

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 17, 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 2017-15 An Ordinance of Tooele City Correcting TCC Section 4-11a-2 Regarding Park Strip Trees
Presented by Roger Baker**
- **Ordinance 2017-16 An Ordinance of Tooele City Amending Tooele City Code Chapter 5-20 Regarding the Proximity of Specified Community Locations to New Restaurants Serving Alcohol
Presented by Roger Baker**
- **Ordinance 2017-18 An Ordinance of Tooele City Code Section 5-1-7 Regarding Occasional Businesses Operated by Minors
Presented by Roger Baker**
- **Settlement Agreement for Gleneagles P.U.D.
Presented by Jim Bolser**
- **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**
- **Review and Discuss RDA FY 2018 Budget
Presented by Randy Sant**
- **RDA Resolution 2017-01 A Resolution of the Redevelopment Agency of Tooele City Designating the Tooele Business Park Community Reinvestment Project Area be Created and Authorizing and Directing all Necessary Action by the Agency, Staff, and Consultants
Presented by Randy Sant**
- **RDA Resolution 2017-02 A Resolution of the Redevelopment Agency of Tooele City Designating the Tooele 1000 North West Industrial Community Reinvestment Project Area be Created and Authorizing and Directing all Necessary Action by the Agency, Staff, and Consultants
Presented by Randy Sant**
- **RDA Resolution 2017-03 A Resolution of the Redevelopment Agency of Tooele City Designating the Tooele 1000 North Retail Community Reinvestment Project**

Area be Created and Authorizing and Directing all Necessary Action by the Agency, Staff, and Consultants

Presented by Randy Sant

- **Approval of a Listing Agreement for the Sale of Property within the Tooele Commercial Park with CBC Advisors**
Presented by Randy Sant
- **Project Update**
Presented by Randy Sant

4. Council Reports

5. Close Meeting

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

6. 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.

4-27-17

Tooele City Council
90 North Main Street
Tooele, UT 84074

Dear Council Members,

This letter is to request an amendment to the "Settlement Agreement for Gleneagles P.U.D." to allow for Townhomes to be constructed within the established Gleneagles P.U.D. Please find the attached conceptual plan showing the proposed development. This conceptual plan shows generally the development that we are proposing but may change as necessary. Please direct any question that you may have to me.

Sincerely,

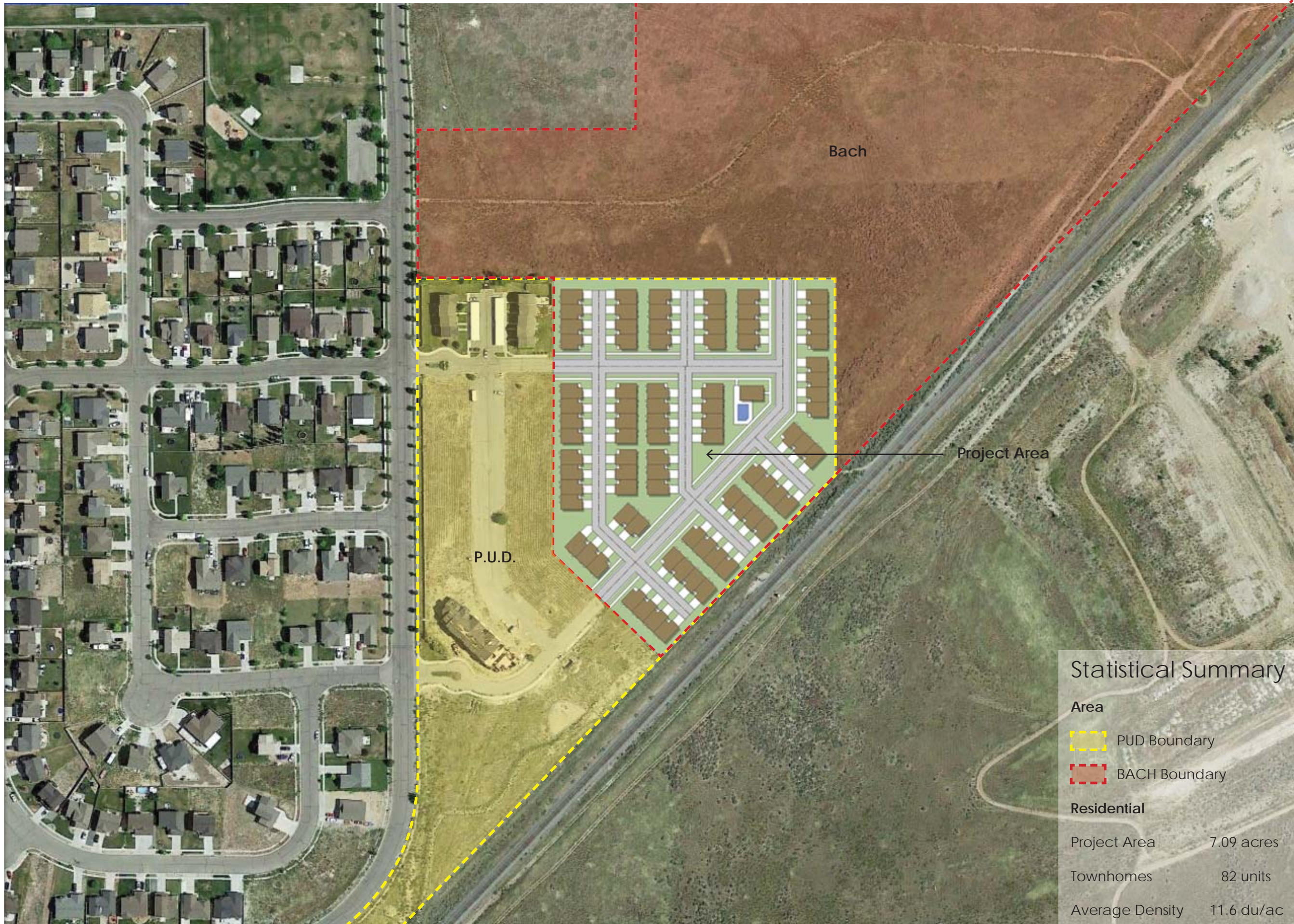


Nick Mason
Vice President of Land
Bach Homes



Statistical Summary	
Area	
Total Gross Area	7.09 acres
Residential	
Townhomes	82 units
Average Density	11.6 du/ac

TOOELE DEVELOPMENT
CONCEPTUAL SITE PLAN
April 26, 2017



TOOELE DEVELOPMENT

CONCEPTUAL SITE PLAN
April 27, 2017

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 17, 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. **Mayor's Youth Recognition Awards**
4. **Public Comment Period**
5. **Ordinance 2017-15 An Ordinance of Tooele City Correcting TCC Section 4-11a-2 Regarding Park Strip Trees
Presented by Roger Baker**
6. **Ordinance 2017-16 An Ordinance of Tooele City Amending Tooele City Code Chapter 5-20 Regarding the Proximity of Specified Community Locations to New Restaurants Serving Alcohol
Presented by Roger Baker**
7. **Ordinance 2017-18 An Ordinance of Tooele City Code Section 5-1-7 Regarding Occasional Businesses Operated by Minors
Presented by Roger Baker**
8. ***PUBLIC HEARING & MOTION* on 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**
9. ***PUBLIC HEARING & MOTION* on 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**
10. **RDA Resolution 2017-01 A Resolution of the Redevelopment Agency of Tooele City Designating the Tooele Business Park Community Reinvestment Project Area be Created and Authorizing and Directing all Necessary Action by the Agency, Staff, and Consultants
Presented by Randy Sant**
11. **RDA Resolution 2017-02 A Resolution of the Redevelopment Agency of Tooele City Designating the Tooele 1000 North West Industrial Community Reinvestment Project**

Area be Created and Authorizing and Directing all Necessary Action by the Agency, Staff, and Consultants

Presented by Randy Sant

12. RDA Resolution 2017-03 A Resolution of the Redevelopment Agency of Tooele City Designating the Tooele 1000 North Retail Community Reinvestment Project Area be Created and Authorizing and Directing all Necessary Action by the Agency, Staff, and Consultants

Presented by Randy Sant

13. Approval of a Listing Agreement for the Sale of Property within the Tooele Commercial Park with CBC Advisors

Presented by Randy Sant

14. Minutes

15. Invoices

Presented by Michelle Pitt

16. 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 CITY CORPORATION

ORDINANCE 2017-15

AN ORDINANCE OF TOOELE CITY CORRECTING TCC SECTION 4-11a-2 REGARDING PARK STRIP TREES.

WHEREAS, Tooele City's street tree regulation is contained in TCC Chapter 4-11a; and,

WHEREAS, TCC Section 4-11a-2(3) cross references incorrectly to TCC Section 4-11-22, the correction section being 4-11-20; and,

WHEREAS, TCC Section 4-11-20 does not contain authorized street tree varieties, but refers to a Street Tree Selection Guide promulgated by the Director of Public Works and Community Development; and,

WHEREAS, the City Attorney recommends that Section 4-11a-2(3) be amended as follows:

(3) Trees planted within park strip areas shall comply with the Street Tree Selection Guide authorized ~~be of a variety specified~~ in §4-11-20~~2~~. All other varieties are prohibited in the park strip.

WHEREAS, this ordinance is in the public interest to correct and clarify TCC provisions and to protect the public infrastructure:

NOW, THEREFORE, BE IT ORDAINED BY THE TOOELE CITY COUNCIL that TCC Section 4-11a-2(3) is hereby amended as shown in the recitals above.

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

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

TOOELE CITY CORPORATION

ORDINANCE 2017-16

AN ORDINANCE OF TOOELE CITY AMENDING TOOELE CITY CODE CHAPTER 5-20 REGARDING THE PROXIMITY OF SPECIFIED COMMUNITY LOCATIONS TO NEW RESTAURANTS SERVING ALCOHOL.

WHEREAS, TCC Section 5-20-15 governs the minimum distances required between establishments that sell or serve alcoholic beverages to specified community locations, such as, churches, libraries, public parks, public playgrounds, and schools; and,

WHEREAS, UCA Section 32B-1-202 contains the same proximity restrictions as TCC Section 5-20-15; and,

WHEREAS, 2017 Utah Legislature House Bill 442 (effective May 9, 2017) enacts new proximity restrictions between new restaurants serving alcoholic beverages and specified community locations (see highlighted portions of HB 442, attached as Exhibit A); and,

WHEREAS, given the specific proximity restrictions contained in HB 442, Tooele City is preempted from enacting all but identical proximity restrictions; and,

WHEREAS, mirroring Utah statute in the Tooele City Code by enacting identical regulations requires the City Code to be updated every time the Utah Code is amended, indicating a logical preference for the City Code to merely reference the State regulation rather than to repeat or mirror it; and,

WHEREAS, the City Administration recommends making the amendments to Tooele City Code Chapter 5-20 shown in the attached Exhibit B, which amendments refer to the State of Utah proximity restrictions, as well as making cross-reference corrections and numerous minor technical revisions; and,

WHEREAS, updating the Tooele City Code as required by Exhibit A and as shown in Exhibit B are in the best interest of Tooele City in the administration of proximity requirements for establishments that sell or serve alcoholic beverages, and minimizes the risk of conflicts between the Utah Code and the Tooele City Code:

NOW, THEREFORE, BE IT ORDAINED BY THE TOOELE CITY COUNCIL that Tooele City Code Chapter 5-20 is hereby amended as shown in Exhibit B.

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

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

Exhibit A

Selections from 2017 HB 442

ALCOHOL AMENDMENTS

2017 GENERAL SESSION

STATE OF UTAH

Chief Sponsor: Brad R. Wilson

Senate Sponsor: Jerry W. Stevenson

LONG TITLE

General Description:

This bill modifies provisions related to the regulation of alcoholic beverages.

Highlighted Provisions:

This bill:

- ▶ defines terms;
- ▶ modifies the name of certain retail licenses;
- ▶ provides that a local authority may issue a business license to a retail licensee only if the licensee is lawfully present in the United States;
- ▶ provides that a licensee or permittee may only engage in behavior expressly allowed by Title 32B, Alcoholic Beverage Control Act, or local ordinance;
- ▶ requires the Department of Alcoholic Beverage Control and the Alcoholic Beverage Control Commission to implement and enforce the provisions of Title 32B, Alcoholic Beverage Control Act, in accordance with its express language and stated policy purpose;
- ▶ reduces the permissible proximity of a restaurant licensee to a community location;
- ▶ removes the commission's authority to grant a variance to the proximity requirements;
- ▶ modifies the calculation of the money from the sale of a bottle or individual portion of wine by a retail licensee or sublicensee in determining the percentage of gross receipts from the sale of food or an alcoholic product;
- ▶ requires electronic age verification of certain individuals who procure an alcoholic product in a dispensing area in a restaurant;

422 [(17)] (19) "Church" means a building:

- 423 (a) set apart for worship;
- 424 (b) in which religious services are held;
- 425 (c) with which clergy is associated; and
- 426 (d) that is tax exempt under the laws of this state.

427 [(19)] (20) "Commission" means the Alcoholic Beverage Control Commission created
428 in Section 32B-2-201.

429 [(20)] (21) "Commissioner" means a member of the commission.

430 [(21)] (22) "Community location" means:

- 431 (a) a public or private school;
- 432 (b) a church;
- 433 (c) a public library;
- 434 (d) a public playground; or
- 435 (e) a public park.

436 [(22)] (23) "Community location governing authority" means:

- 437 (a) the governing body of the community location; or
- 438 (b) if the commission does not know who is the governing body of a community
439 location, a person who appears to the commission to have been given on behalf of the
440 community location the authority to prohibit an activity at the community location.

441 [(23)] (24) "Container" means a receptacle that contains an alcoholic product,
442 including:

- 443 (a) a bottle;
- 444 (b) a vessel; or
- 445 (c) a similar item.

446 [(24)] (25) "Convention center" means a facility that is:

- 447 (a) in total at least 30,000 square feet; and
- 448 (b) otherwise defined as a "convention center" by the commission by rule.

449 [(25)] (26) (a) [Subject to Subsection (25)(b), "counter"] "Counter" means a surface or

758 (88)(a) to a third party for the third party's event.

759 ~~[(86)]~~ (89) "Reception center license" means a license issued in accordance with
760 Chapter 5, Retail License Act, and Chapter 6, Part 8, Reception Center License.

761 ~~[(87)]~~ (90) (a) "Record" means information that is:

762 (i) inscribed on a tangible medium; or

763 (ii) stored in an electronic or other medium and is retrievable in a perceivable form.

764 (b) "Record" includes:

765 (i) a book;

766 (ii) a book of account;

767 (iii) a paper;

768 (iv) a contract;

769 (v) an agreement;

770 (vi) a document; or

771 (vii) a recording in any medium.

772 ~~[(88)]~~ (91) "Residence" means a person's principal place of abode within Utah.

773 ~~[(89)]~~ (92) "Resident," in relation to a resort, means the same as that term is defined in
774 Section 32B-8-102.

775 ~~[(90)]~~ (93) "Resort" means the same as that term is defined in Section 32B-8-102.

776 ~~[(91)]~~ (94) "Resort facility" is as defined by the commission by rule.

777 ~~[(92)]~~ (95) "Resort license" means a license issued in accordance with Chapter 5,
778 Retail License Act, and Chapter 8, Resort License Act.

779 (96) "Responsible alcohol service plan" means a written set of policies and procedures
780 that outlines measures to prevent employees from:

781 (a) over-serving alcoholic beverages to customers;

782 (b) serving alcoholic beverages to customers who are actually, apparently, or obviously
783 intoxicated; and

784 (c) serving alcoholic beverages to minors.

785 ~~[(93)]~~ (97) "Restaurant" means a business location:

- 786 ~~(a) at which a variety of foods are prepared;~~
- 787 ~~(b) at which complete meals are served to the general public; and~~
- 788 ~~(c) that is engaged primarily in serving meals to the general public.~~

789 ~~[(94)] (98)~~ "Retail license" means one of the following licenses issued under this title:

- 790 (a) a full-service restaurant license;
- 791 (b) a master full-service restaurant license;
- 792 (c) a limited-service restaurant license;
- 793 (d) a master limited-service restaurant license;
- 794 (e) a ~~[club]~~ bar establishment license;
- 795 (f) an airport lounge license;
- 796 (g) an on-premise banquet license;
- 797 (h) an on-premise beer license;
- 798 (i) a reception center license;
- 799 (j) a beer-only restaurant license;
- 800 (k) a resort license; or
- 801 (l) a hotel license.

802 ~~[(95)] (99)~~ "Room service" means furnishing an alcoholic product to a person in a
 803 guest room of a:

- 804 (a) hotel; or
- 805 (b) resort facility.

806 ~~[(96)] (100)~~ (a) "School" means a building used primarily for the general education of
 807 minors.

808 (b) "School" does not include an educational facility.

809 ~~[(97)] (101)~~ "Sell" or "offer for sale" means a transaction, exchange, or barter whereby,
 810 for consideration, an alcoholic product is either directly or indirectly transferred, solicited,
 811 ordered, delivered for value, or by a means or under a pretext is promised or obtained, whether
 812 done by a person as a principal, proprietor, or as staff, unless otherwise defined in this title or
 813 the rules made by the commission.

982 1 for which the enforcement ratio is greater than 52.

983 (c) Notwithstanding Subsection (2)(b), the commission may issue a quota retail license
984 during the 12-month period described in Subsection (2)(b) beginning on the day on which a
985 sufficient number of alcohol-related law enforcement officers are employed so that if the
986 enforcement ratio is calculated, the enforcement ratio would be equal to or less than 52.

987 (d) Once the Department of Public Safety certifies under Subsection (1)(d) the total
988 number of positions designated as alcohol-related law enforcement officers that are funded as
989 of July 1, the Department of Public Safety may not use the funding for the designated
990 alcohol-related law enforcement officers for a purpose other than funding those positions.

991 (3) For purposes of determining the number of state stores that the commission may
992 establish or the number of package agencies or retail licenses that the commission may issue,
993 the commission shall determine population by:

- 994 (a) the most recent United States decennial or special census; or
- 995 (b) another population determination made by the United States or state governments.

996 (4) The commission may not consider a retail license that meets the following
997 conditions in determining the total number of licenses available for that type of retail license
998 that the commission may issue at any time:

- 999 (a) the retail license was issued to a club licensee designated as a dining club as of July
1000 1, 2011; and

- 1001 (b) the dining club license is converted to another type of retail license in accordance
1002 with Section 32B-6-409.

1003 Section 7. Section **32B-1-202** is amended to read:

1004 **32B-1-202. Proximity to community location.**

1005 (1) ~~[For purposes of]~~ As used in this section~~["outlet" means]:~~

1006 (a) (i) "Outlet" means:

1007 ~~[(a)]~~ (A) a state store;

1008 ~~[(b)]~~ (B) a package agency; or

1009 ~~[(c)]~~ (C) a retail licensee~~["except an airport lounge licensee"].~~

1010 (ii) "Outlet" does not include:

1011 (A) an airport lounge licensee; or

1012 (B) a restaurant.

1013 (b) "Restaurant" means:

1014 (i) a full-service restaurant licensee;

1015 (ii) a limited-service restaurant licensee; or

1016 (iii) a beer-only restaurant licensee.

1017 (2) (a) [Except as otherwise provided in this section, the] The premises of an outlet
1018 may not be located:

1019 [(a)] (i) within 600 feet of a community location, as measured from the nearest
1020 entrance of the outlet by following the shortest route of ordinary pedestrian travel to the
1021 property boundary of the community location; or

1022 [(b)] (ii) within 200 feet of a community location, measured in a straight line from the
1023 nearest entrance of the outlet to the nearest property boundary of the community location.

1024 (b) The premises of a restaurant may not be located:

1025 (i) within 300 feet of a community location, as measured from the nearest entrance of
1026 the restaurant by following the shortest route of ordinary pedestrian travel to the property
1027 boundary of the community location; or

1028 (ii) within 200 feet of a community location, measured in a straight line from the
1029 nearest entrance of the restaurant to the nearest property boundary of the community location.

1030 [(3) With respect to the location of an outlet, the commission may authorize a variance
1031 to reduce the proximity requirement of Subsection (2) if:]

1032 [(a) when the variance reduces the proximity requirement of Subsection (2)(b), the
1033 community location at issue is:]

1034 [(i) a public library; or]

1035 [(ii) a public park;]

1036 [(b) except with respect to a state store, the local authority gives its written consent to
1037 the variance;]

1038 ~~[(c) the commission finds that alternative locations for locating that type of outlet in~~
1039 ~~the community are limited;]~~

1040 ~~[(d) a public hearing is held in the city, town, metro township, or county, and when~~
1041 ~~practical in the neighborhood concerned;]~~

1042 ~~[(e) after giving full consideration to the attending circumstances and the policies~~
1043 ~~stated in Subsections 32B-1-103(3) and (4), the commission determines that locating the outlet~~
1044 ~~in that location would not be detrimental to the public health, peace, safety, and welfare of the~~
1045 ~~community;]~~

1046 ~~[(f) (i) the community location governing authority gives its written consent to the~~
1047 ~~variance; or]~~

1048 ~~[(ii) if the community location governing authority does not give its written consent to~~
1049 ~~a variance, the commission finds the following for a state store, or if the outlet is a package~~
1050 ~~agency or retail licensee, the commission finds that the applicant establishes the following:]~~

1051 ~~[(A) there is substantial unmet public demand to consume an alcoholic product.]~~

1052 ~~[(f) within the geographic boundary of the local authority in which the outlet is to be~~
1053 ~~located; and]~~

1054 ~~[(H) for an outlet that is a retail licensee, in a public setting;]~~

1055 ~~[(B) there is no reasonably viable alternative for satisfying the substantial unmet~~
1056 ~~demand other than through locating that type of outlet in that location; and]~~

1057 ~~[(C) there is no reasonably viable alternative location within the geographic boundary~~
1058 ~~of the local authority in which the outlet is to be located for locating that type of outlet to~~
1059 ~~satisfy the unmet demand;]~~

1060 ~~[(4) With respect to the premises of a package agency or retail licensee that undergoes~~
1061 ~~a change of ownership, the commission may waive or vary the proximity requirements of~~
1062 ~~Subsection (2) in considering whether to issue the package agency or same type of retail license~~
1063 ~~to the new owner of the premises if:]~~

1064 ~~[(a) the premises previously received a variance reducing the proximity requirement of~~
1065 ~~Subsection (2)(a);]~~

1066 ~~[(b) the premises received a variance reducing the proximity requirement of Subsection~~
1067 ~~(2)(b) on or before May 4, 2008; or]~~

1068 ~~[(c) a variance from proximity requirements was otherwise allowed under this title.]~~

1069 (3) (a) For an outlet or a restaurant that holds a license on May 9, 2017, and operates
1070 under a previously approved variance to one or more proximity requirements in effect before
1071 May 9, 2017, subject to the other provisions in this title, the outlet or restaurant may continue
1072 to operate under the variance if the property on which the outlet or restaurant is located is used
1073 to operate an outlet or a restaurant under the same type of license for which the commission
1074 previously approved the variance, regardless of whether:

1075 (i) the outlet or restaurant changes ownership;

1076 (ii) the property on which the outlet or restaurant is located changes ownership; or

1077 (iii) except as provided in Subsection (3)(b), there is a lapse in the use of the property
1078 as an outlet or a restaurant with the same type of license for which the commission previously
1079 approved the variance.

1080 (b) An outlet or a restaurant may not operate under a previously approved variance if:

1081 (i) there is a lapse in the use of the property as an outlet or a restaurant with the same
1082 type of license for which the commission previously approved the variance; and

1083 (ii) during the lapse, the property is used for a purpose other than an outlet or a
1084 restaurant with the same type of license for which the commission previously approved the
1085 variance.

1086 ~~[(5)] (4) Nothing in this section prevents the commission from considering the~~
1087 ~~proximity of an educational, religious, and recreational facility, or any other relevant factor in~~
1088 ~~reaching a decision on a proposed location of an outlet or a restaurant.~~

1089 Section 8. Section **32B-1-207** is amended to read:

1090 **32B-1-207. Calculation of ratio of gross receipts of food to alcoholic product.**

1091 In calculating the annual gross receipts of a retail license or sublicense for purposes of
1092 determining the percentage of gross receipts from the sale, offer for sale, or furnishing of food
1093 or an alcoholic product, a retail licensee may not include in the calculation the money from the

- 4677 (8) Section 32B-6-205.3 is repealed July 1, 2022.
- 4678 (9) Subsections 32B-6-302(3) and (4) are repealed July 1, 2022.
- 4679 (10) Section 32B-6-305 is repealed July 1, 2022.
- 4680 (11) Subsection 32B-6-305.2(17) is repealed July 1, 2022.
- 4681 (12) Section 32B-6-305.3 is repealed July 1, 2022.
- 4682 (13) Section 32B-6-404.1 is repealed July 1, 2022.
- 4683 (14) Section 32B-6-409 is repealed July 1, 2022.
- 4684 (15) Subsection 32B-6-703(2)(e)(iv) is repealed July 1, 2022.
- 4685 (16) Subsections 32B-6-902(1)(c), (1)(d), and (2) are repealed July 1, 2022.
- 4686 (17) Section 32B-6-905 is repealed July 1, 2022.
- 4687 (18) Subsection 32B-6-905.1(17) is repealed July 1, 2022.
- 4688 (19) Section 32B-6-905.2 is repealed July 1, 2022.
- 4689 (20) Section 32B-7-303 is repealed March 1, 2019.
- 4690 (21) Section 32B-7-304 is repealed March 1, 2019.
- 4691 (22) Subsection 32B-8-402(1)(b) is repealed July 1, 2022.

Section 74. **Repealer.**

This bill repeals:

Section 32B-6-205.1, **Credit for grandfathered bar structures of full-service restaurant licensee.**

Section 32B-6-305.1, **Credit for grandfathered bar structures for limited-service restaurant licensee.**

Section 75. **Effective date.**

(1) Except as provided in Subsection (2), ~~this bill takes effect on May 9, 2017.~~

(2) The actions affecting Section 32B-2-304 take effect on July 1, 2017.

Exhibit B

Proposed Amendments to TCC Chapter 5-20

CHAPTER 20. BEER LICENSES

- 5-20-1. Definitions.
- 5-20-2. Unlawful to engage in retail beer sales without a license.
- 5-20-3. Beer licenses classified.
- 5-20-4. Class "A" retailer license.
- 5-20-5. Class "B" restaurant license.
- 5-20-6. Class "C" tavern license.
- 5-20-7. Class "D" private facility license.
- 5-20-8. Class "E" public facility license.
- 5-20-9. Class "F" brewery license.
- 5-20-10. Combination B and C license.
- 5-20-11. Seasonal or event license.
- 5-20-12. Liquor license - General requirements.
- 5-20-13. Application for license - General requirements.
- 5-20-14. Referral to chief of police.
- 5-20-15. Grounds for denial.
- 5-20-16. Approval or denial of license - Appeals.
- 5-20-17. License renewals.
- 5-20-18. Transfer of license.
- 5-20-19. License fees.
- 5-20-20. Referral to Health and Community Development Departments
- 5-20-21. Class "C" tavern license restriction.
- 5-20-22. Expiration of license.
- 5-20-23. Display of licenses.
- 5-20-24. Periodic inspection of premises by police department.
- 5-20-25. License suspension - Appeals.
- 5-20-26. License revocation - Appeals.
- 5-20-27. Unlawful to sell beer or liquor without license
- 5-20-27a. Unlawful to sell beer or liquor to minors.
- 5-20-27b. Unlawful for minor to sell beer or liquor.
- 5-20-27c. Unlawful to fail to notify law enforcement of criminal activity.
- 5-20-28. Unlawful to allow consumption of liquor without license.
- 5-20-29. Unlawful to consume liquor at unlicensed establishment.
- 5-20-30. Unlawful to store liquor.
- 5-20-31. Minimum light and open view required in licensed premises.
- 5-20-32. Presence of minors in certain establishments prohibited.
- 5-20-33. Unlawful to permit minors in a class "C" establishment.
- 5-20-34. Presence of minors in lounge or bar areas.
- 5-20-35. Unlawful to permit intoxicated person on licensed premises.
- 5-20-36. Sale or disposition of beer between certain hours unlawful.
- 5-20-37. Sanctions.
- 5-20-38. Regulation of kegs and other large containers.

5-20-1. Definitions.

The words and phrases used in this Chapter shall have the meanings given them by [Utah Code §Section 32BA-1-1025, Utah Code Annotated, 1953](#), as amended ~~2001~~, unless a different meaning is clearly indicated from the context of the provision in question.
(Ord. 2002-05, 04-03-2002) (Ord. 1985-01, 02-26-1985)

5-20-2. Unlawful to engage in retail beer sales without a license.

It shall be unlawful for any person to engage in the business of the sale of beer at retail, in bottles, cans, or draft, within the corporate limits of Tooele City without first having procured a license from Tooele City for each place of sale. All licenses shall comply with the provisions of the Utah Alcoholic Beverage Control Act, implementing regulations, and this Chapter. A license granted pursuant to this Chapter shall not waive the licensee's obligation to comply with applicable state of Utah laws and regulations.
(Ord. 2005-09, 05-18-2005) (Ord. 2002-05, 04-03-2002)
(Ord. 1985-01, 02-26-1985)

5-20-3. Beer licenses classified.

Licenses issued under the provisions of this Chapter shall be classified into the following types, which shall carry the privileges and responsibilities hereinafter set forth in this Chapter: Class "A", Class "B", Class "C", Class "D", Class "E", Class F, and Seasonal or Event.
(Ord. 2002-05, 04-03-2002) (Ord. 1985-01, 02-26-1985)

5-20-4. Class "A" retailer license.

A Class "A" license shall entitle the licensee to sell beer at the establishment described in the license in original containers for consumption off the premises in accordance with the [Utah Alcoholic Beverage Control Act Liquor Control Act of Utah](#) and this Chapter; provided, however, that it shall be unlawful for the licensee to sell or distribute beer in any container larger than ~~two~~ (2) liters.
(Ord. 2002-05, 04-03-2002) (Ord. 1985-01, 02-26-1985)

5-20-5. Class "B" restaurant license.

(1) A Class "B" license shall entitle the licensee to sell beer in the original containers at the establishment for consumption at the licensed establishment.

(2) Only bona fide restaurants, where a variety of hot food is prepared and cooked, and where complete meals are served to the general public in connection with indoor dining accommodations, shall be entitled to Class "B" licenses. All Class "B" licensees shall maintain records, including invoices, vouchers, and receipts, which shall disclose the gross dollar sales of food served for consumption on the licensed premises during each and every month of the year. In those licensed establishments which are also licensed by the state of Utah to allow consumption of liquor on the premises, the sale of carbonated and noncarbonated soft drinks, soda water, water, and other mixers shall not constitute the sale of

food within the meaning of this Chapter, and such licensees shall maintain a separate record which shall disclose the gross sales of such mixers during each and every month of the year. The licensee shall make all gross dollar sales records available for inspection and audit by the City within 48 hours of the City's written request to inspect and audit the records. Failure of a licensee to properly maintain or make available records of gross dollar sales for inspection and audit shall be cause for revocation of the Class "B" license. If an audit or inspection discloses that the sales of food served for consumption on any licensed premises hereunder are less than ~~sixty percent~~ (60%) of the gross dollar sales for any month, the licensee shall be required to submit to the City Recorder, within ~~fifteen~~ (15) days from the date of written notice mailed to the licensee of the results of the inspection and audit, a written plan detailing all corrective actions to be taken by the licensee to comply with the provisions of the Class "B" license. Failure to submit the plan in a timely and complete manner, or failure to adhere to the substance and timing of the plan, shall be grounds for license suspension.

(3) No person under the age of ~~twenty-one~~ (21) years shall serve beer under this license.
(Ord. 2002-05, 04-03-2002) (Ord. 1985-01, 02-26-1985)

5-20-6. Class "C" tavern license.

A Class "C" license shall entitle the licensee to sell beer on draft or in the original containers for consumption on or off the establishment premises. No person under the age of ~~twenty-one~~ (21) years shall sell or serve beer under this license.
(Ord. 2002-05, 04-03-2002) (Ord. 85-01, 02-26-1985)

5-20-7. Class "D" private facility license.

A Class "D" license shall entitle the licensee to sell beer for consumption on the licensed premises of a privately-owned recreational facility, such as a bowling alley. No person under the age of ~~twenty-one~~ (21) years of age may serve beer under this license. All sales and deliveries under this license shall be made directly to the consumer.
(Ord. 2002-05, 04-03-2002) (Ord. 1985-01, 02-26-1985)

5-20-8. Class "E" public facility license.

A Class "E" license shall entitle the licensee to sell beer for consumption on publicly-owned recreational facilities, such as a municipal golf course; provided, however, that no such Class "E" license shall be issued unless the prospective licensee shall first obtain a concession contract from the public body owning the recreation facility involved. No person under the age of ~~twenty-one~~ (21) years of age may serve beer under this license. All sales and deliveries under this license shall be made directly to the consumer.
(Ord. 2002-05, 04-03-2002) (Ord. 1985-01, 02-26-1985)

5-20-9. Class F brew pub license.

(1) A Class F license shall entitle the licensee that operates a brew pub or micro-brewery to sell beer in conjunction with the sale of food. No person under the age of ~~twenty-one~~ (21) years shall sell or serve beer under this license.

(2) Definitions.

(a) Brew pub. A restaurant-type establishment which also has a beer brewery, producing beer for sale and consumption on site or for retail carry-out sale in containers holding less than ~~two~~ (2) liters.

(b) Micro-brewery. A brew pub which markets beer wholesale in barrels (~~thirty-one~~ (31) U.S. gallons each).
(Ord. 2002-05, 04-03-2002)

5-20-10. Combination B and C license.

A Combination B and C license shall entitle the licensee to sell beer pursuant to both Class B and Class C licenses, at the same establishment; provided, however, that the restaurant and tavern facilities are designed and separated according to state of Utah laws and regulations. The Class B licensed portion of the establishment shall comply with the Class B license requirements. The Class C licensed portion of the establishment shall comply with the Class C license requirements. A Combination B and C license may be approved in conjunction with a Class F brew pub license.
(Ord. 2002-05, 04-03-2002)

5-20-11. Seasonal or Event license.

A Seasonal or Event license shall apply to all limited-duration activities, promotions, and sporting events. This license is temporary in nature and shall be issued for a maximum of ~~thirty~~ (30) days. The licensee shall be entitled to sell beer on draft for consumption on or off the premises. The licensee may also sell beer in the original container; provided, however, that it shall be unlawful for the licensee to sell or distribute beer in any container larger than one-half gallon. No person under the age of ~~twenty-one~~ (21) years of age shall serve beer under this license.
(Ord. 2002-05, 04-03-2002) (Ord. 1985-01, 02-26-1985)

5-20-12. Liquor license.

Any license for liquor consumption license shall be obtained from the State of Utah. A liquor license shall entitle the licensee to permit customers, members, guests, visitors, or other persons to possess or consume liquor at the licensed establishment. No person under the age of ~~twenty-one~~ (21) years of age shall serve liquor under this license.
(Ord. 2002-05, 04-03-2002) (Ord. 1985-01, 02-26-1985)

5-20-13. Application for license; general requirements.

(1) Application for any license issued pursuant to this Chapter shall be upon a form furnished by the City Recorder, signed under oath by the applicant, and

addressed to the City Recorder.

(2) The applicant shall be either the majority owner of the establishment or the senior individual charged with operating the establishment.

(3) The following information shall be shown on or attached to the application form:

(a) Age of applicant; if the applicant is a business association, then the age of the senior individual charged with operation of the establishment;

(b) Citizenship of applicant; if the applicant is a business association, then the citizenship of the senior individual charged with operation of the establishment;

(c) Certified copy of applicant's criminal history, the certification being within ~~thirty (30)~~ days of submitting the completed application to the City Recorder; if the applicant is a business association, then the criminal history of the senior individual charged with operation of the establishment; and,

(d) Copies of other alcohol licenses issued to the applicant for the ~~three (3)~~ years previous to the date of application. If copies are unavailable, the applicant shall supply a complete list of said licenses, including the type of license, the licensed address, and licensing jurisdiction.

(e) Copies of all information provided to the state of Utah pursuant to state alcoholic beverage licensing requirements.

(f) The names of all owners, managers, officers, directors, or other persons with control over the operation of the establishment.

(g) If the applicant is a business association, copies of an enterprise's current articles of incorporation, by-laws, partnership agreement, and other documents governing the enterprise.

(h) Other information reasonably required by the City Recorder.

(Ord. 2002-05, 04-03-2002) (Ord. 1999-02, 01-20-1999) (Ord. 1985-01, 02-26-1985)

5-20-14. Referral to chief of police.

All applications filed in accordance with the provisions of this Chapter shall be referred to the Chief of Police for inspection. After inspection, the Police Chief shall return the application to the City Recorder, together with any recommendation regarding an application's approval, together with any supporting information or documentation.

(Ord. 2005-09, 05-18-2005) (Ord. 2002-05, 04-03-2002) (Ord. 1999-02, 01-20-1999)

5-20-15. Grounds for denial.

A license applied for pursuant to this Chapter shall be denied upon the occurrence of any one of the following grounds for denial:

(1) Conviction of any felony criminal offense, federal or of any state, within ~~ten (10)~~ years of the date of application;

(2) Conviction of any alcohol-related misdemeanor criminal offense, federal or of any state, within ~~five (5)~~

years of the date of application;

(3) Conviction of any misdemeanor criminal offense involving moral turpitude within ~~five (5)~~ years of the date of application; a criminal offense involving moral turpitude shall include, but not be limited to, the following:

(a) sexual crimes, such as lewdness;

(b) theft crimes, such as retail theft; and,

(c) honesty crimes, such as providing false information to a peace officer;

(4) Knowingly providing false information on or with the license application, or to the City Recorder or Police Chief in reference to the license application;

(5) Proximity. The ~~following~~ proximity restrictions contained in Utah Code §32B-1-202, as amended, shall apply to establishments licensed pursuant to this Chapter. A Combination B and C license establishment and a Class F license brew pub establishment shall be considered restaurants for purposes of proximity; ~~prohibitions shall apply to Class A, C, and Combination B & C licenses:~~

~~(a) The proposed establishment is located within six hundred (600) feet of a public or private school, church, public library, public playground, or park, measured from the nearest entrance of the establishment by following the shortest route of ordinary pedestrian traffic to the nearest property boundary of the public or private school, church, public library, public playground, or park;~~

~~(b) The proposed establishment is within two hundred (200) feet of a public or private school, church, public library, public playground, or park, measured in a straight line from the nearest entrance of the establishment to the nearest property boundary of the public or private school, church, public library, public playground, or park;~~

(6) Any violations of the terms of any alcohol license issued by another jurisdiction within ~~two (2)~~ years of the date of application;

(7) Any undisclosed violations of the terms of any alcohol license issued by another jurisdiction within ~~five (5)~~ years of the date of application; and,

(8) Any violation of the terms of any license issued pursuant to this Chapter within ~~two (2)~~ years of the date of application. If the violation resulted in a license revocation, the time period shall be ~~three (3)~~ years. (Ord. 2002-05, 04-03-2002)

5-20-16. Approval or denial of license; appeal.

(1) A license shall be denied by the City Recorder upon a finding by a preponderance of the evidence of any one of the grounds listed in Section 5-20-15, herein.

(2) A license not approved within ~~fifteen (15)~~ days of return of the application by the Police Chief to the City Recorder shall be deemed denied.

(3) An applicant whose license has been denied may appeal to the City Council by filing with the City Recorder a request to address the City Council. The request need not be on a particular form, but must state the specific

basis of the appeal. The City Council shall discuss the request in a public meeting. The City Council shall render a written decision to approve or deny the license, stating the grounds for any denial, within ~~fifteen (15)~~ days of the public meeting. The City Recorder shall promptly forward a copy of the decision to the appellant at the address indicated on the license application.

(4) A license applicant whose application has been denied pursuant to Section 5-20-15(4), herein, shall be ineligible to apply for another license for ~~one (1)~~ year from the date of denial.
(Ord. 2005-09, 05-18-2005)(Ord. 2002-05, 04-03-2002)

5-20-17. License renewals.

(1) Application to renew any license issued pursuant to this Chapter shall be upon a renewal form furnished by the City Recorder, signed under oath by the applicant, and addressed to the City Recorder.

(2) Renewal applications received after November 30 of each calendar year shall comply with the requirements of Section 5-20-13, herein. Any licensee whose license expires shall immediately close the licensed establishment. Failure to do so shall be a violation of this Chapter.
(Ord. 2002-05, 04-03-2002)(Ord. 1985-01, 02-26-1985)

5-20-18. Transfer of license.

A licenses issued pursuant to this Chapter shall not be transferred to a new location or licensee.
(Ord. 2002-05, 04-03-2002)(Ord. 1985-01, 02-26-1985)

5-20-19. License fees.

(1) License application fees shall be paid at the time of application, in amounts established by resolution of the City Council.

(2) Exemption from the payment of the above fees shall be pursuant to Section 5-1-7, above.
(Ord. 2002-05, 04-03-2002)(Ord. 1987-24, 01-02-1988)
Ord. (1985-01, 02-26-1985)

5-20-20. Referral to health department.

(1) Prior to the issuance of a business license for the establishment premises, the City Recorder shall request inspection by the Health and Community Development Departments.

(2) Among other things, said Departments shall inspect the establishment and require compliance with health and safety provisions of all codes applicable in Tooele City.

(3) Any fees charged by said Departments shall be in addition to the licensing fees established herein.
(Ord. 2002-05, 04-03-2002)(Ord. 1999-02, 01-20-1999)

5-20-21. Class C tavern license restriction.

There shall be no more than ~~two (2)~~ establishments licensed with a Class "C" tavern license on any lineal block in Tooele City. A lineal block is hereby defined to be both sides of the street between the beginning and

ending of any series of street numbers measured East, West, North, or South, according to the present street numbering system of Tooele City, having a common number preceding the last two digits contained therein or, in the case the street numbers do not contain ~~three (3)~~ or more digits, the whole of such series of street numbers, as for example: from 0 to 99 West or from 200 to 299 South, and excluding all side streets which intersect any other major street at a point beginning and of a lineal block, as measured on said major street. No such designated establishment shall be allowed on side streets which are excluded from being lineal blocks in the preceding sentence. A corner establishment shall be included in the particular lineal block indicated by its street address. The provisions of this Section shall in no way affect the rights of present licensees to continue their operations, so long as their licenses remain in good standing, and to have their license renewed as provided by law until removed or terminated for any reason whatsoever.

(Ord. 2002-05, 04-03-2002)(Ord. 1985-01, 02-26-1985)

5-20-22. Expiration of license.

All licenses issued pursuant to the provisions of this Chapter shall expire on the 31st day of December of each year and shall be issued for ~~one (1)~~ year, except the following:

(1) Seasonal or Event Licenses. Seasonal or Event licenses shall be issued for a maximum of ~~thirty (30)~~ days.

(2) Licensee Ceases Operation.

(a) Any and all licenses issued pursuant to this Chapter shall expire if the licensee ceases to operate the licensed establishment.

(b) "Ceases to operate" for purposes of this Chapter shall include but not be limited to the following:

(i) Licensee sells the business including all assets;

(ii) The licensed establishment closes for business for 30 days or more, unless a building permit has been obtained from the City for construction at the licensed premises;

(iii) Licensee's lease has expired or been terminated at that location; and/or,

(iv) Licensee does not possess a valid current Tooele City business license to conduct business at that location.

(Ord. 2002-05, 04-03-2002)(Ord. 1985-01, 02-26-1985)

5-20-23. Display of licenses.

Each license issued pursuant to this Chapter shall be displayed at all times on the licensed premises in a place readily visible to the public.

(Ord. 2002-05, 04-03-2002)(Ord. 1985-01, 02-26-1985)

5-20-24. Periodic inspection of premises by police department.

As an express condition of license approval, each licensee agrees that the Police Department shall be

permitted to have access to all establishments licensed pursuant to this Chapter. The Police Department shall make periodic inspections of said premises and report its findings to the City Recorder by way of a police inspection report.

(Ord. 2002-05, 04-03-2002) (Ord. 1985-01, 02-26-1985)

5-20-25. License Suspension.

(1) The occurrence of one or more of the following shall result in the suspension of a license issued pursuant to this Chapter:

(a) a second or subsequent violation of any of the provisions of this Chapter; or,

(b) failure to submit the plan required by Section 5-20-5, herein, in a timely and complete manner, or failure to adhere to the substance and timing of the plan.

(2) Upon the occurrence of a violation under Subsection (1), herein, the City Recorder shall cause to be mailed a Notice of Suspension. The notice shall state the following:

(a) the grounds upon which the license has been suspended;

(b) the length and commencement date of the suspension;

(c) the right to appeal the suspension to the City Council, in writing, within ~~seven (7)~~ days of the date of the Notice of Suspension;

(d) that the licensee may continue to serve and sell alcohol pursuant to the terms of the license and the provisions of this Chapter until the commencement of the suspension.

(3) An applicant whose license has been suspended may appeal to the City Council by filing with the City Recorder, within ~~seven (7)~~ calendar days of the date of the Notice of Suspension, a request to address the City Council. The request need not be on a particular form, but must state the basis of the appeal. The City Council shall discuss the request in a public meeting. The City Council shall render its decision whether to uphold or reverse the suspension during the public meeting, but may vote to delay its decision to the next regularly-scheduled public meeting. The City Recorder shall forward to the appellant a copy of public meeting minutes when they become available.

(4) A suspension shall become effective at 8:00 a.m. on the eighth day after the date of the Notice of Suspension.

(5) A suspension shall be tolled during the pendency of any appeal.
(Ord. 2005-09, 05-18-2005) (Ord. 2002-05, 04-03-2002)

5-20-26. License Revocation.

(1) The occurrence of one or more of the following shall result in a ~~one~~ 1-year revocation of a license issued pursuant to this Chapter:

(a) A fourth violation of the provisions of this Chapter;

(b) Failure to maintain, or to make available for inspection and audit, records of gross dollar sales, as required by Section 5-20-5, herein.

(c) Discovery that the license applicant knowingly provided false information on or with the license application or to the City Recorder or Police Chief in reference to the license application.

(2) Upon the occurrence of any of the above, the City Recorder shall cause to be mailed a Notice of Revocation. The notice shall state the following:

(a) the grounds upon which the license has been revoked;

(b) the length of the revocation;

(c) the right to appeal the revocation to the City Council, in writing, within ~~seven (7)~~ days of the date of the Notice of Revocation; and,

(d) that the licensee may continue to serve and sell alcohol pursuant to the terms of the license and the provision of this Chapter until the commencement of the revocation.

(3) An applicant whose license has been revoked may appeal to the City Council by filing with the City Recorder, within ~~seven (7)~~ calendar days of the date of the Notice of Revocation, a request to address the City Council. The request need not be on a particular form, but must state the basis of the appeal. The City Council shall discuss the request in a public meeting. The City Council shall render its decision whether to uphold or reverse the revocation during the public meeting, but may vote to delay its decision to the next regularly-scheduled public meeting. The City Recorder shall forward to the appellant a copy of public meeting minutes when they become available.

(4) A revocation shall become effective at 8:00 on the eighth calendar day after the date of the Notice of Revocation.

(5) A revocation shall be tolled during the pendency of any appeal.

(6) Any licensee whose license is revoked shall be ineligible to re-apply for a license under this Chapter until the expiration of ~~one (1)~~ year from the date of the Notice of Revocation or City Council decision upholding the revocation.

(Ord. 2005-09, 05-18-2005) (Ord. 2002-05, 04-03-2002) (Ord. 1985-01, 02-26-1985)

5-20-27. Unlawful to sell beer or liquor without license.

It shall be unlawful for any person to sell beer or liquor on any premises without a license to do so, or in any period during which a license is suspended or revoked.

(Ord. 2002-05, 04-03-2002) (Ord. 1985-01, 02-26-1985)

5-20-27a. Unlawful to sell beer or liquor to minors.

It shall be unlawful for any person to sell beer or liquor to any person under the age of 21 years.

(Ord. 2005-09, 05-18-2005)

5-20-27b. Unlawful for minor to sell beer or liquor.

It shall be unlawful for any owner, operator, manager or lessee, or any agent, partner, or associates of any establishment, to knowingly permit or allow any person under the age of 21 years to sell beer or liquor, except as otherwise permitted by State Law.
(Ord. 2005-09, 05-18-2005)

5-20-27c. Unlawful to fail to notify law enforcement of criminal activity.

It shall be unlawful for any owner, operator, manager, or lessee, or any agent, partner, or associates of any establishment, to fail to promptly notify law enforcement officials of criminal activity that said persons knew or should have known was occurring on the premises.
(Ord. 2005-09, 05-18-2005)

5-20-28. Unlawful to allow consumption of liquor without license.

It shall be unlawful for any owner, operator, manager, or lessee, or any agent, partner, or associate of any establishment to knowingly permit or allow customers, members, guests, or any other person to consume liquor as defined in this Title without first obtaining a license under this Chapter.
(Ord. 2005-09, 05-18-2005) (Ord. 2002-05, 04-03-2002)
(Ord. 1985-01, 02-26-1985)

5-20-29. Unlawful to consume liquor at unlicensed establishment.

It shall be unlawful for any person to consume liquor in an unlicensed establishment that is subject to licensure under this Chapter or the laws of the State of Utah.
(Ord. 2002-05, 04-03-2002) (Ord. 1985-01, 02-26-1985)

5-20-30. Unlawful to store liquor.

It shall be unlawful for any person to store any liquor at an establishment licensed by this Chapter except at those establishments which are licensed as private clubs under Title 16 of the Utah State Code, or restaurants as provided for in Title 32 of the Utah State Code.
(Ord. 2002-05, 04-03-2002) (Ord. 1985-01, 02-26-1985)

5-20-31. Minimum light and open view required in licensed premises.

(1) It shall be unlawful for any person to own, operate, or manage any establishment licensed for the sale of beer without complying with the following lighting and view requirements:

(a) During business hours a minimum of ~~one (1)~~ candle power light measured at a level ~~five (5)~~ feet above the floor shall be maintained.

(b) No enclosed booths, blinds, or stalls shall be erected or maintained.

(c) A clear, unobstructed view of all portions of the interior shall be available at all times from a point

within the licensed premises at or near the main public entrance.

(Ord. 2002-05, 04-03-2002) (Ord. 1985-01, 02-26-1985)

5-20-32. Presence of minors in certain establishments prohibited.

It shall be unlawful for any person under the age of ~~twenty-one (21)~~ years to enter or be at or about any establishment licensed as a Class "C" license for the sale of beer, or to drink beer or any intoxicating liquor in such licensed premises.

(Ord. 2002-05, 04-03-2002) (Ord. 1985-01, 02-26-1985)

5-20-33. Unlawful to permit minors in a "Class "C" establishment.

It shall be unlawful for any licensee of an establishment holding a Class "C" license for the sale of beer, or any operator, agent or employee of such licensee to permit any person under the age of ~~twenty-one (21)~~ years to remain in or about such licensed premises. As a requirement for entering in or remaining in any Class "C" premises, the business, its employee or agent may require the presentation of a valid picture identification which indicates the bearer's date of birth.

(Ord. 2002-05, 04-03-2002) (Ord. 1985-01, 02-26-1985)

5-20-34. Presence of minors in lounge or bar areas unlawful.

It shall be unlawful for any person under the age of ~~twenty-one (21)~~ to be in any lounge or bar area in premises licensed with a Seasonal license for the sale of beer or in or around any lounge or bar area in premises licensed with a liquor consumption license.

(Ord. 2002-05, 04-03-2002) (Ord. 1985-01, 02-26-1985)

5-20-35. Unlawful to permit intoxicated person on licensed premises.

It shall be unlawful for any person licensed to sell beer, or licensed for liquor consumption, or for any of his agents or employees, to serve beer or liquor to intoxicated persons or to allow intoxicated persons to remain in or about any licensed premises.

(Ord. 2002-05, 04-03-2002) (Ord. 1985-01, 02-26-1985)

5-20-36. Sale or disposition of beer between certain hours unlawful.

It shall be unlawful for any licensee or any employee, agent, or lessee thereof to sell, dispose of, give away or deliver any beer or to permit the consumption of beer or liquor on the licensed premises between the hours of ~~one o'clock (1:00)~~ a.m. and ~~seven o'clock (7:00)~~ a.m. of any day. It shall be unlawful for the holder of a Class "C" license or any employee or agent thereof to allow the public, excluding employees employed on that date, to enter in or remain on the premises between the hours of ~~one o'clock (1:00)~~ a.m. and ~~seven o'clock (7:00)~~ a.m. of any day. Provided, however, that on New Year's Day the sale and consumption of beer or liquor on licensed premises may be permitted until ~~four o'clock (4:00)~~ a.m.

of said day as a limited exception to the foregoing requirement.

(Ord. 2002-05, 04-03-2002) (Ord. 1985-01, 02-26-1985)

5-20-37. Sanctions.

(1) A violation of any of the provisions herein by an employee or agent of the licensee or establishment shall be punished civilly as follows:

(a) First violation: \$100 fine;

(b) Second and subsequent violations which occur within a ~~twenty-four (24)~~ month period of the first violation:

(i) Second violation: \$200 fine;

(ii) Third violation: \$300 fine;

(iii) Fourth and subsequent violations: \$500 fine per violation.

(2) A violation of any of the provisions herein by any employee or agent of the licensee shall be deemed a violation by the licensee, and shall be punished civilly as follows:

(a) First violation: \$500 fine;

(b) Second or subsequent violations which occur within a ~~twenty-four (24)~~ month period of the first violation:

(i) Second violation: \$1,000 fine, plus a ~~seven~~7-day suspension of the establishment's license, unless the licensee can demonstrate that adequate training was provided to the offending individual;

(ii) Third violation: \$1,500 fine, plus a thirty-day suspension of the establishment's license, unless the licensee can demonstrate that adequate training was provided to the offending individual;

(iii) Fourth violation: license revocation.

(3) For purposes of determining the number of licensee violations, violations by any one employee or agent are cumulative with violations by any other employee or agent.

(4) Notice of violation shall be provided by the Police Department upon a citation form approved by the Chief of Police.

(5) A licensee may appeal the citation to the City Recorder, who shall uphold, modify, or reject the citation and the sanctions imposed.

(6) Nothing in this Chapter shall be deemed to exempt any person from further civil or criminal liability. (Ord. 2005-09, 05-18-2005) (Ord. 2002-05, 04-03-2002)

5-20-38. Regulation of kegs and other large containers.

The sale of beer in kegs and other large containers shall be pursuant to the provisions of the Utah Alcoholic Beverage Control Act (U.C.A. ~~Title 32B, as amended A-1-101 et seq.~~).

(Ord. 2002-05, 04-03-2002)

TOOELE CITY CORPORATION

ORDINANCE 2017-18

AN ORDINANCE OF TOOELE CITY AMENDING TOOELE CITY CODE SECTION 5-1-7 REGARDING OCCASIONAL BUSINESSES OPERATED BY MINORS.

WHEREAS, Tooele City Code Chapter 5-1 contains Tooele City's general business licensing regulation; and,

WHEREAS, Senate Bill 81 of the 2017 Utah legislative session enacted an amendment to the Utah Code that prohibits municipalities from requiring a business license for businesses that are operated only occasionally and that are operated by individuals under the age of 18 (see SB 81, highlighted, attached as Exhibit A); and,

WHEREAS, to comply with SB 81, the City Administration recommends that TCC Section 5-1-7 be amended as shown in the attached Exhibit B:

NOW, THEREFORE, BE IT ORDAINED BY THE TOOELE CITY COUNCIL that TCC Section 5-1-7 is hereby amended as shown in the attached Exhibit B.

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

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

Exhibit A

Senate Bill 81 (2017)

1 LOCAL GOVERNMENT LICENSING AMENDMENTS

2 2017 GENERAL SESSION

3 STATE OF UTAH

4 Chief Sponsor: Jacob L. Anderegg

5 House Sponsor: Marc K. Roberts

6
7 **LONG TITLE**

8 **General Description:**

9 This bill modifies provisions related to a municipality's or a county's authority to license
10 a business.

11 **Highlighted Provisions:**

12 This bill:

- 13 † amends provisions authorizing a municipality or a county to license a business;
- 14 † prohibits a municipality or a county from requiring a license or charging a fee for
15 certain home based businesses; and
- 16 † makes technical and conforming changes.

17 **Money Appropriated in this Bill:**

18 None

19 **Other Special Clauses:**

20 None

21 **Utah Code Sections Affected:**

22 AMENDS:

23 10-1-203, as last amended by Laws of Utah 2016, Chapter 350

24 17-53-216, as last amended by Laws of Utah 2008, Chapter 250

25
26 *Be it enacted by the Legislature of the state of Utah:*

27 Section 1. Section **10-1-203** is amended to read:

28 **10-1-203. License fees and taxes -- Application information to be transmitted to**
29 **the county assessor.**

30 (1) As used in this section:

31 (a) "Business" means any enterprise carried on for the purpose of gain or economic
32 profit, except that the acts of employees rendering services to employers are not included in
33 this definition.

34 (b) "Telecommunications provider" means the same as that term is defined in Section
35 10-1-402.

36 (c) "Telecommunications tax or fee" means the same as that term is defined in Section
37 10-1-402.

38 (2) Except as provided in Subsections (3) through (5) and (7)(a), and subject to
39 Subsection (7)(b), the legislative body of a municipality may license for the purpose of
40 regulation [and revenue] any business within the limits of the municipality, [and] may regulate
41 that business by ordinance, and may impose fees on businesses to recover the municipality's
42 costs of regulation.

43 (3) (a) The legislative body of a municipality may raise revenue by levying and
44 collecting a municipal energy sales or use tax as provided in Part 3, Municipal Energy Sales
45 and Use Tax Act, except a municipality may not levy or collect a franchise tax or fee on an
46 energy supplier other than the municipal energy sales and use tax provided in Part 3, Municipal
47 Energy Sales and Use Tax Act.

48 (b) (i) Subsection (3)(a) does not affect the validity of a franchise agreement as defined
49 in Subsection 10-1-303(6), that is in effect on July 1, 1997, or a future franchise.

50 (ii) A franchise agreement as defined in Subsection 10-1-303(6) in effect on January 1,
51 1997, or a future franchise shall remain in full force and effect.

52 (c) A municipality that collects a contractual franchise fee pursuant to a franchise
53 agreement as defined in Subsection 10-1-303(6) with an energy supplier that is in effect on July
54 1, 1997, may continue to collect that fee as provided in Subsection 10-1-310(2).

55 (d) (i) Subject to the requirements of Subsection (3)(d)(ii), a franchise agreement as
56 defined in Subsection 10-1-303(6) between a municipality and an energy supplier may contain
57 a provision that:

58 (A) requires the energy supplier by agreement to pay a contractual franchise fee that is
59 otherwise prohibited under Part 3, Municipal Energy Sales and Use Tax Act; and

60 (B) imposes the contractual franchise fee on or after the day on which Part 3,
61 Municipal Energy Sales and Use Tax Act is:

62 (I) repealed, invalidated, or the maximum allowable rate provided in Section 10-1-305
63 is reduced; and

64 (II) [is] not superseded by a law imposing a substantially equivalent tax.

65 (ii) A municipality may not charge a contractual franchise fee under the provisions
66 permitted by Subsection (3)(b)(i) unless the municipality charges an equal contractual franchise
67 fee or a tax on all energy suppliers.

68 (4) (a) Subject to Subsection (4)(b), beginning July 1, 2004, the legislative body of a
69 municipality may raise revenue by levying and providing for the collection of a municipal
70 telecommunications license tax as provided in Part 4, Municipal Telecommunications License
71 Tax Act.

72 (b) A municipality may not levy or collect a telecommunications tax or fee on a
73 telecommunications provider except as provided in Part 4, Municipal Telecommunications
74 License Tax Act.

75 (5) (a) (i) The legislative body of a municipality may by ordinance raise revenue by
76 levying and collecting a license fee or tax on:

77 (A) a parking service business in an amount that is less than or equal to:

78 (I) \$1 per vehicle that parks at the parking service business; or

79 (II) 2% of the gross receipts of the parking service business;

80 (B) a public assembly or other related facility in an amount that is less than or equal to
81 \$5 per ticket purchased from the public assembly or other related facility; and

82 (C) subject to the limitations of Subsections (5)(c) and (d):

83 (I) a business that causes disproportionate costs of municipal services; or

84 (II) a purchaser from a business for which the municipality provides an enhanced level
85 of municipal services.

86 (ii) Nothing in this Subsection (5)(a) may be construed to authorize a municipality to
87 levy or collect a license fee or tax on a public assembly or other related facility owned and
88 operated by another political subdivision other than a community reinvestment agency without
89 the written consent of the other political subdivision.

90 (b) As used in this Subsection (5):

91 (i) "Municipal services" includes:

92 (A) public utilities; and

93 (B) services for:

94 (I) police;

95 (II) fire;

96 (III) storm water runoff;

97 (IV) traffic control;

98 (V) parking;

99 (VI) transportation;

100 (VII) beautification; or

101 (VIII) snow removal.

102 (ii) "Parking service business" means a business:

103 (A) that primarily provides off-street parking services for a public facility that is
104 wholly or partially funded by public money;

105 (B) that provides parking for one or more vehicles; and

106 (C) that charges a fee for parking.

107 (iii) "Public assembly or other related facility" means an assembly facility that:

108 (A) is wholly or partially funded by public money;

109 (B) is operated by a business; and

110 (C) requires a person attending an event at the assembly facility to purchase a ticket.

111 (c) (i) Before the legislative body of a municipality imposes a license fee on a business
112 that causes disproportionate costs of municipal services under Subsection (5)(a)(i)(C)(I), the
113 legislative body of the municipality shall adopt an ordinance defining for purposes of the tax

114 under Subsection (5)(a)(i)(C)(I):

115 (A) the costs that constitute disproportionate costs; and

116 (B) the amounts that are reasonably related to the costs of the municipal services
117 provided by the municipality.

118 (ii) The amount of a fee under Subsection (5)(a)(i)(C)(I) shall be reasonably related to
119 the costs of the municipal services provided by the municipality.

120 (d) (i) Before the legislative body of a municipality imposes a license fee on a
121 purchaser from a business for which it provides an enhanced level of municipal services under
122 Subsection (5)(a)(i)(C)(II), the legislative body of the municipality shall adopt an ordinance
123 defining for purposes of the fee under Subsection (5)(a)(i)(C)(II):

124 (A) the level of municipal services that constitutes the basic level of municipal services
125 in the municipality; and

126 (B) the amounts that are reasonably related to the costs of providing an enhanced level
127 of municipal services in the municipality.

128 (ii) The amount of a fee under Subsection (5)(a)(i)(C)(II) shall be reasonably related to
129 the costs of providing an enhanced level of the municipal services.

130 (6) All license fees and taxes shall be uniform in respect to the class upon which they
131 are imposed.

132 (7) A municipality may not:

133 (a) require a license or permit for a business that is operated:

134 (i) only occasionally; and

135 (ii) by an individual who is under 18 years of age; or

136 (b) charge a license fee for a home based business, unless the combined offsite impact
137 of the home based business and the primary residential use materially exceeds the offsite
138 impact of the primary residential use alone.

139 ~~(7)~~ (8) The municipality shall transmit the information from each approved business
140 license application to the county assessor within 60 days following the approval of the
141 application.

142 ~~(8)~~ (9) If challenged in court, an ordinance enacted by a municipality before January
143 1, 1994, imposing a business license fee on rental dwellings under this section shall be upheld
144 unless the business license fee is found to impose an unreasonable burden on the fee payer.

145 Section 2. Section 17-53-216 is amended to read:

146 **17-53-216. Business license fees and taxes -- Application information to be**
147 **transmitted to the county assessor.**

148 (1) ~~For the purpose of this section, "business"~~ As used in this section, "business"
149 means any enterprise carried on for the purpose of gain or economic profit, except that the acts
150 of employees rendering services to employers are not included in this definition.

151 (2) ~~The~~ Except as provided in Subsection (4)(a), and subject to Subsection (4)(b), the
152 legislative body of a county may by ordinance provide for the licensing of businesses within
153 the unincorporated areas of the county for the purpose of regulation ~~and revenue~~, and may
154 impose fees on businesses to recover the county's costs of regulation.

155 (3) All license fees and taxes shall be uniform in respect to the class upon which they
156 are imposed.

157 (4) A county may not:

158 (a) require a license or permit for a business that is operated:

159 (i) only occasionally; and

160 (ii) by an individual who is under 18 years of age; or

161 (b) charge a license fee for a home based business unless the combined offsite impact
162 of the home based business and the primary residential use materially exceeds the offsite
163 impact of the primary residential use alone.

164 ~~(4)~~ (5) The county business licensing agency shall transmit the information from each
165 approved business license application to the county assessor within 60 days following the
166 approval of the application.

167 ~~(5)~~ (6) This section may not be construed to enhance, diminish, or otherwise alter the
168 taxing power of counties existing prior to the effective date of Laws of Utah 1988, Chapter
169 144.

Exhibit B

Proposed Amendments to TCC Section 5-1-7

1983)

5-1-7. Exemptions.

(1) **Fee Exemptions.** The provisions of this Title shall not be deemed or construed to require the payment of a license fee:

(a) -by any institution or organization which is conducted, managed, or carried on wholly for the benefit of charitable purposes or from which profit is not derived, directly or indirectly, by any individual, firm, or for-profit corporation;

(b) ~~nor shall the payment of a license fee~~ for the conducting of any entertainment, concert, exhibition, or lecture on scientific, historical, literary, musical, religious, or moral subject, whenever the receipt from such is to be appropriated to any church or school or to any religious or charitable ~~organization purpose~~ within the City;

(c) ~~nor shall the payment of a license fee be required~~ for the conducting of any entertainment, dance, fraternal, educational, military, state, county or municipal organization or association when the receipts from such are to be appropriated for the purposes and objects for which such association or organization is formed and from which profit is not derived, either directly or indirectly, by any individual, firm or profit corporation.

(2) **License Exemption.** The provisions of this Title shall not be deemed or construed to require a business license for a business that is operated:

(a) only occasionally; and,

(b) by an individual who is under 18 years of age.

(3) Where Utah statutes exempt certain businesses from local business licensing fees, such business shall not be exempt from the requirement to apply for and obtain a license.

(Ord. 2009-16, 03-17-2010) (Ord. 2002-05, 04-03-2002) (Ord. 1983-22, 12-07-1983)

5-1-8. Inspections for City code compliance - Notice of noncompliance - License revocation - Complaints.

(1) New businesses. Prior to the issuance of a license to engage in a new business, or for an existing business to conduct business at a new location, the applicant shall permit inspections to be made of the prospective place of business by the appropriate departments of the City or other governmental agency to ensure compliance with building, fire, health and other City codes, ordinances, and regulations. No license shall be granted without inspections and code compliance.

(2) Existing businesses. Existing places of business licensed within the City may be inspected periodically by departments of the City, annually upon the City's own initiative or upon the City receiving a

complaint of alleged noncompliance, for compliance with building, fire, health, and other City codes, ordinances, and regulations.

(3) Notice of noncompliance. Written notice shall be given by the City Recorder to a licensee upon the finding of any code noncompliance, which notice shall provide for a reasonable period not to exceed sixty (60) days in which to correct such noncompliance, the failure of which may result in the revocation of the license by the City Recorder, the license non-renewal, or other civil and criminal penalties.

(4) Business license renewal. No business license shall be renewed where a civil, administrative, or criminal proceeding has made a finding of noncompliance with City codes, ordinances, or regulations and all appeal periods have expired. A license may be reinstated or renewed upon the cure of the noncompliance, verified by City inspection. The payment of a business license renewal fee by a noncompliant business shall not estop the City from revoking a business license, or refusing to renew a business license, due to such noncompliance.

(Ord. 2014-07, 06-04-2014) (Ord. 2009-16, 03-17-2010) (Ord. 1983-22, 12-07-1983)

5-1-9. Preparation, issuance, and listing of licenses.

The City Recorder shall prepare and issue appropriate licenses for every person qualifying therefor under the provision of this Title and shall state in each license the name and address of the licensed business and the period of time for which it is issued. All licenses shall be signed by the City Recorder or designated business license official. The City Recorder shall maintain a list of all persons holding licenses and the status of each such license.

(Ord. 2009-16, 03-17-2010) (Ord. 1983-22, 12-07-1983)

5-1-10. License fees.

(1) There is hereby levied upon every person engaged in business within the City an annual license fee to be calculated as follows:

(a) Base Fee: \$40.00

(b) Additional Fee: \$3.00 per employee.

(2) The annual business license fee shall not exceed \$1,000.00.

(Ord. 2009-16, 03-17-2010) (Ord. 2003-31, 12-03-2003) (Ord. 1998-09, 05-06-1998) (Ord. 1983-22, 12-07-1983)

5-1-11. License additional to all regulatory licenses.

The license fees imposed by this Title shall be in addition to any and all other taxes or fees imposed by any other provisions of the Ordinances of the City of Tooele.

(Ord. 2009-16, 03-17-2010) (Ord. 1983-22, 12-07-

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, 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.tooeleciv.org



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

- (106

Project Information			
Date of Submission: <i>Feb 1 2016</i>	Current Map Designation: <i>GC</i>	Proposed Map Designation: <i>HDR</i>	Parcel #(s): <i>18-099-0-0003/18-099-0-0004</i>
Project Name: <i>Mountainview Townhomes</i>			Acres: <i>9.15</i>
Project Address: <i>808 N. 100 E Tooele UT / 852 N. 100 S</i>			
Proposed for Amendment: <input type="checkbox"/> Ordinance <input type="checkbox"/> General Plan <input checked="" type="checkbox"/> Master Plan			
Brief Project Summary: <i>Building and owning to Rent 125 Townhouses.</i>			
Property Owner(s): <i>Price Tooele Company II LLC</i>		Applicant(s): <i>Matt Carter</i>	
Address: <i>230 E. South Temple</i>		Address: <i>842 E 2150 So.</i>	
City: <i>SLC</i>	State: <i>UT</i>	City: <i>Cowartiful</i>	State: <i>UT</i>
Zip: <i>84111</i>		Phone: <i>801 643-4521</i>	
Phone: <i>801-478-8000 Ext 103</i>			
Contact Person: <i>Matt Carter</i>		Address:	
Phone: <i>- { ; 4 ; ,</i>		City:	State:
Cellular:		Fax:	Email:

*The application you are submitting will become a public record pursuant to the provisions of the Utah State Government Records Access and Management Act (GRA-). 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 a Utah state government employee, as defined in Utah Code Ann. § 63-1-302.5, 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 to 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 1/2 months to 6 months or more depending on the size and complexity of the application and the timing.

For Office Use Only			
Received By: <i>[Signature]</i>	Date Received: <i>2/16/17</i>	Fees: <i>1.45to.</i>	=

0250576

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 applicable 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 I00 East. We look forward to working with you and your staff to ensure this application is ready for Planning Commission and Council meetings.

[f 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.

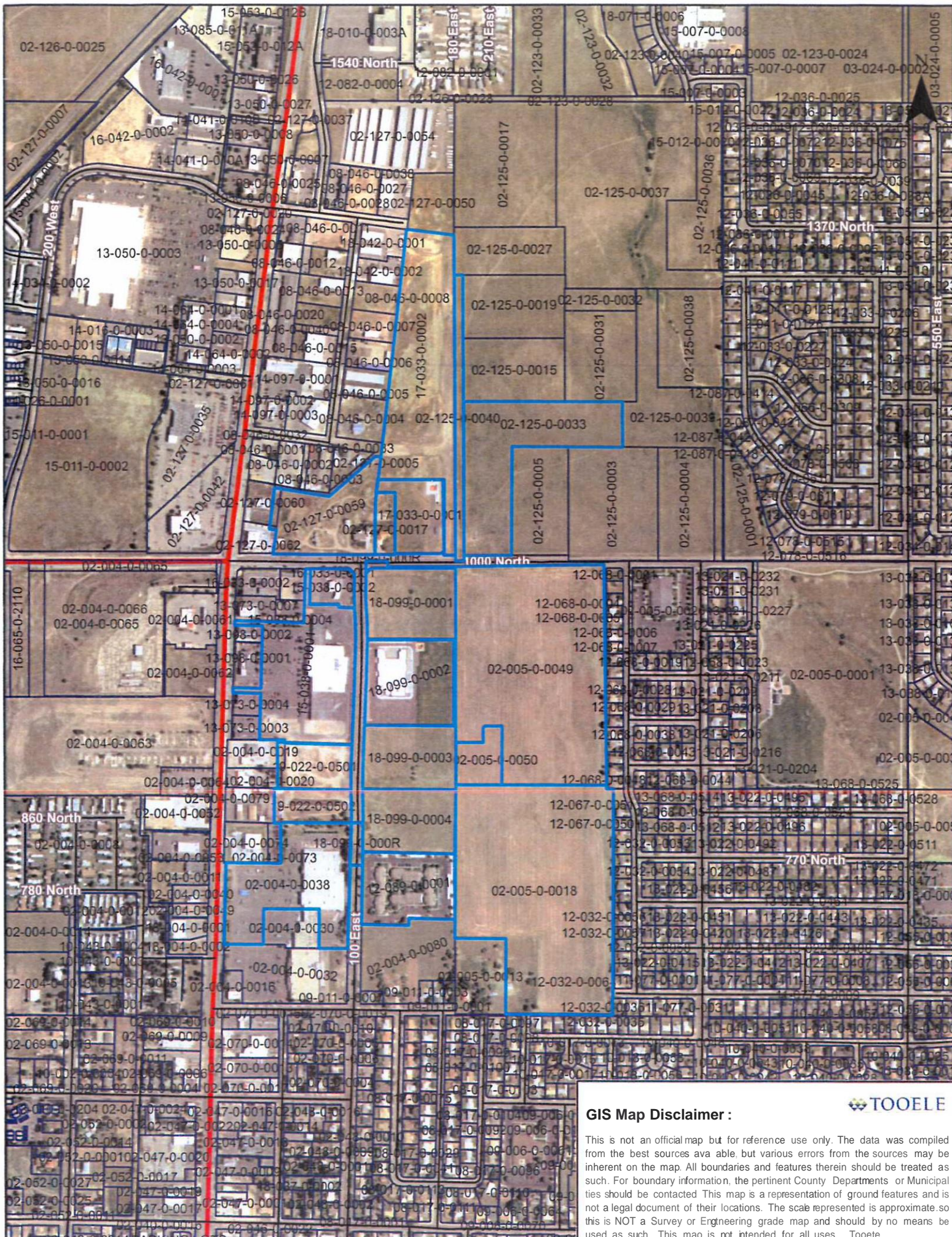
a Among the goals of Tooele city are the following:

- 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.



GIS Map Disclaimer :



This is not an official map but for reference use only. The data was compiled from the best sources available, 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 Municipalities 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 Engineering grade map and should by no means be used as such. This map is not intended for all uses. Tooele

Exhibit B

City Staff Report







EXHIBIT A

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

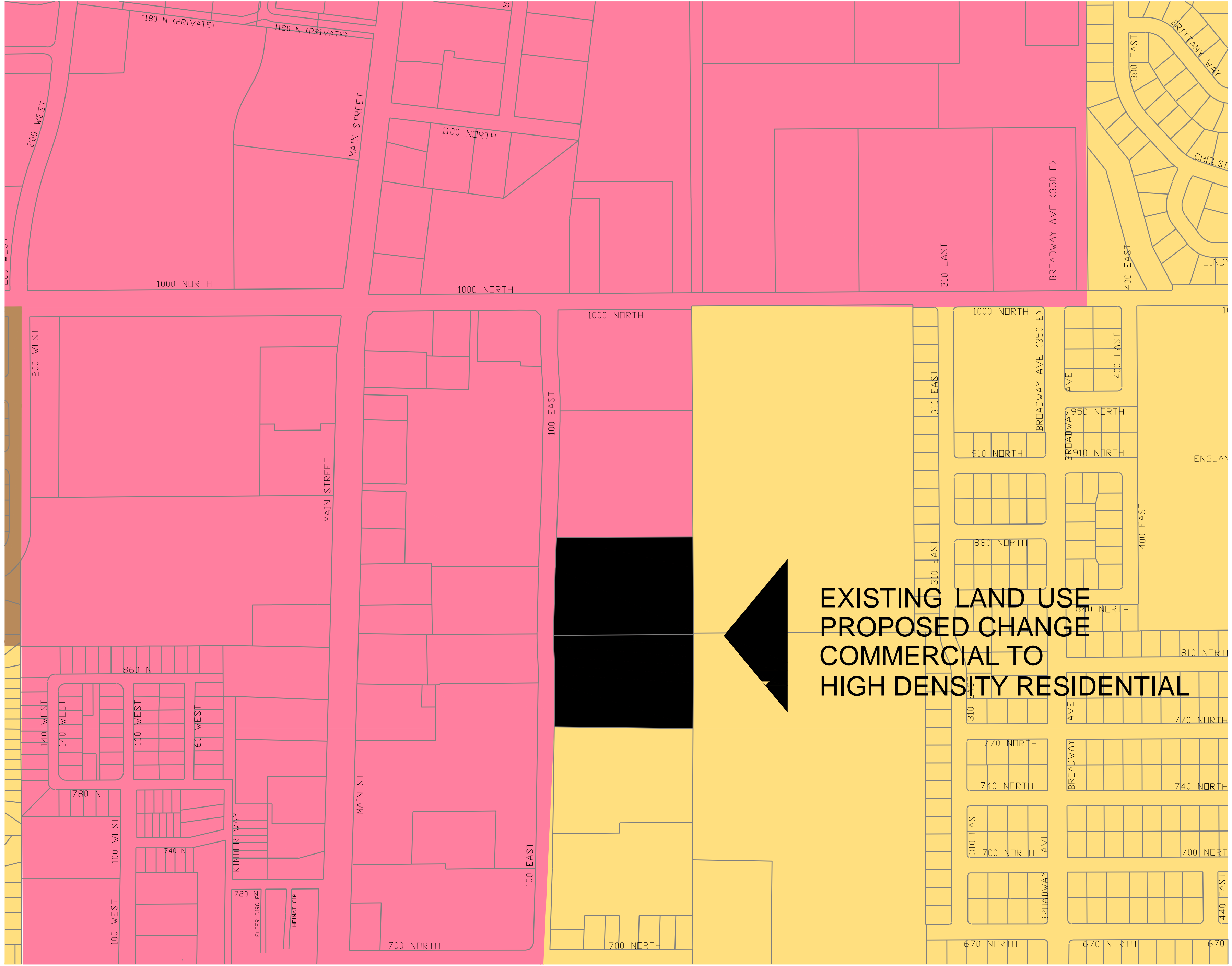
Untitled Map

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 crept 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 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

DRAFT

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 8 5 0 N o r t h 1 0 0 E a s t , 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



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: Feb 1 2016	Current Map Designation: GC	Proposed Map Designation: HDR	Parcel #(s): 18-099-0-0003/18-099-0-0004	Acres: 9.15	
Project Name: Mountain View Townhomes			Project Address: 808 N. 100 E. Tooele UT / 852 N. 100 E. Tooele		
Proposed for Amendment: <input type="checkbox"/> Ordinance <input type="checkbox"/> General Plan <input type="checkbox"/> Master Plan: _____					
Brief Project Summary: Townhomes. 125 Units.					
Property Owner(s): Price Tooele Company LLC			Applicant(s): Matt Carter		
Address: 230 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:		
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: KM	Date Received: 2/6/17	Fees: 1,956.00	App. #:

0256076

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 use 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

N Main St

N 100 E

Johnson

Kindler-Way

36

N 310 E



600 ft

Google Earth

©2018 Google

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 crept 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 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.

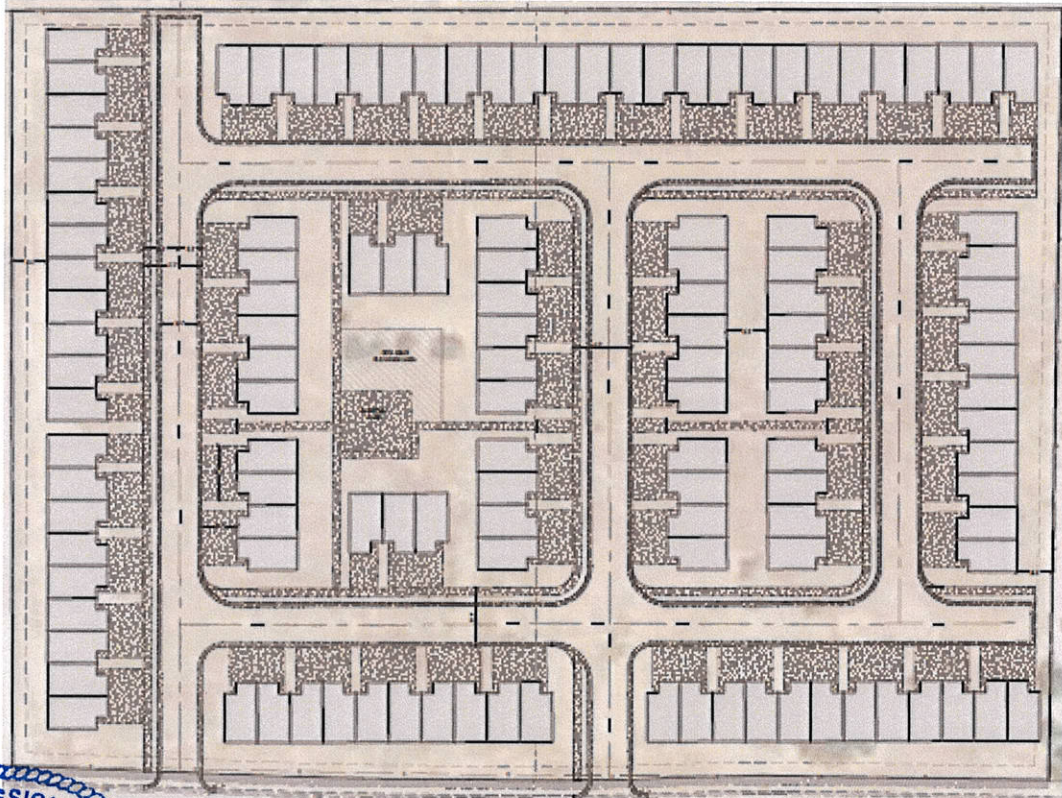
In closing, we have turned down offers that would require this zoning change on land we own due to safety concerns and I hope you would do the same for the land North of 2400 North. Our children are too valuable to be exposed to these risks.

Thank you

DRAFT

MSC Construction Townhouse Project

Traffic Impact Study



Tooele, Utah

April 2017

UT17-1038

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/Veh¹)	LOS (Sec/Veh¹)	LOS (Sec/Veh¹)	LOS (Sec/Veh¹)
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.

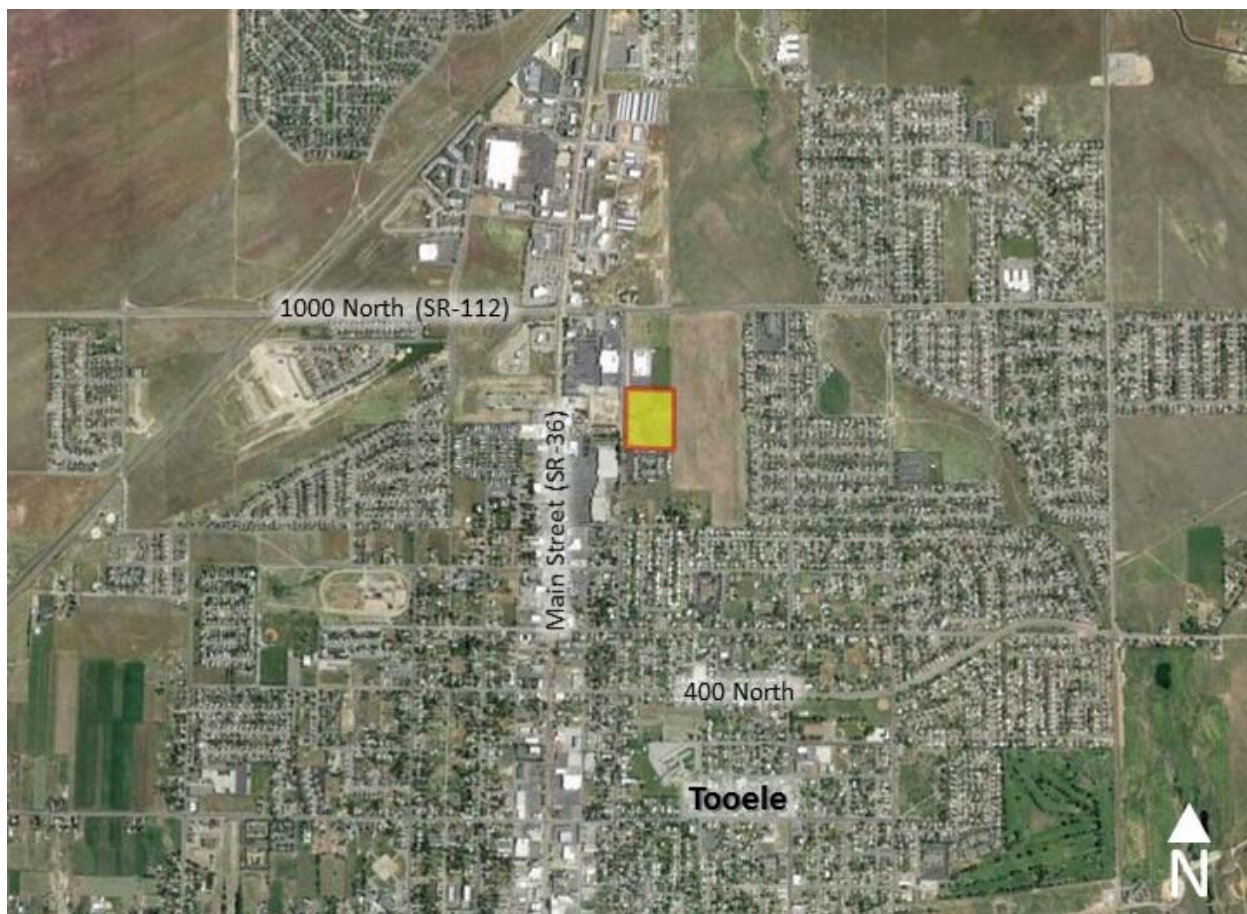


Figure 1 Vicinity Map Showing the Project Location in Tooele, Utah

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.	$0 \leq 10.0$
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	$0 \leq 10.0$
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)

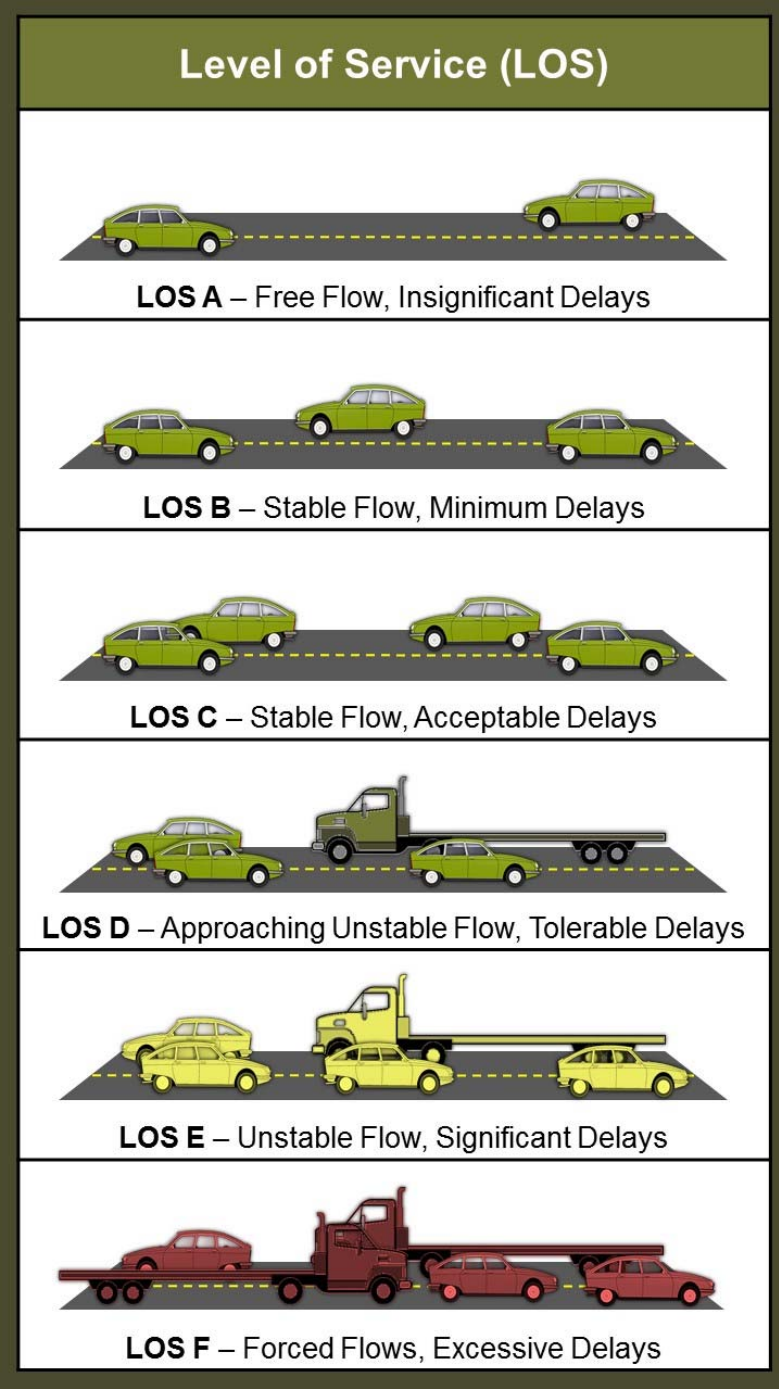


Figure 2 LOS Letter Designation

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.



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 than 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.



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.



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.



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 queuing is anticipated during the evening peak hour.



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.

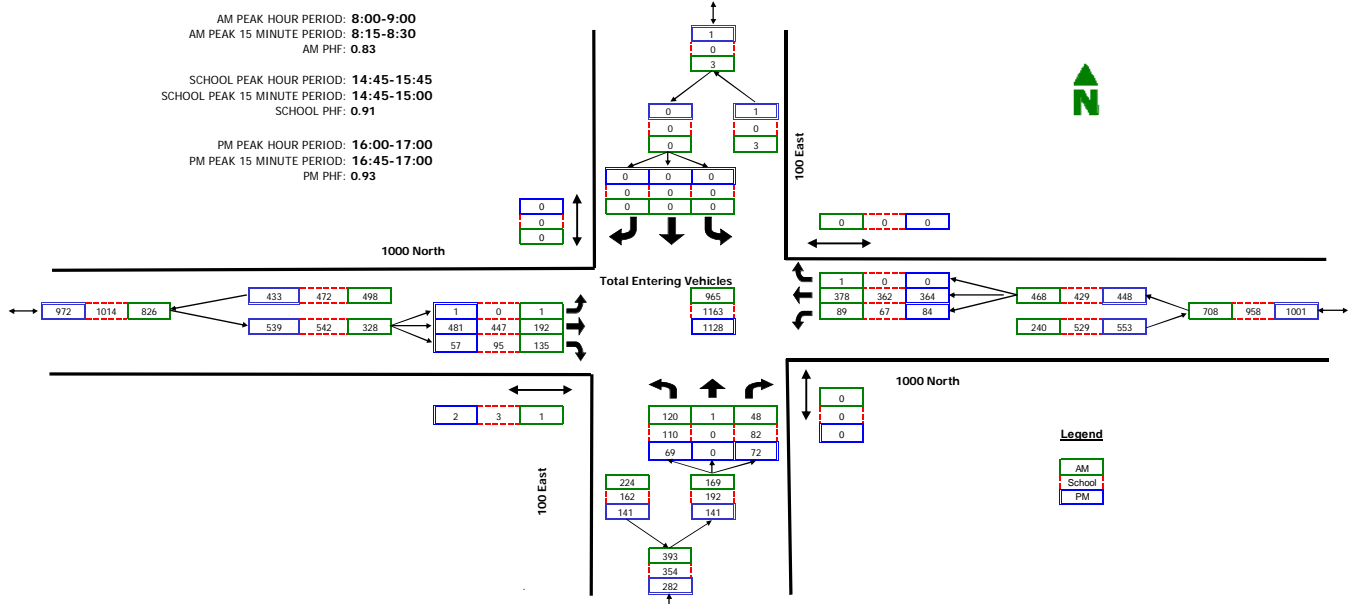
APPENDIX A

Turning Movement Counts

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 T1S
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

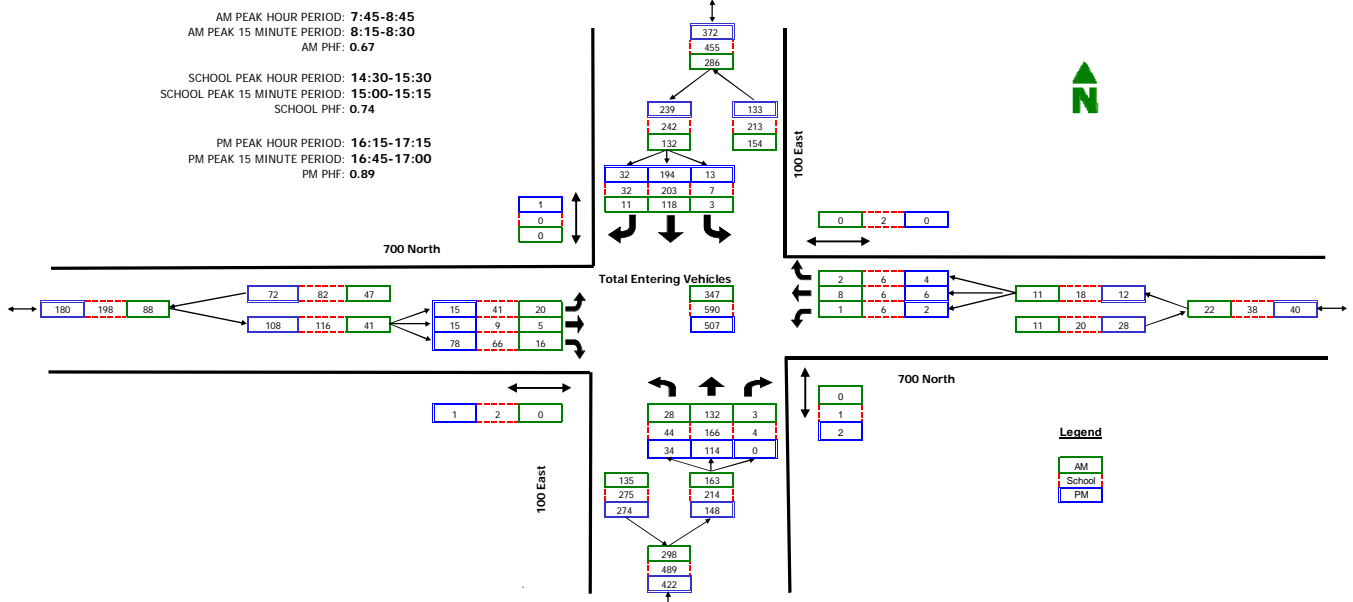


RAW COUNT SUMMARIES	100 East Northbound				100 East Southbound				1000 North Eastbound				1000 North Westbound				TOTAL
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	
AM PERIOD COUNTS																	
7:00-7:15	8	0	3	1	0	0	0	0	0	32	2	0	3	107	0	0	155
7:15-7:30	6	0	1	0	0	0	0	0	0	25	1	0	4	124	0	1	161
7:30-7:45	8	0	1	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																	
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																	
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

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 T1S
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



RAW COUNT SUMMARIES	100 East Northbound				100 East Southbound				700 North Eastbound				700 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	
7:00-7:15	11	11	0	0	0	5	0	0	2	1	1	0	0	2	2	0	
7:15-7:30	8	8	0	0	0	5	2	0	0	0	2	0	0	3	1	0	
7:30-7:45	5	11	0	0	2	16	1	0	2	1	1	0	0	5	2	0	
7:45-8:00	6	22	0	0	0	26	4	0	1	4	3	0	0	3	0	0	
8:00-8:15	2	40	1	0	1	18	1	0	10	0	4	0	0	0	0	0	
8:15-8:30	7	56	1	0	1	45	5	0	7	0	2	0	1	3	1	0	
8:30-8:45	13	14	1	0	1	29	1	0	2	1	7	0	0	2	1	0	
8:45-9:00	9	12	1	0	0	23	5	0	4	2	7	0	0	2	1	0	
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	
9:00-9:15	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	
9:30-9:45	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	
10:00-10:15	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	
10:30-10:45	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	
11:00-11:15	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	
11:30-11:45	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	
12:00-12:15	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	
12:30-12:45	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	
13:00-13:15	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	
13:30-13:45	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	
14:00-14:15	6	18	1	0	1	25	2	0	2	3	9	0	0	4	0	0	
14:15-14:30	15	23	0	0	1	24	3	0	3	5	12	1	0	1	0	0	
14:30-14:45	11	45	0	0	1	31	4	0	7	0	20	1	1	2	0	0	
14:45-15:00	14	46	0	0	2	33	7	0	19	4	12	1	1	2	5	1	
15:00-15:15	9	49	3	0	3	87	14	0	8	1	21	0	3	2	0	0	
15:15-15:30	10	26	1	0	1	52	7	0	7	4	13	0	1	0	1	1	
15:30-15:45	19	26	1	0	2	28	9	0	4	5	21	0	2	3	0	0	
15:45-16:00	15	30	0	1	0	41	11	0	0	1	21	0	0	5	0	1	
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	
16:00-16:15	9	19	1	0	2	46	4	3	10	4	16	1	0	4	1	0	
16:15-16:30	6	25	0	0	5	45	9	0	3	9	18	0	0	0	1	0	
16:30-16:45	13	25	0	0	4	46	2	0	3	3	18	0	1	2	0	0	
16:45-17:00	8	35	0	2	2	58	11	0	4	2	19	0	1	1	2	0	
17:00-17:15	7	29	0	0	2	45	10	1	5	1	23	1	0	3	1	0	
17:15-17:30	8	26	0	0	2	30	4	0	3	5	15	0	0	3	2	0	
17:30-17:45	12	29	0	0	4	44	6	0	6	6	22	0	0	2	4	0	
17:45-18:00	14	26	1	0	5	42	4	0	8	6	22	0	2	4	2	0	

APPENDIX B

LOS Results

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

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

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

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

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	<i>E</i>
	T	27	27	101	0.9	<i>A</i>
	R	114	108	95	11.9	<i>B</i>
	Subtotal	292	281	96	28.3	<i>D</i>
EB	T	612	608	99	1.4	<i>A</i>
	R	130	135	104	0.6	<i>A</i>
	Subtotal	742	743	100	1.3	<i>A</i>
WB	L	92	87	95	13.0	<i>B</i>
	T	496	493	99	8.4	<i>A</i>
	Subtotal	588	580	99	9.1	<i>A</i>
Total		1,622	1,604	99	8.9	<i>A</i>

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	<i>A</i>
	T	227	223	98	1.1	<i>A</i>
	R	5	4	80	0.4	<i>A</i>
	Subtotal	292	291	100	1.6	<i>A</i>
SB	L	10	8	78	2.7	<i>A</i>
	T	278	274	99	1.3	<i>A</i>
	R	44	48	108	0.9	<i>A</i>
Subtotal	332	330	99	1.3	<i>A</i>	
EB	L	56	52	93	10.3	<i>B</i>
	T	12	10	82	10.3	<i>B</i>
	R	90	90	100	6.0	<i>A</i>
	Subtotal	158	152	96	7.8	<i>A</i>
WB	L	8	7	85	7.6	<i>A</i>
	T	8	8	97	6.7	<i>A</i>
	R	8	8	97	4.5	<i>A</i>
	Subtotal	24	23	96	6.2	<i>A</i>
Total		808	796	99	2.8	<i>A</i>

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

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

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

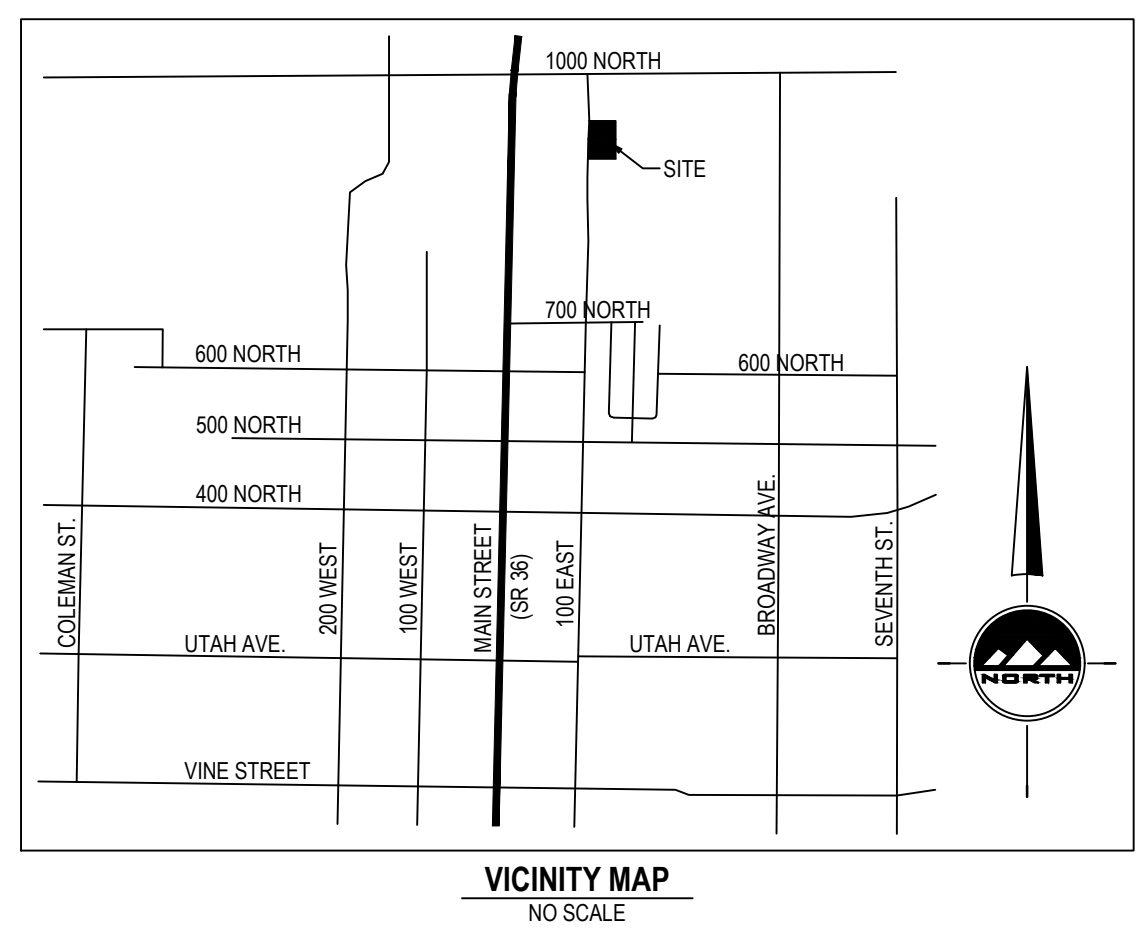
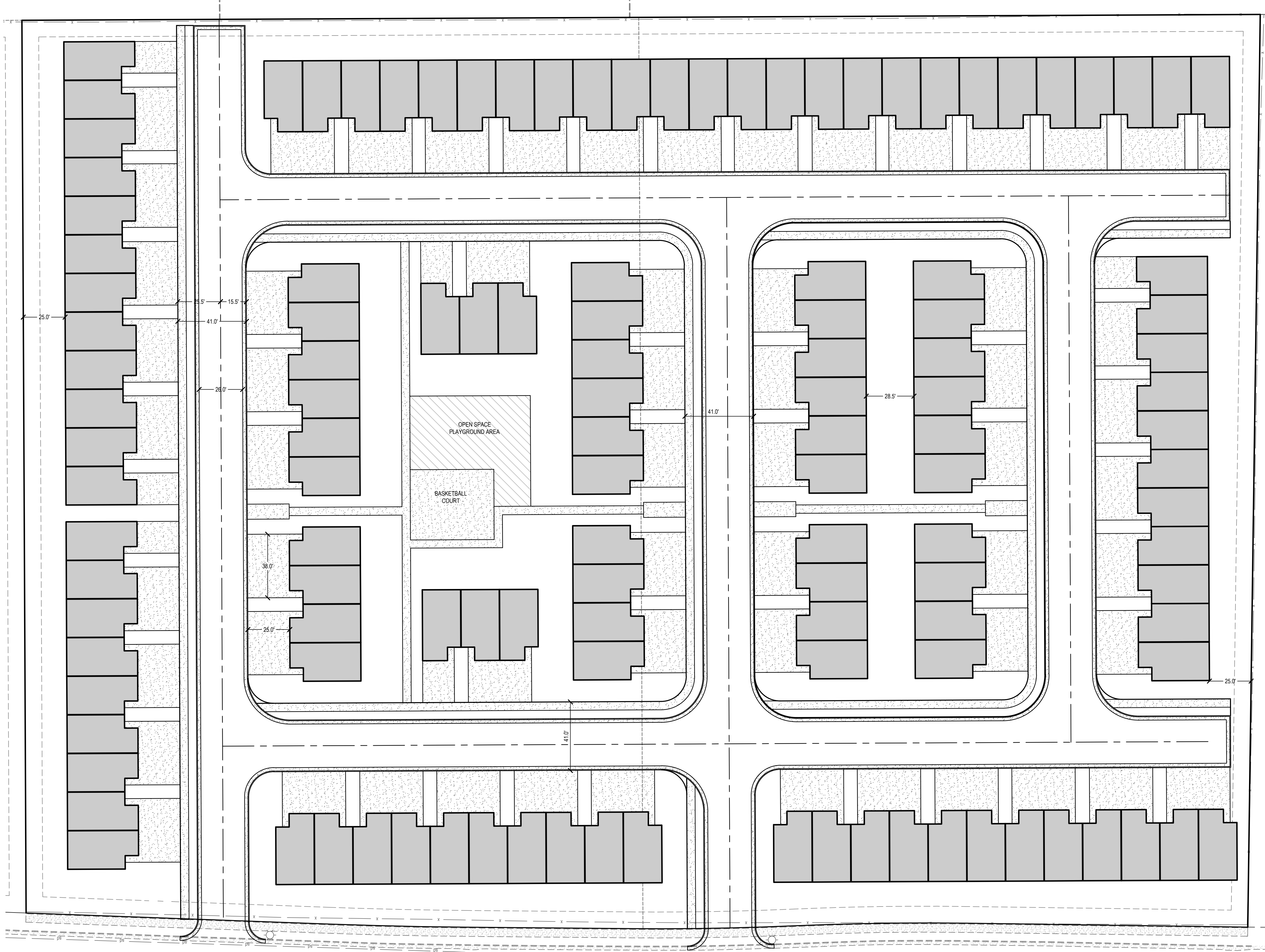
Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	44
Average Queue (ft)	9	5
95th Queue (ft)	32	26
Link Distance (ft)	395	288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

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

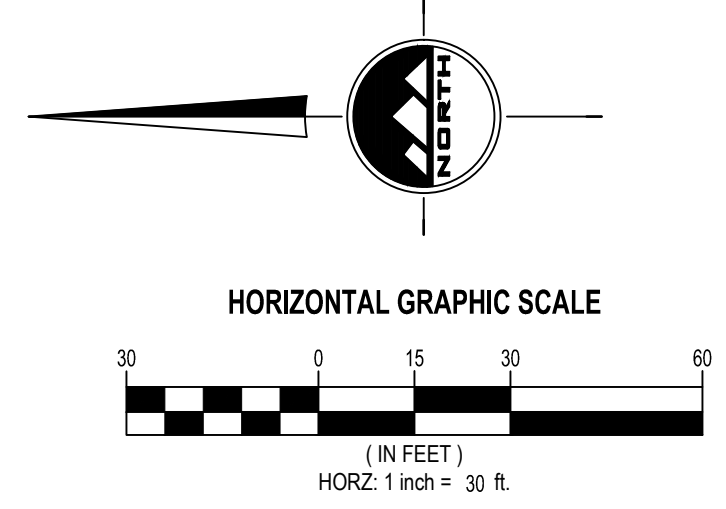
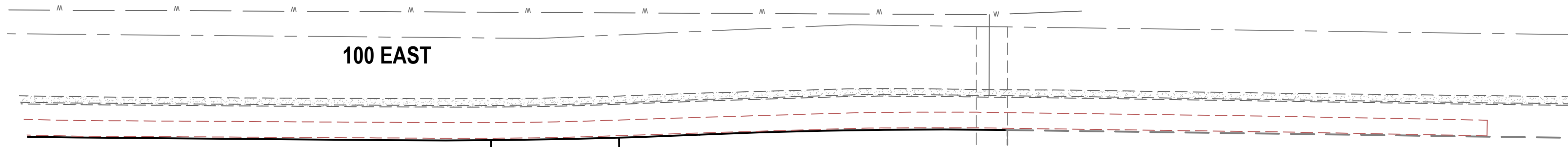
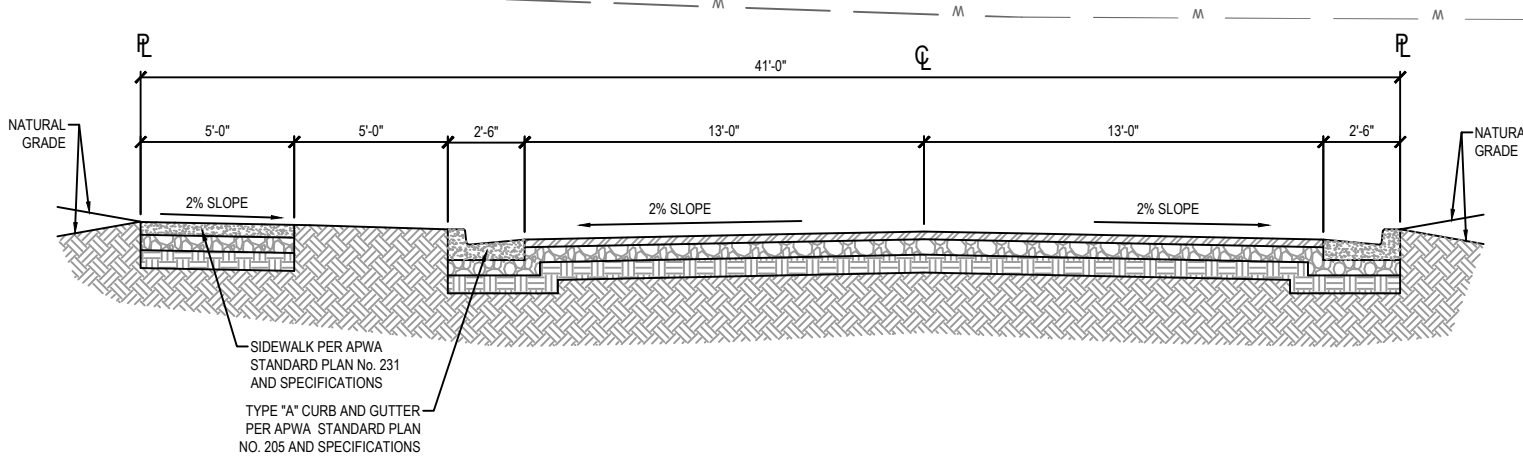
APPENDIX C

Site Plan



**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



EN SIGN
THE STANDARD IN ENGINEERING

TOOELE
169 N. Main Street, Unit 1
Tooele, UT. 84074
Phone: 435.843.3590

SALT LAKE CITY
Phone: 801.255.0529

LAYTON
Phone: 801.547.1100

CEDAR CITY
Phone: 435.866.1453

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

2 OF 2

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

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

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 **HALES ENGINEERING**
Project: Tooele - MSC Construction Townhouse Project 115 **Innovative transportation solutions**
Time Period: p.m. Peak Hour
95th Percentile Queue Length (feet) **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)



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

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	--	--

REDEVELOPMENT AGENCY OF TOOEELE CITY

RESOLUTION 2017-01

A RESOLUTION OF THE REDEVELOPMENT AGENCY OF TOOEELE CITY DESIGNATING THE TOOEELE BUSINESS PARK COMMUNITY REINVESTMENT PROJECT AREA BE CREATED AND AUTHORIZING AND DIRECTING ALL NECESSARY ACTION BY THE AGENCY, STAFF, AND CONSULTANTS.

WHEREAS, the Redevelopment Agency of Tooele City (the "Agency") having made preliminary investigations and conducted initial studies and inquiries, desires now to designate a Project Area for a possible community reinvestment project pursuant to the provisions and policies of the limited purpose Local Government Entities Community Development and Renewal Agencies Act, chapters 1 & 5 of Title 17C of the Utah Code (the "Act"); and

WHEREAS, the Agency staff and consultant have recommended that the area defined and attached hereto as Exhibit "A" be created as a community reinvestment project area and authorizes the preparation of a draft community reinvestment project area plan.

NOW, THEREFORE, BE IT RESOLVED BY THE REDEVELOPMENT AGENCY OF TOOEELE CITY, UTAH:

1. That the proposed community reinvestment project area is hereby designated as the Tooele Business Park Community Reinvestment Project Area.
2. That the Agency, its staff and consultant, are hereby authorized and directed to undertake and complete the preparation of a draft community reinvestment project area plan, and the draft community reinvestment project area budget.
3. That the Agency, staff, and consultant are directed and authorized to take such action as may be necessary to prepare a community reinvestment project area plan, and conduct any examination, investigation, and negotiation regarding the project area plan that the staff and consultant considers appropriate. The staff and consultant are authorized to prepare the public hearing notice, notify the property owners and taxing entities. Prepare the required project area budget, and complete other requirements necessary for the project area plan and area to be created and adopted.

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

IN WITNESS WHEREOF, this resolution is approved by the Board of the Redevelopment Agency of Tooele City, Utah this _____ day of _____, 2017

TOOELE CITY RDA

(For)

(Against)

ABSTAINING: _____

ATTEST:

Michelle Y. Pitt, RDA Secretary

S E A L

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

REDEVELOPMENT AGENCY OF TOOELE CITY

RESOLUTION 2017-02

A RESOLUTION OF THE REDEVELOPMENT AGENCY OF TOOELE CITY DESIGNATING THE TOOELE 1000 NORTH WEST INDUSTRIAL COMMUNITY REINVESTMENT PROJECT AREA BE CREATED AND AUTHORIZING AND DIRECTING ALL NECESSARY ACTION BY THE AGENCY, STAFF, AND CONSULTANTS.

WHEREAS, the Redevelopment Agency of Tooele City (the "Agency") having made preliminary investigations and conducted initial studies and inquiries, desires now to designate a Project Area for a possible community reinvestment project pursuant to the provisions and policies of the limited purpose Local Government Entities Community Development and Renewal Agencies Act, chapters 1 & 5 of Title 17C of the Utah Code (the "Act"); and

WHEREAS, the Agency staff and consultant have recommended that the area defined and attached hereto as Exhibit "A" be created as a community reinvestment project area and authorizes the preparation of a draft community reinvestment project area plan.

NOW, THEREFORE, BE IT RESOLVED BY THE REDEVELOPMENT AGENCY OF TOOELE CITY, UTAH:

1. That the proposed community reinvestment project area is hereby designated as the Tooele Business Park Community Reinvestment Project Area.
2. That the Agency, its staff and consultant, are hereby authorized and directed to undertake and complete the preparation of a draft community reinvestment project area plan, and the draft community reinvestment project area budget.
3. That the Agency, staff, and consultant are directed and authorized to take such action as may be necessary to prepare a community reinvestment project area plan, and conduct any examination, investigation, and negotiation regarding the project area plan that the staff and consultant considers appropriate. The staff and consultant are authorized to prepare the public hearing notice, notify the property owners and taxing entities. Prepare the required project area budget, and complete other requirements necessary for the project area plan and area to be created and adopted.

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

IN WITNESS WHEREOF, this resolution is approved by the Board of the Redevelopment Agency of Tooele City, Utah this _____ day of _____, 2017

TOOELE CITY RDA

(For)

(Against)

ABSTAINING: _____

ATTEST:

Michelle Y. Pitt, RDA Secretary

S E A L

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

REDEVELOPMENT AGENCY OF TOOELE CITY

RESOLUTION 2017-03

A RESOLUTION OF THE REDEVELOPMENT AGENCY OF TOOELE CITY DESIGNATING THE TOOELE 1000 NORTH RETAIL COMMUNITY REINVESTMENT PROJECT AREA BE CREATED AND AUTHORIZING AND DIRECTING ALL NECESSARY ACTION BY THE AGENCY, STAFF, AND CONSULTANTS.

WHEREAS, the Redevelopment Agency of Tooele City (the "Agency") having made preliminary investigations and conducted initial studies and inquiries, desires now to designate a Project Area for a possible community reinvestment project pursuant to the provisions and policies of the limited purpose Local Government Entities Community Development and Renewal Agencies Act, chapters 1 & 5 of Title 17C of the Utah Code (the "Act"); and

WHEREAS, the Agency staff and consultant have recommended that the area defined and attached hereto as Exhibit "A" be created as a community reinvestment project area and authorizes the preparation of a draft community reinvestment project area plan.

NOW, THEREFORE, BE IT RESOLVED BY THE REDEVELOPMENT AGENCY OF TOOELE CITY, UTAH:

1. That the proposed community reinvestment project area is hereby designated as the Tooele Business Park Community Reinvestment Project Area.
2. That the Agency, its staff and consultant, are hereby authorized and directed to undertake and complete the preparation of a draft community reinvestment project area plan, and the draft community reinvestment project area budget.
3. That the Agency, staff, and consultant are directed and authorized to take such action as may be necessary to prepare a community reinvestment project area plan, and conduct any examination, investigation, and negotiation regarding the project area plan that the staff and consultant considers appropriate. The staff and consultant are authorized to prepare the public hearing notice, notify the property owners and taxing entities. Prepare the required project area budget, and complete other requirements necessary for the project area plan and area to be created and adopted.

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

IN WITNESS WHEREOF, this resolution is approved by the Board of the Redevelopment Agency of Tooele City, Utah this _____ day of _____, 2017

TOOELE CITY RDA

(For)

(Against)

ABSTAINING: _____

ATTEST:

Michelle Y. Pitt, RDA Secretary

S E A L

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

**Tooele City Council and the
Tooele City Redevelopment Agency of Tooele City, Utah
Work Session Meeting Minutes**

Date: Wednesday, May 3, 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
Michelle Pitt, Recorder
Roger, Baker, City Attorney
Rachelle Custer, City Planner
Paul Hansen, City Engineer
Randy Sant, Economic Development and Redevelopment Agency Director

Excused: Jim Bolser, Director of Community Development and Public Works

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:

- 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 Rachelle Custer

AND

- 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 Rachelle Custer

Ms. Custer presented both items together.

Ms. Custer explained that the applicant would like to construct 125 townhomes near 850 North 100 East. The site plan layout and density still needs to be discussed further with City staff. When the Council discussed these items four weeks ago, the Council requested that a traffic study be done for this project. Ms. Custer indicated that a traffic study was completed, and was done by Hales Engineering. The study came back with a level of service at Level A and suggested that a right turn lane be installed in 2024. If the turn lane is not installed, the level of service would be considered a Level F. Ms. Custer indicated that there is sufficient width on 100 East for a right turn lane, and that striping would need to be done. Mayor Dunlavy asked what the difference was between the designations. Ms. Custer answered that the difference was the projected increased traffic by 2024.

Councilman Wardle asked if this project were not developed, what the traffic projection would be. Ms. Custer said that it would be Level D. Mr. Hansen said that most urban setting studies don't stay at a Level A or B. It is commonly seen in cities to progress to lower levels. Chairwoman Winn pointed out that the traffic study was very detailed.

Mr. Baker asked if staff was recommending that the appropriate striping be done pursuant to the traffic study as part of the rezone, or if it would be reserved for the land use application. Ms. Custer said that the Council was welcome to impose conditions, including the striping, but that it was usually done with the land use application. The striping would need to be maintained because it usually only lasts for 3-4 years. Ms. Custer said that the concept site plan that was sent to the traffic engineer, did not show a proposed road connecting to 1000 North. Mr. Sant stated that if conditions aren't put in now, they cannot be put in later. Mr. Hansen said that there was limited access to the east. The only traffic access in to the future high density residential project, is off 670 North, unless other roads were stubbed in. Mr. Hansen indicated that staff has talked with the developer about providing access off 100 East, to the property to the east, especially for emergency response vehicles, but that it could be part of the Council's conditions to work in some type of access. Councilman Wardle felt that that could easily be put in. Ms. Custer added that staff still needed to work on some issues on the site plan. Councilman Wardle said that his concerns had been satisfied.

The applicant said that even though they were constructing town homes, the units would be in an apartment complex. He said that they were not opposed to emergency vehicle access, but that it would be hard to have a normal width road going through an apartment complex. When asked again whether the project was for townhomes or apartments, the applicant replied that the units would be for rent, not to buy. Mr. Baker asked if the property would be subdivided into individual townhome lots. The applicant said it would not. Councilman Wardle asked how many phases the project would take. The applicant answered 8-10 phases. Councilman McCall indicated that the road would have to be wide enough for fire trucks. Mr. Hansen said that emergency vehicles needed 26 feet minimum pavement, and that staff would work with the applicants during the site plan process regarding roads.

Councilman Wardle asked the applicants if they would build the project in stages. The applicants indicated that they would do it in stages and that they will have Covenants, Codes, and Restrictions. Councilman Wardle asked how many years of phasing it would take to complete the project. The application replied two years. The applicant said that the units would be a townhome style, with a 2 car garage.

Councilman Pratt expressed a concern about the access to the property to the east. He felt that the access issue could be worked through. The applicant said that they could put in more units as far as density per acre, but that they were not trying to push the limit. He said that they, as developers, are concerned about the product in the future, and don't want to create the next slum. Mr. Baker asked if medium density residential would work for this project, or if they actually needed the HDR. Ms. Custer answered that they needed the HDR designation.

Mayor Dunlavy expressed a serious concern about the traffic potential in this area. He said he was concerned about an emergency, such as a fire, because the fire truck wouldn't be the only vehicle responding, it would also be all the personal vehicles from the volunteers. If the fire happened at the same time that the school was beginning or ending, it could create a "perfect storm."

Chairwoman Winn stated that although these items were on the agenda for the 7:00 meeting, they would need to be tabled because they were not noticed as a public hearing. This type of ordinance requires a public hearing.

These items will be presented before the Council for vote consideration in two weeks, with a public hearing.

- Home Occupation Code Amendment
Presented by Roger Baker

Mr. Baker stated that this amendment does not amend the sign code, or reopen the policy discussion on sign ordinances. He found two differing provisions for signage for home occupations in the City code. Mr. Baker said that there was language under the definition section that he would like deleted. He has consolidated everything regarding home occupation signs and other regulations, currently contained in the definition, in the other regulatory section for home

occupations. Mr. Baker explained that the City prohibited the use of outdoor areas for the support of home occupations, but after discussion with Mr. Bolser and Ms. Custer, they suggested that day cares be allowed to use yard area for their business, so that change has been included. They are also suggesting that welding be expressly prohibited as a home occupation.

Mr. Sant asked if this amendment included the new business licensing bill just passed. Mr. Baker replied that it did not. Mr. Baker explained that the new bill says that the City cannot impose a licensing fee on home occupations unless they cause a significant impact on the neighborhood. City staff needs to define what creates a significant impact. Councilman Wardle said that under the definition section, the City code allowed a small sign, but the amendment would not allow a sign. Mr. Baker answered that home occupation signs aren't allowed in any other sections of the code – either the home occupation or sign code sections.

Mr. Baker explained that this item will go to the Planning Commission and then back to the Council on June 7th.

- Road and Waterline Projects
Presented by Paul Hansen

Mr. Hansen indicated that he had been working with Mr. Bolser and administration to put together road and waterline project plans for this summer. The road projects would be funded with Road B and C funds, which are generated from the State gas tax. Mr. Hansen said that the first phase would start with \$1.3 million. After the projects had been bid, there may be more money to do a second phase. Mr. Hansen went on to say that road projects are dictated by roadway study, and use.

Mr. Hansen listed the following roads to receive overlay:

- 900 South (Coleman to SR-36)
- 400 South (Coleman to 425 West)
- Skyline (SR-36 to Upland)
- Sixth Street (Utah to Birch)
- 100 East (400 North to 1000 North)
- Pine Canyon Road (1280 North to Broadway)
- 200 West (Wallace Way to 1000 North)

The following roads to receive slurry seal:

- 200 South (Main to 100 West)
- Vine Street (Main to Seventh)
- 400 North (Marvista to Seventh)
- Eastcrest
- Valley View (Broadway to Seventh)
- 200 West (650 North to Wallace Way)
- Coleman (SR-36 to Utah)
- Utah Ave (SR-112 to RR)

Mr. Hansen proposed that the City target \$1.3 million for waterline improvement projects as well, for the following projects:

- Noble Road
- Lakeview Avenue
- Delta Circle
- Mayo Circle
- 200 South
- 400 South
- Skyline
- 770 South
- 690 West
- Water Tank No. 5

Mr. Hansen stated that the City will amend the waterline improvement project list based on available funding after bids come in.

Mr. Hansen explained that the City will use water revenue for the waterline projects. Mr. Hansen said that the RDA will also be doing improvements at the industrial depot in an amount of about \$300,000.

Mr. Hansen said that the City staff will bring back these proposed projects as resolutions before the Council once they get to that stage.

Councilman Pruden thanked Mr. Hansen for including Pine Canyon as one of the road projects. Mr. Hansen said that not all of Pine Canyon is in the City limits, so they will try to work with the County on improvements on that road. Councilman Pruden stated that there was a housing project going in the area, off Pine Canyon Road, and asked if the housing project would affect the road project. Mr. Hansen stated that it shouldn't affect or damage the road.

Councilman Wardle asked if UDOT was willing to help with 200 West. Mr. Hansen stated that he has not received a favorable reply from UDOT. They promised assistance, but now are not replying favorably. Mayor Dunlavy said that so far they've said that they are not going to assist with 200 West.

- Legislative Update
Presented by Randy Sant

Mr. Sant stated that there were 1272 bill requests this session, which is more than ever before. There were 815 bills that were considered, with 553 passing, or 66%. Of the 815 bills, 283 bills directly impacted municipal government, which is 1/3 of the bills that were introduced. Mr. Sant said that it is interesting to try to figure out why local government was such a focus by the State legislature. It seemed that one bad practice in one City equaled a new state law. SB 81, the Home Occupation Bill, was due to one City and one legislature that didn't like the way their City

was handling home occupations. Sometimes there are special interest groups, such as developers, or others who want uniformity, who lobby for new laws.

Mr. Sant summarized some of the bills that were passed:

- Transportation Bill SB 276 changed the inflationary factor of the gas tax and changed the floor and ceiling of the tax. Mr. Sant said that the City should start seeing an increase in B and C road funds.
- Successful in getting the Midvalley Highway on the bond program, with construction starting in 2019-2020.
- HB 164 Enterprise Funds -when funds are transferred from the enterprise fund to the general fund, there's a process. Notice requirements were enhanced, requiring a public hearing, with a follow up notice in the paper. This shouldn't impact Tooele City very much because the City doesn't transfer these types of funds.
- SB 198 Communication Bill sets up a board with nine members. Gives the County more money from the 911 money, with an increase from \$0.76 to \$0.80, which is a 10% increase. The 911 money will be dispersed on call volume, instead of bill address. It also gives money for radios and a bond to replace old infrastructure. This doesn't go in to effect for two years.
- SB 81 allows a City to define the impact that a home occupation brings to the City. The City can't license an occasional business operated by a minor, and can't license a business if there's not a direct impact to the City.
- Land use issues – HB 232 - helped with how courts define local jurisdiction on land use issues. The court would defer to the local legislative authority to enact land use issues, rather than having them defined by lawsuit or judges. Impact fees may come under fire in the future. Mr. Baker stated that he spent some time debating this bill with Jodi Hoffman and Wilf Summercorn. Mr. Baker stated that the legislature is trying to take the law contained in existing case law of the Utah Supreme Court to make sure those standards are codified in code so that both Cities and developers know what the rules are. This bill doesn't require changes to Tooele City code or practice because the City is doing it right. Mr. Sant felt that the League should do an evaluation on Cities that don't do things right, so that all Cities aren't penalized for those that are bad apples.
- The alcohol bill reduces the proximity from 600 to 300 feet for restaurants serving alcohol from schools, churches and parks. It removes the Division of Alcohol's ability to issue variances. It grandfathered in all current alcohol licenses from that proximity. If a restaurant is in place and a church is built next to it, they are grandfathered in.

- SB 110 online sales tax bill passed in the Senate but failed in the House. The impact is that the estimated income would be \$380 million in sales that we won't get revenue from. Currently there are 28 states that do collect this tax. This bill will come up again next year, but some feel it is the biggest failure of the session.

There were many bills affecting elections, building and fire codes, finances, general government, financing, judiciary, land use, public safety, retirement, transparency, transportation and water. Mr. Sant said that Mr. Baker is going to have to go through the bills to see which require changes in the City code. Mr. Baker said that the League has made it easy for him to look at the bills to see which ones require changes to City code. The League created a cheat sheet that has links to all the bills. Mr. Baker reviewed all 105 bills contained in the cheat sheet and sent emails to department heads explaining the different bills and what changes to procedure those require. There are only two that require changes to City code – the alcohol bill and the home occupation bill. Mr. Baker went on to say that many of the bills require us to operate differently, but don't require a code change.

Mr. Baker cited an example of one of the bills which requires a change of how we do business, but not a change in code – on a job application the City can't ask for criminal conviction information, it is to be done after a conditional offer of employment has been given. Mr. Baker listed an example of a need to change procedure - only a police officer is empowered to issue a citation for a misdemeanor crime. Code enforcement officers cannot issue those citations. Mr. Baker indicated that this may cause a future discussion about the many class B and C misdemeanors in the City code.

Mr. Sant stated that he would like to see the League change a few things. He would like the League to fight against the "one size fits all" mentality. The League members need to let the League know that just because you can, doesn't mean you should. Mr. Sant went on to say that it was important to become a partner with the State on their priority issues because it opens the door for them to work with us on our priority issues. Mr. Sant said that the City wants to be business friendly and transparent, but have their own way of doing those things.

Mr. Sant indicated that interim begins on May 17th. He guessed that 100-120 bills would come out before the January session. Mr. Sant felt that Tooele County's legislators represented Tooele very well, especially Doug Sagers. He expressed appreciation to be able to represent Tooele.

4. Close Meeting to Discuss Litigation and Property Acquisition

Councilman Pratt moved to close 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."

Those in attendance during the closed session were: Glenn Caldwell, Rachelle Custer, 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 6:03 p.m.

No minutes were taken on these items.

5. Adjourn

Councilman McCall moved to adjourn 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.”

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 17th day of May, 2017

Debra E. Winn, Tooele City Council Chair

**Tooele City Council and
Tooele City Redevelopment Agency of Tooele City, Utah
Business Meeting Minutes**

Date: Wednesday, May 3, 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
Scott Wardle
Brad Pratt
Steve Pruden
Dave McCall

City Employees Present:

Mayor Patrick Dunlavy
Glenn Caldwell, Finance Director
Chief Ron Kirby, Police Department
Roger Baker, City Attorney
Heidi Peterson, Communities that Care Director
Michelle Pitt, City Recorder
Rachelle Custer, City Planner
Lisa Carpenter, Deputy Recorder

Minutes prepared by Lisa Carpenter.

Chairwoman Winn called the meeting to order at 7:00 p.m.

1. Pledge of Allegiance

The Pledge of Allegiance was led by Councilman Dave McCall.

2. Roll Call

Scott Wardle, Present
Brad Pratt, Present
Steve Pruden, Present
Dave McCall, Present
Debbie Winn, Present

Councilwoman Winn welcomed Boy Scout Troops 1552 & 1615 to the City Council Meeting. Both Troops were working on their Citizenship in the Community Badges.

3. Boys and Girls Club State Youth of the Year Award

Presented by Darlene Dixon

Councilwoman Winn invited the Director of the Tooele Boys & Girls Club, Darlene Dixon, to introduce the State Youth of the Year Award recipient Rylie Grissetti.

Ms. Dixon stated that this is very exciting for the Tooele Club to run their Boys & Girls Club through Tooele City for the last 14 years. They are now part of the largest youth serving organization in the State of Utah and are part of the Greater Salt Lake Area.

Ms Dixon introduced Rylie who has been a member of the club since she was 6 years old. She is now graduating from Tooele High School. When she was in 8th grade she was honored as the Tooele Club Teen Youth of the Year and this year Rylie was named the Club's Tooele Teen Youth of the Year for a second time. Rylie was also honored recently for the Mayor's Youth Recognition Award. Rylie competed against all of the clubs in Salt Lake and Rylie won the Boys & Girls Clubs of Greater Salt Lake. Rylie then competed against all the Boys & Girls Clubs in the State of Utah and Rylie Grissetti has won State Youth of the Year for Boys & Girls Clubs of America. This June she will travel with her Program Director to California where she will compete for the Regional Youth of the Year against 7 Western States, including Colorado, Nevada, New Mexico, When Rylie wins that, she will compete for the Boys & Girls Club of America competition. Rylie already has \$8,000 of scholarship money in her pocket. She will compete for another \$15,000 in June. And when she wins that, she will compete against other boys & girls to win another \$25,000.

Ms. Dixon thanked the Council for allowing them to be there.

Rylie has been a member of the Club for 12 years. She has participated in every one of their programs. She has held offices in the club including: Keystone, Torch Club, competed in Youth of the Year. She participated in drug & alcohol free programs. Rylie is also the Junior Class Officer of Tooele High School. Rylie has held office in the Majestix which is a flag team at Tooele High. Rylie maintains a 3.8 grade point average.

Ms. Grissetti thanked the City Council for having her there. She thanked the audience for being there, as well. She told the youth that will receive the Mayor's Youth Recognition Awards that she knew how cool it was to receive the award. She told the kids how amazing she thought they were and thanked everyone, again for letting her be there. She then proceeded with her speech:

“Life is not always a matter of holding good cards, but sometimes playing a poor hand, well.” Jack London spoke these words, and I can definitely relate them to my life. Hi! I'm Rylie, and growing up in Tooele, the first cards that were dealt into my hand were my family. I had my Queen. That's my mom. I had my King. That's my dad. And then I had my brother. He was my Jack. Although, some would say he's the Joker! But what life didn't tell me, however, is that

it's full of bad cards. My parents were heavily addicted to drugs. And eventually all the good cards in my life slowly fell away. I felt like I had nothing to be proud of. Eventually, my parents enrolled me in the Boys & Girls Club because they didn't have enough time for me. Which ended up being a really good thing for me because I had friends at club. My counselors were more than willing to help me with my homework, which got my grades up. My deck felt fuller, because of club. The funny thing about life and how it works is that it like to throw in a bad card just when things start to seem good. My King made a threat against my Queen that led to him being thrown in prison and my Queen left us. That was really tough on me. I was only in 8th grade and I was put in the care of my grandmother. That year, my counselors honored with the Youth of the Year Award for the first time. Being, I was just going into High School, it gave me the confidence I needed to try out for many extracurricular activities. The counselors at my club? They are definitely the Royal Flush in my deck. They have helped me so much throughout the years. They have given me so much advice and so much confidence. One piece of advice came from a woman I will always look up to and admire: Miss Marsha Hill. She saw that even though my house of cards was crumbling around me, that there was one that still stood tall. And it was me! She said that I could be an anomaly. In 8th grade, I didn't know what that meant. But it means, "to stand out and beat the odds." And I'd like to believe that because of club, they've helped my poor deck great! Eventually, after High School, I plan on going to Med School, and becoming a neurosurgeon. After I've had my fun in the surgery room and operating on people, I plan on coming back to the club. I want to serve as a counselor to provide the same message to the kids that my counsellors provided me. That even though my hand and your hand didn't start out the best, we can make it one of the greatest. Thank you!

Council woman Winn thanked Rylie & Darlene. She then wished Rylie luck in her competition.

4. Mayor's Youth Recognition Awards

Presented by Mayor Patrick Dunlavy, Heidi Peterson and Chief Ron Kirby

The Mayor commented that Rylie should become a Mayoral candidate to show everyone, "how it's done!" He then mentioned what a great representative of our local Boys & Girls Club, in our community, that she has become and what a special young lady she is!

Mayor Dunlavy then welcomed everyone. He said it was a highlight to honor some special young people. This is their chance as a Mayor and elected City Council to acknowledge them in a public meeting.

The Mayor introduced Heidi Peterson, Director of Communities that Care, and Chief Ron Kirby of the Tooele City Police Department. Both programs are an integral part of what we do in our community and they both play a huge role in young people's lives

Ms. Peterson thanked and welcomed those present. Before the awards presentation, Ms. Peterson explained the Communities that Care department and the programs offered. She stated that 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 a 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, as there are some summer classes starting soon.

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. The recipients of this award will receive 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:

- * Colten Petersen, Copper Canyon Elementary
- * Dallen Johansen, Overlake Elementary
- * Lauren Zaleszki, Settlement Canyon Elementary
- * Zaytey Hall, Sterling Elementary
- * Anna Marble, Sterling Elementary
- * Rebekah Medley, Sterling Elementary
- * Alysha Mitchell, Sterling Elementary
- * Annamaria Martinez, West Elementary

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.

5. 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.

Sherry Cook, 469 East 1480 North, Tooele

Ms. Cook asked if there is any way she can convince the City to pave the road on Pine Canyon Road? It is City, isn't County. It runs in front of the theater and goes around the corner. It is a hazard and it has potholes. It is very dangerous because people move over to the wrong side of the road to avoid the potholes and it creates more of a mess.

The Mayor confirmed that it is on schedule to be done this year. The Mayor then mentioned that the North part of the road is actually in Tooele County.

Ms. Cook said she had attended the Tooele County meeting the day prior and they said, "It's an iffy thing where you turn into the Subdivision a little further up."

The Mayor said the City is going to do their part.

Lanetta Lewis, 993 Walden Drive, Tooele

Ms. Lewis said she just moved here, but she was reading in the City newsletter that there is an ordinance that weeds can't be higher than 6". She wanted to know if there was an ordinance about animal poop on the sidewalk or on others lawns.

The Mayor replied that she is very welcome to call Animal Control and they will go out and talk with the owners of the animal. They have a responsibility to pick up after their animals. They are very proactive with cooperating with any of the issues or concerns the public has. He stated that if it is a problem in your neighborhood, and it's ongoing, then please give them a call.

Ms. Lewis commented that she just doesn't know who the animal belongs to. She then mentioned that at some of the parks she has visited, there aren't any dog pick-up stations. She wondered if it would be possible to have that available.

The Mayor stated that everything is possible. He said that they are trying to get the parks in really good shape by adding some amenities that people enjoy using. That is one of the things they are working on.

Dan Larson, 396 E Lindy Way, Tooele

Mr. Larson shared that as a youth group, they have done their part as far as adding grass and taking down weeds at the England Acres Park. He asked if there was a plan to finish the rest of the park. He also asked if there was a plan to build a sidewalk on either side of 1000 North between the neighborhood and Main Street.

The Mayor responded that the sidewalks are the property owners and will be put in as they are developed. There are proposed developments on the books that the staff are working through. Hopefully they will develop their property and put those sidewalks in. There is a Master Plan for England Acres. The Mayor has put together a committee and they have been working with an architect to develop a plan for the entire England Acres Park. The entire plan to complete the park is over \$7,500,000. The plan is to complete the park in phases until it is complete.

Chairwoman Winn commented that this was exactly what the open forum was about, to bring items to the Council. Sometimes the staff will need to do some research. Tonight our Mayor had every answer. He knew those things were being worked on. That is a great credit to him and the work that he does.

Chairwoman Winn closed the public comment period at 7:42 p.m.

6. Violence Against Women Act (VAWA) Grant Update

AND

7. Victims of Crime Act (VOCA) Grant Update

Presented by Lynne Smith

Ms. Smith thanked the Council and Mayor for letting her present to the Council. Ms. Smith stated that the requirement for both grants (Items 6 & 7) for herself and Kaylene Young is to present to the governing body.

Ms Smith updated the council on some of the things they have done at the Police Department. Kaylene and Lynne's offices have been moved to larger offices in the front of the building. Through both of the remaining funds from their grants they were able to purchase some very nice furniture. Initially they only had one interview room mainly for criminals. That room was not as welcoming for victims of crime. Ms Smith had requested this funding from the State and had received it. They were able to make a "soft" interview area so victims aren't sitting across a desk. The officers and detectives are both using that area, as well. She stated they are striving to make it easier for our citizens to come forward about the things that are happening to them that are unpleasant. Ms. Smith then thanked the Council & Mayor again for their time

Councilwoman Winn thanked her. She said her work does not go unnoticed and that the Council appreciates so much all that they do for the City's residents.

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

The Mayor stated that it is a statutory requirement that the budget is presented to the council. It is a balanced budget. It is also required to set the date, time and place of when the public hearing will be held for the budget. The budget will also be available for review in the Recorder's Office. Between now and June 25th, 2017; which is the date that the public hearing will be held at 7 p.m., the Council can make any changes they see fit. The Council may have some discussions about their issues and priorities.

Councilwoman Winn thanked the Mayor along with the Finance Director, Glenn Caldwell, for their time and work. She commented to the Scout groups that these are your public officials that are doing their job and doing an excellent job at it.

Councilman Pratt moved to approve Resolution 2017-19 as presented. Councilman Pruden seconded the motion. The vote was as follows: Councilman Wardle, "Aye," Councilman Pratt, "Aye," Councilman Pruden, "Aye," Councilman McCall "Aye," and Chairwoman Winn, "Aye."

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**

AND

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)**

Councilwoman Winn stated that she would like to table both Ordinance 2017-09 & Ordinance 2017-10.

Councilman Pruden moved to "table" both Ordinance 2017-09 & Ordinance 2017-10. Councilman McCall seconded the motion. The vote was as follows: Councilman Wardle, "Aye," Councilman Pratt, "Aye," Councilman McCall, "Aye," Councilman Pruden "Aye," and Chairwoman Winn, "Aye."

Councilman Wardle noted that these items would be tabled until their next meeting, two weeks from today.

Councilwoman Winn confirmed.

11. **Minutes: April 19, 2017**

Chairwoman Winn stated that there was one correction regarding Councilman Steve Pruden's name not being included in the, "Council Members Present," portion of the minutes.

Councilman Wardle moved to approve the minutes for the meetings held on April 19, 2017, with the corrections noted by Councilwoman Winn. 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.”

12. Invoices

Presented by Michelle Pitt

There were no invoices to present.

13. Adjourn

Councilman Wardle moved to adjourn the meeting. Councilman McCall 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 7:50 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 17th, day of May, 2017

Debbie Winn, Tooele City Council Chair