited	2	3	50	2	3	59	119
Hourly Exit Rate	8	12	200	8	12	236	476
Input Volume	5	7	212	10	15	236	485
% of Volume	160	171	94	80	80	100	98

4: 100 East & South Access Performance by movement Interval #2 3:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.9	2.3	0.9	0.5	1.9	0.2	0.6
Vehicles Entered	1	2	52	2	3	60	120
Vehicles Exited	1	2	54	2	3	60	122
Hourly Exit Rate	4	8	216	8	12	240	488
Input Volume	5	7	212	10	15	236	485
% of Volume	80	114	102	80	80	102	101

4: 100 East & South Access Performance by movement Interval #3 3:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.4	2.3	0.9	0.8	1.8	0.3	0.7
Vehicles Entered	1	2	59	2	3	67	134
Vehicles Exited	1	2	59	3	3	67	135
Hourly Exit Rate	4	8	236	12	12	268	540
Input Volume	5	8	240	11	16	268	548
% of Volume	80	100	98	109	75	100	99

4: 100 East & South Access Performance by movement Interval #4 3:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	2.4	1.0	0.9	2.0	0.3	0.7
Vehicles Entered	1	2	52	2	4	64	125
Vehicles Exited	1	2	53	2	4	64	126
Hourly Exit Rate	4	8	212	8	16	256	504
Input Volume	5	7	212	10	15	236	485
% of Volume	80	114	100	80	107	108	104

4: 100 East & South Access Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.6	2.9	1.0	0.9	2.1	0.3	0.7
Vehicles Entered	5	8	215	9	13	250	500
Vehicles Exited	5	8	216	9	13	250	501
Hourly Exit Rate	5	8	216	9	13	250	501
Input Volume	5	7	219	10	15	244	501
% of Volume	100	110	99	88	85	102	100

Total Zone Performance By Interval

Interval Start	2:45	3:00	3:15	3:30	All
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.3
Denied Del/Veh (s)	0.6	0.6	0.7	0.6	0.7
Total Delay (hr)	0.5	0.5	0.7	0.5	2.2
Total Del/Veh (s)	72.5	78.5	77.9	68.0	183.6
Vehicles Entered	359	355	405	359	1472
Vehicles Exited	4	5	5	6	21
Hourly Exit Rate	16	20	20	24	21
Input Volume	2773	2773	3145	2773	2866
% of Volume	1	1	1	1	1

Intersection: 1: 100 East & 1000 North, Interval #1

Movement	EB	WB	NB
Directions Served	R	LT	LR
Maximum Queue (ft)	2	94	110
Average Queue (ft)	1	39	66
95th Queue (ft)	7	97	119
Link Distance (ft)		3711	957
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	70		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 100 East & 1000 North, Interval #2

Movement	EB	WB	NB
Directions Served	R	LT	LR
Maximum Queue (ft)	4	87	105
Average Queue (ft)	1	32	60
95th Queue (ft)	6	83	108
Link Distance (ft)		3711	957
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	70		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 100 East & 1000 North, Interval #3

Movement	EB	WB	NB
Directions Served	R	LT	LR
Maximum Queue (ft)	13	112	124
Average Queue (ft)	2	44	70
95th Queue (ft)	15	109	119
Link Distance (ft)		3711	957
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	70		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 100 East & 1000 North, Interval #4

Movement	EB	EB	WB	NB
Directions Served	T	R	LT	LR
Maximum Queue (ft)	2	4	99	118
Average Queue (ft)	1	1	40	67
95th Queue (ft)	7	6	95	116
Link Distance (ft)			3711	957
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		70		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: 100 East & 1000 North, All Intervals

Movement	EB	EB	WB	NB
Directions Served	T	R	LT	LR
Maximum Queue (ft)	2	19	129	151
Average Queue (ft)	0	1	39	66
95th Queue (ft)	3	9	97	116
Link Distance (ft)			3711	957
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		70		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	71	33	48	16
Average Queue (ft)	45	15	18	2
95th Queue (ft)	73	41	50	23
Link Distance (ft)		554	902	1125
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	66	30	39	5
Average Queue (ft)	43	14	13	1
95th Queue (ft)	69	41	42	12
Link Distance (ft)		554	902	1125
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	70	33	47	20
Average Queue (ft)	46	17	10	3
95th Queue (ft)	76	43	42	20
Link Distance (ft)		554	902	1125
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	64	31	37	17
Average Queue (ft)	42	14	11	3
95th Queue (ft)	67	39	38	22
Link Distance (ft)		554	902	1125
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	83	38	60	38
Average Queue (ft)	44	15	13	2
95th Queue (ft)	71	41	44	20
Link Distance (ft)		554	902	1125
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 100 East & North Access, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	31
Average Queue (ft)	10	8
95th Queue (ft)	34	47
Link Distance (ft)	509	957
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 100 East & North Access, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	28	20
Average Queue (ft)	9	3
95th Queue (ft)	31	20
Link Distance (ft)	509	957
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 100 East & North Access, Interval #3

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	30	34
Average Queue (ft)	13	8
95th Queue (ft)	38	38
Link Distance (ft)	509	957
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 100 East & North Access, Interval #4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	30	33
Average Queue (ft)	8	5
95th Queue (ft)	31	29
Link Distance (ft)	509	957
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 100 East & North Access, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	60
Average Queue (ft)	10	6
95th Queue (ft)	34	35
Link Distance (ft)	509	957
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 100 East & South Access, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	33	22
Average Queue (ft)	16	3
95th Queue (ft)	42	23
Link Distance (ft)	395	288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 100 East & South Access, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	33	12
Average Queue (ft)	10	1
95th Queue (ft)	34	12
Link Distance (ft)	395	288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 100 East & South Access, Interval #3

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	33	23
Average Queue (ft)	11	4
95th Queue (ft)	36	23
Link Distance (ft)	395	288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 100 East & South Access, Interval #4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	27	15
Average Queue (ft)	9	3
95th Queue (ft)	32	20
Link Distance (ft)	395	288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 100 East & South Access, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	41	36
Average Queue (ft)	11	3
95th Queue (ft)	37	20
Link Distance (ft)	395	288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty, Interval #1: 0
Zone wide Queuing Penalty, Interval #2: 0
Zone wide Queuing Penalty, Interval #3: 0
Zone wide Queuing Penalty, Interval #4: 0
Zone wide Queuing Penalty, All Intervals: 0

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Tooele - MSC Construction Townhouse Project TIS
Analysis Period: *Future (2024) Background*
Time Period: *p.m. Peak Hour* **Project #:** *UT17-1038*

Intersection: 100 East & 1000 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	151	145	96	57.5	*F*
	T	27	28	105	3.1	*A*
	R	114	108	95	46.3	*E*
	Subtotal	***292***	***281***	***96***	***47.8***	***E***
EB	T	612	605	99	1.5	*A*
	R	130	136	104	0.6	*A*
	Subtotal	742	741	100	1.3	*A*
WB	L	92	88	96	11.6	*B*
	T	496	494	100	7.5	*A*
	Subtotal	588	582	99	8.1	*A*
Total		1,622	1,604	99	12.0	*B*

Intersection: 100 East & 700 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	64	107	3.5	*A*
	T	227	222	98	1.2	*A*
	R	5	4	80	0.3	*A*
	Subtotal	292	290	99	1.7	*A*
SB	L	10	8	78	2.8	*A*
	T	278	275	99	1.3	*A*
	R	44	48	108	1.0	*A*
	Subtotal	332	331	100	1.3	*A*
EB	L	56	52	93	10.6	*B*
	T	12	10	82	10.0	*A*
	R	90	91	101	6.1	*A*
	Subtotal	***158***	***153***	***97***	***7.9***	***A***
WB	L	8	7	85	7.6	*A*
	T	8	8	97	6.8	*A*
	R	8	8	97	4.6	*A*
	Subtotal	24	23	96	6.3	*A*
Total		808	797	99	2.8	*A*

1: 100 East & 1000 North Performance by movement Interval #1 2:45

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.8	3.0	0.4	0.4	0.0	0.0	0.0	0.7
Total Delay (hr)	0.1	0.0	0.1	0.2	0.3	0.0	0.1	0.8
Total Del/Veh (s)	1.3	0.5	9.4	6.0	29.6	0.7	21.4	7.1
Vehicles Entered	148	33	21	114	36	7	23	382
Vehicles Exited	148	33	21	117	35	7	23	384
Hourly Exit Rate	592	132	84	468	140	28	92	1536
Input Volume	592	126	89	480	146	26	110	1569
% of Volume	100	105	94	98	96	108	84	98

1: 100 East & 1000 North Performance by movement Interval #2 3:00

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.8	3.0	0.5	0.4	0.0	0.0	0.0	0.7
Total Delay (hr)	0.1	0.0	0.1	0.2	0.3	0.0	0.2	0.8
Total Del/Veh (s)	1.3	0.6	9.2	6.1	29.8	0.5	23.0	7.3
Vehicles Entered	146	32	22	121	33	5	28	387
Vehicles Exited	146	31	21	120	35	5	27	385
Hourly Exit Rate	584	124	84	480	140	20	108	1540
Input Volume	592	126	89	480	146	26	110	1569
% of Volume	99	98	94	100	96	77	98	98

1: 100 East & 1000 North Performance by movement Interval #3 3:15

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	1.1	3.0	0.6	0.5	0.0	0.0	0.0	0.9
Total Delay (hr)	0.1	0.0	0.1	0.4	1.2	0.0	0.7	2.5
Total Del/Veh (s)	1.7	0.7	14.3	9.3	92.1	8.4	83.9	19.1
Vehicles Entered	169	38	23	138	44	9	30	451
Vehicles Exited	169	39	24	134	37	9	28	440
Hourly Exit Rate	676	156	96	536	148	36	112	1760
Input Volume	673	143	101	545	166	29	125	1782
% of Volume	100	109	95	98	89	124	90	99

1: 100 East & 1000 North Performance by movement Interval #4 3:30

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.8	3.2	0.4	0.4	0.0	0.0	0.0	0.7
Total Delay (hr)	0.1	0.0	0.1	0.2	0.6	0.0	0.3	1.3
Total Del/Veh (s)	1.4	0.5	10.2	6.6	52.8	0.8	38.5	11.5
Vehicles Entered	141	34	22	121	33	7	28	386
Vehicles Exited	141	33	22	123	39	7	30	395
Hourly Exit Rate	564	132	88	492	156	28	120	1580
Input Volume	592	126	89	480	146	26	110	1569
% of Volume	95	105	99	102	107	108	109	101

1: 100 East & 1000 North Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	0.9	3.1	0.5	0.5	0.0	0.0	0.0	0.8
Total Delay (hr)	0.2	0.0	0.3	1.1	2.4	0.0	1.4	5.4
Total Del/Veh (s)	1.5	0.6	11.6	7.5	57.5	3.1	46.3	12.0
Vehicles Entered	604	136	88	493	146	28	108	1603
Vehicles Exited	605	136	88	494	145	28	108	1604
Hourly Exit Rate	605	136	88	494	145	28	108	1604
Input Volume	612	130	92	496	151	27	114	1622
% of Volume	99	104	96	100	96	105	95	99

2: 100 East & 700 North Performance by movement Interval #1 2:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.3	0.1	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.2	8.3	5.7	10.1	6.6	5.5	3.3	1.0	0.2	2.7	1.3	1.1
Vehicles Entered	12	2	21	1	2	1	15	53	1	2	67	12
Vehicles Exited	12	3	21	1	2	1	16	53	1	2	66	11
Hourly Exit Rate	48	12	84	4	8	4	64	212	4	8	264	44
Input Volume	54	12	87	8	8	8	58	220	5	10	269	43
% of Volume	89	100	97	50	100	50	110	96	80	80	98	102

2: 100 East & 700 North Performance by movement Interval #1 2:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.1
Total Del/Veh (s)	2.6
Vehicles Entered	189
Vehicles Exited	189
Hourly Exit Rate	756
Input Volume	782
% of Volume	97

2: 100 East & 700 North Performance by movement Interval #2 3:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.1	0.1	0.3	0.3	0.2	0.0	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.5	8.2	5.4	6.7	7.9	5.4	3.8	1.2	0.7	2.1	1.3	0.8
Vehicles Entered	12	3	25	2	2	2	17	51	1	2	66	13
Vehicles Exited	12	3	25	2	2	2	17	51	1	2	67	13
Hourly Exit Rate	48	12	100	8	8	8	68	204	4	8	268	52
Input Volume	54	12	87	8	8	8	58	220	5	10	269	43
% of Volume	89	100	115	100	100	100	117	93	80	80	100	121

2: 100 East & 700 North Performance by movement Interval #2 3:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.2
Total Del/Veh (s)	2.8
Vehicles Entered	196
Vehicles Exited	197
Hourly Exit Rate	788
Input Volume	782
% of Volume	101

2: 100 East & 700 North Performance by movement Interval #3 3:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.1	0.1	0.3	0.3	0.4	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.1	14.0	6.9	6.5	6.0	4.0	3.3	1.3	0.0	3.2	1.4	1.1
Vehicles Entered	16	2	23	2	2	2	17	66	1	2	77	11
Vehicles Exited	16	2	24	2	2	3	17	65	1	2	77	11
Hourly Exit Rate	64	8	96	8	8	12	68	260	4	8	308	44
Input Volume	62	13	99	9	9	9	66	249	5	11	305	48
% of Volume	103	62	97	89	89	133	103	104	80	73	101	92

2: 100 East & 700 North Performance by movement Interval #3 3:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.2
Total Del/Veh (s)	3.0
Vehicles Entered	221
Vehicles Exited	222
Hourly Exit Rate	888
Input Volume	885
% of Volume	100

2: 100 East & 700 North Performance by movement Interval #4 3:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	0.2	0.1	0.1	0.1	0.2	0.2	0.4	0.4	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.5	11.2	6.1	8.3	6.9	4.4	3.2	1.1	0.2	2.0	1.2	0.7
Vehicles Entered	12	2	21	2	2	2	14	52	2	3	67	13
Vehicles Exited	12	2	21	2	2	2	14	52	2	3	66	13
Hourly Exit Rate	48	8	84	8	8	8	56	208	8	12	264	52
Input Volume	54	12	87	8	8	8	58	220	5	10	269	43
% of Volume	89	67	97	100	100	100	97	95	160	120	98	121

2: 100 East & 700 North Performance by movement Interval #4 3:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.1
Total Del/Veh (s)	2.7
Vehicles Entered	192
Vehicles Exited	191
Hourly Exit Rate	764
Input Volume	782
% of Volume	98

2: 100 East & 700 North Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.1	0.3	0.3	0.4	0.2	0.1	0.1
Total Delay (hr)	0.2	0.0	0.2	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	10.6	10.0	6.1	7.6	6.8	4.6	3.5	1.2	0.3	2.8	1.3	1.0
Vehicles Entered	52	10	91	7	8	8	64	222	4	8	276	48
Vehicles Exited	52	10	91	7	8	8	64	222	4	8	275	48
Hourly Exit Rate	52	10	91	7	8	8	64	222	4	8	275	48
Input Volume	56	12	90	8	8	8	60	227	5	10	278	44
% of Volume	93	82	101	85	97	97	107	98	80	78	99	108

2: 100 East & 700 North Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.6
Total Del/Veh (s)	2.8
Vehicles Entered	798
Vehicles Exited	797
Hourly Exit Rate	797
Input Volume	808
% of Volume	99

Total Zone Performance By Interval

Interval Start	2:45	3:00	3:15	3:30	All
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.4
Denied Del/Veh (s)	0.7	0.7	0.8	0.7	0.7
Total Delay (hr)	1.0	1.0	2.7	1.5	6.2
Total Del/Veh (s)	101.8	110.4	200.8	145.9	385.2
Vehicles Entered	452	462	528	455	1897
Vehicles Exited	7	5	9	7	28
Hourly Exit Rate	28	20	36	28	28
Input Volume	3345	3345	3795	3345	3458
% of Volume	1	1	1	1	1

Intersection: 1: 100 East & 1000 North, Interval #1

Movement	EB	WB	NB
Directions Served	R	LT	LR
Maximum Queue (ft)	14	110	172
Average Queue (ft)	2	55	95
95th Queue (ft)	10	122	184
Link Distance (ft)		3711	953
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	70		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 100 East & 1000 North, Interval #2

Movement	EB	WB	NB
Directions Served	R	LT	LR
Maximum Queue (ft)	4	126	194
Average Queue (ft)	1	59	103
95th Queue (ft)	6	136	202
Link Distance (ft)		3711	953
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	70		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 100 East & 1000 North, Interval #3

Movement	EB	WB	NB
Directions Served	R	LT	LR
Maximum Queue (ft)	15	212	409
Average Queue (ft)	2	91	252
95th Queue (ft)	14	226	566
Link Distance (ft)		3711	953
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	70		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 100 East & 1000 North, Interval #4

Movement	EB	WB	NB
Directions Served	R	LT	LR
Maximum Queue (ft)	11	140	325
Average Queue (ft)	2	60	161
95th Queue (ft)	14	132	370
Link Distance (ft)		3711	953
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	70		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 100 East & 1000 North, All Intervals

Movement	EB	WB	NB
Directions Served	R	LT	LR
Maximum Queue (ft)	23	220	442
Average Queue (ft)	2	66	153
95th Queue (ft)	11	161	378
Link Distance (ft)		3711	953
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	70		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: 100 East & 700 North, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	84	33	66	24
Average Queue (ft)	49	14	20	4
95th Queue (ft)	85	41	66	29
Link Distance (ft)		554	902	1131
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	84	37	62	11
Average Queue (ft)	51	19	24	2
95th Queue (ft)	84	46	69	16
Link Distance (ft)		554	902	1131
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	83	31	71	29
Average Queue (ft)	53	16	24	5
95th Queue (ft)	84	41	74	28
Link Distance (ft)		554	902	1131
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	86	36	64	12
Average Queue (ft)	50	20	21	2
95th Queue (ft)	89	45	64	13
Link Distance (ft)		554	902	1131
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	110	42	109	39
Average Queue (ft)	50	17	22	3
95th Queue (ft)	86	44	69	23
Link Distance (ft)		554	902	1131
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty, Interval #1: 0
Zone wide Queuing Penalty, Interval #2: 0
Zone wide Queuing Penalty, Interval #3: 0
Zone wide Queuing Penalty, Interval #4: 0
Zone wide Queuing Penalty, All Intervals: 0

HALES ENGINEERING
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SimTraffic LOS Report

Project: Tooele - MSC Construction Townhouse Project TIS
Analysis Period: *Future (2024) Background Mitigated*
Time Period: *p.m. Peak Hour* **Project #:** *UT17-1038*

Intersection: 100 East & 1000 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	151	146	97	45.5	*E*
	T	27	27	101	0.9	*A*
	R	114	108	95	11.9	*B*
	Subtotal	***292***	***281***	***96***	***28.3***	***D***
EB	T	612	608	99	1.4	*A*
	R	130	135	104	0.6	*A*
	Subtotal	742	743	100	1.3	*A*
WB	L	92	87	95	13.0	*B*
	T	496	493	99	8.4	*A*
	Subtotal	588	580	99	9.1	*A*
Total		1,622	1,604	99	8.9	*A*

Intersection: 100 East & 700 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	64	107	3.4	*A*
	T	227	223	98	1.1	*A*
	R	5	4	80	0.4	*A*
	Subtotal	292	291	100	1.6	*A*
SB	L	10	8	78	2.7	*A*
	T	278	274	99	1.3	*A*
	R	44	48	108	0.9	*A*
	Subtotal	332	330	99	1.3	*A*
EB	L	56	52	93	10.3	*B*
	T	12	10	82	10.3	*B*
	R	90	90	100	6.0	*A*
	Subtotal	***158***	***152***	***96***	***7.8***	***A***
WB	L	8	7	85	7.6	*A*
	T	8	8	97	6.7	*A*
	R	8	8	97	4.5	*A*
	Subtotal	24	23	96	6.2	*A*
Total		808	796	99	2.8	*A*

1: 100 East & 1000 North Performance by movement Interval #1 2:45

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.8	3.1	0.4	0.4	0.0	0.0	0.0	0.7
Total Delay (hr)	0.1	0.0	0.1	0.2	0.3	0.0	0.1	0.7
Total Del/Veh (s)	1.3	0.5	11.0	7.0	27.1	0.6	7.3	6.3
Vehicles Entered	150	32	20	114	36	7	24	383
Vehicles Exited	151	32	21	117	35	7	24	387
Hourly Exit Rate	604	128	84	468	140	28	96	1548
Input Volume	592	126	89	480	146	26	110	1569
% of Volume	102	102	94	98	96	108	87	99

1: 100 East & 1000 North Performance by movement Interval #2 3:00

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.8	3.1	0.5	0.4	0.0	0.0	0.0	0.7
Total Delay (hr)	0.1	0.0	0.1	0.2	0.3	0.0	0.1	0.7
Total Del/Veh (s)	1.3	0.6	10.6	6.7	27.6	0.6	7.3	6.3
Vehicles Entered	147	32	22	120	33	5	28	387
Vehicles Exited	147	32	21	119	35	5	27	386
Hourly Exit Rate	588	128	84	476	140	20	108	1544
Input Volume	592	126	89	480	146	26	110	1569
% of Volume	99	102	94	99	96	77	98	98

1: 100 East & 1000 North Performance by movement Interval #3 3:15

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	1.1	3.0	0.6	0.5	0.0	0.0	0.0	0.9
Total Delay (hr)	0.1	0.0	0.1	0.4	0.9	0.0	0.2	1.8
Total Del/Veh (s)	1.7	0.7	16.8	10.8	72.9	1.3	20.2	13.5
Vehicles Entered	170	38	23	137	44	9	30	451
Vehicles Exited	170	39	23	133	39	9	31	444
Hourly Exit Rate	680	156	92	532	156	36	124	1776
Input Volume	673	143	101	545	166	29	125	1782
% of Volume	101	109	91	98	94	124	99	100

1: 100 East & 1000 North Performance by movement Interval #4 3:30

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.7	3.2	0.4	0.5	0.0	0.0	0.0	0.7
Total Delay (hr)	0.1	0.0	0.1	0.3	0.4	0.0	0.1	0.8
Total Del/Veh (s)	1.3	0.5	10.4	6.7	34.2	0.7	9.3	7.3
Vehicles Entered	140	33	22	123	34	7	26	385
Vehicles Exited	140	32	22	124	38	7	26	389
Hourly Exit Rate	560	128	88	496	152	28	104	1556
Input Volume	592	126	89	480	146	26	110	1569
% of Volume	95	102	99	103	104	108	95	99

1: 100 East & 1000 North Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	0.9	3.1	0.5	0.5	0.0	0.0	0.0	0.8
Total Delay (hr)	0.2	0.0	0.3	1.2	1.9	0.0	0.4	4.0
Total Del/Veh (s)	1.4	0.6	13.0	8.4	45.5	0.9	11.9	8.9
Vehicles Entered	608	136	87	494	147	28	108	1608
Vehicles Exited	608	135	87	493	146	27	108	1604
Hourly Exit Rate	608	135	87	493	146	27	108	1604
Input Volume	612	130	92	496	151	27	114	1622
% of Volume	99	104	95	99	97	101	95	99

2: 100 East & 700 North Performance by movement Interval #1 2:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.3	0.1	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.0	8.7	5.3	10.3	6.9	5.7	3.2	1.0	0.2	2.6	1.2	1.1
Vehicles Entered	11	2	21	1	2	1	15	54	1	2	66	12
Vehicles Exited	11	3	21	1	2	1	15	54	1	2	65	12
Hourly Exit Rate	44	12	84	4	8	4	60	216	4	8	260	48
Input Volume	54	12	87	8	8	8	58	220	5	10	269	43
% of Volume	81	100	97	50	100	50	103	98	80	80	97	112

2: 100 East & 700 North Performance by movement Interval #1 2:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.1
Total Del/Veh (s)	2.6
Vehicles Entered	188
Vehicles Exited	188
Hourly Exit Rate	752
Input Volume	782
% of Volume	96

2: 100 East & 700 North Performance by movement Interval #2 3:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.1	0.1	0.3	0.3	0.2	0.0	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.0	9.3	5.8	6.8	7.4	5.2	3.7	1.2	0.7	2.2	1.3	0.7
Vehicles Entered	13	3	24	2	2	2	17	52	1	2	67	12
Vehicles Exited	12	3	24	2	2	2	17	52	1	2	68	12
Hourly Exit Rate	48	12	96	8	8	8	68	208	4	8	272	48
Input Volume	54	12	87	8	8	8	58	220	5	10	269	43
% of Volume	89	100	110	100	100	100	117	95	80	80	101	112

2: 100 East & 700 North Performance by movement Interval #2 3:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.2
Total Del/Veh (s)	2.8
Vehicles Entered	197
Vehicles Exited	197
Hourly Exit Rate	788
Input Volume	782
% of Volume	101

2: 100 East & 700 North Performance by movement Interval #3 3:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.1	0.1	0.3	0.3	0.4	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.8	13.4	6.6	6.5	5.9	5.7	3.1	1.3	0.0	2.8	1.3	1.1
Vehicles Entered	16	2	24	2	2	2	17	65	1	2	77	11
Vehicles Exited	16	2	24	2	2	2	17	64	1	2	77	12
Hourly Exit Rate	64	8	96	8	8	8	68	256	4	8	308	48
Input Volume	62	13	99	9	9	9	66	249	5	11	305	48
% of Volume	103	62	97	89	89	89	103	103	80	73	101	100

2: 100 East & 700 North Performance by movement Interval #3 3:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.2
Total Del/Veh (s)	2.9
Vehicles Entered	221
Vehicles Exited	221
Hourly Exit Rate	884
Input Volume	885
% of Volume	100

2: 100 East & 700 North Performance by movement Interval #4 3:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.1	0.2	0.2	0.4	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.3	7.3	5.9	7.9	6.7	4.4	3.1	1.0	0.3	2.2	1.2	0.7
Vehicles Entered	12	3	21	2	2	2	14	52	2	3	66	12
Vehicles Exited	12	3	22	2	2	2	15	52	2	2	65	12
Hourly Exit Rate	48	12	88	8	8	8	60	208	8	8	260	48
Input Volume	54	12	87	8	8	8	58	220	5	10	269	43
% of Volume	89	100	101	100	100	100	103	95	160	80	97	112

2: 100 East & 700 North Performance by movement Interval #4 3:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.1
Total Del/Veh (s)	2.6
Vehicles Entered	191
Vehicles Exited	191
Hourly Exit Rate	764
Input Volume	782
% of Volume	98

2: 100 East & 700 North Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.1	0.3	0.3	0.4	0.1	0.1	0.1
Total Delay (hr)	0.1	0.0	0.2	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	10.3	10.3	6.0	7.6	6.7	4.5	3.4	1.1	0.4	2.7	1.3	0.9
Vehicles Entered	52	10	90	6	8	8	63	223	4	8	275	48
Vehicles Exited	52	10	90	7	8	8	64	223	4	8	274	48
Hourly Exit Rate	52	10	90	7	8	8	64	223	4	8	274	48
Input Volume	56	12	90	8	8	8	60	227	5	10	278	44
% of Volume	93	82	100	85	97	97	107	98	80	78	99	108

2: 100 East & 700 North Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.6
Total Del/Veh (s)	2.8
Vehicles Entered	795
Vehicles Exited	796
Hourly Exit Rate	796
Input Volume	808
% of Volume	99

Total Zone Performance By Interval

Interval Start	2:45	3:00	3:15	3:30	All
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.4
Denied Del/Veh (s)	0.7	0.7	0.8	0.7	0.7
Total Delay (hr)	0.9	0.9	2.0	1.0	4.8
Total Del/Veh (s)	93.6	101.0	163.0	96.2	297.3
Vehicles Entered	451	464	528	453	1898
Vehicles Exited	7	5	9	7	27
Hourly Exit Rate	28	20	36	28	27
Input Volume	3345	3345	3795	3345	3458
% of Volume	1	1	1	1	1

Intersection: 1: 100 East & 1000 North, Interval #1

Movement	EB	WB	NB	NB
Directions Served	R	LT	L	R
Maximum Queue (ft)	11	171	123	66
Average Queue (ft)	2	73	70	34
95th Queue (ft)	11	173	131	72
Link Distance (ft)		3699	954	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	70			100
Storage Blk Time (%)			6	
Queuing Penalty (veh)			7	

Intersection: 1: 100 East & 1000 North, Interval #2

Movement	EB	WB	NB	NB
Directions Served	R	LT	L	R
Maximum Queue (ft)	7	149	133	70
Average Queue (ft)	1	71	70	38
95th Queue (ft)	9	176	136	69
Link Distance (ft)		3699	954	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	70			100
Storage Blk Time (%)			6	0
Queuing Penalty (veh)			7	1

Intersection: 1: 100 East & 1000 North, Interval #3

Movement	EB	EB	WB	NB	NB
Directions Served	T	R	LT	L	R
Maximum Queue (ft)	2	23	261	309	159
Average Queue (ft)	0	5	114	158	88
95th Queue (ft)	5	24	270	335	210
Link Distance (ft)			3699	954	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		70			100
Storage Blk Time (%)				35	2
Queuing Penalty (veh)				44	3

Intersection: 1: 100 East & 1000 North, Interval #4

Movement	EB	WB	NB	NB
Directions Served	R	LT	L	R
Maximum Queue (ft)	14	147	188	117
Average Queue (ft)	3	62	82	51
95th Queue (ft)	18	141	208	133
Link Distance (ft)		3699	954	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	70			100
Storage Blk Time (%)	0		10	0
Queuing Penalty (veh)	0		11	0

Intersection: 1: 100 East & 1000 North, All Intervals

Movement	EB	EB	WB	NB	NB
Directions Served	T	R	LT	L	R
Maximum Queue (ft)	2	28	281	321	177
Average Queue (ft)	0	3	80	95	53
95th Queue (ft)	2	16	198	227	138
Link Distance (ft)			3699	954	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		70			100
Storage Blk Time (%)		0		15	1
Queuing Penalty (veh)		0		17	1

Intersection: 2: 100 East & 700 North, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	83	33	64	22
Average Queue (ft)	48	15	21	4
95th Queue (ft)	83	41	65	29
Link Distance (ft)		554	902	1131
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	86	37	57	11
Average Queue (ft)	51	19	23	2
95th Queue (ft)	86	46	68	16
Link Distance (ft)		554	902	1131
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	84	31	71	26
Average Queue (ft)	53	16	22	4
95th Queue (ft)	85	41	73	27
Link Distance (ft)		554	902	1131
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	78	36	61	18
Average Queue (ft)	48	19	22	3
95th Queue (ft)	83	45	62	24
Link Distance (ft)		554	902	1131
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	105	42	103	45
Average Queue (ft)	50	17	22	3
95th Queue (ft)	84	44	67	24
Link Distance (ft)		554	902	1131
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty, Interval #1: 7
Zone wide Queuing Penalty, Interval #2: 8
Zone wide Queuing Penalty, Interval #3: 47
Zone wide Queuing Penalty, Interval #4: 11
Zone wide Queuing Penalty, All Intervals: 18

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Tooele - MSC Construction Townhouse Project TIS
Analysis Period: *Future (2024) Plus Project*
Time Period: *p.m. Peak Hour* **Project #:** *UT17-1038*

Intersection: 100 East & 1000 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	166	159	96	73.4	*F*
	T	26	26	100	2.3	*A*
	R	116	113	98	63.0	*F*
	Subtotal	***308***	***298***	***97***	***63.3***	***F***
EB	T	612	606	99	1.6	*A*
	R	160	156	97	0.7	*A*
	Subtotal	772	762	99	1.4	*A*
WB	L	97	96	99	12.1	*B*
	T	496	495	100	8.1	*A*
	Subtotal	593	591	100	8.7	*A*
Total		1,674	1,651	99	15.4	*C*

Intersection: 100 East & 700 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	61	102	3.3	*A*
	T	227	222	98	1.0	*A*
	R	5	5	100	0.7	*A*
	Subtotal	292	288	99	1.5	*A*
SB	L	10	9	88	3.7	*A*
	T	279	282	101	1.7	*A*
	R	51	48	95	1.7	*A*
	Subtotal	340	339	100	1.8	*A*
EB	L	71	72	101	11.1	*B*
	T	12	14	114	10.6	*B*
	R	90	95	106	7.0	*A*
	Subtotal	***173***	***181***	***105***	***8.9***	***A***
WB	L	8	7	85	8.3	*A*
	T	8	9	109	7.2	*A*
	R	8	8	97	4.4	*A*
	Subtotal	24	24	100	6.6	*A*
Total		830	832	100	3.3	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Tooele - MSC Construction Townhouse Project TIS
Analysis Period: *Future (2024) Plus Project*
Time Period: *p.m. Peak Hour* **Project #:** *UT17-1038*

Intersection: 100 East & North Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	298	292	98	0.4	*A*
	R	5	7	140	0.2	*A*
	Subtotal	303	299	99	0.4	*A*
SB	L	20	19	96	3.0	*A*
	T	347	348	100	0.7	*A*
	Subtotal	367	367	100	0.8	*A*
WB	L	2	1	50	8.7	*A*
	R	10	11	107	3.2	*A*
	Subtotal	***12***	***12***	***100***	***3.7***	***A***
Total		682	678	99	0.7	*A*

Intersection: 100 East & South Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	297	294	99	1.1	*A*
	R	10	10	98	1.1	*A*
	Subtotal	307	304	99	1.1	*A*
SB	L	15	15	98	2.6	*A*
	T	334	333	100	0.4	*A*
	Subtotal	349	348	100	0.5	*A*
WB	L	5	4	80	6.4	*A*
	R	7	6	83	2.7	*A*
	Subtotal	***12***	***10***	***83***	***4.2***	***A***
Total		668	662	99	0.8	*A*

1: 100 East & 1000 North Performance by movement Interval #1 2:45

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.9	3.2	0.4	0.4	0.0	0.0	0.0	0.8
Total Delay (hr)	0.1	0.0	0.1	0.3	0.7	0.0	0.3	1.4
Total Del/Veh (s)	1.5	0.7	11.6	7.3	55.8	0.4	45.0	12.6
Vehicles Entered	144	36	22	117	41	5	27	392
Vehicles Exited	143	37	22	120	40	5	26	393
Hourly Exit Rate	572	148	88	480	160	20	104	1572
Input Volume	592	155	94	480	161	25	112	1619
% of Volume	97	95	94	100	99	80	93	97

1: 100 East & 1000 North Performance by movement Interval #2 3:00

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.9	3.2	0.4	0.5	0.0	0.0	0.0	0.8
Total Delay (hr)	0.1	0.0	0.1	0.3	0.6	0.0	0.4	1.4
Total Del/Veh (s)	1.5	0.6	10.9	7.5	47.5	0.6	43.9	11.8
Vehicles Entered	146	37	24	122	40	7	30	406
Vehicles Exited	146	37	23	121	40	7	30	404
Hourly Exit Rate	584	148	92	484	160	28	120	1616
Input Volume	592	155	94	480	161	25	112	1619
% of Volume	99	95	98	101	99	112	107	100

1: 100 East & 1000 North Performance by movement Interval #3 3:15

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	1.2	3.3	0.5	0.5	0.0	0.0	0.0	0.9
Total Delay (hr)	0.1	0.0	0.1	0.3	1.0	0.0	0.6	2.2
Total Del/Veh (s)	1.7	0.7	11.8	8.3	77.4	3.5	70.6	16.3
Vehicles Entered	169	40	28	138	44	7	29	455
Vehicles Exited	169	41	27	136	40	7	25	445
Hourly Exit Rate	676	164	108	544	160	28	100	1780
Input Volume	673	176	107	545	182	29	127	1839
% of Volume	100	93	101	100	88	97	79	97

1: 100 East & 1000 North Performance by movement Interval #4 3:30

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.9	3.1	0.5	0.5	0.0	0.0	0.0	0.8
Total Delay (hr)	0.1	0.0	0.1	0.3	1.1	0.0	0.7	2.2
Total Del/Veh (s)	1.6	0.7	10.4	7.1	88.0	4.9	70.2	18.0
Vehicles Entered	148	42	22	115	36	6	30	399
Vehicles Exited	148	42	24	118	39	6	33	410
Hourly Exit Rate	592	168	96	472	156	24	132	1640
Input Volume	592	155	94	480	161	25	112	1619
% of Volume	100	108	102	98	97	96	118	101

1: 100 East & 1000 North Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	All
Denied Delay (hr)	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.4
Denied Del/Veh (s)	1.0	3.2	0.5	0.5	0.0	0.0	0.0	0.8
Total Delay (hr)	0.3	0.0	0.3	1.1	3.3	0.0	2.0	7.2
Total Del/Veh (s)	1.6	0.7	12.1	8.1	73.4	2.3	63.0	15.4
Vehicles Entered	607	156	96	493	162	26	115	1655
Vehicles Exited	606	156	96	495	159	26	113	1651
Hourly Exit Rate	606	156	96	495	159	26	113	1651
Input Volume	612	160	97	496	166	26	116	1674
% of Volume	99	97	99	100	96	100	98	99

2: 100 East & 700 North Performance by movement Interval #1 2:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.3	0.1	0.1	0.3	0.3	0.5	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.2	11.1	6.5	9.5	8.5	3.6	3.1	1.1	0.6	3.3	1.7	1.4
Vehicles Entered	20	3	22	1	2	2	14	55	1	2	65	12
Vehicles Exited	19	3	22	1	2	2	14	54	2	3	66	12
Hourly Exit Rate	76	12	88	4	8	8	56	216	8	12	264	48
Input Volume	69	12	87	8	8	8	58	220	5	10	270	49
% of Volume	110	100	101	50	100	100	97	98	160	120	98	98

2: 100 East & 700 North Performance by movement Interval #1 2:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.2
Total Del/Veh (s)	3.1
Vehicles Entered	199
Vehicles Exited	200
Hourly Exit Rate	800
Input Volume	804
% of Volume	100

2: 100 East & 700 North Performance by movement Interval #2 3:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.2	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.6	7.4	6.5	7.4	7.3	4.7	2.9	0.8	0.5	2.5	1.5	1.2
Vehicles Entered	18	4	21	3	2	2	14	56	1	2	66	12
Vehicles Exited	18	4	21	3	2	2	14	57	1	2	66	12
Hourly Exit Rate	72	16	84	12	8	8	56	228	4	8	264	48
Input Volume	69	12	87	8	8	8	58	220	5	10	270	49
% of Volume	104	133	97	150	100	100	97	104	80	80	98	98

2: 100 East & 700 North Performance by movement Interval #2 3:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.2
Total Del/Veh (s)	3.0
Vehicles Entered	201
Vehicles Exited	202
Hourly Exit Rate	808
Input Volume	804
% of Volume	100

2: 100 East & 700 North Performance by movement Interval #3 3:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.2	0.1	0.1	0.1	0.2	0.3	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.1	9.1	7.4	7.4	8.1	3.4	3.6	0.9	0.1	3.9	1.8	1.9
Vehicles Entered	17	4	27	2	2	3	18	59	1	3	78	12
Vehicles Exited	18	4	27	2	2	3	17	58	1	3	77	12
Hourly Exit Rate	72	16	108	8	8	12	68	232	4	12	308	48
Input Volume	78	13	99	9	9	9	66	249	5	11	305	56
% of Volume	92	123	109	89	89	133	103	93	80	109	101	86

2: 100 East & 700 North Performance by movement Interval #3 3:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.2
Total Del/Veh (s)	3.5
Vehicles Entered	226
Vehicles Exited	224
Hourly Exit Rate	896
Input Volume	909
% of Volume	99

2: 100 East & 700 North Performance by movement Interval #4 3:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	0.2	0.1	0.1	0.1	0.3	0.3	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.0	12.2	6.8	11.4	8.3	4.1	3.1	0.9	0.8	3.4	1.7	1.8
Vehicles Entered	18	4	24	1	2	1	15	52	2	2	73	11
Vehicles Exited	18	4	24	1	2	2	15	52	2	2	73	11
Hourly Exit Rate	72	16	96	4	8	8	60	208	8	8	292	44
Input Volume	69	12	87	8	8	8	58	220	5	10	270	49
% of Volume	104	133	110	50	100	100	103	95	160	80	108	90

2: 100 East & 700 North Performance by movement Interval #4 3:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.2
Total Del/Veh (s)	3.4
Vehicles Entered	205
Vehicles Exited	206
Hourly Exit Rate	824
Input Volume	804
% of Volume	102

2: 100 East & 700 North Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.1	0.1	0.3	0.3	0.2	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.2	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	11.1	10.6	7.0	8.3	7.2	4.4	3.3	1.0	0.7	3.7	1.7	1.7
Vehicles Entered	73	14	94	7	9	8	61	222	5	9	281	48
Vehicles Exited	72	14	95	7	9	8	61	222	5	9	282	48
Hourly Exit Rate	72	14	95	7	9	8	61	222	5	9	282	48
Input Volume	71	12	90	8	8	8	60	227	5	10	279	51
% of Volume	101	114	106	85	109	97	102	98	100	88	101	95

2: 100 East & 700 North Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.8
Total Del/Veh (s)	3.3
Vehicles Entered	831
Vehicles Exited	832
Hourly Exit Rate	832
Input Volume	830
% of Volume	100

3: 100 East & North Access Performance by movement Interval #1 2:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.0	0.0	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		3.8	0.4	0.2	2.9	0.6	0.6
Vehicles Entered	0	2	71	2	5	81	161
Vehicles Exited	0	2	71	2	5	82	162
Hourly Exit Rate	0	8	284	8	20	328	648
Input Volume	2	10	288	5	19	336	660
% of Volume	0	80	99	160	105	98	98

3: 100 East & North Access Performance by movement Interval #2 3:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.0	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		3.9	0.4	0.2	2.7	0.6	0.7
Vehicles Entered	0	3	74	2	4	82	165
Vehicles Exited	0	3	74	2	3	81	163
Hourly Exit Rate	0	12	296	8	12	324	652
Input Volume	2	10	288	5	19	336	660
% of Volume	0	120	103	160	63	96	99

3: 100 East & North Access Performance by movement Interval #3 3:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.0	0.0	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		3.2	0.4	0.1	3.2	0.8	0.7
Vehicles Entered	0	2	78	1	6	95	182
Vehicles Exited	0	2	78	1	6	96	183
Hourly Exit Rate	0	8	312	4	24	384	732
Input Volume	2	11	328	5	22	381	749
% of Volume	0	73	95	80	109	101	98

3: 100 East & North Access Performance by movement Interval #4 3:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.0	0.0	0.2	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		3.3	0.4	0.2	2.4	0.7	0.7
Vehicles Entered	0	3	69	2	5	89	168
Vehicles Exited	0	3	69	2	5	89	168
Hourly Exit Rate	0	12	276	8	20	356	672
Input Volume	2	10	288	5	19	336	660
% of Volume	0	120	96	160	105	106	102

3: 100 East & North Access Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	8.7	3.2	0.4	0.2	3.0	0.7	0.7
Vehicles Entered	1	11	292	7	19	347	677
Vehicles Exited	1	11	292	7	19	348	678
Hourly Exit Rate	1	11	292	7	19	348	678
Input Volume	2	10	298	5	20	347	682
% of Volume	50	107	98	140	96	100	99

4: 100 East & South Access Performance by movement Interval #1 2:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.4	3.7	1.2	1.1	2.7	0.4	0.9
Vehicles Entered	1	1	72	3	4	78	159
Vehicles Exited	1	1	72	3	4	79	160
Hourly Exit Rate	4	4	288	12	16	316	640
Input Volume	5	7	287	10	15	323	647
% of Volume	80	57	100	120	107	98	99

4: 100 East & South Access Performance by movement Interval #2 3:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.9	3.1	1.1	1.0	2.0	0.3	0.8
Vehicles Entered	1	1	75	2	4	78	161
Vehicles Exited	1	1	75	2	4	78	161
Hourly Exit Rate	4	4	300	8	16	312	644
Input Volume	5	7	287	10	15	323	647
% of Volume	80	57	105	80	107	97	100

4: 100 East & South Access Performance by movement Interval #3 3:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.6	2.7	1.1	2.2	2.4	0.4	0.8
Vehicles Entered	1	2	77	2	4	92	178
Vehicles Exited	1	2	78	2	4	92	179
Hourly Exit Rate	4	8	312	8	16	368	716
Input Volume	5	8	326	11	16	367	733
% of Volume	80	100	96	73	100	100	98

4: 100 East & South Access Performance by movement Interval #4 3:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.9	2.1	1.1	0.8	2.7	0.4	0.8
Vehicles Entered	1	2	70	2	4	85	164
Vehicles Exited	1	2	70	2	4	85	164
Hourly Exit Rate	4	8	280	8	16	340	656
Input Volume	5	7	287	10	15	323	647
% of Volume	80	114	98	80	107	105	101

4: 100 East & South Access Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.2
Total Del/Veh (s)	6.4	2.7	1.1	1.1	2.6	0.4	0.8
Vehicles Entered	4	6	293	10	15	334	662
Vehicles Exited	4	6	294	10	15	333	662
Hourly Exit Rate	4	6	294	10	15	333	662
Input Volume	5	7	297	10	15	334	668
% of Volume	80	83	99	98	98	100	99

Total Zone Performance By Interval

Interval Start	2:45	3:00	3:15	3:30	All
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.4
Denied Del/Veh (s)	0.7	0.7	0.8	0.8	0.8
Total Delay (hr)	1.7	1.6	2.5	2.4	8.2
Total Del/Veh (s)	164.1	150.7	170.6	208.8	469.7
Vehicles Entered	470	480	548	480	1983
Vehicles Exited	5	8	7	7	28
Hourly Exit Rate	20	32	28	28	28
Input Volume	3730	3730	4230	3730	3855
% of Volume	1	1	1	1	1

Intersection: 1: 100 East & 1000 North, Interval #1

Movement	EB	EB	WB	NB
Directions Served	T	R	LT	LR
Maximum Queue (ft)	2	7	148	243
Average Queue (ft)	0	2	78	163
95th Queue (ft)	5	15	170	318
Link Distance (ft)			3711	957
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		70		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: 100 East & 1000 North, Interval #2

Movement	EB	WB	NB
Directions Served	R	LT	LR
Maximum Queue (ft)	11	161	274
Average Queue (ft)	2	75	160
95th Queue (ft)	11	175	321
Link Distance (ft)		3711	957
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	70		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 100 East & 1000 North, Interval #3

Movement	EB	WB	NB
Directions Served	R	LT	LR
Maximum Queue (ft)	15	182	364
Average Queue (ft)	2	88	213
95th Queue (ft)	13	185	477
Link Distance (ft)		3711	957
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	70		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: 100 East & 1000 North, Interval #4

Movement	EB	EB	WB	NB
Directions Served	T	R	LT	LR
Maximum Queue (ft)	4	20	156	423
Average Queue (ft)	1	3	72	245
95th Queue (ft)	7	20	152	549
Link Distance (ft)			3711	957
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		70		
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 1: 100 East & 1000 North, All Intervals

Movement	EB	EB	WB	NB
Directions Served	T	R	LT	LR
Maximum Queue (ft)	7	31	216	486
Average Queue (ft)	0	2	78	195
95th Queue (ft)	4	15	171	433
Link Distance (ft)			3711	957
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		70		
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 2: 100 East & 700 North, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	85	28	62	17
Average Queue (ft)	55	14	19	3
95th Queue (ft)	92	39	63	19
Link Distance (ft)		554	902	1125
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	94	45	45	14
Average Queue (ft)	56	20	16	2
95th Queue (ft)	101	50	50	17
Link Distance (ft)		554	902	1125
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	106	42	54	30
Average Queue (ft)	61	20	23	8
95th Queue (ft)	119	47	58	37
Link Distance (ft)		554	902	1125
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	96	34	56	14
Average Queue (ft)	60	14	21	2
95th Queue (ft)	108	40	57	16
Link Distance (ft)		554	902	1125
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 100 East & 700 North, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	134	49	77	44
Average Queue (ft)	58	17	20	4
95th Queue (ft)	106	44	57	24
Link Distance (ft)		554	902	1125
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 100 East & North Access, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	28	25
Average Queue (ft)	11	5
95th Queue (ft)	35	29
Link Distance (ft)	509	957
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 100 East & North Access, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	30	38
Average Queue (ft)	11	5
95th Queue (ft)	35	33
Link Distance (ft)	509	957
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 100 East & North Access, Interval #3

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	46
Average Queue (ft)	9	8
95th Queue (ft)	31	35
Link Distance (ft)	509	957
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 100 East & North Access, Interval #4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	25
Average Queue (ft)	11	6
95th Queue (ft)	35	29
Link Distance (ft)	509	957
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: 100 East & North Access, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	59
Average Queue (ft)	10	6
95th Queue (ft)	34	32
Link Distance (ft)	509	957
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 100 East & South Access, Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	24	31
Average Queue (ft)	7	6
95th Queue (ft)	28	31
Link Distance (ft)	395	288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 100 East & South Access, Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	20
Average Queue (ft)	8	4
95th Queue (ft)	31	25
Link Distance (ft)	395	288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 100 East & South Access, Interval #3

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	22
Average Queue (ft)	11	4
95th Queue (ft)	36	22
Link Distance (ft)	395	288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 100 East & South Access, Interval #4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	23
Average Queue (ft)	10	5
95th Queue (ft)	33	27
Link Distance (ft)	395	288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 100 East & South Access, All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	44
Average Queue (ft)	9	5
95th Queue (ft)	32	26
Link Distance (ft)	395	288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty, Interval #1: 0
Zone wide Queuing Penalty, Interval #2: 0
Zone wide Queuing Penalty, Interval #3: 0
Zone wide Queuing Penalty, Interval #4: 0
Zone wide Queuing Penalty, All Intervals: 0

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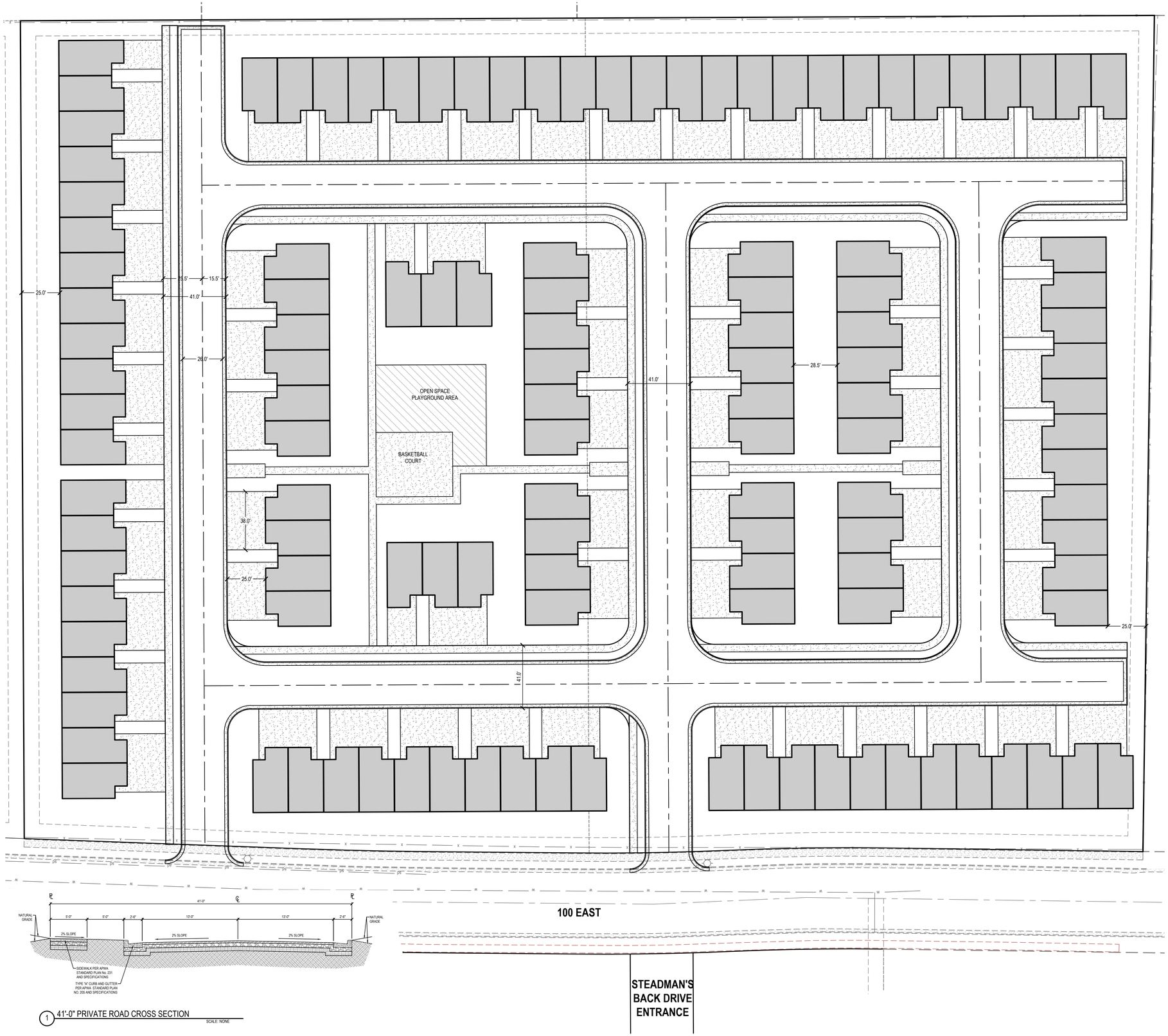
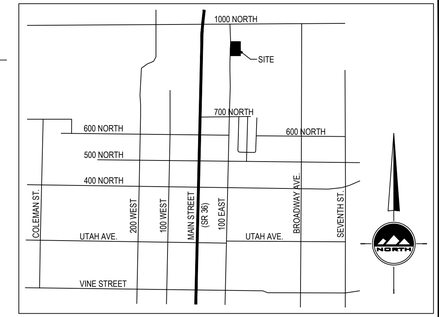
APPENDIX C

Site Plan



1 41'-0" PRIVATE ROAD CROSS SECTION

SCALE: NONE



VICINITY MAP

NO SCALE

FOR REVIEW
NOT FOR CONSTRUCTION

HDR ZONE ALLOWS 16 UNITS PER ACRES

TOTAL ACRES 9.15
ALLOWED TOWNHOUSES 146

NUMBER OF TOWNHOUSE 125
OPEN SPACE = 3.0 ACRES

HORIZONTAL GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
HORZ: 1 inch = 30 ft.

ENSIGN
THE STANDARD IN ENGINEERING

TOOELE
169 N. Main Street, Unit 1
Tooele, UT. 84074
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SALT LAKE CITY
Phone: 801.255.0529

LAYTON
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CEDAR CITY
Phone: 435.865.1453

RICHFIELD
Phone: 435.896.2983

WWW.ENSIGNENG.COM

FOR:
MSC CONSTRUCTION
842 EAST 2150 SOUTH
BOUNTIFUL, UT 84010
CONTACT:
MATT
PHONE: 801-643-4521

MSC CONSTRUCTION
TOWNHOUSE CONCEPT TOOELE

100 EAST
TOOELE CITY, UTAH

CONCEPT

PROJECT NUMBER T2173
PRINT DATE 12/7/2016
DRAWN BY C. CHILD
CHECKED BY D. KINSMAN
PROJECT MANAGER D. KINSMAN

HALES ENGINEERING
innovative transportation solutions

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

HALES ENGINEERING
Innovative transportation solutions

Project: Tooele - MSC Construction Townhouse Project TIS

Time Period: p.m. Peak Hour

95th Percentile Queue Length (feet)

Project #: UT17-1038

Intersection	Time Period	EB			NB		SB	WB	
		LTR	R	T	LR	LTR	LTR	LT	LTR
100 East & 1000 North	Existing (2017) Background	--	6	3	109	--	--	103	--
100 East & 700 North	Existing (2017) Background	70	--	--	--	45	15	--	41

SimTraffic Queueing Report

HALES ENGINEERING
Innovative transportation solutions

Project: Tooele - MSC Construction Townhouse Project TIS

Time Period: p.m. Peak Hour

95th Percentile Queue Length (feet)

Project #: UT17-1038

Intersection	Time Period	EB			NB		SB		WB		
		LTR	R	T	LR	LTR	LT	LTR	LR	LT	LTR
100 East & 1000 North	Existing (2017) Plus Project	--	9	3	116	--	--	--	--	97	--
100 East & 700 North	Existing (2017) Plus Project	71	--	--	--	44	--	20	--	--	41
100 East & North Access	Existing (2017) Plus Project	--	--	--	--	--	35	--	34	--	--
100 East & South Access	Existing (2017) Plus Project	--	--	--	--	--	20	--	37	--	--

SimTraffic Queueing Report

Project: Tooele - MSC Construction Townhouse Project TIS

Time Period: p.m. Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
Innovative transportation solutions

Project #: UT17-1038

Intersection	Time Period	EB		NB		SB	WB	
		LTR	R	LR	LTR	LTR	LT	LTR
100 East & 1000 North	Future (2024) Background	--	11	378	--	--	161	--
100 East & 700 North	Future (2024) Background	86	--	--	69	23	--	44

SimTraffic Queueing Report

Project: Tooele - MSC Construction Townhouse Project TIS

Time Period: p.m. Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
Innovative transportation solutions

Project #: UT17-1038

Intersection	Time Period	EB			NB			SB	WB	
		LTR	R	T	L	LTR	R	LTR	LT	LTR
100 East & 1000 North	Future (2024) Background Mitigated	--	16	2	227	--	138	--	198	--
100 East & 700 North	Future (2024) Background Mitigated	84	--	--	--	67	--	24	--	44

SimTraffic Queueing Report

HALES ENGINEERING
Innovative transportation solutions

Project: Tooele - MSC Construction Townhouse Project TIS

Time Period: p.m. Peak Hour

95th Percentile Queue Length (feet)

Project #: UT17-1038

Intersection	Time Period	EB			NB		SB		WB		
		LTR	R	T	LR	LTR	LT	LTR	LR	LT	LTR
100 East & 1000 North	Future (2024) Plus Project	--	15	4	433	--	--	--	--	171	--
100 East & 700 North	Future (2024) Plus Project	106	--	--	--	57	--	24	--	--	44
100 East & North Access	Future (2024) Plus Project	--	--	--	--	--	32	--	34	--	--
100 East & South Access	Future (2024) Plus Project	--	--	--	--	--	26	--	32	--	--

Tooele City Council and the
Tooele City Redevelopment Agency of Tooele City, Utah
Work Session Meeting Minutes

Date: Wednesday, April 19, 2017
Time: 5:00 p.m.
Place: Tooele City Hall, Large Conference Room
90 North Main St., Tooele, Utah

City Council Members Present:
Chairwoman Debbie Winn
Scott Wardle
Dave McCall
Brad Pratt
Steve Pruden

City Employees Present:
Mayor Patrick Dunlavy
Glenn Caldwell, Finance Director
Jim Bolser, Director of Community Development and Public Works
Michelle Pitt, Recorder
Roger, Baker, City Attorney
Rachelle Custer, City Planner
Paul Hansen, City Engineer
Randy Sant, Economic Development and Redevelopment Agency Director

Minutes prepared by Michelle Pitt

1. **Open Meeting**

Chairwoman Winn called the meeting to order at 5:00 p.m.

2. **Roll Call**

Debbie Winn, Present
Scott Wardle, Present
Dave McCall, Present
Brad Pratt, Present
Steve Pruden, Present

3. **Discussion:**

- Zoning Map and Land Use Discussion
  Presented by Jim Bolser

Mr. Bolser explained that staff was asked to put together a presentation for the Council regarding properties currently zoned for multi-family development, and properties that have been requested

to be rezoned for multi-family development. Mr. Bolser cautioned that the properties listed and numbers to be shown are potential, and not necessarily reality. Mr. Bolser divided the properties in to four sections, or four different types of development:

1. **City Property**:

Location	Current Zoning	Acreage*	Maximum Units
1000 North	GC	Unknown	Unknown
Near RR Tracks	HDR	8	126

2. **Recents** (properties and projects that the Council has had presented to them recently):

Location	Current Zoning	Acreage*	Maximum Units
2400 N	GC	8	128
100 E	GC	9	146
Broadway Apts.	R1-7	2	32
E. Vine/South of Golf Course	R1-7	13.5	60
Senior Project	R1-12	40	48
Canyon Village Rust	HDR	6 Lots	24

3. **Interest** (people have expressed interest but projects have not been brought to the Council yet):

Location	Current Zoning	Acreage*	Maximum Units
2000 - 2200 N. Main	LI	14	224
Near Bowling Alley	GC	18.5	298
Near Glen Eagles	HDR	25	200
1000 N (Matthews)	R1-7	26	416
Skyline	R1-7	9	25
Barbara Boss Prop.	LI	21	335

4. **Remaining** (zoned HDR, but haven't received recent interest in development):

Location	Current Zoning	Acreage*	Maximum Units
Across from Rust prop.	HDR	43.5	700**
1000 N (Crescent Court & Maples)	HDR	7.5	135
Next to USU	HDR	5	60

*Acreage is approximate
**Middle Canyon irrigation drainage goes through the middle of the property limiting what can be developed.

Key: GC – General Commercial

HDR – High Density Residential
R1-7 – Medium Density Residential
R1-12 – Low Density Residential
LI – Light Industrial

Mr. Bolser summarized the totals:

Category	**# of Projects**	**Acreage**	**Units**
City Property	2	8+	126+
Recents	6	88	438
Interest	6	113.5	1500
Remaining	3	56	900
Total:	17 properties	266	3000 approx. potential units.

Councilman Pruden asked if there were any overtures from the school district as to what they were going to do with Harris Elementary. Mr. Bolser said that the school had received contact from potential buyers, but the City hasn't heard anything.

Mr. Sant explained that a study was done about two years ago, specifically on the 31 acres that the City owns, on whether a housing property could be put there, and what the absorption rate would be over time. An analysis was done looking at the market within a 12 mile radius. At the time, there were 150 total apartments in that 12 mile radius. In the past 15 years there have been 0-120 units approved every year, at an average of 43 apartments. There were no apartments built in 2006 and 2009. The study projected that in five years the demand would be 70 per year. The numbers shown by Mr. Bolser indicate that that would fill that projection. The City would be able to build 198 apartments on City property. The study showed that it would take about three years to absorb those. Mr. Sant thinks that the City has plenty of property to absorb what the market would be. Mr. Sant said that he felt the study needed to be updated because the market has changed. The updated study should be completed in 2-3 weeks.

The Mayor stated that he wanted to know how many potential multi-family housing areas the City really had. He thanked Mr. Bolser for the presentation and said that it helped him understand what may need to be done or not done. He said that his first feeling was that the last thing that the City should be doing is adding additional areas zoned as HDR. The numbers prove that it's not necessary. The Mayor said that he doesn't feel that the updated study will show that the City needs to change zoning to allow more HDR areas. The City is not having interest in doing high density, but that doesn't mean that the City can't take each project as they come in. Mr. Baker said the study may not have included the Cove at Overlake. Mr. Sant said that it did include the Cove, but it didn't show all the units, it only showed about half of what they had planned. Mr. Sant stated that an apartment project is feasible on the City's property for future supply, but if the City has had 200 more units built since the study, it may not be applicable. If anyone wants to request a rezone to allow high density, they should do a similar study to see if those apartments would be feasible.

Councilman Wardle said that he remembered talking about project areas 10 years ago. They talked about zoning and project areas that possibly might turn in to low quality projects, with

higher police calls. Once there is a flooding on the market, it causes problems. He said he appreciated the study because it helped the Council evaluate where they move in the future. He felt that the market should dictate demand rather than the developers dictate demand. Councilman Wardle requested that as requests come in, this summary gets updated and given to the Council and the Planning Commission.

Mayor Dunlavy stated that this study was for a 12 mile radius, but they can't discount the fact that other jurisdictions have projects going on. The Council and administration have been sensitive to the fact that they want to project who they are. In doing that, they do a lot of planning, and decided what does this Council, with their vote, want this city to look like. Some high density housing projects turn in to exactly what Councilman Wardle described, with high crime areas. Councilman Pratt said that it was important to emphasize that Commercial and LI need to be in particular areas. HDR could damage the commercial outlook. They need to be mindful of that in the vision and decide where they want commercial. Chairwoman Winn said that the City needs to be aware of the importance of creating jobs. If all the commercial space is taken up with housing, there won't be any more commercial that will create jobs for the residents. Councilman Wardle said that USU plans on the City's master plan to help bring in students. The City needs to have quality growth versus quantity growth.

Chairwoman Winn and Councilman Pruden thanked Mr. Bolser for the presentation and said it was very helpful.

- Sunset Estates Preliminary Plan
  Presented by Jim Bolser

Mr. Bolser said that this is Phase 7 and is the next phase of Sunset Estates. The development will extend 400 West, and include 27 single family homes.

- Ordinance 2017-13 An Ordinance of Tooele City Amending the Tooele City Code Section 7-25-6 Regarding Permits for Temporary Special Event Signs
  Presented by Roger Baker

Mr. Baker explained that this amendment regards the sign code, but does not require reopening the sign code. A couple of years ago, the Council enacted a code regarding temporary special event signs. In one area of the code it says that some special events require signs. There is a small conflict because in another area of the code it says that all special events are exempt from signs. Mr. Baker stated that the amendment reconciles a small conflict, but doesn't change the sign ordinance.

The Mayor talked about special event applications and the need for these events to have insurance certificates. Although it has been a big change, after the reason has been explained to applicants, they understand the reason insurance is required.

Councilman Pruden expressed concern about electronic signs. He thinks there are violations throughout the City. Ms. Custer said that notices regarding that very thing were sent out on Friday. Ms. Custer said that sign companies say that their signs are in compliance. Councilman

Pruden stated that the brightness part cannot be in compliance, and said that St. Marguerites is extremely bright. Signs are supposed to have a dimmer switch installed. Mr. Bolser said that this issue becomes very seasonal. The City will try to stay on businesses to remind them that signs need to reset again. Councilman Pruden suggested that the code enforcement officer work on a few Saturdays to help with this issue. Chairwoman Winn said that there should be software that is similar on all signs, with a setting to not be brighter than what is allowed by law.

- Dispatch Fees
  Presented by Scott Wardle

Councilman Wardle stated that he and Councilman Pratt will be attending the Council of Government's (COG) meeting tomorrow night to vote on dispatch fees. He explained that this topic has been discussed a couple of times in the last couple of months. The City had received numbers showing an 8% increase every year. Because of discussions between the City and County, the County has come back with 1.5 - 2% increase instead. There has been new legislation regarding equipment replacement, and fees. Councilman Wardle said that the City would like a 2-3 year agreement with 1.5% increase. There are two options: establish a special service district (SSD), with a board to regulate the costs, or a contract. In order to set up a special service district, it would need to go to the voters. Councilman Wardle asked the Council which option they would like. Councilman Pruden stated that he was not in favor of the SSD. He would like a contract instead. He said that the County would need to be held to the terms of the contract. Chairwoman Winn agreed. She liked the idea of a contract so that they would know what the cost would be. Mayor Dunlavy stated that the County tried to propose that Grantsville be raised 24.5% and Tooele 26%. Both Grantsville and Tooele said no. Grantsville and Tooele were carrying the load for everyone. Sheriff Park told the Mayor that the reason they needed to have such a large increase was to establish a contingency fund of half a million in case they needed to replace equipment. The Mayor asked why the City should give thousands of dollars that the County wasn't going to use. He was told that the phone system needed to be replaced. The Mayor said that they found out that the phone system was paid for with 911 fees, not the new fees assessed. No one knew they had paid for the phone system with the 911 fees. The Mayor did not want to give the money just on the basis that they might need it. The Mayor stated that dispatch services are needed, and with the legislative laws the fees will increase. The SSD would create an amount of money but he wondered who would decide how the money was spent. He stated that he would be opposed to the SSD unless there was a specific agreement with how and where the money would be spent. Councilman Wardle said that he was trying to see where the costs are in the dispatch center. He was serious about keeping their costs under control. Councilman Wardle said that he understood fluctuations each year, but couldn't see why there were substantial increases each year. He said that dispatch calls were actually down over the last few years.
Councilman Pratt stated that this has facilitated a closer look at how it is structured within the County. He expressed appreciation for the negotiations and talks with the Sheriff. The increases they were asking for were astronomical. Councilman Pratt felt there was no justification for the increases. COG started looking at what could be done to keep dispatch, but keep the costs down. He said that he was leaning against the SSD, and would rather go with a contract.

Councilman Wardle said that he and Councilman Pratt will vote against the special service district.

4. Council Reports

Councilman Wardle: USU's graduation is this Saturday. USU has been working with Kami Perkins, HR, for police officers to take classes at USU after POST. USU has created a pathway for an Associate's Degree. POST is not counted as college credit towards Criminology. Councilman Wardle said that he liked the direction President Crockett is going with the USU campus. There were concerns with the nursing program, and President Crocket is addressing those issues. USU just received a grant to outfit the labs in the science building. USU can now provide a computer science degree.

Councilman Pruden: Mr. Baker, Mr. Sant and Councilman Pruden attended the League of Cities and Towns training. While at that conference, he completed his open meetings training. He felt that Tooele City is doing things the right way, while other Cities may not be. Budgeting is transparent, with the budget available to the public. Councilman Pruden attended a legislative review. One legislative change is the distance now for businesses that serve alcohol to be from schools and churches has been cut to 300 feet. The State wants to collect online sales tax, but there's a problem with how it gets dispersed. He discussed the pros and cons of online broadcasting all public meetings. Councilman Pruden went on to say that he liked to encourage people to attend the meetings, so that they can ask questions. Herriman City says they have a way to chime in during the meeting. There was a discussion with the Utah Food Truck League. Councilman Pruden indicated that they have solidified a deal to have food trucks at Fridays on Vine. There is a change in home occupation licensing that will require the City to amend our business license ordinance.

Mr. Baker indicated that he has a list of ordinances that will need to be implemented with the new legislative laws that are going in to effect.

Councilman Pratt: He is glad to be back on the CTC board. CTC is in the process of putting together a set of bylaws for the CTC board. The bylaws would outline the terms of the chair and functions of the board. Allison McCoy is currently the Chair. Councilman Pratt suggested that CTC have Mr. Baker review the bylaws. CTC is going to be a lot more involved with parents and principals putting programs in the schools, and having parents go in the schools. Councilman Pratt praised CTC for the work done in the community and feels that they have had a lot of success. CTC is looking for members to serve on the board. He asked Council members to let him know if they knew of someone to serve on that board.

Councilman Pratt indicated that he would update the Council after the COG meeting to let them know what happened at the meeting. The arts council has the Fridays on Vine schedule set. He said he was happy with what has been done with the stage.

Councilman McCall: There wasn't a library meeting.

Chairwoman Winn: At the North Tooele City Special Service District meeting, they did their training. Their next meeting is May 11.

The Mayor stated that because of the bad fire last year, administration has come up with a plan. The City will go around and identify open fields. They will make recommendations for code amendments to make the penalty more severe for those allowing weeds to get out of control. The amendment will also require the perimeter to be expanded to 30 feet instead of 15. Fire department inspectors will go around on Fridays and sometimes on Saturdays, to tell people that they need to cut their weeds, and inform them of the penalties if they don't. If they don't cut their weeds, the City will cut them and bill them for the cost. A lien may be placed on the property if necessary. The City will be more aggressive. The fire department and administration will work together.

5. **Close Meeting to Discuss Litigation and Property Acquisition**

Councilman McCall moved to close the meeting. Councilman Pratt seconded the motion. The vote was as follows: Councilman McCall "Aye," Councilman Wardle "Aye," Councilman Pratt "Aye," Councilman Pruden "Aye," and Chairwoman Winn "Aye."

Those in attendance during the closed session were: Glenn Caldwell, Jim Bolser, Mayor Patrick Dunlavy, Roger Baker, Michelle Pitt, Paul Hansen, Randy Sant, Councilman McCall, Councilman Wardle, Councilman Pratt, Councilman Pruden, and Chairwoman Winn.

The meeting closed at 6:20 p.m.

No minutes were taken on these items.

6. **Adjourn**

Councilman Pratt moved to adjourn the meeting. Councilman McCall seconded the motion. The vote was as follows: Councilman McCall "Aye," Councilman Wardle "Aye," Councilman Pratt "Aye," Councilman Pruden "Aye," and Chairwoman Winn "Aye."

The meeting adjourned at 6:50 p.m.

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

Approved this 3rd day of May, 2017

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Debra E. Winn, Tooele City Council Chair

Tooele City Council and
Tooele City Redevelopment Agency of Tooele City, Utah
Business Meeting Minutes

Date: Wednesday, April 19, 2017
Time: 7:00 p.m.
Place: Tooele City Hall, Council Chambers
90 North Main Street, Tooele, Utah

City Council Members Present:
Debbie Winn, Chairwoman
Brad Pratt
Dave McCall
Scott Wardle

City Employees Present:
Mayor Patrick Dunlavy
Glenn Caldwell, Finance Director
Chief Ron Kirby, Police Department
Jim Bolser, Public Works and Community Development Director
Heidi Peterson, Communities that Care Director
Michelle Pitt, City Recorder
Lisa Carpenter, Deputy Recorder

Minutes prepared by Lisa Carpenter.

Chairwoman Winn called the meeting to order at 7:02 p.m.

1. **Pledge of Allegiance**

The Pledge of Allegiance was led by Councilman Scott Wardle.

2. **Roll Call**

Scott Wardle, Present
Brad Pratt, Present
Steve Pruden, Present
Dave McCall, Present
Debbie Winn, Present

3. **Mayor's Youth Recognition Awards**

Presented by Mayor Patrick Dunlavy, Heidi Peterson and Chief Ron Kirby

Mayor Dunlavy welcomed everyone and said that this was the most fun and important thing that they do. Mayor Dunlavy asked those present to listen carefully to the things that are read about each student. Presenting these awards is an honor that they look forward to every Wednesday.

The Mayor introduced Heidi Peterson, Director of Communities that Care, and Chief Ron Kirby of the Tooele City Police Department.

Ms. Peterson thanked and welcomed those present. Before the awards presentation, Ms. Peterson desired to explain the Communities that Care department and the programs offered. We are fortunate to live in a city where our City Council, Mayor, and other city leaders really value the things that are going on with our youth and families. As a result, we have Communities that Care, which is an evidence based program to bring the very best programs here to our community for our youth and families.

The first program highlighted by Ms. Peterson is an awesome parenting class called Guiding Good Choices. It's a five-week class, absolutely free of charge, which makes good families even better. The Tooele City website has more information, and registration is available there as well. Ms. Peterson encouraged all families to attend if they haven't already done so.

The next program highlighted by Ms. Peterson has been offered for about 3 years. The program is called QPR, or Question, Persuade, and Refer. In just 90 minutes, participants learn to recognize the risk factors and warning signs associated with suicide. This is a very important concern in our community. A three-step skill is also taught to use with someone at risk. The next public meeting will be held May 11th. Registration is available at tooelecity.org.

The last program highlighted is called Second Step. This program is an evidence-based prevention program that is in the schools, grades K-8, and partnered with the Police Department. The sixth grades are currently completing a drug and alcohol prevention unit. A fantastic officer from the Police Department has been teaching the kids the dangers of drugs and alcohol. The kids are also taught how to have hopes and dreams, and how to resist dangerous substances that can get in the way of a successful future.

Research shows that in order for kids to be really successful, they need to be recognized for the great things they do. There is also a copy of the narrative to be read by Ms. Peterson and a certificate signed by the Mayor. The recipients of this award will be receiving backpacks that include donations and prizes from local agencies and business that want to congratulate and support these students.

Ms. Peterson presented the Mayor's Youth Recognition Awards to the following students:

* Luke Hansen, Clarke N. Johnsen Jr. High School
* Austyn Rae Cox, Clarke N. Johnsen Jr. High School
* Jake Phillips, Tooele Jr. High School
* Lachele Coombs, Tooele Jr. High School
* Andrew Stuart, Tooele High School

Mayor Dunlavy again expressed his pride and appreciation for the recipients of this award. He thanked the parents and congratulated them on the wonderful job they're doing. He also thanked the grandparents and other family members involved in supporting these youth.

A brief recess was taken for a picture of the recipients and their certificates with the City Council members and Mayor. The photo will be included in the Tooele Transcript Bulletin and the Tooele City CTC Facebook page.

4. **Public Comment Period**

Chairwoman Winn opened the public comment period to anyone who would like to come forward to the podium and address the Council with any concerns or comments. She asked those interested to sign their name on the roster, speak clearly into the microphone, and to keep comments brief.

There were no public comments.

Chairwoman Winn closed the public comment period at 7:25 p.m.

5. **Sunset Estates Preliminary Plan**

Presented by Jim Bolser

Mr. Bolser stated that this was the preliminary plan for the next phase of Sunset Estates Phase 7. It is located on 400 West and approximately 2250 North. The area is located just north of Clarke Johnson Jr. High. The Planning Commission has reviewed this application and has forwarded a unanimous positive recommendation for your consideration this evening.

Councilman Pruden commented on how pleased he is with their work. Their product is nice. The homes are nice. The people that live there, like it. I really appreciate the way they do their business.

Mr. Bolser confirmed that they have been very good to work with, as well.

Councilman Wardle moved to approve the Sunset Estates Preliminary Plan. Councilman Pratt seconded the motion. The vote was as follows: Councilman Wardle, "Aye," Councilman Pratt, "Aye," Councilman Pruden, "Aye," Councilman McCall "Aye," and Chairwoman Winn, "Aye."

6. **Minutes: April 5, 2017**

Councilman McCall moved to approve the minutes for the meetings held on April 5, 2017 as presented. Councilman Pratt seconded the motion. The vote was as follows: Councilman McCall, "Aye," Councilman Pruden, "Aye," Councilman Pratt, "Aye," Councilman Wardle "Aye," and Chairwoman Winn, "Aye."

7. **Invoices**

Presented by Michelle Pitt

There were no invoices to present.

8. Adjourn

Councilman Wardle moved to adjourn the meeting. Councilman Pratt seconded the motion. The vote was as follows: Councilman Wardle, "Aye," Councilman Pratt, "Aye," Councilman Pruden, "Aye," Councilman McCall "Aye," and Chairwoman Winn, "Aye."

The meeting adjourned at 7:27 p.m.

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

Approved this 3rd day of May, 2017

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Debbie Winn, Tooele City Council Chair