GRANTSVILLE

- INC. 1867 -

Dec. 21, 2023

Planning Commission Meeting

Information Packet

PLEDGE OF ALLEGIANCE

ROLL CALL

PUBLIC HEARING

a) The Estates at Twenty Wells PUD

AGENDA:

1. Discussion regarding the Estates at Twenty Wells PUD - TABLED
2. Discussion regarding the Highlands Subdivision MDA
3. Consideration to recommend approval of Grantsville City's General Plan and Future Land Use Map for the property located at approximately 1600 N SR-138 HWY from and Industrial Designation to a Mixed-Use Designation
4. Consideration to recommend approval of the rezone of 74.89 acres located approximately at 1600 N SR-138 HWY to go from A-10 and C-G designations to MU designation
5. Discussion of Concept Plan for 339 West Main Street – Jacksonville Development
6. Consideration to recommend approval of the Final Plat of the Utah Motorsports Campus Subdivision
7. Discussion of Grantsville Transportation Master Plan (MTP) / Active Transportation Plan (ATP) /Main Street Master Plan
8. Consideration to recommend approval of Grantsville Land Use and Management Code Chapter 21 Subdivisions
9. Consideration to recommend approval of Grantsville Land Use and Management Code Chapter12 Planned Unit Developments
10. Discussion of Grantsville Land Use and Management Code Chapter 2 and Chapter 24 Single Lot Development
11. Approval of minutes from Aug. 3, 2023 Planning Commission work meeting
12. Report from City Council liaison Mayor Critchlow
13. Adjourn

AGENDA ITEM #1

Discussion regarding the Estates at Twenty Wells PUD - TABLED

811 Know what's below. Call before you dig.

CALL BLUESTAKES @ 811 AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

BENCHMARK

LOCATED WITHIN THE NW, NE, AND SE QUARTERS OF SECTION 4,AND THE NW QUARTER OF SECTION 9 TOWNSHIP 3 SOUTH, RANGE 5 WEST SALT LAKE BASE AND MERIDIAN. GRANTSVILLE, TOOELE COUNTY, UTAH ELEV = 4394.49'

TOTAL AREA CALCULATIONS TABLE

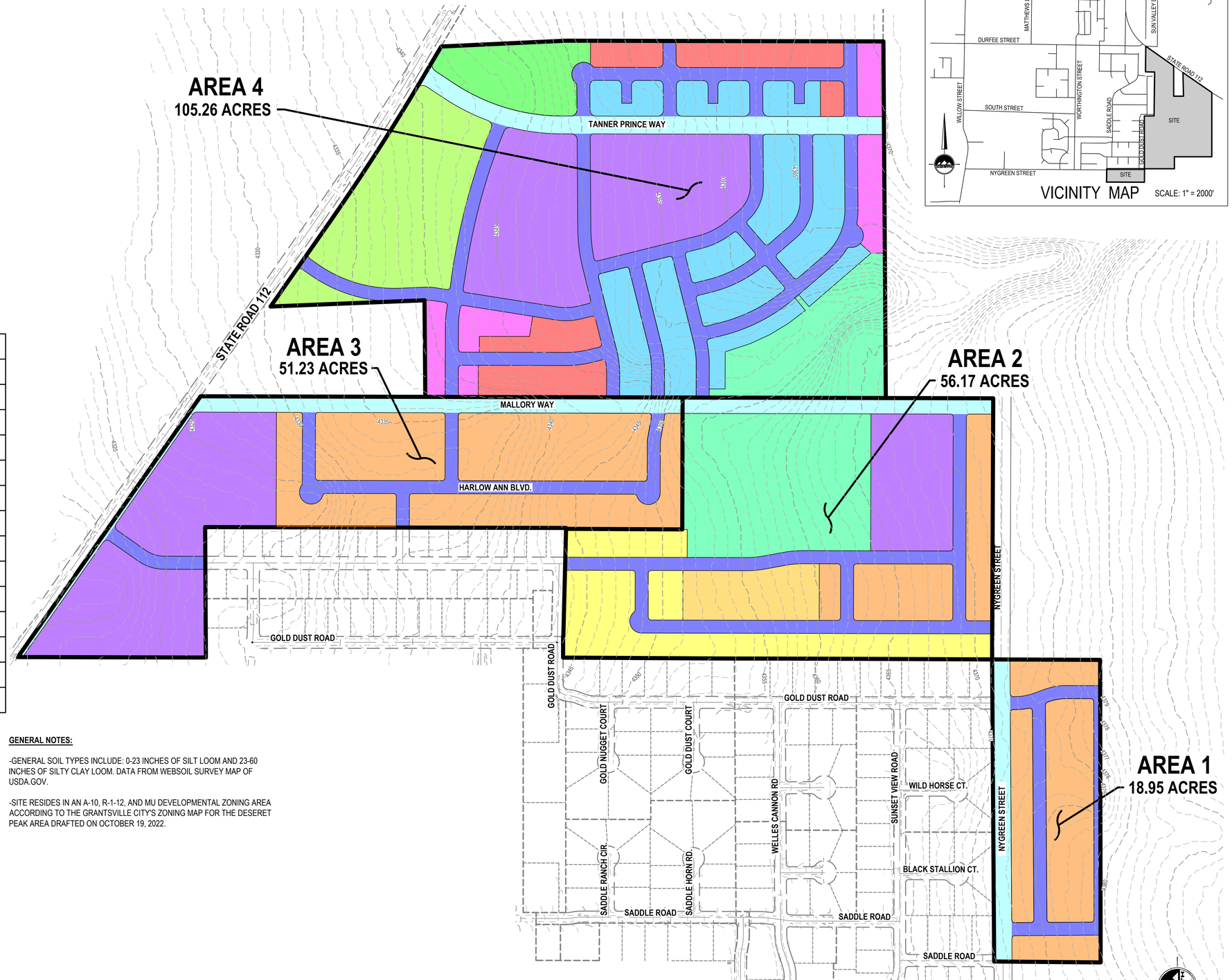
DESCRIPTION	AREA PROPOSED (sq. ft.)	AREA PROPOSED (acres)	PERCENTAGE PROPOSED
(513) SINGLE FAMILY LOTS	3,942,180.00 sq. ft.	90.50 acres	39.95%
(441) MULTIFAMILY UNITS	1,929,708.00 sq. ft.	44.30 acres	19.55%
PARKS AND OPEN SPACE	1,219,680.00 sq. ft.	28.00 acres	12.36%
COMMERCIAL	594,594.00 sq. ft.	13.65 acres	6.03%
MINOR COLLECTOR ROADS	553,647.60 sq. ft.	12.71 acres	5.61%
NEIGHBORHOOD STREETS	1,628,708.40 sq. ft.	37.39 acres	16.50%
TOTAL SITE	9,868,518.00 sq. ft.	226.55 acres	100.00%
CHURCH PARCEL	219,978 sq. ft.	5.05 acres	EXCLUDED OVERALL

NOTE: EXCLUDED CHURCH PARCEL TO BE DEEDED TO THE LDS CHURCH.
OVERALL DENSITY IS 954 UNITS / 226.55 ACRES = 4.21 UNITS/ACRE.

UNIT BREAKDOWN

AREA	HOUSING TYPE		TARGET	QUANTITY OF UNITS
1	MDR	MEDIUM-DENSITY RESIDENTIAL	10,000 SQ. FT.	51
2	MFR	MULTI-FAMILY RESIDENTIAL	10 UNITS/ACRE	65
2	MDR	MEDIUM-DENSITY RESIDENTIAL	10,000 SQ. FT.	31
2	LDR	LOW-DENSITY RESIDENTIAL	12,000 SQ. FT.	15
2	LDR	LOW-DENSITY RESIDENTIAL	21,780 SQ. FT.	23
3	MFR	MULTI-FAMILY RESIDENTIAL	10 UNITS/ACRE	178
3	MDR	MEDIUM-DENSITY RESIDENTIAL	10,000 SQ. FT.	98
4	MFR	MULTI-FAMILY RESIDENTIAL	10 UNITS/ACRE	198
4	HDR	HIGH-DENSITY RESIDENTIAL	4,000 - 6,000 SQ. FT	203
4	HDR	HIGH-DENSITY RESIDENTIAL	6,000 - 8,000 SQ. FT	61
4	MDR	MEDIUM-DENSITY RESIDENTIAL	8,000 - 10,000 SQ. FT	31
TOTAL SITE UNITS				954

NOTE: OVERALL DENSITY IS 954 UNITS / 226.55 ACRES = 4.21 UNITS/ACRE.



HIGH-DENSITY RESIDENTIAL, 4,000-6,000 SF LOTS

HIGH-DENSITY RESIDENTIAL, 6,000-8,000 SF LOTS

MEDIUM-DENSITY RESIDENTIAL, 8,000-10,000 SF LOTS

MEDIUM-DENSITY RESIDENTIAL (MDR) TARGET 10,000 SF LOTS

LOW-DENSITY RESIDENTIAL (LDR) TARGET 12,000 SF LOTS

RURAL-RESIDENTIAL (RR) TARGET 21,780 SF LOTS

MULTI-FAMILY RESIDENTIAL (MFR)

MINOR COLLECTOR ROADS

NEIGHBORHOOD STREETS

PARKS AND OPEN SPACE

COMMERCIAL

CHURCH PARCEL

GENERAL NOTES:

-GENERAL SOIL TYPES INCLUDE: 0-23 INCHES OF SILT LOOM AND 23-60 INCHES OF SILTY CLAY LOOM. DATA FROM WEBSOIL SURVEY MAP OF USDA.GOV.

-SITE RESIDES IN AN A-10, R-1-12, AND MU DEVELOPMENTAL ZONING AREA ACCORDING TO THE GRANTSVILLE CITY'S ZONING MAP FOR THE DESERET PEAK AREA DRAFTED ON OCTOBER 19, 2022.

GRANTSVILLE CITY PLANNING COMMISSION

APPROVED THIS _____ DAY OF _____, 20_____.
BY THE GRANTSVILLE CITY PLANNING COMMISSION.

CHAIR, GRANTSVILLE CITY PLANNING COMMISSION

HORIZONTAL GRAPHIC SCALE

250 0 125 250 500
(IN FEET)
HORZ: 1 inch = 250 ft.

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LAYTON
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CEDAR CITY
Phone: 435.865.1453

RICHFIELD
Phone: 435.896.2983

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FOR:
NEWMAN CONSTRUCTION
13331 S. REDWOOD RD.
RIVERTON, UT 84065

CONTACT:
SCOTT YERMISH
PHONE: 801.657.8352

THE ESTATES AT TWENTY WELLS PUD
CONCEPTUAL LAYOUT
GRANTSVILLE, UT

CONCEPT

OVERALL CONCEPT

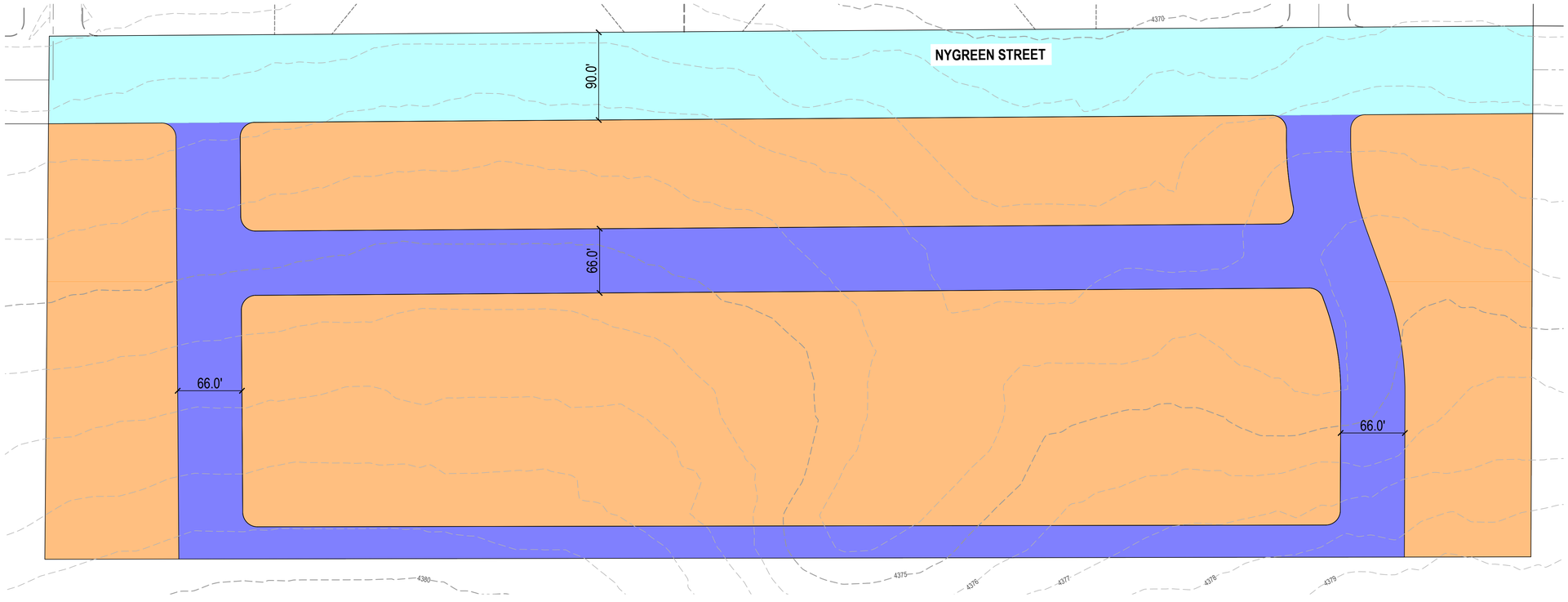
PROJECT NUMBER T17741
PRINT DATE 2023-12-06
PROJECT MANAGER J. CLEGG
DESIGNED BY R. FISH

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ELEV = 4394.49'



MEDIUM-DENSITY RESIDENTIAL (MDR) TARGET 10,000 SF LOTS

MINOR COLLECTOR ROADS

NEIGHBORHOOD STREETS

AREA CALCULATIONS TABLE

DESCRIPTION	AREA PROPOSED (sq. ft.)	AREA PROPOSED (acres)	PERCENTAGE PROPOSED
(51) SINGLE FAMILY LOTS	517,928.40 sq. ft.	11.89 acres	65.69%
MINOR COLLECTOR ROADS*	100,623.60 sq. ft.	2.31 acres	12.76%
NEIGHBORHOOD STREETS	169,884.00 sq. ft.	3.90 acres	21.55%
TOTAL SITE	788,436.00 sq. ft.	18.10 acres	100.00%
(51) TOTAL UNITS	UNITS PER ACRE = 51 / 18.10 = 2.82		

THIS CONCEPTUAL DEVELOPMENT'S ROAD LAYOUT INCLUDES APPROXIMATELY 1,525 L.F. OF 90' WIDE RIGHT-OF-WAY AND 2,165 L.F. OF 66' WIDE RIGHT-OF-WAY
* A 66' ROW AREA TO BE CONSIDERED NOT THE FULL 90' ROW

NORTH

HORIZONTAL GRAPHIC SCALE

60 0 30 60 120
(IN FEET)
HORZ: 1 inch = 60 ft.

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AREA 1 CONCEPT

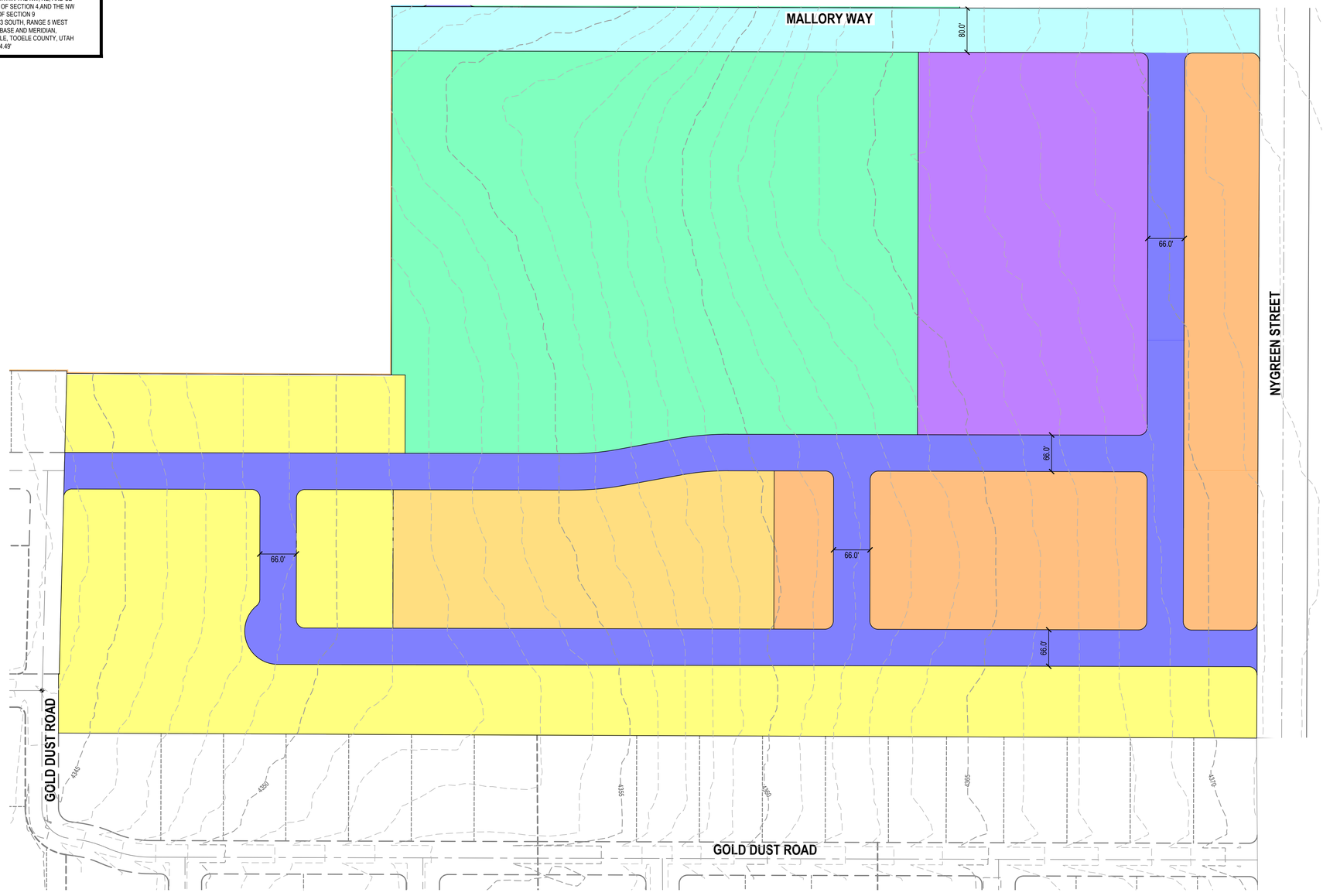
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- MEDIUM-DENSITY RESIDENTIAL (MDR) TARGET 10,000 SF LOTS
- LOW-DENSITY RESIDENTIAL (LDR) TARGET 12,000 SF LOTS
- RURAL-RESIDENTIAL (RR) TARGET 21,780 SF LOTS
- MULTI-FAMILY RESIDENTIAL (MFR)
- MINOR COLLECTOR ROADS
- NEIGHBORHOOD STREEETS
- PARKS AND OPEN SPACE

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DESCRIPTION	AREA PROPOSED (sq. ft.)	AREA PROPOSED (acres)	PERCENTAGE PROPOSED
(23) ±21,780 SQ. FT. SINGLE FAMILY LOTS	516,621 sq. ft.	11.86 acres	21.31%
(15) ±12,000 SQ. FT. SINGLE FAMILY LOTS	179,902 sq. ft.	4.13 acres	7.42%
(31) ±10,000 SQ. FT. SINGLE FAMILY LOTS	313,283 sq. ft.	7.19 acres	12.92%
(65) MULTIFAMILY UNITS	286,668 sq. ft.	6.58 acres	11.82%
PARK	669,957 sq. ft.	15.38 acres	27.63%
MINOR COLLECTOR ROADS*	103,498 sq. ft.	2.38 acres	4.27%
NEIGHBORHOOD STREETS	354,926 sq. ft.	8.15 acres	14.64%
TOTAL SITE	2,424,855 sq. ft.	55.67 acres	100.00%
(134) TOTAL UNITS	UNITS PER ACRE = 134 / 55.67 = 2.41		

THIS CONCEPTUAL DEVELOPMENT'S ROAD LAYOUT INCLUDES APPROXIMATELY 1,610 L.F. OF 80' WIDE RIGHT-OF-WAY, 5,585 L.F. OF 66' WIDE RIGHT-OF-WAY, AND 1,325 L.F. OF THE 90' WIDE RIGHT-OF-WAY OF NYGREEN LOCATED ON AN ADJACENT PROPERTY (THE AREA OF NYGREEN WAS NOT INCLUDED IN THE AREA OF THE DEVELOPMENT).
* A 66' ROW AREA TO BE CONSIDERED NOT THE FULL 80' ROW

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NORTH

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100 0 50 100 200
(IN FEET)
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AREA 2 CONCEPT

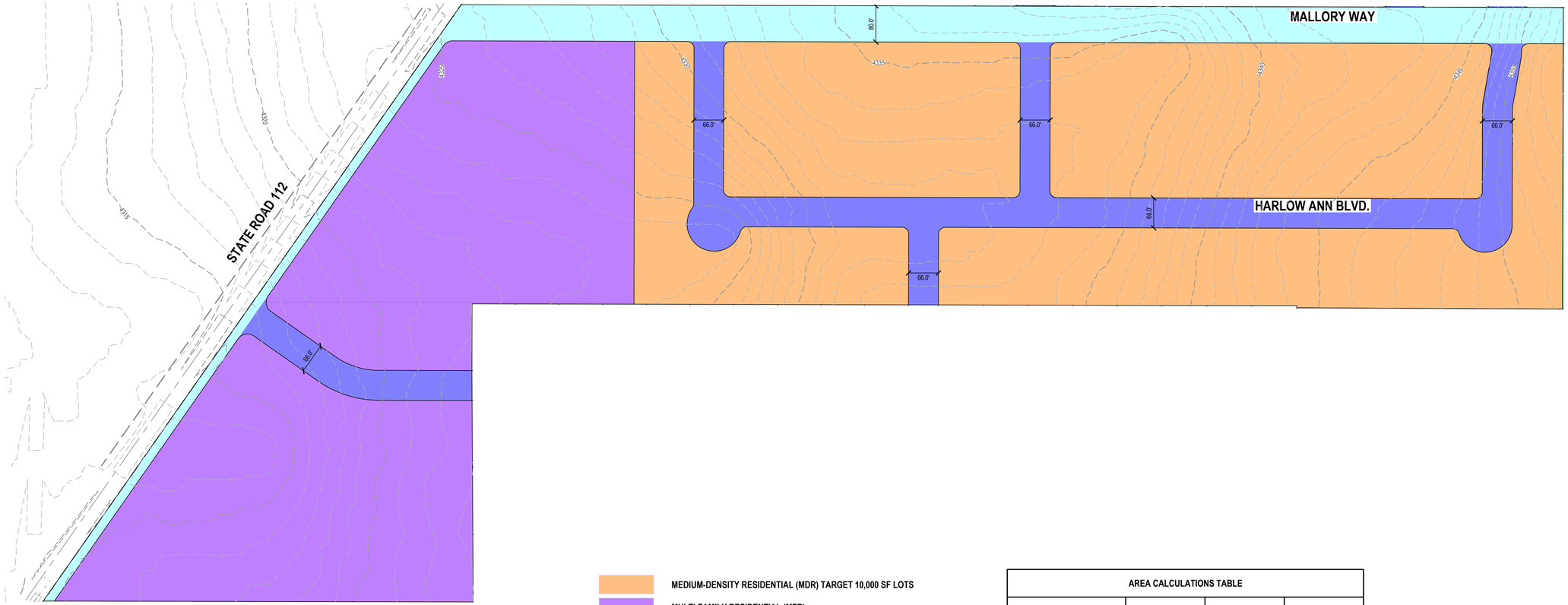
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MINOR COLLECTOR ROADS

NEIGHBORHOOD STREETS

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DESCRIPTION	AREA PROPOSED (sq. ft.)	AREA PROPOSED (acres)	PERCENTAGE PROPOSED
(178) MULTIFAMILY RESIDENTIAL UNITS	778,199 sq. ft.	17.86 acres	35.42%
(98) ±10,000 SQ.FT. SINGLE FAMILY LOTS	981842.4000	22.54 acres	44.69%
MINOR COLLECTOR ROADS*	192,883 sq. ft.	4.43 acres	8.78%
NEIGHBORHOOD STREETS	244,197 sq. ft.	5.61 acres	11.11%
TOTAL SITE	2197121.4000	50.44 acres	100.00%
(276) TOTAL UNITS	UNITS PER ACRE = 276 / 50.44) = 5.47		

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NORTH

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120 0 60 120 240
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CONCEPT

AREA 3 CONCEPT

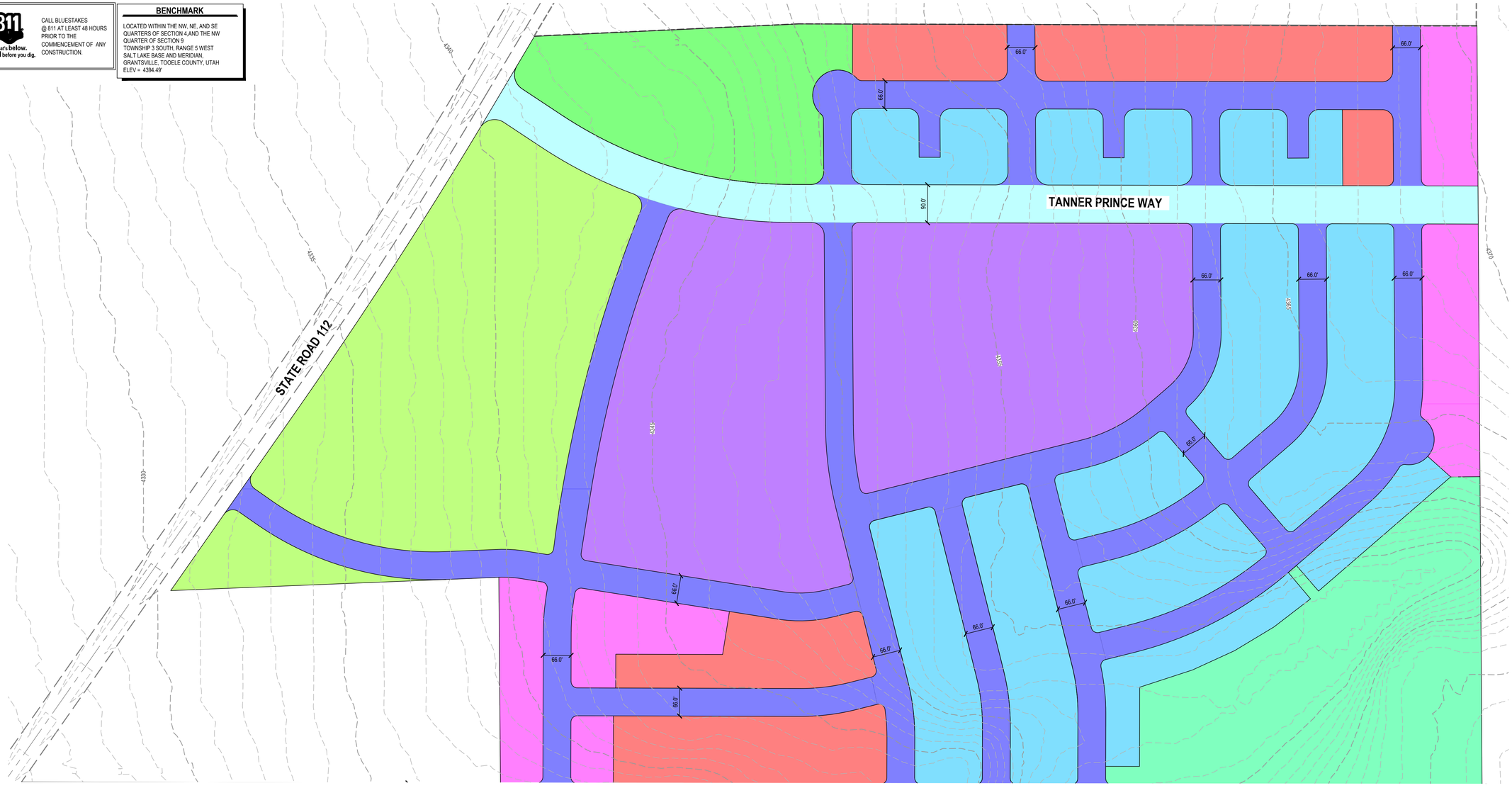
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- HIGH-DENSITY RESIDENTIAL, 6,000-8,000 SF LOTS
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- MINOR COLLECTOR ROADS
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- COMMERCIAL
- CHURCH PARCEL

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DESCRIPTION	AREA PROPOSED (sq. ft.)	AREA PROPOSED (acres)	PERCENTAGE PROPOSED
(203) 4,000-6,000 SQ. FT. SINGLE FAMILY LOTS	815,878 sq. ft.	18.73 acres	18.94%
(61) 6,001-8,000 SQ. FT. SINGLE FAMILY LOTS	366,513 sq. ft.	8.41 acres	8.51%
(31) 8,001-10,000 SQ. FT. SINGLE FAMILY LOTS	250,034 sq. ft.	5.74 acres	5.80%
(198) MULTIFAMILY UNITS	864,709 sq. ft.	19.85 acres	20.08%
PARK	399,227 sq. ft.	9.16 acres	9.27%
COMMERCIAL	594,681 sq. ft.	13.65 acres	13.81%
MINOR COLLECTOR ROADS*	156,685 sq. ft.	3.60 acres	3.64%
NEIGHBORHOOD STREETS	859,613 sq. ft.	19.73 acres	19.96%
TOTAL SITE	4,307,340 sq. ft.	98.88 acres	100.00%
CHURCH PARCEL	219,978 sq. ft.	5.050 acres	EXCLUDED OVERALL
(493) TOTAL UNITS	UNITS PER ACRE = 493 / 98.88 = 4.99		

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120 0 60 120 240
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GRANTSVILLE, UT

CONCEPT

AREA 4 CONCEPT

PROJECT NUMBER T17741
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PROJECT MANAGER J. CLEGG
DESIGNED BY R. FISH

The Estates at Twenty Wells

PUD-Application

Developers Justification for Variance to Current Zoning

The PUD that is being requested that the Grantsville Planning Commission approve provides a number of distinct improvements and usage of the land versus the current city zoning of A-10 that the land is currently zoned by the city.

By the creation of the Estates at Twenty Wells PUD we will be able to provide an environment that will benefit the long-term growth obstacles that the city will endure in the future both from an amenity standpoint as well as an infrastructure standpoint. Addressing the need to incorporate an infrastructure that will enable future usage of facilities such as Storm Drain, Sewer, Water lines, as well as Water Storage Capacity, the infrastructure that will be put in will alleviate the current sewer capacity issues that the city is dealing with on that side of town. The addition of our sewer lines, which we are going to add at a placement of 12- & 16-inch sewer line size will enable the city to allow for future expansion needs, therefore removing the future financial burden the city will encounter. If left as it is currently zoned, A-10 with housing to the left (Anderson Ranch) and to the right where Greg Dehann has acquired MU zoning, it will not be feasible for future usage of the land to have the massive structural improvements put in, with the recent approval of the inland port which is literally down the street from the proposed PUD the additional jobs and traffic are only going to put additional pressure on Grantsville Cities current services, knowing that the additional sized sewer and water lines will remove that issue at no expense to the city or its residents is just one of the ways that the PUD will be a welcome added bonus whereas the current zoning of A-10 would not put in the proposed infrastructure improvements.

The current water system has not been" looped" having this done allows the city to preserve the water usage and make it more efficient. To accomplish this, it will require the PUD to run approximately 1 mile from where the line dead ends along HWY 112 up to the area of our proposed subdivision, then continue from our subdivision to Main Street.

Finally, the storm drain system that we are going to add will enable us to have the storm drain rectify a lot of the flooding we often see when massive fast rains more through the area. That area has so many low points that the topography currently makes it virtually impossible for the land to be used as it sits in its current zoning without massive investment in getting the land graded in such a degree that then makes it possible to use it as it currently is zoned. The cost to do that is so exorbitant to the landowner it would virtually be impossible to recoup the investment it took to get the land to that end point. In addition, putting the storm drain system

in place will allow us to add the amenities that we feel are incredible additions to the current and future Grantsville residents.

Our PUD will provide various amenities such as a 26 acre large Sports Park that will include, 3 interchangeable baseball/softball fields with state of the art irrigation system for all of the fields, pickle ball courts, basketball courts, soccer and football fields, electronic score board, a centrally located building that will provide bathroom facilities, water fountains, a changing area for the athletes, an area where staff or reporters can sit and observe the games, a maintenance shed for storage of the equipment needed to allow for the upkeep of the Sports Park, a separate playground area for the other children to play in, a fence that is at the outer perimeter of each baseball field, a larger fence that surrounds the parking area, lights for evening games, and finally stands for guests to observe the activities that are going on in each of the fields. This PUD will be dedicating this entire completed Sports Park to the City of Grantsville, a wonderful turnkey addition that Grantsville sorely needs. Whenever a resident goes to the other larger parks in the surrounding towns and they spend money the city loses that point-of-sale tax revenue, not to mention the drive that they must take to get their children to the facility or the expense the city incurs in renting those fields for their local teams to participate. The addition of the Sports Park will allow the city to hold larger attended events, and with a Sports Park of this size, and the ample parking that will be provided the city can begin to hold larger town day events bringing the town closer together, and finally, the city is always able to rent out the park for outside events gaining a revenue stream that it did not have before. There will be various pocket parks throughout the entire subdivision allowing residents areas to take their pets for walks, for the children to play and gather. There is also 13.65 acres against HWY 112, to the north that has been designated for commercial usage. This commercial usage will allow not only people who will be working at the new Inland Port a place to get food and other services they require but will also allow the residents an easy access point to get those services as well, not to mention the increased tax revenue from commercial property and sales that will be generated for the city. Having a PUD with the residents within walking distance of the commercial property will help support the success of the commercial businesses which will hopefully translate into larger tax revenue for the city. This would not be accomplished in the current A-10 zoning designation.

The PUD will make every effort to aide in fighting the increased housing expense that possible home buyers are currently facing. Having this PUD approval allowing for the overall density we are requesting at 4.21 per acre breaks down to the average size being a little over 10,340 sq feet per lot per acre. The PUD will have quite a few different types of housing that will enable residents to choose the home they want based on affordability. From townhomes, various sized single-family homes on different sized lots, financing options that will enable the potential home buyer to get lower rates than what the current rate that borrowers would be getting if shopping for a mortgage at that time. If left to the A-10 zoning with the cost of land currently it will be extremely difficult to have the landowners have the type of affordable housing that is needed. The required open space of this PUD is 20.7 acres (one of the parcels is exempt from

the 10% open space moratorium per the city council as it was agreed that Nygreen street at the time of development would be completed in its entirety), therefore the open space requirement of 20.7 acres of land is not only met but far exceeded with the Sports Park alone which by itself is over 26 acres, thus meeting and far exceeding the required moratorium.

The ability to service these homes with the street layout and adequately allow for the city first responders gain easy access to the PUD was one of the main items that was addressed when the PUD was laid out. The main streets are widened to handle the proposed traffic; the inner streets of the PUD are done in such a way that there are several ways in and out of the subdivision. The roads all meet the required city guidelines and, in some cases, exceed the required size as it was taken into consideration the increased traffic. A full-blown Impact Traffic Study is currently being completed by Wall Consultant Group (WCG) and is expected to be completed well in advance of any final vote on the proposed PUD and any and all recommendations that are made not only by the traffic study but also those in the planning commission, city council, or first responders will be taken into account and all attempts to satisfy and meet those recommendations will be addressed on our end.

Sections C and E do not apply to the current PUD.

The variance on the zoning from A-10 to our requested PUD zoning that we have requested has tried to address the guidelines set forth in section 12-1-1 of the (GLUDMC). We have outlined the usage of the land in section A where the environment is being enhanced features using the Sports Park as one of the examples, and in Section B where we are using the area to put together a well thought out layout using the topography where we can to help remove areas that are an issue with regards to flooding and enhancing it with trails and walkways, housing subdivision's that allow for all residents no matter their economic standing be able to afford to live in one of the vast communities that will be inside the PUD. We have shown where we met and exceeded the open space moratorium. Section D has been discussed with regards to the streets and the larger arteries with bike paths that have been added to the PUD, we are also having a full blown Impact traffic study completed, the current traffic study we had done is well prepared and we thought it would suffice, once we were made aware of the Inland Port approval and therefore saw that there would be increased traffic on Hwy 112, we felt it was important we took the necessary steps to increase our traffic study to analyze the impact on the streets and roads in that area. We firmly believe that the zoning variance we are asking for falls well within the rights of the Planning Commissions requirements to allow for the variance we are seeking, we hope we have been able to illustrate to the Planning Commission that the PUD application has many enhancements that the city will need in the future and we are going to be providing those to the city at no expense to the city, while maintaining the integrity of the cities wishes, this is why in the very beginning of this process we met with staff, and asked one simple question, what does the city really need and how can we help? The answer we were given lies directly in front of you.

Thank you,

The Estates at Twenty Wells

AGENDA ITEM #2

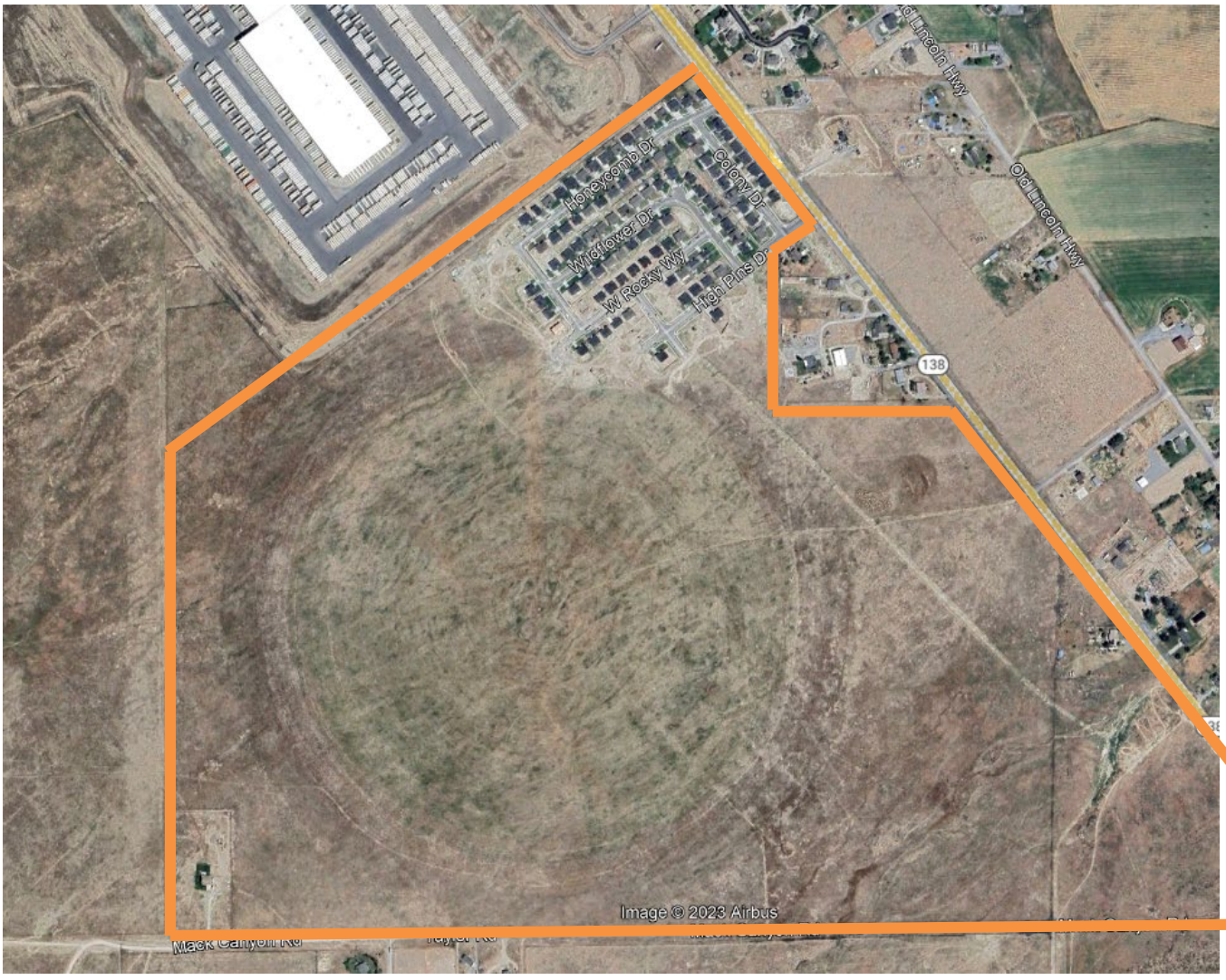
Discussion regarding the
Highlands Subdivision MDAA

Planning and Zoning
336 W. Main Street • Grantsville, UT 84029
Phone: (435) 884-1674 • Fax: (435) 884-0426

File# HIGHLANDS MDA

Highlands Subdivision Master Development Agreement Summary and Recommendation

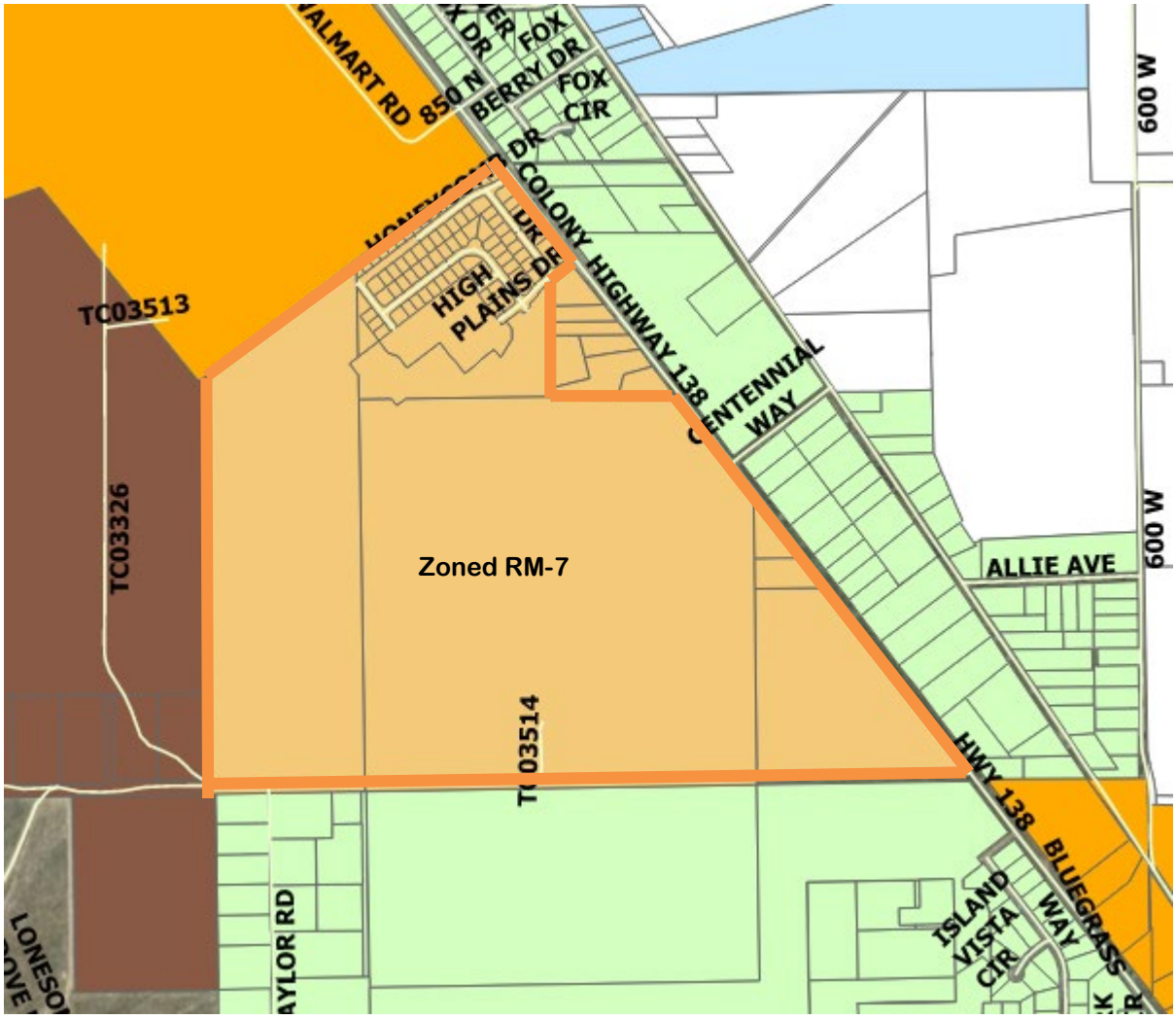
Parcel ID:	01-062-0-0100, 01-062-0-0111 01-062-0-0110, 01-062-0-0100	**Meeting Date:**	**December 21st, 2023**
Property Address:	700 N Hwy 138	**Current Zone/Proposed Zone:**	RM-7
Applicant Name:	Guy M. Haskell		
Request:	Master Development Agreement Approval		



Prepared by: Cavett Eaton

Planning Staff Recommendation: Approve with Modifications

SITE & VICINITY DESCRIPTION



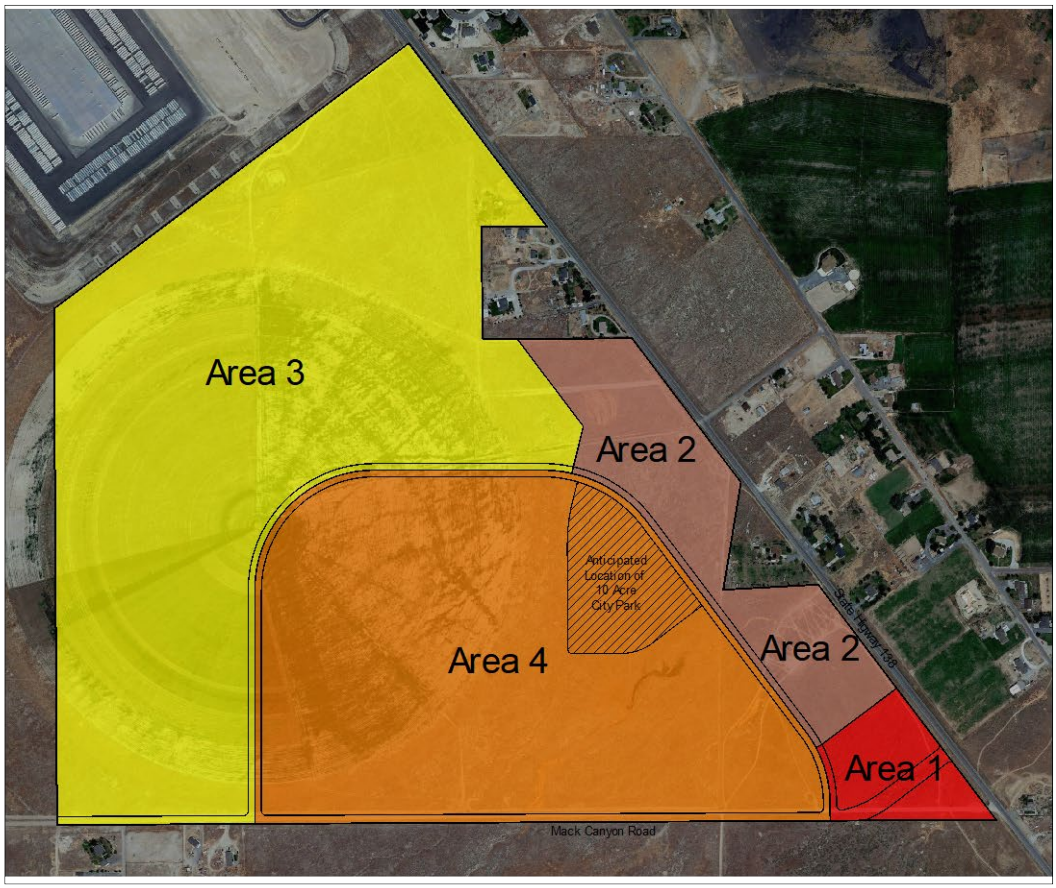
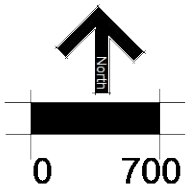


Exhibit "A"
Amended and Restated Master Development Agreement (ARMDA)
The Highlands
Grantsville, UT

Area	Gross Acres		Land Use	DU/ Acre	Maximum Units
1	8.83		Commercial		
2	28.73		Residential	10.44	300
3	148.42		Residential	4.24	630
4	113.49		Residential	8.35	948
	298.12		**Totals**	6.30	**1,878**



Stephen G. McCutchan
PO Box 382 Draper, UT 84020
(801) 557-6945
stevemplan@gmail.com

October 6, 2023

NEIGHBORHOOD RESPONSE

None at the time of this printing.

PLANNING STAFF ANALYSIS

HIGHLANDS MASTER DEVELOPMENT AGREEMENT

Highlands is finishing up the 7'000 sf lots next to the Walmart DC (40 Ac) and is looking to develop the 260 Ac South from their existing project to Mack Canyon Rd.

30 Ac of open space. There will be a fully improved 10 Ac of park and trail about 0.75 miles long that will be publicly maintained. It is unclear what the rest of the open space will be. The agreement states -- The other open space will include "privately opened" and maintained open spaces, parks and common areas. This should be defined. Some impervious surfaces areas are being included as open space, such as sports courts, pavilions, walking paths, trails, parking areas. Parking areas may be included only if it is directly created for the park.

Park impact fees will be reduced by the cost of land or amenities provided for parks, unless paid for by a PID.

Commercial area is limited by the agreement. The agreement has been reduced the area from 8.8 Ac of commercial at the intersection of Mack Canyon and SD138 to 12,000 sf size commercial buildings. The number of buildings is not noted. The agreement also will allow other types of buildings.

The property is currently Zones RM-7. The old code is still shown on line and states RM-7 has a max Density of 7 d.u./acre. The code also states that – only existing roads do not need to be included when determining units per acre. In the agreement the developer calculated the number of dwelling units allowed to fit on the property to be 1,878 units.

And the new code removed the max number of units per acre and uses min lot sizes of 7,000 sf and corner lots at 10,000 sf. After subtracting the open space and roads that would need to be designed around (30% of the area) the max number of 7,000 sf lots would be 1,077 dwellings. This is a difference of over 800 lots that are being added to the development.

Things that could be added to the agreement

- allowing the city to require upsizing of the utilities or building their share of the utilities that would be needed per the West Bank Draft Study
- HOA to maintain the trails and open space less than 5 ac in size

PLANNING STAFF RECOMMENDATION

City Staff recommends approval of this MDA with modifications noted above.

WHEN RECORDED, RETURN TO:

Brett Coombs, Esq.
Grantsville City Attorney
429 East Main Street
Grantsville City, Utah 84029

GRANTSVILLE CITY
AMENDED AND RESTATED
MASTER DEVELOPMENT AGREEMENT
FOR
THE HIGHLANDS
A MASTER PLANNED COMMUNITY

THIS AMENDED AND RESTATED MASTER DEVELOPMENT Agreement ("**ARMDA**") is made and entered as of the ___ day of _____, 2023, by and between Grantsville City, a municipal corporation of the State of Utah ("**City**"), and Deseret Highlands Investments LLC, a Utah corporation. ("**Master Developer**").

RECITALS

A. The capitalized terms used in this ARMDA and these Recitals are defined in Section 1 below.

B. The Parties entered into the Prior Agreement on May 20, 2020.

C. The Parties now desire to amend the Prior Agreement.

D. Developer owns and is developing the Property as a mixed commercial and residential subdivision.

E. The Parties desire to enter into this ARMDA to specify the rights and responsibilities of the Developer to develop the Property as expressed in this ARMDA and the rights and responsibilities of the City to allow and regulate such development pursuant to the requirements of this ARMDA. Development of the Project as a master planned community pursuant to this ARMDA is acknowledged by the Parties to be consistent with LUDMA and to operate for the benefit of the City, Owners, Master Developer and the general public.

F. The City and the Master Developer agree the Master Plan included as Exhibit "A" is a conceptual plan and is subject to revision in the course of preparing, filing and approving Development Applications except as otherwise specified in this Agreement

G. The Planning Commission reviewed and made a recommendation of this ARMDA on _____, 2023.

H. The City Council has reviewed this ARMDA and determined that it is consistent with LUDMA.

I. The Parties acknowledge that development of the Property pursuant to this ARMDA will result in planning and economic benefits to the Owner and Developer(s) by providing assurances to Master Developer.

J. Owners, Master Developer, and the City have cooperated in the preparation of this ARMDA.

K. The Parties desire to enter into this ARMDA to specify the rights and responsibilities of Owners and Master Developer to develop the Property as parts of the Project as expressed in this ARMDA and the rights and

responsibilities of the City to allow and regulate such development pursuant to the requirements of this ARMDA.

L. The parties understand and intend that this ARMDA is a "development agreement" within the meaning of, and entered pursuant to the terms of Utah Code Ann. §10-9a-102 and 532 (2023)

M. The City's entry into this ARMDA is authorized by the adoption of Resolution _____ on _____, 2023.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the City and Master Developer hereby agree to the following:

Definitions

1. **Definitions.** As used in this ARMDA, the words and phrases specified below shall have the following meanings:

1.1. **Agreement** means this Master Development Agreement including all of its Exhibits and Addendums.

1.2. **Applicant** means a person or entity submitting a Development Application for a portion of the Planned Community.

1.3. **Building Permit** means a permit issued by the City to allow the construction or alteration of a building, structure, private or public infrastructure within the City's jurisdiction.

1.4. **Buildout** means the completion of all Subdivisions permitted within the Planned Community in accordance with this ARMDA.

1.5. **City** means Grantsville City, a political subdivision of the State of Utah.

1.6. **City's Future Laws** means the Zoning, policies, standards, and procedures which may be in effect as of a particular time in the future when a Development Application is submitted for a part of the Subdivision, and which may or may not be applicable to the Development Application depending upon the provisions of this ARMDA.

1.7. **Council** means the elected City Council of the City.

1.8. **Default** means a material breach of this ARMDA as specified herein.

1.9. **Development** means the development of a portion of the Property pursuant to an approved Development Application.

1.10. **Development Application** means any application to the City for final approval of a Subdivision, including a subdivision plan, preliminary or final plat, commercial site plan, Building Permit or any other permit, approval, certificate or other authorization from the City required for a Development within the Planned Community.

1.11. **Final Plat** means the recordable map or other graphical representation of land prepared in accordance with Utah Code Ann. § 10-9a-603 (2023), and approved by the City, subdividing any portion of the Planned Community.

1.12. **General Plan** means the General Plan of Grantsville City adopted pursuant to LUDMA and GLUDMC Chapter 3 Section 10.

1.13. **GLUDMC** means the Grantsville Land Use Development and Management Code.

1.14. **LUDMA** means the Land Use, Development, and Management Act, Utah Code Ann. § 10-9a-101 (2005), *et seq*.

1.15. **Master Developer** means Deseret Highlands Investments LLC, a Utah limited liability corporation, and their successors, assignees, transferees, and related subsidiary entities as permitted by this ARMDA.

1.16. **Master Plan Area** means a specified portion of the Planned Community, which shall be developed in logical sequence as determined by the Master Developer and the City as identified in the Master Plan by land use.

1.17. **Master Plan** means *The Highlands Master Plan* which is included as Exhibit A, and is a conceptual plan and provides for the general locations of land density, roads, and open space applicable to Development within the Planned Community.

1.18. **Maximum Residential Units** means the development on the Property of one thousand eight hundred eighty-seven (1,878) Residential Dwelling Units.

1.19. **Notice** means any notice to or from any party to this ARMDA that is either required or permitted to be given to another party.

1.20. **Party/Parties** means, in the singular, Master Developer or the City; in the plural Master Developer and the City.

1.21. **Planned Community** means the master planned community, composed of multiple Subdivisions and any other development to be constructed on the Property pursuant to this ARMDA.

1.22. **Preliminary Plat** means those plans which may be important for evaluating a proposed Subdivision for compliance with City Laws and may be submitted to the City for review and approval.

1.23. **Project** means the collective commercial and residential subdivisions to be constructed on the Property as part of the Planned Community pursuant to this ARMDA with the associated Public Infrastructure and private facilities, and all the other aspects approved as part of this ARMDA.

1.24. **Property** means that real property containing approximately 298.12 acres, more particularly described in Exhibit "B".

1.25. **Public Infrastructure** means those elements of infrastructure that are planned to be dedicated to the City or other public entities as a condition of the approval of a Development Application.

1.26. **Residential Dwelling Unit** means a structure or portion thereof, designed and intended for use as an attached or detached residence.

1.27. **Subdeveloper** means a person or entity who is acting to develop a portion of the Property, who is not the Master Developer.

1.28. **Subdivision** means a portion of the Property which is divided or proposed to be divided into two or more lots, units, or other division of land for the purpose of sale or lease.

1.29. **Zoning** means the Multiple Residential District RM-7 zoning in effect as of the date of this ARMDA.

2. **Development of the Planned Community**.

2.1. **Planned Community Compliance.** The City has reviewed the applicable law, including GLUDMC, LUDMA and has determined that the Planned Community substantially complies with the provisions thereof. The City hereby finds that the Planned Community is consistent with the Zoning and the purpose and intent of the General Plan.

2.2. **Subdivision Compliance.** Development of a Subdivision within the Planned Community shall be in accordance with LUDMA, GLUDMC, the City's Future Laws (to the extent they are applicable as specified in this ARMDA), and this ARMDA. The terms of this ARMDA shall bind all Subdevelopers.

2.3. **Maximum Residential Units.** At Buildout, Master Developer shall be entitled to develop the Maximum Residential Units, with a gross density of seven (7) units per acre of the type and in the general location as shown on the Master Plan consistent with the RM-7 zoning and the final plat for each phase, so long as (1) the Maximum Residential Units within the Project is not exceeded, (2) the gross density includes construction of all existing roads, open spaces, and drainage, and (3) the layout of each phase is approved by the City, which approval shall not be unreasonably withheld or be contingent on requirements which are not otherwise imposed by this ARMDA or applicable law.

2.4. **Non-Residential Units.** In addition to the Maximum Residential Units, Master Developer shall construct commercial buildings with a minimum square footage 12,500 square feet within in Area 1 as identified in the Master Plan, provided the City approves the rezone of the parcel on which such building is constructed. The City may also permit the construction of additional buildings and structures for non-residential use, as may be necessary or desirable for the public benefit.

2.5. **Master Developers' Discretion.** This ARMDA shall not obligate the Master Developer to construct the Planned Community or any Subdivision therein. The Master Developer shall have business discretion whether or not to construct a Development. However, once construction of a Development has begun in accordance with the Final Plat, the Master Developer or Subdeveloper shall be required to complete the Development within time required by LUDMA and GLUDMC, or a time as specified by the City prior to approval of a Development Application.

3. **Vested Rights.**

3.1. **Vested Rights Granted by Approval of this ARMDA.** To the maximum extent permissible under the laws of Utah and the United States and at equity, the Parties intend that this ARMDA grant to Master Developer all rights to develop the Planned Community in fulfillment of this ARMDA, LUDMA, and GLUDMC, except as specifically provided herein. The Parties specifically intend that this ARMDA grant to Master Developer the "vested rights" identified herein as that term is construed in Utah's common law and pursuant to Utah Code Ann. § 10-9a-509 (2023).

3.2. **Exceptions.** The vested rights and the restrictions on the applicability of the City's Future Laws to the Subdivision as specified in Section 3.1 are subject to the following exceptions:

3.2.1. ARMDA. The City's Future Laws or other regulations to which the Master Developer agrees in writing;

3.2.2. State and Federal Compliance. The City's Future Laws or other regulations which are generally applicable to all properties in the City and which are required to comply with State and Federal laws and regulations affecting the Planned Community;

3.2.3. Codes. Any City's Future Laws that are updates or amendments to existing building, fire, plumbing, mechanical, electrical, dangerous buildings, drainage, or similar construction or safety related codes, such as the International Building Code, the APWA Specifications, AAHSTO Standards, the Manual of Uniform Traffic Control Devices or similar standards that are generated by a nationally or statewide recognized construction/safety organization, or by the State or Federal governments and are required to meet legitimate concerns related to public health, safety or welfare;

3.2.4. Taxes. Taxes, or modifications thereto, so long as such taxes are lawfully imposed and charged uniformly by the City to all properties, applications, persons and entities similarly situated; or,

3.2.5. Fees. Changes to the amounts of fees for the processing of Development Applications that are generally applicable to all development within the City (or a portion of the City as specified in the lawfully adopted fee schedule) and which are adopted pursuant to State law.

3.2.6. Impact Fees. Impact Fees or modifications thereto which are lawfully adopted, and imposed by the City pursuant to Utah Code Ann. § 11-36a-101 (2011) *et seq*.

3.2.7. Planning and Zoning Modification. Changes by the City to its planning principles and design standards as permitted by Local, State or Federal law which do not conflict with this ARMDA.

3.2.8. Compelling, Countervailing Interest. Laws, rules or regulations that the City's land use authority finds on the record are necessary to avoid jeopardizing a compelling, countervailing public interest pursuant to Utah Code Ann. § 10-9a-509(1)(a)(i) (2023).

4. **Term of ARMDA.** Unless earlier terminated as provided for herein, the term of this ARMDA shall be until January 1, 2045. If, as of that date, Master Developer has not been declared to be currently in default pursuant to this ARMDA, then this ARMDA shall be automatically extended until January 1, 2050. If upon the expiration of the automatic extension, Master Developer has not been declared to be currently in default pursuant to this ARMDA and there are unfinished Developments on the Property, the City has the option to extend this ARMDA for a time reasonably necessary to complete such Developments, not to exceed ten (10) years. This ARMDA shall also terminate automatically upon Buildout of all property within the Planned Community or if no building permit or preliminary plats is approved within the Project in any five (5) year period.

5. **Building Permits**. The City shall reasonably accept complete Building Permit applications for all buildings and structures identified in an approved Final Plat. The City shall issue all required Building Permits after construction by Developer of all necessary public infrastructure, within such Final Plat including public safety access in accordance with Grantsville Municipal Code section 5-1-11 is provided and approved by the City, and adequate fire protection is in place as

certified by the fire marshal and in accordance LUDMA. The City will promptly issue a certificate of occupancy for each building or structure that satisfies the State and applicable City requirements to obtain a certificate of occupancy.

6. **Planned Community and Subdivision Development**

6.1. **Preliminary Plats.** The Master Developer and/or Subdeveloper(s) shall prepare and submit to the City for its review, Preliminary Plats for each Subdivision. There shall be no limit on the number Preliminary Plats within the Property which may be submitted to the City for review. Preliminary plat approval shall be valid for an initial period of six months, and may be extended subject to the limitations of GLUDMC.

6.2. **Combined Public Infrastructure.** It is intended that the Planned Community share Public Infrastructure and other items (such as public parks, trails and utilities) between Subdivisions. Master Developer may provide design drawings for each Master Plan Area depicting the Public Infrastructure or any other items necessary for the Planned Community. Such drawings must be incorporated into the Final Plat for any Subdivision or Development in that Master Plan Area. Public Infrastructure requirements for each Subdivision shall be calculated based only on the Public Infrastructure identified on the Final Plat for that Subdivision.

6.3. **Mack Canyon Road.** Master Developer agrees to dedicate to the City, a portion of the Property representing a half-width of the Mack Canyon Road right-of-way along the southerly border of the Project as depicted in Exhibit "A" (which exact width and location ma vary) as necessary to complete the upsizing of the portion of Mack Canyon consistent with the traffic needs as supported by a traffic study and in compliance with City and State requirements. If the City requires additional property for the expansion of Mack Canyon Road beyond what is supported by the traffic study or beyond a half-width, the City shall compensate Master Developer or Subdeveloper the fair market of the additional property. Master Developer shall grant a permanent easement across the narrow section of the Project to any property owner that currently accesses Mack Canyon Road.

6.4. **Open Space.** The Planned Community shall contain a minimum of 10% Open Spaces, totaling approximately 29.95 acres ("Required Open Space").

6.4.1. Open Space Uses. Public and private open space shall be counted toward the Required Open Space, and include impervious surfaces as permitted by GLUDMC section 21.1.15, such as sports courts, pavilions, walking paths, trails, parking areas, and other recreational facilities and any other area as approved by the City. Unless otherwise paid for by a Public Infrastructure District bond, if the Master Developer or a Subdeveloper dedicates a portion of the Property or other real property, including improvements, to the City for public use, such Master Developer or Subdeveloper shall be credited the fair market value of such dedicated property and improvements toward a reduction in park impact fees subject to the City's capital facilities plan.

6.4.2. Required Uses. The Master Plan illustrates a unique network of open spaces, parks and trails that include both publicly and privately owned and maintained land. No publicly available open space shall be privately owned or maintained. In addition to privately opened and maintained open spaces, parks and common areas, the Planned Community shall include a fully improved public park, with a minimum of ten (10) acres of contiguous space ("Public Park") and a trail system not less than 0.75 miles in length.

6.4.3. **Subdivision Open Space Exemption.** Because the Planned Community shall share Required Open Space, individual Subdivisions shall be exempt from the Open Space requirements established in GLUDMC.

6.4.4. The Open Space shall be dedicated to the City prior to the recordation of Phase as shown on the Master Plan for use by the City as a park or other open space as the City deems appropriate.

6.5. **Water Retention Areas.** Portions of the Public Park and Community Trail may also serve as

stormwater detention areas for the benefit of the Planned Community, and the depth and capacity of such areas are subject to review and approval by the City.

6.6. **Approval of Final Plats.** The Planned Community and each Master Plan Area may contain multiple Subdivisions, each of which may be eligible for Final Plat approval subject to GLUMDC and applicable State Law.

7. Public Infrastructure.

7.1. **Construction of Public Infrastructure.** The Master Developer or Subdeveloper responsible for each Subdivision**,** shall construct and install all Public Infrastructure lawfully required as a condition of approval of a Development Application pursuant to GLUDMC. Such construction must meet all applicable standards and requirements that do not conflict with Master Developer's vested rights and applicable law and approved by the City's engineer, and comply with shared infrastructure drawings for the Planned Community as established in Section 6.2.

7.2. **Responsibility Before Acceptance.** The Master Developer or Subdeveloper who has commenced construction of any Public Infrastructure within the Planned Community shall be responsible for all Public Infrastructure within that Subdivision covered by this ARMDA until final inspection of the same has been performed by the City, and a final acceptance and release has been issued by the City Council. The City shall not, nor shall any officer or employee thereof, be liable or responsible for any accident, loss or damage happening or occurring to the Public Infrastructure, nor shall any officer or employee thereof, be liable for any persons or property injured by reason of said Public Infrastructure; all of such liabilities shall be assumed by the Master Developer.

7.3. **Warranty.** The Master Developer or Subdeveloper of each project shall repair any defect in the design, workmanship or materials in all Public Infrastructure which becomes evident during a period of one year following the acceptance of the improvements by the City Council or its designee (Durability Testing Period). If during the Durability Testing Period, any Public Infrastructure shows unusual depreciation, or if it becomes evident that required work was not done, or that the material or workmanship used does not comply with accepted standards, said condition shall, within a reasonable time, be corrected.

7.4. **Timing of Completion of Public Infrastructure.** In accordance with the diligence requirements for the various types of approvals as described in the GLUDMC, construction of the required Public Infrastructure within a Subdivision shall be completed within one (1) year following Final Plat approval for that phase and prior to recordation of the mylar for that phase, subject to the terms of the subdivision improvement ARMDA between the Master Developer or Subdeveloper and the City. Upon a showing of good and sufficient cause by Developer the City shall, in accordance with the provisions of GLUDMC, extend the time of performance if requested prior to expiration of the completion date.

7.5. **Bonding.** In connection with any Development Application, Master Developer shall provide bonds or other development security, including warranty bonds, to the extent required by GLUDMC, unless otherwise provided by Utah Code § 10-9a-101, *et seq*. (2005), as amended. The Applicant shall provide such bonds or security in a form acceptable to the City or as specified in GLUDMC. Partial releases of any such required security shall be made as work progresses based on GLUDMC.

7.6. **City Completion.** The Master Developer or Subdeveloper shall agree that in the event they do not: (a) complete all improvements on a Subdivision within the time period specified under paragraph four above, or secure an extension of said completion date, (b) construct said improvements in accordance with City standards and as set forth in Paragraph one above, and (c) pay all legitimate claims for material and labor used in the construction of said improvements, the

City shall be entitled to declare the Subdivision in default, request and receive the funds held by the guarantor as surety and utilize the monies obtained to install or cause to be installed any uncompleted improvements and/or to pay any outstanding claims, as applicable. Provided however, that the City shall not be responsible for any work beyond the amount of funds so provided. Any funds remaining after completion of the improvements shall be returned to the Guarantor.

7.7. **Culinary Water**. Master Developer shall be responsible for providing adequate culinary water rights as required by GLUMDC to service the Project.

8. **Upsizing/Reimbursements to Master Developer.**

8.1. **Upsizing.** Except as otherwise described herein, the City shall not require "upsizing"" of any future Public Infrastructure (i.e., to construct the infrastructure to a size larger than required to service the Subdivision) unless financial arrangements reasonably acceptable to Master Developer or Subdeveloper of that Subdivision are made to compensate the Master Developer or Subdeveloper for the incremental or additive costs of such upsizing to the extent required by law.

9. **Default.**

9.1. **Notice.** If Master Developer or the City fails to perform their respective obligations hereunder or to comply with the terms hereof, the Party believing that a default has occurred shall provide Notice to the other Party.

9.2. **Contents of the Notice of Default**. The Notice of Default shall:

9.2.1. Specific Claim. Specify the claimed event of Default;

9.2.2. Applicable Provisions. Identify with particularity the provisions of any applicable law, rule, regulation or provision of this ARMDA that is claimed to be in Default; and

9.2.3. Optional Cure. If the City chooses, in its discretion, it may propose a method and time for curing the Default which shall be of no less than sixty (60) days duration, if weather conditions permit.

9.3. **Remedies.** Upon the occurrence of any Default, and after notice as required above, then the parties may have the following remedies:

9.3.1. Law and Equity. All rights and remedies available at law and in equity, including, but not limited to, injunctive relief and/or specific performance.

9.3.2. Security. The right to draw on any security posted or provided in connection with the Subdivision and relating to remedying of the particular Default.

9.4. **Public Meeting.** Before any remedy in Section 8.3 may be imposed by the City the party allegedly in Default shall be afforded the right to attend a public meeting before the City Council and address the City Council regarding the claimed Default.

9.5. **Default of Assignee.** A default of any obligations expressly assumed by an assignee shall not be deemed a default of Master Developer.

9.6. **Limitation on Recovery for Default – No Damages against the City.** Anything in this

ARMDA notwithstanding Master Developer shall not be entitled to any claim for any monetary damages as a result of any breach of this ARMDA and Master Developer, except for claims sounding in fraud, waives any claims thereto. The sole remedy available to Master Developer and any assignee shall be that of specific performance.

10. **Notices.** All notices required or permitted under this ARMDA shall, in addition to any other means of transmission, be given in writing by certified mail and regular mail to the following address:

To the Master Developer:

Deseret Highlands Investments LLC
Attn: Guy Haskell
890 Heritage Park Blvd
Suite 104
Layton, UT 84041

To the City:

Grantsville City
Attn: Mayor
429 East Main Street
Grantsville, Utah 84029

1. **Dispute Resolution.**

1.1. **Meet and Confer.** The City and Master Developer shall meet within fifteen (15) business days of any dispute under this ARMDA to resolve the dispute.

1.2. **Mediation.**

1.2.1. Mediation Process. If the City and Master Developer are unable to resolve a disagreement the Parties shall be subject to mediation. The Parties shall attempt within ten (10) business days to appoint a mutually acceptable mediator with knowledge of the legal issue in dispute. If the Parties are unable to agree on a single acceptable mediator they shall each, within ten (10) business days, appoint their own representative. These two representatives shall, between them, choose the single mediator. Parties shall split the fees of the chosen mediator. The chosen mediator shall, within fifteen (15) business days from selection, or such other time as is reasonable under the circumstances, review the positions of the Parties regarding the mediation issue and promptly attempt to mediate the issue between the Parties. If the Parties are unable to reach an agreement, the Parties shall request that the mediator notify the Parties in writing of the resolution that the mediator deems appropriate. The mediator's opinion shall not be binding on the Parties.

11. **Incorporation of Recitals and Exhibits.** The Recitals and Exhibits "A" - "E"" are hereby incorporated into this ARMDA.

12. **Headings.** The captions used in this ARMDA are for convenience only and a not intended to be substantive provisions or evidences of intent.

13. **No Third-Party Rights/No Joint Venture.** This ARMDA does not create a joint venture relationship, partnership or agency relationship between the City, or Master Developer. Except as specifically set forth herein, the parties do not intend this ARMDA to create any third-party beneficiary rights.

14. **Assignability.** The rights and responsibilities of Master Developer under this ARMDA may be assigned in whole or in part, respectively, by Master Developer with the consent of the City as provided

herein, which cannot be unreasonably withheld.

14.1. **Sale of Lots.** Master Developer's selling or conveying any Site within the Property shall not be deemed to be an assignment.

14.2. **Related Entity.** Master Developer's transfer of all or any part of the Property to any entity "related" to Master Developer (as defined by regulations of the Internal Revenue Service in Section 165), Master Developer's entry into a joint venture for the development of the Subdivision or Master Developer's pledging of part or all of the Subdivision as security for financing shall also not be deemed to be an assignment. Master Developer shall give the City Notice of any event specified in this sub-section within ten (10) days after the event has occurred. Such Notice shall include providing the City with all necessary contact information for the newly responsible party.

14.3. **Process for Assignment.** Master Developer shall give Notice to the City of any proposed assignment and provide such information regarding the proposed assignee that the City may reasonably request in making the evaluation permitted under this Section. Such Notice shall include providing the City with all necessary contact information for the proposed assignee. Unless the City objects in writing within twenty (20) business days of notice, the City shall be deemed to have approved of and consented to the assignment. The City shall not unreasonably withhold consent.

14.4. **Partial Assignment.** If any proposed assignment is for less than all of Master Developer's rights and responsibilities, then the assignee shall be responsible for the performance of each of the obligations contained in this MDA to which the assignee succeeds. Upon any such approved partial assignment Master Developer shall not be released from any future obligations as to those obligations which are assigned but shall remain jointly and severally liable with assignee(s) to perform all obligations under the terms of this ARMDA which are specified to be performed by Master Developer.

14.5. **Complete Assignment.** Master Developer may request the written consent of the City of an assignment of Master Developer's complete interest in this ARMDA. In such cases, the proposed assignee shall have the qualifications and financial responsibility necessary and adequate, as required by the City, to fulfill all obligations undertaken in this ARMDA by Master Developer. The City shall be entitled to review and consider the ability of the proposed assignee to perform, including financial ability, past performance and experience. After review, if the City gives its written consent to the assignment, Master Developer shall be released from its obligations under this ARMDA for that portion of the Property for which such assignment is approved.

15. **No Waiver.** Failure of any Party hereto to exercise any right hereunder shall not be deemed a waiver of any such right and shall not affect the right of such party to exercise at some future date any such right or any other right it may have.

16. **Severability.** If any provision of this ARMDA is held by a court of competent jurisdiction to be invalid for any reason, the Parties consider and intend that this ARMDA shall be deemed amended to the extent necessary to make it consistent with such decision and the balance of this ARMDA shall remain in full force and affect.

17. **Force Majeure.** Any prevention, delay or stoppage of the performance of any obligation under this ARMDA which is due to strikes, labor disputes, inability to obtain labor, materials, equipment or reasonable substitutes therefor; acts of nature, governmental restrictions, regulations or controls, judicial orders, enemy or hostile government actions, wars, civil commotions, fires or other casualties or other

causes beyond the reasonable control of the Party obligated to perform hereunder shall excuse performance of the obligation by that Party for a period equal to the duration of that prevention, delay or stoppage.

18. **Time is of the Essence.** Time is of the essence to this ARMDA and every right or responsibility shall be performed within the times specified.

19. **Appointment of Representatives.** To further the commitment of the Parties to cooperate in the implementation of this ARMDA, the City and Master Developer each shall designate and appoint a representative to act as a liaison between the City and its various departments and the Master Developer. The initial representative for the City shall be the City Manager. The initial representative for Master Developer shall be Guy M. Haskell. The Parties may change their designated representatives by Notice. The representatives shall be available at all reasonable times to discuss and review the performance of the Parties to this ARMDA and the development of the Subdivision.

20. **Applicable Law.** This ARMDA is entered into in Tooele County in the State of Utah and shall be construed in accordance with the laws of the State of Utah irrespective of Utah's choice of law rules.

21. **Venue.** Any action to enforce this ARMDA shall be brought only in the Third District Court for the State of Utah.

22. **Entire Agreement.** This ARMDA, and all Exhibits thereto, documents referenced herein, is the entire agreement between the Parties and may not be amended or modified except either as provided herein or by a subsequent written amendment signed by all Parties.

23. **Mutual Drafting.** Each Party has participated in negotiating and drafting this ARMDA and therefore no provision of this ARMDA shall be construed for or against any Party based on which Party drafted any particular portion of this ARMDA.

24. **No Relationship.** Nothing in this ARMDA shall be construed to create any partnership, joint venture or fiduciary relationship between the parties.

25. **Amendment.** This ARMDA may be amended only in writing signed by the parties hereto.

26. **Recordation and Running with the Land.** This ARMDA shall be recorded in the chain of title for the Property. This ARMDA shall be deemed to run with the land.

27. **Priority.** This ARMDA shall be recorded against the Property senior to any respective covenants and any debt security instruments encumbering the Property.

28. **Authority.** The Parties to this ARMDA each warrant that they have all of the necessary authority to execute this ARMDA. Specifically, on behalf of the City, the signature of the City Manager is affixed to this ARMDA lawfully binding the City pursuant to Resolution No. ___ adopted by the City on _____, 2023.

[Signatures and Authorizations to follow]

IN WITNESS WHEREOF, the parties hereto have executed this ARMDA by and through their respective, duly authorized representatives as of the day and year first herein above written.

MASTER DEVELOPER
Deseret Highlands Investments LLC

_____
By: _____,
Its:_____

GRANTSVILLE CITY

_____
By: _____,
Its: Mayor

Approved as to form and legality:

_____
City Attorney

Attest:

_____
City Recorder

CITY ACKNOWLEDGMENT

STATE OF UTAH)
:ss.
COUNTY OF TOOELE)

On the _____ day of_____, 202_ personally appeared before me _____who being by me duly sworn, did say that he is the City Manager of Grantsville City, a political subdivision of the State of Utah, and that said instrument was signed in behalf of the City by authority of its City Council and said Mayor acknowledged to me that the City executed the same

_____
NOTARY PUBLIC

My Commission Expires: _____

Residing at: _____

MASTER DEVELOPER ACKNOWLEDGMENT

STATE OF UTAH)
:ss.
COUNTY OF _____)

On the _____ day of _____, 20__, personally appeared before me Guy M. Haskell, who being by me duly sworn, did say that he/she is the Managing Member of Deseret Highlands Investments LLC, a Utah limited liability company and is duly authorized by said company sign on its behalf.

_____
NOTARY PUBLIC

My Commission Expires: _____

Residing at: _____

TABLE OF EXHIBITS

Exhibit “A” The Highlands Master Plan
Exhibit “B” Legal Description of Property

Exhibit "A"
The Highlands Master Plan

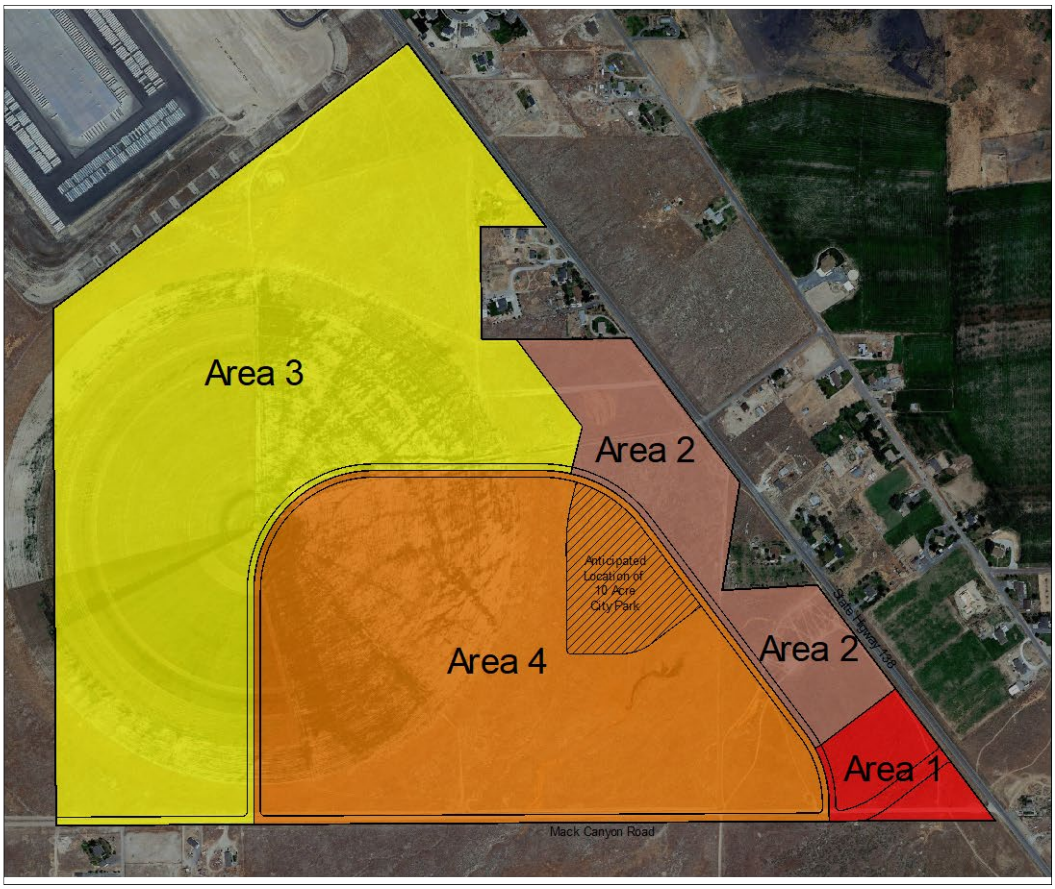


Exhibit "A"
Amended and Restated
Master Development Agreement (ARMDA)
The Highlands
Grantsville, UT

Area	Gross Acres		Land Use	DU/ Acre	Maximum Units
1	8.83		Commercial		
2	28.73		Residential	10.44	300
3	148.42		Residential	4.24	630
4	113.49		Residential	8.35	948
	298.12		**Totals**	6.30	**1,878**

North

0 700

Stephen G. McCutchan
PO Box 382 Draper, UT 84020
(801) 557-6945
stevemplan@gmail.com

October 6, 2023

Exhibit "B"
Legal Description of Property

Beginning at a point on the south line of the Grantsville LLC, Subdivision that is North 00°18'28" West 934.25 feet along the Section line to said south line of from the West Quarter Corner of Section 26, Township 2 South, Range 6 West, Salt Lake Base and Meridian, Tooele County, Utah, as monumented by a brass cap on a steel post set in 1992, and running thence North 53°08'20" East 1135.94 feet along said south line to the westerly line of Highway 138 and to the most northerly corner of Deseret Highlands Subdivision Phase 1; thence South 37°02'16" East 915.73 feet along said westerly Highway line to a corner The Highlands Subdivision Phase 2; thence along the easterly lines of said Phase 2 subdivision and the easterly lines of The Highlands Phase 5 subdivision the following four (4) courses:
(1) South 53°08'20" West 199.89 feet; (2) South 00°41'00" East 294.33 feet; (3) South 02°28'53" East 55.25 feet; (4) South 00°40'20" East 411.91 feet to a Hathcock rebar and cap at an ancient fence corner described as being South 89°41'53" West 1351.742 feet and North 00°00'00" East 2631.749 feet from the South Quarter Corner of said Section 26, said ancient fence corner accepted as marking the Southwest Corner of the Southeast Quarter of the Northwest Quarter of said Section 26; thence North 89°37'34" East 810.24 feet along said fence to a Hathcock rebar and cap on said westerly Highway line; thence South 37°02'16" East 982.27 feet along said westerly line to the extension of a cedar-post fence; thence South 09°16'49" West 593.00 feet along said fence and its extension to a corner; thence North 86°52'49" East 516.79 feet along a fence to said westerly Highway line; thence South 37°02'16" East 1603.97 feet along said westerly line to the South Section line of said Section 26; thence South 89°41'23" West 1435.53 feet along the Section Line to the South Quarter Corner of said Section 26, as monumented by a brass cap in a concrete collar at ground level set in 1982; thence South 89°40'26" West 2643.34 feet along the Section line to the Southwest Corner of said Section 26, as monumented by a brass cap in a concrete collar at ground level set in 1982; thence South 89°42'11" West 1023.00 feet along the section line; thence North 00°20'39" West 100.00 feet along a line parallel to and 1023.00 feet westerly distant from the East line of Section 27, Township 2 South, Range 6 West, Salt Lake Base and Meridian, as monumented by a brass cap in a concrete collar at ground level set in 1982; thence South 89°42'11" West 1023.00 feet along the section line; thence North 00°20'39" West 2635.21 feet along a line parallel to and 1023.00 feet westerly distant from the east line of said Section 27; thence North 00°18'28" East 176.12 feet along said parallel line to the south line of said Grantsville LLC, Subdivision; thence North 53°08'20" East 1269.43 feet along said subdivision line to the northwest corner of Lot 306 and to the point of beginning.

Highlands Development contains 298.119 acres

AGENDA ITEM #3

Discussion of Proposed Amendment to Grantsville City's General Plan and Future Land Use Map for the property located at approximately 1600 N SR-138 HWY from and Industrial Designation to t a Mixed-Use Designation

Planning and Zoning
336 W. Main Street • Grantsville, UT 84029
Phone: (435) 884-1674 • Fax: (435) 884-0426

Permit# 2023149

Proposed Amendment to Grantsville City's General Plan and Future Land Use Map and Rezone of the G & L Investments LLC Property to go from A-10 and C-G designations to MU Designation Summary and Recommendation

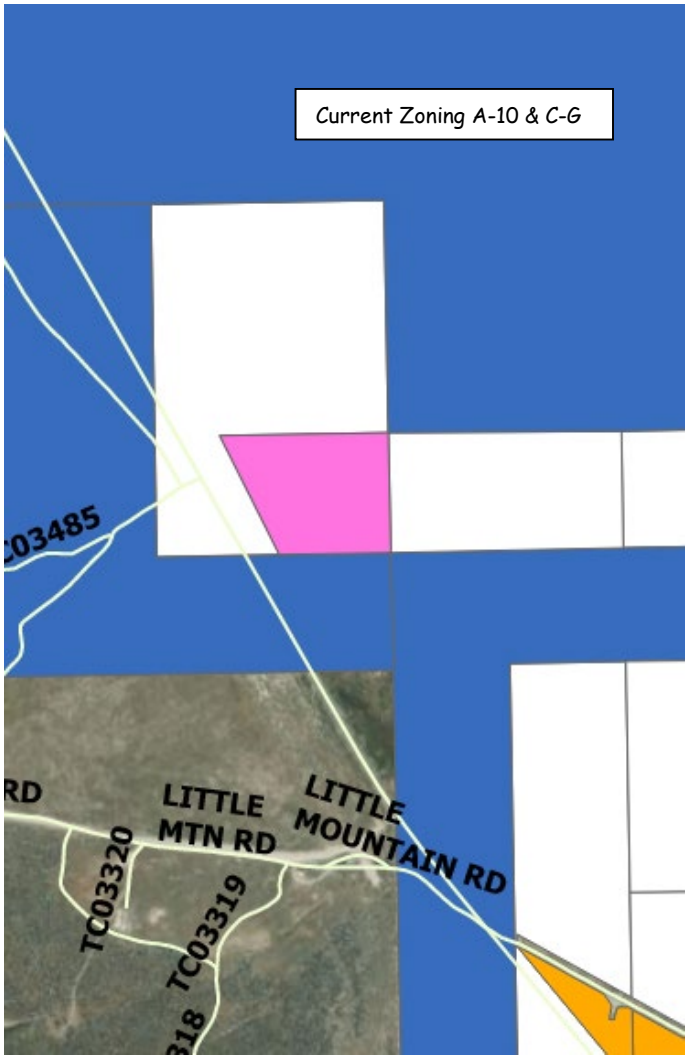
Parcel ID:	01-124-0-0001	**Meeting Date:**	December 7th, 2023
Property Address:	1600 N SR 138	**Current Zone/Proposed Zone**	A-10 and C-G Proposed to be Rezoned as MU – Mixed Use
Applicant Name:	G & L Investments LLC		
Request:	Linda Nelson		
Prepared by:	Cavett Eaton		

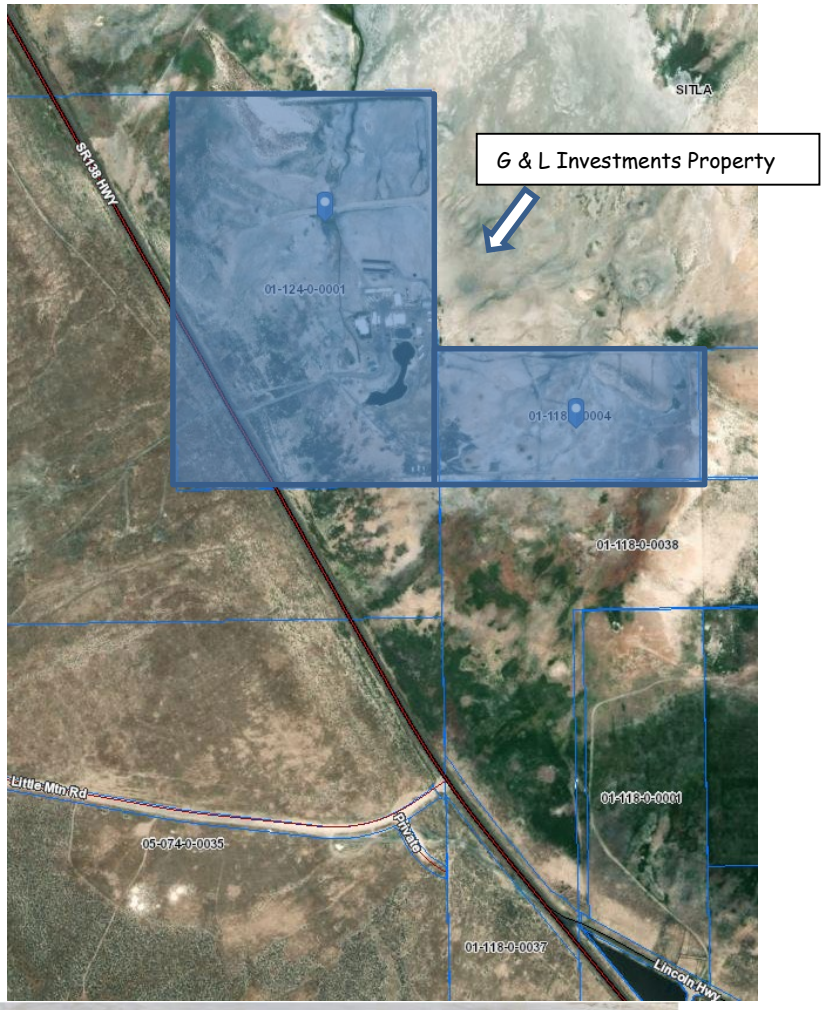
PROJECT DESCRIPTION

Bonneville Seabase was purchased and has been operating since 1988. The property was annexed into Grantsville City at the 2011 Annexation of the Flux Area on SR 138, approved Jan 13, 2011. The Zoning appeared to be a determination of City Staff and Consultants as to the most appropriate for the area and use.

SITE & VICINITY DESCRIPTION

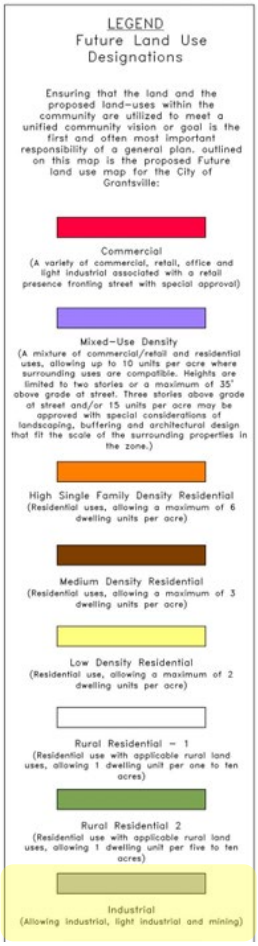
This property is located approximately .5 miles Northwest of the junction of the Old Lincoln Highway and SR 138. The total acreage for the two parcels is 74.89 acres and features natural artesian hot springs with manmade pools and aquatic habitat.
Currently, Bonneville Seabase has suspended its scuba and snorkeling activities, but they remain open for recreational camping. The property is also utilized for special events usually occurring on the weekends.


Current Zoning A-10 & C-G
LITTLE MTN RD
LITTLE MOUNTAIN RD
TC03320
TC03319


G & L Investments Property
SR138 HWY
SITLA
01-124-0-0001
01-118-0-0038
Little Mtn Rd
05-074-0-0035
01-118-0-0037
Lincoln Hwy



Current Land Use Designation / Future Land Use Map – Industrial





CURRENT ZONING AND APPLICATIONS

This commercial property is zoned C-G which has the following conditions:

16.3 General Commercial District (C-G)

(1) The purpose of the C-G General Commercial District is to provide an environment for a variety of commercial uses, some of which involve the outdoor display/storage of merchandise or materials.

Minimum Lot Size: .....10,000 sq. ft.

Minimum Width at Front and Rear Setback .....60 feet

Minimum Yard Setback Requirements:

Front Yard and Corner Side Yard .....10 feet Interior Side Yard .....None

If an Interior Side Yard is provided it shall not be less than .....4 feet (or match the easement width, whichever is greater)

Rear Yard .....10 feet

Buffer Yards required in accordance with Chapter 9, Landscaping, on any lot abutting a lot in a residential district.

Maximum Building Height .....45 feet

Building sides visible from a street shall submit building face plans to the City to review and approve the artistic look of the building that will be seen by the public.

HISTORY
Amended by Ord. 2022-14 on 8/3/2022

This residential/rural property is zoned A-10 which has the following conditions:

14.1 Agricultural Districts - A
The purposes of providing an agriculture district are to promote and preserve in appropriate areas conditions favorable to agriculture and to maintain greenbelt spaces. These districts are intended to include activities normally and necessarily related to the conduct of agriculture and to protect the district from the intrusion of uses inimical to the continuance of agricultural activity.

(1) Minimum Lot Size: .....10 acres.

(2) Minimum Width at Front and Rear Setback .....165 feet.

(3) Minimum Frontage (at the property line on a public street or an approved private street) .....100 feet.

(4) Minimum Yard Setback Requirements: (Amended 9/01)

Front Yard .....40 feet. Rear Yard .....60 feet Side Yard .....20 feet Rear Yard for Accessory Buildings .....7.5 feet On corner lots, 2 front yards and 2 rear yards are required.

(5) Maximum Building Height .....45 feet

Proposed Zoning:

The MU Zoning District "shall allow residential developments and those uses allowed in the C-N, C-S, and C-G districts as permitted or conditional uses as specified in the regulations for these districts." Chapter 19a Mixed Use District/ 19a.2 Permitted Uses

The MU Zoning District also provides that "All properties developed under the Mixed Use District that are one acre or greater shall include at least 50% of the land area as commercial fronting the major street." Chapter 19a Mixed Use District/ 19a.1 Purpose and Intent

GENERAL PLAN CONSIDERATIONS

Economic Development
Goals + Policies + Economic Development
Goal 1. Define the Core. Maintain Grantsville's Main Street as the primary retail commercial, office and business area.

1. Formulate standards so that new commercial uses are encouraged to locate in the Main Street Corridor, including protecting the existing residential uses. 2. All new commercial or mixed-use developments will be

designed and constructed in a way that will promote the existing characteristics of the historic architectural styles of Grantsville.

Goal 2. Priority Areas. Recognize economic opportunity areas identified by the community and prioritize them for long-term development.

1. Zone priority areas selectively and focus incentives and investments in those areas. 2. Grantsville City will create an economic development / industrial policy and reevaluate it annually.

Goal 3. Administrative Business Incentives. Grantsville is a business-friendly community that actively seeks ways to encourage business.

1. Streamline the development process for priority businesses (like restaurants and office space). 2. Utilize incentives for desired businesses, specifically ensuring that necessary services are provided within the community. 3. Grantsville will continue to maintain a quick and efficient business and development permitting process. 4. All commercial and industrial developments will provide adequate buffer and screening treatments to protect the desirability and amenities of adjoining properties.

Strategies - Economic Development
1. Designate a council member who is responsible for business recruitment, relationship, or regulations that fit the local economy. 2. Develop an incentive program to attract retail businesses of greatest leakage including auto sales, general merchandise stores, and building & garden. 3. Develop incentive programs to keep jobs local. Encourage greater investment in broadband capacity to keep jobs local. 4. As resources become available, work with the Salt Lake Chamber of Commerce to receive the Governor's award for being a business-friendly community. 5. Identify, inventory, and assemble underutilized parcels for redevelopment within the commercial corridors and nodes.

PLANNING COMMISSION RESPONSE

First discussion Only on December 6th.

NEIGHBORHOOD RESPONSE

None at the posting of this report.

PLANNING STAFF ANALYSIS

The owners of this property, George Sanders and Linda Nelson, have owned and operated Sea Base Alpha (Bonneville Seabase) since July of 1998. For over 25 years they have worked to provide an exceptional and important "inland sea" for divers and marine biologists throughout Utah and the United States. They have also sought to utilize the unique features of their rural property to facilitate celebrations and special events at the remote edge of Grantsville City.
They wish to sell a triangle shaped parcel of about 5 acres that lies to the West of State Road 138. This parcel is not an advantage to the Sea Base Business Plan or of any interest to the owners. They desire to generate some working capital to renew the Sea Base Facilities after downturn in revenues as a result of COVID restrictions and at lean water year. The water

drought has resulted in less warm waters and prohibits warm water diving in the winter. Their current zoning does not allow the creation of parcels of land less of than 10 acres. This property was originally in Tooele County and was previously zoned Mixed Use.

Rezoning to the Mixed Use Zone (MU) would increase the possibilities that a developer interested in this property could propose higher density residential units then some would desire. The MU zoning designation requires a Conditional Use Process (PUD) which would require a detailed review and approval by the Planning and Zoning Commission as well as the City Council. The owners have expressed a desire to live and work where they are and maintain this property as a spacious and attractive recreational facility in spite of other offers and proposals presented by land developers.

Sea Base has operated a Special Events Venue and a Recreational Camping site adjacent to their dive operations for many years. It is their wishes to continue this use for these purposes and continue to offer an affordable alternative to short term accommodations for those individuals or families that are not able to rent or buy a home because of financial hardships. The MU designation will assist in their ongoing plans to build their business and provide event venues and alternative housing for many of Grantsville's population.

PLANNING STAFF RECOMMENDATION

Grantsville City Planning Staff, City Engineer, Dan England, and Planning Consultant, Shay Stark, have reviewed this request for a General Plan Change and Rezone and feel that this is an appropriate and beneficial zoning change in this area of Grantsville. We also feel that this is the right process to assist these property owners develop and utilize their land in a way that provides needed event and lodging resources as well as recreational amenities in this outlying area of Grantsville.

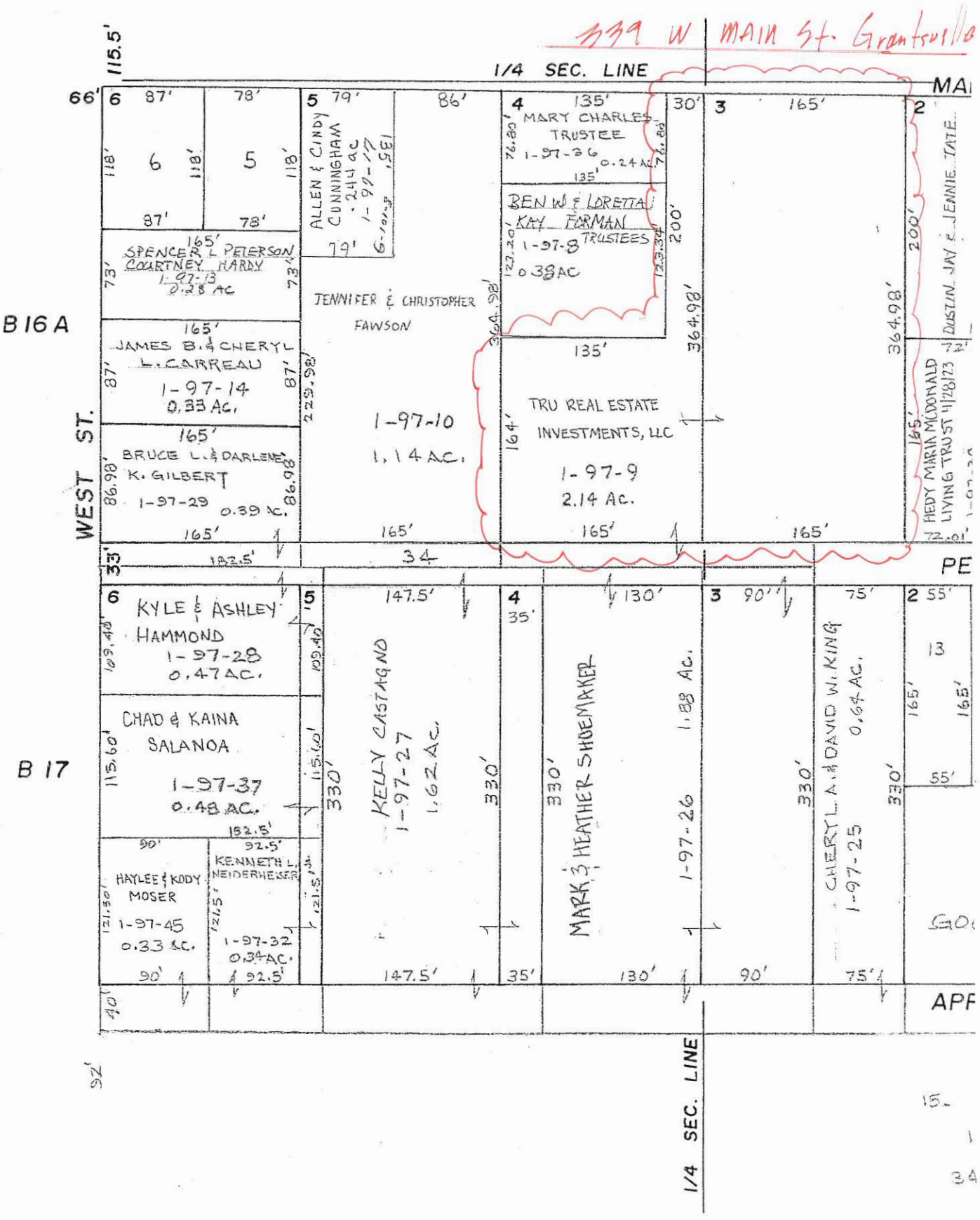
City Staff Update - Linda and George have received information from City Attorney Coombs about Conservation Easements (Openlands.org) and other tools to assist homeowners in preserving their open lands. We should be able to hear from the property owners regarding updates.

AGENDA ITEM #4

Consideration to recommend approval of the rezone of 74.89 acres located approximately at 1600 N SR-138 HWY to go from A-10 and C-G designations to MU designation (See #3)

AGENDA ITEM #5

Discussion of Concept Plan for 339 West Main Street – Jacksonville Development


339 W MAIN St. Grantsville
115.5'
1/4 SEC. LINE
66'
WEST ST.
B 16 A
B 17
6 87' 78'
5 79' 86'
4 135' 30'
3 165'
2
6
5
118'
87'
78'
SPENCER L PETERSON
COURTNEY HARDY
1-97-13
0.28 AC
73'
165'
JAMES B. & CHERYL L. CARREAU
1-97-14
0.33 Ac.
87'
165'
BRUCE L. & DARLENE K. GILBERT
1-97-29
0.39 Ac.
86.98'
ALLEN & CINDY CUNNINGHAM
.244 ac
1-97-17
6-10-03
JENNIFER & CHRISTOPHER FAWSON
1-97-10
1.14 AC.
229.98'
MARY CHARLES TRUSTEE
1-97-36
0.24 AC.
76.80'
135'
BEN W & LORETTA KAY FORMAN TRUSTEES
1-97-8
0.38AC
123.30'
123.34'
200'
364.98'
TRU REAL ESTATE INVESTMENTS, LLC
1-97-9
2.14 Ac.
164'
DUSTIN JAY & JENNIE TATE
HEDY MARIA MCDONALD LIVING TRUST 1/28/23
72.90'
33'
182.5'
34
PE
6
5
4
3
2
KYLE & ASHLEY HAMMOND
1-97-28
0.47AC.
109.40'
CHAD & KAINA SALANOA
1-97-37
0.48 AC.
115.60'
182.5'
HAYLEE & KODY MOSER
1-97-45
0.33 Ac.
121.50'
90'
92.5'
KENNETH L. NEIDERHEISER
1-97-32
0.34AC.
121.5'
147.5'
KELLY CASTAGNO
1-97-27
1.62 Ac.
330'
35'
130'
MARK & HEATHER SHOEMAKER
1-97-26
1.88 Ac.
90'
75'
CHERYL A. & DAVID W. KING
1-97-25
0.64 Ac.
55'
13
165'
40'
APP
92'
1/4 SEC. LINE
15.
34

MAIN STREET


105'
COMMERCIAL/ RETAIL OR OFFICE SPACE
TWO STORIES
8'
10'
APT. 2 BR. APT. & 2 CAR GARAGE
GUEST PARKING
Ref.
135
16'
6'P
1
2
3
4
5
6
2 CAR (TYP)
20'
22'
Pickle Ball & BASKET BALL
Tot Lot
Tot Lot Ref. Pond
55.00 Φ
7
8
9
10
15'
16
15
14
13
12
11
(2) CAR TYP.
Ref.
10'
6'
20'
" = 40-0"

PROJECT 330 W MAIN St.
GRANTSVILLE Ut.

THE LEXINGTON MIXED Use

8600 SQ FT COMMERCIAL/RETAIL/OFFICE
W/ OPTIONAL apt.

16 TOWN HOUSE UNITS
CAR GARAGE, 1400 SQ.FT. 3 BD.
COMMON PARK AREA

GML DESIGN GROUP

GREG M. LARSEN

Custom Home Designer • Home, Condominium & Multi Family Projects
Additions & Remodels • Land Planning • Green & Energy Efficient









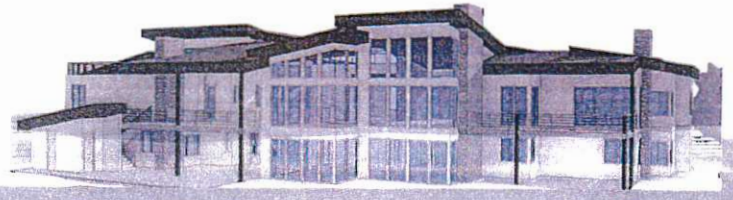
> MODERN Design

WE STRIVE TO MEET ALL ASPECTS OF THE CLIENT NEEDS, LOT & BUDGET.



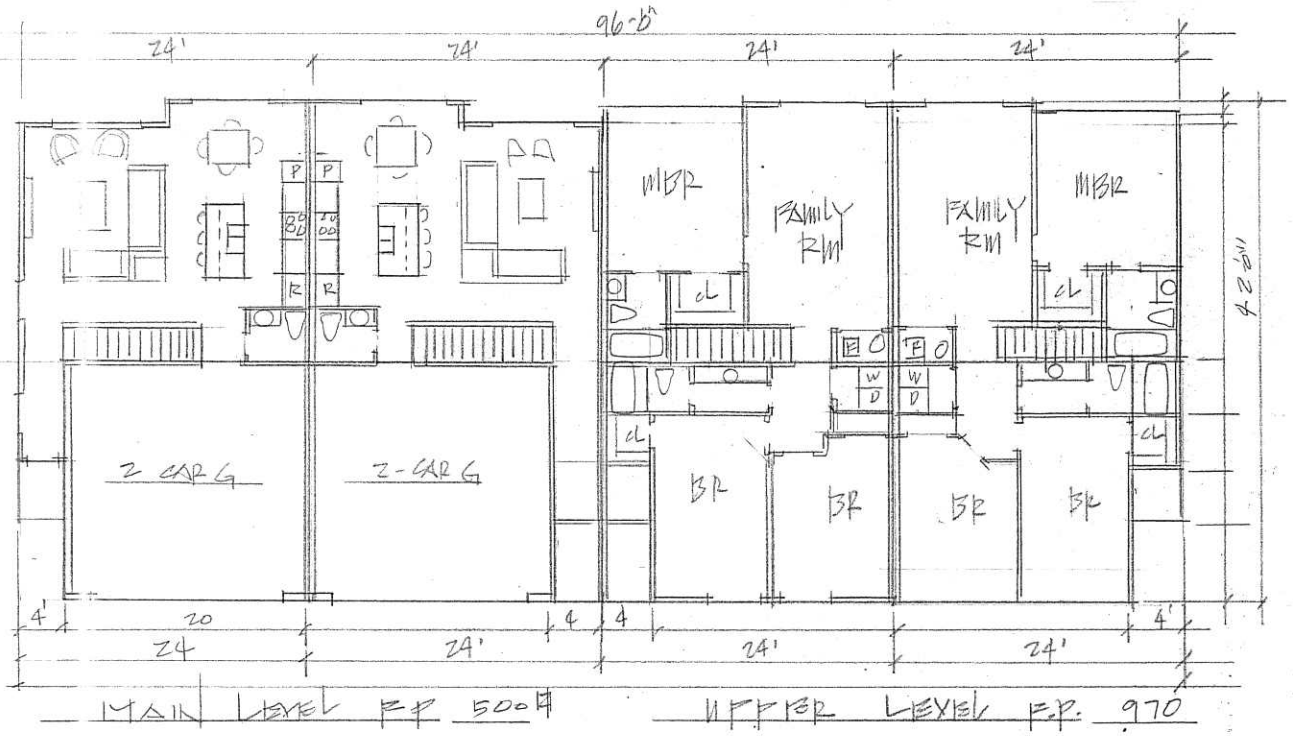




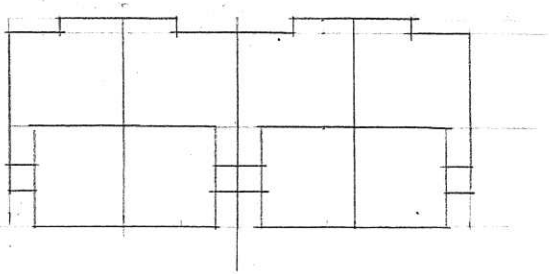


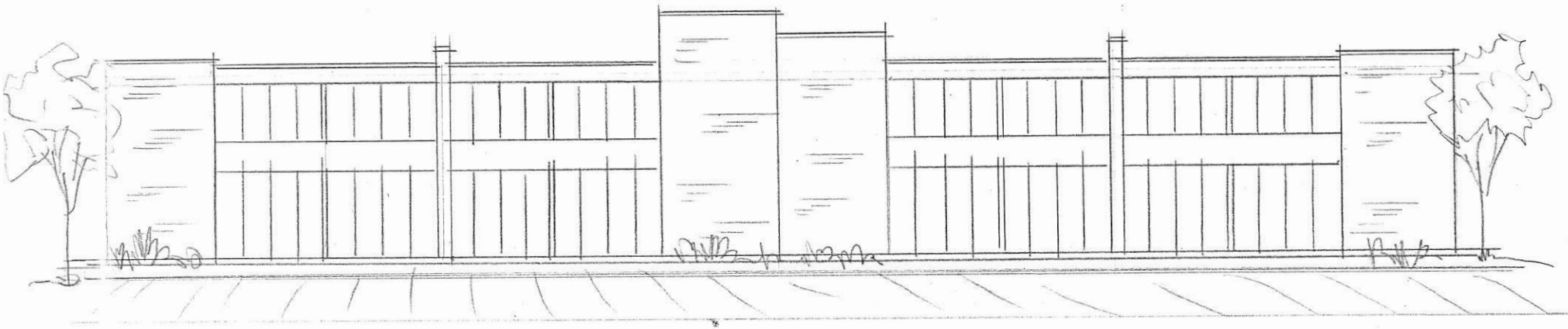
office (801) 292.6263
cell (801) 589.3381
GML DESIGN GROUP
380 N 200 W STE 107 BOUNTIFUL | UT 84010



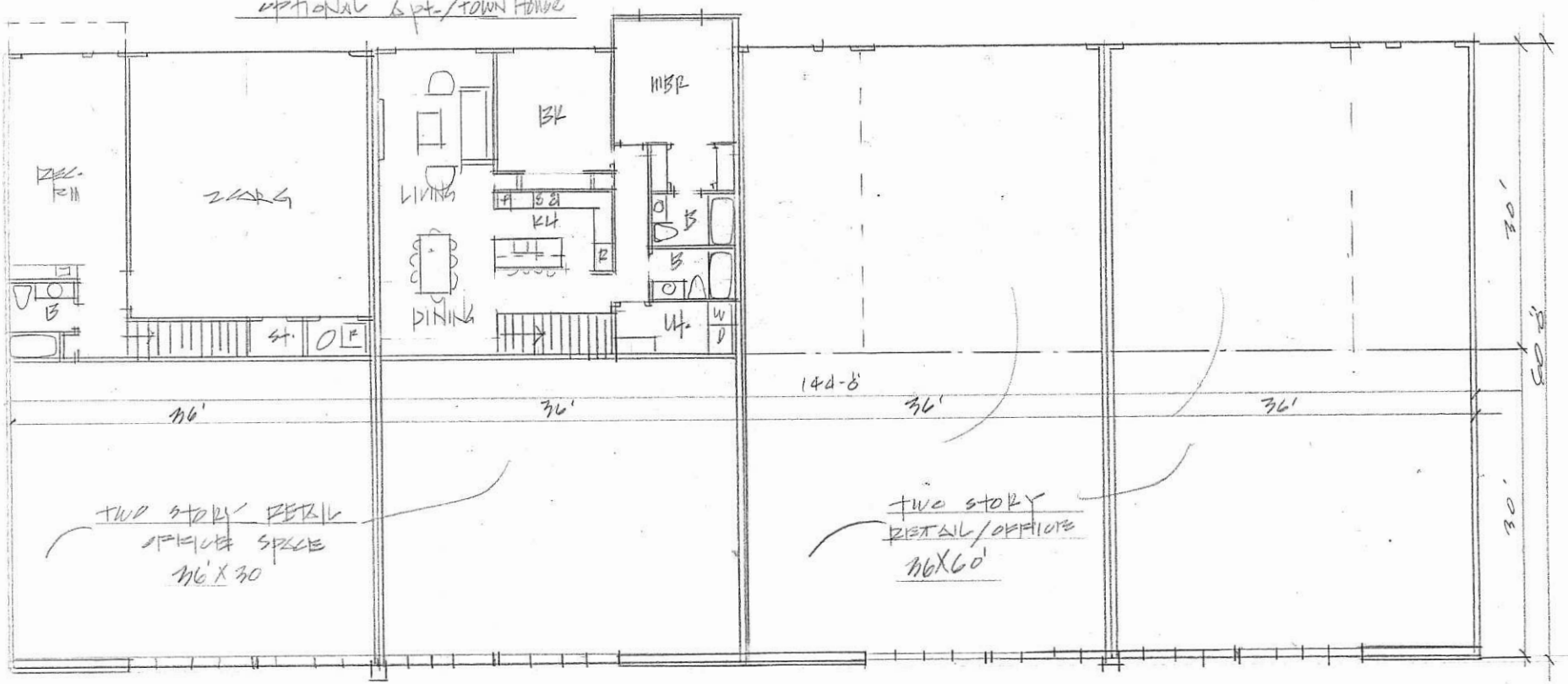


M 500
U 970
T 1470





optional apt./town house



PRELIMINARY SKETCH: RETAIL/OFFICE SPACE W/OPT. APT.

1/16" = 1'-0"



CALDWELL 4-PLEX (PLAN #1)

GREG M. LARSEN DESIGN GROUP INC.
380 N. 200 W. - SUITE 107
BOUNTIFUL, UTAH 84010
(801) 292-6263

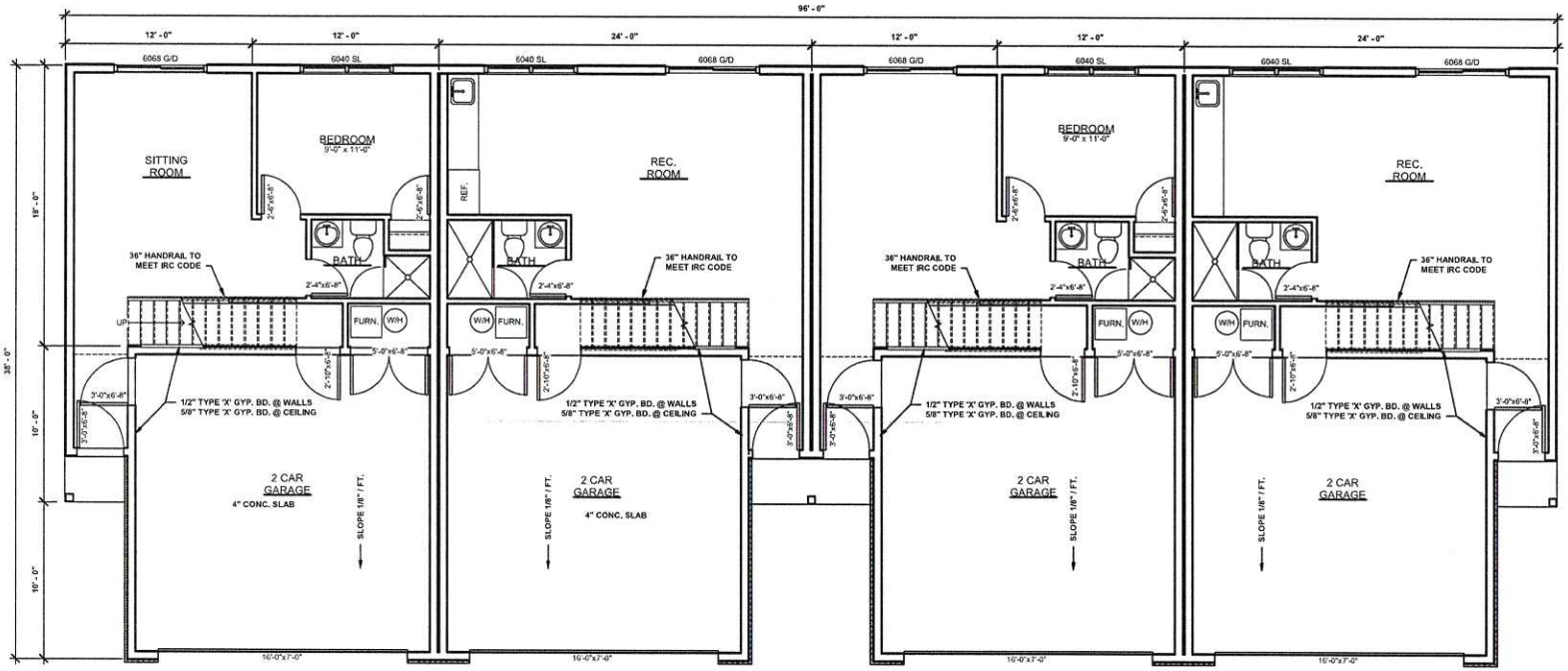


RENDERING #1



RENDERING #2

GREG M. LARSEN DESIGN GROUP INC.
380 N. 200 W. – SUITE 107
BOUNTIFUL, UTAH 84010
(801) 292-6263



SW1 SHEET ONE SIDE W/ 20ga W/ #10 TEK SCREWS @ 6, 6, 12

- DESIGNATES BETWEEN LEVEL TIE. REFER TO DETAIL SHEETS

△ - DESIGNATES SHEARWALL. REFER TO DETAIL SHEETS FOR SCHEDULE.

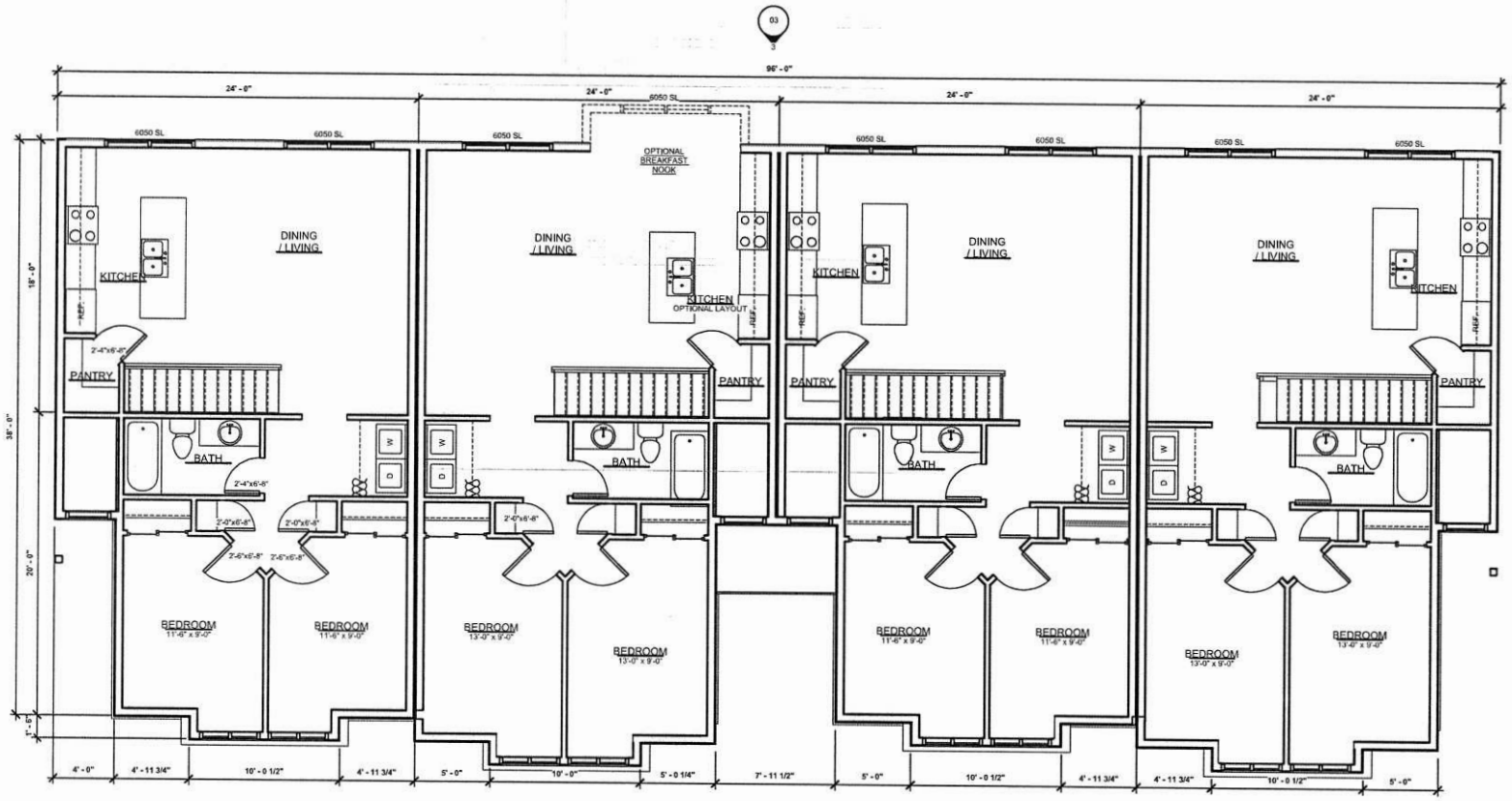
** CONSTRUCT PER SMALL WALL DETAIL. REFER TO DETAIL SHEETS. DETAIL 10/SD2

Simulan

MAIN LEVEL (PLAN #1)

EACH UNIT	
MAIN	410 SQ. FT.
GARAGE	371 SQ. FT.
PORCH	13 SQ. FT.

GREG M. LARSEN DESIGN GROUP INC.
380 N. 200 W. – SUITE 107
BOUNTIFUL, UTAH 84010
(801) 292-6263



UPPER LEVEL

795 SQ. FT. (SMALLER UNITS)
925 SQ. FT. (LARGER UNITS)
28 SQ. FT. (OPTIONAL NOOK)

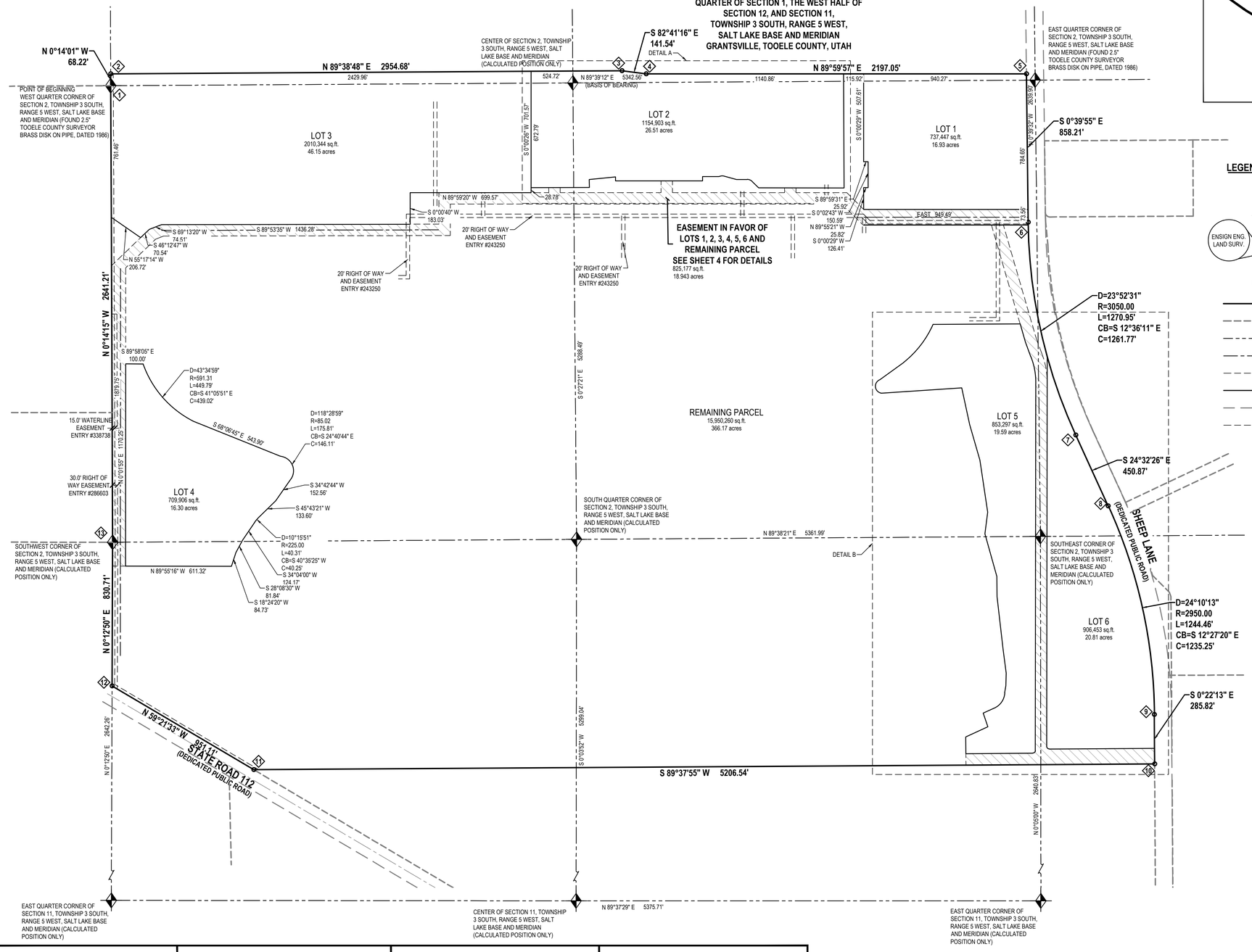
GREG M. LARSEN DESIGN GROUP INC.
380 N. 200 W. - SUITE 107
BOUNTIFUL, UTAH 84010
(801) 292-6263

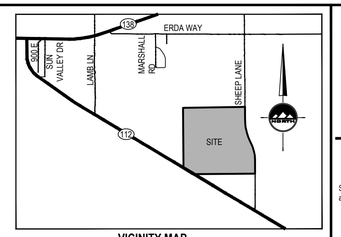
AGENDA ITEM #6

Consideration to recommend approval of the Final Plat of the Utah Motorsports Campus Subdivision

UTAH MOTORSPORTS CAMPUS SUBDIVISION
FINAL PLAT

LOCATED IN SECTION 2, THE SOUTHWEST QUARTER OF SECTION 1, THE WEST HALF OF SECTION 12, AND SECTION 11, TOWNSHIP 3 SOUTH, RANGE 5 WEST, SALT LAKE BASE AND MERIDIAN GRANTSVILLE, TOOELE COUNTY, UTAH





VICINITY MAP
NOT TO SCALE

LEGEND

- EXISTING STREET MONUMENT
- PROPOSED STREET MONUMENT TO BE SET
- SECTION CORNER
- 5/8"x24" REBAR WITH YELLOW PLASTIC CAP, OR NAIL STAMPED "ENSIGN ENG. & LAND SURV."
- PU&DE = PUBLIC UTILITY & DRAINAGE EASEMENT
- BOUNDARY LINE
- ADJACENT PROPERTY LINE
- SECTION LINE
- CENTER LINE
- EASEMENT LINE
- RIGHT OF WAY LINE
- ADJACENT RIGHT OF WAY LINE
- TANGENT LINE

ENSIGN ENG. LAND SURV.

PU&DE

POINT TABLE

POINT #	NORTHING	EASTING
1	7383706.07	1393326.84
2	7383774.29	1393326.56
3	7383792.51	1396281.19
4	7383774.50	1396421.58
5	7383774.53	1398618.63
6	7382916.38	1398628.59
7	7381685.01	1398903.90
8	7381274.87	1399091.17
9	7380068.69	1399357.59
10	7379782.88	1399359.44
11	7379749.44	1394153.00
12	7380234.18	1393334.68
13	7381064.88	1393337.78

SURVEYOR'S CERTIFICATE

I, **Douglas J. Kinsman** do hereby certify that I am a Professional Land Surveyor, and that I hold certificate No. **334575** as prescribed under laws 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, and have subdivided said tract of land into lots and streets, together with easements, hereafter to be known as **UTAH MOTORSPORTS CAMPUS SUBDIVISION**, and that the same has been correctly surveyed and staked on the ground as shown on this plat. I further certify that all lots meet frontage width and area requirements of the applicable zoning ordinances.

BOUNDARY DESCRIPTION

A parcel of land, situate in Section 2, the Southwest Quarter of Section 1, the Northwest Quarter of Section 12, and the North half of Section 11, Township 3 South, Range 5 West, Salt Lake Base and Meridian, said parcel also located in Grantsville, Tooele County, Utah, more described as follows:

Beginning at the West Quarter Corner of Section 2, Township 3 South, Range 5 West, Salt Lake Base and Meridian, and running:

thence North 0°14'01" West 68.22 feet along the West Section line of Section 2 and more or less along a barb wire fence to a barb wire fence;
thence North 89°38'48" East 2954.68 feet more or less along said chain link fence to a chain link fence;
thence South 82°41'16" East 141.54 feet along said chain link fence to a chain link fence;
thence North 89°59'57" East 2197.05 feet along said chain link fence to a chain link fence;
thence South 0°39'55" East 858.21 feet along said chain link fence;
thence Southeasterly 1270.95 feet along the arc of a 3050.00 foot radius tangent curve to the left (center bears South 89°20'05" West and the long cord bears South 12°36'11" East 1261.77 feet through a central angle of 23°52'31");
thence South 24°32'26" East 450.87 feet;
thence Southeasterly 1244.46 feet along the arc of a 2950.00 foot radius tangent curve to the right (center bears North 65°27'34" East and the long chord bears South 12°27'20" East 1235.25 feet through a central angle of 24°10'13");
thence South 0°22'13" East 285.82 feet;
thence South 89°37'55" West 5206.54 feet along a chain link fence to a chain link fence and to the Northerly line of State Road 112;
thence North 59°21'33" West 951.11 feet along the Northerly line and said chain link fence to a chain link fence and to the West Section line of said Section 11;
thence North 0°12'50" East 830.71 feet along said chain link fence and said Section line to the Northwest corner of said Section 11 and to a chain link fence;
thence North 0°14'15" West 2641.21 feet along said chain link fence and West Section line of said Section 2 to the said West Quarter Corner of Section 2 and to the Point of Beginning.

Parcel contains: 22,322,610 square feet, or 512.46 acres, 7 Lots.

SEPTEMBER 28, 2022
Date
Douglas J. Kinsman
License no. 334575

PROFESSIONAL LAND SURVEYOR — No. 334575 — DOUGLAS J. KINSMAN — STATE OF UTAH

OWNER'S DEDICATION

Known all men by these present that the undersigned are the owner(s) of the hereon described tract of land and hereby cause the same to divided into lots and streets together with easements as set forth hereafter to be known as:

UTAH MOTORSPORTS CAMPUS SUBDIVISION

The undersigned owner(s) hereby dedicate to Grantsville City all those parts or portions of said tract of land on said plat designated hereon as streets, the same to be used as public thoroughfares forever. The undersigned owner(s) also hereby convey to Grantsville City and to all public utility companies providing service to the hereon described tract a perpetual, non-exclusive easement over the streets, public utility, and drainage easements shown on this plat, the same to be used for drainage and the installation, maintenance and operation of public utility service lines and facilities. The undersigned owner(s) also convey any other easements shown on this plat to the parties indicated and for the purposes shown hereon.

In witness whereof I / we have hereunto set my / our hand this _____ day of _____ A.D., 20_____.

_____
By: Dixon Hunt, General Manager

CORPORATE ACKNOWLEDGMENT

STATE OF UTAH)S.S.
County of Tooele

On the _____ day of _____ A.D., 20_____, personally appeared before me, the undersigned Notary Public, in and for said County of _____ in the State of Utah, who after being duly sworn, acknowledged to me that He/She is the _____ of _____ and that He/She signed the Owner's Dedication freely and voluntarily for and in behalf of said Corporation by authority of a resolution of its Board of Directors for the purposes therein mentioned and acknowledged to me that said Corporation executed the same.

MY COMMISSION EXPIRES: _____.

_____ RESIDING IN _____ COUNTY.
NOTARY PUBLIC

NORTH

HORIZONTAL GRAPHIC SCALE

60 0 30 60 120
(IN FEET)
HORZ: 1 inch = 60 ft.

GRANTSVILLE CITY PUBLIC WORKS APPROVAL

APPROVED THIS _____ DAY OF _____, 20_____, BY THE GRANTSVILLE CITY PUBLIC WORKS.

GRANTSVILLE CITY PUBLIC WORKS DIRECTOR

TOOELE COUNTY TREASURER

I HEREBY CERTIFY THAT PROPERTY TAXES DUE AND OWNING HAVE BEEN PAID IN FULL THIS _____ DAY OF _____, 20_____, FOR PARCEL NO.

TOOELE COUNTY TREASURER

CITY FIRE DEPARTMENT APPROVAL

APPROVED THIS _____ DAY OF _____, 20_____, BY THE GRANTSVILLE CITY FIRE DEPT.

GRANTSVILLE CITY FIRE CHIEF

GRANTSVILLE CITY PLANNER APPROVAL

APPROVED THIS _____ DAY OF _____, 20_____, BY THE GRANTSVILLE CITY PLANNER.

GRANTSVILLE CITY PLANNER

CITY MAYOR APPROVAL

APPROVED THIS _____ DAY OF _____, 20_____, BY THE GRANTSVILLE CITY MAYOR.

GRANTSVILLE CITY MAYOR — ATTEST: GRANTSVILLE CITY RECORDER

CITY ATTORNEY'S APPROVAL

APPROVED THIS _____ DAY OF _____, 20_____, BY THE GRANTSVILLE CITY ATTORNEY.

GRANTSVILLE CITY ATTORNEY

PLANNING COMMISSION APPROVAL

APPROVED THIS _____ DAY OF _____, 20_____, BY THE GRANTSVILLE CITY PLANNING COMMISSION.

CHAIR, GRANTSVILLE CITY PLANNING COMMISSION

COUNTY SURVEYOR APPROVAL

APPROVED THIS _____ DAY OF _____, 20_____, BY THE TOOELE COUNTY SURVEYOR.

RECORD OF SURVEY FILE #_____

TOOELE COUNTY SURVEYOR

ENGINEER'S CERTIFICATE

I HEREBY CERTIFY THAT THIS OFFICE HAS EXAMINED THIS PLAT AND IT IS CORRECT IN ACCORDANCE WITH INFORMATION ON FILE IN THIS OFFICE.

GRANTSVILLE CITY ENGINEER — DATE

DEVELOPER
UMC
512 NORTH SHEEP LANE
GRANTSVILLE, UT 84029
DIXON HUNT
801-882-0607

SHEET 1 OF 4

PROJECT NUMBER : T1611C
MANAGER : D. KINSMAN
DRAWN BY : T. HUSSEY
CHECKED BY : D. KINSMAN
DATE : 9/28/22

ENSIGN
THE STANDARD IN ENGINEERING

TOOELE
169 North Main Street Unit 1
Tooele, Utah 84074
Phone: 435.843.3590
Fax: 435.578.0108

WWW.ENSIGNENG.COM

SALT LAKE CITY
Phone: 801.255.0529

LAYTON
Phone: 801.547.1100

CEDAR CITY
Phone: 435.865.1453

RICHFIELD
Phone: 435.896.2983

TOOELE COUNTY RECORDER

RECORDED # _____
STATE OF UTAH, COUNTY OF TOOELE, RECORDED AND FILED AT THE
REQUEST OF : _____
DATE: _____ TIME: _____
FEE$ — TOOELE COUNTY RECORDER

UTAH MOTORSPORTS CAMPUS SUBDIVISION

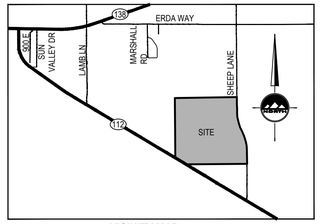
LOCATED IN SECTION 2, THE SOUTHWEST QUARTER OF SECTION 1, THE WEST HALF OF SECTION 12, AND SECTION 11, TOWNSHIP 3 SOUTH, RANGE 5 WEST, SALT LAKE BASE AND MERIDIAN GRANTSVILLE, TOOELE COUNTY, UTAH

UTAH MOTORSPORTS CAMPUS SUBDIVISION
FINAL PLAT

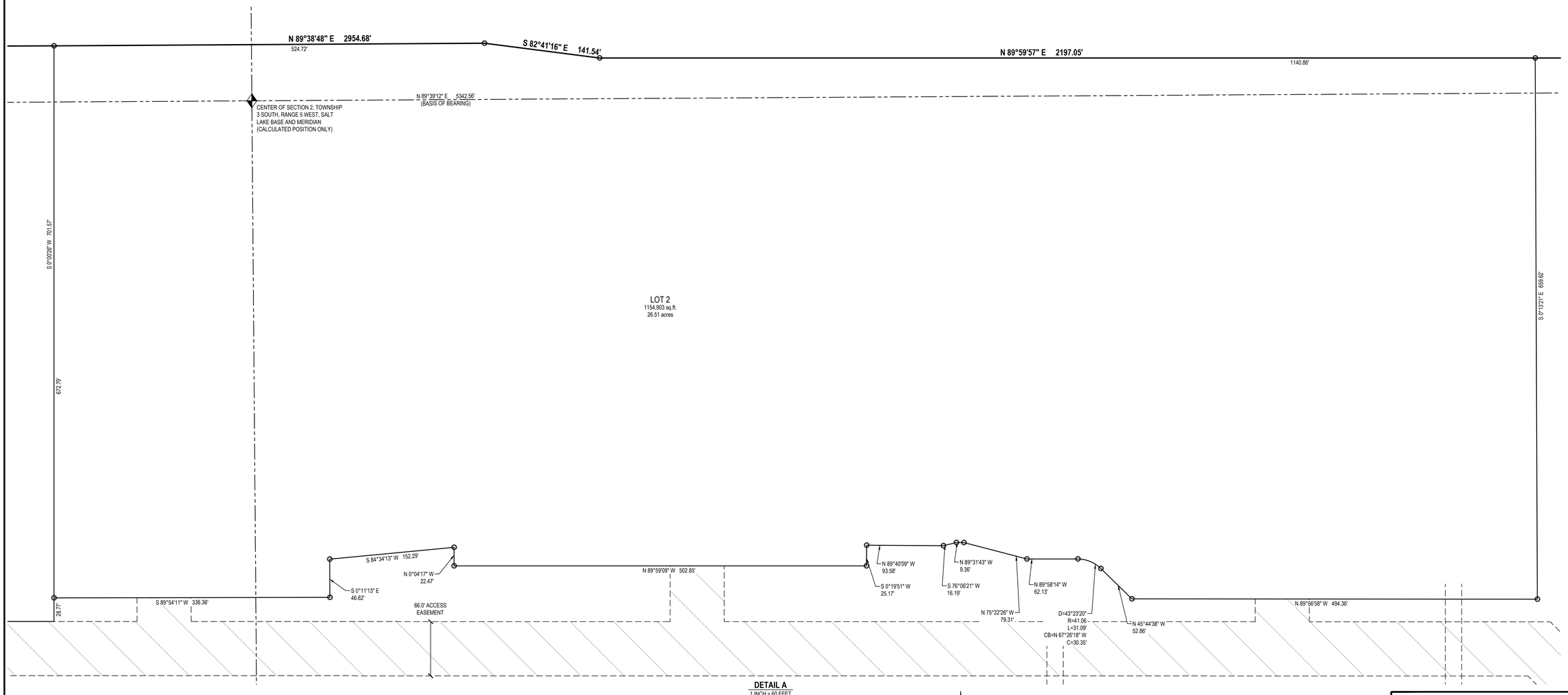
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- ADJACENT RIGHT OF WAY LINE
- TANGENT LINE



VICINITY MAP
NOT TO SCALE



DETAIL A
1 INCH = 60 FEET

HORIZONTAL GRAPHIC SCALE

60 0 30 60 120
(IN FEET)
HORZ: 1 inch = 60 ft.

NORTH

PROFESSIONAL LAND SURVEYOR
No. 334515
DOUGLAS D. KINSMAN
STATE OF UTAH
9-28-22

UTAH MOTORSPORTS CAMPUS SUBDIVISION

LOCATED IN SECTION 2, THE SOUTHWEST QUARTER OF SECTION 1, THE WEST HALF OF SECTION 12, AND SECTION 11, TOWNSHIP 3 SOUTH, RANGE 5 WEST, SALT LAKE BASE AND MERIDIAN GRANTSVILLE, TOOELE COUNTY, UTAH

DEVELOPER
UMC
512 NORTH SHEEP LANE
GRANTSVILLE, UT 84029
DIXON HUNT
801-882-0607

SHEET 2 OF 4

PROJECT NUMBER : T1611C
MANAGER : D. KINSMAN
DRAWN BY : T. HUSSEY
CHECKED BY : D. KINSMAN
DATE : 9/28/22

ENSIGN
THE STANDARD IN ENGINEERING

TOOELE
169 North Main Street Unit 1
Tooele, Utah 84074
Phone: 435.843.3590
Fax: 435.578.0108

WWW.ENSIGNENG.COM

SALT LAKE CITY Phone: 801.255.0529
LAYTON Phone: 801.547.1100
CEDAR CITY Phone: 435.865.1453
RICHFIELD Phone: 435.896.2983

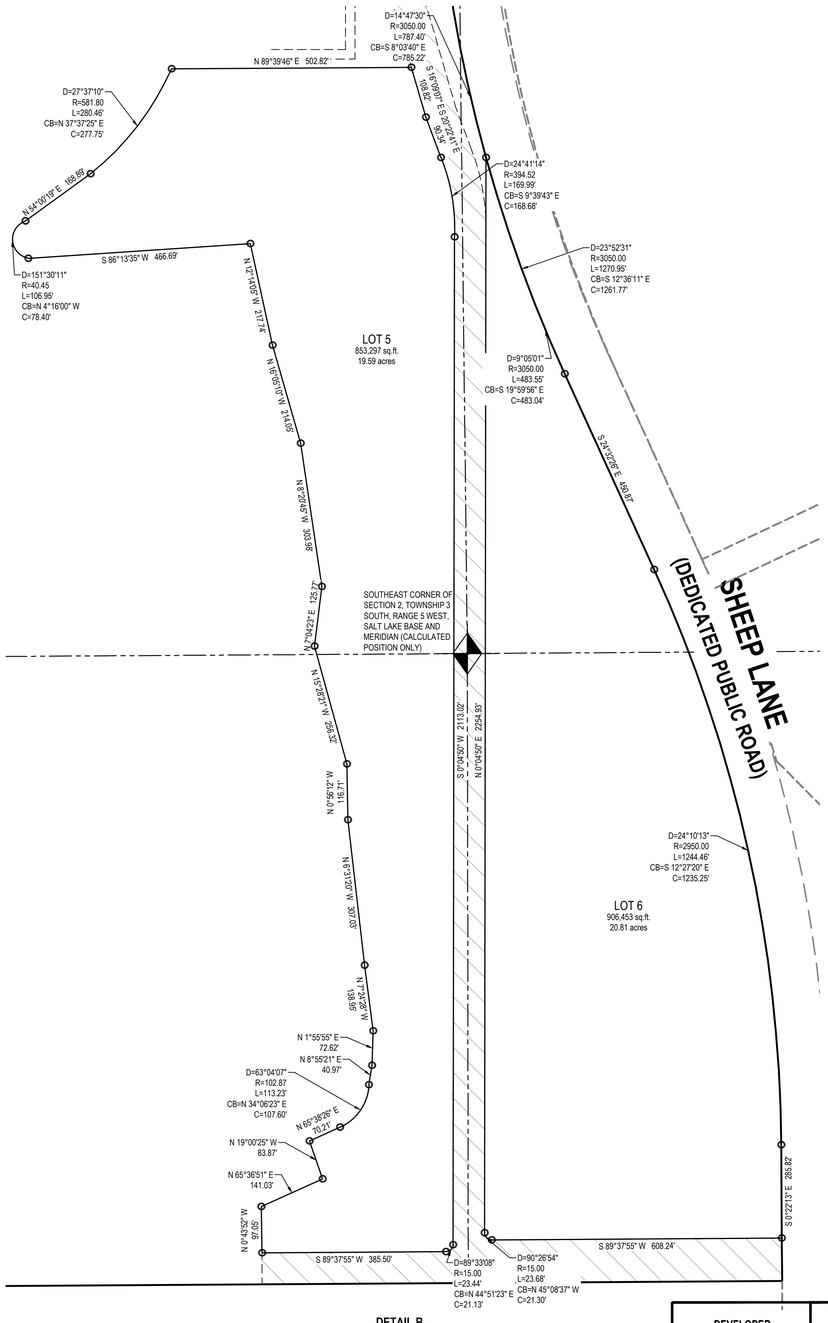
TOOELE COUNTY RECORDER

RECORDED # _____
STATE OF UTAH, COUNTY OF TOOELE, RECORDED AND FILED AT THE
REQUEST OF : _____
DATE: _____ TIME: _____
FEE$ _____ TOOELE COUNTY RECORDER

UTAH MOTORSPORTS CAMPUS SUBDIVISION

FINAL PLAT

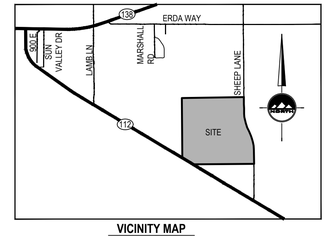
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DETAIL B
1 INCH = 150 FEET

LEGEND

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- ADJACENT RIGHT OF WAY LINE
- TANGENT LINE



VICINITY MAP
NOT TO SCALE

HORIZONTAL GRAPHIC SCALE
60 0 30 60 120
(IN FEET)
HORZ. 1 inch = 60 ft.

NORTH

PROFESSIONAL LAND SURVEYOR
No. 334515
DON CLARK KINSMAN
STATE OF UTAH

UTAH MOTORSPORTS CAMPUS SUBDIVISION

LOCATED IN SECTION 2, THE SOUTHWEST QUARTER OF SECTION 1, THE WEST HALF OF SECTION 12, AND SECTION 11, TOWNSHIP 3 SOUTH, RANGE 5 WEST, SALT LAKE BASE AND MERIDIAN GRANTSVILLE, TOOELE COUNTY, UTAH

DEVELOPER
UMC
512 NORTH SHEEP LANE
GRANTSVILLE, UT 84029
DIXON HUNT
801-882-0607

SHEET 3 OF 4

PROJECT NUMBER : T1611C
MANAGER : D. KINSMAN
DRAWN BY : T. HUSSEY
CHECKED BY : D. KINSMAN
DATE : 9/28/22

ENSIGN
THE STANDARD IN ENGINEERING

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WWW.ENSIGNENG.COM

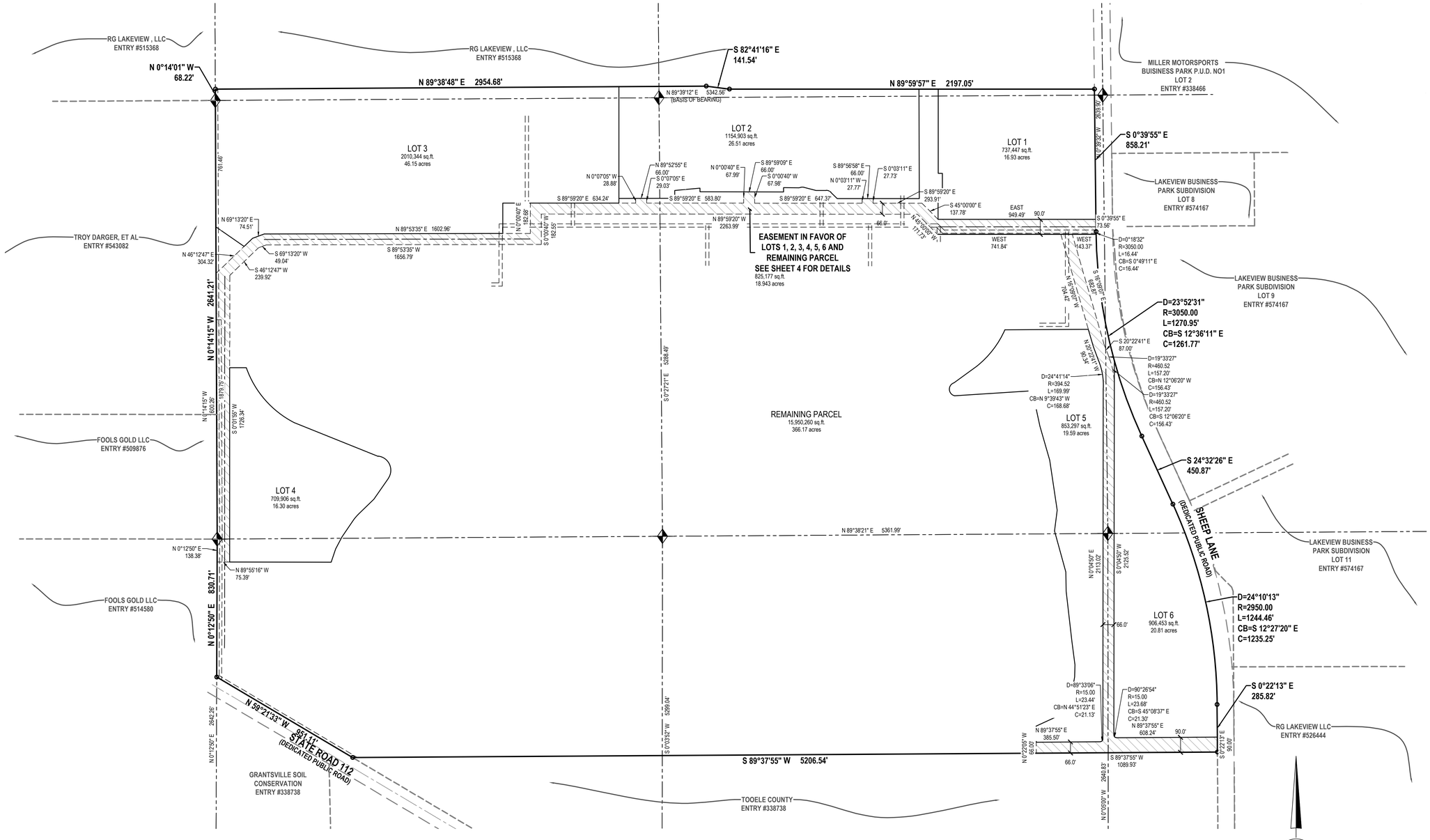
SALT LAKE CITY Phone: 801.255.0529
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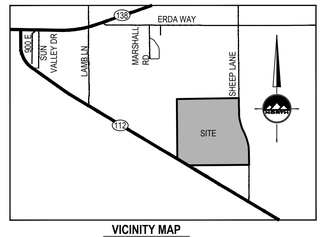
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UTAH MOTORSPORTS CAMPUS SUBDIVISION
FINAL PLAT

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VICINITY MAP
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LEGEND

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- RIGHT OF WAY LINE
- ADJACENT RIGHT OF WAY LINE
- TANGENT LINE

HORIZONTAL GRAPHIC SCALE

60 0 30 60 120

(IN FEET)

HORZ: 1 inch = 60 ft.

REGISTERED PROFESSIONAL LAND SURVEYOR No. 334575 DOUGLAS D. KINSMAN STATE OF UTAH

DEVELOPER
UMC
512 NORTH SHEEP LANE
GRANTSVILLE, UT 84029
DIXON HUNT
801-882-0607

SHEET 4 OF 4

PROJECT NUMBER : T1611C
MANAGER : D. KINSMAN
DRAWN BY : T. HUSSEY
CHECKED BY : D. KINSMAN
DATE : 9/28/22

ENSIGN
THE STANDARD IN ENGINEERING

TOOELE
169 North Main Street Unit 1
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UTAH MOTORSPORTS CAMPUS SUBDIVISION

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TOOELE COUNTY RECORDER

RECORDED # _____

STATE OF UTAH, COUNTY OF TOOELE, RECORDED AND FILED AT THE

REQUEST OF : _____

DATE: _____ TIME: _____

FEE$ _____ TOOELE COUNTY RECORDER

AGENDA ITEM #7

Discussion of Grantsville Transportation Master Plan (MTP) / Active Transportation Plan (ATP) / Main Street Master Plan

Planning and Zoning
336 W. Main Street • Grantsville, UT 84029
Phone: (435) 884-1674 • Fax: (435) 884-0426

Grantsville Master Transportation Plan (MTP), Active Transportation Plan (ATP), Main Street Master Plan Summary

Parcel ID:	Grantsville. Utah	**Meeting Date:**	Dec. 07, 2023
Property Address:	N/A	**Current Zone/Proposed Zone**	N/A

Applicant Name:	Grantsville City Community and Economic Development Department
Request:	Dan England, Cavett Eaton
Prepared by:	Cavett Eaton

PROJECT DESCRIPTION

These documents represent the results of a grant awarded to Grantsville City for a City Wide Traffic Study and a Main Street Master Plan. The Active Transportation Plan (ATP) and the Main Street Master Plan was added to the report as addendums to the original.

The Master Transportation plan was approved by City Council in August of 2022.

A steering committee consisting of consultants, city staff and select city council members was formed to evaluate and recommend future Grantsville needs in the near and far future.

The Active Transportation Plan (ATP) is intended to be incorporated into the TMP, and gives more specific considerations for bicycling and walking improvements in Grantsville.

The Main Street Master Plan focuses on a core area located between Center Street and Bowery Street. Within the core area, from Center Street to Hale Street, this area will be the proposed Downtown core. While Hale Street to Bowery Street will be the core area exploring character-defining elements such as community signage, gateways, gathering places, and sidewalk enhancements. This plan is a proposal to Grantsville City to create a more useable and pedestrian friendly environment intended to encourage pedestrian traffic and attract our residents to the downtown area.

PROJECT IMAGES

This entire plan is a PDF file that includes 110 pages. It is attached as a separate file because of its length. We have included a few of the representative pages from each plan.

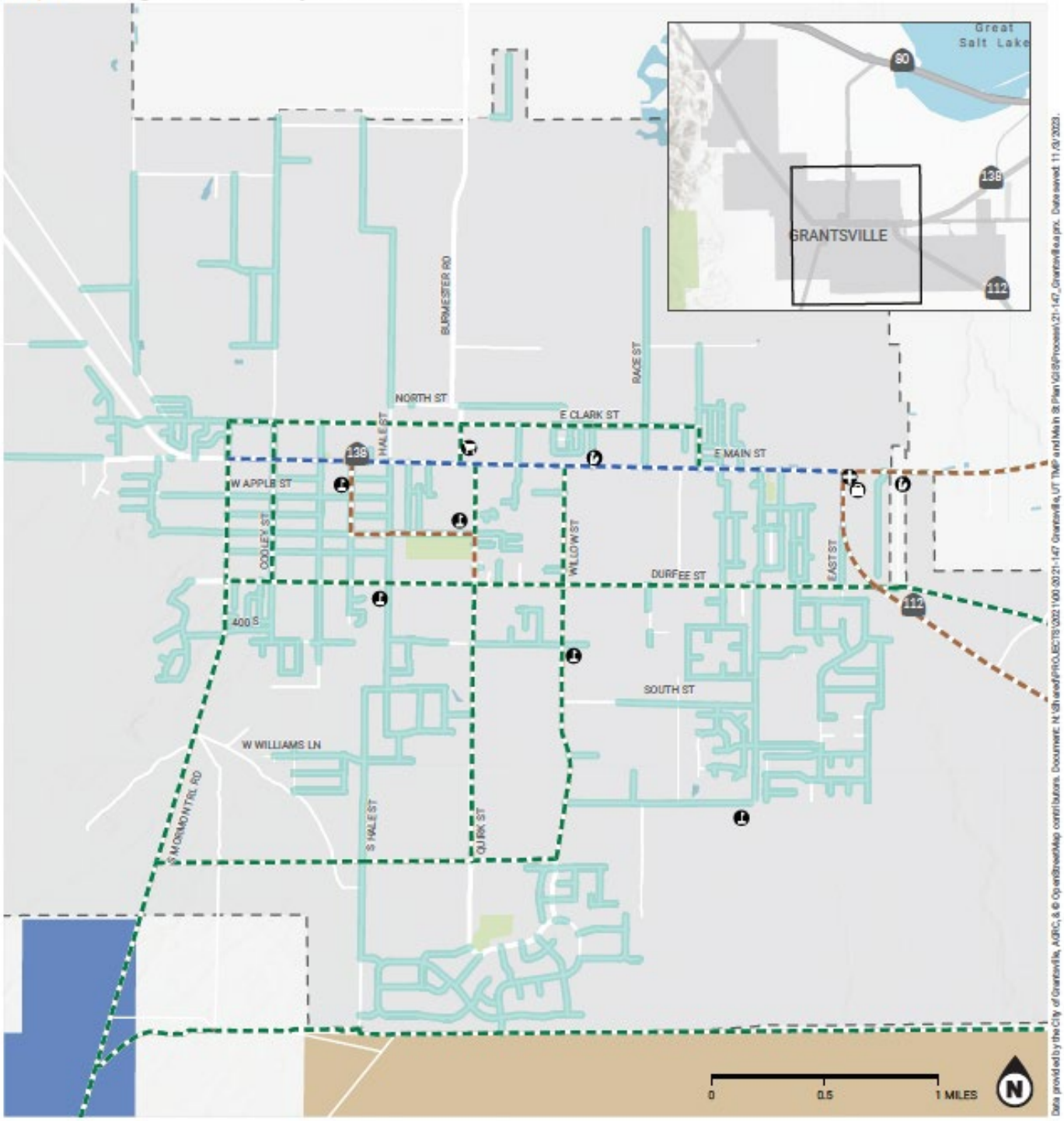
Figure 3. *Existing Roadway LOS*



Figure 7. *Existing Functional Classifications*



Map 1. *Existing & Planned Bicycle Network*



EXISTING CONDITIONS

GRANTSVILLE CITY

Base Map

Boundaries

- Grantsville City Boundary
- Dept of Defense
- State Trust Lands
- Water
- Parks

Destinations / Transportation

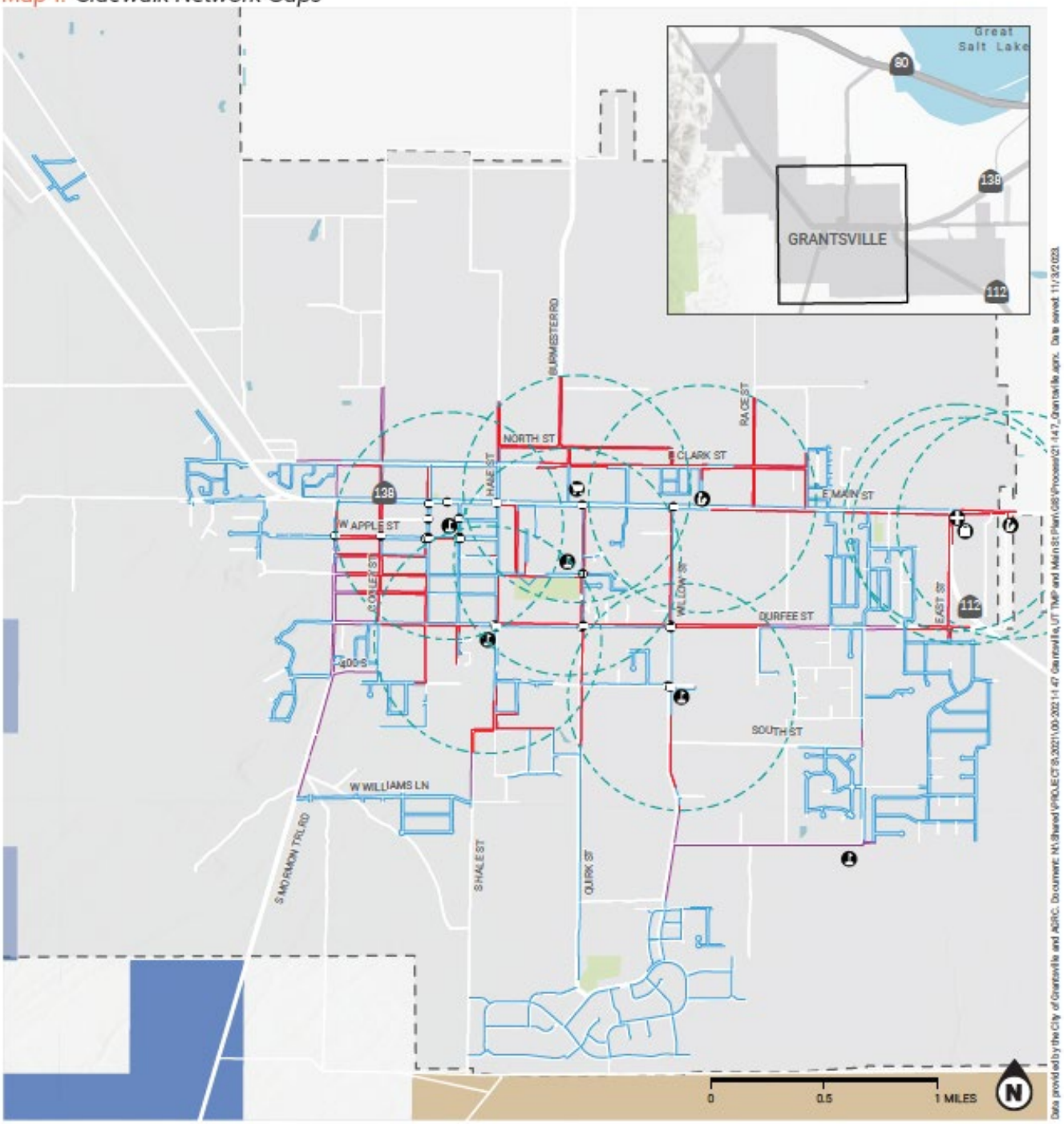
- School
- Grocery Store
- Library
- Medical Center
- Retail Node
- Local Roads ≤ 25 MPH (From © OpenStreetMap)

Planned Bike Facilities (From UDOT Unified Plan)

- Painted Bike Lane
- Parallel Pathway
- Unknown Facility Type

alta

Map 1. *Sidewalk Network Gaps*



SIDEWALK ANALYSIS

GRANTSVILLE CITY

alta

Base Map

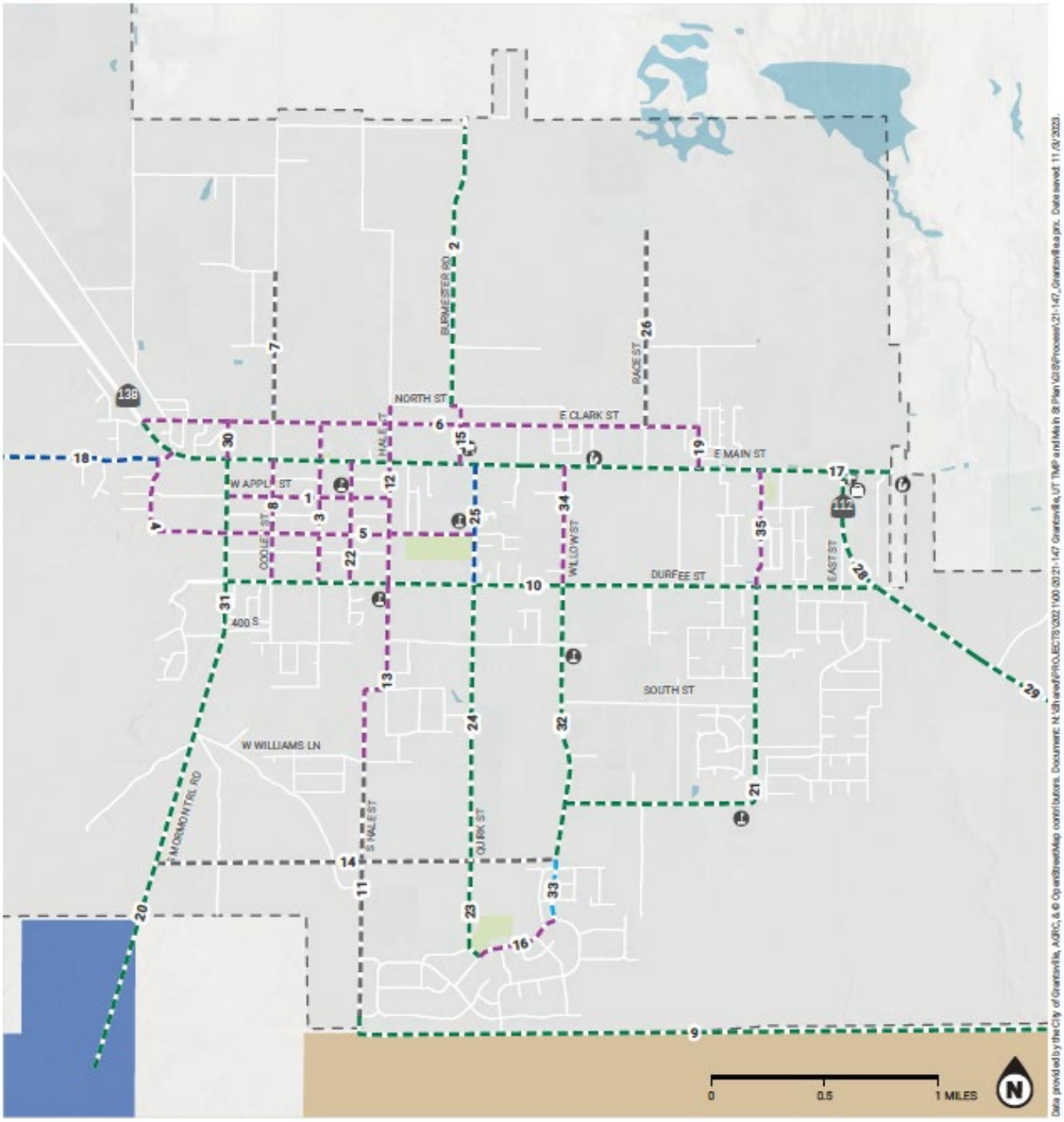
Boundaries

- Grantsville City Boundary
- Dept of Defense
- State Trust Lands
- Water
- Parks

Destinations / Transportation

- School
- Grocery Store
- Library
- Medical Center
- Retail Node
- Existing Marked Crossings
- Existing Sidewalks (As of 12/13/22)
- Sidewalk Gaps
- Sidewalk Gaps within Buffers
- 1/2 Mile Destination Buffer

Map 2. *Recommended Bike and Trail Facilities*



RECOMMENDED BIKEWAYS AND TRAILS

GRANTSVILLE CITY

Base Map

Boundaries

- Grantsville City Boundary
- Dept of Defense
- State Trust Lands
- Water
- Parks

Destinations

- Paved Trail
- Buffered Bike Lane
- Bike Lane
- Neighborhood Byway
- TBD

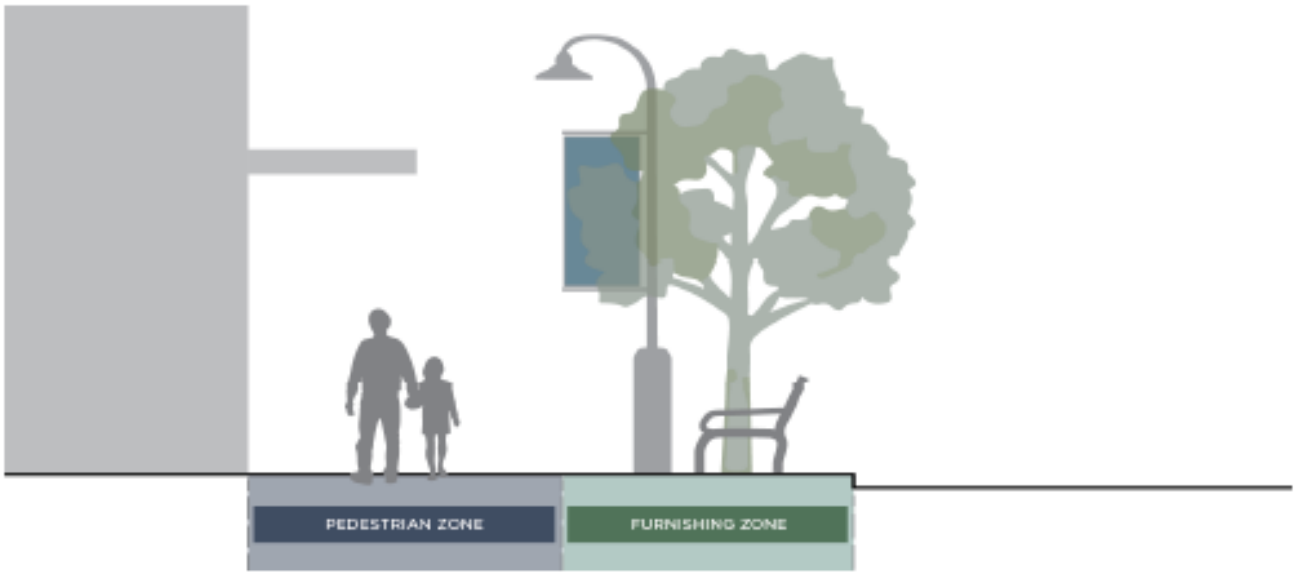
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Map 1. Assets and Challenges between Center Street and Bowery Street



Map 2. Opportunities between Center Street and Bowery Street



Example of Sidewalk Design with Pedestrian Zone and Furnishing Zone

NEIGHBORHOOD RESPONSE

No public hearing has been held. Notice will be sent out and hearing planned for Dec. 21, 2023 Planning Commission meeting. This presentation is for Discussion for Dec. 7th.

Grantsville Transportation Master Plan

Grantsville, UT

November 2023



Photo Courtesy: Kerri Anderson

GRANTSVILLE
INCORPORATED 1867

MHTN ARCHITECTS

alta

Horrocks.

How To Use This Document

This Plan consists of three sections, each one uniquely tailored to the needs and context of Grantsville. All three offer recommendations based off through analysis.

The first section is Grantsville's updated Transportation Master Plan (TMP), which casts a wide-net vision of the city's internal transportation network and how it connects to communities outside of its borders. To keep pace with anticipated growth, the TMP acts as a guide for maintaining and planning a transportation network that will continue to sustain and support the city's needs.

Grantsville's population is estimated to approximately double by 2050. With this increase in population also comes the need to move more people, goods, and services within, outside of, and through Grantsville. The TMP provides a list of recommended roadway improvements that balance the need to preserve Grantsville's community character while providing access and mobility scaled to the future needs of the local and regional economy.

The second section is Grantsville's Active Transportation Plan (ATP), which identifies specific opportunities and locations for walking and biking infrastructure that can be seamlessly integrated into the city's transportation network. This section includes a review of origins & destinations for active travel, and opportunities and constraints that may benefit or hinder the development of active transportation facilities. The ATP thoroughly assesses Grantsville's walking and biking infrastructure and provides a project list that will produce an connected, accessible, and effective active transportation network.

The third section is the Main Street Master Plan. This section provides a detailed approach to creating a welcoming Main Street and downtown corridor in Grantsville, which communicates vibrancy, activity and heritage to residents, visitors, and passersby, and is supportive of local heritage and economy. The focus is between Center Street and Bowery Street, and the section proposes a downtown core between Center Street and Hale Street. This section examines character-defining elements such as community signage, gateways, gathering places, and sidewalk enhancements.

Individually, these sections have their own purpose, goals, and objectives. Collectively all three share a unified vision that supports the close-knit community of the present, the preservation of Grantsville's historic past, and the desire to leverage opportunities for Grantsville City to thoughtfully grow and develop as it looks towards the future and lays out its path forward into the middle of this century.

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Transportation Master Plan

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Transportation Master Plan

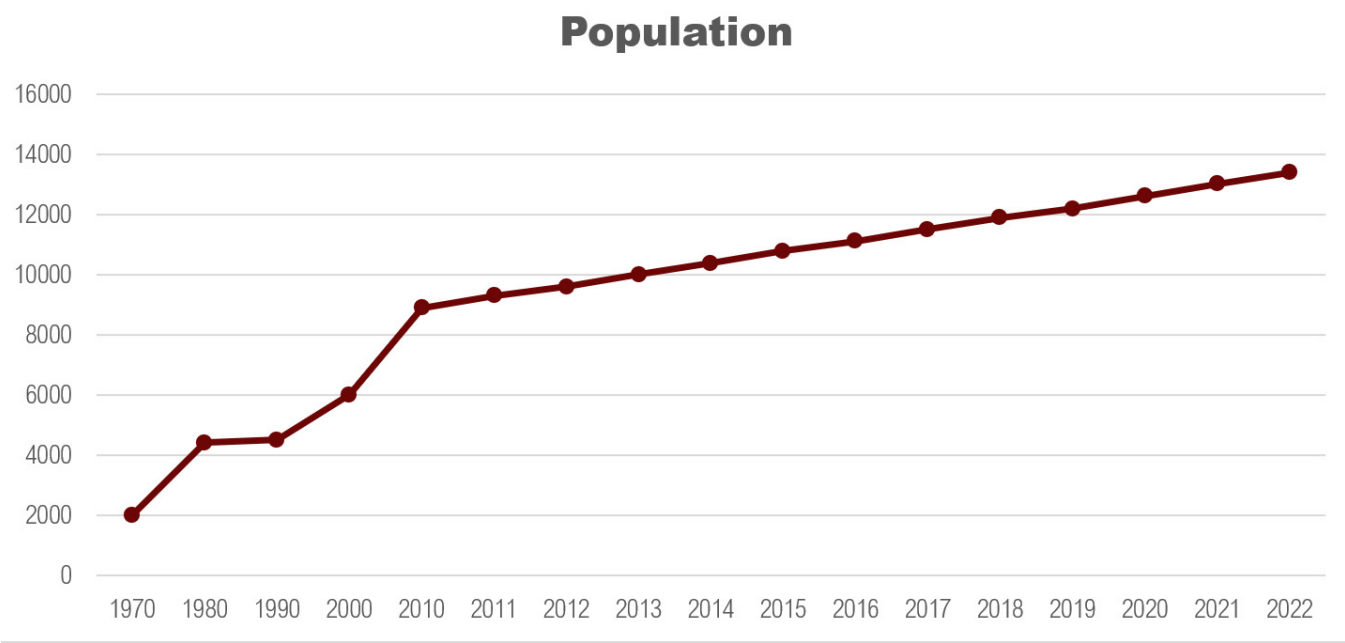
Grantsville, UT

November 2023

Introduction

Grantsville may be considered a small town, but is currently experiencing significant population and traffic growth, which is expected to continue in the future. Grantsville's population is currently about 13,500 people with an annual growth rate of 2.86%, which is an incremental increase that will approximately double the population by 2050. To keep pace with the upcoming growth, this Transportation Master Plan (TMP) acts as a guide for maintaining and planning a transportation network to sustain and support the needs of the city. Figure 1 displays the historic population of Grantsville.

Figure 1. *Grantsville City Historic Population*



The Governor's Office of Management and Budget (GOMB) has also published the estimated for Grantsville through 2060.

Granstville Projected Population

Year	2020	2030	2040	2050	2060
Population	15,940	11,798	20,806	25,910	31,421

The projected growth does not include the recent activity for developments in the West Bank and the Northwestern areas. This TMP includes traffic for both of these areas, which may increase traffic by a doubling of the population projections of the GOMB.

This TMP contains an analysis of the existing transportation network and conditions. Major deficiencies are itemized and potential improvement or mitigation alternatives are discussed. An analysis of the existing and future transportation network is also included for the horizon years of 2031, 2041, and 2050.

Major UDOT projects and improvements within Grantsville, such as the Mid-Valley Highway, are reflected in the future network.

Recommended improvements and projects will be provided to aid Grantsville in planning for future transportation projects. This TMP is intended to be a useful tool to aid Grantsville in taking a proactive effort in planning and maintaining the overall transportation network within the city. Grantsville and the surrounding areas, all of which are experiencing economic and residential growth, are shown in Figure 2.

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Figure 2. *Grantsville City Area Map*



Public Involvement

Ensuring transparency and accessibility to the public is a crucial aspect of this TMP. Grantsville residents and business proprietors stand to gain valuable insights into forthcoming transportation plans, enhancing the overall community benefit. Grantsville City actively seeks public input to play a role in shaping the TMP. To address this objective, diverse formats of public involvement will be implemented as deemed appropriate.

- Steering Committee
- Open House/Council Meeting
- Internet Outreach
    - Social media
    - City website
    - City e-newsletter
- Virtual signage near City Hall
- Public Comment Survey:
    - Master plan description and purpose
    - Frequently asked questions
    - An interactive map where citizens could place their comments

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Existing Conditions

Existing 2021 socioeconomic and traffic data were used to calibrate the statewide Travel Demand Model and prepare for projecting traffic volumes into the future. However, roadways and intersections with current deficiencies were investigated to determine if mitigations were necessary on the existing roadway network. Existing traffic data was collected and the existing roadway lanes were documented. The combination of traffic and roadway geometrics provide an idea of roadway operations.

Based on existing data, Main Street/SR-138 operates poorly along the east part of town (see Figure 3). This section of Main Street has three lanes of traffic, and the daily traffic exceeds the traffic limits of a three-lane road.

DATA COLLECTION

Data was collected in Grantsville as part of the TMP. UDOT traffic data was also used to supplement the collected traffic data. Figure 4 displays the locations where traffic counts were taken for this TMP.

TRUCK ROUTES

Taking truck routes into account is a necessary part of any transportation planning process. Truck movements directly and indirectly contribute to the economy. Thus, it is imperative to recognize, design and incorporate an efficient, reliable, and safe freight system into the TMP. While planning and designing trucking movements, it is also important to consider both short- and long-term strategies and improvements that will encourage high levels of freight movement performance. Short-term strategies and improvements should provide momentum for the long-term solution's acceptance and implementation. The recommendations made throughout this TMP are to help congestion and future transportation demands which will, in turn, help with the freight and goods movement activities, and will ultimately strengthen the economic growth of the community. See Figure 5 for the existing truck routes.

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Figure 3. *Existing Roadway LOS*

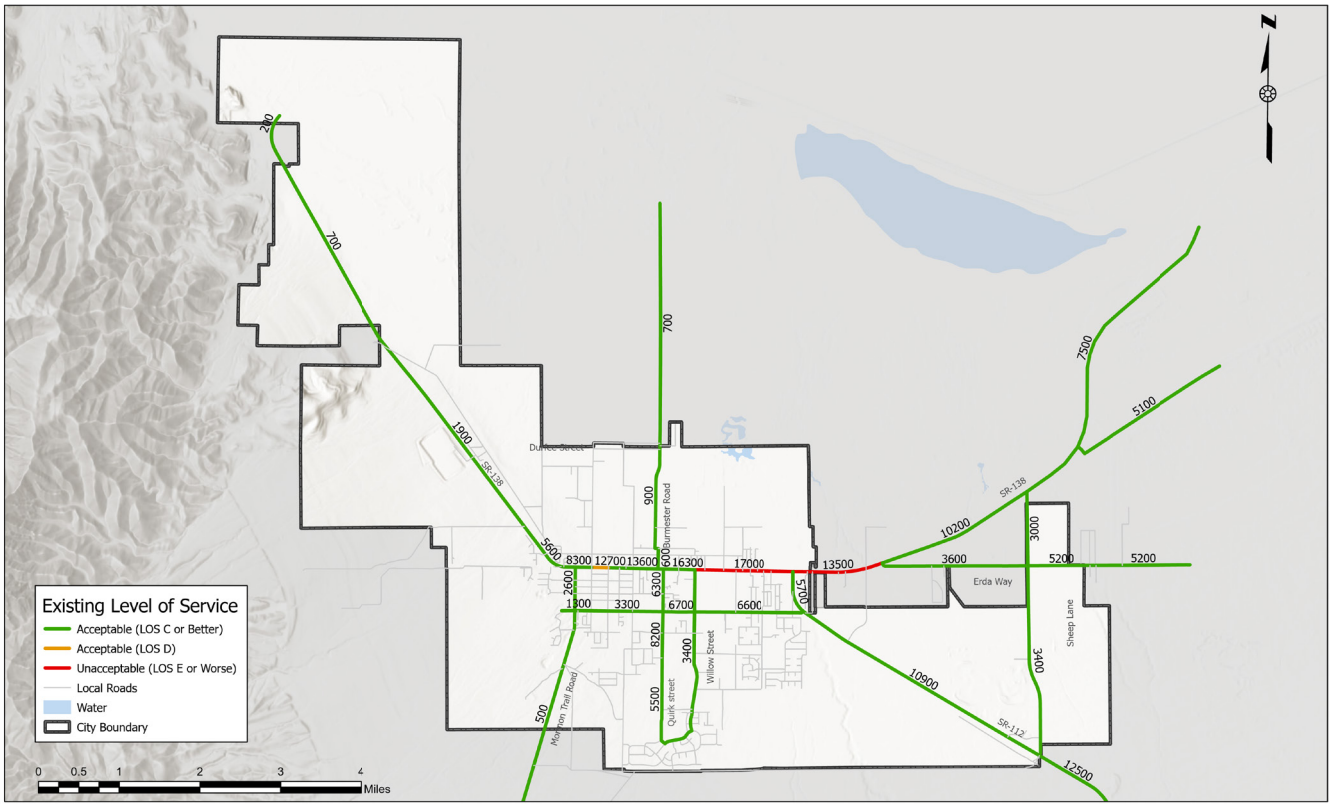


Figure 4. *Traffic Count Location Map*

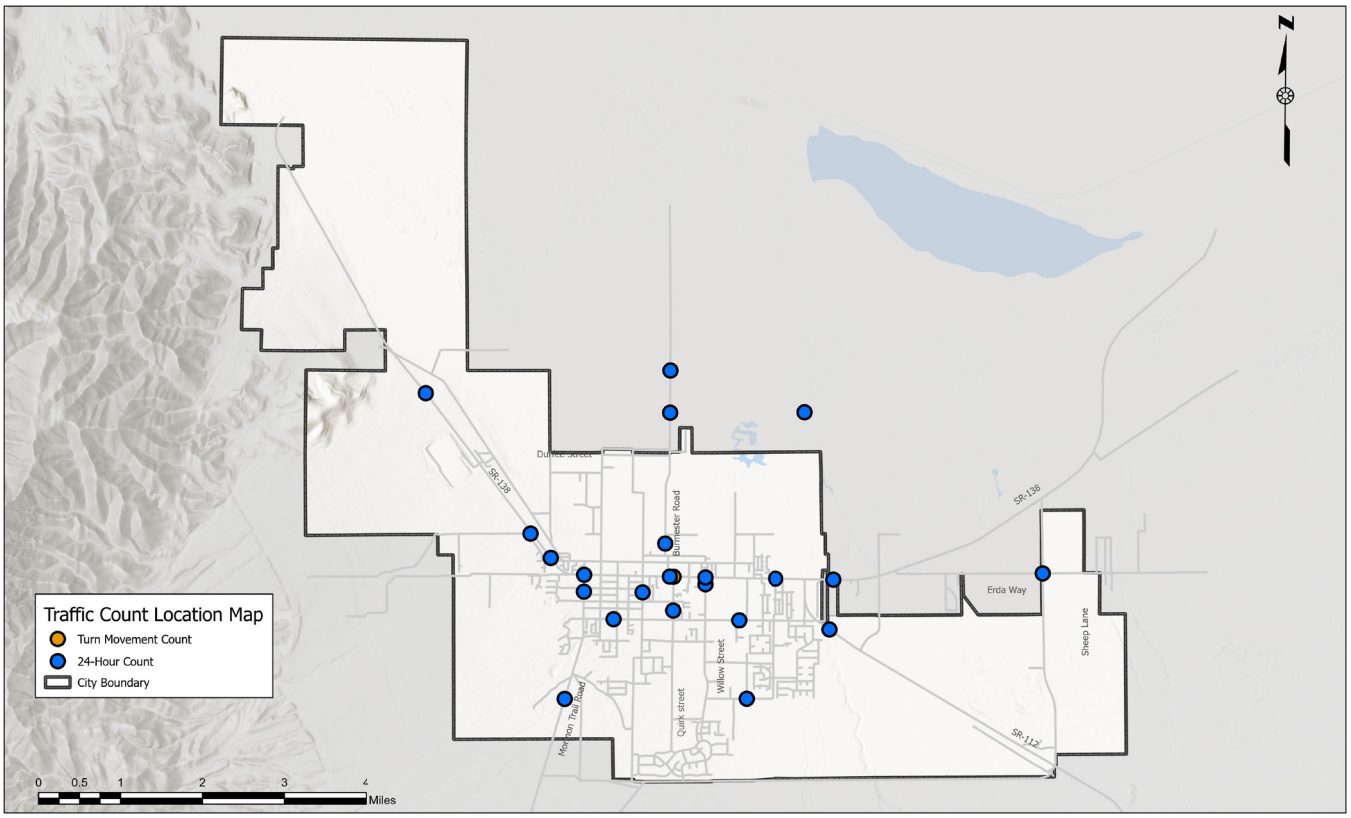
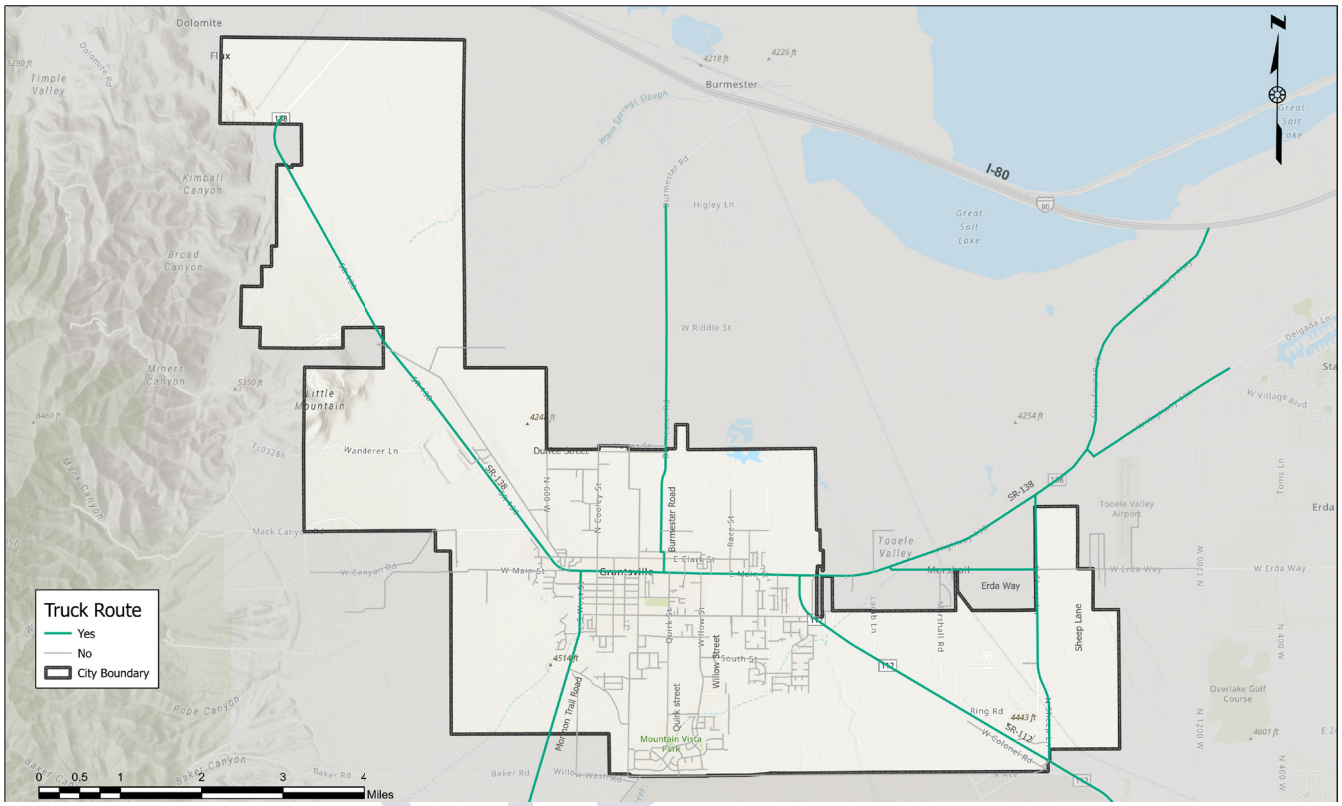


Figure 5. *Truck Routes Map*



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Travel demand modeling uses existing traffic conditions to project volumes in the future. Grantsville's land use plan, socioeconomic data as well as additional data obtained from Grantsville and the statewide TDM serve as valuable input into the travel demand model. The WFRC uses a statewide TDM travel demand model, which was also used for this TMP. This section discusses land use and zoning, socioeconomic data, vehicle trip generation, and the precautions of using TDM.

LAND USE AND ZONING

The population data used in this TMP is based on the best available statewide data provided by the GOMB. This data was supplemented using the data provided by Grantsville City considering recent development and future planning.

The information is the best available data for predicting future travel demands. However, land use planning is a dynamic process and the assumptions made in this report should be used as a guide and should not supersede other planning efforts, especially when it comes to localized intersections and roadways.

SOCIOECONOMIC CONDITIONS

Grantsville's population growth from 2010 to 2021 was approximately 3,000 people. The GOMB estimates the population to increase to over 31,000 by 2060, which does not include the potential growth due to the West Bank and the Northwest area developments.

The forecasted growth will place increased pressure on Grantsville's infrastructure, including the street network. Grantsville City is committed to increasing residential, commercial, office, and retail to accommodate growth demands so citizens can meet their needs within the city boundaries. This growth will therefore have considerable impact on traffic volumes in the city. Future development and plans along major corridors have been implemented into the modeling effort.

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TRIP GENERATION

To generate vehicle trips, the city is split into geographical sections called Traffic Analysis Zones (TAZ). Each TAZ contains socioeconomic data including the number of households, employment opportunities, and average income levels. This data is used to generate vehicle trips that originate in the TAZ. All trips generated in the TAZ are assigned to other TAZs based on the data within other zones. Since the WFRC travel demand model predicts regional travel patterns, the TAZ structure was updated to obtain more detailed travel demand data for Grantsville. This was completed by splitting larger TAZs.

TRAVEL DEMAND MODEL PRECAUTIONS

The Grantsville City transportation system should not only accommodate existing travel demands but also have built-in capacity to account for the demand that will be placed on the system in the future. While considering the socioeconomic data used in this report and the anticipated growth in the city, some precautions should be considered.

First, the TAZ-specific socioeconomic data only approximates the boundary conditions of Grantsville and is based on data provided by the WFRC and the City's planning documents. Second, actual values may vary as a result of the large study area of the regional travel demand model, which includes the unincorporated areas around Grantsville City. Therefore, the recommendations in this report represent a planning-level analysis and should not be used for construction of any project without review and further analysis. This document should also be considered a living document and be updated regularly as development plans, zoning plans, and traffic patterns and trends change.

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Functional Classification

All vehicle trips include two distinct functions: mobility and land access. Mobility refers to the ability to move or be moved freely and easily. In the context of transportation, mobility encompasses the ease with which people or goods can travel from one place to another. Land access refers to the ability to reach and utilize land. This involves the presence of transportation infrastructure. Mobility and land access should share an inverse relationship, meaning as mobility increases, land access decreases. Street facilities are classified by the relative amounts of through and land-access service they provide. There are four primary classifications: Freeway/Expressway, Arterial, Collector, and Local Streets. Each classification is explained in further detail in the following paragraphs and is also represented in Figure 6. A more detailed description of the characteristics of the four primary functional classifications of streets are found in Table 1.

- **Freeway/Expressway:** Freeway/expressway facilities provide service for long distance trips between cities and states. No land access is provided by these facilities. An example in Utah is I-15.
- **Arterials:** Arterial facilities should provide service primarily for through-traffic movements. All traffic controls and the facility design are intended to provide an efficient through movement. An example of an existing arterial is Main Street in Grantsville, which is a UDOT facility.
- **Collector:** Collector facilities are intended to serve both through and land-access functions in relatively equal proportions. They are frequently used for shorter through movements associated with the distribution and collection portion of trips. An example of a collector is Quirk Street in Grantsville.
- **Local Street:** Local Street facilities primarily serve land-access functions. The design and control facilitate the movement of vehicles on and off the roadway network from land parcels. For example, Cherry Street in Grantsville.

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Figure 6.

Mobility vs. Land Access Representation

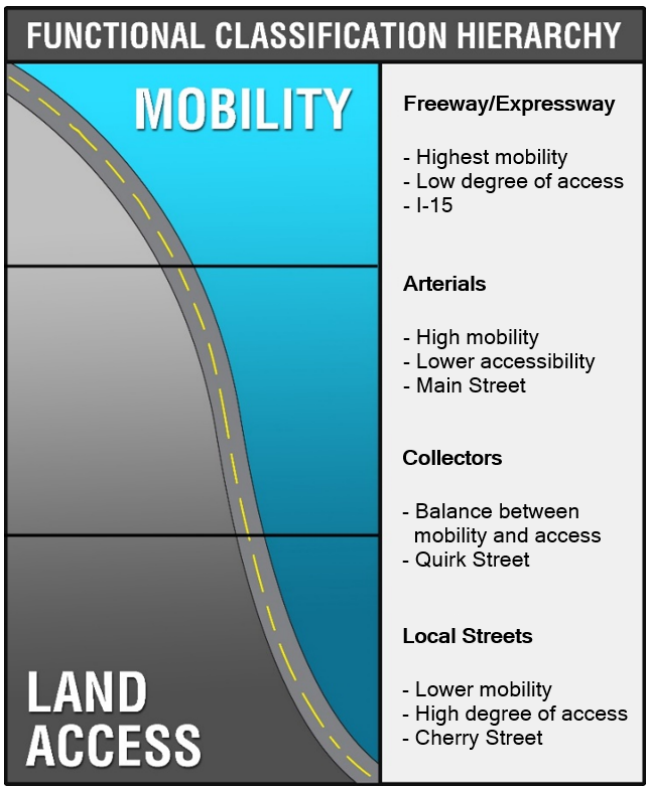


Table 1. Street Functional Classification

Characteristic	Functional Classification			
	Freeway/ expressway	Arterial	Collector	Local Street
Function	Traffic movement	Traffic movement, land access	Collect and distribute traffic between streets and arterials, land access	Land access
Typical % of Surface Street System Mileage	Not applicable	5-10%	10-20%	60-80%
Continuity	Continuous	Continuous	Continuous	None
Spacing	4 miles	1/4 to 2 miles	1/4 to 1 mile	As needed
Typical % of Surface Street System Vehicle-Miles Carried	Not applicable	40-65%	10-20%	10-25%
Direct Land Access	None	Limited: major generators only	Restricted: some movements prohibited; driveway number and spacing controlled	Safety controls access
Minimum Roadway Intersection Spacing	1 mile	1/2 mile	300 feet to 1/4 mile	300 feet
Speed Limit	55-80 mph	40-55 mph in fully developed areas	30-40 mph	25 mph
Parking	Prohibited	Discouraged	Limited	Permitted
Comments	Supplements capacity of arterial street system & and provides high-speed mobility	Backbone of street system		Through traffic should be discouraged, subject to traffic calming

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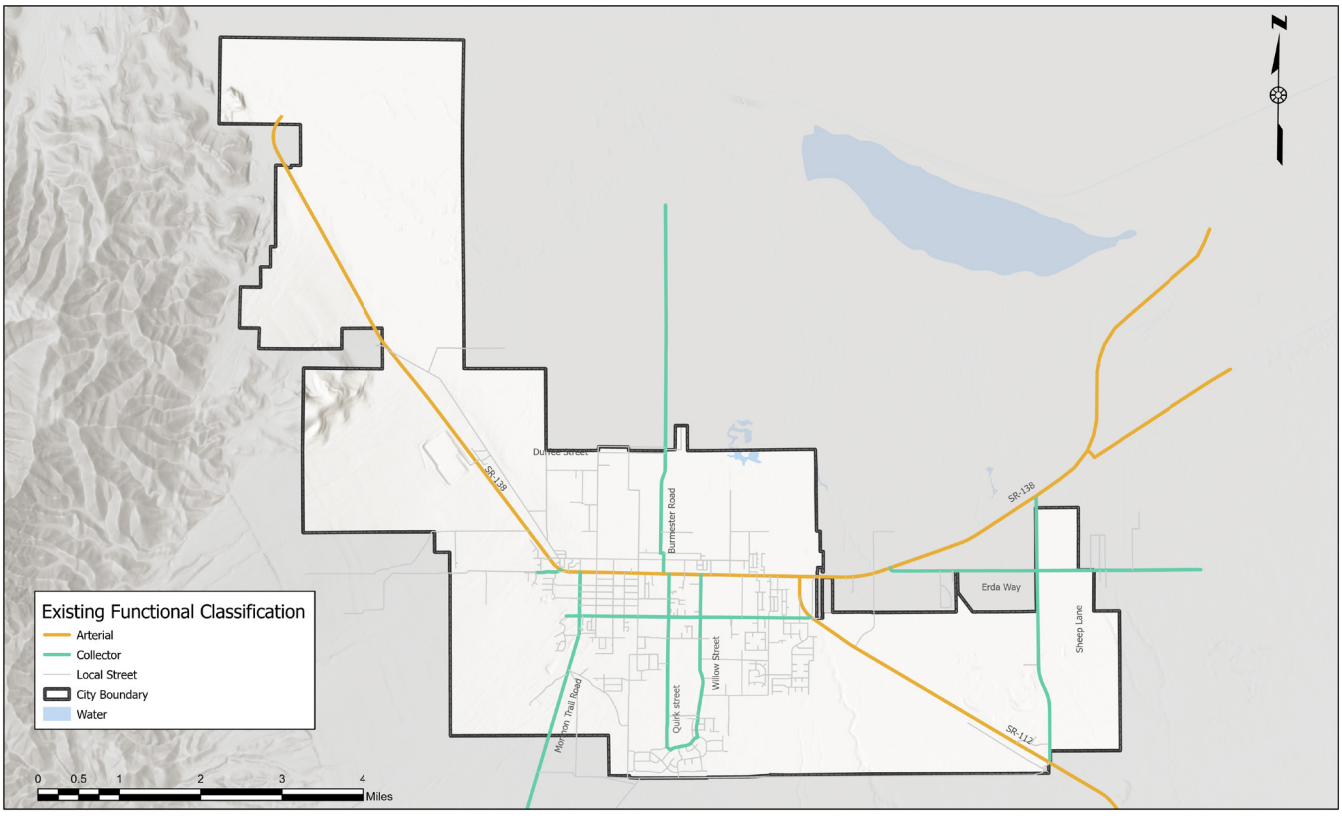
In Grantsville, the roadways are split into five functional classification subcategories. These categories are : Major Arterial, Minor Arterial, Standard Collector, Conditional Collector, and Local/Rural. The lane configuration for these five classifications are shown in Table 2, and a map showing the existing functional class is shown in Figure 7.

Table 2. Functional Classifications

Functional Classification	Number of Lanes
Local/Rural	2 lanes
Conditional Collector	2 lanes
Standard Collector	2-3 lanes
Minor Arterial	3-4 lanes
Major Arterial	4-5 lanes

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Figure 7. *Existing Functional Classifications*



TYPICAL ROADWAY CROSS-SECTIONS

Typical roadway cross-sections in Grantsville are shown in Figure 8. Several of these cross-sections show the phased improvement on the left half and the complete improvement on the right half. The minimum paved surface width for any partial roadway is 26 feet. Phased improvements that show sidewalks will have all sidewalks constructed at the final elevation according to the complete improvement standards.

Local streets are designed to offer access from residential roadways to the roadway network. They gather and direct traffic to collector or arterial roadways. Local streets should be designed to minimize speed and cut-through traffic while allowing access for emergency vehicles. They are typically placed with driveways on both sides and have speed limits of 25 miles per hour.

Generally, no striping is proposed on local streets. However, the city engineer may provide roadway striping as needed as a traffic calming measure. Parking may be restricted on local streets near intersections, in high-density or commercial areas, where snow removal or storage issues arise, or at other locations deemed necessary by the city.

The city has two local road classifications, a local roadway for urban locations, and a rural roadway. Two types of collectors have been classified based on the rural or urban locations and desired feel of the roadway. Arterial streets are usually defined by a larger right-of-way (ROW). The city has two types of arterials: the conditional arterial has a 90-foot ROW and the standard arterial has five travel lanes and a 108-foot ROW. The roadway width needed can vary, making the arterial ROW vary from 66 feet to 108 feet.

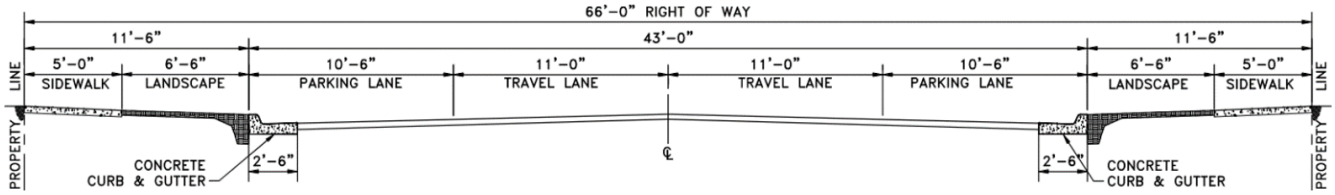
All roadways are to be built according to Grantsville City Standards and Specifications. This includes meeting pavement thickness requirements, which may increase depending upon a geotechnical report based on the volume of vehicles and trucks using the roadway.

The Main Street Master Plan shows that enhancing urban mobility is a cornerstone of the city's vision for sustainable development. The Main Street Master Plan emphasizes the need for pedestrian-friendly infrastructure, efficient public transit systems, and innovative traffic management solutions. The city aims to transform its urban landscape into a vibrant hub where accessibility and connectivity thrive. Additional typical roadway cross-sections are described in the Main Street Master Plan document.

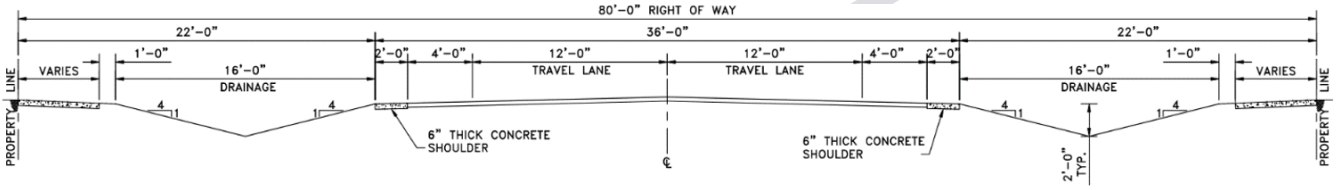
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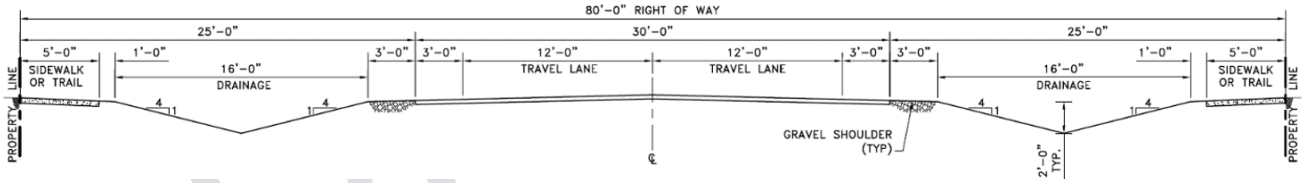
Figure 8. *Typical Roadway Cross-Sections*

LOCAL ROADWAY (66'-0" RIGHT OF WAY)

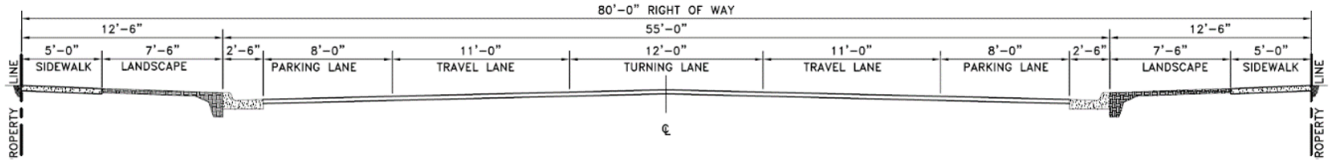


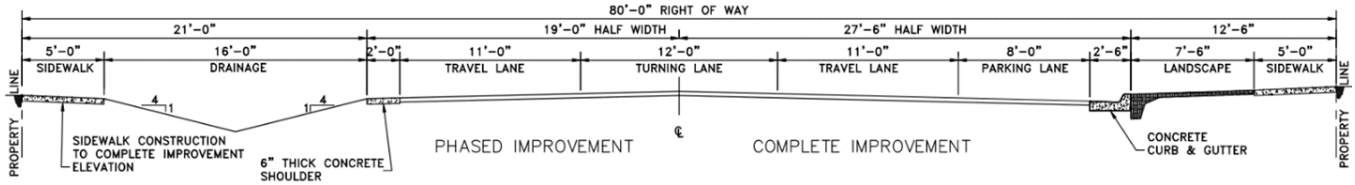
RURAL ROADWAY (80'-0" RIGHT OF WAY)



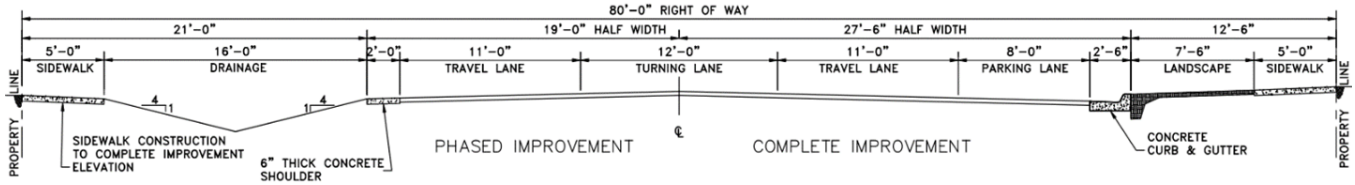


CONDITIONAL COLLECTOR ROADWAY (80'-0" RIGHT OF WAY)



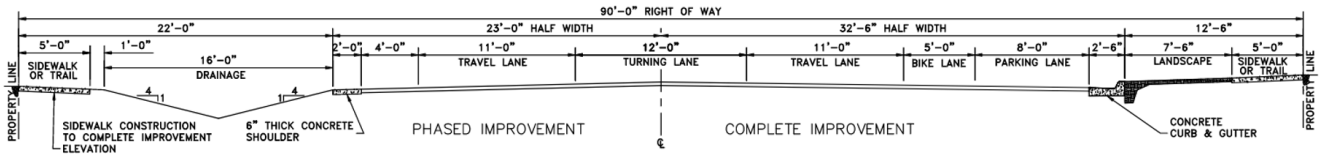


80' CONDITIONAL COLLECTOR ROADWAY SECTION A

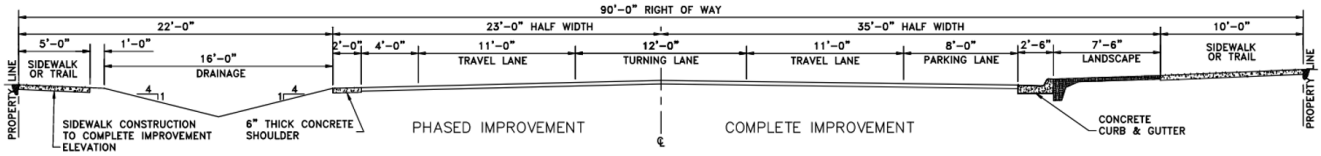


80' CONDITIONAL COLLECTOR ROADWAY SECTION B

STANDARD COLLECTOR ROADWAY (90'-0" RIGHT OF WAY)

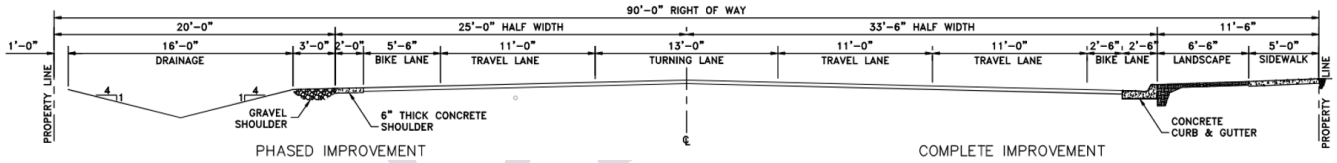


90' STANDARD COLLECTOR ROADWAY SECTION A

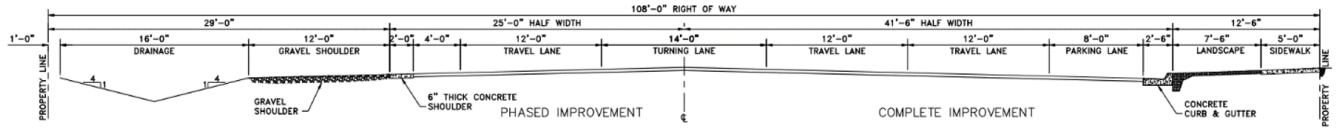


90' STANDARD COLLECTOR ROADWAY SECTION B

CONDITIONAL ARTERIAL ROADWAY (90'-0" RIGHT OF WAY)



STANDARD ARTERIAL ROADWAY (108'-0" RIGHT OF WAY)



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Level of Service

The adequacy of an existing street system can be quantified by assigning a Level of Service (LOS) to major roadways and intersections.

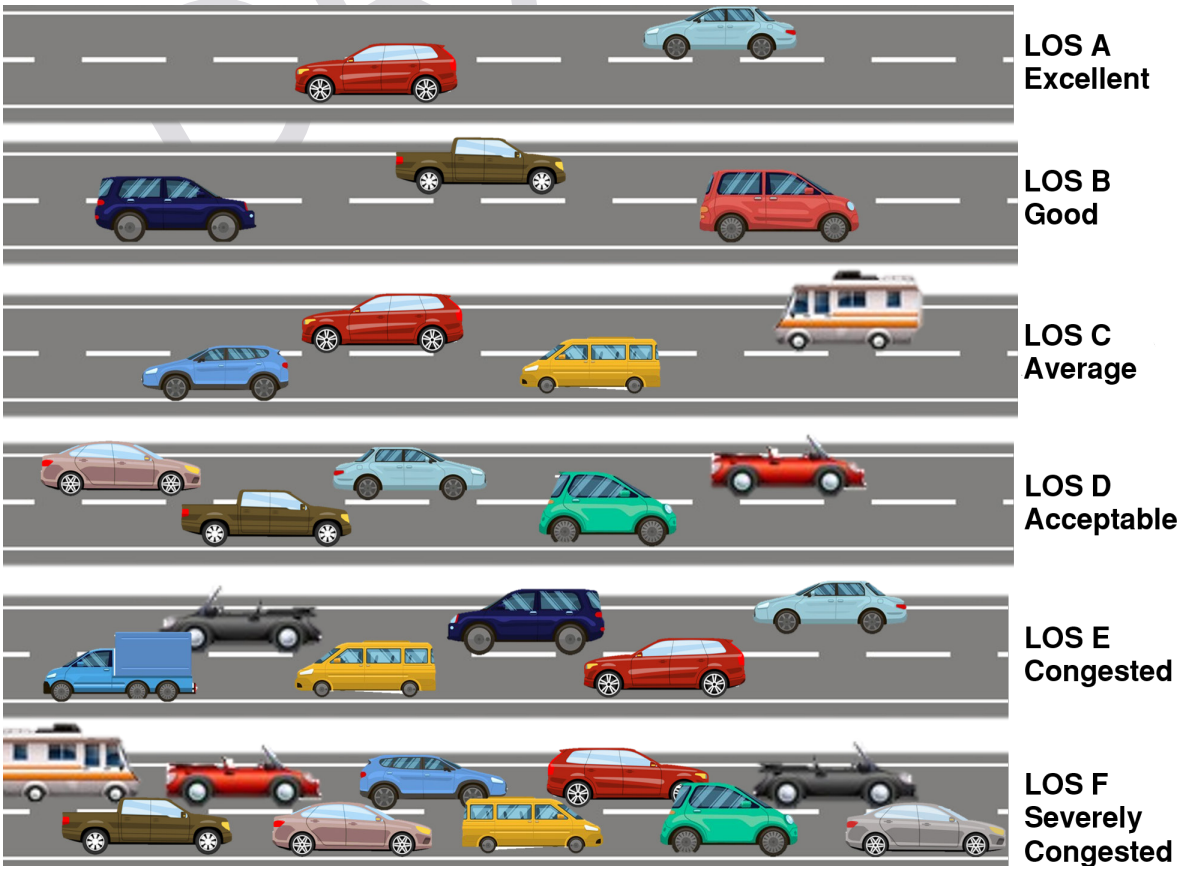
As defined in the Highway Capacity Manual, 6th Edition (HCM), a document published by the Transportation Research Board (TRB), LOS serves as the traditional form of measurement of a roadway's functionality.

The TRB identifies LOS by reviewing the number of lanes assigned to a roadway, the amount of traffic using the roadway, and the time of delay per vehicle traveling on the roadway and at intersections.

LOS ranges from A (free flow where users are virtually unimpeded by other traffic on the roadway) to F (traffic exceeds the operating capacity of the roadway) as shown in Figure 9.

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Figure 9. *LOS Representation*



ROADWAY LOS

Roadway LOS is used as a planning tool to quantitatively represent the ability of a particular roadway to accommodate the travel demand during the peak hours of the day.

Typically, the peak hour falls within the 4:00 PM and 6:00 PM hours and sometimes between the 7:00 AM to 9:00 AM hours. The LOS is assigned during the peak hour based on the number of lanes and the lane capacity. Lane capacity is different based on the functional classification of the roadway.

Roadway segment LOS can be mitigated with geometry improvements, additional lanes, two-way-left turn lanes, and access management. Intersections are not included when analyzing roadway LOS, and therefore the LOS indicates if the existing number of lanes, lane widths, and functional classification are adequate for the traffic volumes.

LOS D is approximately 80 percent of a roadway's capacity and is a common goal for urban streets during peak hours. A standard of LOS D for system roadways (collectors and arterials) is acceptable for future planning. Attaining LOS C or better on these streets would be potentially cost-prohibitive and may present societal impacts, such as the need for additional lanes and wider street cross-sections. LOS D suggests that for most times of the day, the roadways will be operating well below capacity. The peak times of the day will likely experience moderate congestion characterized by a higher vehicle density and slower than free flow speeds.

Although the model uses traffic volumes during the peak hour of the day, Table 3 and Table 4 show estimated annual daily traffic (ADT) values for LOS C, LOS D, and LOS E on Arterial and Collector Streets for reference.

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Table 3. Estimated LOS based on ADT on Arterial Streets

Lanes	LOS C	LOS D	LOS E
2-3	12,400	15,100	17,700
4-5	28,500	32,800	40,300
6-7	43,000	50,500	63,400

Table 4. Estimated LOS based on ADT on Collector Streets

Lanes	LOS C	LOS D	LOS E
2	9,700	12,100	14,500
3	10,800	13,400	16,100

INTERSECTION LOS

Whereas roadway LOS considers an overall picture of a roadways capacity to estimate operating conditions, intersection LOS looks at each individual vehicle movement at an intersection and provides a more precise method for quantifying operations. Since intersections are typically a source of bottlenecks in the transportation network, a detailed look into vehicle delay at each intersection should be performed on a regular basis. The methodology for calculating delay at an intersection is outlined in the HCM and the resulting criteria for assigning LOS to signalized and unsignalized intersections are outlined in Table 5. LOS D is considered the industry standard for intersections in an urbanized area. LOS D at an intersection corresponds to an average control delay of 35-55 seconds per vehicle for a signalized intersection and 25-35 seconds per vehicle for an unsignalized intersection.

At a signalized intersection under LOS D conditions, the average vehicle will be stopped for less than 55 seconds. This is considered an acceptable amount of delay during the times of the day when roadways are most congested. Generally, traffic signal cycle lengths (the length of time it takes for a traffic signal to cycle through the sequence of green, yellow, and red intervals) should be below 90 seconds. An average delay of less than 55 seconds suggests that in most cases, no vehicles will have to wait more than one cycle before proceeding through an intersection.

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Table 5. Intersection LOS

LOS	Signalized Intersections (sec/veh)	Unsignalized Intersections (sec/veh)
A	≤10	≤10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50

Note: LOS for unsignalized intersection is measured for the worst approach only

Un-signalized intersections are generally stop-controlled. These intersections allow major streets to flow freely, and minor intersecting streets to stop prior to entering the intersection. In cases where traffic volumes are more evenly distributed or where sight distances may be limited, four-way stop-controlled intersections are common. LOS for an un-signalized intersection is assigned based on the average control of the worst approach (always a stop approach) at the intersection.

An un-signalized intersection operating at LOS D means the average vehicle waiting at one of the stop-controlled approaches will wait no longer than 35 seconds before proceeding through the intersection. This delay may be caused by large volumes of traffic on the major street resulting in fewer gaps in traffic for a vehicle to turn, or for queued vehicles waiting at the stop sign.

Roundabout LOS is also measured using the stopped controlled LOS parameters. Intersection and roadway segment LOS problems must be solved independently of each other, as the treatment required to mitigate the congestion is different in each case. Intersection problems may be mitigated by adding turn lanes, improving signal timing, and improving corridor signal coordination.

SITE DEVELOPMENT TRANSPORTATION IMPACTS (TRAFFIC IMPACT STUDIES)

As growth occurs throughout the City, the impacts of proposed developments on the surrounding transportation networks will need to be evaluated prior to giving approval to build. This is accomplished by requiring that a Traffic Impact Study (TIS) be performed for any proposed development in the city based on City staff recommendations. A TIS will allow the City to determine the site-specific impacts of a development including internal site circulation, access issues, and adjacent roadway and intersection impacts. In addition, a TIS assists in defining impacts to the overall transportation system in the vicinity of the development. The area and items to be evaluated in a TIS include key intersections and roads as determined by the City Engineer on a case-by-case basis.

Each TIS will be conducted by an engineer chosen by the developer with the following qualifications:

- *Have a Current Utah PE License*
- *Firm or Individual Specializing in Traffic Engineering*
- *Use of Software Utilizing Most Recent Highway Capacity Manual (HCM) Methodologies*

A scoping meeting will be required by the developer/Traffic Engineer with the City Engineer to determine the scope of each TIS. Included in this meeting are the following discussion items:

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- *Scope (Submitted to Grantsville City and Developer)*
- *Establish Study Area*
- *Establish Trip Generation*
- *Establish Trip Distribution*
- *Study Intersections*
- *AM/PM Peak Hours and/or Weekend Peak Hours*

TIS requirements are separated into four permit levels based on proposed annual daily traffic (ADT). The basic requirements for all TIS's are included in Level I with additional requirements necessary for each level (additional ADT). For all TIS's that require Level III or IV requirements (Greater than 3000 trips generated), access to the WFRC travel demand model is required.

Grantsville City Traffic Impact Study Requirements are included in Appendix A: Traffic Impact Study Guidelines of this report. The City Engineer will review the TIS or assign someone to do so and will respond in writing to the TIS report within 30 days.

Included in Appendix A: Traffic Impact Study Guidelines, are guidelines for developers to completing a TIS and submitting it to the city. The requirements include when a TIS will be required and what level of effort must be established in the study, who may or may not perform a TIS, and when certain elements must be included. The TIS guidelines presented follow closely the guidelines outlined by UDOT. It is important that these guidelines be fluid and that each development be treated individually, as special cases may require more or less information than the standard requires. The City reserves the right to waive any and all TIS requirements as well as requiring extra information at the discretion of the City Engineer.

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Future Roadway Network Conditions

The 2031, 2041 and 2050 conditions and methodologies used to incorporate roadway plans for each horizon years are outlined in this section. Projects were selected on input from city staff, elected officials as well as the public. Grantsville is not alone in improving the regional roadway network. The WFRC facilitates regional roadway planning and there no planned projects in the currently adopted RTP.

It is the intent for Grantsville City to work with the WFRC and UDOT to identify future regional projects. These future conditions include the projected homes to be built in the “West Bank” and “Northwestern” areas as well as throughout the city. The future jobs from the planned buildings along Sheep Lane were also included. These updates account for the majority of the anticipated growth and are the principal driver for the majority of the roadway network projects happening in the near future.

2031 NO BUILD LEVEL OF SERVICE

A no-build scenario is intended to show what the roadway network would be like in the future if no action is taken to improve the city roadway network (including existing deficiencies). The travel demand model was used to predict this condition by applying the future growth and travel demand to the existing roadway network, as shown in Figure 10. The no build scenarios include all of the projected homes and jobs, and demonstrates how the existing roadway network would perform without any changes to the present-day conditions. The following roadways would perform at LOS E or worse if no action were taken to improve the roadway network:

- Main Street/SR-138
- SR-112
- Durfee Street (Willow St. to SR-112)

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2031 ROADWAY IMPROVEMENTS

When a roadway network is failing at intersections or sections of roadway, improvements can take various forms. The failing roadways or intersections can be improved directly, or the network surrounding the failing locations can be improved. The improvements recommended in Grantsville will focus more on improving the entire roadway network over just the failing locations. To mitigate traffic growth in Grantsville City by 2031 the following projects are proposed to be constructed.

- Northern Arterial new roadway to SR-112 extension
- Vegas Street expansion (Cooley Street to Burmester Road)
- Race Street E/W (Burmester Road to SR-112 Extension)
- Mack Canyon Road (West of SR-138)
- Main Street/SR-138 expansion (Northern Arterial to SR-179)
- Nygreen Street extension (West of Mormon Trail Road to Willow Street)
- Nygreen Street expansion (Willow Street to Worthington Street)
- Nygreen Street extension (Worthington Street to East of Gold Dust Road)
- Cooley Street expansion (Vegas Street to Main Street)
- Kearl Street expansion (North Street to Main Street)
- Race Street N/S (East/West Race Street to Main Street)
- Matthews Lane expansion (Main Street to Durfee Street)
- Southern Collector (Nygreen Street to the south)
- Worthington Street extension (Main Street to Nygreen Street)
- SR-112 extension (Northern Arterial to Main Street)
- Lamb Lane expansion (Main Street to SR-112)
- Sheep Lane expansion (Erda Way to SR-112)

The indicated roadway segments in the above section form the basis of the improvements included on the project map shown in Figure 11. In addition to new roadway projects, the functional classification for roadways in the year 2031 are shown in Figure 12.

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Figure 10. *2031 No Build Level of Service*

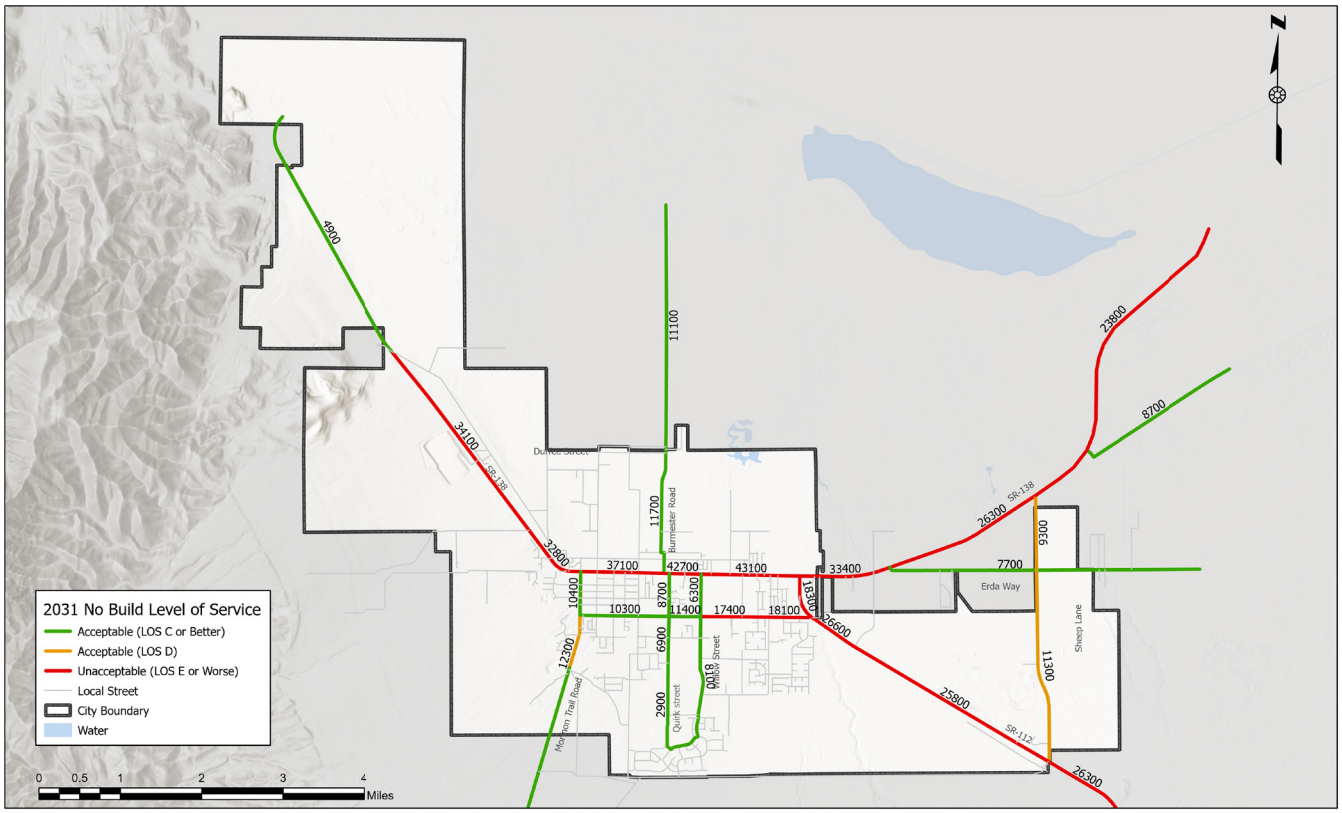


Figure 11. *2031 Build Level of Service*

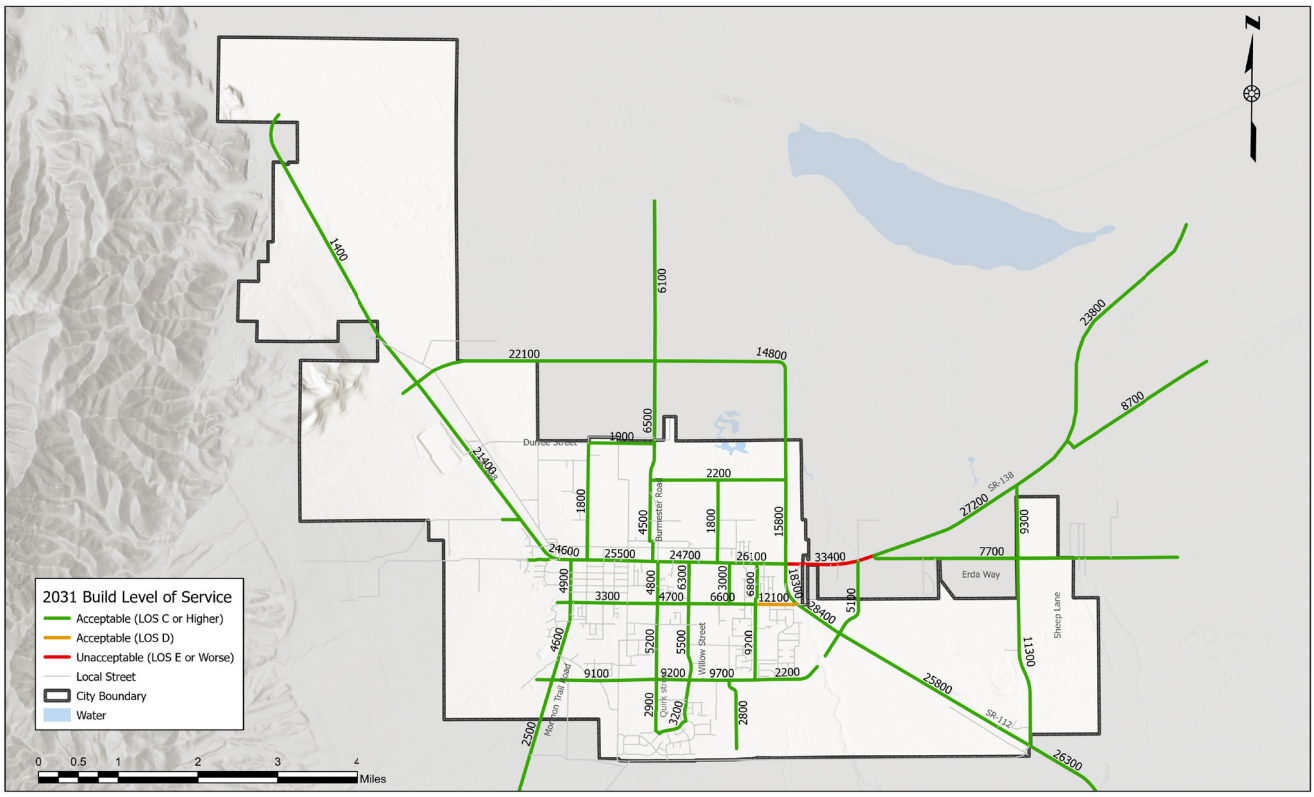
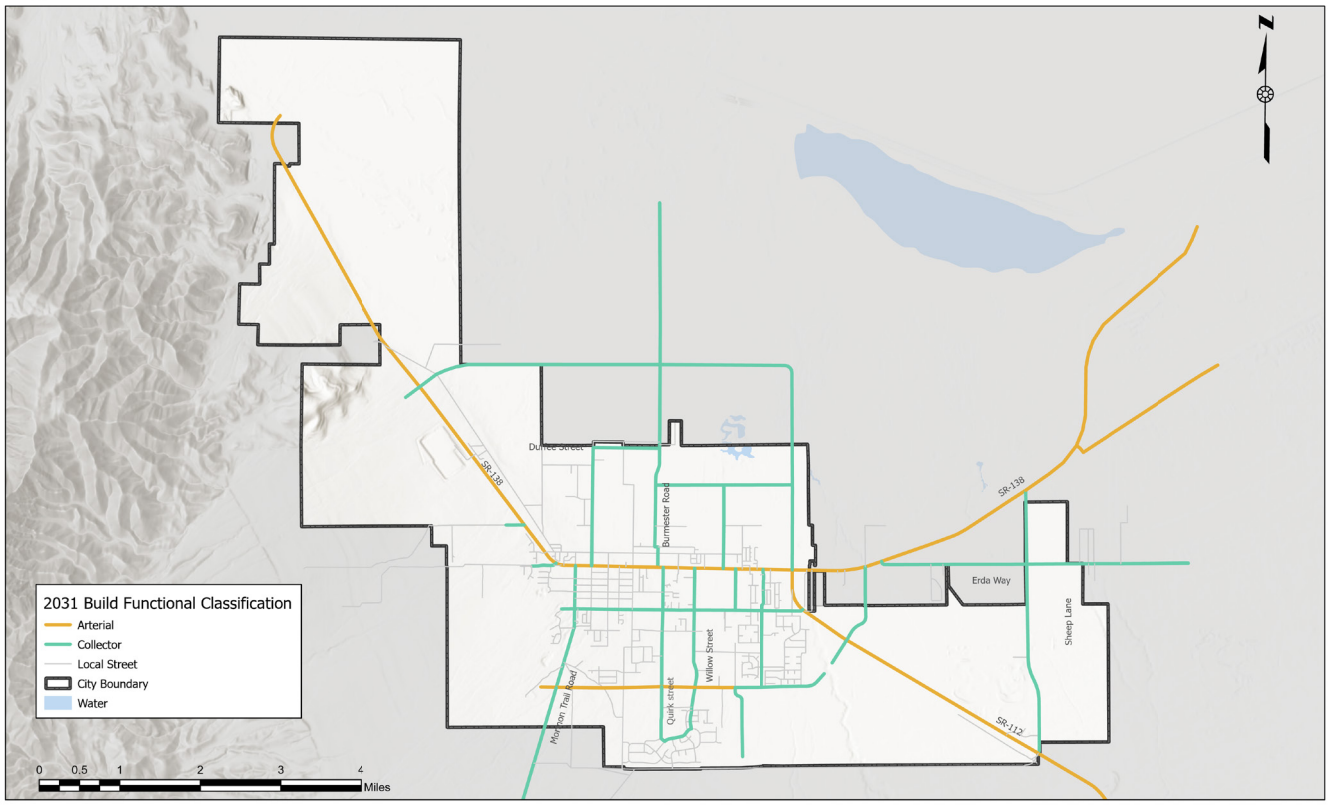


Figure 12. *2031 Build Functional Classification*



2041 NO BUILD LEVEL OF SERVICE

A no-build scenario is intended to show what the roadway network would be like in the future if no action is taken to improve the city roadway network (including existing deficiencies). The travel demand model was used to predict this condition by applying the future growth and travel demand to the existing roadway network, as shown in Figure 13. The following roadways would perform at LOS E or worse if no action were taken to improve the roadway network:

- Main Street/SR-138
- SR-112
- Durfee Street (Willow Street to SR-112)
- Burmester Road
- Mormon Trail Road
- Erda Way
- Sheep Lane

2041 ROADWAY IMPROVEMENTS

When a roadway network is failing at intersections or sections of roadway, improvements can take various forms. The failing roadways or intersections can be improved directly, or the network surrounding the failing locations can be improved. The future improvement recommendations in Grantsville will focus more on improving roadway network surrounding the city to relieve travel demand that is more central. Erda Way is not addressed in the roadway improvements due to the Tooele County Transportation Master Plan specifically addressing this and stating that they want to maintain the rural feel of this roadway. To mitigate traffic growth in Grantsville City by 2041 the following projects are proposed to be constructed.

- Expansion of Northern Arterial connection to SR-112 Extension
- Southern Collector connection to SR-112
- SR-112 Extension (Northern Arterial to Main Street)
- Burmester Road expansion (North of northern Arterial connection to SR-112)
- Sheep Lane expansion (SR-138 to Erda Way)

The LOS shown in Figure 14 is obtained by implementing the roadway improvements listed above. This is the build scenario for 2041. The 2041 roadway functional classifications are shown in Figure 15.

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Figure 13. *2041 No Build Level of Service*

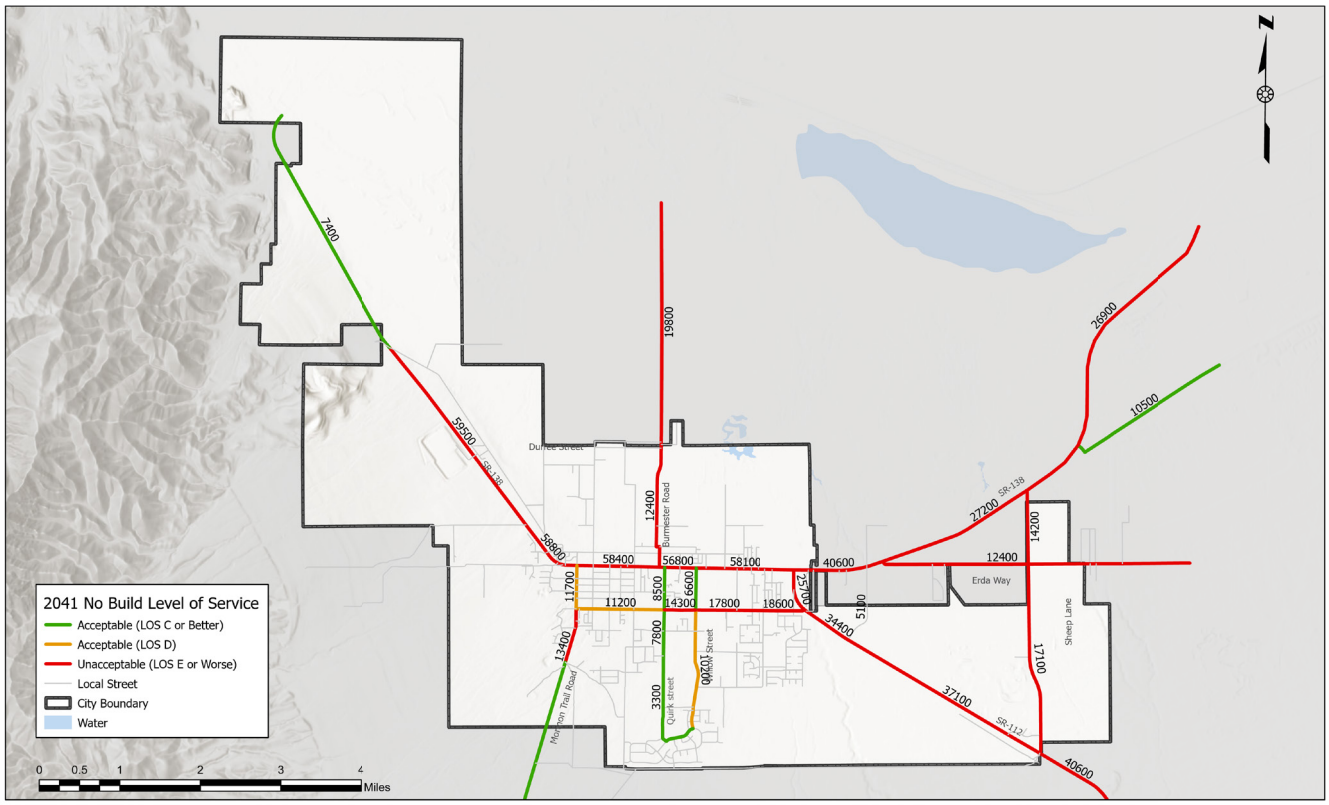


Figure 14. *2041 Build Level of Service*

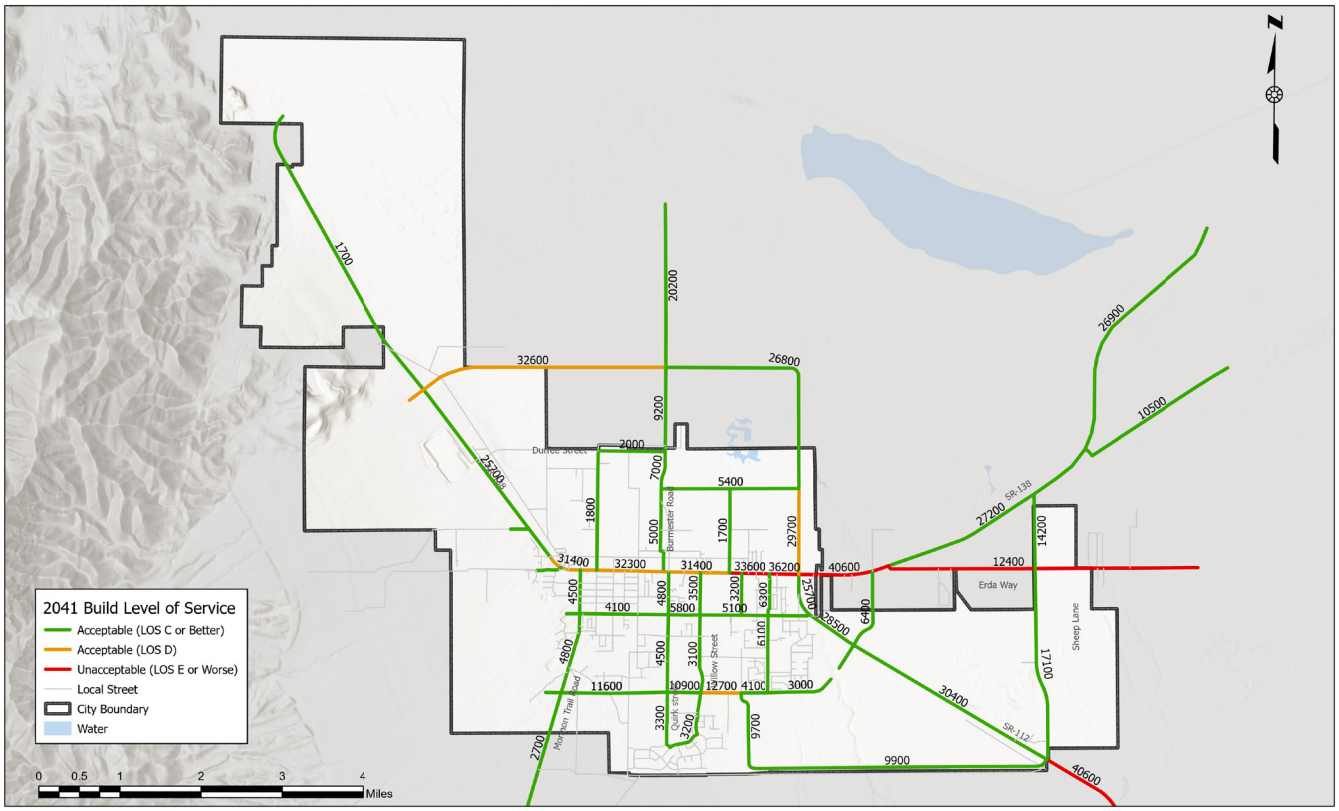
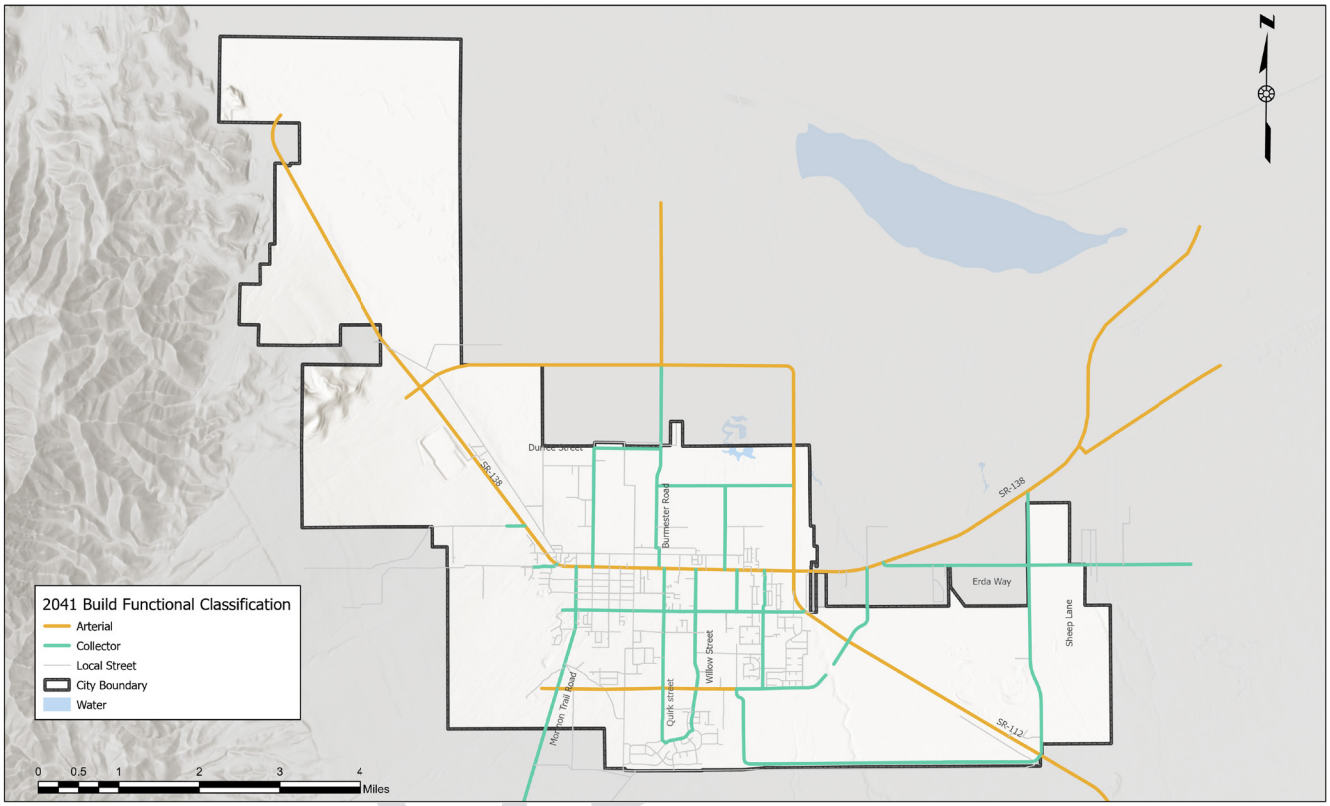


Figure 15. *2041 Build Functional Classification*



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2050 NO BUILD LEVEL OF SERVICE

A no-build scenario is intended to show what the roadway network would be like in the future if no action is taken to improve the city roadway network (including existing deficiencies).

The travel demand model was used to predict this condition by applying the future growth and travel demand to the existing roadway network, as shown in Figure 16. The following roadways would perform at LOS E or worse if no action were taken to improve the roadway network:

- Main Street/SR-138
- SR-112
- Durfee Street (Willow Street to SR-112)
- Burmester Road
- Mormon Trail Road
- Erda Way
- Sheep Lane
- Willow Street

2050 ROADWAY IMPROVEMENTS

When a roadway network is failing at intersections or sections of roadway, improvements can take various forms. The failing roadways or intersections can be improved directly, or the network surrounding the failing locations can be improved.

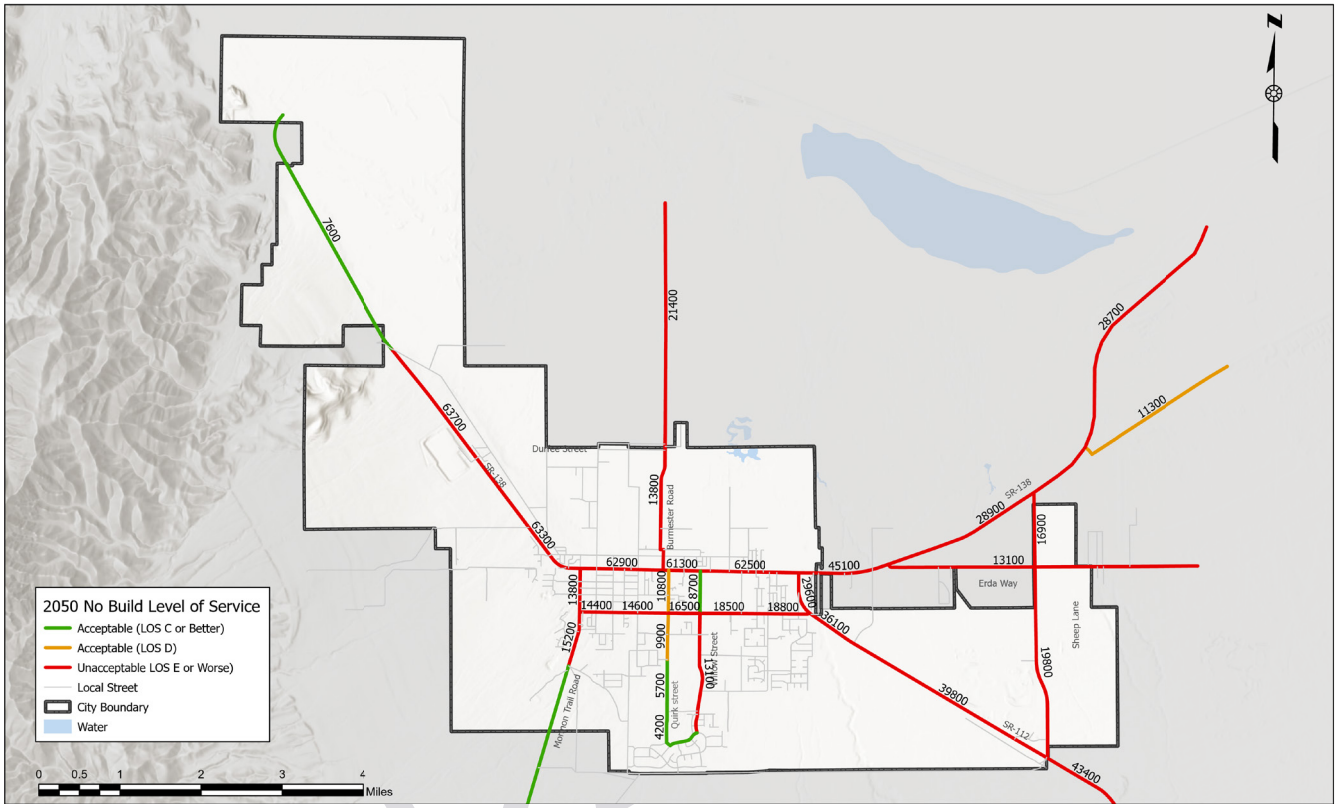
The 2050 improvement recommendations in Grantsville will continue to focus on improving the surrounding roadway network. Erda Way is not addressed in the roadway improvements due to the Tooele County Transportation Master Plan specifically addressing this and stating that they want to maintain the rural feel of this roadway. To mitigate traffic growth in Grantsville City by 2050 the following projects are proposed to be constructed.

- Northern Collector connection to SR-112 extension
- SR-112 expansion (Durfee Street south to Tooele)

The LOS shown for 2050 in Figure 17 is obtained by implementing the roadway improvements listed above. This is the build scenario for 2050. Figure 18 displays the functional classifications for the 2050 horizon year.

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Figure 16. *2050 No Build Level of Service*



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Figure 17. *2050 Build Level of Service*

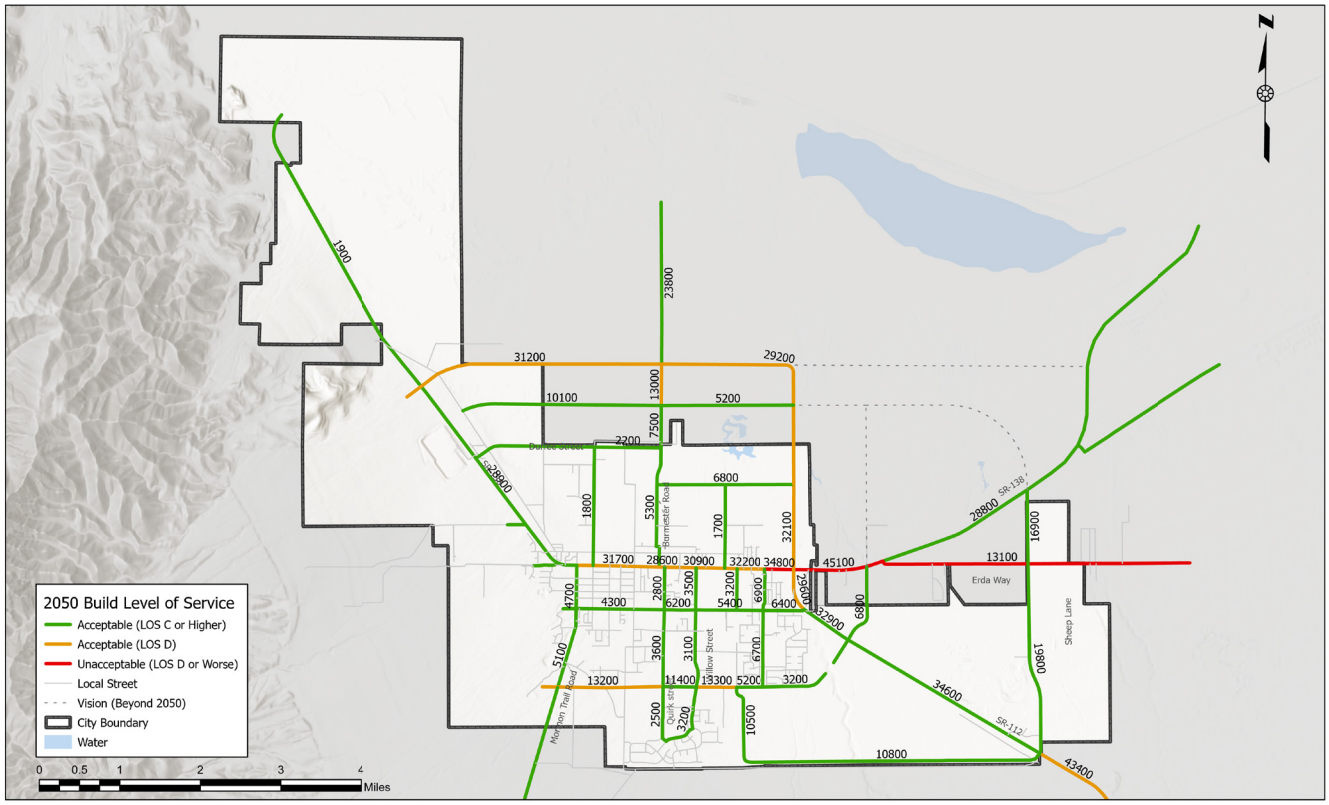
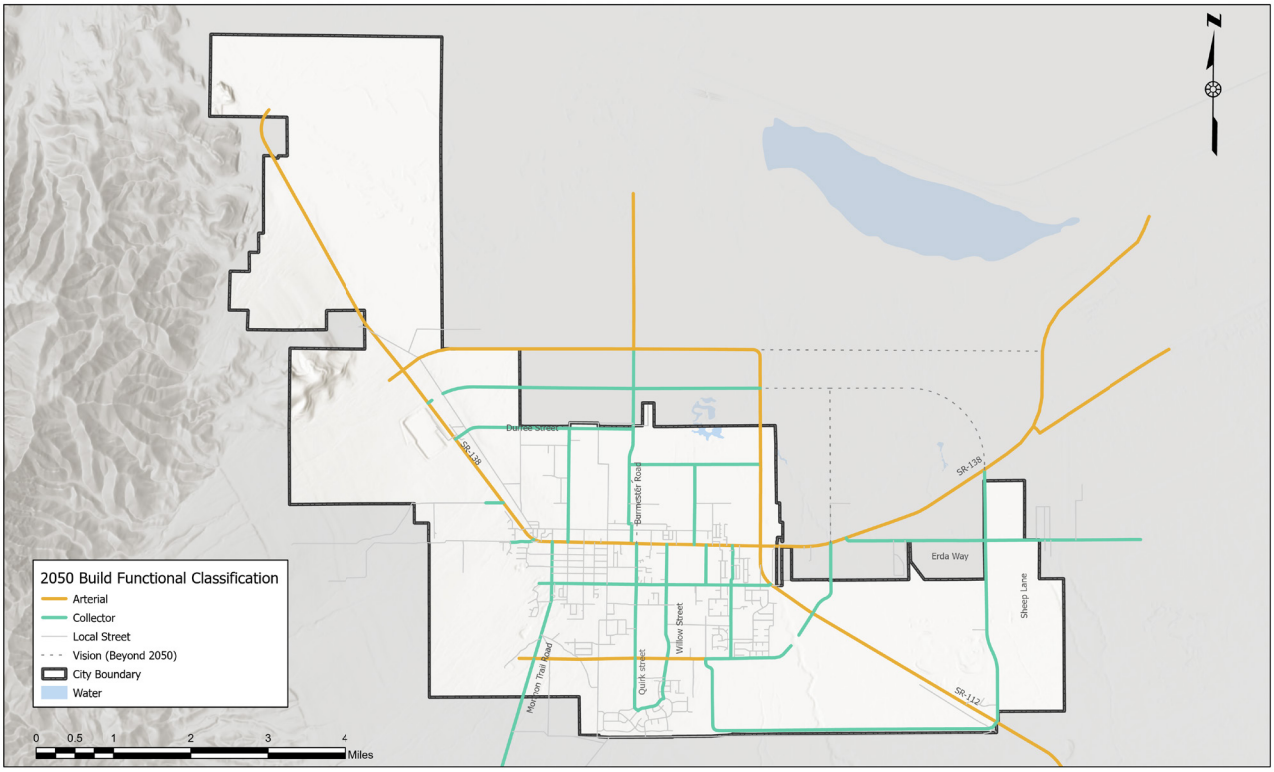


Figure 18. *2050 Build Functional Classification*



Funding for Roadway Network Improvements

There are multiple revenue sources that have been considered as a means of financing transportation capital improvements needed as a result of new growth. These sources include federal funding, state and county funding, and city funding. This section discusses the potential revenue sources that could be used to fund transportation needs as growth happens.

Transportation routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions often help pay for such regional benefits. Those jurisdictions could include the Federal Government, the State Government or UDOT, or the Mountainland Association of Governments (MAG). The City will need to continue to partner and work with these other jurisdictions to ensure adequate funds are available for specific improvements necessary to maintain an acceptable LOS. The city will also need to partner with adjacent communities to ensure corridor continuity across jurisdictional boundaries (i.e., arterials connect with arterials; collectors connect with collectors, etc.).

Funding sources for transportation are essential if Grantsville City recommended improvements are to be built. The following paragraphs further describe the various transportation funding sources available to the city.

FEDERAL FUNDING

Federal money is available to cities and counties through the federal-aid program. UDOT administers these funds. To be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher as established on the Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas.

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Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process.

The Transportation Enhancement Committee reviews the applications and then a portion of those is passed to the State Transportation Commission. Transportation enhancements include 12 categories ranging from historic preservation, bicycle and pedestrian facilities and water runoff mitigation.

Other federal and state trails funds are available from the Utah State Parks and Recreation Program.

Wasatch Front Regional Council (WFRC) accepts applications for federal funds through local and regional government jurisdictions. WFRC's Technical Advisory and Regional Planning committees select projects for funding every two years.

The selected projects form the Transportation Improvement Program (TIP). To receive funding, projects should include one or more of the following aspects:

- **Congestion Relief:** spot improvement projects intended to improve Levels of Service and/or reduce average delay along those corridors identified in the Regional Transportation Plan as high congestion areas.
- **Mode Choice:** projects improving the diversity and/or usefulness of travel modes other than single occupant vehicles.
- **Air Quality Improvements:** projects showing demonstrable air quality benefits.
- **Safety:** improvements to vehicular, pedestrian, and bicyclist safety.

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STATE/COUNTY FUNDING

The distribution of State Class B and C Program money is established by State Legislation and is administered by the State Department of Transportation. Revenues for the program are derived from State fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. Seventy-five percent of these funds are kept by UDOT for their construction and maintenance programs.

The rest is made available to counties and cities. A few of the roads in Grantsville City fall under UDOT jurisdiction, SR-138 (Main Street) and SR-112. It is in the interests of the City that staff are aware of the procedures used by UDOT to allocate those funds and to be active in requesting the funds for UDOT owned roadways in the City.

Class B and C funds are allocated to each city and county by a formula based on population, lane miles, and land area. Class B funds are given to counties, and Class C funds are given to cities and towns. Class B and C funds can be used for maintenance and construction projects; however, thirty percent of those funds must be used for construction or maintenance projects that exceed $40,000. The remainder of these funds can be used for matching federal funds or to pay the principal, interest, premiums, and reserves for issued bonds.

In 2005, the state senate passed a bill providing for the advance acquisition of right-of-way for highways of regional significance. This bill would enable cities in the county to better plan for future transportation needs by acquiring property to be used as future right-of-way before it is fully developed and becomes extremely difficult to acquire. UDOT holds on account the revenue generated by the local corridor preservation fund, but the county is responsible to program and control the monies. To qualify for preservation funds, the city must comply with the Corridor Preservation Process..

Another source of funding for Grantsville City is the statewide gas tax. As of January 1, 2016, the state began collecting $0.05 per gallon of gas purchased to directly use towards transportation improvements.

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CITY FUNDING

Most cities utilize general fund revenues for their transportation programs. Another option for transportation funding is the creation of special improvement districts. These districts are organized for the purpose of funding a single specific project that benefits an identifiable group of properties.

Another source of funding used by cities includes revenue bonding for projects felt to benefit the entire community.

Private interests often provide resources for transportation improvements. Developers construct the local streets within subdivisions and often dedicate right-of-way and participate in the construction of collector/arterial streets adjacent to their developments. Developers can also be considered a source of funds for projects through the use of impact fees. These fees are assessed as a result of the impacts a particular development will have on the surrounding roadway system, such as the need for traffic signals or street widening.

General fund revenues are typically reserved for operation and maintenance purposes as they relate to transportation. However, general funds could be used if available to fund the expansion or introduction of specific services. As of the publishing of this TMP, Grantsville City will have a general fund budgeted line item for transportation improvements.

General obligation bonds are debt paid for or backed by the city's taxing power. In general, facilities paid for through this revenue stream are in high demand amongst the community. Typically, general obligation bonds are not used to fund facilities that are needed as a result of new growth because existing residents would be paying for the impacts of new growth. As a result, general obligation bonds are not considered a fair means of financing future facilities needed as a result of new growth.

Certain areas might require different needs or methods of funding other than traditional revenue sources. A Special Assessment Area (SAA) can be created for infrastructure needs that benefit or encompass specific areas of the city. Creation of the SAA may be initiated by the municipality by a resolution declaring the public health, convenience, and necessity requiring the creation of a SAA. The boundaries and services provided by the district must be specified and a public hearing held prior to creation of the SAA. Once the SAA is created, funding can be obtained from tax levies, bonds, and fees when approved by the majority of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can apply to specific areas in the city needing and benefiting from the improvements.

Grant monies are ideal for funding projects within the city since they do not need to be paid back. Grants are highly competitive as they come from federal funds dispersed at the national level, therefore obtaining such funding is not guaranteed for the city and should not be considered viable revenue sources.

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IMPACT FEES

Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements resulting from and needed to serve new growth. The premise behind impact fees is that if no new development occurred, the existing infrastructure would not be adequate.

Therefore, new developments should pay for the portion of required improvements that result from new growth. Impact fees are assessed for many types of infrastructure and facilities that are provided by a community, such as roadway facilities. According to state law, impact fees can only be used to fund growth-related system improvements.

To help fund roadway improvements, impact fees should be established. These fees are collected from new developments in the city to help pay for improvements that are needed to the roadway system due to growth.

At the culmination of the Transportation Master Planning process, a citywide Impact Fee Facilities Plan (IFFP) will be developed according to state law to determine the appropriate impact fee values for the city.

COST TO IMPLEMENT FUTURE PROJECTS

The specific roadway network needs resulting from future growth throughout Grantsville City were identified by the unacceptable LOS from the no-build scenarios in Figure 16. Updating the roadway network as shown in Figure 17 is necessary since project scopes change as development occurs throughout Grantsville City. As projects are identified, they are put into the Capital Facilities Plan (CFP) to identify the funds needed for the roadway improvements.

A detailed breakdown of the costs of each project is included in Table 6. The total cost for the 2031 CFP projects is $193,104,951. Grantsville City is financially responsible for a significant portion and part will be eligible to be paid by impact fees. The total cost for the 2041 projects is $106,393,059. The total cost for the 2050 projects is $67,940,329. Projects 1 to 17 are to be built by the year 2031, projects 18 to 22 are before 2041, and projects 23 and 24 are 2050 projects.

Although this TMP should be regularly updated, it is necessary for all roadway improvements to accommodate projected 2050 traffic volumes. The total cost estimate for Grantsville City to improve the transportation system by 2050 is $367,438,339. All projects included for the horizon year 2050 are listed in Appendix B: Cost Estimates.

Many of the identified projects are for UDOT roads or roads which would be eligible for

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WFRC-funding assistance, such as SR-112 and SR-138. Where a planned project occurs on a UDOT road, it is assumed that the city would not participate in funding that project. In the case of WFRC eligible roadways, the City would be responsible for a 6.77% match of the total project cost. This 6.77% would need to be funded by the City with the funding mechanisms described earlier.

Table 6. CFP Projects

GRANTSVILLE CITY CAPITAL IMPROVEMENTS													
	IMPROVEMENT DESCRIPTION	LENGTH FT	COLLECTOR	ARTERIAL	WIDTH ROW	WIDTH ASPHALT	ROW	PAVEMENT & UBC	GRANULAR FILL	CLEAR & GRUB	CURB & GUTTER	SIDEWALK	COST
Projects Completed by 2031													
1	Northern Arterial (as collector)	26,420	X		108	55	X	X	X	X	X	X	$40,248,603
2	Vegas Street	4,350	X		90	55	X	X	X	X	X	X	$6,130,736
3	Race Street E/W	9,110	X		90	55	X	X	X	X	X	X	$12,839,312
4	Mack Canyon Road	1,320	X		90	55	X	X	X	X	X	X	$1,860,361
5	Main Street/SR-138	12,500			106	78	X	X	X	X	X	X	$18,551,803
6	Nygreen Street section 1	9,080		X	108	50	X	X	X	X	X	X	$13,445,667
7	Nygreen Street section 2	4,390		X	108	50	X	X	X	X	X	X	$6,500,713
8	Nygreen Street section 3	2,870	X		90	55	X	X	X	X	X	X	$4,044,876
9	Cooley Street	8,170	X		90	55	X	X	X	X	X	X	$11,514,509
10	Kearl Street	1,550	X		90	55	X	X	X	X	X	X	$2,184,515
11	Race Street N/S	5,490	X		90	55	X	X	X	X	X	X	$7,737,412
12	Matthews Lane	2,730	X		90	55	X	X	X	X	X	X	$3,847,565
13	Southern Collector	5,150	X		90	55	X	X	X	X	X	X	$7,258,228
14	Worthington Street	7,780	X		90	55	X	X	X	X	X	X	$10,964,857
15	SR-112 Extension	13,490	X		108	55	X	X	X	X	X	X	$20,550,857
16	Lamb Lane	5,360	X		90	55	X	X	X	X	X	X	$7,554,194
17	Sheep Lane	12,680		X	90	55	X	X	X	X	X	X	$17,870,743
Total 2031 Projects													**$193,104,951**
Projects Completed by 2041													
18	Northern Arterial	26,420		X	0	74		X	X	X	X		$24,624,746
19	Southern Collector Connection	20,190	X		90	55	X	X	X	X	X	X	$28,455,071
20	SR-112 Extension	13,490		X	0	74	X	X	X	X	X	X	$13,504,157
21	Burmester Road	19,590		X	108	74	X	X	X	X	X	X	$33,015,947
22	Sheep Lane	4,820		X	90	55	X	X	X	X	X	X	$6,793,137
Total 2041 Projects													**$106,393,059**
Projects Completed by 2050													
23	Northern Collector	23,130	X		90	55	X	X	X	X	X	X	$32,598,603
24	SR-112 Expansion	20,970		X	108	74	X	X	X	X	X	X	$35,341,726
Total 2050 Projects													**$67,940,329**
TOTAL ALL PROJECTS													**$367,438,339**

Complete Street Policy

Grantsville City is committed to providing transportation options for all modes, including bicyclists, pedestrians, motorists, commercial vehicles, and emergency vehicles. A Complete Street is designed to accommodate these modes for all ages and abilities where possible. Complete Street policies seek to achieve a range of benefits like improving safety, enhancing vitality, improving the visual and economic appeal of a streetscape, and improving public welfare by addressing a wide array of health and environmental problems. As roadways are resurfaced, reconstructed, or constructed, the City will analyze and recommend treatments that:

- Create a safe environment for all roadway users
- Provide better neighborhood walkability
- Accommodate people riding bicycles where possible
- Plan for future transit service
- Facilitate person throughput, not just vehicle throughput

Complete Street practices should be a routine part of all operations to evaluate every transportation project and program as an opportunity to integrate policies and achieve Complete Street goals. These policies can be implemented in some manner on many roadways. The City will look holistically at the transportation network to identify the best streets for walking and riding a bicycle while also ensuring that major arterials and thoroughfares remain accessible and viable for regional travel. Implementation of Complete Street policies will use the following practices:

- **All Agencies:** The City of Grantsville City Complete Street Policy will be carried out within all departments with multi-jurisdictional cooperation among private developers and state and regional agencies to develop a connected and integrated network that can serve all roadway users.
- **Context Sensitivity:** Project implementation is sensitive to the community's physical, economic, and social settings. A context-sensitive approach will be taken to ensure the preservation of scenic, historical, and environmental resources while improving and maintaining safety, mobility, and infrastructure conditions.
- **Training:** Training and education will be considered to familiarize employees with the Complete Street Policy to enable them to answer questions from the community members.
- **Design Guidance:** The best and latest design standards should be used to adopt a Complete Street Policy, such as existing design guidance from the American Association of State Highway Officials (AASHTO), UDOT, the Institute of Transportation Engineers (ITE), the National Association of City Transportation Officials (NACTO), and the Americans with Disabilities Act (ADA).
- **Planning Consistency:** As part of this TMP update, street design standards will be available to enable staff to select from a range of design options that fit with the unique context of a particular project.

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Walking and Biking Transportation

Formerly referred to as active transportation, walking and biking transportation is important to evaluate. Accommodating alternative modes of transportation is a vital consideration when planning a livable and sustainable community. As a rural but growing city, it is important for Grantsville City to plan for new trails and pedestrian facilities.

Designating portions of the public row to walking and biking facilities helps provide safe, comfortable, and direct connections that can be utilized to access existing and new destinations with and around Grantsville. Integrating these facilitates into the transportation network will create accessible and convenient and options for daily travel that are light on the wallet and good for the health for the community members of Grantsville. Community walking and biking facilities can improve the overall quality of life of the residents while aiding in congestion relief and increasing the lifespan of the City's roadway network.

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Traffic Calming Measures

Traffic calming is an umbrella term referring to various roadway design elements and treatments that slow traffic.

Many roads are designed for uninhibited vehicle mobility at high speeds. These roads are designed with wide lanes that continue as long as possible without curves, obstacles, or traffic control devices that would require drivers to slow down and increase their focus on their surroundings. These roads are also designed to have minimal visual distractions for drivers, allowing their sight lines to extend far into the horizon and diffuse out along the side of these roads, which are clear of visual obstructions. This makes drivers comfortable driving at high speeds because their field of vision is unincumbered far down the road.

The Governors Highway Safety Association reported that over 7,500 pedestrians were struck and killed by drivers in 2022, which is a 40-year high for pedestrian fatalities. In Utah, UDOT reported 53 pedestrian fatalities and 15 bicycle fatalities for 2023. In addition to these statewide and national fatal collisions, there are many more incidents that result in property damage only. This includes drivers hitting fixed objects on the side of the road or leaving the roadway; many of these occurences are attributed to distracted driving and high speeds, and are preventable by low-cost traffic calming treatments.

Traffic calming guidance is primarily focused on creating visual friction along corridors. Elements placed in or adjacent to a roadway that restrict or unintentionally engage a driver's line of sight create visual friction. Various treatments can obtain this result and multiple treatments can be combined together to reduce vehicle speeds along a corridor.

In general, traffic calming devices:

- narrow the road
- create a minor physical obstruction to the roadway
- add visual obstruction in the roadway

A few examples are:

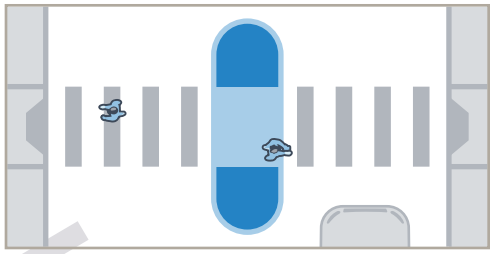
- landscaping that creates a sense of enclosure along a corridor and reduces field of vision for drivers
- an abrupt change in the texture or color along the road such brick pavers at intersections, or crosswalks painted with artistic murals

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The following are examples and recommendations of traffic calming devices. Grantsville's Active Transportation Plan also provides examples and recommendations for context appropriate traffic calming measures and devices.

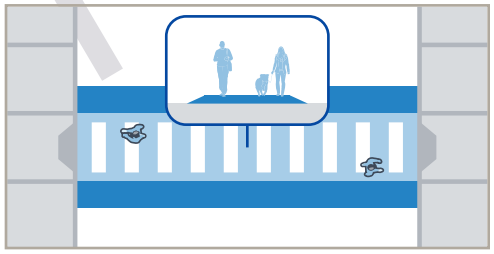
PEDESTRIAN REFUGE ISLAND

Pedestrian refuge islands reduce vehicle exposure time to vehicles in an intersection and can be implemented on wide and narrow streets. This device increases user confidence and comfort when crossing high-volume streets.



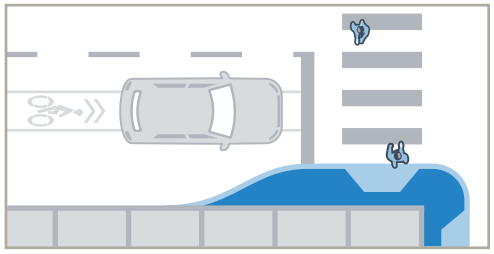
RAISED CROSSWALK

Raised crosswalks are slightly elevated above the grade of the road. This device increases pedestrian visibility and encourages vehicles to yield when approaching the raised crosswalk. Raised crosswalks reduce vehicle speed and enhance the pedestrian experience.



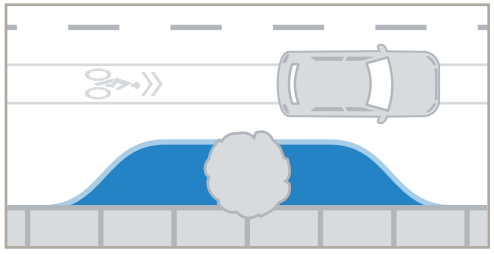
BULB-OUT

Bulb-outs create shorter and safer crossings distances for pedestrians and function as a visual cue to vehicles that they are entering a neighborhood or low-speed area. More compact intersections reduce pedestrian's time spent in travel lanes, slow traffic near conflict points, and increase visibility for all users. Bulb-outs increase space for landscape opportunities and street furniture, and are effective for different street types and sizes.



PINCH-POINT (CURB EXTENSIONS)

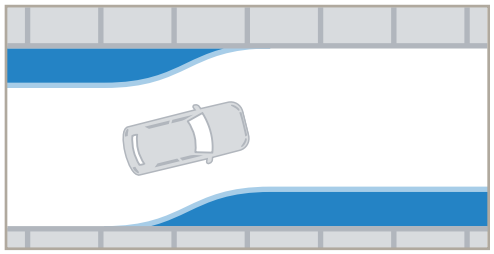
Pinch-points visually and physically narrow the roadway, producing safer and shorter crossings for pedestrians. Curb extensions increase pedestrian visibility by aligning pedestrians with the parking lane. They can also be implemented midblock to slow traffic speeds and increase available public space. Pinch-points are designed for a variety of street types and sizes.



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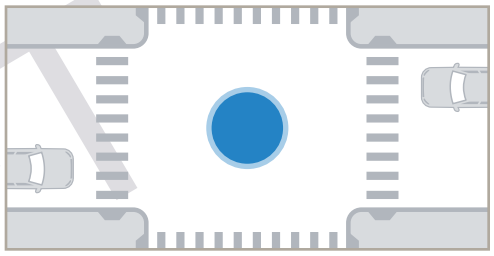
CHICANE

Chicanes are created by offset curb extensions and are best for residential or low volume streets. Chicanes slow traffic speeds and create a proactive street design that forces drivers to be aware and responsive to the environment. Chicanes increase a corridor's public space availability for bicycle parking, benches, and other amenities.



NEIGHBORHOOD TRAFFIC CIRCLE

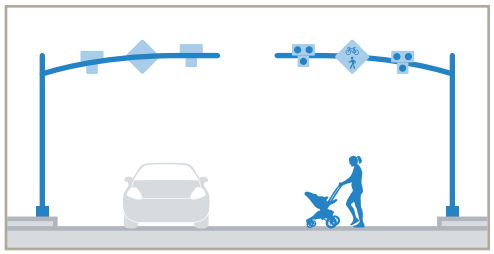
Traffic circles reduce speeds by forcing vehicles to maneuver around them, and are commonly used as alternatives to four-way stops. Miniature traffic circles are best for lower traffic volumes and minor intersection crossings, while larger ones improve traffic flow at busier intersections. They can generate additional space for landscaping, create a more proactive street design for vehicles, and reduce vehicle idle time.



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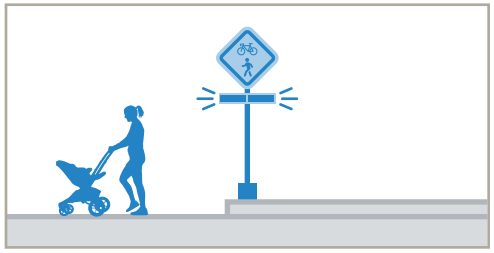
HIGH-INTENSITY ACTIVATED CROSSWALK (HAWK) SIGNAL

HAWK signals are pedestrian-activated signals that bring traffic to a stop, and are often used on roads with high traffic volumes and speeds, and at midblock crossings. The traffic lights are located above the crosswalk and over the travel lanes, which increases driver awareness of pedestrians.



RECTANGULAR RAPID FLASHING BEACON (RRFB)

RRFBs are attached to pedestrian crossing signs to provide added safety at crossings by flashing LED lights activated by pedestrians. Placing one in a pedestrian refuge island can enhance visibility and safety. RRFBs are not as effective as HAWK signals and not recommended for roads speed limits above 40 mph.



Active Transportation Plan

Grantsville, UT

November 2023

Existing Conditions

Introduction

This memo provides an analysis of the existing conditions pertaining to active transportation in Grantsville. The analysis focuses on identifying how active transportation principles align with the community vision and core values of Grantsville, as well as the growth and considerations for implementing active transportation modes. It also includes a review of origins & destinations for active travel, and opportunities & constraints that may facilitate or impede the implementation of active transportation modes, given the absence of bikeways or trail amenities. The goal is to gain a thorough understanding of the current state of transportation infrastructure and identify areas for improvement to develop an effective active transportation system that aligns with Grantsville's goals and values.

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Review of Existing Studies

GENERAL PLAN - VISION AND COMMUNITY GOALS

The Grantsville general plan envisions a community that preserves its values and enhances the well-being of residents. Upholding the small-town atmosphere and improving the quality of life for all residents, regardless of age or socioeconomic status, are core values emphasized in the plan. Grantsville aims to create an inclusive environment by providing equal opportunities and resources for everyone to thrive.

Promoting a sustainable local economy is another focus in Grantsville. The community aims to attract and retain amenities and services that encourage residents to support local businesses, contributing to the development of the local tax base and ensuring financial stability for growth. Grantsville actively supports business development and recognizes its role in creating employment opportunities and economic prosperity for residents.

The goals outlined in the Grantsville General Plan Vision and Community Goals section at the end of this document are crucial for maintaining Grantsville's small-town atmosphere and community values. By developing strategic policies and physical design recommendations that align with these goals, active transportation can be promoted through context-sensitive design that enhances Grantsville's safety and connectivity for pedestrians and bicyclists. This approach may lead to reduced reliance on cars and the generation of alternative transportation options for individuals seeking recreational activities and walking within the city limits. Moreover, it contributes to creating a safer environment for pedestrians and cyclists, including people of all ages and abilities, such as school-aged children and individuals with different mobility needs.

Improving walking and cycling conditions not only brings health benefits and enjoyment to users but also stimulates the local economy, including retail and recreation . This economic boost encourages residents to shop locally, generating higher tax revenues that can be reinvested in infrastructure, community services, and public amenities for the benefit of the entire community. By integrating active transportation principles, Grantsville can retain its unique character, improve residents' quality of life, and help foster a thriving and sustainable community.

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GENERAL PLAN - RECREATION AND OPEN SPACE GOALS

The Grantsville general plan places significant emphasis on enhancing recreation opportunities. As the city continues to develop and new recreational options become available, it is essential to establish a robust active transportation network that aligns with the recreation and open space goals outlined in the plan. Goal Two within the Recreation and Open Space Goals + Policies sections specifically targets the improvement of recreation opportunities and the connection of all community areas through high-quality parks and recreational facilities.

To achieve this, the plan highlights the importance of collaboration with the county and neighboring communities to offer a diverse range of passive and active recreational programs. It also emphasizes the proactive acquisition of land and facilities in anticipation of future needs. Ensuring universal accessibility for park improvements is a key aspect of the plan, promoting inclusivity and equal enjoyment for all residents.

By actively addressing these goals, Grantsville aims to create a thriving recreational environment that caters to the needs and preferences of its residents. The integration of an effective AT network supports this vision by facilitating easy and safe access to recreational areas. By harmonizing these recreation and open space goals with the development of a well-connected network of walking and biking infrastructure, it enables residents to easily explore parks, trails, and recreational areas, enabling an active and healthy lifestyle. In addition to promoting physical well-being, this integration supports the broader vision of Grantsville's general plans, creating a community that values recreation, open spaces, and the interconnectedness of its residents.

By incorporating active transportation principles into the city's core goals and community values, the City can uphold the small-town atmosphere, provide easy access to outdoor activities, improve the quality of life, support local businesses, enhance the tax base, and promote affordability and local employment opportunities.

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TMP AND FUTURE GROWTH CONSIDERATIONS

The 2022 Grantsville City TMP) shows a projection of a significant 120% population increase from 2020 to 2050, highlighting ongoing growth. It's crucial to consider future transportation needs sustainably and in line with community goals. By proactively integrating active transportation infrastructure, Grantsville can accommodate growth, promote sustainability, and avoid retrofitting challenges.

- According to the TMP, by 2050, measures must be taken to maintain the current Level of Service (LOS) on roadways. The eastern section of Main Street/SR-138, for example, is an existing three-lane configuration of roadway that is projected to perform poorly and unable to handle daily traffic volume adequately . The TMP assesses road system adequacy using LOS, which considers lane assignments, traffic volume, and delay per vehicle. The level of service ranges from A (free flow) to F (traffic exceeding capacity). If no action is taken, several roadways, including Main Street/ SR-138, SR-112, and Durfee Street, would operate at LOS E or worse. Improvement projects by 2050 are proposed, including a Northern Collector connection and SR-112 expansion, aimed at managing traffic growth.
- Grantsville's growth and future transportation needs hold significant importance for several reasons. As the city begins to undertake future roadway improvements, there's a valuable opportunity to improve the pedestrian and cycling environment in tandem. By planning adequately and incorporating both linear enhancements and spot improvements, Grantsville can establish a community that is more conducive to walking and cycling. Furthermore, considering the proposals outlined in the Transportation Master Plan (TMP) for roadway extensions and expansions, it becomes clear that prioritizing safe and accessible street crossings is essential. By providing appropriate crossing infrastructure, Grantsville can facilitate the movement of people of all ages and abilities across roadways, ensuring their mobility and safety.
- To effectively manage its growth and maintain acceptable road service levels, Grantsville needs to address transportation challenges and implement improvements. This involves utilizing potential roadway enhancements to create safer and more accessible street crossings, prioritizing the mobility and safety of pedestrians and cyclists. By integrating pedestrian and cycling enhancements into road projects, Grantsville can foster a vibrant and pedestrian-friendly environment, which is crucial for preserving the city's small-town atmosphere while accommodating its growth and expanding roadways. Taking a comprehensive approach to address both roadway challenges and pedestrian/cycling infrastructure ensures that Grantsville develops into a vibrant and sustainable community that meets the diverse needs of its residents.

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Design User and Facility Selection Guidance

TYPES OF BICYCLISTS

It is important to consider bicyclists of all skill levels when undergoing bicycle network planning and facility selection. Infrastructure should allow for a comfortable experience for the greatest number of users and user types as possible. Based on research related to transportation behavior, people are typically categorized into four groups, or the four types of cyclists:[1]

- **"Highly confident"** bicyclists will typically ride anywhere regardless of road or weather conditions, ride faster than other user types, prefer direct routes, and will typically choose to ride on the road, even if shared with vehicles, over separate bikeways like shared use trails.
- **"Somewhat confident"** bicyclists are fairly comfortable riding bike lanes with passing traffic, but typically prefer low traffic streets or physically separated bikeways or trails, when available.
- **"Interested but concerned"** bicyclists comprise the majority of the population (approximately 60%) and are interested in using a bicycle for transportation, but concerned about safety, especially interacting with motor vehicles. This demographic will typically only ride on quiet neighborhood streets or physically separated routes. If they don't perceive conditions as safe, they choose not to ride.
- **"Not currently interested"** individuals will not ride a bicycle under any circumstances, either due to physical disability or overall lack of interest.

According to a survey conducted by People for Bikes, nearly half of American adults (47 percent) would like to ride a bicycle more often, and 43 percent would be more likely to ride if bikeways were physically separated from motor vehicles, confirming that the potential for higher ridership is present, but that a lack of comfortable infrastructure is a major barrier.[2]

Selecting a target design user significantly impacts the safety, comfort, connectivity, and overall effectiveness of the bicycle network. Communities should determine a target comfort level for the network, considering that stress is inversely related to comfort, with high motor vehicle traffic speeds and volumes being major stressors for cyclists.

By prioritizing a high-comfort/low-stress network, Grantsville can maximize the benefits to the most people, while low-comfort/high-stress networks may serve

1 Four Types of Cyclists. (2009). Roger Geller, City of Portland Bureau of Transportation: https://www.portlandoregon.gov/transportation/44597?a=237507

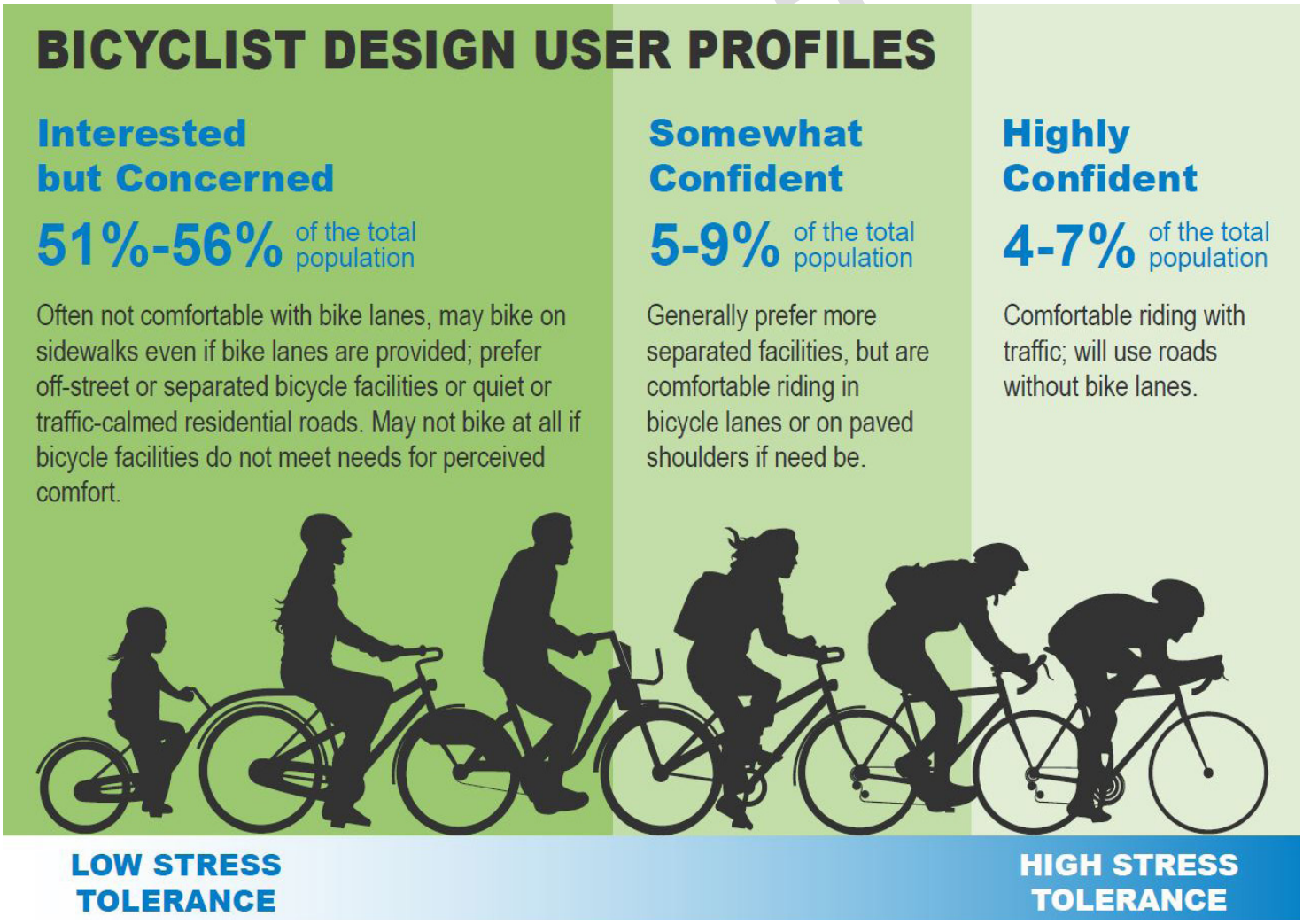
2 U.S. Bicycling Participation Study. (2018) People for Bikes: https://peopleforbikes.org/wp-content/uploads/2019/04/Corona-Report-for-PFB-Participation-2018-for-Website.pdf

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fewer individuals. However, it's essential to note that the critical decision of selecting the target design user and comfort level is often overlooked, leading to a default approach that primarily caters to Highly Confident and Somewhat Confident users.

Figure 1 depicts the typical split of bicyclist design user profiles according to the FHWA 2019 Bikeway Selection Guide.

Figure 1. *Bicyclist Design User Profiles from FHWA 2019 Bikeway Selection Guide*



Note: the percentages above reflect only adults who have stated an interest in bicycling.

FACILITY SELECTION

The process of bikeway selection involves an analytical process that considers the broader network and roadway context while drilling down on a specific corridor. It starts with identifying the desired bikeway type and then refines the selection based on real-world conditions like available right-of-way and budget. The chosen bikeway type significantly impacts the level of comfort and, consequently, the number of people who will benefit from it.

Figure 2 provides guidance on how motor vehicle volume and speed should be taken into account to determine the bikeway type that will best serve the "Interested but Concerned" bicyclist.

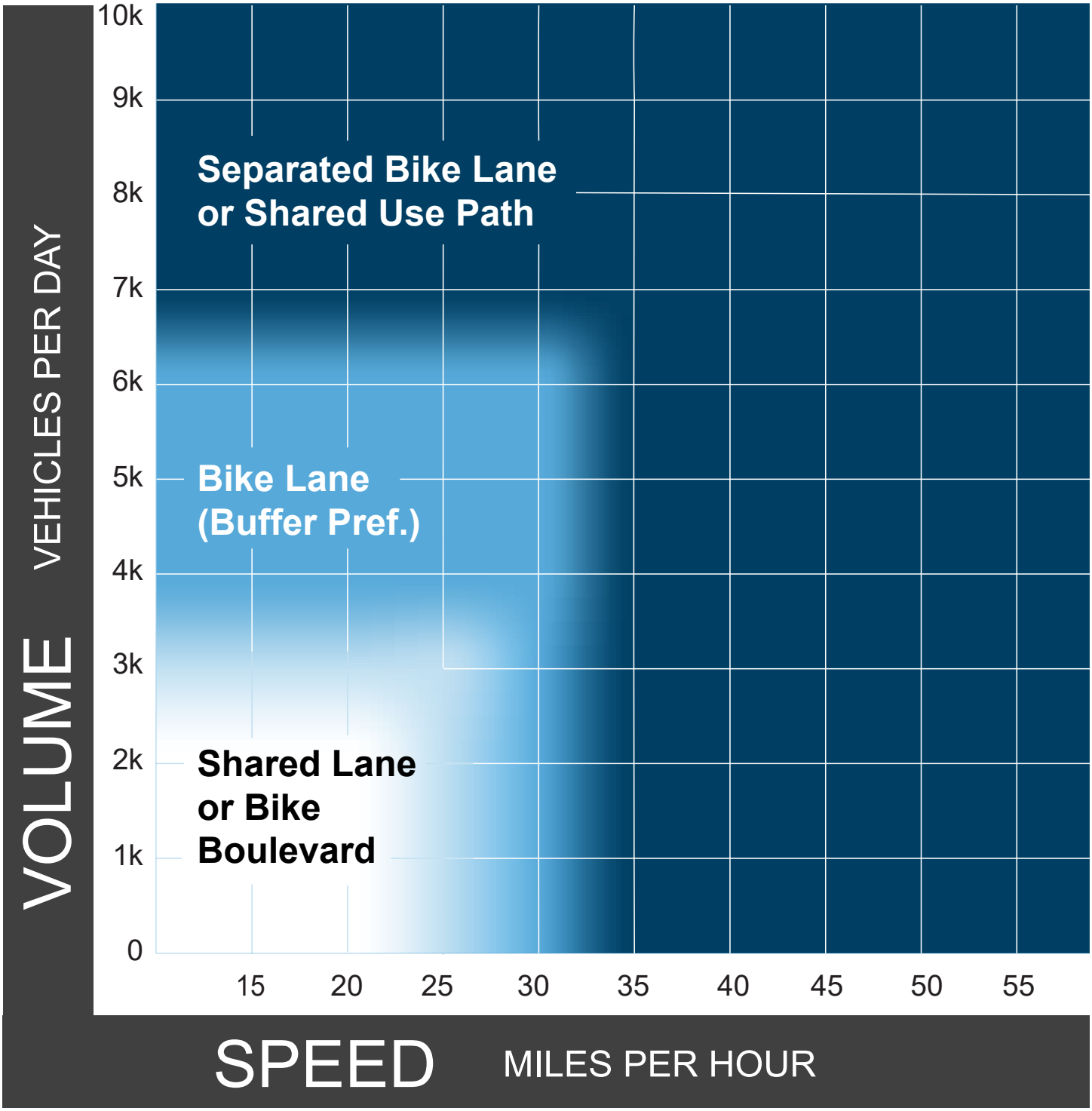
In general, the higher the speed and volume of a road, the more protective the recommended bikeway. The following recommendations are suggested based on speed and volume:

1. Shared lanes or bicycle boulevards are suitable for the lowest speeds and volumes.
2. Bike lanes are recommended for low speeds and low to moderate volumes.
3. Separated bike lanes or shared-use paths are suitable for moderate to high speeds and high volumes.

Since the design user is the "Interested but Concerned" cyclist, the most appropriate recommendation might be a more protective facility than necessary for a "Highly Confident" or "Somewhat Confident" design user.

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Figure 2. *Bicyclist Design User Profiles from FHWA 2019 Bikeway Selection Guide*



Note:
1. Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
2. Advisory bike lanes may be an option where traffic volume is <3K ADT.
3. See page 32 for a discussion of alternatives if the preferred bikeway type is not feasible.

FACILITY SELECTION IN A RURAL CONTEXT

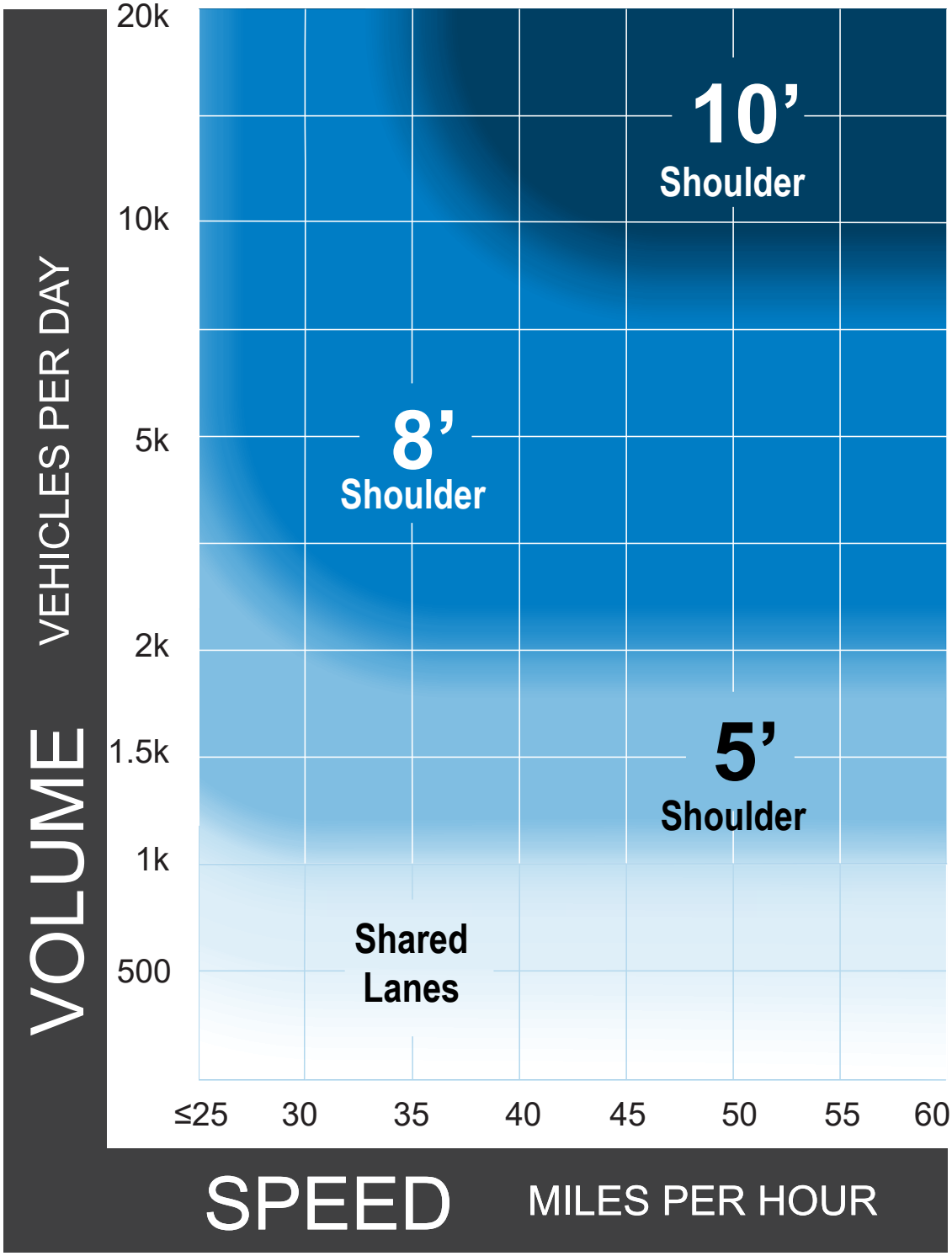
In rural areas, the typical bicyclist is often a recreational cyclist, falling into the Highly Confident or Somewhat Confident category. Suitable bikeway types for rural roadways include shared lanes, paved shoulders, and shared use paths. The width of the shoulder plays a critical role in accommodating these bicyclists, considering traffic volumes and posted speeds in the rural context. For guidance on selecting a preferred shoulder width based on volumes and speeds, refer to Figure 3.

In rural areas with higher speeds (45 mph or greater) or locations attracting larger volumes of bicyclists due to scenic views or serving as key connections between destinations, it is desirable to provide shared use paths. These paths are also essential for families and children making connections in rural areas. Additionally, shared use paths are generally preferred on rural roads with Average Daily Traffic above a certain threshold (e.g., above 6,000 or 7,000 ADT depending on the context).

In cases of highly constrained conditions where achieving sufficient shoulder width is challenging, it is preferable to provide a narrow shoulder rather than no shoulder at all.

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Figure 3. *Preferred Shoulder Widths for Rural Roadways*



Note:

1. This chart assumes the project involves reconstruction or retrofit in constrained conditions. For new construction, follow recommended shoulder widths in the AASHTO Green Book.
2. A separated shared use pathway is a suitable alternative to providing paved shoulders.
3. Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed
4. If the percentage of heavy vehicles is greater than 5%, consider providing a wider shoulder or a separated pathway.

Existing Conditions Analysis

Grantsville Today

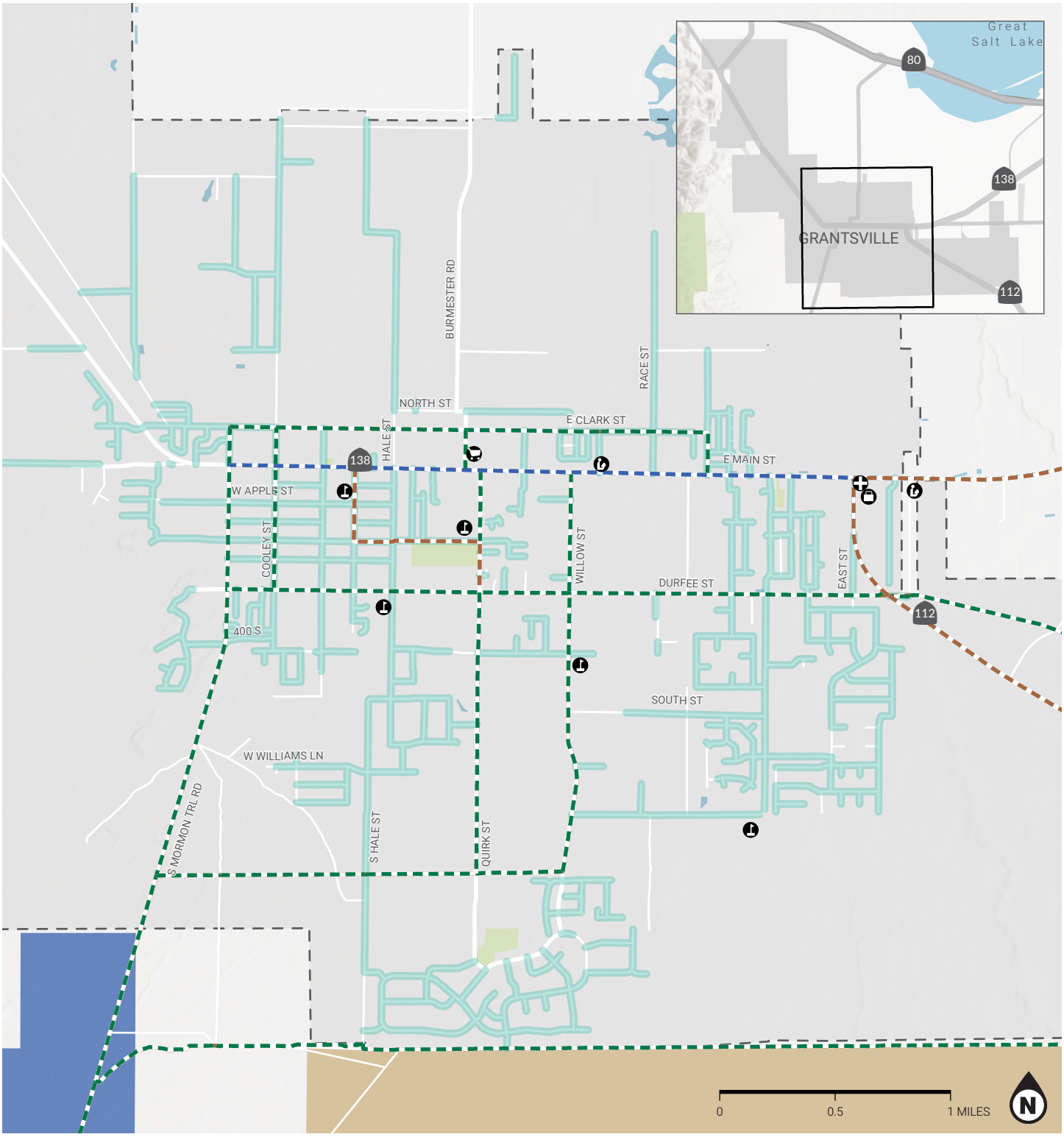
The project team has identified key community destinations, such as schools, parks, libraries, and retail nodes. Through mapping existing facilities, such as sidewalks, gaps within a quarter-mile radius of these destinations can be pinpointed. This data allows for the prioritization of improvements and the establishment of a well-connected active transportation network.

BICYCLE NETWORK

Given the absence of existing bike and trail amenities in Grantsville, the existing conditions analysis primarily focuses on the pedestrian network and sidewalk connectivity. Even though Grantsville lacks designated bicycle facilities today, however, there are existing streets that currently may be suitable for bicyclists to share the road with vehicles, as well as previously planned regional connections that present opportunities for future bicycle network improvements, as illustrated in Map 1.

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Map 1. *Existing & Planned Bicycle Network*



EXISTING CONDITIONS

GRANTSVILLE CITY

Base Map

Boundaries

- Grantsville City Boundary
- Dept of Defense
- State Trust Lands
- Water
- Parks

Destinations / Transportation

- School
- Grocery Store
- Library
- Medical Center
- Retail Node
- Local Roads ≤ 25 MPH (From © OpenStreetMap)

Planned Bike Facilities (From UDOT Unified Plan)

- Painted Bike Lane
- Parallel Pathway
- Unknown Facility Type

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PEDESTRIAN NETWORK

Sidewalk connectivity is a critical factor in assessing the walkability of a community. Sidewalks serve as fundamental elements of the walking network by providing pedestrian travel areas separated from vehicle traffic. Ensuring adequate and accessible facilities can lead to increased pedestrian activity, improved safety, and the creation of social spaces. However, due to historical development patterns, there are instances where sidewalks are missing or insufficiently built along specific segments of a continuous corridor. In some cases, sidewalks may only exist on one side of the street, limiting access for pedestrians who require access on both sides. This situation raises safety concerns as pedestrians are forced to share the roadway with vehicles.

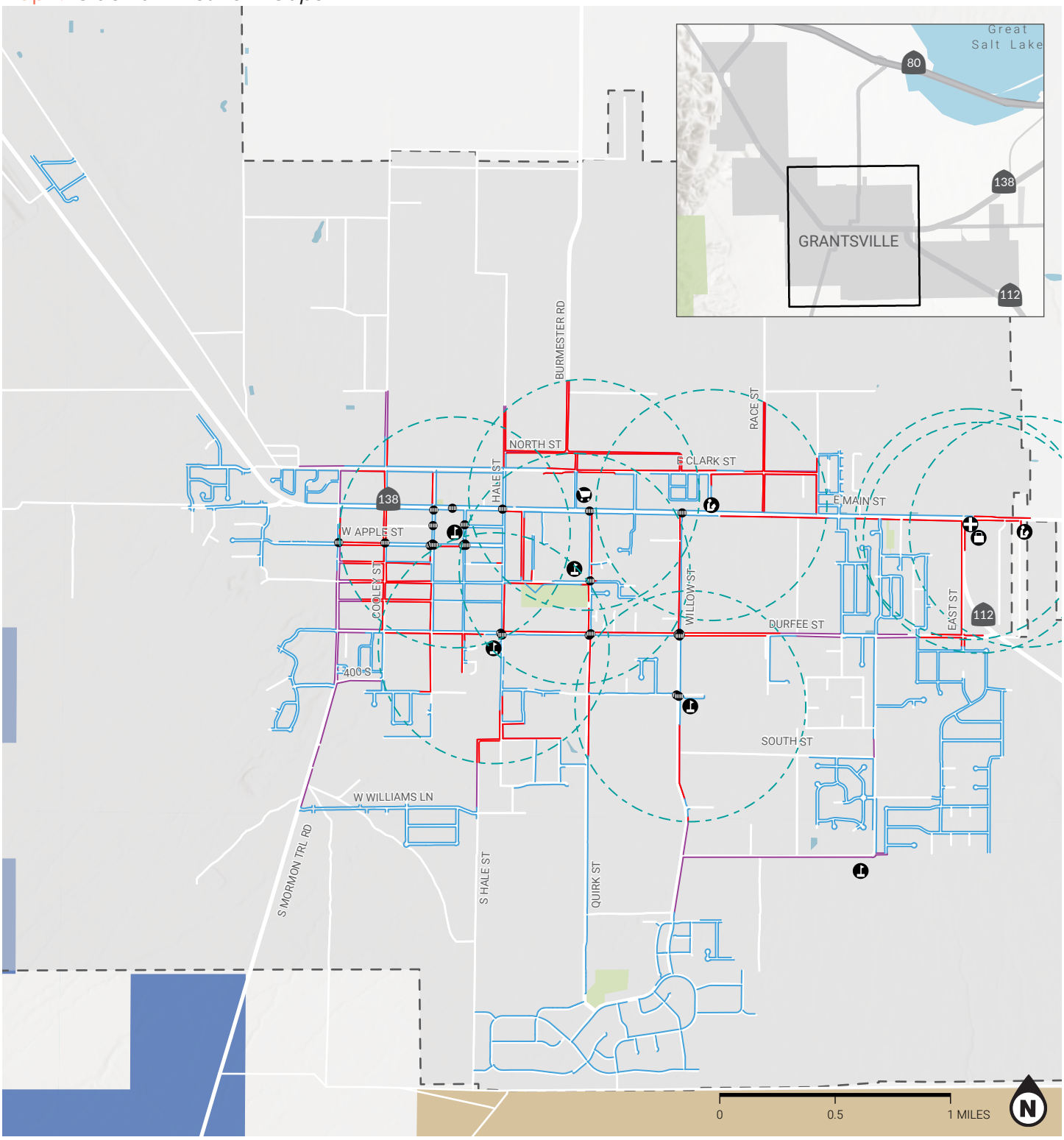
For example, there is a segment of Main St where sidewalks are missing on one side of the street. As a result, pedestrians are forced to walk in on the gravel shoulder adjacent to 40 mph vehicle traffic. This lack of proper pedestrian space presents safety risks, particularly in poor lighting conditions or for individuals with accessibility needs. Retrofitting gaps in the sidewalk network should prioritize locations near transit stops, schools, parks, public buildings, and other areas with higher pedestrian concentrations.

Map 2 highlights critical gaps in the sidewalk network that fall within a quarter-mile buffer of community destinations. These gaps, which would connect to schools, parks, community destinations, and retail nodes, may be higher priorities for the City to implement in the near term. Existing sidewalks are shown on the map in blue. Important gaps in the sidewalk network that would connect to community destinations are depicted in purple. In total, there are approximately four miles of sidewalk gaps within a quarter-mile radius of community destinations. Additionally, there are other sidewalk gaps that require attention to improve connectivity between residential neighborhoods.

These opportunities include linking active transportation initiatives to recreation and open space goals, addressing gaps on Main Street/East Street near health facilities, resolving missing gaps on North E Clark Street, Willow Street, Quirk Street, and Hale Street, and improving East-West connections on Durfee Street. Furthermore, it is crucial to address the two North-South connections on Willow Street, extending into the southern neighborhood, and on South Mormon Trail, connecting the southern neighborhood to the main street corridor. By promoting economic vitality through improved accessibility, Grantsville can benefit from enhanced active transportation.

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Map 1. *Sidewalk Network Gaps*



Data provided by the City of Grantsville and AGRC. Document: N:\Shared\PROJECTS\2021\00-2021-147 Grantsville, UT TMP and Main St Plan\GIS\Process\21-147_Grantsville aprx. Date saved: 11/3/2023.

SIDEWALK ANALYSIS

GRANTSVILLE CITY

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Base Map

Boundaries

- Grantsville City Boundary
- Dept of Defense
- State Trust Lands
- Water
- Parks

Destinations / Transportation

- School
- Grocery Store
- Library
- Medical Center
- Retail Node
- Existing Marked Crossings
- Existing Sidewalks (As of 12/13/22)
- Sidewalk Gaps
- Sidewalk Gaps within Buffers
- 1/2 Mile Destination Buffer

OPPORTUNITIES AND CONSTRAINTS

By recognizing opportunities and addressing constraints, we can work towards improving connectivity, accessibility, and the overall quality of life for all residents. Here are the key findings and opportunities derived from the analysis:

- **Enhancing Recreation Opportunities**: The Grantsville general plan emphasizes the importance of enhancing recreation opportunities and connecting community areas through high-quality parks and recreational facilities. As new recreational opportunities become available, continually identifying opportunities to connect residents to recreation where improvements are needed will be imperative to ensure easy and safe access. Additionally, due to the increasing amount of development happening in and around the City, Grantsville can leverage future development to implement local and regional multi-use trail connections.

- **Sidewalk Connectivity**: The analysis highlights the importance of addressing gaps in the sidewalk network to enhance pedestrian safety and promote walkability. By prioritizing improvements in areas where sidewalk connectivity is lacking, Grantsville can create a continuous and accessible network that encourages active transportation. Sidewalk connectivity should be prioritized around schools, the Main Street Commercial Core, and other pedestrian priority zones.

- **Wide Rights-of-Way**: A handful of thoroughfares in Grantsville have wide rights-of-way, with much of the cross section currently being underutilized as gravel shoulders and head-in or diagonal street parking. These corridors could be re-evaluated to improve the safety and comfort of all roadway users. They include Main St, Clark St, Durfee St, Apple St, and parts of Center St.

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- **Main Street Commercial Core**: Main Street serves as the downtown of Grantsville, but also a major regional thoroughfare. Many of the City's civic and commercial destinations are found along Main Street. As such, special attention needs to be given to active transportation users moving ALONG and ACROSS Main Street. More frequent crossings, bicycle facilities, and a more generous pedestrian realm should be considered, including north-south connections to Main Street from surrounding neighborhoods.

- **Future Development**: As Grantsville continues to see population growth and new development, opportunities exist to establish best practices in pedestrian and bicycle facility design and to ensure regional and local bicycle/pedestrian connectivity. The City can adopt bicycle- and pedestrian-friendly policies and standards to see that new developments include these considerations.

- **Future Roads:** The 2023 Transportation Master Plan identifies several new roadways to accommodate future growth and development. These future roads present opportunities to expand the bicycle and pedestrian network, and active modes should be considered during the design and construction process.

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Grantsville General Plan Vision and Community Goals

The community vision as outlined in Grantsville general plan:

Grantsville is a community that preserves values and provides an improved quality of life for residents.

And the community's core values as outlined in Grantsville general plan are:

- Retain the feel and atmosphere of a small community.
- Offer an increased quality of life for residents, regardless of age or socioeconomic status.
- Attract and retain necessary amenities or services to encourage residents to shop locally.
- Support the development of the local tax base.
- Provide affordable housing options that meet local needs and local socioeconomic characteristics for residents.
- Support business development for local employment opportunities.
- The general plan also contains transportation goals and policies that are relevant (not just recreation and open space), especially Goal 3 - "Develop a comprehensive transportation system"

Goals + Policies - Recreation and Open Space

Goal 1. Improvement and Maintenance of Open Space. Grantsville seeks to maintain recreation facilities and natural assets to improve the quality of life and area property values.

Goal 2. Improve Recreation Opportunities. Grantsville encourages the development and maintenance of parks with quality recreational facilities that connect all parts of the community.

Goal 3. Public/Private Cooperation. Grantsville supports public/private cooperation in developing recreation and open space improvements, services, and facilities.

Goal 4. Park Acreage Acquisition Plan. Grantsville will develop a plan to acquire land for the development of regional parks and recreational amenities through option or right of first refusal contracts, use of fee-in-lieu payments and grant opportunities.

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Goals + Policies - Transportation

Goal 1. Provide for the existing and future transportation needs. Develop and maintain transportation systems of adequate size and capacity to serve the existing and projected permanent and peak population in all areas of the city.

Goal 2. Connect local transportation facilities with regional transportation systems.

Goal 3. Develop a comprehensive transportation system. Incorporate many modes of travel, including private vehicle, mass transit, pedestrians and bicycles.

- » Access for the disabled shall be addressed in all public improvements.
- » Provide a pedestrian-oriented sidewalk, path and trail system that offers convenient access throughout the entire city.
- » Walking and biking will be a practical and enjoyable means of travel within the City with the provision of safe sidewalks and multiple use trail system (including ATV and equestrian users).
- » Consult the Tooele County Active Transportation Plan when considering transit and active transportation investments locally.

Goal 4. Maintain a functional and visually appealing streetscape. Parking, pedestrian, landscaping, plaza and street furnishing improvements should be designed to accommodate four-season weather conditions.

Goal 5. Public participation for roadway design - As new roadways are located or as roadway classifications are expanded, it is recommended to complete the following:

- Undertake a transportation master plan update.
- Coordinate with the public to identify concerns residents may have.
- Reach a compromise about locations and roadway designs that are implemented.

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Recommendations

INTRODUCTION

The approach to developing the recommended active transportation network in Grantsville considers existing community plans and goals, the national best practices and criteria for facility selection, and the opportunities and constraints identified by the project team while reviewing the network.

Methodology/Approach

The Grantsville active transportation network recommendations considers a variety of factors, including:

- Existing conditions and opportunities: The plan leverages existing active transportation assets, such as low-stress roadways and enhanced intersections, to improve connectivity and access to local destinations. It also considers the locations of existing traffic signals to inform routing and support for high-comfort crossings.
- Access to destinations: The plan aims to expand travel options for residents by augmenting the network's links and providing more convenient access to destinations.
- Planned facilities: The plan examines potential connections to regionally significant and recreation-aligned trails, focusing on the facilities outlined in both the UDOT unified plan and the Tooele County Active Transportation plan.
- Vision: The plan is aligned with the overarching vision and goals set forth in the Grantsville General Plan.
- Future development: The plan considers forthcoming land use and the Transportation Master Plan (TMP) to inform the broader development strategy and ensure that the network is compatible with future development.

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RECOMMENDED BICYCLE NETWORK

This plan proposes over 43 miles of new bikeways and trails, providing residents and visitors with a safe and convenient way to travel using active modes of transportation. Map 3 shows the recommended projects, and Table 1 provides further information on facility type and specific project details.











PROPOSED NEW FACILITY TYPES

Standard/Buffered Bike Lane

Designated space for cyclists on the roadway, typically 5-7' wide, visually separated from vehicular traffic using white striping. Buffered bike lanes include an additional striped buffer to increase separation.

Neighborhood Byway

A quiet street with low vehicle volumes and speeds; bicyclists are prioritized by managing vehicle speeds/volumes via traffic calming elements, signage, and pavement markings.

Shared Use Path & Sidepath

Also referred to as paved trails; an off-street pathway completely separated from vehicular traffic. May occupy its own right-of-way through parks or adjacent to waterways, railways, or utility corridors (shared use path); may also fall within street right-of-way adjacent to the roadway (sidepath); designed for two-way, non-motorized travel.

TBD

Approximately 7.5 miles of the proposed network still need further feasibility study or are dependent upon future development to determine the appropriate facility type.

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NEIGHBORHOOD BYWAYS, EXPLAINED FURTHER

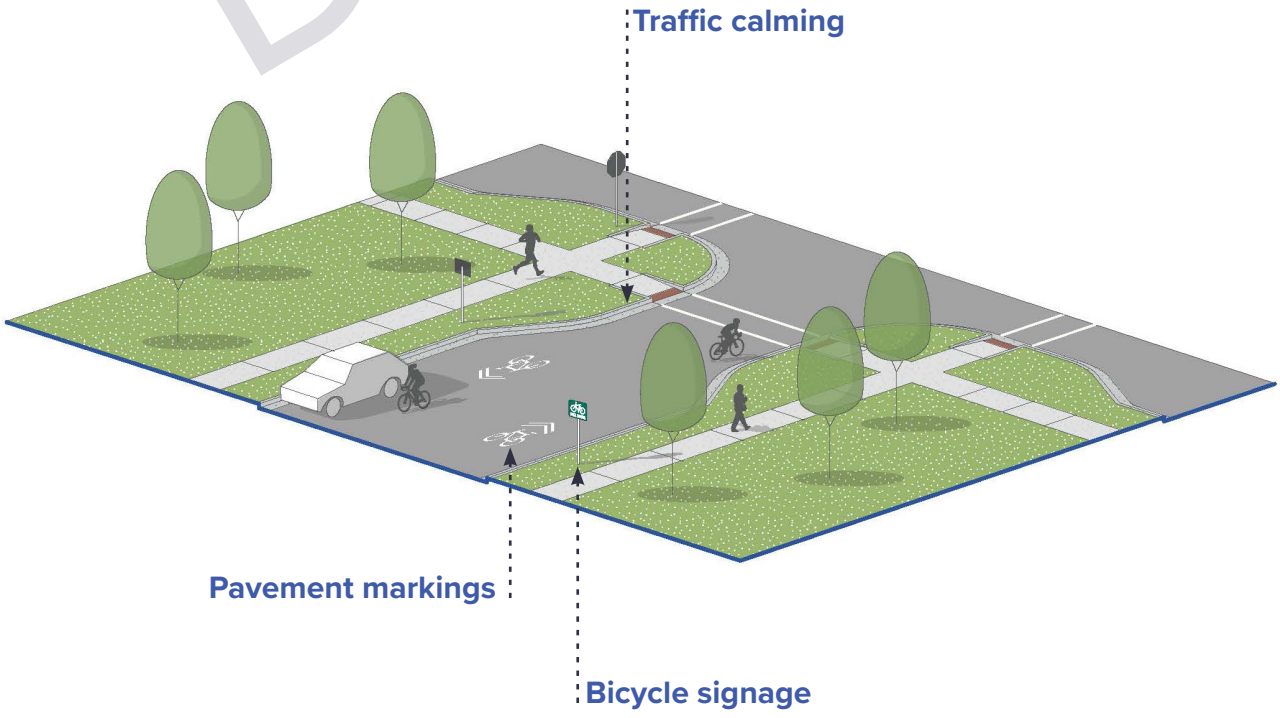
Neighborhood byways, also referred to as bicycle boulevards, are a shared street, or mixed traffic facility on which bicyclists and motor vehicles share the same space; however, they may require more investment than simply incorporating pavement markings (sharrows) and bicycle signage. In order to achieve a level of comfort for most people on a bicycle, neighborhood byways often employ vehicle speed and traffic management strategies (also known as traffic calming) to prioritize bicyclists and pedestrians along the corridor.

Neighborhood streets that already experience low vehicular speeds and volumes are good candidates for neighborhood byways. Special consideration is needed when neighborhood byways cross major streets, and will often require enhanced crossing treatments.

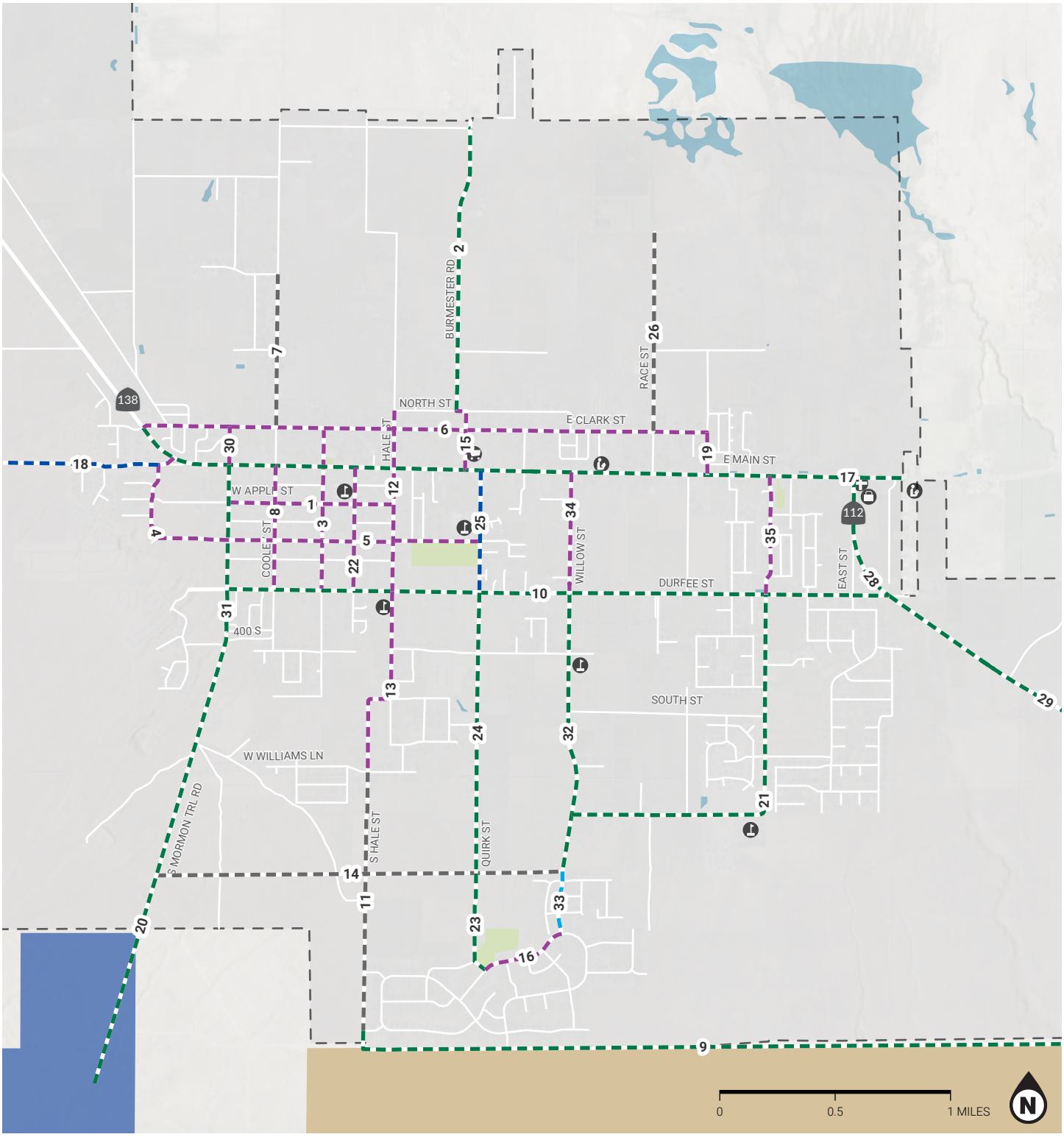
Some examples of traffic calming elements include:

- Curb bulbouts and pinch points
- Speed humps/bumps/cushions
- Neighborhood traffic circles
- Raised crosswalks and intersections
- Chicanes (lateral shifts in traffic flow)
- Traffic diverters
- Pedestrian refuge islands and raised medians
- Street narrowing
- Street trees

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Map 2. *Recommended Bike and Trail Facilities*



Data provided by the City of Grantsville, AGRC, & © OpenStreetMap contributors. Document: N:\Shared\PROJECTS\2021\00-2021-147 Grantsville, UT TMP and Main St Plan\GIS\Process\21-147_Grantsville.aprx. Date saved: 11/3/2023.

RECOMMENDED BIKEWAYS AND TRAILS

GRANTSVILLE CITY

Base Map

Boundaries
- Grantsville City Boundary
- Dept of Defense
- State Trust Lands
- Water
- Parks

Destinations
- Paved Trail
- Buffered Bike Lane
- Bike Lane
- Neighborhood Byway
- TBD

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Table 1. *Recommended Bikeway and Trail Projects*

MAP KEY	CORRIDOR NAME	FACILITY TYPE	PROJECT NOTES
1	Apple St	Neighborhood Byway	Incorporate traffic calming / speed management to achieve vehicle speeds and volumes consistent with FHWA guidance
2	Burmester Rd	Sidepath	Proposing a sidepath north of North Street for streets with moderate traffic and speeds aligns with the future land use commercial designation.
3	Center St	Neighborhood Byway	Incorporate traffic calming / speed management to achieve vehicle speeds and volumes consistent with FHWA guidance
4	Cherry Blossom Ln / Apple St	Neighborhood Byway	Incorporate traffic calming / speed management to achieve vehicle speeds and volumes consistent with FHWA guidance
5	Cherry St	Neighborhood Byway	Incorporate traffic calming / speed management to achieve vehicle speeds and volumes consistent with FHWA guidance
6	Clark St	Neighborhood Byway	The need for traffic calming and speed management is evident in this long, straight, and wide corridor, and a Neighborhood Byway is an apt solution due to the low 25 mph speed limit and contextually adjacent traffic volumes under 2000.
7	Cooley St	TBD	
8	Cooley St	Neighborhood Byway	Incorporate traffic calming / speed management to achieve vehicle speeds and volumes consistent with FHWA guidance
9	Depot Boundary Rd	Shared Use Path	
10	Durfee St	Sidepath	Further study is required to assess the feasibility of implementing a sidepath on one or both sides of the road; project to include enhanced intersections for pedestrian comfort and safety (e.g., curb bulbouts)
11	Hale St	TBD	Further study needed; consider sidepath in conjunction with future roadway improvements
12	Hale St	Neighborhood Byway	Incorporate traffic calming / speed management to achieve vehicle speeds and volumes consistent with FHWA guidance
13	Hale St	Neighborhood Byway	Incorporate traffic calming / speed management to achieve vehicle speeds and volumes consistent with FHWA guidance
14	Hollywood St	TBD	Further study needed; consider sidepath in conjunction with future roadway improvements
15	Kearl St	Neighborhood Byway	Incorporate traffic calming / speed management to achieve vehicle speeds and volumes consistent with FHWA guidance
16	Legrand Dr	Neighborhood Byway	Incorporate traffic calming / speed management to achieve vehicle speeds and volumes consistent with FHWA guidance

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17	Main St	Sidepath	Further study needed to determine feasibility of sidepath on one or both sides
18	Main St	Buffered Bike Lane	The buffered bike lane can extend westward as development progresses, and this section does not require on-street parking, as there are no houses fronting it.
19	Maple St	Neighborhood Byway	The need for traffic calming and speed management is evident in this long, straight, and wide corridor, and a Neighborhood Byway is an apt solution due to the low 25 mph speed limit and contextually adjacent traffic volumes under 2000.
20	Mormon Trail Rd	Sidepath	
21	Nygreen St / Worthington St	Sidepath	
22	Park St	Neighborhood Byway	Incorporate traffic calming / speed management to achieve vehicle speeds and volumes consistent with FHWA guidance
23	Quirk St	Sidepath	Incorporate traffic calming / speed management to achieve vehicle speeds and volumes consistent with FHWA guidance
24	Quirk St	Sidepath	
25	Quirk St	Buffered Bike Lane	North of Durfee, implementing a buffered bike lane (BBL) is the recommended approach.
26	Race St	TBD	
27	Sheep Ln	TBD	Considering the potential for a recreational route given the 55 mph speed limit, both a buffered lane and a sidepath should be considered for further evaluation.
28	SR-112	Sidepath	
29	SR-112	Sidepath	
30	West St	Neighborhood Byway	The need for traffic calming and speed management is evident in this long, straight, and wide corridor, and a Neighborhood Byway is an apt solution due to the low 25 mph speed limit and contextually adjacent traffic volumes under 2000.
31	West St / Mormon Trail Rd	Sidepath	
32	Willow St	Sidepath	Side of road to be determined upon further study; striped bike lanes or buffered bike lanes as interim treatment
33	Willow St	Bike Lane	No on-street parking required; existing curb-to-curb width in place.
34	Willow St	Neighborhood Byway	Incorporate traffic calming and speed management measures to align with FHWA guidance, aiming to achieve vehicle speeds and volumes consistent with their recommendations.
35	Worthington St	Neighborhood Byway	Incorporate traffic calming / speed management to achieve vehicle speeds and volumes consistent with FHWA guidance

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SPOT IMPROVEMENTS

Unsafe intersections can make an otherwise safe, accessible, and continuous active transportation network dangerous and disconnected. To address this, intersections and crossings in Grantsville's recommended active transportation network were identified for future improvement. Map 4 identifies location-specific spot improvements that achieve connectivity where barriers may currently exist and Table 2 provides details on each recommendation, including location and project description. The implementation of these improvements will need to be determined on a case-by-case basis and may require further engineering analysis.

SPOT IMPROVEMENTS BY TYPE

Crossing / Midblock Improvements:

These improvements can be made at all sizes of intersections and at mid-block locations, and can include striping crosswalks, installing flashing beacons, adding signage, and other treatments that bring greater visibility to pedestrians and bicyclists crossing the street.

Intersection Improvements:

These improvements are designed to make the crossing experience safer and more comfortable for bicyclists and pedestrians, and can include features such as curb bulbouts, traffic circles, and added/updated signalization.



CROSSING IMPROVEMENTS



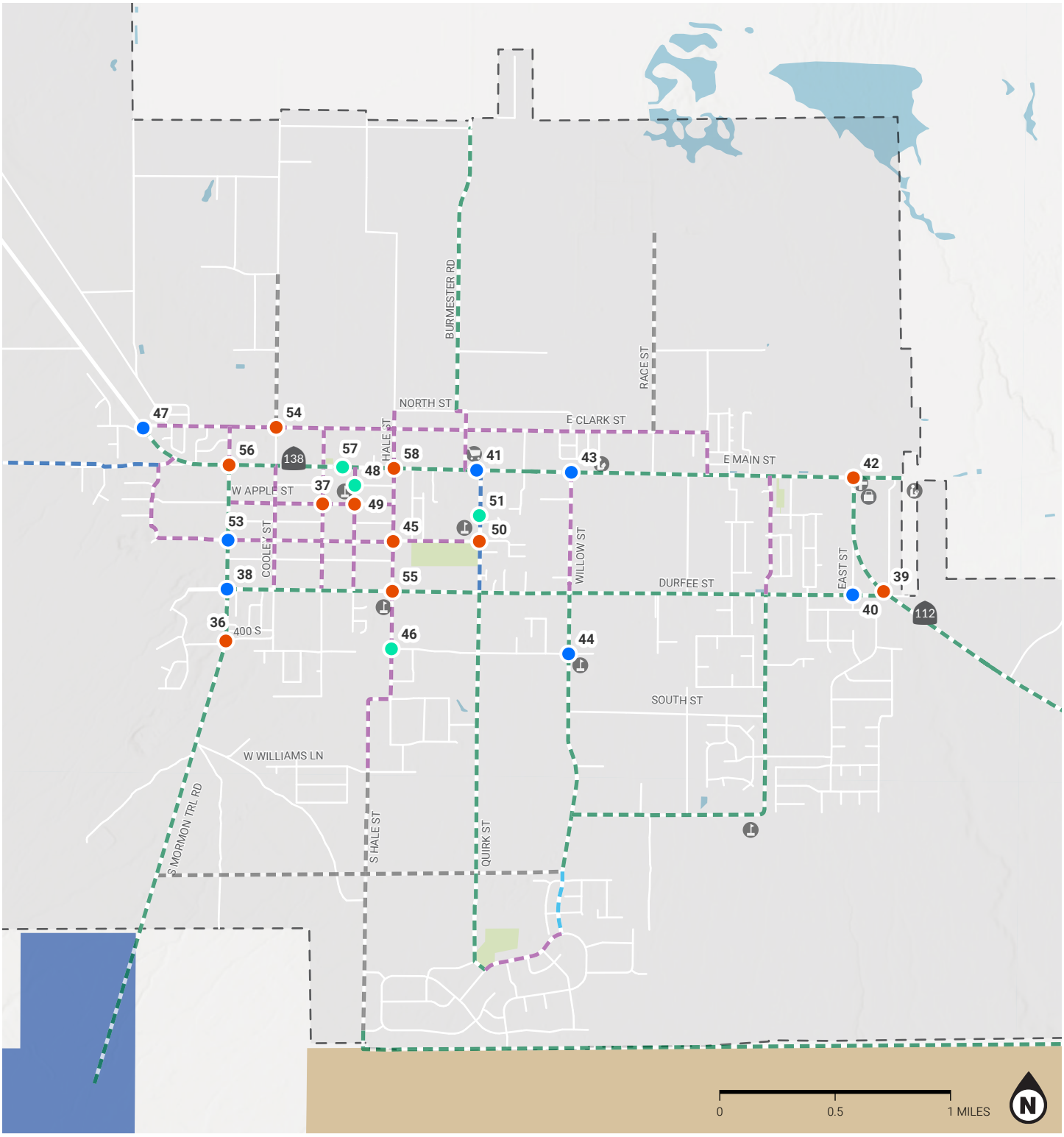
MIDBLOCK CROSSINGS



INTERSECTION IMPROVEMENTS

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Map 3. *Recommended Spot Improvements*



RECOMMENDED SPOT IMPROVEMENTS

GRANTSVILLE CITY

Base Map

Boundaries

- Grantsville City Boundary
- Dept of Defense
- State Trust Lands
- Water
- Parks

Recommended Facilities

- Crossing Enhancement
- Mid-block Crossing
- Intersection Enhancement
- Paved Trail
- Buffered Bike Lane
- Bike Lane
- Neighborhood Byway
- TBD

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Table 2. *Recommended Spot Improvement Projects*

MAP KEY	IMPROVEMENT TYPE	STREET 1	STREET 2	PROJECT NOTES
36	Intersection Enhancement	400 S	Mormon Trail Rd	Improve bicycle and pedestrian connections in conjunction with bicycle network improvements, including directional pedestrian ramps
37	Intersection enhancement	Center St	Apple St	Improve geometry of intersection; include curb bulbouts and directional pedestrian ramps
38	Crossing Enhancement	Durfee St	S West St	In conjunction with bicycle improvements along Durfee St; exact crossing treatment TBD based on further study
39	Intersection Enhancement	E Durfee St	State Hwy 112	Intersection/crossing improvements in conjunction with Durfee St and HWY 112 sidepath improvements
40	Crossing Enhancement	E Durfee St	S 800 E	Consider enhanced pedestrian crossing of Durfee in conjunction with future sidewalk gap projects
41	Crossing Enhancement	E Main St	Quirk St	Upgrade to Pedestrian Hybrid Beacon; See Main Street study recommendations
42	Intersection Enhancement	E Main St	Hwy 112	Include crosswalks on all four legs of intersection in conjunction with future sidewalk gap projects
43	Crossing Enhancement	E Main St	Willow St	Improve existing crossing to include curb bulbouts; explore feasibility of raised median/refuge island; see Main Street Study recommendations
44	Crossing Enhancement	E Pear St	Willow St	Crosswalk Visibility Enhancements; consider 4-way stop and curb bulbouts
45	Intersection Enhancement	Hale St	Cherry St	Improve geometry of intersection; use bulbouts or other treatments to enhance pedestrian comfort and visibility
46	Mid-block crossing	Hale St	Pear St	Enhanced crossing of Hale St, including directional ped ramps and curb bulbouts to connect to school, church, and assisted living
47	Crossing Enhancement	Main St	Clark St	Future crossing need as new development occurs on west side
48	Mid-block crossing	Park St	Peach St	Improve existing crossing with curb bulbouts and/or raised crossing
49	Intersection enhancement	Park St	Apple St	Improve geometry of intersection; include curb bulbouts and directional pedestrian ramps
50	Intersection enhancement	Quirk St	Cherry St	Improve geometry of intersection; use bulbouts or other treatments to enhance pedestrian comfort and visibility

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51	Mid-block crossing	Quirk St	Grantsville High School	Implement mid-block crossing in conjunction with future sidewalk gap projects along Quirk St
52	Intersection Enhancement	State Hwy 112	N Sheep Ln	In conjunction with future roadway and bike/ped improvements
53	Crossing Enhancement	W Cherry St	S West St	Improve crossing in conjunction with Cherry St bicycle improvements
54	Intersection Enhancement	W Clark St	N Cooley St	Consider 4-way stop as new development occurs on north side
55	Intersection Enhancement	W Durfee St	S Hale St	Add curb bulbouts to shorten crossing distance and increase visibility of pedestrians
56	Intersection Enhancement	W Main St	West St	Crossing improvement in conjunction with north/ south bikeway improvements along West St
57	Mid-block crossing	W Main St	Grantsville Elementary School	Improve existing crossing; See Main Street study recommendations
58	Intersection Enhancement	W Main St	S Hale St	Improve existing crossing; See Main Street study recommendations

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Design Guidance

INTRODUCTION

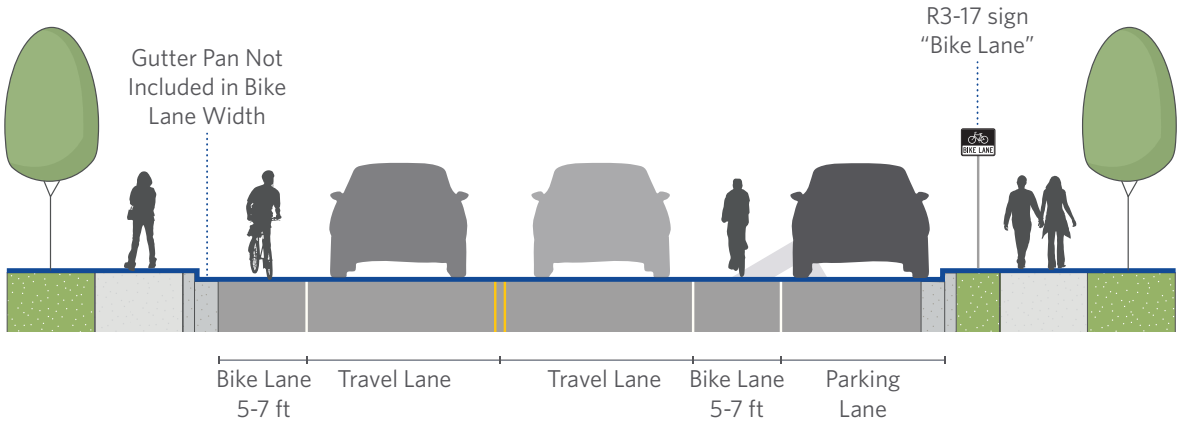
This section outlines best practices for the design of bicycle and pedestrian facilities recommended in the Grantsville Active Transportation Plan. Sources of guidance include:

- "Guide for the Development of Bicycle Facilities", American Association of State Highway and Transportation Officials (AASHTO)
- "Urban Bikeway Design Guide", National Association of City Transportation Officials (NACTO)
- "Manual on Uniform Traffic Control Devices", Federal Highway Administration (FHWA)
- "Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations", FHWA

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Bike lanes

On-street bike lanes designate an exclusive space for bicyclists through the use of striping, pavement markings, and signage. Bike lanes are located directly adjacent to motor vehicle travel lanes and are typically used in the same direction as motor vehicle traffic; although contra-flow bike lanes are sometimes implemented along one-way streets.



Typical Use

- Bike lanes may be used on any street with adequate space, but are most effective on streets with moderate traffic volumes ≤ 5,000
- Appropriate for skilled adult riders on most streets
- May be appropriate for children when configured as 6+ ft wide lanes on lower-speed, lower-volume streets with one lane in each direction

DESIGN GUIDANCE BASED ON:

NACTO Urban Bikeway Design Guide: https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/
PedBikeSafe (FHWA): http://www.pedbikesafe.org/BIKESAFE/countermeasures_detail.cfm?CM_NUM=11
AASHTO Guide for the Development of Bicycle Facilities P.4-17
FHWA Bikeway Selection Guide

Design Features

- Include a bicycle lane pavement legend at the beginning of the bike lane, beginning and end of bike lane pockets, approaches and far side of arterial crossings, and major changes in direction. MUTCD recommends every 80 ft - 1,000 ft depending on land use context. Place markings to minimize wear from turning motor vehicles.
- Minimum width of the bike lane is 5′. However, 7′ is preferred to facilitate safe passing behavior
- Buffer preferred when parking has high turnover, see Buffered Bike Lanes
- The R3-17 "Bike Lane" sign is optional, but recommended in most contexts. Standard or branded wayfinding signage should also be considered.

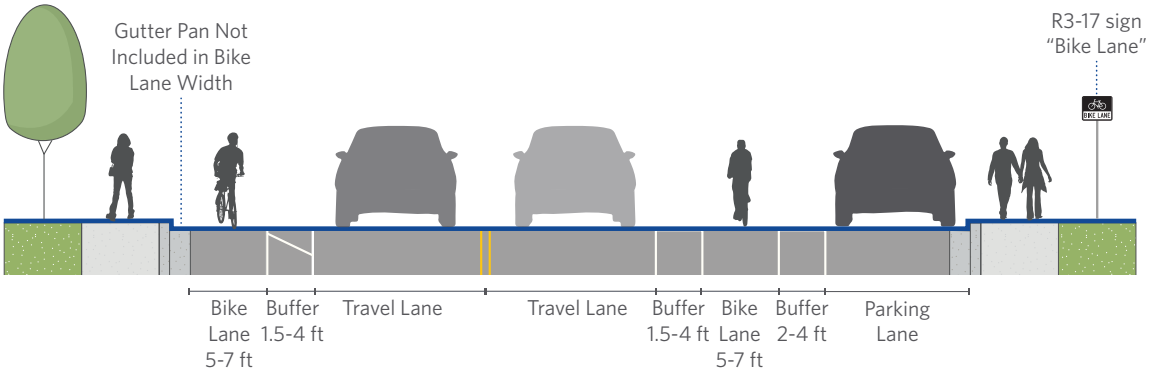
Materials and Maintenance

- Bike lane striping and markings will require higher maintenance where vehicles frequently traverse over them at intersections, driveways, parking lanes, and along curved or constrained segments of roadway
- Bike lanes should also be maintained so that there are no pot holes, cracks, uneven surfaces or debris. Manhole covers within bike lanes should be adjusted to be flush with the pavement when repaving occurs.

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BUFFERED BIKE LANES

Buffered bike lanes are conventional bike lanes paired with a designated buffer space, providing more visual separation between the bike lane and the adjacent motor vehicle travel lane and/or parking lane.



Typical Use

- Anywhere a conventional bike lane is being considered, but especially at the higher end of the speed and volume ranges.
- While conventional bike lanes are most appropriate on streets with lower to moderate speeds (≤ 30 mph), buffered bike lanes provide additional value on streets with higher speeds (+30 mph) and high volumes or high truck volumes
- On streets with extra lanes or lane width
- Appropriate for skilled adult riders on most streets

DESIGN GUIDANCE BASED ON:

NACTO Urban Bikeway Design Guide: https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/

PedBikeSafe (FHWA): http://www.pedbikesafe.org/BIKESAFE/countermeasures_detail.cfm?CM_NUM=11

AASHTO Guide for the Development of Bicycle Facilities P.4-17

FHWA Bikeway Selection Guide

Design Features

- Minimum width of the bike lane is 5'. This width does not include the buffer.
- For clarity at driveways or minor street crossings, consider utilizing intersection tracking
- The R3-17 "Bike Lane" sign is optional, but recommended in most contexts
- Buffered area should have interior diagonal hatching or chevron markings if 3' in width or wider

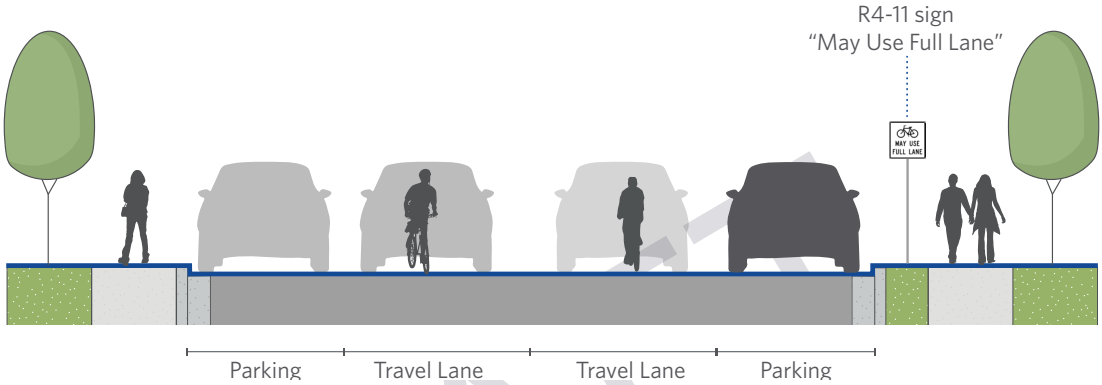
Materials and Maintenance

- Bike lane striping and markings will require higher maintenance where vehicles frequently traverse over them at intersections, driveways, parking lanes, and along curved or constrained segments of roadway
- Bike lanes should be maintained so that there are no pot holes, cracks, uneven surfaces or debris. Manhole covers within bike lanes should be adjusted to be flush with the pavement when repaving occurs.

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NEIGHBORHOOD BYWAY

Neighborhood Byways are quiet neighborhood streets with low vehicle volumes & speeds. Bicyclists and pedestrians are prioritized by managing vehicle speeds and volumes (i.e. traffic calming elements). Signage and pavement markings are also incorporated. Byway features should to be determined on a case-by-case basis, using engineering judgment to achieve the appropriate vehicle speeds and volumes.



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Typical Use

- Low-volume, low-speed streets. Utilize traffic calming to maintain or establish low volumes and discourage vehicle cut through/speeding
- Continuous routes that make direct connections, including parallel routes to arterials and collectors that are less suitable for low-stress bikeways

DESIGN GUIDANCE BASED ON:

NACTO Urban Street Design Guide: https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/
AASHTO Guide for the Development of Bicycle Facilities P.4-33
FHWA Bikeway Selection Guide

Design Features

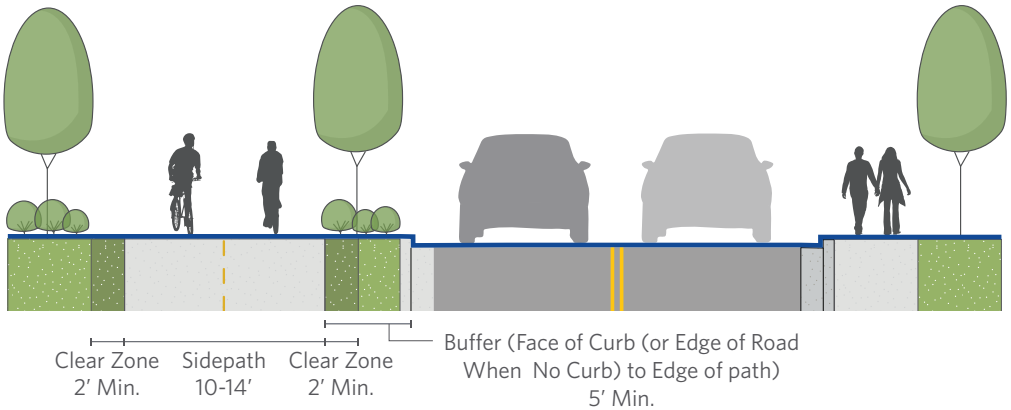
- Signs, pavement markings, and traffic calming elements as needed to achieve appropriate vehicle speeds and volumes are the minimum treatments necessary to designate a street as a neighborhood byway
- Intersection crossings should be designed to enhance comfort and minimize delay for bicyclists and pedestrians of diverse skills and abilities
- R4-11 "May Use Full Lane" sign is recommended along the route

Materials and Maintenance

- Neighborhood byways require few additional maintenance requirements to local roadways. Signage, signals, and other traffic calming elements should be inspected and maintained according to local standards.

SIDEPATH

Sidepaths provides a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. They are desirable for bicyclists of all skill levels preferring separation from traffic.



Typical Use

- Adjacent to roadways, especially higher volume, higher speed corridors

Design Features

- 10′ minimum width. Additional width is recommended along corridors with higher concentration of bicyclists and pedestrians. Consider separate pedestrian track (5′ minimum width) in high-traffic areas.
- 5′ minimum buffer measured from edge of sidepath and edge of roadway
- Overhead clearance should be 8′ minimum, 10′ recommended
- A 2′ or greater shoulder on both sides of the path should be provided
- Provide solid centerlines on tight/ blind corners and transitions, and on the approaches to roadway crossings

DESIGN GUIDANCE BASED ON:

PedBikeSafe (FHWA):
http://www.pedbikesafe.org/BIKESAFE/countermeasures_detail.cfm?CM_NUM=31
AASHTO Guide for the Development of Bicycle Facilities P.5-8
FHWA Bikeway Selection Guide

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CONTEXTUAL GUIDANCE FOR TREATMENTS AT UNSIGNALIZED INTERSECTIONS/CROSSINGS

Guidance adapted from FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations.

PEDESTRIAN CROSSING CONTEXTUAL GUIDANCE
At unsignalized locations

	Local Streets 15-25 mph		Collector Streets 25-30 mph			Arterial Streets 30-45 mph							
FACILITY TYPE	2 lane	3 lane	2 lane	2 lane with median refuge	3 lane	2 lane	2 lane with median refuge	3 lane	4 lane	4 lane with median refuge	5 lane	6 lane	6 lane with median refuge
Crosswalk Only (high visibility)	✓	✓	EJ	EJ	X	EJ	EJ	X	X	X	X	X	X
Crosswalk with warning signage and yield lines	EJ	✓	✓	✓	✓	EJ	EJ	EJ	X	X	X	X	X
Active Warning Beacon (RRFB)	X	EJ	✓	✓	✓	✓	✓	✓	X	✓	X	X	X
Hybrid Beacon	X	X	EJ	EJ	EJ	EJ	✓	✓	✓	✓	✓	✓	✓
Full Traffic Signal	X	X	EJ	EJ	EJ	EJ	EJ	EJ	✓	✓	✓	✓	✓
Grade Separation	X	X	EJ	EJ	EJ	X	EJ	EJ	EJ	EJ	EJ	✓	✓

LEGEND

Most Desirable	✓
Engineering Judgement	EJ
Not Recommended	X

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RECTANGULAR RAPID FLASHING BEACON (RRFB)

Rectangular Rapid Flashing Beacons (RRFBs) are user-actuated, illuminated devices designed to increase motor vehicle yielding compliance at crossings of multi-lane or high volume roadways.

RRFB - Salt Lake City, UT



DESIGN GUIDANCE BASED ON:

NACTO Urban Bikeway Design Guide: https://nacto.org/publication/urban-bikeway-design-guide/bicycle-signals/active-warning-beacon-for-bike-route-at-unsignalized-intersection/

PedBikeSafe (FHWA): http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=54

Typical Use

- At marked crosswalks where increased pedestrian visibility is needed
- See page 35 for contextual guidance for RRFBs at unsignalized intersections/crossing

Design Features

- Warning beacons shall not be used at crosswalks controlled by YIELD signs, STOP signs, or traffic signals
- Warning beacons shall initiate operation based on pedestrian or bicyclist actuation and shall cease operation at a predetermined time after actuation or, with passive detection, after the pedestrian or bicyclist clears the crosswalk

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PEDESTRIAN HYBRID BEACON (PHB)

Pedestrian hybrid beacons are used to improve non-motorized crossings of major streets. A hybrid beacon consists of a signal-head with two red lenses over a single yellow lens on the major street, and a pedestrian signal head for the crosswalk.

PHB Phases, Signals, and Actions

PHASES	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5
MOTORIST SIGNAL		 FLASHING			 FLASHING
MOTORIST ACTION	**PROCEED WITH CAUTION**	**SLOW DOWN** A PEDESTRIAN HAS ACTIVATED THE SIGNAL WITH THE PUSH BUTTON.	**PREPARE TO STOP**	**STOP** A PEDESTRIAN IS IN THE CROSSWALK	**STOP** PROCEED WITH CAUTION WHEN CLEAR
PEDESTRIAN SIGNAL					FLASHING 
PEDESTRIAN ACTION	**PUSH BUTTON TO CROSS**	**WAIT**	**KEEP WAITING**	**START CROSSING**	**FINISH CROSSING** DO NOT START CROSSING DURING COUNTDOWN

Typical Use

- At unsignalized intersections with high volumes of pedestrians
- At an intersection within a school zone on a walking route
- Hybrid beacons may be suitable and less expensive than full signalization
- See page 35 for contextual guidance for PHBs at unsignalized intersections/crossings

DESIGN GUIDANCE BASED ON:

NACTO Urban Street Design Guide: https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/crosswalks-and-crossings/

PedBikeSafe (FHWA): http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=53

Design Features

- Hybrid beacon warrants require less pedestrians crossings than warrants for full traffic signals
- If installed within a signal system, traffic engineers should evaluate the need for the hybrid beacon to be coordinated with other signals
- Parking and other sight obstructions should be prohibited for at least 100′ in advance of and at least 20′ beyond the marked crosswalk to provide adequate sight distance
- Hybrid beacon signals are normally activated by push buttons, but may also be triggered by infrared, microwave or video detectors. The maximum delay for activation of the signal should be two minutes, with minimum crossing times determined by the width of the street.

RAISED CROSSINGS

Raised crossings or speed tables give priority to pedestrians/bicyclists, allowing them to cross at sidewalk level, and require vehicles to slow down. They can be implemented at mid-block crossings, intersections, or side street and driveway crossings.

Raised Crosswalk - Salt Lake City, UT



Typical Use

- Raised crossings are typically installed on 2-lane or 3-lane roads with speed limits of 30 mph or less and annual average daily traffic (AADT) below about 9,000
- Raised crossings should generally be avoided on truck routes, emergency routes, and arterial streets
- May also be implemented where a sidepath crosses an intersecting side street

DESIGN GUIDANCE BASED ON:

Don't Give Up at the Intersection: https://nacto.org/publication/dont-give-up-at-the-intersection/minor-street-crossings/

PedBikeSafe (FHWA): http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=7

Design Features

- Crossing slopes should be designed for very low speeds. On minor streets accommodating through traffic, a 5-8% slope is recommended. On alleys and driveways, a slope of up to 15% may be used.
- When a sharp grade is used, the top of the raised crossing should be smooth enough that a vehicle can climb and descend at a low speed (<5 mph) without bottoming out
- If large vehicles, such as buses, routinely use the ramp, a sinusoidal shape should be used for the vehicle ramp and crossing
- The sidewalk and bikeway may gradually slope downward to meet the raised crossing as they approach the intersection
- Even an ADA-compliant slope (1:12), can jolt riders on a bike, in a wheelchair, or using other mobility devices, so gentler slopes are recommended
- If necessary, the entire roadbed can be slanted gradually up to meet the minor-street intersection, generally at no more than a 1:20 slope

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CURB BULBOUTS

Curb bulbouts minimize pedestrian exposure during crossing by shortening crossing distance and giving pedestrians a better chance to see and be seen before committing to crossing. They are appropriate for any crosswalk where it is desirable to shorten the crossing distance and there is a parking lane adjacent to the curb.

Curb Bulbouts



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Typical Use

- At signalized and unsignalized intersections with marked crosswalks
- At an intersection with visibility constraints, to position pedestrians where they can best be seen by oncoming traffic
- At an intersection within a school zone on a walking route

Design Features

- In most cases, the curb extensions should be designed to transition between the extended curb and the running curb in the shortest practicable distance
- For purposes of efficient street sweeping, the minimum radius for the reverse curves of the transition is 10' and the two radii should be balanced to be nearly equal
- Planted curb extensions may be designed as a bioswale, a vegetated system for stormwater management

DESIGN GUIDANCE BASED ON:

NACTO Urban Street Design Guide: https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/

PedBikeSafe (FHWA): http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=5

MID-BLOCK CURB BULBOUTS

Mid-block curb bulbouts minimize pedestrian exposure at a mid-block crossing by shortening the crossing distance and giving pedestrians a better chance to see and be seen before committing to crossing. They can also contribute to traffic calming.

Mid-Block Curb Bulbouts



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Typical Use

- At mid-block crossings near family destinations like parks, schools, and other attractions
- At a mid-block area with visibility constraints, to position pedestrians where they can best be seen by oncoming traffic
- At a mid-block crossing within a school zone on a walking route

Design Features

- In most cases, the curb extensions should be designed to transition between the extended curb and the running curb in the shortest practicable distance
- For purposes of efficient street sweeping, the minimum radius for the reverse curves of the transition is 10′ and the two radii should be balanced to be nearly equal
- Planted curb extensions may be designed as a bioswale, a vegetated system for stormwater management

DESIGN GUIDANCE BASED ON:

NACTO Urban Street Design Guide: https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/

PedBikeSafe (FHWA): http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=5

NEIGHBORHOOD TRAFFIC CIRCLE

Neighborhood traffic circles are raised or delineated islands placed at minor street intersections. They encourage slower through and left turn vehicle movements while allowing bicyclists to maintain a straight path. Raised island design can vary and may include mountable curbs or aprons and signage.

Neighborhood Traffic Circle - Provo, UT



Typical Use

- Residential or local streets
- Along neighborhood routes where there is a desire to manage vehicle speeds
- Can be implemented at intersections with 4-way yielding or 2-way stop signs

Design Features

- A neighborhood traffic circle on a residential street is intended to keep speeds to a minimum. Provide approximately 15′ of clearance from the corner to the widest point on the circle
- Shrubs or trees in the roundabout further the traffic calming effect and beautify the street, but should not hinder visibility
- Shared lane markings guide bicyclists through the intersection. Where a bicycle boulevard turns at a traffic circle intersection, use bicycle way-finding route markings and reinforce route direction using shared lane markings.

DESIGN GUIDANCE BASED ON:

NACTO Urban Street Design Guide: https://nacto.org/publication/urban-street-design-guide/intersections/minor-intersections/mini-roundabout/

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Main Street Master Plan

Grantsville, UT

November 2023

Grantsville Main Street Master Plan

Placemaking Opportunities

Grantsville, UT

November 2023



GRANTSVILLE
INCORPORATED 1867

Horrocks.

MHTN ARCHITECTS

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PLACEMAKING OPPORTUNITIES

INTRODUCTION

Placemaking enhances and defines the character of the community, by harnessing the aspirations, assets, and values of the local community. Preserving the history, traditions, and small-town character while improving the quality of life for residents is a part of Grantsville's community vision. Although, with the strong desire to protect the rural, agriculture character, the city lacks a sense of identity and arrival.

Grantsville City is located in Tooele County, bordered by the Stansbury Mountains to the west, the Great Salt Lake to the north, and Oquirrh Mountains to the east. SR-138 serves as both a thoroughfare and the Main Street for Grantsville. Due to the absence of a clear gateway and lack of consistent character defining elements, there is little connecting Main Street together to make it feel like an identifiable place. Investing in a unifying streetscape design along the Main Street corridor will enhance the character on Main Street and improve community conditions for pedestrians.

This section will focus on a core area located between Center Street and Bowery Street. Within the core area, from Center Street to Hale Street, this area will be the proposed Downtown core. While Hale Street to Bowery Street will be the core area exploring character-defining elements such as community signage, gateways, gathering places, and sidewalk enhancements.



Grantsville Welcome Sign



Grand Opera House



J. Reuben Clark Historic Farm

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EXISTING CONDITIONS

EXISTING CHARACTER DEFINING ELEMENTS AND COMMUNITY ASSETS

Grantsville has a handful of existing historic properties, small businesses, and traditions that begin to define the community character of their small town. Existing historic properties such as the Clark Historic Farm and the Old Grantsville Church house many community events. These events are a part of traditions and culture. The 4th of July celebration, Old Folks Sociable, and Utah Honey Harvest Festival are a few events that provide memorable experiences which bring people back together.

Along Main Street, there are small businesses and historic houses beginning an active and vibrant corridor. Beautifying the Main Street corridor will attract new business start-ups and improve conditions for existing businesses. This kind of investment stimulates the local economy and encourages people to live, work, and play within the community.



Utah Honey Harvest Festival



Grantsville 4th of July Parade



Grantsville Sociable Display



Historic Home on Main Street

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COMMUNITY CHALLENGES

A strong Main Street includes a number of elements to tie a community together and attract people to visit. The lack of gateway does not introduce the city upon entry nor is there a nexus for people to gather and frequent to. In addition, the incongruency throughout the city such as street design, art installations, materials, street furnishings, and bus stop amenities.

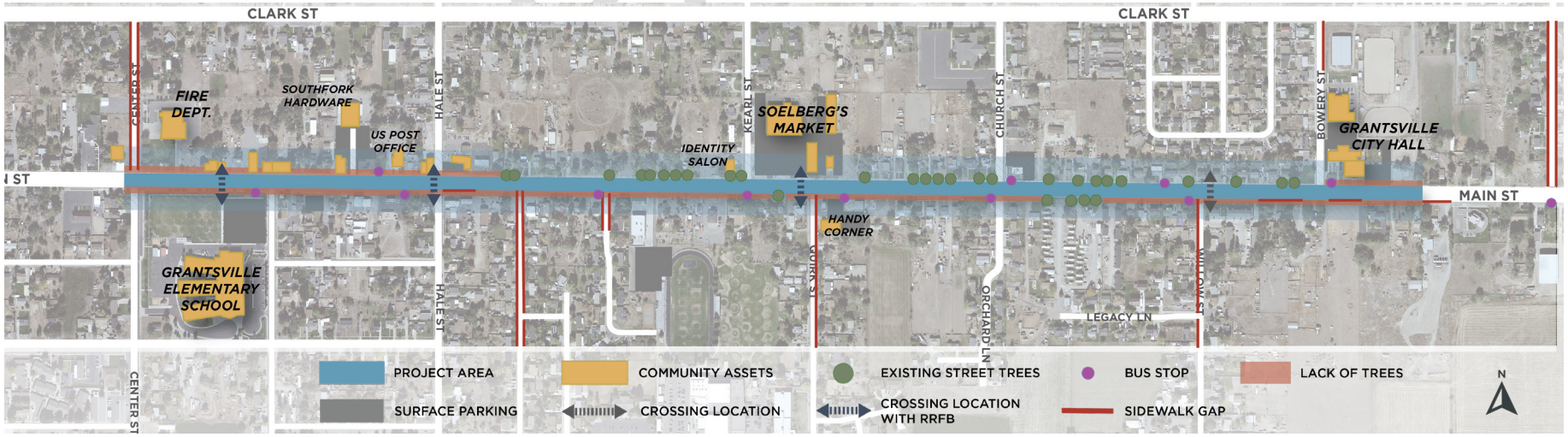
The inconsistency in the pedestrian realm where sidewalks are non-existent, or the curb and gutter is aligned with the road removes people from the Main Street. This is particularly true on the southern sidewalks where little to no trees are present and the setbacks to businesses are large. As a result, it detracts people from visiting businesses by non-motorized transportation such as walking, biking, and equestrian.



Missing Curb and Gutter



Missing Sidewalk



Map 1. Assets and Challenges between Center Street and Bowery Street

COMMUNITY OPPORTUNITIES

Opportunities for improving the appearance of the existing conditions along Main Street include improvements to building facades, and streetscape with signage, public art, and planters will create attractive environments on the street. These improvements encourage residents and visitors to interact and engage with these spaces, while inviting businesses to open shop, stay, and expand.

Developing gateways and wayfinding signage creates a distinct presence of a destination. Grantsville has early beginnings for gateways at two locations: Bowery Street and Center Street.

At Bowery Street, the Grantsville Welcome Sign resides next to the civic center where City Hall, the Library, Justice Court, Mountain West Ambulance, and rodeo arenas providing municipal services and gathering space.

At Center Street, the Fire Department, Grantsville Elementary School, and future Veterans Memorial Park resides at the corners. Moving eastward to Hale Street are local businesses and crosswalks.



Grantsville Welcome Sign next to City Hall



Grantsville Library



Historic Buildings at Hale Street



Shops on Main Street

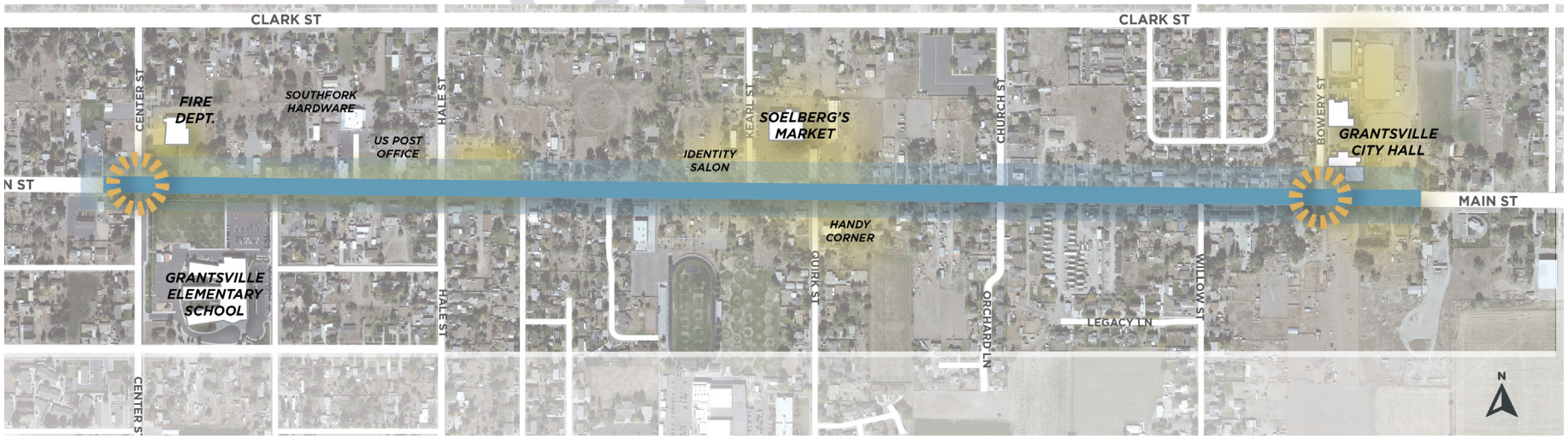
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CONTINUE COMMUNITY OPPORTUNITIES

Other opportunities to enhance community character include zoning and form-based code for future developments. The future land uses are designated to be mixed-use density and municipal/school throughout the Main Street corridor. Mixed-use is a mixture of commercial and retail with a variety of residential uses. The corridor will be a place for housing, retail, dining, commercial, and offices contributing to the local economy. With proper zoning and exploration of form-based code, a language expressed throughout the city can provide consistent future development.

Form-based code focuses on how buildings interact with the public realm. It is based on the context and building form within the zone to better define community character. The code regulates physical elements such as setbacks, building height, landscaping, and signage creating pedestrian-friendly environments, better quality of life, and creating a strong sense of community character.

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Map 2. Opportunities between Center Street and Bowery Street

PEDESTRIAN REALM IMPROVEMENTS

Physical improvements to the pedestrian realm create a comfortable, safe, and pedestrian-friendly environment. Providing adequate sidewalk widths of a minimum of six-feet enables two pedestrians traveling side-by-side or for passing each other comfortably. These pedestrian realms add interest, create a sense of belonging, and a sociality. Engaging pedestrians in this corridor will help attract shops and restaurants.

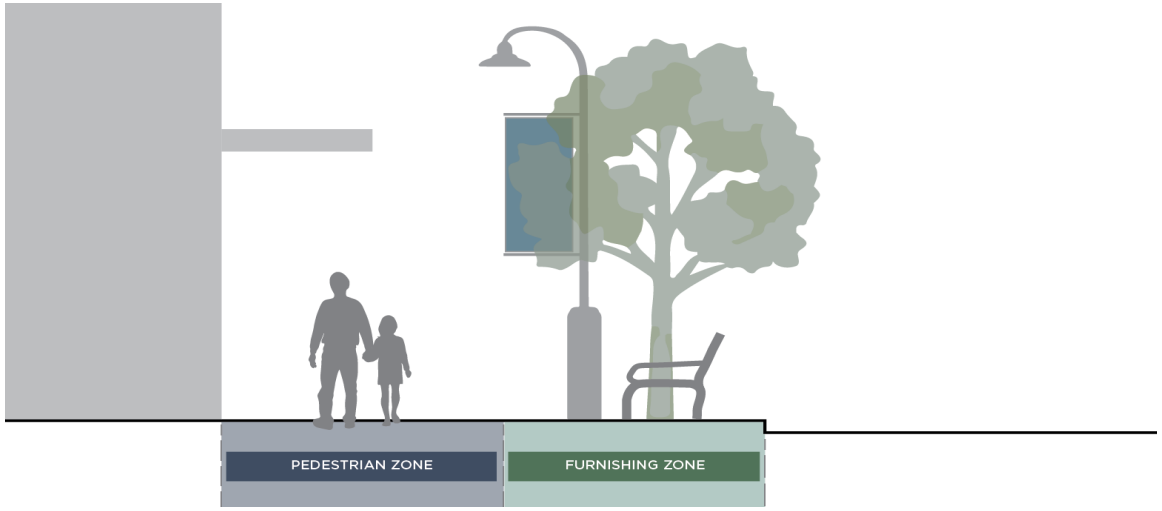
Small parklets or benches residing along the furnishing zone can calm traffic and improve pedestrian safety and comfort.



Logan City, UT



Benches along sidewalks



Example of Sidewalk Design with Pedestrian Zone and Furnishing Zone

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STREETSCAPE MATERIALS

MATERIAL SELECTION

A cohesive material selection for streetscape materials is important to building identity. By developing a standardized style in amenities and furnishings, it ensures the integrity of the design by tying a variety of spaces together.

The street furnishing, usually located between the roadway and sidewalk, buffers pedestrians from the adjacent roadway. It is an area where street trees, signal poles, signs, lighting, and other street furniture reside.



Vernal City, UT



Street Planters



Bench



Recycling and Trash Station

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GATEWAYS, SIGNAGE, AND LIGHTING

GATEWAYS

Commonly installed at the entrance of a corridor, the gateway is a signage that clearly indicates arrival to the community. This signage can be incorporated into a structure or an actual physical gateway like Brigham City or can be a reoccurring element like signage incorporated in lamppost blade signs.

SIGNS AND LIGHTING

Signs and lighting serve to identify stores and places while contributing to the consistency of building facades and Main Street walkways. Signage assists in establishing style and wayfinding. It identifies a place, promotes, gives direction, and uniforms the area. A limited number of signs that do not obscure building features shall be used.

Lighting improves visibility and safety while adding to the community character. Dark-sky compliant lighting is recommended for maintaining a rural atmosphere.



Gateway Entrance at Brigham City, UT



Colfax Ave Art Banners, Denver, CO



Gateway Wayfinding Horizontal Sign



Unique Street Lamps

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LANDSCAPING

STREET TREES

Street trees create a lush overhead experience that protects pedestrians and helps define roads and pathways. The increase in comfort in outdoor spaces encourages pedestrian activity and decreases the heat-island effect. These trees should be pruned up to provide a tall canopy and clear visibility. Special care to the species selection to avoid conflicts with utilities. UDOT's list of recommended trees for street trees references those selected by Salt Lake City's Department of Urban Forestry. The trees are categorized by planting strip width. Some of the smaller trees include the Sprite Zelkova, Serviceberry, Red Bud, and small maple varieties.

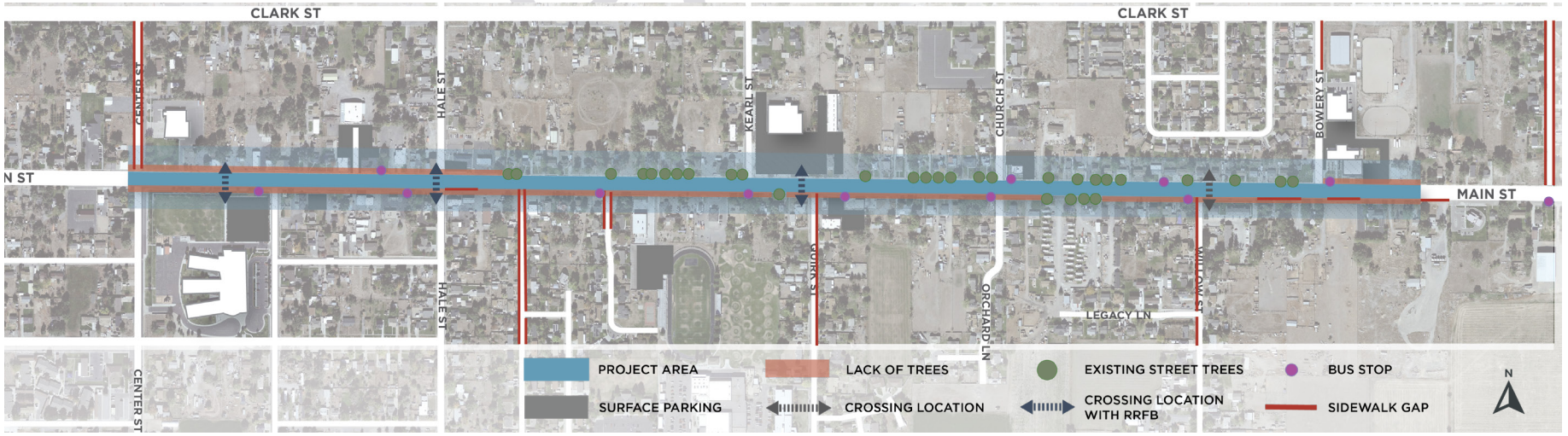
Many of these trees are what would be categorized as ornamental or flowering trees. These smaller trees have seasonal blooms and bright fall foliage colors creating visual interest for pedestrians and drivers at different times of the year.



Serviceberry Tree



Zelkova Tree



Map 3. Existing and Missing Tree Placement between Center Street and Bowery Street

SHRUBS, PERENNIALS, AND GRASSES

Xeric shrubs and perennials help tie the flora of the surrounding mountains to downtown Grantsville. Smart native low water use planting solutions require fewer natural resources to maintain and help create an identity of place these plants include sages, yarrows and penstemon. Grasses provide a natural look and work well in a variety of applications. A selection of water-wise grasses provide year-round interest when they are kept long during winter and cut back early spring. Grasses to consider include Swichgrasss, Karl Foerster, and Blue Gramma.



Blue Gramma Grass Street Planter



Sage Plant



Street Tree Presence



Penstemon



Yarrow Plant

https://www.slc.gov/parks/urban-forestry/urban-forestry-suggested-trees/

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MULTI-USE PATHWAYS

SHARED PATHS

As a small town, there are a variety of modes of transportation that are non-motorized such as walking, biking, skating, wheelchairs, and equestrian. A shared multi-use pathway physically separates pedestrians and cyclists from motorized vehicle traffic creating a safe, comfortable commute. The multi-use pathway may function for daily commuters or as trails for recreation.



Indianapolis Cultural Trail, IN



9-Line Trail at 300 West, SLC, UT



Horse Trail Along a Shared Pathway



Indianapolis Cultural Trail, IN



9-Line Trail Signage at 300 West, SLC, UT

CONCEPTUAL CROSS SECTIONS AND RENDERING

PHASING OPTIONS

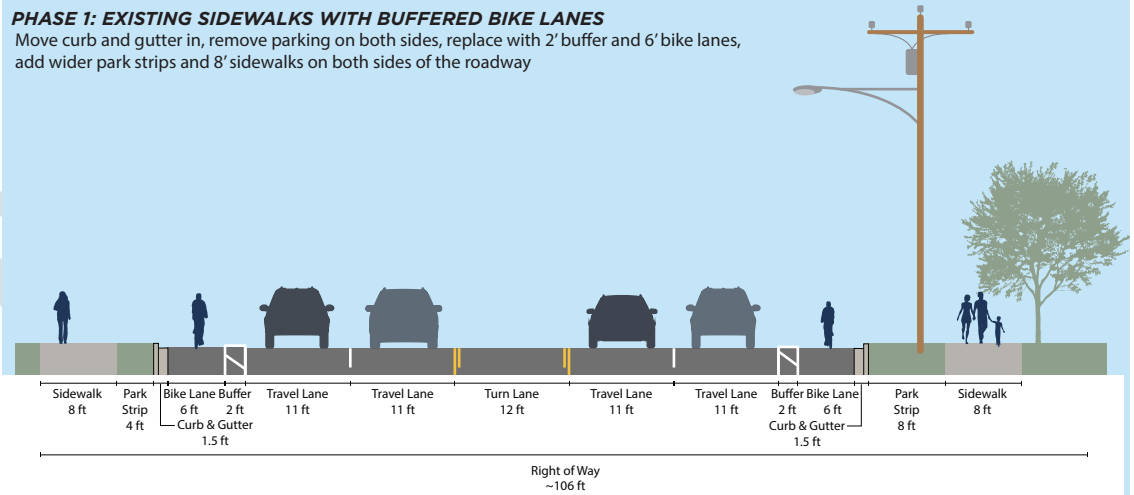
The conceptual cross sections are design considerations for future development. These cross sections are exploring active transportation options along Main Street at Hale Street and may be applied in phases for cost-effective implementation for bike lanes and improving the pedestrian realm.

The first phase shows existing sidewalks remaining in their current locations or expanded to eight feet on both the south and north sides of the roadway. In addition, a six-foot bike lane with a flexible, painted two feet buffer will replace some on-street parking. There will be strategic locations for on-street parking in front of businesses throughout the Main Street corridor.

For shared protected bike lanes and pedestrian walkways, the phase two cross section illustrates where on-street parking will be removed on the south side of the roadway. In place of the on-street parking, a 10-feet shared pathway for cyclists and pedestrians in addition to an eight feet park strip is added.

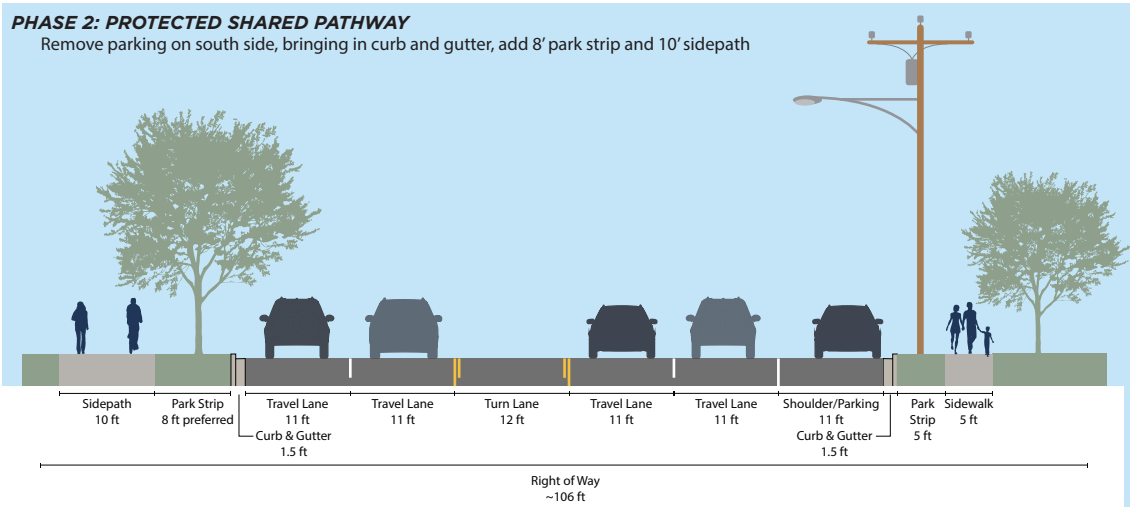
PHASE 1: EXISTING SIDEWALKS WITH BUFFERED BIKE LANES

Move curb and gutter in, remove parking on both sides, replace with 2' buffer and 6' bike lanes, add wider park strips and 8' sidewalks on both sides of the roadway



PHASE 2: PROTECTED SHARED PATHWAY

Remove parking on south side, bringing in curb and gutter, add 8' park strip and 10' sidepath



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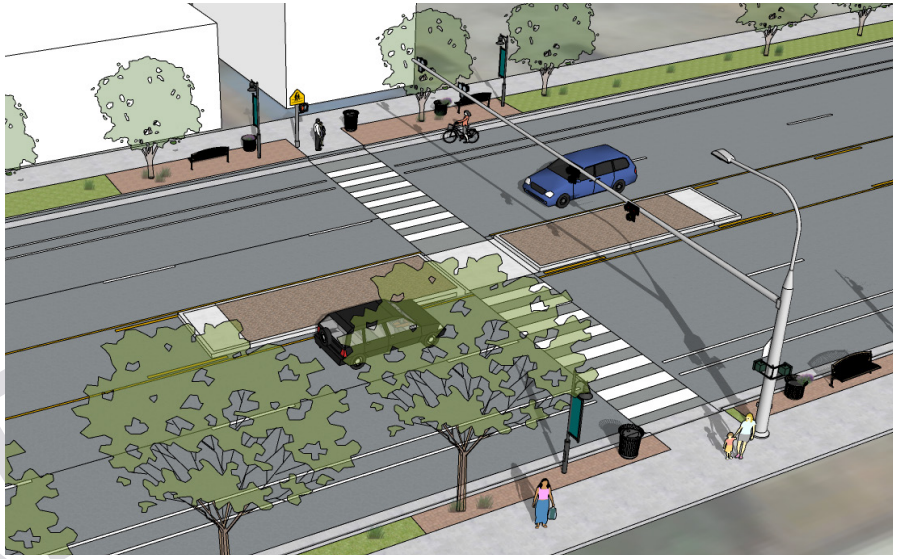
CONCEPTUAL PHASE 1: BIKE LANES AND PARKING



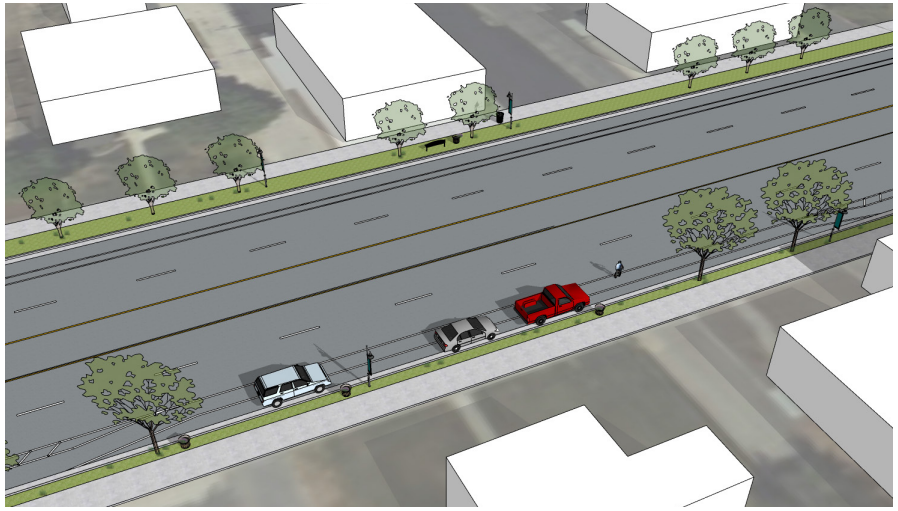
Bike Lanes and Planted Median at Hale Street



Aerial of Tree Placement, Bike Lanes, and Parking



Crosswalk at Grantsville Elementary School



Strategic Parking Option and Location along Main Street

CONCEPTUAL PHASE 2: MULTI-USE PATHWAYS



Bulb-outs and Pedestrian Improvements at Hale Street



Aerial of Tree Placement and Shared Pathway



Crosswalk at Grantsville Elementary School



Pedestrian View of Crosswalk

POTENTIAL GATHERING PLACE

FUTURE MEMORIAL PARK

Located next to the Fire Station, the future Memorial Park will energize the area and bring a valuable community gathering space to this end of Main Street. To further develop this area, a gathering place nearby will create a sense of place and provide opportunities for community gatherings.



Fire Station and Future Memorial Park on Center Street

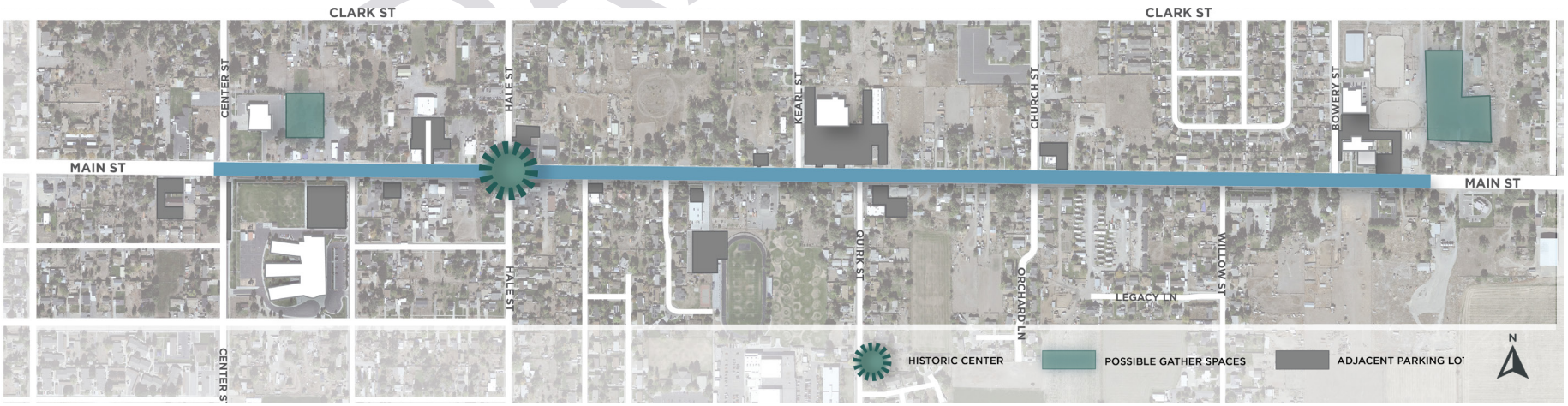


Entrance to Grantsville

CITY CIVIC CENTER

A second potential area for a gathering place is located next to the rodeo grounds by Bowery Street. Since the City Hall and other civic services are located there, the potential area can behave and add to the front entrance of Grantsville.

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Map 4. Two Potential Areas within Residential Zones for Gathering Places

GATHERING PLACE AND OPEN SPACE EXAMPLES

The following images are examples for ideas of how the gathering places could look and feel. Creating a flexible open space for gathering provides opportunities for activities and events.

The open space contributes to the community and be an addition to enhance the identity of Grantsville. To list a few gathering place opportunities, the flexible open space may be places to dine indoor and outdoor, food trucks events, public markets, and live performances.

ADJACENT PARKING

Map 4 locates adjacent parking lots along Main Street which may be used for events or for community gathering spaces. Some of the parking includes lots at the City Hall, elementary school, and businesses. These parking spaces may be utilized after business operating hours for evening events or for the community to use to easily access the gather places.



Flexible Open Green Space



Shaded Park



Outdoor Dining and Seating with Food Trucks



Festival Courtyard

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UNDERGROUNDING UTILITY LINES

TRANSITION FROM OVERHEAD TO UNDERGROUND

Moving overhead electric lines to an underground system add to the safety, aesthetics, and reliability on Main Street. Undergrounding the electrical lines reduces risk for fallen power lines, where power outages may occur due to extreme weather conditions or vehicle collision.

According to Chapter 8 “Utah Underground Conversion of Utilities Law” of the Utah code, governing body of the county, and governing body of every city and town is “authorize and empowered to create local improvement districts under this chapter within its territorial limits.” This chapter discusses the process for conversion of existing overhead electric and communication lines to underground locations and its construction.

The public utility corporation for electric or communication may make a study of the conversion cost from overhead to underground.



Overhead Utility Lines at Hale Street



Overhead Utility Lines in Front of Businesses

https://le.utah.gov/xcode/Title54/Chapter8/C54-8_1800010118000101.pdf

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TREE RECOMMENDATIONS

SALT LAKE CITY'S DEPARTMENT OF URBAN FORESTRY

This street tree selection is based off the list provided by Salt Lake City's Urban Forestry's tree recommendations. The tree selections are divided into three categories based on the width of the planting park strips.

1) Small species if one or more of the following conditions exist:
   a. Park strip 3 to 5 feet wide.
   b. Park strip is with or without high voltage transmission lines.
   c. Space for root or canopy growth is limited.

2) Medium species if one or more of the following conditions exist:
   a. Park strip is 5-8 feet wide.
   b. Planting site has no overhead high voltage transmission lines.
   c. Intermediate size is compatible with site.

3) Large species if one or more of the following conditions exist:
   a. Park strip is 8 feet wide or wider.
   b. Planting site has no overhead high voltage transmission lines.
   c. Site will accommodate large tree with maximum size, shade and energy conservation benefits.
   d. Space for root and branch growth will not conflict with site features.

RECOMMENDED SMALL TREE SPECIES
- Flowering Cherry (Prunus x yedoensis)
- Flowering Crabapple (Malus spp. Various)
- Lilac (Syringa reticulata)
- Bigtooth Maple (Acer grandidentatum)
- Paperbark Maple (Maple, Paperbark)
- Tartarian Maple (Acer tataricum
- Serviceberry (Amelanchier laevis)
- City Sprite Zelkova (Zelkova serrata)

RECOMMENDED MEDIUM TREE SPECIES
- Frontier Elm (Ulmus. carpinifolia and U. parvifolia)
- Ginkgo (Ginkgo biloba)
- Honeylocust (Gleditsia triacanthos inermis)
- Zelkova (Zelkova serrata)

RECOMMENDED LARGE TREE SPECIES
- Accollade Elm (Ulmus japonica × wilsoniana 'Morton)
- Hackberry (Celtis occidentalis)
- Honeylocust (Gleditsia triacanthos inermis)
- Silver Linden (Tilia tomentosa)
- English Oak (Quercus robur)

https://www.slc.gov/parks/urban-forestry/urban-forestry-suggested-trees/

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NEXT STEPS

RECOMMENDED STAGES FOR FUTURE DEVELOPMENT

The following recommended next steps break these ideas into initial incremental steps to start elevating the character of Grantsville's Main Street.

To establish a strong identity, the first stage is developing a Historic Downtown Center at the intersection on Hale Street. Hale Street defines the City's character with a couple of historic structures and small businesses describing the tight-knit community. Possible improvements are planting trees, adding benches, trash and recycle bins, and planters at the intersection.

The second stage is extending the Grantsville Downtown by linking common elements together along Main Street. A couple of examples of common elements to create a sense of arrival to the Downtown are street lamps with art banners and vibrant gateway signage at the entrances. Currently, there is a welcome sign located near Bowery Street where City Hall and the library resides. This is the east entrance to the Downtown. By improving this area, it highlights the civic core which may lead to future gathering space to be develop.

On the west edge of Downtown at Center Street, an addition of a gateway sign may be added to re-establish the community space.

The third stage is establishing the Downtown Community. Tying the Historic Downtown Center and the civic core, investing in the block from Center Street to Hale Street will be focal point where residents and visitors will spend leisure time. Improvements may include building improvements, a planted median, planters, benches, incentives for small businesses, and storefront displays.

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AGENDA ITEM #8

Consideration to recommend approval of Grantsville Land Use and Management Code Chapter 21 Subdivisions

Chapter 21 Subdivisions
Proposed Amendments
December 21, 2023

Proposed Revisions
~~Proposed Deletions~~
Comments or ongoing staff discussion.

Any text that is highlighted in red or green has been modified based upon comments provided in the December 7th Planning Commission Meeting.

The changes in Chapter 21 to comply with the updated state land use code have necessitated the creation of a new definition that will be included in Chapter 2 Definitions. This amendment to Chapter 2 will be included on the next agenda and public hearing. The proposed definition:

Single use residential development: A development that contains only single family dwellings, two family dwellings or townhomes which are subject to the processes prescribed in Utah Code Ann. §10-9a-604.1 (2023) and 10-9a-604.2 (2023)

The definitions in 21.1.9 will also be moved into Chapter 2 at this time.

21.1 General Provisions

21.1.1 Short Title
This Chapter shall be known and may be cited as the Grantsville City Subdivision Ordinance.

21.1.2 Purpose
(1) This Chapter is established to promote the health, safety and welfare of residents of Grantsville City and to provide for the orderly subdivision of land located within Grantsville City, Utah.

(2) The purpose of the Subdivision Ordinance is to provide policies, standards, requirements, and procedures to regulate and control the design and improvement of all subdivisions; ensure that all proposed subdivisions are consistent with the General Plan and applicable specific plans; and to ensure that land is subdivided in a manner that will promote public health, safety, convenience, general welfare and the physical, social and economic development of the area.

(3) It is the purpose and intent of Grantsville City to preserve open space within residential developments; provide flexibility to allow for creativity in developments; minimize the environmental and visual impacts of new development on critical natural resources and historically and culturally significant sites and structures; provide an interconnected network of permanent open space; encourage a more efficient form of development that consumes less open land and conforms to existing topography and natural features; reduce erosion and sedimentation by minimizing land disturbance and removal of vegetation; enhance the community character; permit clustering of houses and structures which will reduce the amount of infrastructure, including paved surfaces and utility lines; encourage street design that controls traffic speeds and creates street inter-connectivity; and promote construction of convenient and accessible walking trails and bike paths both within a subdivision and connected to neighboring communities, businesses and facilities to reduce reliance on automobiles.

21.1.3 Authority
This Chapter is enacted and authorized under the provisions of Utah Code Ann. §10-9a, et seq. Utah Code Annotated, 1953, as amended.

21.1.4 Definitions And Applicability

For the purposes of this Chapter all terms shall have the same definition as provided by Utah Code Ann. §1 0-9a-103, (2018).

21.1.5 Jurisdictions And Penalties

(1)

(a) An owner of any land located in a subdivision who transfers or sells any land in that subdivision before a plat of the subdivision has been approved and recorded violates this chapter for each lot or parcel transferred or sold.

(b) The description by metes and bounds in an instrument of transfer or other documents used in the process of selling or transferring does not exempt the transaction from being a violation of Subsection (1)(a) or from the penalties or remedies provided in this chapter.

(c) Notwithstanding any other provision of this chapter, the recording of an instrument of transfer or other document used in the process of selling or transferring real property that violates this part:

(i) does not affect the validity of the instrument or other document; and

(ii) does not affect whether the property that is the subject of the instrument or other document complies with applicable city ordinances on land use and development.

(2)

(a) The city may bring an action against an owner to require the property to conform to the provisions of this chapter.

(b) An action under this Subsection (2) may include an injunction, abatement, merger of title, or any other appropriate action or proceeding to prevent, enjoin, or abate the violation.

(c) The city need only establish the violation to obtain the injunction. (Utah Code Ann. §10-9a-611 (2016))

21.1.6 Creation Of Substandard Lots Prohibited

No lot shall be created that does not conform to the requirements of this code and the zoning district in which it is located.

21.1.7 Agricultural, Industrial, And Mining Protection Areas

(1) For any subdivision located in whole or in part within 300 feet of the boundary of an agriculture protection area, the owner of the subdivision shall provide notice on any plat filed with the county recorder the following notice:

Agriculture Protection Area This property is located in the vicinity of an established agriculture protection area in which normal agricultural uses and activities have been afforded the highest priority use status. It can be anticipated that such agricultural uses and activities may now or in the future be conducted on property included in the agriculture protection area. The use and enjoyment of this property is expressly conditioned on acceptance of any annoyance or inconvenience which may result from such normal agricultural uses and activities. (Utah Code Ann. §17-41-403 (2009))

(2) For any subdivision located in whole or in part within 1000 feet of the boundary of an industrial protection area, the owner of the subdivision shall provide notice on any plat filed with the county recorder the following notice:

Industrial Protection Area This property is located in the vicinity of an established industrial protection area, in which normal industrial uses and activities have been afforded the highest priority use status. It can be anticipated that such industrial uses and activities may now or in the future be conducted on property included in the industrial protection area. The use and enjoyment of this property is expressly conditioned on acceptance of any annoyance or inconvenience which may result from such normal industrial uses and activities. (Utah Code Ann. §17-41-403 (2009))

(3) For any subdivision located in whole or in part within 1000 feet of the boundary of as mining protection area, the owner of the subdivision shall provide notice on any plat filed with the county recorder the following notice:

Mining Protection Area This property is located in the vicinity of an established mining protection area, in which normal mining uses and activities have been afforded the highest priority use status. It can be anticipated that such

industrial uses and activities may now or in the future be conducted on property included in the mining protection area. The use and enjoyment of this property is expressly conditioned on acceptance of any annoyance or inconvenience which may result from such normal mining uses and activities. (Utah Code Ann. §17-41-403 (2009))

21.1.8 Notice Of Shooting Range Area

For any new subdivision development located in whole or in part within 1,000 feet of the boundary of any shooting range that was established, constructed or operated prior to the development of the subdivision, the owner of the development shall provide on any plat filed with the county recorder the following notice:

Shooting Range Area This property is located in the vicinity of an established shooting range or public shooting range. It can be anticipated that customary uses and activities at this shooting range will be conducted now and in the future. The use and enjoyment of this property is expressly conditioned on acceptance of any annoyance or inconvenience which may result from these uses and activities. (Utah Code Ann. §47-3-202 (4) (2013))

21.1.9 Definitions

In the Spring of 2021 amendments to this Chapter were approved that moved these definitions to Chapter 2. There was a significant change in staff at the time and the definitions were left in place in this chapter and were not added to Chapter 2. We can address this at this time and move them over to Chapter 2 Definitions.

~~As used in this chapter:~~

~~"Culinary water authority" means the department, agency, or public entity with responsibility to review and approve the feasibility of the culinary water system and sources for the subject property.~~

~~"Lot line adjustment" means the relocation of the property boundary line in a subdivision between two adjoining lots with the consent of the owners of record.~~

~~"Person" means an individual, corporation, partnership, organization, association, trust, governmental agency, or any other legal entity.~~

~~"Plat" means a map or other graphical representation of lands being laid out and prepared in accordance with Utah Code Ann. Section §10-9a-603 (2017), §17-23-17 (2016), or §57-8-13 (2003).~~

~~"Record of survey map" means a map of a survey of land prepared in accordance with Utah Code Ann. Section §17-23-17 (2016).~~

~~"Sanitary sewer authority" means the department, agency, or public entity with responsibility to review and approve the feasibility of sanitary sewer services or onsite wastewater systems.~~

~~"Special district" means an entity established under the authority of Title 17A, Special Districts, and any other governmental or quasi-governmental entity that is not a county, municipality, school district, or unit of the state.~~

~~"Specified public utility" means an electrical corporation, gas corporation, telephone corporation, franchise or other quasi-public utility as those terms are defined in Utah Code Ann. Section §54-2-1 (2016).~~

~~"Street" means a public right-of-way, including a highway, avenue, boulevard, parkway, road, lane, walk, alley, viaduct, subway, tunnel, bridge, public easement, or other way, and which may be classified as Rural, Residential, Local, Collector, Arterial, and Main Street or as otherwise defined in the Grantsville City Street Master Plan.~~

~~"Subdivision" means any land that is divided, resubdivided or proposed to be divided into two or more lots, parcels, sites, units, plots, or other division of land for the purpose, whether immediate or future, for offer, sale, lease, or development either on the installment plan or upon any and all other plans, terms, and conditions.~~

~~"Subdivision" includes:~~

~~(1) the division or development of land whether by deed, metes and bounds description, devise and testacy, map, plat, or other recorded instrument; and~~

~~(2) except as provided for in the following Subsection regarding the division or partition of agricultural land, divisions of land for residential and nonresidential uses, including land used or to be used for commercial, agricultural, and industrial purposes.~~

~~"Subdivision" does not include:~~

~~(1) a bona fide division or partition of agricultural land for the purpose of joining one of the resulting separate parcels to a contiguous parcel of unsubdivided agricultural land, if neither the resulting combined parcel nor the parcel remaining from the division or partition violates an applicable land use ordinance;~~

~~(2) a recorded agreement between owners of adjoining unsubdivided properties adjusting their mutual boundary if:~~

~~(a) no new lot is created; and~~

~~(b) the adjustment does not violate applicable land use ordinances; or~~

~~(3) a recorded document, executed by the owner of record:~~

~~(a) revising the legal description of more than one contiguous unsubdivided parcel of property into one legal description encompassing all such parcels of property; or~~

~~(b) joining a subdivided parcel of property to another parcel of property that has not been subdivided, if the joinder does not violate applicable land use ordinances.~~

~~(4) The joining of a subdivided parcel of property to another parcel of property that has not been subdivided does not constitute a subdivision under this Subsection as to the unsubdivided parcel of property or subject the unsubdivided parcel to the municipality's subdivision ordinance.~~

~~"Unincorporated" means the area outside of the incorporated area of Grantsville City.~~

~~"Zoning Map" means a map, adopted as part of a land use ordinance, that depicts land use zones, overlays, or districts.~~

21.1.10 Plats Required

(1) Unless exempt, under Utah Code Ann. Section §10-9a-605 (~~2010~~ 2020) or not included in the definition of a subdivision, whenever any lands are divided, the owner of those lands shall have an accurate plat made of them that sets forth and describes:

(a) all the parcels of ground divided, by their boundaries, course, and extent, and whether they are intended for streets or other public uses, together with any areas that are reserved for public purposes; and

(b) the lot or unit reference, the block or building reference, the road or site address, the road name or coordinate address, the acreage or square footage for all parcels, units, or lots, and the length and width of the blocks and lots intended for sale.

(2)

(a) The owner of the land shall acknowledge the plat before an officer authorized by law to take the acknowledgment of conveyances of real estate.

(b) The surveyor making the plat shall certify it.

(c) The ~~planning commission~~ City shall approve the plat as provided in this code. Before final approval of a plat, the owner of the land shall provide the ~~planning commission~~ City with a tax clearance indicating that all taxes, interest, and penalties owing on the land have been paid.

(3) After the plat has been acknowledged, certified, and approved, the plat shall be kept by the City until the owner of the land shall file and record it in the county recorder's office. (Utah Code Ann. §10-9a-603 (~~2017~~ 2022))

21.1.11 Agricultural Exemptions From Plat Requirements

(1) A lot or parcel resulting from a division of agricultural land is exempt from the plat requirements of this code if the lot or parcel:

(a) qualifies as land in agricultural use under Utah Code Ann. §59-2-5 (1987 – 2017), Farmland Assessment Act;

(b) meets the minimum size requirement of applicable land use ordinances; and

(c) is not used and will not be used for any nonagricultural purpose.

(2) The boundaries of each lot or parcel exempted under Subsection (1) shall be graphically illustrated on a record of survey map that, after receiving the same approvals as are required for a plat under this code, shall be recorded with the county recorder.

(3) If a lot or parcel exempted under Subsection (1) is used for a nonagricultural purpose, the lot or parcel shall comply with the requirements of the subdivision plat provisions of this code. (Utah Code Ann. §10-9a-603 (~~2017~~ 2022))

(4) A plat is not required for a recorded agreement between owners of adjoining subdivided properties adjusting their mutual boundary if no new dwelling lot or housing unit will result from the adjustment and the adjustment will not violate any applicable land use regulation. (Utah Code Ann. §10-9a-602 (~~2005~~ 2019))

21.1.12 Open Space Applicability Of Regulations

(1) In recognition that the residents of Grantsville highly value the open tracts of land that currently are characterized with recreational uses, agricultural uses, minimal development or remain in a natural state, Grantsville City desires to protect and preserve these characteristics while allowing for continued growth and improvement of the community by requiring each proposed development to consider and maintain some form of open space as described in the following regulations.

(2) All undeveloped parcels that come before the City as a **residential** subdivision of land **greater than four total lots** shall comply with the open space regulations found in this chapter. All development shall be in compliance with all applicable Grantsville City ordinances, regulations, or resolutions and when in conflict, the provisions of this chapter shall prevail.

21.1.13 Site Analysis Map

(1) Concurrent with the submission of a preliminary plat, or site plan, the applicant shall prepare and submit a site analysis map. The purpose of the site analysis map is to ensure that the important site features have been adequately identified prior to the creation of the site design, and that the proposed open space will meet the requirements of this chapter.

(2) The site analysis map shall include:

(a) Location of natural drainages depicting flowline and top edge of channel; and

(b) Springs, ponds, riparian zones, marsh and wetlands boundaries; and

(c) Active agricultural, pasture areas; and

(d) Rock outcroppings and slopes greater than 30%; and

(e) Known archeological or historical resources; and

(f) Wooded areas; and

(g) Existing walking, equestrian, off-highway vehicle or bicycle trails; and

(h) Existing streets, structures and utility infrastructure.

(i) Other unique site features that may hold value if incorporated in open space areas.

21.1.14 Use Of Open Space

(1) Open space is the portion of a subdivision or site that has been set aside for permanent protection. Activities within the open space shall be restricted in perpetuity through the use of an approved legal instrument.

(2) Open space areas shall be protected in perpetuity from further development or unauthorized use by permanent restrictive covenant. Grantsville City reserves the right to enforce all restrictive covenants and conservation easements per Utah Code Ann. §57-18-6 (1985). Uses of open space may include the following:

(a) conservation of natural, archeological or historical resources;

(b) meadows, woodlands, wetlands, riparian zones, raptor nesting sites, wildlife corridors, game preserves, habitat for endangered or threatened species, critical wildlife habitat as identified by the State of Utah, Division of Wildlife Resources, or similar conservation-oriented areas;

(c) cemeteries, archaeological sites and burial grounds and other historic and/or archaeological sites as identified by the Grantsville City Historical Preservation Committee and Utah Division of State History, Utah State Historical Society;

(d) walking, equestrian, off-highway vehicle or bicycle trails;

(e) passive recreation areas, public and private, including pedestrian, bicycle and equestrian trails, picnic areas, community commons or greens, and similar areas;

(f) active recreation areas, public and private, to include parks, playing fields, and playgrounds, but recreation areas with impervious surfaces greater than 15% of the total open space such as streets and parking lots shall be excluded;

(g) agriculture, horticulture, silviculture or pasture uses, provided that all applicable best management practices are used to minimize environmental impacts;

(h) problematic soils and the 100-year floodplain as identified by (FEMA Flood Map);

(i) existing slopes greater than 30% on average with a site area greater than 5,000 square feet identified as part of a site analysis conducted by a registered engineer, land surveyor or landscape architect and calculated using topographic maps;

(j) other conservation-oriented uses compatible with the purposes of this chapter.

(3) As open space contributes to the overall character of the community, three underlying principles shall guide the siting and use of open space areas:

(a) Open space shall be accessible to the public where practicable. Open space shall be accessible internally, connected to public streets and trails, and generally available for public us and enjoyment with the understanding that some uses may necessitate limited public access such as but not limited to: active agricultural uses, historic structures, and equestrian facilities.

(b) Open space shall be visible. Open space shall be located and configured so that a portion of the open space bounds or intersects with public right-of-way or other publicly accessed parcels.

(c) Open space shall preserve the community's character. Open space shall preserve existing features in the community and/or create new amenities that are in harmony with the existing characteristics of the overall community.

HISTORY
Amended by Ord. 2021-09 on 4/28/2021

21.1.15 Open Space Requirements

(1) Each subdivision or site plan shall provide a minimum of 10% of its total parcel acreage as open space. The open space shall be designated on the preliminary plan or site plan and recorded on the final plat. The minimum restricted open space shall comprise at least 10% of the total parcel acreage. The open space shall be held and maintained in a private protective trust. In limited cases such as the provision of a minimum of five-acre public park the City Council at its discretion may, by finding of a beneficial public purpose, choose to accept the dedication of such parcels and improvements.

(2) Above-ground utility rights-of-way and small areas of impervious surface may be included within the protected open space but cannot be counted towards the 10% minimum area requirement except that historic structures and

existing trails with public access may be counted. Areas greater than 10% of the total open space area that is covered with any impervious surface shall be excluded from the open space calculation.

(3) At least 75% of the open space shall be in a contiguous or interconnecting tract. The open space shall be designed in such a way that it adjoins any neighboring areas of open space, other protected areas, and non-protected natural areas that would be candidates for inclusion as part of a future area of protected open space. If there is no defined or identified open space on adjoining land, then the open space shall provide areas for the eventual connection with future development as practicable.

(4) The open space shall be directly accessible to the largest practicable number of lots within the subdivision. The type of open space shall be taken into consideration when making the determination of direct accessibility. Open space parcels that are preserved as active agriculture or pasture land may have limited direct accessibility as the use requires restricted access, but it is expected that such uses shall be located along the sides of public streets or trails so that the open space will provide for the benefit and enjoyment of residents as it reserves the open rural atmosphere desired by the residents. Historic features or other unique natural features due to the nature of their location, characteristics and configuration may also limit direct accessibility but shall be showcased in such a way that it may provide for the benefit and enjoyment of residents as it preserves the open rural atmosphere desired by the residents. Non-adjoining lots shall be provided with safe, convenient access to the open space. Trails are encouraged in the subdivision to access both natural open space areas within the subdivision and those that may be located nearby. Just as with streets, trail connections for connectivity and access with future subdivisions and the City-wide trails system shall be considered.

(5) For developments which are not Planned Unit Developments and the total aggregated development acreage is less than 50 (20?) acres, in lieu of, or in a proportional combination with, the provision of 10% of the total parcel acreage as open space, the developer may, through agreement with the Planning Commission and City Council apply 10% of the predeveloped value of the total parcel acreage, as determined through an owner provided appraisal by a certified real estate appraiser, to purchase another parcel that would be designated as park or open space, construct amenities in existing public parks and open space located within ½ mile of the proposed development, and extend off site trails from the proposed development with sidewalk and trail connections between both parcels to benefit the residents of the development.

(6) Land dedicated for use as a public park shall be no smaller than ~~five~~ ten acres and shall not be located any closer than three quarters of a mile from another public park. The City Council may make exceptions to the minimum distance if walkability and other accessibility issues limit the residents of the proposed subdivision from safely or conveniently accessing the nearest public park. Requiring improvements that remove the accessibility barriers may be considered proportionally not exceeding the appraised value of the predeveloped value of the total parcel acreage as detailed in 21.1.15.6

HISTORY
Amended by Ord. 2019-18 on 8/7/2019

21.1.16 Open Space Networks Configuration
The minimum standards for open space networks are as follows:

(1) The minimum width of any open space area is 25 feet.

(2) All paths shall be a minimum of 20 feet from any property line except where interparcel access may be provided.

(3) All open space networks shall provide connectivity to any common areas within the development and to any adjacent public places and rights-of-way.

(4) Paths located in primary conservation areas shall be constructed of pervious materials.

(5) Where path networks cross internal subdivision streets or public streets, access points shall be directly across from each other or as approved by the city engineer.

(6) Crossings and access points shall be clearly identified to pedestrians and motorists and may include traffic control devices, bridges and tunnels as approved by the city engineer.

21.1.17 Open Space And Conservation Areas

21.1.17 was removed with the adoption of Ordinance 2018-16.

21.1.18 Primary Conservation Areas
21.1.18 was removed with the adoption of Ordinance 2018-16.

21.1.19 Value Of Primary Conservation Areas
21.1.19 was removed with the adoption of Ordinance 2018-16.

21.1.20 Secondary Conservation Areas
21.1.20 was removed with the adoption of Ordinance 2018-16.

21.1.21 Ownership And Management Of Open Space
21.1.21 was removed with the adoption of Ordinance 2018-16.

21.1.22 Prohibited Uses Of Open Space
(1) Uses of open space shall not include the following:

(a) roads

(b) parking lots that occupy more than 15% of the open space;

(c) dwellings;

(d) commercial uses; or

(e) land set aside for use that solely benefits any one person or entity.

(2) The instrument for permanent protection shall include clear restrictions on the use of the open space. These restrictions shall include all restrictions contained in this chapter, as well as any further restrictions the applicant or City chooses to place on the use of the open space.

21.1.23 Requirements Of Conservation Easements
21.1.23 was removed with the adoption of Ordinance 2018-16.

21.1.24 Notice Of Disclosure
21.1.24 was removed with the adoption of Ordinance 2018-16.

21.1.25 Conservation Subdivisions, Open Space, And Density
21.1.25 was removed with the adoption of Ordinance 2018-16.

21.2 Subdivision (Development?) Application Procedure

21.2.1 Diligence
Each development shall be actively pursued to completion. Any application that exceeds the time limits stated in this chapter will be deemed null and void and all vested rights are waived by the subdivider for that development. An application shall be null and void and all vested rights waived by the subdivider for that development if they do not complete a stage or they fail to make a progress report to the planning commission within 365 days. Any extension must be requested prior to the expiration of the original approval. Should an application become void, the applicant must reapply at the first stage for that level of development.

21.2.2 Application Procedure
(1) Each application for a subdivision shall have all required submittals before it is accepted as a complete application. No application for the next stage of the subdivision process shall be accepted until such time as the City has approved the application for the previous stage of the development.

(2) There shall be no presumption of approval of any aspect of the process.

(3) No application shall be accepted for any approval stage if the time limit has expired on the previous approval stage.

(4) ~~The planning commission may request specific information found to be incomplete in its review and table further action until the information is submitted.~~ The City may require additional information to ensure compliance with

current ordinances, applicable standards and specifications, or do not contain complete information in a manner consistent with current Utah Code requirements. (Utah Code Ann. §10-9a-604.2 (2023))

(5) A denial shall include written findings of fact and decision. Denial may be based, in addition to other reasons of good cause, upon incompatibility with the general plan, lack of a culinary water supply, insufficient fire suppression system, geological concerns, location, incompatibility with surrounding land uses, the inability of city service or utility providers to provide public services, or the adverse effect on the health, safety, and general welfare of the city and its residents.

(6) Appeals of the decision of a planning commission on any subdivision shall be made in writing to the city council within 30 days of the decision.

21.2.3 Zoning Administrator To Determine A Complete Application

The zoning administrator shall determine if an application is complete and contains all required materials as required by this chapter.

21.2.4 Lack Of ~~Preliminary Subdivision~~ Development Application Information - A Determination Of An Incomplete Application

(1) The lack of any information required by this chapter for a complete application, or improper information supplied by the applicant, shall be cause for the zoning administrator to find the application incomplete.

~~(2) A determination of an incomplete application shall prohibit the scheduling of the application on a planning commission meeting agenda. If the application lacks any required information, the zoning administrator shall notify the applicant of the material or information lacking from the application. The zoning administrator shall allow 30 days from the date of notification for the applicant to provide the materials or information required. If the application remains incomplete after 30 days the zoning administrator shall return the entire incomplete application to the applicant, accompanied by all application fees paid.~~ The City shall not accept fees for an application until the Zoning Administrator determines the application to be complete. An application shall not move forward for review and consideration until the application is complete and all application fees have been paid.

21.2.5 Appeal Of Zoning Administrator's Determination Of Completeness

Any person aggrieved by a decision of the zoning administrator in a determination of a complete application may appeal the zoning administrator's decision in writing within 30 days of the zoning administrator's decision to the planning commission.

21.2.6 Concept Plan Requirements

The concept plan shall show:

(1) the general location of the subdivision, the property boundaries and adjoining properties with ownership;

(2) lot and road layout indicating general scaled dimensions;

(3) county, township, range, section, quarter section, blocks, the number of lots, principal meridian and true north;

(4) a vicinity map showing significant natural and man-made features off site with a scale of 1 inch = 2000 feet on the site;

(5) the acreage of the entire tract and the acreage of the portion to be developed;

(6) the area for which approval will be requested for the first phase of development except for minor, commercial and industrial subdivisions;

(7) an area plan showing the total area on a single sheet for subdivisions requiring more than one sheet at the required scale;

(8) the sites, if any, for multi-family dwellings, shopping centers, community facilities, commercial, industrial, or other uses exclusive of single-family dwellings;

(9) total development area, the number of proposed dwelling units and the amount of open space;

(10) easements and rights-of-way;

(11) property boundaries;

(12) all ponds, wetlands and other hydrologic features;

(13) topographic contours;

(14) all primary and secondary conservation areas labeled by type, as described in sections 21.1.18 and 21.1.110 of this chapter;

(15) general vegetation characteristics;

(16) general soil types;

(17) the planned location of protected open space;

(18) existing roads and structures;

(19) potential connections with existing greenspace and trails.

(20) parcels of land that will have a conservation easement or are to be dedicated for schools, roads, parks, or other public purposes; and

~~(21) an approval signature block for the planning commission chair~~.

HISTORY
Amended by Ord. 2021-09 on 4/28/2021

21.2.7 Preliminary ~~Plat~~ Plan Requirements

The requirements for a Preliminary Plan are detailed in the Preliminary Plan Checklist that is attached to the Preliminary Plan Application that shall be provided by the City upon request. The Preliminary Plan requirements found on the checklist and subsequent amendments to the checklist have been approved by the Grantsville City Council by resolution.

~~(1) The preliminary plat shall be prepared and certification made as to its accuracy by a registered land surveyor who holds a license in accordance with Title 58, Chapter 22, Professional Engineers and Land Surveyors Licensing Act, has completed a survey of the property described on the plat in accordance with Section 17-23-17, has verified all measurements and monumented any unmarked property corners, and has made reference to the filing number for the Record of Survey map filed with the Tooele County Surveyor's Office.~~

~~(2) Every detail of the plat shall be legible. A poorly drawn or illegible plat shall be cause for its denial.~~

~~(3) A traverse shall not have an error of closure greater than one part in 10,000.~~

~~(4) Each plat shall show:~~

~~(a) the general location of the subdivision and adjoining properties with ownership;~~

~~(b) all deed lines of the subject and adjoining properties and lines of occupation such as fence lines;~~

~~(c) the 100 foot radius wellhead protection zone on all existing wells within and outside of the subdivision where the protection zone falls within the boundary of the subdivision;~~

~~(d) bearing and distance tie in to the historic and dependant survey with at least two established control monuments referenced to the Tooele County Control Network.~~

~~(e) county, township, range, section, quarter section blocks, plats and true north shall be included on the plat;~~

~~(f) graphic scale of the plat;~~

(g) existing ground contours at 2-foot intervals based on National Geodetic Survey Sea Level Datum;

(h) the name of the subdivision as approved by the county recorder;

(i) An open space management plan, as described in Section 21.1.20;

(j) a vicinity map showing significant natural and man-made features on the site and within one mile of the subdivision perimeter boundary with a minimum scale of 1 inch = 2000 feet;

(k) total project area;

(l) locations and dimensions of existing structures;

(m) lot perimeter utility easements; and

(n) approval signature blocks for:

(A) the public works director;

(B) the city engineer;

(C) the city planner;

(D) the county surveyor; and

(E) the planning commission chair.

(F) the city fire department.

(5) the bearings, distances and curve data of all perimeter boundary lines shall be indicated outside the boundary line. When the plat is bounded by an irregular shore line or a body of water, the bearings and distances of a closing meander traverse should be given and a notation made that the plat includes all land to the water's edge or otherwise.

(6) If a plat is revised, a copy of the old plat shall be provided for comparison purposes.

(7) All blocks and lots within each block shall be consecutively numbered. Addresses shall be issued by the city engineer and shall be shown on the plat with the corresponding lot number.

(8) For all curves in the plat, sufficient data shall be given to enable the re-establishment of the curves on the ground. The curve data shall include the radius, central angle, cord bearing and distance, tangent, and arc length.

(9) Excepted parcels shall be marked, "Not included in this subdivision."

(10) All public lands shall be clearly identified.

(11) All public roads shall be clearly marked as "dedicated public road."

(12) All private roads shall be clearly marked as "private road."

(13) All roads shall be identified by names approved by Grantsville City.

(14) All easements shall be designated as such and dimensions given.

(15) All lands within the boundaries of the subdivision shall be accounted for, either as lots, open space, walkways, streets, or as excepted parcels.

(16) Bearings and dimensions shall be given for all lot lines and easements, except that bearings and lengths need not be given for interior lot lines where the bearings and lengths are the same as those of both end lot lines.

(17) Parcels not contiguous shall not be included in one plat, neither shall more than one plat be made on the same sheet. Contiguous parcels owned by different parties may be embraced in one plat, provided that all owners join in the dedication and acknowledgments.

(18) Lengths shall be shown to hundredths of a foot. Angles and bearings shall be shown to seconds of arc.

~~(19) Surveys shall tie into the state grid or other permanent marker established by the county surveyor and shall give a description, the name and the date on survey monuments found.~~

~~(20) The plat shall be labeled "Preliminary plat."~~

~~(21) If the subdivision does not have a public water system connection, the amount of water allocated to each lot in acre feet.~~

~~(22) The surveyor shall provide remainder descriptions for all property from the original parcel or lot that is not included in the subdivision. (Ref UCA §1-0-9a-603)~~

~~(23) Title Block with the name, address and license number of the land surveyor, preparation date and revision dates.~~

21.2.8 Final Plat Infrastructure Design And Engineering Drawings Requirements

The purpose of the final plat infrastructure design and engineering drawings is to develop engineered construction drawings of infrastructure required for development of the proposed phase or site. Theses drawings shall be required for all subdivisions and development site approvals.

The requirements for a Final Plat Infrastructure Design and Engineering Drawings are detailed in the Final Plat Checklist that is attached to the Final Plat Application that shall be provided by the City upon request. The Final Plat Infrastructure Design and Engineering Drawings requirements found on the checklist and subsequent amendments to the checklist have been approved by the Grantsville City Council by resolution.

~~The final plat infrastructure design and engineering drawings shall include:~~

~~(1) Infrastructure design and engineering drawings and documents shall be submitted in the design stage, and shall include:~~

~~(a) plan, profile and typical cross-section drawings of the roads, bridges, culverts, sewers, and drainage structures;~~

~~(b) a grading and drainage plan indicated by solid line contours superimposed on dashed line contours of existing topography;~~

~~(c) the general location of trees over six inches in diameter measured at four and one-half feet above the ground, and in the case of heavily wooded areas, an indication of the outline of the wooded area and location of trees which are to remain;~~

~~(d) the size and location of proposed sewage systems, culinary water, secondary water, storm drainage, roads, power, gas and other utilities and any man-made features and the location and size of existing sewage, culinary water, secondary water, storm drainage, roads, power, gas and other utilities to 200 feet beyond the subdivision;~~

~~(e) proposed road layouts in dashed lines for any portion of the property to be developed in a later phase;~~

~~(f) water courses and proposed storm water drainage systems including culverts, water areas, delineated wetlands, streams, areas subject to occasional flooding, marshy areas or swamps;~~

~~(g) areas within the 100-year flood plain;~~

~~(h) soil types and soil interpretations taken from the National Cooperative Soils Survey;~~

~~(i) the location of all street signs and traffic control devices required by the City in accordance with the Manual of Uniform Traffic Control Devices;~~

~~(j) a signature block for the city engineer on each design and construction drawing;~~

~~(k) a signature block for the city public works director on each design and construction drawing;~~

~~(l) geologic maps and investigation reports regarding area suitability; and~~

~~(m) a design report stamped by an engineer licensed in the State of Utah as may be required by the city engineer.~~

~~(2) All drawings shall be drawn to a scale not less than one inch equals 100 feet, and shall indicate the basis of bearings, true north, the name of the subdivision, township, range, section, and quarter section, and lot numbers of the property.~~

~~(3) Poorly drawn or illegible design and engineering drawings shall be cause for denial.~~

~~(4) To change any aspect of the design of the off-site improvements, a new set of infrastructure design and engineer drawings shall be submitted for approval. A signed set of drawings shall be on-site at all times during construction. All construction must conform to the approved plans.~~

21.2.9 Final Plat Requirements

The requirements for a Final Plat are detailed in the Final Plat Checklist that is attached to the Final Plat Application that shall be provided by the City upon request. The Final Plat requirements found on the checklist and subsequent amendments to the checklist have been approved by the Grantsville City Council by resolution.

~~(1) The final plat shall be prepared and certification made as to its accuracy by a registered land surveyor who holds a license in accordance with Utah Code Ann. §58-22 (1994-2017), Professional Engineers and Land Surveyors Licensing Act, has completed a survey of the property described on the plat in accordance with Utah Code Ann. Section §17-23-17 (2016), has verified all measurements, and monumented any unmarked property corners, and has made reference to the filing number for the Record of Survey map filed with the Tooele County Surveyor's Office. The surveyor making the plat shall bond or provide to the city adequate security to place monuments as represented on the plat upon completion of the subdivision improvements.~~

~~(2) Every detail of the plat shall be legible. A poorly drawn or illegible plat shall be cause for denial.~~

~~(3) A traverse shall not have an error of closure greater than one part in 10,000.~~

~~(4) The bearings, distances and curve data of all perimeter boundary lines shall be indicated outside the boundary line. When the plat is bounded by an irregular shore line or a body of water, the bearings and distances of a closing meander traverse should be given and a notation made that the plat includes all land to the water's edge or otherwise.~~

~~(5) If a plat is revised, a copy of the old plat shall be provided for comparison purposes.~~

~~(6) All blocks and lots within each block shall be consecutively numbered. Addresses shall be issued by the city engineer and shall be shown on the plat with the corresponding lot number.~~

~~(7) For all curves in the plat, sufficient data shall be given to enable the re-establishment of the curves on the ground. The curve data shall include the radius, central angle, cord bearing and distance, tangent, and arc length.~~

~~(8) Excepted parcels shall be marked, "Not included in this subdivision."~~

~~(9) All public lands shall be clearly identified.~~

~~(10) All public roads shall be clearly marked as "dedicated public road."~~

~~(11) All private roads shall be clearly marked as "private road."~~

~~(12) All roads shall be identified by names approved by Grantsville City.~~

~~(13) All easements shall be designated as such and dimensions given.~~

~~(14) All lands within the boundaries of the subdivision shall be accounted for, either as lots, walkways, roads, or as excepted parcels.~~

~~(15) Bearings and dimensions shall be given for all lot lines, except that bearings and lengths need not be given for interior lot lines where the bearings and lengths are the same as those of both end lot lines.~~

~~(16) Parcels not contiguous shall not be included in one plat, neither shall more than one plat be made on the same sheet. Contiguous parcels owned by different parties may be embraced in one plat, provided that all owners join in the dedication and acknowledgments.~~

~~(17) Lengths shall be shown to hundredths of a foot. Angles and bearings shall be shown to seconds of arc.~~

~~(18) Surveys shall tie into the state grid or other permanent marker established by the county surveyor.~~

~~(19) The plat shall be labeled "Final Plat."~~

~~(20) The information on the final plat shall include:~~

~~(a) the name of the subdivision, true north arrow and basis thereof, and date;~~

~~(b) the owner's dedication which shall contain the language:~~

~~OWNERS DEDICATION AND CONSENT TO RECORD Know all men by these presents that the undersigned are the owners of the hereon described tract of land and hereby cause the same to be divided into lots and streets together with easements as set forth hereafter to be known as NAME OF SUBDIVISION The undersigned owners hereby dedicate to Grantsville City all those parts or portions of said tract of land on said plat designated hereon as streets, the same to be used as public thoroughfares forever. The undersigned owners also hereby convey to any and all public and private utility companies providing service to the hereon described tract a perpetual, non-exclusive easement over the streets and public utility easements shown on this plat, the same to be used for drainage and the installation, maintenance and operation of public utility service lines and facilities.~~

~~(c) names of the owner or owners including beneficial owners of record under the signature lines in the owner's dedication;~~

~~(d) square footage of each lot under one acre or the lot acreage if one acre or larger;~~

~~(e) township, range, section and quarter section if a portion;~~

~~(f) graphic scale;~~

~~(g) the State plane coordinates on the subdivision boundary;~~

~~(h) survey monuments which are marked with a description, the name and the date;~~

~~(i) the total water allocation in acre/feet for each lot for its allocation of water;~~

~~(j) the 100-foot radius wellhead protection zone on all existing wells;~~

~~(k) signature blocks for:~~

~~(i) any improvement, service and special districts or areas where any part of the platted property is located;~~

~~(ii) the city engineer;~~

~~(iii) the city public works director;~~

~~(iv) the city attorney;~~

~~(v) the county treasurer indicating at the time of signing that the property taxes due and owing have been paid in full;~~

~~(vi) the recordation of the plat by the Tooele County Recorder's office with a line for the recordation number, who it is recorded for, the date, time and fee;~~

~~(vii) the city fire department;~~

~~(viii) the county surveyor;~~

~~(ix) the city planning commission chair; and~~

~~(x) the mayor with an attest from the city recorder.~~

21.2.10 Development Review Committee

(1) Each application for a subdivision shall be reviewed by the Development Review Committee (DRC) prior to its ~~presentation to a public body~~ prior to its consideration of approval.

(2) The purpose of the DRC is to provide an opportunity for the city staff to review the application package and provide guidance to the applicant concerning revisions to the design of the proposed development and application documents that may be required for city approval.

(3) The members of the DRC review the application for compliance with the General Plan, current ordinances, local, state and federal regulations, applicable standards and specifications as well as ~~the requirements of~~ the impacts of the proposed action in benefit and costs to the community.

(4) The DRC consists of the zoning administrator, city planner, city public works director, city engineer, fire marshal, a planning commission representative, and the city attorney.

(5) The DRC review process for all single use residential development applications shall comply with current Utah Code requirements found in (Utah Code Ann. §10-9a-604.2 (2023))

(~~5~~ 6) For single use residential development applications as defined in GLUDMC Chapter 2 Definitions, the DRC shall be given ~~14 days~~ 15 business days (Preliminary) and 20 business days (Final) to review the application package ~~to a development review conference with~~ and submit review comments to the applicant. For all other development applications, the DRC shall be given 20 business days (Preliminary) and 20 business days (Final) to review the application package and submit review comments to the applicant. After receiving the review comments and the applicant may request a ~~A~~ Development Review Conference ~~will be held with the applicant and~~ with members of the DRC to discuss review comments and answer applicant questions ~~within 21 days of the submission of the application~~.

(~~6~~ 7) Upon submittal of revised drawings and documents as requested by the DRC, the review process outlined in paragraph (6) may occur up to three additional times, only as necessary, before moving forward for consideration. ~~revised application package shall be distributed to the DRC members for their review. Within 14 days of the second submittal, the DRC will meet to discuss and verify that all changes were made. If additional revisions are needed or the submitted items are incorrect or incomplete an additional design review conference may be held with the applicant and DRC. All revised drawing submitted require a 14 day review by the DRC.~~

(7) Only complete applications with the approval of the DRC will move forward for consideration ~~by planning commission and city council~~.

HISTORY
Amended by Ord. 2021-09 on 4/28/2021

21.2.11 Determination of Appropriate Process

In recognition that not all land use actions are of the same magnitude and therefore may not require the same level of detail for consideration Grantsville City has provided multiple application processes. For this purpose, the application processes have been organized as levels with each level requiring greater detail and additional steps for consideration and approval. The applicant shall choose the application process that best fits their proposed land use action:

Development process Levels 1 through 4 are only applicable for use with single use residential development applications as defined in GLUDMC Chapter 2 Definitions and shall meet all requirements of Utah Code Ann. §10-9a-604.1 (2023) and Utah Code Ann. §10-9a-604.2 (2023).

(a) Level 1 Single Lot Development: The purpose of this process is to convert an undeveloped parcel into a legal zoning lot. The applicant shall submit an application meeting the requirements for the Single Lot Development as described in Chapter 24 of the Grantsville Land Use Development and Management Code. The city staff is authorized by the City Council to approve the application.

(b) Level 2 Minor Subdivision: The purpose of this process is to divide property into up to 4 lots with all lots fronting an existing street containing the necessary utilities to serve the proposed lots. By utilizing this process, the applicant agrees to make the required improvements to bring the street frontage up to code and is not asking for any waivers or exceptions.

1. The applicant will not be required to complete improvements that are greater than the greatest level of improvements found on an adjacent parcel or lot unless;
    a. there is a compelling reason affecting the Health, Safety or Welfare of the public, or
    b. an adjacent property is currently in an application process which will increase the level of improvement to the street, or
    c. the City has a current project that is increasing the level of improvement to the street.

2. Level 2 Minor Subdivisions shall not be required to provide open space or fee in lieu for open space but shall be assessed the applicable park impact fee with each building permit.

3. The Application for a Level 2 Minor Subdivision shall include the information and documents found on the Minor Subdivision Checklist that is attached to the Minor Subdivision Application that shall be provided by the City upon request. The Minor Subdivision requirements found on the Minor Subdivision Checklist and subsequent amendments to the checklist have been approved by the Grantsville City Council by resolution.

4. If no street improvements are required beyond additional utility service laterals, the only engineered drawings required will be:
    a. A record of survey, and
    b. A Plat, and
    c. A site drawing showing the proposed locations of proposed utility service laterals and any required surface improvements, with finish grade elevations as appropriate and specifically referencing each of the appropriate City standard details that are necessary for the work.

5. If upon review the city staff finds;
    a. That application to be complete, and
    b. Meets the intent of the General Plan, and
    c. Fully complies with the City zoning and land use ordinances, and
    d. The existing public infrastructure along with the proposed improvements are adequate to serve the project and protect the health, safety and welfare of the public,

    Then, the city staff is authorized by the City Council to approve the application.

6. If the application is found deficient in meeting the requirements in clause 5 (a-d) the City staff shall inform the applicant of the discrepancies and allow the applicant to choose to modify the application to bring the application into compliance or to withdraw the application and submit a new application under the applicable level of process.

7. If the applicant chooses to withdraw the application due to an incorrect fit with the requirements of the Level 2 Minor Subdivision and submit a new application under the appropriate process level, the fees paid for the original application shall be credited toward the new application fees.

8. The Level 2 Minor Subdivision process may only be used once to divide a parcel. Subsequent applications to divide the property shall utilize the Level 3 or Level 4 process. If the lot to be divided is part of a platted subdivision the subdivision amendment process found in Section 21.8 of this Chapter is the appropriate application.

9. The Minor Subdivision property owner may construct the required utility service connections with each building permit unless the required improvements include extension of pavement, curb and gutter and/or sidewalk along the frontage of the properties. Where surface improvements are required and in order to keep the surface improvements consistent, all improvements to the property frontages of each lot shall be completed by the property owners under the first building permit issued for any lot in the Minor Subdivision.

c. Level 3 Subdivision 4 lots or less: The purpose of this process is to divide property into 4 lots or less where dedication of additional utilities or public improvements are required to serve the property. The applicant shall submit an application meeting the requirements for a final plat subdivision process as described in Section 21.2.8, 21.2.9 and 21.4.7 of this Chapter. A public hearing shall be held in a public Planning Commission meeting to fulfill the State requirements. Approval of the Level 3 application shall occur with Planning Commission.

1. Level 3 Subdivisions of four lots or less shall not be required to provide physical open space or fee in lieu for open space but shall be assessed the applicable park impact fee with each building permit.

d. Level 4 Subdivision Five Lots or Greater: The purpose of this process is to divide property into 5 or more lots or any division of property that requires dedication of offsite utilities or public improvements. The applicant shall submit an application meeting the requirements for a preliminary plan as described in Section 21.2.7 and 21.4.5 of this Chapter. Once the Preliminary Application has been approved by Planning Commission the applicant can then move forward with submittal of an application for a Final Plat process as described in Section 21.2.8, 21.2.9 and 21.4.7 of this Chapter. The Final Plat shall be approved by the Planning Commission.

e. Level 5 Subdivision: The purpose of this process is to allow for the division of property as necessary for land uses other than those residential uses defined as single use residential development. These uses may include but are not limited to commercial, industrial, institutional, multifamily residential, residential projects with a mix of types of residential uses, and mixed use projects. The applicant shall submit an application meeting the requirements for a preliminary plan as described in Section 21.2.7 and 21.4.5 of this Chapter. Once the Preliminary Application has been approved by Staff, Planning Commission and the City Council in that order, the applicant can then move forward with submittal of an application for a final plat process as described in Section 21.2.8, 21.2.9 and 21.4.7 of this Chapter. The Final Plat shall be considered for recommendation by the Planning Commission and approved by the City Council.

Specific phases of a Level 5 Final Plat may qualify as, and be subject to Level 4 Final Plat requirements if the specific phase application contains only residential uses that meet the definition of single use residential development as defined in GLUDMC Chapter 2 Definitions

21.3 Lot line Adjustments

21.3.3 Lot Line Adjustments

(1) The owners of record of adjacent parcels that are described by either a metes and bounds description or a recorded plat, may exchange title to portions of those parcels, if the exchange of title is approved by the Zoning Administrator in accordance with Subsection 21.3.3(2). The Zoning Administrator is designated as the land use authority for the purpose of reviewing and approving boundary line adjustments pursuant to the provisions of this subsection and Utah Code Ann. Section §10-9a-608(7) (2014).

(2) The Zoning Administrator shall approve an exchange of title under Subsection 21.3.3(1) if no new dwelling lot or housing unit will result from the exchange of title; and the exchange of title will not result in a violation of any land use ordinance.

(3) If an exchange of title is approved under Subsection 21.3.3(2):

(i) a notice of approval shall be recorded in the office of the county recorder which:

(A) is executed by each owner included in the exchange and by the Zoning Administrator;

(B) contains an acknowledgment for each party executing the notice in accordance with the provisions of Utah Code Ann. §57-2a (1988 – 2007), Recognition of Acknowledgments Act;

(C) recites the descriptions of both the original parcels and the parcels created by the exchange of title and

(D) contain a certificate of approval by the City, signed by the Zoning Administrator and attested by the City Recorder.

(ii) a conveyance of title reflecting the approved change shall be recorded in the office of the county recorder.

(iii) A notice of approval recorded under this section does not act as a conveyance of title to real property and is not required for the recording of a document purporting to convey title to real property.

HISTORY
Amended by Ord. 2021-09 on 4/28/2021

21.4 Subdivisions

21.4.1 Application

A subdivision is a division of land into two (2) or more lots. Infrastructure and public facilities shall be dedicated as a part of the subdivision process.

HISTORY
Amended by Ord. 2021-09 on 4/28/2021

21.4.2 Approval Process

(1) A subdivision shall be processed utilizing the following ~~in three~~ stages as appropriate to the type of application:

(a) The ~~concept stage~~ Pre-Application Meeting is a non-mandatory stage in which the developer may bring a development concept to the city for discussion with city staff. A developer may request to present a conceptual project to planning commission and/or city council for discussion. This stage is provided solely for the benefit of the developer and any discussion is non-binding;

(b) the preliminary plat includes but may not be limited to; submittal of a complete Preliminary Plat application to the city containing the required documents detailed in section 21.2.7 and 21.4.5 of this Chapter, review of the application by the DRC as detailed in section 21.2.10 of this Chapter, after which the application will be placed on the planning commission public meeting agenda for a public hearing, discussion and consideration of approval if the application is a Level 3 or Level 4 action or for planning commission recommendation to city council if the application is for a Level 5 action. ~~The~~ Upon recommendation by planning commission, ~~recommendation of the approved~~ a Level 5 preliminary plat application shall then be placed before city council in a public meeting for their consideration.

(c) the Level 4 and Level 5 final plat, infrastructure and design drawings, includes but may not be limited to; submittal of a complete Final Plat application to the city containing the required documents detailed in section 21.2.8, 21.2.9 and 21.4.7 of this Chapter, review of the application by the DRC as detailed in section 21.2.10 of this Chapter, which will be placed on the ~~planning commission public meeting agenda where it shall make a recommendation to the city council~~ planning commission public meeting for consideration.

(d) The ~~city council~~ planning commission shall review the Level 4 and Level 5 final plat, infrastructure and design drawings, at a public meeting where it ~~can~~ may approve or deny the plat and design drawings. If approved, the final plat shall be recorded within 365 days or it shall be void.

(e) A **Level 3** subdivision containing four (4) lots or less, ~~and requiring no dedication of right-of-way or improvements other than water and sewer laterals~~, ?~~or a subdivision of ten (10) lots or less fronting an existing fully improved street and requiring no dedication of right-of-way improvements other than water and sewer laterals?~~ ~~**may be allowed to combine the Preliminary and Final approval process.**~~
includes but may not be limited to; submittal of a complete Level 3 Subdivision (Final Plat) application to the city containing the required documents detailed in section 21.2.8, 21.2.9 and 21.4.7 of this Chapter, review of the application by the DRC as detailed in section 21.2.10 of this Chapter, after which the application will be placed on the planning commission public meeting agenda for a public hearing, discussion and consideration of approval.

Amended 04-08, 06-09 Ordinance No. 2009-16

HISTORY
Amended by Ord. 2021-09 on 4/28/2021

21.4.3 Phase Development
(1) The final platting of subdivisions containing more than fifty (50) lots shall be done in phases, except as provided in Subsection (3). Development shall be performed so that the phases will be contiguous, and the required improvements will be continuous.

(2) When off-site improvements are complete and approved by the city engineer, and the lots are 70 percent sold, the sub-divider may submit the next phase for final plat approval.

(3) The City may accept phases including more than fifty (50) lots, up to ten (10) lots greater per phase when the overall lot count of the subdivision contains fifteen or fewer lots beyond a number of lots divisible by fifty (50), or where street or utility improvements must extend past five or fewer additional lots to connect onto existing improvements. The City reserves the right to consider other situations that might provide a public benefit and still allow for the completion of infrastructure and sale of 70% of the subdivided lots within the two-year expiration period. Any agreements between the City and Developer concerning phasing that allow greater than fifty (50) lots per phase shall be included in the Development Agreement detailing the number of lots per each phase and a brief statement justifying the need for the additional lots in phases.

(4) Where it is prudent to engineer road or utility lines that extend into the next phase, such work may be done if shown in the prior phase.

HISTORY
Amended by Ord. 2019-22 on 10/2/2019
Amended by Ord. 2021-09 on 4/28/2021

21.4.4 ~~Concept Plan~~ Pre-Application Meeting
As the ~~concept plan~~ Pre-Application Meeting is not mandatory and the resulting discussion with city staff, planning commission and/or city council is advisory in nature and non-binding, there are no submission requirements. However, it is recommended that the information suggested in Section 21.2.6 of this Chapter be provided to the city ~~one week~~ 15 business days prior to the developer's appointment to meet with city staff providing an opportunity for staff review. Additional information may be requested by staff in order to answer the developer's questions or to facilitate a discussion with planning commission and/or city council if requested by the developer.

21.4.5 Preliminary Plat And Infrastructure Design Application

(1) The requirements for a Preliminary Plat and Infrastructure Design Application are detailed in the Preliminary Plat Checklist that is attached to the Preliminary Plat Application that shall be provided by the City upon request. The Preliminary Plat requirements found on the checklist and subsequent amendments to the checklist have been approved by the Grantsville City Council by resolution.

~~(1) The application for preliminary plat approval of a major subdivision shall be submitted to the zoning administrator. A preliminary plan application shall include:~~

~~(a) the application form;~~

~~(b) two 24" X 36" prints and a .PDF file of the Preliminary Plat Drawings as detailed in Section 21.2.7; and~~

~~(c) a CAD file of the Preliminary Plat site plan including but not limited to parcel boundaries, street right-of-way, proposed lot lines, proposed parks, trails, open space, location of natural features to be preserved, drainage corridors and basin locations; and~~

~~(d) an 11" X 17" copy of the preliminary plan in each of the following circumstances (delivered directly to the applicable entities):~~

~~(i) when a proposed subdivision lies wholly or partially within one mile of the corporate limits of Grantsville City, where notice will be given to Tooele County;~~

~~(ii) for each servicing utility; and~~

~~(iii) for the Utah State Department of Transportation if the property being subdivided abuts a state highway.~~

~~(e) proof of ownership demonstrated by two copies of a title report and vesting documents of conveyance completed within the previous six months;~~

~~(f) utility approval forms;~~

~~(g) the proposed source and amounts of water for all lots;~~

~~(h) names and addresses of the owners of all properties within 300 feet of the proposed subdivision's boundaries;~~

~~(i) approval of the subdivision name from the recorder's office;~~

~~(j) a plat map for the recorder's officer showing the property and all adjoining properties around it;~~

~~(k) if the applicant is not the owner of record, a notarized statement that the applicant has been authorized by the owner to make application;~~

~~(l) a letter from the local fire department acknowledging it can and will provide fire protection to the subdivision;~~

~~(m) site analysis map as specified in Section 21.1.13; and~~

~~(n) geologic technical maps and investigation reports;~~

~~(o) if the development is not being connected to the city culinary water or sewer system, a letter showing a completed Tooele County Health Department Subdivision Feasibility Study deeming the project feasible;~~

~~(p) a traffic study is required for all major subdivisions and commercial projects and shall be completed by a licensed engineer. A traffic study shall include trip generation, trip distribution on connecting streets and roadway capacity. Subdivisions and commercial projects with over 100 peak hour trips shall complete a traffic impact study in accordance with Institute of Transportation Engineers recommended standards;~~

~~(q) A copy of the State Highway Access permit or railroad crossing permit when a new street will connect to a State highway or will cross a railroad, along with any design requirements as established by the Utah Department of Transportation.~~

~~(r) the application fee along with any unpaid fees owed to Grantsville City for development of land, code enforcement, or building permits.~~

~~(2) A development phasing schedule, if applicable, including the sequence for each phase, approximate size in area of each phase, and proposed phasing of construction of all private and public improvements.~~

(~~3~~ 2) ~~Within 21 days~~ after the applicant or authorized representative submits an application that has been determined by the zoning administrator to be complete per section 21.2.2, 21.2.3 and 21.2.4 of this Chapter, and all required fees have been paid by the applicant, a DRC review will commence following the requirements found in section 21.2.10 of this Chapter. Once the Applicant has received the review comments a, development review conference ~~shall~~ may be scheduled at the request of the applicant with ~~the applicant, and~~ members of the DRC. Representatives of affected entities such as; county health department, county recorder, and any other private or public body that has jurisdiction

or an interest in providing public or utility services to the subdivision shall be allowed to review the application ~~also be invited to attend the design review conference~~ and provide comments within the required review period.

(~~4~~ 3) After receiving the review comments, ~~the development review conference,~~ the applicant shall submit to the zoning administrator all corrected drawings, design reports and other documents requested by the DRC, meeting the requirements of Utah Code Ann. §10-9a-604.2 (2023). The review process outlined in 21.2.10 (6) of this chapter may occur up to three additional times, only as necessary, before moving forward for consideration. When the DRC determines that all of the corrections have been completed and necessary documentation has been submitted, the application ~~will be placed on the planning commission public meeting agenda for public hearing, discussion and decision.~~ shall move forward for consideration by the necessary body as outlined in 21.4.2.

~~(5) Once the planning commission has made a recommendation to move the preliminary application forward, the application will be placed on the city council public meeting agenda for consideration and decision to approve or deny the application.~~

(~~6~~ 4) The preliminary plat approval shall be valid for a period of not more than six months. The applicant or authorized representative may obtain no more than two six-month extensions by petitioning the planning commission. The planning commission may not grant any extension without substantial progress having been demonstrated by the applicant or authorized representative.

21.4.6 Utility And Agency Response

Failure of any utility or agency to respond to request~~ed approval~~ for review and comments within the review period allowed in Utah Code Ann. §10-9a-604.2 (2023) shall be deemed an approval by such agency.

21.4.7 Final Plat Stage Application

(1) Within six months of preliminary plat stage approval or within an approved six-month extension, a complete application for the final plat and engineering design stage of a major subdivision shall be submitted to the zoning administrator. A final plat application may not be submitted if a Development Agreement or Amendment to a Development Agreement is deemed necessary as part of the preliminary plat process is still under consideration.

(2) The requirements for a Final Plat Application are detailed in the Final Plat Checklist that is attached to the Final Plat Application that shall be provided by the City upon request. The Final Plat requirements found on the checklist and subsequent amendments to the checklist have been approved by the Grantsville City Council by resolution.

~~(2) The final plat and infrastructure design application shall include:~~

~~(a) the application form;~~

~~(b) two 24" X 36" prints and a .PDF file of the final plat drawings as detailed in Section 21.2.8 & 21.2.9; and~~

~~(c) a CAD file of the final plat and infrastructure design drawings; and~~

~~(d) an 11" X 17" copy of the plat drawings in each of the following circumstances (delivered directly to the applicable entities):~~

~~(i) when a proposed subdivision lies wholly or partially within one mile of the corporate limits of Grantsville City, where notice will be given to Tooele County;~~

~~(ii) for each servicing utility; and~~

~~(iii) for the Utah State Department of Transportation if the property being subdivided abuts a state highway.~~

~~(e) an original 24" X 36" Mylar of the final plat;~~

~~(f) draft agreement for subdivision improvements including a listing of all subdivision improvements and the estimated cost of each improvement;~~

~~(g) an instrument of permanent protection, such as a conservation easement as described in Section 21.1.22 for the open space;~~

~~(h) a list of off-site improvements and an estimate of the cost to complete such improvements signed and stamped by a licensed engineer;~~

~~(i) proof of ownership demonstrated by two copies of a title report and vesting documents of conveyance completed within the previous six months;~~

~~(j) engineering for the proposed water system and a calculation of all culinary and secondary water rights to be provided pursuant to Section 21.6.12(3); and~~

~~(k) a valid water conveyance of water rights pursuant to Section 21.6.12 of this Chapter to service the development and other documentation evidencing the perpetual availability of adequate non-City water for outdoor use. The developer shall also be required to pay for and submit to the city an opinion form an independent water rights attorney to be designated or approved by the City, indicating the legal status of the water rights to be conveyed, whether or not the proposed conveyance will meet the requirements of the City ordinances and that the transaction will be effective in conveying the required water and water rights to the City. The developer shall also obtain and pay for a policy of title insurance for the culinary water rights in an amount to be approved by the City and provide a valid deed or certificate to the City for all required secondary water rights. The secondary water rights shall be accompanied with a current letter from the irrigation company that issued the secondary water rights, indicating that the water rights are valid and that the conveyance to the City will be or is recognized by the irrigation company. The City will allow the culinary and secondary water rights to actually be transferred to the City after the city council has approved the final plat, but the developer shall be required to provide a copy of the proposed deeds or certificates and a commitment for the title insurance prior and letter from the irrigation company prior to final approval.~~

~~(l) the application fee along with any unpaid fees owed to Grantsville City for development of land, code enforcement, or building permits.~~

~~(m) A copy of the State Highway Access permit or railroad crossing permit when a new street will connect to a State highway or will cross a railroad, along with any design requirements as established by the Utah Department of Transportation.~~

~~(n) Copies of proposed protective covenants, trust agreement and homeowner's association articles and bylaws.~~

~~(o) Provide evidence of application for storm water discharge permit with State.~~

~~(p) Provide evidence of Record of Survey number by placing it on the first page of preliminary drawings.~~

~~(q) Evidence of application (Notice of Intent form) for a Utah Pollutant Discharge Elimination System.~~

~~(3) A tax clearance from the Tooele County Assessor indicating that all taxes, interest, and penalties owing for the property have been paid;~~

~~(4) A statement identifying the proposed method of bonding for required subdivision improvements, including street, roads, and related facilities, water distribution system, sewage collection system, flood plain protection, storm drainage facilities and such other necessary facilities as may be required by the City;~~

(~~5~~ 2) ~~Within 21 days~~ after the applicant or authorized representative submits an application that has been determined by the zoning administrator to be complete per section 21.2.2, 21.2.3 and 21.2.4 of this Chapter, and all required fees have been paid by the applicant, a DRC review will commence following the requirements found in section 21.2.10 of this Chapter. Once the Applicant has received the review comments a, development review conference ~~shall~~ may be scheduled at the request of the applicant with ~~the applicant, and~~ members of the DRC. Representatives of affected entities such as; county health department, county recorder, and any other private or public body that has jurisdiction or an interest in providing public or utility services to the subdivision shall be allowed to review the application ~~also be invited to attend the design review conference~~ and provide comments within the required review period.

(~~6~~ 3) After receiving the review comments, ~~the development review conference,~~ the applicant shall submit to the zoning administrator all corrected drawings, design reports and other documents requested by the DRC, meeting the

requirements of Utah Code Ann. §10-9a-604.2 (2023). If necessary, due to changes in design or estimates being more than 6 months old a new cost estimate of off-site infrastructure improvements shall also be submitted. The review process outlined in 21.2.10 (6) of this chapter may occur up to three additional times, only as necessary, before moving forward for consideration. When the DRC determines that all of the corrections have been completed and necessary documentation has been submitted, the application ~~will be placed on the planning commission public meeting agenda for public hearing, discussion and decision.~~ shall move forward for consideration by the necessary body as outlined in 21.4.2.

(~~7~~ 4) ~~Once the planning commission has made a recommendation to move the final plat application forward, the application will be placed on the city council public meeting agenda for consideration and decision to approve or deny the application.~~

(~~8~~ 5) ~~The city council shall review the plat and may review the financial guarantee for the subdivision improvements at a public meeting where it can approve or deny the plat.~~ If approved, the plat shall be recorded within three hundred sixty-five days or it shall be void. A final plat shall not be recorded if a Development Agreement or Amendment to a Development Agreement is still under consideration. The city council ~~may~~ shall authorize the mayor and city staff to review and approve the financial guarantee, the final conveyance of water rights and the title insurance for culinary water after approval of the final plat, but prior to the final plat being recorded. (Utah Code Ann. §10-9a-103(~~2018~~ 2023), §10-9a-207 (2009), §10-9a-603(~~2017~~ 2022), §10-9a-604(~~2017~~ 2021))

21.4.8 Appeals

(1) The applicant or developer that has submitted a subdivision or development to the City under this Chapter, may appeal any decision made by the zoning administrator or planning commission regarding the proposed subdivision to the city council, whose decision shall then be final. Any such decision appealed from shall be presented to the city recorder in writing within 30 days after the entry of the decision appealed from. The city council shall consider the appeal within 60 days of receipt of the written appeal.

21.5 Planned Unit Development Subdivisions

21.5.1 Application

~~(1) A planned unit development is required for:~~

~~(a) a master planned residential community; or~~

~~(b) multiple-family dwellings with or without the subdivision of land.~~

~~(2) A planned unit development shall meet the requirements of Chapter 12 and follow the procedures in Section 4 of this code.~~

~~(3) Infrastructure and public facilities shall be dedicated in a planned unit development. A planned unit development shall connect to the city's public water system which shall serve all lots being created. The water system shall provide for fire flow storage of water to supply hydrants that comply with the current state adopted fire code and NFPA guidelines for the type of occupancy and level of development.~~

~~(4) A planned unit development shall be filed on a plat drawn and stamped by a licensed surveyor and identified as such.~~

If a Planned Unit Development is required due to zoning requirements, proposes a mix of uses, contains sensitive soils areas and conditional uses or a non-compliant use that would require approval of exceptions or variations to zoning requirements or ordinances by Planning Commission a PUD application shall be submitted and approved prior to submitting a development application. PUD application requirements are found in GLUDMC Chapter 12 Planned Unit Development.

21.6 Design Standards

21.6.1 Application

(1) "All developments shall be designed and constructed in full compliance with this Chapter and the Grantsville City Design and Construction Standards (herein after referred to as the City's Design Standards)" ~~All subdivisions shall comply with the design standards set forth in this Chapter~~.

(2) The design and development ~~of subdivisions~~ of all developments shall preserve insofar as possible the natural terrain, natural drainage, existing topsoil, and trees.

(3) Land subject to hazardous conditions such as slides, mud flow, rock falls, snow avalanches, possible mine subsidence, shallow water table, open quarries, floods and polluted or non-potable water supply shall not be subdivided until the hazards have been eliminated or will be eliminated by the construction of the subdivision.

21.6.2 Lots

(1) No single lot shall be divided by a municipal, or county boundary line.

(2) A lot shall not be divided by a street or another lot.

~~(3) The frontage of a wedge-shaped lot shall not be less than 30 feet in width.~~

(4) Side lot lines shall be at substantially right angles or radial to road lines.

(5) All lots shall front on a publicly dedicated street or private roads approved by the planning commission.

(6) Unless approved under the provisions of a planned unit development, all lots shall conform to area and dimensional minimum requirements of the existing zoning district.

(7) If the ~~subdivision~~ development is located in an area served by or to be served by ~~with~~ fire hydrants, the fire hydrants shall be installed and at operational pressure before construction on a structure proceeds beyond footings and foundation.

21.6.3 Streets

(1) Roads shall be designed in accordance with standards adopted by Grantsville City.

(2) Streets shall bear the names of existing aligned streets. There shall be no duplication of road names. All road names shall be approved by Grantsville City.

(3) The arrangement on new streets in a development shall provide for the continuation of existing streets in adjoining areas at widths as designated by the street classification as found in the Grantsville City Street Master Plan and ~~Grantsville City's Street Technical Specifications and Standard Drawings~~ the City's Design Standards. No ~~subdivision~~ street shall extend farther than 750 feet beyond its intersection with another street. (Amended 06/07)

(4) In addition to the City codes and standards, all ~~subdivisions~~ developments shall be designed to meet the applicable requirements in the current adopted edition of the International Fire Code.

(5) ~~Subdivisions~~ Developments proposing one- or two-family dwellings comprising of greater than thirty (30) lots shall have at least two (2) access points to existing through streets outside of the proposed ~~subdivision~~ Development. Streets within the proposed ~~subdivision~~ development shall be interconnected to the greatest extent possible. ~~Subdivisions~~ Developments utilizing multi-family dwelling units, commercial, or industrial areas shall meet the more stringent requirements of the current adopted edition of the International Fire Code or applicable City ordinances and standards.

(6) The design of the road system shall provide for continuous circulation throughout the project. Cul-de-sacs and temporary dead end roads stubbed for future development must have approval by the Planning Commission and are only allowed where unusual conditions exist which cause interconnectivity of streets to be infeasible due to public safety, physical circumstance or ability to meet design standards.

(7) The maximum length of a cul-de-sac shall be 750 feet, as measured from the center line of the adjoining street to the center point of the turnaround, with no more than sixteen (16) single family dwelling units, or twenty four (24) multi-family dwelling units accessing the cul-de-sac.

(8) Each cul-de-sac shall be terminated with a turnaround or loop road of not less than 120' feet in diameter at the property line with minimum drivable surface (includes travel surface and gutter pans) of 96' feet in diameter. The City Engineer may require an increased diameter if design conditions necessitate increased diameter in order for large vehicles and emergency equipment to negotiate the turnaround or to meet the street design conditions such as park strip width and sidewalk width or additional widths due to center islands. In no case shall an exception be granted for a turnaround smaller than 120' foot minimum diameter.

(9) The design of streets in commercial and industrial zoning districts shall be determined by the ~~City Engineer~~ Developer using the Institute of Transportation Engineers' Trip Generation, current edition for road load and design for the transportation system.

(10) Pedestrian access: All cul-de-sacs shall provide pedestrian connectivity to open space areas, public facilities, trails, or adjacent subdivisions.

(11) ~~The subdivider shall bear the cost of all road and public safety signs which shall be erected by the city public works.~~ The Developer shall furnish and install all road and public safety signs.

(12) Temporary road signs shall be installed by the developer with the road names approved on the plat.

(13) Temporary road signs shall be maintained by the developer until permanent road signs are installed ~~by Grantsville City when the infrastructure is inspected and accepted~~.

~~(14) The arrangement of streets in a new subdivision or development shall provide for the continuation of existing streets in adjoining areas at widths designated by the street classification found in the Grantville Streets Master Plan and the City's design standards.~~

(15) Streets adjacent to a new subdivision or development shall be fully improved on the side of the street fronting the subdivision with a minimum paved travel surface width of 26 feet or half the pavement width per the street's classification, whichever is greater. All associated improvements such as sidewalk, curb, gutter, shoulders, ditches, and/or side slopes so as to assure proper drainage, bank stability, and traffic safety shall be construed to ~~city standards~~ City's Design Standards on the side of the street fronting the ~~subdivision~~ development. The non-property line edge of street shall have installed a temporary ribbon-curb.

(16) No development shall be approved unless streets and associated infrastructure leading to the subdivision provide an adequate level of service for existing users while accommodating the new development. The developer shall be responsible to mitigate off site impacts. The traffic impact study shall be considered in the determination of any off site impact mitigation requirements. The level of mitigation of off-site impacts shall be determined by the planning commission upon recommendation by the city engineer in conformance with the City's general plan including associated plans and studies, adopted ordinances, specifications, standards, and considerations of public health and safety.

(17) All associated improvements such as sidewalk, curb, gutter, or alternate drainage shall also be constructed to the ~~city~~ standards for a "Public Road, Standard Street Section" as specified in Grantsville City's ~~Technical Specifications and Standard Drawings~~ Design Standards, ~~unless waived by the city council~~.

(18) No building permit shall be issued until such time as all of the required improvements and the installation of utilities have been completed or until a financial assurance has been filed with the City that complies with the requirements of Chapter 21, Section 7 of this Code. The City Council ~~may also~~ shall require that the subdivision improvements be guaranteed for two year after their installation, in a manner consistent with guarantees required for a standard subdivision.

(19) Commercial developments having thirty (30) or more separate commercial lots or proposed businesses shall be required to provide for more than one means of vehicular ingress and egress to the development. The timing of the

installation of the alternate means of ingress and egress shall be determined by the City Council, after a recommendation from the Planning Commission.

(20) Improvement of Existing Boundary Streets: Existing streets fronting or bounding the development shall be improved to meet the classification and construction standards specified by the City for the street. These requirements shall include:

(a) Dedication of ~~additional~~ right-of-way width to meet the ~~greater of the~~ half ~~of the minimum~~ width (26 foot minimum pavement width) required for the particular street classification, per City Street Master Plan , as measured from the centerline of the existing street right-of-way.

(b) Developer shall provide as part of preliminary plat application a survey of existing street improvements on existing street rights-of-way or the minimum width required to provide a 26' foot minimum pavement width meeting the International Fire Code access requirements bounding the proposed ~~subdivision~~ development and an assessment by a licensed Geotech assessing the condition of the existing concrete and bituminous pavement, base and subgrade materials and certifying whether or not the existing right-of-way improvements meet ~~Grantsville City's current development and construction standards~~ the City's Design Standards. The survey shall include topography, location and elevations of street crowns, edge of pavement, curb and gutter, sidewalk, utility boxes, manholes and any other permanent objects within the street right-of-way or adjacent to the street right-of-way that may be associated ~~to~~ with the existing improvements or have bearing on potential future improvements associated with the proposed ~~subdivision~~ development.

(c) In cases where the existing street improvements do not meet ~~current city improvement standards~~ the City's Design Standards, deficiencies shall be corrected to meet ~~current standards~~ the City's Design Standards. These corrections include any deficiencies in the right-of-way or edge of pavement beyond centerline to meet the minimum 26' foot minimum pavement width requirement ~~from the subdivision boundary to the greater of the centerline of the right-of-way~~. Additional repair and replacement may be required beyond the right-of-way centerline if construction of improvements for the ~~subdivision~~ development such as trenching for utilities serving the ~~subdivision~~ development or construction activities for the ~~subdivision~~ development have damaged existing improvements or the design of the proposed improvements requires additional reconstruction to provide smooth transitions, maintain appropriate drainage and maintain the safe operation of improvements.

(d) Improvements in the half width of the right-of-way as measured from the centerline of the existing street right-of-way shall meet the same construction finish standards required within the ~~subdivision~~ development. Existing pavement surfaces to remain shall be milled down and overlain with a minimum of 1-inch bituminous surface course providing a continuous surface from street centerline to edge of pavement at lip of curb or shoulder.

(e) If the existing boundary street right-of-way is not paved, improvements to bring the street in compliance with current ~~City standards~~ City Design Standards shall include a paved surface width of a minimum of 26 feet for the full length of the ~~subdivision~~ development boundary frontage. ~~or, in agreement with the City, full width improvements to the right-of-way for a distance proportional to the total length of subdivision boundary, as if partial improvement were completed.~~

(f) Residential on street parking shall include a minimum of two parking spaces per lot or unit per Utah Code Ann. §10-9a-533(c)(ii) (2021).

HISTORY
Amended by Ord. 2021-09 on 4/28/2021

21.6.4 Frontage On Arterial And Collector Streets
No residential dwelling lots shall directly access arterial or major collector streets. ~~Subdivision~~ The development design shall provide local access streets to lots along arterial and major collector streets.

21.6.5 Sidewalks, Curbs, And Gutters
(1) Sidewalks, curbs and gutters shall be provided in accordance with the requirements of the ~~zoning district or the planning commission.~~City's Design Standards.

~~(2) Sidewalks, curbs and gutters shall be installed in accordance with standards adopted by Grantsville City.~~

~~(3) The City Engineer may also require a drainage plan and the installation of related flood control improvements and other city or private utilities as may be necessary.~~

HISTORY
Amended by Ord. 2021-09 on 4/28/2021

21.6.6 Blocks
Block lengths shall be approved by the planning commission. They shall provide for convenient access and circulation for emergency vehicles.

21.6.7 Monuments
(1) Permanent reference monuments shall be installed in accordance with standards adopted by Grantsville City. They shall be set on the external boundary of the ~~subdivision~~ development, at all road centerline intersections and all beginning and end points of curves, to provide line of sight control for re-establishing the survey.

(2) Block and lot monuments shall be set.

(3) At least one second order benchmark shall be set within every ~~subdivision~~ development.

21.6.8 Easements
(1) A ten-foot public utility easement shall be established along the front of each lot.

(2) A 7.5 foot public utility easement shall be established along the sides and back of each lot.

(3) Additional easement may be required for existing or future purposes such as but not limited to ~~G~~guying easements at corners may be required.

21.6.9 Utilities To Be Underground
All power lines, telephone lines, and other normally overhead utility lines shall be placed underground in all ~~subdivision~~ development. The developer shall establish final utility grades prior to utility lines being placed underground.

21.6.10 Sewer Systems
(1) Except as otherwise provided in this section, the subdivider shall provide connection to the city's sanitary sewer system throughout the development and ~~to the property line of every lot in the subdivision~~ to a point 10 feet inside each lot. The sewer system shall meet the minimum standards and requirements of ~~Grantsville City~~ City's Design Standards.

(2) On-site wastewater disposal systems will be approved only when an existing sewer system is more than one-half mile away from the boundary line of the ~~subdivision~~ development. All on-site wastewater disposal systems shall be approved in writing by the county health department. ~~Subdivisions~~ Developments proposing to use on-site wastewater disposal systems shall submit a feasibility report to the county health department, per Tooele County Health Department Regulation #12. Percolation tests and soil exploration pits shall be required to determine the adequacy of the soil involved for on-site wastewater disposal systems to absorb sewage effluent. At the time an application is made for a building permit, every individual lot which will be serviced by a septic system will require a soil evaluation test where the proposed drain field will be located. The following requirements shall also be met:

(a) Lands filled within the last ten years shall not be divided into building sites which are to be served by septic systems.

(b) Each septic system shall be installed at a depth and location approved by the county health department.

(c) Land with unacceptable soil evaluations as determined by the county health department shall not be divided into building sites to be served by septic systems.

(d) Land rated as having severe limitations for septic tank absorption fields as defined by the County soil survey, U.S. Department of Agriculture, or Natural Resource Conservation Service, shall not be divided into building sites to be serviced by septic systems unless each such building site contains not less than 20,000 square feet of other soils rated suitable for building construction and installation of a septic system.

(e) An applicant desiring to install septic system in soils having severe limitations shall have additional on-site investigations made, including soil evaluation tests. The applicant shall obtain the certification of a soils scientist that specific areas lying within these soils are suitable for the proposed septic system. The facilities shall meet county health department standards and regulations. To be approved, the county health department must find that proposed corrective measures have overcome the severe soil limitations.

21.6.11 Sanitary Sewer Main, Laterals, And House Connections - Future

Where city and regional general plans indicate that construction or extension of sanitary sewers may serve the ~~subdivision~~ development area within a reasonable time, the planning commission may require the installation and capping of sanitary sewer mains and house connections by the subdivider in addition to the installation of temporary individual on-lot sewage disposal systems. Whenever individual on-lot sewage disposal systems are proposed, the ~~subdivider~~ developer shall either install such facilities or require by deed restrictions or otherwise as a condition of the sale of each lot or parcel within such ~~subdivision~~ development, that those facilities be installed prior to or during the construction of the principal building. No building permit shall be issued until such installation is assured. In all other cases, sewage disposal facilities shall be provided for every lot or parcel by a complete community or public sewer system.

21.6.12 Water Supply

(1) All ~~subdivision~~ development shall have a public water supply unless this requirement is waived by the city council.

(2) The supply of water from a source other than an approved public water system may be approved only if proof of adequate water rights and proof of water availability, flow and quality meeting the Safe Drinking Water Standards by a water sample from wells on ten percent of the lots rounded up to the next whole number and approval of the system is granted through either the Tooele County Health Department or Utah State Drinking Water Board, as applicable. In the preliminary stage, the ~~subdivider~~ developer shall show possession of sufficient water rights to provide domestic use for the total number of dwellings being proposed for the entire development. The design stage for the first phase of development shall include the engineering for the water system for the entire development to include a fire flow calculation. If the ~~subdivision~~ development is not being connected to the city public water supply, the county health department shall approve the location of the test wells prior to the ~~subdivider~~ developer drilling them. The samples shall be taken by, and have a complete chemical analysis performed and approved by the county health department. All drinking water systems shall meet the standards of Tooele Health County Department Regulation # for non-public systems, or the Utah State Drinking Water Board, Utah Administrative Code R-309 for systems that fall under the requirements of a public water system5.

(3) Each development shall provide the details on the type of water system proposed, documentation of existing or proposed water rights and sources, historic water use, the estimated number of gallons per day of water system requirements for indoor and outdoor use, and a description of water storage requirements for daily fluctuations, irrigation, and fire suppression. The developer is required to provide dedicated or perpetual water rights or sources to meet the indoor and outdoor use requirements of all of the property in the development and the rights shall be sufficient to meet the total volume of water used and a rate of flow sufficient to meet peak demand. Culinary water rights shall include a conveyance to the City of a type which is perpetual in character and readily capable of use by the City. Outdoor water from a secondary (non-City) source may be obtained and provided from a private well or private water or irrigation company. The general requirement for outdoor water shall be one acre foot of water per one-third acre of net irrigated area. Net irrigated acreage shall be considered to be 64 percent of the total area of a lot of up to one-half acre and 60 percent of the total acreage of lots over one-half acre in size. All open spaces within a development shall generally be considered as irrigated acreage and one acre foot of outdoor water per one-third acre or any portion thereof shall be required, unless a different plan is proposed by the developer and is approved by the City. The exact amount of indoor and outdoor water rights to be provided should be based on reasonable assumptions with respect to projected use and demand and as reflected in Grantsville City's Capital Facilities Plan and Water Rights Impact Fee Study, as amended. The conveyance of water rights to Grantsville City should also take into account the uncertainty and time lag often required in securing approval from the State Engineer for a change of use of non-municipal water rights for municipal purposes and potential reductions in the quantity of water available during periods of drought.

(4) Amendments to existing platted ~~subdivisions~~ developments that require only up to a total of two acre feet of additional indoor water and only up to a total of eight acre feet of additional outdoor water for full development, may at the option of the owner or developer and in lieu of providing actual water rights to the City, pay at the time each

building permit is issued for each lot, the applicable indoor and outdoor water rights acquisition impact fees as specified by Section 13-1-8 of the Grantsville City Code. Minor Subdivisions, small subdivisions and small planned unit developments which have a projected indoor and outdoor water usage comparable to four or fewer single family dwellings are also exempt from the foregoing requirements to provide indoor and outdoor water. A water acquisition impact fee will be charged pursuant to the provisions of Section 13-1-8 of the Grantsville City Code under such circumstances that the conveyance of water rights is waived.

(5) Notwithstanding anything to the contrary specified in this Chapter, property that is proposed for a ~~subdivision~~ development that was ~~originally included as a part of a parcel that was~~ previously platted and developed ~~as a platted subdivision~~, shall be required to convey culinary and secondary water rights to the city pursuant to subsection (3) above, even if the new proposed ~~subdivision or minor subdivision~~ development has four or fewer lots. Any waiver of the requirement to provide secondary water rights to the city by this section, shall not apply to property that has had a secondary water right attached to it or has been irrigated with secondary water within the past five years, pursuant to Section 7-1-22 of the Grantsville City Code.

HISTORY
Amended by Ord. 2021-09 on 4/28/2021

21.6.13 Storm Drainage And Flood Plains

(1) A storm drainage system for the entire ~~subdivision~~ development shall be designed by a professional engineer, licensed in the State of Utah and qualified to perform such work. Existing storm drainage features which are to be incorporated in the design shall be identified. If the subdivision has phases, a general storm drainage plan for the entire area shall be presented with the infrastructure design and engineering drawings with the preliminary plat for the first phase. Appropriate development stages for the storm drainage system for each phase shall be indicated.

(2) No lot one acre or less in area shall include flood lands. All lots of more than one acre shall contain not less than 40,000 square feet of land at an elevation at least two feet above the elevation of the 100 year recurrence interval flood or, where such data is not available, five feet above the elevation of the maximum flood of record.

(3) Storm drainage systems shall be designed to consider the storm drainage basin as a whole and shall accommodate not only runoff from the ~~subdivision~~ development but also, where applicable, the runoff from those areas adjacent to and "upstream" from the ~~subdivision~~ development itself, as well as its effects on lands downstream.

21.6.14 Fugitive Dust Control

Any developer or person engaging in clearing or leveling of land greater than one-quarter acre in size, earthmoving, excavation, or movement of trucks or construction equipment over cleared land greater than one-quarter acre in size or access haul roads shall take steps to minimize fugitive dust from such activities. Such control may include watering and chemical stabilization of potential fugitive dust sources or other equivalent methods or techniques. A fugitive dust control plan shall be submitted to State of Utah DEQ, Division of Air Quality, within 30 days of the construction start-up. This section shall not apply to agricultural or horticultural activities.

HISTORY
Amended by Ord. 2021-09 on 4/28/2021

21.6.15 Essential Utilities And Infrastructure To Be Completed Prior To Issuance Of Building Permits

(1) All essential utilities and infrastructure as identified herein, shall be installed and completed in each phase of a ~~subdivision, planned unit development that includes more than one lot, or multifamily dwelling~~ development, prior to the issuance of any building permit in that development. Essential utilities shall include culinary water, sewer lines, paved streets, curb, gutter and drainage improvements (when required by the final design), permanent street signs and electricity service. ~~Notwithstanding anything to the contrary herein, the City Public Works Director shall have authority to authorize the issuance of building permits in these developments, when the street and other required improvements have been completed, with the exception of the street surface course, when taking into account weather and temperature conditions and the feasibility of completing the surface course. If the Public Works Director authorizes building to be issued under these circumstances, no occupancy permits shall approved prior to the final completion of the street surface course~~.

21.7 Financial Assurance

21.7.1 Improvement Installation Guarantee

(1) In lieu of actual installation of off-site and common open space improvements required by this chapter, before recording a plat, the subdivider shall guarantee the installation of such improvements by executing a subdivision improvements agreement and by filing one or a combination of the following financial guarantee methods: a corporate surety bond, a deposit in escrow with an escrow holder or a letter of credit with a financial institution. The city council shall review the plat and may review the financial guarantee for the subdivision improvements at a public meeting where it can approve or deny the plat. If the financial guarantee and plat are approved, the plat shall be recorded within ninety days or it shall be void. The city council may authorize the Mayor and city staff to review and approve the financial guarantee, the final conveyance of water rights and the title insurance for the culinary water after approval of the final plat, but prior to the final plat being recorded.

(2) The guarantee shall be in an amount equal to 110% of the projected costs of required improvements as estimated by a licensed engineer retained by the subdivider and approved by the city engineer. The subdivision improvements agreement and the financial guarantee shall both assure the actual construction of such improvements within two years immediately following the approval of the final plat by the city council and shall include a maintenance guarantee as required by Section 21.7.3 herein.

(3) The guarantee shall be filed with the city recorder.

(4) The subdivision improvements agreement shall be executed by the developer and shall be accompanied by a financial guarantee issued by a company duly and regularly authorized to do a general surety business in the State of Utah and either (i) named in the current U.S. Treasury Department's list of approved sureties (Department Circular 570) (as amended), or (ii) with a current "A-" rating and a financial size category rating of at least a "VII" or better in A.M. Best Co., Inc.'s Best Insurance Reports, Property and Casualty Edition. The improvements agreement and the guarantee shall be approved as to method, institution and form by the city attorney.

HISTORY
Amended by Ord. 2019-15 on 8/7/2019
Amended by Ord. 2021-09 on 4/28/2021

21.7.2 Default

In the event the subdivider defaults or fails or neglects to satisfactorily install required improvements within two years from date of approval of the final plat, the city council may declare the bond, escrow, deed of trust, or letter of credit forfeit and may execute thereon and install or cause the required improvements to be installed using the proceeds from the collection to defray the expenses thereof. The subdivider shall be responsible for all costs incurred by the city to complete the required improvements in excess of the proceeds of the guarantee amount.

21.7.3 Maintenance Guarantee

(1) The subdivider shall guarantee all off-site improvements will remain in good condition for a period of one year after the date of final acceptance by the city. The subdivider shall make all repairs to and maintain the improvements in good condition during that one-year period at no cost to the city. The city shall retain up to 10% of the guarantee for a surety to cover the maintenance period. The exact amount retained shall be determined per state law, in an amount the lesser of the municipal engineers original estimated cost of completion, or the applications reasonable proven cost of completion, by the City Engineer.

The city may require that the improvement assurance warranty be in place for a period of two years following final acceptance by the city, if the city determines for good cause that a lesser period would be inadequate for the following reasons:

(1) to protect the public health, safety and welfare,

(2) has substantial evidence of prior poor performance of the sub-divider/,

(3)developer; unstable soil conditions exist within the subdivision or development area,

(4) or extreme fluctuations exist in climatic conditions that would render impracticable the discovery of substandard or defective performance within a one-year period.

The guarantee shall extend to and include, but shall not be limited to necessary utilities, the entire street, subgrade, base and surface and all pipes, joints, valves, backfill and compacting, trails, as well as the working surface, curbs, gutters, sidewalks, landscaping and other accessories that are, or may be, affected by construction operations.

(3) Identifying necessary repairs and maintenance rests with the city public works director, whose decision upon the matter shall be final and binding upon the subdivider/developer. The public works director shall use city standards and specifications, the preliminary plat and engineering drawings and information from the city engineer as the inspections standards for final acceptance of the required improvements. Whenever, in the judgment of the city public works director, the improvements shall need repairs, maintenance, or re-building, the city public works director shall cause a written notice to be mailed or given to the subdivider/developer. Upon receipt, the subdivider/developer shall undertake and complete such repairs, maintenance or re-building. If repairs are not completed within the specified time, the city shall have such repairs made and the cost of such repairs shall be paid by the subdivider/developer or by the city using the guarantee.

HISTORY
Amended by Ord. 2019-15 on 8/7/2019
Amended by Ord. 2021-09 on 4/28/2021

21.7.4 Acceptance And Release Of Guarantee

(1) Upon completion of improvements, the subdivider/developer shall submit to the City a copy of the as-built construction drawings, along with a CAD file of said drawings and a GIS file containing at a minimum: address points, street centerlines, and parcel polygons in the current city coordinate system. Acceptance of all improvements shall be in writing from the public works director.

(2) The subdivider/developer shall in writing request that the city accept or reject the installation of required subdivision improvements or performance of warranty work.

(3) The city shall accept or reject the subdivision improvements within 45 days after receiving a written request from the subdivider/developer, or as soon as practicable after that 45-day period if inspection of the subdivision improvements is impeded by winter weather conditions.

(4) At the end of the warranty period the city shall accept or reject the performance of warranty work within 45 days after receiving a subdivider/developer's written request or as soon as practicable after that 45-day period if inspection of the work is impeded by winter weather conditions.

(5) If the city determines that the installation of required subdivision improvements or the performance of warranty work does not meet the City's adopted standards, the City shall comprehensively and with specificity list the reasons for its determination.

(6) Upon final completion of the performance warranty period and with the approval by the city public works director, the financial assurances may be released, at which time the subdivision will be deemed accepted.

(7) Nothing in this section and no action or inaction of the city relieves a subdivider/developer's duty to comply with all applicable substantive ordinances and regulations.

(8) There shall be no money damages remedy arising from a claim under this section.

HISTORY
Amended by Ord. 2019-15 on 8/7/2019

21.7.5 Engineering Review And Inspection Fee

In addition to the improvement and maintenance guarantee, the subdivider shall deposit with the city recorder a sum equal to the percentage of the cost of the improvements as noted on the current adopted City fee schedule to cover engineering review and public works inspection.

21.8 Vacation, Alteration, And Amendment Of Subdivision Plats

The City had previously (2 years ago) began discussing this section due to changes in State Law. This section still needs to be amended at a future date.

21.8.1 Vacating Or Changing A Subdivision Plat

(1) Subject to Section 21.8.3, and provided that notice has been given pursuant to Section 1.18, the City Council may, with or without a petition, consider and resolve any proposed vacation, alteration, or amendment of a subdivision plat, any portion of a subdivision plat, or any lot contained in a subdivision plat.

(2) If a petition is filed, the City Council shall hold a public hearing within 45 days after the petition is filed or, if applicable, within 45 days after receipt of the planning commission's recommendation under Subsection (3), if:

(a) any owner within the plat notifies the City of their objection in writing within ten days of mailed notification; or

(b) a public hearing is required because all of the owners in the subdivision have not signed the revised plat.

(3) The planning commission shall consider and provide a recommendation for a proposed vacation, alteration, or amendment under Subsection (1) before the City Council takes final action. The planning commission shall give its recommendation within 30 days after the proposed vacation, alteration, or amendment is referred to it, or as that time period is extended by agreement with the applicant.

(4) The public hearing requirement of Subsection (1) does not apply and the City Council may consider at a public meeting an owner's petition to alter a subdivision plat if the petition seeks to join two or more of the owner's contiguous, residential lots and notice has been given pursuant to local ordinance.

(5) Each request to vacate or alter a street or alley, contained in a petition to vacate, alter, or amend a subdivision plat, is also subject to Section 21.8.3.

(6) Any fee owner, as shown on the last county assessment rolls, of land within the subdivision that has been laid out and platted as provided in this part may, in writing, petition to have the plat, any portion of it, or any street or lot contained in it, vacated, altered, or amended as provided in this section and Section 21.8.3.

(7) Each petition to vacate, alter, or amend an entire plat, a portion of a plat, or a street or lot contained in a plat shall include:

(a) the name and address of all owners of record of the land contained in the entire plat;

(b) the name and address of all owners of record of land adjacent to any street that is proposed to be vacated, altered, or amended; and

(c) the signature of each of these owners who consents to the petition.

(8) The owners of record of adjacent parcels that are described by either a metes and bounds description or a recorded plat, may exchange title to portions of those parcels, if the exchange of title is approved by the Zoning Administrator in accordance with this Subsection. The Zoning Administrator is designated as the land use authority for the purpose of reviewing and approving boundary line adjustments pursuant to the provisions of this subsection and Utah Code Ann. Section §10-9a-608(7) (2014). The Zoning Administrator shall approve an exchange of title under this Subsection if no new dwelling lot or housing unit will result from the exchange of title; and the exchange of title will not result in a violation of any land use ordinance. If an exchange of title is approved under this Subsection, a notice of approval shall be recorded in the office of the county recorder which is executed by each owner included in the exchange and by the Zoning Administrator, contains an acknowledgment for each party executing the notice in accordance with the provisions of Utah Code Ann. §57-2a (1988 – 2007), Recognition of Acknowledgments Act, recites the descriptions of both the original parcels and the parcels created by the exchange of title and contains a certificate of approval by the City, signed by the Zoning Administrator and attested by the City Recorder. A conveyance of title reflecting the approved change shall be recorded in the office of the county recorder. A notice of

approval recorded under this subsection does not act as a conveyance of title to real property and is not required for the recording of a document purporting to convey title to real property.

(9)

(a) The name of a recorded subdivision may be changed by recording an amended plat making that change, as provided in this section and subject to Subsection (9)(c).

(b) The surveyor preparing the amended plat shall certify that the surveyor:

(i) holds a license in accordance with Utah Code Ann. §58-22 (1994 – 2017), Professional Engineers and Professional Land Surveyors Licensing Act;

(ii) has completed a survey of the property described on the plat in accordance with Utah Code Ann. Section §17-23-17 (2016) and has verified all measurements; and

(iii) has placed monuments as represented on the plat.

(c) An owner of land may not submit for recording an amended plat that gives the subdivision described in the amended plat the same name as a subdivision in a plat already recorded in the county recorder's office.

(d) Except as provided in Subsection (9)(a), the recording of a declaration or other document that purports to change the name of a recorded plat is voidable. (Utah Code Ann. §1 0- 9a-608 (2014))

21.8.2 City Council Consideration Of Petition To Vacate Or Change A Plat

(1) If the City Council is satisfied that the public interest will not be materially injured by the proposed vacation, alteration, or amendment, and that there is good cause for the vacation, alteration, or amendment, the land use authority may vacate, alter, or amend the plat or any portion of the plat, subject to Section 21.8.3.

(2) The City Council may approve the vacation, alteration, or amendment by signing an amended plat showing the vacation, alteration, or amendment.

(3) The City Council shall ensure that the amended plat showing the vacation, alteration, or amendment is recorded in the office of the county recorder in which the land is located.

(4) If an entire subdivision is vacated, the City Council shall ensure that a resolution containing a legal description of the entire vacated subdivision is recorded in the county recorder's office. (Utah Code Ann. §1 0-9a-609 (2014))

21.8.3 Vacating Or Altering A Street Or Alley

(1) If a petition is submitted containing a request to vacate or alter any portion of a street or alley within a subdivision:

(a) the City Council, after providing notice to each property owner that directly adjoins the street or alley that is proposed for vacation and after providing notice pursuant to Utah Code Ann. Section §10-9a-208 (2010), shall make a recommendation to the Mayor concerning the request to vacate or alter; and

(b) the Mayor shall conduct a public hearing in accordance with Utah Code Ann. Section §10-9a-208 (2010) and determine whether good cause exists for the vacation or alteration.

(2) If the Mayor vacates or alters any portion of a street or alley, the Mayor shall ensure that the plat is recorded in the office of the recorder of the county in which the land is located.

(3) The action of the Mayor vacating or narrowing a street or alley that has been dedicated to public use shall operate to the extent to which it is vacated or narrowed, upon the effective date of the vacating plat, as a revocation of the acceptance thereof, and the relinquishment of the city's fee therein, but the right-of-way and easements therein, if any, of any lot owner and the franchise rights of any public utility may not be impaired thereby. (Utah Code Ann. §10-9a-609.5 (2010))

AGENDA ITEM #9M #8

Discussion of Grantsville Land Use and Management Code Chapter 2 and Chapter 24 Single Lot Development

GLUDMC Chapter 12 Planned Unit Developments
Proposed Amendment December 21, 2023
~~Red Strike Through~~ = To Remove
Green Underline = Added Text
Blue Text = Further Discussion
Any text that is highlighted in red or green has been modified based upon comments provided in the December 7th Planning Commission Meeting.

12.1 Purpose

(1) A planned development is a distinct category of conditional use. As such, it is intended to encourage the efficient use of land and resources, promote greater efficiency in public and utility services, preservation of open space, efficient use of alternative transportation and encouraging innovation in the planning and building of all types of development. Through the flexibility of the planned unit development technique, the City and developer will seek to achieve the following specific objectives:

(a) Creation of a more desirable environment than would be possible through strict application of other City land use regulations through promotion of a creative approach to the use of land and related physical facilities resulting in better design and development, including aesthetic amenities. The developer shall detail the proposed variation from Grantsville City ordinance requirements and explain how this variation will lead to a more desirable environment;

(b) The use of design, landscape or architectural features to create a pleasing environment while preserving desirable site characteristics such as natural topography, vegetation and geologic features as open space and providing recreational facilities. For projects containing a residential component containing more than 4 dwelling units defined as Level 4 and Level 5 subdivisions in Chapter 21 of this code, ~~a single dwelling unit~~ at least 10% of the total parcel acreage shall be improved, fully landscaped, amenity rich, active open space. In addition, All Planned Unit Development projects shall conform at a minimum with open space and improved open space requirements found in Chapter 21. Topography with slopes greater than 30% on average with a site area greater than 5,000 square feet, natural water bodies and drainages shall be protected;

(c) Preservation of buildings which are architecturally or historically significant contribute to the character of the City;

(d) Establishment of interconnecting paths and trails for alternative transportation routes which lead to common and popular destinations and interface with automobile traffic at few and specific points. Onsite paths and trails shall connect to the citywide trail system. Trails connecting to the citywide system shall be considered public trails allowing for public use; and

(e) Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation~~.~~; and

(f) Provide residential housing that conforms with the State moderate income requirements.

HISTORY
Amended by Ord. 2019-08 on 4/17/2019
Amended by Ord. 2019-18 on 8/7/2019

12.2 Authority To Modify Regulations

(1) The Planning Commission shall have the authority to set reasonable and appropriate conditions in approving any planned development and to change, alter, modify or waive ~~any~~ certain provisions of ~~this~~ the land use Code as they apply to the proposed planned development. Public health, and safety issues including but not limited to; line of site, public utilities and associated easements, secondary and emergency access, and quantity of required parking are outside of the Planning Commission authority to modify or waive. No such change, alteration, modification or waiver shall be approved unless the Planning Commission shall find that the proposed planned unit development:

(a) Will achieve all of the applicable purposes for which a planned development may be approved pursuant to Section 12.1. It is recognized that not all properties include historic or blighted structures, nor will all purposes specifically apply to non-residential uses and thus may be considered "Not Applicable". Residential projects that do not seek to increase the overall density allowed within the applicable district shall not be required to provide a moderate-income housing element unless the applicant otherwise desires to provide moderate income or affordable housing. For residential projects requesting additional density, at least 50% of the requested increased density shall meet state moderate income standards.

(b) Will not violate the general purposes, goals and objectives of this Code and of any plans adopted by the Planning Commission or the City Council.

12.3 Minimum Area

Repealed

~~(1) A planned development proposed for any parcel or tract of land under single ownership or control shall have a contiguous minimum net site area for each zoning district as set forth below:~~

~~Zoning District~~	~~Minimum Planned Development Size~~
~~Agriculture District, A~~	~~80 Acres~~
~~Rural Residential District, RR-5~~	~~20 Acres~~
~~Rural Residential District, RR-1~~	~~10 Acres~~
~~Residential District, R-1-21~~	~~10 Acres~~
~~Residential District, R-1-12~~	~~5 Acres~~
~~Multiple Residential District, RM-7~~	~~5 Acres~~
~~Multiple Residential District, RM-15~~	~~5 Acres~~

~~(2) Not withstanding any provision herein to the contrary, any lot or parcel legally created or existing as of the effective date of this Code (July 15, 1996), that is currently located in a commercial or industrial zoning district, may in the discretion of the Planning Commission and City Council, be developed as a Planned Unit Development, even if said lot or parcel does not contain the above stated minimum net site area, provided said development is determined to comply with the other requirements of this Chapter.~~

12.4 Application Procedure

(1) ~~Except as required by this section, the application and approval procedures for planned unit developments are the same as is specified in the Subdivision Regulations contained in Section 2 and Section 4 of Chapter 21 of this Code. Planned unit developments shall also comply with the other provisions of Chapter 21, where applicable, including design standards for subdivision~~. If required by code or the applicant is seeking proposed variations to a Grantsville City Ordinance, a PUD application shall be submitted and approved prior to the submittal of a development application such as but not limited to Preliminary Plan and Final Plat applications as detailed in Chapter 21.

(2) ~~In addition to the application requirements for subdivisions,~~ an applicant for a planned unit development shall submit the following information with the ~~Preliminary Plat~~ application:

(a) The applicant shall submit a concept plan, that is drawn to scale and is legible if printed on an 11x17 sheet. At a minimum, the concept plan shall include:

i. The proposed configuration of lots and types of uses proposed for the property.

ii. Street rights-of-way, open spaces and other proposed common area or public use spaces shall be shown.

iii. Information shall be provided detailing minimum lot sizes, number of proposed lots for each type of use and calculations for over all areas for each type of use.

iv. Where proposed uses do not match uses on adjoining properties, a continuation of the adjoining use shall be implemented for lots against the lot boundary or a passive use landscaped buffer of at least 50 feet wide containing trees and privacy fencing shall be included. No lighting shall be allowed to reside in the 50-foot buffer and no light shall escape onto adjacent properties. Landscaped buffer areas may be counted as open space if the open space complies with the requirements found in GLUDMC Section 21.1. For commercial properties that are not in use at night parking may encroach into the buffer area but trees and fencing are still required between the parking and the property boundary. Properties smaller than three acres or containing narrow areas of less than 200 feet may be granted modifications to the buffer width in those narrow areas if applicants and Planning Commission agree on an acceptable alternative such as transitions in architectural design that complement the neighboring uses.

(~~a~~ b) ~~At the preliminary phase,~~ the applicant shall submit a written statement addressing each of the standards set forth in GLUDMC Section 7.8 herein entitled, Determination, when applicable and how the proposed development will promote the objectives set forth in Section 12.1 ~~pf~~ of this Chapter. The statement shall explain specifically how the proposed planned unit development relates to each such standard and promotes a listed objective;

(~~b~~ c) ~~At the preliminary phase,~~ the applicant shall submit a written statement indicating specifically what change, alteration, modification or waiver of any zoning or development regulations is being sought by the developer, if any. The proposed variations shall include specific references to the affected ordinances and a comparison of the requirement and proposed variations. The applicant shall also provide an explanation of how the proposed variation benefits the development and the surrounding community and explain the steps that are proposed to mitigate the effects of the proposed variation on the ordinance.

(3) The approval of the PUD application final plan or final plat (if required) shall include approval of ~~the final development plan and~~ all special conditions applicable to the planned unit development. All special conditions and approved variations to the GLUDMC shall be included in a Development Agreement which shall be approved by Planning Commission and City Council. ~~The final plan or plat together with the final development plan and special conditions for the planned unit development, rather than any other provision of this Code, shall constitute the use, parking, loading, sign, bulk, space and yard and other regulations applicable to the subject property, and no use or development, other than a home occupation or temporary uses, not allowed by the final plan or plat development plan and conditions shall be permitted within the area of the planned unit development. The final plan or final plat shall include a notation of any changes, alterations, modifications or waivers of the regular standards of the zoning district and of this Code and shall list any special conditions.~~

(4) Any party aggrieved by the final decision of the Planning Commission, regarding a planned unit development, with respect to ~~a concept phase, preliminary plan or plat, final plan or plat, the development plan or~~ changes, alterations, modifications or waivers either granted or denied, may appeal such decision to the City Council, whose decision shall then be final. All appeals to the City Council must be in writing

and filed with the Zoning Administrator within thirty (30) days of the date of the decision appealed from and prior to any further consideration by the Planning Commission of a subsequent step in the planned unit development approval process. Only the final decision of the City Council with respect to the Final Plan or plat, Development Plan or changes, alterations, modifications or waivers either granted or denied may be appealed to the District Court, provided such appeal is filed within thirty (30) days of the decision of the City Council. Said appeal shall be filed with the City Recorder and with the Clerk of the District Court.

(5) No planned unit development approval ~~final plan~~ (that does not include a subdivision) shall be valid for a period longer than one year unless a building permit has been issued, construction has actually begun within that period and construction has been diligently pursued. Upon written request of the applicant, the one year period may be extended by the Planning Commission for such time as it shall determine for good cause shown, without further hearing.

12.5 Adjustments To Development Plan

(1) No major alteration or amendment to a ~~the final~~ development plan that would alter or expand the intent of the provisions in the approved PUD shall be made without a new application being filed and processed pursuant to the provisions of this Chapter. Minor alterations to a development plan that do not include a subdivision of land, may be made subject to written approval of the Planning Commission when such adjustments appear necessary in light of technical or engineering considerations. Such minor adjustments shall be limited to the following elements:

(a) Adjusting the distance as shown on the approved ~~final~~ Development Plan between any one structure or group of structures, and any other structure or group of structures, or any vehicular circulation element or any boundary of the site;

(b) Adjusting the location of any open space. The size or amount of open space that was approved shall not be compromised.

(c) Adjusting any final grade, and

(d) Altering the types of landscaping elements and their arrangement within the required landscaping buffer area.

(2) Such minor adjustments shall be consistent with the intent and purpose of the Code and the PUD provisions ~~Final Development Plan~~ as approved, and shall be the minimum necessary to overcome the particular difficulty and shall not be approved if such adjustments would result in a violation of any standard or requirement of this Code.

(3) Any adjustment to the ~~approved Final~~ Development Plan that would alter or expand the intent of the provisions in the approved PUD and is not authorized by this Section, shall be considered to be a major adjustment. The Planning Commission following notice to at least all adjoining property owners, may approve an application for a major adjustment of the ~~Final~~ Development Plan, not requiring a modification of written conditions of approval or recorded easements, upon finding that any changes in the plan as approved will be in substantial conformity with the provisions of the approved PUD ~~final Development Plan~~. If the Planning Commission determines that a major adjustment is not in substantial conformity with the provisions of the PUD ~~Final Development Plan~~ as approved, then the Planning Commission shall review the request in accordance with the procedures set forth in Section 12.4.

AGENDA ITEM #10

Discussion of Grantsville Land Use and Management Code Chapter 2 and Chapter 24 Single Lot Development

GLUDMC Chapter 2 Definitions
Proposed Amendment December 21, 2023
~~Red Strike Through~~ = To Remove
Green Underline = Added Text
Blue Text = Further Discussion

The purpose of this amendment is to move definitions from Chapter 21 into Chapter 2.
Any text that is highlighted in red or green has been modified based upon discussion in the December 7th Planning Commission Meeting.

Chapter 2 Definitions

Unless the context requires otherwise, the following definitions shall be used in the interpretation and construction of this Code. Words used in the present tense shall include the future; the singular number shall include the plural, and the plural the singular; the word building shall include the word "structure;" the words "used" or "occupied" shall include arranged, designed, constructed, altered, converted, rented, leased, or intended to be used or occupied; the word "shall" is mandatory and not directory, and the word may is permissive; the word "person" includes a firm, association, organization, partnership, trust, company, or corporation, as well as an individual; the word "lot" includes the words plot or parcel. Words used in this Code but not defined herein shall have the meaning as defined in any other ordinance adopted by Grantsville City.

(1) "A" FRAME SIGN. Temporary and\or movable sign constructed with two sides attached at the top so as to allow the sign to stand in an upright position.

(2) ABANDONED SIGN. A sign which no longer identifies or advertises a bona fide business, lessor, service, owner, product or activity, and/or for which no legal owner can be found.

(2a) ACCESSORY FARM EMPLOYEE HOUSING (Amendment 8/21/02, complete addition of definition). A single family dwelling providing the principal residence for a Farm employee and the employees' family.

(3) ACCESSORY USE OR BUILDING. A use or building including solar energy systems and renewable energy uses on the same lot with, and of a nature customarily incidental and subordinate to, the principal use of building. An accessory use or building shall include any structure for caretaker, or security housing, or the confinement of animals.

(4) ACTIVE SOLAR SYSTEM. A system of equipment capable of collecting and converting incident solar radiation into heat, mechanical or electrical energy, and transferring these forms of energy by a separate apparatus to storage or to the point of use. It includes water heating, space heating or cooling, electric energy generating or mechanical energy generating and the architectural and engineering design or systems necessary to balance or optimize active components.

(5) AGENT. Any person who can show written proof that he is acting for the property owner and with the property owner's knowledge and permission.

(6) AGRICULTURE. The production of food through the tilling of the soil, the raising of crops, breeding and raising of domestic animals and fowl, except household pets, and not including any agricultural industry or business.

(7) AGRICULTURAL INDUSTRY (AGRICULTURAL BUSINESS). The processing of raw food products by packaging, treating and/or intensive feeding. Agricultural industry includes, but is not limited to, animal feed yards, the raising of fur-bearing animals, food packaging and/or processing plants, commercial poultry or egg production, commercial greenhouses, and similar uses as determined by the Planning Commission.

(8) ALLEY. A public access-way or thoroughfare less than sixteen (16) feet but not less than ten (10) feet in width, which is dedicated or deeded to the public for public use and is designed to give secondary access to lots or abutting properties; an alley shall not be considered a street, for the purpose of this Ordinance.

(9) ALLUVIAL SOILS. Areas subject to periodic flooding as defined in the soil survey prepared by the Soil Conservation Service which encompasses Grantsville City.

(10) ALTERATIONS, SIGN. A change or rearrangement in the structural parts or design whether by extending on a side; increasing in area or height; or by relocation or changing the position of a sign.

(11) ALTERATIONS, STRUCTURAL. Any change in the supporting members of a building, such as bearing walls, columns beams or girders.

(12) AMUSEMENT PARK. Any place of organized amusement activity not conducted wholly within a completely enclosed building, whether a commercial or non-profit enterprise, except temporary celebrations sanctioned by the City Council by a special permit.

(13) ANIMAL CLINIC (ALSO ANIMAL HOSPITAL). Any building or portion thereof designed or used for the care or treatment of animals or fowl, and/or in which veterinary service is provided or is available.

(14) ANIMATED SIGN. (See and also note the difference from changeable sign) A sign or display manifesting either kinetic or illusionary motion occasion by natural, manual, mechanical, electrical, or other means. Animated signs include the following types:

(a) Naturally Energized - Signs whose motion is activated by wind or other atmospheric impingement. Wind-driven signs include flags, banners, pennants, streamers, metallic disks. or other similar devices designed to move in the wind.

(b) Mechanically Energized - signs manifesting a repetitious pre-programmed physical movement or rotation in either one or a series of planes activated by means of mechanical based drives.

(c) Electrically energized - Illuminated signs whose motion or visual impression of motion is activated primarily by electrical means. electrically energized animated signs are of two types:

(1) Flashing Signs - Illuminated signs exhibiting a preprogrammed repetitious cyclical interruption of illumination from one or more sources in which the duration of the period of illumination (on phase) is either the same as or less than the duration of the period of darkness (off phase, and in which the intensity of illumination varied from zero (off) to 100 percent (on) during the programmed cycle.

(2) Illusionary Movement Signs - Illuminated signs exhibiting the illusion of movement by means of a pre-programmed repetitious sequential switching action in which illuminated elements of the sign are turned on or off to visually simulate the impression of motion characteristic of chasing, running, blinking, oscillating, twinkling, or expanding and contracting light patterns.

(15) APPURTENANCES. Appendages and incidental details on buildings are to be allowed such as building projections, coverings for mechanical equipment, etc.

(16) ARCHITECTURAL PROJECTION. Any building or structural projection which is not intended for occupancy and which extends beyond the face of an exterior wall of a building or structure, but not including signs.

(17) AUTOMOTIVE BODY AND FENDER SHOP. A facility for major automobile, truck, mobile home, recreational coach or recreation vehicle repairs to body, frame or fenders, and including rebuilding.

(18) AUTOMATIC CAR WASH. A facility for automatic or self-service washing and cleaning of automobiles and small trucks not exceeding 1 & 1/2 tons capacity.

(19) AUTOMOBILE PAINT SHOP. A facility for painting of automobiles, trucks, trailers, boats, or other travel or recreation vehicles or unit.

(20) AUTOMOBILE REPAIR FACILITY OR SERVICE STATION. A place where gasoline or any other motor fuel or lubricating oil or grease for operating motor vehicles is offered for sale to the public and repair services performed may include tube and tire repair, battery charging, storage of merchandise, and tune-up of automobiles, including major auto repair.

(21) AUTOMOBILE SALES AREA. An open area used for display, sale, or rental of new or used motor vehicles, mobile homes, recreational coaches, or recreation vehicles in operable condition.

(22) AUTOMOTIVE SALVAGE YARD (AUTOMOBILE WRECKING OR PROCESSING YARD). A lot or portion thereof used for the storage, dismantling, demolition, or abandonment, other vehicles, other machinery, or parts thereof.

(23) AUTOMOBILE SELF SERVICE STATION. A place where gasoline or any other motor fuel for operating motor vehicles is offered for sale and is dispensed to the vehicle by the purchaser, the self service station may be independent or in conjunction with a retail store.

(24) AUTOMATIC TRUCK WASH. A facility for automatic self-service washing or cleaning of trucks exceeding 1/2 tons capacity.

(25) AVERAGE SLOPE. An expression of rise or fall in elevation along a line perpendicular to the contours of the land connecting the highest point of land to the lowest point of land within a lot or building area. A vertical rise of 100 feet between two points 100 feet apart measured on a horizontal plane is 100 percent slope.

(26) AWNING. A shelter projecting from and supported by the exterior wall of a building constructed of non rigid materials on a supporting framework. (Compare "Marquee")

(27) AWNING SIGN. A sign painted on, printed on. or attached flat against the surface of an awning.

(28) BACK LIT AWNING. (see "Electric Awning Sign")

(29) BANNER SIGN. A Sign made of fabric or any non rigid material with no enclosing framework.

(30) BASEMENT. A story whose floor is more than 12 inches below the average level of the adjoining ground, but where no more than 1/2 of its floor-to-ceiling heights is below the average contact level of the adjoining ground. A basement shall be counted as a story for purposes of height measurement, and as a half-story for the purpose of side-yard determination.

(31) BASEMENT HOUSE. A residential structure without a full story structure above grade.

(32) BEGINNING OF CONSTRUCTION. The excavation or re-contouring of the site.

(33) BIKE PATH (BIKE TRAIL, BIKE LANE). A right-of-way designed and constructed for use by bicycles and not intended for use by pedestrians or motor vehicles of any kind. A bike path may be located within or without a street right-of-way, at grade, or at grade separated from vehicular traffic. Bike lanes may also be included as a part of a street.

(34) BILLBOARD. (see "Off-Premise Sign").

(35) BLOCK. The land surrounded by streets or other rights-of-way, other than an alley, or land which is designated as a block on any recorded subdivision plat.

(36) BOARDING HOUSE. A dwelling where, for compensation, meals are provided for a least 3 but not more than 15 persons.

(37) BUILDABLE AREA. The portion of a lot remaining after required yards have been provided, except that land with an average grade exceeding 15 percent shall not be considered geotechnically buildable unless it is approved by conditional use permit.

(38) BUILDING. Any structure used or intended to be used for the shelter or enclosure of persons, animals, or property.

(39) BUILDING, ACCESSORY. A building which is subordinate to, and the use of which is incidental to that of the main building or use of the same lot.

(40) BUILDING, HEIGHT OF. The vertical distance from the average natural grade surface at the foundation, to the highest point of the building roof or coping.

(41) BUILDING OFFICIAL. The person designated or appointed as the Building Official for Grantsville City by the City Council.

(42) CAMPGROUND. A public area designated by a public agency for camping, or a private area licensed by the City Council for camping.

(43) CAMPING. A temporary establishment of living facilities such as tents or recreational coaches as regulated by this Code.

(44) CANOPY (BUILDING). A rigid multi-sided structure that may or may not be illuminated by means of internal or external sources, covered with fabric, metal or other material and supported by a building at one or more points or extremities and by columns or posts embedded in the ground at other points or extremities. (compare "Marquee")

(45) CANOPY (FREESTANDING). A rigid multi-sided structure that may or may not be illuminated by means of internal or external sources, covered with fabric, metal or other material and supported by columns or posts embedded in the ground.

(46) CANOPY SIGN. A sign affixed or applied to the exterior facing surface or surfaces of a building or freestanding canopy.

(47) CARPORT. A private garage not completely enclosed by walls or floors. For the purposes of this Code, a carport shall be subject to all the regulations prescribed for a private garage.

(48) CELLAR. A room or rooms having more than 50 percent of the floor to ceiling height under the average level of the adjoining ground.

(49) CHANGEABLE SIGN. A sign whose informational content can be changed or altered by manual or electric, electro-mechanical, or electronic means. Changeable signs include the following types:

(a) Manually Activated - Signs whose alphabetic, pictographic, or symbolic informational content can be changed or altered by manual means.

(b) Electrically activated - signs whose alphabetic, pictographic, or symbolic informational content can be changed or altered on a fixed display surface composed of electrically illuminated or mechanically driven changeable segments. Includes the following two types:

(1) Fixed Message Electronic Signs - Signs whose basic informational content has been pre-programmed to include only certain types of information projection, such as time, temperature, predictable traffic conditions, or other events subject to prior programming.

(2) Computer controlled ariable Message electronic Signs - Signs whose informational content can be changed or altered by means of computerized driven electronic impulses.

(c) Mobile, Changeable Copy Sign - A sign mounted on a trailer, frame or legs, lighted or unlighted, box or "A" frame and shall have changeable lettering.

(50) CHIEF EXECUTIVE OFFICER. The Mayor in municipalities operating under all forms of municipal government, or the City Manager in municipalities operating under the Council-Manager form of municipal government.

(51) CHILD NURSERY (DAY CARE CENTER). An establishment for the care and/or the instruction of 5 or more children, for compensation, other than for members of the family residing on the premises, but not including a public school.

(52) CHURCH. A building, together with its accessory buildings and uses, maintained and controlled by a duly recognized religious organization where persons regularly assemble for worship and religious instruction.

(53) CITY COUNCIL. The elected legislative body of Grantsville City.

(54) CLEARVIEW ZONE. The area of a corner lot closest to the intersection which is kept free of impairment to allow full view of both pedestrian and vehicular traffic. Such area is established by marking a point at which the two curb lines intersect, measuring back forty (40) feet along each street, and drawing a line between the two back points to form a triangular area.

(55) CLINIC, DENTAL OR MEDICAL. A building in which a group of dentists, physicians, and/or allied professionals in the healing arts are associated for the conduct of their professions. The clinic may include a dental and/or medical laboratory and an apothecary, but it shall not include in-patient care or operating rooms for major surgery.

(56) CLUB, PRIVATE. A social, recreational, or athletic club or similar association or corporation incorporated under the provisions of the Utah Non-Profit corporation and Co¬operation Act for the above-stated purposes, which maintains or intends to maintain premises upon which alcoholic beverages are or will be stored, consumed or sold, and which for that reason is required to be licensed by the State.

(56.1) COMMERCIAL DRIVEWAY. A driveway providing vehicular access to property used for purposes other than residential.

(57) COMMERCIAL STORAGE SHEDS. A facility that rents indoor storage spaces which do not exceed 20 x 15 in size that are enclosed in a structure with one or more units, and/or outdoor storage space (RV storage, boat storage, etc.).

(58) COMMON AREA. Any area or space designed for joint use of residents of a mobile home park, condominium, apartment complex, etc.

(59) COMPATIBLE WITH RESIDENTIAL. Compatibility will be measured by whether or not the proposed development adversely impacts the quality of life in the area. Property values must be sustained or enhanced as opposed to diminishing values: the effects of ultimate traffic on streets will be considered rather than complaints that a new development will increase unwanted traffic; improvements in the infrastructure will be considered as to how and who pays for them; positive contributions to the financing of needed improvements will be weighed against the assessment on existing residential developments; proximity of possible impacts will be evaluated and non-directly impacted citizens will be considered

in the group of the general citizenry. Also considered will be relief from the monotonous, somewhat uniform subdividing of the countryside will be considered a positive factor if it provides an aesthetic relief.

(60) COMPREHENSIVE PLAN. (See General Plan).

(61) CONDITIONAL USE. This means a land use that, because of its unique characteristics or potential impact on Grantsville city, surrounding neighbors, or adjacent land uses, may not be compatible in some areas or may be compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts. (A use of land for which a conditional use permit is required, pursuant to this Code.)

(62) CONDOMINIUM. The ownership of a single unit in a multi-unit project, together with an undivided interest in common in the common areas and facilities of the property as provided by state law. A condominium-development is comparable to a subdivision in that each development is characterized by multiple individual ownership in a single development. In a condominium development the multiple individual ownership are in structures, whereas in subdivision such ownership are in land. For regulation purposes the development of a condominium project is treated by Utah State law and by this code as a subdivision, and condominium developments must comply with the subdivision regulation of this Code.

(63) CONSERVATION STANDARDS. Guidelines and specifications for soil and water conservation practices and management, enumerated in the Technical Guide prepared by the USDA Soil Conservation Service, adopted by the Soil and Water Conservation District supervisors, and containing suitable alternatives for the uses and treatment of land based upon its capabilities, from which the land-owner selects that alternative which best meets his needs in developing his soil and water conservation plan.

(64) CONSTRUCTION SIGN. A temporary sign identifying an architect, contractor, subcontractor, and/or material supplier participating in construction on the property on which the sign is located.

(65) CONVENIENCE STORE. A one story commercial retail operation containing less than 2,500 square feet of gross floor area, designed and stocked to sell primarily food, beverages, limited variety of goods for personal consumption, and other household supplies to retail customers who purchase only a relatively few items as well as gasoline and car care items.

(66) COPY, SIGN. The graphic content of a sign surface in either permanent or removable letter, pictographic, symbolic or alphabetic form.

(67) CORRAL. A space, other than a building, less than one acre in area or less than 100 feet in width, used for the confinement of animals or fowl.

(68) COURT, BUILDING. An open, unoccupied space, other than required yard, on the same lot with a building or group of buildings, and which is bounded on two or more sides by such building or buildings.

(69) COUNTY. Means the unincorporated area of Tooele County.

(70) CROSSWALK OR WALKWAY. A right-of-way designed for use by pedestrians and not intended for use by motor vehicles of any kind; a crosswalk or walkway or pedestrian- way may be located within or without a street right-of-way, at grade, or grade-separated from vehicular traffic.

(71) CUL-DE-SAC. A street which is designed to remain permanently closed at one end, with the closed end terminated by a vehicular turnaround. For purposes of this code, the length of a cul-de-sac shall be measured from the centerline of the intersecting street along the centerline of the cul-de-sac, to a point to the center of the cul-de-sac.

(??) CULINARY WATER AUTHORITY. The department, agency, or public entity with responsibility to review and approve the feasibility of the culinary water system and sources for the subject property.

(72) CULINARY WATER FACILITIES. Water supply lines, pumps, springs, wells, and/or any other physical facilities necessary to provide a supply of culinary water to a use in sufficient quantity and of approved quality to meet the standards of State of Utah Rules for Public Drinking Water Systems and this Code.

(73) DAIRY. A commercial establishment for the manufacture, processing or packaging of dairy products, and their sale. For purposes of definition, the production of milk on a farm for wholesale marketing off the premises shall not classify the farm as a dairy.

(74) DENSITY. Density is a measure of the number of dwelling units per acre. It shall be expressed dwelling units per acre (DU/acre). Unbuildable land (as defined by the Planning Commission) is land with a slope greater than 25%, subject to inundation, or other geological hazards.

(75) DESIGN, SUBDIVISION. The design includes: alignment, grade and width for easements and rights-of-way for utilities; the grading and general layout of lots and streets within the area; location of land to be dedicated for park and/or recreational purposes; and, such specific requirements in the plan and configuration of the entire subdivision as may be necessary or convenient to insure conformity to or implementation of applicable general or specific plans.

(76) DEVELOPER. Any person, firm, partnership, corporation or association who causes improvements to be constructed, land use to be changed, or land to be subdivided for himself/herself or others.

(77) DEVELOPMENT (LAND). The conversion or alteration of use or physical characteristics of land; placing improvements on the land; or putting land to intensive use such as a subdivision, P.U.D., mobile home park, recreation vehicle park, shopping center, industrial park, excavation, etc.

(78) DIAGONAL TIE. Any tie down designed to resist horizontal or shear forces and which deviates not less than 30 degrees from a vertical direction.

(79) DIRECTION/INFORMATION SIGN. An on-premise sign giving directions, instructions, or facility information and which may contain the name or logo of an establishment, but no advertising copy, e.g., parking or exit and entrance signs. may contain logo provided that

the logo may not comprise more than 20% of the total sign area. May include information about sales of agricultural products produced upon the premises.

(80) DISTRICT (ALSO ZONE OR ZONING DISTRICT). A portion of the territory of Grantsville City established as a zoning district by this Code, within which certain uniform regulations and requirements or various combinations thereof apply under the provisions of this Code.

(81) DOUBLE-FACED SIGN. A sign with two faces diverged from a common angle of not more than 45 degrees or back-to-back

(82) DRIVEWAY. An area on private property providing access for motor vehicles to a public right-of-way or private street.

(82.1) DRIVEWAY APPROACH. The improved area between the roadway of a public street and private property intended to provide access for motor vehicles to a well-defined area on private property.

(82.2) DRIVEWAY WIDTH. The width of the driveway measured at the right-of-way parallel with the roadway centerline.

(83) DWELLING. Any building or portion thereof designed or used as the principal residence of sleeping place of one or more persons or families, but not including a tent, a recreational coach, hotel, motel, hospital, or nursing home.

(84) DWELLING, FOUR FAMILY (FOUR-PLEX). A building containing only four dwelling units.

(85) DWELLING GROUP. A group of two or more detached buildings used as dwellings, located on a lot or parcel of land.

(86) DWELLING, MULTIPLE FAMILY. A building containing more than one dwelling unit.

(87) DWELLING, SINGLE FAMILY. A building containing only one dwelling unit.

(88) DWELLING, THREE FAMILY (TRIPLEX). A building containing only three dwelling units.

(89) DWELLING, TWO FAMILY (DUPLEX). A building containing only two dwelling units.

(90) DWELLING UNITS. One or more rooms in a dwelling, apartment complex, hotel, or motel, designed for and/or occupied by family for living or sleeping purposes and having but not more than kitchen or set of fixed cooking facilities, other than hot plates or other portable cooking units.

(91) EASEMENT. That portion of a lot or lots reserved for present or future use by a person or agency other than the legal owner(s) of said property(ies). The easement may be for use on, under, or above said lot or lots.

(92) ELDERLY PERSON. Means a person who is 60 years old or older, who desires or needs to live with other elderly persons in a group setting, but who is capable of living independently.

(93) ELDERLY RESIDENTIAL FACILITY. A single family or multiple family dwelling unit that meets the requirements of Utah Code Annotated Title 17-27-501 and any ordinance adopted under authority of that part. An elderly residential facility does not include a health care facility as defined by Utah Code Unannotated Section 26-21-2.

(94) ELECTRIC, MOBILE HOME PARK. All of the electrical wiring, fixtures, equipment and appurtenances related to electrical installations within a mobile home park feeder assembly.

(95) ELECTRIC AWNING SIGN. (also "Back Lit Awning"). An internally illuminated fixed space-frame structure with translucent, flexible reinforced covering designed in awning form and with graphics or copy applied to the visible surface of the awning.

(96) ELECTRICAL SIGN. A sign or sign-structure in which electrical wiring, connection, or fixtures are used.

(97) ELECTRONIC MESSAGE CENTER. (see "Changeable Signs, Electrically Activated")

(98) ENVIRONMENTAL IMPACT ASSESSMENT. A report which describes, by means of written narrative as well as maps, a geographical area in terms of existing; slope, soils, water, courses, water table, flood hazard areas, geologic hazards, vegetative types, wildlife, wildlife habitat, and essential urban services presently available. The report includes a tabulation of proposed population, density, and the numbers and types of proposed dwellings and other buildings and spaces to be occupied at full development. The report further describes by means of written narrative as well as maps the impact of the proposed development on the following specific subject areas once the anticipated population density is achieved within the area to be developed; water courses and reservoirs, natural vegetation, wildlife, erosion, topsoil, sedimentation of water courses and reservoirs, slope stability, dust, fire potential, accumulation of solid waste or liquid wastes, and the need and desire for urban services. The report also evaluates the potential area- wide economic impact of the development on both private and public economic sectors and the potential impact on school, public utility, and transportation systems. Finally, the report recommends measures which, if undertaken, will mitigate or obviate the adverse impacts resulting from construction of the proposed development, and discusses the benefits to be gained from such development, and what adverse impacts cannot be avoided and the extent of their detrimental influence.

(99) ESSENTIAL FACILITIES. Those facilities which are common to the community and essential for servicing the residents and businesses; utilities, radio and television stations (transmitting only), cable TV, sanitation, health and public safety for overhead, surface or underground services, and such other necessary uses as may be approved by the City Council by resolution, but excluding any building, electrical sub-station, or transmission line of 50 kv or greater capacity.

(100) EXCAVATION. Any disruption of the soil mantle and/or manmade surfacing of the same. Excavations may be either in the nature of a process or a use. Excavations undertaken for the purpose of preparing a site for an ultimate land use or for repairing or constructing urban service facilities are processes; whereas excavations such as gravel pits,

quarries or mines are uses which require specific use authorization in the zoning district where located, in addition to a conditional use permit if such is required.

(101) FACADE. The entire building front including the parapet.

(102) FACE OF A SIGN. The area of a sign on which the copy is placed.

(103) FAMILY. One individual, or two or more persons related by blood, marriage, or adoption, living together in a single dwelling unit and maintaining a common household. a family may include four, but not more than four, non-related persons living with the residing family, the term family shall not be construed to mean a group of non-related individuals, a fraternity, club, or institutional group.

(104) FAMILY FOOD PRODUCTION. The raising of animals for family food production, and horses, on adequate sized lots in appropriate locations. At least 10,000 square feet shall be provided for each large animal (horse, cow, etc.) At least 4,000 square feet shall be provided for each medium sized animal (pig, sheep, etc.). At least 500 square feet shall be provided for each small animal (rabbits, poultry, etc.) No animal shall be allowed to come closer than 100 feet from any dwelling. Not to include applicant dwelling, gross land area to be used.

(105) FARM OR RANCH. (Farm portion amended 8/21/02 to add farm employee housing) A parcel of land used primarily for agriculture uses and including accessory farm employee housing which must be located on the farm and shall not be divided or sold separately from the farm. A ranch is a parcel of land in an Agricultural zoning district which is used primarily for ranching purposes, such as grazing of livestock or other non- vegetative or fruit agricultural use.

(106) FEED YARD. An agricultural industry in which animals or fowls are kept and intensively fed in relatively restricted area, as contrasted with open pasturage.

(107) FEEDER ASSEMBLY. The overhead or under-chassis feeder conductors, including the grounding conductor, together with the necessary fittings and equipment, or a power supply cord listed for mobile home use, designed for the purpose of delivering energy from the source of electrical supply to the distribution panel board within the mobile home.

(108) FESTOONS (SIGN). A string of ribbons, tinsel, small flags, or pinwheels.

(109) FINAL PLAT. A plat map prepared in accordance with the provisions of this Code, which is designed to be placed on record in the office of the County Recorder.

(110) FIRE FIGHTING FACILITIES. Such water supply, water lines, fire hydrants and other protective devices as may be required in accordance with the provisions of this Code.

(111) FLASHING SIGN. (see "Animated sign, Electrically Energized").

(112) FLOOD HAZARD. A hazard to land or improvements due to inundation or overflow water having sufficient velocity to transport or deposit debris, scour the surface soil, dislodge or damage buildings, or erode the banks of water courses.

(113) FLOODLIGHTED SIGN. (see "Illuminated Sign").

(114) FLOOD PLAIN. Areas adjoining any streams, ponds or lakes which are subject to 100 year recurrence interval floods on maps prepared for the National Flood Insurance Program, or a study conducted by anyone else expert and experienced in the preparation of hydrological studies and the determination of flood lines.

(115) FLOOD PLAIN SOILS. Areas subject to periodic flooding and listed in the soil survey prepared by the Soil Conservation Service which encompasses Grantsville City as being on the floodplain or subject to flooding.

(116) FLOOD WAY. An area designated by the Planning Commission and City Council as subject to periodic inundation.

(117) FLOOR AREA. The sum of the areas of the several floors of the building or structure, including areas used for human occupancy or required for the conduct of the business or use, and basements, attics and penthouses, as measured from the exterior faces of the walls. It does not include cellars, solar green houses and/or other solar equipment appurtenant to a solar energy system, unenclosed porches, attics not used for human occupancy, nor any floor space in an accessory building or in the main building intended or designed for the parking of motor vehicles in order to meet the parking requirements of this Code, or any such floor space intended and designed for accessory heating and ventilating equipment.

(118) FREESTANDING SIGN. A sign supported permanently upon the ground by poles or braces and not attached to any building.

(119) FRONT YARD SETBACK. That part of a lot that fronts a public or private street, road or highway, extending the full width of the lot, which is between the front property line and a building. The depth of the front yard is measured from the front property line to the front of the eaves or the front line of the building whichever is closer to the front lot line. Unenclosed stoops (porches) no larger than six foot by six foot or less is not considered the front line of a building.

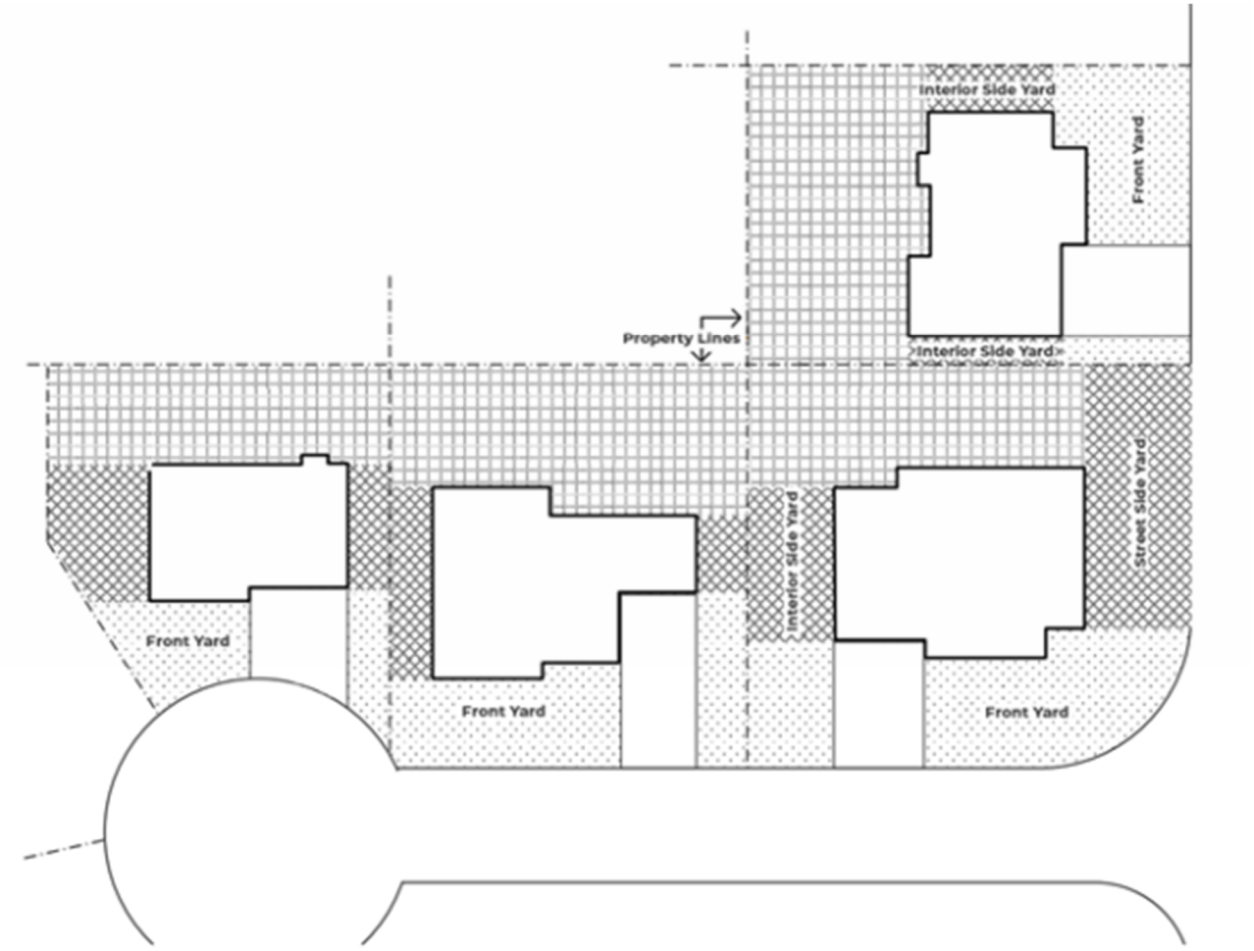
(120) FRONTAGE. All property fronting on side of the street between intersecting or intercepting streets, or between a street and a right-of-way, waterway, end of dead-end street, or political subdivision boundary, measured along the street line. all intercepting street shall determine only the boundary of the frontage on the side of the street which it intercepts, or that common line between a lot and a public street. Street lines across which access is denied or cannot be had because of topography or for other reasons shall not constitute frontage for purposes of this Code.

(121) FRONTAGE, BLOCK. All property fronting on one (1) side of the street between intersecting or intercepting streets, or between a street and a right-of-way, waterway, end of dead-end streets, or political subdivision boundary, measured along the street line. An intercepting street shall determine only the boundary of the frontage on the side of the street which it intercepts, or that common line between a lot and a public street.

(122) FRONTAGE, BUILDING. The length of an outside building wall on a public right-of-way or an approved private road.

(123) FRONTAGE, LOT. The lineal measurement of the front lot line.

(123a) FRONT YARD. The permeable area between the front lot line and the front facade of the main building and extending for the full width of the lot.



(124) GARAGE, PRIVATE. An accessory building designed and/or used for the storage of motor vehicles owned and used by the occupants of the building to which it is accessory, provided that a garage shall be considered part of the dwelling if the garage and dwelling have a roof or wall in common.

(125) GARAGE, PUBLIC. A building or portion thereof, other than a private garage, designed or used for servicing, repairing, equipping, hiring, selling, leasing, renting or storing motor vehicles.

(126) GARAGE, REPAIR. A structure or portion thereof, other than a private garage, used for the repair of self-propelled vehicles, trailers, or boats, including general repair, rebuilding or reconditioning of engines, motor vehicles, recreational coaches, and minor collision service, but not including major body, frame or fender repairs or overall automobile or truck

painting, except by conditional use permit. A repair garage may also include incidental storage, care washing, or sale of automobiles.

(127) GENERAL PLAN. Means a document that a municipality adopts that sets forth general guidelines for proposed future development of the land within Grantsville City (2.1.9). General Plan also includes what is commonly referred to as a "master plan", or "comprehensive plan".

(128) GEOLOGIC HAZARD. A hazard inherent in the crust of the earth, or artificially created, which is dangerous or potentially dangerous to life, property, or improvements, due to the movement, failure, or shifting of the earth, Geologic hazards include but are not limited to; rockfills, slide areas, flood plains, fault lines, high water table, and ground water problems, such as liquefaction, etc.

(129) GOVERNING BODY. Means the city council of Grantsville City.

(130) GOVERNMENT SIGN. Any temporary or permanent sign erected and maintained by the City, County, State, or Federal government for traffic direction, or designation to any school, hospital, historical site, or public service property, or facility.

(131) GRADE (LOT GRADE, FINISHED GRADE).

(a) For buildings adjoining one street only, the elevation of the sidewalk at the center of the wall adjoining the street.

(b) For buildings adjoining more than one street, the average of the elevations of the sidewalk at the centers of all walls adjoining the streets.

(c) For buildings having no wall adjoining the street, the average level of the finished surface of the ground adjacent to the centers of all exterior walls of the building.

(d) Any wall parallel or nearly parallel to and not more than 5 feet from a street line is to be considered as adjoining the street.

(132) GROUND ANCHOR. Any device at the mobile home stand designed for the purpose of securing a mobile home to the ground.

(133) GROUND SIGN (also "Blade Sign"). A sign which is anchored to the ground similar to a pylon or freestanding sign, but which has a monolithic or columnar line and which maintains essentially the same contour from grade to top. Height and setbacks are to be the same as for freestanding signs.

(134) GROUP HOMES. A home for certain handicapped or elderly persons as defined by Utah State law as being permitted in residential areas of Grantsville City by conditional use permit. (see Elderly, and Handicapped)

(135) HANDICAPPED PERSON. Means a person who has a severe, chronic disability attributable to a mental or physical impairment, or to a combination of mental and physical impairments, that is likely to continue indefinitely and that results in a substantial functional limitation in three or more of the following areas of major life activity; self-care,

receptive and expressive language, learning, mobility, self-direction or sequence of special economic self-sufficiency; and, requires a combination or sequence of special interdiciniplinary or generic care, treatment, or other services that are individually planned and coordinated to allow the person to function in, and contribute to a residential neighborhood.

(136) HANDICAPPED RESIDENTIAL FACILITIES. A single family dwelling or multiple-family dwelling unit that meets the requirements of Part 6 and any ordinance adopted under authority of that part.

(137) HEIGHT (of a Sign). The vertical distance measured from the highest point of the sign, excluding decorative embellishment, to the grade of the adjacent street or the surface grade beneath the sign, whichever is less. (compare "Clearance")

(138) HOME OCCUPATION. (Amended 7/97) A secondary use conducted upon property used primarily for residential occupancy, which is carried on by persons residing thereon. Such a use must be clearly incidental and secondary to the use of the property for residential purposes and that does not change the character thereof. A home occupation shall not be authorized to use advertising, except as otherwise permitted herein. No public display related to a home occupation shall be authorized and no noise may be created which is audible at the boundaries of the premises. The intent of this definition is that the conditional use permit approving any home occupation shall assure that the character of the premises and of the neighborhood will remain in harmony with the general intent of the zoning district and that, where uncertainty exists, neighborhood residential values shall be considered paramount.

(139) HOSPITAL. An institution providing health services, primarily for in-patients, and medical or surgical care of the sick or injured, including as an integral part of the institution such related facilities as laboratories, out-patient departments, training facilities, central service facilities, and staff offices.

(140) HOTEL. A building designed for or occupied as the more or less temporary abiding place of 16 or more individuals who are lodged for compensation, with or without meals.

(141) HOUSEHOLD PETS. Animals or fowl ordinarily permitted in the house and kept for company or pleasure, such as dogs, cats, and canaries, but not normally dangerous animals, such as lions or tigers. This definition shall not include a sufficient number of dogs as to constitute a kennel as defined in this code.

(142) IDENTIFICATION SIGN. A sign whose copy is limited to the name and address of a building, institution, or person and/or to the activity or occupation being identified.

(143) ILLEGAL SIGN. A sign which does not meet the requirements of this code and which has not received non-conforming status.

(144) ILLUMINATED SIGN. A sign with an artificial light source incorporated internally or externally for the purpose of illuminating the sign.

(145) IMPERVIOUS SURFACE. Impervious surfaces are those that do not absorb precipitation (water) and thus cause ponding and/or runoff. All buildings, parking areas, driveways, roads, sidewalks, and any areas in concrete and asphalt shall be considered impervious surfaces within this definition. In addition, other areas determined by the city engineer to be impervious within the meaning of this definition will also be classed as impervious surfaces.

(146) IMPERVIOUS SURFACE RATIO. The impervious surface ratio is a measure of the intensity of land use. It is determined by dividing the total area of all impervious surfaces within the site by the Base Site Area.

(147) IMPOUND/SECURITY LOT. A security lot fenced with or without guard dog and illuminated, where police or privately impounded vehicles may be kept for legal evidence or other purposes or while awaiting repairs. Normally where damaged vehicles are taken after an accident.

(148) IMPROVEMENTS. Work, objects, devices, facilities, or utilities required to be constructed or installed in a land development. Such improvements may include, but are not limited to, street construction to required standards, water facilities, sewer facilities, sidewalks, curbs and gutters, drainage facilities, street trees, street signs, street lights, traffic control or safety devices, fire hydrants, and such other facilities or construction required by this Ordinance, subdivision regulations, or by the Planning Commission and/or City Council for the necessary proper development of the proposed land development.

(149) IMPROVEMENTS AGREEMENT (DEVELOPMENT AGREEMENT). An agreement between Grantsville City and a developer, wherein the developer agrees to install improvements required by this Code, subdivision regulations, or by the Planning Commission and/or City Council for the necessary proper development of the proposed land development.

(150) INCIDENTAL SIGN. A small sign, emblem, or decal informing the public of goods, facilities, or services available on the premises, e.g., a credit card sign or a sign indicating hours of business.

(151) INOPERATIVE VEHICLE OR TRAILER. Any vehicle or trailer that due to mechanical, electrical, structural problems, or lack of maintenance, cannot operate as it was originally constructed and designed to do or should not be operated due to conditions rendering it as unsafe. This includes any vehicle or trailer that is not currently licensed or which its operation is in violation of local, state and federal laws.

(152) INTERGRATED DEVELOPMENT PLAN. Comprehensive management for best assurance of maintaining standards and conditions of approval is the intent in the administration of a conditional use permit. Therefore every assurance will be required to maximize the meeting of the community's performance standards and minimize the problems of their enforcement through approved comprehensive management plans which have been prepared by the applicant and approved by the City Council. Single responsible management is felt crucial to consistent care and observance of binding regulations in assuring compatibility with the surrounding area of certain developments

negotiated with the community. Agreed upon penalties for violations of the management plan are considered an important integral part of enforcement.

(152a) INTERIOR SIDE YARD. The permeable and visible (not impeded by a fence) area between the lot line and the side facing facade of the main building as illustrated in Drawing 1 (see definition for Front Yard).

(153) JUNK. Any salvaged or scrap copper, brass, iron steel, metal, rope, rags, batteries, paper, wood, trash, plastic, rubber, tires, waste, or other articles or materials commonly designed as junk. Junk shall also mean any dismantled, wrecked or inoperable motor vehicles or parts thereof which remain in such condition for a period of time in excess of sixty days. An automobile, truck or bus shall be considered as inoperable if it is parked or stored on property outside of an enclosed garage and is not currently registered and licensed in this state or another state.

(154) JUNK YARD. The use of any lot, portion of a lot, or tract of land for the storage, keeping or abandonment of junk, including scrap metals or other scrap material, or for the dismantling, demolition or abandonment of automobiles, or other vehicles, or machinery or parts thereof, provided that this definition shall be deemed not to include such uses which are clearly accessory and incidental to any agricultural use permitted in the district.

(155) KENNEL. Any premises where 3 or more dogs older than 4 months are kept.

(156) LAND, AGRICULTURAL. (Amended 8/21/02 to remove term "not including non-conforming uses"). Land used for bona fide agricultural purposes.

(157) LAND, COMMERCIAL. Land used for bona fide commercial purposes, or which is projected for commercial use by the master plan or the zoning ordinance adopted by Grantsville City, except legally existing non conforming uses in areas designated commercial in such ordinance.

(158) LAND DEVELOPMENT STANDARDS. Adopted construction standards, including but not limited to: drawings, tables, charts and references which have been adopted by the City Council by resolution and which set standards for the construction of improvements to land and which regulate said construction of improvements to land.

(159) LAND, INDUSTRIAL. Land used for bona fide industrial purposes or which is projected for industrial use by the general plan or the zoning ordinance adopted by Grantsville City, except legally existing non conforming uses in areas designated industrial in such ordinance.

(160) LAND USE INTENSITY. The degree to which land is used by man ranging from no use to unremitting, continual and concentrated use of the land. Land use intensity is normally measured by: type of use (i.e., agricultural, residential, commercial or industrial; period of use in average hours per day; numbers of humans, associated animals, and machines which occupy the land during the average hours of use; and the percent of the land covered by man-made structures.

(161) LANDSCAPING (LANDSCAPED). Means the planting, paving and dressing of finished graded earth (dirt) including retaining walls, trees, ground cover, perennial plants and annual plants, etc., and together with an (automatic) irrigation system to maintain the plants alive and flourishing for the length of time the plantings are to be maintained if not in perpetuity.

(162) LATERAL SEWER. A sewer which discharges into another sewer and has only sewer inlets from buildings and structures tributary into it.

(163) LEGISLATIVE BODY. Means the City Council.

(164) LIGHT MANUFACTURING. Only those processes which clearly do not threaten the natural environment with any more pollution than that normally experienced in the neighborhood or immediate vicinity may be considered light manufacturing and permitted in an area. Uses such as electronics, non-toxic welding or soldering of small items, assemblage of relatively small portable devises, highly controlled testing, and small area accessory warehouses or storage facilities to accommodate the in-house manufactured items with their associated stocks of supplies area allowed.

(165) LIGHT VEHICLE OR EQUIPMENT MAINTENANCE. The performance of routine maintenance tasks such as: changing the oil, checking tire pressure, replacing water hoses, etc., which do not involve the removal, repair or replacement of major mechanical, electrical, hydraulic, pneumatic, or components of the vehicle.

(166) LODGING HOUSE. A dwelling with not more than 10 guest, rooms where, for compensation, lodging is provided for at least 3 but not more than 15 persons, but not including motels or hotels.

(167) LOT. A parcel or unit of land abutting a public street or approved private street, described by metes and bounds and held or intended to be held in separate lease or ownership, or a parcel or unit of land shown as a lot or parcel on a subdivision plat map, planned unit development plat map, or condominium lot map, provided it is created pursuant to this Code.

(168) LOT AREA. The area contained within the property lines of the individual parcels of land shown on a subdivision plat or required by this Code, excluding any area within an existing street right-of-way, or any area required as open space under this Code, and including the area of any easements.

(169) LOT AREA PER DWELLING UNIT, AVERAGE. The average lot area for all dwelling units of a single type. Individual lots may be smaller or larger than the average, provided that the average size is maintained and that all other standards of this Code are met.

(170) LOT, CORNER. A lot abutting upon 2 or more streets at the their intersection or upon two parts of the same street, such streets or parts of the same street forming an interior angle of less than 135 degrees.

(171) LOT DEPTH. The horizontal distance between the front and the rear lot lines measured in the main direction of the side lot lines.

(172) LOT FRONTAGE. The length, in feet, of the front lot line which is co-terminus with the front street line.

(173) LOT FRONTAGE, REQUIRED. The length, in feet, of the front lot line which is co-terminus with the front street line.

(174) LOT HELD IN SEPARATE OWNERSHIP. Shall mean all contiguous land held in one ownership at the time of the passage of this Code.

(175) LOT, INTERIOR. A lot other than a corner lot.

(176) LOT, LEGAL NON-CONFORMING. A lot which was legally created prior to the adoption of this Code.

(177) LOT LINES. The property lines bounding the lot.

(??) LOT LINE ADJUSTMENT. The relocation of the property boundary line in a subdivision between two adjoining lots with the consent of the owners of record.

(178) LOT LINE, FRONT. For an interior lot, the lot line adjoining the street, for a corner lot or through lot, each lot line adjoining a street.

(179) LOT LINE, REAR. Ordinarily, that line of a lot which is opposite and most distant from the front line of the lot. In the case of a triangular or gore-shaped lot, a line 10 feet in length within the parcel parallel to and at a maximum distance from the front lot line. In cases where this definition is ambiguous, the zoning administrator shall designate the rear lot line.

(180) LOT, RESTRICTED. A lot having an average slope of 15 percent or more; a lot which does not contain at least 75 feet by 100 feet, or the minimum size of a lot permitted in the zoning district where located, with an average slope of less than 15 percent; and/or a lot which has vehicular ingress to the main building or structure which, upon completion of construction on the site, has a slope of 15 percent or greater; or a lot subject to geologic hazards.

(181) LOT RIGHT-OF-WAY. A strip of land not less than 16 feet in width connecting a lot to a street for use as private access to that lot.

(182) LOT, UNRESTRICTED. A lot having an average slope of less than 15 percent and containing a buildable area of at least 75 feet by one 100 feet, or the minimum size of a lot permitted in the zoning district in which it is located, with an average slope of less than 15 percent, or as a buildable area designated as such on the subdivision plat in which the lot is located, if the average slope of the lot is greater that 15 percent.

(183) LOT WIDTH. The horizontal distance between the side lot lines, measured at the required front yard setback line or rear yard setback line, whichever is shorter.

(184) LOW PROFILE SIGN (Also "Monument Sign"). A sign mounted directly to the ground with maximum height not to exceed six (6) feet.

(185) MAIN USE OR BUILDING. The principal use which will occur on a lot or the principal structure to be used by the principal use on a lot, to which all other uses and structures are necessary.

(186) MAINTENANCE, SIGN. For the purposes of this Ordinance, the cleaning, painting, repair, or replacement of defective parts of a sign in a manner that does not alter the basic copy, design, or structure of the sign.

(187) MAINTENANCE, VEHICLE OR EQUIPMENT. The maintenance or repair of a vehicle or piece of equipment that is other than routine maintenance, which the result of is to make it operable or safe to operate. May involve; the removal and/or replacement of major mechanical, electrical, hydraulic, pneumatic or other components, modifications in design, operation or structure.

(188) MAJOR STREET PLAN. A map of Grantsville City which shows the existing and future public street system and which has been officially adopted by the Planning Commission and City Council as the major street plan for Grantsville City.

(189) MANSARD. A sloped roof or roof-like facade architecturally comparable to a building wall.

(190) MANUFACTURED HOUSING. A transportable factory built housing unit constructed on or after June 15, 1976, according to the Federal Home Construction and Safety Standards Act of 1974 (HUD Code), in one or more sections, which, in the traveling mode is eight body feet or more in width, or 40 body feet or more in length, or when erected on site, is 400 or more square feet, and which is built on a permanent chassis and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, air-conditioning, and electrical systems. All manufactured homes constructed on or after June 15, 1976, shall be identifiable by the manufacturer's data plate bearing the date the unit was manufactured and a HUD label attached to the exterior of the home certifying the home was manufactured to HUD standards.

(191) MARKET ANALYSIS. An economic analysis of the feasibility of a project.

(192) MARQUEE. A permanent roof-like structure or canopy of rigid materials supported by and extending from the facade of a building. (compare "Awning")

(193) MARQUEE SIGN. Any sign attached to or supported by a marquee structure.

(194) MOBILE HOME. A transportable factory built housing unit built prior to June 15, 1976, in accordance with a state mobile home code which existed prior to Federal Manufacturing Housing and Safety Standards Act (HUD Code).

(195) MOBILE HOME LOT. A space designed and approved by Grantsville City for occupancy by mobile homes, and meeting all requirements of this Code.

(196) MOBILE HOME PARK. A parcel of land that has been planned and improved for the placement of mobile homes for non-transient use and consisting of two or more mobile

home spaces, where the entire project is to be under single ownership or management and meets all of the requirements of this Code for mobile home parks.

(197) MOBILE HOME SERVICE EQUIPMENT. That equipment containing the disconnecting means, over current protective devices, and receptacles or other means for connecting a mobile home feeder assembly.

(198) MOBILE HOME SPACE. A space within a mobile home park designed and to be used for the accommodation of mobile home.

(199) MOBILE HOME STAND. That part of the mobile home space which has been reserved for the placement of the mobile home and its appurtenant structures or additions.

(200) MOBILE HOME SUBDIVISION. A subdivision designed and intended for residential use where the lots are to be individually owned or leased, and occupied by mobile homes.

(201) MODULAR UNIT. A structure built from sections which are manufactured in accordance with the construction standards adopted pursuant to Section 58-56-4 of the Utah Code and transported to a building site, the purpose of which is for human habitation, occupancy, or use.

(202) MONUMENT SIGN. (see "Low Profile Sign").

(203) MOTEL. A building or group of buildings for the accommodation of transient guests, comprising individual sleeping or living units, and designed and located to serve the motoring public.

(204) MUNICIPALITY. Means Grantsville City, other cities or a town.

(205) NATURAL RETENTION AREA. An area of poorly drained soils which lies along stream channels or swale or is adjacent to flood plain soils, which is subject to periodic flooding.

(206) NON CONFORMING USE. Means a use of land that does not conform with current zoning regulations, but, legally existed before its current zoning designation and has been maintained continuously since the time the zoning regulation governing the land changed.

(207) NON CONFORMING SIGN.

(a) A sign which was erected legally, but which does not comply with subsequently enacted sign restrictions and regulations. (b) A sign which does not conform to the sign code requirements, but for which a conditional use permit has been issued.

(208) NON CONFORMING STRUCTURE. Means a structure that legally existed before the current zoning designation and because of subsequent zoning changes, does not conform with the zoning regulation's setback, height restrictions, or other regulations that govern the structure.

(209) NURSING HOME (ALSO REST HOME OR CONVALESCENT HOME). A home for the aged, chronically ill, or incurable persons in which three or more persons not of the immediate family are received, kept, or provided with food and shelter or care for compensation; but

not including hospitals, clinics, or similar institutions devoted primarily to the diagnosis and treatment of the sick or injured.

(210) OCCUPANCY. The portion of a building or premises owned, leased, rented, or otherwise occupied for a given use.

(211) OCCUPIED AREA. The total of all of the lot area covered by a mobile home and its accessory buildings on a mobile home lot.

(212) OFFICIAL MAP. A map of proposed streets that has the legal effect of prohibiting development of the property until the City develops the proposed street.

(213) OFF-PREMISE SIGN (also "BILLBOARD"). A sign structure advertising an establishment, merchandise, service, or entertainment, which is not sold, produced, manufactured, or furnished at the property on which said sign is located, e.g., "billboards" or "outdoor advertising".

(214) OFF-SITE DIRECTIONAL SIGN. A sign which provides directional assistance to access an establishment conveniently and safely. Such signs shall be limited by the Zoning Administrator in size, height, and placement as justified.

(215) OFF-STREET PARKING SPACE. The space required to park passenger vehicle, which space shall meet the requirement of this Code.

(216) OFF-SITE IMPROVEMENTS. Improvements not on individual lots but generally within right-of-way and the boundaries of the development which they serve, and as further outlined in this Code.

(21 7) ON-SITE IMPROVEMENTS. Construction or placement of the main building, and its appurtenant improvements on a lot.

(218) ON-PREMISE SIGN. A sign which pertains to the use; product or commodity sold; service performed on the premise and/or property on which it is located.

(219) OPEN SPACE. Land used for recreation, agriculture, resource protection, amenity, historical preservation, or buffers, and is protected by the provisions of this Code to ensure that it remains in such uses.

(220) OPEN SPACE, IMPROVED. Park area that is improved as part of a residential development. Improved open space may include, but need not be limited to, lawns, landscape areas, improved/paved trails, active recreation areas, children's playgrounds, swimming pools, ball fields, multi-purpose courts, tennis courts, and other approved park improvements. The design and included elements in required improved open space are approved at the discretion of the planning commission and city council.

(221) OPEN SPACE, USABLE. Usable open space shall be any portion of a lot or building which meets all the following conditions:

(a) The open space shall be open to the sky or shall be open to view on at least two sides.

(b) The space shall be readily accessible by foot traffic from the dwelling unit to which it is accessory.

(c) If the space is provided on a balcony, roof, or other facility above grade, it shall have such protective devices as are deemed necessary by the building inspector to assure reasonably safe usage by the children and adults.

(d) The space shall not be provided from any required front or side yard, parking area, or driveway space.

(222) OWNER. The holder of the fee title to land or buildings or to property, whether a person, partnership, corporation, or other entity recognized by law, and his or its lessees, permittee, assignees, or successors in interest.

(223) OVERHANGING SIGN. (see "Mansard, Roof Sign").

(224) PAINTED WALL SIGN. Any sign which is applied with paint or similar substance on the surface of a wall.

(225) PARAPET. The extension of a false front or wall above a roofline.

(226) PARCEL OF LAND. (See "Lot").

(227) PARKING FACILITY (PARKING LOTS, PARKING STRUCTURES). A building or open area, other than a street, used for the parking of more than 4 automobiles and available for public use, whether free, for compensation, or accommodation for clients or customers.

(228) PARKING LOT. An open area, other than a street, used for the parking of automobiles and available for public use, whether free, for compensation, or accommodation for clients or customers.

(229) PASSIVE SOLAR SYSTEM. A direct thermal system which utilizes the structure of a building and its operable components to provide for collection, storage and distribution of heating or cooling during the appropriate times of the year, by utilizing the climate resources available at the site. It includes those portions and components of a building that are expressly designed and required for the collection, storage, and distribution of solar and the architectural and engineering design or system simulation necessary to balance or optimize passive components.

(230) PEDESTAL SIGN. A temporary and/or movable sign supported by a column(s) and a base so as to allow the sign to stand in an upright position.

(231) PEDESTRIAN-WAY (WALKWAY OR CROSS-WALK). A right-of-way designed for use by pedestrians and not intended for use by motor vehicles of any kind; a pedestrian- way may be located within or without a street right-of-way, at grade, or grade-separated from vehicular traffic.

(232) PERMANENT MONUMENT. Any structure of concrete, masonry and/or metal permanently placed on or in the ground, including those expressly placed for surveying reference, which meets the requirements of Grantsville City for permanent monuments.

(233) PERMITTED USE. A use of land which is allowed within a particular district without the necessity of obtaining a conditional use permit.

(234) PERSON. ~~Any individual, corporation, association, firm, partnership, or similarly defined interest.~~

An individual, corporation, partnership, organization, association, trust, governmental agency, or any other legal entity. (Definition in State Code)

(235) PLANNED UNIT DEVELOPMENT (PUD). An integrated design for development of residential, commercial or industrial uses, or limited combination of such uses, in which the density and location regulations of the district in which the development is situated may be varied or waived to allow flexibility and initiative in site and building design and location, in accordance with an approved plan and imposed requirements. Planned unit development regulations may govern the subdivision of land if it is proposed by the development to sell individual lots in the planned unit development. Thus planned unit development regulations can be subdivision regulations which may be chosen by the developer as an alternative to specifically designated subdivision regulations of this Code, to become effective only through the planned unit development approval process.

(236) PLANNING COMMISSION. The Planning Commission of Grantsville City.

(??) PLAT. An instrument subdividing property into lots as depicted on a map or other graphical representation of lands that a licensed professional land surveyor makes and prepares in accordance with Utah Code Ann. Section §10-9a-603 (2023), §57-8-13 (2003). (Definition in State Code)

(237) POLE COVER (SIGN). Cover enclosing or decorating poles or other structural supports of a sign.

(238) POLITICAL SIGN. A temporary sign used in connection with a local, state, or national election or referendum.

(239) PORTABLE SIGN. Any sign designed to be moved easily and not permanently affixed to the ground or to a structure or building.

(240) PREFABRICATED HOUSING. (See Modular Home).

(241) PREMISES. A parcel of land with its appurtenances and buildings which, because of its unit of use, may be regarded as the smallest conveyable unit of real estate for that zoning district.

(242) PRELIMINARY PLAT. A drawing, to scale, representing a proposal to subdivide a tract, lot or parcel of land, and meeting the preliminary plat requirement of this ordinance.

(243) PRE-SECTIONED HOME. (See Modular Home).

(244) PRIME AGRICULTURAL SOILS. Areas of soils most suited for agriculture, those in capability units 1, 11, or 111, as indicated in the soil survey prepared by the Soil Conservation Service which encompasses Grantsville City.

(245) PRINCIPAL USE. Any use which is named and listed in the use regulations and other provisions of this Code, except those uses specifically designated as accessory uses; any use which is or may be conducted on a lot independently or any other use on the lot and not incidental or accessory to any other use on the lot; any use which establishes the primary activity on a lot.

(246) PRIVATE NON-PROFIT RECREATIONAL GROUNDS AND FACILITIES. Non-profit recreational grounds and facilities operated by a non-profit corporation, association, or group.

(247) PRIVATE STREET. (Amended 5/97, 2/00, 9/07, 2/09) A privately owned way or lane which affords the principal means of access to property. A private street which serves up to two (2) dwelling units shall have a right of way width of not less than 30 feet and shall be constructed and maintained with an all weather dustless surface that meets the specifications of the City for a standard residential street section, except that the base course need only be 20 feet wide with a slope or crown of 2 to 4%, no bituminous surface course need be applied and said street shall have a shoulder v-ditch with a slope of 6 to 8%. Private streets that serve more than two dwelling units or any business activity shall be constructed and maintained according to the City standards and specifications for a "standard residential street." Any private street that is longer than 150 feet shall have a cul-de-sac or hammerhead at the end thereof. The dimensions or layout of any required cul-de-sac or hammerhead shall comply with City's standards and specifications for public cul-de-sac or the minimum specifications of the current International Fire Code for hammerheads. The developer or owner(s) of a private street shall place a street sign at the intersection of the private street and all public streets, indicating the name of the private street, the north or east coordinate and that the street is a "private street". The location and specifications for the private street sign shall be determined by the City Public Works Director.

(248) PROCESS OR PROCESSING. The act, business or procedure of taking raw, extracted or preprocessed material and adding to or taking away from it, to produce a product that is purer, used, marketed, or uniquely different than the original raw material or product before the procedure was enacted.

(249) PROFESSIONAL TEAM, QUALIFIED. An individual(s) qualified by virtue of training, experience, state licensing where appropriate and membership in professional associations which pass upon qualifications prior to admittance to membership. A determination of whether or not a team is qualified, in the sense explained above, shall be made solely by the Planning Commission.

(250) PROJECTING SIGN. A sign, other than a flat wall sign which is attached to and projects from a building wall or other structure not specifically designed to support the sign.

(251) PROPERTY SIGN. A sign related to the property upon which it is located and offering such information as the address, the property, warning against trespassing, any hazard, or other danger on the property. (see "Identification Sign")

(252) PROTECTION STRIP. A strip of land between the boundary of a land development and a street within the land development, for the purpose of controlling the access to the street by property owners abutting the land development.

(253) PUBLIC FACILITIES AND PUBLIC SERVICE FACILITIES. For the public convenience, certain infrastructure including streets, water lines, sewer lines, public utilities and drainage facilities may be allowed to serve various areas of the community, as public facilities. Possible additional facilities such as a sub-station for fire and/or police, post office and/or hospital may be determined to be in the public interest as well, as public service facilities by Grantsville City.

(254) PUBLIC STREET. A public way which affords principal means of access to abutting properties.

(255) PUBLIC SYSTEM (WATER OR SEWAGE). A system which is owned and operated by a local governmental authority or by an established public utility company which is adequately controlled by a governmental authority. Such systems are usually existing systems serving a municipality, a township, an urban county, or a water or sewer district established and directly controlled under the laws of the state of Utah.

(256) QUASI-PUBLIC. A seemingly public institution, entity or organization that is not actually public. (Because of an independent or private control over it)

(257) REAL ESTATE SIGN. A temporary sign advertising the real estate upon which the sign is located as being for rent, lease, or sale.

(258) REAR YARD REGULATIONS (REAR SETBACK). That part of a lot that adjoins another lot, alley, street, road or highway, which does not provide the main access to the lot, if any access at all is allowed, between the rear line of the building and the rear lot line, and extending the full width of the lot. The length of the rear yard is measured from the rear lot line to the eaves or the rear (back) line of a building whichever is closer to the rear lot line. Unenclosed stoops of six foot by six foot or less is not considered the rear line of a building.

(259) RECREATION DWELLING (CABIN, RECREATION CABIN). A dwelling designed for limited rather than primary occupancy and generally located adjacent to or with easy access to recreational area. The primary purpose for the construction of such a dwelling is to provide shelter during those limited periods of time when recreation is sought in the adjacent areas.

(260) RECREATIONAL VEHICLE (RECREATIONAL COACH). A vehicle with or without motive power, designed and constructed to travel on public streets, and designed for use as a human habitation of a temporary and recreational nature.

(261) RECREATIONAL VEHICLE PARK (TRAVEL TRAILER PARK). Any area or tract of land or a separately designated section within a mobile home park where lots are rented or held out for rent to one or more owners or users of recreational vehicles for a temporary time not to exceed 30 consecutive days.

(262) RECREATIONAL VEHICLE SPACE. A plot of ground within a recreational vehicle park designated and intended for the accommodation of recreational vehicle.

(??) RECORD OF SURVEY MAP. means a map of a survey of land prepared in accordance with Utah Code Ann. Section §10-9a-603 (2023), Section §17-23-17 (2023), Section §17-27a-603 (2023), §57-8-13 (2003). (Definition in State Code)

(263) RENEWABLE ENERGY. That form of energy whose supply is natural, inexhaustible and not dependent upon fossil fuel supplies. Examples include residential solar heat, wind power, geothermal power and many other supply sources.

(263.1) RESIDENTAIL DRIVEWAY. A driveway providing vehicular access to property used for residential purposes. This includes driveways for single family detached/attached and two-family structures.

(264) RESIDENTIAL FACILITY FOR ELDERLY PERSONS. Means a single-family or multiple-family dwelling unit that meets the requirement of Chapter 8 of this Code and any ordinance adopted under authority of that chapter.

(265) RESIDENTIAL FACILITY FOR HANDICAPPED PERSONS. Means a single-family or multiple-family dwelling unit that meets the requirements of Chapter 8 of this Code and any ordinance adopted under authority of that chapter.

(266) RESIDUAL LAND. That land which does not meet the minimum standards for a lot and therefore must be attached and become part of another parcel which does or will conform to lot minimum standards, or be attached to public land for public purposes.

(267) RIGHT-OF-WAY. That portion of land dedicated to public use for street and/or utility purposes or maintained in private use for similar purposes.

(268) ROADWAY WIDTH. For a street with battered or roll curb to back of curb, otherwise the width of the actual paved surface.

(269) ROOFLINE. The top edge of a roof or building parapet, whichever is higher, excluding any mansards, cupolas, pylons, chimneys or minor projections.

(270) ROOF SIGN. Any sign erected partly or wholly over or on the roof of a building. A structure having main supports embedded in the ground shall not be considered to be a roof sign even if the sign's supports pass through a roof, canopy, or parapet of a building. (compare "Mansard, "Wall Sign")

(271) ROTATING SIGN. (see "Animated Sign , Mechanically Energized").

(??) SANITARY SEWER AUTHORITY. means the department, agency, or public entity with responsibility to review and approve the feasibility of sanitary sewer services or onsite wastewater systems.

(272) SCHOOL, PRIVATE. A school which is operated by a quasi-public or private group, individual, or organization, for profit or non-profit and which has a curriculum similar to that provided in any public school whether or not a complete educational curriculum.

(273) SCHOOL, PUBLIC. A school operated by a school district or other public agency in the State of Utah.

(274) SECURITY SURVEILLANCE. When security is a paramount concern to a project, it may require continuous and comprehensive surveillance of the private streets if access is only through a guarded gate. Under these circumstances it is in the interests of the public to vary requirements sufficient to permit total control of a manager.

(275) SEWER CONNECTION. A connection consisting of all pipes, fittings, and appurtenances from the drain outlet of the mobile home to the inlet of the corresponding sewer riser pipe of the sewage system serving the mobile home development.

(276) SEWER RISER PIPE. That portion of the sewer which extends vertically to at least ground elevation and terminates at each mobile home stand.

(277) SIDE YARD SETBACK. That part of a lot that adjoins another lot, between the side line of the building and the side lot line, and extending from the Front yard setback to the Rear Yard setback. The width of the side yard is measured from the lot line to the end of the eaves or the side line of a building whichever is closer to the side lot line. Unenclosed stoops of six foot by six foot or less is not considered the side line of a building.

(278) SIGN. Any device, structure, fixture, or placard using graphics, symbols, and/or written copy for the primary purpose of identifying, providing directions, or advertising any establishment, person, entity, interest, product, goods, or services. It includes any structural supports, lighting systems, attachments, ornaments or other features.

(279) SIGN, AREA OF.

(a) Projecting and Freestanding - the area of a freestanding or projecting sign shall have only one side of any double or multiple-faced sign counted in calculating its area. The area of the sign shall be measured as follows if the sign is composed of one (1) or more individual cabinets. A rectilinear line of not more than eight (8) sides shall be drawn around and enclosing the perimeter of each cabinet or module. The area shall then be summed and totaled to determine total area. The perimeter of measurable area shall not include embellishments such as pole covers, framing, decorative roofing, support structures, etc., provided that there is no written advertising copy on such embellishments.

(b) Wall Sign - The area shall be within a single, continuous perimeter composed of any rectilinear line, geometric figure which encloses the extreme limits of the advertising message, If the sign is composed of individual letters or symbols using the wall as the background with no added decoration, the total sign area shall be calculated by measuring the area within the perimeter of each symbol or letter. The combined areas of the individual figures shall be considered the total sign area.

(280) SIGN CLEARANCE. The smallest vertical distance between the grade of the adjacent street, highway, or street curb and the lowest point of any sign, including framework and embellishment, if extended over that grade.

(281) SIGN, ELECTRONIC MESSAGE. (see "Animated Sign, Electrically Energized").

(282) SIGN, FREE-STANDING. (see "Freestanding Sign").

(283) SIGN IDENTIFICATION AND INFORMATION. (see "Identification Sign").

(284) SIGN ILLUMINATED. (see "Illuminated Sign").

(285) SIGN, MARQUEE. (see "Marquee Sign").

(286) SIGN SETBACK. The minimum distance that any portion of a sign or sign structure shall be from any street right-of-way line and yard line coterminous with a street or road.

(???) SINGLE USE RESIDENTIAL DEVELOPMENT: A development that contains only single family dwellings, two family dwellings or townhomes which are subject to the processes prescribed in Utah Code Ann. §10-9a-604.1 (2023) and 10-9a-604.2 (2023)

(287) SITE. A parcel or parcels of land intended to have one or more buildings or intended to be subdivided into one or more lots.

(288) SITE AREA. All land area within the site as defined in the deed. Area shall be determined from an actual survey rather than from a deed description.

(289) SITE PLAN (PLOT PLAN). A plan required by and providing the information required by this ordinance.

(290) SKETCH PLAN. A generalized layout of a proposed subdivision or development, with accompanying general proposal and intentions of the subdivider or developer, and relating the proposed subdivision or development to its area, public, utilities, facilities, services, and to special problems which may exist in the area.

(291) SKY SPACE. That portion of the sky that must remain unobstructed for a solar collector to operate effectively. The skyspace can be measured for specific time of year use and location . (See " SOLAR ACCESS").

(292) SNIPE SIGN. A temporary sign or poster affixed to a tree, fence, etc.

(293) SOLAR ACCESS. The availability of sunlight to solar collectors and solar energy systems. Solar access to a site depends upon the specific system type and most often demands rooftop, south wall, south lot or detached collector protection.

(294) SOLAR ENERGY CONVERSION SYSTEM. Includes active, passive and photo voltaic solar systems which when placed on a structure to supply energy to that structure.

(295) SOLAR GREENHOUSE / SUNSPACE / SUNPARLOR. An attached space to a building or residence which may provide heat and/or food to users as part of a passive solar energy system.

(296) SPECIAL DISTRICT. Means all entities established under authority of Title 1 7~~A~~B and any other governmental or quasi-governmental entity that is not a county, municipality, school district, or unit of the state.

(??) SPECIFIED PUBLIC UTILITY. means an electrical corporation, gas corporation, telephone corporation, franchise or other quasi-public utility as those terms are defined in Utah Code Ann. Section §54-2-1 (2016).

(297) SPORTSMAN PERMIT. The keeping of up to five dogs by their owner in a residential area pursuant to GCC 4-1-32(B) pursuant to a conditional use permit and license issued by the City Council.

(298) SPOT ZONE. A zoning amendment which singles out a relatively small parcel for a use classification totally different from that of the surrounding area, for the benefit of the owner of such property, which is invalid because it is not in accordance with a comprehensive plan.

(299) STABLE, PRIVATE. A detached accessory building for the keeping of livestock owned by the occupants of the premises and not kept for hire, renumeration, or sale.

(300) STABLE, PUBLIC. A detached accessory building where horses are boarded and/or kept for hire.

(301) STATE STORE. A facility for the sale of package liquor located on premises owned or leased by the state of Utah and operated by state employees. State store does not apply to any licensee, permittee, or to package agencies.

(302) STEEP SLOPES. Areas where the average slope exceeds 8 percent which, because of this slope, are subject to high rates of storm water runoff and therefore erosion.

(303) STORY, HALF. A partial story under a gable, hip, or gambrel roof, the wall plates of which are on at least two opposite exterior walls, do not extend more than four feet above the floor of such story, and the ceiling area of which does not exceed 2/3 of the floor area of ground, or attachment to something having a fixed location upon the ground, includes "building."

(??) STREET. means a public right-of-way, including a highway, avenue, boulevard, parkway, road, lane, walk, alley, viaduct, subway, tunnel, bridge, public easement, or other way, and which may be classified as Rural, Residential, Local, Collector, Arterial, and Main Street or as otherwise defined in the Grantsville City Street Master Plan.

(304) STREET AND ROAD SYSTEMS. (AMENDED 5/97 & 11/06) (see Technical Specifications and Standard Drawings for Streets).

(a) Arterial - A limited access street which is designed to carry through traffic with their only access being from Collector streets and State roads at intervals of no less than 1/2 mile. Arterial streets are intended to serve 3500 to 8000 average daily trips when the service area is fully developed.

(b) Collector - A street which is designed to intercept traffic from a standard residential road. Collector streets are intended to serve up to 1500 average daily trips from 150 to 500 residential or equivalent units.

(c) Cul-de-sac - A street which is designed to remain permanently closed at one end with the closed end terminated with a vehicular turnaround.

(d) Local – A street which creates the intercity grid network and functions to move traffic from Residential streets to Collector streets.

(e) Public Street - A street or road which has been dedicated or abandoned to the public and accepted by the proper public authority and affords principal access to abutting properties.

(f) Rural – A street located in outlying areas where volumes are less than a design hourly volume of 100 and intrusions such as driveways are greater than 1/4 mile apart with intersections being spaced no less than 1 mile apart.

(g) Residential or Standard Residential - A street which is designed to serve abutting land uses only. Standard residential streets are intended to serve up to 1500 average daily trips from no more than 150 residential or equivalent units. Residential streets may be developed to a Rural Residential Road Standard if the street meets criteria found in the Grantsville City Street Master Plan.

(h) Stub Streets - A street or road extending from within a subdivision boundary and temporarily terminating with temporary turnaround (cul-de-sac). Stub streets are provided to permit adjacent undeveloped parcels of land to be developed later by continuing the stub street to a connecting street.

(304a) STREET SIDE YARD. The permeable and visible (not impeded by a fence) area between the secondary street lot line and the side facing facade of the main building as illustrated in Drawing 1 (see definition for Front Yard).

(305) STRUCTURE. Anything constructed, the use of which requires fixed location on the ground or attachment to something having a fixed location on the ground, includes "building".

(306) SUBDIVIDER (DEVELOPER). Means any person, firm, corporation, partnership or association who causes land to be divided into a subdivision for himself/herself or others; a developer.

(??) SUBDIVISION. Any land that is divided, resubdivided or proposed to be divided into two or more lots, parcels, sites, units, plots, or other division of land for the purpose, whether immediate or future, for offer, sale, lease, or development either on the installment plan or upon any and all other plans, terms, and conditions.

"Subdivision" includes:

(1) the division or development of land whether by deed, metes and bounds description, devise and testacy, map, plat, or other recorded instrument, regardless of whether the division includes all or a portion of a parcel or lot; and

(2) except as provided for in the following Subsection regarding the division or partition of agricultural land, divisions of land for residential and nonresidential uses, including land used or to be used for commercial, agricultural, and industrial purposes.

"Subdivision" does not include:

(1) a bona fide division or partition of agricultural land for the purpose of joining one of the resulting separate parcels to a contiguous parcel of unsubdivided agricultural land, if neither the resulting combined parcel nor the parcel remaining from the division or partition violates an applicable land use ordinance;

(2) a boundary line agreement recorded with the Tooele County Recorder's Office between owners of adjoining parcels adjusting the mutual boundary in accordance with Utah Code Ann. Section §10-9a-524 (2021) if no new parcel is created;

(3) a recorded document , executed by the owner of record;

(a) revising the legal descriptions of multiple parcels into on legal description encompassing all such parcels; or

(b) joining a lot to a parcel.

(4) a boundary line agreement between owners of adjoing subdivided properties adjusting the mutual lot line boundary in accordance with Utah Code Ann. Sections §10-9a-524 (2021) and §10-9a-608 (2023) if:

(a) no new dwelling lot or housing unit will result from the adjustment; and

(b) the adjustment will not violate any applicable land use ordinance;

(4) a bona fide division of land by deed or other instrument if the deed or other instrument states in writing that the division;

(a) Is in anticipation of future land use approvals on the parcel or parcels;

(b) Does not confer and land use approvals; and

(c) Has not been approved by the land use authority;

(5) a parcel boundary adjustment;

(6) a lot line adjustment;

(7) a road, street, or highway purpose; or

(8) any other division of land authorized by law.

~~(307) SUBDIVISION (See "DEVELOPMENT"). Means any land that is divided, re- subdivided, or proposed to be divided into two or more lots, parcels, sites, units, plots, or other division of land for the purpose, whether immediate or future, for offer, sale, lease, or development either on the installment plan or upon any and all other plans, terms, and conditions. It also includes the division or development of land whether by deed, metes and bounds description, devise and testacy, lease, map, plat, or other recorded instrument; and divisions of land for all residential and nonresidential uses, including land used or to be used for commercial, agricultural, and industrial purposes.~~

(308) SUBDIVISION, CLUSTER. A subdivision of land in which the lots have areas less than the minimum lot area of the district in which the subdivision is located, but which complies with the cluster subdivision provisions of this Ordinance and in which a significant part of the land is privately reserved or dedicated as permanent common open space to provide low-density character for the residential lots in the subdivision.

(309) SUBDIVISION IDENTIFICATION SIGN. A freestanding or wall sign identifying a recognized subdivision, condominium complex, or residential development.

(310) SUBDIVISION, MINOR. A subdivision of four (4) or less lots, which is not traversed by the mapped lines of a proposed street as shown in the general plan of Grantsville City, does not require the dedication of any land for street or other public purposes and each lot in the subdivision meets the frontage, width and area requirements of this zoning ordinance and Grantsville City zoning maps.

(311) SUBDIVISION VACATION. The process of removing from record a section of land that was subdivided into plats for development or sale, lease or to offer for sale. The subdivision

area vacated ceases to exist, and the land is one parcel, and must be re- subdivided to sell in smaller sections.

(312) SWIMMING POOL. An accessory use subject to all state and local regulations governing safety and health, which requires a conditional use permit.

(313) TECHNICAL REVIEW COMMITTEE. The Zoning Administrator, with the approval of the Mayor, may designate and appoint certain professionals, officials and other competent resource persons to serve as advisors, meeting as a Technical Review Committee to assist her/him, and serve as Planning Commission staff for the purpose of evaluating applications for Planning Commission action.

(314) TEMPORARY SIGN. A sign not constructed or intended for long-term use, with a maximum time period of ninety (90) days.

(315) TEMPORARY USE. Any use of land which, in the determination of the Planning Commission, and approved by the City Council shall not extend beyond 2 years from inception of such land use. A determination as to whether or not a land use is temporary shall be based solely upon facts submitted to the Planning Commission at the time of application for a conditional use permit for a temporary use. Unless found to be temporary, any use of the land shall be presumed to be permanent. Such uses include construction facilities, emergency facilities as well as interim uses of land and buildings awaiting ultimate use, i.e. pasture for a few months before construction begins, a carnival, fair, sports field, staging area, etc.

(316) TIEDOWN. Any device designed for the purpose of anchoring a mobile home to ground anchors.

(317) TWIN HOME DWELLINGS. (Amendment 7/97) A two-family dwelling that is divided into attached single-family dwellings as the result of a division of the property upon which the two dwellings are situated into two separate lots along the common wall of the two single-family dwellings. The adjoining lots occupied by a twin home shall have the minimum square footage required for any lot in the zoning district in which the property is located, plus the additional square footage required for an additional dwelling unit in the same zone. Twin home dwellings shall be either approved as a part of an initial subdivision application and approval process or as a result of the subdivision amendment process specified by the provisions of Chapter 21, Section 10 of this Code.

(317) TWIN COMMERCIAL UNITS (06/06). A twin commercial unit is a commercial building or structure that is located on two adjoining lots, is separated by a common wall and the common wall is located on the lot line. The adjoining lots occupied by a twin commercial unit shall have the minimum square footage required for any lot in the zoning district in which the property is located. Twin commercial Units may be approved as a part of an initial subdivision approval process or may be approved as a conditional use for existing lots in specified commercial and industrial zoning districts. The ownership of each portion of a twin commercial unit shall run with the land that it is located upon.

(318) UNDER-CANOPY SIGN. A sign suspended beneath a canopy, ceiling, roof, or marquee.

(319) UNINCORPORATED. Means the area outside of the incorporated boundaries of Grantsville City. That area that falls under the jurisdiction of Tooele County.

(320) UNLICENSED MOTOR VEHICLES. Any vehicle which initially was designed or constructed to be self-propelled and which is not currently registered or licensed by the State of Utah, but does not include vehicles exempt from registration under Section 41-22-9 Utah Code Annotated, 1953, as amended. "Unlicensed Motor Vehicle" does not include any motor vehicle kept or stored at an approved impound lot or commercial storage yard.

(321) URBAN SERVICES. Those services normally associated with urban living, including but not limited to the following; electricity, natural gas, streets, schools, culinary water, sewage collection and treatment facilities, and police and fire protection.

(322) USE. The purpose for which a building, lot, sign or structure is intended, designated, occupied, or maintained.

(323) "V" SIGN. A sign consisting of two essentially equal faces, positioned at an angle subtending less than 179 degrees.

(324) VICINITY MAP (LOCATION MAP). A map or drawing, not necessarily to scale, showing where a subdivision, or proposed subdivision, PUD, commercial development, or other property is located.

(325) VICINITY PLAN. A map or drawing, to scale, of any area proposed for development, showing existing and proposed streets, buildings, public facilities and utilities within the general influence area of the proposed project such as mile radius; boundaries of zoning districts , taxing districts, and other special districts on and in the immediate vicinity of the land proposed for project; water course, impoundments, streams, springs, wells and areas subject to continuous or occasional flooding on and in the immediate vicinity of the land proposed for project and significant vegetative patterns on and in the immediate vicinity of the land proposed for development.

(326) VIEW-OBSCURING FENCE, WALL OR HEDGE. A fence, wall, or hedge of vegetation growth which prevents full view of property on one side by a viewer standing on the other side.

(327) WALL SIGN. A sign attached essentially parallel to and extending not more than twenty-four (24) inches from the wall of a building with no copy on the sides or edges. This definition includes painted, individual letters, and cabinet signs, and signs on a mansard.

(328) WATER CONNECTION. A connection consisting of all pipes, fittings, and appurtenances from the water riser pipe to the water inlet pipe of the distribution system within the dwelling.

(329) WATER RISER CONNECTION. That portion of the water supply system which extends vertically to at least ground elevation and terminates at the water inlet pipe for each mobile home lot or dwelling.

(331) WETLANDS. Areas known as marshes, swamps, or wetlands, including all areas greater than one-quarter acre where standing water is retained for a portion of the year and unique vegetation has adapted to the area, or as regulated by the U.S. Army corps of Engineers.

(332) WIND ENERGY CONVERSION SYSTEMS. Includes structure and all apparatus to utilize wind to drive generator.

(333) WINDOW SIGN. A sign installed inside a window and intended to be viewed from outside the building.

(334) Xeriscape Landscape. One of several methods of landscaping that employs a mix of drought tolerant plants and organic and inorganic mulch and are considered Waterwise Landscapes.

(335) YARD. A required open space on a lot, other than a court, unoccupied and unobstructed from the ground upward, except as permitted elsewhere in this Code.

(336) YARD, FRONT. (See: Front Yard Setback). Note - On a corner lot there are two front yards.

(337) YARD, REAR. (See: Rear Yard Setback)

(338) YARD, SIDE. (See: Side Yard Setback)

(339) ZONE. (See "District, Zone")

(??) ZONING MAP. means a map, adopted as part of a land use ordinance, that depicts land use zones, overlays, or districts.

Amended 05/97, 08/02, 11/05 by Ordinance 2005-20, 06/06 by Ordinance 2006-08, 09/07 by Ordinance 2007-31, 01/09 by Ordinance 2009-02, 09/18 by Ordinance 2018-16

HISTORY
Amended by Ord. 2019-10 on 5/1/2019
Amended by Ord. 2019-15 on 8/7/2019
Amended by Ord. 2021-23 on 5/19/2021
Amended by Ord. 2022-31 on 12/7/2022
Amended by Ord. 2023-03 on 5/17/2023

Chapter 24 Single Lot Development
Proposed Amendments

Proposed Revisions
~~Proposed Deletions~~
Comments or ongoing staff discussion.

The changes in Chapter 24 are proposed to comply with the updated state land use code.

24.1 Purpose

(1) The purpose of this chapter is to ensure compliance with city development and land use standards for construction on metes and bounds parcels outside of recorded subdivisions or condominiums. This chapter applies to all construction on existing metes and bounds parcels in the city and does not apply to the subdivision of land. This chapter describes the process and requirements for obtaining approval to construct a single lot development (SLD) in the city.

HISTORY
Adopted by Ord. 2021-10 on 4/28/2021
Amended by Ord. 2021-21 on 5/5/2021

24.2 SLD Review Required

All proposed SLDs must be submitted for review to city staff prior to construction. Building permits may not be obtained nor shall any site work be performed on any parcel, under this chapter, outside of a recorded subdivision or condominium prior to SLD approval. An SLD may not be reviewed or approved unless and until the subject parcel is zoned for the desired construction.

HISTORY
Adopted by Ord. 2021-10 on 4/28/2021

24.3 SLD Requirements

(1) Any SLD shall meet all requirements of this title and of the zone in which it is located. The following may be required for any proposed SLD:

A. Dedication of public right-of-way for the public street on which the parcel fronts.

B. Dedication of public utility or drainage easements necessary for the SLD.

C. Construction of public right-of-way improvements abutting the SLD.

D. Payment of review and impact fees.

E. A site plan review may be required for industrial, commercial and multi-family residential developments.

HISTORY
Adopted by Ord. 2021-10 on 4/28/2021

24.4 SLD Application

(1) The applicant shall submit an applicant to Planning and Zoning Administrator for review by the city staff. The SLD application will consist of an application form, fee (contained in the City's Fee Schedule), a Boundary Survey (or Record of Survey) attached to a Deed as an Exhibit, an electronic .pdf file of the drawings ~~along with three (3) 11" x 17" paper copies of the drawings~~ including ~~of~~ a site plan drawing showing the following and other information as requested by the city;

A. Name, address and phone number of applicant and/or owner.

B. Vicinity plan showing adjacent parcels, lots, owners and buildings.

C. Date, scale and north arrow.

D. Parcel location and boundary.

E. Address and tax identification number.

F. Proposed ~~dwelling~~ building dimensions and setbacks.

G. Existing and proposed street right-of-way widths.

H. Existing and proposed street improvements (curb, gutter, sidewalk, park strip, pavement), access and driveways.

I. Existing and/or proposed waterways, utilities, easements, flood boundary, geologic hazards, fencing, fire hydrants, streetlights, storm drain system, soil conditions, other features and infrastructure on or adjacent to the property.

J. If new construction, intent to serve forms from all utilities that will be serving the development.

K. City staff shall review the application and provide connections, if necessary, to the applicant. The applicant shall resubmit the plans which may then be approved or denied by city staff.

HISTORY
Adopted by Ord. 2021-10 on 4/28/2021

24.5 Application Review

(1) The application shall be reviewed by the Planning and Zoning Administrator (Administrator) and other city staff as the Administrator deems necessary.

(2) The City shall provide comments in no more than 14 business days from the date that the City has determined the application is complete and the fees have been paid.

(3) The Administrator shall review the application for compliance with the applicable land use and zoning ordinances. The City Engineer shall review the construction plans and determine compliance with the engineering and surveying standards and criteria set forth in this title and all other applicable ordinances of the city and the state.

(4) The Administrator may approve the SLD if the application fully complies with the applicable land use ordinances and is found by the City Engineer to comply with the improvement standards required by this title and if all easements are correct~~s~~ly described and located.

(5) if the SLD application complies the signed and notarized Deed with the attached (Exhibit) Survey and Site Plan shall be signed by the Grantsville City Mayor, Planning and Zoning Administrator and City Engineer. The applicant shall then redcord the document with the Tooele County Recorder.

(6) ~~If the SLD complies,~~ Once the SLD Application is approved, the developer's engineer shall prepare an estimate of the construction costs for all proposed public improvements.

(7) If the SLD application or the construction plans do not comply, the Administrator shall return the plans to the applicant with comment. Once all application requirements have been met, redline corrections made, revised plans submitted, fees paid and bond posted, a building permit may be obtained.

(~~2~~ 3) If any wavers or exceptions to the code are required, any associated building permit review and approval shall be put on hold and the SLD application shall go before ~~City Council~~ Planning Commission at the earliest practical public meeting to determine the status of the waivers and exceptions that will be required. Any exceptions or waivers granted shall be included in a development agreement.

HISTORY
Amended by Ord. 2021-21 on 5/5/2021

24.6 Plat Required

(1) If the city finds that dedication of land or public improvements is required, the applicant will be required to provide a plat and additional drawings describing the public improvements. The plat shall go before the ~~City Council~~ Planning Commission for approval. A Development Agreement may be required to clarify the responsibilities of the applicant and the city with respect to dedicated public improvements as well as other applicable land use requirements.

HISTORY
Amended by Ord. 2021-21 on 5/5/2021

24.7 Timely Commencement Of Construction

(1) An SLD approval shall remain valid for one year from the date of approval. If a building permit is not obtained, fees paid and the foundation of the main building installed within one year of the approval, the SLD approval shall be void.

HISTORY
Amended by Ord. 2021-21 on 5/5/2021

24.8 Appeals

(1) The applicant that has submitted an application to~~t~~ the City under this Chapter, may appeal any decision made by the planning and zoning administrator or planning

commission regarding the proposed SLD to the City Council, whose decision shall be final. Any such decision appealed from shall be presented to the City Recorder in writing within 30 days after the entry of the decision appealed from. The City Council shall consider the appeal within 60 days of receipt of the written approval.

HISTORY
Amended by Ord. 2021-21 on 5/5/2021

AGENDA ITEM #11

Approval of minutes from Aug. 3, 2023
Planning Commission work meeting

Action Summary

#1 PUD process (continued)	Discussion
#2 PUD elements	Discussion

MINUTES OF THE GRANTSVILLE CITY PLANNING COMMISSION WORK MEETING HELD 08/03/23. THE MEETING WAS HELD IN THE GRANTSVILLE CITY HALL AT 429 EAST MAIN STREET AND ON ZOOM.

Commission Members Present: Commission Chair Jaime Topham, Commission Vice Chair John Limburg, Rick Barchers, Kevin Hall, Derek Dalton.

Appointed Officers and Employees Present: Mayor Critchlow, City Attorney Brett Coombs, Public Works Deputy Director Christy Montierth, City Engineer Dan England, Aqua Engineering Consultant Shay Stark, Fire Marshal Jason Smith, City Planning and Zoning Administrator Cavett Eaton, Planning and Zoning Administrative Assistant Lanise Thompson

Commission chair Jaime Topham officially called the meeting to order at 6:01 pm

AGENDA:

1. Discussion of PUD process (continued)

Jaime Topham – So we're going to give about 30 minutes to each item, so we'll start with the process. It looks like Gary's provided us with, I assume this was Gary. He's provided us kind of a recommendation for proposed changes to the development with an actual PUD process and steps. Is that right? Gary, was this your proposal?

Gary Pinkham – I tried to put down what's been discussed along what everybody wants, pretty much.

Jaime Topham – So we all just basically got it, so bear with us while I read it.

Rick Barchers – No, you've handed this out before, haven't you?

Cavett Eaton – No, this is new.

Rick Barchers – This is new? New revised edition?

Gary Pinkham – About half of it basically on that mandatory concept plan forward you guys got about a month ago. This steps up front and address how to address this stuff. You may notice I referenced a couple of state codes that I think are pertinent.

Kevin Hall – Is it correct to assume that the other city staff has reviewed it and you're okay with it?

Cavett Eaton – We saw it this afternoon at about one o'clock.

Gary Pinkham – I just put it together actually this morning when I saw what the work agenda was. Dan's had it since noon, and the rest of you have had it for about five minutes.

Cavett Eaton – But we have talked about this. None of this is new.

Jaime Topham – Well, I like the idea of having identified steps. I think that's kind of something that will help us and will help the developers understand what they need to do.

Gary Pinkham – But I think on that step one, they've pretty much got that one covered with the format that they have to follow and the pieces they have to submit.

Cavett Eaton – We're doing all this digital now, so I provide them with a couple of files that explain what we want from them and then an explanation letter, and we just sent one of these out to Worthington Ranches, so if you want to see how we sent it to them, I can send it to you. They've done 30 concept plans, so they're halfway there.

Jaime Topham – So step three mentions a review committee. What review committee are we? Is that like our DRC committee?

Gary Pinkham – The regular drawing review committee.

Jaime Topham – Okay. All right.

Gary Pinkham – Unless you guys want to put somebody else together on that list, I think that's the group that probably know what to look for.

Shay Stark – Yeah, I think it's important to point out a lot of these applicants don't know the code inside and out, and so when they submit this initially... I think this is great how he's got it laid out here, but when they submit that concept, and they submit that list of variances, from what I see they do really well at hitting the variances that are in the particular zone in the section of code that deals with that particular zone.

But beyond that, they don't go much further into the code. There's a lot of other sections like our chapter four, which is just a bunch of general codes that apply to everything, they don't go into that, and yet we seem to have a lot of sections in there where there's variances associated to that.

So, having this review committee is really important to catch that early on and be able to come back to them with how many ever pages it becomes of this list of, "Here's all the ordinances that we see that you're really asking variances for," so that then we can work down through that with them through the whole process.

Jaime Topham – Yeah. Well, it seems like if they are asking for variances, they've got to do a lot more digging and figuring out than just a regular subdivision. That kind of needs to be their due diligence, not coming in, I don't the word I'm looking for, without a lot of skill behind them. They're asking for a bunch of variances.

Cavett Eaton – I had a developer the other day say we should just make PUDs mandatory for every development. Because he wants to just ask for whatever he wants to and it all fits.

Jaime Topham – Well, and then we'll all do... if we say a whole lot of no's.

Lanise Thompson – I know it's a little bit difficult, but if you can step up to a mic, it makes the recording process and the minutes a lot easier.

Jaime Topham – Yeah. Sorry, I should know this.

Kevin Hall – And I'm assuming that in step three the variances will be identified, right, before they ever come to the planning commission. Is that correct?

Shay Stark – Yes, That's what should happen, and that gives staff the opportunity to work through those and talk to them about, essentially, I guess, you could say negotiate, but talk to them about here's what we will accept and what we won't accept and kind of help them to put together, too, so that when they come to planning commission that they can give you a sales pitch specifically on what they're asking for.

Rick Barchers – So hopefully we can skip past this, "I want this," stage instead of, "Here's your benefit for giving me what I want," stage. That makes sense instead of just coming in it and saying, "I want those..." I want these variances just because I do instead of some... I mean, because There has to be that trade off and that can be discussed with them at that point instead of coming in here with 40 pages of stuff they want.

Gary Pinkham – That's where I kind of mentioned it down there that if there are variances that they might be eligible for, there would most likely be conditions associated with that.

When the review committee looks at this, these developers come in and say, "I want a narrow lot, and I don't want any setbacks, and I want to be able to encroach out in the street." That is their list of variances. What they're not doing is saying when we do this, they're also needing to do something with parking and public utilities with some site distances.

Like Shay says, that's the global aspect of a variance. Narrowing a lot impacts many different pieces of our code. The review committee, Shay's done a couple of them now where he's on Desert Edge, Deseret Commons, where he's had 50 or 60 items, and I've done the same.

I've had as many as 64 for development that was presented to us with a half a dozen. But those half a dozen would require other pieces of our code to be addressed as well, because, for instance, our lot width is designed to accommodate the two spaces per lot is your parking the state code requires and we require.

When you narrow it, that gets into the parking ordinance. Where do you put the parking? Well, the parking either has to be somewhere else on the street or it has to be in a dedicated parking space that meets the parking requirements on, I think, chapter six, off-street parking.

So, they would need to go into them and do that. So, when it comes to you, it should be kind of framed out and say... and perhaps weeded out between the review committee and them. They may decide they don't want a narrow lot if they've got a put parking lots all over the place.

Rick Barchers – Well, they're coming in wanting narrower lots and narrower streets, and that's just like a double whammy. I don't think they understand that.

Gary Pinkham – If they're still going to meet state law and city code on parking, they need to go build parking. We're talking 20 and 30 and 40 lot or space lots that be our parking code. They may say, "Oh, well, the heck with that. We'll just go back and to make a standard lot."

So, in the process they may decide they don't want that big list, but here are the few they want, and there may be considerations that you guys would need to look at to apply conditions and/or limits on what they do. Once it gets to that point, then it becomes an action item for you guys to say, "Well, yeah, we'll go here, we won't go there, and this is what we need."

Everybody starts talking about trade-offs. It's not really trade-offs. What they're doing is mitigating the impact of their changes to us. A pickleball court doesn't mitigate for the loss of parking or street access. One thing on some these narrow lots and narrow streets is where are you going to put the garbage cans? The narrow street and no parking strip puts the sidewalk behind the curb. Where do you put the traffic signs that meet the traffic code, the federal uniform traffic code?

You can't put the sign in the middle of the sidewalk. Where do you put your fire hydrant? You got to put it on private property now. So, there's a lot of consequences of these changes that you guys need to look at and place conditions upon if you're going to go there.

Rick Barchers – Right. I like that that process is occurring before we get here, because, I mean, what you just said about where are you going to put the street signs, well, we were talking about this Matthews Lane having the sidewalk right up next to the street, then it's private property on the other side of the sidewalk, so where are you going to put street sign? But for us to go through and nitpick each one of those little items while they're there arguing with us about it is almost impossible.

Gary Pinkham – Well, I think that's where the review process would weed it down to the few ones that they're willing to pay for, and I don't mean money. I mean if they're going to narrow the lot, they got to put parking somewhere else. They've got to accommodate that.

The last I expect, and I think these two guys brought it up some time ago, is the moderate-income housing deal. A month ago I mentioned that if you guys go this route and go to smaller lots, maybe you make it condition upon them making a moderate-income home. They all come in here and say, "We want to make little lots to make them affordable." Let's make official.

Jaime Topham – Lanise?

Lanise Thompson – Talking about moderate income housing, I live in over on Middle Circle and Plaza Circle, and I know when McNeil did those, he did two lots that had to be moderate income housing, and they weren't built when we first moved in. Those two houses were built later, and the people that live in, they have deed restrictions that stay with the property. I don't know all the negotiations about it, but that's something, I guess. It has been done in the past.

Gary Pinkham – That would help, I think, get us into state compliance with the city's action on moderate income housing, too.

Jaime Topham – Yeah, so our moderate-income housing, you're probably right, falls more under our PUD elements.

Gary Pinkham – There's probably a different topic.

Jaime Topham – And we promised to stay on task, so we're going to have to stay on task.

Rick Barchers – I'm trying. I'm trying.

Jaime Topham – I liked it. Nicely done. So as far as this having process steps, how do you guys feel about proposal that's in front of us?

Rick Barchers – I feel great about it. I don't think I could find anything except for the typo on number five that I can pick out. Seriously. I mean it looks great to me

Jaime Topham – I think maybe I'd just add in in step three that defined who is going to be reviewing it. So, if it's the DRC. Otherwise I like it. I think it's reasonable. I think it's well spelled out and addresses our concerns and hopefully we pass some concerns to the developers so they have more of a guidance on what it is they're coming in and asking for.

Gary, I really appreciate your input about you're asking for this variance, but you're not considering the 10 other variances that's going to create and having that review process so that it can go over that. I think even with the Matthews Lanes ladies that are kind of looking for feedback, that same process would help them. If we had a basic development or process, no, a concept plan, the actual drawn out plan and then their detailed list of those actual variances, that helps, because when they come with just the plan on a piece of paper, it's very difficult to envision all of the variances that they're actually asking for. But also vice versa when they come with just written variances, but don't show us what it maybe is going to look like, I think that's equally difficult. So, I like the idea of requiring that to be a concept plan. My question, I guess, for Brett would be, if we require them to do this concept plan and process, are they then vested, or when does vesting happen for them?

Brett Coombs – So it depends how we develop the process in our code. If possible, they would probably become vested in the PUD itself, and so essentially any of the variances that are granted in the PUD, they would become vested after that.

Jaime Topham – With just that basic concept plan and then the list of the variances as long as we approved all those variances.

Rick Barchers – But the review committee wouldn't put them vested just because they got past the review committee, correct? Is that kind of-

Cavett Eaton – The PUD has to be approved by you. Once that's approved.

Jaime Topham – Yeah. Well, and city council.

Cavett Eaton – No. planning commissions approve the PUD.

Gary Pinkham – The thing you all need to remember is that whatever variance that you guys may elect to go forward with by state law has to go through a public notice, a public hearing, and your action. That action would result in a recommendation to city council, who in turn, would have a public notice, public hearing, because it is in fact a change of the code for their project.

Jaime Topham – So, Brett, is that a correct interpretation?

Brett Coombs – So no, a variance is a variance to what the code is providing, but there are two different types of variances. One is a variance that's going to go to your board of adjustment, and there's very specific rules that require when a variance to a board of adjustment can be approved.

A PUD is a different type of variance. In our code a PUD variance does not need to go to city council. The planning commission is given the authority from city council to grant variances under the PUD process. As for public hearings, there's no requirement that you hold a public hearing for a PUD. There's a requirement that you hold a public hearing for a preliminary plat, but not for a PUD.

Rick Barchers – I have a question. How do we make the variances conditional? In other words, they say, "Oh, yeah, well, you said we could have this variance. If we did that, would that change their mind on this other part of it?" Is there a mechanism to enforce that?

Brett Coombs – You could do that in the development agreement. So, you say it's part of the development agreement approval that you have to have that condition as part of it.

Jaime Topham – So I guess that brings us to the timing of the development agreement. Then it would make sense to do a development agreement prior to preliminary if for the PUD section part of it, right?

Brett Coombs – Yes.

Jaime Topham – So then after we've approved it, so then looking at number five, Brett, do you have that in front of you? So how would this need to be? Or do we need to rewrite this in any way to be in compliance with our particular code?

Brett Coombs – So, the preliminary plat, I think it's accurate. The preliminary plat needs to follow state law. It needs to include a public notice, comment section, planning commission review, and recommendations to the city council. But it does not require a second public notice and comment section. The public hearing is before the planning commission.

Jaime Topham – Okay. So that says preliminary development agreement. Gary, are you anticipating that to be the actual development agreement? Is that why you're stating in step five is the development agreement?

Gary Pinkham – I said here a couple of months ago, is that upfront we need to formalize this process for those variances that they can then develop their preliminary and final package on.

However, during the review of the preliminary and final, which includes the design aspects, water, sewer modeling issues, the traffic plan, so on, there may be additional information that comes out of that process and the drawing review process in the preliminary and final phase that would need to be incorporated into a final draft or added as an amendment to the development agreement to bring in things such as maybe offsite sewer requirements, or special traffic consideration, things of that nature, that come up during that phase.

But this gets us to the point where, as the ladies with Matthews have been asking, "Tell us what we are going to be permitted to do before we go to the engineers and start spending money on drawings."

It also makes it possible for you to put down what it is you are willing to do so that Dan, and Shay, and I, and James can look at it and see that, okay, they're meeting the code with these variances, they're also meeting the conditions you put on, and then we can review the drawings to see if they're in compliance with them.

Rick Barchers – So that's number three. Where we talking? Are we still on five? I'm sorry.

Gary Pinkham – It would actually come in in the preliminary phase...

Jaime Topham – Six.

Gary Pinkham – Because at this point you guys have agreed to and authorized the variances with whatever conditions. They would then incorporate those into a preliminary package where they flush out the drawings to show the street widths, the lot sizing, the setback, et cetera, and any other things that they may require such as parking lots. And then it would come to the drawing review committee again, and we would look at it to see if they are meeting that code with the variances and providing the engineering drawing. There's a lot of other stuff that's in there too, the utility consent to serves and all the other stuff that goes into the package.

Brett Coombs – So can I clarify something, Jaime?

Jaime Topham – Yeah.

Brett Coombs – So step five, it's not a preliminary plat, just a preliminary development agreement. Is that...?

Jaime Topham – Yeah.

Brett Coombs – Okay. So, for a development agreement, you are going to need a public hearing, but, again, it's only before planning commission. Okay. And our code requires that the development agreement go before planning commission and then city council, so it'll need to take two steps.

Now the issue that you're going to have is most developers are not going to want to enter into a preliminary development agreement and a final development agreement. They want a development agreement. I don't know that we can title it as preliminary or final. It's just going to be the development agreement. If you need to make a change later, you make an amendment to it.

Jaime Topham – It's as part of the preliminary process after the PUD's process step. It's now into the preliminary. That's when the second review happens, preliminary. So, they get the PUD packet, they fill it out, they provide us all of their concept plan and then all of the variances. It goes to the DRC's committee, and they flush out even more variances that may be in effect and have communications.

Then they set it in front of us, we review it, we decide what we will agree to, we won't agree to, and that becomes... Then once we've kind of done that, we've got... Or somewhere in that process, we need to have the public hearing and approval.

And then once that's done, then they can create draft and create a development agreement that can be used to incorporate all those, and then from there they can submit the preliminary application and start incorporating it. Right?

Kevin Hall – If they're vested at that point, doesn't the public hearing need to take place prior to that so that we're not-

Brett Coombs – Prior to the development agreement?

Cavett Eaton – PUD accepted or approved.

Kevin Hall – So if in that meeting they come vested, and we haven't had the public hearing, isn't that backwards? It seems like it's backwards, that the public should be able to give input before they're tied to it.

Shay Stark – I think the key point here is what they're vested with. The purpose of this process, what they're vested with is variances to the code. They're not vested with a specific subdivision, because they may come back at, when this is all over. They give us a concept, they give us a pretty picture to look at so we can try to get a feel of what their vision is of what they want to try to do, but they may not get all the variances that they want. When they come to preliminary, it could end up being something totally different, laid out totally different, totally different number of units than what we saw with the PUD. That's probably something we need to make clear as this is written into the code, is to make clear that everybody understands that the only thing that comes out of this process, the only thing they're vested with is variances based on their agreement to take certain mitigative steps.

Kevin Hall – So the public doesn't have the opportunity to speak about the variances then, right?

Shay Stark – Well, they do in that public hearing with that development agreement that would come before you as part of this PUD process.

Kevin Hall – I guess I'm confused, because, again, you're saying the public hearing's going to come at the preliminary stage.

Shay Stark – No, I'm saying that you have a public hearing for the development agreement that comes at the PUD stage.

Jaime Topham – So it's like step four or step five is where we'd have that public hearing.

Gary Pinkham – Which is still in the concept realm of things.

Brett Coombs – Yeah. And then you're going to have a second public hearing at the preliminary plat stage.

Jaime Topham – When they're actually showing us what they want to develop.

Kevin Hall – Okay, thanks.

Brett Coombs – Yeah, so you end up having two public hearings on a project.

Gary Pinkham – In this mandatory concept plan, I kind of pointed out some of the clauses that we may need to address or how we would have to address them. Brett's going to have work us over to address things like time invested and how the state law works and stuff.

My goal there was to just kind of say, hey, these are the kinds of things we need to fix in the chapter 21 in order to make this concept process a mandatory part of the PUD. Because right now all subdivisions, including PUDs, the concept is not mandatory. They'll be chucked right into the preliminary, and that's where we're having all the problems is, "Guys, you can't go here from there."

Jaime Topham – I think the process that's proposed makes sense, and it streamlines it a bit better and gives us an idea, and then, yes, it adds in one more step for them, but they're also doing a huge, typically, really big development with a lot of different changes. And if they don't want to do that, then they can stick with the regular plan.

Rick Barchers – I'm good with that idea. Stick with the regular. If you want come in with 50,000 variances, then you don't want address them...

Jaime Topham – But I guess that briefly back to one other question, though, is that our mixed use requires them to do a PUD. So, do we want to look at making a change there where it's not required, or we do want to keep that requirement, because I mean the whole idea of a PUD is the thing that we want to build is not conducive to what is in there.

Gary Pinkham – In the mixed-use requirement?

Jaime Topham – Yeah.

Gary Pinkham – The mixed use is what we're looking at here on Desert Edge, and it's got 64 variances required to meet the code. Because of the mixed lot sizes, mixed types of residential uses, and the commercial that they've peddled out, but still they need to present a concept, and they still need to have these 50 or 60 issues resolved before they do like they've done, present us with 75 sheets of engineer drawings.

Jaime Topham – Well, that's what I'm saying, though, do we want it as a standard practice that if it's in the MU, then they have to do a PUD, or do we say it's in the MU, as long as you meet the code, you can do what you want. If you want to do something different than the code requires, then you got to be able do a PUD like other places.

Rick Barchers – Well, an MU, though, is basically is a PUD, isn't it? Am I wrong?

Jaime Topham – Not necessarily, no.

Cavett Eaton – It allows them to use the zoning and the code from a lot of different zones, and that's probably a good reason to have the PUD is it makes them define what's going on. So tonight, you're going to see an MU with a PUD that we've kind of combined, because it's a commercial property, and it's really simple. So, it works well for them, but it doesn't have to be 30 pages long, because there's not that much to it.

Gary Pinkham – Matthews is a perfect example of an MU proposal. They've got everything in the kitchen sink in there from lots and open space to apartments, to town homes, to single family, to commercial. I can't envision anybody having a mixed-use parcel that would want to do something on it without somebody having to look at the code. Maybe I'm wrong.

Rick Barchers – Yeah, I don't think if they came... Like using your example, if they came in and wanted to do the whatever percentage commercial, whatever residential, as long as they followed a residential code, it wouldn't need a PUD, but that never seems to happen.

Jaime Topham – But what I'm saying is that, and we can take this as food for thought, every MU piece requires a PUD. What I'm seeing is there could be some pieces, parcels in the MU that doesn't really need a PUD, but we are requiring them to do so with another step and another set of reviews and more time. Does that make sense? Does a PUD make sense for every piece of MU? Yeah.

Shay Stark – As you say that, in my mind it's us promoting the idea of them coming in with variances.

Jaime Topham – Yeah, right. That's good.

Shay Stark – So, do we need to tell them that they have to, that they're required to do that, or just notify them when they come in and they are asking for something different that "Hey, you're required to go through... You've got to go through a PUD process, because you're asking for variances," not create the situation up front that, oh, obviously we're willing to accept variances for this.

Jaime Topham – Right. Because I mean that's exactly the issue is the MU code says is if you have to bring it as a PUD process.

Kevin Hall – Today it says that?

Jaime Topham – That's what it says, right?

Rick Barchers – As do several of the commercial zones.

Jaime Topham – Yeah, as do several of the commercial zones, you have to do it as a PUD.

Shay Stark – And if you're doing apartments, you have to do them as a PUD, too. I think that's a good point. Maybe there's something we need to add in to the zoning so that they do look at the codes up front. I don't know. I don't know why we have to tell them you need to look at the codes up front. They should be doing that anyway.

But maybe there is something that we look at it and go, yeah, there's possibly some complexity here, so maybe there is some other requirements we need to add into the zoning. But I think I agree with you that really all we're doing is promoting the idea of them asking for variances, because that's what in every developer's mind, that's purely what a PUD is that, "Okay, they're telling me I can ask for more density."

Gary Pinkham – If we look at the code, and I had a look into those areas there, if you reword it to if the development will require variances from the code, then PUD shall be required.

Jaime Topham – Yeah, we can make that a pretty simple change.

Gary Pinkham – Make it kind of a step that would be required if they're going to want to tweak our code.

John Limburg – Then it's just like any other zone, right, because that's what we do in any other zone. So, if we take that out of there, it's going to make them not think that they're automatically going to get variances if they have a mixed-use parcel.

Gary Pinkham – That might be something we want to look at in those other zoning classifications as part of this modifications to the code.

Rick Barchers – We're going to have to look at the MU, then, all over again, because if I remember right when we're going through that, we referred to, well, some of those will be covered because it's a PUD, so we have to review everything anyway. Am I wrong?

Shay Stark – So what if in these situations, because I'm just thinking through our current PUD ordinance and what we really ask for. We have at the very first of it, we have these goals of what we would like, that we would like to see them do. And then we're asking them to list a bunch of variances, explain to us the benefits and how these are going to benefit them.

And then the other thing that's in there is they're supposed to go down through the list that's in the conditional use of 7.8. There's a big long list of questions that are, we call them standards, that we ask them to respond to how they're going to meet those standards. It seems like if you take that whole issue of asking for variances out of that, what if on these commercial projects, these apartments, the MU, what if we tell them that they need the mandatory part of it is that they need to address those standards, or require a conditional use permit with all of those projects. We have that opportunity to review the complexities of the project and we ask those questions, but it's outside of those variances. If they find they want to ask for variances, then we go to the PUD. That, again, is requiring those same standards, so we're just asking them additionally to spell out the variances and what those benefits are to that proposed project and to the city.

Jaime Topham – Okay. Good food for thought. We have to transition, though, Brett, will you keep in your mind at some point to look at the language and see if there's a way, or see what it implies as far as does it imply variances are going to be allowed if we tell you have to do a PUD, and we can have a conversation about that in the future?

2. Discussion of PUD elements

Jaime Topham – Okay, so transitioning to the PUD elements, so one thing that I wrote down was smaller lots. So, if we're going to allow smaller lots, then do we require parking? They have to come up with parking spaces elsewhere?

Because I think what I've heard from Rick, in particular, and others, is we really don't want to be flexible on things that have to do with design elements that are necessary or safety issues. So if that's the case, what are we willing to be flexible on if we allowed smaller lots?

Because one of the thoughts that I had, and I think this came up with Northstar is a long time ago, one of the things they requested was that they be allowed to do smaller lots so that they could maintain all of those big washes. That seems like appropriate use of PUD or appropriate variance. We're going to cluster these homes, not increase the density, just cluster, make smaller lots so that we can maintain these really important washes.

Or I think, Worthington Ranch was an example of that as well. We're going to cluster these lots up here so that we can protect this, what was conservation. And that's a whole other can of worms we're not going into. It's only an example, but those things kind of made sense.

Rick Barchers – Yeah, but I don't personally have a problem with clustering for reasons like you're talking about. However, it shouldn't be combined with ever, in my opinion, increasing the number of... increasing the density on the overall property, right? Because that's starting, well, they're going to allow smaller lots in this zone, so now we can put more greater density in there. I don't think we should ever allow that. Parking, yeah, definitely, because if you don't got enough parking, it becomes the city's problem. We've already got plenty of... Well, one example here locally across the street, but you go up into Tooele, and you're going to see plenty of those.

There was a place in Murray that the developer convinced them that they'd be able to build the apartment buildings cheaper. They didn't have to provide as much parking, and they got people taking Uber to go to get to their car to get work in the morning. I mean, it can really get ridiculous.

John Limburg – I think we're all on board on parking, right? I don't think we need to even... It's just, we don't give up on parking.

Jaime Topham – Right, but does it make sense to say we'll allow a smaller lot, but you have to then provide what parking would've been the normal size lot to be somewhere else in your development?

John Limburg – It's fine, I guess. What I don't want to see is, and I don't know what subdivision it is... It's the one that I just drove through again today with a horse trailer, and it felt like I couldn't... because there's cars on both sides.

Rick Barchers – The one I spoke of. It's a nightmare.

John Limburg – I mean I was six inches from both sides of the horse trailer driving down that street with cars parked on both sides.

Rick Barchers – Yeah, it's a mess.

John Limburg – There are cars up on blocks and stuff. They've got engines taken out of them sitting right there on the street. We should never allow that narrow of a street. There's not enough parking. We just can't, and they're putting them all on the road, and we can't get through.

Kevin Hall – Well, and, again, my issue with all these variances with the streets, I just don't see where any of that benefits Grantsville City at all. I don't see... We have a standard, and it was developed for a reason. The staff made comments about that. Why would we allow variance for those streets?

John Limburg – The only thing that they said is that the state was going to come in and make us do it, and I can't even remember what we're doing, but we're not being held by that so we don't need to do that.

Kevin Hall – I struggle, really, I know, Jamie, you mentioned an issue where there are things that are appropriate, but these 60 variances and streets and setbacks, and where's the utilities going to be, to me, we already have that laid out.

It's been set out. Why do we want to go in and change all that? There's really no benefit to the city. It's benefit to a developer. They can get more density, and I get that, but I just can't find in my soul that there's a benefit to Grantsville City and the citizens to allow those things to happen.

Rick Barchers – Well, if they mitigate the problems they cause would be the question, but I get where you're going.

Kevin Hall – I think in some things when you narrow the streets, I honestly don't know how you mitigate the utilities as Gary spoke of. Where do you put the signs, where do you do all that stuff? It's difficult, I think.

Rick Barchers – If it makes it past their design review, and they have things to mitigate all that stuff, then we don't have to deal with it, right, if we're going with this process we're talking about. I mean, I'm not in favor for skinny streets. They drive me absolutely crazy for the same reason that everybody here is bringing up, so I'm just saying.

John Limburg – If there's going to be an HOA, would you guys feel differently? Because there is more power there, and they will force them to not park on a street. Would you feel any different?

Jaime Topham – Dan?

Dan England – If they're going to go with the narrower streets, they need to take care of all the issues that that creates. The mayor and the city manager and I went down to Saratoga and went through some of these, and where they have driveways on the back of some of these town homes, we looked at it and 22 feet is fine for cars, no parking.

The driveway's up beside that. It was 22 feet edge of pavement, edge of pavement, plus an additional two feet on each side. So that's 26 foot right of away is the absolute minimum we thought would work. However, that does create some issues with parking. It does create some issues with no sidewalks in that area. It creates other things that need to be addressed.

Snow removal, they need to come up with a plan for those kinds of things. If we're going to go with those, and it can't be done especially in those townhome areas in the backside, where they're rear loaded, and so it's just that area, but we just need to look at, okay, if this is happening, what are they doing to mitigate those other things that it does create problems with?

Rick Barchers – I want to address kind of what you're talking about here. What time of day did you go?

Dan England – Late afternoon.

Rick Barchers – Like what time? Three?

Dan England – Yeah.

Rick Barchers – Well, the comparison of what's going on Durfee or Main Street at three in the afternoon as opposed to six o'clock in the evening or seven or eight o'clock in the morning is completely different. I've been in neighborhoods like that.

Where does UPS go? If everybody's got their trash cans out, how does somebody get their pickup into their driveway or garage? I mean they've only got 22 feet before they're running over garbage cans, or the dumpster or the UPS truck, or something. I just have been in those situations. Part of what we're supposed to do is protect the future homeowner, and what you're always referring to the character of our city. I mean, maybe building the Space Needle looks great in Seattle, but I don't think it fits Grantsville.

Kevin Hall – I struggle with why we would set ourselves up when we know there's problems with that? Why did we do that? We know it works. It's proven.

John Limburg – If we're doing it and we're sticking with it, then it's fair to everybody.

Kevin Hall – It's fair to everybody, and we know that it's going to work, and we don't have to worry about if they're going to park there and the cops don't have time to take care of it, blah, blah, blah. To me it's a simple equation.

Dan England – I understand where you're coming from, and that's a great position to come from. One of the reasons I'm not as worried on these townhomes is because they can't park on the street, anyway, because of all the driveways. For that reason, there's no parking there, anyway.

It does not answer the other things that you brought up with the garbage cans. Now the deliveries they should be around to the front, not in the back, anyway. But those things should be looked at and addressed.

But it doesn't make sense to give necessarily a 40-foot wide pavement through there if they can't park there, anyway, because they'd be blocking somebody's driveway if they did park there. And for that reason, I'm okay with a narrower street in certain situations, which tends to be the townhome situation. But there's more than just parking that needs to happen in there.

Rick Barchers – Well, one of the design issues with the townhouses that we were looking at, I mean, here recently where's the delivery truck going to go? There was no street in front of a couple of rows of townhomes. They would have to park all the way on the other side of the other townhomes for deliveries. We have to really watch those sorts of things.

John Limburg – Agreed. I just think we just need to decide what we're not going to own.

Jaime Topham – Right. What kind of stuff accept.

Derek Dalton – Sounds like only clustering is the only thing that we're good with.

Jaime Topham – Right. Increasing density is not going to be the answer. It's going to be you can cluster, but you have to provide all the same amenities somewhere else.

John Limburg – Well, I think that's kind of what we're charged with is not letting, not increasing density, protecting them.

Rick Barchers – Protect the infrastructure.

John Limburg – Protect the infrastructure. I mean, so what are we willing to let variances on? In this particular one where they got 55 and older that's a different situation where that maybe those guys want smaller lots? I don't know.

Rick Barchers – I've thought about that, and that's a great example. If you've got 10 feet out your back door, and your yard's only 10 feet wide and your neighbor's dog's has to poop, where's it going to happen? I'm just saying. I think that's a fair thing to point out. People need space. They just do. I don't have a dog, but people need space.

Jaime Topham – Maybe a 55 and older community doesn't need that kind of space.

Rick Barchers – Maybe not. But there's got to be a cutoff.

Kevin Hall – But isn't there an opportunity to address that in a PUD situation?

Jaime Topham – Yeah, that's true, and that's what the whole point was is if, are we going to try and standardize what variances we will or won't allow?

Kevin Hall – Well, I think in anything that it's impossible for us to put it all in a capsule. Because, the example of mitigating the washes, or a 55 and older community, but I think across the board, what we're seeing is these huge developments with all these variances to narrow the streets and change the setbacks and do all that, I just don't think we should do all that. I think in some situations, we can't put it all in capsule and treat everybody exactly the same. It is impossible, but I think we ought to have some standards.

Jaime Topham – Great. What are the standards?

Kevin Hall – I think there's a common sense might be a standard. I know that's might not exist.

John Limburg – Minimum lot width, we're not going to do anything on. Can we all agree that? Like the frontage?

Rick Barchers – I don't see why we should.

John Limburg – They're going to ask for a variance on the side of the lots, and we're saying, no, you can't. Like how would you even get anything by there to even pull a fire hose by that, right? Well, and they won't come out with window wells and stuff like that that are going to go past that, we just say no.

Rick Barchers – Well, if they want a lot with the variance, they have to mitigate the parking issue.

John Limburg – But still there's still safety. You can only go so narrow. I think on this one, they're trying to go too narrow.

Jaime Topham – Dan or Shay, can I ask you, so on an RM-7, what's the minimum lot width?

Shay Stark – I think it's 30. Did we, hang on, we did change it, didn't we?

Gary Pinkham – 70 feet. That gives them a 7,000 square foot lot at 70 by 100 and the code requires 12 feet between neighbors' driveways, so half of that is six. You have 20-foot driveway, that's 26, at least 44 feet. The code requires 22 feet per vehicle, two parking spaces on the curb line, which is required by state law and our code. The 70 is based on state law and physical requirements.

John Limburg – If we came up with a list of stuff that we're not going to do, it would make a lot easier on the city, and they're going to come ask for less at some point. We just go, "No, you can't do that. You can't get a variance on that item." That's kind of normal. We have time now.

Rick Barchers – Well, I mean I think that's already all lined out in the code like Gary was talking.

John Limburg – They're asking for a variance on it right now.

Jaime Topham – Yeah, I was going to say, we've seen numerous subdivisions asking for 20-foot driveways.

John Limburg – I know, but if we just said no, then they know that right up front, and they don't even bring it up.

Kevin Hall – I agree. Yeah, I agree.

Gary Pinkham – The other aspect is if they want to go narrower than 70, one foot into that, they've lost a single parking space. By code they now have to build a parking lot to compensate for that lost lot for space. They could go down to maybe 50 and still have one space in front of the house, their driveway, and the required separation of the neighbor, but they'd have to build a parking lot that provides one space for every single lot that they do add on. That parking lot needs to be within reasonable distance from the homes they're working on.

So that's the condition that you need to have is you could go to 50, but you've got to build... If you're going to do that on 10 lots, you're going to have a 10 lot, 10 space parking lot that meets our parking code within convenient distance of the home it should affect.

Jaime Topham – Well, the reason I ask that question is because we have quite a few that that are coming in front of us with 40-foot lots.

Shay Stark – That was what I was going to point out, though, is when we start talking about townhomes, obviously you're not going to get a 70-foot wide townhome, and so that's why we put that section in 4.34 that talks specifically about attached units, and that in that case it's 30 feet is the minimum width that they are allowed on that. But correct on the single-family homes that are detached, that 70 feet is the minimum lot size.

Rick Barchers – I do have one thing that I wouldn't like to do for sure, allow structures for buildings that are not currently allowed in the property as it's currently zoned. In other words, if you're RR-1, you can't get a PUD, so you put apartment buildings in that zoning area. Does that make sense?

Jaime Topham – Yeah. I think it need to follow the code

Rick Barchers – That's not what we're doing out here with the one gentleman that was in here last time. He's putting multi-unit in. That's not zoned for multi-unit.

Jaime Topham – Okay, we'll sort out that one.

Rick Barchers – Do you see what I'm saying?

Jaime Topham – Yeah, I hear you. So, are we good to wrap up tonight, and then so we can take a five-minute break before we start the meeting?

3. Adjourn

> **Jaime Topham made a motion to adjourn the meeting. Kevin Hall seconded the motion. And all in favor? Motion carries unanimously.**

Meeting adjourn at 6:56pm

AGENDA ITEM #12

Report from City Council liaison Mayor Critchlow

AGENDA ITEM #13

Adjourn