

**HEBER CITY CORPORATION
75 North Main Street
Heber City, UT 84032
Heber City Council Meeting**

April 2, 2024

**4:00 p.m. Work Meeting
6:00 p.m. Regular Meeting**

TIME AND ORDER OF ITEMS ARE APPROXIMATE AND MAY BE CHANGED AS TIME PERMITS

I. WORK MEETING - 4:00 P.M.

1. Celebration Workforce Housing MDA (Jamie Baron, Planning Manager) - *45 min*
2. North Village Crossings Annexation (aka Harvest Village) (Tony Kohler, Community Development Director, Neil Goldberg) - *60 min*

II. BREAK - 15 MIN

III. REGULAR MEETING - 6:00 P.M.

1. Call to Order
2. Pledge of Allegiance (Aaron Cheatwood, Council Member)
3. Prayer/Thought by Invitation (Scott Phillips, Council Member)

IV. CONFLICT OF INTEREST DISCLOSURE:

V. AWARDS, RECOGNITION, and PROCLAMATIONS:

1. Mayor's Award Presented to Officer Travis Price
2. Proclamation of Arbor Day Celebration May 17, 2024 (Aaron Cheatwood, Council Member) - *5 min*

VI. CONSENT AGENDA:

1. Approval of March 19, 2024, City Council Meeting Minutes (Trina Cooke, City Recorder)

VII. PUBLIC COMMENTS: (3 min per person/20 min max)

VIII. ACTION ITEMS: (Council can discuss; table; continue; or approve items)

1. Resolution 2024-06 Amending the Heber Valley Airport (HVA) Fees Schedule by Updating Definition for Based Aircraft and Landing Fees Max Take Off Weight (MTOW), and Updating Ground Lease Rates (Travis Biggs, Airport Director) - *20 min*
2. Spring Community Cleanup and Unity Event (Matt Brower, City Manager) - *5 min*

3. Review and Options for Cemetery Administration Building Bids (Mark Rounds, Parks and Cemetery Director, Matt Brower, City Manager) - 20 min

IX. COMMUNICATION:

X. ADJOURNMENT:

Ordinance 2006-05 allows Heber City Council Members to participate in meetings via telecommunications media.

In accordance with the Americans with Disabilities Act, those needing special accommodations during this meeting or who are non-English speaking should contact Trina Cooke at the Heber City Offices 435.657.7886 at least eight hours prior to the meeting.

Posted on March 28, 2024, in the Heber City Municipal Building located at 75 North Main, the Heber City Website at www.heberut.gov, and on the Utah Public Notice Website at <http://pmn.utah.gov>. Notice provided to the Wasatch Wave.



Heber City Council Staff Report

MEETING DATE: 4/2/2024
SUBJECT: Celebration Workforce Housing MDA
RESPONSIBLE: Jamie Baron
DEPARTMENT: Planning
STRATEGIC RELEVANCE: Community and Economic Development

SUMMARY

Russ Watts is requesting an amendment to the zoning code to permit a housing and long stay hotel development at 350 E 1200 S.

Policy Questions

- Should the City amend the General Plan and Zoning Ordinance to permit the proposed development?
- Should the City allow residential development within the Approach Surface of the Airport Overlay Zone?

RECOMMENDATION

Staff is seeking feedback from the Council on the development in preparation of the Development Agreement.

BACKGROUND

Russ Watts is seeking a general plan and text amendment to permit a housing and long stay hotel development at 350 E 1200 S. The property is zoned C-2 Commercial and is located in the Eastern Outer Approach Surface of the Airport Overlay Zone. The current zoning doesn't allow for the development.

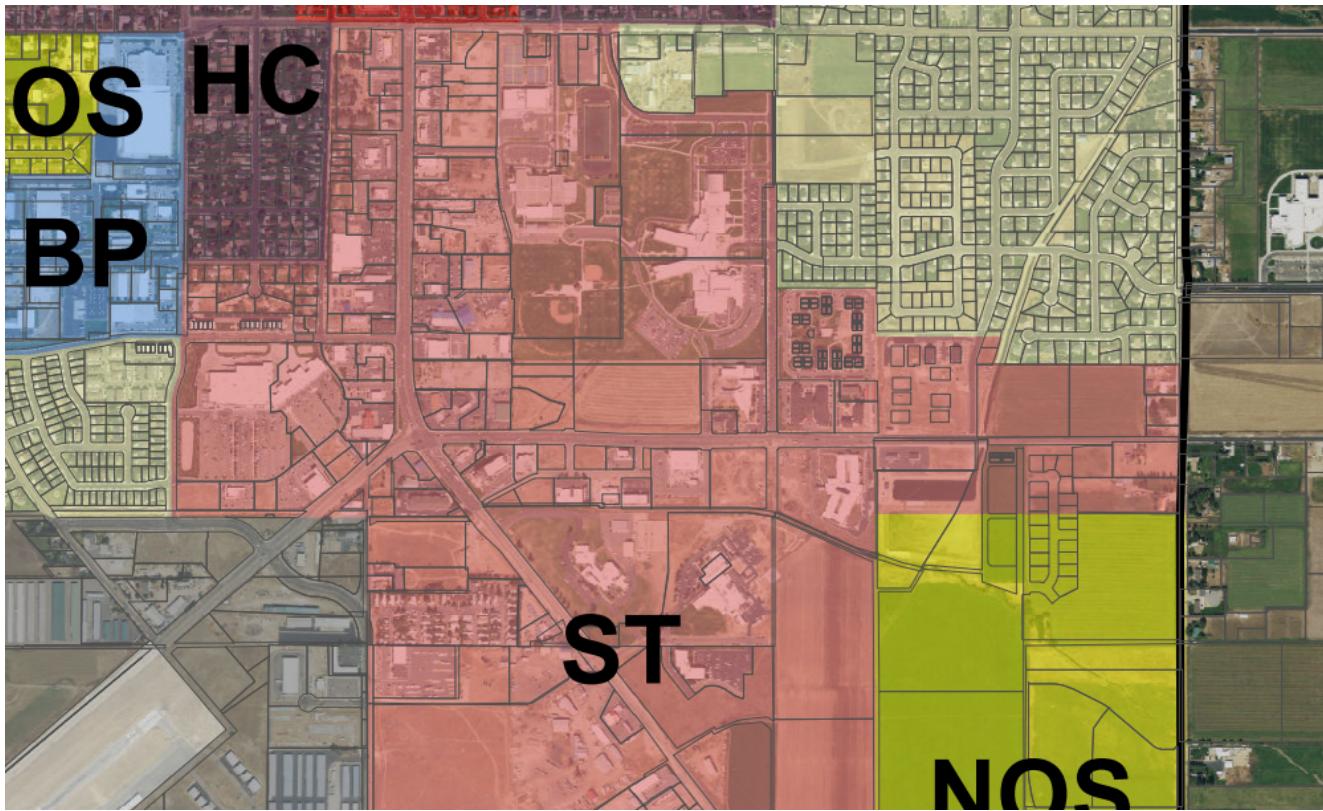


DISCUSSION

GENERAL PLAN

The Envision Heber 2050 General Plan identifies this property as part of the South Town Center, which is described as follows:

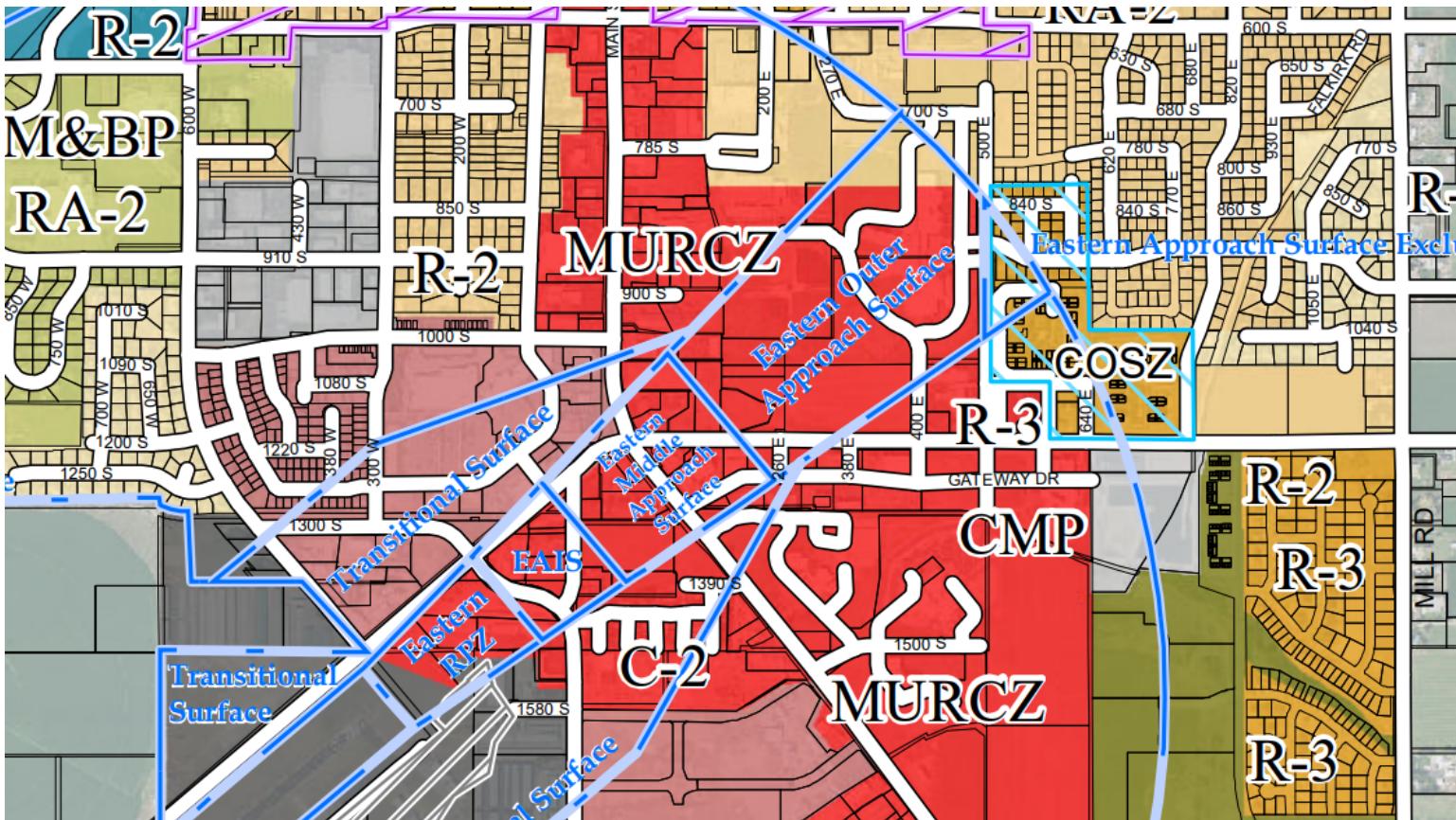
South Town Center (ST) Primary: regional commercial/office uses, health services, light manufacturing and tech businesses Secondary: medium to high density residential 14 to 20 units per acre Up to 3 story heights A mix of businesses catering to the regional larger scale needs of Wasatch County. Includes big box retail opportunities



ZONING

C-2 Zone. The C-2 Zone permits Mixed Use developments as a Conditional Use, requiring 50% of these the street-facing ground floor to be commercial. The current plan contains primarily residential on the main floor with some commercial mixed in.

AOZ. The Airport Overlay Zone currently prohibits residential within the Approach Surfaces. The project is located in the Outer Eastern Approach Surface. The Hotel and Retail uses are a Conditional Use as defined as a public assembly.



DENSITY

The current plan includes 230 residential units on 8.75 acres, equalling a density of 26.29 units/acre, not including the 89 hotel units. The General Plan identifies a range of 14-20 units/acre.

AFFORDABLE HOUSING

The aim of the project is to provide affordable workforce housing.

COMPATABILITY WITH THE AIRPORT

The property is in the landing and take off path of the airport. The AOZ was created in 2017, with lots of discussion on this area. The planes fly a low altitudes in this area and create a significant amount of noise in this area. Is this development compatable with the airport?

Public Hearing

The Planning Commission held a public hearing and forwarded a positive recommendation to the City Council on August 22, 2023, with the following finding and conditions:

Findings:

1. The Planning Commission held a public hearing on August 22, 2023.
2. The Planning Commission forwarded a positive recommendation on August 22, 2023.
3. The proposed development is consistent with the General Plan.

Conditions

1. Nightly rentals are not permitted in the apartment units.
2. The apartment units shall be deed restricted as affordable.
3. Street Lights on 1200 South shall be changed to the current standard lights.
4. A traffic study to be required.

FISCAL IMPACT

N/A

CONCLUSION

Russ Watts is seeking approval of an MDA to permit the proposed Celebration workforce housing development at 350 E 1200 S, including residential, longstay hotel, and commercial.

ALTERNATIVES

Not an action item

POTENTIAL MOTIONS

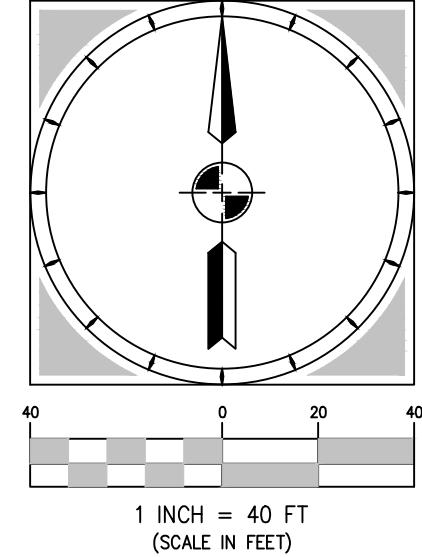
Not an action item.

ACCOUNTABILITY

Department: Planning
Staff member: Jamie Baron, Planning Manager

EXHIBITS

1. Concept 2023-06-30
2. Celebration Elevations updated
3. General Plan Map
4. Zoning Map 04-06-22_202204181824447945
5. Heber Celebration Workforce Community TIS 20240109 Signed
6. 20231207_WASATCH COUNTY SCHOOL DISTRICT -WATTS ENTERPRISES
7. 2024.01.03 - Updated Celebration Presentation
8. Doc - Mar 25 2024 - 4-52 PM


PROJECT TABULATIONS

ACREAGE	8.75 AC
TOWNHOME UNITS	230
HOTEL ROOMS	89
COMMERCIAL UNITS	4
TOTAL PARKING	366
TOWNHOME PARKING	228
HOTEL PARKING	89
CLUBHOUSE PARKING	8
COMMERCIAL PARKING	27
ADA PARKING	14
LANDSCAPING AREA	3.04 AC
SIDEWALK/TRAILS LENGTH	7,324 LF






































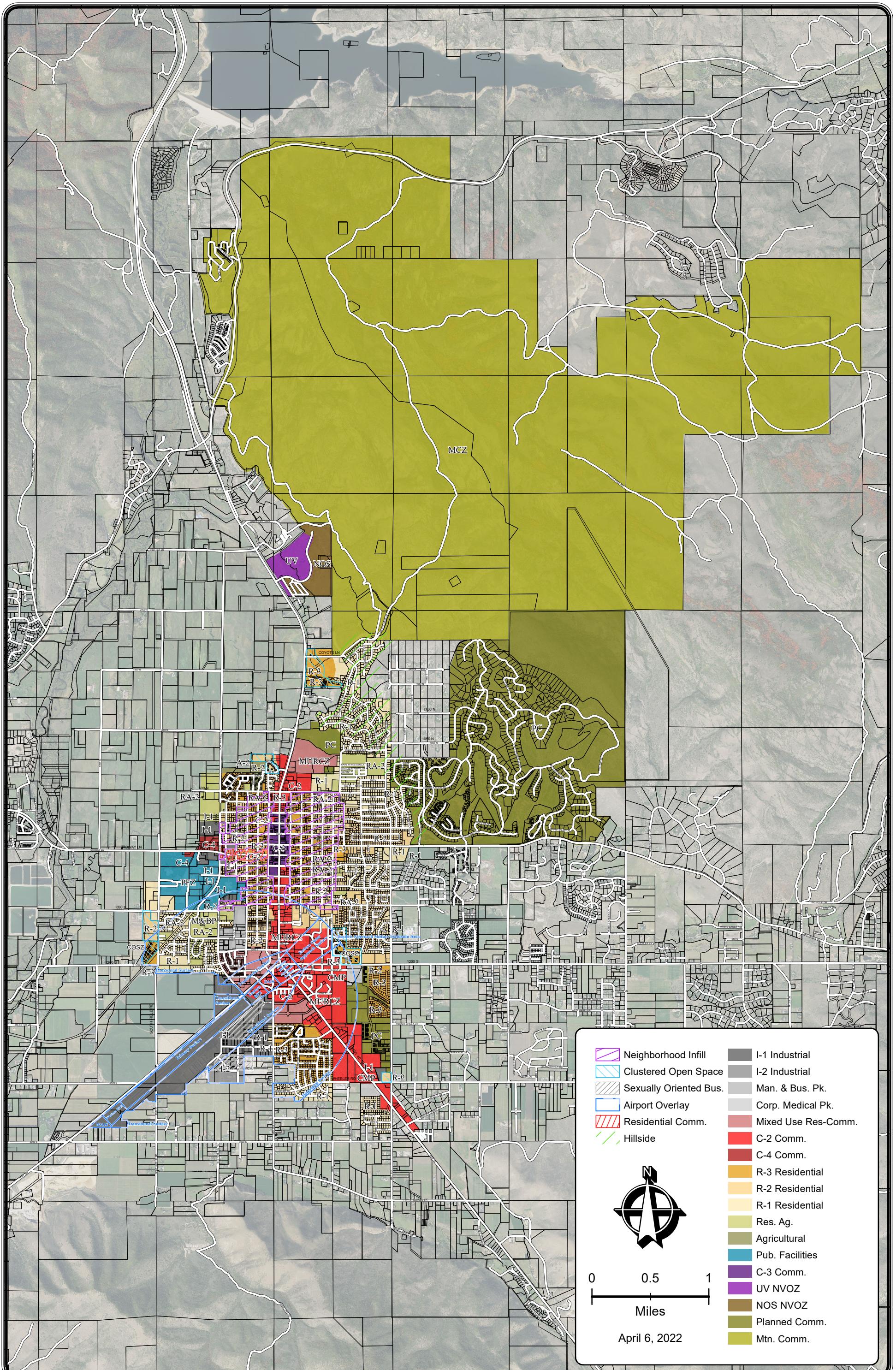






Heber City General Plan Map





Heber City Zoning Map

Celebration Workforce Community

Traffic Impact Study



Heber, Utah

January 9, 2024

UT23-2596



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Celebration Workforce Community development located in Heber, Utah. The development is located northwest of the 400 East / 1200 South intersection.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2023) and future (2028) conditions with and without the proposed project and to recommend mitigation measures as needed. The morning and evening peak hour level of service (LOS) results are shown in Table ES-1, with the governing worst movement shown for unsignalized intersections. Recommended storage lengths are shown in Table ES-2. An exhibit of the proposed mitigated roadway network is shown in Figure ES-1. A site plan of the project is provided in Appendix A.

Table ES-1: Peak Hour Level of Service Results

Intersection	Level of Service (Worst Movement)							
	Existing (2023)				Future (2028)			
	Background		Plus Project		Background		Plus Project	
	AM	PM	AM	PM	AM	PM	AM	PM
1 1200 South & U.S. 189 / U.S. 40	C	C	C	D	C	C	D	C
2 260 East / 1200 South	a (NBL)	b (NBL)	a (NBL)	b (NBL)	b (NBL)	b (NBL)	c (NBL)	b (NBL)
3 380 East & East Access / 1200 South	b (NBL)	a (NBL)	b (NBL)	b (NBL)	b (NBL)	b (NBL)	c (SBL)	b (NBL)
4 400 East / 1200 South	d (SBL)	a (SBL)	d (SBL)	b (SBL)	d (SBL)	b (SBL)	d (SBL)	b (SBL)
5 500 East / 1200 South	A	A	A	A	B	A	B	A
6 Northeast Access & North Library / 400 East	a (WBL)	a (WBL)	a (WBL)	a (EBR)	a (WBL)	a (WBL)	a (EBL)	a (EBL)
7 Parking Access & Lookout Access / 500 East	a (WBL)	a (WBL)	a (WBL)	a (EBL)	a (WBL)	a (WBL)	b (EBL)	a (EBL)
8 West Access / 1200 South	-	-	b (SBL)	b (SBL)	-	-	b (SBL)	b (SBL)
9 Southeast Access / 400 East	-	-	a (EBL)	a (EBR)	-	-	a (EBL)	a (EBR)

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter). Movements are expressed as an acronym, eg. WBL = westbound left turn

Source: Hales Engineering, January 2024

Table ES-2: Recommended Storage Length

Intersection	Recommended Storage Lengths (feet)											
	Northbound		Southbound		Eastbound		Westbound		Northbound		Southbound	
	LT		RT		LT		RT		LT		RT	
	E	P	E	P	E	P	E	P	E	P	E	P
1 1200 South & U.S. 189 / U.S. 40	150	225	150	150	330	-	-	-	240	325	205	225
4 400 East / 1200 South	-	-	-	-	-	-	75	-	75	100	-	-
5 500 East / 1200 South	125	-	125	-	70	-	70	-	75	125	150	-

1. Storage lengths are based on 2028 95th percentile queue lengths and do not include required deceleration / taper distances

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

Source: Hales Engineering, January 2024

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

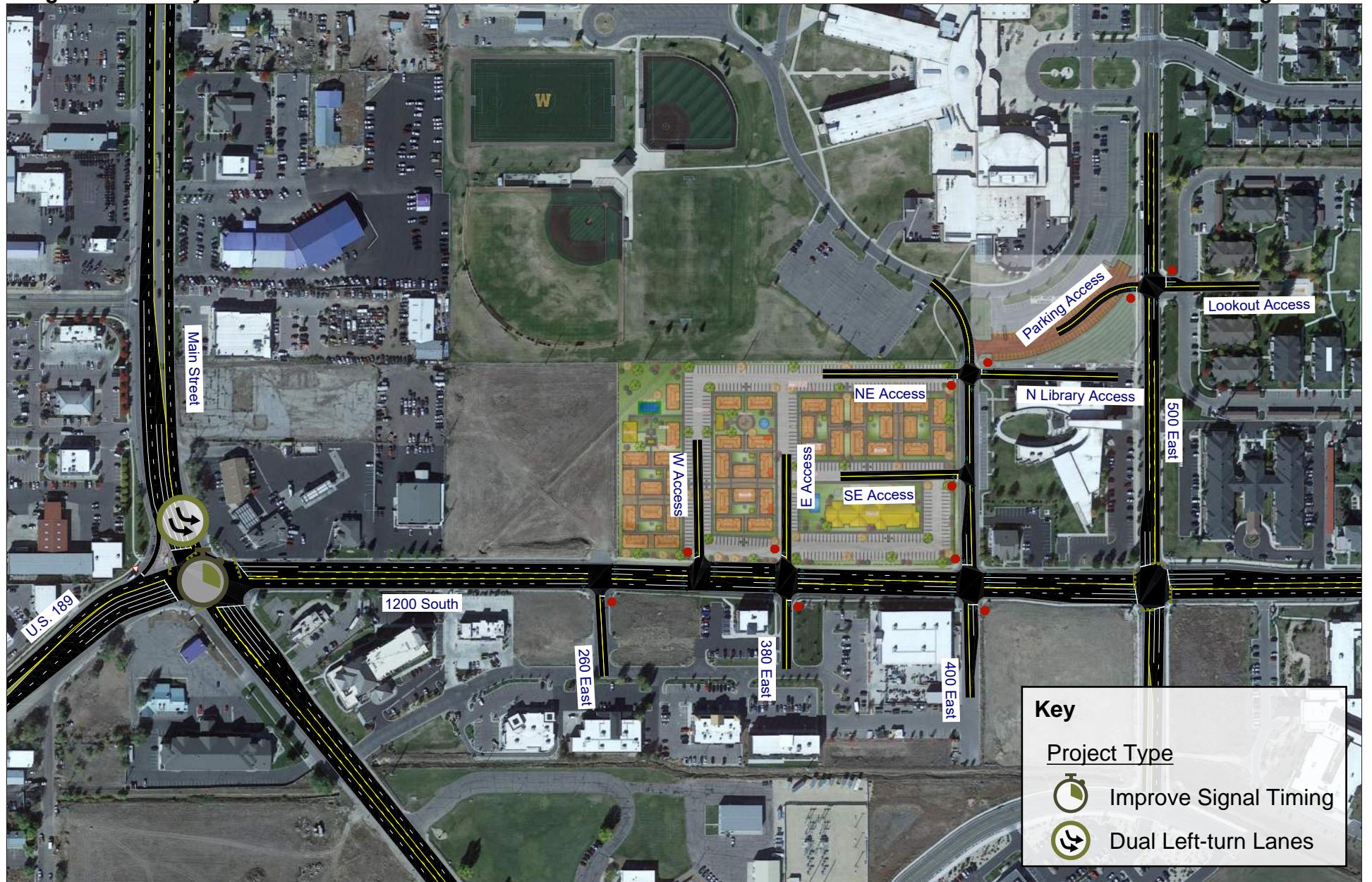
Project Conditions

- The development will consist of a hotel, retail space, and multifamily housing.
- The project is anticipated to generate approximately 2,484 weekday daily trips, including 160 trips in the morning peak hour, and 204 trips in the evening peak hour.
 - It is likely that the project will generate fewer trips due to a planned shuttle that will transport residents to and from work. However, as a conservative measure, no transit reductions were applied in the analyses.
- It is estimated that the two-way left-turn lane on 1200 South will be used to accommodate left-turn movements into the project. Slight striping adjustments may be needed at the existing 260 East / 1200 South intersection to accommodate the project's West Access.

2023	Background	Plus Project
Assumptions	<ul style="list-style-type: none"> • Projected volumes from the Heber 1131 South Main Street TIS (Hales, 2023) and the Heber 825 South Main Street TIS (Hales, 2022) were included in the background volumes • A signal was assumed at the 500 East / 1200 South intersection based on existing plans 	<ul style="list-style-type: none"> • New shared parking access onto 500 East <ul style="list-style-type: none"> ◦ Wasatch High School (WHS) inbound traffic rerouted during the morning peak hour
Findings	<ul style="list-style-type: none"> • Acceptable LOS 	<ul style="list-style-type: none"> • Acceptable LOS
Mitigations	<ul style="list-style-type: none"> • None. Dual southbound left-turn lanes are warranted at the 1200 South & U.S. 89 / U.S. 40 despite operating at an acceptable level of service in existing conditions. 	<ul style="list-style-type: none"> • None
2028	Background	Plus Project
Assumptions	<ul style="list-style-type: none"> • Based on the Wasatch Regional Transportation Plan (RPO), it was assumed that 500 East connects south of the Heber Valley Hospital by 2028 • 1200 South & U.S. 189 / U.S. 40: Dual southbound left-turn lanes installed per UDOT criteria 	<ul style="list-style-type: none"> • New shared parking access onto 500 East <ul style="list-style-type: none"> ◦ WHS inbound traffic rerouted during the morning peak hour
Findings	<ul style="list-style-type: none"> • Acceptable LOS 	<ul style="list-style-type: none"> • Acceptable LOS

Heber - Celebration Workforce Housing TIS
Mitigated Roadway Network

Figure ES-1



Hales Engineering
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01/09/2024

TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
SUMMARY OF KEY FINDINGS & RECOMMENDATIONS	ii
TABLE OF CONTENTS	iv
LIST OF TABLES	v
LIST OF FIGURES	v
I. INTRODUCTION	1
A. Purpose	1
B. Scope	2
C. Analysis Methodology	2
D. Level of Service Standards	2
II. EXISTING (2023) BACKGROUND CONDITIONS.....	4
A. Purpose	4
B. Roadway System	4
C. Traffic Volumes	4
D. Level of Service Analysis	5
E. Queuing Analysis	5
F. Mitigation Measures	6
III. PROJECT CONDITIONS	9
A. Purpose	9
B. Project Description	9
C. Trip Generation	9
D. Trip Distribution and Assignment	10
E. Access	11
F. Auxiliary Lanes	14
IV. EXISTING (2023) PLUS PROJECT CONDITIONS	15
A. Purpose	15
B. Traffic Volumes	15
C. Level of Service Analysis	15
D. Queuing Analysis	15
E. Mitigation Measures	15
V. FUTURE (2028) BACKGROUND CONDITIONS.....	19
A. Purpose	19
B. Roadway Network	19
C. Traffic Volumes	19
D. Level of Service Analysis	19
E. Queuing Analysis	19
F. Mitigation Measures	19
VI. FUTURE (2028) PLUS PROJECT CONDITIONS.....	23
A. Purpose	23
B. Traffic Volumes	23
C. Level of Service Analysis	23
D. Queuing Analysis	23
E. Mitigation Measures	23
F. Recommended Storage Lengths	26

Appendix A: Project Site Plan

Appendix B: Turning Movement Counts

Appendix C: LOS Results

Appendix D: Queuing Results

LIST OF TABLES

Table 1: Level of Service Description	3
Table 2: Existing (2023) Background Peak Hour LOS	5
Table 3: Project Land Uses.....	9
Table 4: Trip Generation	10
Table 5: Trip Distribution.....	10
Table 6: Existing (2023) Plus Project Peak Hour LOS	18
Table 7: Future (2028) Background Peak Hour LOS	22
Table 8: Future (2028) Plus Project Peak Hour LOS	26
Table 10: Recommended Storage Lengths.....	26

LIST OF FIGURES

Figure 1: Vicinity map showing the project location in Heber, Utah.....	1
Figure 2: Existing (2023) background peak hour traffic volumes	7
Figure 3: Trip assignment for the peak hours.....	12
Figure 4: Existing (2023) plus project peak hour traffic volumes	16
Figure 5: Future (2028) background peak hour traffic volumes	20
Figure 6: Future (2028) plus project peak hour traffic volumes.....	24

I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Celebration Workforce Community development located in Heber, Utah. The proposed project is located on 1200 South, just west of the 400 East / 1200 South intersection. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2023) and future (2028) conditions, with and without the proposed project, and to recommend mitigation measures as needed.

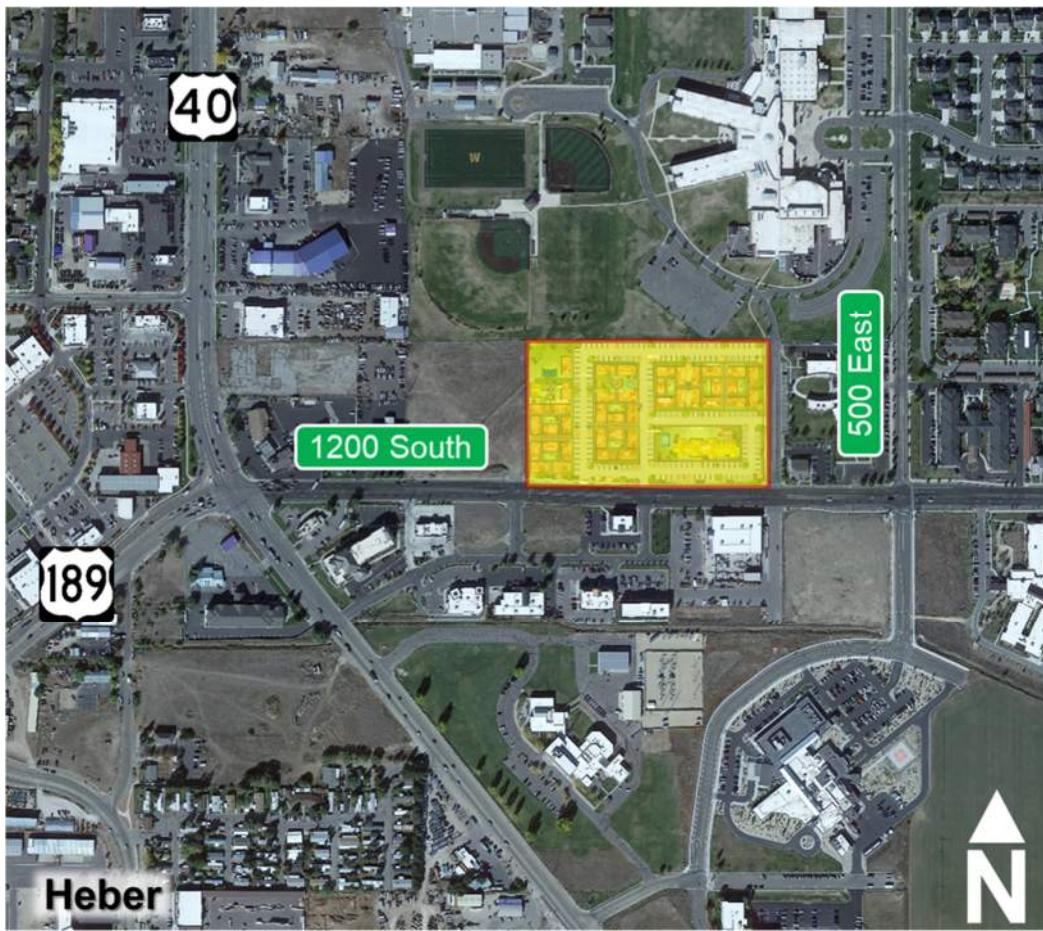


Figure 1: Vicinity map showing the project location in Heber, Utah

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:

- U.S. 189 & 1200 South / U.S. 40
- 260 East / 1200 South
- 380 East / 1200 South
- 400 East / 1200 South
- 500 East / 1200 South
- North County Library Access / 400 East
- West Project Access / 1200 South
- Southeast Project Access / 400 East
- Lookout at Ranch Landing Access / 500 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.

The *Highway Capacity Manual* (HCM), 7th Edition, 2022 methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

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

Many of the figures in this report are printouts of the Synchro model. These figures are not meant to be a design exhibit for exact lane striping and design, due to the limitations of the Synchro software. Instead, the purpose of these figures is to show assumed peak hour turning movement volumes and the conceptual travel lane configuration of the study roadway network.

D. Level of Service Standards

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

Table 1: Level of Service Description

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

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 7th Edition, 2023 Methodology (Transportation Research Board)

II. EXISTING (2023) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway System

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

1200 South – is a city-maintained roadway which is classified by the Heber City General Plan (March 2020) as a minor arterial. The roadway has two travel lanes in each direction. The posted speed limit is 35 mph in the study area.

400 East – is a city-maintained roadway which is classified by the Heber City General Plan (March 2020) as a local road. The roadway has one travel lane in each direction. There is no posted speed limit on this roadway, but it was assumed to be 25 mph in the study area.

A signal will soon be installed at the 500 East / 1200 South intersection. This was assumed in the background and plus project analyses. Based on existing signal plans, left-turn permissive/protected phasing was included in the signal timing for each approach.

C. Traffic Volumes

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

- U.S. 189 & 1200 South / U.S. 40
- 260 East / 1200 South
- 380 East / 1200 South
- 400 East / 1200 South
- 500 East / 1200 South
- North County Library Access / 400 East
- Lookout at Ranch Landing Access / 500 East
- South Loop Access / 500 East
- North Loop Access & Old Mill Drive / 500 East

The first 6 intersection counts were performed on Wednesday, September 6, 2023 and the remaining counts were performed on Wednesday, December 20, 2023. The morning peak hour was determined to be between 7:30 and 8:30 a.m., and the evening peak hour was determined to be between 4:45 and 5:45 p.m. The evening peak hour volumes were approximately 18%

higher than the morning peak hour volumes. Both the morning and evening peak hour volumes were used in the analysis. Detailed count data are included in Appendix B.

Hales Engineering considered seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on U.S. 40 (ATR #509). In recent years, traffic volumes in September have been equal to approximately 111% of average traffic volumes while traffic in December has been equal to 92% of average traffic volumes. The observed September traffic volumes were left unadjusted as a conservative measure while the observed December traffic volumes were increased accordingly.

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

D. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the morning and evening peak hours, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2023) conditions.

Table 2: Existing (2023) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
1200 South & U.S. 189 / U.S. 40	Signal	C (33.2)	C (33.9)
260 East / 1200 South	NB/SB Stop	a (8.9) / NBL	b (10.4) / NBL
380 East / 1200 South	NB Stop	b (14.1) / NBL	a (9.4) / NBL
400 East / 1200 South	NB/SB Stop	d (27.1) / SBL	a (9.1) / SBL
500 East / 1200 South	Signal	A (7.8)	A (4.9)
North County Library Access / 400 East	WB Stop	a (8.4) / WBL	a (5.8) / WBL
Lookout at Ranch Landing Access / 500 East	WB Stop	a (6.2) / WBL	a (6.3) / WBL

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

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

Source: Hales Engineering, January 2024

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the morning and evening peak hours.

F. Mitigation Measures

No mitigation measures are recommended. Based on the existing traffic volumes, dual southbound left-turn lanes are warranted at the 1200 South & U.S. 189 / U.S. 40 intersection. However the intersection still performs at acceptable levels of service under existing conditions.

Heber - Celebration Workforce Housing TIS Existing (2023) Background

Morning Peak Hour Figure 2a



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Heber - Celebration Workforce Housing TIS
Existing (2023) Background

Evening Peak Hour
Figure 2b



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01/05/2024

III. PROJECT CONDITIONS

A. Purpose

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

B. Project Description

The proposed Celebration Workforce Community development is located northwest of the 400 East / 1200 South intersection. The development will consist of a hotel, retail space, and multifamily townhome and stacked apartment housing. A concept plan for the proposed development is provided in Appendix A. The proposed land use for the development has been identified in Table 3.

Table 3: Project Land Uses

Land Use	Intensity
Hotel	89 rooms
Retail	2,400 sq. ft.
Townhome	115 units
Apartments	115 units

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021. Trip generation for the proposed project is included in Table 4. ITE data indicates an average pass-by percentage of approximately 15% for retail space. However, as a conservative measure, no pass-by reductions were applied.

It is anticipated that there will be shuttling service between the residential units and employment centers in the area. However, no transit reductions were applied as an additional conservative measure in this analysis.

The total trip generation for the development is as follows:

- Daily Trips: 2,484
- Morning Peak Hour Trips: 160
- Evening Peak Hour Trips: 204

Table 4: Trip Generation

Land Use ¹	# of Units	Unit Type	Trip Generation			New Trips		
			Total	% In	% Out	In	Out	Total
Weekday Daily								
Hotel (310)	89	Rooms	712	50%	50%	356	356	712
Strip Retail Plaza, <40k (822)	2.4	KSF	132	50%	50%	66	66	132
Single-Family Attached Housing (215)	115	DU	826	50%	50%	413	413	826
Multifamily Housing (Low-Rise) (220)	115	DU	814	50%	50%	407	407	814
			TOTAL	2,484		1,242	1,242	2,484
AM Peak Hour								
Hotel (310)	89	Rooms	38	56%	44%	21	17	38
Strip Retail Plaza, <40k (822)	2.4	KSF	6	60%	40%	4	2	6
Single-Family Attached Housing (215)	115	DU	56	31%	69%	17	39	56
Multifamily Housing (Low-Rise) (220)	115	DU	60	24%	76%	14	46	60
			TOTAL	160		56	104	160
PM Peak Hour								
Hotel (310)	89	Rooms	38	51%	49%	19	19	38
Strip Retail Plaza, <40k (822)	2.4	KSF	30	50%	50%	15	15	30
Single-Family Attached Housing (215)	115	DU	66	57%	43%	38	28	66
Multifamily Housing (Low-Rise) (220)	115	DU	70	63%	37%	44	26	70
			TOTAL	204		116	88	204

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

SOURCE: Hales Engineering, September 2023

D. Trip Distribution and Assignment

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

Table 5: Trip Distribution

Direction	% To/From Project
North	50%
South	15%
East	5%
West	30%

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

E. Access

The proposed access for the site will be gained at the following locations:

1200 South:

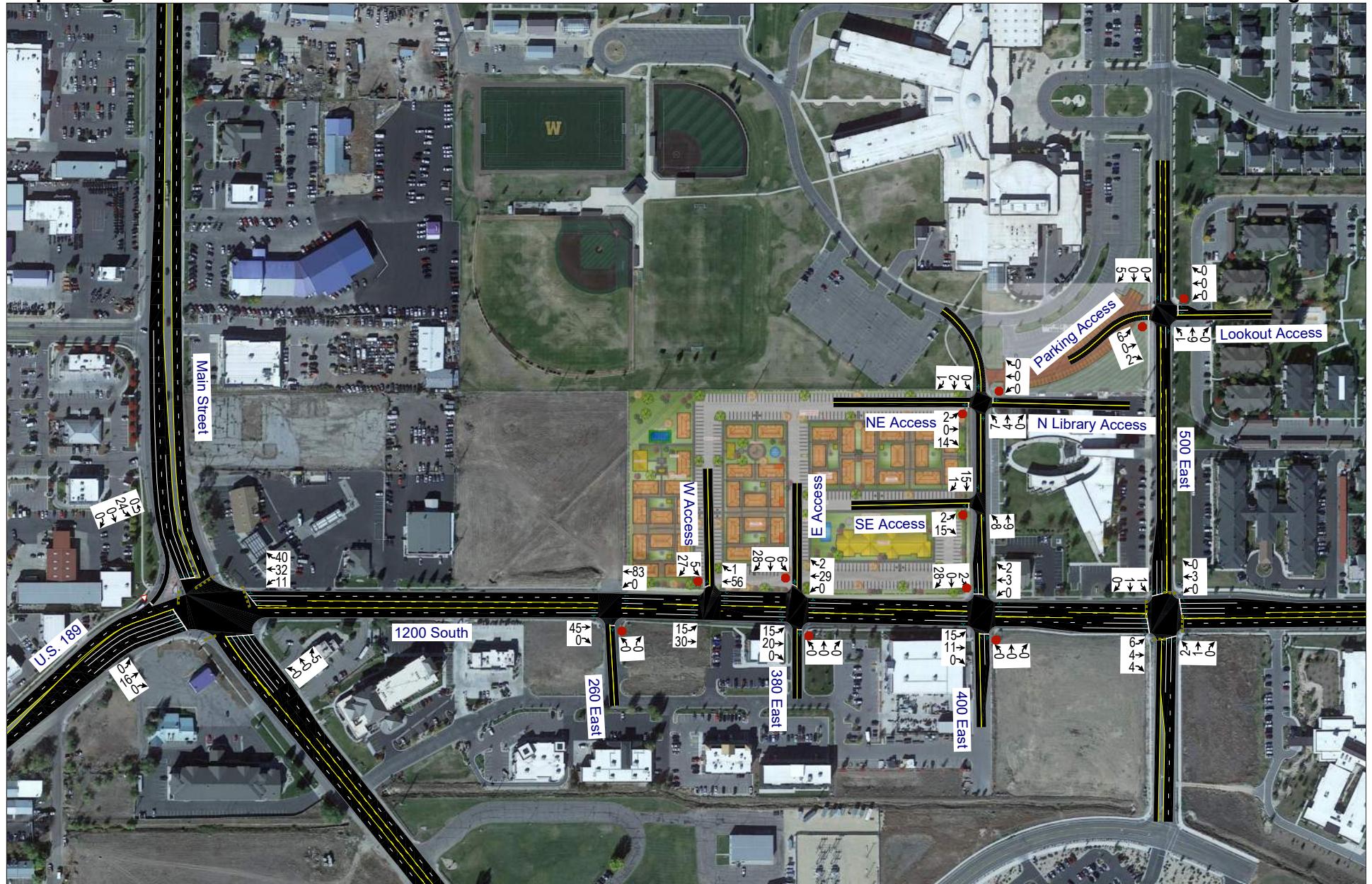
- The West Access will be located approximately 200 feet east of the 260 East / 1200 South intersection. It will access the project on the north side of 1200 South. It is anticipated that the access will be stop-controlled.
- The East Access will be located at the existing 380 South / 1200 South intersection. It will access the project on the north side of 1200 South. It is anticipated that the access will be stop-controlled.

400 East:

- The Northeast Access will be located approximately across from the North County Library access. It will access the project on the west side of 400 East. It is anticipated that the access will be stop-controlled.
- The Southeast Access will be located approximately 250 feet north of the 400 East / 1200 South intersection. It will access the project on the west side of 400 East. It is anticipated that the access will be stop-controlled.

Heber - Celebration Workforce Housing TIS
Trip Assignment

Morning Peak Hour
Figure 3a

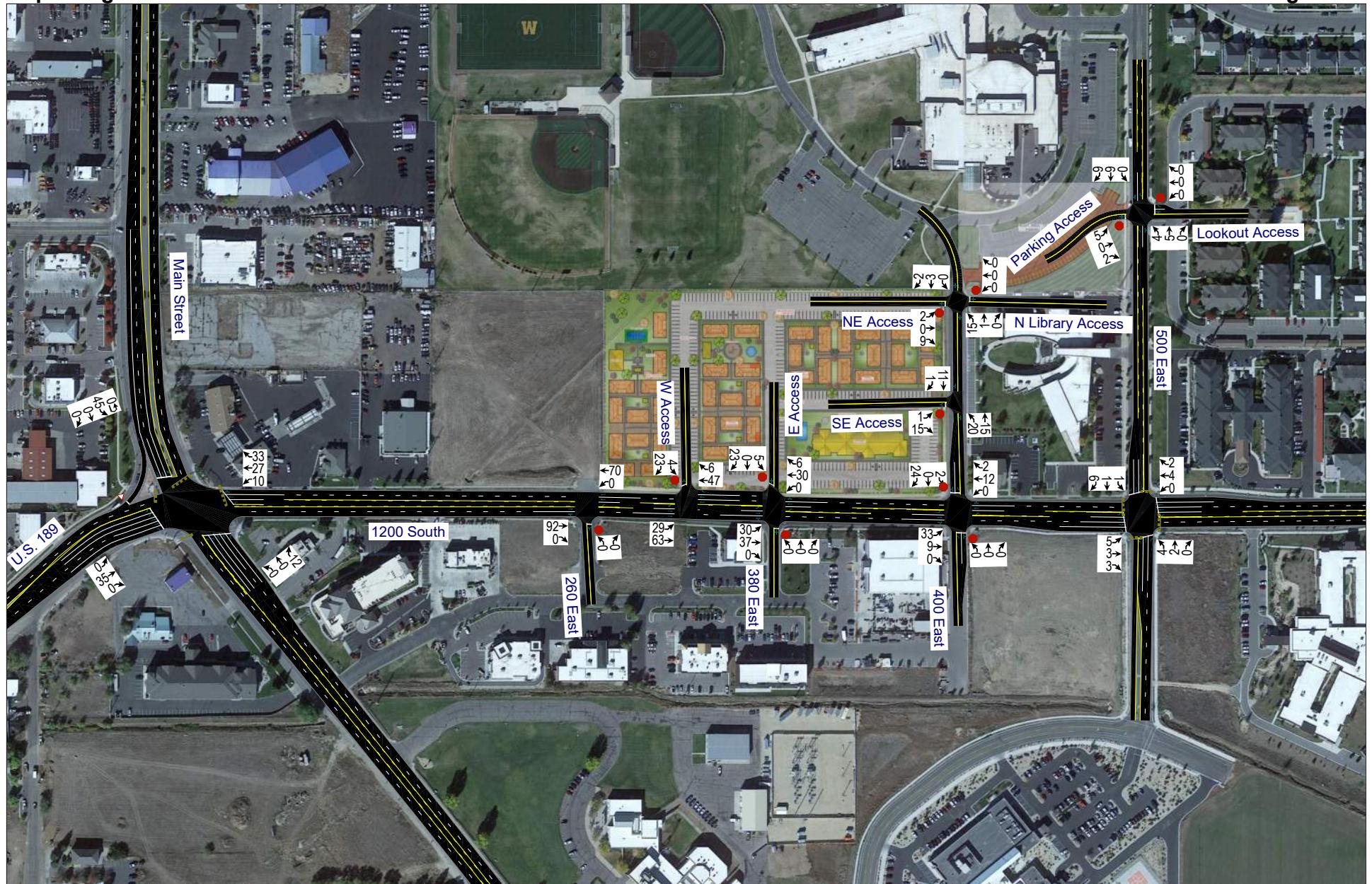


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Heber - Celebration Workforce Housing TIS
Trip Assignment

Evening Peak Hour
Figure 3b



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F. Auxiliary Lanes

Auxiliary lanes are deceleration (ingress) or acceleration (egress) turn lanes that provide for safe turning movements that have less impact on through traffic. These lanes are sometimes needed at accesses or roadway intersections if right- or left-turn volumes are high enough.

Deceleration (ingress) lanes are generally needed when there are at least 50 right-turn vehicles or 25 left-turn vehicles in an hour. These guidelines were used for the City roadways in the study area.

Based on these guidelines and the anticipated project traffic, no right-turn pockets are recommended. It is anticipated that left-turn movements from 1200 South can be accommodated with the existing two-way left-turn lane.

For the proposed West Access onto 1200 South, the existing westbound left-turn lane striping at the 260 East / 1200 South should be restriped as a two-way left-turn lane to be able to safely accommodate eastbound left turns into the West Access. It is anticipated that there will still be enough storage at the westbound left-turn into 260 East based on the 95th percentile westbound left-turn queues of 50 feet at that location.

IV. EXISTING (2023) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2023) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2023) background traffic volumes to predict turning movement volumes for existing (2023) plus project conditions. During the morning peak hour scenario, a portion of the existing Wasatch High School traffic on 400 East were routed to the proposed Parking Access / 500 East intersection. (2023) plus project morning and evening peak hour turning movement volumes are shown in Figure 4.

C. Level of Service Analysis

Hales Engineering determined that all project intersections will operate at acceptable levels of service during the morning and evening peak hours, as shown in Table 6.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

- 1200 South & U.S. 189 / U.S. 40:
 - Southbound: 500 feet (PM)

E. Mitigation Measures

No mitigation measures are recommended.

Heber - Celebration Workforce Housing TIS
Existing (2023) Plus Project

Morning Peak Hour
Figure 4a

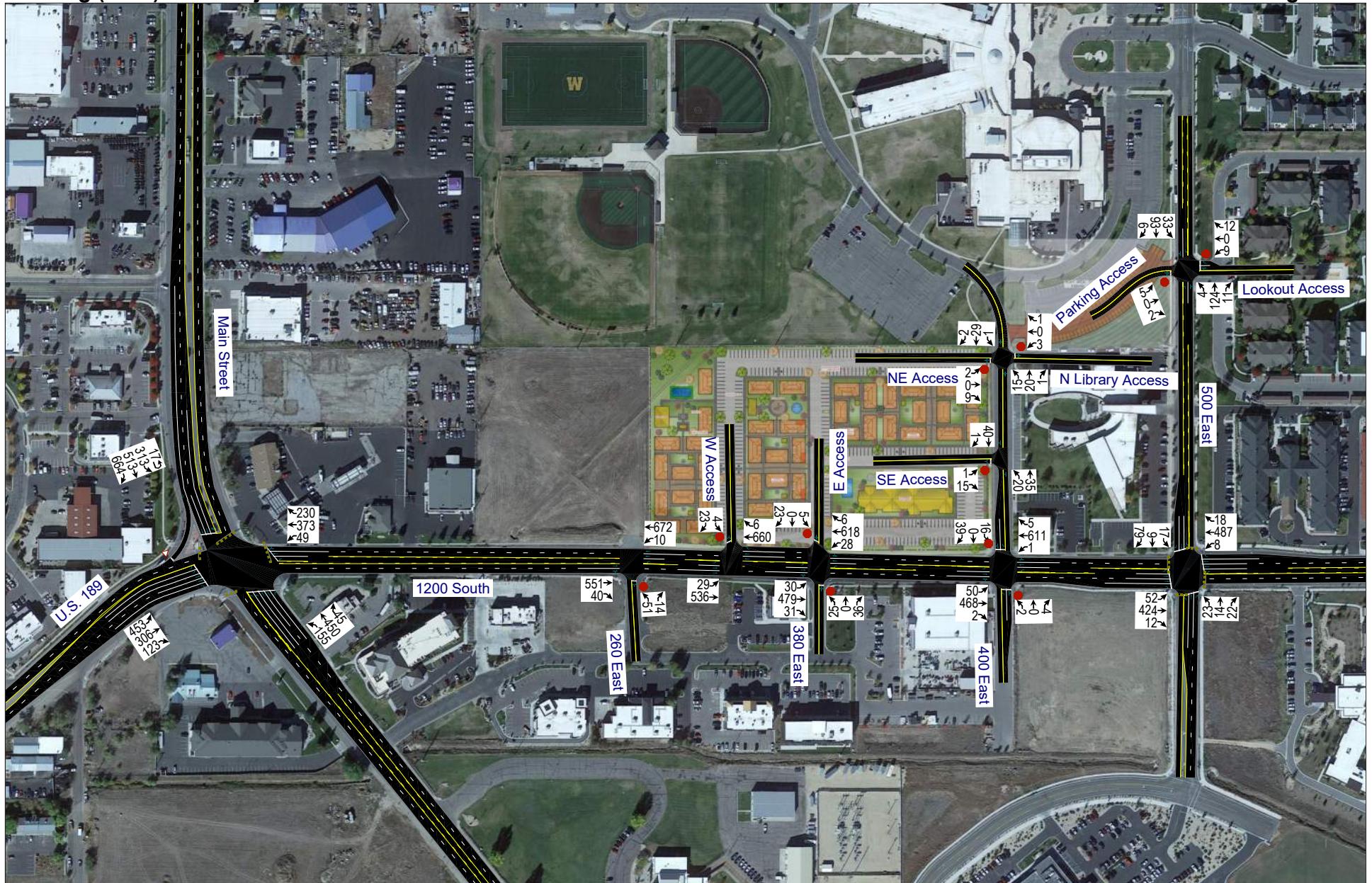


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Heber - Celebration Workforce Housing TIS
Existing (2023) Plus Project

Evening Peak Hour
Figure 4b



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Table 6: Existing (2023) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
1200 South & U.S. 189 / U.S. 40	Signal	C (33.2)	D (36.3)
260 East / 1200 South	NB/SB Stop	a (7.1) / NBL	b (11.9) / NBL
380 East & East Access / 1200 South	NB Stop	b (11.7) / NBL	b (12.1) / NBL
400 East / 1200 South	NB/SB Stop	d (33.6) / SBL	b (12.0) / SBL
500 East / 1200 South	Signal	A (7.8)	A (5.4)
Northeast Access & North Library / 400 East	EB/WB Stop	a (8.1) / WBL	a (4.0) / EBR
Parking Access & Lookout Access / 500 East	EB/WB Stop	a (8.1) / WBL	a (6.2) / EBL
West Access / 1200 South	SB Stop	b (13.9) / SBL	b (10.8) / SBL
Southeast Access / 400 East	EB Stop	a (6.5) / EBL	a (4.0) / EBR

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

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

Source: Hales Engineering, January 2024

V. FUTURE (2028) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2028) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Wasatch Regional Planning Organization (RPO) 500 East is planned to extend further southward past the Heber Valley Hospital as a phase 1 (2019-2030) project. This was taken into account in the projected future (2028) background volumes. Additionally, dual southbound left-turns were assumed at the 1200 South & U.S. 189 / U.S. 40 intersection based on UDOT dual left-turn warrants being met.

C. Traffic Volumes

Hales Engineering obtained future (2028) forecasted volumes from the Summit & Wasatch Counties travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2028) morning and evening peak hour turning movement volumes are shown in Figure 5.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2028) background conditions, as shown in Table 7. These results serve as a baseline condition for the impact analysis of the proposed development for future (2028) conditions.

E. Queuing Analysis

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

F. Mitigation Measures

No mitigation measures are recommended.

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Future (2028) Background

Morning Peak Hour
Figure 5a



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Heber - Celebration Workforce Housing TIS
Future (2028) Background

Evening Peak Hour
Figure 5b



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Table 7: Future (2028) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
1200 South & U.S. 189 / U.S. 40	Signal	C (34.9)	C (33.4)
260 East / 1200 South	NB/SB Stop	b (14.1) / NBL	b (11.1) / NBL
380 East / 1200 South	NB Stop	b (13.6) / NBL	b (10.6) / NBL
400 East / 1200 South	NB/SB Stop	d (27.4) / SBL	b (11.6) / SBL
500 East / 1200 South	Signal	B (10.5)	A (6.0)
North County Library Access / 400 East	WB Stop	a (5.8) / WBL	a (5.1) / WBL
Lookout at Ranch Landing Access / 500 East	WB Stop	a (9.8) / WBL	a (6.3) / WBL

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

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

Source: Hales Engineering, January 2024

VI. FUTURE (2028) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2028) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2028) background traffic volumes to predict turning movement volumes for future (2028) plus project conditions. During the morning peak hour scenario, a portion of the existing Wasatch High School traffic on 400 East were routed to the proposed Parking Access / 500 East intersection. Future (2028) plus project morning and evening peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Hales Engineering determined that all studied intersections will operate at acceptable levels of service during the morning and evening peak hours, as shown in Table 8.

D. Queuing Analysis

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

E. Mitigation Measures

No mitigation measures are recommended.

Heber - Celebration Workforce Housing TIS
Future (2028) Plus Project

Morning Peak Hour
Figure 6a



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Heber - Celebration Workforce Housing TIS
Future (2028) Plus Project

Evening Peak Hour
Figure 6b



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Table 8: Future (2028) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹		
Description		Control	Morning Peak	Evening Peak
1200 South & U.S. 189 / U.S. 40	Signal	D (37.1)	C (34.0)	
260 East / 1200 South	NB/SB Stop	c (19.4) / NBL	b (13.5) / NBL	
380 East & East Access / 1200 South	NB Stop	c (15.9) / SBL	b (12.5) / NBL	
400 East / 1200 South	NB/SB Stop	d (29.1) / SBL	b (13.0) / NBL	
500 East / 1200 South	Signal	B (10.7)	A (6.1)	
Northeast Access & North Library / 400 East	EB/WB Stop	a (7.6) / EBL	a (6.8) / EBL	
Parking Access & Lookout Access / 500 East	EB/WB Stop	b (11.6) / EBL	a (8.0) / EBL	
West Access / 1200 South	SB Stop	b (14.3) / SBL	b (13.3) / SBL	
Southeast Access / 400 East	EB Stop	a (9.0) / EBL	a (4.1) / EBR	

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

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

Source: Hales Engineering, January 2024

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2028) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 9. Intersections shown in Table 9 include new intersections and existing intersections that have recommended storage length changes.

Table 9: Recommended Storage Lengths

Intersection	Recommended Storage Lengths (feet)											
	Northbound		Southbound		Eastbound		Westbound					
	LT	RT	LT	RT	LT	RT	LT	RT	LT	RT	LT	RT
	E	P	E	P	E	P	E	P	E	P	E	P
1 1200 South & U.S. 189 / U.S. 40	150	225	150	150	330	-	-	-	240	325	205	225
4 400 East / 1200 South	-	-	-	-	-	75	-	75	100	-	-	75
5 500 East / 1200 South	125	-	125	-	70	-	70	-	75	125	150	-
	105	-	130	-								

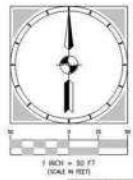
1. Storage lengths are based on 2028 95th percentile queue lengths and do not include required deceleration / taper distances

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

Source: Hales Engineering, January 2024

APPENDIX A

Site Plan



PROJECT C23-010	PREPARED FOR WATTS ENTERPRISES
1 OF 1	PROJECT HEBER VALLEYS "CELEBRATION"

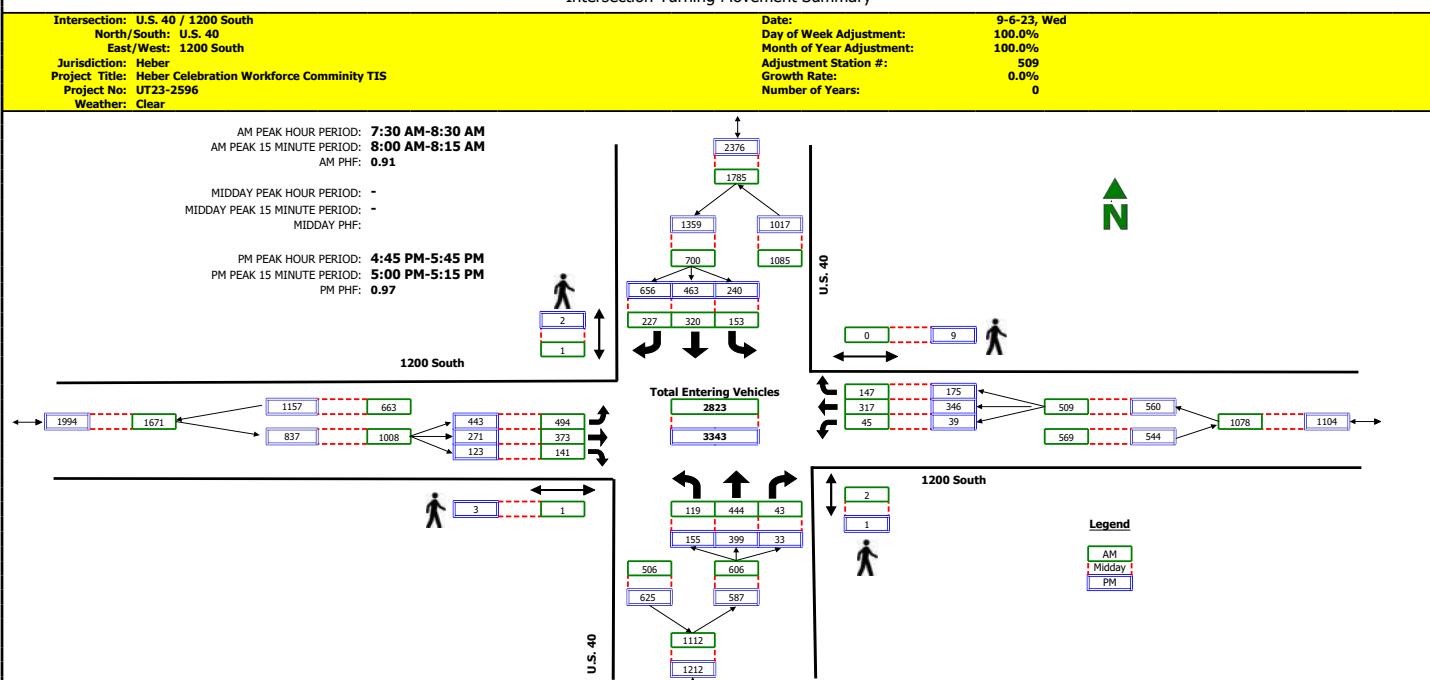
PARKING EXHIBIT CONCEPT

DRAWN BY: ANF	STRUCTURAL • CIVIL • LAND SURVEYING	Summit Engineering Group Inc.
REVIEWED BY: EMI		100 WEST CENTER • P.O. BOX 100 HEBER CITY, UTAH 84032-1000 800.826.3333 • 435.652.3333 FAX: 435.652.3334 E-MAIL: EMI@summiteng.com
SCALE: 1:1000 ISSUE DATE: 12/1/23 SEE SHEET 1		Copyright © 2023 Summit Engineering Group, Inc. All rights reserved. No part of this document may be reproduced without the written consent of the author.

APPENDIX B

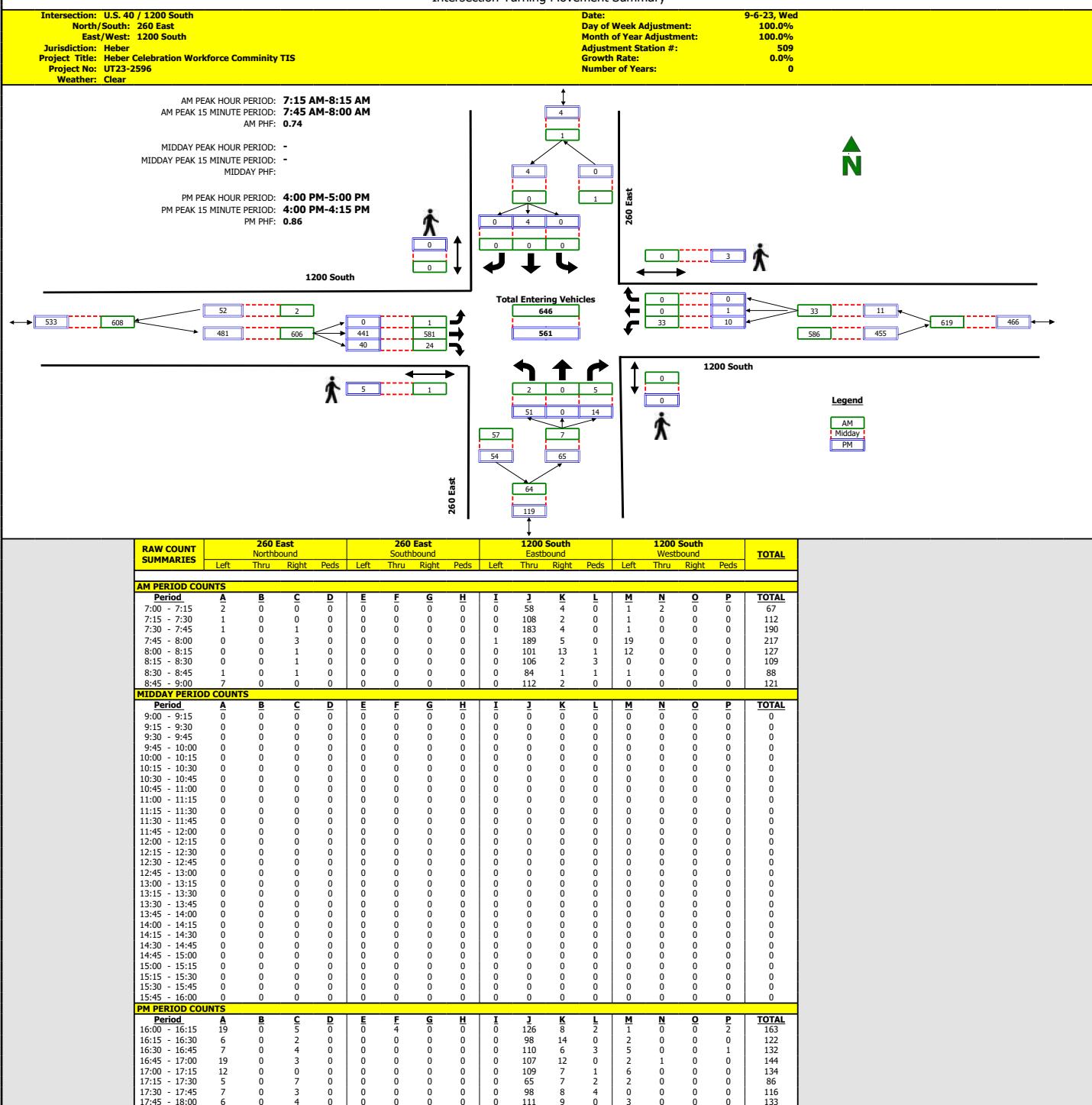
Turning Movement Counts

Intersection Turning Movement Summary

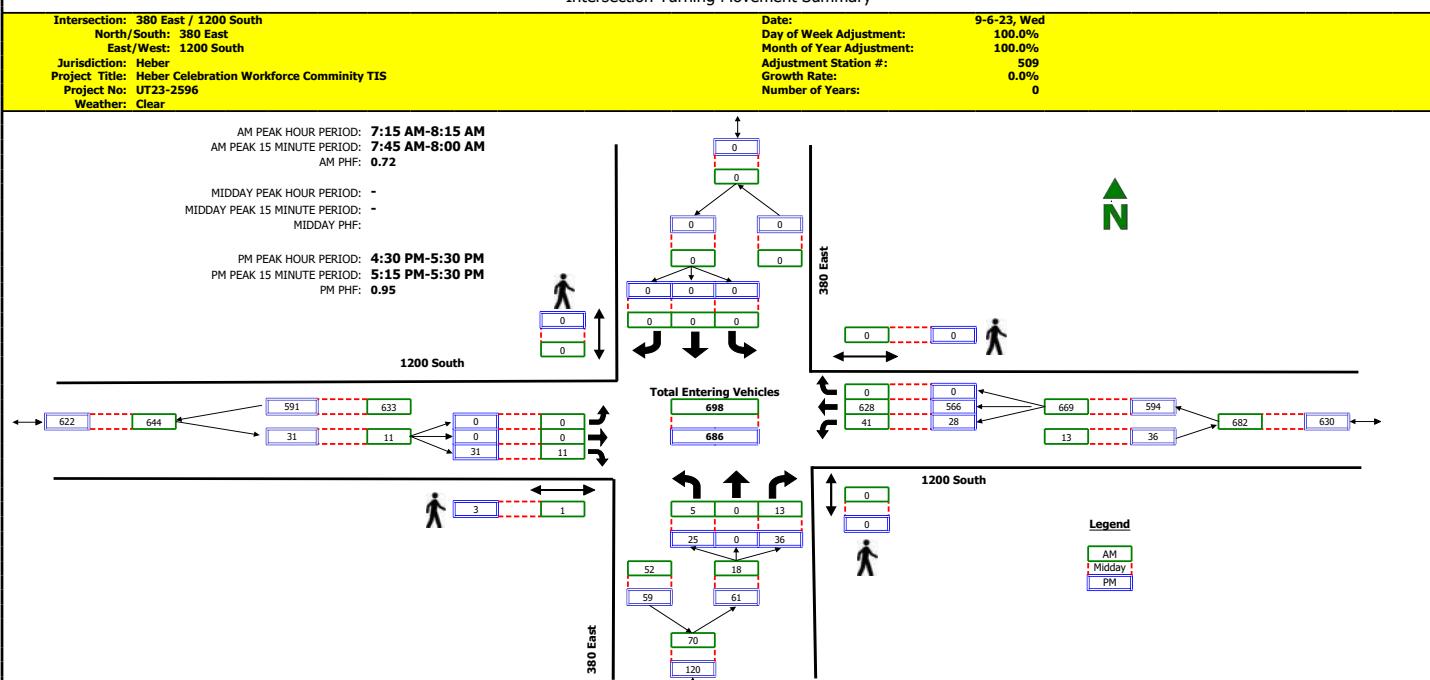


	RAW COUNT SUMMARIES	U.S. 40 Northbound				U.S. 40 Southbound				1200 South Eastbound				1200 South Westbound				TOTAL		
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
AM PERIOD COUNTS																				
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL			
7:00 - 7:15	14	76	2	0	27	62	62	0	118	46	28	0	4	48	21	0	508			
7:15 - 7:30	11	105	4	1	25	52	53	0	126	63	38	1	12	43	23	1	555			
7:30 - 7:45	19	111	12	1	45	75	45	0	112	89	25	1	12	72	46	0	663			
7:45 - 8:00	28	117	13	0	46	92	48	0	99	91	47	0	9	91	40	0	721			
8:00 - 8:15	44	105	9	0	25	69	64	0	148	105	38	0	17	106	46	0	776			
8:15 - 8:30	28	111	9	1	37	84	70	1	135	88	31	0	7	48	15	0	663			
8:30 - 8:45	24	112	8	0	31	86	66	0	137	58	32	0	17	71	19	0	661			
8:45 - 9:00	32	118	9	1	28	80	63	0	117	111	37	0	19	73	28	0	715			
MIDDAY PERIOD COUNTS																				
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL			
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
PM PERIOD COUNTS																				
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16:00 - 16:15	45	114	6	4	61	108	132	0	114	78	33	1	16	97	42	1	846			
16:15 - 16:30	38	82	11	0	57	119	123	0	85	51	23	1	9	72	46	2	716			
16:30 - 16:45	29	117	10	4	51	118	155	0	106	72	27	1	11	73	34	6	803			
16:45 - 17:00	39	96	5	0	62	107	150	0	109	52	31	0	4	111	47	0	813			
17:00 - 17:15	51	99	12	0	55	112	176	0	122	77	27	0	16	80	34	3	861			
17:15 - 17:30	33	96	9	1	64	137	163	2	112	69	25	2	9	85	49	5	851			
17:30 - 17:45	32	108	7	0	59	107	167	0	100	73	40	1	10	70	45	1	818			
17:45 - 18:00	39	73	4	1	72	117	137	0	106	65	18	0	9	82	49	1	771			

Intersection Turning Movement Summary

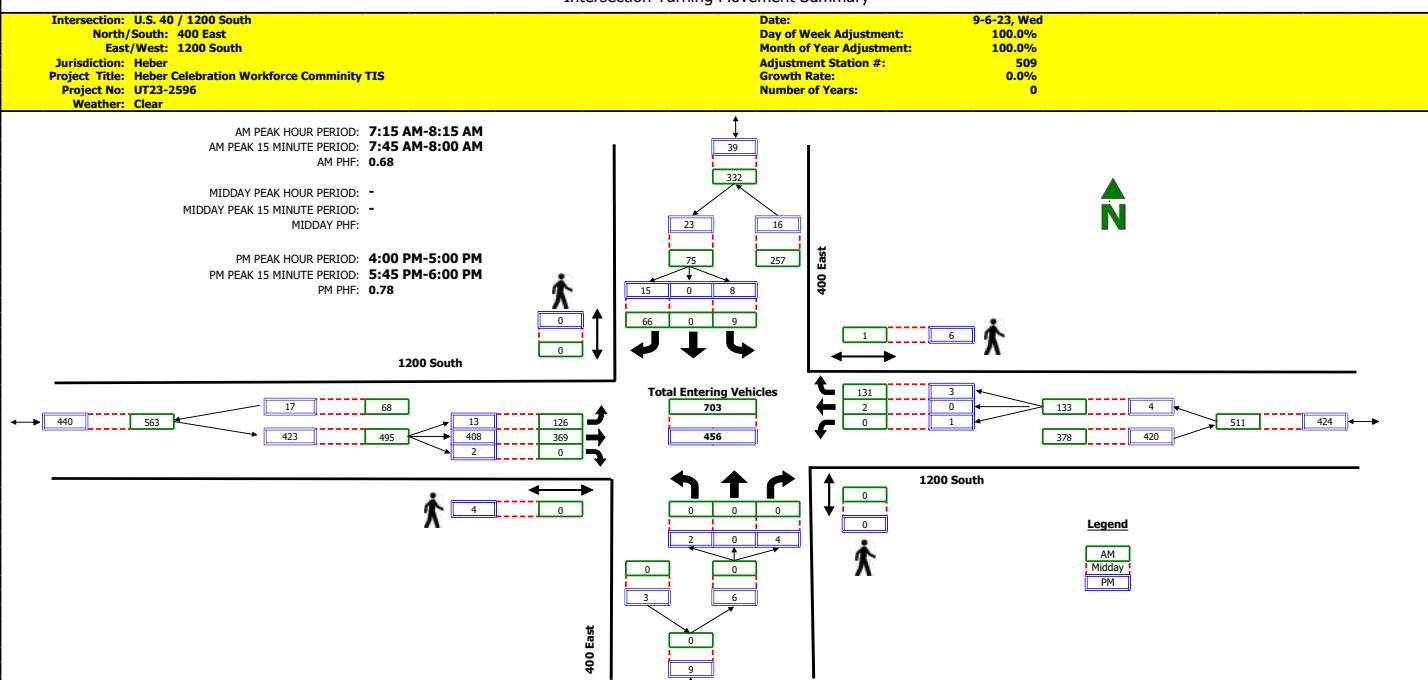


Intersection Turning Movement Summary



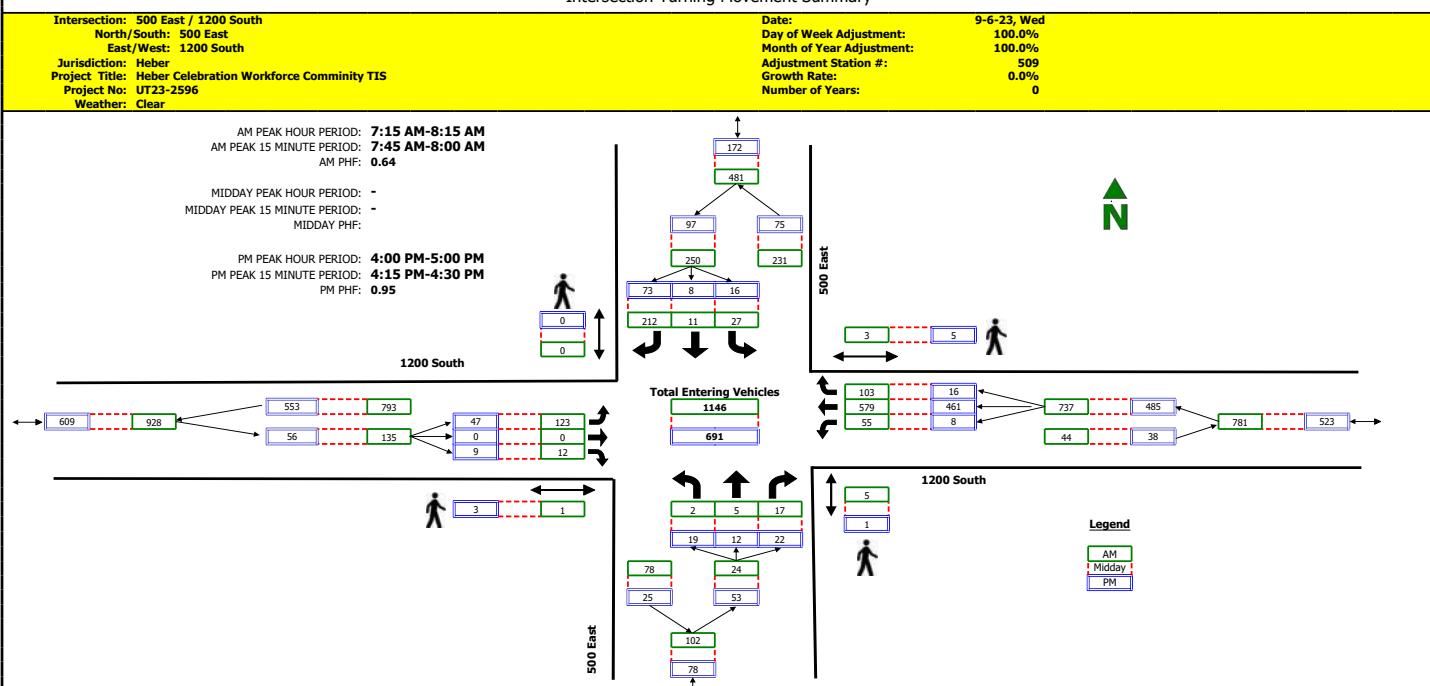
RAW COUNT SUMMARIES	380 East Northbound				380 East Southbound				1200 South Eastbound				1200 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	1	0	3	0	0	0	0	0	0	2	0	3	76	0	0	0	85
7:15 - 7:30	2	0	1	0	0	0	0	0	0	2	0	3	99	0	0	0	107
7:30 - 7:45	0	0	2	0	0	0	0	0	0	2	1	8	156	0	0	0	168
7:45 - 8:00	0	0	7	0	0	0	0	0	0	5	0	12	218	0	0	0	242
8:00 - 8:15	3	0	3	0	0	0	0	0	0	2	0	18	155	0	0	0	181
8:15 - 8:30	2	0	3	0	0	0	0	0	0	3	3	5	88	0	0	0	101
8:30 - 8:45	4	0	4	0	0	0	0	0	0	5	1	4	119	0	0	0	136
8:45 - 9:00	3	0	1	0	0	0	0	0	0	11	0	8	126	0	0	0	149
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	3	0	7	0	0	0	0	0	0	2	2	7	133	0	0	0	152
16:15 - 16:30	6	0	4	0	0	0	0	0	0	12	0	9	133	0	0	0	164
16:30 - 16:45	5	0	6	0	0	0	0	0	0	6	2	8	134	0	0	0	159
16:45 - 17:00	5	0	12	0	0	0	0	0	0	7	0	7	140	0	0	0	171
17:00 - 17:15	8	0	9	0	0	0	0	0	0	6	0	6	147	0	0	0	176
17:15 - 17:30	7	0	9	0	0	0	0	0	0	12	1	7	145	0	0	0	180
17:30 - 17:45	7	0	10	0	0	0	0	0	0	6	5	7	104	0	0	0	134
17:45 - 18:00	4	0	14	0	0	0	0	0	0	4	0	6	124	0	0	0	152

Intersection Turning Movement Summary



RAW COUNT SUMMARIES	400 East Northbound				400 East Southbound				1200 South Eastbound				1200 South Westbound				TOTAL	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
AM PERIOD COUNTS																		
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL	
7:00 - 7:15	0	0	0	0	2	0	1	0	5	52	2	1	0	0	6	0	68	
7:15 - 7:30	0	0	0	0	0	0	0	4	0	10	83	0	0	0	0	12	0	109
7:30 - 7:45	0	0	0	0	1	0	11	0	46	109	0	0	0	0	0	27	0	194
7:45 - 8:00	0	0	0	0	2	0	32	0	50	102	0	0	0	0	1	71	1	258
8:00 - 8:15	0	0	0	0	6	0	19	0	20	75	0	0	0	0	1	21	0	142
8:15 - 8:30	0	0	0	0	0	1	1	0	8	86	0	1	0	0	2	3	0	98
8:30 - 8:45	0	1	0	0	1	0	2	0	3	77	1	2	0	0	3	0	0	88
8:45 - 9:00	1	0	0	0	2	0	7	0	7	81	1	1	0	0	3	0	0	102
MIDDAY PERIOD COUNTS																		
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL	
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM PERIOD COUNTS																		
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL	
16:00 - 16:15	0	0	1	0	2	0	2	0	2	122	1	2	0	0	0	2	130	
16:15 - 16:30	1	0	0	0	2	0	2	0	1	79	0	0	0	0	0	1	85	
16:30 - 16:45	0	0	1	0	1	0	4	0	3	103	1	2	1	0	0	2	114	
16:45 - 17:00	1	0	2	0	3	0	7	0	7	104	0	0	0	0	3	1	127	
17:00 - 17:15	0	0	1	0	2	0	0	3	0	86	1	1	1	0	3	0	100	
17:15 - 17:30	0	0	2	0	2	0	6	0	4	87	0	0	0	0	4	1	101	
17:30 - 17:45	0	0	1	0	0	0	2	0	3	96	1	2	2	0	0	0	105	
17:45 - 18:00	0	0	1	0	4	0	4	0	4	131	0	0	1	0	1	1	146	

Intersection Turning Movement Summary



RAW COUNT SUMMARIES	500 East Northbound				500 East Southbound				1200 South Eastbound				1200 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	2	3	0	1	1	1	6	0	9	1	1	1	6	83	3	0	116
7:15 - 7:30	0	0	3	0	3	1	14	0	10	0	0	0	9	102	2	1	144
7:30 - 7:45	1	2	4	2	3	3	43	0	36	0	4	1	9	138	32	1	275
7:45 - 8:00	1	1	6	3	9	4	102	0	57	0	4	0	20	195	51	1	450
8:00 - 8:15	0	2	4	0	12	3	53	0	20	0	4	0	17	144	18	0	277
8:15 - 8:30	1	1	1	1	2	2	7	0	7	0	5	0	6	85	1	0	161
8:30 - 8:45	3	2	2	0	4	2	14	0	3	0	8	2	10	104	6	0	158
8:45 - 9:00	5	1	4	0	3	0	15	0	10	0	5	0	10	106	2	0	161
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	5	4	6	0	5	1	16	0	14	0	3	1	2	109	3	0	168
16:15 - 16:30	8	3	1	0	2	1	21	0	12	0	3	2	2	124	4	4	181
16:30 - 16:45	6	3	8	1	5	4	16	0	13	0	3	0	1	107	4	1	170
16:45 - 17:00	0	2	7	0	4	2	20	0	8	0	0	0	3	121	5	0	172
17:00 - 17:15	2	4	8	3	1	0	23	0	12	0	1	0	2	113	2	3	168
17:15 - 17:30	5	2	6	0	1	0	16	0	10	0	0	1	3	114	4	0	161
17:30 - 17:45	6	0	9	1	6	0	14	0	11	0	0	2	3	104	1	0	154
17:45 - 18:00	2	1	3	0	3	2	16	0	15	0	2	0	5	108	5	1	162

Intersection Turning Movement Summary

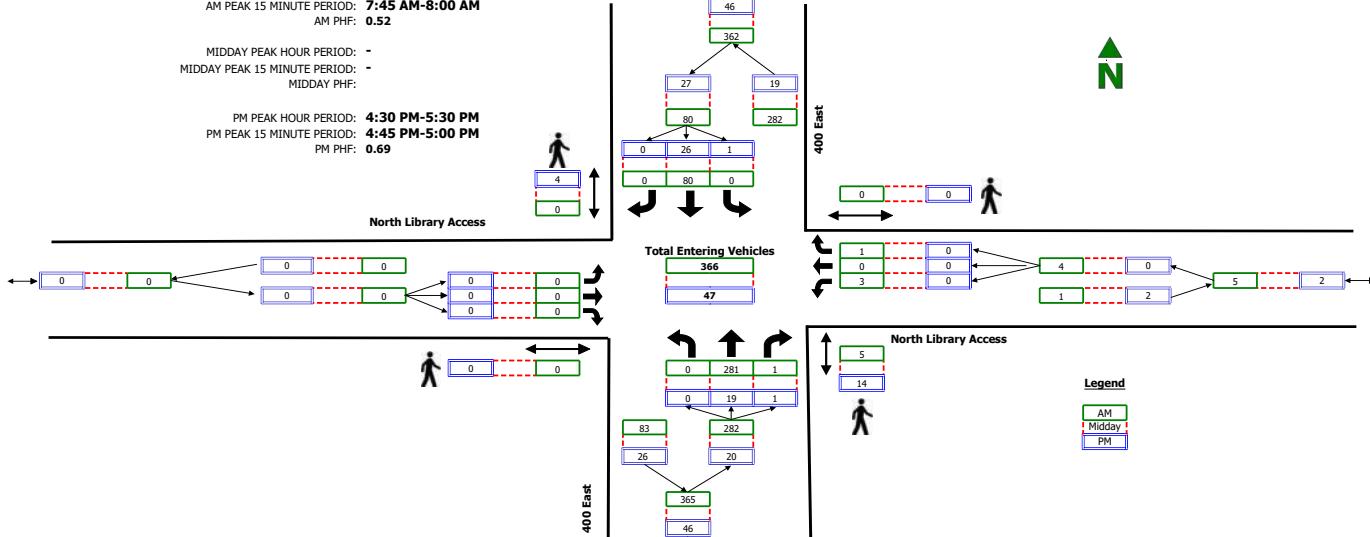
Intersection: U.S. 40 / 1200 South
North/South: 400 East
East/West: North Library Access
Jurisdiction: Heber
Project Title: Heber Celebration Workforce Community TIS
Project No: UT23-2596
Weather: Clear

Date:	9-6-23, Wed
Day of Week Adjustment:	100.0%
Month of Year Adjustment:	100.0%
Adjustment Station #:	509
Growth Rate:	0.0%
Number of Years:	0

AM PEAK HOUR PERIOD: **7:15 AM-8:15 AM**
AM PEAK 15 MINUTE PERIOD: **7:45 AM-8:00 AM**
AM PHF: **0.52**

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

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
PM PHF: **0.69**



APPENDIX C

LOS Results

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Existing (2023) Background
Time Period: Morning Peak Hour **Project #:** UT23-2596

Intersection: Main Street & U.S. 189/1200 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	119	111	93	47.7	D
	T	493	490	99	53.4	D
	R	43	45	105	10.9	B
	Subtotal	655	646	99	49.5	D
SB	L	169	167	99	63.2	E
	T	510	501	98	24.2	C
	R	233	229	98	5.2	A
	Subtotal	912	897	98	26.6	C
EB	L	509	508	100	38.9	D
	T	373	376	101	27.5	C
	R	141	148	105	7.5	A
	Subtotal	1,023	1,032	101	30.2	C
WB	L	45	44	98	43.5	D
	T	410	402	98	28.7	C
	R	179	191	107	29.6	C
	Subtotal	634	637	100	30.0	C
Total		3,240	3,229	100	33.2	C

Intersection: 260 East & 1200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	2	100	8.9	A
	R	5	5	100	5.3	A
	Subtotal	7	7	100	6.3	A
EB	L	1	0	0		
	T	625	627	100	2.7	A
	R	24	26	109	2.3	A
	Subtotal	650	653	100	2.7	A
WB	L	33	29	88	6.4	A
	T	633	634	100	0.2	A
	Subtotal	666	663	100	0.5	A
Total		1,322	1,323	100	1.6	A

SimTraffic LOS Report

Project: **Heber - Celebration Workforce Community TIS**
Analysis Period: *Existing (2023) Background*
Time Period: *Morning Peak Hour* **Project #:** **UT23-2596**

Intersection: **380 East & 1200 South**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	3	60	14.1	B
	R	13	12	91	5.5	A
	Subtotal	18	15	83	7.2	A
EB	T	593	600	101	0.5	A
	R	11	11	98	0.3	A
	Subtotal	604	611	101	0.5	A
WB	L	41	41	99	5.9	A
	T	666	664	100	0.4	A
	Subtotal	707	705	100	0.7	A
Total		1,330	1,331	100	0.7	A

Intersection: **400 East & 1200 South**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	11	9	80	27.1	D
	R	72	69	96	5.9	A
	Subtotal	83	78	94	8.3	A
EB	L	126	123	98	11.2	B
	T	488	499	102	0.6	A
	Subtotal	614	622	101	2.7	A
WB	L	2	2	100	4.5	A
	T	700	701	100	1.6	A
	R	156	156	100	1.7	A
	Subtotal	858	859	100	1.6	A
Total		1,555	1,559	100	2.4	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Existing (2023) Background
Time Period: Morning Peak Hour **Project #:** UT23-2596

Intersection: 500 East & 1200 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	1	50	67.0	E
	T	5	6	120	11.8	B
	R	17	18	107	6.0	A
	Subtotal	24	25	104	9.8	A
SB	L	27	26	97	66.9	E
	T	36	34	95	5.3	A
	R	212	218	103	17.4	B
	Subtotal	275	278	101	20.5	C
EB	L	123	123	100	11.6	B
	T	378	379	100	3.1	A
	R	12	13	106	1.5	A
	Subtotal	513	515	100	5.1	A
WB	L	55	55	100	7.3	A
	T	611	606	99	4.9	A
	R	104	112	108	4.1	A
	Subtotal	770	773	100	5.0	A
Total		1,581	1,591	101	7.8	A

Intersection: 400 East & N Library Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	281	279	99	0.8	A
	R	1	1	80	0.7	A
	Subtotal	282	280	99	0.8	A
SB	T	80	76	95	0.0	A
	Subtotal	80	76	95	0.0	A
WB	L	3	2	67	8.4	A
	R	1	2	200	4.7	A
	Subtotal	4	4	100	6.6	A
Total		366	360	98	0.7	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Existing (2023) Background
Time Period: Morning Peak Hour **Project #:** UT23-2596

Intersection: 500 East & Lookout Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	265	275	104	1.1	A
	R	3	3	100	0.9	A
	Subtotal	268	278	104	1.1	A
SB	L	10	10	98	3.9	A
	T	244	249	102	0.2	A
	Subtotal	254	259	102	0.3	A
WB	L	6	6	96	6.2	A
	R	17	18	107	4.6	A
	Subtotal	23	24	104	5.0	A
Total		545	561	103	0.9	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Existing (2023) Background
Time Period: Evening Peak Hour **Project #:** UT23-2596

Intersection: Main Street & U.S. 189/1200 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	155	154	100	48.3	D
	T	450	455	101	54.9	D
	R	33	37	111	10.5	B
	Subtotal	638	646	101	50.8	D
SB	L	268	262	98	64.7	E
	T	513	522	102	36.5	D
	R	664	673	101	8.3	A
	Subtotal	1,445	1,457	101	28.5	C
EB	L	453	462	102	39.9	D
	T	271	268	99	25.2	C
	R	123	121	98	8.7	A
	Subtotal	847	851	100	30.8	C
WB	L	39	38	97	45.4	D
	T	417	418	100	31.4	C
	R	197	196	99	28.6	C
	Subtotal	653	652	100	31.4	C
Total		3,600	3,624	101	33.9	C

Intersection: 260 East & 1200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	51	48	95	10.4	B
	R	14	12	86	6.4	A
	Subtotal	65	60	92	9.6	A
EB	T	532	530	100	2.6	A
	R	40	37	92	2.5	A
	Subtotal	572	567	99	2.6	A
WB	L	10	10	100	5.4	A
	T	603	602	100	0.3	A
	Subtotal	613	612	100	0.4	A
Total		1,250	1,239	99	1.9	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Existing (2023) Background
Time Period: Evening Peak Hour **Project #:** UT23-2596

Intersection: 380 East & 1200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	23	91	9.4	A
	R	36	38	105	5.1	A
	Subtotal	61	61	100	6.7	A
EB	T	442	434	98	0.4	A
	R	31	33	106	0.4	A
	Subtotal	473	467	99	0.4	A
WB	L	28	29	103	5.3	A
	T	588	590	100	0.3	A
	Subtotal	616	619	100	0.5	A
Total		1,151	1,147	100	0.8	A

Intersection: 400 East & 1200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	2	100	7.9	A
	R	4	4	100	4.9	A
	Subtotal	6	6	100	5.9	A
SB	L	14	15	107	9.1	A
	T	1	1	100	0.0	A
	R	15	16	107	5.4	A
	Subtotal	30	32	107	7.0	A
EB	L	17	16	93	5.7	A
	T	460	453	99	0.3	A
	R	2	2	100	0.4	A
	Subtotal	479	471	98	0.5	A
WB	L	1	0	0	1.0	A
	T	599	602	100	0.9	A
	R	3	4	133	1.0	A
	Subtotal	603	606	100	1.0	A
Total		1,118	1,115	100	1.0	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Existing (2023) Background
Time Period: Evening Peak Hour **Project #:** UT23-2596

Intersection: 500 East & 1200 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	19	18	94	58.8	E
	T	12	11	92	10.7	B
	R	22	24	108	6.1	A
	Subtotal	53	53	100	25.0	C
SB	L	16	14	88	54.4	D
	T	9	9	100	9.5	A
	R	73	73	100	6.4	A
	Subtotal	98	96	98	13.7	B
EB	L	47	45	95	7.8	A
	T	421	418	99	2.2	A
	R	9	8	89	1.2	A
	Subtotal	477	471	99	2.7	A
WB	L	8	9	112	6.3	A
	T	483	482	100	2.9	A
	R	16	17	106	2.0	A
	Subtotal	507	508	100	2.9	A
Total		1,136	1,128	99	4.9	A

Intersection: 400 East & N Library Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	19	18	94	0.7	A
	R	1	1	100	1.6	A
	Subtotal	20	19	95	0.7	A
SB	L	1	0	0	0.0	A
	T	26	27	103	0.0	A
	Subtotal	27	27	100	0.0	A
WB	L	3	2	67	5.8	A
	R	1	2	200	4.4	A
	Subtotal	4	4	100	5.1	A
Total		52	50	97	0.7	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Existing (2023) Background
Time Period: Evening Peak Hour **Project #:** UT23-2596

Intersection: 500 East & Lookout Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	119	116	97	0.9	A
	R	11	14	127	0.7	A
	Subtotal	130	130	100	0.9	A
SB	L	33	31	93	3.1	A
	T	87	86	99	0.2	A
	Subtotal	120	117	98	1.0	A
WB	L	9	10	111	6.3	A
	R	12	11	92	4.6	A
	Subtotal	21	21	100	5.4	A
Total		272	268	99	1.3	A

SimTraffic LOS Report

Project: **Heber - Celebration Workforce Community TIS**
Analysis Period: **Existing (2023) Plus Project**
Time Period: **Morning Peak Hour** **Project #:** **UT23-2596**

Intersection: **Main Street & U.S. 189/1200 South**
Type: **Signalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	119	120	101	48.4	D
	T	493	504	102	46.5	D
	R	48	52	108	9.1	A
	Subtotal	660	676	102	44.0	D
SB	L	193	188	97	59.6	E
	T	487	490	101	27.0	C
	R	233	235	101	5.1	A
	Subtotal	913	913	100	28.1	C
EB	L	509	507	100	39.0	D
	T	389	390	100	26.6	C
	R	141	139	99	7.4	A
	Subtotal	1,039	1,036	100	30.1	C
WB	L	56	56	100	47.3	D
	T	442	447	101	31.3	C
	R	219	214	98	33.6	C
	Subtotal	717	717	100	33.2	C
Total		3,346	3,360	100	33.2	C

Intersection: **260 East & 1200 South**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	2	100	7.1	A
	R	5	5	100	5.0	A
	Subtotal	7	7	100	5.6	A
EB	T	672	673	100	2.6	A
	R	24	25	105	2.3	A
	Subtotal	696	698	100	2.6	A
WB	L	33	33	100	5.6	A
	T	716	717	100	0.2	A
	Subtotal	749	750	100	0.4	A
Total		1,452	1,455	100	1.5	A

SimTraffic LOS Report

Project: **Heber - Celebration Workforce Community TIS**
Analysis Period: **Existing (2023) Plus Project**
Time Period: **Morning Peak Hour** **Project #:** **UT23-2596**

Intersection: **380 East/E Access & 1200 South**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	11.7	B
	R	13	15	113	5.6	A
	Subtotal	18	20	111	7.1	A
SB	L	6	7	112	11.5	B
	R	28	32	114	5.7	A
	Subtotal	34	39	115	6.7	A
EB	L	15	16	105	5.4	A
	T	612	610	100	0.3	A
	R	11	11	98	0.0	A
	Subtotal	638	637	100	0.4	A
WB	L	41	37	90	5.8	A
	T	701	702	100	0.5	A
	R	2	2	100	0.5	A
	Subtotal	744	741	100	0.8	A
Total		1,436	1,437	100	0.8	A

Intersection: **400 East & 1200 South**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	13	13	100	33.6	D
	T	4	3	80	0.1	A
	R	100	100	100	6.3	A
EB	Subtotal	117	116	99	9.2	A
	L	141	141	100	10.2	B
	T	500	496	99	0.5	A
WB	Subtotal	641	637	99	2.6	A
	L	2	2	100	4.2	A
	T	706	701	99	1.5	A
	R	131	140	107	1.8	A
	Subtotal	839	843	100	1.6	A
Total		1,597	1,596	100	2.6	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Existing (2023) Plus Project
Time Period: Morning Peak Hour **Project #:** UT23-2596

Intersection: 500 East & 1200 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	3	75	85.8	F
	T	6	5	80	14.1	B
	R	17	17	101	6.0	A
	Subtotal	27	25	93	17.2	B
SB	L	28	26	93	70.4	E
	T	37	38	103	4.4	A
	R	212	222	105	18.5	B
	Subtotal	277	286	103	21.3	C
EB	L	129	120	93	10.3	B
	T	383	386	101	2.7	A
	R	16	17	108	1.4	A
	Subtotal	528	523	99	4.4	A
WB	L	55	55	100	8.1	A
	T	587	580	99	4.6	A
	R	130	136	105	4.1	A
	Subtotal	772	771	100	4.8	A
Total		1,603	1,605	100	7.8	A

Intersection: 400 East & NE Access/N Library Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	7	6	83	2.7	A
	T	259	270	104	0.1	A
	R	1	2	160	0.2	A
	Subtotal	267	278	104	0.2	A
SB	T	82	82	100	0.0	A
	R	1	2	200	0.1	A
	Subtotal	83	84	101	0.0	A
EB	L	2	2	100	5.9	A
	R	14	15	105	4.0	A
	Subtotal	16	17	106	4.2	A
WB	L	3	2	67	8.1	A
	R	1	2	200	3.5	A
	Subtotal	4	4	100	5.8	A
Total		371	383	103	0.4	A

SimTraffic LOS Report

Project: **Heber - Celebration Workforce Community TIS**
Analysis Period: **Existing (2023) Plus Project**
Time Period: **Morning Peak Hour** **Project #:** **UT23-2596**

Intersection: **500 East & Parking Access/Lookout Access**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	38	94	4.6	A
	T	271	268	99	1.1	A
	R	3	4	133	1.1	A
	Subtotal	314	310	99	1.5	A
SB	L	10	12	117	3.7	A
	T	244	254	104	0.2	A
	R	10	10	98	0.1	A
	Subtotal	264	276	105	0.3	A
EB	L	6	7	112	7.4	A
	R	2	2	100	5.4	A
	Subtotal	8	9	113	7.0	A
WB	L	6	6	96	8.1	A
	R	17	18	107	4.6	A
	Subtotal	23	24	104	5.5	A
Total		610	619	102	1.2	A

Intersection: **1200 South & W Access**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	5	4	80	13.9	B
	R	27	27	100	6.1	A
	Subtotal	32	31	97	7.1	A
EB	L	15	15	98	5.7	A
	T	632	630	100	0.3	A
	Subtotal	647	645	100	0.4	A
WB	T	722	724	100	0.2	A
	R	1	1	100	0.2	A
	Subtotal	723	725	100	0.2	A
Total		1,402	1,401	100	0.5	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Existing (2023) Plus Project
Time Period: Morning Peak Hour **Project #:** UT23-2596

Intersection: 400 East & SE Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	8	6	73	3.0	A
	T	266	278	104	0.8	A
	Subtotal	274	284	104	0.8	A
SB	T	102	101	99	0.2	A
	R	1	1	100	0.0	A
	Subtotal	103	102	99	0.2	A
EB	L	2	2	100	6.5	A
	R	15	15	98	4.4	A
	Subtotal	17	17	100	4.6	A
Total		395	403	102	0.8	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Existing (2023) Plus Project
Time Period: Evening Peak Hour **Project #:** UT23-2596

Intersection: Main Street & U.S. 189/1200 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	155	157	101	48.1	D
	T	450	452	101	55.8	E
	R	45	47	104	10.5	B
	Subtotal	650	656	101	50.7	D
SB	L	313	317	101	77.5	E
	T	513	506	99	35.2	D
	R	664	667	100	9.1	A
	Subtotal	1,490	1,490	100	32.5	C
EB	L	453	460	102	49.5	D
	T	306	320	105	26.3	C
	R	123	125	101	8.5	A
	Subtotal	882	905	103	35.6	D
WB	L	49	46	94	47.4	D
	T	444	450	101	30.3	C
	R	230	238	103	28.1	C
	Subtotal	723	734	102	30.7	C
Total		3,762	3,803	101	36.3	D

Intersection: 260 East & 1200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	51	50	99	11.9	B
	R	14	15	107	6.6	A
	Subtotal	65	65	100	10.7	B
EB	T	624	641	103	2.7	A
	R	40	43	107	2.5	A
	Subtotal	664	684	103	2.7	A
WB	L	10	9	90	5.8	A
	T	673	683	101	0.2	A
	Subtotal	683	692	101	0.3	A
Total		1,412	1,441	102	1.9	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Existing (2023) Plus Project
Time Period: Evening Peak Hour **Project #:** UT23-2596

Intersection: 380 East/E Access & 1200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	23	91	12.1	B
	R	36	35	97	5.6	A
	Subtotal	61	58	95	8.2	A
SB	L	5	4	80	11.2	B
	R	23	24	103	5.2	A
	Subtotal	28	28	100	6.1	A
EB	L	30	28	93	5.5	A
	T	479	492	103	0.3	A
	R	31	36	115	0.1	A
	Subtotal	540	556	103	0.5	A
WB	L	28	28	99	5.0	A
	T	618	631	102	0.4	A
	R	6	6	100	0.3	A
	Subtotal	652	665	102	0.6	A
Total		1,283	1,307	102	1.0	A

Intersection: 400 East & 1200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	1	50	8.8	A
	R	4	4	100	4.9	A
	Subtotal	6	5	83	5.7	A
SB	L	16	14	88	12.0	B
	R	39	42	107	5.6	A
	Subtotal	55	56	102	7.2	A
EB	L	50	50	101	5.6	A
	T	468	480	102	0.4	A
	R	2	2	100	0.1	A
	Subtotal	520	532	102	0.9	A
WB	L	1	1	100	3.4	A
	T	611	623	102	1.1	A
	R	5	6	120	1.0	A
	Subtotal	617	630	102	1.1	A
Total		1,199	1,223	102	1.3	A

SimTraffic LOS Report

Project: **Heber - Celebration Workforce Community TIS**
Analysis Period: **Existing (2023) Plus Project**
Time Period: **Evening Peak Hour** **Project #:** **UT23-2596**

Intersection: **500 East & 1200 South**
Type: **Signalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	23	22	95	44.2	D
	T	14	14	100	11.6	B
	R	22	22	99	6.0	A
	Subtotal	59	58	98	21.8	C
SB	L	17	15	87	58.4	E
	T	9	8	89	12.1	B
	R	79	80	102	6.2	A
	Subtotal	105	103	98	14.3	B
EB	L	52	49	95	8.8	A
	T	425	438	103	2.8	A
	R	12	11	92	1.2	A
	Subtotal	489	498	102	3.4	A
WB	L	8	7	88	8.2	A
	T	487	498	102	3.6	A
	R	18	19	104	2.6	A
	Subtotal	513	524	102	3.6	A
Total		1,166	1,183	101	5.4	A

Intersection: **400 East & NE Access/N Library Access**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	16	107	2.2	A
	T	20	20	99	0.1	A
	R	1	1	100	0.0	A
	Subtotal	36	37	103	1.0	A
SB	L	1	0	0	0.0	A
	T	29	29	99	0.0	A
	R	2	2	100	0.0	A
	Subtotal	32	31	97	0.0	A
EB	L	2	2	100	3.6	A
	R	9	10	111	4.0	A
	Subtotal	11	12	109	3.9	A
WB	L	3	2	67	3.9	A
	R	1	1	100	2.9	A
	Subtotal	4	3	75	3.6	A
Total		84	83	99	1.2	A

SimTraffic LOS Report

Project: **Heber - Celebration Workforce Community TIS**
Analysis Period: **Existing (2023) Plus Project**
Time Period: **Evening Peak Hour** **Project #:** **UT23-2596**

Intersection: **500 East & Parking Access/Lookout Access**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	3	75	4.8	A
	T	124	127	102	0.9	A
	R	11	12	109	0.9	A
	Subtotal	139	142	102	1.0	A
SB	L	33	33	99	3.1	A
	T	93	92	99	0.2	A
	R	6	6	100	0.1	A
	Subtotal	132	131	99	0.9	A
EB	L	5	4	80	6.2	A
	R	2	2	100	6.2	A
	Subtotal	7	6	86	6.2	A
WB	L	9	9	100	5.8	A
	R	12	13	108	4.8	A
	Subtotal	21	22	105	5.2	A
Total		300	301	101	1.4	A

Intersection: **1200 South & W Access**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	4	4	100	10.8	B
	R	23	24	103	5.5	A
	Subtotal	27	28	104	6.3	A
EB	L	29	30	103	5.5	A
	T	536	552	103	0.3	A
	Subtotal	565	582	103	0.6	A
WB	T	661	670	101	0.3	A
	R	6	7	117	0.1	A
	Subtotal	667	677	101	0.3	A
Total		1,260	1,287	102	0.5	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Existing (2023) Plus Project
Time Period: Evening Peak Hour **Project #:** UT23-2596

Intersection: 400 East & SE Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	20	99	3.0	A
	T	35	38	108	0.8	A
	Subtotal	55	58	105	1.6	A
SB	T	40	40	99	0.2	A
	R	1	1	100	0.0	A
	Subtotal	41	41	100	0.2	A
EB	L	1	0	0		
	R	15	15	100	4.0	A
	Subtotal	16	15	94	4.0	A
Total		113	114	101	1.4	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Future (2028) Background
Time Period: Morning Peak Hour **Project #:** UT23-2596

Intersection: Main Street & U.S. 189/1200 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	140	143	102	49.5	D
	T	594	599	101	45.6	D
	R	50	57	113	11.2	B
	Subtotal	784	799	102	43.8	D
SB	L	181	173	95	70.1	E
	T	490	487	99	32.1	C
	R	251	253	101	5.5	A
	Subtotal	922	913	99	31.9	C
EB	L	555	558	100	40.3	D
	T	400	405	101	26.7	C
	R	165	162	98	8.7	A
	Subtotal	1,120	1,125	100	30.9	C
WB	L	55	50	90	44.8	D
	T	440	441	100	31.6	C
	R	192	185	96	34.3	C
	Subtotal	687	676	98	33.3	C
Total		3,531	3,530	100	34.9	C

Intersection: 260 East & 1200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	14.1	B
	R	10	11	107	4.9	A
	Subtotal	15	15	100	7.4	A
EB	T	672	677	101	2.9	A
	R	25	24	97	2.5	A
	Subtotal	697	701	101	2.9	A
WB	L	35	34	97	6.4	A
	T	683	674	99	0.3	A
	Subtotal	718	708	99	0.6	A
Total		1,430	1,424	100	1.8	A

SimTraffic LOS Report

Project: **Heber - Celebration Workforce Community TIS**
Analysis Period: *Future (2028) Background*
Time Period: *Morning Peak Hour* **Project #:** **UT23-2596**

Intersection: **380 East & 1200 South**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	12	117	13.6	B
	R	15	14	92	6.8	A
	Subtotal	25	26	104	9.9	A
EB	T	638	643	101	0.6	A
	R	15	15	98	0.4	A
	Subtotal	653	658	101	0.6	A
WB	L	45	42	93	6.6	A
	T	714	703	98	0.4	A
	Subtotal	759	745	98	0.7	A
Total		1,438	1,429	99	0.8	A

Intersection: **400 East & 1200 South**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	6	120	14.7	B
	R	5	6	120	5.8	A
	Subtotal	10	12	120	10.3	B
SB	L	15	15	102	27.4	D
	T	2	2	133	0.0	A
	R	75	77	103	6.4	A
	Subtotal	92	94	102	9.6	A
EB	L	130	134	103	11.1	B
	T	524	523	100	0.7	A
	R	5	6	120	0.2	A
	Subtotal	659	663	101	2.8	A
WB	L	5	5	100	6.3	A
	T	755	739	98	1.7	A
	R	160	149	93	1.8	A
	Subtotal	920	893	97	1.7	A
Total		1,680	1,662	99	2.7	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Future (2028) Background
Time Period: Morning Peak Hour **Project #:** UT23-2596

Intersection: 500 East & 1200 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	40.2	D
	T	15	16	105	14.0	B
	R	50	50	101	6.1	A
	Subtotal	70	70	100	9.9	A
SB	L	40	39	98	45.1	D
	T	73	70	96	11.0	B
	R	285	282	99	25.3	C
	Subtotal	398	391	98	24.7	C
EB	L	165	163	99	12.5	B
	T	374	373	100	4.5	A
	R	35	38	109	2.7	A
	Subtotal	574	574	100	6.7	A
WB	L	160	162	101	9.2	A
	T	582	565	97	6.6	A
	R	140	139	99	4.9	A
	Subtotal	882	866	98	6.8	A
Total		1,925	1,901	99	10.5	B

Intersection: 400 East & N Library Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	286	280	98	0.9	A
	R	5	3	63	1.0	A
	Subtotal	291	283	97	0.9	A
SB	L	5	5	105	3.6	A
	T	85	88	104	0.1	A
	Subtotal	90	93	103	0.3	A
WB	L	5	4	80	5.8	A
	R	5	6	120	4.6	A
	Subtotal	10	10	100	5.1	A
Total		390	386	99	0.9	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Future (2028) Background
Time Period: Morning Peak Hour **Project #:** UT23-2596

Intersection: 500 East & Lookout Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	365	360	99	1.2	A
	R	5	5	100	1.1	A
	Subtotal	370	365	99	1.2	A
SB	L	15	15	98	3.6	A
	T	355	348	98	0.3	A
	Subtotal	370	363	98	0.4	A
WB	L	10	9	88	9.8	A
	R	20	20	101	5.4	A
	Subtotal	30	29	97	6.8	A
Total		770	757	98	1.1	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Future (2028) Background
Time Period: Evening Peak Hour **Project #:** UT23-2596

Intersection: Main Street & U.S. 189/1200 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	185	182	98	50.1	D
	T	511	513	100	48.6	D
	R	40	40	99	10.9	B
	Subtotal	736	735	100	46.9	D
SB	L	278	273	98	57.1	E
	T	502	498	99	37.4	D
	R	723	736	102	10.6	B
	Subtotal	1,503	1,507	100	27.9	C
EB	L	495	496	100	41.7	D
	T	285	286	100	26.3	C
	R	145	144	99	8.5	A
	Subtotal	925	926	100	31.8	C
WB	L	45	44	97	46.4	D
	T	444	448	101	31.6	C
	R	212	211	99	30.3	C
	Subtotal	701	703	100	32.1	C
Total		3,884	3,886	100	33.4	C

Intersection: 260 East & 1200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	50	91	11.1	B
	R	15	15	100	6.1	A
	Subtotal	70	65	93	9.9	A
EB	T	558	554	99	3.0	A
	R	45	43	95	3.1	A
	Subtotal	603	597	99	3.0	A
WB	L	15	15	100	5.8	A
	T	648	655	101	0.4	A
	Subtotal	663	670	101	0.5	A
Total		1,336	1,332	100	2.1	A

SimTraffic LOS Report

Project: **Heber - Celebration Workforce Community TIS**
Analysis Period: *Future (2028) Background*
Time Period: *Evening Peak Hour* **Project #:** **UT23-2596**

Intersection: **380 East & 1200 South**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	26	86	10.6	B
	R	40	43	107	5.9	A
	Subtotal	70	69	99	7.7	A
EB	T	473	467	99	0.5	A
	R	35	36	102	0.5	A
	Subtotal	508	503	99	0.5	A
WB	L	30	30	99	5.2	A
	T	632	642	102	0.3	A
	Subtotal	662	672	102	0.5	A
Total		1,241	1,244	100	0.9	A

Intersection: **400 East & 1200 South**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	10.0	A
	R	5	5	100	5.4	A
	Subtotal	10	10	100	7.7	A
SB	L	15	15	100	11.6	B
	R	20	20	99	5.4	A
	Subtotal	35	35	100	8.1	A
EB	L	20	17	84	5.7	A
	T	488	487	100	0.4	A
	R	5	6	120	0.4	A
	Subtotal	513	510	99	0.6	A
WB	L	5	4	80	7.4	A
	T	642	653	102	1.3	A
	R	5	7	140	1.1	A
	Subtotal	652	664	102	1.3	A
Total		1,210	1,219	101	1.2	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Future (2028) Background
Time Period: Evening Peak Hour **Project #:** UT23-2596

Intersection: 500 East & 1200 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	50	51	103	32.1	C
	T	35	32	91	11.2	B
	R	75	68	91	6.2	A
	Subtotal	160	151	94	16.0	B
SB	L	20	17	84	30.0	C
	T	25	27	107	11.2	B
	R	95	99	104	6.4	A
	Subtotal	140	143	102	10.1	B
EB	L	50	51	103	8.8	A
	T	443	443	100	3.4	A
	R	25	24	95	2.0	A
	Subtotal	518	518	100	3.9	A
WB	L	30	30	99	9.6	A
	T	507	514	101	4.0	A
	R	20	19	94	2.5	A
	Subtotal	557	563	101	4.2	A
Total		1,376	1,375	100	6.0	A

Intersection: 400 East & N Library Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	20	18	89	0.8	A
	R	5	6	120	0.9	A
	Subtotal	25	24	96	0.8	A
SB	L	5	4	80	2.1	A
	T	30	31	102	0.0	A
	Subtotal	35	35	100	0.2	A
WB	L	5	4	80	5.1	A
	R	5	6	120	4.0	A
	Subtotal	10	10	100	4.4	A
Total		70	69	98	1.0	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Future (2028) Background
Time Period: Evening Peak Hour **Project #:** UT23-2596

Intersection: 500 East & Lookout Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	135	134	99	1.2	A
	R	15	17	113	1.0	A
	Subtotal	150	151	101	1.2	A
SB	L	35	35	99	3.2	A
	T	125	126	101	0.2	A
	Subtotal	160	161	101	0.9	A
WB	L	10	11	110	6.3	A
	R	15	16	107	4.6	A
	Subtotal	25	27	108	5.3	A
Total		336	339	101	1.3	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Future (2028) Plus Project
Time Period: Morning Peak Hour **Project #:** UT23-2596

Intersection: Main Street & U.S. 189/1200 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	140	145	104	51.1	D
	T	594	602	101	50.3	D
	R	55	55	100	11.6	B
	Subtotal	789	802	102	47.8	D
SB	L	205	211	103	75.0	E
	T	468	470	100	32.7	C
	R	251	254	101	5.5	A
	Subtotal	924	935	101	34.9	C
EB	L	555	549	99	47.0	D
	T	416	413	99	26.8	C
	R	165	171	103	8.5	A
	Subtotal	1,136	1,133	100	33.8	C
WB	L	66	63	95	49.1	D
	T	472	478	101	29.7	C
	R	232	234	101	33.1	C
	Subtotal	770	775	101	32.3	C
Total		3,636	3,661	101	37.1	D

Intersection: 260 East & 1200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	19.4	C
	R	10	11	107	5.6	A
	Subtotal	15	15	100	9.3	A
EB	T	718	723	101	2.9	A
	R	25	24	97	2.8	A
	Subtotal	743	747	101	2.9	A
WB	L	35	30	86	6.1	A
	T	766	770	101	0.2	A
	Subtotal	801	800	100	0.4	A
Total		1,559	1,562	100	1.7	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Future (2028) Plus Project
Time Period: Morning Peak Hour **Project #:** UT23-2596

Intersection: 380 East/E Access & 1200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	8	78	14.0	B
	R	15	15	98	6.6	A
	Subtotal	25	23	92	9.2	A
SB	L	6	6	96	15.9	C
	R	28	31	111	6.1	A
	Subtotal	34	37	109	7.7	A
EB	L	15	12	79	5.9	A
	T	658	663	101	0.3	A
	R	15	16	105	0.1	A
	Subtotal	688	691	100	0.4	A
WB	L	45	46	102	6.5	A
	T	748	745	100	0.5	A
	R	2	2	100	0.4	A
	Subtotal	795	793	100	0.8	A
Total		1,543	1,544	100	0.9	A

Intersection: 400 East & 1200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	21.5	C
	R	5	5	100	5.5	A
	Subtotal	10	9	90	12.6	B
SB	L	17	16	93	29.1	D
	T	4	4	107	0.2	A
	R	103	102	99	6.8	A
	Subtotal	124	122	98	9.5	A
EB	L	145	140	97	10.8	B
	T	538	546	102	0.7	A
	R	5	4	80	0.1	A
	Subtotal	688	690	100	2.7	A
WB	L	5	4	80	6.6	A
	T	763	764	100	1.7	A
	R	123	127	103	1.7	A
	Subtotal	891	895	100	1.7	A
Total		1,712	1,716	100	2.7	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Future (2028) Plus Project
Time Period: Morning Peak Hour **Project #:** UT23-2596

Intersection: 500 East & 1200 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	7	8	110	46.7	D
	T	16	14	89	14.5	B
	R	50	52	105	6.1	A
	Subtotal	73	74	101	12.1	B
SB	L	41	39	95	41.1	D
	T	74	74	100	12.0	B
	R	285	286	100	24.3	C
	Subtotal	400	399	100	23.7	C
EB	L	171	171	100	12.9	B
	T	379	388	102	4.8	A
	R	39	37	94	2.4	A
	Subtotal	589	596	101	7.0	A
WB	L	160	160	100	9.8	A
	T	546	546	100	6.9	A
	R	180	182	101	6.2	A
	Subtotal	886	888	100	7.3	A
Total		1,948	1,957	100	10.7	B

Intersection: 400 East & NE Access/N Library Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	7	7	97	2.5	A
	T	251	249	99	0.2	A
	R	5	6	126	0.1	A
	Subtotal	263	262	100	0.3	A
SB	L	5	4	84	3.2	A
	T	87	85	98	0.1	A
	R	1	2	200	0.0	A
	Subtotal	93	91	98	0.2	A
EB	L	2	1	50	7.6	A
	R	14	14	98	4.4	A
	Subtotal	16	15	94	4.6	A
WB	L	5	5	100	5.5	A
	R	5	6	120	4.5	A
	Subtotal	10	11	110	5.0	A
Total		382	379	99	0.5	A

SimTraffic LOS Report

Project: **Heber - Celebration Workforce Community TIS**
Analysis Period: **Future (2028) Plus Project**
Time Period: **Morning Peak Hour** **Project #:** **UT23-2596**

Intersection: **500 East & Parking Access/Lookout Access**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	40	99	5.7	A
	T	386	388	101	1.3	A
	R	5	5	100	1.1	A
	Subtotal	431	433	100	1.7	A
SB	L	15	14	92	3.8	A
	T	355	352	99	0.3	A
	R	10	12	117	0.2	A
	Subtotal	380	378	99	0.4	A
EB	L	6	5	80	11.6	B
	R	2	2	100	5.6	A
	Subtotal	8	7	88	9.9	A
WB	L	10	9	88	9.0	A
	R	20	22	111	5.6	A
	Subtotal	30	31	103	6.6	A
Total		849	849	100	1.4	A

Intersection: **1200 South & W Access**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	5	5	100	14.3	B
	R	27	30	111	6.2	A
	Subtotal	32	35	109	7.4	A
EB	L	15	16	105	6.0	A
	T	682	685	100	0.3	A
	Subtotal	697	701	101	0.4	A
WB	T	774	770	100	0.2	A
	R	1	2	200	0.0	A
	Subtotal	775	772	100	0.2	A
Total		1,504	1,508	100	0.5	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Future (2028) Plus Project
Time Period: Morning Peak Hour **Project #:** UT23-2596

Intersection: 400 East & SE Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	8	8	97	2.8	A
	T	262	263	100	0.8	A
	Subtotal	270	271	100	0.9	A
SB	T	109	107	98	0.2	A
	R	1	1	100	0.3	A
	Subtotal	110	108	98	0.2	A
EB	L	2	1	50	9.0	A
	R	15	16	105	4.3	A
	Subtotal	17	17	100	4.6	A
Total		398	396	99	0.9	A

SimTraffic LOS Report

Project: **Heber - Celebration Workforce Community TIS**
Analysis Period: **Future (2028) Plus Project**
Time Period: **Evening Peak Hour** **Project #:** **UT23-2596**

Intersection: **Main Street & U.S. 189/1200 South**
Type: **Signalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	185	184	99	50.1	D
	T	511	510	100	52.1	D
	R	52	54	104	11.4	B
	Subtotal	748	748	100	48.7	D
SB	L	323	324	100	53.6	D
	T	502	497	99	36.6	D
	R	723	719	99	10.3	B
	Subtotal	1,548	1,540	99	27.9	C
EB	L	495	508	103	45.7	D
	T	320	321	100	25.6	C
	R	145	142	98	8.7	A
	Subtotal	960	971	101	33.6	C
WB	L	55	55	100	46.0	D
	T	472	467	99	30.9	C
	R	245	245	100	30.4	C
	Subtotal	772	767	99	31.8	C
Total		4,046	4,042	100	34.0	C

Intersection: **260 East & 1200 South**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	56	102	13.5	B
	R	15	15	100	7.3	A
	Subtotal	70	71	101	12.2	B
EB	T	650	653	100	3.1	A
	R	45	46	102	3.1	A
	Subtotal	695	699	101	3.1	A
WB	L	15	16	107	6.7	A
	T	718	712	99	0.2	A
	Subtotal	733	728	99	0.3	A
Total		1,498	1,498	100	2.2	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Future (2028) Plus Project
Time Period: Evening Peak Hour **Project #:** UT23-2596

Intersection: 380 East/E Access & 1200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	29	96	12.5	B
	R	40	41	102	7.2	A
	Subtotal	70	70	100	9.4	A
SB	L	5	4	80	12.4	B
	R	23	25	108	5.7	A
	Subtotal	28	29	104	6.6	A
EB	L	30	30	99	5.2	A
	T	510	514	101	0.4	A
	R	35	34	96	0.2	A
	Subtotal	575	578	101	0.6	A
WB	L	30	30	99	5.8	A
	T	662	656	99	0.4	A
	R	6	7	117	0.3	A
	Subtotal	698	693	99	0.6	A
Total		1,373	1,370	100	1.2	A

Intersection: 400 East & 1200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	13.0	B
	R	5	5	100	5.6	A
	Subtotal	10	10	100	9.3	A
SB	L	17	17	99	12.5	B
	T	1	1	133	0.2	A
	R	44	43	97	5.7	A
	Subtotal	62	61	98	7.5	A
EB	L	53	53	100	6.2	A
	T	498	502	101	0.5	A
	R	5	4	80	0.4	A
	Subtotal	556	559	101	1.0	A
WB	L	5	4	80	6.0	A
	T	654	652	100	1.3	A
	R	7	7	100	1.2	A
	Subtotal	666	663	100	1.3	A
Total		1,294	1,293	100	1.6	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Future (2028) Plus Project
Time Period: Evening Peak Hour **Project #:** UT23-2596

Intersection: 500 East & 1200 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	54	57	106	23.3	C
	T	37	35	94	9.6	A
	R	75	75	100	6.3	A
	Subtotal	166	167	101	12.8	B
SB	L	21	18	85	27.2	C
	T	26	29	110	10.7	B
	R	101	101	100	6.1	A
	Subtotal	148	148	100	9.6	A
EB	L	55	54	99	10.6	B
	T	446	447	100	4.1	A
	R	28	30	106	1.9	A
	Subtotal	529	531	100	4.6	A
WB	L	30	26	86	9.8	A
	T	511	505	99	4.3	A
	R	22	20	90	2.9	A
	Subtotal	563	551	98	4.5	A
Total		1,407	1,397	99	6.1	A

Intersection: 400 East & NE Access/N Library Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	93	2.1	A
	T	21	22	104	0.1	A
	R	5	5	100	0.1	A
	Subtotal	41	41	100	0.8	A
SB	L	5	5	100	2.2	A
	T	33	34	102	0.0	A
	R	2	3	150	0.0	A
	Subtotal	40	42	105	0.3	A
EB	L	2	1	50	6.8	A
	R	9	9	100	3.8	A
	Subtotal	11	10	91	4.1	A
WB	L	5	4	80	5.3	A
	R	5	5	100	3.8	A
	Subtotal	10	9	90	4.5	A
Total		102	102	100	1.2	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Future (2028) Plus Project
Time Period: Evening Peak Hour **Project #:** UT23-2596

Intersection: 500 East & Parking Access/Lookout Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	4	100	4.2	A
	T	140	136	97	1.3	A
	R	15	16	107	1.1	A
	Subtotal	159	156	98	1.4	A
SB	L	35	35	99	3.2	A
	T	131	131	100	0.2	A
	R	6	5	83	0.2	A
	Subtotal	172	171	99	0.8	A
EB	L	5	4	80	8.0	A
	R	2	3	150	4.8	A
	Subtotal	7	7	100	6.6	A
WB	L	10	9	90	5.7	A
	R	15	16	107	4.3	A
	Subtotal	25	25	100	4.8	A
Total		364	359	99	1.4	A

Intersection: 1200 South & W Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	4	5	125	13.3	B
	R	23	26	112	6.0	A
	Subtotal	27	31	115	7.2	A
EB	L	29	29	99	5.8	A
	T	572	573	100	0.4	A
	Subtotal	601	602	100	0.7	A
WB	T	710	703	99	0.3	A
	R	6	7	117	0.1	A
	Subtotal	716	710	99	0.3	A
Total		1,344	1,343	100	0.6	A

SimTraffic LOS Report

Project: Heber - Celebration Workforce Community TIS
Analysis Period: Future (2028) Plus Project
Time Period: Evening Peak Hour **Project #:** UT23-2596

Intersection: 400 East & SE Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	20	99	3.1	A
	T	40	41	102	1.0	A
	Subtotal	60	61	102	1.7	A
SB	T	46	46	99	0.3	A
	R	1	1	100	0.3	A
	Subtotal	47	47	100	0.3	A
EB	L	1	0	0		
	R	15	14	93	4.1	A
	Subtotal	16	14	88	4.1	A
Total		124	122	99	1.4	A

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Heber - Celebration Workforce Community TIS

Analysis: Existing (2023) Background

Time Period: Morning Peak Hour

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



Project #: UT23-2596

Intersection	NB					SB					EB				WB				
	L	LR	LTR	R	T	L	R	T	TR	UL	L	R	T	TR	L	LR	R	T	TR
01: Main Street & U.S. 189/1200 South	150			125	325			175		250	300	75	175		75		175	225	
02: 260 East & 1200 South			50													50			
03: 380 East & 1200 South		50														50			
04: 400 East & 1200 South				50				75			100		50						
05: 500 East & 1200 South					25		75	150	150		100		75		50		50	100	
06: 400 East & N Library Access																50		50	
07: 500 East & Lookout Access																	50		

SimTraffic Queueing Report

Project: Heber - Celebration Workforce Community TIS

Analysis: Existing (2023) Background

Time Period: Evening Peak Hour

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

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT23-2596

Intersection	NB					SB					EB			WB				
	L	LR	R	T	TR	L	R	T	TR	UL	L	R	T	L	LR	R	T	TR
01: Main Street & U.S. 189/1200 South	200		125	325			175	325		375	275	75	125	75		175	200	
02: 260 East & 1200 South			75															
03: 380 East & 1200 South			75													50		
04: 400 East & 1200 South						50			50		50							
05: 500 East & 1200 South	50		50			50	50				50	50					75	
06: 400 East & N Library Access																		
07: 500 East & Lookout Access														50	50			

SimTraffic Queueing Report

Project: Heber - Celebration Workforce Community TIS

Analysis: Existing (2023) Plus Project

Time Period: Morning Peak Hour

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

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT23-2596

Intersection	NB						SB						EB						WB					
	L	LR	LT	LTR	R	T	L	LR	LTR	R	T	TR	UL	L	LR	LTR	R	T	L	LT	LTR	R	T	TR
01: Main Street & U.S. 189/1200 South	150				100	300				200		275	275				75	175	100			225	250	
02: 260 East & 1200 South		50																			50			
03: 380 East/E Access & 1200 South			50							50						50					50			
04: 400 East & 1200 South					50							75				100								
05: 500 East & 1200 South					75					150	150				100					75	50		50	100
06: 400 East & NE Access/N Library Access																			50					
07: 500 East & Parking Access/Lookout Access	50									50									50				50	
08: 1200 South & W Access																50								
09: 400 East & SE Access																50								

SimTraffic Queueing Report

Project: Heber - Celebration Workforce Community TIS

Analysis: Existing (2023) Plus Project

Time Period: Evening Peak Hour

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

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT23-2596

Intersection	NB							SB							EB							WB						
	L	LR	LT	LTR	R	T	TR	L	LR	LTR	R	T	TR	UL	L	LR	LTR	R	T	TR	L	LT	LTR	R	T	TR		
01: Main Street & U.S. 189/1200 South	175				100	300					225	375	500		300			75	150		100				200	250		
02: 260 East & 1200 South		75																										
03: 380 East/E Access & 1200 South			75								50					50							50					
04: 400 East & 1200 South								50					75			50												
05: 500 East & 1200 South	50				50	25		50			50					50			75							100		
06: 400 East & NE Access/N Library Access																	50											
07: 500 East & Parking Access/Lookout Access																50								50	50			
08: 1200 South & W Access																50												
09: 400 East & SE Access																50												

SimTraffic Queueing Report

Project: Heber - Celebration Workforce Community TIS

Analysis: Future (2028) Background

Time Period: Morning Peak Hour

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



Project #: UT23-2596

Intersection	NB					SB					EB					WB				
	L	LR	R	T	TR	L	LT	R	T	TR	UL	L	R	T	TR	L	LR	R	T	TR
01: Main Street & U.S. 189/1200 South	175		150	350		150		225		150	325	75	225		100			200	250	
02: 260 East & 1200 South			50														50			
03: 380 East & 1200 South			50														50			
04: 400 East & 1200 South	25			25		50			75		100									
05: 500 East & 1200 South			50	50		75		175	300		125		100		100		75	125		
06: 400 East & N Library Access																	50			
07: 500 East & Lookout Access																	50			

SimTraffic Queueing Report

Project: Heber - Celebration Workforce Community TIS

Analysis: Future (2028) Background

Time Period: Evening Peak Hour

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



Project #: UT23-2596

Intersection	NB					SB					EB					WB				
	L	LR	R	T	TR	L	LT	R	T	TR	UL	L	R	T	TR	L	LR	R	T	TR
01: Main Street & U.S. 189/1200 South	175		100	350		200		300	250		175	275	75	125		100		200	225	
02: 260 East & 1200 South			75															25		
03: 380 East & 1200 South			75															50		
04: 400 East & 1200 South						50				50		50								
05: 500 East & 1200 South	75		50	50		50		75	50			50		75		50		100		
06: 400 East & N Library Access																	50			
07: 500 East & Lookout Access																50	50			

SimTraffic Queueing Report

Project: Heber - Celebration Workforce Community TIS

Analysis: Future (2028) Plus Project

Time Period: Morning Peak Hour

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

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT23-2596

Intersection	NB							SB							EB							WB						
	L	LR	LT	LTR	R	T	TR	L	LR	LTR	R	T	TR	UL	L	LR	LTR	R	T	TR	L	LT	LTR	R	T	TR		
01: Main Street & U.S. 189/1200 South	225				125	375		200			225		200		325			75	175		100				225	275		
02: 260 East & 1200 South		50																						50				
03: 380 East/E Access & 1200 South			50								50													50				
04: 400 East & 1200 South					50						50			75			100			50								
05: 500 East & 1200 South	50				50	50		75			175	300				125			100			100		100	125			
06: 400 East & NE Access/N Library Access																		50					50					
07: 500 East & Parking Access/Lookout Access	50										50							50					50		75			
08: 1200 South & W Access																												
09: 400 East & SE Access																												

SimTraffic Queueing Report

Project: Heber - Celebration Workforce Community TIS

Analysis: Future (2028) Plus Project

Time Period: Evening Peak Hour

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

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT23-2596

Intersection	NB							SB							EB					WB						
	L	LR	LT	LTR	R	T	TR	L	LR	LTR	R	T	TR	UL	L	LR	LTR	R	T	TR	L	LT	LTR	R	T	TR
01: Main Street & U.S. 189/1200 South	175				150	325		200			300	300	200		300			75	150		100				200	275
02: 260 East & 1200 South		75																							50	
03: 380 East/E Access & 1200 South			75								50						50							50		
04: 400 East & 1200 South					50	50		50			75	50	75			50										
05: 500 East & 1200 South	75							50			75	50	75			75			100		50				100	
06: 400 East & NE Access/N Library Access																	50							50		
07: 500 East & Parking Access/Lookout Access																	50							50	50	
08: 1200 South & W Access																50										
09: 400 East & SE Access																50										

LETTER OF INTENT

WASATCH COUNTY SCHOOL DISTRICT – WATTS ENTERPRISES

The purpose of this letter of intent (“Letter of Intent”) is to memorialize the initial negotiations between Wasatch County School District (“Wasatch”) and Watts Enterprises (“Watts”). To facilitate further discussion and investment of time and resources, Watts has requested that a letter of intent be signed to allow Watts to take steps in pursuit of a formal agreement that would include the construction of a shared parking lot and to outline conditions regarding the ongoing maintenance, operation, and shared use of said parking lot between Wasatch and Watts. While non-binding, this Letter of Intent provides several of the initial terms that have been discussed between Wasatch and Watts, which will be further discussed and refined in a subsequent agreement between the parties.

1. Parties

Wasatch County School District, with an address of 101 East 200 North, Heber City, UT 84032; and

Watts Enterprises, Inc., with an address of 695 East Main Street, Suite J, Midway, UT 84049;

Individually “Party”, and together, the “Parties”.

2. Subject Property

A map identifying the subject property, upon which Watts proposes to construct a shared parking lot is attached hereto as Exhibit A (the “Subject Property”). It is proposed that Wasatch would authorize the construction of said parking lot, in a manner to be mutually determined and agreed upon by the Parties (the “Parking Lot”). The exact location, size, and scope of the Parking Lot shall be evaluated by the Parties and shall be agreed upon in a formal agreement. It is mutually understood and agreed by the Parties that the exact description and size of the Subject Property may differ from the property identified in the attached map and may be smaller or exceed the estimated acreage.

To the extent that the Subject Property overlays, interferes, or relies upon existing rights-of-way, city roads, or other access easements, the Parties shall mutually negotiate with the holders of third-party easement and rights-of-way. Prior to entering into a future agreement, Wasatch shall grant Watts permissive access to the Subject Property to determine its suitability as a parking lot.

3. Construction and Maintenance Costs

It is understood by the Parties that Watts has offered to pay all costs of construction of the proposed parking lot. It is further understood that the Parties intend to mutually share

future costs for the maintenance, repair, and or replacement of said parking lot, which is to be mutually determined by the Parties.

4. Allocation of Parking Spaces

It is understood by the Parties that the express purpose of the parking lot is to be shared between Wasatch and Watts as the anticipated demand for the parking spaces is likely to be staggered between the two intended purposes. It is anticipated that Wasatch shall have access to use ONE HUNDRED FIFTY (150) parking stalls on the Subject Property.

5. Future Residential Lease Agreement

The Parties mutually understand and acknowledge that Watts intends to construct an attainable housing project (the “Housing Project”) adjoining the Subject Property. Wasatch and Watts have discussed the possibility of Wasatch leasing a certain number of units within the Housing Project, which will be made available to current and future Wasatch Employees who earn between SIXTY PERCENT (60%) and EIGHTY PERCENT (80%) of the area median income (“AMI”). The possibility of leasing units within the Housing Project is a direct inducement for Wasatch to enter into this Letter of Intent regarding the construction of the Parking Lot. The number of residential units to be leased by Wasatch within the Housing Project, and the terms of said lease, shall be mutually negotiated within a subsequent written agreement between the Parties.

6. Due Diligence

The Parties agree that significant due diligence will be required in order for the Parties to determine the scope of the Parking Lot. The items of due diligence to be completed shall include, but are not limited to, site inspection, governmental land use zoning and permitting, site access plan, and proposed construction activities and timelines.

7. Wasatch Due Diligence Contribution

To facilitate the due diligence review, and to evaluate the proposed Subject Property, Wasatch agrees to provide reasonable access to all available surveys, engineering, or other property evaluations that currently exist, which shall be held and maintained as confidential by Watts. The costs associated with these efforts will be paid exclusively by Watts.

8. Watts Obligations

During the completion of its due diligence, Watts shall provide notice to any person or representative designated by Wasatch (via telephone or electronic mail) at least twenty-four (24) hours prior regarding any proposed site visit or visits to the Subject Property.

9. Construction

Upon execution of a future agreement between the Parties, Watts shall be solely responsible for the construction of the Parking Lot. All construction plans shall be provided to Wasatch, which shall be entitled to review said plans prior to initiation of construction. Wasatch may provide comments and requests for changes to the proposed construction of the Parking Lot.

10. Term

As the Parking Lot is intended to serve the needs of both Wasatch and Watts for an extended period of time, it is proposed that the term of the subsequent agreement shall not be less than NINETY-NINE (99) years. It is expressly understood and agreed that the term of said agreement may be shortened or extended upon express written agreement of all Parties to said agreement.

11. Future Agreement

While this Letter of Intent is non-binding, it is anticipated that completion of the obligations described herein will allow the Parties to proceed towards the execution of a future agreement. Both Parties agree to work diligently to complete all tasks necessary to reach and execute a subsequent agreement.

This Letter of Intent contains the entire understanding of the Parties regarding the subject matter herein, supersedes any prior understandings regarding the same, and shall be governed by the laws of the State of Utah.

This Letter of Intent shall be null and void unless duly countersigned and returned by both Parties within TWENTY (20) days from time of receipt.

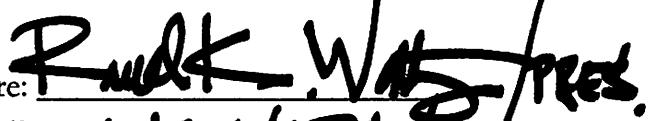
[SIGNATURES TO FOLLOW]

Please acknowledge your agreement with the non-binding terms described above by signing below:

WASATCH COUNTY SCHOOL DISTRICT

Signature: 
Paul Sweat, Superintendent
Name and Title
Date: 12/7/23

WATTS ENTERPRISES, INC.

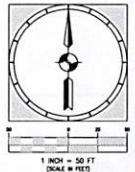
Signature: 
Russell Watts
Name and Title
Date: 11/28/23

SIGNATURE: 
Jason Wint, Business Administrator
NAME AND TITLE
DATE: 12/4/23

1/28/52

ML

MAINTAIN MILEAGE
SUGAR MILK



PROJECT C23-010	PREPARED FOR WATTS ENTERPRISES
1 OF 1	PROJECT HEBER VALLEYS "CELEBRATION"

PARKING EXHIBIT CONCEPT

DRAWN BY: ANF	REVIEWED BY: DBB	ISSUE DATE: 12/1/23
SCALE: SEE SHEET		

Summit Engineering Group Inc.
STRUCTURAL • CIVIL • LAND SURVEYING
36 WEST CENTER • P.O. BOX 106
P. 434-844-8229 • F. 434-844-8231

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Celebration Workforce Housing

Heber City, Utah

Project Objectives

**CELEBRATION WORKFORCE HOUSING
PROJECT OBJECTIVES
HEBER CITY, UTAH
12/15/2023**

Objective: The Watts team will collaborate with Heber City and all the essential work force entities to provide housing for the workforce and their families. We are working with the school district and have signed an Agreement to add parking so that we can move forward with Heber City and build Phase 1, including 133 units.

1. Watts Development is collaborating with all the Heber Valley entities to provide a master lease program for housing for their important workers and families. Those entities include:
 - Wasatch County School District
 - Intermountain Hospital
 - Wasatch County Housing Authority
 - Wasatch County Sheriff
 - Wasatch County Fire
 - Heber City Housing Specialist
2. We are proposing to build 133 units, in Phase 1, with a total of 230 units. This will include studios, 1 and 2-bedroom flats, and 2-story townhomes.
3. The development objective is to rent all units to individuals, couples, and families, in collaboration with the valley entities using a master lease program, where each entity can reserve the number of units needed to fulfill their employment openings. This will allow each entity the option to offer housing along with their employment package offers.
4. The Heber City Council can facilitate a work force community by implementing a development agreement including a zone change, density addition, approving a parking enhancement in collaboration with the Wasatch County School District a reduction on impact fees and use of the commercial rate to assess the water requirements.
5. Financing is critical, and the timing of the development will vary, depending on the financial market. The key objective is to manage the rent, to provide housing at a rate of between 60-80% of medium income.
6. The Celebration community master plan has commercial spaces including day care, a market, cleaners, and a kids club.
7. Unified amenity space will be available in each communal block to include pergolas, bike parking, fire pits, and gathering parks.

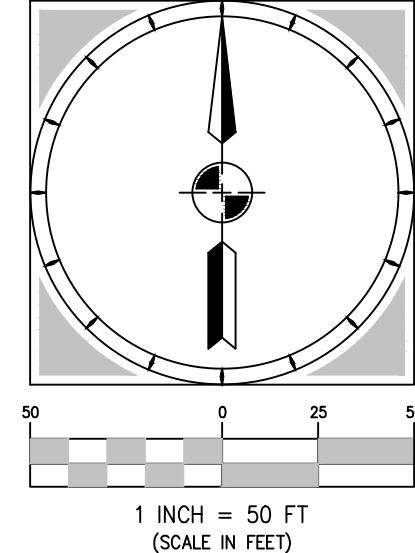
**CELEBRATION WORKFORCE HOUSING
PROJECT OBJECTIVES
HEBER CITY, UTAH
12/15/2023**

8. Community amenities will include a clubhouse, pool, splash pad, fire pits, picnic area, bird feeding zone, pavilions, and a BBQ area.
9. The Celebration Community will provide an opportunity for all our essential workers to live, share, and enjoy the beauty of the Heber Valley.
10. The shared parking concept is being implemented with the Wasatch School District.







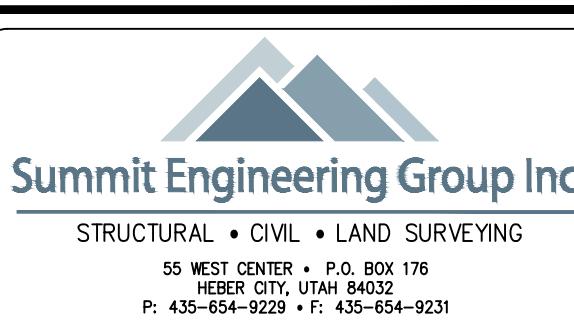


Z:\\SEG Projects\\CURRENT PROJECTS\\C23-010 Watts Workforce Housing\\Working Files\\Planning\\dwg\\C23-010 CONCEPT 3 PARKING EXHIBIT.dwg

PROJECT C23-010	PREPARED FOR WATTS ENTERPRISES
SHEET 1 OF 1	PROJECT HEBER VALLEYS "CELEBRATION"

PARKING EXHIBIT CONCEPT

DRAWN BY: ANF	
REVIEWED BY: BMB	
SCALE: SEE SHEET	ISSUE DATE 12/1/23



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STRUCTURAL • CIVIL • LAND SURVEYING
55 WEST CENTER • P.O. BOX 176
HEBER CITY, UTAH 84032
P: 435-654-9229 • F: 435-654-9231

RESUME

January 1, 2024

WATTS ENTERPRISES, INC.
5200 SOUTH HIGHLAND DRIVE
SALT LAKE CITY, UT 84117
(801) 272-7111

Since 1976, Watts Enterprises has been involved in every aspect of the design, planning, development, construction, and management on over 675,000 square feet of office, 375,000 square feet of medical office and over half a billion dollars of residential planned unit developments. Watts Enterprises' breadth of experience and knowledge includes the following asset classes:

1. Residential Planned Unit Developments
2. Condominiums, Townhomes and Apartments
3. Senior and Medical Offices
4. Custom & Art Form Residential Homes
5. Commercial Projects

The following is an Owner Referral List of our most recent projects:

Ryan Lewis, Alta Bank	(801) 642-3312 (Bank Reference)
Randall Anderson, UCCU	(801) 513-0821 (Bank Reference)
Dave Armbruster, Grand Valley Bank	(970) 712-0586 (Bank Reference)
Wes Johnson, Engineering	(435) 654-2226
Kam Kohler, Dutch Fields Owner	(801) 385-7276
Spencer Park, Park Engineering	(435) 671-8077
Michael Brown, Atlas Title	(435) 657-1220

PROJECT HISTORY

SENIOR AND MEDICAL OFFICE PROJECTS

Sq. Footage	Type	Name	Year Completed
93,440	98 unit Assisted Living Center	Abbington, St. George, Utah	Under Const.
90,569	94 unit Assisted Living Center	Abbington, Layton, Utah	Under Const.
6,000	Dental Office	Holladay, Utah	2021
16,000	Medical Building & Surgical Center	Draper, Utah	2021
75,000	89 unit Assisted Living Center	Spring Gardens, St. George, Utah	2012
109,500	111 unit Assisted Living Center	Abbington, Murray, Utah	2021
65,000	73 unit Assisted Living Center	Abbington, Heber City, Utah	2014
63,000	63 unit Assisted Living Center	Abbington, Mapleton, Utah	2016
70,000	77 unit Assisted Living Center	Abbington, Holladay, Utah	2018
75,000	89 unit Assisted Living Center	Spring Gardens, Lindon, Utah	2015
30,000	Medical Center	Eye Institute of Utah	1990
15,000	Medical	Wasatch Medical Bldg.	2023
708,509	Total Footage		

COMMERCIAL OFFICE PROJECTS

Sq. Footage	Type	Name	Year Completed
10,199	Alpine Education Center	Erda, Utah	2008
15,318	Alpine Fitness & Art Center	Erda, Utah	2011
24,210	Utah Youth Alpine Academy	Erda, Utah	2022
25,000	Office Building	Midway Granary, Midway, Utah	2018
24,000	Bank	Grand Valley Bank, Midway, Utah	2015
22,000	Grocery Store	The Store in Midway, Utah	2010
24,300	Office Building	Forest Creek Complex I	1990
43,000	Office Building	5200 Complex	1985
16,000	Office Building	Walker Lane Office Building	1982
11,000	Office Building	American International Marketing	1984
80,000	Office Building	4500 Enterprises	1986
100,000	Office Building	Bush Office Building	1980
30,000	Office Building	Cook Lumber Office	1980
60,000	Office Building	Post Office Place	1980
30,000	Office Building	Warranty Construction	1980
37,000	Office Building	Waterbury Office	1980
20,000	Motel/Restaurant	Tri-L, Richfield, Utah	1980
10,000	Research Park	Continental Bank and General Offices	1982
597,027	Total Footage		

MULTI-FAMILY PROJECTS

Units	Type	Name	Year Completed
9,516	Multi family	Group Home G, Erda, Utah	Under Const.
9,000 s.f.	Multi family	Group Home B&C, Erda, Utah	2020
14	Apartments	Midway Granary, Midway, Utah	2018
116	Apartments/Condos	Ranch Landing, Heber City, UT	2018
49	Condominiums	The Club, SLC, UT	2007
72	Condominiums	Pine Creek, Park City, UT	2005
79	Condominiums	Trolley Regent, SLC, UT	2001
107	Apartments	Amberly Village, SLC, UT	1998
25	Condominiums	Holladay, UT	1997
21	Condominiums	Spyglass, San Diego, CA	1995
366	Apartments	Royal Farms, SLC, UT	1994
21	Condominiums	The View, Snowbird, UT	1998
98	Apartments	Covewood, SLC, UT	1992
124	Apartments	Hillcreek - SLC, UT	1993
30	Condominiums	Tall Oaks, PUD - SLC, UT	1998
86	Condominiums	Three Fountains -Provo, UT	1980
124	Apartments	Village Green - SLC, UT	1980
1,335	Total Units		

RESIDENTIAL PROJECTS

48	Residential P.U.D.	The Reserve – Midway, UT	Still Under Const.
96	Residential P.U.D.	Remund Farms – Midway, UT	Still Under Const.
30	Residential P.U.D.	Dutch Canyon – Midway, UT	Still Under Const.
30	Residential P.U.D.	Eden Escape – Eden, UT	Still Under Const.
204	Residential P.U.D.	Ranch Landing – Heber, UT	2018
50	Residential P.U.D.	Fairways @ Wolf Creek – Eden, UT	Still Under Const.
150	Residential P.U.D.	Trappers Ridge – Eden, UT	Still Under Const.
160	Residential P.U.D.	Dutch Fields – Midway, UT	2012
268	Residential P.U.D.	Valais – Midway, UT	2015
27	Housing Development	Oak Lane, Holladay, UT	2002
28	Housing Development	Surrey Lane, Holladay, UT	1995
6	Housing Development	Southwick, Holladay, UT	1994
36	Housing Development	Forest Creek, Murray, UT	1990
35	Housing Development	Federal Pointe, SLC, UT	1998
57	Housing Development	Pheasant Hills, Draper UT	1990
23	Housing Development	Roselans, Cottonwood, UT	1986
44	Residential P.U.D.	Westgate – SLC, UT	1986
1,292	Total Homes		





Heber City Council Staff Report

MEETING DATE:	4/2/2024
SUBJECT:	North Village Crossings Annexation (aka Harvest Village)
RESPONSIBLE:	Tony Kohler, Neil Goldberg
DEPARTMENT:	Planning
STRATEGIC RELEVANCE:	Community Development

SUMMARY

The petitioners for the annexation have been meeting with the county, UDOT, others within the annexation and the city. The purpose of the April 2 meeting is to report back to Council on these issues and get feedback prior to drafting a development agreement. Some of these issues include storm water, annexation island, highway bypass, access, financing, density, land uses, zoning and development agreements.

RECOMMENDATION

Staff recommends Council discuss the issues with the petitioner and provide feedback, in anticipation of drafting a Master Development Agreement (MDA) for consideration at a future meeting.

BACKGROUND

Council discussed the proposed annexation on February 6. The petitioner will be reporting back on the issues to date with the annexation.

DISCUSSION

Below are some of these issues that will likely need to be negotiated as part of development agreements with the petitioners.

- Creation of an island.** The annexation will leave a remainder island of unincorporated property to the east of Highway 40, which will require approval by Wasatch County.
- Non-petitioners properties.** The annexation includes some property owners on the south east corner of Highway 32 and 40 that previously expressed they did not want to be annexed. With consent of Wasatch County, the City can create an island or peninsula to exclude those property owners.
- Storm water Corridors.** The City and petitioners will need to be creative to incorporate the

proposed development into the City's storm water master plan. The draft development plans had not anticipated storm water corridors as shown on the city's master plans and North Village Overlay Zone, but recent reviews of the development have identified some potential modifications that can accommodate much of the City's plans.

4. Density & Height. Proposed densities have dropped from what was initially proposed a couple of years ago to the City. Densities are lower than approved County development agreements and higher than permitted by current City Zoning. There are anticipated to be some 4 4-story buildings with underground parking.

5. Bypass. Two of the options for the bypass bisect part of the annexation.

6. Development Approvals. One of the developments is nearing preliminary approval with Wasatch County and would like to maintain an expedient approval process with Heber City. The City has not conducted a thorough review of these plans.

7. Access. Access to the east of Highway 40 for development will likely need to be modified as per UDOT/County/City access management agreements.

8. PID. The petitioners for annexation are interested in exploring PID financing mechanisms with Heber City.

9. Development Agreements. There are 3 separate annexation petitioners, Crossings, Resort (Harvest Village) and Heiner. All 3 petitioners still have interest to annex into Heber City. The City has been requiring development agreements for all annexation petitioners. The Heiner property does not have development plans, while the other 2 properties do have either concepts or preliminary plans for development.

10 Zoning. The City's general plan anticipates application of the North Village Overlay Zone (NVOZ) to the annexation area.

11. Transportation Plans. The plans for development generally conform to the City's transportation plan but may need some minor adjustments.

12. Phasing. Development plans for the east side of Highway 40 include commercial uses, with later phases including residential uses.

13. Affordable Housing. The City has asked annexation petitioners to provide 10 percent of the residential units as affordable housing.

14. Open Space. Petitioners have committed to have open space along Highway 40 frontage and an amenitized development in Harvest Village.

FISCAL IMPACT

N/A

CONCLUSION

N/A

ALTERNATIVES

N/A

POTENTIAL MOTIONS

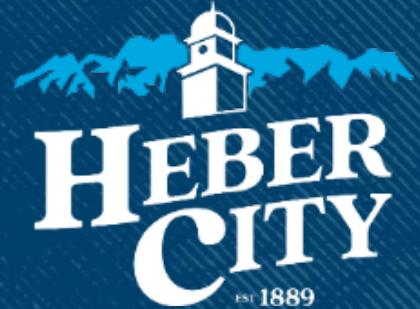
N/A

ACCOUNTABILITY

Department: Planning
Staff member: Tony Kohler, Community Development Director

EXHIBITS

1. Harvest Village 4-2-24



NVOZ Annexation: Harvest Village / The Crossings / Heiners



Recap

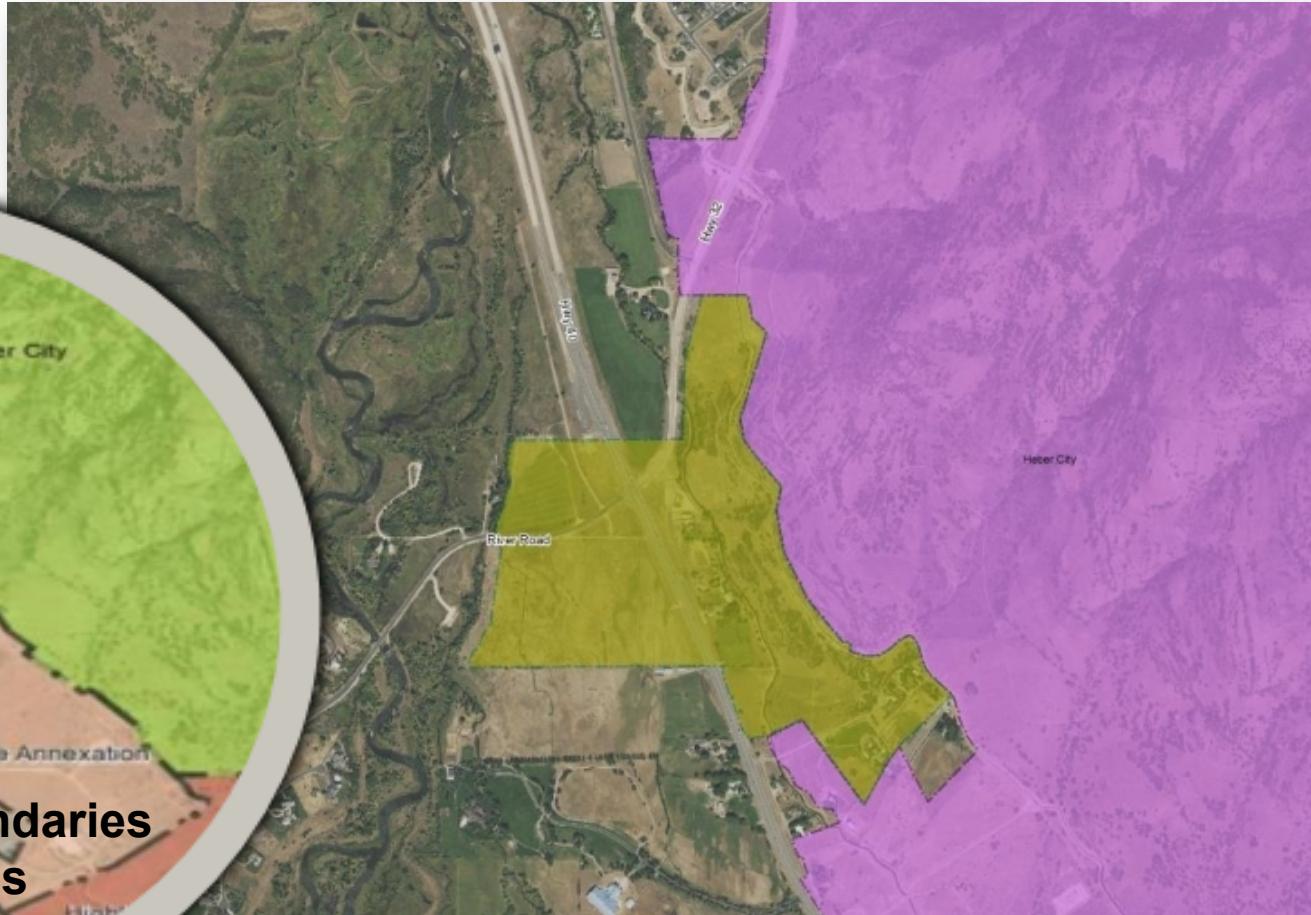
- Open annexation petition from 2020
 - Reviewed with Tony Kohler and Jeremy Cook
 - Determined we need all original petitioners to continue with the existing annexation petition
- Collaboration on behalf of Heber City
 - Petitioners met and continue to show interest in annexing into the city
 - Internal discussions on how petitioners work together
 - Centralized request(s)
- Density & Usage
 - Harvest Village
 - The Crossings
 - Heiners
- Request(s)
 - Expediency
 - Density & Usage
 - PID

Questions to Answer

- Is the council amicable to the petitioner's request(s)?
- Handling of a peninsula/island + residents that do not wish to annex?
- For The Crossings, can we include preliminary approval at time of annexation/MDA?
- Can we begin negotiating MDA(s)?

Boundary of Crossings Annexation

2024 Municipal Boundaries



2020 Municipal Boundaries
& Annexations



Whereas, In 1872, J. Sterling Morton proposed to the Nebraska Board of Agriculture that a special day be set aside for the planting of trees, and

Whereas, this holiday, called Arbor Day, was first observed with the planting of more than a million trees in Nebraska, and

Whereas, Arbor Day is now observed throughout the nation and the world, and

Whereas, trees can reduce the erosion of our precious topsoil by wind and water, cut heating and cooling costs, moderate the temperature, clean the air, produce life-giving oxygen, and provide habitat for wildlife, and

Whereas, trees are a renewable resource giving us paper, wood for our homes, fuel for our fires and countless other wood products, and

Whereas, trees in our city increase property values, enhance the economic vitality of business areas, and beautify our community, and

Whereas, trees, wherever they are planted, are a source of joy and spiritual renewal.

Now, Therefore, I, Heidi Franco, Mayor of the City of Heber, do hereby proclaim
May 17, 2024 as

Arbor Day

In the City of Heber, and I urge all citizens to celebrate Arbor Day and to support efforts to protect our trees and woodlands, and

Further, I urge all citizens to plant trees to gladden the heart and promote the well-being of this and future generations.

Dated this 19th day of March
Mayor Heidi Franco

**HEBER CITY CORPORATION
75 North Main Street
Heber City, UT 84032
Heber City Council Meeting
March 19, 2024**

DRAFT Minutes

**4:00 p.m. Work Meeting
6:00 p.m. Regular Meeting**

I. WORK MEETING - 4:00 P.M.

Mayor Franco called the meeting to order at 4:05 p.m. and welcomed everyone present.

City Council Present: Mayor Heidi Franco
Council Member Yvonne Barney
Council Member Aaron Cheatwood
Council Member Mike Johnston - remotely (arrived 5:00 p.m.)
Council Member Sid Ostergaard
Council Member Scott Phillips - remotely (arrived 4:10 p.m.)

Staff Present: City Manager Matt Brower
Community Development Director Tony Kohler
Planning Manager Jamie Baron
City Engineer Russ Funk
Finance Director Sara Jane Nagely
City Attorney Jeremy Cook
IT Director Anthon Bills
City Recorder Trina Cooke

Staff Participating Remotely: IT Director Anthon Beales, Engineering Technician Desiree Muheim, Police Officer Josh Weishar, Public Works Director Matthew Kennard, City Treasurer Mindy Kohler, Deputy City Recorder Robin Raines Bond, Engineer Ross Hansen, and Engineering GIS Specialist Shiona Howard.

Also Present: Shelton Taylor, John Hajny, Jaden Snarr, McKayla Hanchett, Kasey Plourde, Sean Rallton, Lynn Bassm, Brian Balls, Bob Miller, Kaden Obray, Rance Echols, James Pedersen, Brandon Healey, Brayden Luke, Stephen LaFay, Di Ann Duke Turner, Monica Echols, Lonny Reed, Grace Doerfler, Kurtis Cummings, Siearra Cummings, Sharon Jenkins, Charles Jenkins, Michelle Burgener, Dallin Koecher, Shelby LaFay, Tori Broughton, Del Barney, and others who did not sign in or whose names were illegible.

Also Attending Remotely: (names are shown as signed in online) John, BM, Brian Swan, Grace KPCW, H I, KM, Korey, Lori Haslem, GOEO, and Luke s.

1. Flag Lots in the R-1 Zone (Jacob Roberts, Planner) - *20 min*

City Planner Jacob Roberts explained that the petitioner wished to divide an existing lot and build an additional home for a family member behind the existing home. The proposal would not meet the current requirements for the existing zone as outlined in City Code. Petitioner Pat Sullivan explained the history of the lot purchase. It was originally bought by the Whites from the City and then purchased by the Sullivans when the Whites moved. Now the Sullivan's daughter was looking to obtain a home and they wished to dedicate the back lot to her to do so. Staff was seeking Council direction. Consensus of Council majority was to require the petitioner to remain within the parameters established by the City code. Council suggested the applicant consider an Accessory Dwelling Unit (ADU) which was permitted in zoning for the existing code.

2. Wellberg Annexation (Tony Kohler, Community Development Director) - *20 min*

Community Development Director Tony Kohler reviewed the history of the proposed annexation. It had been put on hold after the original annexation petition had been filed in 2020. The Council had expressed concerns in 2020 with accessibility of the land as well as building on the rough and steep terrain. The area was located outside of the City's Annexation Area Plan. Petitioner Paul Kreuger indicated his plan would be to divide the land into only two lots. He had negotiated an agreement with Red Ledges to use a road in their development for access. He offered to complete trail access that would be granted to the community for use in perpetuity. Mr. Kohler explained the item was before Council as an initial introduction to determine Council's willingness to proceed with the process. Staff indicated they would look into alternate access or fire access and other requirements if Council expressed a willingness to proceed. Council consensus was to proceed with the process for consideration of the annexation.

3. Utility Bill Relief Program (Mindy Kohler) - *20 min*

City Treasurer Mindy Kohler explained that the City's utility-rate increases were inflicting extreme hardship on a number of the community's elderly residents. She shared stories from the senior community. She proposed a cap for the senior's utility bills. Ms. Kohler wanted to allow the option for other residents to contribute or donate to the relief program via their utility bill to subsidize between \$20-\$25 per bill for qualifying residents and for the City to cover any outstanding balance. She proposed using the County's annual tax abatement qualification check as the guide for the City's utility relief program. The program would also be offered for handicapped individuals. Council consensus supported moving forward with the utility assistance program.

4. Snarr Family Duplex Request (Jacob Roberts, Planner) - *15 min*

Planner Jacob Roberts presented the request for the conversion of an existing home into a duplex. He noted that duplexes were not permitted in any zone in the City. Homeowner Jaden Snarr was present to explain her family's wish to rent both units of the duplex for supplemental income. She described that the home was already established as a duplex with individual addresses, heating, and water hook-ups. Building Official Wes Greehalgh explained the difference between an ADU (accessory dwelling units) and a duplex. He noted the fire separation requirement. Council discussion resulted in a majority consensus to not allow an exception to the existing code for a duplex at that time but noted the possibility of an ADU designation for the second attached unit.

5. Wasatch County Event Center grounds MDA (Tony Kohler, Community Development Director) - *20 min*

Community Development Director Tony Kohler explained that the County's new RV park, Cowboy Village, currently under construction at the Wasatch County Fair Grounds, was not in compliance with the City's Code requirements. Mr. Kohler was seeking Council direction to pursue a mutually agreeable compromise with the County. County representatives had indicated they were not aware the County needed to go through the approvals processes with the City. There were concerns with the fence, landscaping requirement, and the sidewalk not meeting City standards. Council discussion resulted in the decision to have two City Council Members reach out to two of the County Council Members and the County Parks and Recreation Department to work towards a resolution. Council Members Johnston and Cheatwood volunteered to take point on behalf of the City.

6. Potential Highway 32 Property Annexation (Jacob Roberts, Planner) - *15 min*

Planner Jacob Roberts presented the information for a potential annexation and noted the area was within the City's Annexation Policy Plan. Staff wished to discover whether Council would consider supporting the annexation before beginning the annexation process. Petitioner Kacey Plourde shared her interest in purchasing the land for use as an event venue. She shared design images of the venue she wished to build for private events such as weddings, receptions, and ceremonies. The slope of the land would make the majority of the land undevelopable. Council majority expressed support of the proposed project.

II. BREAK - 10 MIN

III. REGULAR MEETING - 6:00 P.M.

1. Call to Order

Mayor Franco called the meeting to order at 6:34 p.m. and welcomed everyone present.

2. Pledge of Allegiance (Mike Johnston, Council Member)

Council Member Johnston led the recitation of the Pledge of Allegiance.

3. Prayer/Thought by Invitation (Aaron Cheatwood, Council Member)

Council Member Cheatwood shared a prayer.

IV. CONFLICT OF INTEREST DISCLOSURE:

Council Member Ostergaard announced a conflict and stated he would recuse himself from discussion of Action Item four.

V. AWARDS, RECOGNITION, and PROCLAMATIONS:

1. Rural Water Association of Utah's Outstanding Service to Wastewater Customers 2023

Public Works Director Matthew Kennard explained the Public Works Department had received the award in recognition of outstanding work provided to waste-water customers for the department's efforts to mitigate the smell from a local sewer plant. He recognized the crew present that was responsible for the receipt of the award: Brayden Luke, James Pederson, Brandon Healey, Stephen LaFay, Kaden Obrey, and Rance Echols.

2. Mayor's Award presented to Officer Ty Cummings

Mayor Franco stated she had known Officer Ty Cummings most of his life and his actions of service reflected well on his family legacy. Police Chief Parker Sever shared that the Mayor's Award was being given to Officer Cummings for outstanding service exhibited when assisting a mother and child in need as detailed in the attached meeting materials.

VI. CONSENT AGENDA:

Motion: Council Member Barney moved to accept the Consent Agenda, approving the February 19, 2024, City Council Meeting Minutes, Ordinance 2024-07 for the Clayton Vance zone change, and the nomination of Thom Shumard to the Audit Committee.

Second: Council Member Cheatwood made the second. **Voting Yes:** Council Members Phillips, Ostergaard, Cheatwood, Barney, and Johnston. **Voting No:** None.

The Motion Passed Unanimously, 5-0.

1. Approval of February 19, 2024, City Council Meeting Minutes and March 5, 2024, City Council Meeting Minutes (Trina Cooke, City Recorder)
2. Ordinance 2024-07 Clayton Vance Zone Change 22 South (100 West) (Jacob Roberts, Planner) -
3. Mayor Nomination of Thom Shumard to the Audit Commission (Heidi Franco, Mayor)

VII. PUBLIC COMMENTS: (3 min per person/20 min max)

Heber Valley Chamber of Commerce Executive Director Dallin Koecher invited Council to the Wasatch County Emergency Preparedness Fair on Saturday, March 23, from 9:00 a.m. to 1:00 p.m. at Wasatch County High School. He then invited them to the Heber Valley Choir and Orchestra performance at the Midway Town Hall the same evening at 7:00 p.m.

Di Ann Duke Turner read a prepared statement. She had been to Hawaii and described the speed humps and speed tables utilized there for speed mitigation. She described the two forms of traffic slowing. She wanted safer roads with speed-humps, speed tables, roundabouts, sidewalks, curb and gutter, stop-lights, and four-way stops to encourage better safety in Heber. She encouraged the Council to prioritize basic needs before seeking frills for the City.

VIII. GENERAL BUSINESS ITEMS:

1. Public Hearing regarding budget amendment for Fiscal Year 2023-2024 (Sara Nagel, Finance Manager) -

Finance Director Sara Nagel explained this was the first budget amendment of the calendar year. She listed the necessary amendments as outlined in the attached Staff Report. Council Member Cheatwood asked if the City was underestimating the costs for projects or what the cause of the necessary amendments was. City Engineer Russ Funk explained the budget amendments were necessary as ongoing projects were reimbursed by incoming impact fees as well as increased costs and changes in project time-lines. It was common practice for entities to make amendments to the budget as needed for ongoing projects.

Mayor Franco opened the Public Hearing for Comment at 7:00 p.m. With no one from the public coming forward to comment, the public hearing was closed at 7:01 p.m.

IX. ACTION ITEMS: (Council can discuss; table; continue; or approve items)

1. Wasatch Back Economic Summit Sponsorship of \$5,000 (Dallin Koecher, Executive Director Heber Valley Chamber) - *10 min*

Executive Director of the Heber Valley Chamber of Commerce, Economic Development, and Tourism Dallin Koecher was present to request sponsorship from the City in the amount of \$5,000 for the Wasatch Back Economic Summit. The Summit would address ongoing issues and share solutions of the neighboring communities and Cities. Mayor Franco suggested a presentation of the City's Master Plan.

Motion: Council Member Phillips made the motion to support the Heber Valley Chamber Visitor's Bureau Summit with the \$5,000 sponsorship. **Second:** Council Member Cheatwood made the second. **Voting Yes:** Council Members Phillips, Ostergaard, Cheatwood, Barney, and Johnston. **Voting No:** none. The **Motion Passed unanimously, 5-0.**

2. Ordinance 2024-02 Updating the C-3 Commercial Zone, C-3 Design Criteria and Parking Regulations within the C-3 Zone (Tony Kohler, Community Development Director) - *40 min*

Planning Consultant John Janson explained the proposed code changes were to align with the new Envision Central Heber and to simplify the language within the code. He outlined the amendments as listed in the attached Staff Report and clarified that the proposed changes would affect only the C3 zone. The C2 and C4 zones remained unaltered for the time being. Council discussion regarding parking and affordable housing requirements followed.

Mayor Franco opened the discussion for public comment.

Tori Broughton ran Trek Bicycle on Main Street and could not find staff because there were not workers that could afford to live in Heber City. She expressed concern with businesses coming to the downtown redevelopment area and being able to keep doors open without a workforce. She hoped the residential units in the mixed-use buildings were forthcoming in order to accommodate affordable housing options for workers. She felt there were many individuals without families who would love to rent space in Heber. She also felt the parking was detrimental and necessary to bring customers to the downtown shopping areas.

With no one further coming forward from the public, Mayor Franco closed the Public Comment period.

Motion: Council Member Phillips moved to pass the C-3 Zone Ordinance update as presented. **Second:** Council Member Ostergaard made the second.

Discussion: Council Member Barney asked whether the motion included her requests. The motion was to approve the item as presented in the Staff Report. Council Member Ostergaard explained that he had made the second because he agreed that the plan needed to get going as developers were hesitant to proceed without the code updates.

Amended Motion: Council Member Barney moved to amend the motion to include the following changes as discussed:

- Add 10% required dedication of affordable housing to the C-2 and C-3 zones
- Section 18.28.040(L.) to include a diagram
- Section 18.28.040(N.) To define mixed-use
- to include the C-3 zone with C-2 and C-4 in Section 18.28.040(O.).

Second: Council Member Cheatwood made the second.

Council Member Phillips did not accept the proposed amendment.

Vote on the amended motion proposed by Council Member Barney: Voting

Yes: Council Members Ostergaard, Cheatwood, Barney, and Johnston. **Voting No:** Council Member Phillips. The **Motion Passed 4-0.**

Vote to approve original motion made by Council Member Phillips with the amendment: Voting **Yes:** Council Members Phillips, Ostergaard, Cheatwood, Barney, and Johnston. **Voting No:** None. The **Motion Passed Unanimously, 5-0.**

3. Consider Approval of Contract Award for Construction of the 900 North Mill Road Roundabout (Russ Funk, City Engineer) - 5 min

City Engineer Russ Funk asked Council to authorize a contract with Horrock's Engineers in the amount of \$681,782.90 to complete the roundabout on Mill Road. He provided the history of putting the project out to bid the previous year and receiving only one bid for over \$800,00.00. The City had decided to wait and put the project out for bid a year later in an effort to encourage better competition and lower bids. The bids received the second time around had come in much lower than the initial bid.

Motion: Council Member Cheatwood made the motion to approve the item as presented with the findings and conditions in the Staff Report. **Second:** Council Member Phillips made the second. **Voting Yes:** Council Members Phillips, Ostergaard, Cheatwood, Barney, and Johnston. **Voting No:** None. The **Motion Passed Unanimously, 5-0.**

4. Main Street Park and 200 South Improvements Contract Award (Jamie Baron, Planning Manager) - 15 min

Council Member Ostergaard recused himself from discussion of agenda item four as stated during the Conflict of Interest Disclosure.

Planning Manager Jamie Baron reviewed the bids received for the Main Street Park improvements, including the installation of the Bandshell, and plaza on 200 South. Maddox Construction had submitted the lowest bid. He provided detailed costs submitted by Maddox as included in the attached bid of \$2,793,385.00 and an estimated total project cost of \$3.562 million for the entire project.

Motion: Council Member Cheatwood moved to approve the Main Street Park and 200 South construction contract with Maddox Construction as presented. **Second:** Council Member Phillips seconded the motion. **Voting Yes:** Council Members Phillips, Cheatwood, Barney, and Johnston. **Voting No:** None. Council Member Ostergaard was recused. The **Motion Passed 4-0.**

5. Ordinance 2024-08 Updating the Utility Bill Code (Mindy Kohler) - *15 min*

City Attorney Jeremy Cook presented the proposed code updates regarding utility billing as outlined in the Staff Report. It was proposed to allow for exceptions to be made for extenuating, extreme, or emergent circumstances. The code update would permit the City Manager to make the executive decision to allow for exceptions. Council discussion for clarification of qualifying exceptions followed.

Motion: Council Member Cheatwood moved to approve the utility bill code update with additional language to indicate the exceptions would be for unoccupied residences only. **Second:** Council Member Ostergaard made the second.

Discussion: Council Member Johnston asked if a voluntary water disconnection included all of the utilities charges such as sewer and storm drain. Ms. Kohler responded that water disconnection did currently halt all utility charges but advised the City should address that in the future as well.

Voting Yes: Council Members Phillips, Ostergaard, Cheatwood, Barney, and Johnston. **Voting No:** None. The **Motion Passed Unanimously, 5-0.**

6. Resolution 2024-04 Budget Amendment (Sara Nagel, Finance Manager) - *15 min*

Motion: Council Member Cheatwood made the motion to approve Resolution 2024-04 with the findings and conditions as presented. **Second:** Council Member Barney made the second. **Voting Yes:** Council Members Phillips, Ostergaard, Cheatwood, Barney, and Johnston. **Voting No:** None. The **Motion Passed Unanimously, 5-0.**

7. Formal Letter to Heber Light and Power Acknowledging Interest in Administration Building Parcel (Matt Brower, City Manager) - 10 min

City Manager Matt Brower explained the intent of the City to deliver a letter to Heber Light and Power (HL&P) requesting first right of refusal to purchase their office building located on 100 West. Mayor Franco felt the letter should be from the entire City Council and not her individually as she was also the Board Chair for HL&P. Council Member Cheatwood felt the City should express some urgency. Council Member Ostergaard felt it was important that the City offer HL&P fair market value. Mr. Brower felt the letter should be only a request that HL&P allow the City the first opportunity to provide an offer of purchase, not to establish terms. Council Member Johnston felt HL&P should be amenable to working with the City as the City was the majority shareholder of the company but thought it would be wise for the City to enter into an agreement. Council Member Phillips felt each Council Member's priority on the boards they served should be to represent Heber City's best interest. Discussion continued.

Motion: Council Member Cheatwood moved to approve the letter with the following changes: to express some urgency on the City's behalf for an agreement as well as add signature lines for all the Council Members to the close of the letter in place of the Mayor's. **Second:** Council Member Barney made the second. **Voting Yes:** Council Members Phillips, Ostergaard, Cheatwood, Barney, and Johnston. **Voting No:** None. The **Motion Passed Unanimously, 5-0.**

8. Pay Scale and Policy Adjustment to the Heber City Police Department. (Parker Sever, Chief of Police, Cherie Ashe, Human Resources Director) - 20 min

Chief of Police Parker Sever reviewed the proposed change to the pay scale increases moving the police officers through their pay scale at a more even rate rather than with two larger mid-max pay bumps at six and twelve years. He shared the detriments of the existing pay scale wages and the benefits of the proposed plan. He also proposed raises coincide with the employee hire date rather than the calendar. Chief Sever provided additional details of the proposed changes as included in the attached Staff Report. He felt the proposed changes would help the City with Officer retention. Staff would be back to propose the same changes for the remaining departments in the City. Human Resources Manager Cherie Ashe felt the document proposed a positive change.

Motion: Council Member Phillips moved to approve Resolution 2024-05. **Second:** Council Member Ostergaard made the second. **Voting Yes:** Council Members Phillips, Ostergaard, Cheatwood, Barney, and Johnston. **Voting No:** None. The **Motion Passed Unanimously, 5-0.**

9. Resolution 2024-02 Updating the Code of Conduct and Ethics (Jeremy Cook, City Attorney) - 20 min

City Attorney Jeremy Cook explained that the updated document included the Council's previously requested changes. He shared an incident in South Salt Lake where a Council Member had been banned from attending meetings in person for 90 days and was ultimately arrested for showing up to the next Council Meeting. Council Discussion regarding the approval of a Code of Ethics followed.

Motion: Council Member Cheatwood moved to approve a revised Resolution 2024-02 with the removal of Section D-2 Compliance and Enforcement. **Second:** Council Member Barney made the second.

Discussion: Council Member Phillips felt it was common knowledge to behave well towards others you worked with. He felt documents such as the one presented could be used against members of the Council, Boards, or other Committees and thought individuals would be removed from serving if bad behavior was exhibited. He wished to rescind the document entirely and did not support the motion.

Motion Rescinded: Council Member Cheatwood rescinded his original motion.

Motion: Council Member Phillips moved to repeal the original Resolution 2012-07. **Second:** Council Member Ostergaard made the second.

Discussion: Council Member Cheatwood inquired whether it was common to have a Code of Conduct and Ethics in other cities. Mr. Cook responded that it was not uncommon in other cities but felt such a document could be potentially problematic and did not feel it was a necessary document as the State Code established a Code of Conduct and Ethics for all elected officials. Council Member Cheatwood asked whether having a Code of Conduct and Ethics was generally a good guide for the City legislators. Community Development Director Tony Kohler clarified that each City employee that held a State certification was held to individual department code of ethics. Council Member Barney felt the legislative office within the city should have an outline for ethical behavior. She was concerned about doing away with the Resolution based on the fact that the current Council was getting along and felt the current Council should have a document to hold them to a certain behavioral level. She felt the Council should adopt the proposed Resolution 2024-02 with the removal of the Compliance and Enforcement section.

Alternate Motion: Council Member Barney moved to vote for the original Motion made by Council Member Cheatwood with the removal of the Compliance and Enforcement section D-2. **Second:** Council Member Cheatwood made the second.

Discussion: Council Member Johnston felt it was appropriate to hold the legislators to a higher standard than the average person as they conducted the business of the public. It was vital to treat each other with the utmost respect and fairness and equity. He was concerned with Section D being used against people and with that section removed would support the Resolution. He felt the remaining principles in the document should be upheld by Council Members, Board Members, Commissioners, and Committee Members, and to have everyone read it annually to be reminded of the standard they were being held to was a good idea. Council Member Ostergaard expressed understanding for Council Member Phillips point but would support Council Member Barney's alternate motion.

Vote on the Alternate Motion Made by Council Member Barney: Voting

Yes: Council Members Ostergaard, Cheatwood, Barney, and Johnston. **Voting No:** Council Member Phillips. The **Motion Passed 4-1.**

Vote on Original Motion made by Council Member Phillips: Voting Yes: Council Member Phillips. **Voting No:** Council Members Ostergaard, Cheatwood, Barney, and Johnston. The **Motion Failed 1-4.**

10. Set Dates for Budget Workshops (Matt Brower, City Manager) - 5 min

Council determined to hold two Budget Workshop meetings on May 1, 2024, at 6:00 p.m. and May 7, 2024 during the regular Work Meeting scheduled for 4:00 p.m.

X. RECESS as the HEBER CITY COUNCIL and CONVENE as the HEBER CITY COMMUNITY REINVESTMENT AGENCY (CRA) BOARD

Motion: Council Member Ostergaard moved to recess as the Heber City Council and enter a meeting session as the CRA (Community Reinvestment Agency) Board.

Second: Council Member Cheatwood made the second. **Voting Yes:** Council Members Phillips, Ostergaard, Cheatwood, Barney, and Johnston. **Voting No:** None. The **Motion Passed Unanimously, 5-0.** The CRA meeting convened at 9:35 p.m.

1. Wasatch County Interlocal Agreement Preliminary Approval (Matt Brower, City Manager)

City Manager Matt Brower shared the CRA Interlocal Agreement draft proposed between the CRA and the County as included in the meeting materials. He reviewed the previous presentation made by Council Members Mike Johnston and Aaron Cheatwood at the County Council Meeting where they described the benefits of the CRA to the County. He asked the CRA Board Members to reach out individually to the County Council Members and the School Board Members to discuss the proposed agreement. Council Member Barney felt there was push-back from the County Council and proposed inquiring what specific concerns they had. Discussion regarding how to proceed continued.

2. Wasatch County School Board Joint Meeting Dates and Assignments (Matt Brower, City Manager)

Mayor Franco suggested working on the School District first and try to address their concerns. Mr. Brower informed the CRA Board that he had been in contact with the Wasatch County School Board Superintendent Paul Sweat and they had agreed to hold a joint meeting on April 23 for the CRA discussion and presentation. Council Member Cheatwood felt it would be useful to provide the number of students that lived outside the CRA district. Council Members Cheatwood and Johnston agreed to be the CRA representatives to preemptively meet with School Board Members. Mr. Brower proposed offering affordable housing units dedicated to the City by annexation developments for School District employee housing. Discussion continued.

XI. ADJOURN as the CRA BOARD and RECONVENE as the HEBER CITY COUNCIL

Motion: Council Member Cheatwood made the motion to adjourn as the CRA Board and reconvene as the Heber City Council. **Second:** Council member Phillips made the second. **Voting Yes:** Council Members Phillips, Ostergaard, Cheatwood, Barney, and Johnston. **Voting No:** None. The **Motion Passed Unanimously, 5-0.** The CRA Board meeting adjourned at 10:06 p.m.

XII. COMMUNICATION:

Motion: Council Member Barney moved to extend the meeting five more minutes and adjourn in five minutes. **Second:** Council Member Ostergaard made the second. **Voting Yes:** Council Members Phillips, Ostergaard, Cheatwood, Barney, and Johnston. **Voting No:** None. The **Motion Passed Unanimously, 5-0.**

Community Development Director Tony Kohler shared that the Forest Service had approached the City with an offer of land through a long-term lease to develop affordable housing for government workers and first responders, as well as Forest Service employees. Mr. Kohler asked if Council supported Staff providing a letter of interest to the Forest Service in order for them to proceed with an appraisal of the land and for Staff to move forward with negotiations. Council expressed support for Staff to proceed.

Mr. Brower asked if Council wished to celebrate Unity Week once again in the coming June. The cost of the event was approximately \$10,000. Council wished to proceed with the celebration of Unity Week.

Mr. Brower added that the re-dedication of the historic Tabernacle building housing City Hall would take place once renovations were completed, estimated in mid-May.

XIII. ADJOURNMENT:

Motion: Council Member Barney made the motion to adjourn with the motion to extend the meeting for five minutes. **Second:** Council Member Ostergaard had seconded the motion. The meeting was adjourned at 10:11 p.m.

Trina Cooke, City Recorder



Heber City Council Staff Report

MEETING DATE:	4/2/2024
SUBJECT:	Resolution 2024-06 Amending the Heber Valley Airport (HVA) Fees Schedule by Updating Definition for Based Aircraft and Landing Fees Max Take Off Weight (MTOW), and Updating Ground Lease Rates
RESPONSIBLE:	Travis Biggs
DEPARTMENT:	Airport
STRATEGIC RELEVANCE:	Necessary Administrative Actions

SUMMARY

Like many airport sponsors, Heber City has relied on its FBO to collect landing fees. Beginning April 1, 2024, the Sponsor is transferring that role to an independent firm, Vector Systems, who will begin monitoring and collecting landing fees for HVA under an agreement approved earlier this year. To prevent errors in the assessing of landing fees against Heber based aircraft, Vector requires a list of aircraft that are considered “based” at HVA. Per HVA current policy, based aircraft are exempt from paying landing fees, whereas, all non-based aircraft, or transient aircraft, are required to pay landing fees. This agenda item is intended to 1) clarify the definition of “based” aircraft at HVA, 2) update the fees and rate schedule to reflect the most recent ground lease rates negotiated at the airport, and 3) make a minor change to the aircraft weight definition as it applies to the assessment of landing fees.

RECOMMENDATION

It is recommended the City Council update the current Airport Fee Schedule with the following three changes:

1. Update “based” aircraft definition for HVA to clarify which aircraft are exempt from paying landing fees. The proposed new language reads as follows: “Any aircraft not recognized by the state of Utah as currently registered and based at the Heber Valley Airport is considered a transient aircraft.”
2. Amend language in Airport Fee Schedule to clarify landing fees for transient (i.e. non-based) aircraft. New language to read: \$4.00 per 1,000 lbs. MTOW of aircraft equal to and greater than 8,000 lbs.
3. Update the Airport Hangar Ground lease rate to \$0.42 per sq. ft. annually with an annual escalator tied to the Mountain Plains CPI index.

BACKGROUND

In 2022 UDOT Aeronautics wanted a more accurate understanding of how many aircraft were flying in Utah, where they are flying to and from, and where they are based. UDOT contracted with Virtower to collect operations data at Utah airports. Virtower collects data at 36 of the 46 public use airports in Utah. The Virtower system helps UDOT determine based aircraft and operation numbers throughout the state. These numbers help determine where to invest state funds.

Virtower is currently being used at over 300 airports throughout the U.S., General Aviation as well as commercial airports. Vector is a subcontractor/partner of Virtower. Vector was founded in 2005 and is being used at over 80 airports that range from local GA airports to international airports. Virtower and Vector are working together at airports in Utah and throughout the world.

Beginning in 2012, the FBO collected landing fees at the HVA. Effective April 1, 2024, Vector will begin collecting landing fees for HVA.

The HVA is currently in the process of updating its fees, rates and charges. The recommended changes will be vetted later this spring by the AAB prior to City Council review and adoption. When the City Council adopts the new fees, rates and charges, the Airport's Fee Schedule will be further amended at that time.

DISCUSSION

Having an accurate knowledge of who is using the airport is very important for several reasons. One key reason is to accurately determine how many aircraft are based at HVA. The number of based aircraft along with the number of operations at an airport determine how much State and Federal funding airports receive. This funding is essential for maintaining, improving and repairing airport capital assets. This funding helps the airport remain self-sufficient.

Another reason rests with the critical need to accurately track, access and collect landing fees from users of the airport 24 hours a day, seven days a week, 365 days a year. Landing fees are one of the larger airport revenue sources and collecting the fees from all users of the airport, not only will better assure the airport is financially self-sufficient, but is managing the program must be done in a fashion that insures we remain compliant with grant assurances, specifically Assurance 22 Economic Nondiscrimination.

Virtower uses a tracking system that monitors aircraft 24 hours a day. The Virtower/Vector system ensures that any transient aircraft landing at the HVA will be identified and charged current landing

fees regardless of when they arrive. Previously, the FBO collected landing fees only during regular business hours. It is not reasonable to expect airport or FBO staff to monitor airport operations 24 hours a day. The Virtower/Vector system will provide HVA with aircraft tail numbers, landing and takeoff details, how often they visit, whether or not they are based aircraft, as well as the aircraft category (i.e. A-II, BIII, C-I etc.).

Deployment of the Vector system requires HVA to clarify define based aircraft so they are not billed landing fees, which is consistent with the airports current policy for only charging landing fees to transient aircraft. The current definition for HVA based aircraft reads: “*An aircraft that is not owned by a person having a lease or license agreement with the City is considered a transient aircraft.” This definition is problematic, as it does not require a hangar owner to designate their aircraft as based at HVA. Additionally, this makes it problematic for the Vector system to track based aircraft and for UDOT to credit HVA for based aircraft.

Staff and the AAB is recommending the language be changed to read as follows: “Any aircraft not recognized by the state of Utah as currently registered and based at the Heber Valley Airport is considered a transient aircraft.” This is a change from the existing language which reads: “An aircraft that is not owned by a person having a lease, sublease, rental or license agreement with the City or an approved sublease with a HVA master tenant, is considered a transient aircraft.” The new language will provide more flexibility for a larger number of aircraft to be considered a based aircraft at HVA.

A change is also needed to be made to the definition of aircraft landing weights. HVA’s current policy reads: \$4.00 per 1,000 lbs. MTOW over 8,000 lbs. The Vector system requires clarification as to whether the MTOW is 8,000 lbs. and above or 8,001 and above. The new language proposed by staff reads: \$4.00 per 1,000 lbs. MTOW equal to and greater than 8,000 lbs.

And finally, staff is recommending the HVA ground lease rate match the rates that have been recently negotiated at the airport, which is currently .042 per sq. ft.

A summary of the proposed changes can be found in the Airport Fee Schedule table below.

2. Airport

SERVICE	FEES
Aviation Trailers, i.e. Glider Trailers	\$60.00 per year Effective 01/01/2021
Airport Hangar Ground Lease - <u>Lease Entered Into After Feb. 2015</u>	\$0.356 .42 per sq. ft. with <u>Annual Mountain Plaines CPI Increase - Effective 01/01/2021</u>
Landing Fees (Transient Aircraft)* <u>= to & > than 8,000 lbs. MTOW</u>	\$4.00 per 1,000 lbs. MTOW <u>equal to and greater than over</u> 8,000 lbs. Effective <u>01/01/2021 04/02/2024</u>
Landing Fees (Transient Aircraft)* <u>< 8,000 lbs. MTOW</u>	\$4.00
Proximity Gate Access Card	\$0.00 - Hanger owners - (Additional requested access \$40/yr, i.e. employees) \$40.00/yr - Subtenants & Non-Hanger Owners (i.e. glider pilots, ball pilots, etc.)

	\$20.00 - Short-term access (i.e. contractors, air attack crews, etc.)
	\$60.00 - Lost gate card/replacement (Registered based aircraft 1/2 of Effective 01/01/2021
Special Service Operator Fee (Gross Sales)	1% Gross Income Effective 01/01/2021

*An aircraft that is not owned by a person having a lease or license agreement with the City is considered a transient aircraft.

Any aircraft not recognized by the state of Utah as currently registered and based at the Heber Valley Airport is considered a transient aircraft.

HISTORY

Adopted by Ord. 2004-10 on 4/1/2004

Amended by Ord. 2017-4 on 1/19/2017

Amended by Ord. 2020-40 Amending Consolidated Fee Schedule on 11/17/2020

Amended by Res. 2022-23 on 9/6/2022

Adopted by Res. 2023-14 on 8/15/2023

Amended by Res. 2024-06 On 04/02/2024

FISCAL IMPACT

It is believed that having Vector collect from all non-based aircraft, and requiring all based aircraft to be officially registered with the state of Utah, will generate more (possibly significantly more) revenues. In addition, having more based aircraft at HVA will increase the likelihood of receiving state and federal funding for future projects, thus helping the airport remain self-sufficient.

CONCLUSION

Requiring aircraft to clarify where they are officially based in Heber will help the airport know which aircraft are based at HVA, while simultaneously giving the FAA and UDOT Aeronautics more current and accurate based aircraft numbers. This will help Heber Valley Airport move up on state and federal priority lists and thus ensure more funding for future Capital Improvement Projects etc.

ALTERNATIVES

1. Accept changes as proposed.
2. Propose alternative changes.
3. Other direction.

POTENTIAL MOTIONS

Alternative 1 - Approval - Staff Recommended Option

Make the recommended changes to the fee schedule. "I move to approve Resolution 2024-06."

Alternative 2 - Approve as Amended

I move to **approve** the item as amended, as follows.

Alternative 3 - Continue

I move to **continue** the item to another meeting on , with direction to the applicant and/or Staff on information and / or changes needed to render a decision, as follows:

Alternative 4 - Denial

"I move to deny the recommended changes to the fee schedule."

ACCOUNTABILITY

Department: Airport
Staff member: Travis Biggs, Airport Director

EXHIBITS

1. Resolution 2024-06 Consolidated Fee Schedule Airport Fees
2. 3.13.2024 AAB DRAFT Minutes

Heber City

Resolution 2024-06

A RESOLUTION TO AMEND THE CONSOLIDATED FEE SCHEDULE FOR HEBER VALLEY AIRPORT (HVA)

WHEREAS, the consolidated fee schedule provides transparent information on fees and rates charged for city services, including services provided at HVA; and

WHEREAS, the City's consolidated fee schedule requires regular updating in order to account for changes in operations and/or in the cost of service delivery; and

WHEREAS, Heber Valley Airport has contracted with Virtower to monitor operations and collect landing fees. In order for the billing and collection of landing fees to be done with minimal error and to exempt non-transient aircraft, it's important that the definition for "based" aircraft be updated to ensure non-transient aircraft remain exempt from payment of landing fees; and

WHEREAS, the Virtower system also requires clarification of the MTOW as the current definition for aircraft over 8,000 lbs. Clarification is required to distinguish aircraft at 8,000 lbs and over, and

WHEREAS, recently approved ground leases have established a new lease rate for airport hanger ground leases and the new rate needs to be reflected in the Airport Fee Schedule.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF HEBER CITY, UTAH, THAT THE CONSOLIDATED FEE SCHEDULE IS AMENDED AS ILLUSTRATED IN THE CONSOLIDATED TABLE OF AIRPORT FEES SHOWN IN EXHIBIT "A".

This Resolution shall take effect and be in force from and after its adoption.

ADOPTED and PASSED by the City Council of Heber City, Utah, this _____ day of _____, 2024, by the following vote:

	AYE	NAY
Council Member Yvonne Barney	_____	_____
Council Member Aaron Cheatwood	_____	_____
Council Member Michael Johnston	_____	_____
Council Member Sid Ostergaard	_____	_____
Council Member D. Scott Phillips	_____	_____

APPROVED: Mayor Heidi Franco

ATTEST:

City Recorder

EXHIBIT "A"

2. Airport

SERVICE	FEE
Aviation Trailers, i.e. Glider Trailers	\$60.00 per year Effective 01/01/2021
Airport Hangar Ground Lease	\$0.42 per sq. ft. with Annual Mountain Plaines CPI Increase
Landing Fees (Transient Aircraft)* = to and > than 8,000 lbs. MTOW	\$4.00 per 1,000 lbs. MTOW equal to and greater than 8,000 lbs. Effective 04/02/2024
Landing Fees (Transient Aircraft)* < 8,000 lbs. MTOW	\$4.00
Proximity Gate Access Card	\$0.00 - Hanger owners - (Additional requested access \$40/yr, i.e. employees) \$40.00/yr - Subtenants & Non-Hanger Owners (i.e. glider pilots, balloon pilots, etc.) \$20.00 - Short-term access (i.e. contractors, air attack crews, etc.) \$60.00 - Lost gate card/replacement (Registered based aircraft 1/2 off) Effective 01/01/2021
Special Service Operator Fee (Gross Sales)	1% Gross Income Effective 01/01/2021

*Any aircraft not recognized by the state of Utah as currently registered and based at the Heber Valley Airport is considered a transient aircraft.

**HEBER CITY CORPORATION
75 North Main Street
Heber City, UT 84032
Heber City Council Meeting
March 13, 2024**

6:00 p.m. – Regular Meeting

DRAFT Meeting Minutes

I. Call To Order/Roll Call (Chairperson Talley)

Chairman Talley called the meeting to order at 6:03 p.m. and welcomed everyone present. Deputy Recorder Robin Raines-Bond called the roll. There was a full quorum.

Airport Advisory Board Present: Chairman Jason Talley
Vice Chairman Bill Tew
Bart Mounteer
Jeff Peterson
Jay Henry
Captain Rocco Tomanelli, US Navy (Retired)
Nadim AbuHaidar
Alternate / City Council Member D. Scott Phillips

Staff Present:

City Manager Matt Brower
Airport Manager Travis Biggs
City Recorder Trina Cooke
Deputy Recorder Robin Raines-Bond

Also Present: Mitch Iordachescu, Troy Small, Jeanne Henry, Jackson Malinos, John Ackerson, Samson McGuiness, and Activity Day Group with leaders from the Heber 3rd Ward of the Church of Jesus Christ of Latter-Day Saints.

Attending Remotely: Helena Glenn, Vector and City Council Member D. Scott Phillips (for part of the meeting.)

II. Pledge of Allegiance (Captain Rocco Tomanelli)

The pledge was offered by Board Member Captain Rocco Tomanelli, US Navy (Retired).

III. Approval of Minutes

1. 10.19.23 Draft Minutes (Robin Raines, Deputy Recorder) -

Motion: Board Member Jay Henry motioned to approve the minutes as read. Board Member Bill Tew seconded the motion. **Yes:** Chairman Jason Talley, Board Member Jay Henry, Board Member Jeff Peterson, Board Member Bill Tew, Board Member Rocco Tomanelli, and Alternate Board Member/City Council Member D. Scott Phillips
No: none. **Motion passed.**

IV. Public Comments: (Please limit comments to three (3) minutes per person.)

None.

V. Airport Manager Quarterly Report (Travis Biggs, Airport Manager)

Airport Manager Travis Biggs talked about events and issues that had occurred at the airport. It included the following:

- No accidents or incidents in the past quarter
- Successful Snow Fest.
- Effective Snowplowing Program with no runway shut-downs.
- Phase II of the Environmental Study for the Airport Master Plan
- Consider naming the road to gate 3
- New AWOS 3PT (Automated Weather Observing System) by Mesotech.
 - Mesotech article can be found at:
<https://mesotech.com/search?q=heber+valley+airport&options%5Bprefix%5D=ast>
 - Weather for Heber Valley Airport can be accessed on the internet at KHCR.AWOS.LIVE
- FAA-approved cameras are located at the airport. They can be accessed through the Heber Valley Airport website: https://www.hebervalleyairport.com/airport_info or the FFA website: <https://weathercams.faa.gov/map/-112.74272,39.53115,-107.46929,41.41965/cameraSite/556/details/camera>
- Young Eagles will be doing flights
- UAOA (Utah Association of Airports) took place in March at UVU Wasatch Campus
- Potential Construction Projects

Mr. Biggs asked for questions.

Board Member Tew raised concerns about the need for a dumpster at the airport. Alternatives for disposing of trash was discussed.

City Council Member Phillips asked about the new landing system. Travis responded it was a discussion item on the Agenda. The FAA requirement is 1) Being based at Heber Valley Airport for at least 182 days.

The State requirement is 2) Paying a State Registration Fee., Heber City would like the AAB Board to consider the FAA requirement or State requirement, or 3) owning an hangar or being a sub tenant of an hangar at the Airport as qualifying as a base aircraft. Mr. Biggs stated that people would need proof that they meet the qualifications of being a base aircraft.

City Council Member Phillips inquired about the new landing system, prompting discussion on FAA and state requirements for aircraft qualifications. General agreement was reached regarding the payment of state fees by base aircraft owners. Chairman Talley discussed exceptions to base aircraft qualifications. Discussion continued about what qualifies as a base aircraft.

City Council Member Phillips thanked Manager Biggs for his work at UAOA.

Chairman Talley mentioned providing an AAB update to the City Council, which was well received.

VI. General Business

1. Discussion on the Glider Park (John Ackerson) - 10 mins

Mr. John Ackerson updated the Board on the Glider Park plans for Heber City Airport as followed:

- He claimed an unused section of the airport for glider pilots, proposing the construction of seven to nine glider hangars.
- Hangars would be solar-powered with no electricity or sewer, and Scott Keel would handle the base road construction.
- The hangars would withstand Heber City snow loads and cost around \$50,000 each.
- Mr. Ackerson emphasized the decreasing number of gliders but highlighted Heber as a great place for soaring.
- He sought no action from the board but requested permanent recognition of the glider area at the airport.
- Mr. Ackerson stated that six hangars were needed to proceed with the plan.
- Regarding runway traffic, gliders would yield to other aircraft and be pulled or pushed to the runway.
- There are 8-12 active glider owners and two Glider Club planes, with two towing planes available.
- Concerns were raised about gravel on the runway from taxiing gliders, which Mr. Ackerson addressed by proposing a paved asphalt pre-taxiway.
- Mr. Ackerson emphasized the glider community's commitment to safety and being good neighbors.

Alternate Board Member/City Council Member Scott Phillips left the meeting location, but joined the meeting virtually at 6:42 p.m.

2. Update on T-Hangars (Jeff Peterson) - 10 mins

Board Member Jeff Peterson provided an update on the T-Hangar project. Engineering and design work for the hangars are nearing completion, with plans to commence ground-breaking in June or July 2024. Progress was being made across all aspects of the project, and all lease fees had been paid. Board Member Tomanelli inquired about the number of T-hangars available for rent, to which Mr. Peterson responded that there would be 16 hangars for lease. The T-Hangars would be owned by the Heber Hangars Owner's Association, which would be responsible for maintenance and snow removal. Board Member AbuHaidar asked about the 80- year lease, to which Mr. Peterson replied that it would be a 40- year lease with an option for an additional 40-year lease.

3. Discuss Base Requirements for Landing Fees (Helena Glenn) - 30 mins.

Ms. Helena Glenn discussed base requirements for landing fees, indicating they would go live on April 1, 2024. She explained the distinction between base and itinerant aircraft, noting that the current airport code lacked a rate for aircraft weighing exactly 8,000 pounds and suggested amending it. She proposed increasing landing fees on special event days like the Sundance Film Festival, citing additional maintenance costs. Mr. Castagna was suggested to assist in determining rates. Discussion ensued regarding billing methods, tracking non-tracked aircraft, and dealing with private aircraft addresses.

Board members queried the success rate of billing, with Ms. Glenn stating it was 99.6% successful, with monthly verification of the success rate. Two recommendations were sought: defining fixed-based aircraft and including 8,000-pound aircraft in the municipal code. Opinions varied on whether hangar owners should pay less than transit aircraft, with some arguing for exemptions based on state registration and taxes paid. Board Member AbuHaidar excused himself from the meeting. The State of Utah's definition of base aircraft was considered, with a motion made to follow Utah state law for qualifications. Additionally, a motion was made to include 8,000-pound aircraft, with some clarifications on weight limits.

Motion: Board Member Peterson motioned to recommend to the City Council that Heber City follow the Utah State law definition of a base aircraft and be registered to the Heber Valley Airport. Board Member Tomanelli seconded the motion. **Yes:** Board Members Jay Henry, Jeff Peterson, Bill Tew, Rocco Tomanelli, Bart Mounteer, and Alternate Board Member/City Council Member Scott Phillips. **No:** None.

Motion: Board Member Henry motioned to recommend to the City Council that Heber City amend the Airport code to include that the weight of a small aircraft is 0 - 7,999 and that a large aircraft is 8,000 pounds and above. Board Member Peterson seconded the motion. **Yes:** Chairman Jason Talley, Board Members Jay Henry, Jeff Peterson, Bill Tew, Rocco Tomanelli, Bart Mounteer, and Alternate Board Member/City Council Member Scott Phillips. **No:** None.

VII. Action Items

1. Discuss and Approve Date, Time, and Schedule for 2024 AAB Meetings (Travis Biggs, Airport Director) - 15 mins

The Board discussed changing the meeting time. Chairman Talley and City Council Member Phillips preferred 4 p.m.

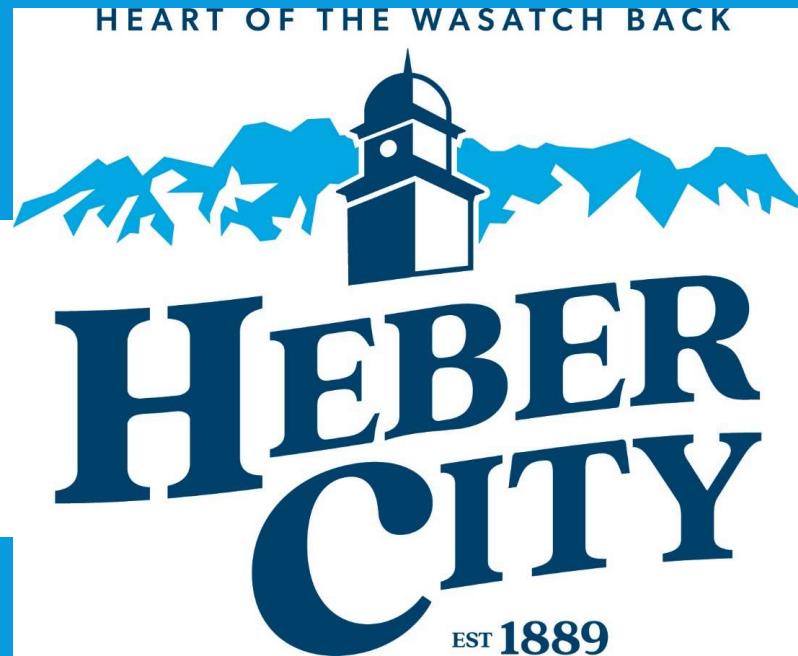
Motion: Board Member Mounteer motioned to accept the Annual Schedule with the meeting time being changed to 4 p.m. Board Member Henry seconded the motion. **Yes:** Chairman Jason Talley, Board Members Jay Henry, Jeff Peterson, Bill Tew, Rocco Tomanelli, Bart Mounteer, and Alternate Board Member/City Council Member Scott Phillips. **No:** None.

2. Select a Chair and Vice-Chair for the AAB Board (Jason Talley) - 10 mins

Motion: Board Member Henry motioned for Chairman Jason Talley to continue as chair and Board Member Bill Tew to continue as Vice-Chairman. Board Member Peterson seconded the motion. **Yes:** Chairman Jason Talley, Board Members Jay Henry, Jeff Peterson, Bill Tew, Rocco Tomanelli, Bart Mounteer, and Alternate Board Member/City Council Member Scott Phillips. **No:** None.

VIII. Adjournment

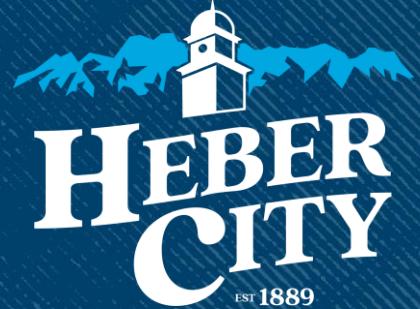
Motion: Board Member Tew motioned to adjourn the meeting. Board Member Henry seconded the motion. The meeting adjourned at 8 pm.



2024 Spring Community Clean-Up Events and Unity Week

DATES/ACTIVITIES

- **May 4 HLA Project Prep**
 - Prep backside of water feature for planting
- **May 11 Annual Down Town Spring Clean-Up (9 a.m. to noon)**
 - Clean out flower beds
 - Wash sidewalks
 - Litter clean-up
 - HLA project landscaping & planting of backside of water feature
 - Free lunch for volunteers
- May 17 or 18 Tabernacle Rededication and Water Feature Ribbon Cutting (could be pushed to Saturday of Unity Week)
- **June 3-June 8 Unity Week**
 - All week: Community clean-up dumpsters
 - Thursday, June 6: HMOM
 - Saturday, June 8: Planting Day Down-Town: Planting flowers, applying fresh coat of polyurethane to bike racks and community service opportunities (9 a.m. to noon)
 - Free lunch for volunteers



Heber Cemetery Administration Building and Columbarium Project

Next Steps

Background/Context

- Project is a Council Strategic Priority
- \$2.5M Cash in Fund 42/Estimated Project Cost \$2M to \$2.5M
- When sold out, Columbarium revenues expected to cover 100% project cost
 - Columbarium revenues would reimburse Fund 42 for fronting project costs (expected to take 5 to 10 years to sell 100% of niches)
- Project bids received on 3/27/24

Bid Tabulation Bid Schedule A - Heber City Cemetery Administration Building, Courtyard, and Columbarium									
		Jardine Lythgoe Joint Venture		Kier		Stout Construction		Paulsen Construction	
ITEM	Cost	Notes	Cost	Notes	Cost	Notes	Cost	Notes	
CSI #	CSI Name								
00 00 00	Procurement & Contract Requirements	\$ 93,943.00	8 clarification notes added to bid	\$ 307,363.00		\$ 433,139.00		\$ 587,759.00	
01 00 00	General Requirements	\$ 281,829.00		\$ 387,631.00		\$ 382,742.00		\$ 512,657.00	
02 00 00	Existing Conditions	\$ -		\$ 667,813.00		\$ 1,096,404.00	Includes Site Demo, Earthwork, Utilities, Exterior Improvements, and Bonding	\$ 914,010.00	
03 00 00	Concrete	\$ 1,322,823.00		\$ 384,610.00		\$ 422,120.00		\$ 583,773.00	
04 00 00	Masonry	\$ 739,880.00		\$ 1,852,675.00		\$ 1,223,049.00	Includes Precast Columbarium Niches	\$ 1,141,675.00	
05 00 00	Metals	\$ 62,351.00		\$ 90,839.00		\$ 46,593.00		\$ 38,170.00	
06 00 00	Wood, Plastics, and Composites	\$ 277,784.00		\$ 350,604.00		\$ 409,747.00		\$ 464,860.00	
07 00 00	Thermal & Moisture Protection	\$ 119,072.00		\$ 172,891.00		\$ 137,701.00		\$ 167,607.00	
08 00 00	Openings	\$ 130,999.00		\$ 115,518.00		\$ 126,691.00		\$ 317,143.00	
09 00 00	Finishes	\$ 154,409.00		\$ 167,584.00		\$ 199,281.00		\$ 262,890.00	
10 00 00	Specialties	\$ 8,983.00		\$ 16,395.00		\$ 15,871.00		\$ 19,325.00	
11 00 00	Equipment	\$ 1,575.00		\$ -	Excluded	\$ -		\$ 648,000.00	
12 00 00	Furnishings	\$ -		\$ -	Excluded	\$ -	cabinets are combined with finish carpentry	\$ 9,000.00	
13 00 00	Special Construction	\$ -		\$ -	Excluded	\$ -		\$ -	
14 00 00	Conveying Equipment (NA)	\$ -		\$ -	Excluded	\$ -		\$ -	
21 00 00	Fire Suppression	\$ 52,495.00		\$ 49,995.00		\$ 54,388.00		\$ 42,925.00	
22 00 00	Plumbing	\$ 108,733.00		\$ 114,868.00		\$ 122,093.00		\$ 104,868.00	
23 00 00	Heating, Ventilating, & Air Conditioning (HVAC)	\$ 36,383.00		\$ 38,846.00		\$ 37,750.00		\$ 35,346.00	
25 00 00	Integrated Automation	\$ -		\$ -	Excluded	\$ -		\$ - in electrical	
26 00 00	Electrical	\$ 160,917.00		\$ 187,889.00	Lighting Allowance \$38,800 See Clarifications.	\$ 312,775.00		\$ 183,502.00	
27 00 00	Communications	\$ -		\$ -	Excluded	\$ -	included in Electrical Scope	\$ - in electrical	
Additional	Safety Security Systems	\$ -		\$ -		\$ -		\$ -	
	Earthwork	\$ 400,253.00							
	Exterior Improvements	\$ 247,905.00		\$ -		\$ -		\$ -	
	Utilities	Incl'd in 31				\$ -		\$ -	
	OH&P	\$ 444,967.00		\$ -		\$ -		\$ -	
BID TOTAL		\$4,645,300		\$4,905,521.00		\$ 5,020,344.00		\$6,033,510.00	

Delta: \$2,145,300

\$2,405,521

\$2,520,344

\$3,533,510

Note: Staff intends to interview bidding firms to better understand numbers

Options

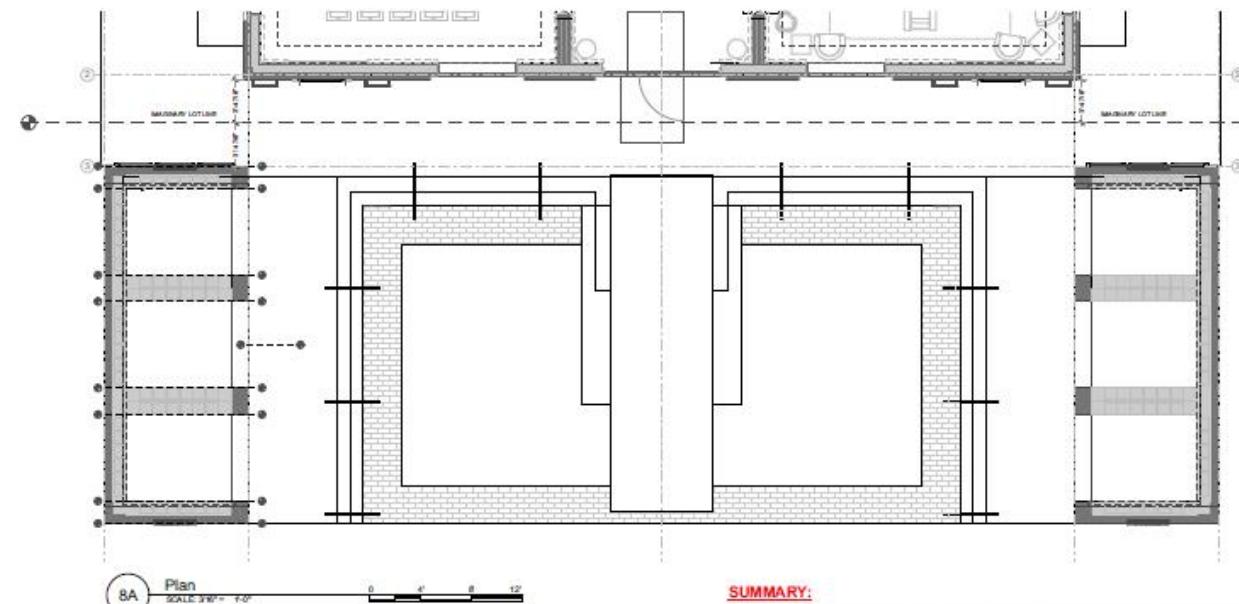
- 1) Bond for \$2M and Complete Project
- 2) Build Columbariums only
- 3) Build “Smallumbarum” only (see illustration on following page)
- 4) Build Administration Building only
- 5) Place Project on Back Burner and Direct Funds to Acquisition of Property in Downtown

- All options to proceed with some aspect of project require additional Value Engineering
 - Value Engineering savings in ballpark of \$500k—depending on option selected
 - Cannot determine cost for options until project is rebid
 - Bid cost did not include extension of water and sewer line or placement of new asphalt to project site (estimated cost of \$200k)

"SMALLUMBARIUM" OPTION



4A OVERALL PERSPECTIVE
SCALE: 1/2" = 10'



8A Plan
SCALE: 1/2" = 10'

SUMMARY:

- 1296 NICHES WHICH IS THE SAME AMOUNT AS BEFORE, THUS THE SAME EARNING POTENTIAL.
- THE COLUMBARIUMS NOW "SMALLUMBARIUMS" ARE ABOUT HALF THE SIZE
- THIS WOULD PRODUCE A COST SAVING IN BUILDING MATERIALS FOR THE COLUMBARIUMS AS WELL AS A COST SAVINGS WITH FEWER COURTYARD MATERIALS.



4I PERSPECTIVE 2
SCALE: 1/10' = 10'



6I PERSPECTIVE 3
SCALE: 1/10' = 10'



9J BIRDSEYE
SCALE: 1/10' = 10'

Staff Recommendation

Focus on one of the following two options by bidding both options to determine financial feasibility of each:

- Build Colmbariums only
- Build “Smallumbarum only”