



**MAGNA CITY COUNCIL  
MEETING AGENDA  
May 14, 2024**

Webster Center  
8952 West Magna Main Street  
Magna, Utah 84044

**PUBLIC NOTICE IS HEREBY GIVEN** that the Magna City Council will hold a meeting on the **14<sup>th</sup>** day of May 2024 at the Webster Center, 8952 West Magna Main Street Magna, Utah as follows:

***\*\* Portions of the meetings may be closed for reasons allowed by statute. Motions relating to any of the items listed below, including final action, may be taken.***

**6:00 PM – PUBLIC MEETING**

1. CALL TO ORDER
2. Determine Quorum
3. Pledge of Allegiance
4. **PUBLIC COMMENTS (Limited to 3 minutes per person)**  
Any person wishing to comment on any item not otherwise scheduled for a public hearing on the agenda may address the Council at this point by stepping to the microphone and giving their name for the record. The City Council is interested in hearing directly from residents. In an effort to be both transparent and responsive, the City Council previously adopted rules to help govern public meetings. As such, Councilmembers cannot respond directly to comments during ‘public comment.’ However, Magna staff will be responsible for responding directly to citizens who request a response.  
***Comments should be limited to not more than three (3) minutes unless additional time is authorized by the Governing Body.***
5. Unified Police Department Report ***[Chief Del Craig]***
6. Update of 4<sup>th</sup> of July Celebration ***[Kari Duckworth]***
7. **CONSENT AGENDA**
  - A. Consider Approval of March 12<sup>th</sup> and 26<sup>th</sup>, 2024 Minutes ***[Nichole Watt, Clerk]***
  - B. Set date and time [June 11, 2024 at 6:00 p.m.] for a public hearing to Consider Adoption of the Proposed FY2025 Magna City Final Budget ***[Dave Sanderson, Financial Manager]***
  - C. Set date and time [June 11, 2024 at 6:00 p.m.] for a public hearing to Consider Increases to Elected, Appointed, and Executive Municipal Officers for Magna City ***[Dave Sanderson, Financial Manager]***
8. **DISCUSSION & ACTION ITEMS**
  - A. Discuss Fiscal Year 2025 Magna City Tentative Budget and set date and time [May 28, 2024 at 6:00 p.m.] for a public hearing to consider adoption of the FY2025 Magna Tentative Budget. ***[Dave Sanderson, Financial Manager]***

- B. Discuss FY2025 Magna City Municipal Fee Schedule and set date and time [June 11, 2024 at 6:00 p.m.] for a public hearing to Consider Adoption of the FY2025 Magna City Municipal Fee Schedule **[Dave Sanderson, Financial Manager]**
- C. Discuss Municipal Energy, Sales, and Use Tax, Municipal Telecommunications License Tax, and Property Tax and set date and time [June 11, 2024 at 6:00 p.m.] for a public hearing to consider proceeding with adoption of the Municipal Energy, Sales, and Use Tax, Municipal Telecommunications License Tax, and Property Tax **[Paul Ashton, Attorney]**
- D. Discuss **REZ2023-001004** – Pablo Tovar is requesting approval to rezone a property from the M-1 Manufacturing Zone to the M-2 Manufacturing Zone. **Acreage:** 3.96 acres. **Location:** 7251 W 2100 S **Current Zone:** M-1 **[Shad Cook, Planner]**
- E. Discussion and Possible Action Regarding Utilizing Wasatch Front for Neighborhood Clean-up **[Paul Ashton, Attorney]**
- F. Discuss Transmission Corridor through Magna **[Brian Tucker, Planning Manager]**
- G. Discuss OAM20240-0001065 (Mahogany Ridge Development Amendments) **[Jeff Miller, Planner II]**
- H. Discuss Third Amendment to the Greater Salt Lake Municipal Services District Agreement regarding Clerk Services **[David Brickey, City Manager]**

## **9. MANAGER/CITY ATTORNEY UPDATES**

## **10. COUNCIL REPORTS**

## **11. CLOSED SESSIONS IF NEEDED AS ALLOWED UNDER UTAH CODE ANN. 52-4-205**

- A. Discussion of the Character, Professional Competence or Physical or Mental Health of an Individual.
- B. Strategy sessions to discuss pending or reasonably imminent litigation.
- C. Strategy sessions to discuss the purchase, exchange, or lease of real property.
- D. Discussion regarding deployment of security personnel, devices, or systems; and
- E. Other lawful purposes as listing in Utah Code 52-4-205

## **12. ADJOURN**

### **ZOOM MEETING:**

***Topic: Magna City Council Meeting***

***When: May 14, 2024 06:00 PM Mountain Time (US and Canada)***

***Register in advance for this webinar:***

***[https://zoom.us/webinar/register/WN\\_mSjkfgasSnKyjrYvZsdSiQ](https://zoom.us/webinar/register/WN_mSjkfgasSnKyjrYvZsdSiQ)***

***After registering, you will receive a confirmation email containing information about joining the webinar.***

Upon request with three (3) working days' notice, the Greater Salt Lake Municipal Services District, in support of the Magna Metro Township, will make reasonable accommodations for participation in the meeting. To request assistance, please call (385) 468-6703 – TTY 711.

A copy of the foregoing agenda was posted at the following locations on the date posted below: Magna Metro Township website at [www.magnametrotownship.org](http://www.magnametrotownship.org) and the State Public Notice Website at <http://pmn.utah.gov>. Pursuant to State Law and Magna Ordinance, Councilmembers may participate electronically. Pursuant to Utah Code Ann. § 52-4-205, Parts of Meetings may be Closed for Reasons Allowed by Statute.

**POSTED:** May 10, 2024

DATE TUESDAY MARCH 12, 2024

THE MAGNA METRO TOWNSHIP COUNCIL, STATE OF UTAH, MET ON TUESDAY, MARCH 12, 2024, PURSUANT TO ADJOURNMENT ON TUESDAY, FEBRUARY 27, 2023, AT THE HOUR OF 5:30 PM, AT THE WEBSTER CENTER AT 8952 WEST MAGNA MAIN STREET (2700 SOUTH), MAGNA, UT 84044.

COUNCIL MEMBERS PRESENT: TRISH HULL  
STEVE PROKOPIS  
AUDREY PIERCE  
ERIC BARNEY  
MICK SUDBURY

OTHERS IN ATTENDANCE: PAUL ASHTON, LEGAL COUNSEL  
DAVID BRICKEY, MANAGER

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**Council Member Pierce**, Mayor Pro-Tempore, presided.

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Budget Workshop

*FY 2024 Amended Budget and FY 2025 Proposed Budget*

**Dave Sanderson**, Financial Manager, reviewed the FY2024 Magna Metro Township budget. With Magna converting to a city, its budget will change to a fiscal year. The budget will begin on July 1, 2024.

**Mayor Barney** stated the final budget will not be sent to the Greater Salt Lake Municipal Services District (MSD) until after the meeting on the April 13<sup>th</sup> special meeting.

**Council Member Hull** stated funds should be allocated in preparation for agreements related to the possible acquisition of Cyrus High School.

**Paul Ashton** stated the estimated cost for elections is approximately \$30,000. More than two mayoral candidates in the city would trigger a primary election.

**Mayor Barney** stated the fiscal year spans from July 1, 2024, to June 30, 2025.

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Pledge of Allegiance

The Pledge of Allegiance to the Flag of the United States of America was recited.

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Public Comment

**Miguel Munevar** stated his concerns regarding issues with the sewer on his property.

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Unified Police Department (UPD)

**Chief Del Craig** reviewed statistics for February noting an increase in traffic-related citations, primarily due to speeding violations.

**Council Member Sudbury** stated concerns about frequent red-light violations at the intersection of 3100 South and 8000 West. He proposed adjusting the signal timing for the east and westbound lanes to mitigate the issue.

**Chief Craig** stated he could work with the Greater Salt Lake Municipal Services District (MSD), to see if the light can be adjusted. A traffic study will need to be completed before anything can change.

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Consent Agenda

*Minutes*

Council Member Sudbury, seconded by Council Member Hull, moved to approve the minutes of the Magna Metro Township meetings held on December 12, 2023, January 9, 2024, and January 23, 2024. The motion passed unanimously.

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Discussion Items

*Magna Logo and Open House*

**Maridene Alexander**, Communications Manager, Greater Salt Lake Municipal Services District (MSD), delivered a PowerPoint presentation stating because Magna is converting to a city, it may want to roll out a new logo to the community. She presented eleven logo designs for the Council to consider. She also suggested holding an open house for the community to be introduced to the logo and have different agency booths with information on various topics.

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*Kennecott 392 Union Event*

**Council Member Sudbury** stated he received inquiries from United Steelworkers (USW) Local 392, regarding permit costs for an upcoming gathering of approximately 500 people. He invited former Mayor Dan Peay to provide insight on previous experiences.

**Dan Peay** stated in previous years, permits were easily obtained by specifying attendees' numbers and hours required, with costs ranging up to \$300, granting access to the park from 12:00 PM to 8:00 PM.

**Council Member Sudbury** stated last year's permit cost \$2,500, significantly higher than expected.

**Council Member Hull** stated reserving the park usually comes with lower costs; however, the health department and police need to be involved in mass gatherings, and that increases fees.

**David Brickey** stated Utah Code allows the Council to do an analysis to determine if the organization is eligible for a fee waiver.

**Council Member Prokopis** stated applicants should have to present the details and costs of the event before a fee waiver is issued.

**Maridene Alexander**, Communication Manager, Greater Salt Lake Municipal Services District (MSD), stated the permit process, including those for mass gatherings, is managed through the Salt Lake County Engineering Office.

**Mr. Brickey** stated that he would have the fee waiver form drafted and ready by the end of the month.

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*Unified Police Department (UPD) Interlocal Agreement*

**Paul Ashton** stated the Council approved a resolution stating its intention to stay with UPD for policing services. An updated UPD interlocal agreement has been drafted for the Council to review. UPD will remain unchanged, with no rebranding or dissolution. Salt Lake County is the only member leaving. Each member city has an equal vote, but budget-related decisions are weighted by revenue and population to ensure fairness.

**Council Member Sudbury** asked how assets are being distributed.

**Mr. Ashton** stated Salt Lake County leases the Sheriff's Office building that UPD works out of. UPD is considering its options.

**Chief Del Craig** stated the special operations building houses evidence, tactical teams, search and rescue, among other functions. Salt Lake County intends to lease the building

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to UPD. UPD will be moved out of the Sheriff's Office building completely. The plan now is to try and move officers into existing spaces and continue to operate the special operations building.

**Mr. Ashton** stated that contract cities (Millcreek, Midvale, and Holladay) and Kearns, Magna, White City, and Copperton Metro Townships plan to remain with UPD. The Town of Brighton and Emigration Canyon Metro Township are discussing its options.

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*Franchise Agreement with Magna Water District*

**Paul Ashton** stated the Magna Water District proposed a pipeline agreement for a 4,000 linear feet water pipeline replacement. He suggested that Magna Water enter into a franchise agreement instead.

**Council Member Sudbury** stated the Board will discuss this issue on Thursday.

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*Amendments to the Development Agreement for the Mahogany Ridge Planned Community*

**Jeff Miller**, Planner, Greater Salt Lake Municipal Services District (MSD), stated Ivory Homes has requested two amendments to the Development Agreement for the Mahogany Ridge Planned Community. The first proposed change requested is to allow for the proposed gas station at the corner of 4100 South and 8400 West to not require the C-Store to be placed on the corner of the property. The second proposed change is to remove the requirement to require 10 feet of spacing between driveways.

**Council Member Sudbury** stated he heard that the reason there would not be a right turn into the gas station and a right turn out, is because of the speed limit on that road. Could Ivory Homes or Maverik talk to the Utah Department of Transportation (UDOT) about lowering the speed limit?

**Mr. Miller** stated he has been working with UDOT and it recently reclassified 4100 South heading North. He talked to Ivory Homes and asked that it reaches out to UDOT as well. The site plan is a preliminary plan and nothing has been officially submitted to staff.

**Mayor Barney** asked what the value or benefit is for Ivory Homes to make these changes.

**Mr. Miller** stated removing the 10 feet requirement between driveways will allow for additional parking. The development agreement initially outlined a 60-foot right of way with 35 feet of asphalt, which was intended for Cordero Drive. This arrangement was amended last year. The revised plan reduced the right of way to 50 feet, with 20 feet of asphalt, including along Cordero Drive. This adjustment was made to allow for additional on-street parking. While 20 feet of asphalt is an improvement for most streets it could cause additional traffic issues on Cordero

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Drive. He met with Ivory Homes and it is ordering a new traffic study to assess the impact of the updated cross-section on Cordero Drive.

**Chief Del Craig**, Unified Police Department, stated if these are public roads, it is important to consider how services are provided in the winter and how snow is removed to keep roads clear.

**Council Member Prokopis** stated he would like to know what the overall number of parking spots is.

**Ross Dinsdale**, Project Manager, Ivory Homes, stated the total number of units will stay the same. The request only adds extra parking for single-family homes. He recently received notice that the state is issuing a \$1.8 million grant for improvements on 8400 West and 4100 South. DR Horton has plans that include signals at the intersection and widening in each direction.

**Mr. Miller** asked how the Council would like to proceed with the request.

**Mayor Barney** stated he wants to see the data from the traffic study before any decisions are made.

**Mr. Miller** stated he would come back in two weeks to discuss the amendments and get Council direction.

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#### Manager / City Attorney Updates

**David Brickey** stated he has received inquiries about the seasonal waste container program. WFWRD will provide containers from July 26<sup>th</sup> to August 9<sup>th</sup>, with registration starting on July 15<sup>th</sup>.

The council retreat is scheduled for April 13<sup>th</sup> at 8:00 AM and will be held at Murray City Hall. He is working with Mayor Barney to develop the agenda. He asked Council Members to share topics that it would like to discuss at the retreat.

Last Wednesday, the Webster Center hosted the Unified Police Department's (UPD) quarterly bidding process. It was a great opportunity to meet officers and discuss policing issues. Another bid is set for June, with plans to invite the Council.

Tomoko Moses, Yazawa Program Director, is continuing the Magna/Yuzawa Educational Program. There is one seat that needs to be filled. He would like permission to post information on the program and ask for participants on Magna's website and social media outlets.

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#### Council Reports

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**Council Member Sudbury** stated he wants to see a new monument and sign for Magna Copper Park.

**Council Member Prokopis** stated the Council should consider using the gate.

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*Unified Fire Authority (UFA)*

**Council Member Prokopis** stated recruit camp continues with 26 recruits. Fire school will be held on April 12<sup>th</sup>. UFA is expecting six new ambulances and additional apparatuses. The 2024 – 2026 Strategic Plan is completed and budget preparations are underway.

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*Greater Salt Lake Municipal Services District (MSD)*

**Mayor Barney** stated he received permission from the MSD to finalize Magna's budget at the April 13<sup>th</sup> retreat. Economic Development Corporation of Utah (EDCUtah) presented to the Board. Kearns is considering joining EDCUtah and paying dues. Joining the organization can cost approximately \$15,000 to \$16,000 annually, depending on population size. He is concerned about the value EDCUtah will bring to Magna. The MSD recently hired an Economic Development Director.

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*Magna Main Street Alliance*

**Council Member Pierce** stated she tried to attend the Magna Main Street Alliance meeting but, because of technical issues, was unable to attend. She received a follow-up email with information on initiatives and community projects.

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*Magna Mosquito Abatement District*

**Council Member Pierce** stated she would be discussing things that she learned from the conference with the board. There are grants available that she does not believe are being utilized but would benefit the community.

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Closed Session

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Council Member Sudbury, seconded by Council Member Hull, moved to close the public meeting to discuss pending or reasonably imminent litigation, purchase, exchange, or lease of real property, and security personnel, devices, or systems. The motion passed unanimously.

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THERE BEING NO FURTHER BUSINESS to come before the Council at this time, the meeting was adjourned.

LANNIE CHAPMAN  
METRO TOWNSHIP CLERK

By \_\_\_\_\_  
Deputy Clerk

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CHAIR, MAGNA METRO TOWNSHIP COUNCIL

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THE MAGNA METRO TOWNSHIP COUNCIL, STATE OF UTAH, MET ON TUESDAY, MARCH 26, 2024, PURSUANT TO ADJOURNMENT ON TUESDAY, MARCH 12, 2023, AT THE HOUR OF 6:30 PM, AT THE WEBSTER CENTER AT 8952 WEST MAGNA MAIN STREET (2700 SOUTH), MAGNA, UT 84044.

COUNCIL MEMBERS PRESENT: ERIC BARNEY  
TRISH HULL  
AUDREY PIERCE  
STEVE PROKOPIS  
MICK SUDBURY

OTHERS IN ATTENDANCE: PAUL ASHTON, LEGAL COUNSEL  
DAVID BRICKEY, MANAGER

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**Mayor Eric Barney** presided.

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#### Pledge of Allegiance

The Pledge of Allegiance to the Flag of the United States of America was recited.

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#### Public Comment

**Becky Colonna** stated she had a carport put up that meets all the requirements of code enforcement, but she was turned in to Code Enforcement because she had not gotten a building permit. She asked the Council to intervene and get her case closed.

**Will Griggs** asked if the Council would have someone reach out to the residents on the corner of 8000 West 2700 South, with an update on what is going on with that corner and the environmental impact survey study that was to be done for that corner.

**Brian** (last name unknown) stated he is opening a new restaurant next to the filling station. The grand opening will be held on Friday, March 29, 2024, at 7:00 AM. Restaurant hours will be from 7:00 AM to 4:00 PM, but he planned to expand those hours in the future. The restaurant will specialize in breakfast and Mexican food.

**Daniel Torres**, Economic Development Manager, Greater Salt Lake Municipal Services District (MSD), stated he was recently hired by the MSD and wanted to introduce himself to the Council. He met with Mayor Barney and David Brickey on Friday and had met with other mayors as well. He reviewed his experience in municipal government, which he had done mainly in Idaho. He was looking forward to working with the MSD's growing communities.

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**Miguel Munevar** stated he owned a lot on 3943 South Dora Street and needed verification of what was happening with the road there. He submitted documentation and an application and was waiting for an estimate from the city so he could buy the property.

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Unified Police Department Report

**Detective Russ Buhler** explained that the Unified Police Department (UPD) participates in Eliminating Alcohol Sales to Youth (E.A.S.Y.), by going to establishments that sell alcohol to see if they will sell to minors. Between February 2<sup>nd</sup> and February 28<sup>th</sup>, the Magna Precinct went to 15 establishments with a minor to test them, and they all passed, which meant they were checking identifications for age verification.

**Council Member Hull** asked if the UPD also tested vape stores to see if they were selling to minors.

**Detective Buhler** stated the UPD does have minors try to purchase tobacco as well as try to find out who is selling tetrahydrocannabinol (THC) in schools.

**Council Member Hull** asked that the UPD report on that to the Council too.

**Detective Buhler** stated the Youth Academy program is entering into its third week tomorrow. There are 25 kids participating – 13 from the Magna Metro Township and 12 from the Kearns Metro Township. Tomorrow, they will get a tour of the facility, shoot a gun at the shooting range, and see a demonstration of some less than lethal weapons.

**Council Member Sudbury** stated he had been getting calls on the speed trailer set up for a short time on 9100 West, wondering how much data could be retrieved from that.

**Detective Buhler** stated the speed trailer is placed in certain locations because of complaints of speeders. He took the speed trailer to 9100 West last Wednesday at 8:00 AM and picked it back up at 3:00-4:00 PM. He will take it out today until about 8:30 PM, and again tomorrow until 9:30-10:00 PM. The speed trailer can be programmed to parameters. It can collect data regarding the size of vehicles, the number of vehicles, the number of vehicles during a specific time, the busiest traffic times of the day, the number of vehicles going 10 and 15 miles over the speed limit, the number of vehicles going under the speed limit, etc.

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Financial Report

**Dave Sanderson** reviewed the financial report for January and February 2024, stating revenue from building permits was \$271,000. Typically, it is almost non-existence for those two months because of the construction period. Sales Tax and Class C Road revenue line items look as if someone just posted an amount because they are even numbers, but they are

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never even numbers. Normally, revenue for those items did not show up in January and February because those were funds accrued the previous year. Regarding expenses, software streaming was up, but not significantly; Communities that Care spent quite a bit, but he thought that was a one-time expense for a conference; and the Pleasant Green Cemetery had expenses, but no revenues.

**Council Member Sudbury** asked how much was in the Pleasant Green Cemetery account.

**Mr. Sanderson** stated there is about \$100,000 in that account.

**Council Member Hull** stated the County realized it had not reimbursed Communities that Care for September through December 2023, so that funding will be coming.

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#### Community Stakeholder Reports

##### *Fourth of July*

**Kari Duckworth** stated currently, there are eleven parade entries and ten vendor applications. Two sponsors have committed to \$1,000, Big Dogs is taking \$500 off the price of the tee shirts, and Dominoes is going to donate pizza for volunteers in the evening. She was working on getting more sponsors. Then, eight people have signed up as volunteers, and she had friends and family members who were committed to helping. She sent the Council an email about getting Stent Entertainment this year for \$6,000. The committee voted for a lower amount for entertainment, but she heard back from Council Member Pierce who thought this entertainment group might bring more people to the event. The committee needs to decide right away whether to hire Stent Entertainment, as it had other pending events.

**Council Member Pierce** stated there had been talk about people wanting the 4<sup>th</sup> of July event to be more like a carnival, and this group provided a performance act rather than just music. If this show drew more people, then it would be a better overall event.

**Mayor Barney** asked if the expense was outside of the allotted budget for the committee.

**Ms. Duckworth** stated she did not allocate funding for this in this year's budget. However, there should be \$11,000 in underspend from the past two years. She could also shift money from other things. She would check with the Greater Salt Lake Municipal Services District to see if the \$11,000 was available.

**Mayor Barney** stated if the Council allocated the funding for the 4<sup>th</sup> of July event, the committee could use it. It was at the committee's discretion to spend up to the limit provided without needing additional approval from the Council to move forward.

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**Council Member Hull** stated funds from last year will roll into the Capital Projects Fund at the end of the fiscal year.

**Mayor Barney** stated if the committee needed more funding and could justify the funds, the Council could approve a budget adjustment later. He suggested the committee keep track of any changes to allocations previously submitted so there was a clear line of what happened.

**Ms. Duckworth** continued the update, stating the committee is working on getting bands as well as floats this year, and had reached out to the Granite School District Board of Education to see if any marching bands wanted to participate. The board said there was a mariachi band that might be interested, which she thought was okay. The board also asked if the Magna Metro Township paid bands, and she said no, it would only provide funding for transportation to get to the area. This year, she needed someone to drive the Grand Marshall. In the past, Council Member Sudbury did that, but he would be in the parade this year. She would send the entry form to David Brickey to ensure the Council got its entry form in by the deadline. Then, if any Council Member needed a yard sign, she still had some. Last year's signs can still be used because the QR code goes to the committee's Facebook page.

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#### *Pleasant Green Cemetery*

**Sharon Nicholes** stated the cemetery sold six full plots this month, and people want to bring headstones to three plots right away. However, due to road conditions, the decision was made not to let anyone come in with headstones until the end of April. The cemetery has been working with the State on getting some old records from previous owners of the cemetery. There are three burials supposedly in the Pleasant Green Cemetery that she has not been able to find headstones for, but when the weather improves, she would go out and look for them. Also, the Utah Pioneers will be dedicating a plaque to the cemetery on May 1<sup>st</sup>, there will be a Zoom meeting on May 4<sup>th</sup>, and NNW will be donating and building the column that the plaque will go on in April. Then, the cleanup will be done on May 18th, starting at 8:00 AM.

**Council Member Hull** stated Magna United / Communities that Care has a group of kids in Youth Court who are interested in helping clean up the cemetery.

**Ms. Nicholes** asked that they be given her contact information, as they would have to sign slips releasing the cemetery from liability, and they would need to bring their own equipment to help.

**Council Member Sudbury** asked if the cemetery could get some crushed asphalt from ground up roads to put on the cemetery roads.

**Ms. Nicholes** stated the cemetery has a stockpile of asphalt. However, it is in large chunks that would have to be reground for it to be usable. Otherwise, she would like to have that hauled off.

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*Code Enforcement*

**David Brickey** stated Code Enforcement will be sending the Council a bi-monthly email with photos rather than reporting at the Council meeting. The community will be able to report a situation by sending Code Enforcement a picture through one of its apps, and there will be a link on the webpage. Code Enforcement was involved with a situation that took about three weeks before the resident became compliant. He suggested putting a discussion on the April 13<sup>th</sup> meeting about whether to use an administration law judge (ALJ) to hear violators. That process results in greater compliance without threatening criminal action and there is a benefit to the community. However, it has a cost to it.

**Council Member Prokopis** asked how many code enforcement officers there were with the Greater Salt Lake Municipal Services District (MSD). He got the sense they were overwhelmed with the number of calls they were getting, and wondered if the Magna Metro Township needed its own full-time code enforcement officer.

**Mr. Brickey** stated there are four code enforcement officers, and two of them work in the Magna Metro Township – one for half of the township and the other for the other half of the township. He suspected they were only here partial days.

**Council Member Sudbury** stated it did not seem like the residents in the Magna Metro Township were getting the full-time code enforcement services they were paying for. He suggested paying for dumpsters to be placed around the township from spring through fall. That would help people who were unable to haul their trash away. He also suggested putting together a packet that had information on service providers and giving that to Magna residents when they sign up for water services.

**Mayor Barney** suggested the Council discuss this at its April 13<sup>th</sup> meeting. He also wanted the MSD to provide more transparency and quantification of the services it provided.

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Action Items

*Resolution 2024-03-01*

**Paul Ashton** reviewed the resolution approving and authorizing the execution of a revised and restated interlocal agreement between public entities governing the Unified Police Department (UPD) of Greater Salt Lake. The attorneys representing the various entities have been negotiating the agreement for almost a year now. All the metro townships voted to stay with the UPD, except the Emigration Metro Township, which will be deciding tonight. Any entity that chooses not to sign the interlocal agreement will not be part of the UPD.

The Salt Lake Valley Law Enforcement Service Area (SLVLESA) is not a named party to the interlocal agreement, but the agreement recognizes SLVLESA is the taxing entity for the metro

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townships. The agreement also acknowledged that if SLVLESA could not meet the member fees, the member entities would have to make up the difference. He would recommend SLVLESA members determine how they would want to divide that if it became necessary.

**Council Member Prokopis** stated the Legislature sets a cap on how much SLVLESA can tax, and it is at the maximum now. It will be solvent through 2025, but after that, it will have to come up with alternate funding sources to be able to provide services. The SLVLESA Board of Trustees is weighing the options. He thought this was a good document and trusted the attorneys who had worked on it. It could also be amended in the future.

Council Member Prokopis, seconded by Council Member Hull, moved to approve the following Resolution 2023-03-01. The motion passed unanimously.

**RESOLUTION NO. 2024-03-01**

Date: March 26, 2024

**A RESOLUTION OF THE MAGNA METRO TOWNSHIP COUNCIL APPROVING  
AND AUTHORIZING THE EXECUTION OF A REVISED AND RESTATED  
INTERLOCAL COOPERATION AGREEMENT BETWEEN PUBLIC ENTITIES  
GOVERNING THE UNIFIED POLICE DEPARTMENT OF GREATER SALT LAKE**

WHEREAS, Magna Metro Township ("Magna") is a member of the Unified Police Department ("UPD"), along with the Town of Brighton, Copperton Metro Township, Emigration Canyon Metro Township, Kearns Metro Township, Holladay City, Midvale City Corp., City of Millcreek, and White City Metro Township (collectively, the "Members") and

WHEREAS, several of the Members as well as other entities no longer affiliated with the UPD, established the UPD via interlocal agreement effective January 1, 2010, which was also subsequently amended ("the 2010 Interlocal"); and

WHEREAS, the original membership of the UPD has changed over the course of its history, and the cities of Bluffdale, Herriman, Riverton, and Taylorsville have exited UPD, while Midvale, Millcreek, Brighton, Copperton, Emigration Canyon, Kearns, Magna, and White City have joined UPD; and

WHEREAS, throughout these changes and since its creation in 2010, the UPD has been a provider of law enforcement and related services to its member municipalities and unincorporated Salt Lake County; and

WHEREAS, H.B. 35 Metro Township Modifications passed during the 2024 Utah Legislative Session and signed by Governor will convert Copperton, Emigration Canyon, Kearns, Magna, and White City from metro townships into cities and towns on May 1, 2024; and

WHEREAS, in July of 2024, Salt Lake County will exit membership of the UPD and UPD will no longer be rendering service to Salt Lake County to comply with the requirements of H.B. 374, which the Utah Legislature passed during the 2023 Utah Legislative Session; and

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WHEREAS, the remaining UPD Members want to continue receiving law enforcement and related services from UPD; and

WHEREAS, because of the significant changes in UPD's membership, the upcoming departure of Salt Lake County, the potential conversion of metro townships to cities and towns, numerus amendments to the 2010 Interlocal, as well as lessons learned since its creation in 2010, the Members agree that a revised and restated interlocal agreement is the best means of setting forth the terms and conditions of the continued existence and governance of the UPD; and

WHEREAS, the 2024 attached Revised and Restated Interlocal Agreement Between Public Entities Governing the Unified Police Department of Greater Salt Lake (the "2024 Agreement") is intended to revise and replace, in its entirety, the 2010 Interlocal establishing the UPD, including any amendments thereto; and

WHEREAS, pursuant to the Interlocal Cooperation Act, Utah Code Ann. § 11-13-101 et seq. (the "Interlocal Cooperation Act"), the Members, all of which are "public agencies" for the purposes of the Interlocal Cooperation Act, are authorized to enter into this 2024 Agreement, to maintain an interlocal entity for the law enforcement and related services to the Members; and

WHEREAS, Magna desires to enter into this 2024 Agreement to affirm the continuation of the UPD, refine the description of its membership, and revise the governance of and terms and conditions of service by the UPD.

NOW, THEREFORE, BE IT RESOLVED that by the Magna Metro Township Council that:

1. The attached restated and Revised and Restated Interlocal Agreement Between Public Entities Governing the Unified Police Department of Greater Salt Lake ("Agreement") is hereby approved by the Council and the Mayor and is hereby authorized to execute the same on behalf of Magna.
2. The Agreement will go into effect on July 1, 2024.
3. The Mayor and Magna's staff are authorized to take such actions as may be necessary to execute the Agreement and to implement this resolution.

APPROVED and ADOPTED this 26<sup>th</sup> day of March, 2024.

ATTESTED:

/s/ LANNIE CHAPMAN  
Salt Lake County Clerk  
Metro Township Clerk/Recorder

FOR THE MAGNA METRO TOWNSHIP:

/s/ ERIC BARNEY  
Mayor



April 13<sup>th</sup> Retreat Topics

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**David Brickey** stated the Council has access to the building at 8:00 AM on April 13, 2024. He wanted to know what topics the Council wanted to discuss and what critical players needed to be invited. Dave Sanderson was planning on participating in the budget portion of the retreat.

**Mayor Barney** stated the budget had to be the top priority because it had to be provided to the Greater Salt Lake Municipal Services District that day.

**Council Member Hull** stated she thought someone from the County's Parks Division needed to attend, as well as someone who did communications. The Council needed to talk about violence at Matheson Junior High and the need for a full-time officer there. Currently, the Granite School District Police is at the school, not a Unified Police Department officer, and the service is less than satisfactory. The officer was not often there, but an officer needed to be there all the time. Additionally, she thought Magna should have a paid emergency manager who was trained and could help the city prepare for events.

**Council Member Pierce** stated she was acting in the emergency manager position now, but she agreed the Magna Metro Township need a paid manager.

**Council Member Prokopis** stated he wanted to have a deeper discussion on alternative revenue sources for Magna, such as the utility franchise tax. Magna needed to impose that sooner rather than later because that was instantaneous, whereas property taxes would take time. He would also like a longer discussion on Magna's logo, the need for a future city hall, the budget and capital projects, Magna's form of government, redistricting, the future of the cemetery if it ended up short on revenue, a full-time code enforcement officer, and the future of the Magna Town Council and Magna Community Council. Then, he would like to put pressure on the Utah Department of Transportation (UDOT) to get the 8000 West 201 road project done.

**Mayor Barney** stated the 8000 West 201 road project would be an hour-long discussion. He suggested the Council invite UDOT to a Council meeting. It only had a half day on April 13<sup>th</sup>, so it would need to prioritize discussion items. Other items could be placed on future workshop meetings.

**Council Member Sudbury** stated he wanted to talk about parking and a parking ordinance. Cars were parked on both sides of these narrow streets, which was a safety issue.

**Detective Russ Buhler** stated UPD officers put pink tickets on vehicles parked on the road where they should not be parked. The tickets give vehicle owners a 24-hour notice to move their vehicle. A vehicle that does not get moved, will get impounded. Thus far, 27 cars have been impounded. He suggested allowing parking on only one side of streets and making the other side "no parking" areas.

**Mr. Brickey** stated the table in the ordinance still needs to be updated. The MSD is meeting with Ralph Chamness, Chief Deputy District Attorney, and a representative from the Administrative Office of the Court tomorrow night to talk about that. There will also be a representative on that agenda tomorrow to talk about the Justice Court.

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**Council Member Pierce** stated she wanted to discuss budgetary items and get more information on grant funds that needed to be expended, specifically American Rescue Plan Act (ARPA) funds. She also wanted to have discussions on projects that could possibly be funded with Redevelopment Agency (RDA) funds, community engagement, and volunteer training, for such things as spring flooding.

**Mayor Barney** stated Magna cannot allocate RDA funds for projects; those requests had to go to the County.

**Council Member Sudbury** asked if the Magna Metro Township had someone write grants for it.

**Mayor Barney** stated the MSD's Planning and Development Department, and the County's Public Works Engineering often wrote grants for specific infrastructure projects they wanted to see done.

**Council Member Prokopis** stated every agency is missing out on grants, including the Magna Metro Township. The Council talked about hiring a full-time grant writer. A grant writer would probably pay for their own position from the grants they brought into the organization.

**Mayor Barney** stated that could be discussion on the 13<sup>th</sup> when talking about staffing.

**Council Member Prokopis** suggested holding a spring and fall workshop every year to discuss items.

**Mr. Brickey** stated he had a list of 21 items, so he would start to whittle down the topics and figure out which needed to be addressed Saturday, and then identify dates for workshops to discuss other topics.

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#### Magna Logo Discussion

**Council Member Barney** stated from what he had heard and read in emails, it sounded like Council Members were not thrilled with any of the logo options being proposed by the Greater Salt Lake Municipal Services District (MSD). The MSD is using the graphic designer it had already been using, which is charging \$400 for the design fee, but the Magna Metro Township might be able to get a logo it liked and was proud of if it went with another firm. It was not expensive to rebrand and remarket an agency.

**Council Member Prokopis** stated it was his understanding there was a web conflict, but he did not understand why it was hard to change the color on a website once it was built.

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**Mayor Barney** stated the Magna Metro Township is paying a lot of money to have a new website built and designed, and the website takes its cue from color scheme, logo, and branding. Since the website could change in a couple of years, he did not know if it was prudent to change all of that now.

**Council Member Pierce** stated she thought Magna's original logo set it aside better than the proposed options. The proposed options look like all the other jurisdictions' logos and do not set Magna apart.

**Council Sudbury** suggested just removing "township" from the current logo and going with that to save on costs.

**Council Member Pierce** suggested leaving "Magna" in the banner and removing the picks on both sides, and possibly replacing the words "metro township" with one pick.

**Mayor Barney** stated the new website will be in limbo until the Council decides. He suggested continuing a discussion on this at the April 13<sup>th</sup> retreat.

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#### Manager Updates

**David Brickey** stated he would like to have a discussion during the closed session regarding real property and some issues that have arisen.

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#### Council Reports

##### *Magna Mosquito Abatement District*

**Council Member Pierce** stated at the last Magna Mosquito Abatement District, the District talked about some concerns she heard about at the convention. One concern was how the District kept track of spraying, as people were concerned with the chemicals being sprayed, but the greater concern was wanting assurance the District did spray for mosquitoes. While the District keeps track of spraying, it is only a two-person group, with additional part-time employees during the summer. Another concern had to do with how the District let the public know what its concerns were, such as when it detected West Nile Virus. She thought the Council could discuss that during its discussion on its website. The website could have links to other agencies' web pages so people could get the information they were looking for.

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##### *Unified Fire Authority (UFA) / Unified Fire Service Area (UFSA)*

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**Council Member Hull** stated the UFA will be discussing its emergency management problem and it will be promoting employees. Chief Dominic Burchett has been helping people move up through the ranks and improving that issue. The community had expressed concern over communication, so the UFA will also be working on communication and social media in its strategic plan.

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*Unified Police Department (UPD) / Salt Lake Valley Law Enforcement Service Area (SLVLESA)*

**Council Member Prokopis** stated the UPD is in the middle of its budget process and has been talking about COLAS and market increases for employees. It just issued a Tax Revenue Anticipation Note to help pay the bills until property taxes were collected in November. The UPD is also working on drafting the interlocal and working with the different communities on that. It is getting ready to separate from the Sheriff's Office on July 1<sup>st</sup>. The Sheriff is going to have new needs, including about 70 officers to start up services, and there will be a corresponding drop within the UPD, so the UPD has been trying to balance that. The Sheriff is committed to getting officers from the UPD to start up those services.

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*Wasatch Front Waste and Recycling District (WFWRD)*

**Council Member Sudbury** stated WFWRD has been having a hard time retaining part-time customer service employees, so it has decided to get rid of two of its part-time positions, and just hire one employee.

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*Greater Salt Lake Municipal Services District (MSD)*

**Mayor Barney** stated the MSD had funding left over from a storm drain project on Spencer Avenue in Magna, so it transferred \$30,000 from that project to design a replacement storm drain on 9080, and \$20,000 for the match payment for construction of the Magna storm drain waterline loop on 3100 South. Additionally, the Board met the new economic development manager, Daniel Torres, and it had a presentation on roles and responsibilities related to municipal engineers approving plans without a substantive review. Municipal engineers should be reviewing plans for effective engineering, but not accepting liability for poor engineering by a licensed firm. A municipality would not want to be liable for such things as a bridge collapsing or a house sliding off a mountain. At the meeting, he had asked what a substantive review included because he did not want Magna to have to pay a licensed engineer to do a substantive review if the review was just looking at an engineering stamp and saying a certified engineer had done it. He thought the MSD would get back to him with an answer on that.

The MSD discussed a potential short-fall post 2025 for the Unified Police Department, and how the townships would make up that revenue difference. If Magna wants to collect property tax, the

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soonest it can do that is 2025, and it would still not see the revenue until the first quarter of 2026. In order to collect property tax, it would have to meet deadlines. The MSD put together a Utah property tax calendar, which explained every step of the truth in taxation process. The calendar had a list of dates that had to be met and actions that had to happen. He thought the Council could discuss that at its retreat on April 13<sup>th</sup>.

♦♦♦ ♦♦♦ ♦♦♦ ♦♦♦ ♦♦♦

Closed

Council Member Hull made a motion to close the meeting to discuss real property and litigation. The motion passed unanimously.

♦♦♦ ♦♦♦ ♦♦♦ ♦♦♦ ♦♦♦

Other Business

**David Brickey** stated the Utah League of Cities and Towns has sent out membership fee invoices for the coming year. The fee is \$17,000 this year.

**Paul Ashton** asked if the Council had budgeted for that.

**Mayor Barney** stated it did.

**Council Member Prokopis** stated he did not know that Magna had gotten value out of this past year, but he thought it would benefit once it became a city.

**Council Member Hull** stated Council Members would get more out of what the League of Cities and Towns provided if they attended events.

**Mayor Barney** stated the value does lie with being in attendance when things are happening. He has been reticent to spend his time at these events and on committees because he was not planning to run for Mayor, but for those who were considering this position in the future, they would get value out of attending. A person's position also made a difference in the value received.

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THERE BEING NO FURTHER BUSINESS to come before the Council at this time, the meeting was adjourned.

LANNIE CHAPMAN  
METRO TOWNSHIP CLERK

By \_\_\_\_\_

DATE

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Deputy Clerk

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CHAIR, MAGNA METRO TOWNSHIP COUNCIL

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**Planning and Development Services**  
2001 S. State Street N3-600 • Salt Lake City, UT 84190-4050  
Phone: (385) 468-6700 • Fax: (385) 468-6674  
[msd.utah.gov](http://msd.utah.gov)

File #REZ2023-001004

## Rezone Summary and Recommendation

**Public Body:** Magna City Council

**Meeting Date:** May 14<sup>th</sup>, 2024

**Parcel ID:** 14-21-200-023-0000

**Current Zone:** M-1 – Manufacturing

**Proposed Zone:** M-2 – Manufacturing

**Property Address:** 7251 W 2100 S

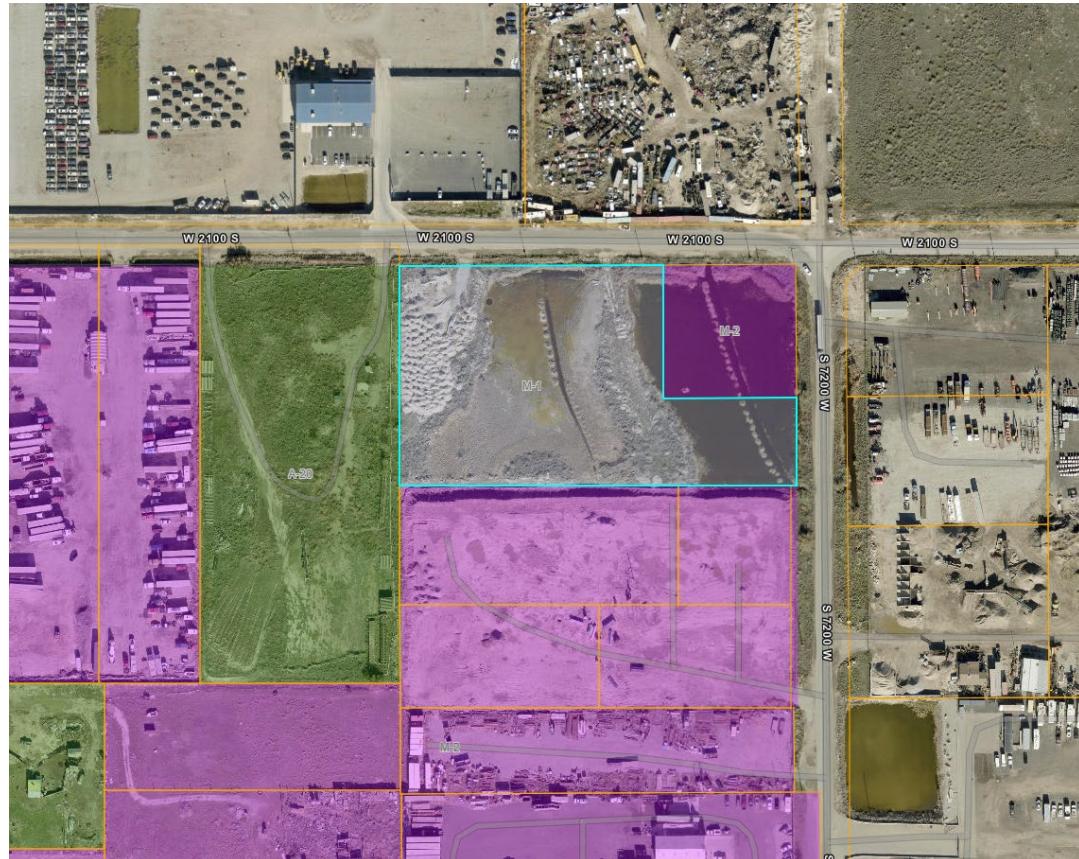
**Request:** Rezone

**Planner:** Shad Cook

**Applicant Name:** Pablo Tovar

### PROJECT DESCRIPTION

The applicant is proposing to rezone the property at 7251 West 2100 South. The property is currently zoned M-1. This property received conditional use approval in January of 2023 to use a portion of the lot as a storage yard. The applicant is now hoping to expand the approved storage yard area. As the storage yard use is no longer allowed in the M-1 zone, a rezone to the M-2 zone is necessary. The intent of the M-1 zone is to provide a flexible mix of lighter industrial uses, such as warehousing and wholesale. The M-2 zone is meant to support more intense industrial uses, such as distribution centers and resource processing.



## SITE & VICINITY DESCRIPTION

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The property is located on 2100 S. The property borders Salt Lake City to the North and West Valley City to the East. This parcel is surrounded by mostly industrial uses and zoning. A vacant parcel to the West is zoned A-20. Properties to the South and Northeast are zoned M-2.

## GENERAL PLAN CONSIDERATIONS

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### Planning Area 1 – The Industrial/Preservation Area

*The area north of the Riter Canal to I-80 includes property appropriate for development as an industrial area to add employment opportunities and tax base to Magna*

- *Primary Uses: Industrial, Highway commercial*
- *Prohibited Uses: Residential*
- *Special Features and Considerations: Area designated as A-20 should be rezoned to fit a more specific purpose for intended future use. This area is also within the UIPA boundary and will likely see development moving south towards Highway 201.*

### General Plan Recommendation:

The Magna General Plan, which was adopted in 2021, recognizes the industrial potential of this area. This rezone application is consistent with the general plan considerations for future land use.

## LAND USE CONSIDERATIONS

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The existing parcel meets the lot area, width, and access requirements of the M-2 zone.

Any new land use application at this site will be reviewed based on the new Title 19 code. This includes updated landscaping and screening requirements.

Chapter 19.16 of the Magna Municipal Code of Ordinances contains the procedure and approval guidelines for rezones.

#### 3. Action by Planning Commission.

- The Planning Commission shall consider a proposed zoning map or text amendment in a public hearing.*
- After the close of the public hearing, the Planning Commission may evaluate the application against the applicable standards in Subsection D below and shall make a recommendation to the Council for approval, modified approval, or denial.*

#### 4. Action by Council.

- The Council shall consider the application within forty-five (45) days of receiving a recommendation from the Planning Commission.*

- b. *After considering the recommendation of the Planning Commission at a public meeting, the Council may approve, deny, alter, or remand for further review and consideration any application.*

**D. Approval Standards.** *The Planning Commission recommendation and the Council decision on any zoning map or text amendment are matters of legislative discretion. In making a recommendation and decision, the Planning Commission and the Council, respectively, may consider one or more of the factors... below.*

1. *The proposed amendment is compatible with the Adopted General Plan.*
2. *The proposed amendment promotes the public health, safety and welfare.*
3. *The proposed amendment is a more suitable zoning classification for the property than the current classification.*
4. *The proposed amendment is compatible with the intent and general purposes of this Ordinance.*
5. *The proposed amendment corrects an error or omission, adds clarification to existing requirements, or reflects a change in policy.*
6. *The proposed amendment benefits the citizens of the Municipality as a whole.*
7. *The proposed amendment does not create a significant number of nonconformities.*
8. *The proposed amendment is compatible with the trend of development, if any, in the general area of the property in question.*

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## ISSUES OF CONCERN/PROPOSED MITIGATION

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No issues of concern have been identified at this time.

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## NEIGHBORHOOD RESPONSE

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Notice of this proposal has been mailed to neighboring property owners within 300 feet of the property. No responses have been received as of the writing of this report.

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## REVIEWING AGENCIES RESPONSE

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This rezone application has been sent to a number of agency reviewers. The rezone proposal has been verified to comply with all applicable ordinances. Any future use (or an expansion of an existing use) will be reviewed for compliance prior to land use approval.

## PLANNING COMMISSION RESPONSE

---

This item was heard at the April 11<sup>th</sup> Planning Commission meeting. The three commissioners in attendance voted unanimously to recommend approval with conditions. The recommended condition is that the applicant prepare the east portion of this lot with road base to accommodate a future right-of-way project.

## PLANNING STAFF RECOMMENDATION

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The Magna City Council should consider motions to recommend approval, approval with conditions, or denial of the rezone application.

As rezones are legislative decisions, planning staff recommends that the Council consider the intent and purpose of the adopted general plan, and whether this zone change will help implement the goals and objectives of that plan.

Attachments:

Narrative

Preliminary Layout Plan

Boundary Exhibit

# *Truck Storage proposal narrative*

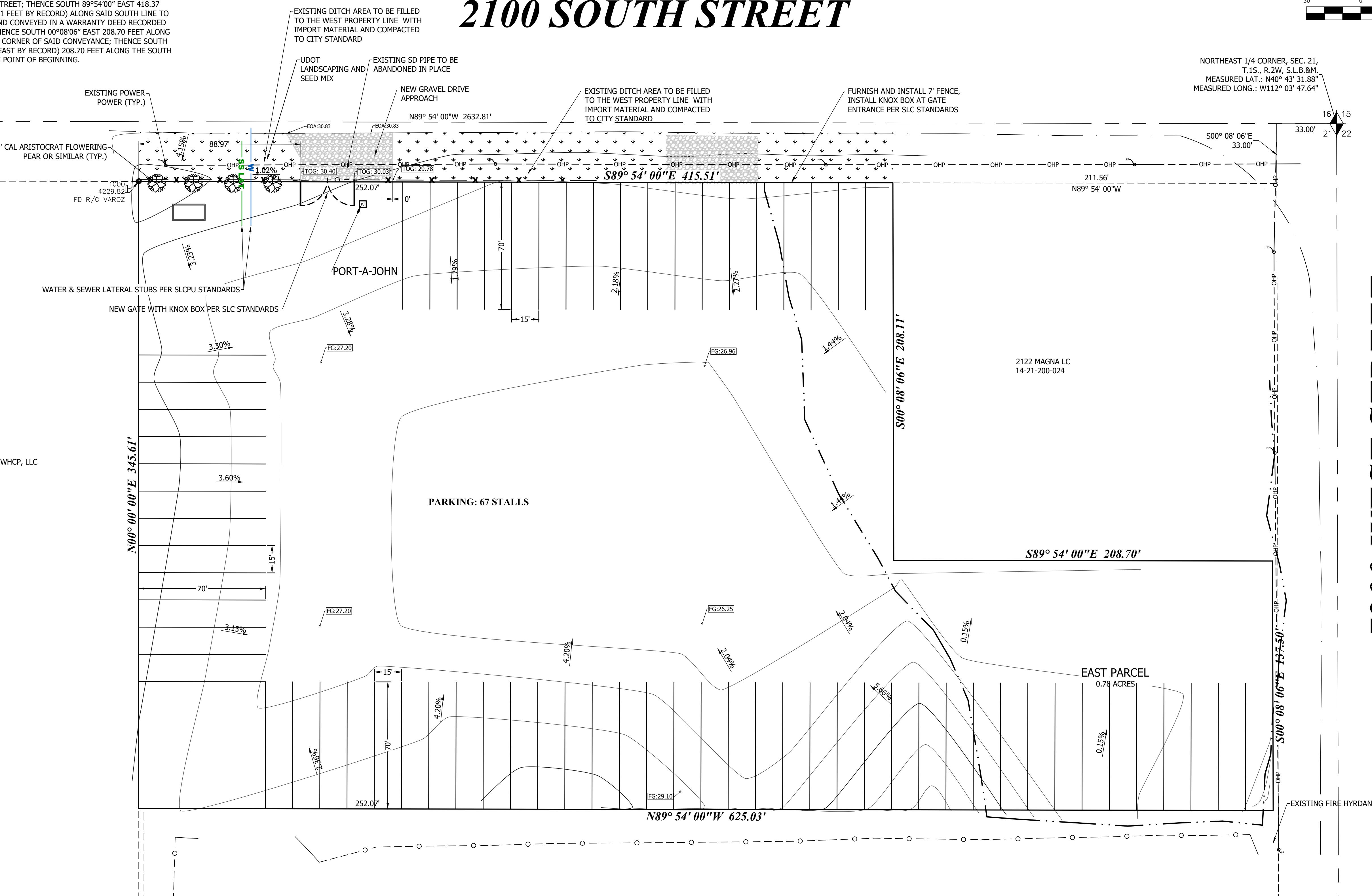
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The need for efficient truck storage solutions has become increasingly evident in recent years. As the demand for transportation services continues to rise, so does the need for secure and organized storage facilities. This proposal aims to address this issue by outlining a comprehensive plan for a truck storage facility. The proposed facility will feature advanced security cameras, fence, and ample space to accommodate various sizes of trucks. Additionally, it will offer convenient access and 24/7 surveillance to ensure the safety of stored vehicles. By implementing this proposal, we can revolutionize the truck storage industry and provide a reliable solution for businesses in need of secure storage options.

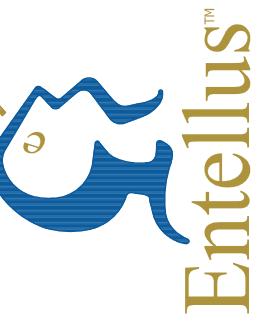
LEGAL DESCRIPTION:  
AN ENTIRE TRACT OF LAND CONVEYED IN A WARRANTY DEED RECORDED AS ENTRY #13991020 IN THE OFFICE OF THE SALT LAKE COUNTY RECORDER (S.L.C.R.), SAID ENTIRE TRACT OF LAND BEING PART OF THE NORTHEAST QUARTER OF SECTION 21, TOWNSHIP 1 SOUTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN, SALT LAKE COUNTY, UTAH. SAID ENTIRE TRACT OF LAND IS FURTHER DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT OF THE WEST LINE OF 7200 WEST STREET, SAID POINT IS NORTH 89°54'00" WEST (SOUTH 89°58'54" WEST BY RECORD) 33.00 FEET ALONG THE SECTION LINE AND SOUTH 00°08'06" EAST 241.70 FEET ALONG SAID WEST LINE, AND PROJECTION THEREOF, FROM A FOUND BRASS CAP MONUMENT AT THE NORTHEAST CORNER OF SAID SECTION 21, AND RUNNING THENCE SOUTH 00°08'06" EAST 137.50 FEET ALONG SAID WEST LINE TO THE NORTH LINE OF THE DG MAGNA SUBDIVISION (ENTRY #14102404, S.L.C.R.); THENCE NORTH 89°54'00" WEST 627.89 FEET (SOUTH 89°58'54" WEST 625.03 FEET BY RECORD) ALONG SAID NORTH LINE TO THE EAST LINE OF A PROPERTY CONVEYED IN A QUIT CLAIM DEED RECORDED AS ENTRY #13863160; THENCE NORTH 00°00'00" EAST 346.21 FEET ALONG SAID EAST LINE TO THE SOUTH LINE OF 2100 SOUTH STREET; THENCE SOUTH 89°54'00" EAST 418.37 FEET (NORTH 89°58'54" EAST 415.51 FEET BY RECORD) ALONG SAID SOUTH LINE TO THE WEST LINE OF A TRACT OF LAND CONVEYED IN A WARRANTY DEED RECORDED AS ENTRY #13677220 (S.L.C.R.); THENCE SOUTH 00°08'06" EAST 208.70 FEET ALONG SAID WEST LINE TO A SOUTHWEST CORNER OF SAID CONVEYANCE; THENCE SOUTH 89°54'00" EAST (NORTH 89°58'54" EAST BY RECORD) 208.70 FEET ALONG THE SOUTH LINE OF SAID CONVEYANCE TO THE POINT OF BEGINNING.

CONTAINS 3.987 ACRES.



1470 South 600 West  
Woods Cross, UT 84010  
Phone 801.298.2236  
www.Entellus.com



KIM HOWELL

7251 WEST 2100 SOUTH STREET & 2122 SOUTH 7200 WEST STREET  
PARCEL #4-21-20-0023 & -0024  
LOCATED IN THE NE 1/4 OF SECTION 21, T.1S., R.2W., S.L.B. & M.  
MAGNA CITY, SALT LAKE COUNTY, UTAH

REV #	COMMENT	DATE

**C400**  
SITE PLAN

Boundary Exhibit

BEG S 89<sup>o</sup>58'54" W 33 FT & S 0<sup>o</sup>08'06" E 241.7 FT FR NE COR SEC 21, T 1S, R 2W, SLM; S 0<sup>o</sup>08'06" E 137.5 FT; S 89<sup>o</sup>58'54" W 625.03 FT; N 346.21 FT; N 89<sup>o</sup>58'54" E 415.514 FT; S 0<sup>o</sup>08' 06" E 208.7 FT; N 89<sup>o</sup>58'54" E 208.7 FT TO BEG. 3.96 AC M OR L. 6863-2265 6965-1559 8454-0398 9171-9426,9430,9434 09171-9437

**MAGNA CITY, UTAH**  
**ORDINANCE NO. 2024-O-04**

**AN ORDINANCE OF THE MAGNA CITY COUNCIL AMENDING  
THE ZONING MAP TO CHANGE THE ZONING OF A CERTAIN  
PROPERTY LOCATED IN MAGNA CITY FROM THE M-1  
(MANUFACTURING) TO THE M-2 (MANUFACTURING) ZONE.**

**WHEREAS**, the Magna City is a municipality and has authority to regulate Zoning in general pursuant to Utah Code Ann. Subsection 10-9a-102 (2); and

**WHEREAS**, Magna City has authority to adopt zoning ordinances, including a zoning map pursuant to Utah Code Ann. § 10-9a-501 in accordance with the Municipal Land Use, Development, and Management Act, (“MLUDMA”), Title 10, Section 9a, Utah Code, to establish zones within the city; and

**WHEREAS**, the Council deems it necessary to amend its zoning map in order to accommodate the proposed rezone request from the M-1 (Manufacturing) Zone to the M-2 (Manufacturing) Zone for the subject parcel located at: 7251 W 2100 S, and for the protection and preservation of the public health, safety, and general welfare.

**NOW, THEREFORE BE IT ORDAINED BY THE MAGNA CITY COUNCIL** as follows:

**Section 1:** Section, 19.14.020, The Zoning Map of Magna City, Magna Municipal Code of Ordinances 2024, is hereby amended, as follows:

The property described in application **REZ2023-001004** filed by Pablo Tovar and located at 7251 West 2100 South, within Magna City, is hereby reclassified from the M-1 zone to M-2 zone, said property being described as follows:

PARCEL #:14-21-200-023-0000

**LEGAL DESCRIPTION:**

BEGINNING AT A POINT S 89<sup>58'54"</sup> W 33 FT & S 0<sup>08'06"</sup> E 241.7 FT FR NE COR SEC 21, T 1S, R 2W, SLM; S 0<sup>08'06"</sup> E 137.5 FT; S 89<sup>58'54"</sup> W 625.03 FT; N 346.21 FT; N 89<sup>58'54"</sup> E 415.514 FT; S 0<sup>08' 06"</sup> E 208.7 FT; N 89<sup>58'54"</sup> E 208.7 FT TO BEG. 3.96 AC M OR L. 6863-2265 6965-1559 8454-0398 9171-9426,9430,9434 09171-9437

CONTAINS 3.96 ACRES IN AREA

**Section 2:** The map showing such change shall be filed with the Magna City Planning Commission in accordance with Section 19.14.020 of the Magna Municipal Code of Ordinances, 2024.

**Section 3:** This Ordinance will take effect immediately upon posting and publication as required by law.

**PASSED AND ADOPTED** this \_\_\_\_ day of May, 2024.

MAGNA CITY COUNCIL

By: \_\_\_\_\_, Mayor

ATTEST

\_\_\_\_\_  
Lannie Chapman  
Salt Lake County Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
CITY ATTORNEY

Voting:

Mayor Barney	voting _____
Council Member Hull	voting _____
Council Member Pierce	voting _____
Council Member Prokopis	voting _____
Council Member Sudbury	voting _____

Date Published on the Public Notice Website: \_\_\_\_\_



## Additional Clean-up Options for Municipalities

### **Option 1: Landfill Vouchers at no cost to the municipality or SL County.**

Hard copies can be handed out by code enforcement officers, municipal staff and disseminated from locations found on our website: <https://live-wasatch.pantheonsite.io/services-requests/basic-services/landfill-voucher>

### **Option 2: 18 Yard Trailer Rental Paid by Municipality- Cost Per Residence**

(Monday deliver Thursday pick-up Tuesday deliver Friday pick-up)

(Thursday deliver Monday pick-up Friday deliver Tuesday pick-up)

Cost for 1 Green trailer: \$ 55.00 up to 4 tons. Additional tonnage: \$45.00 per ton.

Cost for 1 Bulk trailer: \$190.00 up to 2 tons. Additional tonnage: \$45.00 per ton.

Trailers cannot exceed 5 tons.

WFWRD delivers trailers to a specified home where residents, or volunteers do all their work and load the trailer.

City would pay original costs and be responsible for violation fees: Not tarping, mattresses, fridges, tires, over weights, trailer moved after WFWRD drops it off and additional tonnage. (\$4 per Tires/Rims \$5, \$12 per Refrigerator appliance, \$15 per Mattress/Box springs.

### **Option 3: 14 Yard Container Delivery to Residential Property**

Container delivered to a resident's home, neighborhood street, or park. Cost per container: \$125.00 for up to 2 tons. Additional tonnage per ton is based upon the price at the dumping facility. Range \$29-\$39 per ton.

### **Option 4: Trailers or Containers Parked at a Central Location One Day**

Cost per Green trailer: \$ 55.00 up to 4 tons. Additional tonnage: \$45.00 per ton.

Cost per Bulk trailer: \$190.00 up to 2 tons. Additional tonnage: \$45.00 per ton.

Trailers cannot exceed 5 tons.

14 Yard Containers: Pricing is based on the number of containers: \$125.00 each for up to 2 tons. Additional tonnage per ton is based upon the price at the dumping facility. Range \$29-\$39 per ton.

Additional charges will be added if manual labor is needed to clean-up debris on the ground/outside the containers. (\$28.00 per hour per employee) If a skid stir is needed due to volume, the city will need to reimburse WFWRD for the rental fees.

## **Chapter 14** **Utility Facility Review Board Act**

### **Part 1** **General Provisions**

#### **54-14-101 Title.**

This chapter is known as the "Utility Facility Review Board Act."

Amended by Chapter 242, 2007 General Session

#### **54-14-102 Legislative findings.**

- (1)
  - (a) The Legislature finds that the construction of facilities by public utilities under this title is a matter of statewide concern.
  - (b) The construction of these facilities may affect the safety, reliability, adequacy, and efficiency of service to customers in areas within the jurisdiction of more than a single local government.
  - (c) Excess costs imposed by requirements of a local government for the construction of facilities may affect either the rates and charges of the public utility to customers other than customers within the jurisdiction of the local government or the financial viability of the public utility, unless the local government pays for those excess costs.
- (2) The Legislature finds that it is in the public interest to establish the Utility Facility Review Board to resolve issues regarding the construction and installation of public utility facilities.

Amended by Chapter 242, 2007 General Session

#### **54-14-103 Definitions.**

As used in this chapter:

- (1) "Actual excess cost" means the difference in cost between:
  - (a) the standard cost of a facility; and
  - (b) the actual cost of the facility, including any necessary right-of-way, as determined in accordance with Section 54-14-203.
- (2) "Board" means the Utility Facility Review Board.
- (3) "Commencement of construction of a facility" includes the project design and the ordering of materials necessary to construct the facility.
- (4) "Estimated excess cost" means any material difference in estimated cost between the costs of a facility, including any necessary right-of-way, if constructed in accordance with the requirements of a local government and the standard cost of the facility.
- (5)
  - (a) "Facility" means a transmission line, a substation, a gas pipeline, a tap, a measuring device, or a treatment device.
  - (b) "Facility" includes a high voltage power line route as defined in Section 54-18-102.
- (6)
  - (a) "Gas pipeline" means equipment, material, and structures used to transport gas to the public utility's customers, including:
    - (i) pipe;
    - (ii) a compressor;

- (iii) a pressure regulator;
- (iv) a support structure; and
- (v) any other equipment or structure used to transport or facilitate transportation of gas through a pipe.

(b) "Gas pipeline" does not include a service line.

(7) "Local government":

- (a) means a city or town as defined in Section 10-1-104 or a county; or
- (b) may refer to one or more of the local governments in whose jurisdiction a facility is located if a facility is proposed to be located in more than one local government jurisdiction.

(8) "Pay" includes, in reference to a local government paying the actual excess cost of a facility, payment by:

- (a) a special district under Title 17B, Limited Purpose Local Government Entities - Special Districts;
- (b) a special service district under Title 17D, Chapter 1, Special Service District Act; or
- (c) a private entity other than the public utility pursuant to a regulation or decision of the local government.

(9)

- (a) "Standard cost" means the estimated cost of a facility, including any necessary right-of-way, if constructed in accordance with:
  - (i) the public utility's normal practices; and
  - (ii) zoning, subdivision, and building code regulations of a local government, including siting, setback, screening, and landscaping requirements:
    - (A) imposed on similar land uses in the same zone; and
    - (B) that do not impair the ability of the public utility to provide service to its customers in a safe, reliable, adequate, and efficient manner.
- (b) With respect to a transmission line, "standard cost" is the cost of any overhead line constructed in accordance with the public utility's normal practices.
- (c) With respect to a facility of a gas corporation, "standard cost" is the cost of constructing the facility in accordance with the public utility's normal practices.

(10)

- (a) "Substation" means a separate space within which electric supply equipment is located for the purpose of switching, regulating, transforming, or otherwise modifying the characteristics of electricity, including:
  - (i) electrical equipment such as transformers, circuit breakers, voltage regulating equipment, buses, switches, capacitor banks, reactors, protection and control equipment, and other related equipment;
  - (ii) the site at which the equipment is located, any foundations, support structures, buildings, or driveways necessary to locate, operate, and maintain the equipment at the site; and
  - (iii) the structure intended to restrict access to the equipment to qualified persons.
- (b) "Substation" does not include a distribution pole-mounted or pad-mounted transformer that is used for the final transformation of power to the voltage level utilized by the customer.

(11)

- (a) "Transmission line" means an electrical line, including structures, equipment, plant, or fixtures associated with the electrical line, operated at a nominal voltage of 34,000 volts or above.
- (b) "Transmission line" includes, for purposes of Title 54, Chapter 18, Siting of High Voltage Power Line Act, an electrical line as described in Subsection (11)(a) operated at a nominal voltage of 230 kilovolts or more.

Amended by Chapter 16, 2023 General Session

**54-14-104 Rules and procedures.**

The board may, pursuant to Title 63G, Chapter 3, Utah Administrative Rulemaking Act, adopt rules governing proceedings under this chapter consistent with this chapter and Title 63G, Chapter 4, Administrative Procedures Act.

Amended by Chapter 382, 2008 General Session

**Part 2**  
**Conditions on Siting of Facilities**

**54-14-201 Conditions on siting of facilities by local governments -- Payment of actual excess costs.**

If otherwise authorized by law, a local government may require or condition the construction of a facility in any manner if:

- (1) the requirements or conditions do not impair the ability of the public utility to provide safe, reliable, and adequate service to its customers; and
- (2) the local government pays for the actual excess cost resulting from the requirements or conditions, except:
  - (a) any actual excess costs that the public utility collects from its customers pursuant to an order, rule, or regulation of the commission; or
  - (b) any portion of the actual excess costs that the board requires to be borne by the public utility.

Enacted by Chapter 197, 1997 General Session

**54-14-202 Public utility to provide standard cost and estimated excess cost.**

- (1)
  - (a) A public utility shall provide the information described in Subsection (1)(b) if a local government:
    - (i) is considering imposing requirements or conditions on construction of a facility that may result in an estimated excess cost and requests that the public utility provide the estimated excess cost; or
    - (ii) recommends an alternative to the public utility's proposed high voltage transmission line corridor in accordance with the provisions of Title 54, Chapter 18, Siting of High Voltage Power Line Act.
  - (b) Subject to Subsection (1)(a), a public utility shall provide to the local government:
    - (i)
      - (A) the estimated standard cost of the facility; and
      - (B) the estimated excess cost of the facility if constructed in accordance with local government requirements or conditions; and
    - (ii) the estimated cost of the alternative line corridor proposed by a local government provided that all affected land use authorities agree to the alternative line corridor proposed by the local government.
- (2) If a public utility does not provide the information as described in Subsection (1), the local government may:

- (a) appeal to the board; and
- (b) request that the board review the information provided by the public utility.

(3)

- (a) If the board finds that the public utility has failed to provide the standard costs and estimated excess costs in accordance with the provisions of Subsection (1), the board may request additional information from the public utility.
- (b) In accordance with Subsection (3)(a), a public utility shall provide any information requested by the board within 30 days of the day that the request was made.
- (c) If a public utility fails to comply with Subsections (3)(a) and (b), the board may suspend issuing its written decision in accordance with Section 54-14-305 for 30 days after the day on which the public utility provides the information requested under Subsection (3)(a).

Amended by Chapter 316, 2009 General Session

**54-14-203 Actual excess cost.**

- (1) If a local government issues a permit, authorization, approval, exception, or waiver based upon its agreement to pay for the actual excess cost of a facility, the local government shall within 30 days either accept the estimate of excess cost as the actual excess cost of a facility or request the public utility to obtain competitive bids for the facility if constructed in accordance with the requirements and conditions of the local government.
- (2) If the local government requests the public utility to obtain competitive bids, the public utility shall obtain competitive bids, and the actual excess cost of the facility shall be the difference between the lowest bid acceptable to the public utility plus the public utility's contract administration and oversight expense and the standard cost of the facility.
- (3) Any dispute regarding specifications, lowest acceptable bid, or administration and oversight expense shall be resolved by the board on an expedited basis.

Enacted by Chapter 197, 1997 General Session

**54-14-204 Requirements or conditions on facility considered waived if local government does not pay for actual excess cost 30 days before construction.**

Any requirement or condition in any permit, authorization, approval, exception, or waiver of a local government for a facility that imposes an actual excess cost shall be considered waived if the local government does not pay the public utility for the actual excess cost, except any actual excess costs specified in Subsection 54-14-201(2)(a) or (2)(b), within 30 days before the date construction of the facility should commence in order to avoid a significant risk of impairment of safe, reliable, and adequate service to customers of the public utility.

Enacted by Chapter 197, 1997 General Session

**Part 3**  
**Utility Facility Review Board**

**54-14-301 Creation, purpose, and composition of board.**

- (1) The Utility Facility Review Board is created to resolve disputes between local governments and public utilities regarding the siting and construction of facilities as provided in this part.

- (2) The board shall be composed of:
  - (a) the three members of the commission;
  - (b) an individual appointed by the governor from a list of nominees of the Utah League of Cities and Towns; and
  - (c) an individual appointed by the governor from a list of nominees of the Utah Association of Counties.
- (3) The chair of the commission shall serve as chair of the board.
- (4) Members of the commission shall serve as members of the board during their terms of office as commissioners and until their successors on the commission have been appointed and taken office.
- (5)
  - (a) Members of the board who are not commissioners:
    - (i) shall have four-year terms, except the initial term of the individual first appointed by the governor from nominees of the Utah Association of Counties shall be two years;
    - (ii) may be appointed for one succeeding term; and
    - (iii) may continue to serve until their successor takes office.
  - (b) Vacancies in the board of members who are not commissioners shall be filled for the unexpired term.
- (6) Three members of the board constitute a quorum.
- (7) A member of the board may be removed for cause by the governor.
- (8) A member may not receive compensation or benefits for the member's service, but may receive per diem and travel expenses in accordance with:
  - (a) Section 63A-3-106;
  - (b) Section 63A-3-107; and
  - (c) rules made by the Division of Finance pursuant to Sections 63A-3-106 and 63A-3-107.

Amended by Chapter 89, 2013 General Session

**54-14-302 Staff and support for board.**

The Department of Commerce and the commission shall provide any staff, services, or meeting rooms the board requires to perform its duties.

Enacted by Chapter 197, 1997 General Session

**54-14-303 Actions or disputes for which board review may be sought.**

- (1) A local government or public utility may seek review by the board, if:
  - (a) a local government has imposed requirements on the construction of a facility that result in estimated excess costs without entering into an agreement with the public utility to pay for the actual excess cost, except any actual excess costs specified in Subsection 54-14-201(2)(a) or (2)(b), at least 30 days before the date construction of the facility should commence in order to avoid significant risk of impairment of safe, reliable, efficient, and adequate service to customers of the public utility;
  - (b) there is a dispute regarding:
    - (i) the estimated excess cost or standard cost of a facility;
    - (ii) when construction of a facility should commence in order to avoid significant risk of impairment of safe, reliable, and adequate service to customers of the public utility;
    - (iii) whether the public utility has sought a permit, authorization, approval, exception, or waiver with respect to a facility sufficiently in advance of the date construction should commence,

based upon reasonably foreseeable conditions, to allow the local government reasonable time to pay for any estimated excess cost;

- (iv) the geographic boundaries of a proposed corridor as set forth in a notice submitted by a public utility to a local government pursuant to the provisions of Subsection 54-18-301(2)(a), provided the action is filed by the local government before the public utility files an application for a land use permit as set forth in Subsection 54-18-304(1)(a); or
- (v) a modification proposed by a local government to a utility's proposed corridor that is identified in the public utility's notice of intent required pursuant to Subsection 54-18-301(3);

- (c) a local government has required construction of a facility in a manner that will not permit the utility to provide service to its customers in a safe, reliable, adequate, or efficient manner;
- (d) a local government has prohibited construction of a facility which is needed to provide safe, reliable, adequate, and efficient service to the customers of the public utility;
- (e) a local government has not made a final decision on the public utility's application for a permit, authorization, approval, exception, or waiver with respect to a facility within 60 days of the date the public utility applied to the local government for the permit, authorization, approval, exception, or waiver;
- (f) a facility is located or proposed to be located in more than one local government jurisdiction and the decisions of the local governments regarding the facility are inconsistent; or
- (g) a facility is proposed to be located within a local government jurisdiction to serve customers exclusively outside the jurisdiction of the local government and there is a dispute regarding the apportionment of the actual excess cost of the facility between the local government and the public utility.

(2)

- (a) If an action is filed by a local government pursuant to Subsection (1)(b)(iv) or (v) seeking a modification to a target study area or a proposed corridor, the local government shall provide written notice of the action to any potentially affected landowner, as defined in Section 54-18-102, or affected entity, as defined in Section 54-18-102.
- (b) A potentially affected landowner, as defined in Section 54-18-102, or affected entity, as defined in Section 54-18-102, shall have a right to intervene as a party in the proceeding.

Amended by Chapter 340, 2011 General Session

**54-14-304 Initial hearing.**

- (1) The board shall convene an initial hearing within 50 days after the date review is initiated.
- (2) At the initial hearing, the board shall:
  - (a) determine how the review will take place, including whether it will be conducted as a formal or informal adjudicative proceeding; and
  - (b) set a schedule for the review proceeding.
- (3) The board shall hold a hearing on the merits within 60 days after the initial hearing.

Amended by Chapter 89, 2013 General Session

**54-14-305 Written decisions of board.**

- (1) The board shall issue a written decision on the review expeditiously and, in any event, not later than 75 days following the initial hearing.
- (2) The written decision shall:

- (a) specify whether the facility should be constructed and, if so, whether any requirements or conditions imposed by the local government may not be imposed because they impair the ability of the public utility to provide safe, reliable, and adequate service to its customers; and
- (b) resolve any dispute regarding:
  - (i) the standard cost or estimated excess cost of the facility;
  - (ii) the date on which construction of the facility should commence in order to avoid a significant risk of impairment of safe, reliable, and adequate service to customers of the public utility;
  - (iii) whether the public utility has sought a permit, authorization, approval, exception, or waiver with respect to a facility sufficiently in advance of the date construction should commence, based upon reasonably foreseeable conditions, to allow the local government reasonable time to pay for any estimated excess cost;
  - (iv) apportionment of the actual excess cost of the facility between the local government and the public utility under Subsection 54-14-303(1)(g); or
  - (v) the proposed location and siting of a facility subject to Chapter 18, Siting of High Voltage Power Line Act, and in accordance with Section 54-14-102.

(3)

- (a) Notwithstanding Subsection (6), the written decision of the board may designate the facility route for a high voltage transmission line pursuant to a dispute described under Section 54-14-304.
- (b) The public utility is entitled to recover from its ratepayers any actual excess costs apportioned to it under Subsection (2)(b)(iv).

(4) If the board determines that a facility that a local government has prohibited should be constructed, the written decision shall specify any general location parameters required to provide safe, reliable, adequate, and efficient service to the customers of the public utility.

(5) The written decision shall leave to the local government any issue that does not affect the provision of safe, reliable, adequate, and efficient service to customers of the public utility or that does not involve an estimated excess cost.

(6) With respect to local government requirements or conditions that impose an estimated excess cost but do not impair the provision of safe, reliable, and adequate service to the customers of the public utility, the written decision shall leave each siting issue to the local government except determination of the estimated excess cost and determination of when the construction of the facility should commence.

(7)

- (a) In determining when the construction of the facility should commence, the board shall consider whether the public utility sought a permit, authorization, approval, exception, or waiver from the local government in a timely manner based upon reasonably foreseeable conditions.
- (b) If the board determines that the public utility did not seek a permit, authorization, approval, exception, or waiver in a timely manner, the board shall allow sufficient time for the local government to pay any actual excess cost that may be imposed as a result of requirements or conditions the local government has imposed that do not impair the provision of safe, reliable, and adequate service to customers of the public utility.
- (c) There is a presumption that the utility has sought a permit, authorization, approval, exception, or waiver in a timely manner if the utility has complied with:
  - (i) the notice and filing requirements of Chapter 18, Siting of High Voltage Power Line Act; or
  - (ii) the timing requirements imposed by a local government land use ordinance.

Amended by Chapter 89, 2013 General Session

**54-14-306 Action required of local government following board decision.**

- (1) If the board decides that a facility permitted to be constructed by a local government is subject to requirements or conditions that impose an estimated excess cost but do not impair the provision of safe, reliable, and adequate service to customers of the public utility, the local government shall, within 20 days following the decision of the board, determine whether it will impose the requirement or conditions imposing an estimated excess cost or issue the permit, authorization, approval, exception, or waiver without the requirements or conditions imposing an estimated excess cost.
- (2) If the board decides that a facility should be constructed that the local government has prohibited, the local government shall, within 60 days following the decision of the board, issue the permit, authorization, approval, exception, or waiver consistent with the decision of the board.
- (3) The local government may impose requirements or conditions pursuant to its zoning, subdivision, or building code regulations if:
  - (a) the requirements or conditions do not impair safe, reliable, and adequate service to the customers of the utility; and
  - (b) the local government enters into an agreement with the public utility within the 20-day time limit specified by Subsection (1) or the 60-day time limit specified by Subsection (2) to pay for the actual excess cost to the public utility, except any actual excess costs specified in Subsection 54-14-201(2)(a) or (2)(b), at least 30 days before the date construction of the facility should commence.

Enacted by Chapter 197, 1997 General Session

**54-14-307 Stay of board's decision pending review or appeal.**

- (1) A petition for review, rehearing, or reconsideration or a petition for judicial review does not stay or suspend the effectiveness of a written decision of the board.
- (2) Any party seeking to stay the effectiveness of a decision of the board shall seek a stay under Section 63G-4-405.

Amended by Chapter 382, 2008 General Session

**54-14-308 Judicial review in formal adjudicative proceedings.**

The Court of Appeals has jurisdiction to review any decision of the board in a formal adjudicative proceeding.

Enacted by Chapter 197, 1997 General Session

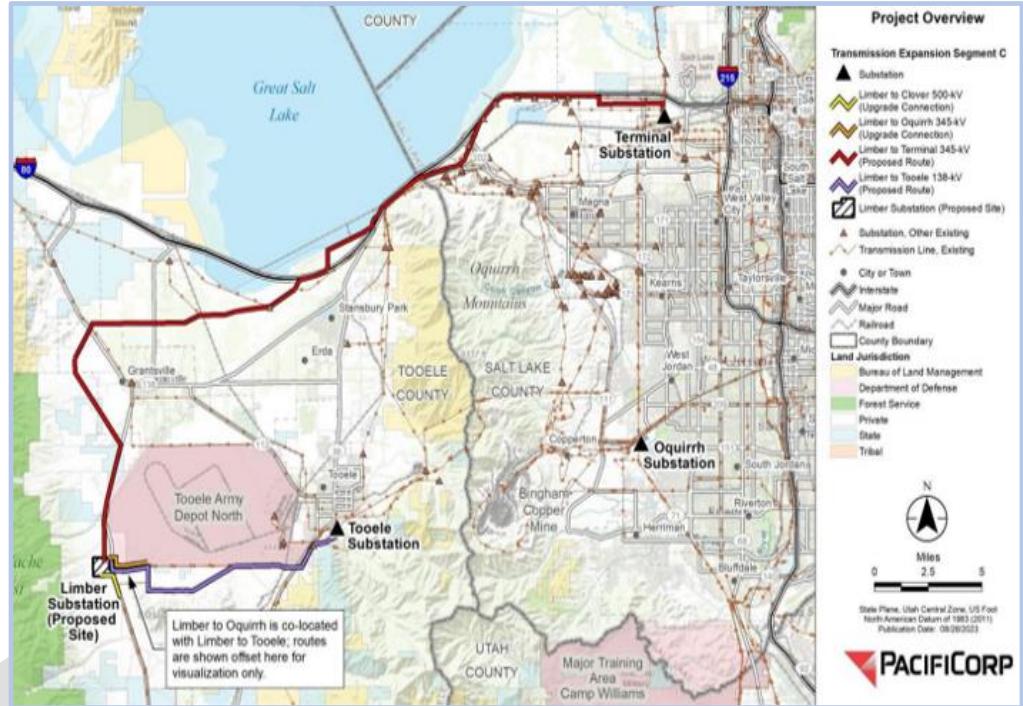
NOT FOR DISTRIBUTION

# GATEWAY LIMBER to TERMINAL INFORMATION SHEET

The Gateway Central- Limber project will increase the transfer capability across Wasatch Front and improves transmission of bulk power between central and northern Utah. This project will also support load serving capabilities and the projected load growth in the area. The build involves approximately 40 miles of new double circuit 50% series compensated 500 kilovolt transmission line operated at 345 kV from Limber substation to Terminal substation and convert the existing Clover - Limber section of the Clover - Oquirrh 345 kV line to 500 kV.

## SPECS

- 500kV Tower Model
- 345kV Tower Model
  - EOR shall design a new 345kV tower family
- 138kV Model
- PacifiCorp's wood and steel pole standards shall be utilized
- Average height 145 to 180 feet
- Average span of 400 to 1300 feet



## FEATURES AND KEY COMPONENTS

- Approximately 400 new structures
- New Limber Substation to be constructed
  - 500kV      345kV      138kV
- Approximately 56 miles of new transmission line
  - 12 miles of 138kV Limber-Tooele
  - 44 miles of 345kV Limber-Terminal
  - 55 miles on Private land
  - 5 miles on State Land
- Mona-Oquirrh 345kV T-line reconfiguration
  - Line will be split/tied into Limber to become:
    - Mona (Clover)-Limber at 500kV
    - Limber-Oquirrh double circuit 345kV
    - Terminal, Tooele, & Oquirrh Substation Upgrades
- Substation Upgrades at Terminal, Tooele, Clover
- ROW width Maximum 250 ft - Access to the structures will require use of both existing and proposed new access – a combination of temporary (used during construction) and long-term access (required for operations and maintenance)

## PROJECTED TIMELINE

### Design & Engineering:

Feb 2023 – Nov 2024

### Project Surveying:

August 2023 – August 2024

### Right of Entry & Right of Way:

August 2023 – August 2025

### Local/State Permitting:

April 2023 – December 2024

### BLM NTP:

August 2025

### Construction:

August 2025 – August 2026

### In-Service:

November 2027



## Program Management Contacts

Nathan Gilkerson	EV2030 Program Manager-Pacificorp	(303) 598-7103	Nathan.Gilkerson@pacificorp.com
Molley McCullough	Project Manager - Pacificorp	(385) 246-5204	Molley.McCullough@pacificorp.com
Zachary Lifferth	Deputy Project Manager - Pacificorp	(801) 367-1155	Zachary.Lifferth@pacificorp.com
Tami Moody	Permitting Project Manager-Pacificorp	(801) 220-2217	Tami.Moody@pacificorp.com
Austin Tripp	Right -Of-Way Project Manager	(385) 272-7722	Austin.Tripp@pacificorp.com
Patricia Peterson	Environmental Permitting Project Manager	(801) 220-2218	Patricia.Peterson@pacificorp.com
Nancy Smith	Senior Technical Advisor/Pre-construction	(719) 278-1300	Nancy.Smith2@pacificorp.com

## GATEWAY TREX C PROJECT BENEFITS

- Economic Growth:** The project can lead to significant local economic development. The infrastructure can stimulate business growth and job creation, both during the construction phase and once it's operational.
- Reliability:** The updated infrastructure will enhance the reliability and resilience of the power supply in the area. This can help avoid blackouts, brownouts, and other service disruptions that can have significant economic and personal costs.
- Growth Accommodation:** It's important to emphasize that the project is not just a matter of choice, but necessity. The growth in the area is leading to increased electricity demand. The new lines will ensure that the electrical infrastructure can support this growth.
- Futureproofing:** The new lines will accommodate the growing trends; more devices and services will be powered by electricity. This is part of the broader transition to a more sustainable, low-carbon economy.
- Renewable Energy:** This project will help integrate more renewable energy into the grid. This is a way for the community to contribute to a sustainable future.
- Mitigation Measures:** We have performed extensive studies to select the best route with the least impact. We will implement mitigation measures to minimize any adverse effects on the land. Any reclamation measures will be addressed during the easement negotiation process through written stipulations or resolved with agreed upon compensation. Unforeseen issues will be resolved on a case-by-case basis as they arise. Damage claims will be evaluated and handled as a separate issue when construction is completed.



GREATER SALT LAKE

**Municipal Services  
District**

File # OAM2024-001065

## **AMENDMENTS TO DEVELOPMENT AGREEMENT FOR THE MAHOGANY RIDGE PLANNED COMMUNITY**

**Public Body:** Magna City Council – Work Session

**Meeting Date:** May 14, 2024

**Parcel ID:** 14-32-451-004-0000

**Acreage:** 78.48 Acres

**Current Zone:** P-C (Planned Community) Zone

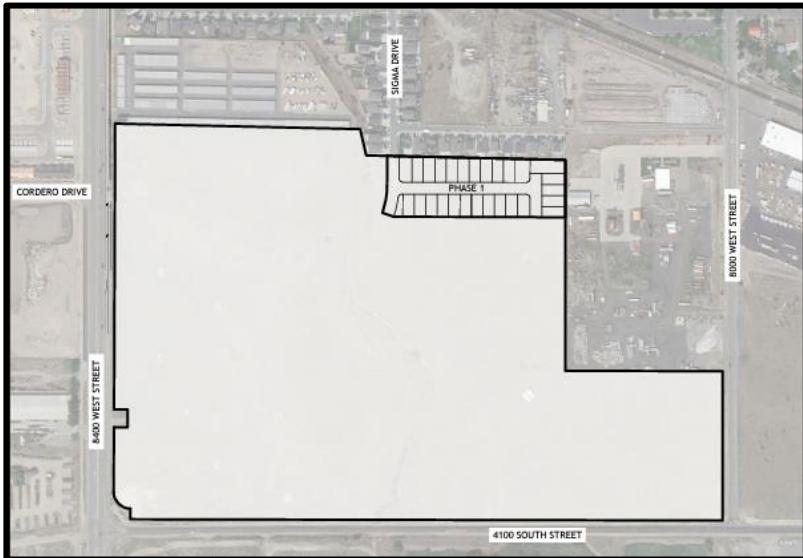
**Property Address:** 8230 West 4100 South

**Request:** Amendments to the Development Agreement for the Mahogany Ridge Planned Community.

**Planner:** Jeff Miller

**Applicant Name:** Ross Dinsdale (Ivory Homes)

### **PROJECT DESCRIPTION**



Ross Dinsdale (Ivory Homes) is requesting a second amendment to the Development Agreement for the Mahogany Ridge Planned Community. The overall development is 78.48 acres in size and is zoned P-C (Planned Community).

The Master Development Agreement for the planned community was originally adopted on October 5, 2021. The first amendments to the Master Development Agreement were approved on October 24, 2023 by the Magna Metro Township Council.

The first proposed change with this second amendment has been requested, to allow

for the proposed gas station at the corner of 4100 South and 8400 West to not require the C-Store to be placed on the corner of the property. The second proposed change is to remove the requirement to require 10 feet of spacing between driveways. Ivory has recently requested exceptions to this roadway standard for their Gabler's Grove Subdivision.

**Request:** Second Amendment to the Master Development Agreement for the Mahogany Ridge PC.

## **SITE & VICINITY DESCRIPTION** (see attached map)

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The Mahogany Ridge Planned Community is located between 4100 South & approximately 3900 South, and between 8400 West & 8000 South. Phase 1 is located in the northeast corner of the development. To the immediately north of Phase 1 are similarly sized residential lots in the R-1-5 (Residential, 5,000 SF Minimum) Zone. There are industrial parcels located in the M-1 & M-2 (Manufacturing) Zones to the north and east of the property. The Gateway to Little Valley Planned Community is located immediately to the west across 8400 West in the P-C (Planned Community) Zone.

## **AMENDMENTS UNDER CONSIDERATION BY MAGNA COUNCIL**

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The Magna Metro Township Council would like to discuss some additional potential amendments to the Mahogany Ridge Development Agreement with Ivory on April 9, 2024, including the following:

- The Signalization of Cordero Drive & 8400 West
- Trail requirement along 4100 South & 8400 West.
- Fencing along the eastern boundary of the Mahogany Ridge Planned Community.
- Reserving an area within the Maverik landscaping on the corner of 4100 South & 8400 West for a potential Magna City monument sign.

**\*Please see Exhibit G, which is the Applicant's Response to Magna's Proposed Amendments.**

## **UPDATED MAHOGANY RIDGE TRAFFIC STUDY (TIS)**

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Engineering has reviewed the updated Mahogany Ridge Traffic Study, which has been attached as Exhibit I. Planning Staff has requested to have someone in attendance from Engineering on May 14, 2024 to go over any questions related to the traffic study, as well as the information provided by Engineering regarding the roadway widths.

**\*Please see Exhibit I, which is the updated traffic study (TIS) for Mahogany Ridge.**

## **POTENTIAL ROADWAY WIDTHS FOR CORDERO DRIVE**

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Planning Staff requested that Engineering provide some additional information for the Council to consider regarding the potential roadway widths for Cordero Drive (41 Feet, 35 Feet, or 28 Feet).

**\*Please see Exhibit H, which is the additional information regarding the potential road widths for Cordero Drive.**

## **STAFF ANALYSIS**

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Planning Staff has found that the proposed amendments to the Master Development Agreement are compatible with existing developments in the general vicinity, the 2021 Magna General Plan and the land use ordinance.

## **CONCLUSION AND RECOMMENDATION**

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If the Magna Metro Township Council chooses to approve the proposed amendments to the Master Development Agreement, staff recommends the following condition of approval:

1. Any future amendments will be brought before the Magna Metro Township Council.
2. Once the updated traffic study has been reviewed by Engineering, it will be brought back before the Magna Metro Township Council to consider the appropriate cross-section for Cordero Drive.

## **EXHIBITS**

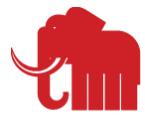
---

- A. Aerial Map.
- B. Summary Letter for C-Store Amendment.
- C. Summary Letter for Driveway Spacing Amendment.
- D. PC Plan.
- E. Second Amendment to Master Development Agreement.
- F. Photos of grading in Phase 1.
- G. Applicant Response to Magna's Proposed Amendments.
- H. Potential Roadway Widths for Cordero Drive (41 Feet, 35 Feet, or 28 Feet).
- I. Update Mahogany Ridge Traffic Study.

**OAM2024-001065: Second Amendment to Master Development Agreement for Mahogany Ridge PC.**

Parcel: 8230 West 4100 South (14-32-451-004-0000)





# IVORY DEVELOPMENT

**FROM:** Ross Dinsdale, Ivory Development, LLC.  
**TO:** Jeff Miller, Planner, Municipal Services District  
**DATE:** December 29, 2023  
**RE:** Mahogany Ridge Development Agreement Amendment

Ivory Development and Maverik are proposing a Maverik store on the corner of 4100 South and 8400 West within the Mahogany Ridge Master Planned Development.

Magna's Municipal Code section 19.42.270 states,  
Service station buildings, e.g., convenience store structures should be located on the corner of the property with the pump islands located to the interior of the site to give the facility a good architectural presence from the street(s).

Maverik would like to orient the pumps to the street with the building on the north side of the site.

We believe that orienting the pumps to the street will minimize impacts to the proposed residential development on the north side of the store.

Magna code states that the Purpose of section 19.42.270 is to,  
ensure compatibility of such uses with surrounding uses and properties and to avoid any impacts associated with such uses.

Therefore, we propose that the development agreement be amended to state that "Commercial uses that front arterial or collector streets may orient the buildings towards the residential lots, away from the street, to minimize impacts to future residents. Pump islands may be oriented towards the street."

We hope that this amendment will fulfill the purpose of the Magna municipal code while also allowing Maverik to have the store layout that they desire.

Sincerely,



Ross Dinsdale  
Ivory Development



# IVORY DEVELOPMENT

**FROM:** Ross Dinsdale, Ivory Development, LLC.  
**TO:** Jeff Miller, Planner, Municipal Services District  
**DATE:** February 2, 2024  
**RE:** Mahogany Ridge Development Agreement Amendment

Ivory Development would like to propose an amendment to the Mahogany Ridge master development agreement to allow driveways to be closer than 10 feet apart.

Section 14.12.110, Driveways, of the Magna Municipal Code states,

C. There shall be a minimum ten feet distance between all approved driveways.

We propose to amend the master development agreement to state that “residential driveways within the Mahogany Ridge development have no minimum spacing requirement”.

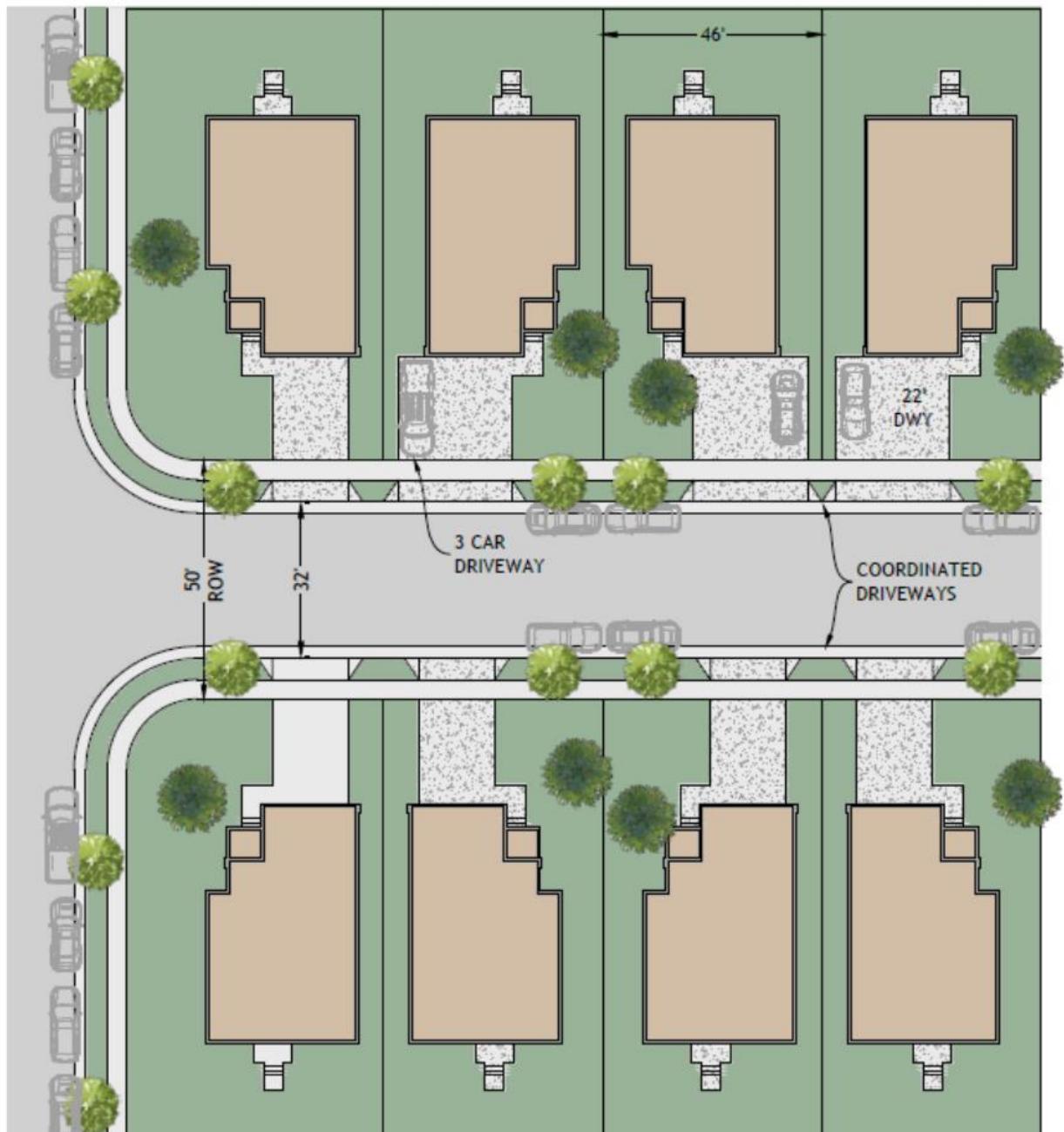
Placing driveways closer than ten feet will create room for on-street parking between every other lot in most locations within the development. Maximizing parking creates convenience for the families living in the community.

An example of how this can be implemented is shown on the next page.

Sincerely,



Ross Dinsdale  
Ivory Development



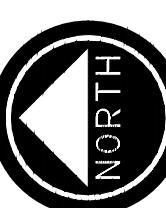
LOT AND ROAD PLAN







2815 East 3390 South, Salt Lake City, UT 84109  
(801) 305-4670 www.edmpartners.com



SCALE: 1" = 100'  
0 50 100 200 300

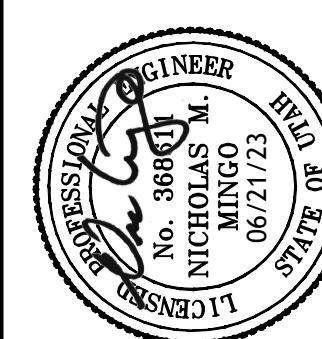
APPLICANT:  
Ivory Development  
978 East Woodbank Lane  
Salt Lake City, UT 84117  
(801) 747-7000



Utah's Number One Homebuilder

NOTES:

1. All sanitary sewer improvements shall conform with the standards and specifications of Magna Water.
2. All culinary water improvements shall conform with the standards and specifications of Magna Water.
3. All secondary water improvements shall conform with the standards and specifications of Magna Water.
4. All improvements in the public right of way shall conform with the standards and specifications of the Greater Salt Lake Municipal Service District.
5. All private improvements shall conform to APWA standards and specifications.
6. Contractor to field locate and verify the horizontal and vertical location of all utilities prior to beginning work.



## Mahogany Ridge

Land Use & Ownership Map

PROJECT: KWW  
DRAWN BY: NMM  
REVIEWED BY: NMM  
REVISIONS: 1  
No. DATE: 06/21/23  
REMARKS: PC-Plan Amendment

DATE: June 21, 2023  
SHEET NUMBER: O-3





2815 East 3300 South, Salt Lake City, UT 84109  
(801) 305-4670 [www.edmpartners.com](http://www.edmpartners.com)

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IVORYHOMES

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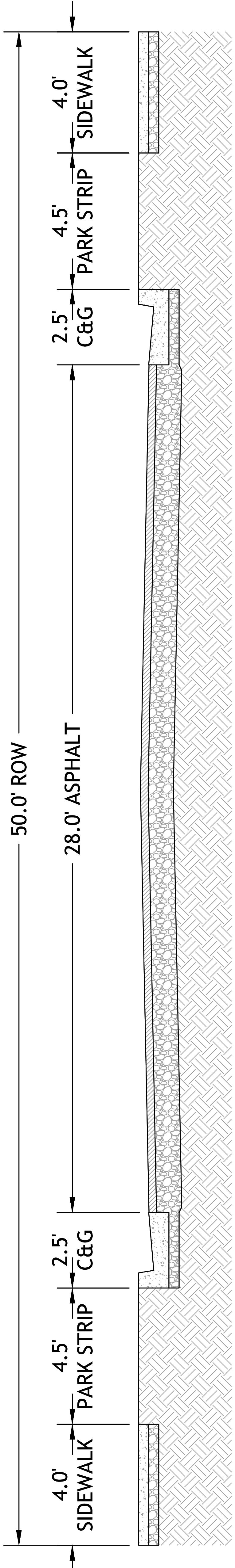
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**APPLICANT:**  
Ivory Development  
978 East Woodooa  
Salt Lake City, UT  
801-747-7000

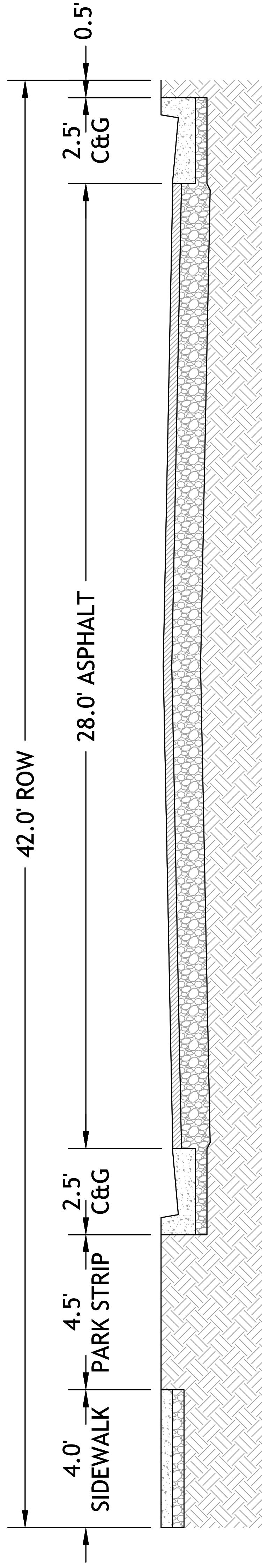
**NOTES:**

1. All sanitary sewer with the standard Water.
2. All culinary water with the standard Water.
3. All secondary water conform with the of Magna Water.
4. All improvements shall conform with specifications of Municipal Service
5. All private improvements APWA standards
6. Contractor to file horizontal and vertical plans prior to beginning work.



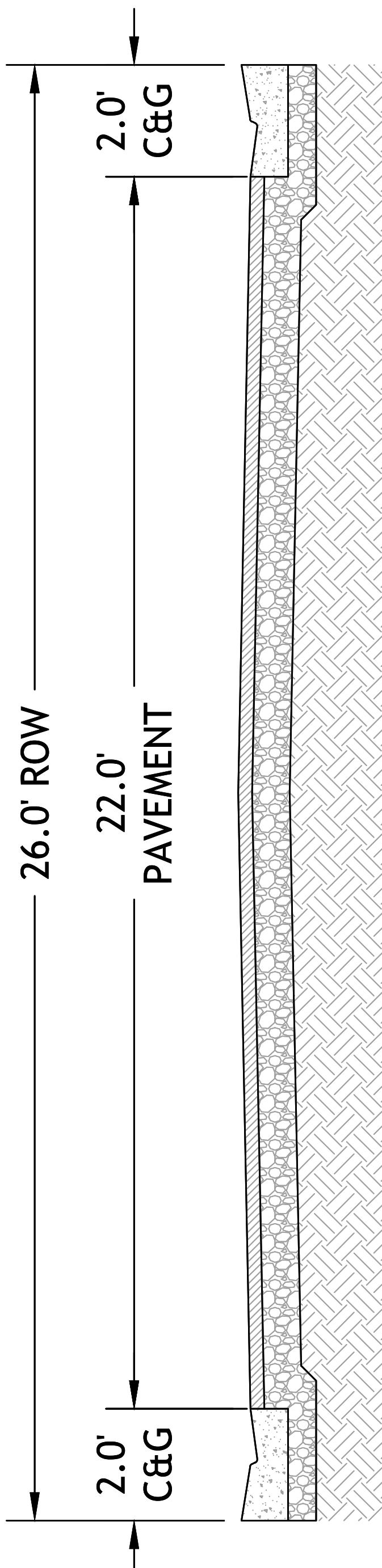
**50' ROW PUBLIC STREET**  
NOT TO SCALE

NOT TO SCALE



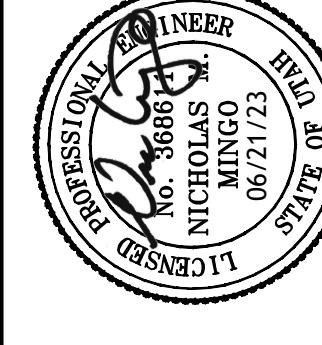
**42' ROW PUBLIC STREET**  
NOT TO SCALE

NOT TO SCALE



26' PRIVATE STREET  
NOT TO SCALE

NOT TO SCALE



# Mahogany Ridge

Street Sections

PROJECT:	KWW	
DRAWN BY:		NMM
REVIEWED BY:		
REVISIONS:		
No. DATE	REMARKS	
1 4/10/23	PC-Plan Ammendment	

---

DATE: June 21, 2023

**SHEET NUMBER:**



2815 East 3390 South, Salt Lake City, UT 84109  
(801) 305-4670 www.edmpartners.com

# MAHOGANY RIDGE

## MAGNA METRO TOWNSHIP

### 8230 WEST 4100 SOUTH

## COMMUNITY

## STRUCTURE PLAN

#### AS SURVEYED LEGAL DESCRIPTION

A PARCEL OF LAND BEING A PART OF THAT ENTIRE TRACT DESCRIBED IN THAT SPECIAL WARRANTY DEED RECORDED IN THE SALT LAKE COUNTY RECORDER, LOCATED IN THE SOUTHEAST QUARTER, SE 1/4 OF SECTION 32, TOWNSHIP 1 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, MAGNA METRO TOWNSHIP, COUNTY OF SALT LAKE, STATE OF UTAH. THE BOUNDARY OF SAID PARCEL OF LAND IS DESCRIBED AS FOLLOWS:

BEGINNING ON THE EASTERN RIGHT OF WAY OF A LINE OF 411 AT A POINT WHICH IS 589-32-14E, 141 FEET AND 100.00 FEET FROM THE POINT WHERE THE LINE OF 411 MEETS THE LINE OF 400 SOUTH STREET; THENCE GOING NORTHERLY, AND THENCE GOING EAST, A CHORD DISTANCE OF 109.94 FEET, A CHORD DIRECTION OF N44°46'27" W AND A CHORD DISTANCE OF 90.00 FEET; 31 NO 133°P 271.49 FEET; 41 NO 000°P 57.19 FEET; 51 NO 000°P 75.00 FEET; 61 NO 000°P 56.89 FEET; 71 NO 133°P 120.00 FEET; THENCE LEAVING SAID EASTERN RIGHT OF WAY TOWARD 1028.11 FEET; THENCE 513-023-111.5 FEET; THENCE 588-423-7E; TO THE BOUNDARY OF BURNING TOWER SUBDIVISION AS RECORDED AS ENTRY NO. 988773; THENCE ALONG SAID BOUNDARY THE FOLLOWING TWO COUSES: 1) 500-01507W 88.35 FEET; 2) 589-32-07-660.0 FEET; TO THE NORTHERLY RIGHT OF WAY, LINE OF 800 WEST STREET; THENCE ALONG SAID NORTHERLY RIGHT OF WAY LINE 500-01507W 86.50 FEET; TO THE NORTHERLY RIGHT OF WAY, LINE OF 400 SOUTH STREET; THENCE ALONG SAID NORTHERLY RIGHT OF WAY LINE 487.32 FEET; TO THE POINT OF BEGINNING.

CON ANS 78.49 ACRES IN AREA



APPLICANT:  
Ivory Development

978 East Woodbank Lane  
Salt Lake City, UT 84117  
801-747-7000

NOTES:

1. All sanitary sewer improvements shall conform with the standards and specifications of Magna Water.
2. All culinary water improvements shall conform with the standards and specifications of Magna Water.
3. All secondary water improvements shall conform with the standards and specifications of Magna Water.
4. All improvements in the public right of way shall conform with the standards and specifications of the Greater Salt Lake Municipal Service District.
5. All private improvements shall conform to APWA standards and specifications.
6. Contractor to field locate and verify the horizontal and vertical location of all utilities prior to beginning work.

#### SHEET INDEX

- O-1 TITLE SHEET
- O-2 LAND USE MAP
- O-3 OVERALL SITE PLAN
- O-4 PEDESTRIAN CIRCULATION PLAN
- O-5 OVERALL GRADING & UTILITY PLAN
- O-6 ROAD CROSS SECTIONS

8000 WEST STREET

TOTAL PROJECT  
AREA = 78.49 ACRES

CORDERO DRIVE

8400 WEST STREET



Mahogany Ridge

Title Sheet

PROJECT: KWW  
DRAWN BY: NMM  
REVIEWED BY: NMM  
REVISIONS: REMARKS:  
No. DATE: 1-4/10/23 CS Plan Amendment

BENCHMARK  
THE PROJECT BENCHMARK IS A 3' BRASS CAP AT THE INTERSECTION OF 4100 SOUTH STREET AND 8400 WEST STREET. ELEVATION = 4598.82

VICINITY MAP  
1" = 200'



DATE: June 21, 2023  
SHEET NUMBER: O-1







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SCALE: 1" = 100'  
0 50 100 200 300

APPLICANT:  
Ivory Development  
978 East Woodbank Lane  
Salt Lake City, UT 84117  
801-747-7000

**IVORYHOMES**  
Utah's Number One Homebuilder

NOTES:

1. All sanitary sewer improvements shall conform with the standards and specifications of Magna Water.
2. All culinary water improvements shall conform with the standards and specifications of Magna Water.
3. All secondary water improvements shall conform with the standards and specifications of Magna Water.
4. All improvements in the public right of way shall conform with the standards and specifications of the Greater Salt Lake Municipal Service District.
5. All private improvements shall conform to APWA standards and specifications.
6. Contractor to field locate and verify the horizontal and vertical location of all utilities prior to beginning work.



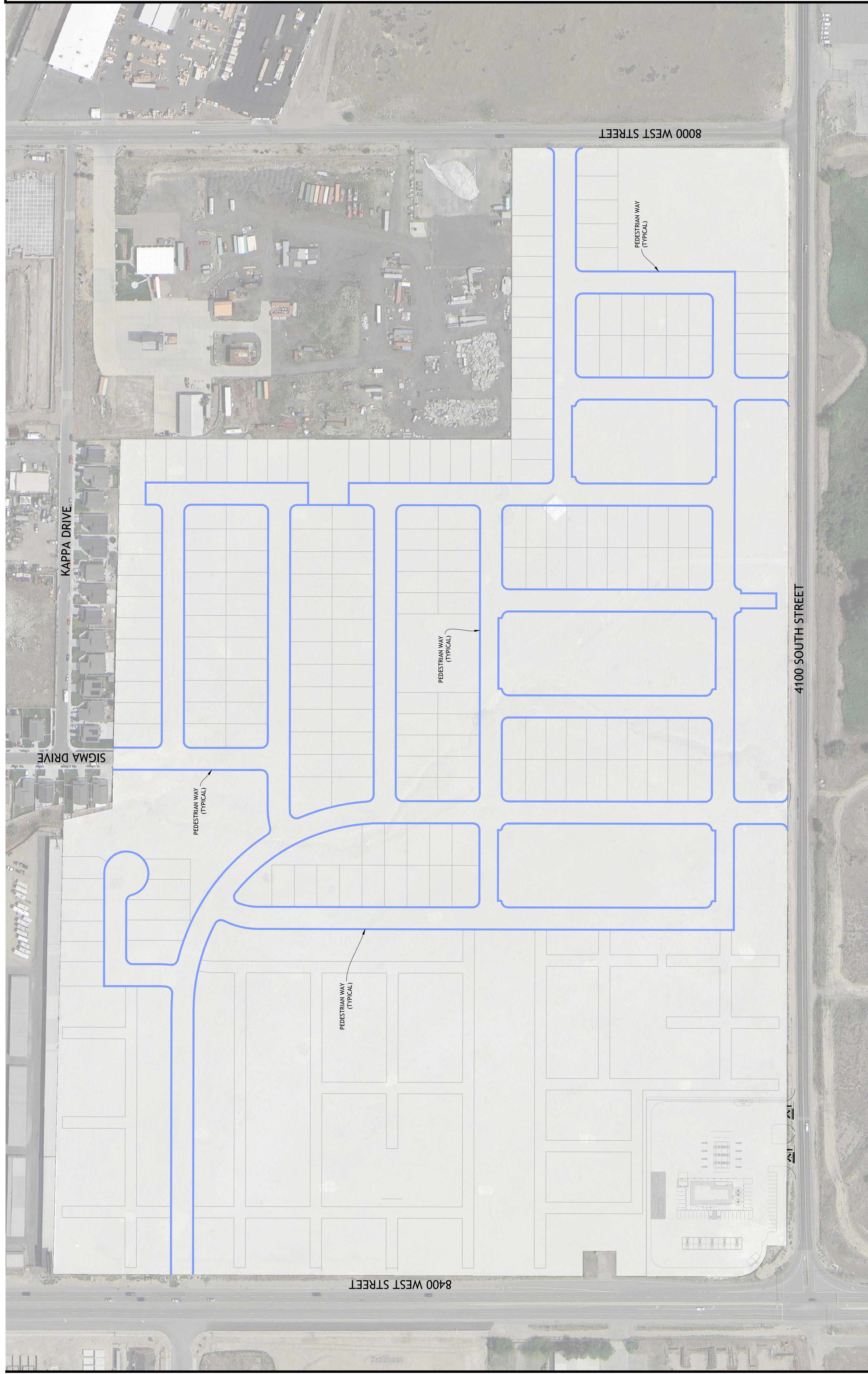
## Mahogany Ridge

### Pedestrian Circulation Plan

PROJECT: KWW  
DRAWN BY: NMM  
REVIEWED BY:  
REVISONS:  
No. DATE 1 4/10/23  
REMARKS: CS Plan Amendment

DATE: June 21, 2023

SHEET NUMBER: O-4





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SCALE: 1" = 100'  
0 50 100 200 300



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APPLICANT:  
Ivory Development  
978 East Woodbank Lane  
Salt Lake City, UT 84117  
801-747-7000

NOTES:  
1. All sanitary sewer improvements shall conform with the standards and specifications of Magna Water.  
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4. All improvements in the public right of way shall conform with the standards and specifications of the Greater Salt Lake Municipal Service District.  
5. All private improvements shall conform to APWA standards and specifications.  
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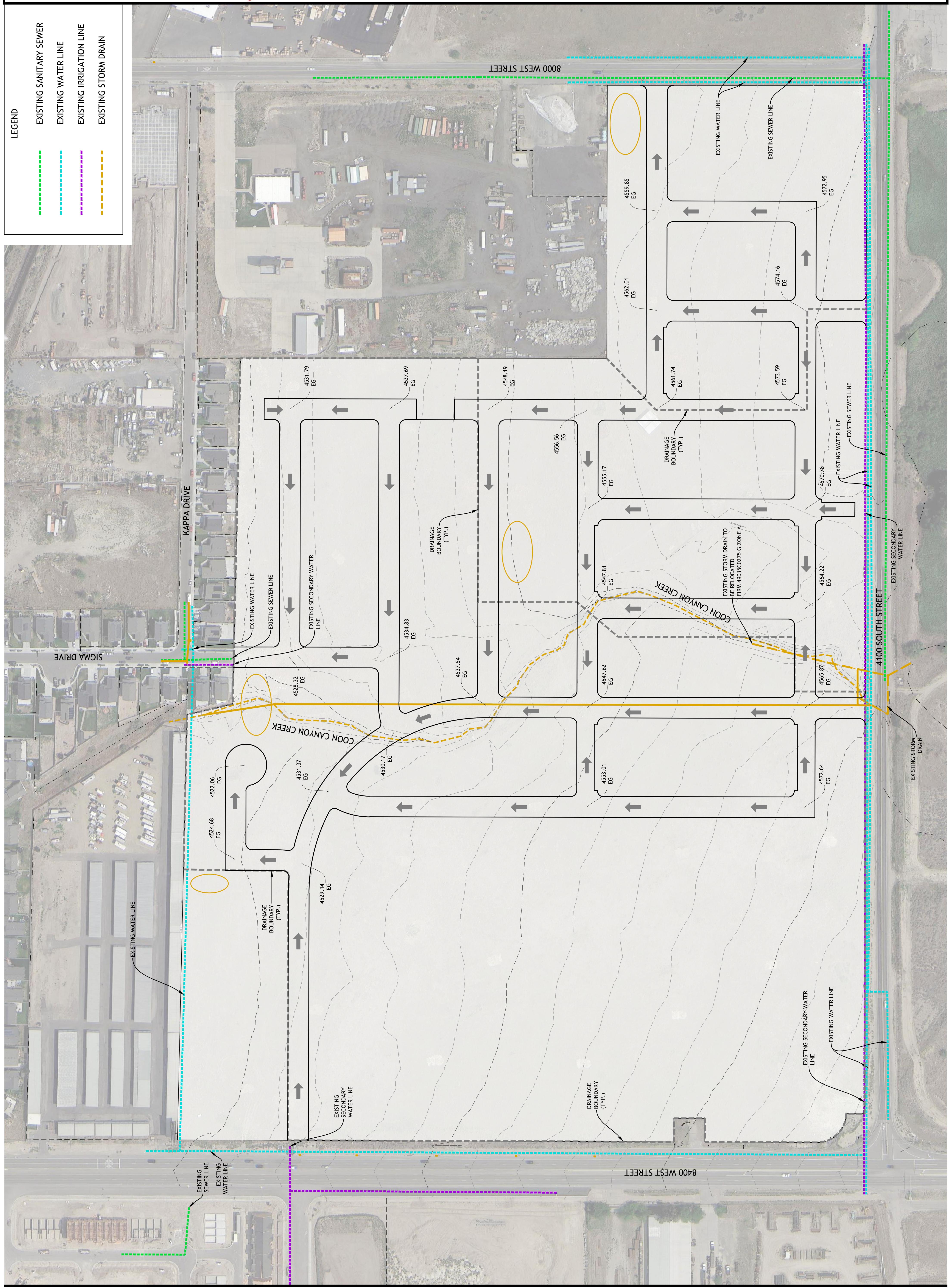
Mahogany Ridge

Overall Grading & Utility Plan

PROJECT: KWW  
DRAWN BY: NMM  
REVIEWED BY: MNG  
REVISIONS: 1  
No. DATE: 06/21/23  
REMARKS: CS Plan Amendment

DATE: June 21, 2023

SHEET NUMBER: O-5





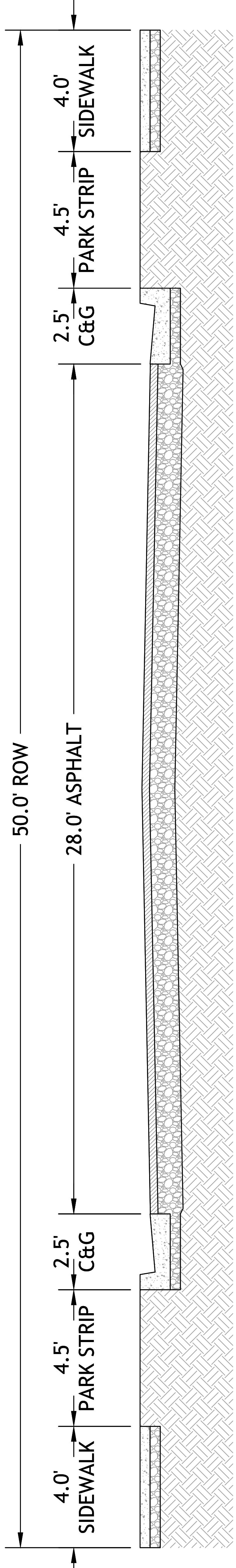
2815 East 3390 South, Salt Lake City, UT 84109  
(801) 305-4670 www.edmpartners.com

**IVORYHOMES**

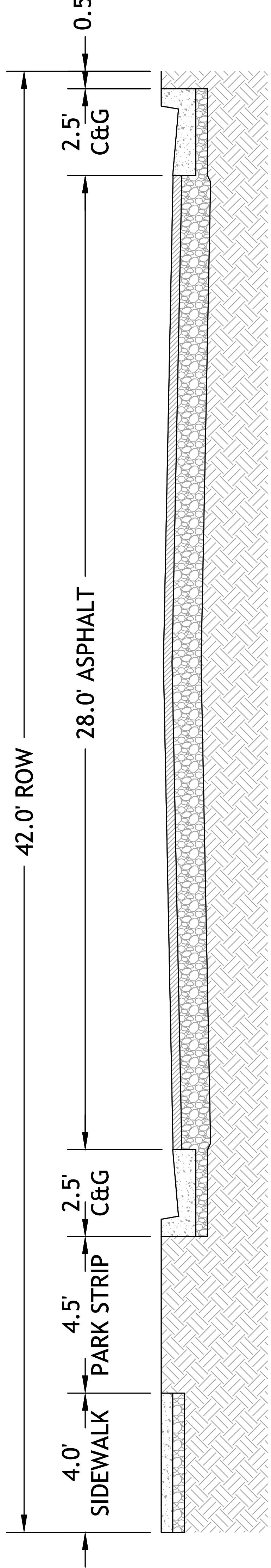
Utah's Number One Homebuilder

APPLICANT:  
Ivory Development  
978 East Woodbank Lane  
Salt Lake City, UT 84117  
801-747-7000

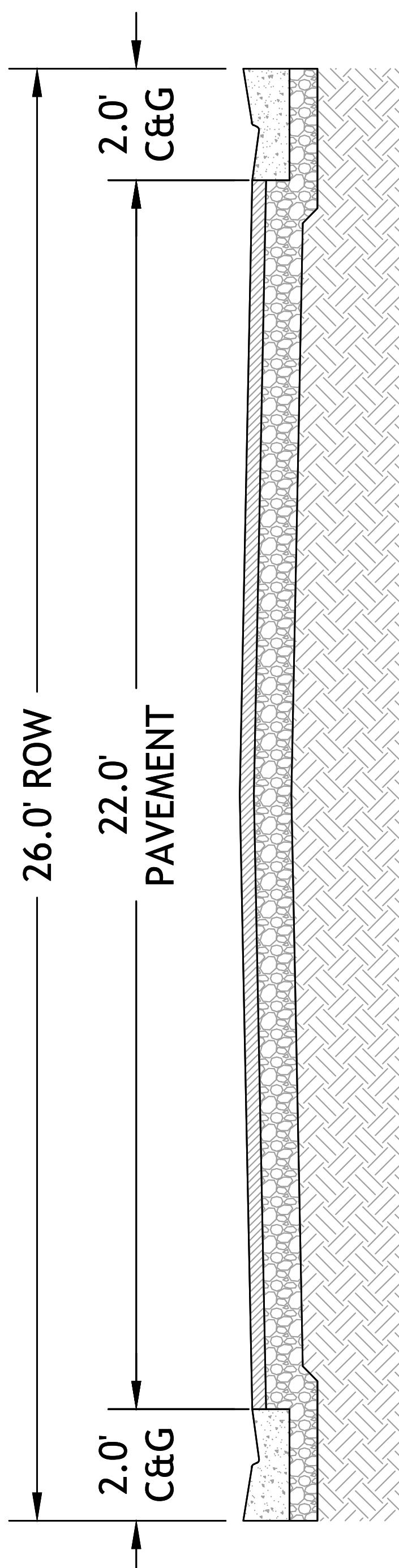
NOTES:  
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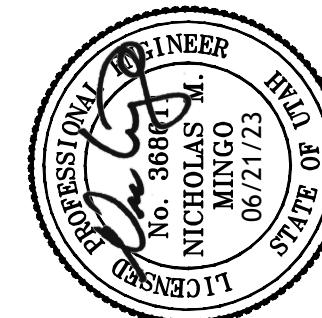
**50' ROW PUBLIC STREET**  
NOT TO SCALE



**42' ROW PUBLIC STREET**  
NOT TO SCALE



**26' PRIVATE STREET**  
NOT TO SCALE



**Mahogany Ridge**

Street Sections

PROJECT: KWW  
DRAWN BY: NMM  
REVIEWED BY: NMM  
REVISIONS: 1-4/10/23  
No. DATE CS Plan Amendment  
REMARKS: CS Plan Amendment

DATE: June 21, 2023  
SHEET NUMBER: O-6

## SECOND AMENDMENT TO MAHOGANY RIDGE DEVELOPMENT AGREEMENT

This Second Amendment to Mahogany Ridge Development Agreement (“**Amendment**”) is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2024 (“**Effective Date**”), by and between the Magna Metro Township (“**Magna**”) a Utah political subdivision, and the Developer, Ivory Development, LLC (“**Developer**”), a Utah limited liability company.

### RECITALS

**WHEREAS:** Magna enters into this Agreement pursuant to the powers granted by Utah Code Annotated § 10-9a-102(2), as amended.

**WHEREAS:** the parties entered into that certain Mahogany Ridge Development Agreement effective October 5, 2021 (the “**Development Agreement**”) under the Vested Laws as defined therein; and

**WHEREAS:** pursuant to Section 6.6 of the Development Agreement, the parties seek to amend the Development Agreement subject to the Vested Laws as defined therein except as expressly modified in this Amendment;

### AMENDMENT

NOW, THEREFORE, FOR GOOD AND VALUABLE CONSIDERATION, THE RECEIPT AND SUFFICIENCY OF WHICH IS HEREBY ACKNOWLEDGED, THE PARTIES AGREE AS FOLLOWS:

Section 6.21 is hereby added as follows:

**6.21 Commercial Uses.** Commercial uses that front arterial or collector streets may orient the buildings towards the residential lots, away from the street, to minimize impacts to residents. Pump islands may be oriented towards the street.

Section 6.22 is hereby added as follows:

**6.22 Driveways.** There shall be no minimum spacing required between residential driveways in the Mahogany Ridge Development.

**IN WITNESS WHEREOF**, the parties have executed this Amendment as of the day and year first above written:

**MAGNA**  
A Utah political subdivision

---

**MAYOR**

Attest:

---

Magna Clerk/Recorder

Approved as to Form:

---

Magna Attorney

State of Utah              )  
                                  ) ss.  
County of Salt Lake    )

On this \_\_\_\_\_ day of \_\_\_\_\_, 2024, appeared before me \_\_\_\_\_, personally known to me or identified on the basis of satisfactory evidence to be the Mayor of Magna, who acknowledged to me that he executed the foregoing instrument on behalf of Magna.

Witness my hand and official seal:

---

Notary Public

**IVORY DEVELOPMENT, LLC**  
Developer

---

Chris Gamvroulas, President

State of Utah        )  
                          ) ss.  
County of Salt Lake )

On        this        day    of       , 2024,    appeared    before    me  
\_\_\_\_\_, personally known to me or identified on the basis of satisfactory  
evidence to be the President of Ivory Development LLC, who acknowledged to me that he  
executed the foregoing instrument on behalf of Ivory Development LLC.

Witness my hand and official seal:

---

Notary Public





## Applicant Response to Magna's Proposed Amendments.

### **The signalization of Cordero Drive & 8400 West**

- On our currently adopted Mahogany Ridge Development Agreement there is a note on the Zone Plan map that states "Connection to Bacchus Hwy. aligned with adjacent Cordero Drive" I propose that callout to be amended to say "*Future signalized intersection at Cordero Drive and 8400 West. Funding and timing of signal to be determined by continued coordination with UDOT and Magna City. Signal to be reviewed and approved by UDOT.*"
- I'm not sure of UDOT's timing here, or anything they may have worked out with the city so I'm not 100% sure what note would be best to add here. I'm open to other suggestions though.

### **Trail requirement along 4100 South & 8400 West**

- I propose to identify trail locations and add callouts to our Zone Plan in the master development agreement showing the location of a sidepath along 4100 South and another sidepath along 8400 West. We would include a cross section of the trail showing that it's a 10' asphalt trail. We will need to add notes that UDOT approval and West Valley City Approval will be needed to allow for the trails and the right of way. If the boundary adjustment is approved between WVC and Magna, then WVC wouldn't need to approve anything related to the trails.

### **Fencing along the eastern boundary of the Mahogany Ridge Planned Community**

- The fencing is under construction now per the approved development agreement. This construction is needed because building permits have been approved in the subdivision and the fence needs to be completed first. The contractor is holding the fence up above grade about a foot and a half in many places. This will also help with the berthing that is required at the back of lots.

### **Reserving an area within the Maverik landscaping on the corner of 4100 South & 8400 West for a potential Magna City monument sign.**

- We will add a callout to the Zone Plan of the development agreement with a callout on the south west corner of the project. The callout will say, "Future Magna City Entry/Monument Sign location." We will add a note to the plan stating "Final location, design, and funding to be determined by Magna City" The note will serve to ensure that a location is reserved for the sign.

Jeff and Matt,

Per our discussion earlier this morning I have put together some information detailing how different pavement widths could be generally utilized and some of their limitations.

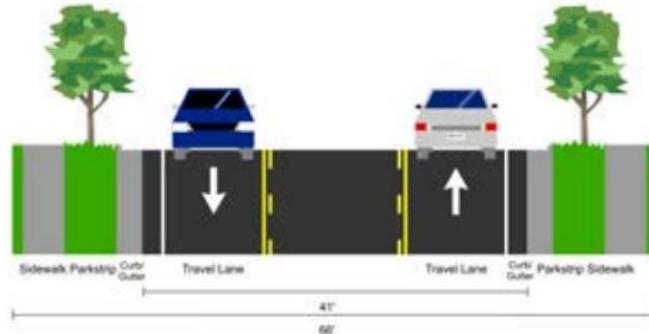
Firstly, I wanted to show a short section from the current Magna Transportation Master Plan (snipped below), I have highlighted a couple of sentences which provide some helpful context.

As stated in this morning's meeting, we are recommending that a 66' right-of-way width be required and the pavement width designations below assume those accompanying ordinance requirements.

### Collectors

Collector streets are designed to offer local traffic access to arterial streets but they are not designed for long distance travel. Collectors have less vehicle capacity than arterials, but more capacity than residential streets. These roads typically have no limitations to street or driveway access and facilitate slower speeds, generally 35 miles per hour or slower. There are two planned collectors in Magna between 7200 West and 8000 West, which are a UDOT frontage road south of S.R.201 and 2590 South/Canal Road. **There are also two planned collectors in the southwest corner of Magna to create Little Valley Access roads**, and a one small collector is planned for the extension of Craig Rocky Vince Lane. The drawing of the collector cross-section as shown in Figure 7-4 and includes a 66-foot right-of-way with 41 feet of pavement. Collectors may include a two or three lane cross-section. **The example shown in Figure 7-4 has a single 12-foot travel lane in each direction, a center turn lane, and 2-foot shoulders. Another design option is to remove the center turn lane and include shoulders wide enough to accommodate bike lanes and/or parking.**

Figure 7-4: Collector Cross-Section



Secondly, I have broken out three pavement widths below and what elements they can typically accommodate and some of their limitations.

#### Compliant (and Ordinance Required) 41' Pavement Width:

- Able to accommodate 2 **full twelve-foot** travel lanes, 1 **full thirteen-foot** center turn-lane (TWLHTL), and some shoulder (two feet each side) OR
- Able to accommodate 2 **full twelve-foot** travel lanes, 2 **buffered bike lanes**, and some shoulder (1/2 foot each side) OR
- Able to accommodate 2 **full twelve-foot** travel lanes, a **full center landscaped median**, and some shoulder (2.5 feet each side) OR
- Able to accommodate 2 **ten-foot travel** lanes and **parking on both sides** OR
- Able to accommodate 2 **ten-foot travel** lanes, 2 **non-buffered bike lanes**, and **parking on one side**

#### Non-Compliant 35' Pavement Width:

- Able to accommodate 2 **full twelve-foot** travel lanes, **parking on one side**, and some shoulder (one foot each side) OR
- Able to accommodate 2 **ten-foot travel** lanes, 1 **full thirteen-foot** center turn-lane (TWLHTL), and some shoulder (one foot each side) OR
- Able to accommodate 2 **ten-foot travel** lanes, a **full center landscaped median**, and some shoulder (1.5 feet each side) OR

- Able to accommodate 2 **ten-foot travel lanes**, 2 **buffered bike lanes** (5' + 2' buffer), and some shoulder (1/2 foot each side) OR
- Able to accommodate 2 **ten-foot travel lanes**, 2 **non-buffered bike lanes**, and some shoulder (2.5 feet each side) OR
- Able to accommodate 2 **ten-foot travel lanes**, 1 **non-buffered bike lane**, and **parking on one side**
- Cannot accommodate **parking on both sides**

**Non-Compliant 28' Pavement Width:**

- Able to accommodate 2 **full twelve-foot** travel lanes and some shoulder (two feet each side)
- Able to accommodate 2 **ten-foot travel lanes** and 1 **buffered bike lane** OR
- Able to accommodate 2 **ten-foot travel lanes** and some shoulder (four feet each side)
- Cannot accommodate **parking at all**
- Cannot accommodate **a center turn-lane nor any intersection turn-pockets**
- Cannot accommodate **two bike lanes**
- Cannot accommodate **a full center landscaped median**

Please let me know if this provides you the information you were seeking.

Thank you,



**Jefferson Thomson, PE**

Engineering Division  
Salt Lake County  
2001 S State N3-120  
Salt Lake City UT 84190  
(385) 468-6614

## MEMORANDUM

Date: April 12, 2024

To: Ivory Development

From: Hales Engineering

**Subject: Magna Mahogany Ridge TIS Addendum**



UT21-2041

This memorandum discusses the addendum to the traffic impact study completed for the Mahogany Ridge development in Magna, Utah. An updated site plan was provided, as shown in Appendix A. As part of the updated site plan, multiple proposed accesses were relocated and the size and number of residential and commercial units were slightly changed. Additionally, Cordero Drive is planned to be signalized, rather than restricted to right-in/right-out as assumed previously.

### Traffic Volumes

To validate the previously collected counts and trip generation for other developments in the area, new 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:

- 4100 South / 8400 West (S.R. 111)

The updated counts were performed on Thursday, March 14, 2024. The morning peak hour was determined to be between 7:00 and 8:00 a.m., and the evening peak hour was determined to be between 4:45 and 5:45 p.m. 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 S.R. 171 (ATR #355). In recent years, traffic volumes in March have been equal to approximately 103% of average traffic volumes. The observed traffic volumes from March were therefore not adjusted.

These new traffic counts were compared to previously collected counts to determine if traffic growth was approximately equal to expected traffic volumes with the partial construction of the Gateway to Little Valley development. It was determined that the new traffic counts were within expected traffic growth projections since the previous traffic counts collected in 2021. For this reason, the same traffic growth methodologies were applied to the original counts used in the original traffic impact study.

## Future (2032) Background Conditions

According to the Wasatch Front Regional Council (WFRC) Regional Transportation Plan, there are no projects planned before 2032 in the study area. However, as discussed in the original traffic impact study, the new high school and Gateway to Little Valley projects necessitate a new connection to 4100 South, as identified in the Gateway to Little Valley TIS. Additionally, a traffic signal has been planned at the Cordero Drive / 8400 West intersection with permissive/protected phasing for the left-turn lane on the northbound approach. These were assumed to have been constructed for the future (2032) conditions. Mitigation measures recommended in the future (2028) background conditions chapter of the traffic impact study were included in the analysis.

Hales Engineering obtained future (2032) forecasted volumes from the WFRC / Mountainland Association of Governments (MAG) 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. Projected volumes from the nearby Gateway to Little Valley development and the new high school were also added. Figure 1 shows the existing morning and evening peak hour volumes as well as intersection geometry at the study intersections.

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the peak hour in future (2032) background conditions, as shown in Table 1. Detailed LOS results are provided in Appendix C. These results serve as a baseline condition for the impact analysis of the proposed development for future (2032) conditions.

**Table 1: Future (2032) Background Peak Hour LOS**

Intersection		LOS (Sec. Delay / Veh.) / Movement <sup>1</sup>	
Description	Control	Morning Peak	Evening Peak
3500 South / 8400 West (S.R. 111)	Signal	C (34.4)	D (48.4)
3845 South / 8400 West (S.R. 111)	WB Stop	b (13.1) / WBR	a (9.7) / WBR
4100 South / 8400 West (S.R. 111)	Signal	B (13.8)	B (14.8)
8000 West / 4100 South	SB Stop	b (12.8) / SBL	b (12.9) / SBL
Kappa Drive / 8000 West	EB Stop	a (5.5) / EBL	a (5.7) / EBL
Kappa Drive / Sigma Drive	WB Stop	a (2.8) / WBR	a (4.2) / WBL
Cordero Drive / 8400 West (S.R. 111)	Signal	B (19.0)	B (14.1)

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, April 2024

**Magna - Mahogany Ridge TIS  
Future (2032) Background**

**Morning Peak Hour  
Figure 1A**



**Magna - Mahogany Ridge TIS  
Future (2032) Background**

**Evening Peak Hour  
Figure 1B**



Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the morning or evening peak hours. Detailed queuing results are provided in Appendix D.

No mitigations are recommended beyond those previously recommended in the traffic impact study.

### Project Conditions

The proposed development will continue to consist of residential townhome, single-family units, a gas station, and commercial/retail space. A floor area ratio (FAR) of 0.3 was assumed for the retail area, which is consistent with the original traffic impact study.

A concept plan for the proposed development is provided in Appendix A. The proposed changes to the land use for the development have been identified in Table 2.

**Table 2: Project Land Uses**

Land Use	Intensity	
	Previous	Updated
Single-family detached housing	310 Units	195 Units
Townhomes	485 Units	621 Units
Commercial / Retail	46,500 sq. ft.	30,200 sq. ft.
Convenience Store/Gas Station	5,500 sq. ft.	4,700 sq. ft.

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11<sup>th</sup> Edition, 2021. Trip generation for the proposed project is included in Table 3.

Pass-by reductions were made to the gas station based on ITE rates as gas stations are frequently an intermediate destination between a trip start and end. A reduction of 70 percent was applied, which was rounded down from the ITE rate. No pass-by reduction was assumed for the retail use due to the relatively low traffic volumes on 4100 South.

The total new trip generation for the development is as follows (with the previous traffic impact study numbers in parentheses):

- Daily Trips: 9,468 (10,674)
- Morning Peak Hour Trips: 568 (607)
- Evening Peak Hour Trips: 784 (898)

**Table 3: Trip Generation**

Land Use <sup>1</sup>	# of Units	Unit Type	Trip Generation				Reductions		New Trips		
			Total	% In	% Out	Pass-by	In	Out	Total		
<b>Weekday Daily</b>											
Single-Family Detached Housing (210)	195	DU	1,866	50%	50%	0%	933	933	1,866		
Single-Family Attached Housing (215)	621	DU	4,682	50%	50%	0%	2,341	2,341	4,682		
Shopping Plaza, 40-150k, non-Supermarket Anchor (821)	30.2	KSF	2,040	50%	50%	0%	1,020	1,020	2,040		
Convenience Store/Gas Station, 9-15 pumps (945)	4.7	KSF	2,934	50%	50%	70%	440	440	880		
			<b>TOTAL</b>		<b>11,522</b>				<b>4,734</b>	<b>4,734</b>	<b>9,468</b>
<b>AM Peak Hour</b>											
Single-Family Detached Housing (210)	195	DU	138	26%	74%	0%	36	102	138		
Single-Family Attached Housing (215)	621	DU	318	31%	69%	0%	99	219	318		
Shopping Plaza, 40-150k, non-Supermarket Anchor (821)	30.2	KSF	54	62%	38%	0%	33	21	54		
Convenience Store/Gas Station, 9-15 pumps (945)	4.7	KSF	192	50%	50%	70%	29	29	58		
			<b>TOTAL</b>		<b>702</b>				<b>197</b>	<b>371</b>	<b>568</b>
<b>PM Peak Hour</b>											
Single-Family Detached Housing (210)	195	DU	188	63%	37%	0%	118	70	188		
Single-Family Attached Housing (215)	621	DU	370	57%	43%	0%	211	159	370		
Shopping Plaza, 40-150k, non-Supermarket Anchor (821)	30.2	KSF	158	49%	51%	0%	77	81	158		
Convenience Store/Gas Station, 9-15 pumps (945)	4.7	KSF	228	50%	50%	70%	34	34	68		
			<b>TOTAL</b>		<b>944</b>				<b>440</b>	<b>344</b>	<b>784</b>

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

SOURCE: Hales Engineering, March 2024

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 peak hour is shown in Table 4.

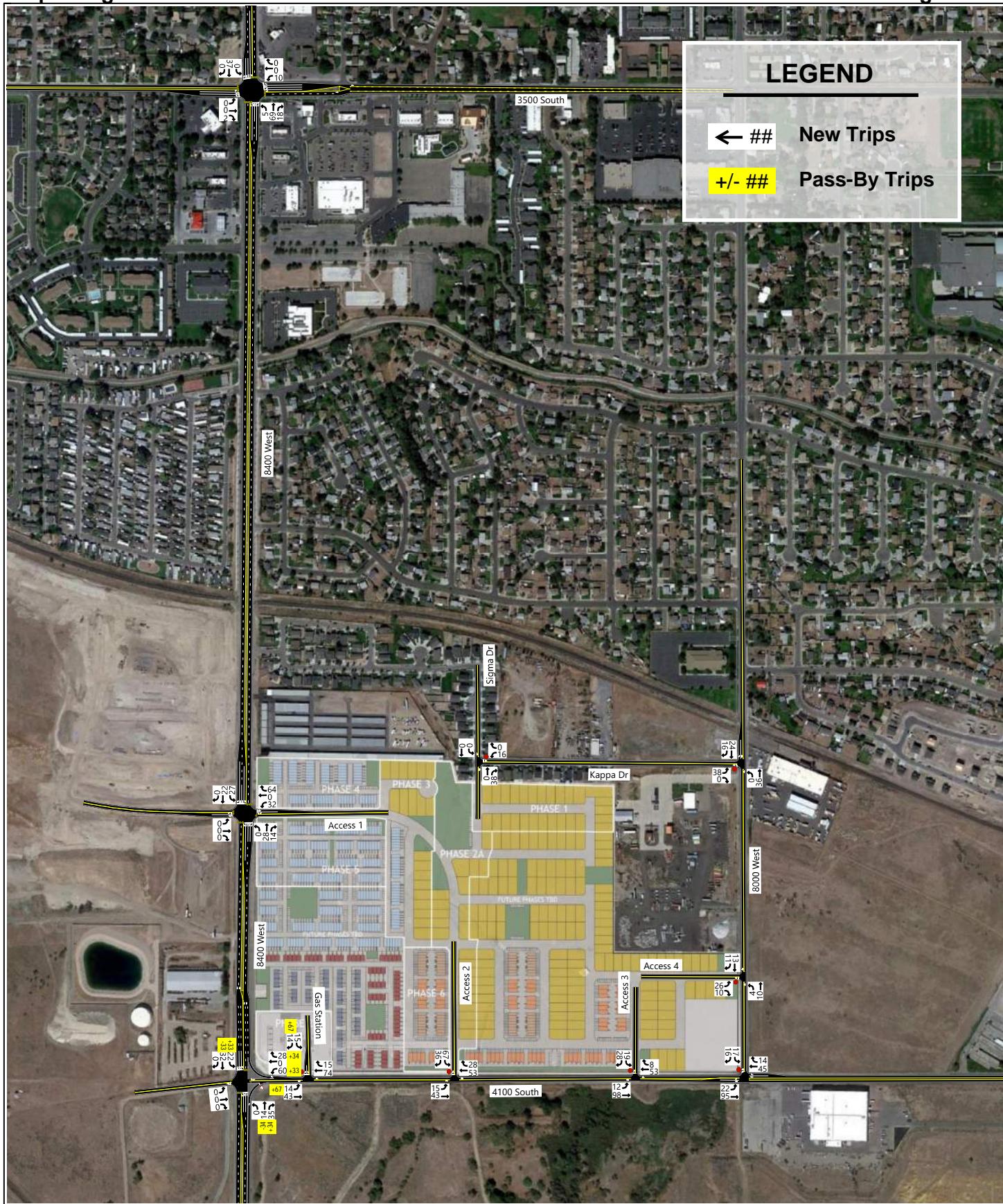
**Table 4: Trip Distribution**

Direction	% To/From Project
North (8000 West)	20%
North (8400 West)	25%
South	25%
East	30%

A 50 percent north / 50 percent south pass-by distribution was assumed from trips already on 8400 West (S.R. 111). These trip distribution assumptions were used to assign the morning and peak hour generated traffic at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 2.

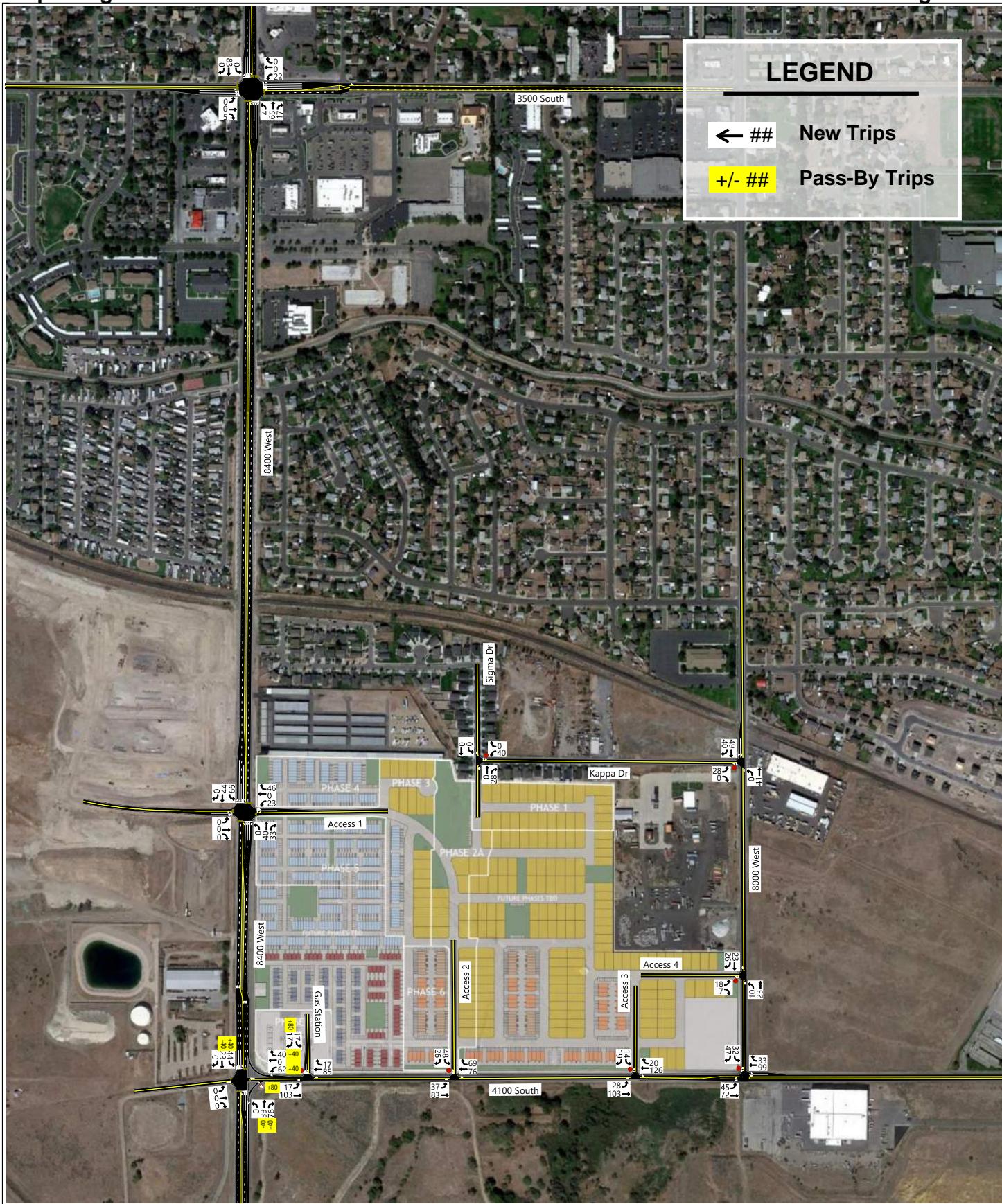
**Magna - Mahogany Ridge TIS  
Trip Assignment - Full Build**

**Morning Peak Hour  
Figure 2A**



**Magna - Mahogany Ridge TIS  
Trip Assignment - Full Build**

**Evening Peak Hour  
Figure 2B**



The proposed changes to the accesses for the site are as follows:

8400 West (S.R. 111):

- Access 1 (Cordero Drive) will be located directly across from the Cordero Drive / 8400 West (S.R. 111) intersection. It will access the project on the east side of 8400 West (S.R. 111). It is anticipated that the access will be signal-controlled. With the construction of Access 1, the 3854 South connection to 8400 West is anticipated to be closed and all existing traffic volumes utilizing the intersection will be rerouted to Access 1.

4100 South:

- The gas station is proposed to have two accesses to 4100 South. The furthest west of the accesses will be located approximately 250 feet east of the 4100 South / 8400 West (S.R. 111) intersection with the second access approximately 50 feet further east of that access. Both accesses are anticipated to be located to the north of 4100 South and will be stop-controlled. Due to the proximity of the gas station accesses, they were assumed as a single access location for the analysis. A queuing exhibit has been provided in Appendix E to illustrate that the 2040 95<sup>th</sup> percentile queues from the 4100 South / 8400 West (S.R. 111) intersection are not anticipated to block the gas station accesses during the peak hours in typical conditions. It is possible that queues may occasionally extend past the accesses. In this case, drivers will reroute.
- Access 2 will be located approximately 1,050 feet east of the 4100 South / 8400 West (S.R. 111) intersection. It will access the project on the north side of 4100 South. It is anticipated that the access will be stop-controlled.
- Access 3 will be located approximately 550 feet west of the 8000 West / 4100 South intersection. It will access the project on the north side of 4100 South. It is anticipated that the access will be stop-controlled.

8000 West:

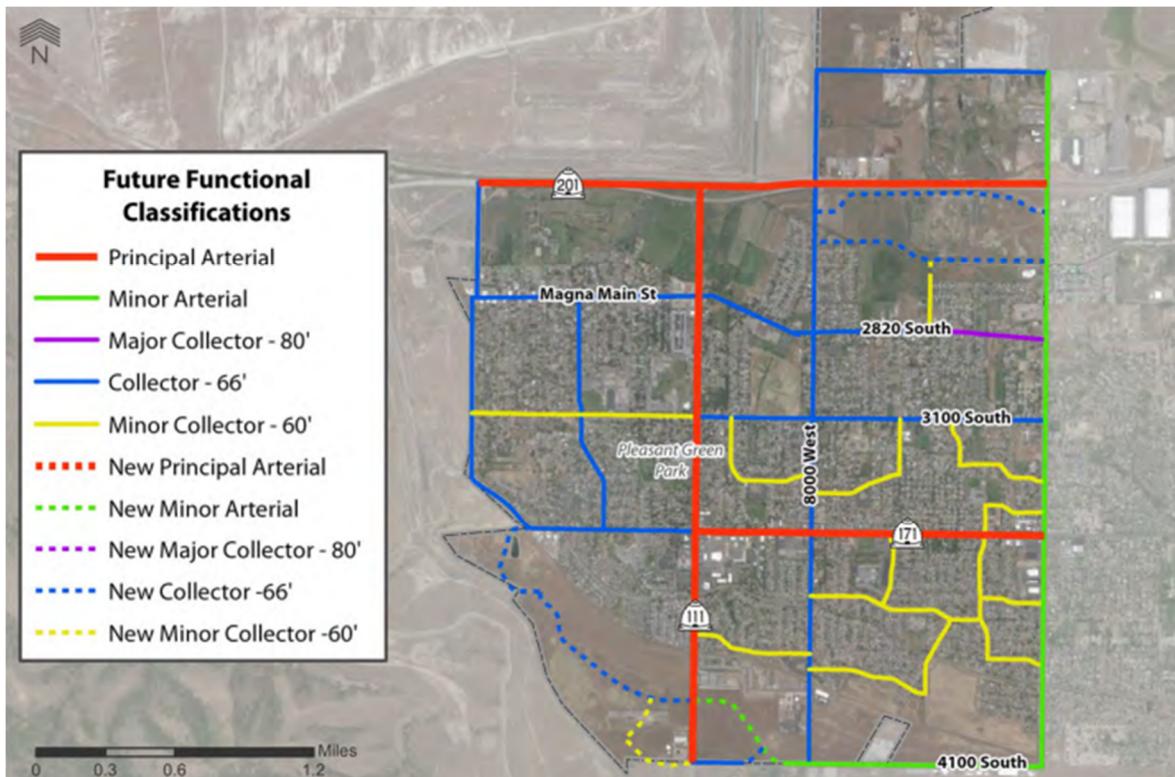
- Access 4 will be located approximately 500 feet north of the 8000 West / 4100 South intersection. It will access the project on the west side of 8000 West. It is anticipated that the access will be stop-controlled.

Sigma Drive:

- It is anticipated that the project will tie directly into the south terminus of Sigma Drive.

Additionally, the access locations at the commercial parcel at the southeast corner of the development are unknown. To be conservative, access was assumed only via 8000 West.

According to the Magna Master Transportation Plan (2020), the original plan was to reroute 4100 South to the north and tie in approximately where Cordero Drive is located. This roadway was classified as a future minor arterial. These plans are shown in Figure 3. However, due to the proposed Mahogany Ridge project, it is not expected that this realignment will occur. An ADT of 2,500 is estimated at either end of Cordero Drive through the project with approximately 1,000 ADT in the center portion as traffic peels off onto the side streets. Typically, local roads are able to accommodate up to 4,500 ADT. Separate egress left-turn pockets could be considered at either end of Cordero Drive.



**Figure 3: Magna Master Transportation Plan - Future Functional Classifications**

UDOT Administrative Rule R930-6 outlines minimum turn volumes (measured in vehicles per hour) to warrant auxiliary lanes. It is anticipated that auxiliary lanes are required for Access 1, as shown in Table 5.

**Table 5: Auxiliary Lane Summary – Access 1 / 8400 West (S.R. 111)**

Auxiliary Lane Type	Minimum Requirement	Measure	Met?
Right turn	Deceleration (NB-to-EB)	10 vph	33 vph
	Acceleration (WB-to-NB)	10 vph	46 vph

While UDOT thresholds are met for an acceleration lane, since this intersection is a planned signal location, an acceleration lane is not recommended.

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 non-state roadways in the study area. Based on these guidelines and the anticipated project traffic, it is recommended that the following deceleration (ingress) lanes be installed:

- Access 2 / 4100 South: Eastbound left-turn and westbound right-turn
- Access 3 / 4100 South: Eastbound left-turn
- Gas Station Access / 4100 South: Eastbound left-turn

## Future (2032) Plus Project Conditions

Hales Engineering added the project trips discussed in the project conditions section to the future (2032) background traffic volumes to predict turning movement volumes for future (2032) plus project conditions. Future (2032) plus project morning and evening peak hour turning movement volumes are shown in Figure 4.

Hales Engineering determined that the 3500 South / 8400 West (S.R. 111) intersection is anticipated to operate at a poor level of service during the evening peak hour in future (2032) plus project conditions, as shown in Table 6.

**Table 6: Future (2032) Plus Project Peak Hour LOS**

Intersection		LOS (Sec. Delay / Veh.) / Movement <sup>1</sup>	
Description	Control	Morning Peak	Evening Peak
3500 South / 8400 West (S.R. 111)	Signal	D (38.6)	E (60.6)
4100 South / 8400 West (S.R. 111)	Signal	B (16.2)	B (18.7)
8000 West / 4100 South	SB Stop	c (19.1) / SBL	c (22.2) / SBL
Kappa Drive / 8000 West	EB Stop	a (6.2) / EBL	a (7.4) / EBL
Kappa Drive / Sigma Drive	WB Stop	a (4.2) / WBL	a (4.5) / WBL
Cordero Drive / 8400 West (S.R. 111)	Signal	C (22.4)	B (19.4)
Gas Station Access / 4100 South	SB Stop	b (13.4) / SBL	c (15.9) / SBL
Access 2 / 4100 South	SB Stop	b (10.9) / SBL	b (12.3) / SBL
Access 3 / 4100 South	SB Stop	b (10.3) / SBL	b (10.6) / SBL
Access 4 / 8000 West	EB Stop	a (5.8) / EBL	a (5.8) / EBL

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, April 2024

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Significant 95<sup>th</sup> percentile queue lengths of 925 feet are anticipated on the northbound approach of the 3500 South / 8400 West intersection during the evening peak hour.

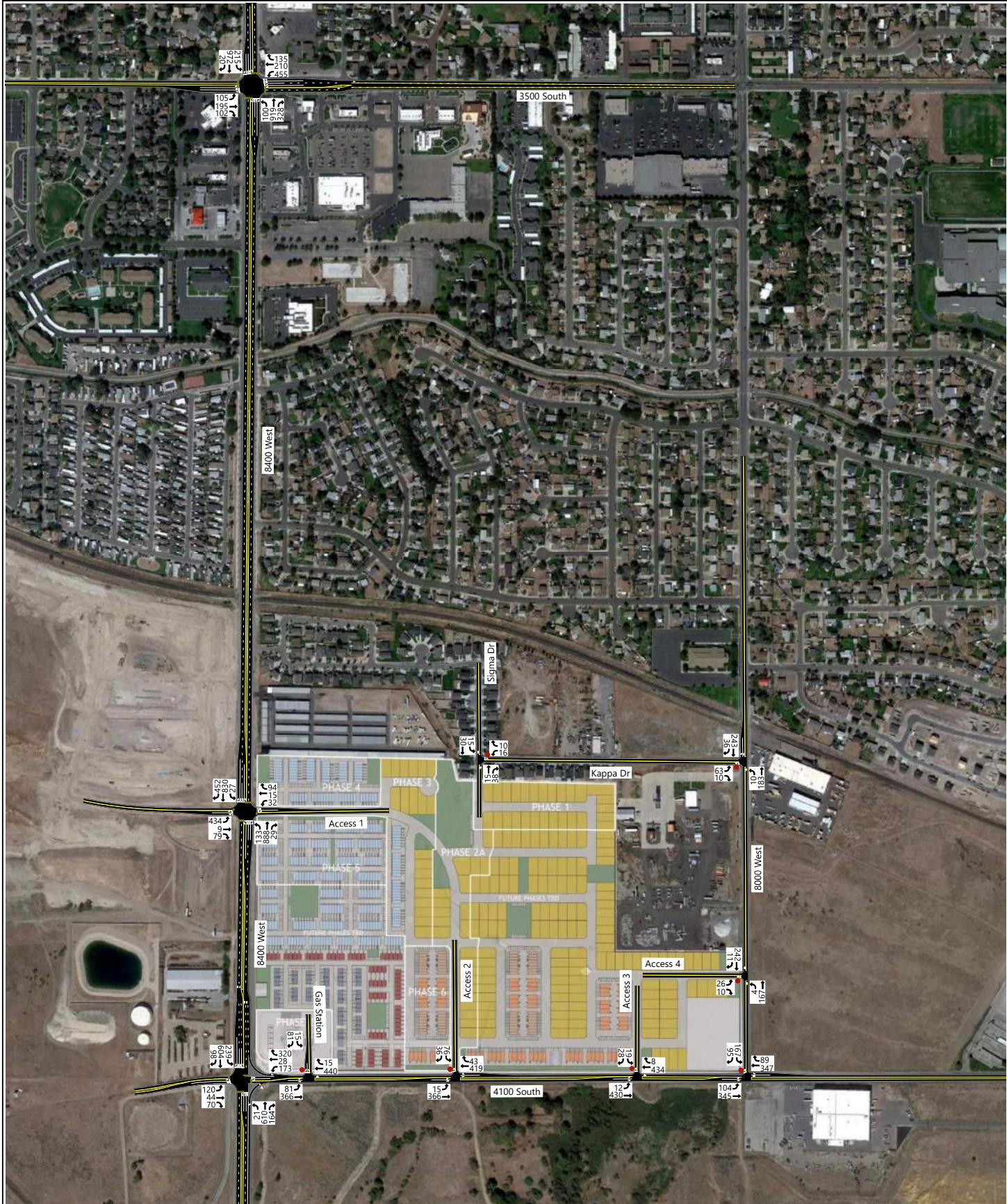
It may need to be considered to widen 8400 West to a seven lane cross-section to get more north-south traffic through the intersection. However, there are future potential roadways planned in the area that may draw traffic off of 8400 West, which may also reduce the traffic volumes and queuing at the intersection. These roadways include the eventual Mountain View Corridor Freeway to the east of the development and the Oquirrh View Boulevard to the west of the development. No mitigation measures are recommended in the interim.

## **Magna - Mahogany Ridge TIS Future (2032) Plus Project**

## **Morning Peak Hour**

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### **Figure 4A**

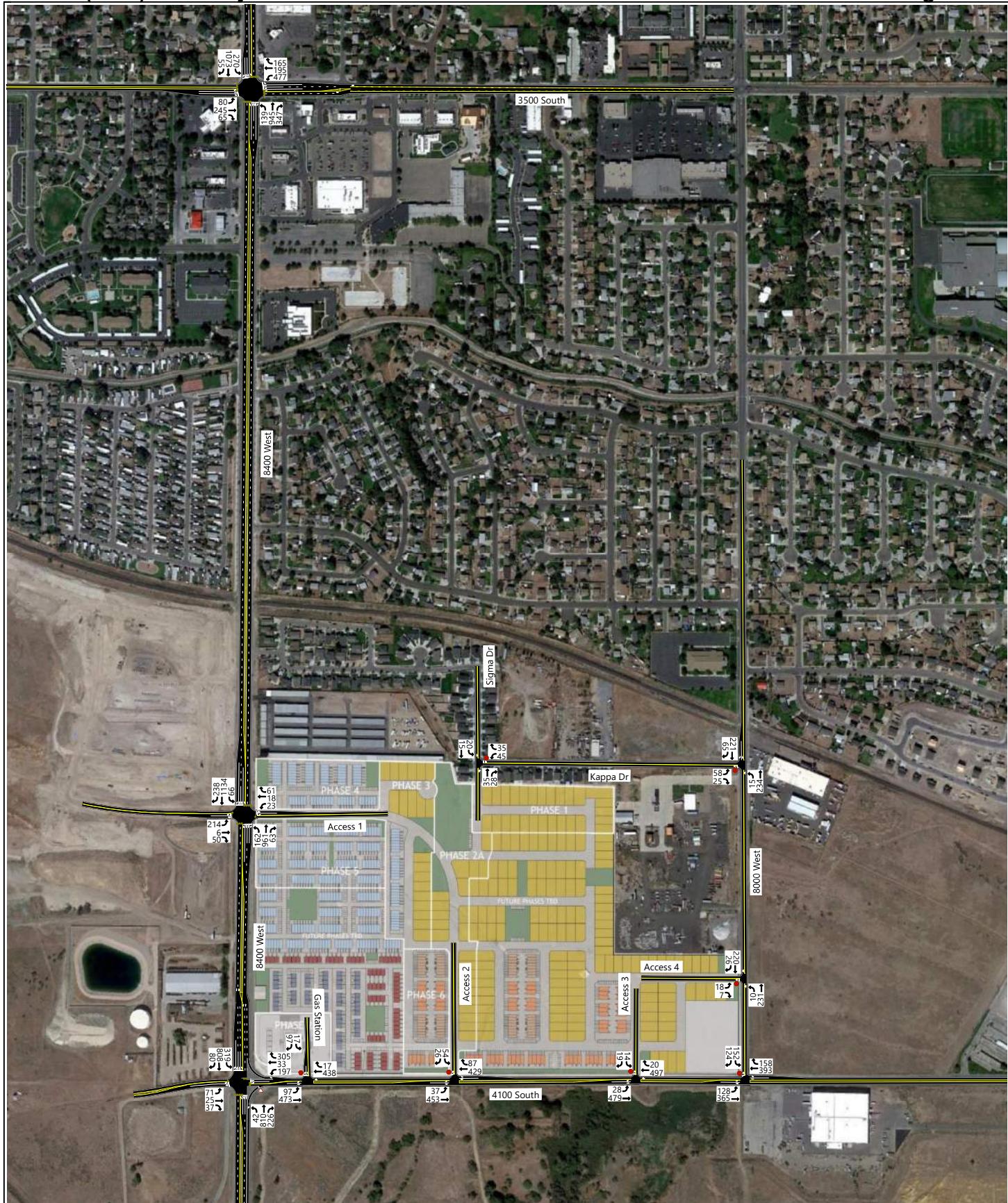


**Hales Engineering  
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03/29/2024

## **Magna - Mahogany Ridge TIS Future (2032) Plus Project**

## Evening Peak Hour Figure 4B



**Hales Engineering  
1220 North 500 West Ste 202, Lehi, UT, 84043**

**801.766.4343**  
**03/29/2024**

## Future (2040) Background Conditions

According to the Wasatch Front Regional Council (WFRC) Regional Transportation Plan, there are no projects planned before 2040 in the study area. Therefore, no changes were made to the roadway network for the future (2040) analysis.

Hales Engineering obtained future (2040) forecasted volumes from the WFRC / MAG 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. Projected volumes from the nearby Gateway to Little Valley development and the new high school were also added. Future (2040) background peak hour turning movement volumes are shown in Figure 5.

Hales Engineering determined that the 3500 South / 8400 West (S.R. 111) intersection is anticipated to operate at a poor level of service during the evening peak hour in future (2040) background conditions, as shown in Table 7. These results serve as a baseline condition for the impact analysis of the proposed development for future (2040) conditions.

**Table 7: Future (2040) Background Peak Hour LOS**

Intersection		LOS (Sec. Delay / Veh.) / Movement <sup>1</sup>	
Description	Control	Morning Peak	Evening Peak
3500 South / 8400 West (S.R. 111)	Signal	D (42.3)	E (79.7)
3845 South / 8400 West (S.R. 111)	WB Stop	b (14.5) / WBR	b (12.2) / WBR
4100 South / 8400 West (S.R. 111)	Signal	B (14.5)	B (15.8)
8000 West / 4100 South	SB Stop	b (14.6) / SBL	b (13.4) / SBL
Kappa Drive / 8000 West	EB Stop	a (5.6) / EBL	a (5.6) / EBL
Kappa Drive / Sigma Drive	WB Stop	a (3.2) / WBR	a (4.4) / WBL
Cordero Drive / 8400 West (S.R. 111)	Signal	B (19.9)	B (15.2)

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

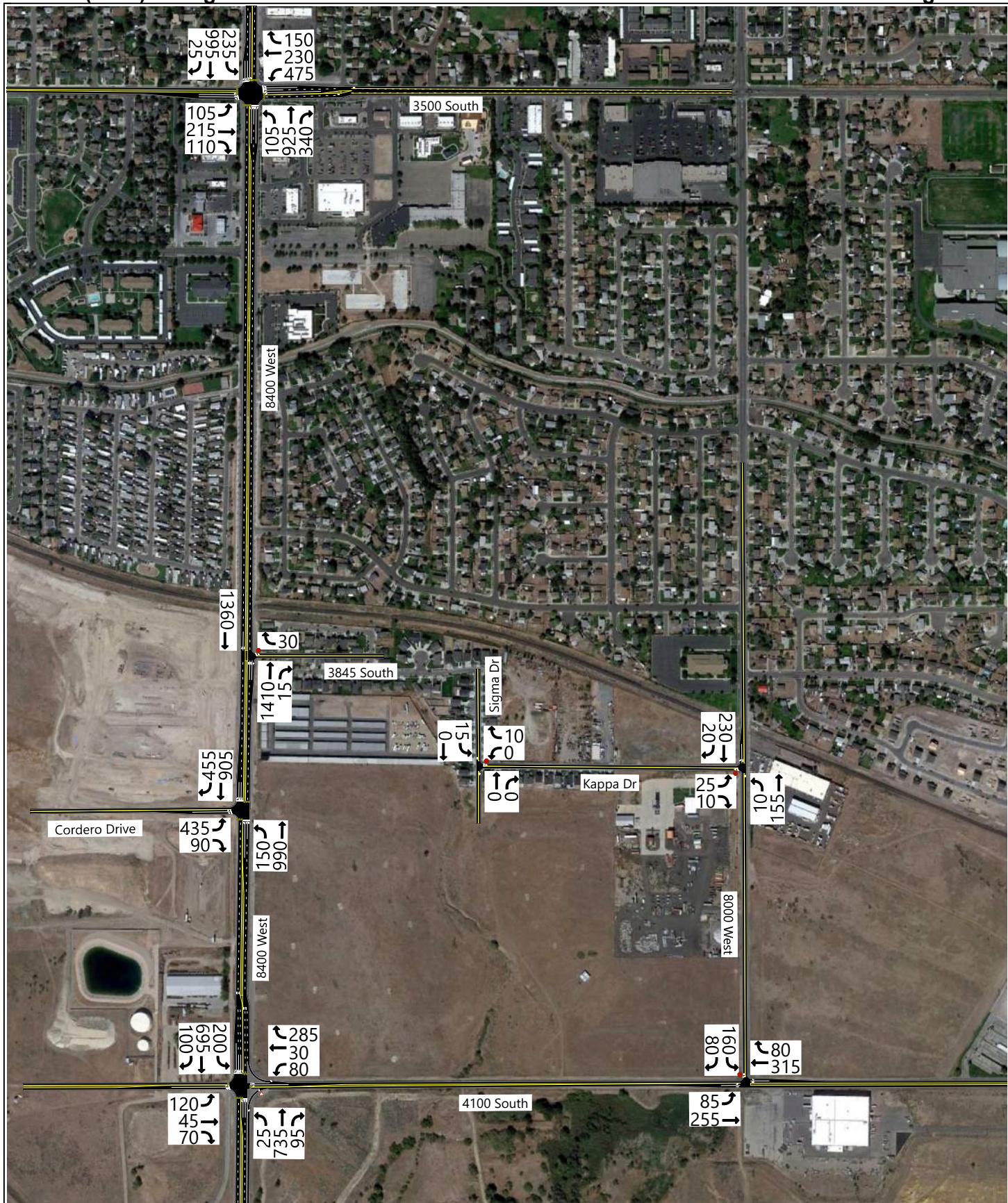
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2024

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Significant 95<sup>th</sup> percentile queue lengths of over 1,000 feet are anticipated on the northbound approach of the 3500 South / 8400 West intersection during the evening peak hour.

**Magna - Mahogany Ridge TIS  
Future (2040) Background**

**Morning Peak Hour  
Figure 5A**



**Magna - Mahogany Ridge TIS  
Future (2040) Background**

**Evening Peak Hour  
Figure 5B**



## Future (2040) Plus Project Conditions

Hales Engineering added the project trips discussed in the project conditions section to the future (2040) background traffic volumes to predict turning movement volumes for future (2040) plus project conditions. Future (2040) plus project peak hour turning movement volumes are shown in Figure 6.

Mitigations recommended within the traffic impact study were assumed for the updated analysis. These include separate right- and left turn lanes on the southbound approach of the 8000 West / 4100 South intersection.

Hales Engineering determined that the 3500 South / 8400 West (S.R. 111) intersection is anticipated to operate at a poor level of service during the evening peak hour in future (2040) plus project conditions, as shown in Table 8.

**Table 8: Future (2040) Plus Project Peak Hour LOS**

Intersection		LOS (Sec. Delay / Veh.) / Movement <sup>1</sup>	
Description	Control	Morning Peak	Evening Peak
3500 South / 8400 West (S.R. 111)	Signal	D (43.6)	E (66.1)
4100 South / 8400 West (S.R. 111)	Signal	B (17.2)	C (21.0)
8000 West / 4100 South	SB Stop	c (17.7) / SBL	c (21.7) / SBL
Kappa Drive / 8000 West	EB Stop	a (6.1) / EBL	a (6.8) / EBL
Kappa Drive / Sigma Drive	WB Stop	a (4.5) / WBL	a (4.9) / WBL
Cordero Drive / 8400 West (S.R. 111)	Signal	C (24.1)	C (20.4)
Gas Station Access / 4100 South	SB Stop	b (13.9) / SBL	c (15.2) / SBL
Access 2 / 4100 South	SB Stop	b (11.8) / SBL	b (12.1) / SBL
Access 3 / 4100 South	SB Stop	b (11.3) / SBL	b (11.5) / SBL
Access 4 / 8000 West	EB Stop	a (5.7) / EBL	a (6.0) / EBL

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, April 2024

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Significant 95<sup>th</sup> percentile queue lengths of over 1,000 feet are anticipated on the northbound approach of the 3500 South / 8400 West intersection during the evening peak hour.

## **Magna - Mahogany Ridge TIS Future (2040) Plus Project**

## **Morning Peak Hour Figure 6A**



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**Magna - Mahogany Ridge TIS  
Future (2040) Plus Project**

**Evening Peak Hour  
Figure 6B**



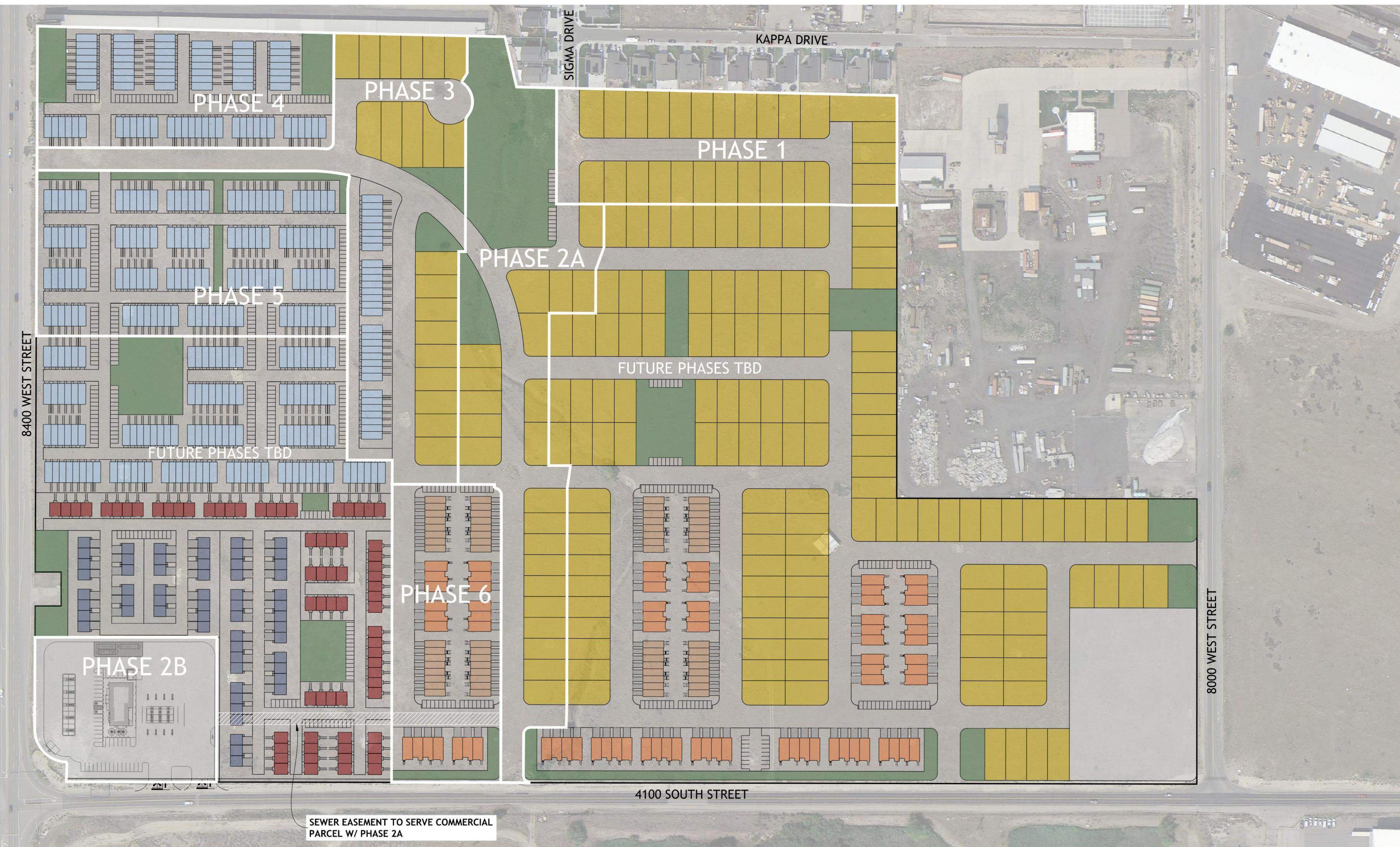
## Conclusions and Recommendations

Based on the analysis completed in this addendum to the traffic impact study, the following conclusions were made:

- The number of residential units and commercial space result in a slightly lower anticipated trip generation than those in the original traffic impact study
- Access 1 is planned to be realigned across from Cordero Drive and the intersection with 8400 West is planned to be signalized.
  - As part of that signalization, the 3845 South / 8400 West intersection is planned to be closed and vehicles were rerouted to Access 1
- The Magna Master Transportation Plan (2020) has 4100 South realigning approximately along where the planned Cordero Drive cuts through the project and classified as a minor arterial.
  - Cordero Drive is anticipated to carry an ADT of approximately 2,500 vehicles at the edges and 1,000 near the center of the development. The typical maximum for a local road is approximately 4,500 ADT.
  - Separate left-turn pockets could be considered at either end of Cordero Drive.
- There are no additional mitigations other than those provided in the original traffic impact study.
  - All recommended mitigations in the original traffic impact study were still found to be needed to maintain acceptable LOS at the study intersections.

# APPENDIX A

## Site Plan



2815 East 3300 South, Salt Lake City, UT 84109  
(801) 305-4670 [www.edmpartners.com](http://www.edmpartners.com)

2815 East 3300 South, Salt Lake City, UT 84109  
(801) 305-4670 [www.edmpartners.com](http://www.edmpartners.com)



SCALE: 1" = 100'

50 100 200 300

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**ELOPER:**

Development  
East Woodoak Lane  
Lake City, UT 84117  
47-7000



## Utah's Number One Homebuilder

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**DISCLAIMER:**  
ARTIST RENDERING ONLY. PLAN MAY BE ALTERED OR  
CHANGED AT ANY TIME. IT IS FURNISHED MERELY AS  
A CONVENIENCE TO AID YOU IN LOCATING THE LAND  
INDICATED HEREON WITH REFERENCES TO STREETS  
AND OTHER LAND. NO LIABILITY IS ASSUMED BY  
REASON OF ANY RELIANCE HEREON.

## Mahogany Ridge

## Overall Phasing Plan

	COTTAGE LOTS	NEW TOWN LOT	PACIFIC TOWN LOT	TROLLY TOWN LOT	ZIPPER TOWN LOT	COMMERCIAL AREA (AC)	TOTAL	AREA (AC)	DENSITY (DU/AC)
PHASE 1	27	0	0	0	0	0	27	4.26	6.34
PHASE 2A	22	0	0	0	0	0	22	6.77	3.25
PHASE 2B	0	0	0	0	0	2.82	0	2.82	0.00
PHASE 3	20	0	0	0	31	0	51	6.58	7.75
PHASE 4	0	0	0	0	77	0	77	3.89	19.77
PHASE 5	0	0	0	0	126	0	126	5.71	22.06
PHASE 6	0	32	19	0	0	0	51	3.61	14.14
Total	69	0	0	0	234	0	303	33.64	9.01

**PROJECT:** \_\_\_\_\_  
**DRAWN BY:** \_\_\_\_\_ **NMM**  
**REVIEWED BY:** \_\_\_\_\_ **PMD**  
**REVISIONS:** \_\_\_\_\_  
**No.** **DATE** **REMARKS**

## NOVEMBER 2010

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**DATE:** 2023-01-01 **TIME:** 10:00 AM **PERIOD:** 10:00 AM - 12:00 PM

November 30, 2023

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**SHEET NUMBER:**

STREET NUMBER:

• 100 •

NUMBER:  
**0-1**

# APPENDIX B

## Turning Movement Counts

Intersection Turning Movement Summary

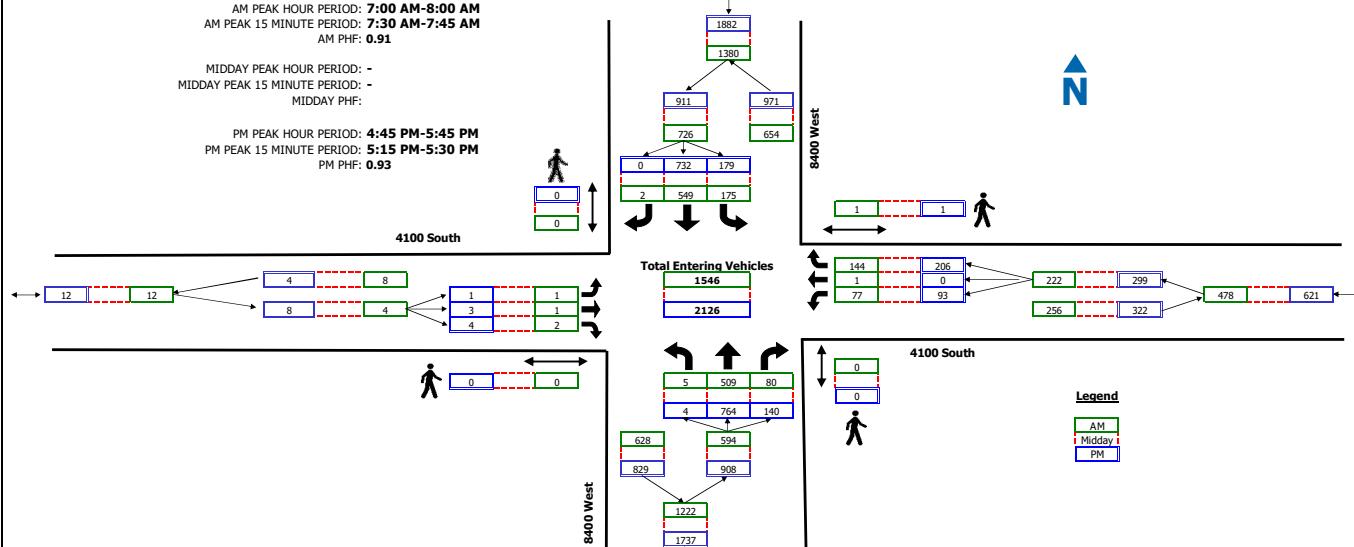
Intersection: 8400 West / 4100 South  
North/South Road: 8400 West  
East/West Road: 4100 South  
Jurisdiction: Magna  
Project Title: Magna Mahogany Ridge TIS  
Project No: UT21-2041  
Weather: Clear

Date: 3-14-24, Thu  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 100.0%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 7:00 AM-8:00 AM  
AM PEAK 15 MINUTE PERIOD: 7:30 AM-7:45 AM  
AM PHF: 0.91

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

PM PEAK HOUR PERIOD: 4:45 PM-5:45 PM  
PM PEAK 15 MINUTE PERIOD: 5:15 PM-5:30 PM  
PM PHF: 0.93



	COUNT SUMMARY	8400 West Northbound				8400 West Southbound				4100 South Eastbound				4100 South Westbound				TOTAL
		Left	Thru	Right	Peds													
<b>AM PERIOD COUNTS</b>																		
Period	A	B	C	D	E	E	G	H	I	J	K	L	M	N	Q	P	<b>TOTAL</b>	
7:00 - 7:15	2	123	16	0	39	116	2	0	1	1	0	0	18	0	37	1	355	
7:15 - 7:30	2	125	24	0	59	144	0	0	0	0	1	0	20	1	37	0	406	
7:30 - 7:45	0	132	15	0	51	160	0	0	0	0	1	0	29	0	35	0	423	
7:45 - 8:00	1	129	25	0	33	129	0	0	0	0	0	0	10	0	35	0	362	
8:00 - 8:15	1	116	13	0	27	131	0	0	0	2	1	0	19	2	30	0	342	
8:15 - 8:30	2	104	18	0	24	118	0	0	0	1	0	0	11	0	27	0	305	
8:30 - 8:45	7	90	12	0	47	121	2	0	2	0	0	0	14	0	30	0	325	
8:45 - 9:00	2	102	9	0	34	92	2	0	0	0	1	0	13	0	27	0	282	
<b>MIDDAY PERIOD COUNTS</b>																		
Period	A	B	C	D	E	E	G	H	I	J	K	L	M	N	Q	P	<b>TOTAL</b>	
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	1	1	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	
<b>PM PERIOD COUNTS</b>																		
Period	A	B	C	D	E	E	G	H	I	J	K	L	M	N	Q	P	<b>TOTAL</b>	
16:00 - 16:15	0	191	41	0	55	178	0	0	0	1	0	1	20	0	50	0	535	
16:15 - 16:30	2	180	27	0	35	220	0	0	1	1	1	0	19	0	45	0	531	
16:30 - 16:45	1	179	32	0	36	175	2	0	1	0	1	0	26	0	55	0	508	
16:45 - 17:00	0	206	35	0	45	151	0	0	1	1	1	0	25	0	42	1	507	
17:00 - 17:15	0	189	39	0	41	197	0	0	0	0	0	0	25	0	47	0	538	
17:15 - 17:30	2	188	34	0	47	213	0	0	0	2	1	0	27	0	56	0	570	
17:30 - 17:45	2	181	32	0	46	171	0	0	0	0	2	0	16	0	61	0	511	
17:45 - 18:00	0	179	27	0	43	176	0	0	0	1	0	0	17	0	56	0	499	

# APPENDIX C

## LOS Results

## *SimTraffic LOS Report*

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2032) Background  
**Time Period:** Morning Peak Hour **Project #:** UT21-2041

**Intersection:** 8400 West & 3500 South  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	95	94	99	44.8	D
	T	919	927	101	31.4	C
	R	310	299	97	10.6	B
	Subtotal	1,324	1,320	100	27.6	C
SB	L	215	208	97	36.6	D
	T	935	954	102	21.5	C
	R	20	20	101	6.9	A
	Subtotal	1,170	1,182	101	23.9	C
EB	L	105	102	97	43.4	D
	T	195	189	97	51.4	D
	R	100	104	104	19.0	B
	Subtotal	400	395	99	40.8	D
WB	L	445	447	100	82.7	F
	T	210	202	96	34.4	C
	R	135	140	104	12.4	B
	Subtotal	790	789	100	57.9	E
<b>Total</b>		3,684	3,686	100	34.4	C

**Intersection:** 8400 West & 3845 South  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,295	1,295	100	5.0	A
	R	15	17	111	2.6	A
	Subtotal	1,310	1,312	100	5.0	A
SB	T	1,480	1,505	102	6.3	A
	Subtotal	1,480	1,505	102	6.3	A
WB	<b>R</b>	<b>30</b>	<b>26</b>	<b>87</b>	<b>13.1</b>	<b>B</b>
	Subtotal	30	26	87	13.1	B
<b>Total</b>		2,820	2,843	101	5.8	A

## SimTraffic LOS Report

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2032) Background  
**Time Period:** Morning Peak Hour **Project #:** UT21-2041

**Intersection:** 8400 West & 4100 South  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	21	20	96	25.2	C
	T	630	631	100	17.8	B
	R	95	98	103	4.1	A
	Subtotal	746	749	100	16.2	B
SB	L	193	196	102	20.2	C
	T	606	608	100	9.2	A
	R	98	99	101	2.4	A
	Subtotal	897	903	101	10.8	B
EB	L	120	118	98	26.7	C
	T	44	44	100	23.9	C
	R	70	73	105	9.7	A
	Subtotal	234	235	100	20.9	C
WB	L	80	80	100	30.4	C
	T	29	29	101	27.5	C
	R	273	274	100	4.1	A
	Subtotal	382	383	100	11.4	B
<b>Total</b>		2,258	2,270	101	13.8	B

**Intersection:** 4100 South & 8000 West  
**Type:** Unsigned

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	150	149	99	12.8	B
	T	1	1	100	0.6	A
	R	79	84	106	9.0	A
	Subtotal	230	234	102	11.4	B
EB	L	82	80	98	6.8	A
	T	250	257	103	6.2	A
	Subtotal	332	337	102	6.3	A
WB	T	302	299	99	4.6	A
	R	75	81	108	3.6	A
	Subtotal	377	380	101	4.4	A
<b>Total</b>		939	951	101	6.8	A

## SimTraffic LOS Report

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2032) Background  
**Time Period:** Morning Peak Hour Project #: UT21-2041

**Intersection:** 8000 West & Kappa Dr  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	7	68	2.0	A
	T	147	155	105	0.7	A
	Subtotal	157	162	103	0.8	A
SB	T	219	222	101	0.6	A
	R	20	22	111	0.3	A
	Subtotal	239	244	102	0.6	A
EB	L	25	22	89	5.5	A
	R	10	11	107	3.6	A
	Subtotal	35	33	94	4.9	A
<b>Total</b>		431	439	102	1.0	A

**Intersection:** Sigma Dr & Kappa Dr  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	15	16	105	1.5	A
	Subtotal	15	16	107	1.5	A
WB	T	20	20	101	0.1	A
	R	10	9	88	2.8	A
	Subtotal	30	29	97	0.9	A
<b>Total</b>		45	45	99	1.2	A

## SimTraffic LOS Report

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2032) Background  
**Time Period:** Morning Peak Hour Project #: UT21-2041

**Intersection:** 8400 West & Cordero Drive  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	148	148	100	28.4	C
	T	875	875	100	14.1	B
	Subtotal	1,023	1,023	100	16.2	B
SB	T	808	816	101	23.7	C
	R	452	463	102	9.9	A
	Subtotal	1,260	1,279	102	18.7	B
EB	L	434	438	101	28.6	C
	R	88	86	97	9.3	A
	Subtotal	522	524	100	25.4	C
<b>Total</b>		2,806	2,826	101	19.0	B

## ***SimTraffic LOS Report***

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2032) Background  
**Time Period:** Evening Peak Hour **Project #:** UT21-2041

**Intersection:** 8400 West & 3500 South  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	135	134	99	57.4	E
	T	880	887	101	55.3	E
	R	330	329	100	21.2	C
	Subtotal	1,345	1,350	100	47.2	D
SB	L	270	264	98	41.5	D
	T	990	991	100	26.1	C
	R	55	56	101	9.6	A
	Subtotal	1,315	1,311	100	28.5	C
EB	L	80	78	98	42.6	D
	T	245	238	97	54.2	D
	R	60	62	104	18.2	B
	Subtotal	385	378	98	45.9	D
WB	L	455	434	95	129.6	F
	T	195	198	102	34.0	C
	R	165	162	98	12.9	B
	Subtotal	815	794	97	81.9	F
<b>Total</b>		3,860	3,833	99	48.4	D

**Intersection:** 8400 West & 3845 South  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,136	1,146	101	4.8	A
	R	30	30	101	2.3	A
	Subtotal	1,166	1,176	101	4.7	A
SB	T	1,505	1,489	99	6.8	A
	Subtotal	1,505	1,489	99	6.8	A
WB	<b>R</b>	<b>15</b>	<b>14</b>	<b>92</b>	<b>9.7</b>	<b>A</b>
	Subtotal	15	14	93	9.7	A
<b>Total</b>		2,686	2,679	100	5.9	A

## SimTraffic LOS Report

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2032) Background  
**Time Period:** Evening Peak Hour **Project #:** UT21-2041

**Intersection:** 8400 West & 4100 South  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	42	40	95	27.1	C
	T	817	826	101	17.7	B
	R	110	110	100	4.0	A
	Subtotal	969	976	101	16.5	B
SB	L	241	239	99	31.7	C
	T	826	818	99	7.7	A
	R	80	77	96	1.9	A
	Subtotal	1,147	1,134	99	12.4	B
EB	L	71	68	96	31.1	C
	T	25	24	97	26.6	C
	R	37	36	97	10.1	B
	Subtotal	133	128	96	24.4	C
WB	L	95	102	107	32.0	C
	T	34	34	101	30.3	C
	R	243	245	101	4.1	A
	Subtotal	372	381	102	13.9	B
<b>Total</b>		2,620	2,619	100	14.8	B

**Intersection:** 4100 South & 8000 West  
**Type:** Unsigned

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	120	125	104	12.9	B
	T	1	1	133	0.0	A
	R	77	81	105	8.6	A
	Subtotal	198	207	105	11.2	B
EB	L	83	80	96	7.3	A
	T	293	292	100	5.7	A
	Subtotal	376	372	99	6.0	A
WB	T	294	298	101	5.1	A
	R	125	125	100	3.7	A
	Subtotal	419	423	101	4.7	A
<b>Total</b>		993	1,002	101	6.5	A

## SimTraffic LOS Report

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2032) Background  
**Time Period:** Evening Peak Hour **Project #:** UT21-2041

**Intersection:** 8000 West & Kappa Dr  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	12	79	1.9	A
	T	193	194	101	0.8	A
	Subtotal	208	206	99	0.9	A
SB	T	172	181	105	0.6	A
	R	25	27	109	0.3	A
	Subtotal	197	208	106	0.6	A
EB	L	30	29	97	5.7	A
	R	25	25	101	3.3	A
	Subtotal	55	54	98	4.6	A
<b>Total</b>		460	468	102	1.2	A

**Intersection:** Sigma Dr & Kappa Dr  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	5	5	100	0.0	A
	Subtotal	5	5	100	0.0	A
SB	L	20	21	106	1.5	A
	Subtotal	20	21	105	1.5	A
WB	L	5	5	100	4.2	A
	R	35	35	100	3.1	A
	Subtotal	40	40	100	3.2	A
<b>Total</b>		65	66	102	2.4	A

## *SimTraffic LOS Report*

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2032) Background  
**Time Period:** Evening Peak Hour Project #: UT21-2041

**Intersection:** 8400 West & Cordero Drive  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	180	183	102	25.5	C
	T	952	961	101	9.0	A
	Subtotal	1,132	1,144	101	11.6	B
SB	T	1,090	1,075	99	15.6	B
	R	238	236	99	6.0	A
	Subtotal	1,328	1,311	99	13.9	B
EB	L	214	217	101	29.1	C
	R	56	58	103	11.5	B
	Subtotal	270	275	102	25.4	C
<b>Total</b>		2,730	2,730	100	14.1	B

## SimTraffic LOS Report

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2032) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT21-2041

**Intersection:** 8400 West & 3500 South  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	100	95	95	48.6	D
	T	988	978	99	38.8	D
	R	328	322	98	17.4	B
	Subtotal	1,416	1,395	99	34.5	C
SB	L	215	212	99	38.1	D
	T	972	978	101	21.3	C
	R	20	20	99	8.8	A
	Subtotal	1,207	1,210	100	24.0	C
EB	L	105	104	99	46.2	D
	T	195	189	97	51.1	D
	R	102	106	104	19.2	B
	Subtotal	402	399	99	41.3	D
WB	L	455	455	100	94.6	F
	T	210	216	103	35.5	D
	R	135	131	97	13.9	B
	Subtotal	800	802	100	65.5	E
<b>Total</b>		3,824	3,806	100	38.6	D

**Intersection:** 8400 West & 4100 South  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	21	21	99	26.8	C
	T	610	603	99	23.6	C
	R	164	164	100	4.5	A
	Subtotal	795	788	99	19.7	B
SB	L	239	235	98	24.0	C
	T	604	607	101	10.6	B
	R	98	98	100	3.0	A
	Subtotal	941	940	100	13.2	B
EB	L	120	117	98	29.4	C
	T	44	44	101	22.8	C
	R	70	74	105	9.4	A
	Subtotal	234	235	100	21.9	C
WB	L	173	174	101	34.0	C
	T	28	27	96	25.5	C
	R	320	320	100	2.0	A
	Subtotal	521	521	100	13.9	B
<b>Total</b>		2,491	2,484	100	16.2	B

## SimTraffic LOS Report

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2032) Plus Project  
**Time Period:** Morning Peak Hour

Project #: UT21-2041

**Intersection:** 4100 South & 8000 West  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	167	174	104	19.1	C
	R	95	94	99	14.1	B
	Subtotal	262	268	102	17.3	C
EB	L	104	100	96	3.6	A
	T	345	351	102	1.3	A
	Subtotal	449	451	100	1.8	A
WB	T	347	346	100	5.3	A
	R	89	93	105	4.1	A
	Subtotal	436	439	101	5.0	A
<b>Total</b>		1,146	1,158	101	6.6	A

**Intersection:** 8000 West & Kappa Dr  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	88	2.3	A
	T	184	183	99	0.6	A
	Subtotal	194	192	99	0.7	A
SB	T	243	249	102	0.8	A
	R	36	36	101	0.4	A
	Subtotal	279	285	102	0.7	A
EB	L	63	62	98	6.2	A
	R	10	10	98	3.5	A
	Subtotal	73	72	99	5.8	A
<b>Total</b>		546	549	100	1.4	A

## SimTraffic LOS Report

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2032) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT21-2041

**Intersection:** Sigma Dr & Kappa Dr  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	15	16	105	0.3	A
	R	38	38	101	0.1	A
	Subtotal	53	54	102	0.2	A
SB	L	15	13	85	1.7	A
	T	30	31	104	0.0	A
	Subtotal	45	44	98	0.5	A
WB	L	<b>16</b>	<b>16</b>	<b>98</b>	<b>4.2</b>	<b>A</b>
	T	20	20	103	0.1	A
	R	10	9	88	3.0	A
	Subtotal	46	45	98	2.1	A
<b>Total</b>		144	143	99	0.9	A

**Intersection:** 8400 West & Access 1  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	133	135	101	31.8	C
	T	888	874	98	18.7	B
	R	29	31	108	5.8	A
	Subtotal	1,050	1,040	99	20.0	B
SB	L	27	28	103	45.3	D
	T	1,050	1,054	100	24.6	C
	R	452	454	100	17.3	B
	Subtotal	1,529	1,536	100	22.8	C
EB	L	434	430	99	31.2	C
	T	9	10	111	20.2	C
	R	79	83	105	10.5	B
	Subtotal	522	523	100	27.7	C
WB	L	32	24	76	23.7	C
	T	15	17	111	19.0	B
	R	94	94	100	11.0	B
	Subtotal	141	135	96	14.3	B
<b>Total</b>		3,241	3,234	100	22.4	C

## ***SimTraffic LOS Report***

**Project:** **Magna - Mahogany Ridge TIS**  
**Analysis Period:** *Future (2032) Plus Project*  
**Time Period:** *Morning Peak Hour*

**Project #:** **UT21-2041**

**Intersection:** **4100 South & Access 2**  
**Type:** **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	76	78	102	10.9	B
	R	36	34	95	6.5	A
	Subtotal	112	112	100	9.6	A
EB	L	15	14	92	2.6	A
	T	366	368	100	1.3	A
	Subtotal	381	382	100	1.3	A
WB	T	420	416	99	1.2	A
	R	43	43	101	0.6	A
	Subtotal	463	459	99	1.1	A
<b>Total</b>		956	953	100	2.2	A

**Intersection:** **4100 South & Access 3**  
**Type:** **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	19	18	94	10.3	B
	R	28	26	92	5.2	A
	Subtotal	47	44	94	7.3	A
EB	L	12	12	98	2.5	A
	T	430	435	101	0.9	A
	Subtotal	442	447	101	0.9	A
WB	T	434	432	99	1.1	A
	R	8	9	112	0.4	A
	Subtotal	442	441	100	1.1	A
<b>Total</b>		933	932	100	1.3	A

## ***SimTraffic LOS Report***

**Project:** **Magna - Mahogany Ridge TIS**  
**Analysis Period:** *Future (2032) Plus Project*  
**Time Period:** *Morning Peak Hour*

**Project #:** **UT21-2041**

**Intersection:** **8000 West & Access 4**  
**Type:** **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	4	100	2.0	A
	T	188	189	100	0.5	A
	Subtotal	192	193	101	0.5	A
SB	T	242	245	101	0.8	A
	R	11	13	116	0.5	A
	Subtotal	253	258	102	0.8	A
EB	L	<b>26</b>	<b>26</b>	<b>99</b>	<b>5.8</b>	<b>A</b>
	R	10	12	117	3.5	A
	Subtotal	36	38	106	5.1	A
<b>Total</b>		482	489	101	1.0	A

**Intersection:** **4100 South & Gas Station**  
**Type:** **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	<b>15</b>	<b>16</b>	<b>105</b>	<b>13.4</b>	<b>B</b>
	R	81	84	103	6.3	A
	Subtotal	96	100	104	7.4	A
EB	L	81	78	96	8.3	A
	T	366	367	100	4.7	A
	Subtotal	447	445	100	5.3	A
WB	T	440	436	99	2.6	A
	R	15	13	85	0.4	A
	Subtotal	455	449	99	2.5	A
<b>Total</b>		999	994	99	4.3	A

## ***SimTraffic LOS Report***

**Project:** **Magna - Mahogany Ridge TIS**  
**Analysis Period:** *Future (2032) Plus Project*  
**Time Period:** *Evening Peak Hour* **Project #:** **UT21-2041**

**Intersection:** **8400 West & 3500 South**  
**Type:** **Signalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	139	137	98	74.4	<i>E</i>
	T	945	939	99	78.9	<i>E</i>
	R	347	346	100	37.9	<i>D</i>
	Subtotal	1,431	1,422	99	68.5	<i>E</i>
SB	L	270	270	100	47.0	<i>D</i>
	T	1,073	1,065	99	31.8	<i>C</i>
	R	55	59	107	12.5	<i>B</i>
	Subtotal	1,398	1,394	100	33.9	<i>C</i>
EB	L	80	79	98	41.7	<i>D</i>
	T	245	240	98	53.0	<i>D</i>
	R	65	67	103	21.8	<i>C</i>
	Subtotal	390	386	99	45.3	<i>D</i>
WB	L	477	458	96	151.9	<i>F</i>
	T	195	196	100	35.1	<i>D</i>
	R	165	159	96	15.7	<i>B</i>
	Subtotal	837	813	97	97.1	<i>F</i>
<b>Total</b>		4,056	4,015	99	60.6	<i>E</i>

**Intersection:** **8400 West & 4100 South**  
**Type:** **Signalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	42	42	101	33.5	<i>C</i>
	T	810	808	100	27.1	<i>C</i>
	R	226	228	101	5.2	<i>A</i>
	Subtotal	1,078	1,078	100	22.7	<i>C</i>
SB	L	319	313	98	29.2	<i>C</i>
	T	809	794	98	10.3	<i>B</i>
	R	80	82	102	2.9	<i>A</i>
	Subtotal	1,208	1,189	98	14.8	<i>B</i>
EB	L	71	72	101	34.0	<i>C</i>
	T	25	26	103	28.6	<i>C</i>
	R	37	37	101	10.4	<i>B</i>
	Subtotal	133	135	102	26.5	<i>C</i>
WB	L	197	195	99	39.5	<i>D</i>
	T	33	36	110	28.1	<i>C</i>
	R	305	304	100	2.0	<i>A</i>
	Subtotal	535	535	100	17.4	<i>B</i>
<b>Total</b>		2,954	2,937	99	18.7	<i>B</i>

## *SimTraffic LOS Report*

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2032) Plus Project  
**Time Period:** Evening Peak Hour

Project #: UT21-2041

**Intersection:** 4100 South & 8000 West  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	152	146	96	22.2	C
	R	124	124	100	17.0	C
	Subtotal	276	270	98	19.8	C
EB	L	128	128	100	4.7	A
	T	366	363	99	1.4	A
	Subtotal	494	491	99	2.3	A
WB	T	393	394	100	6.5	A
	R	158	157	100	5.4	A
	Subtotal	551	551	100	6.2	A
<b>Total</b>		1,321	1,312	99	7.5	A

**Intersection:** 8000 West & Kappa Dr  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	13	85	2.5	A
	T	235	236	101	0.8	A
	Subtotal	250	249	100	0.9	A
SB	T	221	216	98	0.9	A
	R	65	67	103	0.6	A
	Subtotal	286	283	99	0.8	A
EB	L	58	62	107	7.4	A
	R	25	26	103	3.7	A
	Subtotal	83	88	106	6.3	A
<b>Total</b>		619	620	100	1.6	A

## SimTraffic LOS Report

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2032) Plus Project  
**Time Period:** Evening Peak Hour  
**Project #:** UT21-2041

**Intersection:** Sigma Dr & Kappa Dr  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	35	33	95	0.2	A
	R	28	32	113	0.1	A
	Subtotal	63	65	103	0.2	A
SB	L	20	23	114	1.8	A
	T	15	17	111	0.2	A
	Subtotal	35	40	114	1.1	A
WB	L	45	41	92	4.5	A
	T	1	2	267	0.4	A
	R	35	37	106	3.4	A
	Subtotal	81	80	99	3.9	A
<b>Total</b>		179	185	103	2.0	A

**Intersection:** 8400 West & Access 1  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	162	156	96	28.0	C
	T	962	966	100	12.4	B
	R	63	60	95	5.0	A
	Subtotal	1,187	1,182	100	14.1	B
SB	L	66	65	98	40.9	D
	T	1,311	1,287	98	21.2	C
	R	238	231	97	15.0	B
	Subtotal	1,615	1,583	98	21.1	C
EB	L	214	223	104	36.4	D
	T	6	6	100	21.6	C
	R	50	49	98	12.1	B
	Subtotal	270	278	103	31.8	C
WB	L	23	22	95	30.5	C
	T	18	20	110	25.2	C
	R	61	61	100	11.8	B
	Subtotal	102	103	101	18.4	B
<b>Total</b>		3,174	3,146	99	19.4	B

## ***SimTraffic LOS Report***

**Project:** **Magna - Mahogany Ridge TIS**  
**Analysis Period:** *Future (2032) Plus Project*  
**Time Period:** *Evening Peak Hour*

**Project #:** **UT21-2041**

**Intersection:** **4100 South & Access 2**  
**Type:** **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	54	48	89	12.3	B
	R	26	27	103	6.5	A
	Subtotal	80	75	94	10.2	B
EB	L	37	34	93	3.5	A
	T	454	455	100	1.3	A
	Subtotal	491	489	100	1.5	A
WB	T	430	430	100	1.3	A
	R	87	87	100	0.7	A
	Subtotal	517	517	100	1.2	A
<b>Total</b>		1,087	1,081	99	1.9	A

**Intersection:** **4100 South & Access 3**  
**Type:** **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	14	12	84	10.6	B
	R	19	21	109	5.2	A
	Subtotal	33	33	100	7.2	A
EB	L	28	24	85	2.3	A
	T	480	479	100	0.9	A
	Subtotal	508	503	99	1.0	A
WB	T	497	496	100	1.4	A
	R	20	22	109	0.5	A
	Subtotal	517	518	100	1.4	A
<b>Total</b>		1,058	1,054	100	1.4	A

## ***SimTraffic LOS Report***

**Project:** **Magna - Mahogany Ridge TIS**  
**Analysis Period:** *Future (2032) Plus Project*  
**Time Period:** *Evening Peak Hour* **Project #:** **UT21-2041**

**Intersection:** **8000 West & Access 4**  
**Type:** **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	2.4	A
	T	276	275	100	0.6	A
	Subtotal	286	285	100	0.7	A
SB	T	220	216	98	0.9	A
	R	26	25	95	0.4	A
	Subtotal	246	241	98	0.8	A
EB	L	<b>18</b>	<b>18</b>	<b>99</b>	<b>5.8</b>	<b>A</b>
	R	7	7	100	3.4	A
	Subtotal	25	25	100	5.1	A
<b>Total</b>		558	551	99	1.0	A

**Intersection:** **4100 South & Gas Station**  
**Type:** **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	<b>17</b>	<b>20</b>	<b>116</b>	<b>15.9</b>	<b>C</b>
	R	97	98	101	7.0	A
	Subtotal	114	118	104	8.5	A
EB	L	97	98	101	8.8	A
	T	473	468	99	5.0	A
	Subtotal	570	566	99	5.7	A
WB	T	438	438	100	2.7	A
	R	17	18	104	0.4	A
	Subtotal	455	456	100	2.6	A
<b>Total</b>		1,140	1,140	100	4.7	A

## ***SimTraffic LOS Report***

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Morning Peak Hour **Project #:** UT21-2041

**Intersection:** 8400 West & 3500 South  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	105	102	97	53.3	D
	T	996	1,002	101	48.4	D
	R	340	337	99	19.2	B
	Subtotal	1,441	1,441	100	41.9	D
SB	L	235	236	100	42.5	D
	T	995	1,004	101	25.0	C
	R	25	26	105	8.3	A
	Subtotal	1,255	1,266	101	27.9	C
EB	L	105	110	105	44.6	D
	T	215	205	95	50.5	D
	R	110	104	95	19.8	B
	Subtotal	430	419	97	41.3	D
WB	L	475	472	99	93.3	F
	T	230	229	100	35.5	D
	R	150	147	98	13.8	B
	Subtotal	855	848	99	63.9	E
<b>Total</b>		3,979	3,974	100	42.3	D

**Intersection:** 8400 West & 3845 South  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,411	1,405	100	5.5	A
	R	15	15	98	3.1	A
	Subtotal	1,426	1,420	100	5.5	A
SB	T	1,580	1,579	100	6.8	A
	Subtotal	1,580	1,579	100	6.8	A
WB	<b>R</b>	<b>30</b>	<b>30</b>	<b>101</b>	<b>14.5</b>	<b>B</b>
	Subtotal	30	30	100	14.5	B
<b>Total</b>		3,036	3,029	100	6.3	A

## ***SimTraffic LOS Report***

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Morning Peak Hour **Project #:** UT21-2041

**Intersection:** 8400 West & 4100 South  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	22	89	29.5	C
	T	735	739	101	18.8	B
	R	95	100	105	4.3	A
	Subtotal	855	861	101	17.4	B
SB	L	200	190	95	23.2	C
	T	696	708	102	8.9	A
	R	100	96	96	2.5	A
	Subtotal	996	994	100	11.0	B
EB	L	120	124	103	28.5	C
	T	45	49	109	26.5	C
	R	70	73	105	12.1	B
	Subtotal	235	246	105	23.2	C
WB	L	80	80	100	32.7	C
	T	30	30	100	26.6	C
	R	285	279	98	4.2	A
	Subtotal	395	389	98	11.8	B
<b>Total</b>		2,481	2,490	100	14.5	B

**Intersection:** 4100 South & 8000 West  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	160	159	99	14.6	B
	R	80	85	106	9.6	A
	Subtotal	240	244	102	12.9	B
EB	L	85	87	102	7.7	A
	T	256	251	98	6.3	A
	Subtotal	341	338	99	6.7	A
WB	T	315	306	97	4.5	A
	R	80	80	100	3.7	A
	Subtotal	395	386	98	4.3	A
<b>Total</b>		976	968	99	7.3	A

## SimTraffic LOS Report

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Morning Peak Hour Project #: UT21-2041

**Intersection:** 8000 West & Kappa Dr  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	8	78	1.9	A
	T	156	161	103	0.7	A
	Subtotal	166	169	102	0.8	A
SB	T	230	233	101	0.7	A
	R	20	24	122	0.5	A
	Subtotal	250	257	103	0.7	A
EB	L	25	27	109	5.6	A
	R	10	10	98	3.4	A
	Subtotal	35	37	106	5.0	A
<b>Total</b>		450	463	103	1.1	A

**Intersection:** Sigma Dr & Kappa Dr  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	15	17	111	1.4	A
	Subtotal	15	17	113	1.4	A
WB	T	20	23	116	0.2	A
	R	10	9	88	3.2	A
	Subtotal	30	32	107	1.0	A
<b>Total</b>		45	49	108	1.2	A

## *SimTraffic LOS Report*

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Morning Peak Hour Project #: UT21-2041

**Intersection:** 8400 West & Cordero Drive  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	150	153	102	34.1	C
	T	991	986	100	15.6	B
	Subtotal	1,141	1,139	100	18.1	B
SB	T	905	901	100	22.7	C
	R	455	457	100	10.0	A
	Subtotal	1,360	1,358	100	18.4	B
EB	L	435	432	99	30.9	C
	R	90	89	99	10.9	B
	Subtotal	525	521	99	27.5	C
<b>Total</b>		3,026	3,018	100	19.9	B

## ***SimTraffic LOS Report***

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Evening Peak Hour **Project #:** UT21-2041

**Intersection:** 8400 West & 3500 South  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	145	137	95	121.6	F
	T	940	904	96	130.4	F
	R	355	340	96	83.0	F
	Subtotal	1,440	1,381	96	117.9	F
SB	L	295	297	101	46.8	D
	T	1,050	1,059	101	32.7	C
	R	65	71	110	13.2	B
	Subtotal	1,410	1,427	101	34.7	C
EB	L	90	86	95	42.2	D
	T	270	263	97	57.5	E
	R	65	66	102	19.2	B
	Subtotal	425	415	98	48.2	D
WB	L	490	459	94	165.3	F
	T	215	200	93	33.9	C
	R	180	170	95	14.3	B
	Subtotal	885	829	94	102.6	F
<b>Total</b>		4,160	4,052	97	79.7	E

**Intersection:** 8400 West & 3845 South  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,231	1,232	100	5.0	A
	R	30	34	114	2.5	A
	Subtotal	1,261	1,266	100	4.9	A
SB	T	1,605	1,581	98	7.5	A
	Subtotal	1,605	1,581	99	7.5	A
WB	<b>R</b>	<b>15</b>	<b>16</b>	<b>105</b>	<b>12.2</b>	<b>B</b>
	Subtotal	15	16	107	12.2	B
<b>Total</b>		2,881	2,863	99	6.4	A

## ***SimTraffic LOS Report***

**Project:** **Magna - Mahogany Ridge TIS**  
**Analysis Period:** *Future (2040) Background*  
**Time Period:** *Evening Peak Hour* **Project #:** **UT21-2041**

**Intersection:** **8400 West & 4100 South**  
**Type:** **Signalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	43	96	34.2	C
	T	895	904	101	21.7	C
	R	115	117	102	4.4	A
	Subtotal	1,055	1,064	101	20.3	C
SB	L	275	267	97	24.7	C
	T	951	945	99	8.3	A
	R	80	76	95	2.1	A
	Subtotal	1,306	1,288	99	11.3	B
EB	L	75	65	87	33.6	C
	T	25	25	101	31.5	C
	R	40	40	100	13.1	B
	Subtotal	140	130	93	26.9	C
WB	L	100	101	101	35.6	D
	T	35	35	100	32.5	C
	R	255	261	102	4.3	A
	Subtotal	390	397	102	14.7	B
<b>Total</b>		2,891	2,879	100	15.8	B

**Intersection:** **4100 South & 8000 West**  
**Type:** **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	130	131	101	13.4	B
	R	80	80	100	8.4	A
	Subtotal	210	211	100	11.5	B
EB	L	95	92	97	7.8	A
	T	320	318	99	6.3	A
	Subtotal	415	410	99	6.6	A
WB	T	310	318	103	5.3	A
	R	125	126	101	4.6	A
	Subtotal	435	444	102	5.1	A
<b>Total</b>		1,060	1,065	100	7.0	A

## SimTraffic LOS Report

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Evening Peak Hour **Project #:** UT21-2041

**Intersection:** 8000 West & Kappa Dr  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	12	79	2.4	A
	T	205	206	100	0.8	A
	Subtotal	220	218	99	0.9	A
SB	T	185	184	100	0.6	A
	R	25	28	113	0.3	A
	Subtotal	210	212	101	0.6	A
EB	L	30	28	94	5.6	A
	R	25	27	109	3.5	A
	Subtotal	55	55	100	4.6	A
<b>Total</b>		484	485	100	1.2	A

**Intersection:** Sigma Dr & Kappa Dr  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	5	6	120	0.0	A
	Subtotal	5	6	120	0.0	A
SB	L	20	18	91	1.5	A
	Subtotal	20	18	90	1.5	A
WB	L	5	6	120	4.4	A
	R	35	34	97	3.3	A
	Subtotal	40	40	100	3.5	A
<b>Total</b>		65	64	99	2.6	A

## *SimTraffic LOS Report*

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2040) Background  
**Time Period:** Evening Peak Hour **Project #:** UT21-2041

**Intersection:** 8400 West & Cordero Drive  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	180	177	98	28.6	C
	T	1,046	1,049	100	10.1	B
	Subtotal	1,226	1,226	100	12.8	B
SB	T	1,186	1,163	98	16.3	B
	R	240	238	99	6.4	A
	Subtotal	1,426	1,401	98	14.6	B
EB	L	215	218	101	32.7	C
	R	120	122	102	14.2	B
	Subtotal	335	340	101	26.1	C
<b>Total</b>		2,986	2,967	99	15.2	B

## SimTraffic LOS Report

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT21-2041

**Intersection:** 8400 West & 3500 South  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	110	111	101	54.2	D
	T	1,063	1,089	102	42.9	D
	R	358	355	99	19.8	B
	Subtotal	1,531	1,555	102	38.4	D
SB	L	235	234	100	43.8	D
	T	1,032	1,041	101	25.8	C
	R	25	28	111	10.0	A
	Subtotal	1,292	1,303	101	28.7	C
EB	L	105	102	97	49.4	D
	T	215	213	99	60.2	E
	R	112	114	102	22.7	C
	Subtotal	432	429	99	47.7	D
WB	L	485	467	96	107.6	F
	T	230	223	97	37.8	D
	R	150	149	99	15.6	B
	Subtotal	865	839	97	72.7	E
<b>Total</b>		4,120	4,126	100	43.6	D

**Intersection:** 8400 West & 4100 South  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	23	91	30.0	C
	T	715	708	99	24.6	C
	R	164	164	100	4.7	A
	Subtotal	904	895	99	21.1	C
SB	L	246	236	96	25.7	C
	T	695	679	98	11.4	B
	R	100	98	98	3.2	A
	Subtotal	1,041	1,013	97	13.9	B
EB	L	120	118	98	28.9	C
	T	45	46	103	26.3	C
	R	70	71	101	10.6	B
	Subtotal	235	235	100	22.9	C
WB	L	173	178	103	35.3	D
	T	30	32	105	25.3	C
	R	332	338	102	2.1	A
	Subtotal	535	548	102	14.2	B
<b>Total</b>		2,715	2,691	99	17.2	B

## SimTraffic LOS Report

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Morning Peak Hour

Project #: UT21-2041

**Intersection:** 4100 South & 8000 West  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	177	176	99	17.7	C
	R	96	99	103	6.2	A
	Subtotal	273	275	101	13.6	B
EB	L	107	102	95	3.9	A
	T	351	347	99	1.1	A
	Subtotal	458	449	98	1.7	A
WB	T	360	376	104	5.5	A
	R	94	94	100	4.4	A
	Subtotal	454	470	104	5.3	A
<b>Total</b>		1,184	1,194	101	5.9	A

**Intersection:** 8000 West & Kappa Dr  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	88	2.0	A
	T	191	190	99	0.6	A
	Subtotal	201	199	99	0.7	A
SB	T	254	255	100	0.8	A
	R	36	36	101	0.5	A
	Subtotal	290	291	100	0.8	A
EB	L	63	62	98	6.1	A
	R	10	12	117	3.2	A
	Subtotal	73	74	101	5.6	A
<b>Total</b>		565	564	100	1.4	A

## SimTraffic LOS Report

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Morning Peak Hour **Project #:** UT21-2041

**Intersection:** Sigma Dr & Kappa Dr  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	15	14	92	0.1	A
	R	38	40	106	0.1	A
	Subtotal	53	54	102	0.1	A
SB	L	15	14	92	1.7	A
	T	30	31	104	0.1	A
	Subtotal	45	45	100	0.6	A
WB	L	16	14	86	4.5	A
	T	20	20	103	0.2	A
	R	10	10	98	3.2	A
	Subtotal	46	44	96	2.3	A
<b>Total</b>		144	143	99	0.9	A

**Intersection:** 8400 West & Access 1  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	135	130	96	37.3	D
	T	1,003	1,009	101	20.6	C
	R	29	29	101	6.5	A
	Subtotal	1,167	1,168	100	22.1	C
SB	L	27	25	92	52.2	D
	T	1,146	1,124	98	26.8	C
	R	455	462	102	18.7	B
	Subtotal	1,628	1,611	99	24.9	C
EB	L	435	438	101	31.3	C
	T	9	8	89	18.2	B
	R	81	75	92	10.5	B
	Subtotal	525	521	99	28.1	C
WB	L	32	31	98	21.9	C
	T	15	15	98	21.6	C
	R	94	95	101	12.2	B
	Subtotal	141	141	100	15.3	B
<b>Total</b>		3,461	3,441	99	24.1	C

## ***SimTraffic LOS Report***

**Project:** **Magna - Mahogany Ridge TIS**  
**Analysis Period:** *Future (2040) Plus Project*  
**Time Period:** *Morning Peak Hour* **Project #:** **UT21-2041**

**Intersection:** **4100 South & Access 2**  
**Type:** **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	76	74	97	11.8	B
	R	36	37	103	6.6	A
	Subtotal	112	111	99	10.1	A
EB	L	15	12	79	2.7	A
	T	374	370	99	1.3	A
	Subtotal	389	382	98	1.3	A
WB	T	434	446	103	1.3	A
	R	43	47	110	0.7	A
	Subtotal	477	493	103	1.2	A
<b>Total</b>		977	986	101	2.3	A

**Intersection:** **4100 South & Access 3**  
**Type:** **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	19	17	88	11.3	B
	R	28	29	103	5.0	A
	Subtotal	47	46	98	7.3	A
EB	L	12	12	98	2.1	A
	T	438	432	99	0.9	A
	Subtotal	450	444	99	0.9	A
WB	T	449	466	104	1.2	A
	R	8	10	125	0.5	A
	Subtotal	457	476	104	1.2	A
<b>Total</b>		955	966	101	1.4	A

## ***SimTraffic LOS Report***

**Project:** **Magna - Mahogany Ridge TIS**  
**Analysis Period:** *Future (2040) Plus Project*  
**Time Period:** *Morning Peak Hour* **Project #:** **UT21-2041**

**Intersection:** **8000 West & Access 4**  
**Type:** **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	4	100	1.9	A
	T	197	192	98	0.5	A
	Subtotal	201	196	98	0.5	A
SB	T	254	256	101	0.8	A
	R	11	12	107	0.5	A
	Subtotal	265	268	101	0.8	A
EB	L	<b>26</b>	<b>26</b>	<b>99</b>	<b>5.7</b>	<b>A</b>
	R	10	12	117	3.6	A
	Subtotal	36	38	106	5.0	A
<b>Total</b>		502	502	100	1.0	A

**Intersection:** **4100 South & Gas Station**  
**Type:** **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	<b>15</b>	<b>15</b>	<b>98</b>	<b>13.9</b>	<b>B</b>
	R	81	81	100	6.6	A
	Subtotal	96	96	100	7.7	A
EB	L	81	79	97	8.2	A
	T	374	367	98	4.7	A
	Subtotal	455	446	98	5.3	A
WB	T	454	466	103	2.8	A
	R	15	16	105	0.6	A
	Subtotal	469	482	103	2.7	A
<b>Total</b>		1,021	1,024	100	4.3	A

## SimTraffic LOS Report

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Evening Peak Hour **Project #:** UT21-2041

**Intersection:** 8400 West & 3500 South  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	149	145	97	84.7	F
	T	1,005	1,000	100	80.6	F
	R	372	362	97	41.5	D
	Subtotal	1,526	1,507	99	71.6	E
SB	L	295	299	101	53.4	D
	T	1,133	1,139	101	35.5	D
	R	65	64	98	16.4	B
	Subtotal	1,493	1,502	101	38.2	D
EB	L	90	89	99	47.7	D
	T	270	263	97	63.6	E
	R	70	71	101	27.0	C
	Subtotal	430	423	98	54.1	D
WB	L	512	474	93	171.7	F
	T	215	217	101	34.7	C
	R	180	182	101	14.7	B
	Subtotal	907	873	96	104.9	F
<b>Total</b>		4,355	4,305	99	66.1	E

**Intersection:** 8400 West & 4100 South  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	43	96	39.3	D
	T	888	870	98	31.1	C
	R	231	231	100	5.3	A
	Subtotal	1,164	1,144	98	26.2	C
SB	L	347	338	97	33.7	C
	T	934	920	99	11.7	B
	R	80	81	101	3.0	A
	Subtotal	1,361	1,339	98	16.7	B
EB	L	75	82	109	34.5	C
	T	25	24	95	29.1	C
	R	40	41	103	13.1	B
	Subtotal	140	147	105	27.6	C
WB	L	202	205	102	42.4	D
	T	36	33	91	30.3	C
	R	317	320	101	2.1	A
	Subtotal	555	558	101	18.6	B
<b>Total</b>		3,219	3,188	99	21.0	C

## SimTraffic LOS Report

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Evening Peak Hour

Project #: UT21-2041

**Intersection:** 4100 South & 8000 West  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	162	161	99	21.7	C
	R	127	129	101	6.6	A
	Subtotal	289	290	100	15.0	B
EB	L	140	138	98	4.9	A
	T	392	387	99	1.2	A
	Subtotal	532	525	99	2.2	A
WB	T	409	409	100	6.6	A
	R	158	156	99	5.6	A
	Subtotal	567	565	100	6.3	A
<b>Total</b>		1,388	1,380	99	6.6	A

**Intersection:** 8000 West & Kappa Dr  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	92	2.3	A
	T	246	244	99	0.7	A
	Subtotal	261	258	99	0.8	A
SB	T	234	232	99	0.9	A
	R	65	66	102	0.6	A
	Subtotal	299	298	100	0.8	A
EB	L	58	59	102	6.8	A
	R	25	27	107	3.7	A
	Subtotal	83	86	104	5.8	A
<b>Total</b>		644	642	100	1.5	A

## SimTraffic LOS Report

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Evening Peak Hour **Project #:** UT21-2041

**Intersection:** Sigma Dr & Kappa Dr  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	35	35	101	0.2	A
	R	28	30	106	0.1	A
	Subtotal	63	65	103	0.2	A
SB	L	20	19	94	1.7	A
	T	15	14	92	0.1	A
	Subtotal	35	33	94	1.0	A
WB	L	45	45	101	4.9	A
	T	1	1	133	0.4	A
	R	35	34	98	3.5	A
	Subtotal	81	80	99	4.2	A
<b>Total</b>		179	178	100	2.2	A

**Intersection:** 8400 West & Access 1  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	162	156	96	32.9	C
	T	1,056	1,051	100	12.6	B
	R	63	62	98	5.5	A
	Subtotal	1,281	1,269	99	14.7	B
SB	L	66	64	97	43.8	D
	T	1,409	1,376	98	22.9	C
	R	240	230	96	15.8	B
	Subtotal	1,715	1,670	97	22.7	C
EB	L	215	210	98	37.2	D
	T	12	13	106	28.5	C
	R	108	108	100	17.0	B
	Subtotal	335	331	99	30.3	C
WB	L	23	21	90	32.1	C
	T	18	18	99	28.2	C
	R	61	57	93	13.6	B
	Subtotal	102	96	94	20.4	C
<b>Total</b>		3,433	3,366	98	20.4	C

## SimTraffic LOS Report

**Project:** Magna - Mahogany Ridge TIS  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Evening Peak Hour **Project #:** UT21-2041

**Intersection:** 4100 South & Access 2  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	60	59	98	12.1	B
	R	26	27	103	6.2	A
	Subtotal	86	86	100	10.2	B
EB	L	37	32	87	3.5	A
	T	486	481	99	1.4	A
	Subtotal	523	513	98	1.5	A
WB	T	449	445	99	1.4	A
	R	87	94	108	0.6	A
	Subtotal	536	539	101	1.3	A
<b>Total</b>		1,145	1,138	99	2.1	A

**Intersection:** 4100 South & Access 3  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	14	13	91	11.5	B
	R	19	20	104	5.9	A
	Subtotal	33	33	100	8.1	A
EB	L	28	28	99	2.9	A
	T	519	513	99	1.0	A
	Subtotal	547	541	99	1.1	A
WB	T	516	519	101	1.4	A
	R	20	20	99	0.5	A
	Subtotal	536	539	101	1.4	A
<b>Total</b>		1,117	1,113	100	1.4	A

## ***SimTraffic LOS Report***

**Project:** **Magna - Mahogany Ridge TIS**  
**Analysis Period:** *Future (2040) Plus Project*  
**Time Period:** *Evening Peak Hour* **Project #:** **UT21-2041**

**Intersection:** **8000 West & Access 4**  
**Type:** **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	88	2.5	A
	T	288	286	99	0.6	A
	Subtotal	298	295	99	0.7	A
SB	T	234	232	99	0.9	A
	R	26	28	107	0.5	A
	Subtotal	260	260	100	0.9	A
EB	L	18	16	88	6.0	A
	R	7	8	114	3.5	A
	Subtotal	25	24	96	5.2	A
<b>Total</b>		583	579	99	0.9	A

**Intersection:** **4100 South & Gas Station**  
**Type:** **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	17	15	87	15.2	C
	R	97	104	107	6.9	A
	Subtotal	114	119	104	7.9	A
EB	L	97	96	99	9.2	A
	T	508	500	99	5.3	A
	Subtotal	605	596	99	5.9	A
WB	T	457	452	99	2.9	A
	R	17	19	110	0.5	A
	Subtotal	474	471	99	2.8	A
<b>Total</b>		1,192	1,186	99	4.9	A

# APPENDIX D

## 95<sup>th</sup> Percentile Queue Length Reports

## SimTraffic Queueing Report

Project: Magna - Mahogany Ridge TIS

Analysis: Future (2032) Background

Time Period: Morning Peak Hour

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

**HALES**  **ENGINEERING**  
innovative transportation solutions

Project #: UT21-2041

Intersection	NB				SB				EB				WB				
	L	LT	R	T	L	LR	R	T	L	LR	R	T	TR	L	LR	R	T
01: 8400 West & 3500 South	200		250	375	225		100	325	125		100	225		400		100	225
02: 8400 West & 3845 South				25				25								50	
03: 8400 West & 4100 South	75				200	175		75	175	125				100	100		75
04: 4100 South & 8000 West							150		50				50				25
05: 8000 West & Kappa Dr		25														50	
06: Sigma Dr & Kappa Dr																	
07: 8400 West & Cordero Drive	150		225			175	275		375		150						

## SimTraffic Queueing Report

Project: Magna - Mahogany Ridge TIS

Analysis: Future (2032) Background

Time Period: Evening Peak Hour

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



innovative transportation solutions

Project #: UT21-2041

Intersection	NB				SB				EB					WB				
	L	LT	R	T	L	LR	LT	R	T	L	LR	R	T	TR	L	LR	R	T
01: 8400 West & 3500 South	300	375	725	275				175	375	150		125	300		500		125	225
02: 8400 West & 3845 South			25						25							50		
03: 8400 West & 4100 South	100		225	225				50	175	100				75	125		75	
04: 4100 South & 8000 West					125					50						25		
05: 8000 West & Kappa Dr		25								50								
06: Sigma Dr & Kappa Dr					25										75			
07: 8400 West & Cordero Drive	175		175					100	250	200		75						

## **SimTraffic Queueing Report**

Project: Magna - Mahogany Ridge TIS

## Analysis: Future (2032) Plus Project

### Time Period: Morning Peak Hour

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

**HALES**  **ENGINEERING**  
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## innovative transportation solutions

Project #: UT21-2041

## SimTraffic Queueing Report

Project: Magna - Mahogany Ridge TIS

Analysis: Future (2032) Plus Project

Time Period: Evening Peak Hour

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

**HALES**  **ENGINEERING**  
innovative transportation solutions

Project #: UT21-2041

Intersection	NB				SB				EB				WB					
	L	LT	R	T	L	LR	LT	R	T	L	LR	R	T	TR	L	LR	R	T
01: 8400 West & 3500 South	350	450	925		325			200	425	225		150	300		550		150	250
02: 8400 West & 4100 South	125		25	275	275			50	225	100				75	175	25	125	
03: 4100 South & 8000 West						175				75			25			25	25	
04: 8000 West & Kappa Dr		25					25				75							
05: Sigma Dr & Kappa Dr							25								75			
06: 8400 West & Access 1	175		75	225	100			150	325	225				75	50		75	
07: 4100 South & Access 2						75					50					25		
08: 4100 South & Access 3						75					50							
09: 8000 West & Access 4		25				50		75		75		50						
10: 4100 South & Gas Station												25					25	

**SimTraffic Queueing Report****Project: Magna - Mahogany Ridge TIS****Analysis: Future (2040) Background****Time Period: Morning Peak Hour**95<sup>th</sup> Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft
**HALES**  **ENGINEERING**  
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**Project #: UT21-2041**

Intersection	NB				SB				EB				WB			
	L	LT	R	T	L	LR	R	T	L	LR	R	T	TR	L	LR	R
01: 8400 West & 3500 South	300	400	625	250	125	375	150		100	250			425	125	275	
02: 8400 West & 3845 South					25								50			
03: 8400 West & 4100 South	75		225	175	75	200	125					100	100		75	
04: 4100 South & 8000 West					150		50							25		
05: 8000 West & Kappa Dr		25						50						50		
06: Sigma Dr & Kappa Dr																
07: 8400 West & Cordero Drive	175		250		200	275	350		125							

## SimTraffic Queueing Report

Project: Magna - Mahogany Ridge TIS

Analysis: Future (2040) Background

Time Period: Evening Peak Hour

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

**HALES**  **ENGINEERING**  
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Project #: UT21-2041

Intersection	NB				SB				EB				WB				
	L	LT	R	T	L	LR	LT	R	T	L	LR	R	T	TR	L	LR	R
01: 8400 West & 3500 South	375	450	1,600	325				200	450	175		125	325	575		125	250
02: 8400 West & 3845 South									150							50	
03: 8400 West & 4100 South	125		275	225				50	200	100				75	125		75
04: 4100 South & 8000 West							125					50					25
05: 8000 West & Kappa Dr		25									50						
06: Sigma Dr & Kappa Dr							25								75		
07: 8400 West & Cordero Drive	175		200					125	300	225		100					

# SimTraffic Queueing Report

Project: Magna - Mahogany Ridge TIS

Analysis: Future (2040) Plus Project

Time Period: Morning Peak Hour

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

**HALES**  **ENGINEERING**  
innovative transportation solutions

Project #: UT21-2041

Intersection	NB				SB				EB				WB					
	L	LT	R	T	L	LR	LT	R	T	L	LR	R	T	TR	L	LR	R	T
01: 8400 West & 3500 South	300	400	550	250				125	375	250		175	300		500		125	225
02: 8400 West & 4100 South	75		250	225				75	225	125				100	175	50	100	
03: 4100 South & 8000 West				125				75		75						25	25	
04: 8000 West & Kappa Dr		25						25			75							
05: Sigma Dr & Kappa Dr						25									50			
06: 8400 West & Access 1	175		100	300	75			225	325	375				200	75		100	
07: 4100 South & Access 2						100					25							
08: 4100 South & Access 3						75					25							
09: 8000 West & Access 4		25			50			75		75		75						
10: 4100 South & Gas Station													25				25	

## **SimTraffic Queueing Report**

## Project: Magna - Mahogany Ridge TIS

## Analysis: Future (2040) Plus Project

### Time Period: Evening Peak Hour

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

**HALES**  **ENGINEERING**  
innovative transportation solutions

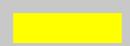
Project #: UT21-2041

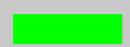
# APPENDIX E

## Queuing Exhibit

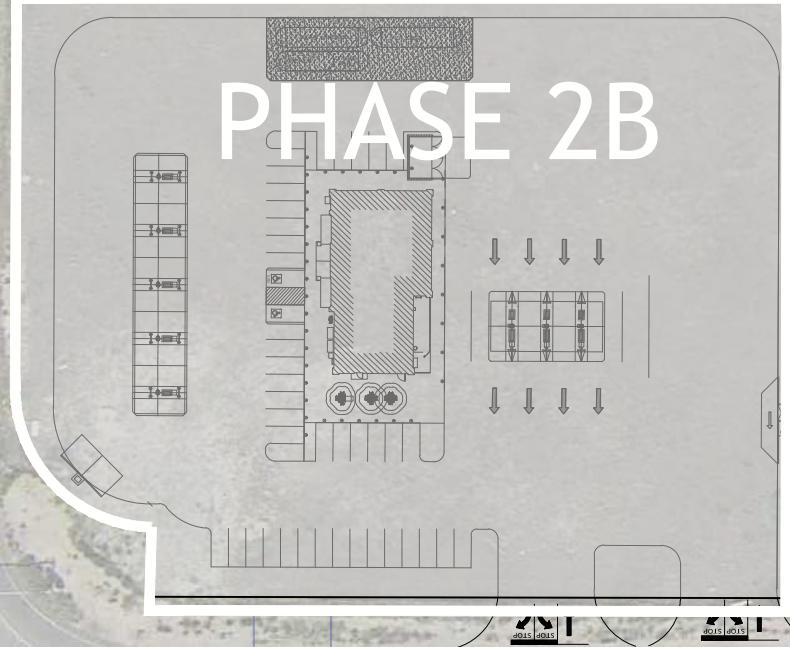
## LEGEND

95th Percentile Queue Lengths

 Morning Peak Hour

 Evening Peak Hour

## PHASE 2B



Typical size of  
WB-67 semi-truck

200 ft. queue lengths

**THIRD AMENDMENT  
to the  
MASTER INTERLOCAL AGREEMENT  
between  
GREATER SALT LAKE MUNICIPAL SERVICES DISTRICT,  
SALT LAKE COUNTY,  
TOWN OF COPPERTON,  
EMIGRATION CANYON CITY,  
CITY OF KEARNS,  
MAGNA CITY, and  
WHITE CITY  
for  
MUNICIPAL, ADMINISTRATIVE, AND OPERATIONAL SERVICES**

This Third Amendment of the Master Interlocal Agreement (this “Amendment”) is entered into on the date the Amendment is signed by all the Parties, and effective as provided in Section 2, below, between the GREATER SALT LAKE MUNICIPAL SERVICES DISTRICT, a local district and political subdivision of the State of Utah (the “District”); SALT LAKE COUNTY, a body corporate and politic and a political subdivision of the State of Utah (the “County”); the TOWN OF COPPERTON, a municipal corporation formerly known as Copperton Metro Township (“Copperton”); EMIGRATION CANYON CITY, a municipal corporation formerly known as Emigration Canyon Metro Township (“Emigration Canyon”); the CITY OF KEARNS, a municipal corporation formerly known as Kearns Metro Township (“Kearns”); MAGNA CITY, a municipal corporation formerly known as Magna Metro Township (“Magna”); and WHITE CITY, a municipal corporation formerly known as White City Metro Township (“White City”). All these entities collectively shall be referred to hereinafter as the “Parties” and individually as a “Party.” Copperton, Emigration Canyon, Kearns, Magna and White City collectively may be referred to herein as the “Municipalities” or individually as a “Municipality.”

**R E C I T A L S:**

WHEREAS, on or about January 25, 2018, the Parties entered into the Agreement for the provision of municipal, administrative, and operational services by the County to unincorporated areas of the County and to Copperton, Emigration Canyon, Kearns, Magna and White City on behalf of the District (the “Agreement”);

WHEREAS, among the services to be provided to Copperton, Emigration Canyon, Kearns, Magna and White City under the Agreement were certain services performed by the Salt Lake County Clerk’s Office (the “Clerk Services”);

WHEREAS, at the time of the Agreement, Copperton, Emigration Canyon, Kearns, Magna and White City were all classified as metro townships under Utah State law;

WHEREAS, the Parties have since amended the Agreement twice to adjust the level services to be provided;

WHEREAS, pursuant to H.B. 35 (2024), Copperton, Emigration Canyon, Kearns, Magna and White City have converted to cities or towns as of May 1, 2024, and the District has been empowered to provide clerk services to municipalities (*see* Utah Code §§10-1-201.5(2) and 17B-2a-1104(1)(b)(iv) (2024));

WHEREAS, the Parties desire for the County to continue providing Clerk Services to Copperton, Emigration Canyon, Kearns, Magna and White City as they transition to cities or towns; however, the Parties also desire for the County's provision of such services to eventually cease;

WHEREAS, the Parties desire to amend the Agreement to provide for the eventual termination of the Clerk Services when it becomes appropriate to do so.

### **A M E N D M E N T:**

NOW, THEREFORE, in exchange for valuable consideration, including the mutual covenants contained in this Amendment, the Parties covenant and agree as follows:

1. Clerk Services.

a. Any Municipality may terminate its receipt of Clerk Services at any time upon thirty (30) days written notice to the County.

b. The County may terminate the provision of Clerk Services to any of the Municipalities at any time upon thirty (30) days written notice to the respective Municipality. Notwithstanding the foregoing, in no event shall any services terminate pursuant to this subparagraph before June 30, 2024.

c. Until the County's provision of Clerk Services to all the Municipalities has terminated, the District shall continue to reimburse the County for the total actual costs of the work performed, including labor, equipment, materials and indirect costs for the Clerk Services, as outlined in the Agreement.

2. This Amendment shall be effective upon: a) approval of the Amendment by each of the Parties as provided Utah Code § 11-13-202.5(1) and (2); b) review of the Amendment as to proper form and compliance with applicable law by each Party's attorney; and c) the filing of the duly executed Amendment with each Party's keeper of records.

3. All remaining provisions of the Agreement as previously amended and not specifically altered by this Amendment, shall continue in full force and effect under this Amendment.

IN WITNESS WHEREOF, the Parties execute this Amendment on the dates indicated below.

**SALT LAKE COUNTY:**

\_\_\_\_\_  
Mayor or Designee

Date: \_\_\_\_\_

Recommended for Approval:

\_\_\_\_\_  
Department Director

Date: \_\_\_\_\_

Reviewed as to Form:

\_\_\_\_\_  
Deputy District Attorney

**GREATER SALT LAKE MUNICIPAL SERVICES DISTRICT:**

\_\_\_\_\_  
Chair

Date: \_\_\_\_\_

Approved as to Form:

\_\_\_\_\_  
Attorney representing the District

**TOWN OF COPPERTON:**

\_\_\_\_\_  
Mayor

Date: \_\_\_\_\_

Approved as to Form:

\_\_\_\_\_  
Attorney representing Town of Copperton

**EMIGRATION CANYON CITY:**

\_\_\_\_\_  
Mayor

Date: \_\_\_\_\_

Approved as to Form:

\_\_\_\_\_  
Attorney representing Emigration Canyon

**CITY OF KEARNS:**

\_\_\_\_\_  
Mayor

Date: \_\_\_\_\_

Approved as to Form:

\_\_\_\_\_  
Attorney representing Kearns

**MAGNA CITY:**

\_\_\_\_\_  
Mayor

Date: \_\_\_\_\_

Approved as to Form:

\_\_\_\_\_  
Attorney representing Magna

**WHITE CITY:**

\_\_\_\_\_  
Mayor

Date: \_\_\_\_\_

Approved as to Form:

\_\_\_\_\_  
Attorney representing White City



UNIFIED FIRE AUTHORITY  
QUARTERLY REPORT

# MAGNA

# QUARTER 1

JAN. 1, 2024 - MAR. 31, 2024

**MAGNA LIAISON**  
Division Chief Steve Prokopis  
(801) 550-4338  
[sprokopis@unifiedfire.org](mailto:sprokopis@unifiedfire.org)



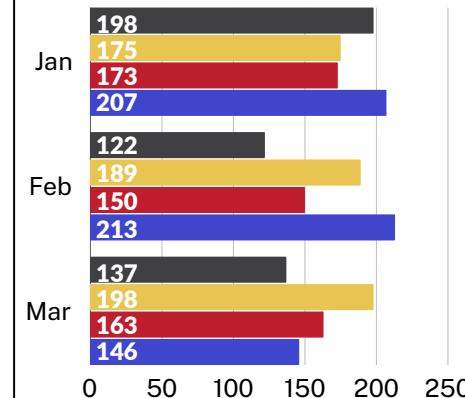
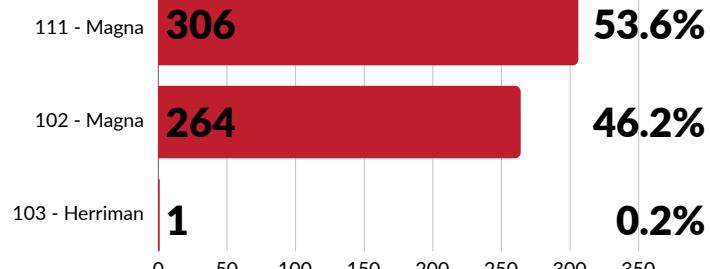
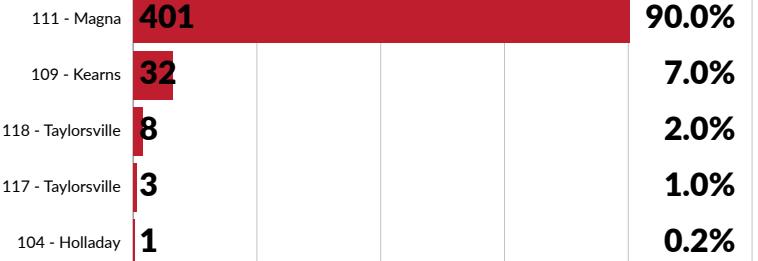
**Call Volume****566****TOTAL INCIDENTS****233****EMERGENT****41%****% EMERGENT****TOP FIRE CALLS**Structure Fire **3**Fire, Other **3**Vehicle Fire **1****Call Type****TOP EMS CALLS**Sick Person **53**Falls **41**Breathing Problem **31**Mental **28**Unconscious **27****TOP OTHER CALLS**False Alarm/False Call **20**Public Service Assistance **19**Unintentional Detector **10**Flammable Spills & Leaks **7**Detector Malfunction **5****Four Year Monthly Comparison**

Q1 2021

Q1 2022

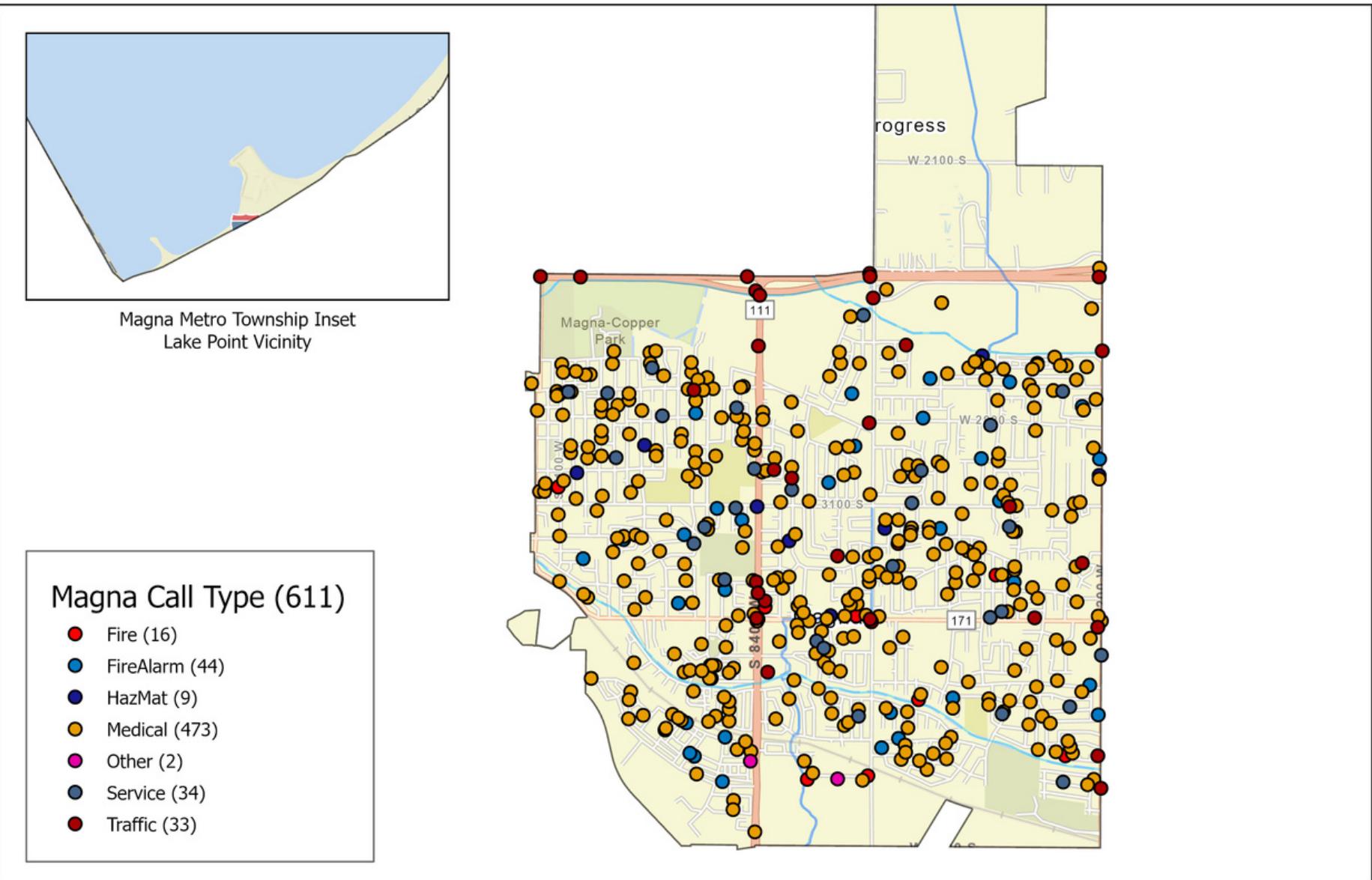
Q1 2023

Q1 2024

**Incoming Units****Top Engine/Truck Responses**Station**571****TOTAL UNIT RESPONSES****Top Ambulance Responses**Station**445****TOTAL UNIT RESPONSES****Emergency Total Time****04:42****50th PERCENTILE****06:54****90th PERCENTILE***\*Dispatch to Arrival (does not include call processing time)*



# UFA CALL TYPE January 1 to March 31 2024



## Magna Metro-Township

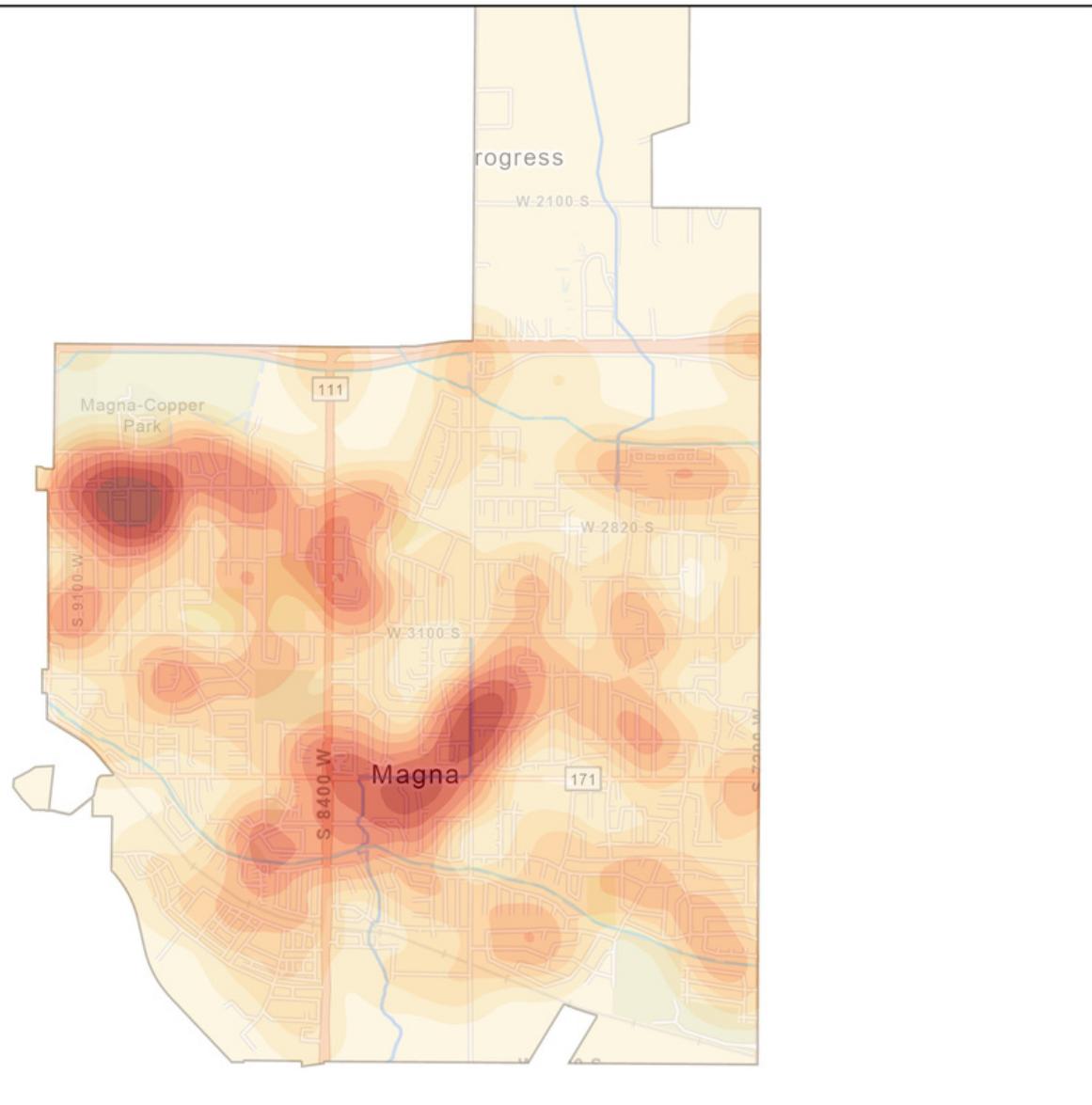
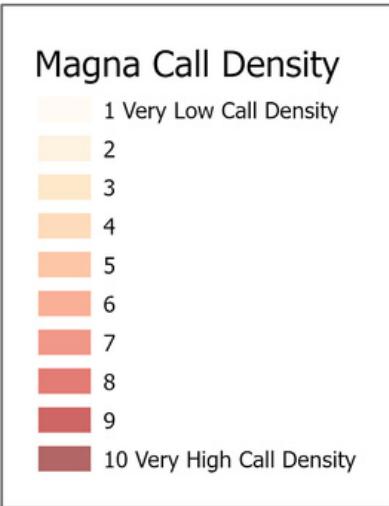
0 0.3 0.5 1 Mile

4/2/2024





## UFA CALL DENSITY January 1 to March 31 2024

Magna Metro Township Inset  
Lake Point Vicinity

## Magna Metro-Township

0 0.3 0.5 1 Mile

