



## NOTICE OF PUBLIC MEETING PLANNING COMMISSION

Planning Commission  
November 9, 2023 @ 5:30 PM

2603 Santa Clara Drive  
Santa Clara, Utah 84765

Phone: (435) 673-6712  
Email: [contact@sccity.org](mailto:contact@sccity.org)

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**Public Notice** is hereby given that the Planning Commission of the City of Santa Clara, Washington County, Utah, will hold a Planning Commission Meeting in the City Council Chambers, 2603 Santa Clara Drive, Santa Clara, Utah, on Thursday, November 9, 2023, commencing at 5:30 PM. The meeting will be broadcasted via YouTube linked on our website at <https://sccity.org/meetings>.

The agenda for the meeting is as follows:

**1. Call to Order**

**2. Opening Ceremony**

- A. Pledge of Allegiance: Logan Blake
- B. Opening Comments (Invocation): Logan Blake

**3. Working Agenda**

A. Public Hearing

- 1. Consider a proposed Rezoning and Project Plan for property at the intersection of Pioneer Parkway and future extension of Red Mountain Drive (Lots 1, 2, and 3 of the Silverado Santa Clara Subdivision), and directly east of the Harmon's Shopping Center. The applicant, Julian Stemmer, is proposing to rezone the property from the Planned Development Residential, PDR Zone to the Planned Development Commercial, PDC Zone to allow for a mixed-use project including both commercial and residential uses. The subject properties are 14.27 acres.
- 2. Consider a proposed Rezoning and Historic District Overlay map adjustment for property located at the southeast corner of Santa Clara Drive and Gates Lane (Parcel #SC-6-2-16-435, described as 2.97 acres). Granite Peaks Investment, LLC is proposing a Rezoning of the subject property to allow for the R-1-10 Single Family/Historic District Zone on a portion of the property (0.52 acres) with frontage on Santa Clara Drive, with the remaining property (2.45 acres) with frontage along the future extension of Bonelli Trail to be within the RA Single-Family Zone. Additionally, the applicant has requested that the Historic District Overlay be adjusted on the City Zoning Map to follow the described zoning boundary.
- 3. Consider a proposed Code Amendment to the Santa Clara City Zoning Ordinance, Section 17.92, Water Efficient Landscaping and Conservation Standards. This includes updates as recommended by the Washington County Water Conservancy District,

WCWCD, to allow city residents to participate in the Water Efficient Landscape (lawn replacement) Rebate Program.

#### **4. General Business**

##### **A. Recommendation to City Council**

1. Recommendation to the City Council for a proposed Rezoning and Project Plan for property at the intersection of Pioneer Parkway and future extension of Red Mountain Drive (Lots 1, 2, and 3 of the Silverado Santa Clara Subdivision), and directly east of the Harmon's Shopping Center. The applicant, Julian Stemmer, is proposing to rezone the property from the Planned Development Residential, PDR Zone to the Planned Development Commercial, PDC Zone to allow for a mixed-use project including both commercial and residential uses. The subject properties are 14.27 acres.
2. Recommendation to the City Council for a proposed Rezoning and Historic District Overlay map adjustment for property located at the southeast corner of Santa Clara Drive and Gates Lane (Parcel #SC-6-2-16-435, described as 2.97 acres). Granite Peaks Investment, LLC is proposing a Rezoning of the subject property to allow for the R-1-10 Single Family/Historic District Zone on a portion of the property (0.52 acres) with frontage on Santa Clara Drive, with the remaining property (2.45 acres) with frontage along the future extension of Bonelli Trail to be within the RA Single-Family Zone. Additionally, the applicant has requested that the Historic District Overlay be adjusted on the City Zoning Map to follow the described zoning boundary.
3. Recommendation to the City Council for a proposed Code Amendment to the Santa Clara City Zoning Ordinance, Section 17.92, Water Efficient Landscaping and Conservation Standards. This includes updates as recommended by the Washington County Water Conservancy District, WCWCD, to allow city residents to participate in the Water Efficient Landscape (lawn replacement) Rebate Program.
4. Subdivision Plat Amendment and Phasing Plan Update for Coyote Landing at Deserts Edge. The subject property is east of 400 East and north of North Town Road. Robert Smith, applicant.

##### **B. Planning Commission Approval**

1. Alfredo's A Wall Sign located at 3687 Pioneer Parkway, Suite #4. Kelly Harward with YESCO Signs, applicant.

#### **5. Discussion Items**

A. None

#### **6. Approval of Minutes**

A. Request Approval of Regular Meeting minutes: October 26, 2023

## **7. Adjournment**

Note: In compliance with the Americans with Disabilities Act, individuals needing special accommodations during this meeting should notify the City at least 24 hours in advance of the meeting by calling (435) 673-6712.

Posted this 2nd day of November 2023.

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Jim McNulty, Planning Manager



City of Santa Clara  
2603 Santa Clara Drive  
(435) 656-4690, Ext. 225  
jmcnulty@sccity.org

Staff Report

## Property Rezoning & Project Plan Summary and Recommendation

**Public Body:** Santa Clara City Planning Commission

**Meeting Date:** November 9, 2023

**Current Zone:** Planned Development Residential, PDR

**Proposed Zone:** Planned Development Commercial, PDC

**General Plan Designation:** Mixed-Use Residential, MUR (Lots 1 and 2) and Main Street Commercial, MSC (Lot 3)

**Property Address:** Intersection of Pioneer Parkway/future extension of Red Mountain Drive, east of Harmon's Shopping Center

**Property Size:** 14.27 Acres

**Request:** Property Rezoning & Project Plan

**Applicant Name:** Julian Stemmer

**Staff Planner:** Jim McNulty

**Meeting Type:** Public Hearing

### PROJECT DESCRIPTION

**The applicant, Julian Stemmer (Silverado LLC),** is requesting to **Rezone** the property at the intersection of Pioneer Parkway and future extension of Red Mountain Drive (Lots 1, 2, and 3 of the Silverado Santa Clara Subdivision), and directly east of the Harmon's Shopping Center. The subject property is 14.27 acres in size. The property is currently zoned Planned Development Residential, PDR and the applicant proposes to rezone it to the Planned Development Commercial, PDC Zone to allow for a mixed-use project including both commercial and residential uses.

**A public hearing for this project was held by the Planning Commission on July 14, 2022.** A motion was made to recommend approval to the City Council. **On August 10, 2022, the City Council** held a public meeting on this item as required by State Code. **A rezoning of property is a legislative decision** which requires the City Council to approve or deny the application. A motion was made by the City Council to table the item to allow the applicant to work with adjacent residents and incorporate City Council comments prior to resubmitting.

The updated **Project Plan/Rezone Application includes three (3) project phases.** The original Project Plan included a 4<sup>th</sup> Phase (Pickleball Facility with a Sports Bar & Grille) which has been removed. This site (Lot 4) has been sold to Intermountain Health Care, IHC for a future InstaCare facility. City staff will further address the proposed Project Plan and requirements in the staff report.

## PROJECT PLAN REVIEW ITEMS

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City staff has worked with the applicant on several items associated with the Project Plan. The following includes information on each item as required by Chapter 17.68, Planned Development Zone:

1. **Residential Unit Count/Commercial Buildings/Phasing Plan:** The Project Plan includes a total of one hundred twenty-four (124) units. *Phase 1 includes 28 two-story Townhome/Toy Garage Units with a 2<sup>nd</sup> story living area, and Phase 2 includes 96 apartment units to be in four (4) buildings.* The acreage for these two phases is 11.66 acres. This equates to a proposed density of 10.63 units/acre. As previously determined, *the requested PDC Zone does not require a density bonus if the units proposed exceed 8 units/acre.* The Project Plan includes *three (3) commercial buildings* with an approximate square footage of *16,900 to be in Phase 3* of the project.
2. **Project Amenities:** Chapter 17.68 requires project amenities including recreational facilities such as tennis courts, playground equipment, swimming pool, clubhouse, and other common amenities such as outdoor cooking/eating areas, gazebo, or gardens. *The Silverado Project is proposing the following amenities:*
  - *Phase 1 will include open space and a trail connection that extends from the pedestrian crossing on Red Mountain Drive.*
  - *Phase 2 will include restrooms with changing areas, a large pool, hot tub, BBQ area, and an outdoor patio structure.*
  - *Phase 3 includes open space and outdoor seating areas adjacent to the proposed buildings.*
3. **Building Design & Materials:** Chapter 17.68 requires the review of building design and materials. The Project Plan includes three (3) project phases as follows:
  - *Phase 1 (Townhome/Toy Garage Units)* includes a modern design with an aluminum panel system utilizing both a wood and metal finish appearance, with large windows for natural light. The roof will include a single ply membrane system. The building height for these buildings is 24' – 6".
  - *Phase 2 (Apartment Buildings)* includes a modern design with an exterior stucco system, a metal panel system, an aluminum panel system with wood finish, metal guard rails and large windows. The roof will include a single ply membrane system. The building height for the apartment buildings is 34' to the top of the roof canopy.
  - *Phase 3 (Commercial Buildings)* includes an exterior stucco system, color fiber-cement or pre-finished metal cladding system, with an aluminum storefront and windows. The roof will include a single ply membrane system. The building height for the commercial buildings is 21' – 4" to the top of parapet. The applicant will be required to work with city staff and comply with all department recommendations to verify that all requirements have been met during Site Plan Review for each project phase.
4. **Open Space:** Chapter 17.68 requires *at least 30% of a project area to be in common open space.* The Project Plan includes *approximately 40% (4.65 acres) of open space for the residential area (Phases 1 & 2), with approximately 32% (0.82 acres) of open space for the commercial area (Phase 3).* The applicant will be required to work with city staff during both the Subdivision Plat and Site Plan review process for each project phase to verify these calculations.

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5. **Public Trail Access:** An **existing pedestrian trail is located along the property frontage (Pioneer Parkway)** and will remain in place. Along the eastern edge of the project and Red Mountain Drive, a 15' maintenance/trail easement is shown on the Project Plan. This will allow for a future connection to the IHC property when this site is developed, allowing for a connection to Pioneer Parkway. The trail will include a pedestrian crossing at Red Mountain Drive. The applicant will be required to work with city staff and comply with all department recommendations during Subdivision Plat and Site Plan Review.
6. **Landscaping & Water Efficiency:** Chapter 17.68 requires project landscaping and puts standards in place for the PD Zone. Section 17.68.050 discusses landscape design and water conservation principles. However, the city has an ordinance in place (**Ordinance #2022-05**) requiring all new development to be compliant with the Water Efficient Landscaping & Conservation Standards. **A secondary water connection will be required for outdoor water use.** The applicant will be required to work with city staff and comply with all department recommendations to verify that all requirements have been met during Site Plan Review for each project phase.
7. **Public Road Cross-Sections:** Silverado will be required to do public roadway improvements and dedications as part of the project. These public roads include but aren't limited to the proposed public road in **Phase 1 (50' right-of-way)** from Rachel Drive to Red Mountain Drive, and **Red Mountain Drive (66' right-of-way)** which connects to Pioneer Parkway to gain access to the site. The applicant will be required to work with city staff and comply with all department recommendations during both the Subdivision Plat and Site Plan review process.
8. **Private Drive/Alley Cross-Sections:** Silverado will be required to do **private driveway improvements at 26' within the interior of the project (Phases 2, and 3).** The applicant will be required to work with city staff and comply with all department recommendations during both the Subdivision Plat and Site Plan review process.
9. **Parking:** The **Project Plan includes a total of 384 parking spaces.** This includes a minimum of **192 spaces (1 covered, 1 uncovered) for the apartments project, with 56 spaces being required for the Townhome/Toy Garage Units.** The proposed **commercial uses adjacent to Santa Clara Drive require 68 parking spaces; however, 84 parking spaces are provided.** A total of **34 additional parking spaces** have been provided in Phases 1, 2, and 3 for shared use as needed. Chapter 17.32 requires a total of 316 parking spaces. The applicant will be required to work with city staff during both the Subdivision Plat and Site Plan review process to verify required parking.
10. **Project Utilities:** Utilities (e.g., water, sewer, gas, etc.) will be required for the project. **A secondary water connection will be required for outdoor water use.** The applicant will be required to work with city staff and comply with all department recommendations during Subdivision Plat and Site Plan Review.
11. **Soils Report: A Geotech Report (Subsurface Investigation) done by Applied Geo-Tech** was submitted for the property. **The site is suitable for various types of development including commercial or residential.** However, precautionary measures are needed, and an updated Geotech Report will be required prior to development of each project phase. The applicant will be required to work with city staff during Subdivision Plat and Site Plan Review for each project phase to determine compliance.
12. **Traffic Study: A Traffic Impact Study, TIS done by Horrocks Engineering** was submitted for the property. **Three project accesses were assumed, which resulted in an acceptable LOS at each intersection.** It is expected that the traffic signal at the intersection of Pioneer Parkway and Red Mountain Drive will be needed by 2029. If the signal is not installed by 2029, the LOS in the area will not

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be acceptable. However, **the city is currently having a study done** to move forward with this signal soon. By putting this signal in soon, it will keep the LOS at acceptable levels as developed occurs in the area.

13. **Project Narrative:** The applicant has submitted **an updated project narrative for your review and consideration (copy attached)**. City staff asked the applicant to update this item to match the Project Plan. It's likely that Planning Commission members will have questions for the applicant during the meeting.
14. **Development Agreement:** An **updated Development Agreement** is being reviewed by city legal counsel and will be reviewed by the City Council as part of the Rezoning & Project Plan.

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## REZONING CONSIDERATION

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**Chapter 17.18.090 of the city code provides standards of review for the city.** In consideration of any zoning map amendment (rezoning), the land use authority shall consider the following matters and the city council shall give reasonable consideration to the following:

- a. Is the proposed use suitable in view of the zoning and development of adjacent and nearby property.  
**Yes.**
- b. Will the proposed use adversely affect the existing use or suitability of adjacent or nearby property.  
**No.**
- c. **Are there substantial reasons why the property cannot or should not be used as currently zoned.**  
**No.**
- d. Will the proposed use cause an excessive or burdensome use of public facilities or services, including, but not limited to streets, schools, water or sewer utilities, and police or fire protection.  
**No.**
- e. Is the proposed use compatible with the purpose and intent of the General Plan.  
**Yes.**
- f. Will the use be consistent with the purpose and intent of the proposed zoning district.  
**Yes.**
- g. Is the proposed use supported by new or changing conditions not anticipated by the General Plan.  
**No.**
- h. Does the proposed use reflect a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to the unrestricted use of property. **Yes.**

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## GENERAL PLAN CONSIDERATION

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The Santa Clara City General Plan indicates a **Mixed-Use Residential, MUR land use designation for Lots 1 & 2, with a Main Street Commercial, MSC land use designation for Lot 3.** The proposed Planned Development Commercial, PDC Zone complies with the intent of the General Plan. ***The description and character objectives for MUR states the following:***

“The mix of uses is mostly residential, in the form of townhomes, multi-unit buildings, but also might include small-lot single-family homes. Design to blend in with the adjacent residential neighborhoods with interconnected street grid, sidewalks, and shared parking”.

***The description and character objectives for the MSC states the following:***

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“Predominantly commercial uses on the ground level, including uses such as stores, restaurants, and offices with residences and/or offices on the 2<sup>nd</sup> floor. Projects should strive for continuous building frontage, with the ground floor being mostly storefront windows to create a pedestrian-friendly development”.

The proposed Project Plan/Rezone application includes elements from both the MUR and MSC land use designations. This proposed use of property is encouraged by the General Plan.

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## **NEIGHBORHOOD RESPONSE**

Notices were sent to the property owners within 300’ of the subject property. The subject property was also posted as per the State Code. No comments have been received by city staff as of the writing of this report.

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## **STATE CODE CONSIDERATIONS**

Utah Code, Section 10-9a-205 includes requirements for a Rezoning of property (zoning map amendment). To rezone a property, a city must hold at least one public hearing. Additionally, a public hearing to consider a rezoning of property requires 10 days’ notice rather than 24 hours’ notice. A notice must also be sent to all property owners within 300’ of the subject property, with a notice in a visible location, with a sign of sufficient size and durability. The city is also required to post on the State Public Notice website. City Staff has determined that all State Code requirements have been met with this application.

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## **CITY STAFF RECOMMENDATION**

City staff recommends that the Planning Commission review the submitted Rezoning Application and Project Plan to determine if the application is complete. If the application is determined to be complete, City staff would recommend that the Planning Commission forward a recommendation to the City Council for their review and consideration of the application subject to the following conditions:

1. That the applicant be required to go through the Subdivision Plat and Site Plan Review process for each project phase.
2. That a total of one hundred twenty-four (124) units on 11.66 acres be allowed as per the Project Plan. This equates to a density of 10.63 units/acre.
3. That a Project Phasing Plan be required for the overall project. That project amenities be provided and put in place as per the Project Plan and Phasing Plan. That this plan be reviewed for compliance with each project phase.
4. That the building design/materials/height/setbacks comply with the Project Plan as presented by the applicant. That substantial changes to these items require an amendment to the Project Plan.
5. That at least 30% of the overall project area be in common open space. The Project Plan includes approximately 40% (4.65 acres) of open space for the residential area (Phases 1 & 2), with approximately 32% (0.82 acres) of open space for the commercial area (Phase 3).
6. That along the eastern edge of the project (Phase 1) and Red Mountain Drive, a 15’ maintenance/trail easement be provided to allow for a future connection to the IHC property and Pioneer Parkway.
7. That the applicant be required to comply with City Ordinance #2022-05, Water Efficient Landscaping & Conservation Standards. Also, secondary water connections are required for outdoor water use.
8. That a 50’ public road cross-section as per the Project Plan be required for Phase 1 from Rachel Drive to Red Drive. That a 66’ public road cross-section as per the Project Plan be required for Red Mountain Drive which connects to Pioneer Parkway to gain access to the site.

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9. That a 26' private driveway be allowed within the interior of the project (Phases 2, and 3).
10. That 384 parking spaces be provided. This includes 192 parking spaces (1 covered, 1 uncovered) for the apartment project (Phase 2), with 56 parking spaces being required for the Townhome/Toy Garage Units (Phase 1). That 84 parking spaces be provided for the commercial area (Phase 3) of the project as per the Project Plan. Additionally, 34 parking spaces be provided for Phases 1, 2, and 3 for shared use as needed.
11. That an updated Geotech Report for each project phase be required prior to site construction.
12. That the Traffic Impact Study, TIS for the project be implemented.
13. That a Development Agreement for the overall project be approved by the City Council.
14. That the proposed **property Rezoning** complies with Chapter 17.18.090 items, **(except item c below)**:
  - a. The proposed use is suitable in view of the zoning and development of adjacent and nearby property;
  - b. The proposed use will not adversely affect the existing use or suitability of adjacent or nearby property;
  - c. **There are not substantial reasons why the property cannot or should not be used as currently zoned;**
    - i. **The applicant intends to do a PDC mixed-use project as per the MUR (Lots 1 & 2) and MSC (Lot 3) land use designations of the General Plan.**
  - d. The proposed use will not cause an excessive or burdensome use of public facilities or services, including, but not limited to streets, schools, water or sewer utilities, and police or fire protection;
  - e. The proposed use is compatible with the purpose and intent of the General Plan;
  - f. The proposed use is consistent with the purpose and intent of the proposed zoning district.
  - g. The proposed use is not supported by new or changing conditions anticipated by the General Plan;
  - h. The proposed use does reflect a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to the unrestricted use of property.

With the following findings:

1. That the Rezoning is compliant with the Santa Clara City General Plan, Section 3.4.2, Mixed-Use Land Uses (Mixed-Use Residential, MUR and Main Street Commercial, MSC).
2. That the MUR Land Use Designation allows for mostly residential uses including townhomes, multi-unit buildings, and small lot single-family.
3. The MSC Land Use Designation allows for commercial uses on the ground floor, including stores, restaurants, and offices.
4. That the Harmon's Shopping Center directly west of the subject property is located within the Planned Development Commercial, PDC zone.

RESIDENTIAL PARKING: (APARTMENTS)	
DWELLING UNITS -	96
SPACES PER UNIT -	x 2.0
TOTAL SPACES REQ'D. -	192
STANDARD SPACES PROVIDED -	196
VAN ACCESSIBLE PROVIDED -	4
TOTAL SPACES PROVIDED -	200
COVERED SPACES REQ'D. -	(192/2 = 96)
COVERED SPACES PROVIDED -	96

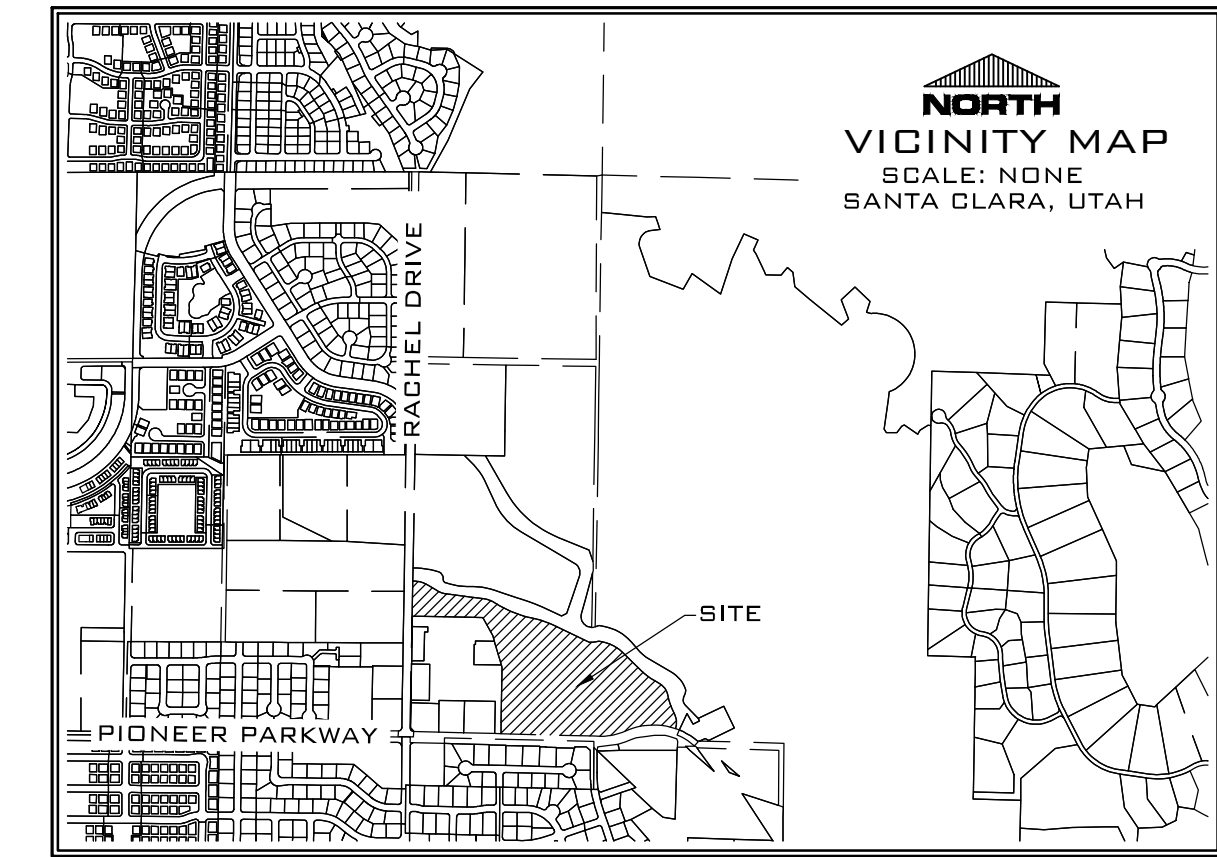
RESIDENTIAL PARKING: (MAN CAVES)	
DWELLING UNITS -	28
SPACES PER UNIT -	x 2.0
TOTAL SPACES REQ'D. -	56
STANDARD SPACES PROVIDED -	56
SHARED SPACES PROVIDED -	10
TOTAL SPACES PROVIDED -	66
COVERED SPACES REQ'D. -	(56/2 = 28)
COVERED SPACES PROVIDED -	56

COMMERCIAL PARKING:	
UNITS -	3
TOTAL SQ. FT. OF UNITS -	16,900
SPACES PER SQ. FT. -	1/250
TOTAL SPACES REQ'D. -	68
STANDARD SPACES PROVIDED -	78
VAN ACCESSIBLE PROVIDED -	6
TOTAL SPACES PROVIDED -	84

PROJECT PARKING TOTALS:	
PARKING REQUIRED -	316
PARKING PROVIDED -	350
ADDITIONAL PARKING PROVIDED -	34

# SILVERADO SANTA CLARA DEVELOPMENT

LOCATED IN SECTION 28, TOWNSHIP 42 SOUTH, RANGE 16 WEST OF THE SALT LAKE BASE AND MERIDIAN CITY OF ST. GEORGE, WASHINGTON COUNTY, UTAH.

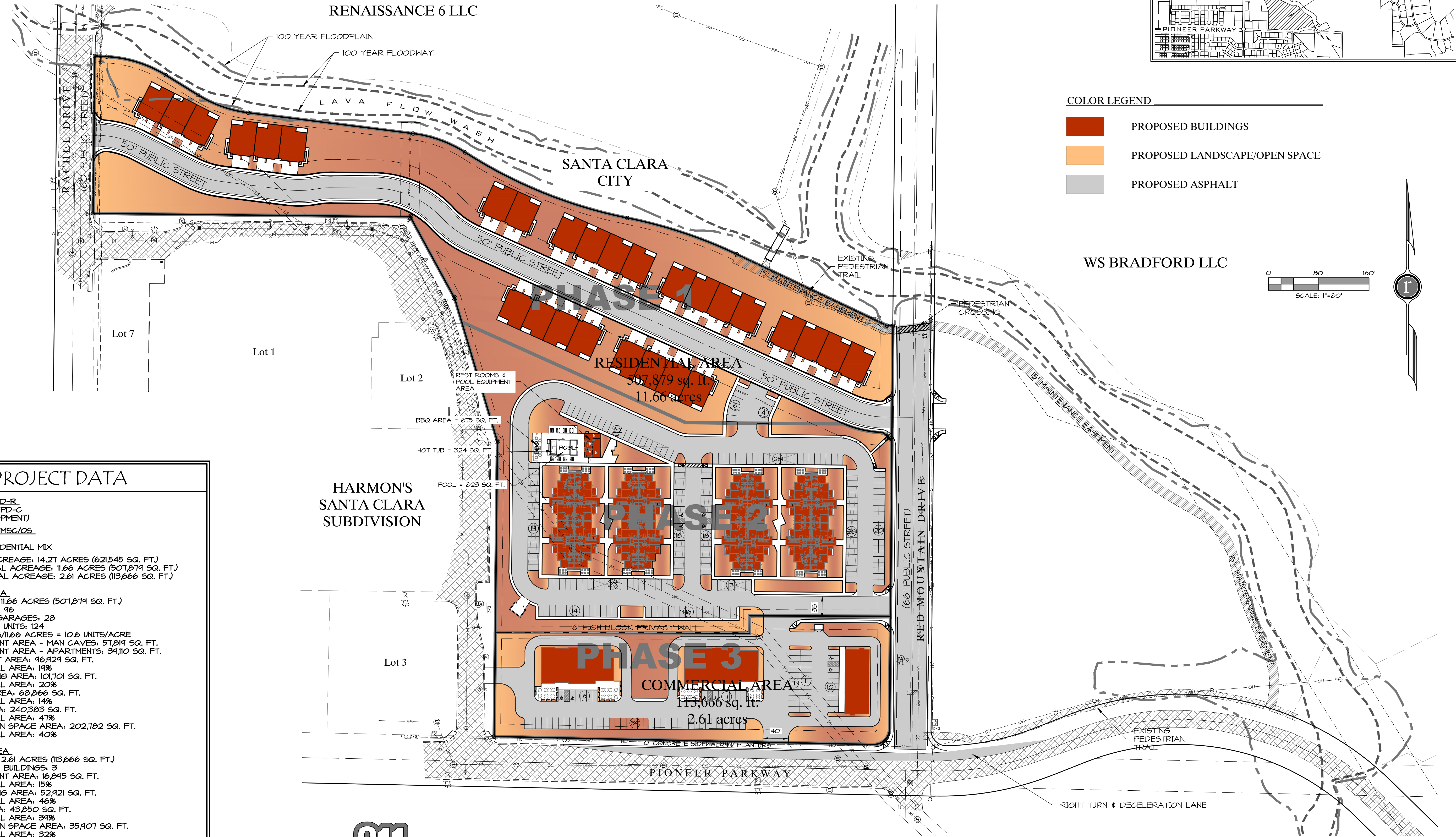


DATE:	10/11/23
JOB NO.:	12472-21-001
DESIGNED BY:	AMH
CHECKED BY:	JNB
DWG.:	Site Plan
REVISIONS:	

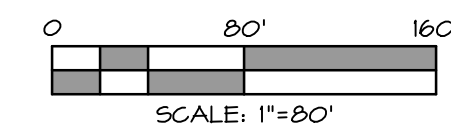


352 East Riverside Drive, Suite A-2  
St. George, Utah 84790  
Ph (435) 673-8586, Fx (435) 673-8397  
www.rscivil.com

SITE PLAN FOR SILVERADO SANTA CLARA DEVELOPMENT SANTA CLARA UTAH



COLOR LEGEND	
<span style="display:inline-block; width:15px; height:15px; background-color:orange;"></span>	PROPOSED BUILDINGS
<span style="display:inline-block; width:15px; height:15px; background-color:lightorange;"></span>	PROPOSED LANDSCAPE/OPEN SPACE
<span style="display:inline-block; width:15px; height:15px; background-color:gray;"></span>	PROPOSED ASPHALT



## PROJECT DATA

CURRENT ZONE: PD-R  
PROPOSED ZONE: PD-C (PLANNED DEVELOPMENT)  
GENERAL PLAN: M5C/OS  
PROPOSED USE: COMMERCIAL/RESIDENTIAL MIX

TOTAL PARCEL ACREAGE: 14.27 ACRES (621,545 SQ. FT.)  
TOTAL RESIDENTIAL ACREAGE: 11.66 ACRES (507,879 SQ. FT.)  
TOTAL COMMERCIAL ACREAGE: 2.61 ACRES (113,666 SQ. FT.)

**RESIDENTIAL AREA**  
TOTAL ACREAGE: 11.66 ACRES (507,879 SQ. FT.)  
APARTMENT UNITS: 96  
MAN CAVES/TOY GARAGES: 28  
TOTAL NUMBER OF UNITS: 124  
DENSITY: 124 UNITS/11.66 ACRES = 10.6 UNITS/ACRE  
BUILDING FOOTPRINT AREA - MAN CAVES: 57,819 SQ. FT.  
BUILDING FOOTPRINT AREA - APARTMENTS: 34,110 SQ. FT.  
GROSS FOOTPRINT AREA: 96,429 SQ. FT.  
PERCENT OF TOTAL AREA: 19%  
DRIVEWAY/PARKING AREA: 101,701 SQ. FT.  
PERCENT OF TOTAL AREA: 20%  
PUBLIC STREET AREA: 69,866 SQ. FT.  
PERCENT OF TOTAL AREA: 14%  
OPEN SPACE AREA: 240,383 SQ. FT.  
PERCENT OF TOTAL AREA: 47%  
LANDSCAPED OPEN SPACE AREA: 202,782 SQ. FT.  
PERCENT OF TOTAL AREA: 40%

**COMMERCIAL AREA**  
TOTAL ACREAGE: 2.61 ACRES (113,666 SQ. FT.)  
TOTAL NUMBER OF BUILDINGS: 3  
BUILDING FOOTPRINT AREA: 16,945 SQ. FT.  
PERCENT OF TOTAL AREA: 15%  
DRIVEWAY/PARKING AREA: 52,421 SQ. FT.  
PERCENT OF TOTAL AREA: 46%  
OPEN SPACE AREA: 43,850 SQ. FT.  
PERCENT OF TOTAL AREA: 39%  
LANDSCAPED OPEN SPACE AREA: 35,907 SQ. FT.  
PERCENT OF TOTAL AREA: 32%

HARMON'S SANTA CLARA SUBDIVISION



NOTES:  
UTILITY LOCATIONS ARE SHOWN ON PLANS FOR THE CONVENIENCE OF THE CONTRACTOR ONLY. THE CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL UTILITIES. OWNERS OBTAIN RESPONSIBILITY FOR UTILITIES NOT SHOWN ON THESE DRAWINGS.

**PROJECT OWNER/ DEVELOPER**  
SILVERADO DEVELOPMENT CO.  
1810 EAST 840 NORTH  
OREM, UT 84097

**PROJECT ARCHITECT**  
METHOD STUDIO  
360 WEST ASPEN AVENUE  
SALT LAKE CITY, UTAH 84101 (801) 532-4422

**PROJECT ENGINEER**  
ROSENBERG ASSOCIATES  
352 EAST RIVERSIDE DRIVE, SUITE A2  
ST. GEORGE, UT 84790 (435) 673-8586

**GEOTECHNICAL ENGINEER**  
APPLIED GEOTECHNICAL AGE  
1420 SOUTH 270 EAST  
ST. GEORGE, UT 84790 (435) 673-6850

### UTILITY NOTES

- ALL UTILITIES FOR THIS PROJECT WILL BE UNDERGROUND.
- ANY EXISTING UTILITIES ACROSS THE SITE THAT MAY INTERFERE WITH ANY OF THE PROPOSED SITE ELEMENTS WILL BE RELOCATED BY DEVELOPER AND NEW EASEMENTS WILL BE GRANTED.



MATERIALS BOARD

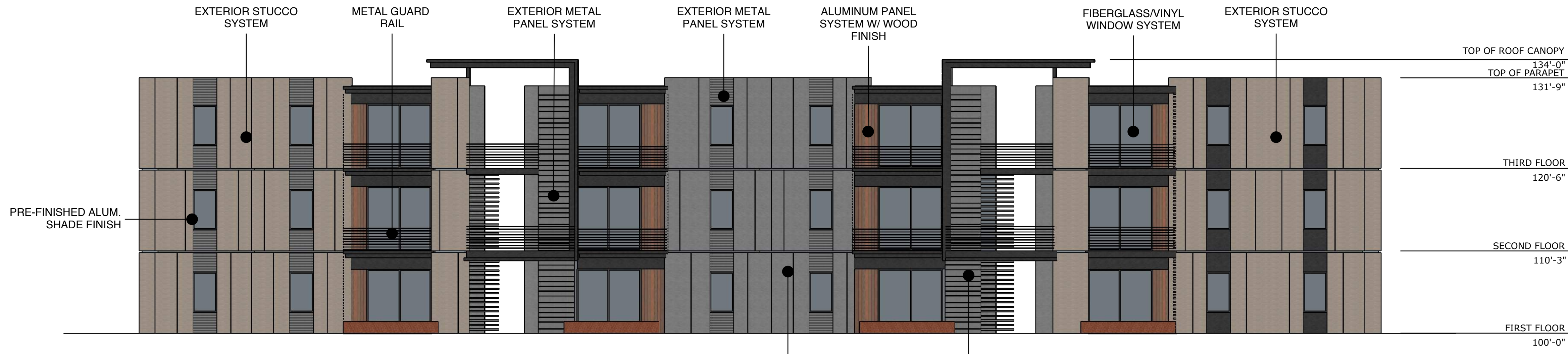


Silverado Santa Clara Development

March 3, 2020

**method studio**

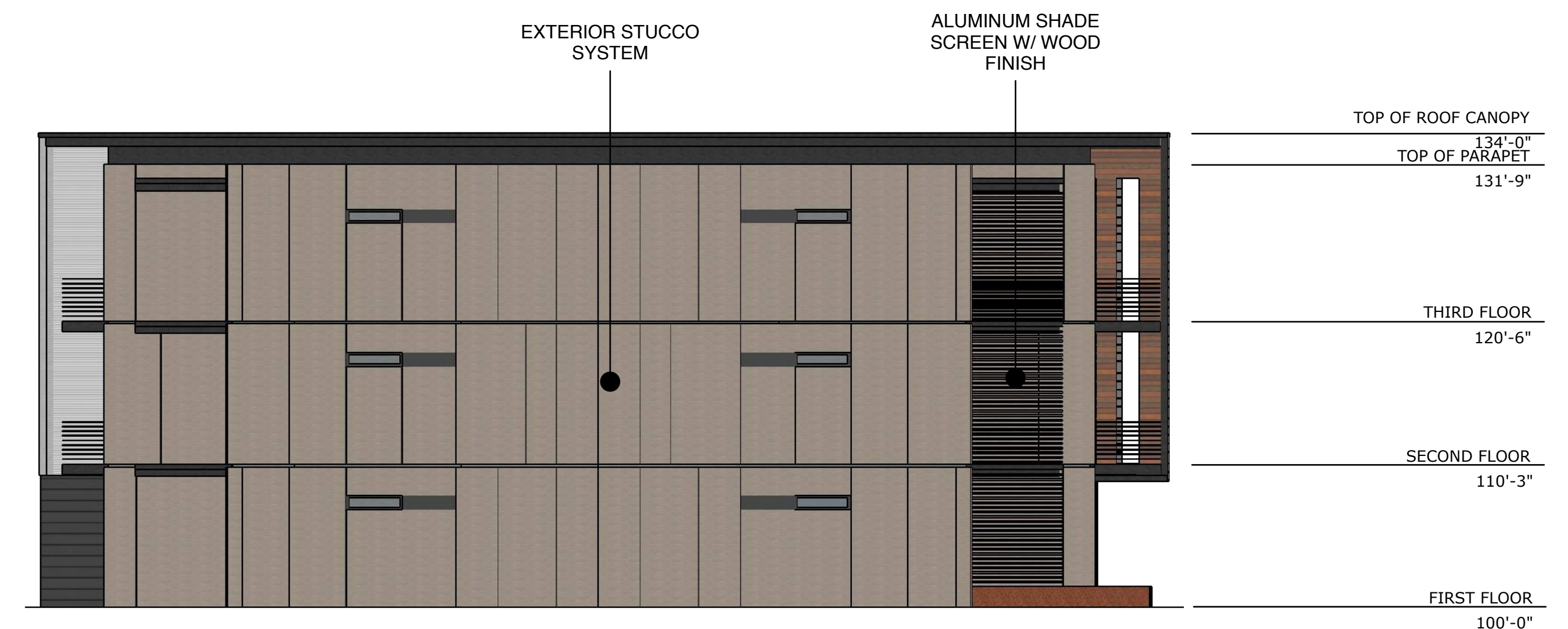
architecture | interiors | planning



APARTMENT - FRONT ELEVATION - TYPICAL  
SCALE 1/8" = 1'-0"

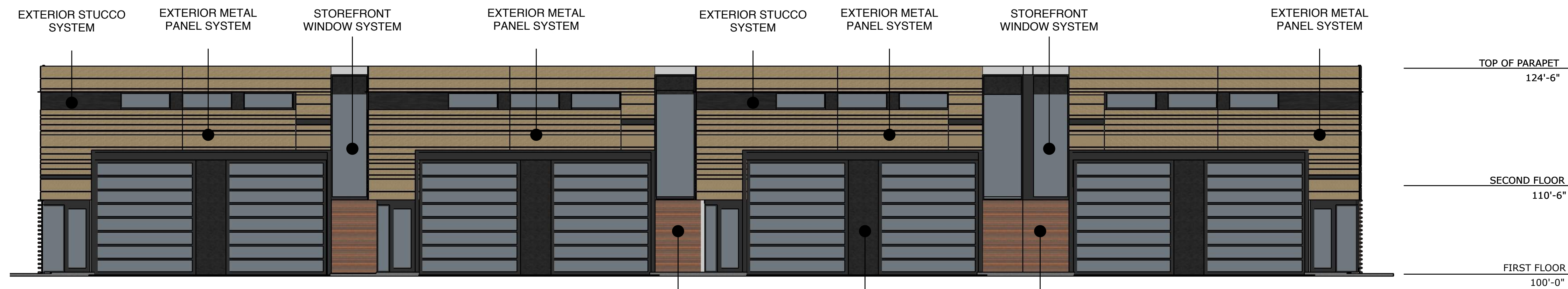


APARTMENT - RENDERING  
NTS

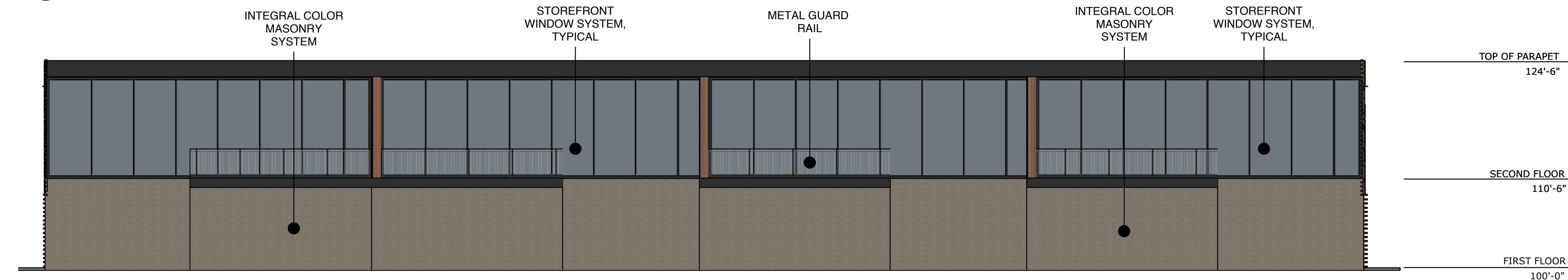


APARTMENT - SIDE ELEVATION - TYPICAL  
SCALE 1/8" = 1'-0"

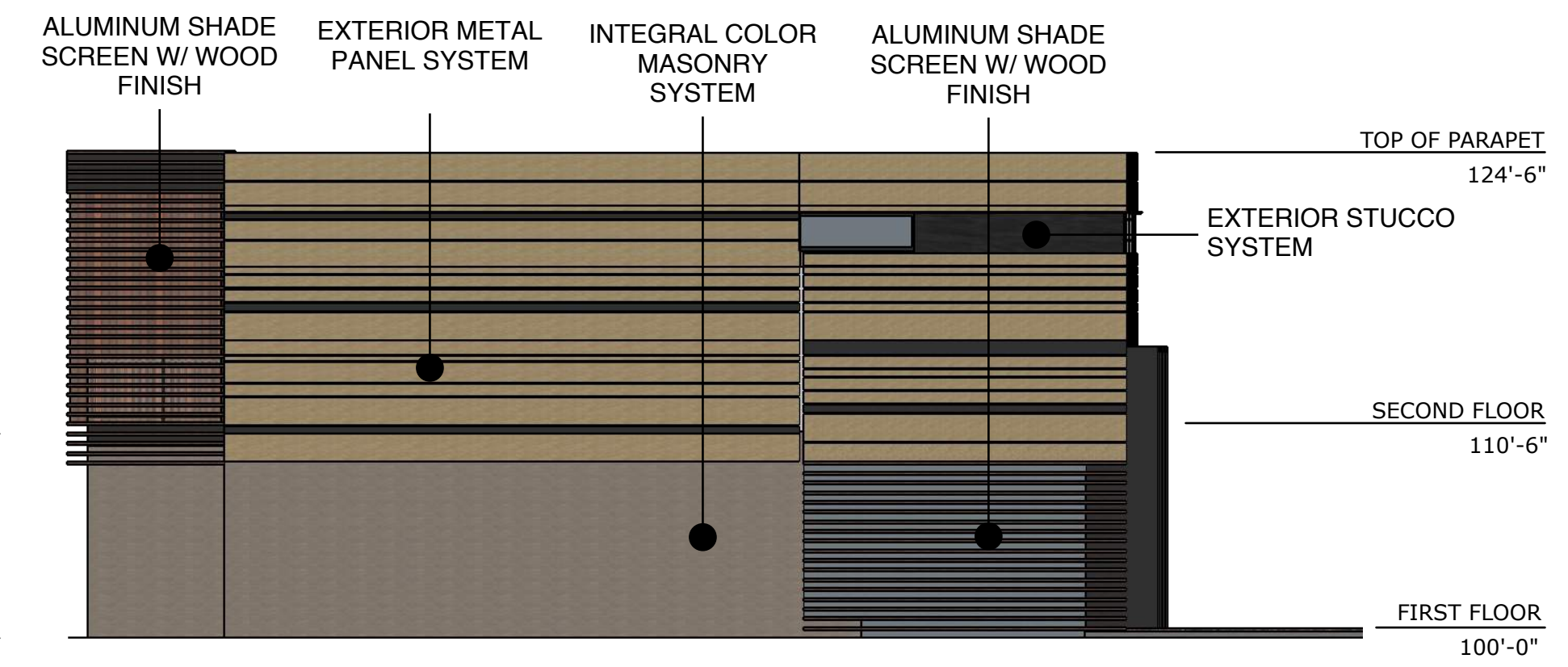




TOY GARAGE - FRONT ELEVATION TYPICAL  
SCALE 1/8" = 1'-0"



TOY GARAGE - REAR ELEVATION TYPICAL  
SCALE 1/8" = 1'-0"

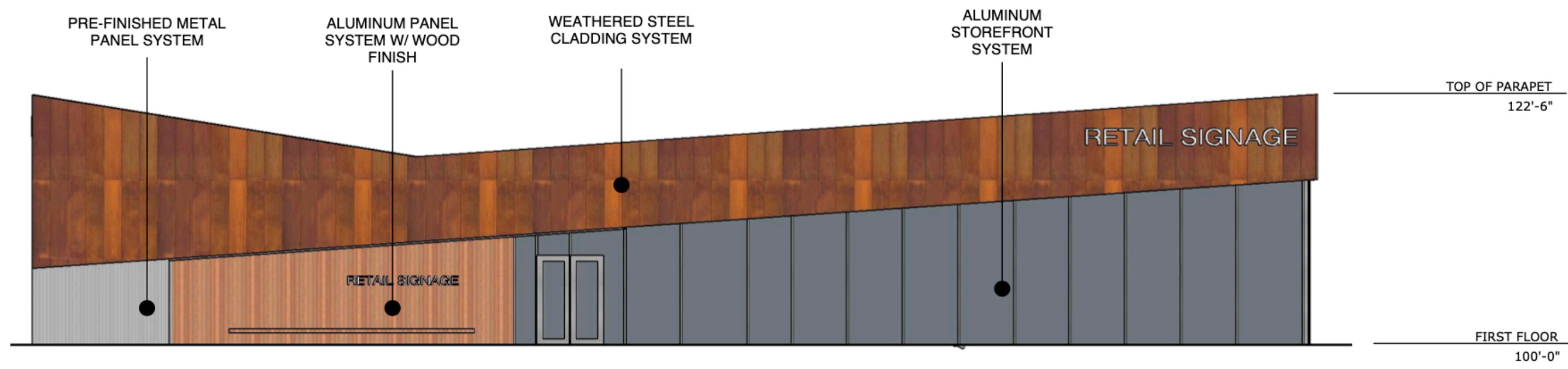


TOY GARAGE - SIDE ELEVATION TYPICAL  
SCALE 1/8" = 1'-0"

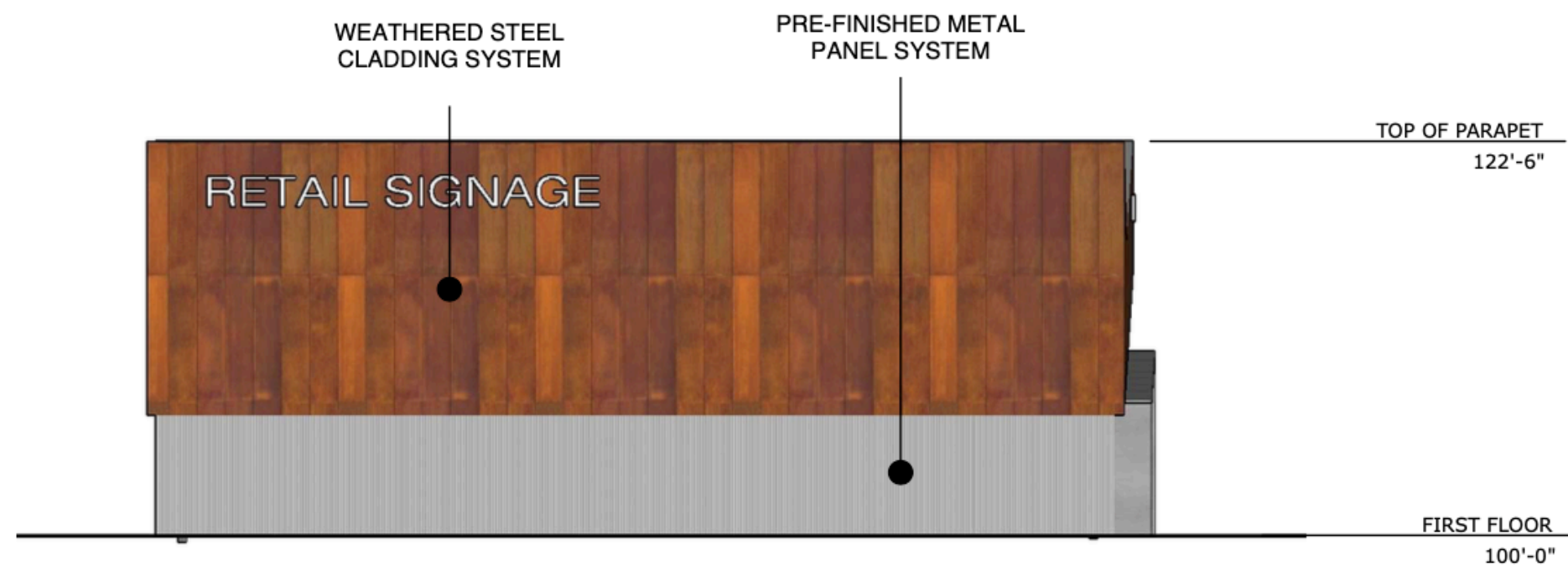


TOY GARAGE - RENDERING  
NTS





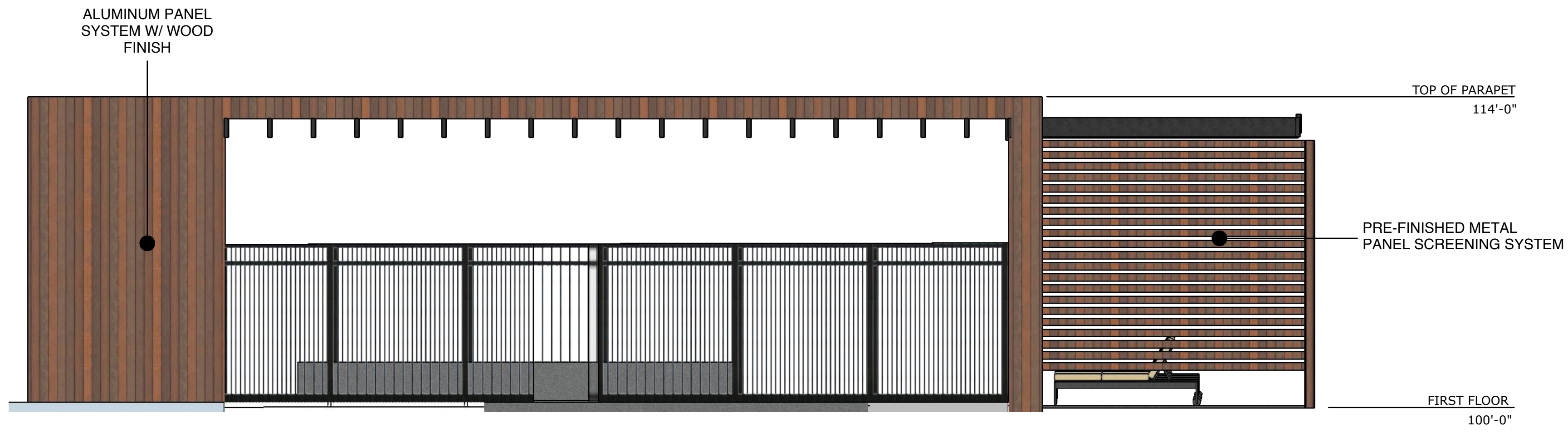
○ RETAIL STORE - FRONT ELEVATION TYPICAL  
SCALE 1/8" = 1'-0"



○ RETAIL STORE - SIDE ELEVATION TYPICAL  
SCALE 1/8" = 1'-0"



○ RETAIL STORE - RENDERING  
NTS



CLUBHOUSE/POOL - FRONT ELEVATION TYPICAL  
SCALE 1/4" = 1'-0"



CLUBHOUSE/POOL - FRONT ELEVATION TYPICAL  
SCALE 1/4" = 1'-0"

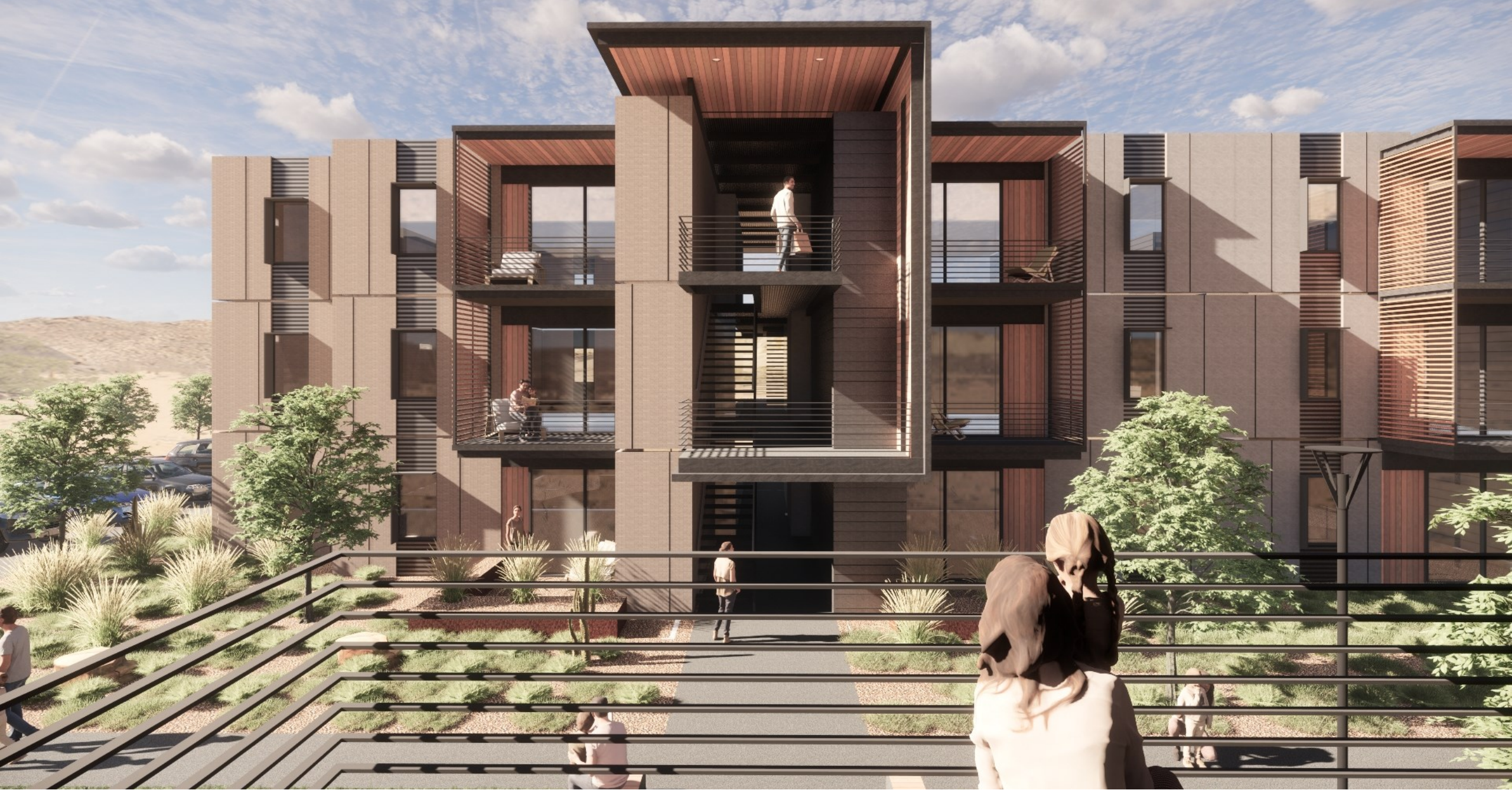


CLUBHOUSE/POOL - RENDERING  
NTS





APARTMENT CONCEPT  
SANTA CLARA, UTAH  
11/02/2021



APARTMENT CONCEPT  
SANTA CLARA, UTAH  
11/02/2021

methodstudio<sup>10</sup>



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11/02/2021

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GARAGE CONCEPT  
SANTA CLARA, UTAH  
11/02/2021

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GARAGE CONCEPT  
SANTA CLARA, UTAH  
11/02/2021

methodstudio<sup>10</sup>









# SILVERADO TRAFFIC IMPACT STUDY

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**Date:** September 2023

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## Introduction

This report presents the findings of the Traffic Impact Study (TIS) performed for the Silverado development in Santa Clara, Utah. This report addresses the impacts based on Level of Service (LOS) values calculated by delay per vehicle for selected study intersections.

In this report, the potential traffic impact of the Silverado development is addressed as proposed by Method Studios. The study horizon will be for the year of its completion and five years after completion.

## Proposed Development

The proposed development at Silverado is planned to be built in three phases. The anticipated build-out year is 2024. Figure 1 shows the location of the development. The development is planned to include 28 “man-cave” storage units (Phase 1), 96 apartment units (Phase 2), and approximately 17,000 square feet (sq. ft.) of fast-food restaurants (Phase 3).



**Figure 1-Location of Silverado Santa Clara**

The accesses to the development are planned to connect to Rachel Drive and Pioneer Parkway. There is one access planned on Rachel Drive and three accesses planned on Pioneer Parkway. One of the accesses on Pioneer Parkway is an extension of Red Mountain Drive at its intersection with Pioneer

Parkway. There is additional access onto Pioneer Parkway through the existing Harmons access. A full site plan is shown in Figure 2 and included in the Appendix.

For the purposes of this report, the accesses are labelled as shown in Figure 2.

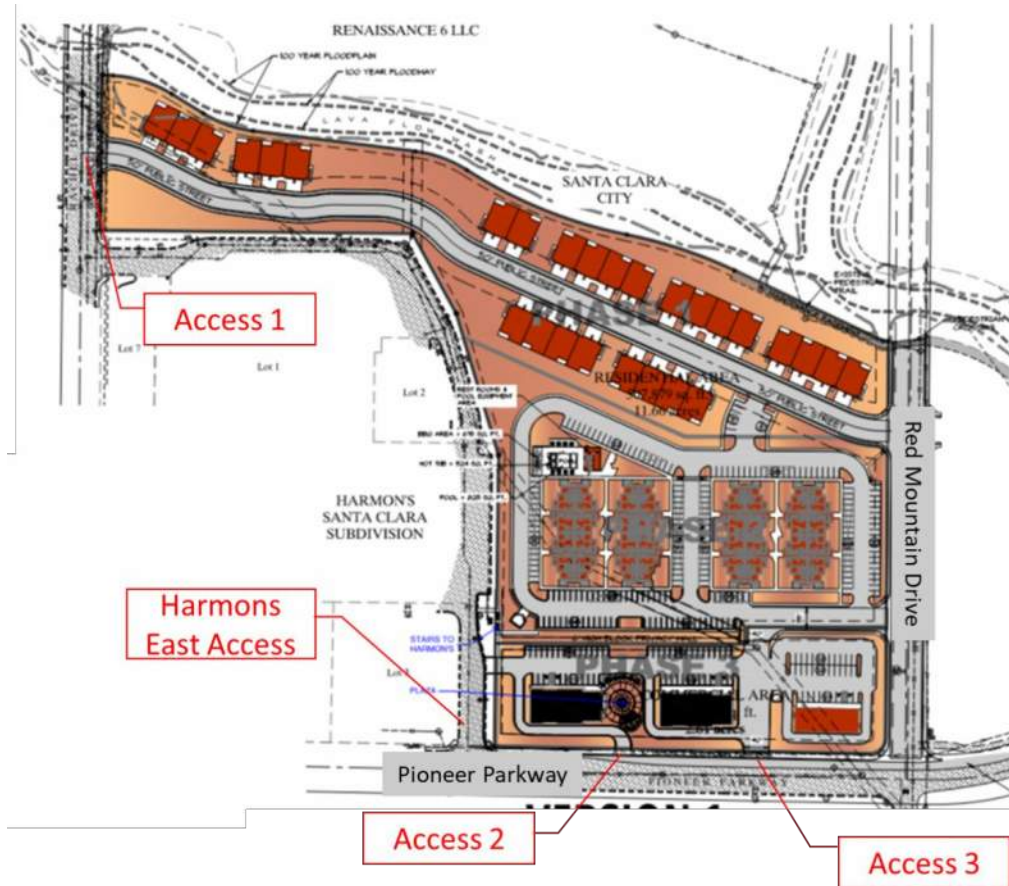


Figure 2-Access Locations

## Study Area Conditions

The Silverado development is located on the northeast corner of Rachel Drive and Pioneer Parkway, east of the existing Harmons grocery store. The surrounding area south of the project is residential. The area from Harmons grocery store to Pioneer Parkway is commercial.

### ROADWAY CHARACTERISTICS

#### RACHEL DRIVE

Rachel Drive is a three-lane Minor Collector road that runs north/south on the west side of the subject property. The speed limit is 25 miles-per-hour (mph) in the project area. Rachel Drive has a two-way left-turn lane (TWLTL).

## PIONEER PARKWAY

Pioneer Parkway is a three-lane Major Arterial road that runs east/west on the south side of the project area. On the south edge of the proposed Silverado development, east of the southeast Harmons access, Pioneer Parkway is a two-lane roadway and does not have curb and gutter on the north side. East of Red Mountain Drive, there is no curb and gutter. The speed limit is 35 mph. It is planned to eventually be a five-lane roadway, though there is no specific year planned for the widening to occur.

## RED MOUNTAIN ROAD

Red Mountain Road south of Pioneer Parkway is a Local Collector to the neighborhoods in Santa Clara. By the build out of the Silverado Development, it is expected to extend from Pioneer Parkway to the north, where it will connect to the future Western Corridor as a collector road. It is assumed that the speed limit will be 30 mph.

## CRASH HISTORY

Current crash data in the study area were reported from Numetric Crash Query. The Numetric data include crashes from the last 3 years, between August 2018 and June 2022. In that period, there were 21 crashes reported in the study area. A full crash data report is included in the Appendix.

Figure 3 shows a map of the crash locations in the study area. The blue markers indicate a property damage only (PDO) crash, and the yellow, orange, and dark orange indicate a crash with injuries. There were no fatal crashes within this area in this period.

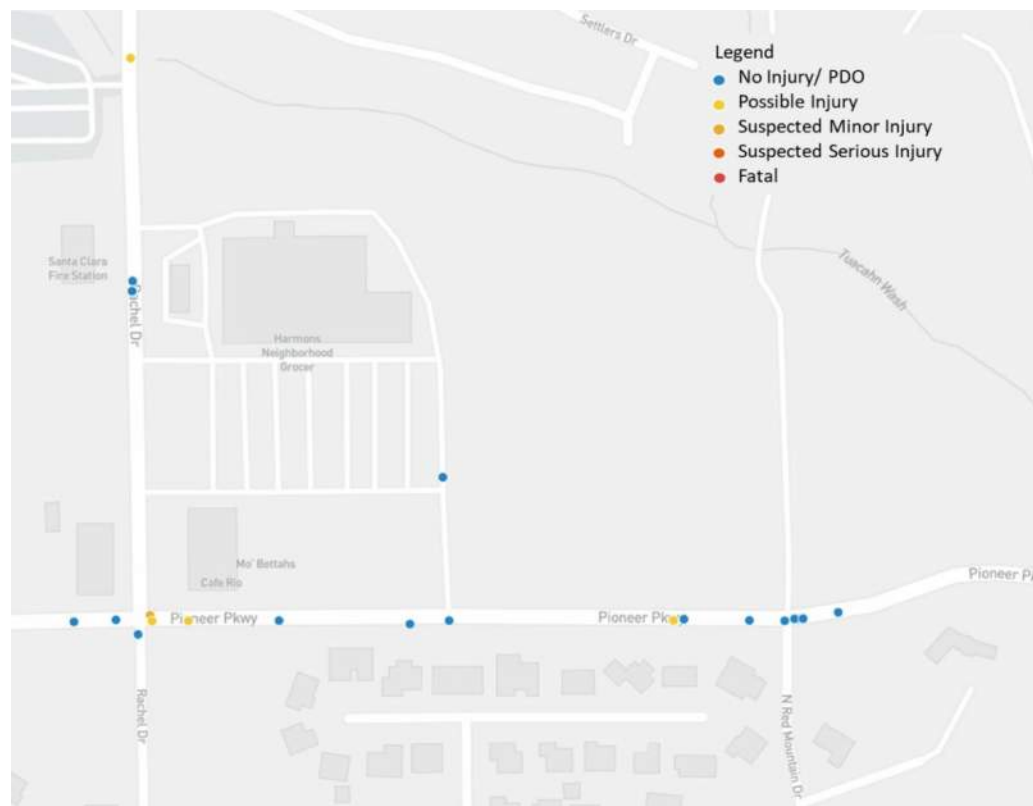


Figure 3-Study Area Crash History

Of the 21 crashes, 16 (76%) were property damage only (PDO). Four had possible injuries, and one had a suspected minor injury. One third of the crashes were front-to-rear crashes, which are common at signalized intersections. Six of the crashes were due to turning errors made by drivers.

With the addition of new accesses in this area, it is recommended that dedicated left and right turn lanes be installed to prevent further front-to-rear crashes and provide safe areas to turn into the proposed accesses.

## EXISTING TRAFFIC CONDITIONS

Weekday AM and PM turning movement counts were performed at the following intersections:

- Rachel Drive & Harmons fuel station (North) access
- Rachel Drive & Harmons front door (Center) access
- Rachel Drive & Café Rio (South) access
- Rachel Drive & Pioneer Parkway
- Pioneer Parkway & Harmons southeast (East) access
- Pioneer Parkway & Red Mountain Drive

Existing intersection geometry, control, and turn pocket lengths were obtained by field review and entered with the turning movement volumes into PTV Vistro 2023 for analysis. Future traffic data was forecasted for the AM and PM peak hours using historic traffic counts.

Turning movement counts were used to establish a base condition for the analysis and provide a comparison for new traffic around the proposed development. The existing turning movement counts are shown in Figure 4.

In order to quantify the traffic conditions currently exhibited in the study area, the roadway geometries and traffic data were entered in the PTV Vistro 2023 software package. Using the 6th edition of Highway Capacity Manual (HCM) method of calculating intersection delay, a Level of Service (LOS) grade was assigned to the intersection for both the AM and PM peak hours.

Level of Service (LOS) is a term used by the HCM to describe the traffic operations of an intersection, based on congestion and delay. LOS ranges from A (almost no congestion or delay) to F (traffic demand exceeds capacity and intersection experiences long queues and delay). In Santa Clara, LOS D is the threshold when the intersection exceeds an acceptable standard and intersection improvements are required. In discussions with the City of Santa Clara, all intersections should be mitigated to LOS C. The delay criteria used to assign a letter grade to an intersection for signalized and unsignalized intersections is shown below in Table 1. The full Vistro reports are included in the Appendix. Unsignalized intersections include roundabouts, two-way stop controlled (TWSC), and all-way stop controlled (AWSC).

Table 1-Intersection Level of Service

Level of Service	Average Control Delay (sec/veh)	
	Signalized	Un-signalized
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

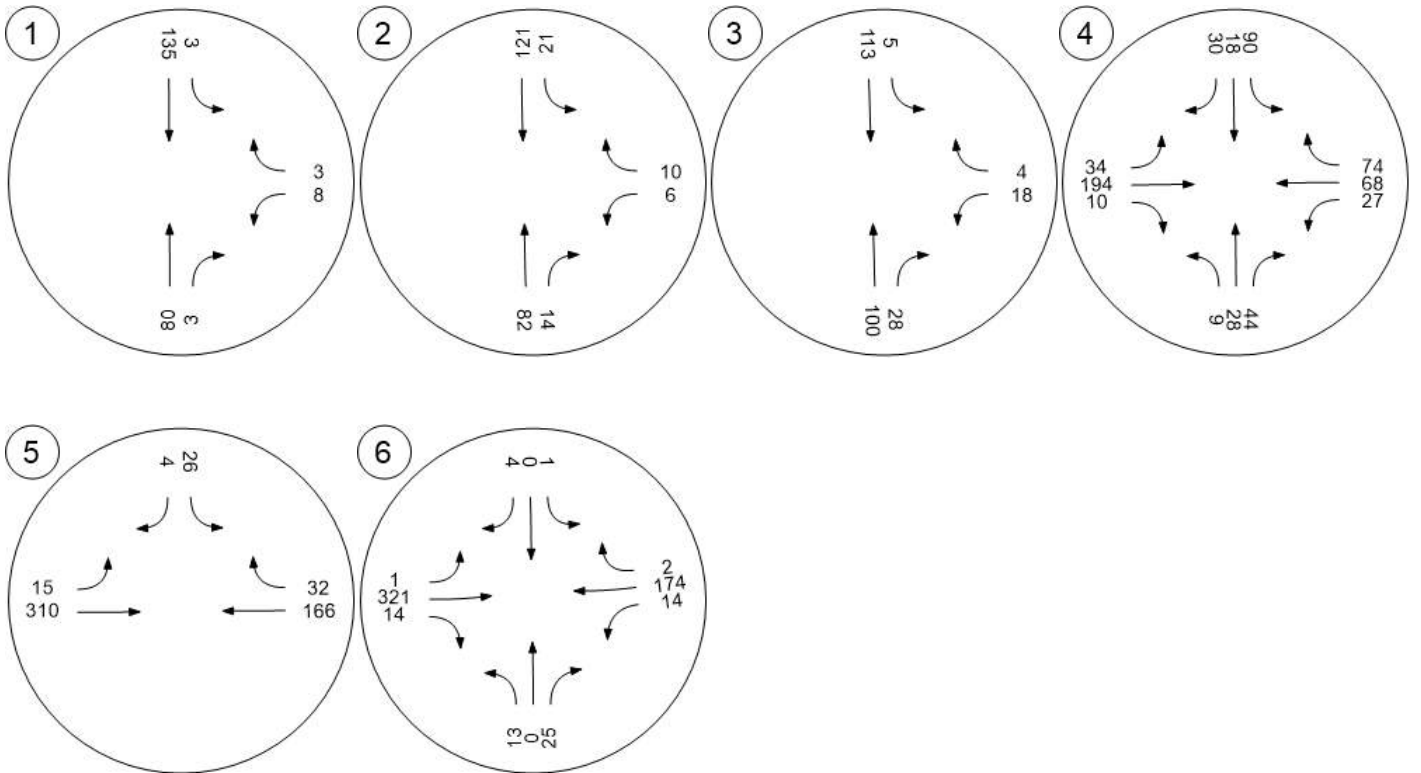
Table 2 shows the existing LOS conditions at the study intersections.

Table 2-Existing LOS Analysis

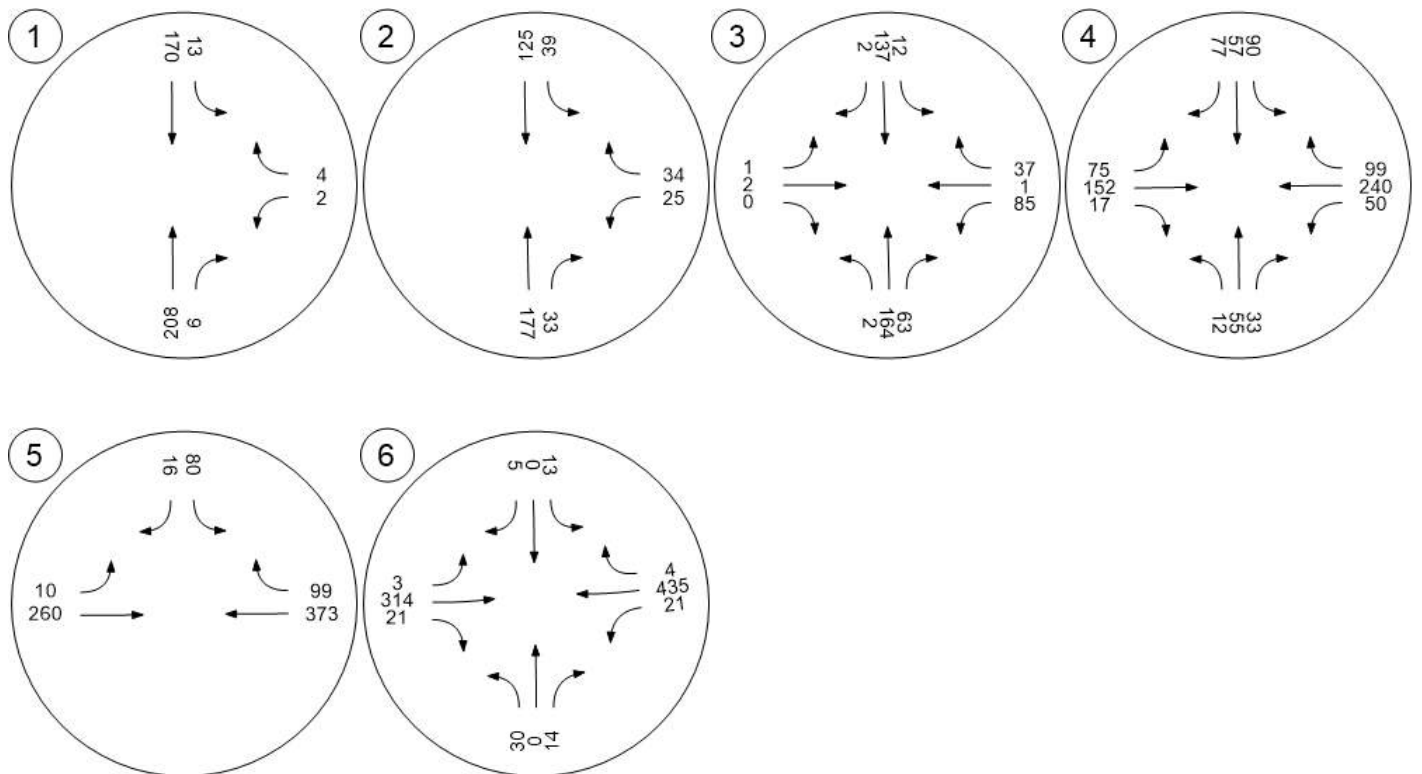
Intersection	AM Peak Hour		PM Peak Hour	
	Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)	Level of Service
Rachel Drive & Harmon's North Access (TWSC)	9.8	A	11.1	B
Rachel Drive & Harmon's Center Access (TWSC)	10.0	A	11.4	B
Rachel Drive & Harmon's South Access (TWSC)	9.9	A	12.7	B
Rachel Drive & Pioneer Parkway (Signalized)	9.0	A	10.0	A
Pioneer Parkway & Harmon's East Access (TWSC)	12.3	B	15.3	C
Pioneer Parkway & Red Mountain Drive (TWSC)	13.4	B	18.5	C

All of the study intersections are currently operating at an acceptable LOS C or better.

**Figure 4-Existing Turning Movement Counts AM**



**Figure 4-Existing Turning Movements Counts PM**



# Projected Traffic

In order to successfully analyze traffic conditions for future scenarios, existing traffic is grown based on the projected growth in the surrounding area. To find an appropriate growth rate, historic average annual daily traffic (AADT) counts from the Utah Department of Transportation (UDOT) were analyzed for roadways surrounding the project area. UDOT has AADT data up to 2019.

Table 3 shows the AADT for the roadways around the Silverado development. Growth per year from 2017 to 2019 for the area has generally been about 3 percent. Pioneer Parkway has shown higher growth (44% average per year) in the last three years. In discussions with Santa Clara City, 8 percent growth is being used to plan for impact fees. For this traffic study, traffic from developments to the north of Silverado are included in the background traffic, so 5 percent growth per year will be used to estimate future traffic around the development in addition to the developments to the north.

**Table 3-Average Growth from Historic Data**

Roadway	3 Year	5 Year	10 Year	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008
				AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT
Rachel Drive (North of Pioneer Parkway)	0.00%			500	500	500									
				0.00%	0.00%	0.00%									
Rachel Drive (South of Pioneer Parkway)	0.00%			500	500	500									
				0.00%	0.00%	0.00%									
Pioneer Parkway (West of Rachel Drive)	43.64%	28.47%	13.18%	4,500	4,400	4,300	1,900	1,800	1,700	1,700	1,700	1,700	1,900	1,900	--
				2.27%	2.33%	126.32%	5.56%	5.88%	0.00%	0.00%	0.00%	-10.53%	0.00%	--	
Pioneer Parkway (East of Rachel Drive)	3.40%	43.15%	21.05%	6,300	6,200	6,000	5,700	5,400	1,800	1,800	1,800	1,900	1,900	1,900	--
				1.61%	3.33%	5.26%	5.56%	200.00%	0.00%	0.00%	-5.26%	0.00%	0.00%	--	
<b>Average</b>	<b>11.76%</b>	<b>35.81%</b>	<b>17.12%</b>												

## TRIP GENERATION

The estimated number of vehicle trips to be generated by the development was calculated using the methodology found in the Institute of Transportation Engineers (ITE) Trip Generation Manual 11<sup>th</sup> edition. The following ITE Land Uses were used for this development:

- 151: Mini-Warehouse
- 221: Multifamily Housing (Low-Rise)
- 934: Fast-Food Restaurant with Drive-Through Window

Mini-Warehouse is used to represent the man-cave storage units. Multifamily housing is used to estimate the trips for the apartment complex. The apartments are low-rise because they are less than four stories high. Fast-food restaurants were used to estimate the trips in the commercial area as the highest traffic use. A description for each of these land uses can be found in the Appendix. Table 4 shows the estimated trip generation of the development.

**Table 4-Trip Generation for the Proposed Development**

Silverado Development: Build-Out 2024										
ITE Land Use	Units	AM Peak Hour			PM Peak Hour			Daily		
		In	Out	Total	In	Out	Total	In	Out	Total
151: Mini-Warehouse	28 units	2	1	3	2	2	4	20	20	41
221: Multifamily Housing (Low-Rise)	96 units	8	27	36	23	15	38	218	218	436
934: Fast-Food Restaurant with Drive-Through Window	17 1000 sq. ft.	387	372	758	292	270	562	3974	3974	7947
<b>Total:</b>		<b>397</b>	<b>400</b>	<b>796</b>	<b>317</b>	<b>287</b>	<b>604</b>	<b>4212</b>	<b>4212</b>	<b>8424</b>

Pass-by trips were calculated for this project. PTV Group, the makers of the Vistro software used for this analysis describe pass-by trips as, “existing trips making an intermediate stop at a development site. Then, these trips continue onto a destination, as originally planned. For example, think of how a new gas (petrol) station attracts trips already existing on the roadway. These trips are not considered “new” to the network.” Pass-by trips only apply to specific land uses, in this case, Fast-Food Restaurant is the only land use that has pass-by data available.

A 50 percent reduction was applied to the Fast-Food use in the AM peak hour, and a 55 percent reduction was applied to the Fast-Food use in the PM peak hour to account for pass-by trips to the site as recommended by the ITE Traffic Engineering Handbook. These trips were reduced from the roadway network, but still included in the volumes at the project accesses. The pass-by trips added to the proposed project accesses are shown in Table 5.

**Table 5-Pass-by Trips**

Silverado Development Pass-By Trips						
ITE Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
934: Fast-Food Restaurant with Drive-Through Window	193	186	379	161	148	309

## Trip Distribution

The new trips estimated to be generated from the proposed development were distributed onto the roadway network based on the proposed site access locations, existing turning movements, existing traffic patterns, and proximity to major roadways. Figure 5 shows the AM peak hour trip distribution to and from the development and the surrounding areas. In the AM peak hour, Pioneer Parkway has more vehicles traveling to the east than to the west.

Figure 6 shows the trip distribution for the PM peak hour. In the PM peak hour, there is similar traffic going both directions.



Figure 5-AM Trip Distribution for the Silverado Development



Figure 6-PM Trip Distribution for the Silverado Development

## Traffic Analysis

Future traffic was analyzed by projecting the existing 2022 traffic based on the historical data and growth rate discussed previously. The development traffic was then added to the background traffic to estimate the total future traffic. The AM and PM peak hours were analyzed for the future development scenarios.

### 2024 BACKGROUND TRAFFIC

For the 2024 background traffic analysis, it was assumed that the existing roadway configuration (lanes, intersection control, etc.) will be used in 2024. It was also assumed that two developments to the north of Silverado will be built by 2024. A traffic study completed by Avenue Consultants in March 2021 provided the proposed trip generation for the Solace and Regal Living developments directly north of Silverado on Red Mountain Drive. The traffic generated by these two developments was included in the background traffic. The full study is also included in the Appendix. The 2024 turning movement counts without the Silverado development traffic are shown in Figure 7. Table 6 shows the LOS analysis for the 2024 traffic.

**Table 6-2024 LOS Analysis**

Intersection	AM Peak Hour		PM Peak Hour	
	Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)	Level of Service
Rachel Drive & Harmon's North Access (TWSC)	10.1	B	11.6	B
Rachel Drive & Harmon's Center Access (TWSC)	10.4	B	12.0	B
Rachel Drive & Harmon's South Access (TWSC)	10.3	B	13.6	B
Rachel Drive & Pioneer Parkway (Signalized)	9.5	A	10.3	B
Pioneer Parkway & Harmon's East Access (TWSC)	12.9	B	16.8	C
Pioneer Parkway & Red Mountain Drive (TWSC)	16.6	C	38.8	E

In 2024, all of the study intersections are expected to operate at LOS C or better except for the intersection of Pioneer Parkway and Red Mountain Drive. As a two-way stop-controlled (TWSC) intersection, it is expected to operate at LOS E in the PM peak hour. Table 7 shows the LOS of Pioneer Parkway and Red Mountain Drive as an all-way stop-controlled intersection.

**Table 7-2024 Background Traffic Mitigation LOS Analysis**

Intersection	AM Peak Hour		PM Peak Hour	
	Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)	Level of Service
Pioneer Parkway & Red Mountain Drive (AWSC)	12.1	B	20.5	C

As an AWSC intersection, Pioneer Parkway and Red Mountain Drive is expected to operate at LOS C in the PM peak hour. The 2021 traffic study by Avenue Consultants proposed a traffic signal at this intersection by the buildout of all three developments; Silverado, Solace, and Regal Living. An AWSC intersection may be an interim mitigation for a traffic signal.

## 2024 TRAFFIC WITH DEVELOPMENT

2024 traffic with the addition of the proposed Silverado traffic at buildout was estimated by adding the distributed development traffic to the 2024 background traffic. It is assumed that the mitigations recommended in the background scenario are applied in this scenario as well. The estimated turning movement counts are shown in Figure 8.

Table 8 shows the LOS analysis for the background 2024 traffic with the Silverado development traffic.

**Table 8-2024 with Development Traffic LOS Analysis**

Intersection	AM Peak Hour		PM Peak Hour	
	Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)	Level of Service
Rachel Drive & Silverado Access 1 (TWSC)	10.1	B	11.5	B
Rachel Drive & Harmon's North Access (TWSC)	10.2	B	11.7	B
Rachel Drive & Harmon's Center Access (TWSC)	10.4	B	12.1	B
Rachel Drive & Harmon's South Access (TWSC)	10.4	B	14.0	B
Rachel Drive & Pioneer Parkway (Signalized)	9.8	A	10.5	B
Pioneer Parkway & Harmon's East Access (TWSC)	17.8	C	21.9	C
Pioneer Parkway & Silverado Access 2 (TWSC)	9.9	A	12.3	B
Pioneer Parkway & Silverado Access 3 (TWSC)	18.4	C	21.8	C
Pioneer Parkway & Red Mountain Drive (AWSC)	16.1	C	34.7	D

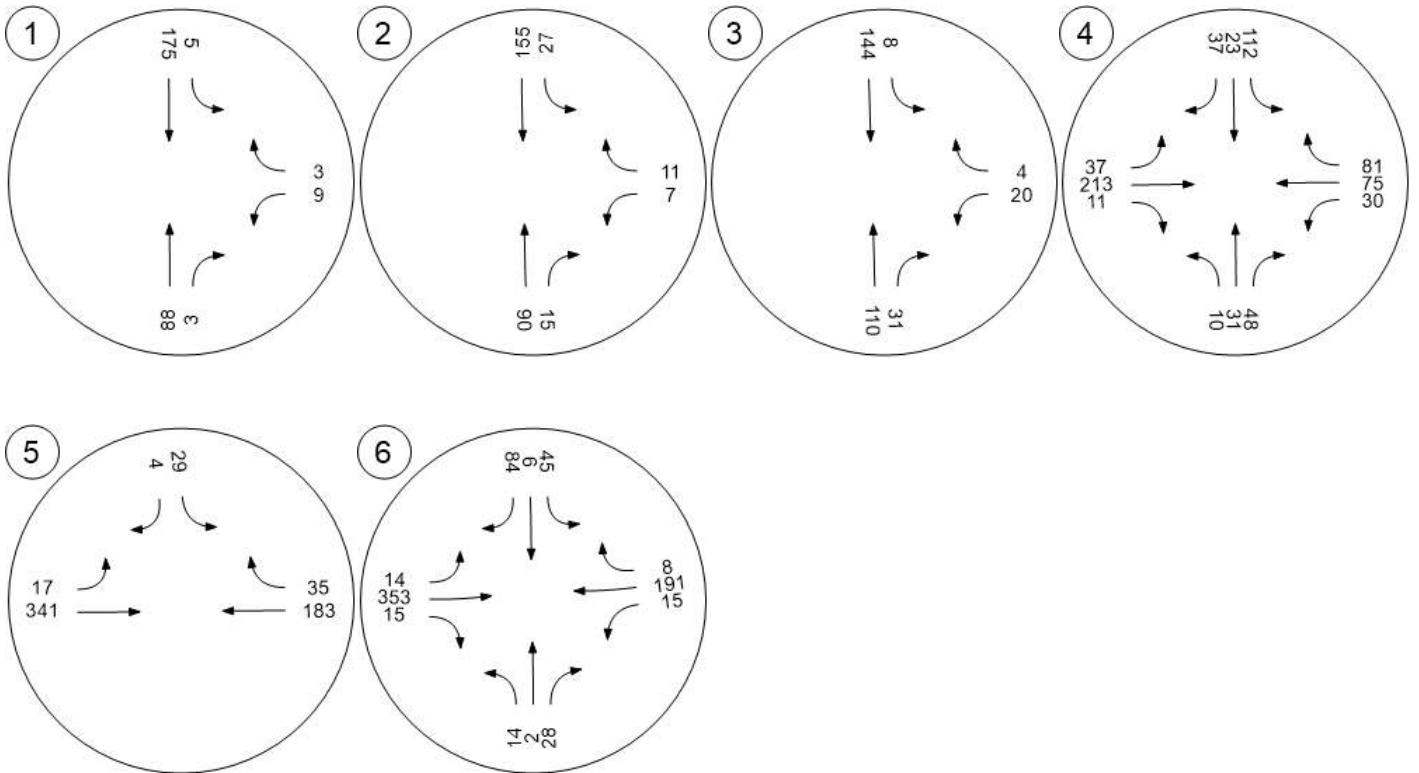
The intersection of Pioneer Parkway and Red Mountain Drive is expected to operate at LOS D as an AWSC intersection with the addition of the Silverado traffic. Table 9 shows the LOS analysis for the intersection with an additional right-turn lane in the westbound direction.

**Table 9-2024 Traffic Mitigation LOS Analysis**

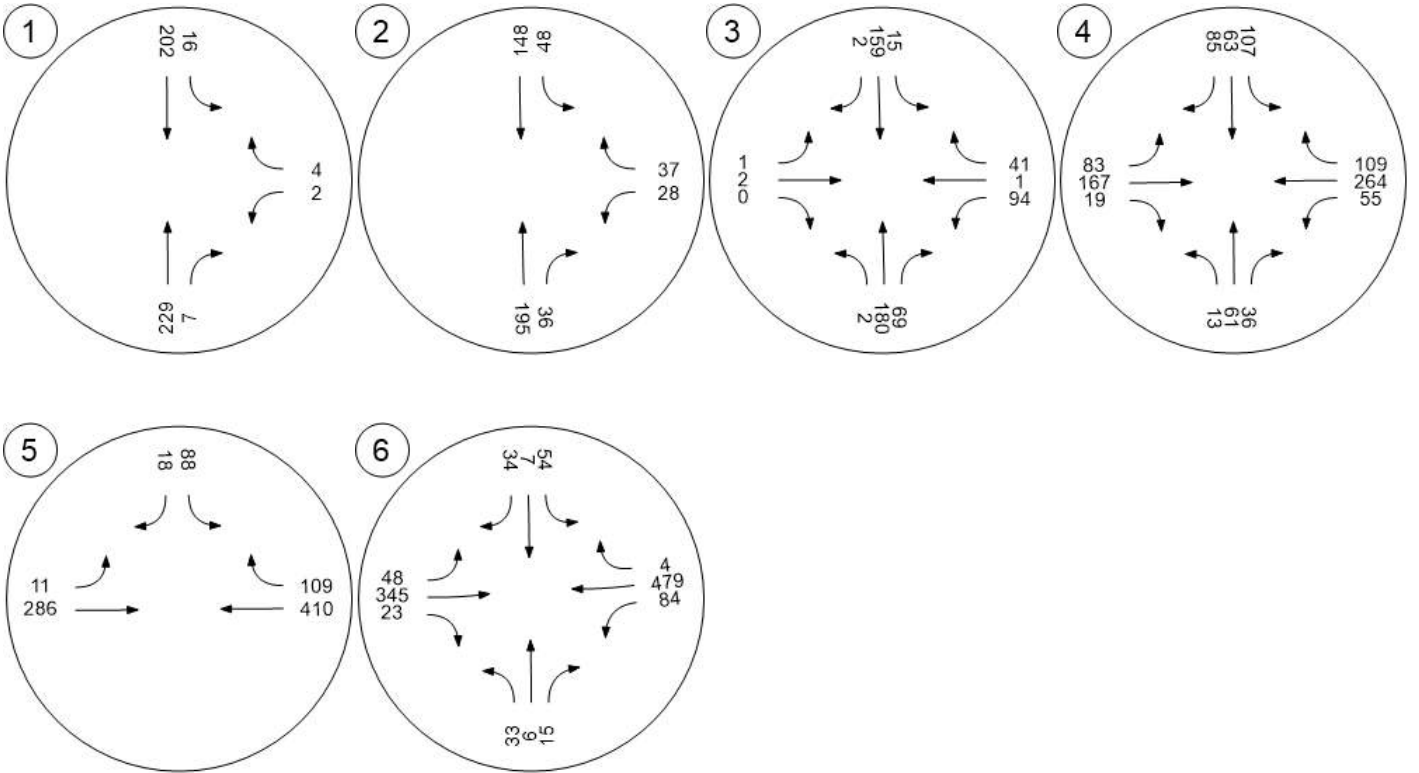
Intersection	AM Peak Hour		PM Peak Hour	
	Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)	Level of Service
Pioneer Parkway & Red Mountain Drive (AWSC with WB right turn lane)	14.5	B	18.9	C

With an additional turn lane, the intersection is expected to operate at LOS C in the PM peak hour. As discussed in the 2024 Background scenario, the 2021 traffic study by Avenue Consultants proposed a traffic signal at this intersection by the buildout of Silverado, Solace, and Regal Living. An AWSC intersection with the additional widening may be an interim mitigation for a traffic signal.

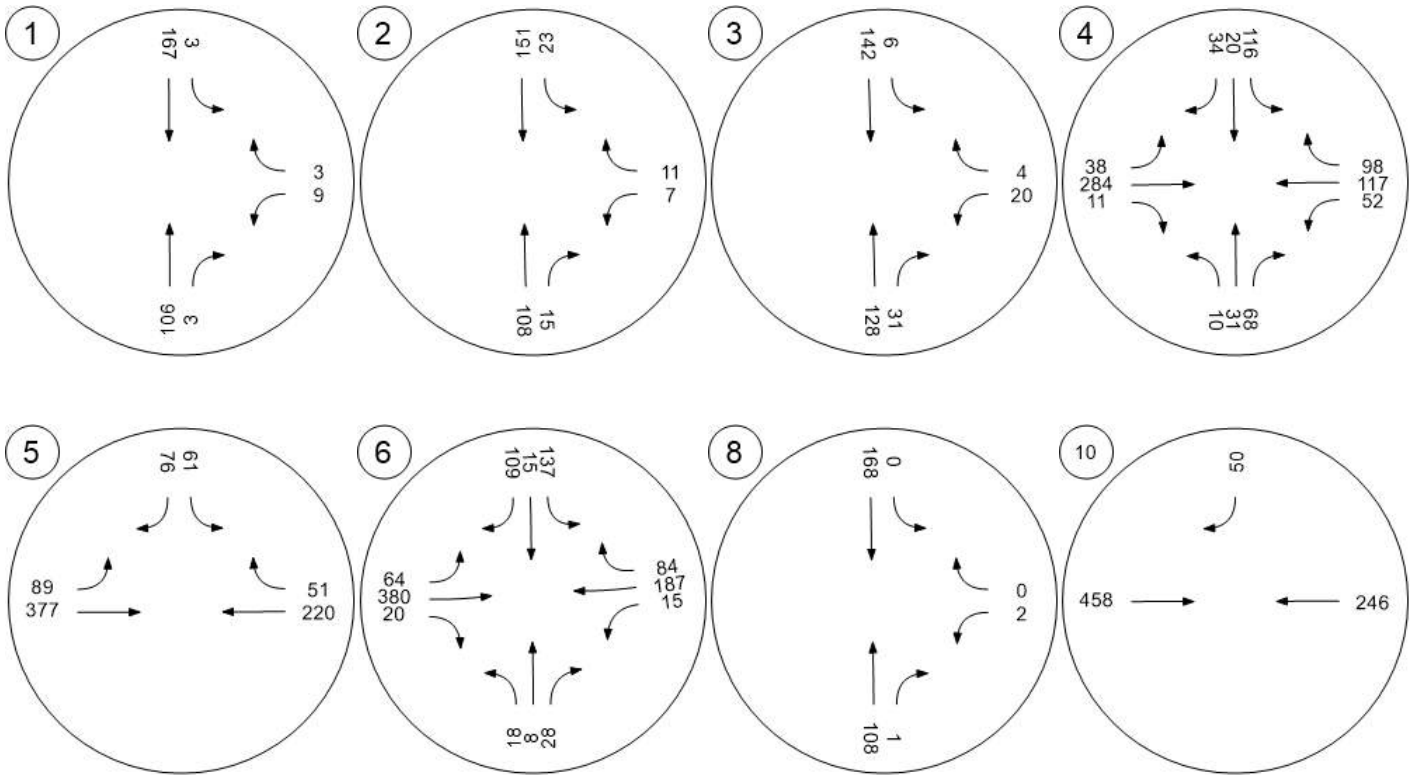
**Figure 7- 2024 Background Turning Movement Counts AM**



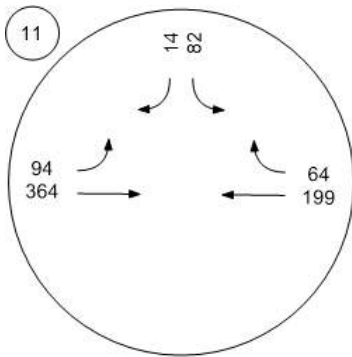
**Figure 7- 2024 Background Turning Movement Counts PM**



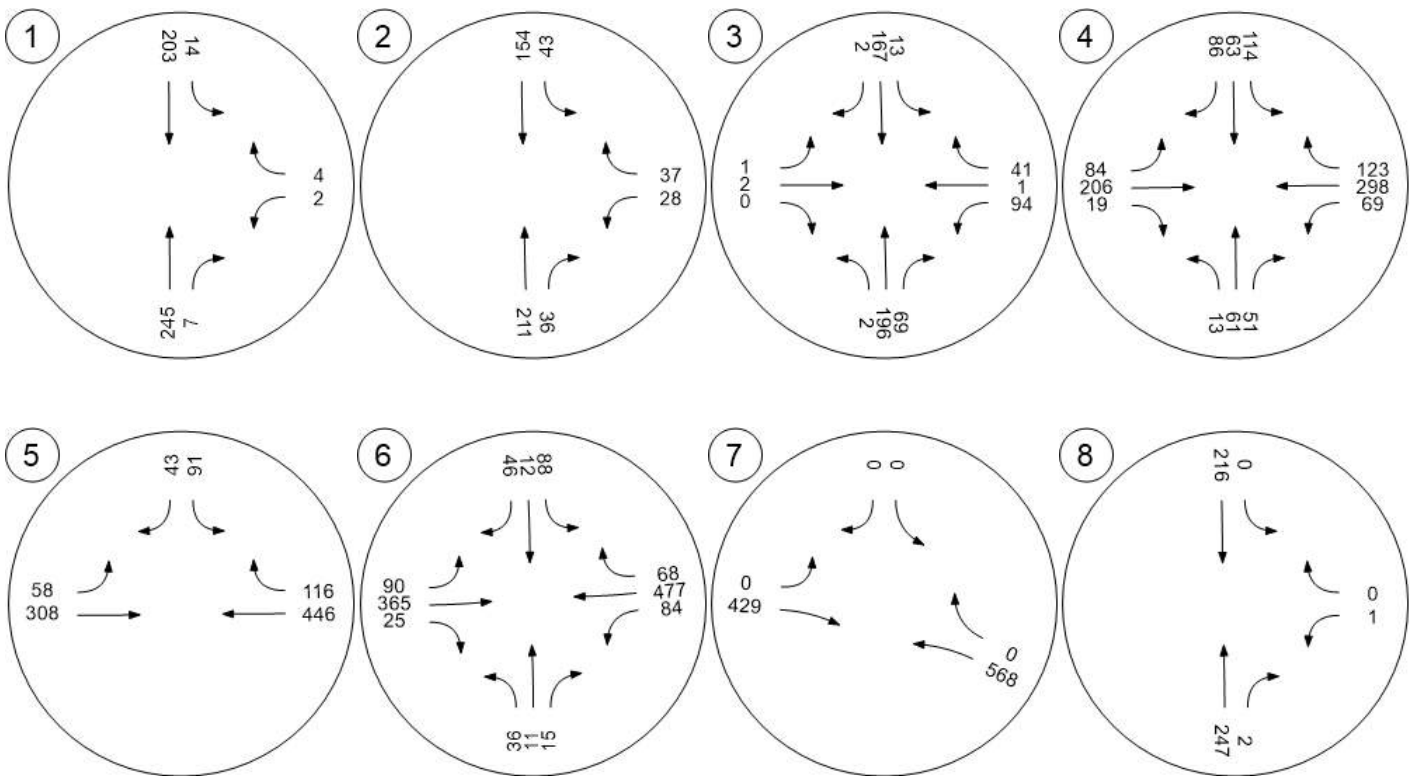
**Figure 8-2024 Background Turning Movement Counts with Development Traffic AM**



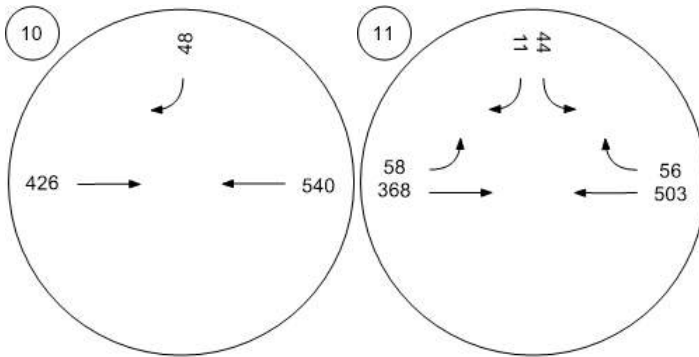
Traffic Volume - Future Total Volume



**Figure 8-2024 Background Turning Movement Counts with Development Traffic PM**



Traffic Volume - Future Total Volume



## 2024 WITH DEVELOPMENT TRAFFIC QUEUE LENGTH ANALYSIS

Table 10 shows the queue length analysis for the 2024 traffic with the addition of the project traffic at each of the Silverado accesses. The table shows the maximum queue length required at each access and at which movement or approach the maximum queue length occurs.

**Table 10-2024 Queue Length Analysis with Development Traffic**

Intersection	AM Peak Hour		PM Peak Hour	
	95th Percentile Queue Length (ft/ln)	Movement	95th Percentile Queue Length (ft/ln)	Movement
Rachel Drive & Silverado Access 1 (TWSC)	<10	WBLR	<10	WBLR
Pioneer Parkway & Silverado Access 2 (TWSC)	<10	SBLR	<10	SBLR
Pioneer Parkway & Silverado Access 3 (TWSC)	24	SBLR	17	SBLR
Pioneer Parkway & Red Mountain Drive (AWSC with WB right turn lane)	116	EBT	190	WBT

Where the queue lengths are less than 20 feet, there is expected to be no queuing at the intersection. At these intersections, there should be enough storage for at least one vehicle at each approach.

At the intersections with queues greater than 20 feet, sufficient storage length should be provided for the 95<sup>th</sup> percentile queue length at each approach.

## PERCENTAGE OF DEVELOPMENT TRAFFIC

With the addition of the development traffic to the existing roadway system, traffic from the Silverado development accounts for an average of 10 percent of the total traffic in the AM peak hour and 22 percent of the total traffic during the PM peak hour. Table 11 shows the percentage of the total traffic that come from the Silverado development at each of the accesses to the development.

**Table 11-Percentage of Development Traffic**

Intersection	Percent Development Traffic	
	AM	PM
Rachel Drive & Silverado Access 1	8%	7%
Pioneer Parkway & Silverado Access 2	22%	12%
Pioneer Parkway & Silverado Access 3	29%	14%
Pioneer Parkway & Red Mountain Drive	27%	14%

## 2029 BACKGROUND TRAFFIC

For the 2029 background traffic analysis, it was assumed that the existing roadway configuration (lanes, intersection control, etc.) will be used in 2029. The same assumptions that were used for the 2024 background traffic were also used for 2029. The 2029 turning movement counts without the development traffic are shown in Figure 9. Table 12 shows the LOS analysis for the 2029 traffic.

**Table 12-2029 Background Traffic LOS Analysis**

Intersection	AM Peak Hour		PM Peak Hour	
	Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)	Level of Service
Rachel Drive & Harmon's North Access (TWSC)	10.4	B	12.6	B
Rachel Drive & Harmon's Center Access (TWSC)	10.8	B	13.3	B
Rachel Drive & Harmon's South Access (TWSC)	10.7	B	16.2	C
Rachel Drive & Pioneer Parkway (Signalized)	10.0	A	11.0	B
Pioneer Parkway & Harmon's East Access (TWSC)	15.1	C	24.5	C
Pioneer Parkway & Red Mountain Drive (AWSC)	16.0	C	54.2	F

In the 2029 background conditions, the intersection of Pioneer Parkway and Red Mountain Drive is expected to operate at LOS F in the PM peak hour as an AWSC intersection. As a signalized intersection, it is expected to operate at LOS A in the AM and PM peak hours.

**Table 13-2029 Background Traffic Mitigation LOS Analysis**

Intersection	AM Peak Hour		PM Peak Hour	
	Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)	Level of Service
Pioneer Parkway & Red Mountain Drive (Signalized)	7.5	A	8.4	A

## 2029 TRAFFIC WITH DEVELOPMENT

2029 traffic with the addition of the proposed development traffic at buildout was estimated by adding the distributed development traffic to the projected 2029 traffic. It is assumed that the mitigations recommended in the background scenario are applied in this scenario as well. The estimated turning movement counts are shown in Figure 10.

Table 14 shows the LOS analysis for the projected 2029 traffic with the Silverado development traffic.

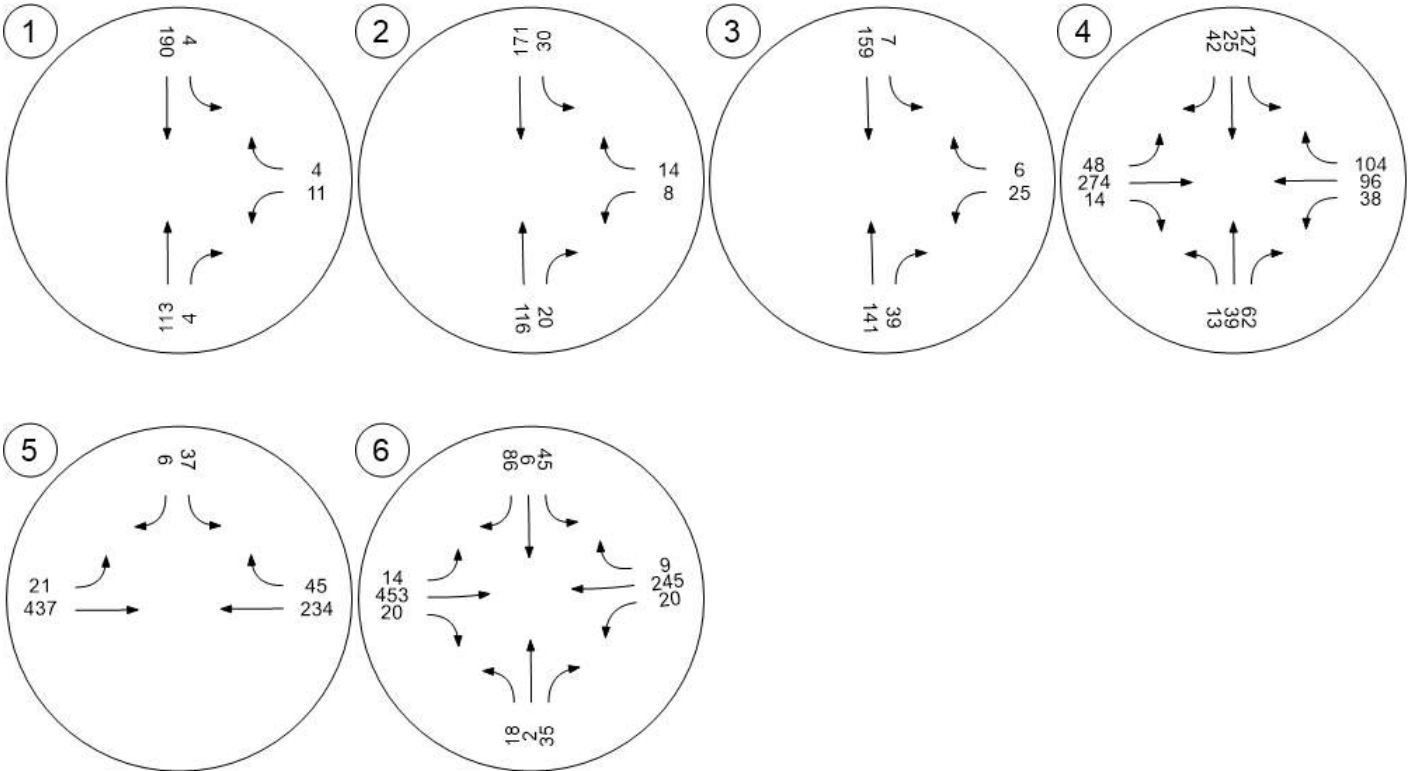
**Table 14-2029 with Development Traffic LOS Analysis**

Intersection	AM Peak Hour		PM Peak Hour	
	Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)	Level of Service
Rachel Drive & Silverado Access 1 (TWSC)	10.6	B	12.6	B
Rachel Drive & Harmon's North Access (TWSC)	10.7	B	13.0	B
Rachel Drive & Harmon's Center Access (TWSC)	11.1	B	13.7	B
Rachel Drive & Harmon's South Access (TWSC)	11.0	B	17.7	C
Rachel Drive & Pioneer Parkway (Signalized)	10.5	B	11.3	B
Pioneer Parkway & Harmon's East Access (TWSC)	22.5	C	36.3	E
Pioneer Parkway & Silverado Access 2 (TWSC)	10.3	B	14.0	B
Pioneer Parkway & Silverado Access 3 (TWSC)	23.0	C	31.0	D
Pioneer Parkway & Red Mountain Drive (Signalized)	7.7	A	7.2	A

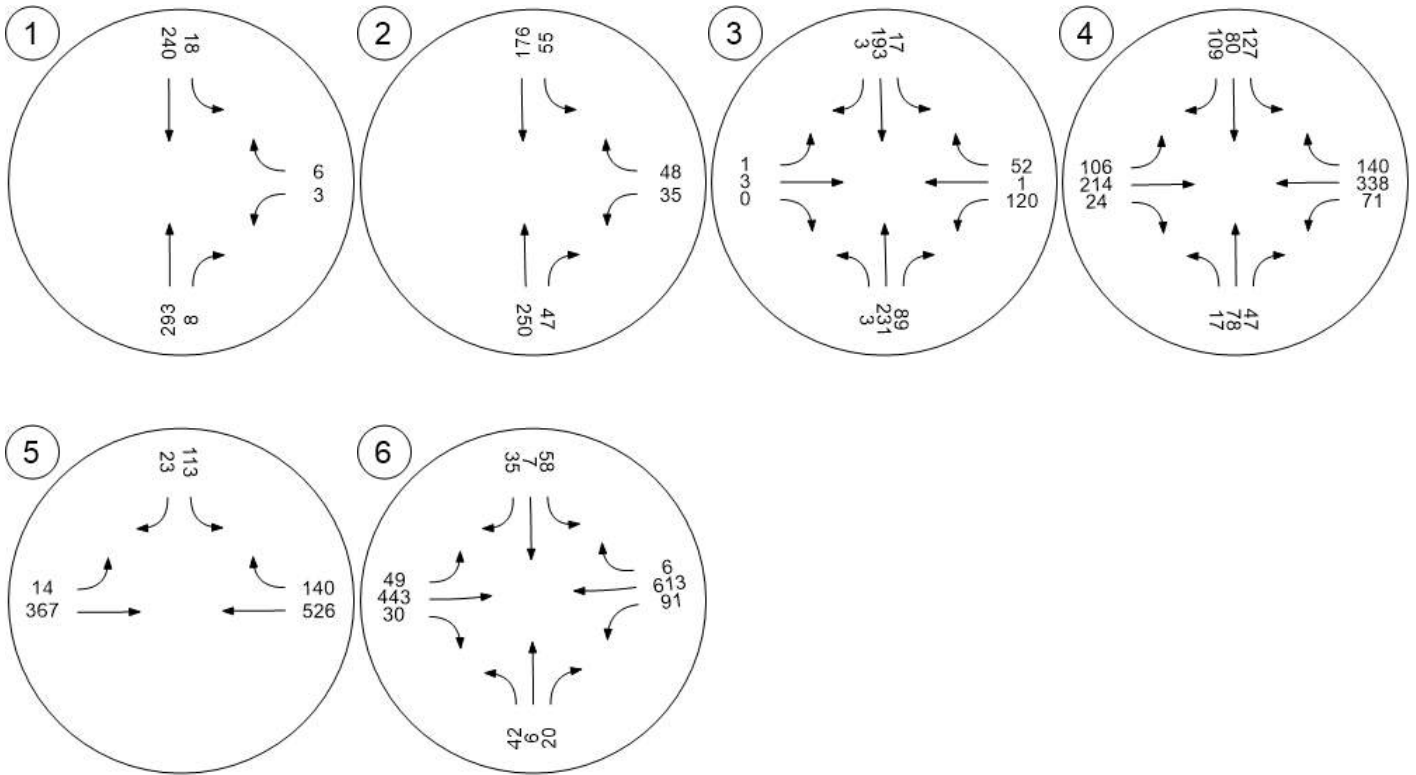
In 2029, all the study intersections are expected to operate at LOS D or better except at the East Harmon's Access on Pioneer Parkway, which is expected to operate at LOS E. As it becomes difficult to turn left onto Pioneer Parkway from the Silverado development, traffic will reroute to the signals at Rachel Drive and Pioneer Parkway and Red Mountain Drive and Pioneer Parkway. The Silverado accesses

onto Pioneer Parkway should be monitored in the future and may be restricted to right turns only if necessary to improve the operations. It is up to the determination of the City to restrict these accesses to improve the LOS.

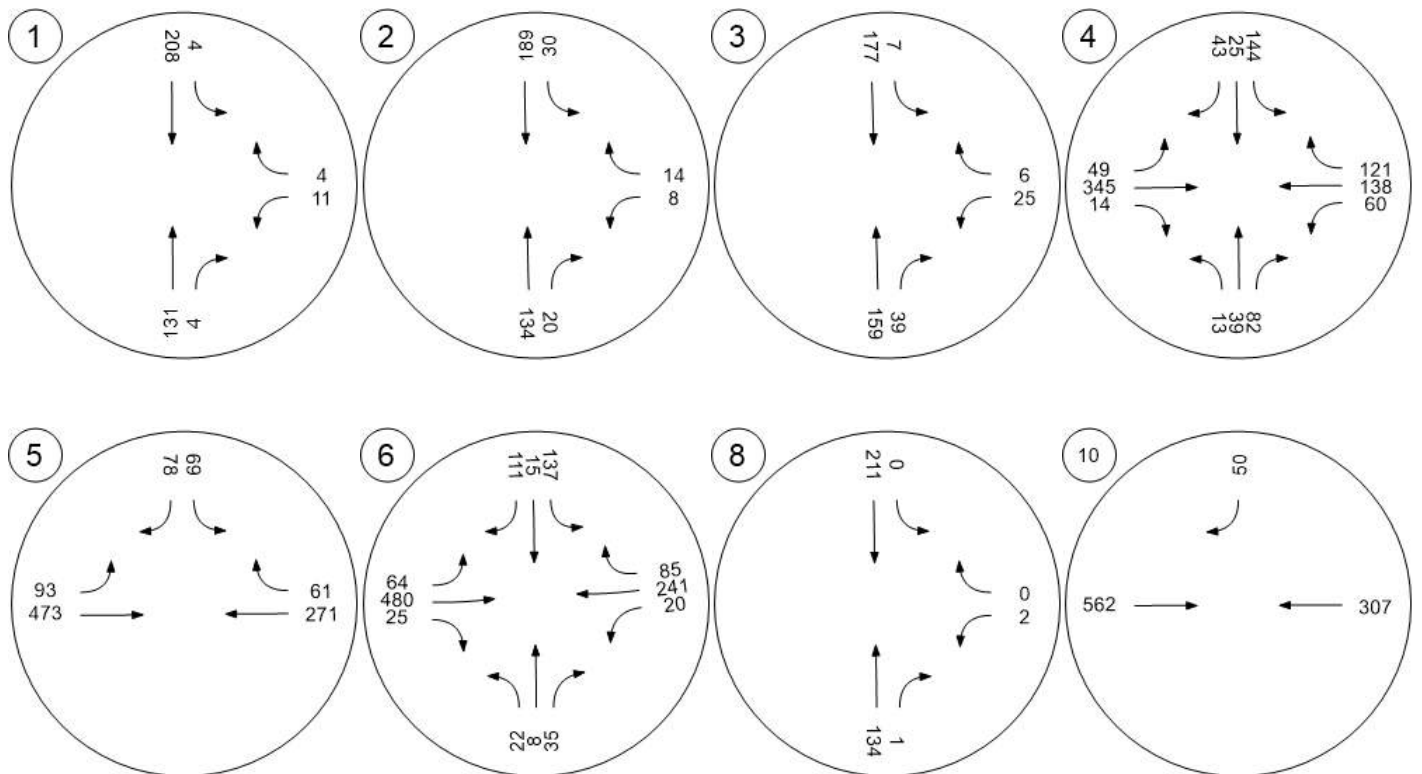
Figure 9-2029 Background Turning Movement Counts AM



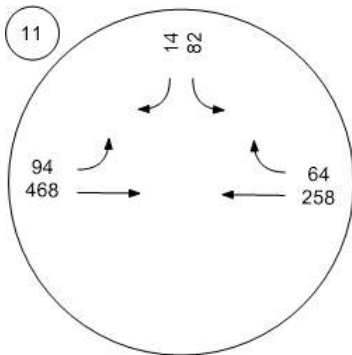
**Figure 9-2029 Background Turning Movement Counts PM**



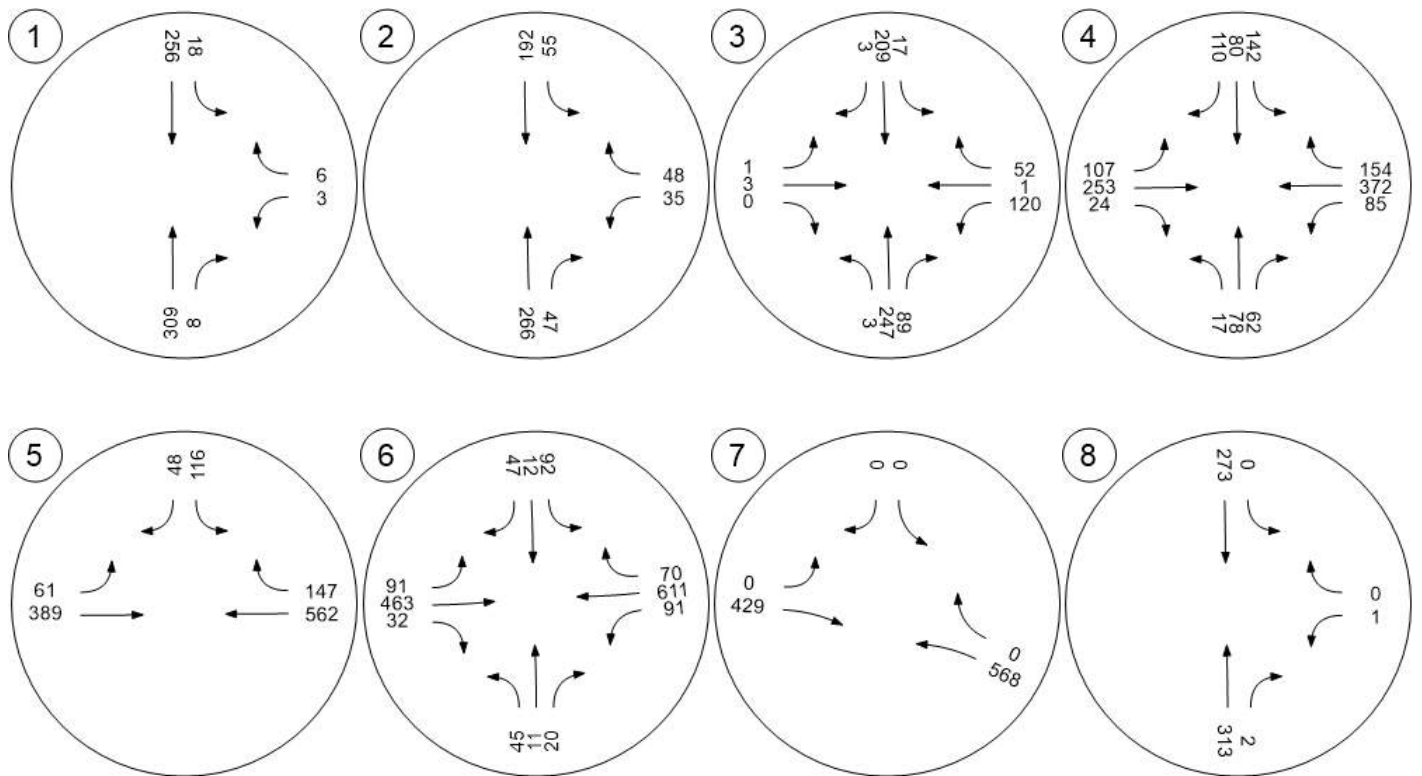
**Figure 10- 2029 Turning Movement Counts with Development Traffic AM**



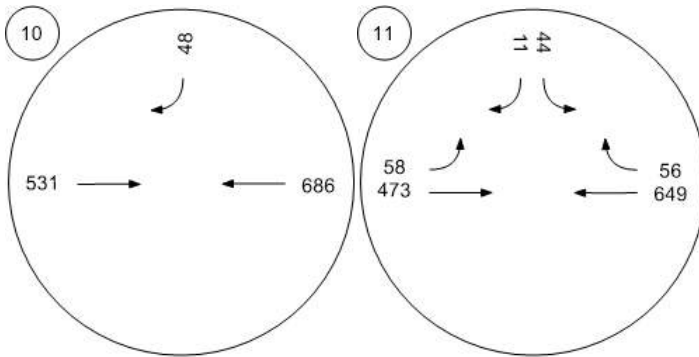
Traffic Volume - Future Total Volume



**Figure 10- 2029 Turning Movement Counts with Development Traffic PM**



Traffic Volume - Future Total Volume



## 2029 WITH DEVELOPMENT TRAFFIC QUEUE LENGTH ANALYSIS

Table 15 shows the queue length analysis for the 2029 traffic with the addition of the project traffic. The table shows the maximum queue length required at each intersection and at which movement or approach the maximum queue length occurs.

**Table 15-2029 Queue Length Analysis with Development Traffic**

Intersection	AM Peak Hour		PM Peak Hour	
	95th Percentile Queue Length (ft/ln)	Movement	95th Percentile Queue Length (ft/ln)	Movement
Rachel Drive & Silverado Access 1 (TWSC)	<10	WBLR	<10	WBLR
Pioneer Parkway & Silverado Access 2 (TWSC)	<10	SBLR	<10	SBLR
Pioneer Parkway & Silverado Access 3 (TWSC)	32	SBLR	26	SBLR
Pioneer Parkway & Red Mountain Drive (Signalized)	55	EBT	55	WBT

Where the queue lengths are less than 20 feet, there is expected to be no queuing at the intersection. At these intersections, there should be enough storage for at least one vehicle at each approach.

At the intersections with queues greater than 20 feet, sufficient storage length should be provided for the 95<sup>th</sup> percentile queue length at each approach.

## Recommendations

The following is a summary of the recommendations to mitigate traffic from the Silverado Development based on the findings in this report.

There were 21 crashes in the project area in the last three years. Most of the crashes were front-to-rear crashes or crashes due to turning errors. Dedicated left and right turn lanes are recommended on Pioneer Parkway to protect the turning vehicles and reduce the number of crashes of this nature.

In the background conditions without construction of the Silverado development, it is expected that a signal will be needed at the intersection of Red Mountain Drive and Pioneer Parkway by 2029. With traffic from Silverado and developments to the north, it is expected that a signal will need to be installed within five years of the buildout of the Silverado development. A four-way stop with additional widening may be an interim traffic control measure that could be implemented if delay needs to be mitigated before then.

Within five years after the buildout of the Silverado development, the East Harmon's Access on Pioneer Parkway is expected to operate at LOS E and Silverado Access 3 on Pioneer Parkway is expected to operate at LOS D. As delay increases at these accesses, vehicles are expected to reroute to the signals on Rachel Drive and Red Mountain Drive to improve the LOS. The accesses should be monitored into the future and may be restricted to right-turns only as traffic increases on Pioneer Parkway. It is up to the determination of the City to restrict this access to improve the LOS.

Sufficient vehicle storage at each access to the Silverado development should be provided for the 95<sup>th</sup> percentile queue length at each approach. The 95<sup>th</sup> percentile queue lengths are included in the Vistro Reports in the Appendix.

# Narrative for Zone Change

This is a description for the rezone application of the proposed uses of the Silverado Storage SG LLC development for the 14.27 acres on Pioneer Pkwy in Santa Clara.

Silverado Storage SG LLC intends to develop the Parcel Number SC-6-2-9-43051212 to have the best possible value for local residents, visitors and the city. Therefore we propose a mixed use plan that is divided into 3 different phases that each serve a distinct purpose.

Phase one is toy garages. The surroundings of Santa Clara offer various outdoor activities, that often include the use of dirt bikes, side by sides and other vehicles. To support this need, Silverado Storage SG LLC plans to build 2-story luxury toy garages. These buildings are situated at the north side of the property and will take in the breathtaking views of the valley and beautiful red rock. The proposed plan shows 28 toy garages, future owners have the option to build out the upstairs to have bedrooms upstairs, which is convenient for owners that do not permanently reside in Santa Clara.

Phase two is multi family housing. Santa Clara has seen tremendous population growth in the past 10 years and it is only accelerating. To support that need, we plan to build 4 multi family buildings with 96 units in total. We strive to build desert modern housing that integrates well with the surroundings of Santa Clara and adds additional value to the community through well built quality and amenities for the residents. These amenities will include a pool and hot tub.

Phase one and two sit on 11.66 acres and will be used as residential area. The density is 10.6 units/acre with 124 units.

The building footprint of the toy garages is 57,819 sqft. The building footprint of the apartments is 39,110 sqft. This adds up to a gross footprint area of 96,929 sqft, which accounts for 19% of the residential area. Driveway/Parking is 20% of total area (107,701 sqft). Public street area is 14% of total area (68,866 sqft). Open space area is 47% (230,383 sqft). Landscaped open space is 40% (202,782 sqft).

Phase three is commercial retail buildings. These may include restaurants and/or stores, which will be convenient for residents of the multi family housing, owners of toy garages, and residents or visitors of the Santa Clara area.

Total acreage of the commercial retail area is 2.61 acres. Total number of buildings is 3. The building footprint is 15% (16,895 sqft) of the total area. Driveway/parking is 50% (57,192 sqft) of the total area. Landscaped open space is 29% (32,776 sqft) of the total area.

Our proposed exterior building materials to provide a cohesive design aesthetic are the following:

- Aluminium cladding and shading systems with wood finish
- Weathered steel exterior panel system
- Exterior stucco system
- Landscape wall features
- Pre-finished metal system
- Metal panel shade fin elements

The attached document "Elevations and Building Materials\_SilveradoSantaClara" shows all materials. The elevation sheet show examples of use of these materials for the different phases.

The roofing material for Phase 1,2 and 3 is single ply membrane.

We would also like to add that Silverado Storage SG LLC designs all 3 phases to not only fit into Santa Clara but also to complement each other. We strive to provide a mixed use development that addresses Santa Claras needs and adds value to the community.

As all of you know, we applied for the zone change with a project plan last year. The site plan that was attached at that time included a pickle ball facility with a restaurant and a gas station. The site plan we are submitting with this application does not include those anymore.

As we faced headwinds with the neighborhood and the city council we were willing to make concessions to be able to get the project approved. Those concessions were:

- Swapping the gas station for a restaurant
- Lease 10% of the apartments 10% cheaper for city employees.

Those concessions were tied on getting the presented project approved.

After offering these concessions, we received support from the neighborhood to push the project further along. Even though we had the neighborhood on our side, we were not sure if we had the support from the city council. Our understanding was, that the size and potential noise were still a major concern for the city council. For that reason, we decided to look for other options, even though the pickle ball center was a very popular and profitable component of the project. We ended up selling the land to IHC for an Instacare, which will add value to the community and has the support of the neighborhood and appears to have the support of the city council.

With our understanding this application is in line with the neighborhood and the city council as we are not building a gas station or a pickle ball center. We had conversations with representatives of the neighborhood after our last Planning Commission Meeting and we have their full support.

By taking out the pickle ball center, we addressed the biggest issue that the city council had with the project. In addition to that, we are trying to implement further wants from the city council such as a plaza in the retail space and connectivity to Harmons.

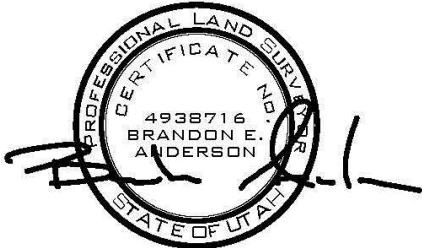
Having made those changes we are not in a position to add more concessions, especially in the current economy with high interest rates and increased capital requirements from banks.

We plan to build 1 and 2 bedroom apartments which sit at a lower price point and are more affordable than the townhomes to the north of this project. We intently build efficiently designed units to bring apartments to the market that can be attainable to young professionals, newly weds, young families and retirees.

Please reach out to Julian Stemmer ([julian@silveradobc.com](mailto:julian@silveradobc.com)) for any questions.

**Exhibit "A"**

All of Lots 1, 2 & 3 of Silverado Santa Clara, as found on file with the Washington County Recorder's Office.



June 21, 2023



City of Santa Clara  
2603 Santa Clara Drive  
(435) 656-4690, Ext. 225  
[jmcnulty@sccity.org](mailto:jmcnulty@sccity.org)

Staff Report

## Property Rezoning/Map Adjustment Summary and Recommendation

**Public Body:** Santa Clara City Planning Commission

**Meeting Date:** November 9, 2023

**Current Zone:** R-1-10 Single-Family/Historic District & RA Single-Family

**Proposed Zone:** R-1-10 Single-Family/Historic District & RA Single-Family (*Reconfigured*)

**General Plan Designation:** Mixed-Use Residential, MUR and Very Low Density Residential, VLD

**Property Location:** Southeast corner of Santa Clara Drive and Gates Lane (Parcel #SC-6-2-16-435)

**Property Size:** 2.97 Acres

**Request:** Property Rezoning

**Applicant Name:** Granite Peaks Investment, LLC (*Neil Walter*)

**Staff Planner:** Jim McNulty

**Meeting Type:** Public Hearing

### PROJECT DESCRIPTION

The applicant, Granite Peaks Investment, LLC is requesting a **Rezoning and Historic District Overlay adjustment** to the City Zoning Map for property located at the southeast corner of Santa Clara Drive and Gates Lane (Parcel #SC-6-2-16-435). The subject property is 2.97 acres in size. The applicant is proposing a rezoning of the subject property to allow for R-1-10 Single-Family/Historic District Zone on a portion of the property (0.52 acres) with frontage on Santa Clara Drive, with the remaining property (2.45 acres) with frontage along the future extension of Bonelli Trail Road to be within the RA Single-Family Zone. Although the subject property is currently located within these zoning districts, **the applicant is proposing to reconfigure the zoning boundaries** to allow for improved use of property.

The applicant has requested that the **Historic District Overlay** be adjusted to follow the proposed zoning boundary (map attached). The Historic District Overlay is a layer that's included on the **City Zoning Map** and may be adjusted concurrently with the rezoning application. Additionally, the application includes property that will remain in the Historic District.

The proposed **Rezoning to the R-1-10** Single-Family/Historic District Zone would allow for two (2) homes on lots of 10,000 square feet and larger. Additionally, the proposed **Rezoning to the RA** Single-Family Zone would allow for three (3) homes on lots of ½ acre or larger. The applicant intends to develop a single-family subdivision on the subject property. A **Concept Plan** has been included for your review. **Area 1 includes 5-lots** on the subject property (2.97 acres) as described. Area 2 is also owned by the applicant and currently zoned RA.

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## **NEIGHBORHOOD RESPONSE**

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Notices were sent to the property owners within 300' of the subject property. The subject property was also posted as per State Code. No responses have been received by city staff as of the writing of this report.

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## **GENERAL PLAN CONSIDERATION**

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The Santa Clara City General Plan Map includes a **Very Low-Density Density Residential, VLD** land use designation for the subject property. The description for VLD (**Section 3.4.1, Land Uses**) states the following:

*“Single-family detached homes on large lots. The VLD designation is generally located between Santa Clara’s downtown and the Santa Clara River. Neighborhoods have tree-lined local streets that extend the grid and interconnected pedestrian circulation systems”.*

The Santa Clara city General Plan Map includes the **Mixed-Use Residential, MUR** land use designation for a portion of the property fronting Santa Clara Drive. The description for the MUR (**Section 3.4.2, Land Uses**) states the following:

*“The mix of uses is mostly residential, in the form of townhomes, multi-unit buildings, but may also include small-lot single family homes. Design to blend in with the adjacent residential neighborhoods with interconnected street grid, sidewalks, and shared parking”.*

The proposed Rezoning application would allow for single-family homes on lots of 10,000 square feet or greater, and ½ acre lots or greater. This proposed use of property is encouraged by the General Plan.

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## **REZONING CONSIDERATION**

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Chapter 17.18.090 of city code provides standards of review for the city. In consideration of any zoning map amendment (rezoning), the land use authority shall consider the following matters and the city council shall give reasonable consideration to the following:

- a. Is the proposed use suitable in view of the zoning and development of adjacent and nearby property.  
**Yes.**
- b. Will the proposed use adversely affect the existing use or suitability of adjacent or nearby property.  
**No.**
- c. Are there substantial reasons why the property cannot or should not be used as currently zoned.  
**Yes.**
- d. Will the proposed use cause an excessive or burdensome use of public facilities or services, including, but not limited to streets, schools, water or sewer utilities, and police or fire protection.  
**No.**
- e. Is the proposed use compatible with the purpose and intent of the General Plan.  
**Yes.**
- f. Will the use be consistent with the purpose and intent of the proposed zoning district.  
**Yes.**
- g. Is the proposed use supported by new or changing conditions not anticipated by the General Plan.  
**No.**
- h. Does the proposed use reflect a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to the unrestricted use of property.  
**Yes.**

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## **STATE CODE CONSIDERATIONS**

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Utah Code, Section 10-9a-205 includes requirements for a Rezoning of property (zoning map amendment). To consider a rezoning, a city must hold at least one public hearing. Additionally, a public hearing to consider the item requires 10 days' notice rather than 24 hours' notice. A notice must also be sent to all property owners within 300' of the subject property, with a notice in a visible location, with a sign of sufficient size and durability. The city is also required to post on the State Public Notice website. Planning Staff has determined that all State Code requirements have been met with this application.

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## **CITY STAFF RECOMMENDATION**

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City staff recommends that the Planning Commission review the submitted Rezoning and Historic District Overlay adjustment to the City Zoning Map to determine if the application is complete. If the application is determined to be complete, City staff would recommend that the Planning Commission forward a recommendation to the City Council for their review and consideration of the application subject to the following conditions:

1. That the proposed property Rezoning complies with Chapter 17.18.090 items below:
  - a. The proposed use is suitable in view of the zoning and development of adjacent and nearby property;
  - b. The proposed use will not adversely affect the existing use or suitability of adjacent or nearby property;
  - c. There are substantial reasons why the property cannot or should not be used as currently zoned;
  - d. The proposed use will not cause an excessive or burdensome use of public facilities or services, including, but not limited to streets, schools, water or sewer utilities, and police or fire protection;
  - e. The proposed use is compatible with the purpose and intent of the General Plan;
  - f. The proposed use is consistent with the purpose and intent of the proposed zoning district.
  - g. The proposed use is not supported by new or changing conditions anticipated by the General Plan;
  - h. The proposed use does reflect a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to the unrestricted use of property.
  
2. That the proposed Historic District Overlay adjustment to the City Zoning Map be allowed as the application includes property with frontage along Santa Clara Drive that will remain in the Historic District.

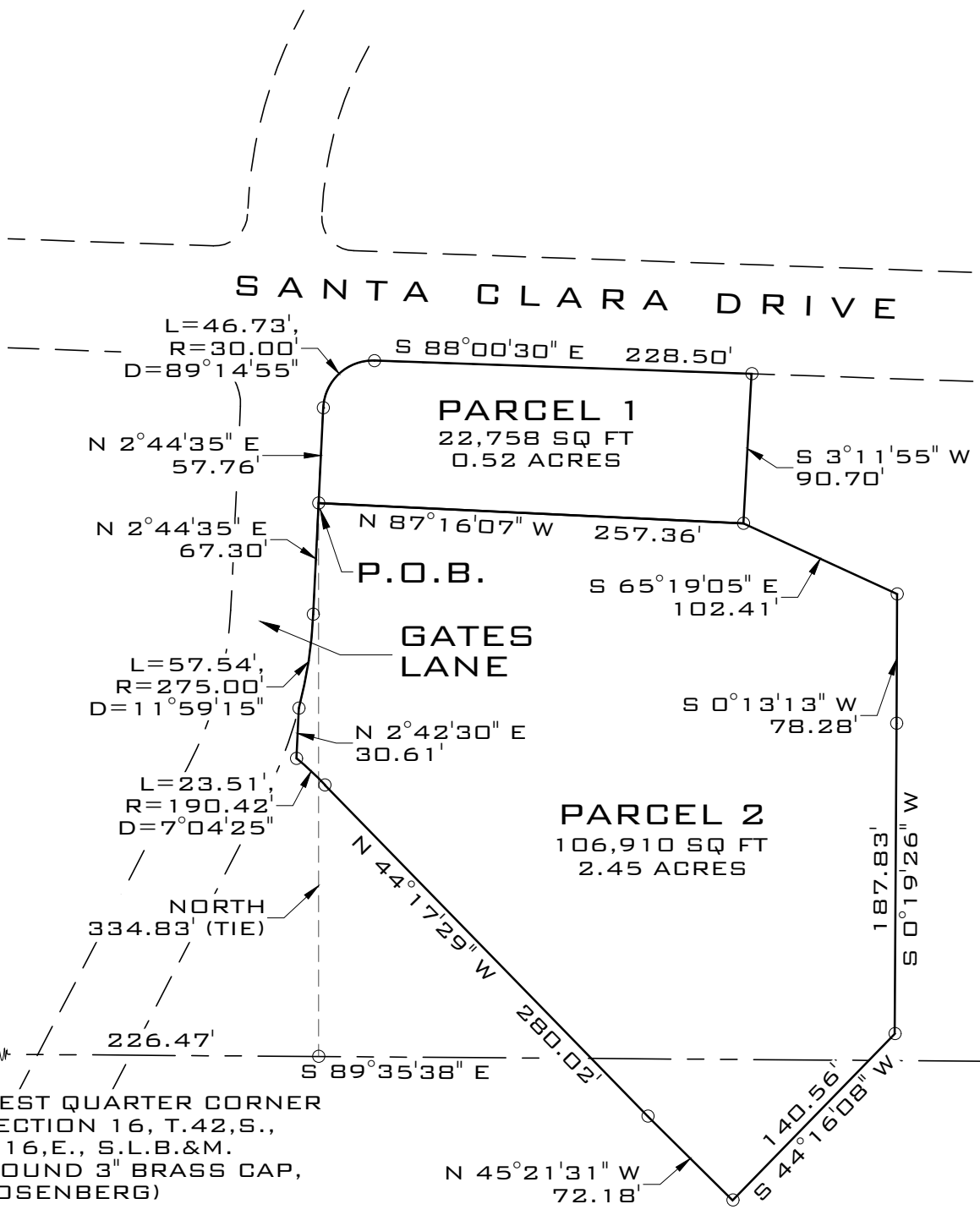
With the following findings:

1. That the Rezoning is compliant with the Santa Clara City General Plan, Section 3.4.1, Residential Land Uses (Very Low-Density Residential, VLD).
2. That the Rezoning is compliant with the Santa Clara City General Plan, Section 3.4.2, Mixed-Use Land Uses (Mixed-Use Residential, MUR).
3. That the R-1-10 Single-Family/Historic District Zone allows for homes on lots of 10,000 square feet or larger.
4. That the RA Single-Family Zone allows for homes on lots of ½ acre or larger.

**Request:** Property Rezoning/Map Adjustment

5. That the properties in the immediate vicinity of the proposed R-1-10 Single-Family/Historic District Zone with frontage along Santa Clara Drive are generally located within the Historic District.
6. That the properties in the immediate vicinity of the proposed RA Single-Family Zone are generally located within the RA Zone.

DATE:	10/16/23
JOB NO.:	8219-22-002
DRAWN BY:	C.G.A.
SCALE:	1"=100'
OWG:	SURVEY-EXHIBIT
REVISIONS	DATE



**ROSENBERG**  
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WWW.RACIVIL.COM

# EXHIBIT MAP



**Exhibit "A"**

**Parcel 1:**

Beginning at a point on the Easterly line of Gates Lane, said point being South 89°35'38" East 226.47 feet along the section line and North 334.83 feet from the West Quarter Corner of Section 16, Township 42 South, Range 16 West, Salt Lake Base & Meridian, and running;

thence Northerly along said Easterly line Gates Lane the following (2) courses;  
thence North 02°44'35" East 57.76 feet;  
thence Northeasterly 46.73 feet along an arc of a 30.00 foot radius curve to the right (center bears South 87°15'25" East, long chord bears North 47°22'02" East 42.15 feet with a central angle of 89°14'55") to the Southerly line of Santa Clara Drive;  
thence South 88°00'30" East 228.50 feet along said Southerly line Santa Clara Drive;  
thence South 03°11'55" West 90.70 feet;  
thence North 87°16'07" West 257.36 feet to the Point of Beginning.

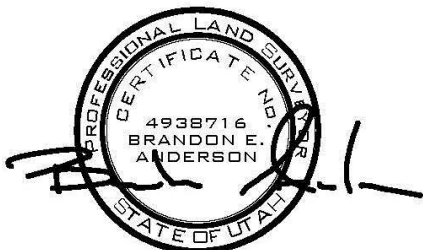
Containing 22,758 square feet or 0.52 acres.

**Parcel 2:**

Beginning at a point on the Easterly line of Gates Lane, said point being South 89°35'38" East 226.47 feet along the section line and North 334.83 feet from the West Quarter Corner of Section 16, Township 42 South, Range 16 West, Salt Lake Base & Meridian, and running;

thence South 87°16'07" East 257.36 feet;  
thence South 65°19'05" East 102.41 feet;  
thence South 00°13'13" West 78.28 feet;  
thence South 00°19'26" West 187.83 feet;  
thence South 44°16'08" West 140.56 feet;  
thence North 45°21'31" West 72.18 feet;  
thence North 44°17'29" West 280.02 feet;  
thence Northwesterly 23.51 feet along an arc of a 190.42 foot radius curve to the left (center bears South 46°41'15" West, long chord bears North 46°50'58" West 23.49 feet with a central angle of 07°04'25");  
thence North 02°42'30" East 30.61 feet to said Easterly line Gates Lane;  
thence Northerly along said Easterly line Gates Lane the following (2) courses;  
thence Northerly 57.54 feet along an arc of a 275.00 foot radius non-tangent curve to the left (center bears North 75°16'10" West, long chord bears North 08°44'13" East 57.43 feet with a central angle of 11°59'15");  
thence North 02°44'35" East 67.30 feet to the Point of Beginning.

Containing 106,910 square feet or 2.45 acres.





October 16, 2023





TO: Santa Clara City Planning Commission  
FROM: Jim McNulty, Planning Manager  
DATE: November 9, 2023  
RE: Chapter 17.92, Water Efficient Landscaping & Conservation Standards

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City staff has been working on updates to Chapter 17.92, Water Efficient Landscaping & Conservation Standards. The Planning Commission will recall that the **city adopted Ordinance #2022-05 on February 23, 2022**. Santa Clara City was one of the first communities in Washington County to adopt the recommended standards put in place by the Washington County Water Conservancy District, WCWCD.

On **August 7, 2023, the WCWCD Board** adopted a new resolution requiring communities to accept some updated standards allowing for participation in the Water Efficient Landscape (lawn replacement) Rebate Program. As a result, the WCWCD is requesting that communities update their applicable ordinances by December 2023 allowing for ongoing program participation.

**A draft working copy** which includes updates to Chapter 17.92 has been attached for your review.

**This item is a public hearing on the November 9, 2023, PC agenda.** City staff had an opportunity to discuss this item with the City Council on October 18, 2023. Additionally, this item was discussed with the Planning Commission on September 28, 2023. Both the CC and PC were in favor of proceeding with this item.

#### **State Code Requirements:**

Utah State Code, Section 10-9a-205 includes requirements for land use ordinance amendments. To amend an ordinance, a city Planning Commission must hold at least one public hearing. Additionally, a public hearing to consider an ordinance amendment requires a 10-day notice which requires the date, time, and place of the public hearing. City staff has determined that all State Code requirements have been met.

#### **Recommendation:**

City Staff recommends that the Planning Commission hold a public hearing and forward a recommendation of approval for this code amendment (Chapter 17.92, Water Efficient Landscaping & Conservation Standards) to the City Council.



CHAPTER 17.92  
WATER EFFICIENT LANDSCAPING AND CONSERVATION STANDARDS

SECTION:

17.92.010: Applicability

17.92.020: Definitions

17.92.030: Single Family ~~And~~ Multiple Family Residential Water Efficiency Standards

17.92.040: Nonresidential Water Efficiency Standards

17.92.050: Landscape ~~And~~ Irrigation Design ~~And~~ Operation Standards

17.92.060: Restrictive Covenants ~~In~~ Conflict ~~With~~ Water Efficiency Standards

17.92.010: APPLICABILITY:

The provisions of this title are applicable to all new construction, development (including redevelopment), and landscape improvements in the city, except for (a) permitted uses in the Open Space zone; (b) permitted agricultural, horticultural, and gardening uses (including fruit trees) in any zone; (c) public parks or playgrounds, or public or school-owned active recreation areas, in any zone; however, all new uses which fall under (c) must be required to be served by secondary and not culinary municipal water. Landscape improvements to be irrigated solely with private, non-municipal water may be exempt from certain provisions of this chapter as noted. The provisions of this chapter are severable and if any provision, clause, sentence, word, or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability must not affect or impair any of the remaining provisions, clauses, sentences, sections, words, or parts of this chapter or their applicability to other persons or circumstances. (Ord. 2022-05)

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17.92.020: DEFINITIONS:

ACTIVE RECREATION AREA:

~~An area that is dedicated to active play where lawn may be used as the playing surface. Examples of active recreation areas include sports fields, play areas, and other similar uses designated for physical activity. Dedicated active play areas where irrigated lawn is used as the playing surface, such as a sports field designed for public use. Active recreation areas shall be:~~

- ~~1. A minimum of 1,500 contiguous square feet of lawn area.~~
- ~~2. Not less than 30 feet in dimension.~~

3. Not less than 10 feet from areas dedicated to vehicular use, such as a street or parking lot.
4. Designed and located to be accessible to large populations, such as at a school, daycare, recreation center, senior center, public park, private park, water park or religious institution.
5. Co-located with amenities, including but not limited to trash bins, benches, tables, walking paths, drinking water, playground equipment and/or other recreational amenities.

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#### CONTROLLER:

A device used in irrigation systems to automatically control when and how long sprinklers or drip irrigation systems operate.

#### DRIP IRRIGATION:

An irrigation system that delivers water by adding water at the plant's base and root zone, usually measured in gallons per hour. Drip irrigation exhibits a droplet, trickle, ~~umbrella~~umbrella, or short stream pattern, to reduce evaporation, overspray, and water use, and improving water conservation.

#### DRIP EMITTER:

A drip irrigation fitting that delivers water slowly at the root zone of the plant, usually measured in gallons per hour.

#### GRADING PLAN:

The grading plan shows all finish grades, spot elevations, drainage as necessary, and new and existing contours with the developed landscaped area.

#### GROUND COVER:

Material planted in such a way as to form a continuous cover over ground that can be maintained at a height no more than twelve inches (12").

#### HARDSCAPE:

Elements of landscape constructed from non-living materials such as concrete, boulders, brick, blacktop, and lumber. Includes patios, decks, and paths, but does not include driveways and sidewalks.

#### HYDROZONE:

Portion of landscape area having plants with similar water needs and rooting depth. A hydrozone may be irrigated or non-irrigated.

#### IRRIGATION PLAN:

A plan that shows the components of the irrigation system with water meter size, backflow prevention, precipitation rates, flow rate, and operating pressure for each irrigation circuit, and identification of all irrigation equipment.

**IRRIGATION RUNOFF:**

Irrigation water that is not absorbed by the soil or landscape area to which it is applied, and that flows onto other areas.

**LANDSCAPE ARCHITECT:**

A person who holds a professional license to practice landscape architecture in the state of Utah. Pursuant to Utah Code, licensed landscape architects, licensed architects, licensed land surveyors, and licensed engineers can professionally stamp plans that fall under the practice of landscape architecture. This includes commercial landscape and irrigation plans.

**LANDSCAPE AREA:**

Area of a Lot not including any building footprints, driveways, sidewalks, and patios; ~~also~~ also, not including areas of agricultural, horticultural, or gardening uses which are permitted by applicable zoning.

**LANDSCAPE DESIGNER:**

A person who may or may not hold professional certificates for landscape design/architecture, and who generally focuses on residential design and horticultural needs of home landscapes. Landscape designers may assist developers and property owners with landscape design but may not submit landscape plans for multifamily residential or nonresidential properties and projects under this chapter unless certified by a landscape architect.

**LANDSCAPE DOCUMENTATION PACKAGE:**

The documentation of graphic and written criteria, specifications, and detailed plans to arrange and modify the effects of natural features to comply with the provisions of this chapter. The Landscape Documentation Package must include a project data sheet, a site plan, a planting plan, an irrigation plan, construction details, and a grading plan.

**LANDSCAPE OR LANDSCAPING:**

Any combination of berms; living plants, such as trees, shrubs, vines, ground cover, annuals, perennials, ornamental grass, or seeding; natural features such as rock, stone, or bark chips; and structural features, including but not limited to, fountains, reflecting pools, outdoor artwork, screen walls, fences, or benches that create an attractive and pleasing environment.

**LANDSCAPE OR LANDSCAPING MAINTENANCE:**

Maintaining or keeping any landscaping, or any area required to be landscaped:

A. In a live and thriving condition, with consideration for normal growth and water needs; and

B. Fertilized, mowed, trimmed, edged, mulched and free from weeds, dead plants, litter, refuse, or debris in compliance with regionally accepted horticultural practice and city ordinances.

**LANDSCAPE PLAN:**

A plan that clearly and accurately identifies the location and species of new and existing trees, shrubs, ground cover, and other plants on a site, and any other landscape element, and includes an irrigation plan.

**LAWN:**

A surface layer of earth containing mowed grass with its roots; includes grass turf. Irrigated nonagricultural land planted in closely mowed, managed grasses.

**MULCH:**

Any organic material such as leaves, bark, wood chips, straw; inorganic material such as crushed stone or gravel; other materials left loose and applied to the soil surface for the beneficial purpose of controlling weeds and conserving soil moisture. Material (such as, but not limited to, rock, bark, wood chips) uniformly applied upon the surface of the soil to reduce evaporation and weed growth. Mulches must allow penetration of water and air. For purposes of these standards, ungrouted pavers, steppingstones and artificial turf manufactured to be permeable to air and water may be considered mulch.

**MULTIFAMILY:**

Any residential use comprised of a dwelling or dwellings designed for occupation by more than one family in any zone, but for purposes of this Chapter, excludes single-family dwellings, two-family dwellings, dwellings containing an approved internal accessory dwelling unit, or dwellings which are an approved accessory dwelling unit to a primary dwelling.

**PARK STRIP:**

**PLANTING BED:**

Areas of the landscape that consist of plants, such as trees, ornamental grasses, shrubs, perennials, and other regionally appropriate plants.

A typically narrow landscaped area located between the back-of-curb and sidewalk.

**PLANTING PLAN:**

A planting plan that clearly and accurately identifies the type, size, and locations for new and existing trees, shrubs, planting beds, ground cover, lawn areas, driveways, sidewalks, hardscape features, and fences.

**PRECIPITATION RATE:**

The depth of water applied to a given area, usually measured in inches per hour.

**PRESSURE REGULATING VALVE:**

A valve installed in an irrigation mainline that reduces a higher supply pressure at the inlet down to a regulated lower pressure at the outlet.

**REHABILITATED LANDSCAPE:**

Landscape area in which over fifty percent (50%) of existing landscaping is removed and replaced. Includes all landscaping funded in part, or completely, by Washington County Water Conservancy District's landscape conversion program.

**SECONDARY IRRIGATION WATER:**

Non-potable water that is untreated and used for irrigation of outdoor landscaping.

**SINGLE FAMILY:**

Any residential use comprised of a dwelling designed for occupation by only one family in any zone, and for purposes of this Chapter includes primary dwellings, dwellings containing an approved internal accessory dwelling unit, and approved accessory dwelling units.

**SLOPE:**

A vertical rise in feet measured over a horizontal distance, expressed as a percentage, measured generally at right angles to contour lines.

**TWO-FAMILY:**

Any residential use comprised of a dwelling designed for occupation by two families in any zone, but for purposes of this Chapter excludes dwellings containing an approved internal accessory dwelling unit, or dwellings which are an approved accessory dwelling unit to a primary dwelling.

**WATER-CONSERVING PLANT:**

A plant that can generally survive with available rainfall once established, with possible supplemental irrigation needed or desirable during spring and summer months or during drought periods. (Ord. 2022-05)

**17.92.030: SINGLE FAMILY AND TWO-FAMILY RESIDENTIAL WATER EFFICIENCY STANDARDS:**

The provisions of this section are applicable to all new single family or two-family residential development or redevelopment in any zone.

A. Construction Standards:

1. New single family or two-family dwellings, including accessory dwelling units, having at least one thousand (1,000) square feet of living space must have installed a hot water recirculation system or systems, unless hot water delivery can be demonstrated to occur without first displacing more than 0.5 gallons of system water.

2. New single family or two-family residential dwellings, including accessory dwelling units, must use WaterSense labeled fixtures, including but not limited to faucets, showerheads, toilets, and urinals.

B. Landscape Standards: For all residential construction and development which is subject to this section, except where landscaping will be irrigated solely with a private, non-municipal water source, landscaping must meet the following requirements:

~~1. — 1. The total irrigated landscape area must not exceed sixteen percent (16%) of the lot square footage. Lawn area must not exceed eight percent (8%) of the lot square footage, up to a maximum of two thousand five hundred (2,500) square feet of lawn area. Lots less than 7,500 square feet are allowed up to 600 square feet of lawn.~~

~~2. Single-family homes with limited common areas designated for the exclusive use of the adjacent dwelling shall have the same allowances as a single-family home.~~

~~3. Lawn is prohibited in park strips, in all landscape areas less than eight feet wide, and on any slope that exceeds twenty percent (20%).~~

~~4. Any lot in any zone which is larger than one-half (1/2) acre must use secondary irrigation to irrigate any agricultural, horticultural, or gardening uses which are permitted in the applicable zone. (Ord. 2022-05)~~

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17.92.040: MULTIFAMILY RESIDENTIAL AND NONRESIDENTIAL WATER EFFICIENCY STANDARDS:

The provisions of this section are applicable to all new multifamily residential and nonresidential development or redevelopment in any zone.

A. Construction Standards:

1. Hot water recirculation systems must be ~~installed, unless~~ installed unless hot water delivery can be demonstrated to occur without first displacing more than 0.5 gallons of system water.

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2. ~~WaterSense labeled fixtures must be installed, including but not limited to faucets, showerheads, toilets, and urinals. New and future installations of plumbing fixtures must meet or exceed the water conservation requirements specified in the building code as adopted by Santa Clara City.~~

3. All units located partially or completely on a ground floor, and which are individually subdivided, must be separately metered, sub metered, or equipped with alternative technology capable of tracking the water use of the individual unit, and the information must be made available to the resident of each unit. Individually platted condominium units are excepted if a condominium owners' association owns and maintains the water lines and meters. All nonresidential projects require separate water meters for all outdoor water usage, including landscaping.

4. All commercial car washes must utilize a wastewater recirculation system and limit water use to a maximum amount of thirty-five (35) gallons per vehicle washed.

5. ~~Exterior, decorative Manmade ornamental water features are limited to in any project must be limited to an aggregate capacity of twenty-five (25) square feet per parcel and are limited to the parcel gallons or less for all features in the project, and recirculating pumps are required in each feature.~~

6. All golf courses using water district or municipal water supplies shall have a separate meter and must irrigate with secondary irrigation water ~~and must have separate water meters for the golf course~~. Irrigation with potable water is prohibited. Each golf course development must submit and follow a water budget with the Landscape Documentation Package and identify water conservation measures for city approval.

7. Outdoor misting systems may only be operated during the May through September time period where the daily high temperature is ninety degrees (90°) Fahrenheit or greater.

B. Landscape Standards: For all multifamily residential and nonresidential development subject to this section, except where landscaping will be irrigated solely with a private, non-municipal water source, landscaping must meet the following requirements:

~~1. —1.~~ Lawn is not permitted outside of an active recreation area. Lawn is prohibited in park strips, all landscape areas less than eight feet wide, and on any slope that exceeds twenty percent (20%).

~~2. Attached multi-family residential units may have up to 100 square feet of lawn per dwelling unit. Properties with less than 6 dwelling units are allowed up to 600 square feet of lawn.~~

~~3. Lawn areas are prohibited for nonresidential uses except where an Active Recreation Area is appropriate, such as a childcare center or athletic complex.~~

~~4.~~ Landscape and irrigation installers must follow plans that have been signed and approved by the city.

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53. Each project must propose and comply with an approved planting plan that has a minimum of forty percent (40%) vegetative cover of a landscaped area with water-efficient shade trees and bushes adequate in number and configuration to visually enhance the project, prevent heat islands, and prevent soil erosion. The city has sole discretion to approve or require adjustments to the configuration of vegetation in the planting plan.

64. If secondary irrigation water is available, each project shall connect to the system for all outdoor water use. The city may make minor exceptions, allowing use of treated water for outdoor plantings in small beautification areas, in its sole discretion.

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C. Required Documentation:

1. Landscape Documentation Package: A copy of a Landscape Documentation Package must be submitted to and approved by the city prior to the issue of any building permit. A copy of the approved Landscape Documentation Package must be provided to the property owner or site manager. The Landscape Documentation Package must be prepared by a professional landscape architect (PLA) and must consist of the following items:

a. Project Data Sheet containing the following:

- (1) Project name and address;
- (2) Applicant or applicant agent's name, address, phone number, and email address;
- (3) Landscape architect's name, address, phone number, and email address; and
- (4) Landscape contractor's name, address, phone number and email address, if available currently.

b. Planting Plan. A detailed planting plan must be drawn at a scale that clearly identifies the following:

- (1) Location of all plant materials, a legend with common and botanical names, and size of plant materials;
- (2) Property lines and street names;
- (3) Existing and proposed buildings, walls, fences, utilities, paved ~~areas~~ areas, and other site improvements;
- (4) Existing trees and plant materials to be removed or retained;
- (5) Scale: graphic and written;
- (6) Date of design;
- (7) Designation of hydrozones; and
- (8) Details and specifications for tree staking, soil preparation, and other planting work.

c. Irrigation Plan. A detailed irrigation plan must be drawn at the same scale as the planting plan and contain the following information:

(1) Layout of the irrigation system and a legend summarizing the type and size of all components of the system, including manufacturer name and model numbers;

(2) Static water pressure in pounds per square inch (psi) at the point of connection to the public water supply;

(3) Flow rate in gallons per minute and design operating pressure in psi for each valve and precipitation rate in inches per hour for each valve with irrigation equipment (i.e., sprinklers, drip emitters, bubblers, etc.); and

(4) Installation details for irrigation components.

d. Grading Plan. A grading plan must be drawn at the same scale as the planting plan and must contain the following information:

(1) Property lines and street names, existing and proposed buildings, walls, fences, utilities, paved areas, and other site improvements; and

(2) Existing and finished contour lines and spot elevations as necessary for the proposed site improvements, as well as drainage.

2. Plan Review, Construction Inspection, and Post-Construction Monitoring:

a. As part of the building permit approval process, a copy of the Landscape Documentation Package must be submitted with a city provided pre-submittal checklist completed for the city to initiate a review and approval process before construction begins.

b. All installers and designers must meet state and local license, insurance, and bonding requirements, and be able to show proof of such.

c. During construction, site inspection of the landscaping may be performed by the Building Department or other city official tasked with such inspections.

d. Following construction and prior to issuing an occupancy permit, an inspection must be scheduled with the Building Department or other city official tasked with such inspections to verify compliance with the approved landscape plans. The Certificate of Substantial Completion must be completed by the property owner, developer, contractor, or landscape architect and submitted to the city. The Certificate of Substantial Completion must be accompanied by a certification from the landscape architect that the landscaping, irrigation, and related improvements have been installed consistent with the approved Landscape Documentation Package.

e. The Building Department or other city official tasked with such inspections reserves the right to perform site inspections at any time before, during, or after the irrigation system and landscape installation, and to require corrective measures if requirements of this chapter are not satisfied. (Ord. 2022-05)

#### 17.92.050: LANDSCAPE AND IRRIGATION DESIGN AND OPERATION STANDARDS:

The provisions of this section shall apply to all new landscaping and irrigation in the ~~City~~City, which is subject to this chapter, except where landscaping will solely be irrigated with a private, non-municipal source of water. Any landscape area to be converted from private, non-municipal to municipal water, whether culinary or secondary, must first be brought into compliance with this section.

A. Plants must be well-suited to the microclimate and soil conditions at the project site. Native, locally adaptable, and environmentally sustainable plants are acceptable. See the Washington County Water Conservancy District's recommended plant list on <https://wcvcd.org>. Plants with similar water needs must be grouped together as much as possible into hydrozones for efficient irrigation. Invasive plant species as identified by Washington County must not be planted.

1. Areas with slopes greater than twenty percent (20%) slope must be landscaped with deep-rooting, water-conserving plants that do not include lawn.

2. Park strips and other landscaped areas less than eight feet (8') wide must be landscaped with water-conserving plants and/or mulch that do not include lawn.

B. Tree species must be selected based on growth characteristics and site conditions, including available space, overhead clearance, soil conditions, exposure, and desired color and appearance. Trees should be suited for water-efficient landscapes; however, fruit trees are allowed where permitted by zoning. Trees must be selected and planted in accordance with the following city guidance:

1. Broad canopy trees may be selected where shade or screening of tall objects is desired.

2. Low-growing trees must be selected for spaces under utility wires.

3. Select trees from which lower branches will be trimmed to maintain a healthy growth habit where visual clearance and natural surveillance is a concern.

4. Narrow or columnar trees are recommended for small spaces, or where awnings or other building features limit growth, or where greater visibility is desired between buildings and the street for natural surveillance.

5. Tree placement must provide canopy cover (shade) and avoid conflicts with existing trees, retaining walls, above and below ground utilities, lighting, and other obstructions.

#### C. Irrigation Design Standards:

1. Pressure Regulation. A pressure regulating valve must be installed by the builder or developer, and maintained by the owner, if the static service pressure exceeds ninety (90) pounds per square inch (psi). The pressure regulating valve must be located between the meter and the first point of water use, or first point of division in the pipe, and must be set at the manufacturer's recommended pressure for the sprinklers.

2. Irrigation Controller. It is required that landscaped areas use a WaterSense labeled smart irrigation controller, which automatically adjusts the frequency and/or duration of irrigation events in response to changing weather conditions. All controllers must be equipped with automatic rain delay or rain shut-off capabilities. All controllers must have memory retention capability to retained pre-programmed irrigation schedules. Sites are not exempt from water waste prohibitions.

3. Low-volume irrigation equipment (i.e., drip emitters, bubblers) must be provided for each tree.

4. Drip irrigation must be used to irrigate plants in non-lawn areas.

5. High conservation efficiency spray nozzles are required for sprinkler applications.

6. Sprinkler heads must have matched precipitation rates with each control valve circuit.

7. Filters and end-flush valves must be provided for drip irrigation lines.

D. Irrigation Operation Standards:

1. Landscape watering with potable (treated) water is prohibited from 10 a.m. to 8 p.m., from June 1 to October 1, to maximize irrigation efficiency.

2. Water waste is prohibited. Waste includes overwatering, irrigating during a precipitation event, water that sprays or flows off your property, failure to comply with drought restrictions and/or a failure to repair irrigation system leaks and/or malfunctions in a timely manner.

3. Overwatering can be avoided by following the water district's recommended irrigation schedule and practices as noted on [wcwcd.org](http://wcwcd.org). The generally recommended schedule is:

a. Winter (Nov - Feb) - sprinkler and drip irrigation up to 1 day a week. Irrigation is typically not needed in December and January

b. Spring (Mar - April) - sprinkler irrigation up to 3 days a week and drip irrigation up to 2 days a week

c. Summer (May - Aug) - sprinkler irrigation up to 4 days a week and drip irrigation up to 3 days a week

d. Fall (Sept - Oct) - sprinkler irrigation up to 3 days a week and drip irrigation up to 2 days a week

4. Program valves for multiple repeat cycles are required to reduce runoff on slopes and for soils with slow infiltration rates. (Ord. 2022-05)

**17.92.060: RESTRICTIVE COVENANTS IN CONFLICT WITH WATER EFFICIENCY STANDARDS:**

Any homeowners', condominium owners', or property owners' association governing documents, such as bylaws, operating rules, covenants, conditions, and restrictions that govern the operation of a common interest development, recorded after passage of this chapter, are void and unenforceable if they conflict with the water efficiency standards in this chapter, or if they have the effect of prohibiting or restricting compliance with this chapter. (Ord. 2022-05)



City of Santa Clara  
2603 Santa Clara Drive  
(435) 656-4690, Ext. 225  
[jmcnulty@sccity.org](mailto:jmcnulty@sccity.org)

Staff Report

## Subdivision Plat Amendment & Phasing Plan Update Summary and Recommendation

**Public Body:** Santa Clara Planning Commission

**Meeting Date:** November 9, 2023

**Current Zone:** Planned Development Residential, PDR

**General Plan Designation:** Medium Density Residential, MDR

**Property Address:** East of 400 East & North of North Town Road

**Request:** Plat Amendment & Updated Phasing Plan for Coyote Landing at Deserts Edge

**Applicant Name:** Robert Smith

**Staff Planner:** Jim McNulty

**Planning Staff Recommendation:** Approval with conditions

**Meeting Type:** Public Meeting

### PROJECT DESCRIPTION

The applicant, **Robert Smith, is requesting a Plat Amendment** for Coyote Landing at Deserts Edge, Phase 1. Additionally, an **updated Phasing/Amenity Plan for Phases 1, 3, and 4** has been requested. The recorded subdivision plat for Phase 1 includes a total of twenty-four (24) townhome units within five (5) buildings. The applicant is proposing to amend the plat to include the front porch within the designated building envelope of each unit. The front porch element is part of the primary structure and includes supports with location in the ground. Additionally, the applicant has expanded the limited common area behind the units to include the entire area behind each unit, and a correction has been made to the amenity area to identify it as common area rather than limited common area. **The proposed plat amendment drawing has been attached for your review.**

The overall Preliminary Plat approval for the Deserts Edge Project included a total of 240 multi-family units (120 townhome units and 120 apartment units) to be built in six (6) phases. **A Phasing/Amenity Plan (original plan attached)** was approved for the project as follows:

- **Phase 1** includes 24 townhome units, centrally located amenities, boat and RV parking, and public roadway improvements including two required public accesses to 400 East.
- Phase 2 includes 60 apartments within two buildings, project amenities, required parking, and primary access to and from the project from North Town Road.
- **Phase 3** includes 44 townhome units, centrally located open space, detention basin, a private alley, and public roadway improvements.
- **Phase 4** includes 32 townhome units, a private alley, and required parking spaces.
- Phase 5 includes 20 townhome units, two private alleys, and required parking spaces.

**Request:** Plat Amendment & Updated Phasing/Amenity

- Phase 6 includes 60 apartments within two buildings, a detention basin, required parking, and extension of the private driveway system in the project.

The applicant is **proposing to update the Phasing/Amenity Plan for Coyote Landing at Deserts Edge (attached)** as follows:

- **Phase 1** will include the clubhouse, main pool, spa and pickleball courts to be completed by the end of Phase 1 vertical construction.
- **Phase 3** will include the water play area to be completed by the end of Phase 3 vertical construction.
- Depending on economic conditions, the **Phase 4** slide area may change to artificial turf, pool deck expansion area with shade structures and various games. This area will be completed by the end of Phase 4 vertical construction.

City staff is **concerned with the open-ended proposal for the Phase 4 amenity area**. City staff would recommend that the applicant be required to come back to the Planning Commission and City Council for approval of the Phase 4 amenity area when the applicant has more information to share with the city.

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## SITE & VICINITY DESCRIPTION

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The subject property is located east of 400 East and north of North Town Road. The future extension of Hamblin Parkway will run along the eastern boundary of the site. Both northern and western boundaries of the subject property are adjacent to Ivins City.

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## NEIGHBORHOOD RESPONSE

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Notices were sent to the property owners within the Coyote Landing at Deserts Edge, Phase 1 subdivision plat. No responses have been received by city staff as of the writing of this report.

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## REVIEWING DEPARTMENTS

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**DEPARTMENT:** *Building*

Recommendations: A geotechnical report will be required for all buildings in the project at the time of building permit submittal.

Required Revisions: None at this time.

**DEPARTMENT:** *Parks & Trails*

Recommendations: N/A

Required Revisions: N/A

**DEPARTMENT:** *Police & Fire*

Recommendations: N/A

Required Revisions: N/A

**DEPARTMENT:** *Power*

Recommendations: Public Utility Easements (PUE's) are required.

Required Revisions: None at this time.

**Request:** Plat Amendment & Updated Phasing/Amenity

**DEPARTMENT:** *Public Works*

Recommendations: Public Utility Easements (PUE's) are required. A final mylar with signature blocks is required.  
Required Revisions: None at this time.

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## STATE CODE CONSIDERATIONS

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Utah Code, Section 10-9a-608 includes requirements for subdivision amendments. To amend a subdivision, a city must hold at least one public meeting (not public hearing). Additionally, a public meeting to consider an amendment to a subdivision requires 10 days' notice rather than 24 hours' notice. A notice must also be sent to all property owners in the subdivision, with a notice in a visible location, with a sign of sufficient size and durability. City staff has determined that all State Code requirements have been met with this application.

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## CITY STAFF RECOMMENDATION

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City staff recommends that the Planning Commission consider recommending approval of the Plat Amendment (Phase 1) and Updated Phasing/Amenity Plan (Phases 1, 3, and 4) for Coyote Landing at Deserts Edge to the City Council subject to the following conditions:

1. That the applicant be required to comply with the recommendations from all city reviewing departments.
2. That the applicant be required to record the Plat Amendment for Phase 1 and provide city staff with an electronic copy.
3. That the applicant be required to submit a Geotechnical Report for all buildings in the project prior to building permit issuance.
4. That the Updated Phasing/Amenity Plan for Deserts Edge be followed by the applicant and include the following amenities:
  - a. Phase 1 will include the clubhouse, main pool, spa and pickleball courts to be completed by the end of Phase 1 vertical construction.
  - b. Phase 3 will include the water play area to be completed by the end of Phase 3 vertical construction.
  - c. Phase 4 will include a waterslide area by the end of Phase 4 vertical construction. If the Phase 4 amenities need to change based on future economic conditions, the applicant will be required to come back to the Planning Commission and City Council for approval when the applicant has more information to share with the city.

**GENERAL NOTES**

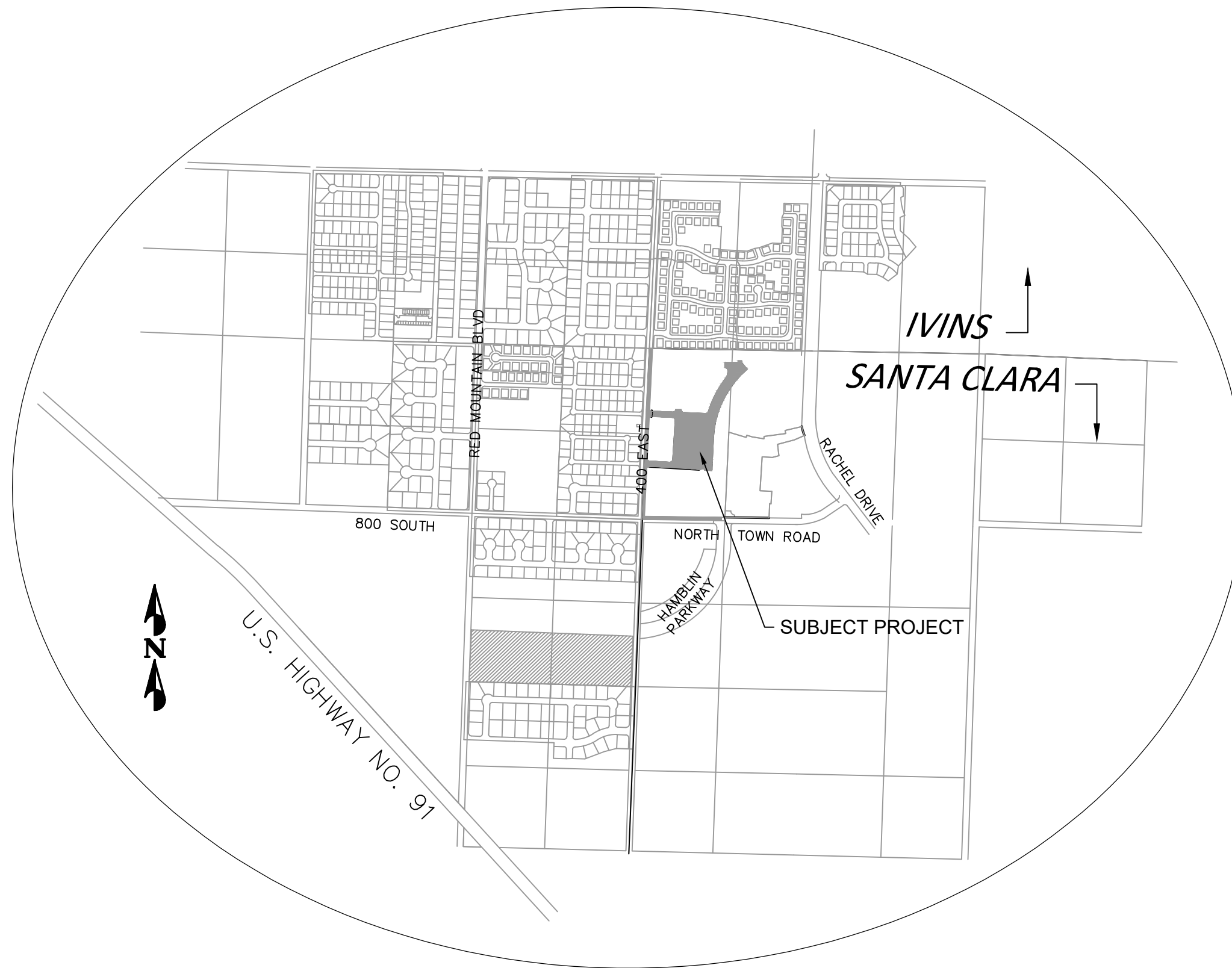
- NOT WITHSTANDING THE POSTING OF BOND FOR INSTALLATION OF OFF-SITE IMPROVEMENTS, NO BUILDING PERMIT WILL BE ISSUED FOR ANY LOT IN THIS SUBDIVISION UNTIL ALL UTILITIES ARE FULLY INSTALLED IN THE ENTIRE SUBDIVISION.
- UNSTABLE SOIL CONDITIONS MIGHT EXIST ON LOTS IN THIS SUBDIVISION. PURCHASERS OF LOTS HEREIN HAVE THE SOLE RESPONSIBILITY FOR OBTAINING APPROPRIATE ENGINEERING SERVICES AND ADVICE RELATIVE TO THE USABILITY OF THE LOTS. THE CITY OF SANTA CLARA DISCLAIMS ALL RESPONSIBILITY FOR SUCH SOIL CONDITIONS, WATER CONTROL (SURFACE AND/OR SUBSURFACE), AND DRAINAGE CONTROL.
- MINIMUM BUILDING SETBACK REQUIREMENTS ARE INCORPORATED INTO THE PAD LAYOUT AS SHOWN. FRONT YARD SETBACKS ARE 20 FEET, SIDE AND REAR YARD SETBACKS ARE 10 FEET. ALL STRUCTURES SHALL BE BUILT ENTIRELY WITHIN THEIR RESPECTIVE PAD.
- ALL STREET LANDSCAPING SHALL CONFORM TO SANTA CLARA CITY'S LANDSCAPE ORDINANCE.
- THE ASSOCIATION SHALL BE RESPONSIBLE FOR REPAIRING, RESTORING, OR REPLACING LANDSCAPING, OR OTHER PRIVATE IMPROVEMENTS CONTAINED WITHIN THIS SUBDIVISION RESULTING FROM DAMAGE OR DISRUPTION CAUSED BY SANTA CLARA CITY IN INSTALLING, MAINTAINING, REPAIRING, OR REPLACING PUBLIC POWER, WATER, SEWER, AND DRAINAGE IMPROVEMENTS.
- IN ADDITION TO ANNUAL, USUAL AND SPECIAL ASSESSMENTS FOR MAINTENANCE OF COMMON NON-PUBLIC IMPROVEMENTS CONTAINED WITHIN THIS SUBDIVISION, THE ASSOCIATION SHALL LEVY SUCH ASSESSMENTS AS MAY BE NECESSARY FROM TIME TO TIME TO REPAIR, RESTORE, OR REPLACE LANDSCAPING, OR OTHER PRIVATE IMPROVEMENTS CONTAINED WITHIN THIS RESULTING FROM DAMAGE OR DISRUPTION CAUSED BY SANTA CLARA CITY IN INSTALLING, MAINTAINING, REPAIRING, OR REPLACING POWER, WATER, SEWER AND DRAINAGE IMPROVEMENTS.
- BY RECORDING THIS SUBDIVISION PLAT, EASEMENTS ARE HEREBY GRANTED TO THE COMMON USE OF THE PROPERTY OWNERS, BUT NOT TO THE USE OF THE GENERAL PUBLIC (UNLESS NOTED) WITHIN ALL COMMON AND LIMITED COMMON AREAS WITHIN THIS SUBDIVISION FOR INSTALLATION, ACCESS, MAINTENANCE, AND REPAIR OF ALL UTILITIES INCLUDING NATURAL GAS, CABLE TV, TELEPHONE, WATER AND POWER, AND FOR SEWER AND DRAINAGE IMPROVEMENTS.
- ALL COMMON AREAS AND PRIVATE DRIVEWAYS SHOWN ON THIS PLAT ARE SUBJECT TO A PUBLIC UTILITIES AND DRAINAGE EASEMENT FOR INSTALLATION AND MAINTENANCE OF IMPROVEMENTS AND SUCH EASEMENTS SHALL BE SUBJECT TO THE RIGHT OF SANTA CLARA CITY TO REQUIRE THE HOMEOWNER'S ASSOCIATION TO ASSESS ITS MEMBERS TO REPAIR DRIVEWAYS, LANDSCAPING, ETC. WHERE NEEDED TO REPAIR OR REPLACE THE PUBLIC UTILITIES.
- 10' PUBLIC UTILITY AND DRAINAGE EASEMENTS ARE HEREBY CREATED ALONG ALL STREET FRONTAGES BY RECORDING OF THIS PLAT.

**GEOTECHNICAL INVESTIGATION**

A GEOTECHNICAL INVESTIGATION WAS PERFORMED BY AGEC. THE INVESTIGATION RESULTS AND SPECIFIC RECOMMENDATIONS FOR THE CONSTRUCTION OF FOUNDATIONS, FLOOR SLABS, AND EXTERIOR FLATWORK ARE COMPILED IN A REPORT DATED JULY 22, 2022. THIS REPORT IS AVAILABLE FROM THE DEVELOPER AND A COPY IS ON FILE WITH SANTA CLARA CITY. OWNERS, BUILDERS, AND CONTRACTORS SHOULD BECOME FAMILIAR WITH THIS REPORT AND COMPLY WITH ITS RECOMMENDATIONS.

**AMENDMENT NARRATIVE**

THE PURPOSE FOR AMENDING COYOTE LANDING AT DESERTS EDGE PHASE 1 IS TO EXPAND THE SIZE OF LOTS 1 THROUGH 24 TO ALLOW FOR DESIGNED 4 PLEX AND 6 PLEX BUILDINGS TO FIT WITHIN THE PRIVATE AREA OF THE LOTS.



**VICINITY MAP**  
NOT TO SCALE

**BOUNDARY DESCRIPTIONS**

400 EAST, NORTH TOWN ROAD AND HAMBLEN PARKWAY:  
BEGINNING AT THE SOUTH 1/4 CORNER OF SECTION 5, T42S, R16W, SLB&M, RUNNING THENCE N1°28'10"E, 1354.10 FEET ALONG THE CENTER SECTION LINE TO THE SOUTHWEST CORNER OF "PADRE LAKES TOWNHOMES - PHASE 2", FILED AS RECORDED NO. 483025 IN THE OFFICE OF THE WASHINGTON COUNTY RECORDER; THENCE N89°39'24"E, 33.02 FEET ALONG THE SOUTHERLY BOUNDARY OF SAID "PADRE LAKES TOWNHOMES - PHASE 2"; THENCE S1°28'10"W, 475.39 FEET TO THE POINT OF CURVATURE OF A 20.00 FOOT RADIUS CURVE TO THE LEFT; THENCE SOUTHEASTERLY 31.77 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 91°00'26"; THENCE S2°22'57"W, 44.02 FEET TO THE POINT OF CURVATURE OF A 20.00 FOOT RADIUS NON-TANGENT CURVE TO THE LEFT, RADIAL LINE BEARS S0°28'03"W; THENCE SOUTHWESTERLY 31.07 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 88°59'53"; THENCE S1°28'10"W, 309.73 FEET TO THE POINT OF CURVATURE OF A 20.00 FOOT RADIUS CURVE TO THE LEFT; THENCE SOUTHEASTERLY 31.14 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 89°11'52"; THENCE S0°44'25"W, 44.02 FEET TO THE POINT OF CURVATURE OF A 20.00 FOOT RADIUS NON-TANGENT CURVE TO THE LEFT, RADIAL LINE S2°16'19"W; THENCE SOUTHWESTERLY 31.70 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°48'08"; THENCE S1°28'10"W, 349.61 FEET TO THE POINT OF CURVATURE OF A 20.00 FOOT RADIUS CURVE TO THE LEFT; THENCE SOUTHEASTERLY 32.12 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 92°01'16"; THENCE N89°28'54"E, 534.09 FEET TO THE POINT OF CURVATURE OF A 25.00 FOOT RADIUS CURVE TO THE LEFT; THENCE NORTHEASTERLY 38.46 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 88°09'05"; THENCE N11°7'49"E, 590.85 FEET TO THE POINT OF CURVATURE OF A 706.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE NORTHEASTERLY 267.30 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 21°41'35"; THENCE S1°17'49"W, 904.92 FEET TO THE SOUTH LINE OF SAID SECTION 5; THENCE S89°26'54"W, 662.16 FEET ALONG THE SECTION LINE TO THE POINT OF BEGINNING. CONTAINING 2.426 ACRES.

COYOTE LANDING AT DESERTS EDGE PHASE 1:  
BEGINNING AT A POINT N1°28'10"E, 422.01 FEET ALONG THE CENTER SECTION LINE AND S88°31'50"E, 53.28 FEET FROM THE SOUTH 1/4 CORNER OF SECTION 5, T42S, R16W, SLB&M, RUNNING THENCE N0°44'25"E, 44.02 FEET; THENCE S87°43'42"E, 158.35 FEET TO THE POINT OF CURVATURE OF A 23.01 FOOT RADIUS NON-TANGENT CURVE TO THE LEFT, RADIAL LINE BEARS N2°15'40"E; THENCE NORTHEASTERLY 36.13 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 89°57'50"; THENCE N2°16'14"E, 307.70 FEET TO THE POINT OF CURVATURE OF A 23.00 FOOT RADIUS NON-TANGENT CURVE TO THE LEFT, RADIAL LINE BEARS N87°43'42"W; THENCE NORTHWESTERLY 36.52 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°57'55"; THENCE N88°42'11"W, 63.22 FEET TO THE POINT OF CURVATURE OF A 1978.00 FOOT RADIUS CURVE TO THE LEFT; THENCE NORTHWESTERLY 28.92 FEET THROUGH A CENTRAL ANGLE OF 0°50'05"; THENCE N89°32'16"W, 70.94 FEET; THENCE N2°22'57"E, 44.02 FEET; THENCE S89°32'16"E, 69.47 FEET TO THE POINT OF CURVATURE OF A 2022.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE SOUTHEASTERLY 29.46 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 0°50'05"; THENCE S88°42'11"E, 64.75 FEET TO THE POINT OF CURVATURE OF A 23.00 FOOT RADIUS CURVE TO THE LEFT; THENCE NORTHEASTERLY 35.74 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 89°01'31"; THENCE S87°43'42"E, 22.00 FEET; THENCE N2°16'18"E, 1.53 FEET; THENCE S87°43'42"E, 22.00 FEET TO THE POINT OF CURVATURE OF A 23.00 FOOT RADIUS NON-TANGENT CURVE TO THE LEFT, RADIAL LINE BEARS S87°43'42"E; THENCE SOUTHEASTERLY 36.52 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°58'29"; THENCE S88°42'11"E, 168.77 FEET TO THE POINT OF CURVATURE OF A 23.00 FOOT RADIUS CURVE TO THE LEFT; THENCE NORTHEASTERLY 30.28 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 75°26'20" TO THE POINT OF CURVATURE OF A 843.73 FOOT RADIUS REVERSE CURVE; THENCE NORTHEASTERLY 302.22 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 20°31'23" TO THE POINT OF CURVATURE OF A 73.69 FOOT RADIUS NON-TANGENT REVERSE CURVE, RADIAL LINE BEARS N53°31'22"W; THENCE NORTHEASTERLY 47.09 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 36°36'33"; THENCE N0°03'45"W, 11.92 FEET TO THE POINT OF CURVATURE OF A 23.00 FOOT RADIUS CURVE TO THE LEFT; THENCE NORTHWESTERLY 36.13 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'07"; THENCE N0°11'15"W, 44.00 FEET; THENCE N89°56'15"E, 101.45 FEET; THENCE N0°20'51"W, 13.04 FEET; THENCE N89°41'27"E, 31.50 FEET; THENCE S0°20'51"E, 14.44 FEET; THENCE S41°43'39"E, 128.53 FEET TO THE POINT OF CURVATURE OF A 706.00 FOOT RADIUS NON-TANGENT CURVE TO THE LEFT, RADIAL LINE BEARS S41°43'40"E; THENCE SOUTHWESTERLY 578.83 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 46°58'32"; THENCE S1°17'49"W, 256.39 FEET; THENCE N87°48'32"W, 120.33 FEET TO THE POINT OF CURVATURE OF A 9.51 FOOT RADIUS NON-TANGENT CURVE TO THE LEFT, RADIAL LINE BEARS S89°46'37"W; THENCE NORTHWESTERLY 14.53 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 87°28'20"; THENCE N87°43'42"W, 6.07 FEET TO THE POINT OF CURVATURE OF A 67.00 FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT, RADIAL LINE BEARS N21°06'21"W; THENCE SOUTHWESTERLY 27.34 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 23°22'39"; THENCE N87°43'42"W, 394.91 FEET TO THE POINT OF BEGINNING. CONTAINING 5.807 ACRES.

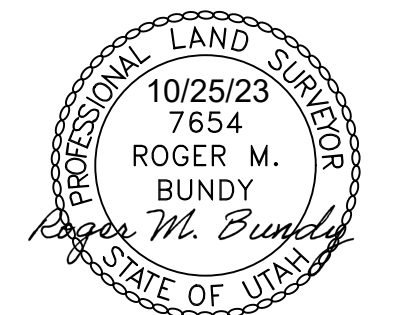
NOTE: A CLOCKWISE ROTATION OF 1°18'39" APPLIED TO BEARINGS ON THE "PADRE LAKES TOWNHOMES - PHASE 2" RECORDED PLAT WILL MATCH BEARINGS SHOWN ON THIS PLAT. A CLOCKWISE ROTATION OF 1°18'07" APPLIED TO BEARINGS ON RED MOUNTAIN TOWNHOMES PHASES 1, 2, AND 3 RECORDED PLATS, AND BEARINGS SHOWN ON THE DESERT SAGE SUBDIVISION RECORDED PLAT WILL MATCH BEARINGS SHOWN ON THIS PLAT.

**SURVEYOR'S CERTIFICATE**

I, ROGER M. BUNDY, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 7654, IN ACCORDANCE WITH TITLE 58, CHAPTER 22, OF THE PROFESSIONAL ENGINEERS AND LAND SURVEYORS LICENSING ACT OF THE STATE OF UTAH. I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, HAVE VERIFIED ALL MEASUREMENTS, HAVE PLACED MONUMENTS AS SHOWN IN ACCORDANCE WITH SECTION 17-23-17 AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, COMMON AREA, LIMITED COMMON AREA, PUBLIC STREETS AND EASEMENTS HEREAFTER KNOWN AS:

**COYOTE LANDING AT DESERTS EDGE PHASE 1 AMENDED**

10/25/23  
DATE:



**OWNER'S DEDICATION**

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER OF ALL THE ABOVE DESCRIBED TRACT OF LAND HAVING CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS, COMMON AREA, LIMITED COMMON AREA, PUBLIC STREETS AND EASEMENTS TO BE HEREAFTER KNOWN AS:

**COYOTE LANDING AT DESERTS EDGE PHASE 1 AMENDED**

FOR GOOD AND VALUABLE CONSIDERATION RECEIVED, THE UNDERSIGNED OWNER DOES HEREBY DEDICATE AND CONVEY TO SANTA CLARA CITY FOR PERPETUAL USE OF THE PUBLIC, ALL PARCELS OF LAND SHOWN AS PUBLIC STREETS AND EASEMENTS. ALL PARCELS OF LAND SHOWN OR NOTED AS LOTS, COMMON AND LIMITED COMMON AREAS ARE NOT FOR THE USE OF THE PUBLIC. ALL LOTS, COMMON AND LIMITED COMMON AREAS ARE AS NOTED OR SHOWN. ALL LOTS, COMMON AND LIMITED COMMON AREAS SHOWN OR NOTED ON THIS PLAT ARE SUBJECT TO THE DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS, FOR "COYOTE LANDING AT DESERTS EDGE" DATED JULY 20, 2023 AND RECORDED CONCURRENTLY WITH COYOTE LANDING AT DESERTS EDGE PHASE 1 PLAT AS ENTRY NO. 20230021599 IN THE OFFICE OF THE WASHINGTON COUNTY RECORDER. SAID DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS ARE HEREBY INCORPORATED AND MADE PART OF THIS PLAT. THE OWNERS DO HEREBY WARRANT TO SANTA CLARA CITY ITS SUCCESSORS AND ASSIGNS, TITLE TO ALL PROPERTY DEDICATED AND CONVEYED TO PUBLIC USE HEREIN AGAINST THE CLAIMS OF ALL PERSONS.

IN WITNESS WHEREOF I HAVE HEREUNTO SET MY HAND THIS \_\_\_\_\_ DAY OF, \_\_\_\_\_ 2023.

DESERTS EDGE HOLDINGS, LLC, A UTAH LIMITED LIABILITY COMPANY

By: \_\_\_\_\_  
ROBERT SMITH, MANAGER

**LIMITED LIABILITY COMPANY ACKNOWLEDGEMENT**

STATE OF UTAH }  
COUNTY OF WASHINGTON } s.s.

ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2023, PERSONALLY APPEARED BEFORE ME ROBERT SMITH, WHO BEING DULY SWORN SAYS THAT HE IS MANAGER OF DESERTS EDGE HOLDINGS, LLC, A UTAH LIMITED LIABILITY COMPANY AND THAT HE EXECUTED THE HEREOF OWNER'S DEDICATION IN BEHALF OF SAID LIMITED LIABILITY COMPANY, BEING AUTHORIZED AND EMPOWERED TO DO SO BY THE OPERATING AGREEMENT OF DESERTS EDGE HOLDINGS, LLC AND HE ACKNOWLEDGED TO ME THAT DESERTS EDGE HOLDINGS, LLC EXECUTED THE SAME FOR THE USES AND PURPOSES STATED THEREIN.

NOTARY PUBLIC FULL NAME: \_\_\_\_\_

COMMISSION NUMBER: \_\_\_\_\_

MY COMMISSION EXPIRES: \_\_\_\_\_ NOTARY PUBLIC

NOTARY COMMISSIONED IN WASHINGTON COUNTY, UTAH  
(STAMP NOT REQUIRED IF ABOVE INFORMATION IS PROVIDED PER UTAH CODE, TITLE 46, CHAPTER 1, SECTION 16)

Final Plat of:  
**COYOTE LANDING AT  
DESERTS EDGE PHASE 1  
AMENDED**

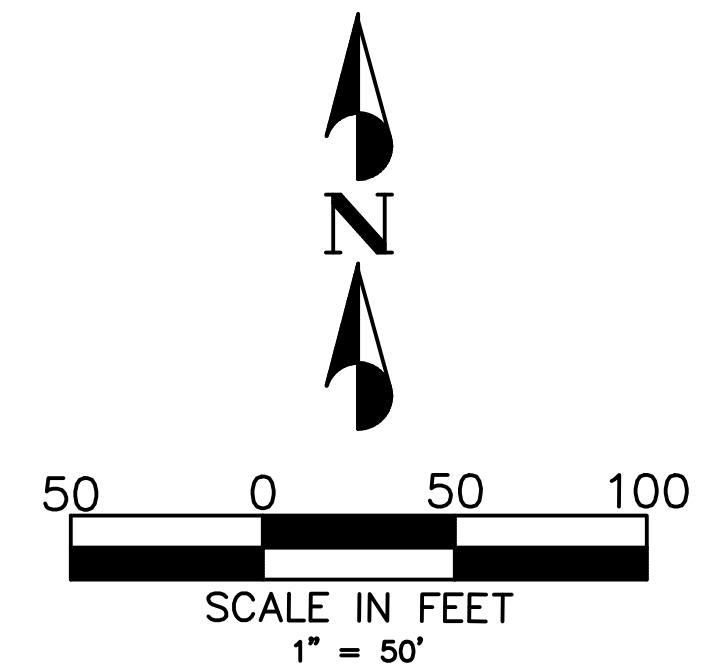
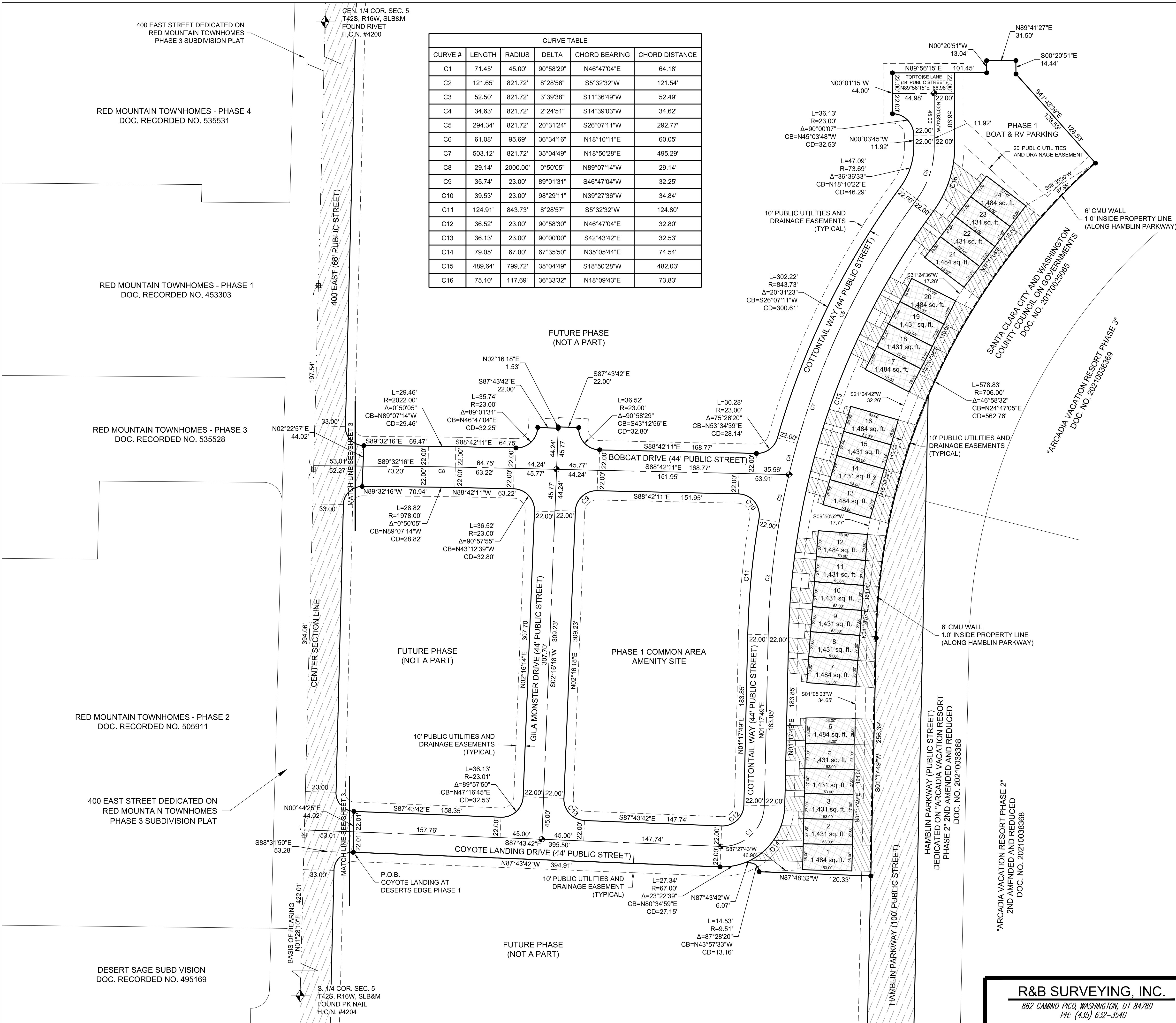
LOCATED IN THE SOUTHEAST QUARTER OF SECTION 5,  
TOWNSHIP 42 SOUTH, RANGE 16 WEST, SLB&M  
SANTA CLARA CITY, UTAH

**R&B SURVEYING, INC.**

862 CAMINO PICO, WASHINGTON, UT 84780  
PH: (435) 632-3540

<p>ENGINEER'S APPROVAL:</p> <p>THE HEREOF SUBDIVISION HAS BEEN REVIEWED AND IS APPROVED IN ACCORDANCE WITH THE INFORMATION ON FILE IN THIS OFFICE, THIS _____ DAY OF _____, 2023.</p> <p>ENGINEER SANTA CLARA CITY, UTAH</p>	<p>APPROVAL OF THE PLANNING COMMISSION:</p> <p>ON THIS THE _____ DAY OF _____, A.D. 2023, THE PLANNING COMMISSION OF SANTA CLARA CITY, HAVING REVIEWED THE ABOVE SUBDIVISION FINAL PLAT AND HAVING FOUND THAT IT COMPLIES WITH THE REQUIREMENTS OF SANTA CLARA CITY'S PLANNING ORDINANCES, AND BY AUTHORIZATION OF SAID COMMISSION HERBY APPROVE SAID SUBDIVISION FOR ACCEPTANCE BY SANTA CLARA CITY, UTAH.</p> <p>CHAIRMAN OF THE PLANNING COMMISSION SANTA CLARA CITY, UTAH</p>	<p>CITY SURVEYOR'S CERTIFICATE:</p> <p>I, THE SANTA CLARA CITY SURVEYOR, DO HERBY VERIFY THAT THIS OFFICE HAS EXAMINED THIS SUBDIVISION PLAT AND HAVE DETERMINED THAT IT IS CORRECT AND IN ACCORDANCE WITH INFORMATION ON FILE IN THIS OFFICE, THIS _____ DAY OF _____, 2023.</p> <p>CITY SURVEYOR SANTA CLARA CITY, UTAH</p>	<p>APPROVAL AND ACCEPTANCE BY THE CITY OF SANTA CLARA, UTAH:</p> <p>WE, THE MAYOR AND THE CITY COUNCIL OF SANTA CLARA CITY, UTAH, HAVE REVIEWED THE ABOVE SUBDIVISION FINAL PLAT AND BY AUTHORIZATION OF SAID CITY COUNCIL, RECORDED IN THE MINUTES OF ITS MEETING OF THE _____ DAY OF _____, A.D. 2023, HEREBY ACCEPT SAID SUBDIVISION WITH ALL COMMITMENTS AND OBLIGATIONS PERTAINING THERETO.</p> <p>ATTEST: CITY RECORDER SANTA CLARA CITY, UTAH</p> <p>MAYOR SANTA CLARA CITY, UTAH</p>	<p>APPROVAL AS TO FORM:</p> <p>APPROVED AS TO FORM, THIS _____ DAY OF _____, A.D. 2023.</p> <p>CITY ATTORNEY SANTA CLARA CITY, UTAH</p>	<p>TREASURER APPROVAL</p> <p>I, WASHINGTON COUNTY TREASURER, CERTIFY ON THIS _____ DAY OF _____, A.D. 2023 THAT ALL TAXES, SPECIAL ASSESSMENTS, AND FEES DUE AND OWING ON THIS SUBDIVISION FINAL PLAT HAVE BEEN PAID IN FULL.</p> <p>WASHINGTON COUNTY TREASURER</p>	<p>RECORDED NUMBER</p> <p>_____</p> <p>SEE: WASHINGTON COUNTY RECORDER WASHINGTON COUNTY, UTAH</p>
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CURVE #	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD DISTANCE
C1	71.45'	45.00'	90°58'29"	N46°47'04"E	64.18'
C2	121.65'	821.72'	8°28'56"	S5°32'32"W	121.54'
C3	52.50'	821.72'	3°39'38"	S11°36'49"W	52.49'
C4	34.63'	821.72'	2°24'51"	S14°39'03"W	34.62'
C5	294.34'	821.72'	20°31'24"	S26°07'11"W	292.77'
C6	61.08'	95.69'	36°34'16"	N18°10'11"E	60.05'
C7	503.12'	821.72'	35°04'49"	N18°50'28"E	495.29'
C8	29.14'	2000.00'	0°50'05"	N89°07'14"W	29.14'
C9	35.74'	23.00'	89°01'31"	S46°47'04"W	32.25'
C10	39.53'	23.00'	98°29'11"	N39°27'36"W	34.84'
C11	124.91'	843.73'	8°28'57"	S5°32'32"W	124.80'
C12	36.52'	23.00'	90°58'30"	N46°47'04"E	32.80'
C13	36.13'	23.00'	90°00'00"	S42°43'42"E	32.53'
C14	79.05'	67.00'	67°35'50"	N35°05'44"E	74.54'
C15	489.64'	799.72'	35°04'49"	S18°50'28"W	482.03'
C16	75.10'	117.69'	36°33'32"	N18°09'43"E	73.83'

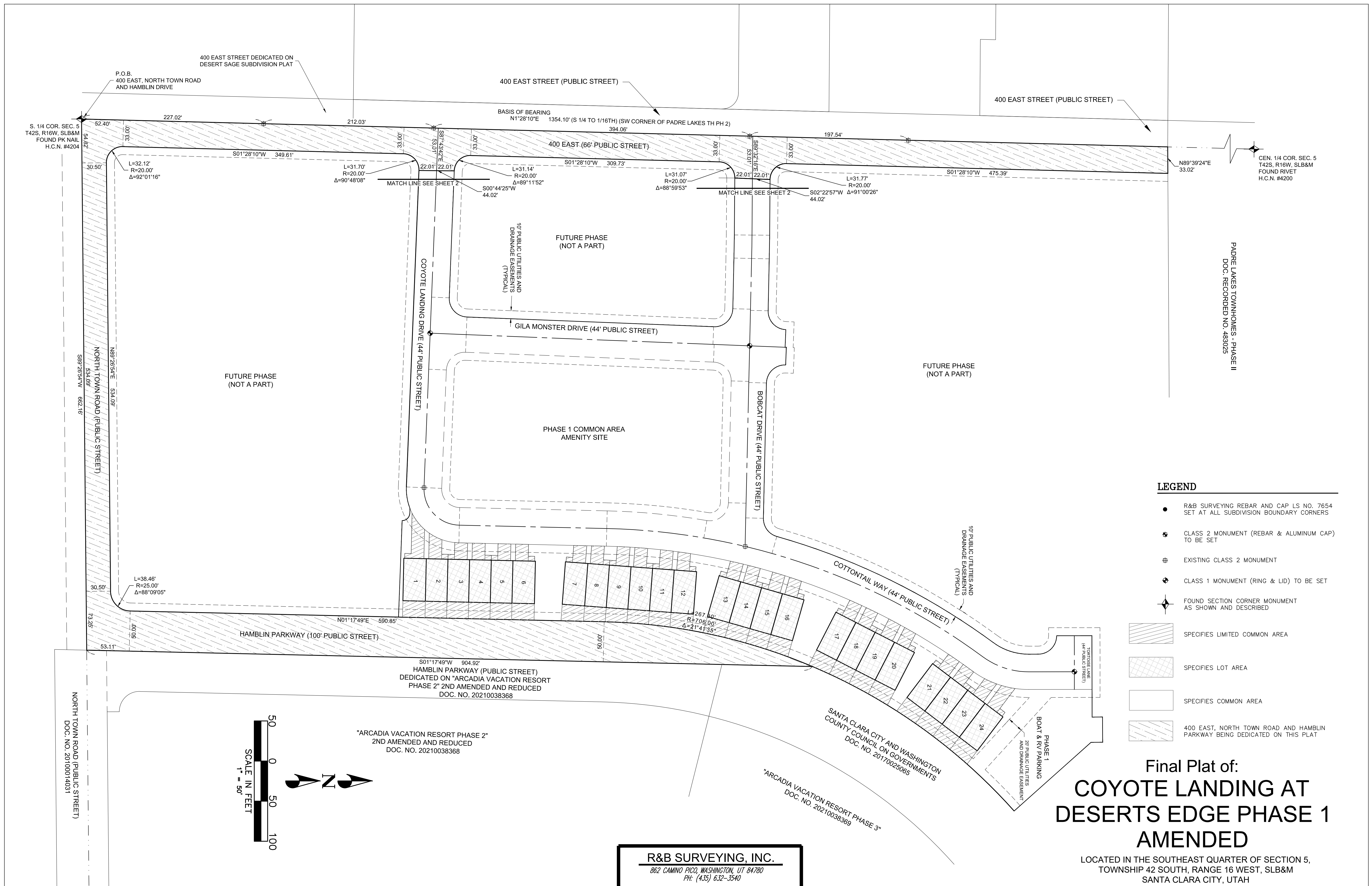


- LEGEND**
- R&B SURVEYING REBAR AND CAP LS NO. 7654 SET AT ALL SUBDIVISION BOUNDARY CORNERS
  - ⊕ CLASS 2 MONUMENT (REBAR & ALUMINUM CAP) TO BE SET
  - ⊕ EXISTING CLASS 2 MONUMENT
  - ⊕ CLASS 1 MONUMENT (RING & LID) TO BE SET
  - ⊕ FOUND SECTION CORNER MONUMENT AS SHOWN AND DESCRIBED
  - ▨ SPECIFIES LIMITED COMMON AREA
  - ▨ SPECIFIES LOT AREA
  - SPECIFIES COMMON AREA
  - ▨ 400 EAST, NORTH TOWN ROAD AND HAMBLIN PARKWAY BEING DEDICATED ON THIS PLAT

Final Plat of:  
**COYOTE LANDING AT  
 DESERTS EDGE PHASE 1  
 AMENDED**

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 5,  
 TOWNSHIP 42 SOUTH, RANGE 16 WEST, SLB&M  
 SANTA CLARA CITY, UTAH

**R&B SURVEYING, INC.**  
 862 CAMINO PICO, WASHINGTON, UT 84780  
 PH: (435) 632-3540



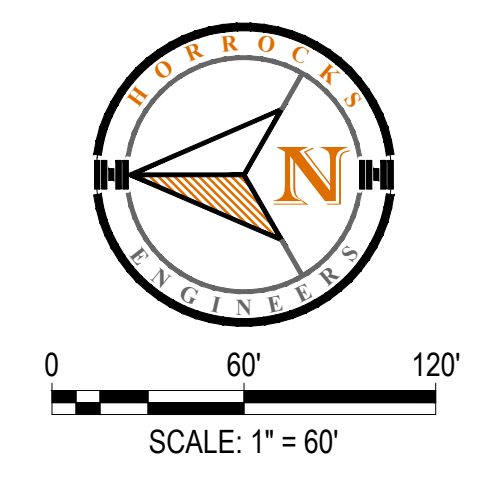
**LEGEND**

- R&B SURVEYING REBAR AND CAP LS NO. 7654 SET AT ALL SUBDIVISION BOUNDARY CORNERS
- # CLASS 2 MONUMENT (REBAR & ALUMINUM CAP) TO BE SET
- ⊕ EXISTING CLASS 2 MONUMENT
- ⊙ CLASS 1 MONUMENT (RING & LID) TO BE SET
- ◆ FOUND SECTION CORNER MONUMENT AS SHOWN AND DESCRIBED
- [Hatched Box] SPECIFIES LIMITED COMMON AREA
- [Cross-hatched Box] SPECIFIES LOT AREA
- [White Box] SPECIFIES COMMON AREA
- [Diagonal Hatched Box] 400 EAST, NORTH TOWN ROAD AND HAMBLIN PARKWAY BEING DEDICATED ON THIS PLAT

**Final Plat of:  
COYOTE LANDING AT  
DESERTS EDGE PHASE 1  
AMENDED**

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 5,  
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**HORROCKS ENGINEERS**  
 555 South Bluff St. Suite 101  
 St. George, UT 84770  
 (435) 966-7888  
 www.horrocks.com

**WARNING**  
 IF THIS BAR DOES NOT MEASURE 2" THEN DRAWING IS NOT TO SCALE

REVISIONS	REV #	DATE
DRAWING INFO	DATE	11/04/2022
DESIGNED	SM	
DRAWN	CC	
CHECKED	TC	
PROJECT	UT-LD-4549-21	



**QUAIL CROSSING AND COYOTE LANDING PHASE 1**  
 SANTA CLARA CITY, UTAH  
 OVERALL SITE PLAN

**SP-01**



A  
B  
C  
D

PADRE LAKES SUBDIVISION (IVINS CITY)

EXISTING DEVELOPMENT

Added private parking stalls (similar to north amenity area) to accommodate the demand of both the amenity and guest parking to the town homes in the vicinity



Amenity Phase 1 will include the clubhouse, main pool, spa and pickle ball courts to be completed by the end of ph1 vertical construction. Amenity Phase 3 will include the water play area and completed by the end of ph3 vertical construction. Depending on future economic conditions, the Phase 4 slide area may change to an artificial turf, pool deck expansion area with shade structures and various games such as corn hole, lawn ball, etc... This area will be completed by the end of the ph4 vertical construction.

Coyote Landing at Deserts Edge Phase 1 Plat Amendment Narrative

The amendment to the phase 1 plat is being requested to include the front porch posts to be included in the building envelop. The post for the rear patio was already included in the original plat building envelop dimensions. With this amendment the covered front porches and rear patios will both be located within the building envelop. The driveways and sidewalk from the driveway up to the front porch will be limited common area as will the land directly behind each unit.



**City of Santa Clara**  
2603 Santa Clara Drive  
(435) 656-4690, Ext. 225  
[jmcnulty@sccity.org](mailto:jmcnulty@sccity.org)

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Staff Report
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## Wall Sign Approval Summary and Recommendation

**Public Body:** Santa Clara City Planning Commission

**Meeting Date:** November 9, 2023

**Current Zone:** Planned Development Commercial, PDC

**General Plan Designation:** Main Street Commercial

**Property Location:** 3687 Pioneer Parkway, Giovengo Building #2

**Request:** Approval of Wall Sign for Alfredo's A Restaurant

**Applicant Name:** Kelly Harward (YESCO Signs)

**Staff Planner:** Jim McNulty

**Staff Recommendation:** Approve with conditions.

**Meeting Type:** Public Meeting

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### PROJECT DESCRIPTION

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The applicant, Kelly Harward, is requesting Wall Sign Approval for Alfredo's A Restaurant located at 3687 Pioneer Parkway, Giovengo Building #2. The Santa Clara City Sign Ordinance, Chapter 17.44, states that wall signs are allowed in the Planned Development Commercial, PDC Zone subject to Planning Commission approval. This business will be in Giovengo Building #2. Alfredo's A Restaurant will be joined by POSH Blow Dry Bar (wall sign approved October 26<sup>th</sup>), THRIVE Drip Spa (wall signs approved October 26<sup>th</sup>), and Jersey Mike's (wall signs approved on October 26<sup>th</sup>).

One (1) wall sign is proposed for this business. Section 17.44.090(C) of city code indicates that wall signs may not exceed 10% of the total square footage of the wall on which the wall sign is placed. The applicant has provided calculations which indicate that 10% would allow for a wall sign of up to 72 square feet on the east building elevation. The proposed wall sign includes internally illuminated letters (white L.E.D. illumination) with a human figure flush mounted to the building. The east building elevation wall sign (facing parking lot) is proposed at 71 square feet. The proposed wall sign meets the standards for wall signs as per Chapter 17.44 of city code.

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### ISSUES OF CONCERN/PROPOSED MITIGATION

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No items of concern have been identified for this application.

## **PLANNING STAFF RECOMMENDATION**

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Planning Staff recommends that the Planning Commission approve the proposed ***Wall Sign for Alfredo's A Restaurant*** located at 3687 Pioneer Parkway, Giovengo Building #2, subject to the following conditions:

1. That the east building elevation wall sign (facing parking lot) be allowed at 71 square feet with internally illuminated letters (white L.E.D. illumination) flush mounted to the building.
2. That a building permit be applied for and obtained prior to placement of the wall sign on the building.

Presented By



# Alfredo's

## MEXICAN FOOD

Channel Letters

OPY #56001 R1



