

March 21, 2024
Planning Commission
Regular Meeting
Information Packet

PUBLIC NOTICE

The Grantsville City Planning Commission will hold a Regular Meeting at 7:00 p.m. on Thursday, March 21, 2024 at 429 East Main Street, Grantsville, UT 84029. The agenda is as follows:

PLEDGE OF ALLEGIANCE

PUBLIC HEARING

a) PROPOSED AMENDMENT TO THE GRANTSVILLE TRANSPORTATION MASTER PLAN (MTP), AND PROPOSED ACTIVE TRANSPORTATION PLAN (ATP) / MAIN STREET MASTER PLAN
b) PROPOSED AMENDMENT TO THE GRANTSVILLE LAND USE AND MANAGEMENT CODE - CHAPTER 1, SECTION 1.18 – NOTICE
c) PROPOSED MASTER DEVELOPMENT AGREEMENT FOR THE ESTATES AT TWENTY WELLS PUD
d) PROPOSED REZONE OF DURFEE LANDING FROM ZONING DESIGNATION A-10 TO C-G, LOCATED AT APPROXIMATELY 1350 W. MAIN ST
e) PROPOSED PUD FOR THE HIGHLANDS SUBDIVISION, LOCATED ON SR138

AGENDA

1. Consideration to recommend approval of the amendment to the Grantsville Transportation Master Plan (MTP), and to recommend approval of the Active Transportation Plan (ATP) / Main Street Master Plan.
2. Discussion regarding the proposed amendment to the Grantsville Land Use and Management Code - Chapter 1, Section 1.18 – Notice.
3. Discussion regarding the proposed Master Development Agreement for The Estates at Twenty Wells PUD.
4. Discussion regarding the proposed Rezone of Durfee Landing from zoning designation A-10 to C-G, located at approximately 1350 W. Main St.
5. Discussion regarding the proposed PUD for The Highlands subdivision, located on SR138.
6. Discussion regarding the proposed Master Development Agreement for The Highlands subdivision, located on SR138.
7. Approval of minutes from the March 7, 2024 Planning Commission Regular Meeting.
8. Report from City Council liaison Rhett Butler.
9. Adjourn.

Cavett Eaton
Zoning Administrator
Grantsville City Planning and Zoning

Join Zoom Meeting
https://us02web.zoom.us/j/85992938377
Meeting ID: 859 9293 8377

In compliance with the Americans with Disability Act, Grantsville City will accommodate reasonable requests to assist persons with disabilities to participate in meetings. Requests for assistance may be made by calling City Hall (435) 884-3411 at least 3 days in advance of a meeting.

CERTIFICATE OF POSTING: This agenda was posted on the Grantsville City Hall Notice Boards, the State Public Notice website at www.utah.gov/pmn/index.html, and the Grantsville City website at www.grantsvilleut.gov. Notification was sent to the Tooele Transcript Bulletin.

GRANTSVILLE CITY PLANNING COMMISSION

MARCH 21, 2024
PUBLIC HEARING

PROPOSED AMENDMENT TO THE GRANTSVILLE TRANSPORTATION MASTER PLAN (MTP), AND PROPOSED ACTIVE TRANSPORTATION PLAN (ATP) / MAIN STREET MASTER PLAN

Notice is hereby given that in accordance with the provisions of Section §10-9A-205 and §10-9a-502 of the Utah Code, the Grantsville Planning Commission will hold a discussion and public hearing on March 21, 2024 at 7:00 p.m. at Grantsville City Hall. The meeting will also be broadcast on Zoom. The discussion, public hearing and meeting are to receive public input and consider action on the PUBLIC HEARING ON THE PROPOSED AMENDMENT TO THE GRANTSVILLE TRANSPORTATION MASTER PLAN (MTP), AND PROPOSED ACTIVE TRANSPORTATION PLAN (ATP) / MAIN STREET MASTER PLAN and make a recommendation to the City Council. You can view a copy of the agenda and packet online by 5:00pm on March 15, 2024 at the link below:

https://www.grantsvilleut.gov/departments/community___economic_development/planning_commission.php

Or by emailing jbassett@grantsvilleut.gov All comments and concerns need to be sent in writing through email or mail and received no later than 12:00pm on March 21, 2024.

Dated this 11th day of March, 2024

BY ORDER OF THE GRANTSVILLE PLANNING COMMISSION

Cavett Eaton
Zoning Administrator

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Meeting ID: 859 9293 8377

GRANTSVILLE CITY PLANNING COMMISSION

MARCH 21, 2024
PUBLIC HEARING

PROPOSED AMENDMENT TO THE GRANTSVILLE LAND USE AND MANAGEMENT CODE - CHAPTER 1, SECTION 1.18 - NOTICE

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GRANTSVILLE CITY PLANNING COMMISSION

MARCH 21, 2024
PUBLIC HEARING

PROPOSED MASTER DEVELOPMENT AGREEMENT FOR THE ESTATES AT TWENTY WELLS PUD

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GRANTSVILLE CITY PLANNING COMMISSION

MARCH 21, 2024
PUBLIC HEARING

PROPOSED REZONE OF DURFEE LANDING FROM ZONING DESIGNATION A-10 TO C-G, LOCATED AT APPROXIMATELY 1350 W. MAIN ST

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Cavett Eaton
Zoning Administrator

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GRANTSVILLE CITY PLANNING COMMISSION

MARCH 21, 2024
PUBLIC HEARING

PROPOSED PUD FOR THE HIGHLANDS SUBDIVISION, LOCATED ON SR138

Notice is hereby given that in accordance with the provisions of Section §10-9A-205 and §10-9a-502 of the Utah Code, the Grantsville Planning Commission will hold a discussion and public hearing on March 21, 2024 at 7:00 p.m. at Grantsville City Hall. The meeting will also be broadcast on Zoom. The discussion, public hearing and meeting are to receive public input and consider action on the PUBLIC HEARING ON THE PROPOSED PUD FOR THE HIGHLANDS SUBDIVISION, LOCATED ON SR138 and make a recommendation to the City Council. You can view a copy of the agenda and packet online by 5:00pm on March 15, 2024 at the link below:

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Dated this 11th day of March, 2024

BY ORDER OF THE GRANTSVILLE PLANNING COMMISSION

Cavett Eaton
Zoning Administrator

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AGENDA ITEM #1

Consideration to recommend approval of the amendment to the Grantsville Transportation Master Plan (MTP), and to recommend approval of the 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

MTP/ ATP/ Main Street Master Plan

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

Parcel ID:	Grantsville. Utah	**Meeting Date:**	Mar. 21, 2024
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 were 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 future.

The Active Transportation Plan (ATP) is intended to be incorporated into the MTP, 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 109 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*

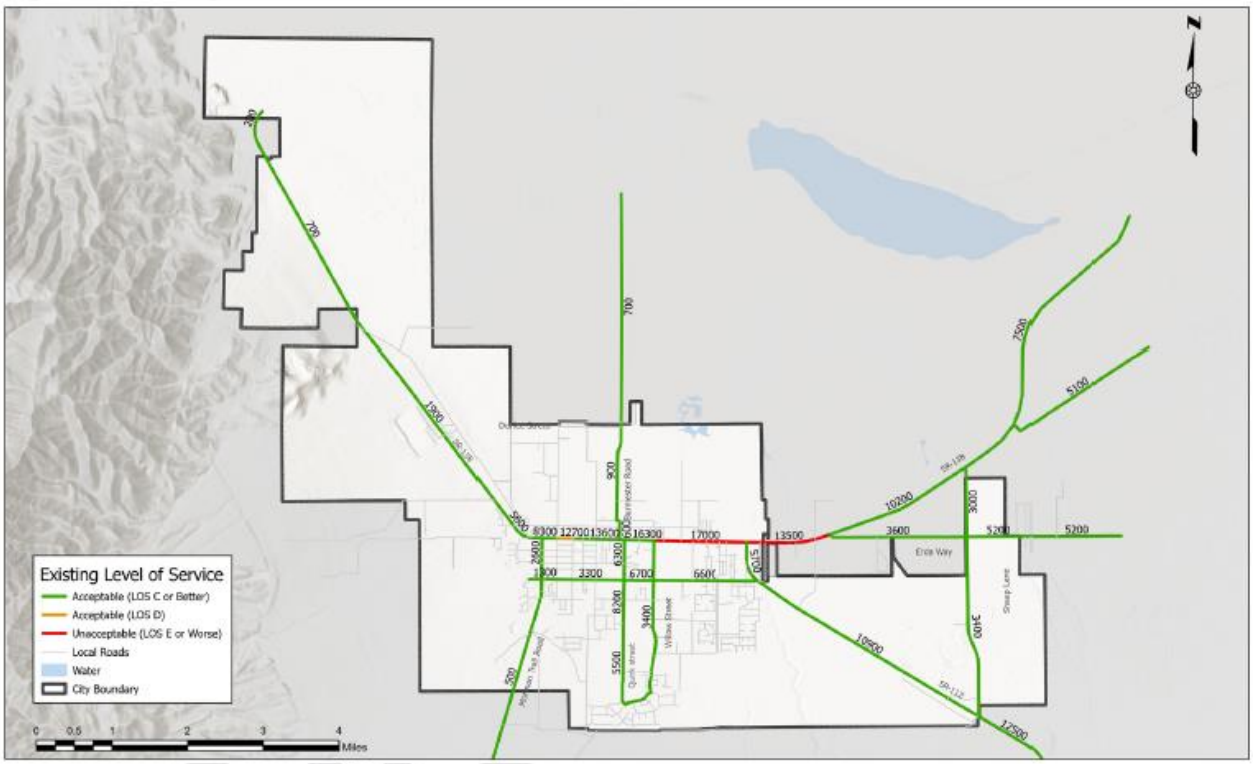
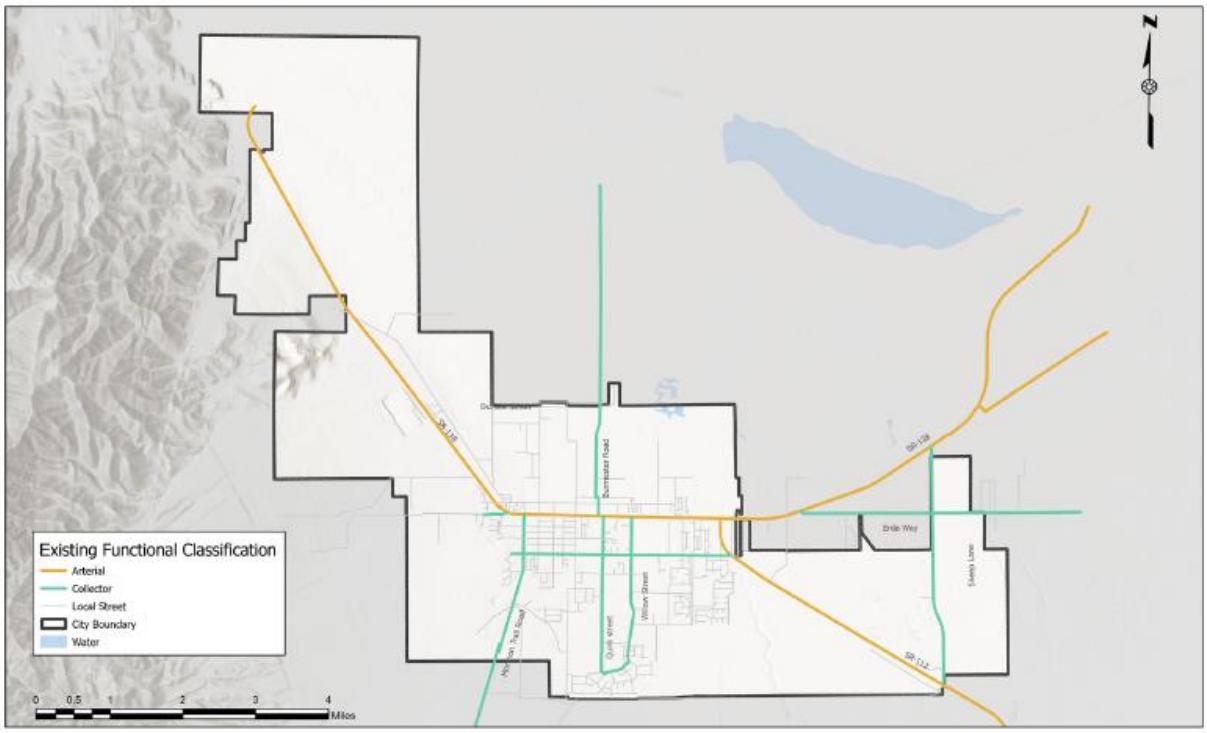
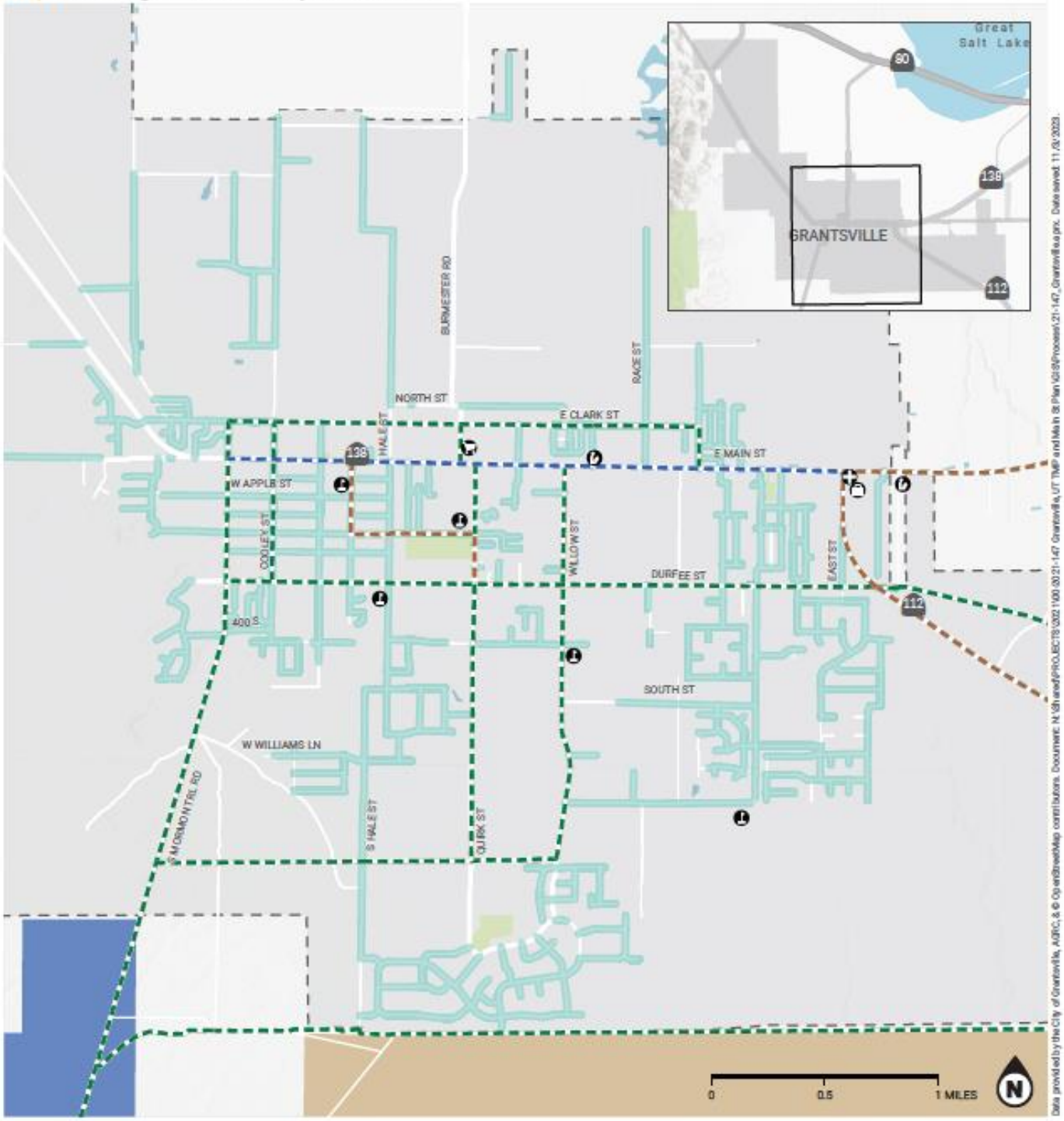


Figure 7. *Existing Functional Classifications*



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

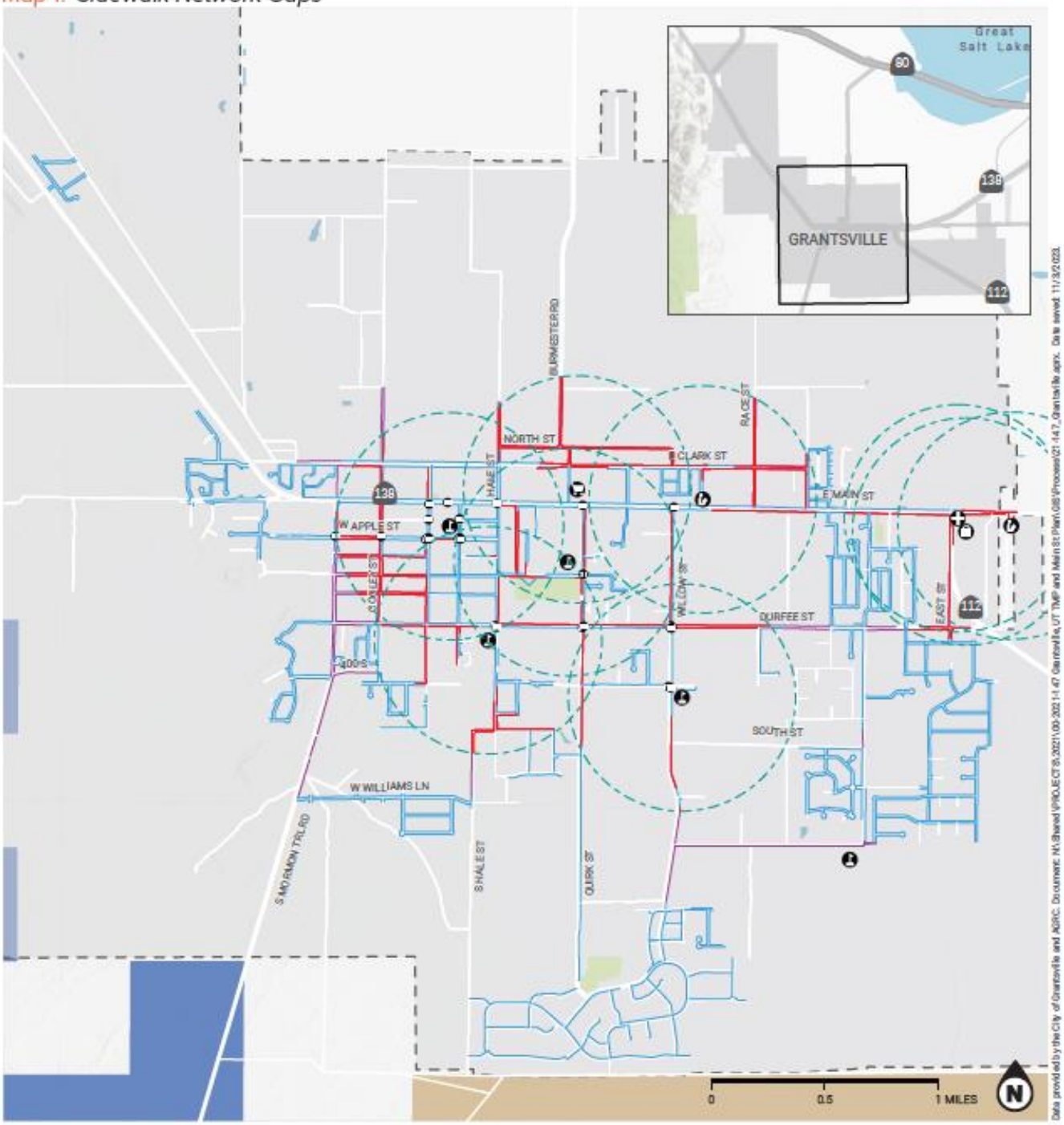
- School
- Grocery Store
- Library
- Medical Center
- Retail Node
- Local Roads ≤ 25 MPH (From © OpenStreetMap)

Planned Bike Facilities (From UDOT Unified Plan)

- Painted Bike Lane
- Parallel Pathway
- Unknown Facility Type

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Map 1. *Sidewalk Network Gaps*



SIDEWALK ANALYSIS

GRANTSVILLE CITY

Base Map

Boundaries

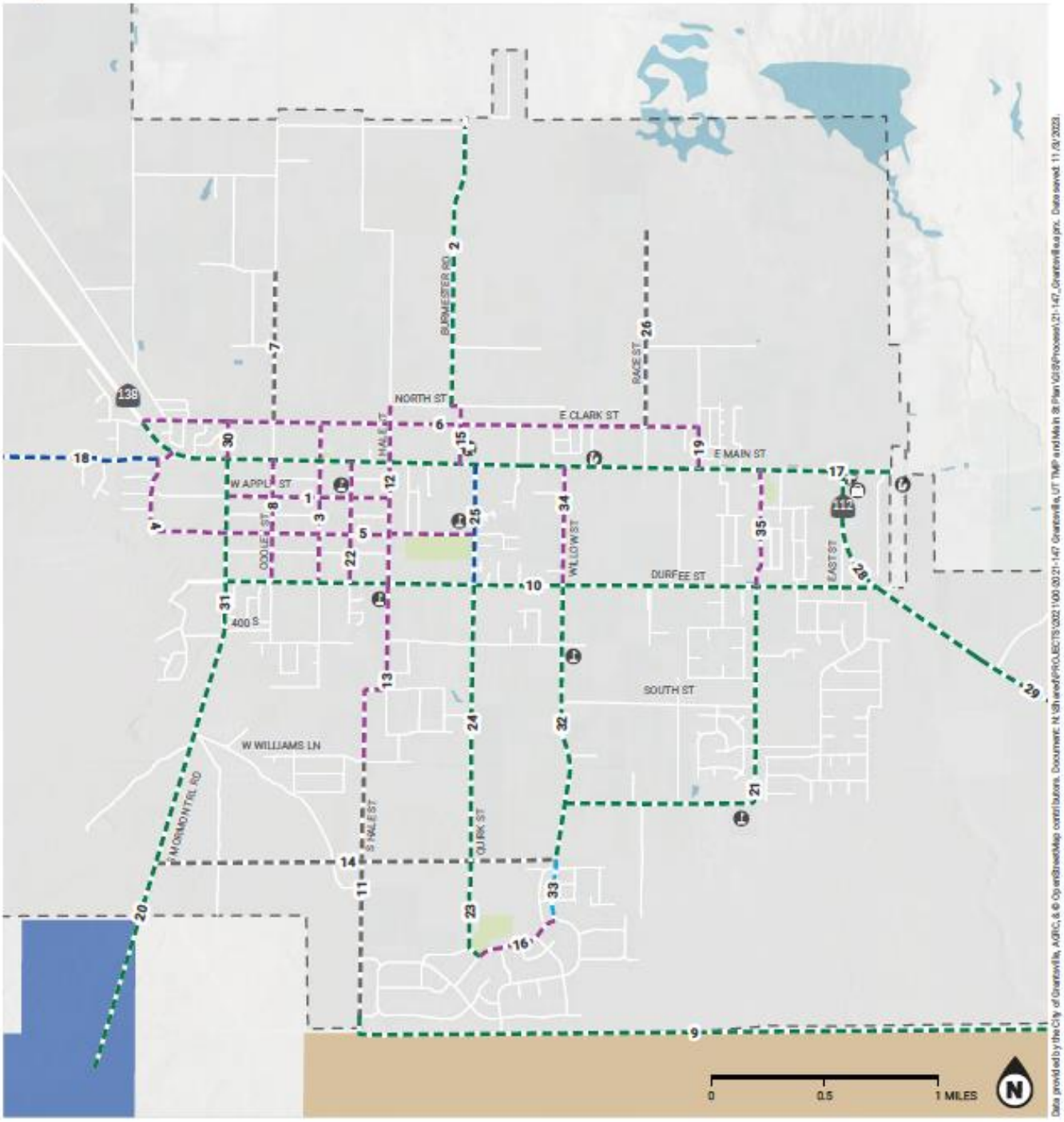
- Grantsville City Boundary
- Dept of Defense
- State Trust Lands
- Water
- Parks

Destinations / Transportation

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

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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

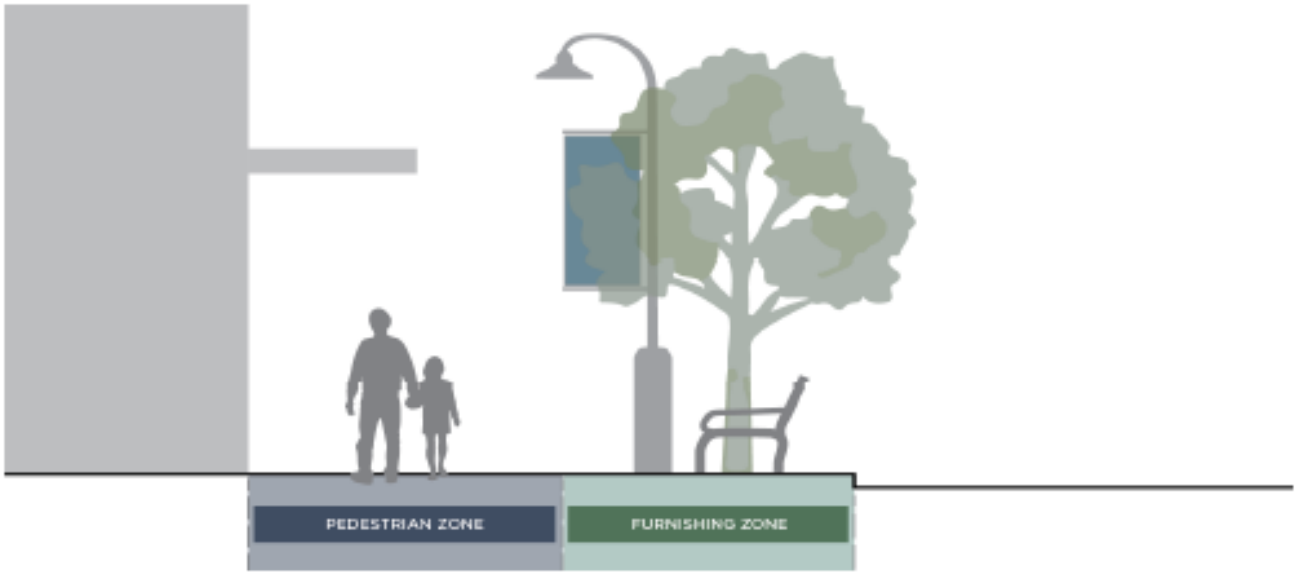
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Map 1. Assets and Challenges between Center Street and Bowery Street



Map 2. Opportunities between Center Street and Bowery Street



Example of Sidewalk Design with Pedestrian Zone and Furnishing Zone

NEIGHBORHOOD RESPONSE

None as of 3/15/2024. Public Notice was posted 3/11/2024 for the Public Hearing at this meeting 3/21/2024.

Grantsville Transportation Master Plan

Grantsville, UT

March 2024



Photo Courtesy: Kerri Anderson

GRANTSVILLE
INCORPORATED 1867

MHTN ARCHITECTS

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Horrocks.

Purpose Statement

This Plan consists of three sections, each one uniquely tailored to the needs and context of Grantsville. All three offer recommendations based off thorough 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, according to the Governor's Office of Management and Budget (GOMB). 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 explains the methodology and process used to thoroughly assess Grantsville's walking and biking infrastructure. A result of this process is a recommended project list that will help Grantsville produce a 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 traditions 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 Grantsville and guides it through the middle of this century.

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Transportation Master Plan

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Transportation Master Plan

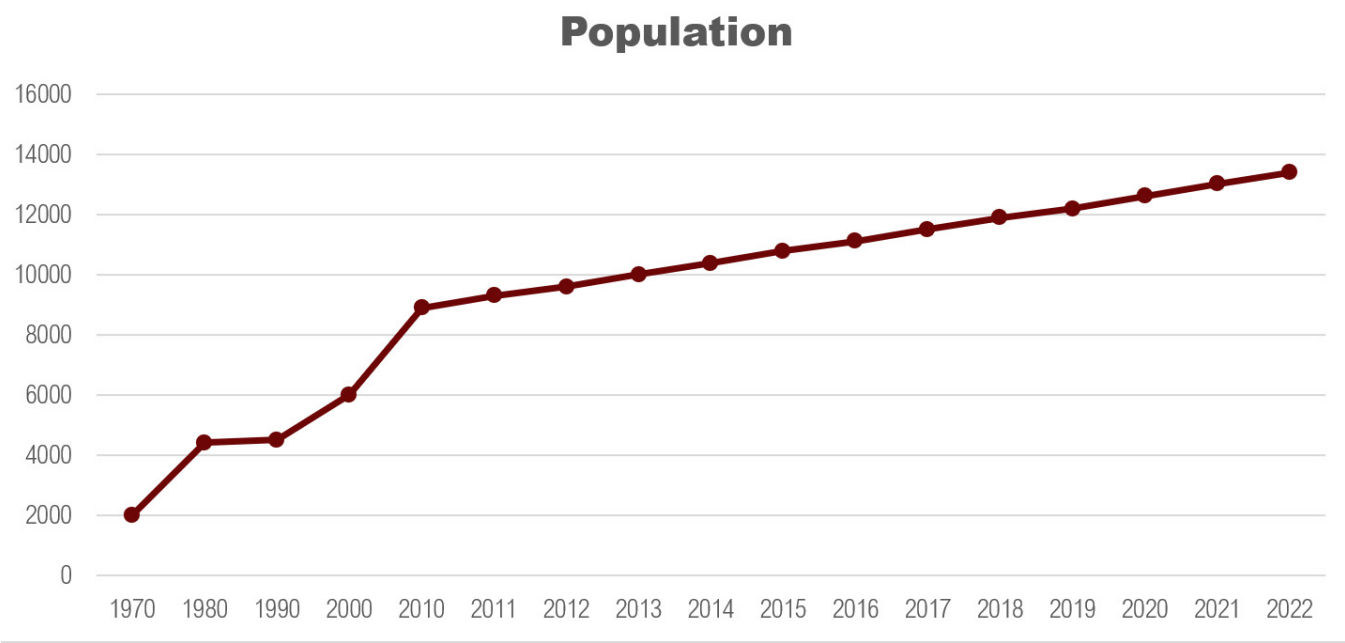
Grantsville, UT

March 2024

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 GOMB has also published the estimated for Grantsville through 2060.

Granstville Projected Population

Year	2020	2030	2040	2050	2060
Population	11,798	15,940	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.

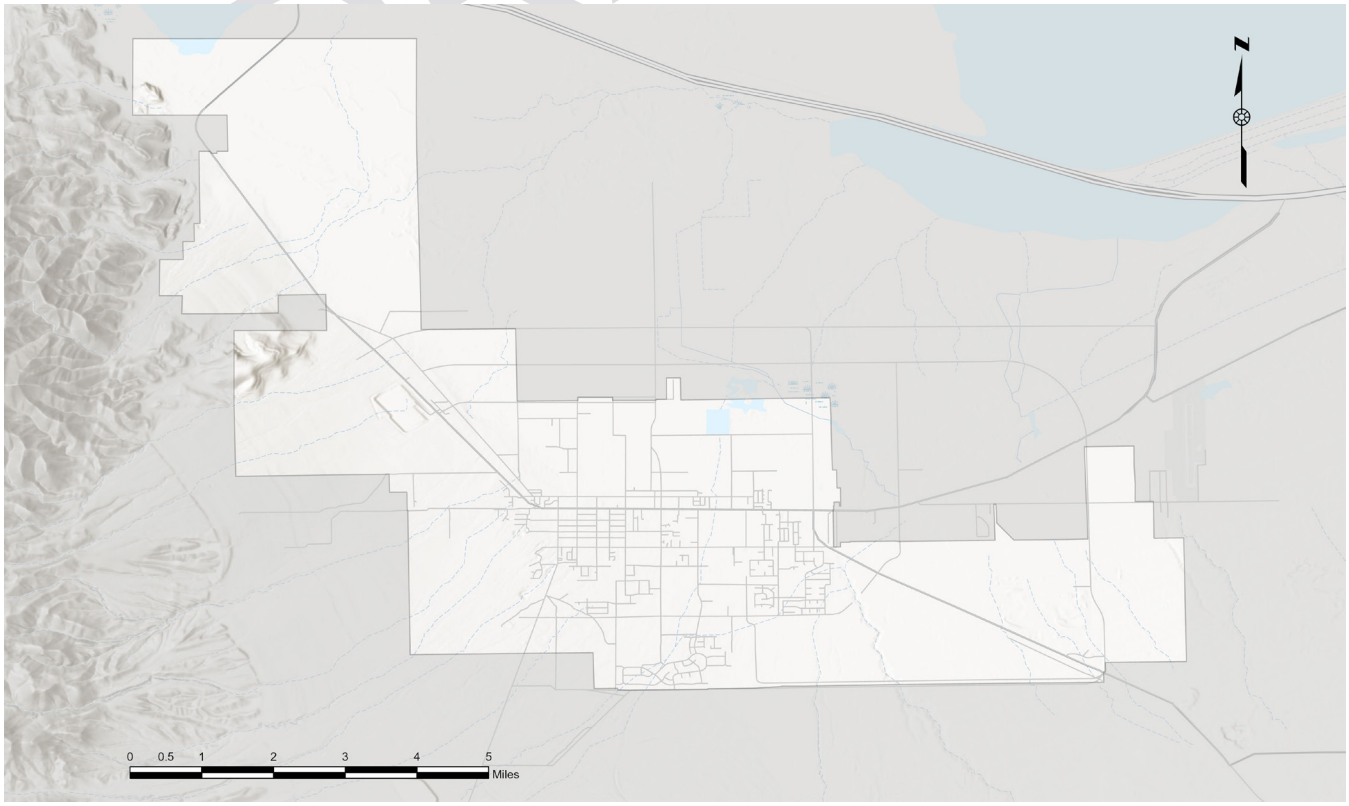
This TMP contains an analysis of the existing transportation network and conditions. Major deficiencies are itemized and potential improvement or mitigation alternatives are discussed. An analysis of the existing and future transportation network is also included for the horizon years of 2031, 2041,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

Grantsville residents and business proprietors stand to gain valuable insights into forthcoming transportation plans, enhancing the overall community benefit. Future planning and community engagement strategies should incorporate diverse public involvement tactics which should be implemented as deemed appropriate.

STEERING COMMITTEE

Three steering committee meetings were held in 2023, allowing for coordination and discussion between Grantsville and the consultant team. Members of the steering committee are listed below. Each update and revision that occurred throughout the process of developing the TMP, ATP, and Main Street Master Plan was applied to this final document and the final recommended project lists. This document is a tool to be used for future public outreach and planning when objectives align with project recommendations or other guidance.

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Committee Members

Neil A. Critchlow, Grantsville mayor

Jesse Wilson, Grantsville city manager

Dan England, Grantsville city engineer

Jewel Allen, Grantsville council member

Scott Bevan, Grantsville council member

Sherrie Broadbent, Grantsville finance director

Cavett Eaton, Grantsville planning and zoning administrator

Gina Mecham, Grantsville administrative assistant

Brett Coombs, Grantsville city attorney

Laurie Brad, Grantsville City

Mary Chappell, Grantsville City

Consultant Team

Christy Dahlberg, WFRC project manager

Alexis Verson, Horrocks project manager

Mack Drzayich, Alta active transportation

Daniel Smith, MHTN landscaping & planning

Angela Tran, MHTN planning

FUTURE TACTICS

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

Existing Conditions

The existing conditions of Grantsville's roadway network are reviewed in this section, as well as future roadway network conditions for the years 2031, 2041, and 2050. These future conditions are determined by combining:

- socioeconomic data
- local and regional traffic data
- potential future roadway infrastructure

This information is used to calibrate the statewide Travel Demand Model to produced traffic volume projections and roadway conditions for Grantsville. Roadway conditions are evaluated by the level of service (LOS) that is provided to travelers. The criteria used to determine roadway LOS is explained in this section.

The combination of traffic and roadway geometrics provide an idea of roadway operations. Existing road segments and intersections that may currently be providing inefficient service for daily traffic were analyzed by reviewing existing traffic volumes and roadway lanes and geometry to evaluate if mitigations were necessary to improve conditions.

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 by Horrocks traffic engineers 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*

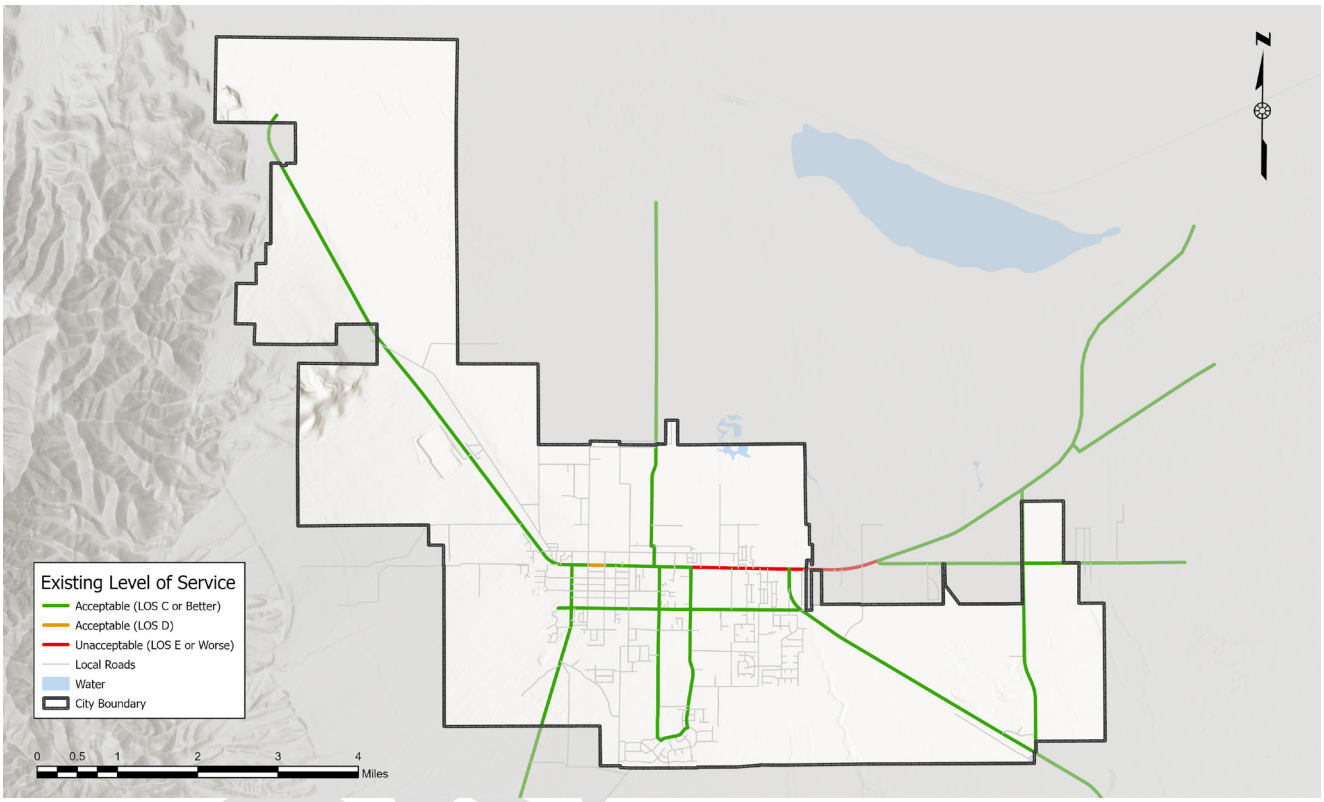


Figure 4. *Traffic Count Location Map*

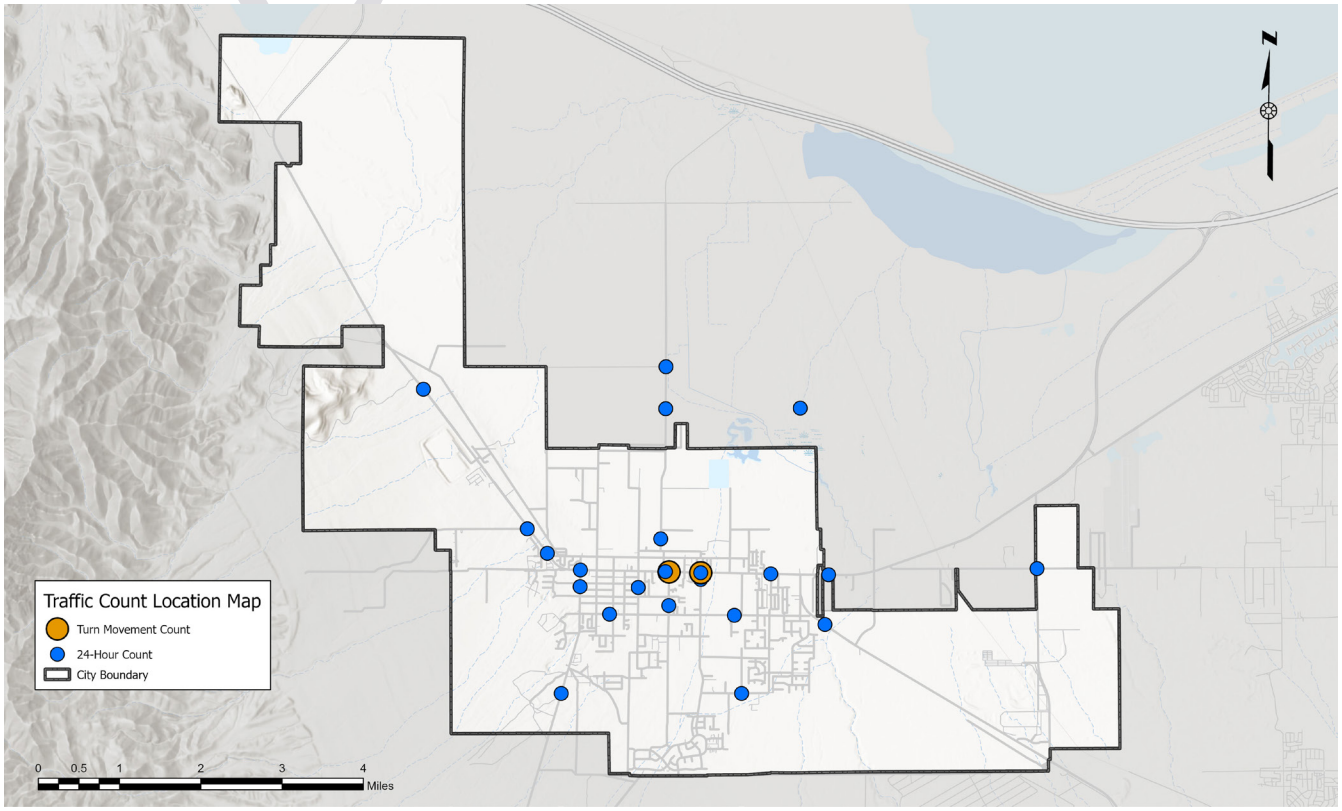
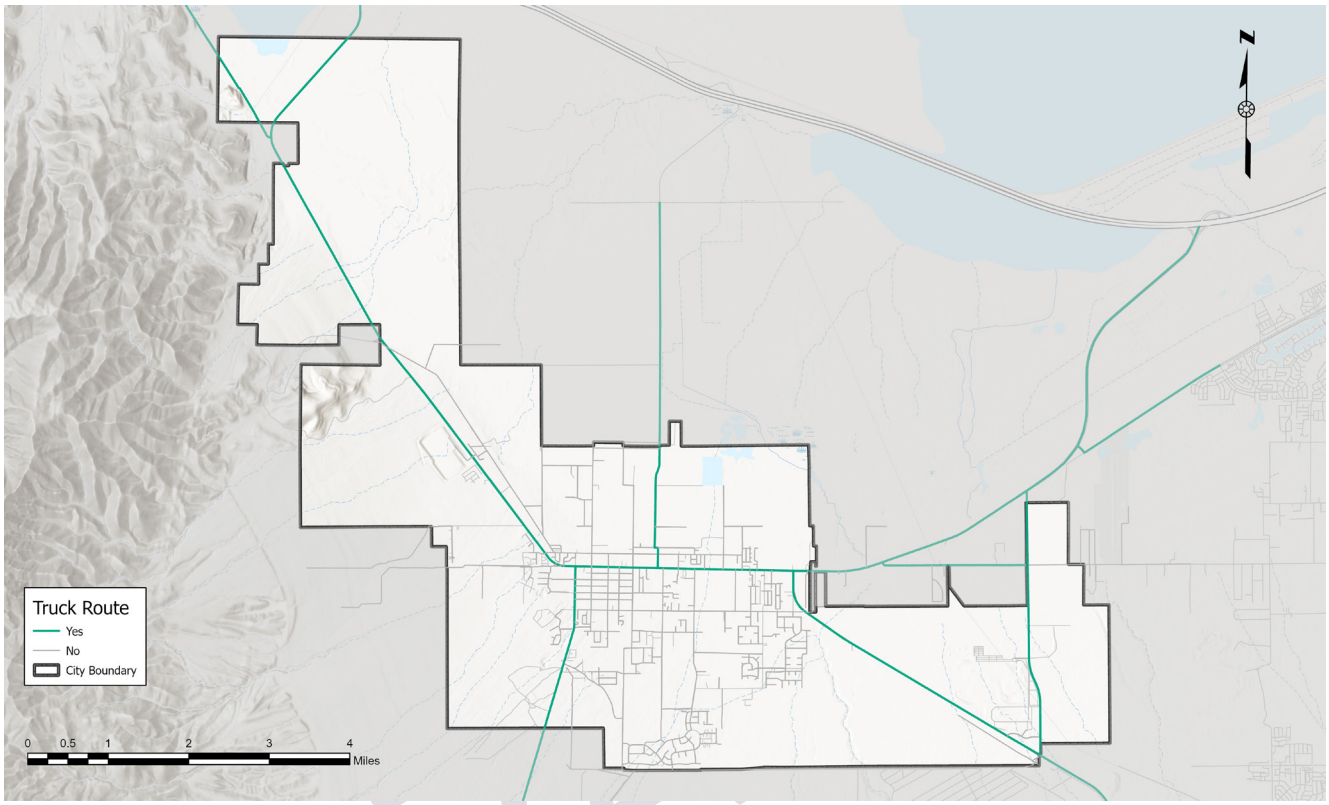


Figure 5. *Truck Routes Map*



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Travel demand modeling uses existing traffic conditions to project volumes in the future. Grantsville's land use plan, socioeconomic data, 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 local/residential 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 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

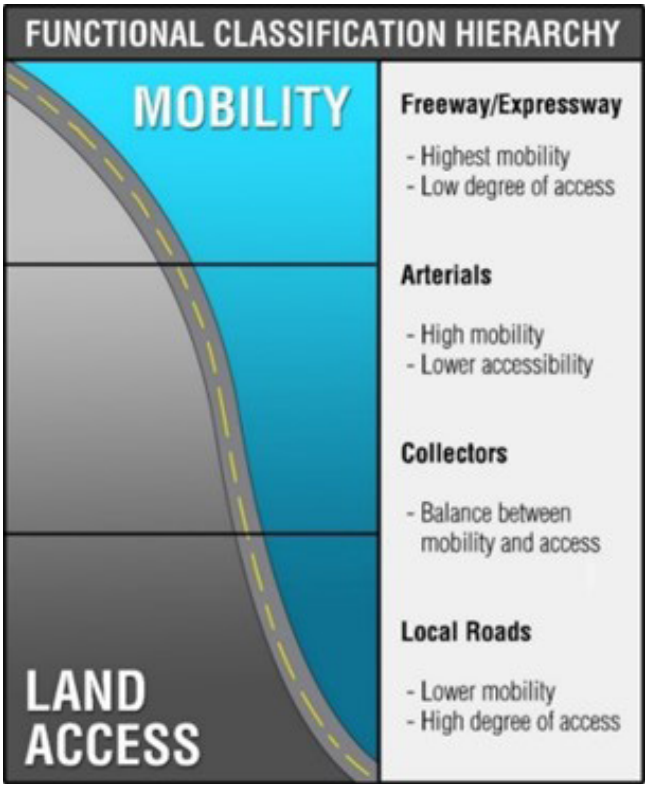


Table 1. Street Functional Classification

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

Based on guidance from the Federal Highway Administration

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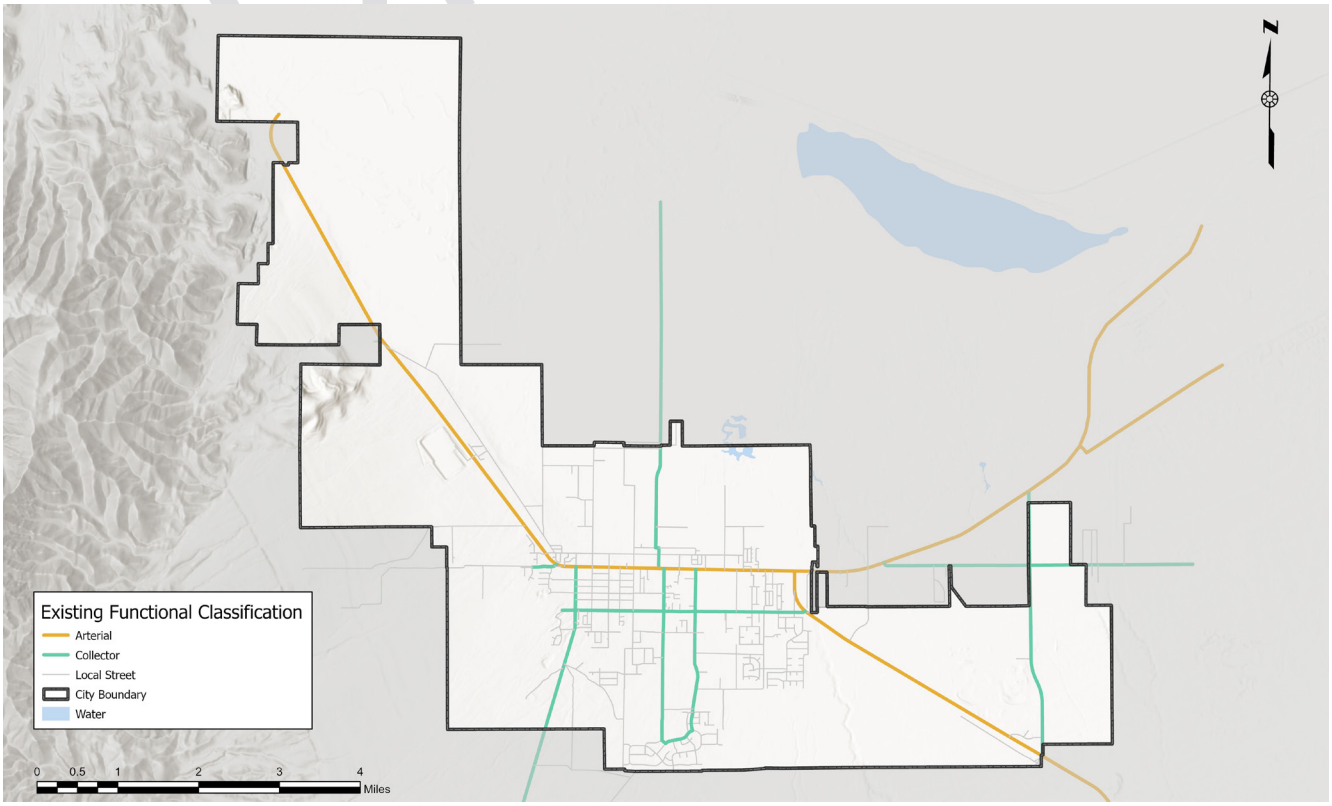
In Grantsville, the roadways are split into five functional classification subcategories. These categories are : Major Arterial, Minor Arterial, Standard Collector, Conditional Collector, and Local/Rural. The lane configuration for these five classifications are shown in Table 2, and a map showing the 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 approved 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 shoulder striping is proposed on local side streets, however, striped stop bars are required and crosswalks should be striped as necessary. Additionally, the Public Works Director 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. Parking is prohibited where there are red painted curbs. These areas are designated as fire access lanes.

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.

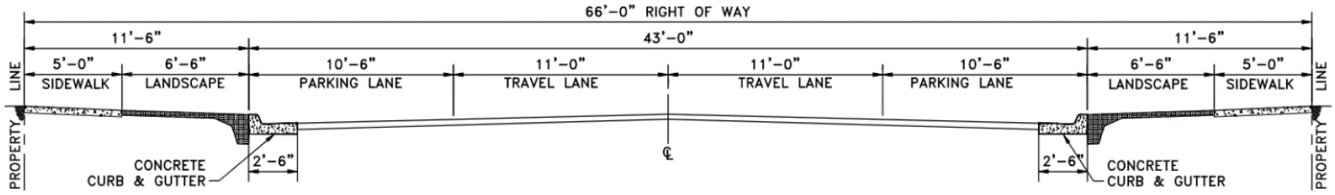
All roadways are to be built according to Grantsville City's current Standards and Specifications. This includes meeting pavement thickness requirements, which may increase depending upon a geotechnical report based on the volume of vehicles and trucks using the roadway.

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, integration of compete street principles and design, 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.

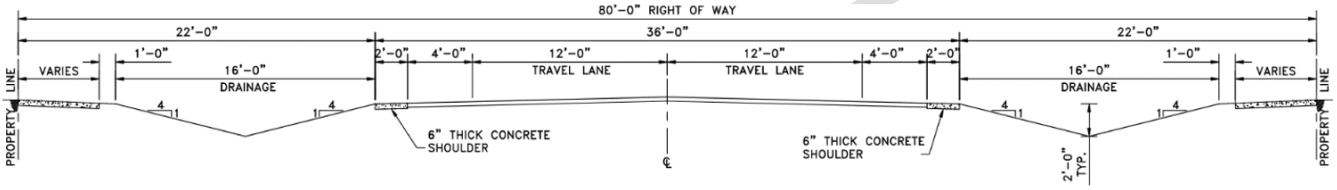
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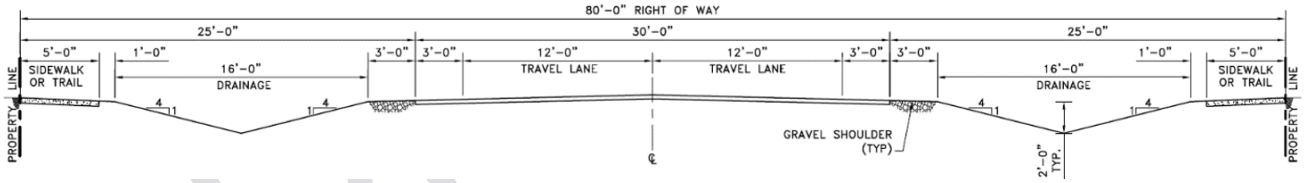
Figure 8. *Typical Roadway Cross-Sections*

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

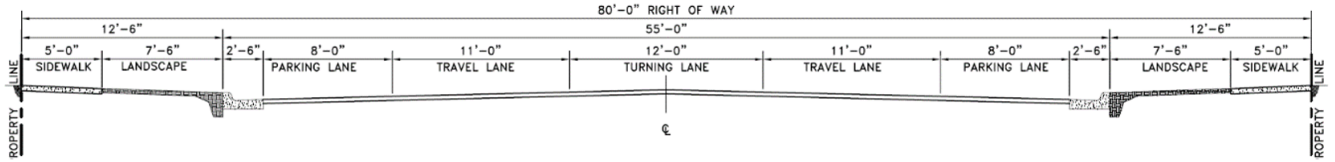


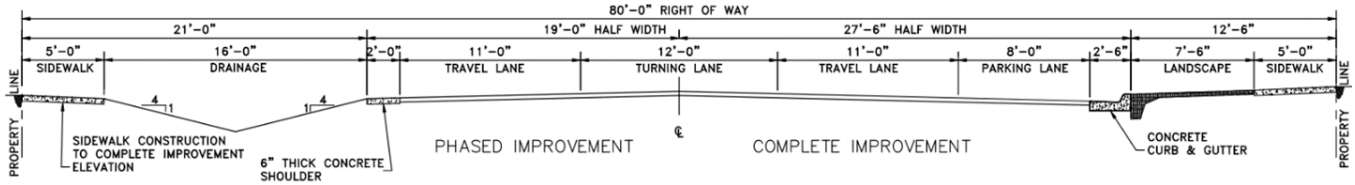
RURAL ROADWAY (80'-0" RIGHT OF WAY)



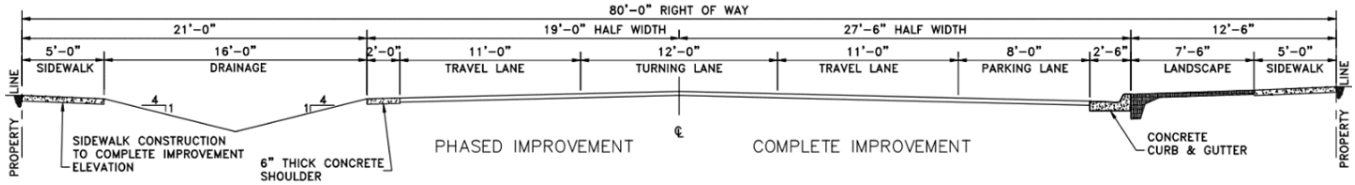


CONDITIONAL COLLECTOR ROADWAY (80'-0" RIGHT OF WAY)



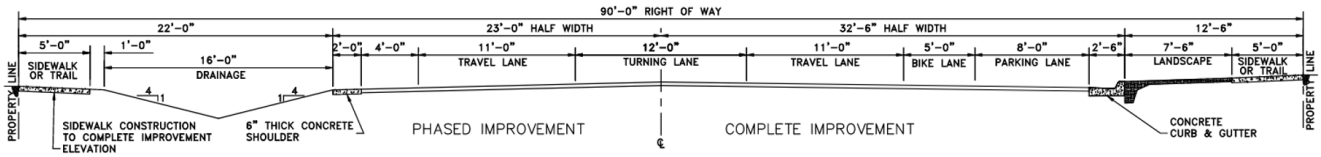


80' CONDITIONAL COLLECTOR ROADWAY SECTION A

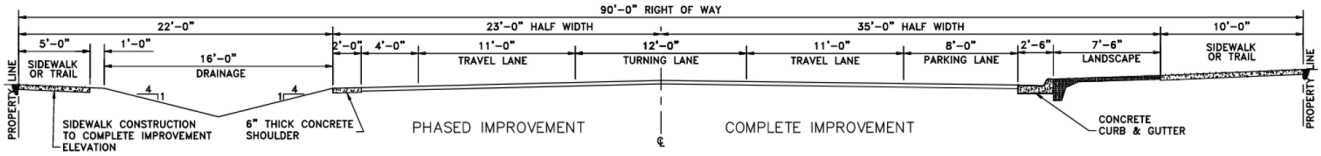


80' CONDITIONAL COLLECTOR ROADWAY SECTION B

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

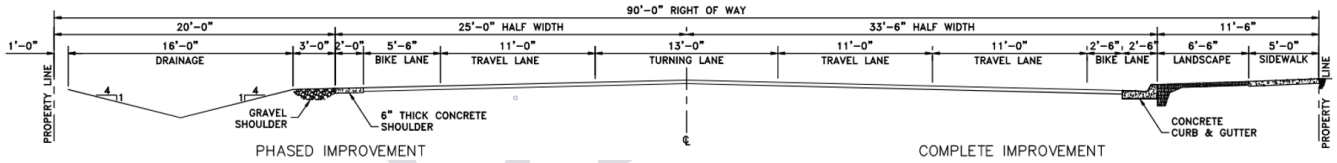


90' STANDARD COLLECTOR ROADWAY SECTION A

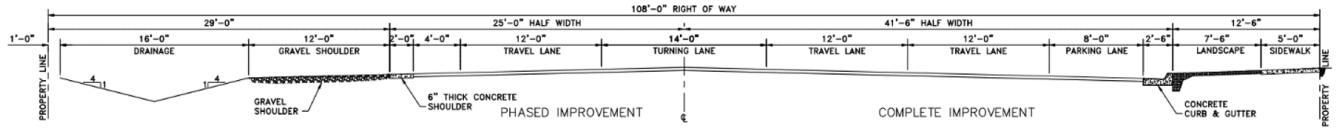


90' STANDARD COLLECTOR ROADWAY SECTION B

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.

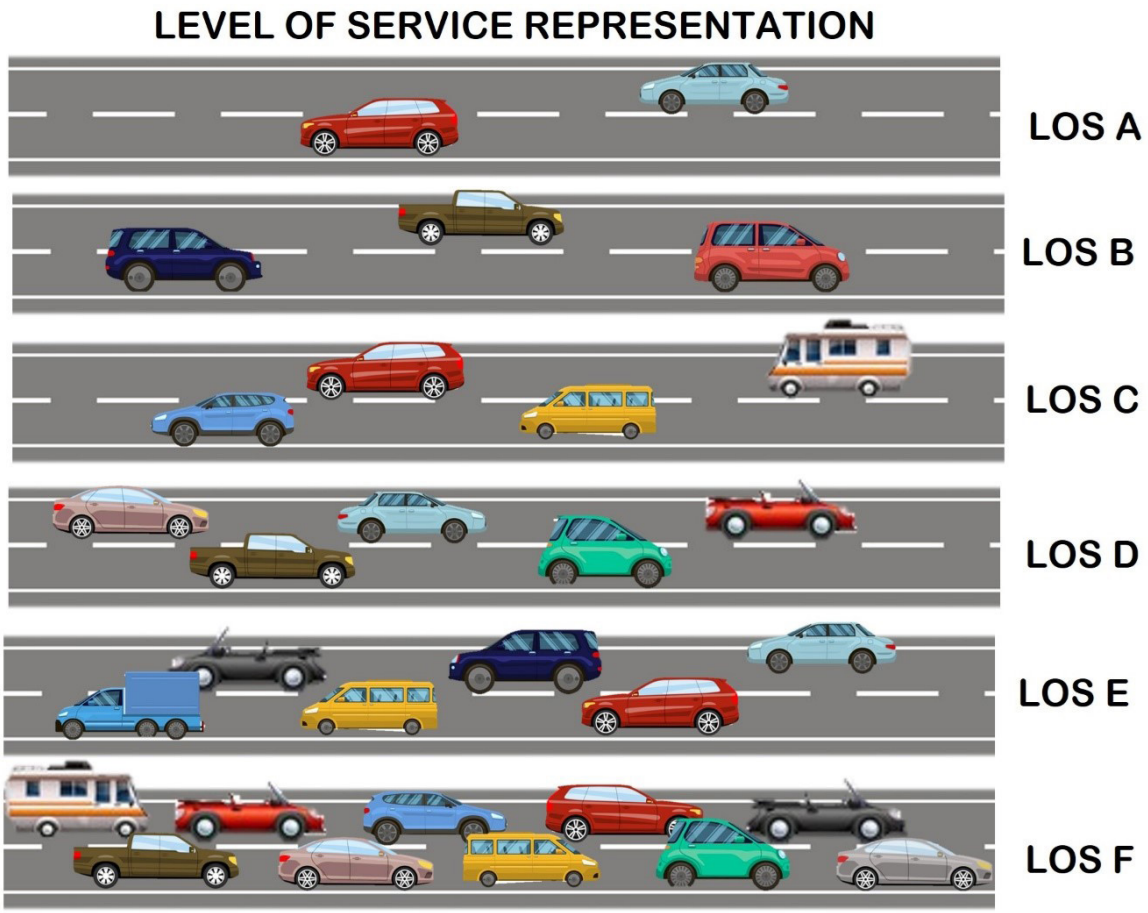
As defined in the Highway Capacity Manual, 6th Edition (HCM), a document published by the Transportation Research Board (TRB), LOS serves as the traditional form of measurement of a roadway's functionality.

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 Public Works Director on a case-by-case basis.

The fees associated with each TIS will be paid for by the developer. The developer will chose an engineer with the following qualifications to conduct the TIS:

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

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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:

- *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 Public Works Director 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 Public Works Director.

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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

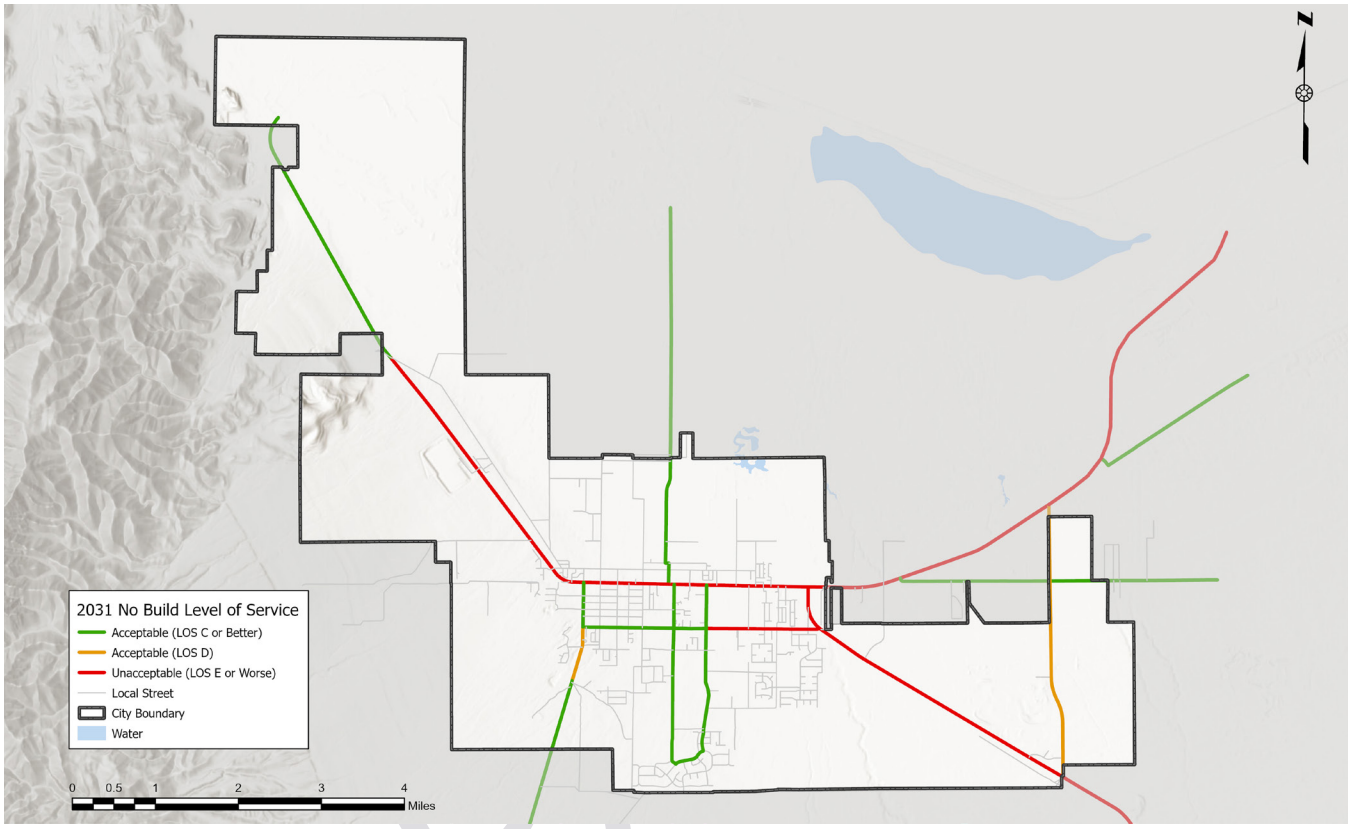
When a roadway network is failing at intersections or sections of roadway, improvements can take various forms. The failing roadways or intersections can be improved directly, or the network surrounding the failing locations can be improved. The improvements recommended in Grantsville will focus more 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 prior to 2031.

- 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*



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Figure 11. *2031 Build Level of Service*

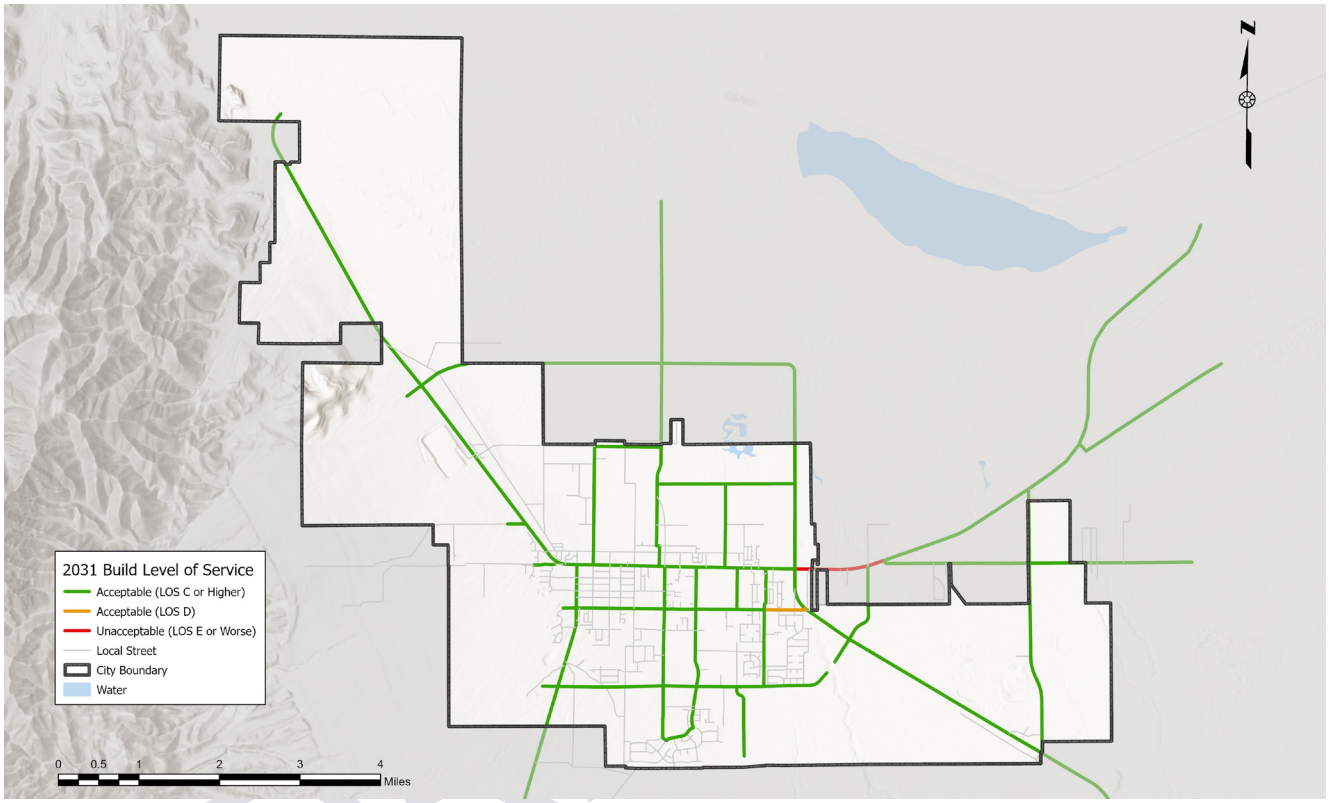
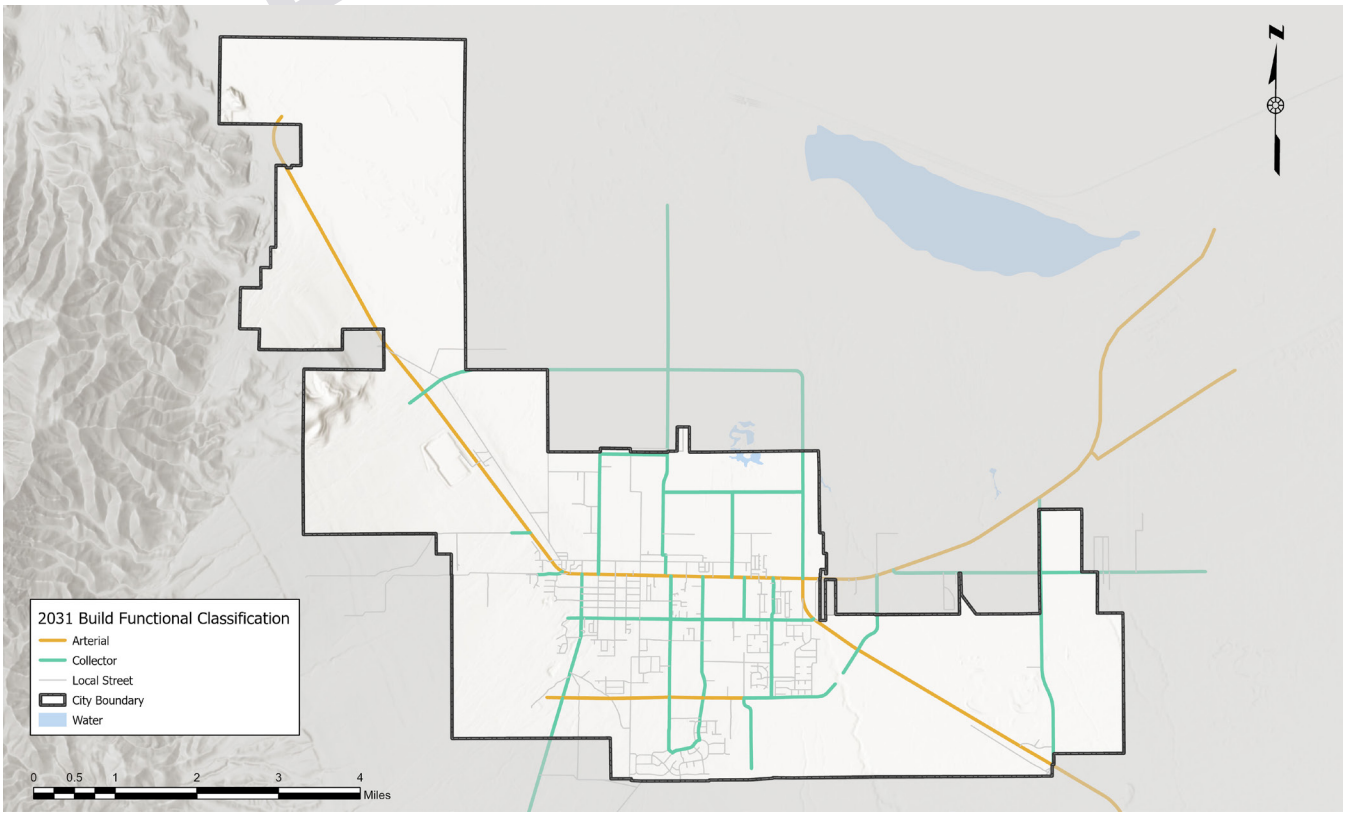


Figure 12. *2031 Build Functional Classification*



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*

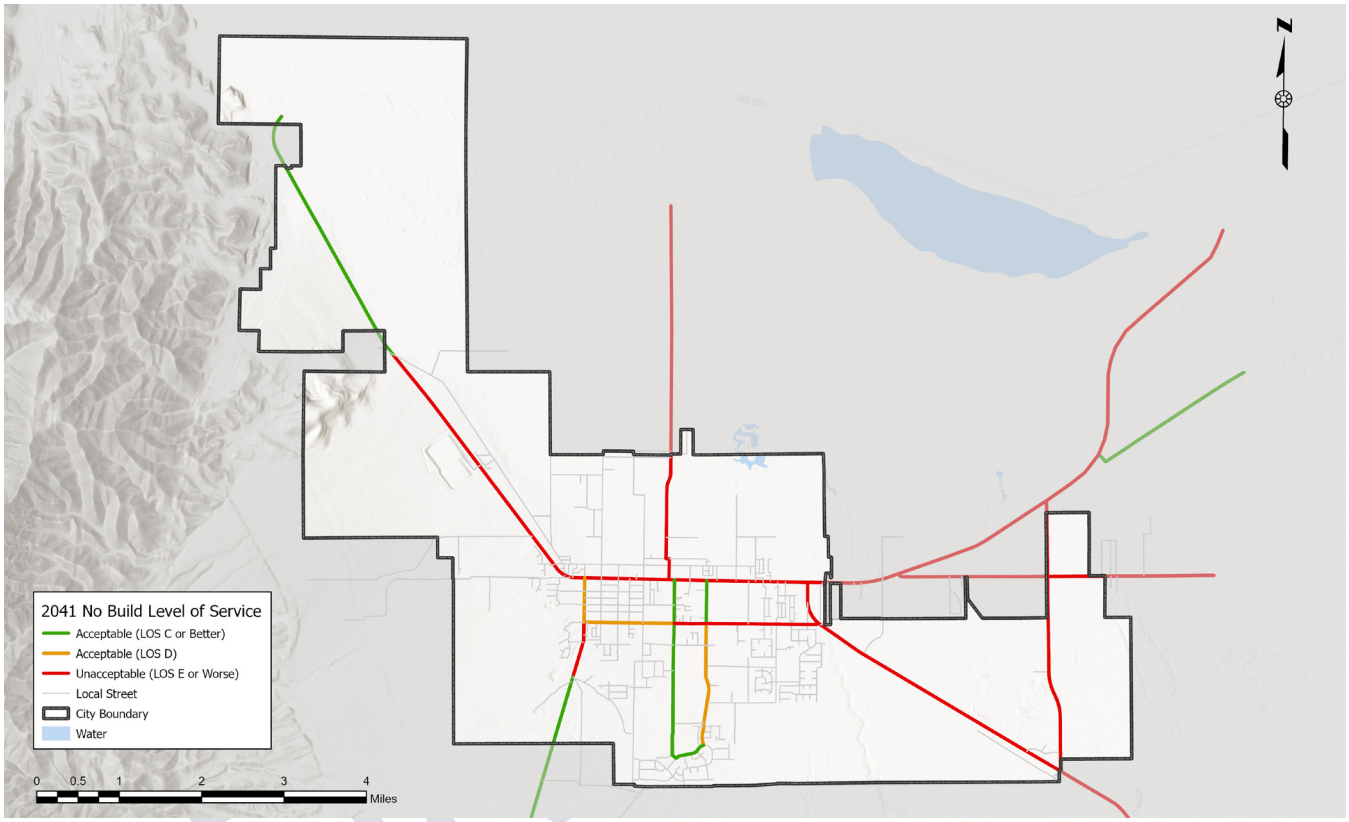


Figure 14. *2041 Build Level of Service*

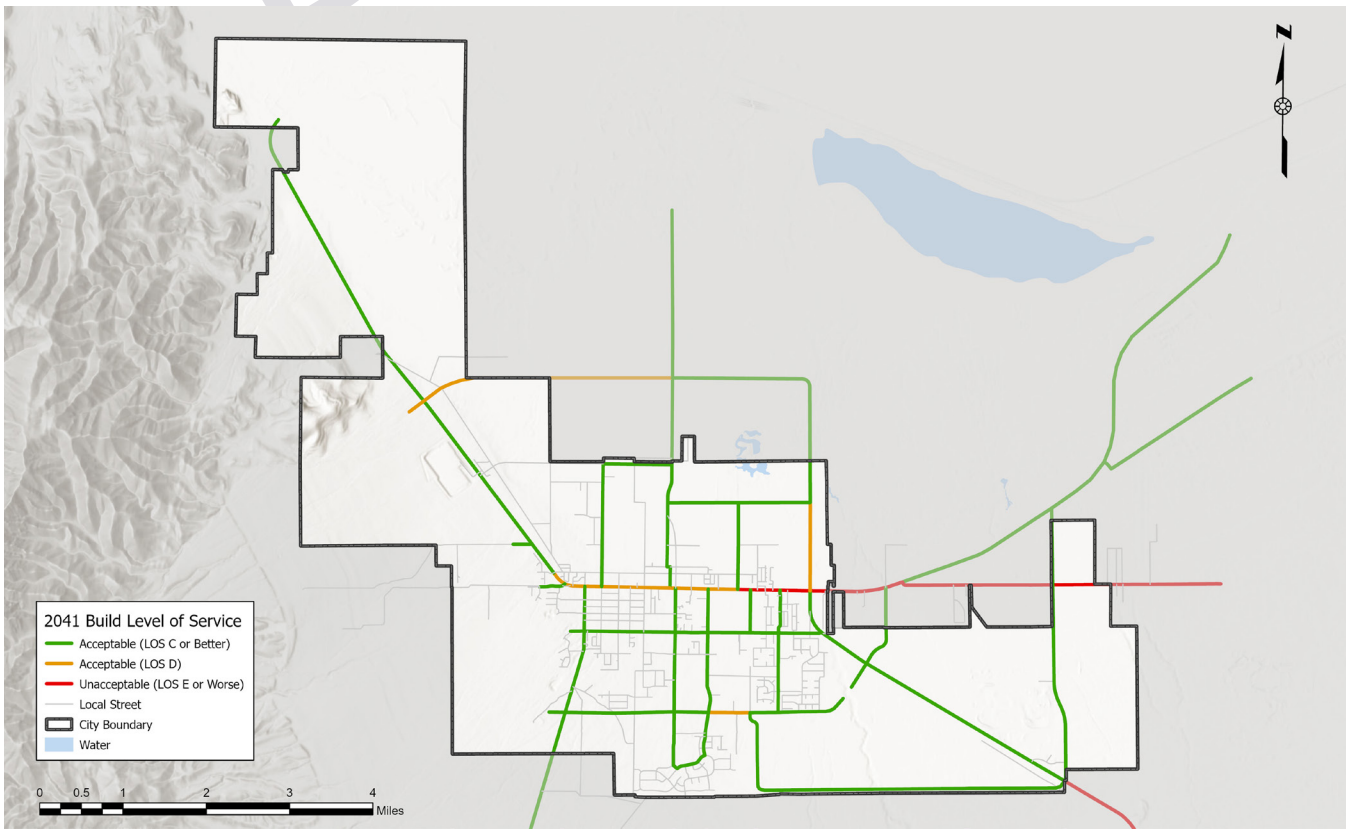
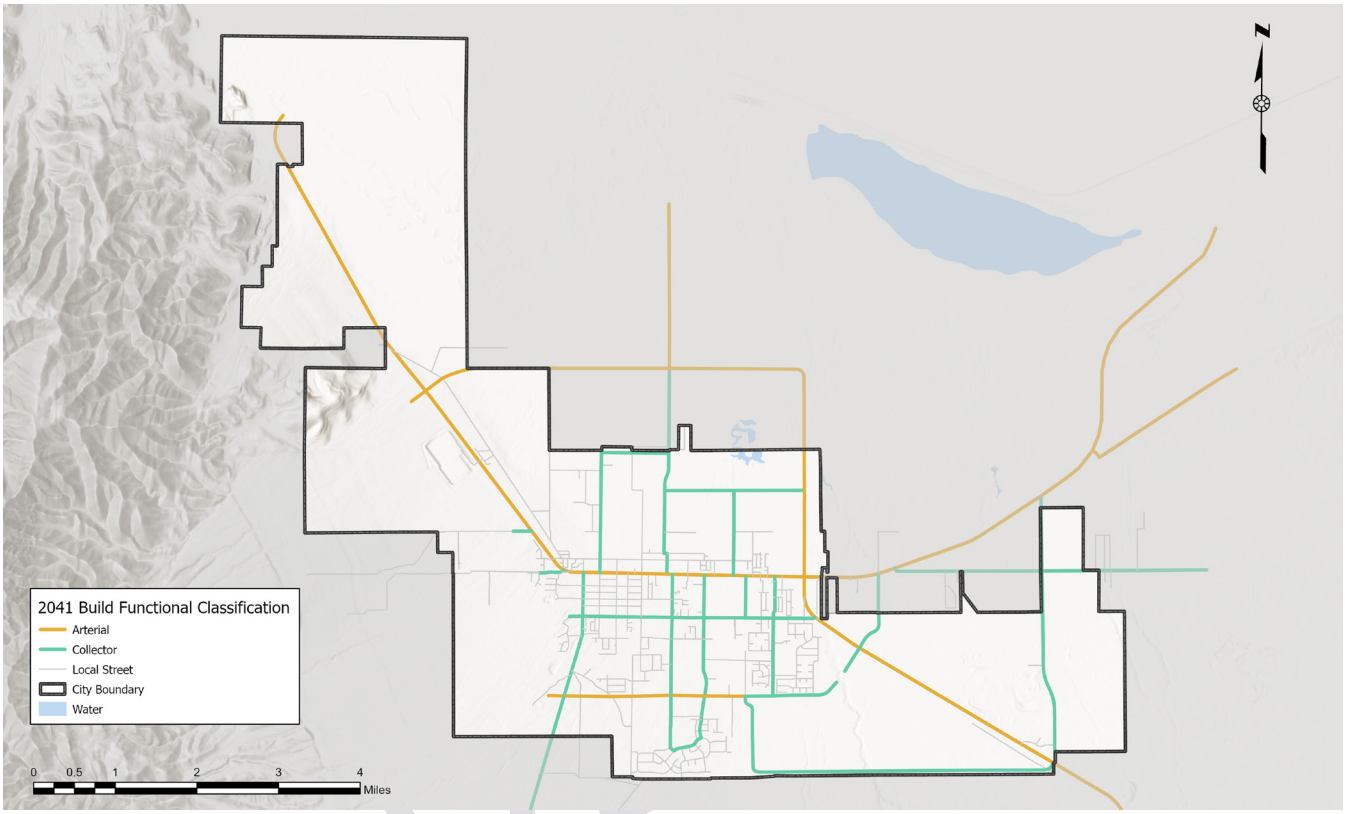


Figure 15. *2041 Build Functional Classification*



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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.

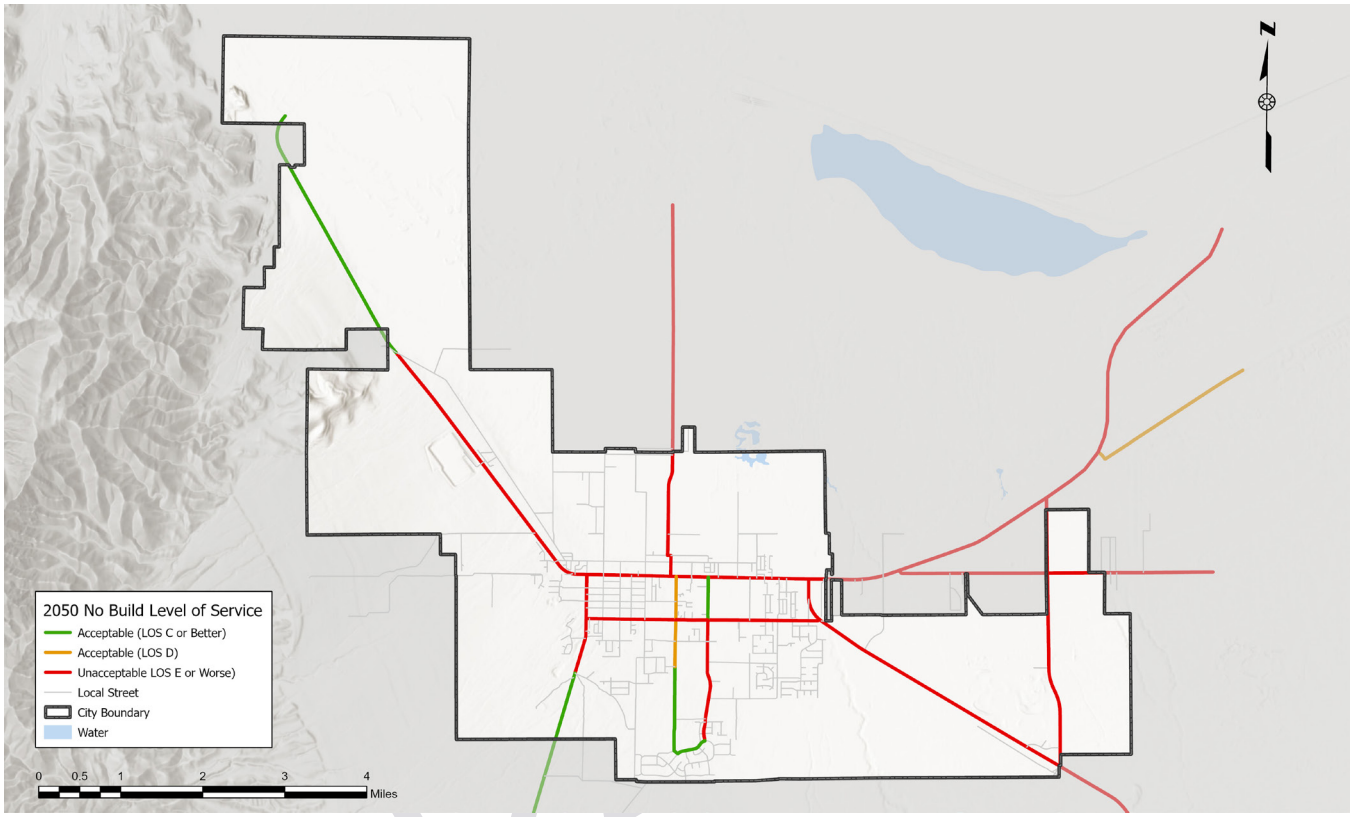
The 2050 improvement recommendations in Grantsville will continue to focus on improving the surrounding roadway network. Erda Way is not addressed in the roadway improvements due to the Tooele County Transportation Master Plan specifically addressing this and stating that they want to maintain the rural 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*

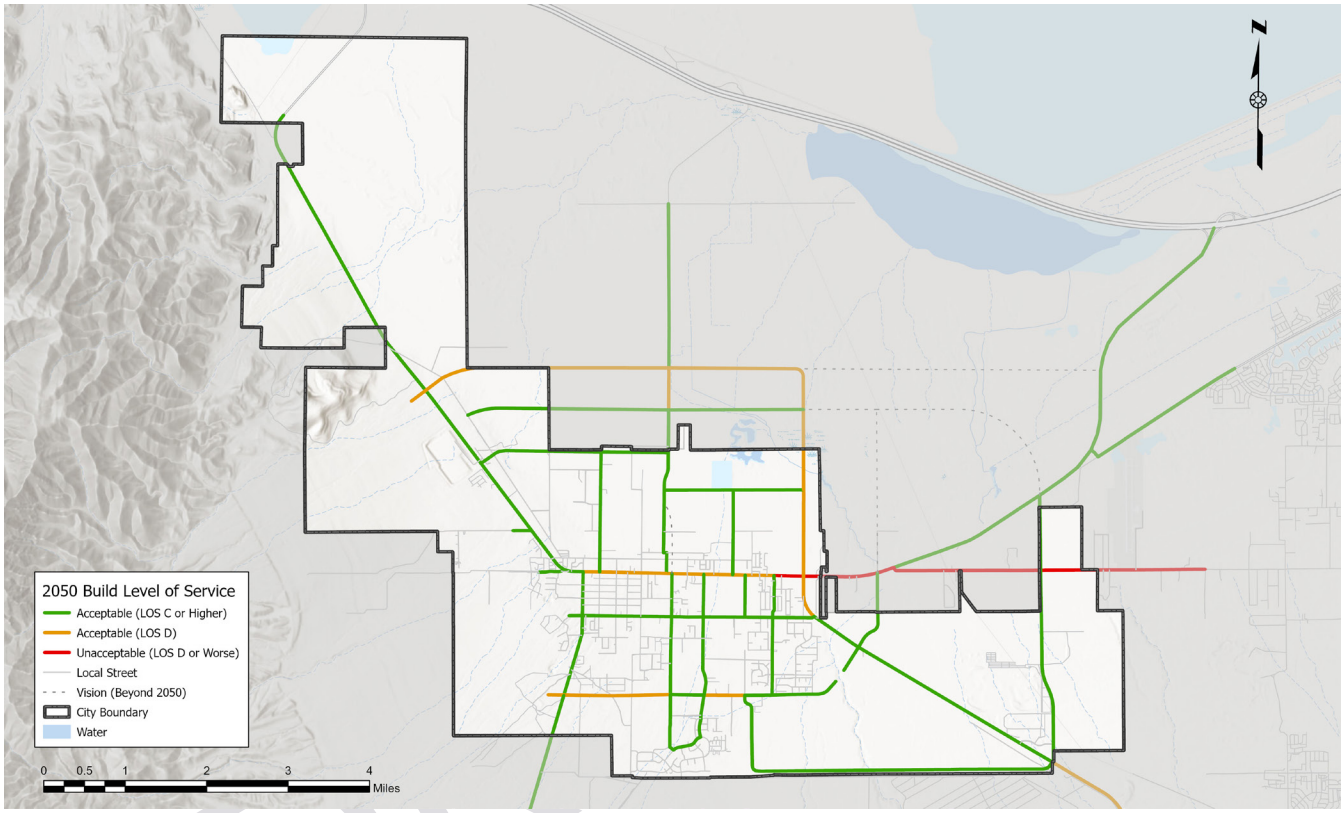
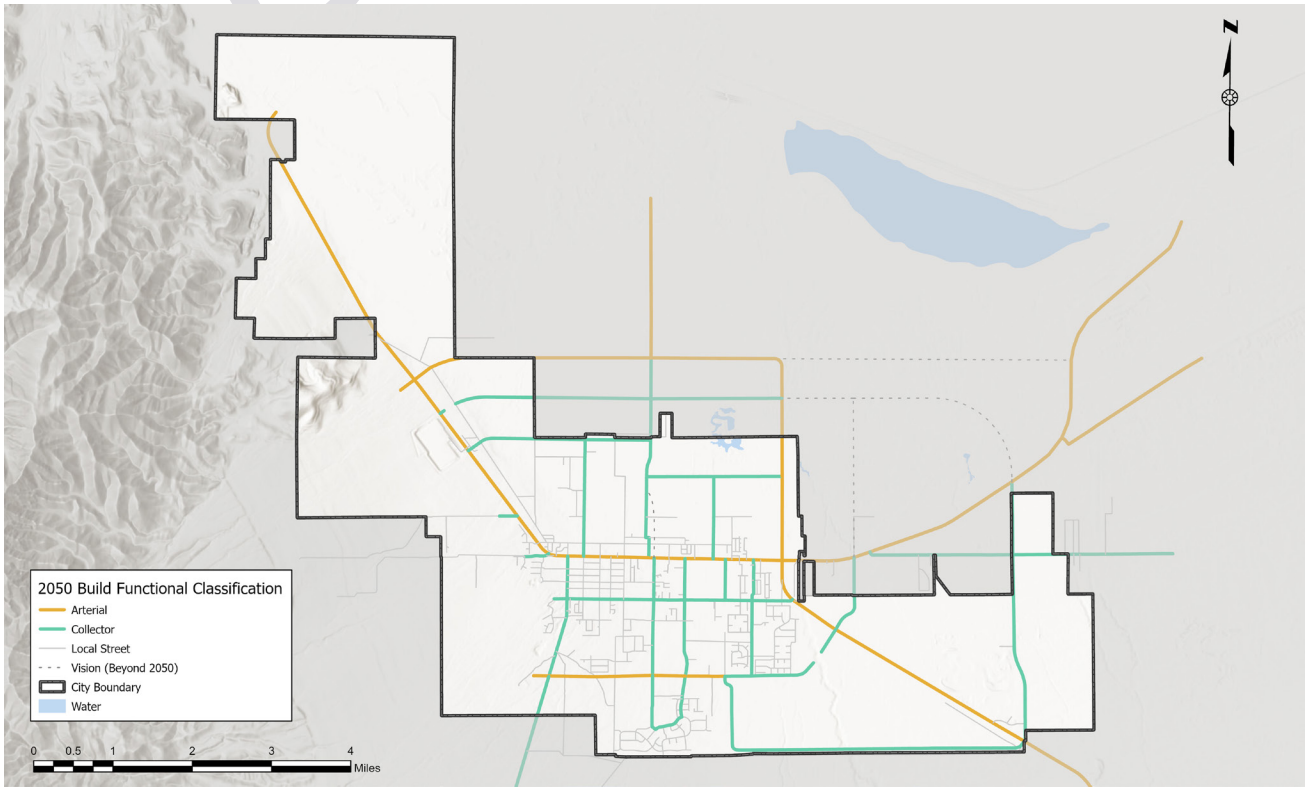


Figure 18. *2050 Build Functional Classification*



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:

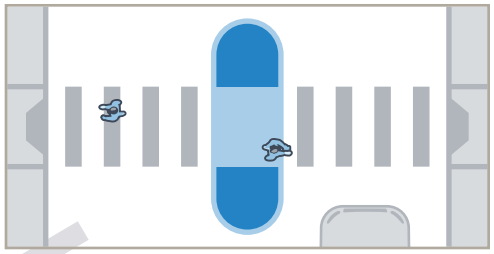
- landscaping that creates a sense of enclosure along a corridor and reduces field of vision for drivers
- an abrupt change in the texture or color along the road such brick pavers at intersections, or crosswalks painted with artistic murals

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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.

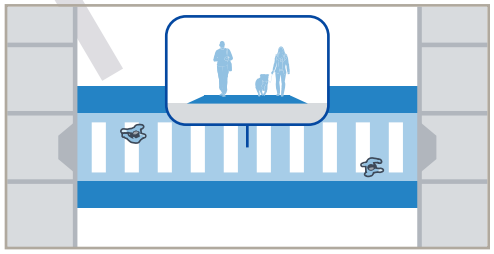
PEDESTRIAN REFUGE ISLAND

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.



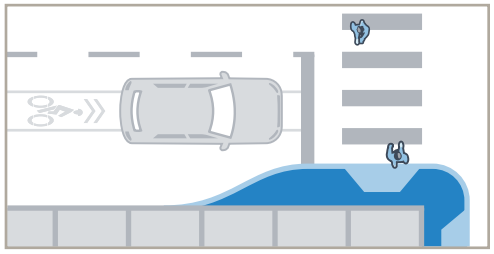
RAISED CROSSWALK

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.



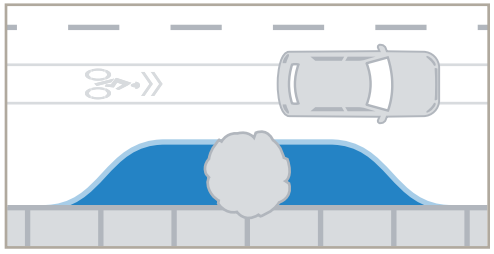
BULB-OUT

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)

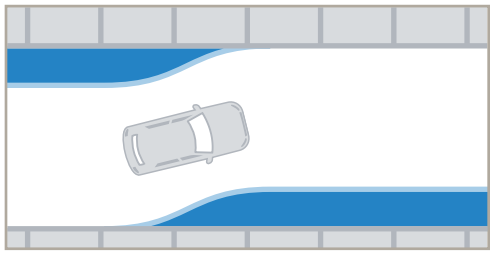
Pinch-points visually and physically narrow the roadway, producing safer and shorter crossings for pedestrians. Curb extensions increase pedestrian visibility by aligning pedestrians with the parking lane. They can also be implemented midblock to slow traffic speeds and increase available public space.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



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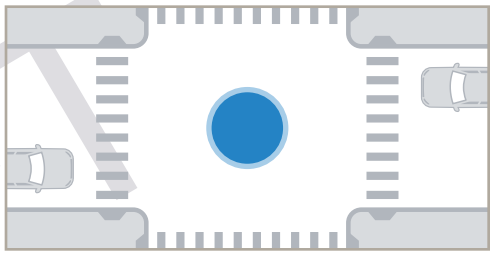
CHICANE

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 ROUNDABOUT

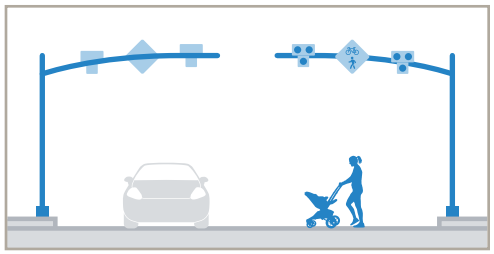
Roundabouts reduce speeds by forcing vehicles to maneuver around them, and are commonly used as alternatives to four-way stops. Also called traffic circles, they function well as a traffic-calming device on neighborhood or collector roads with low traffic volumes. Roundabouts can be used at intersections or road segments in between intersections.



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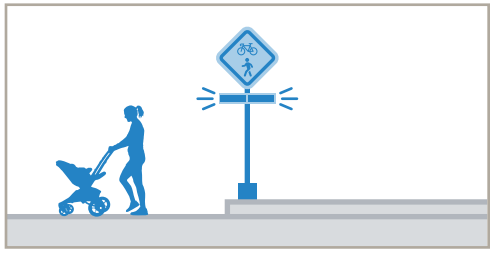
HIGH-INTENSITY ACTIVATED CROSSWALK (HAWK) SIGNAL

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

March 2024

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 multi-modal infrastructure, it enables residents to easily explore parks, trails, and recreational areas, enabling an active and healthy lifestyle. In addition opportunities for 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 accessible 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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TRANSPORTATION MASTER PLAN 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.

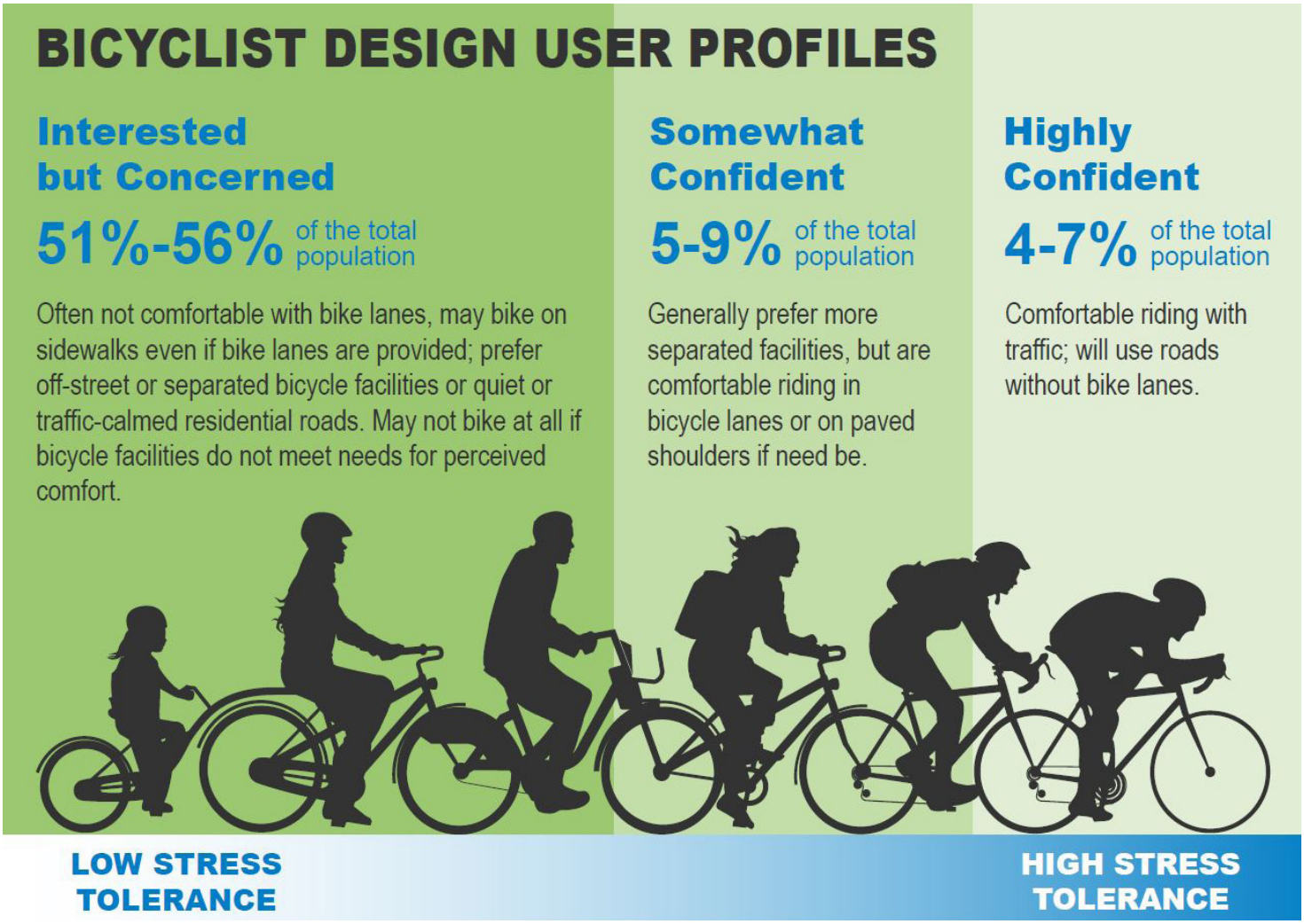
By prioritizing a high-comfort/low-stress network, Grantsville can maximize the benefits to the most people, while low-comfort/high-stress networks may serve fewer individuals. However, it's essential to note that the critical decision of selecting the target design user and comfort level is often overlooked, leading to a default approach that primarily caters to Highly Confident and Somewhat Confident users.

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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

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.

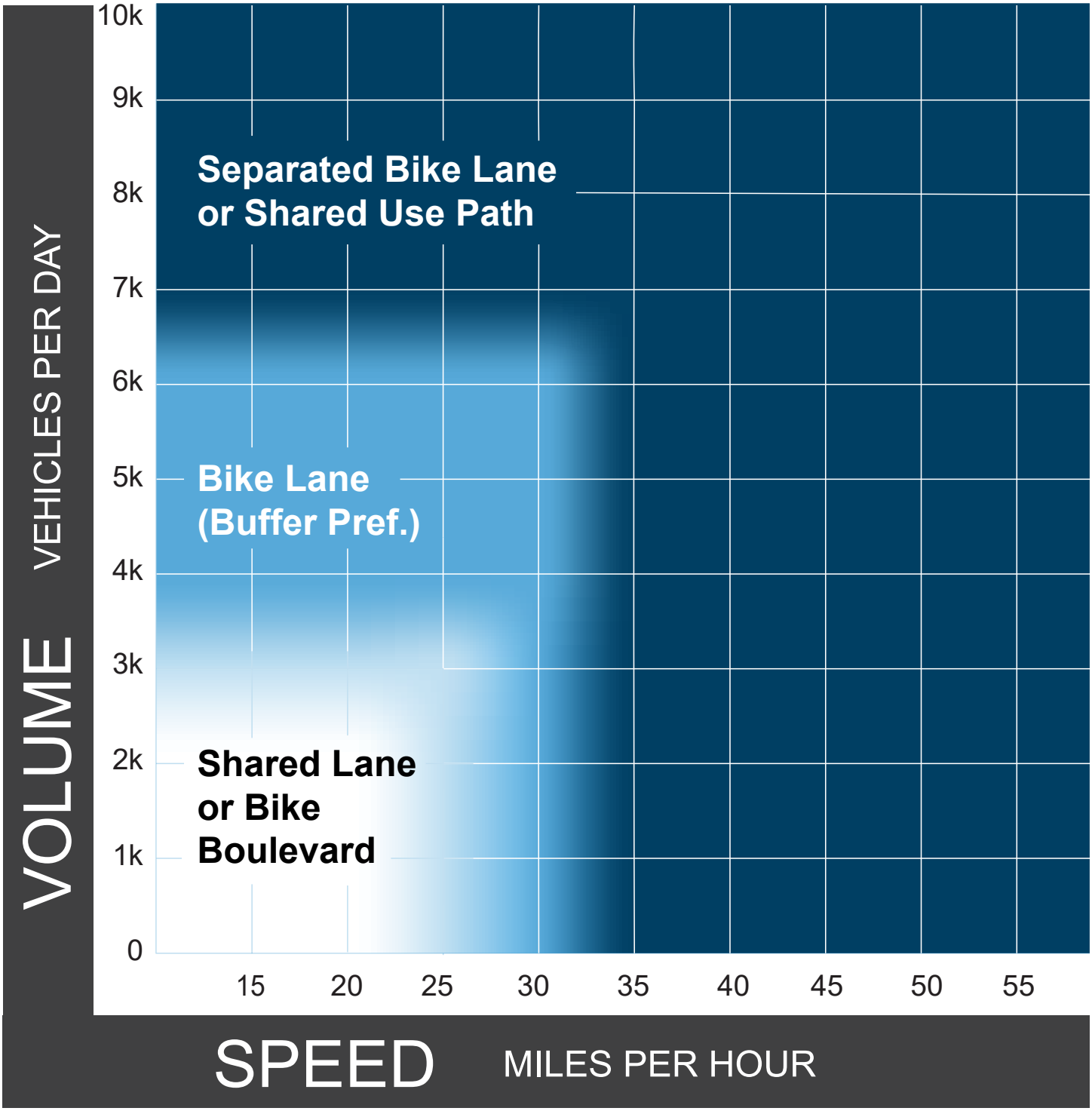
In general, the higher the speed and volume of a road, the more protective the recommended bikeway. The following recommendations are suggested based on speed and volume:

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 19. *Preferred Bikeway Type for Urban, Urban Core, Suburban and Rural Town Contexts 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

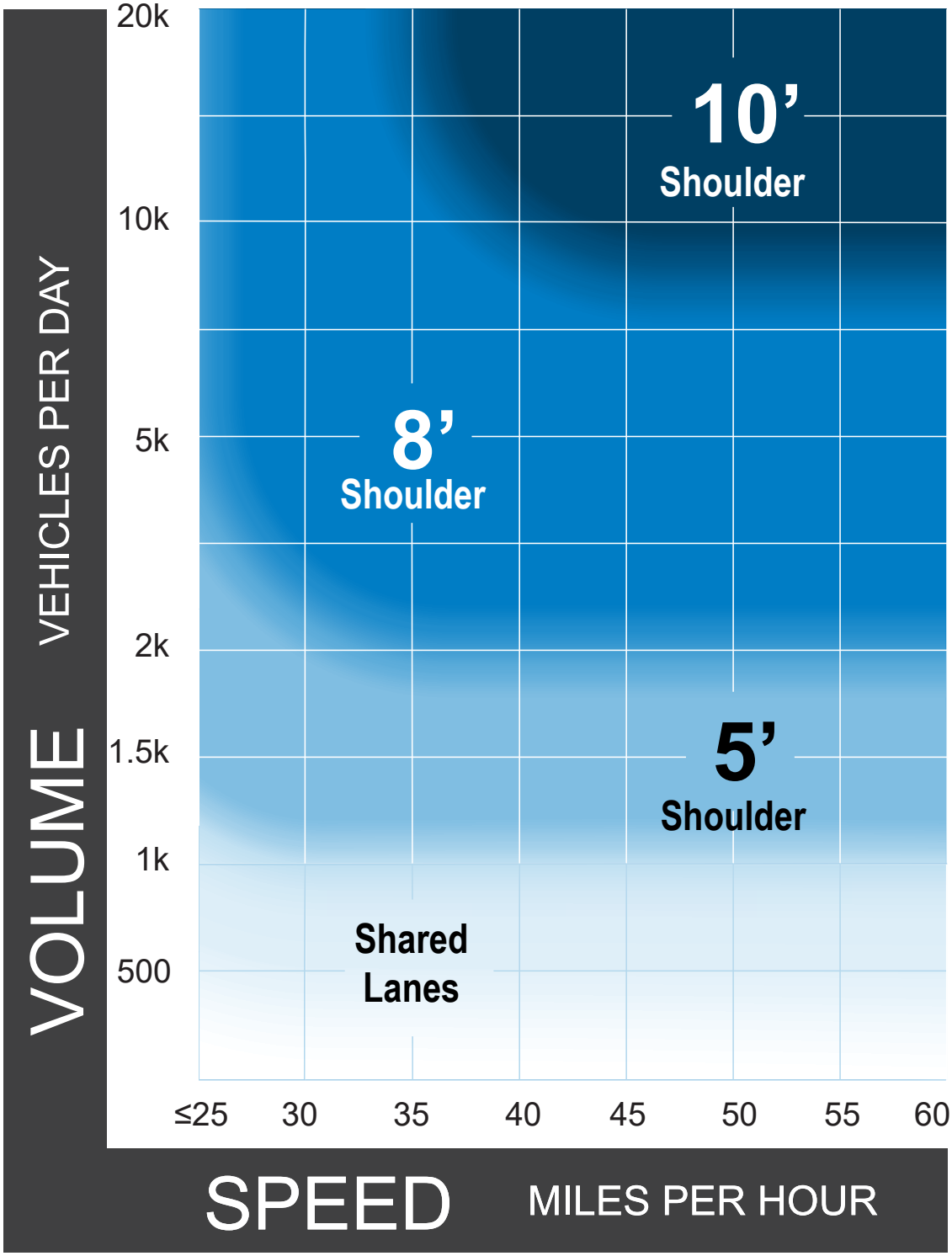
In rural areas, the typical bicyclist is often a recreational cyclist, falling into the Highly Confident or Somewhat Confident category. Suitable bikeway types for rural roadways include shared lanes, paved shoulders, and shared use paths. The width of the shoulder plays a critical role in accommodating 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

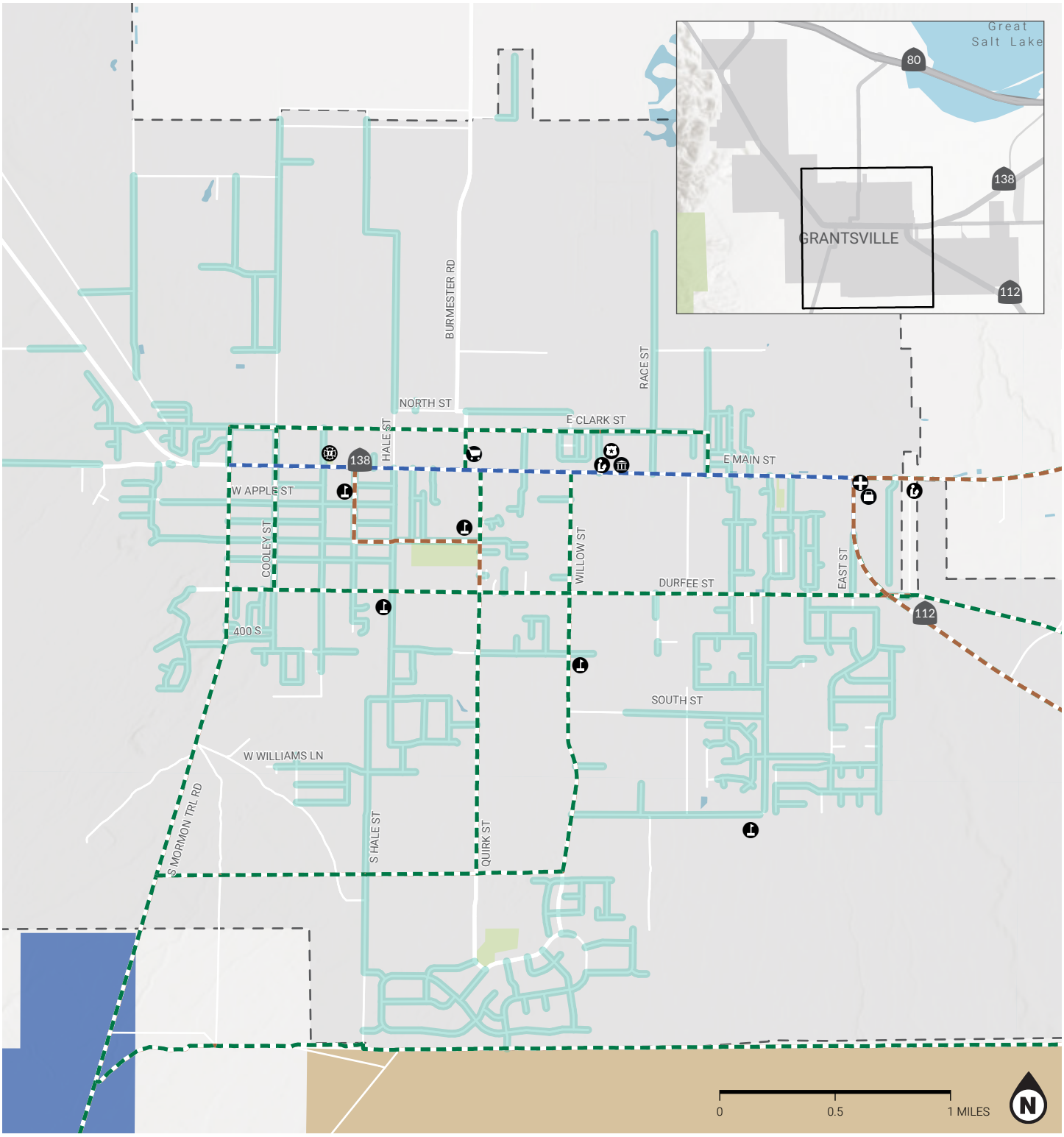
The project team has identified key community destinations, such as schools, parks, libraries, and retail nodes. Through mapping existing facilities, such as sidewalks, gaps within a quarter-mile radius of these destinations can be pinpointed. This data allows for the prioritization of improvements and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



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: 2/28/2024.

EXISTING CONDITIONS

GRANTSVILLE CITY

Base Map

Boundaries

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

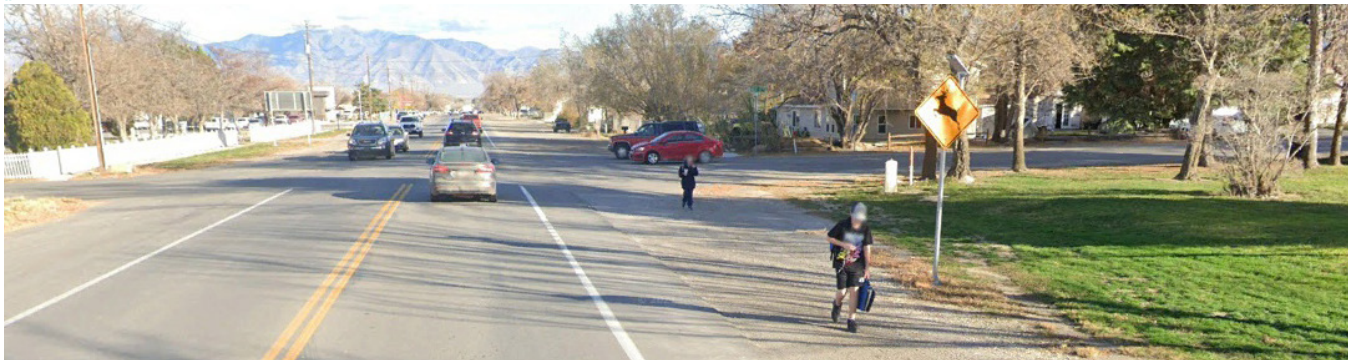
Destinations / Transportation

- School
- Grocery Store
- Library
- Medical Center
- Retail Node
- Fire Department
- City Offices
- Police Department
- 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.

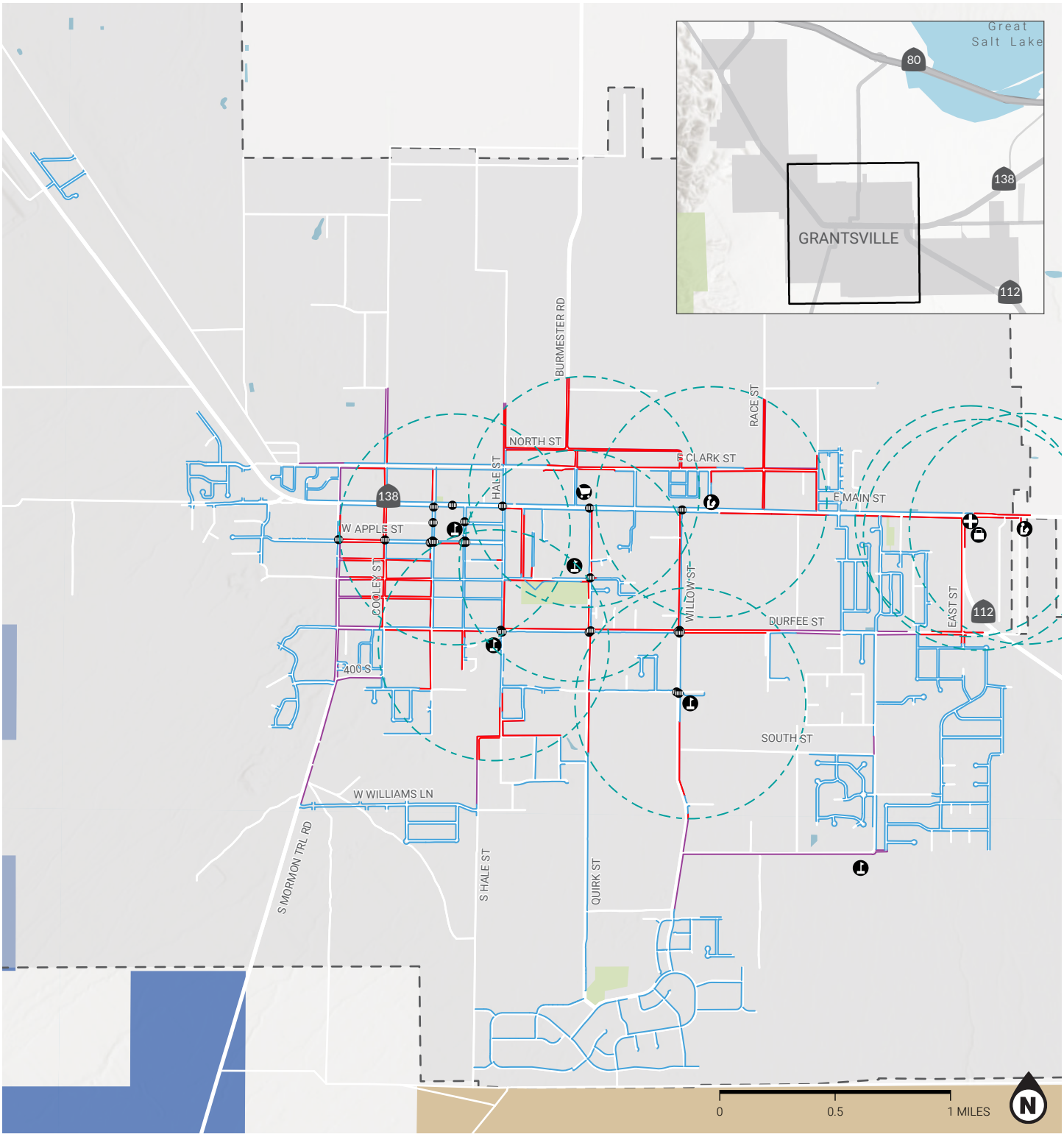
For example, there is a segment of Main St where sidewalks are missing on one side of the street. As a result, pedestrians are forced to walk in on the gravel shoulder adjacent to 40 mph vehicle traffic. This lack of proper pedestrian space presents safety risks, particularly in poor lighting conditions 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 2. *Sidewalk Network Gaps*



SIDEWALK ANALYSIS

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
- Existing Marked Crossings
- Existing Sidewalks (As of 12/13/22)
- Sidewalk Gaps
- Sidewalk Gaps within Buffers
- 1/2 Mile Destination Buffer

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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, paying particular attention to school zones. They include Main St, Clark St, Durfee St, Apple St, Nygreen St near Twenty Wells Elementary School, 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 continue to advance policies to acquire land for regional parks and recreational amenities through option or right of first refusal contracts, use of fee-in-lieu payments, as part of Master Developer Agreements (MDAs), 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 2 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

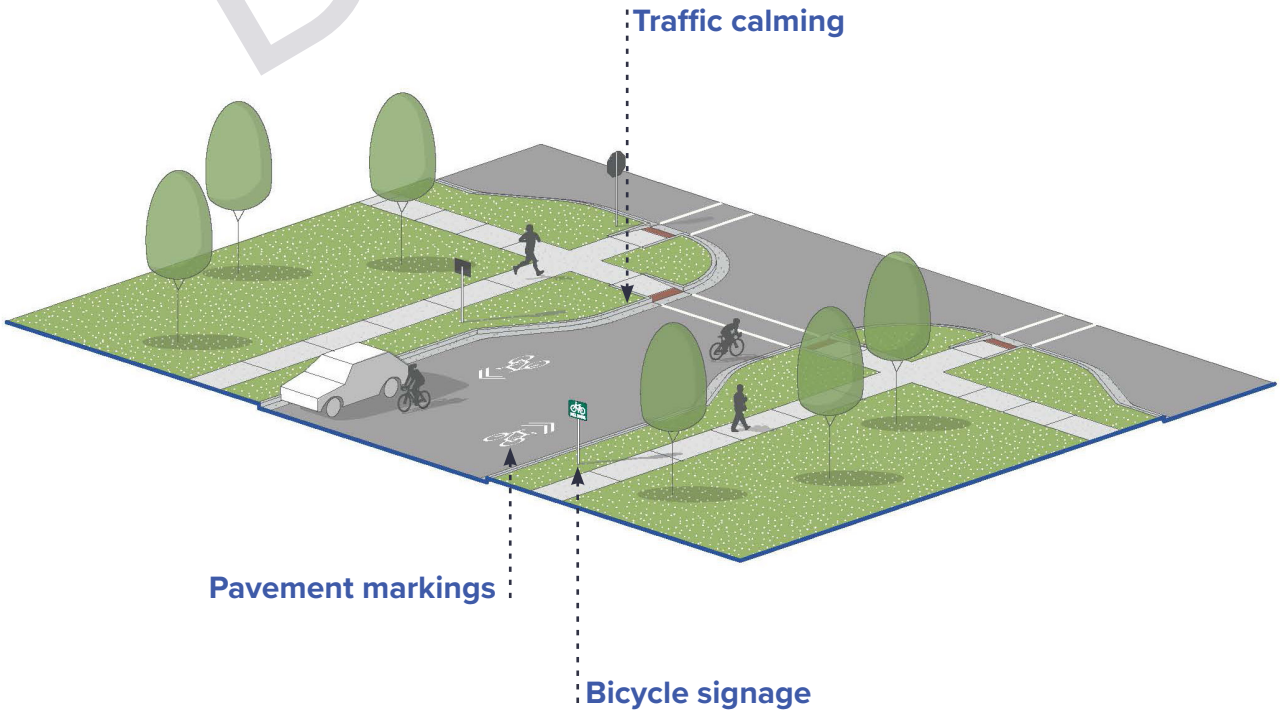
Neighborhood byways, also referred to as bicycle boulevards, are a shared street, or mixed traffic facility on which bicyclists and motor vehicles share the same space; however, they may require more investment than simply incorporating pavement markings (sharrows) and bicycle signage. In order to achieve 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.

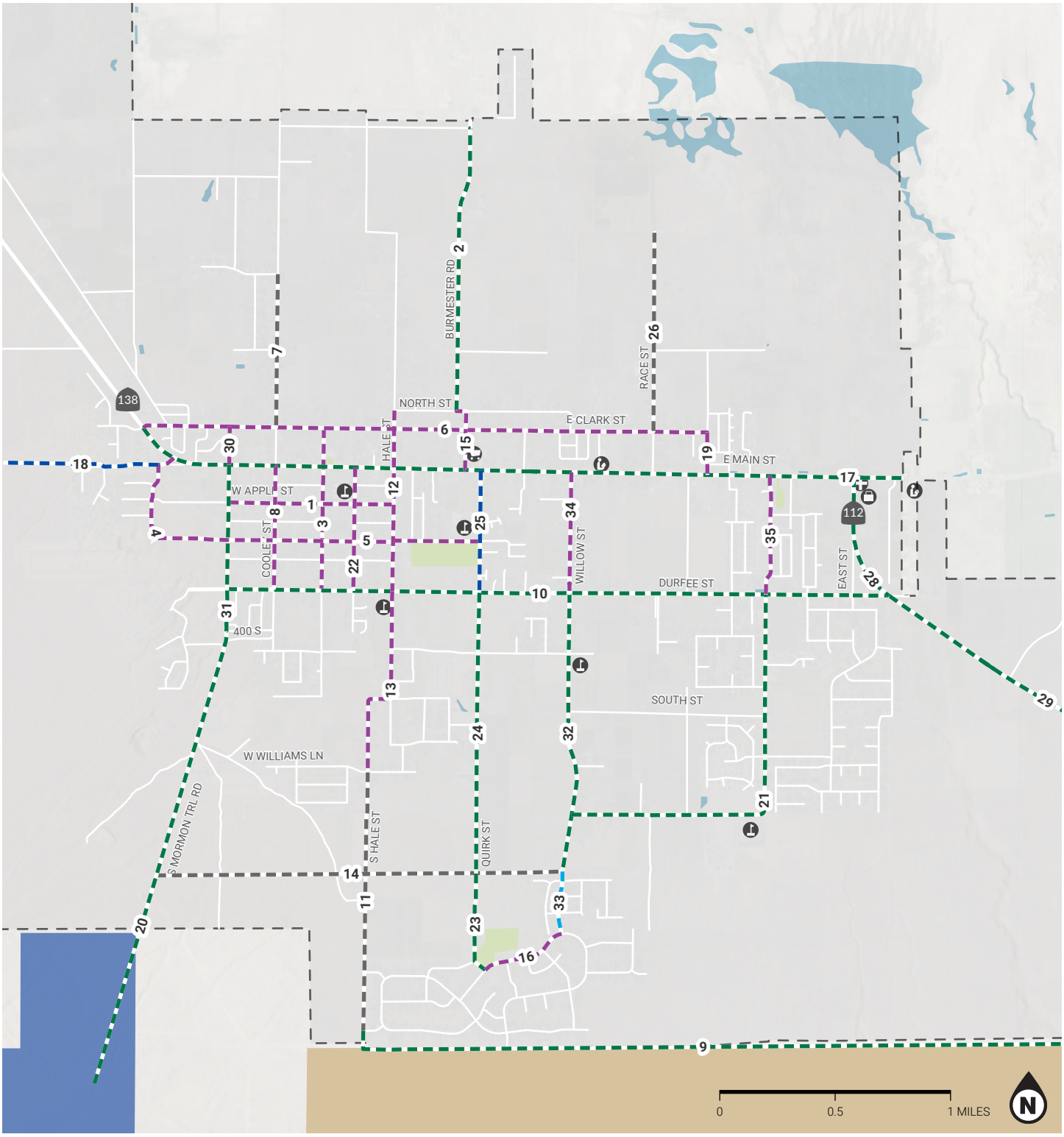
Some examples of traffic calming elements include:

- 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 3. *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

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 *faclity located near Willow Elementary School*
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 3 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



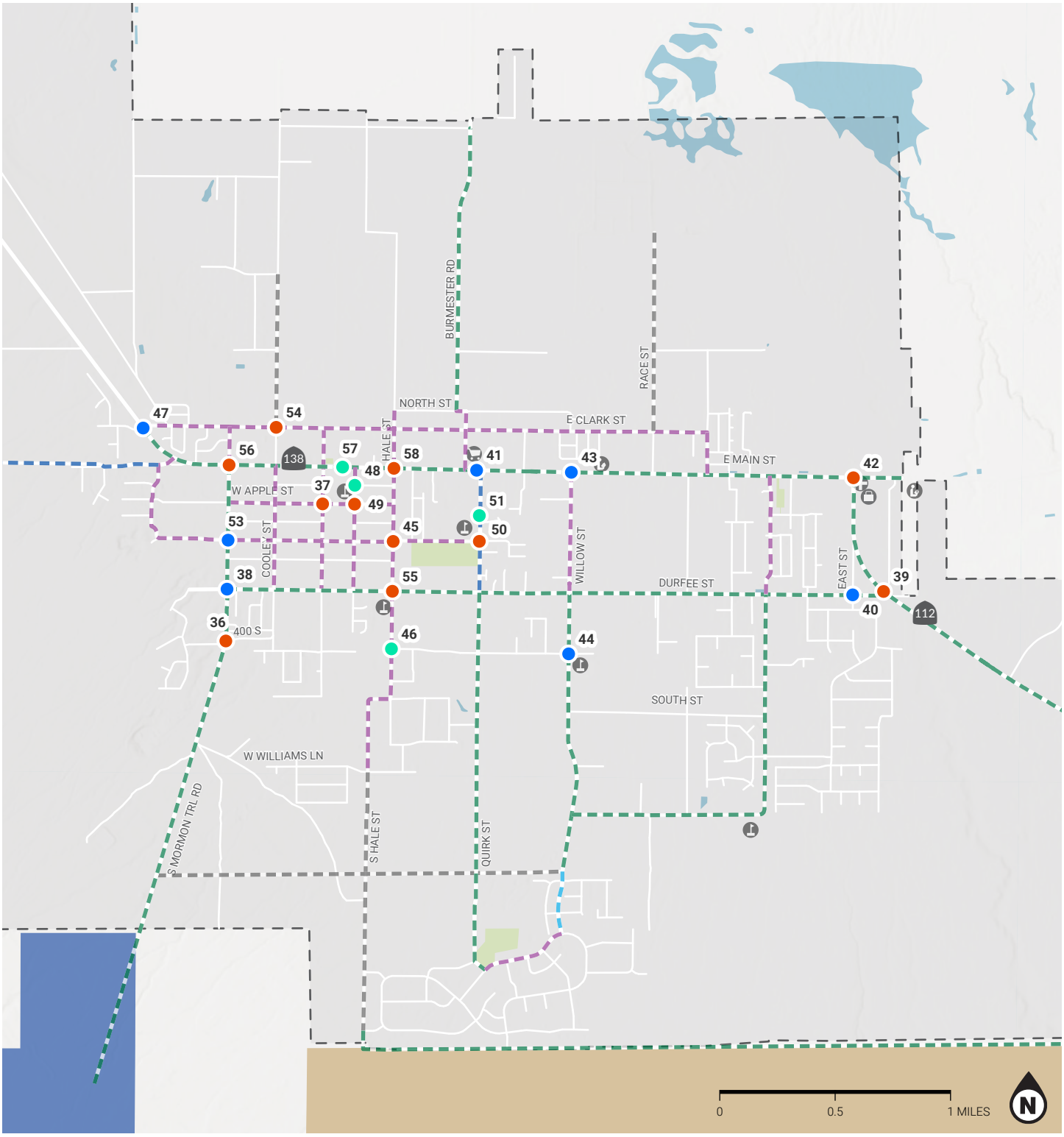
MIDBLOCK CROSSINGS



INTERSECTION IMPROVEMENTS

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Map 4. *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

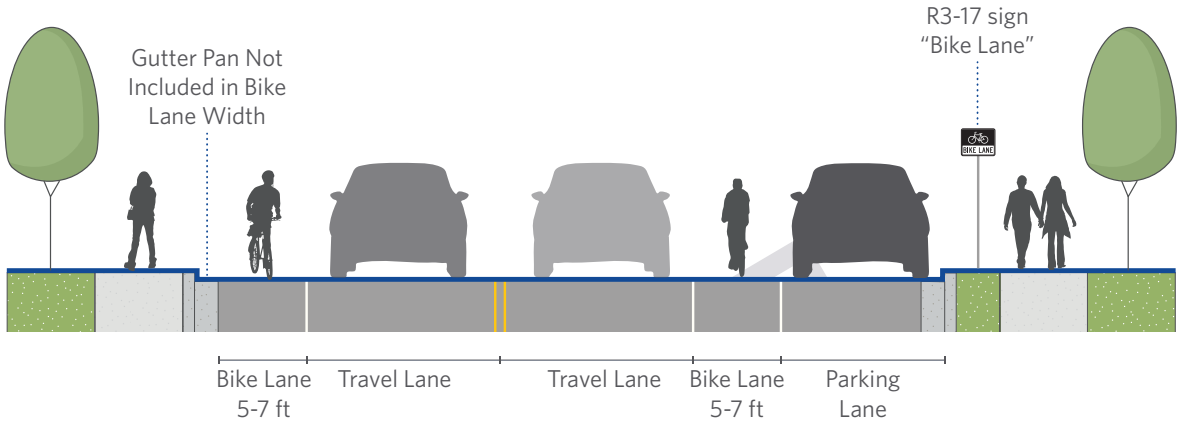
This section outlines best practices for the design of bicycle and pedestrian facilities recommended in the Grantsville Active Transportation Plan. Sources of guidance include:

- "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.

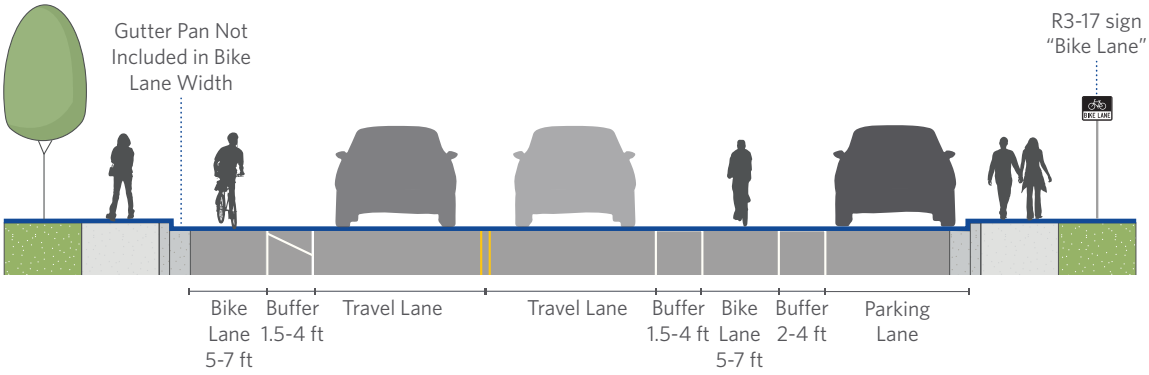
Materials and Maintenance

- 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

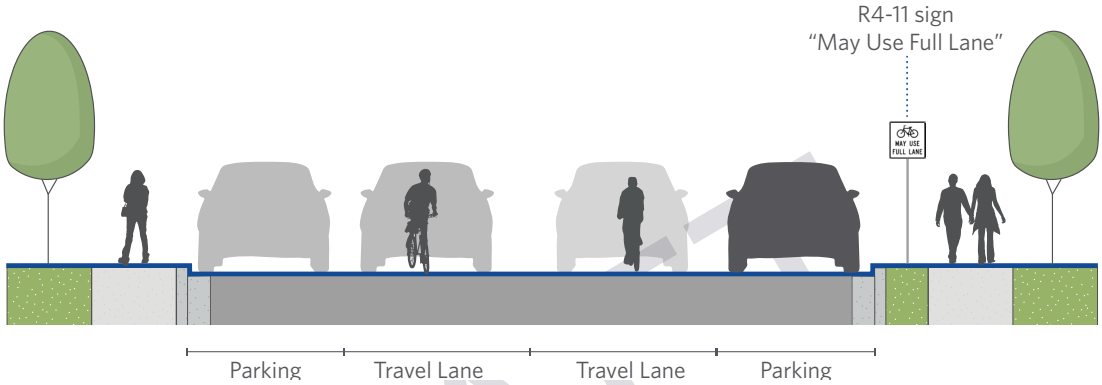
Materials and Maintenance

- 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.



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

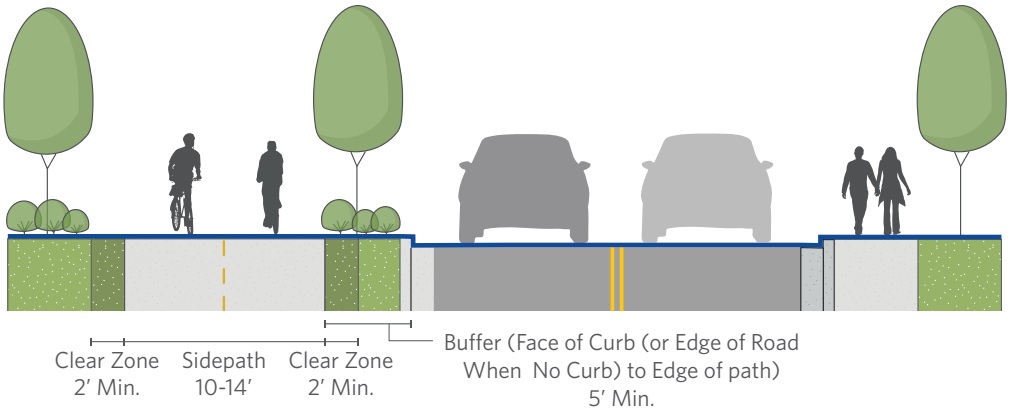
Materials and Maintenance

- 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.

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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

March 2024

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 discussed in this section, it is recommended that Grantsville continues to identify opportunities to further incorporate placemaking elements further to the east and west along Main Street.



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, Donner-Reed Museum, 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.

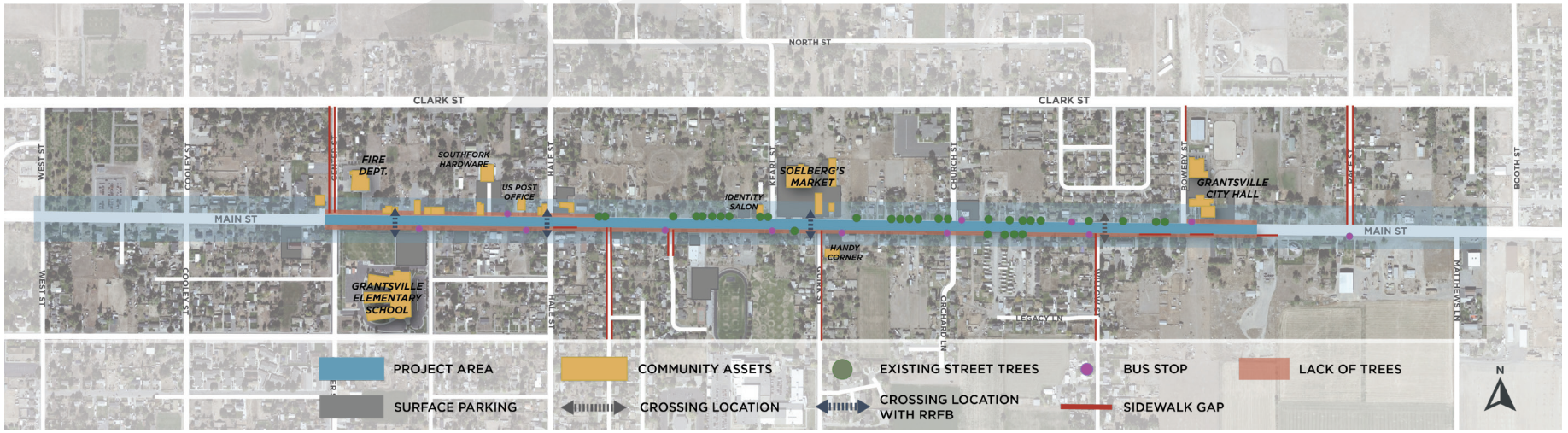
The inconsistency in the pedestrian realm where sidewalks are non-existent, or the curb and gutter is aligned with the road removes people from the Main Street. This is particularly true on the southern sidewalks where little to no trees are present and the setbacks to businesses are large. As a result, 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 city 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 enhancements to the pedestrian realm can create a comfortable, safe, and accessible environment. An appealing streetscape, complete with pedestrian amenities, encourage individuals of all ages and abilities to walk and bike. This improves accessibility to vital services such as schools, businesses, and community facilities. These improvements not only enhance safety by improving visibility at crossings but also help calm vehicular traffic through visual cues that prompt drivers to slow down, creating a safer environment for all roadway users.

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.

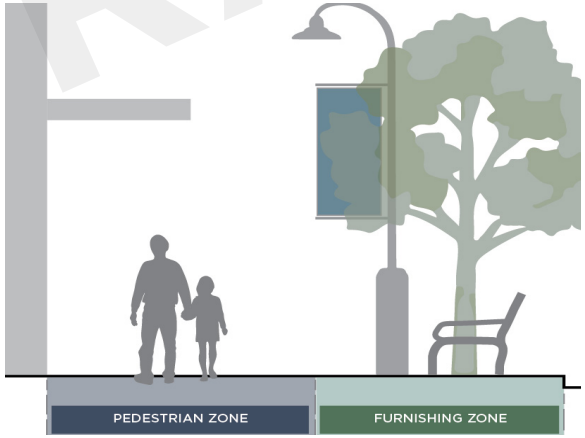
Small parklets, benches, or places to rest residing along the furnishing zone can calm traffic and improve pedestrian safety and comfort.



Logan City, UT



Vernal City, UT



Example of Sidewalk Design with Pedestrian Zone and Furnishing Zone



Benches along sidewalks

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STREETSCAPE MATERIALS

MATERIAL SELECTION

As a part of the Complete Street policy, supplying and improving pedestrian amenities create a safe, comfortable and walkable environment.

A cohesive material selection for streetscape materials is important to building identity and enhancing visual appeal of the streetscape. 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 zone, usually located between the roadway and sidewalk, buffers pedestrians from the adjacent roadway. It is an area where street trees, signal poles, signage, lighting, planters, public art, and other street furniture reside.

Installing small public art pieces in the furnishing zone enhances the street aesthetic and create a sense of community. By having public art that reflect the unique identity of the culture and community, it fosters a sense of pride and belonging amongst residents.



Street Planters



Bench



Artistic Bike Racks



Recycling and Trash Station

DRAFT

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.



Gateway Entrance at Brigham City, UT



Colfax Ave Art Banners, Denver, CO

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 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.

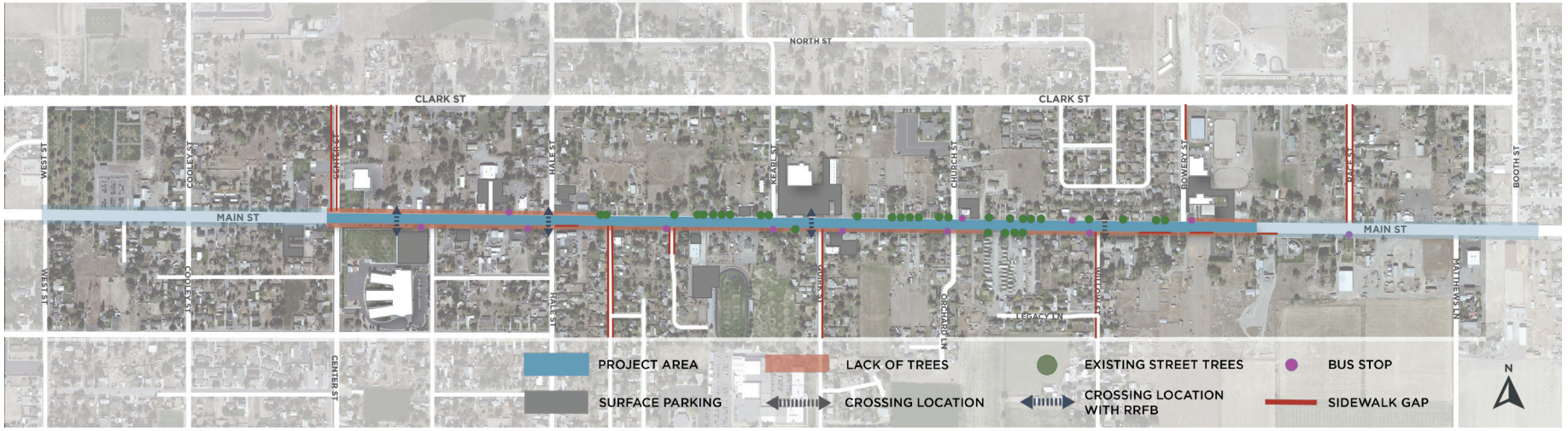
Many of these trees are what would be categorized as ornamental or flowering trees. These smaller trees have seasonal blooms and bright fall foliage colors creating visual interest for pedestrians and drivers at different times of the year.



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/

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

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CONCEPTUAL CROSS SECTIONS AND RENDERING

PHASING OPTIONS

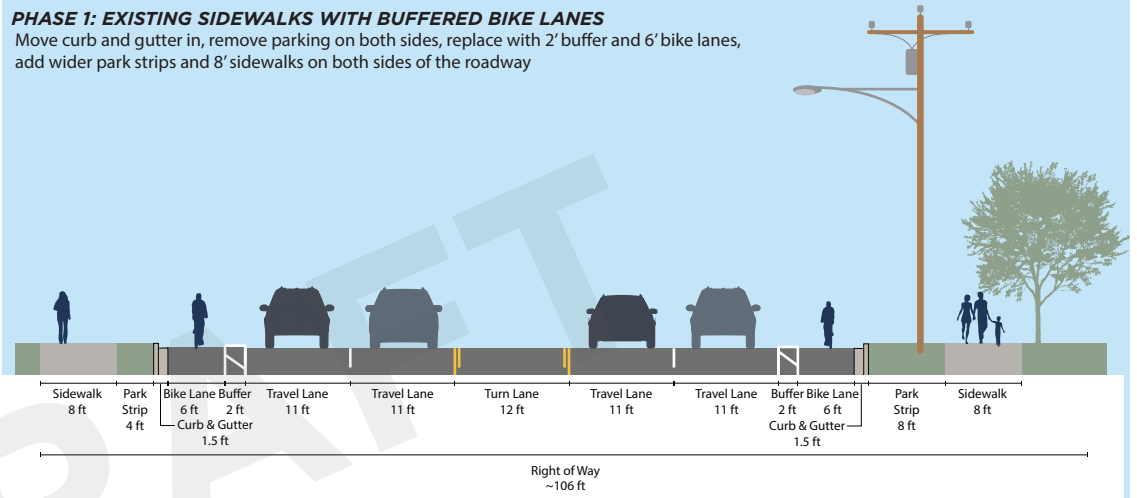
The conceptual cross sections are design considerations for future development. These cross sections are exploring active transportation options along Main Street at Hale Street and may be applied in phases for cost-effective implementation for bike lanes and improving the pedestrian realm.

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.

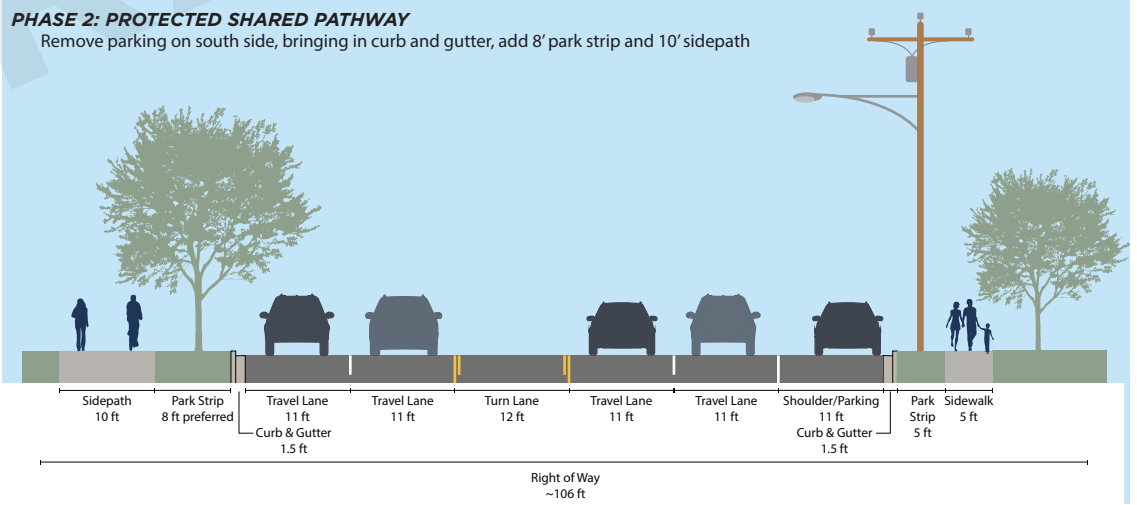
PHASE 1: EXISTING SIDEWALKS WITH BUFFERED BIKE LANES

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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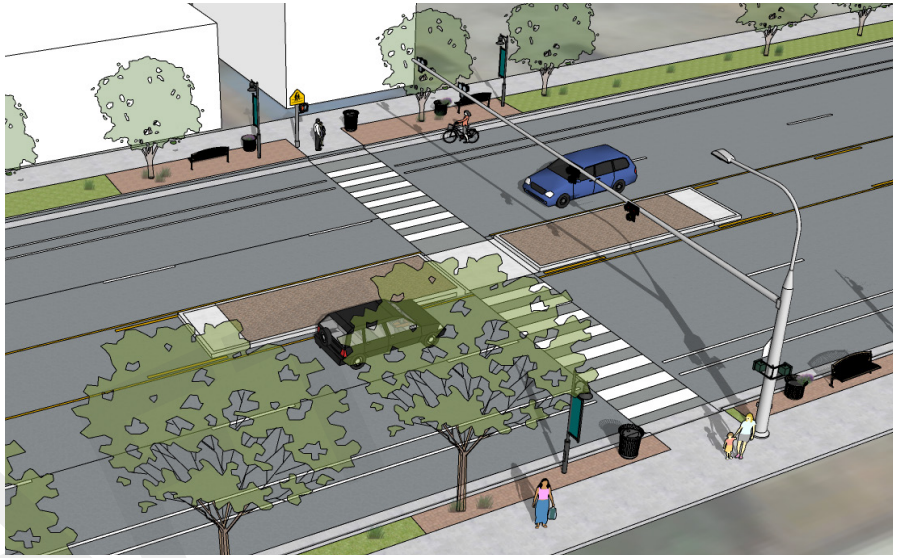
CONCEPTUAL PHASE 1: BIKE LANES AND PARKING



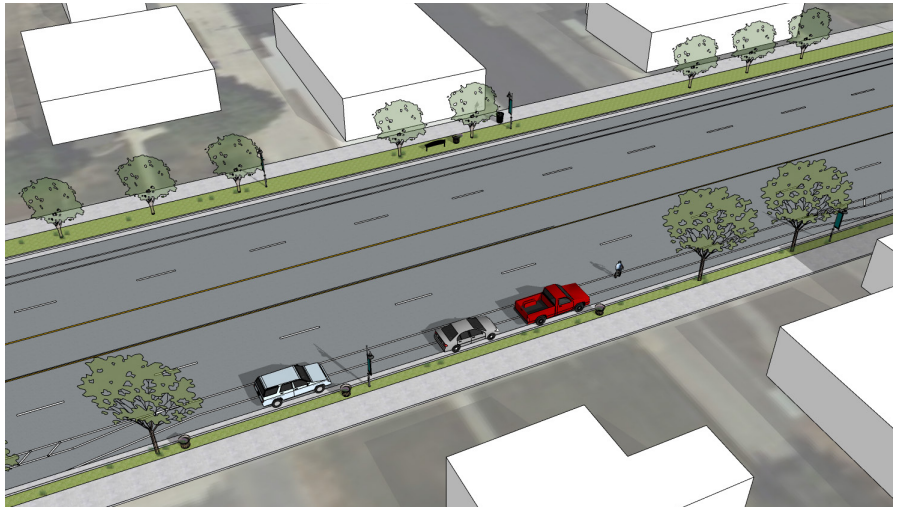
Bike Lanes and Planted Median at Hale Street



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.



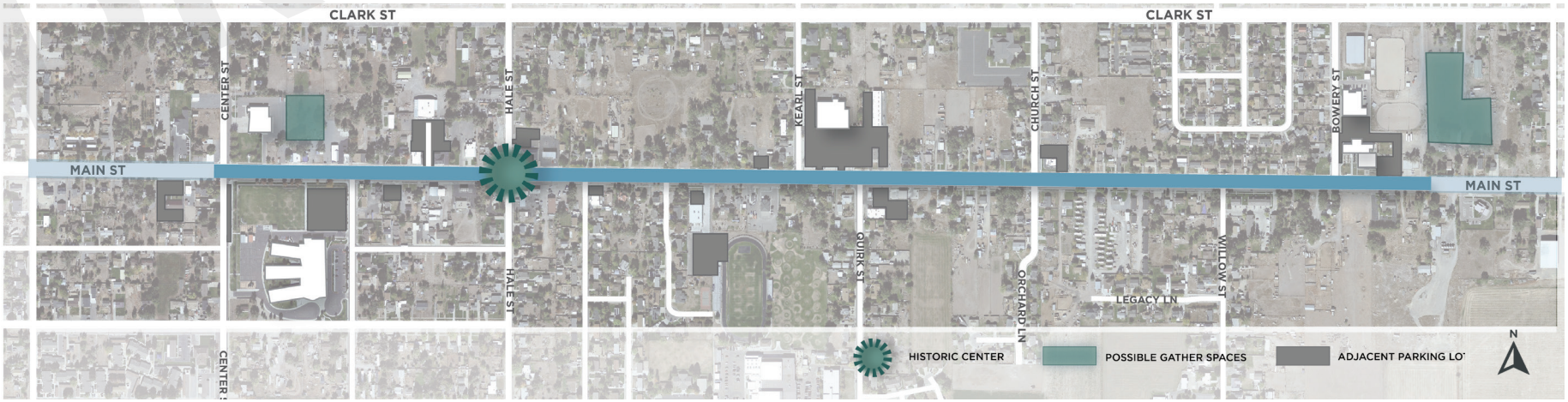
Fire Station and Future Memorial Park on Center Street



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.



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

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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 #2

Discussion regarding the proposed amendment to the Grantsville Land Use and Management Code - Chapter 1, Section 1.18 – Notice.

Planning and Zoning
336 W. Main St.
Grantsville, UT 84029
Phone: (435) 884-1674

Code Amendment

Amendment to the Grantsville Land Use and Management Code - Chapter 1.18 - Notice
Staff Report Summary and Recommendation

Meeting Date: Mar. 21, 2024 **Public Hearing Date:** Mar. 21 2024

Applicant Name: Grantsville City Community and Economic Development

Requested By: City Staff, Rhett Butler, Planning Commission

Request: Amend the Land Use and Management Code for Notice Requirements- removing newspaper requirements and adding the posting of physical signs for all Land Use Change applications.

Prepared By: Jaina Bassett

Planning Staff Summary and Recommendation: Approve amendment and decide how many signs per project are needed.

This code amendment has two purposes. The first purpose is to remove the requirements of noticing in the newspaper, as the State no longer requires this. This amendment was requested by the Community and Economic Development department.

The second purpose is to add the requirement of noticing with physical signs, posted at each property where Land Use Changes are being requested (Subdivisions, Rezones, Conditional Use Permits, etc.). The City will be responsible for creating, posting, and maintaining the signs. Applicants will be assessed a fee to cover the cost of the signs. The signs will have a QR code on them for citizens to scan, which will take them to the City's website where they can see the application and plans for the proposed Land Use Change. The signs will also have the related Public Notice posted on them.

GRANTSVILLE
- CITY RECORDER -

To: Cavett Eaton, Zoning Administrator; Jaina Bassett, Community Development Assistant; Planning Commission
From: Braydee Baugh, City Recorder
Date: March 5th, 2024
Re: Responsibility of Noticing Requirements

Cavett,

The purpose of this memo is to clarify the responsibility regarding noticing and how the code is currently interpreted. Utah Municipal Code 10-9a-201(1), states: *At a minimum, each municipality shall provide actual notice or the notice required by this part.* The current interpretation of the code across the state, including within Grantsville City, is the local municipality bears the responsibility for ensuring compliance with noticing requirements.

In the event the City of Grantsville adopts an ordinance imposing additional noticing requirements, it is the responsibility of the city to ensure that such notices are effectively disseminated and in compliance with the established ordinance. This responsibility encompasses the publishing of notices related to public meetings, hearings, development projects, ordinances, or any other matters requiring public notification.

Although the City can charge the developer for the direct cost associated with a noticing requirement, it is the City's responsibility to ensure it is executed appropriately as established by the State of Utah.

To summarize, if the City of Grantsville decides to increase the noticing requirements for Land Use Applications by implementing a sign requirement, the City is responsible for creating, posting, and maintaining that noticing requirement.

Please feel free to reach out with any further questions or concerns.

Braydee Baugh
City Recorder
Grantsville City

GLUDMC Chapter 1 Introductory Provisions
Proposed Amendment

~~Red Strike Through~~ = To Remove
Green Underline = Added Text

1.18 Notice

Grantsville City shall provide the proper notice for the following actions:

(1) The ~~p~~Planning ~~c~~Commission shall hold a public hearing for any modification to the general plan. For notice of public hearings and public meetings to consider general plan or modifications:

(a) Grantsville City shall provide:

(i) notice of the date, time, and place of any public hearing of the ~~p~~Planning ~~c~~Commission to consider the original adoption or any modification of all or any portion of a general plan; and

(ii) notice of each public meeting on the subject.

(b) Each notice of a public hearing under Subsection (1~~-~~)(a)(i) shall be at least ten calendar days before the public hearing and shall be:

~~(i) published in a newspaper of general circulation in the area;~~

~~(ii) before the public hearing held by the planning commission the city shall mail to each affected entity as defined in Utah Code Ann. §10-9a-103 (2018) at least ten calendar days before the public hearing;~~

~~(iii)~~ (i) posted:

~~(iv)~~ (A) in at least three public locations within the ~~city~~ municipality; or

~~(v)~~ (B) on the municipality's official website~~.~~:and

(C) posted not less than ten calendar days before the public hearing, on the property proposed for subdivision, in a visible location in a manner that will not impede the right-of-way views of the public, with a sign of sufficient size, durability, and print quality that is reasonably calculated to give notice to passers-by.

(ii) before the public hearing held by the Planning Commission the City shall mail to each affected entity as defined in Utah Code Ann. §10-9a-103 (2018) at least ten calendar days before the public hearing.

(c) Each notice of a public meeting under Subsection (1~~-~~)(a)(ii) shall be at least 24 hours before the meeting and shall be posted:

~~(i) submitted to a newspaper of general circulation in the area; and~~

~~(ii) posted:~~

~~(A)~~ (i) in at least three public locations within the municipality; or

~~(B)~~ (ii) on the ~~city's~~ municipality's official website.

(2) The ~~p~~Planning ~~c~~Commission shall hold a public hearing for the adoption or any modification of a land use ordinance or zoning map. For notice of public hearings and public meetings to consider the adoption or any modification of a land use ordinance or zoning map:

(a) Grantsville City shall provide:

(i) notice of the date, time, and place of any public hearing of the ~~p~~Planning ~~c~~Commission; and

(ii) notice of each public meeting on the subject.

(b) Each notice of a public hearing under Subsection (2)(a)(i) shall be at least ten calendar days before the public hearing and shall be:

~~(i) before the public hearing held by the planning commission the city shall mail to each affected entity as defined in Utah Code Ann. §10-9a-103 (2018) at least ten calendar days before the public hearing;~~

~~(ii)~~ (i) posted:

(A) in at least three public locations within the municipality; or

(B) on the municipality's official website; and

(C) on the property proposed for subdivision, in a visible location in a manner that will not impede the right-of-way views of the public, with a sign of sufficient size, durability, and print quality that is reasonably calculated to give notice to passers-by.

(ii~~i) (A)published in a newspaper of general circulation in the area at least ten calendar days before the public hearing; or (B) b~~Before the public hearing held by the ~~p~~Planning ~~c~~Commission the ~~c~~City shall mail at least ~~three~~ ten calendar days before the public hearing to:

~~1.~~ (A) each property owner whose land is directly affected by the land use ordinance change; and

~~2.~~ (B) the record owner of each parcel within 500 feet of the property directly affected by the land use code change~~.~~; and

(C) before the public hearing held by the planning commission the city shall mail to each affected entity as defined in Utah Code Ann. §10-9a-103 (2018) at least ten calendar days before the public hearing.

~~(C)~~ (c) Each notice of a public meeting under Subsection (2)(a)(ii) shall be at least 24 hours before the meeting and shall be posted:

(i) in at least three public locations within the municipality; or

(ii) on the ~~city's~~ municipality's official website.

(3) The ~~p~~Planning ~~c~~Commission shall hold a public hearing for a proposed subdivision or an amendment to a subdivision. For notice of public hearings and public meetings to consider a proposed subdivision or an amendment to a subdivision:

(a) Grantsville City's ~~p~~Planning ~~c~~Commission shall provide notice of the date, time, and place of a public hearing that is:

(i) before the public hearing held by the ~~p~~Planning ~~c~~Commission the ~~c~~City shall mail not less than ~~three~~ ten calendar days before the public hearing and addressed to the record owner of each parcel within 500 feet of that property; ~~or~~ and

(ii) posted not less than ~~three~~ ten calendar days before the public hearing, on the property proposed for subdivision, in a visible location in a manner that will not impede the right-of-way views of the public, with a sign of sufficient size, durability, and print quality that is reasonably calculated to give notice to passers-by.

(b) Grantsville City's land use authority shall mail notice to each affected entity as defined in Utah Code Ann. §10-9a-103 (2018) of a public hearing to consider a preliminary plat describing a multiple-unit residential development or a commercial or industrial development.

(4) The ~~p~~Planning ~~c~~Commission shall hold a public hearing for any proposal to vacate, alter, or amend a platted street. The ~~p~~Planning ~~c~~Commission shall hold a public hearing and shall give notice of the date, place, and time of the hearing by:

(a) mailing notice as required in Section (3) above; and

(b) mailing notice to each affected entity as defined in Utah Code Ann. §10- 9a-103 (2018)~~;~~ ~~and~~.

~~(c) publishing notice once a week for four consecutive weeks before the hearing in a newspaper of general circulation in the municipality in which the land subject to the petition is located.~~

(5) If notice given under authority of this part is not challenged under Utah Code Ann. §10-9a-801 (2018) within 30 days after the meeting or action for which notice is given, the notice is considered adequate and proper.

LAND USE CHANGE REQUESTED



Public Hearing Notice

SCAN THE QR CODE ABOVE TO VIEW APPLICATION AND PROPOSAL

APPLICATION #

AGENDA ITEM #3

Discussion regarding the proposed Master Development Agreement for The Estates at Twenty Wells PUD.

Planning and Zoning
336 W. Main St.
Grantsville, UT 84029
Phone: (435) 884-1674

Permit # Estates at Twenty Wells MDA

Estates at Twenty Wells Master Development Agreement Staff Report Summary and Recommendation

Parcel ID(s): 01-069-0-0004, 01-069-0-0063

01-069-0-0078, 1-069-0-0104, 01-069-0-0085

01-069-0-0086, 01-069-0-0090, 01-069-0-0106

01-069-0-0107, 01-076-0-0002

Meeting Date: March 21, 2024

Public Hearing Date: March 21, 2024

Property Address: South of Highway 112, East of Anderson Ranch **Current Zone:** A-10, MU / PUD

Applicant Name: Scott Yermish
Request: Master Development Agreement Approval
Prepared By: Cavett Eaton / City Staff

Planning Staff Recommendation: Approve with modifications.

Scott Yermish provided a Draft of the Master Development Agreement required for a PUD approval for the Estates at Twenty Wells on March 14th, 2024. City Staff has reviewed the Draft MDA.

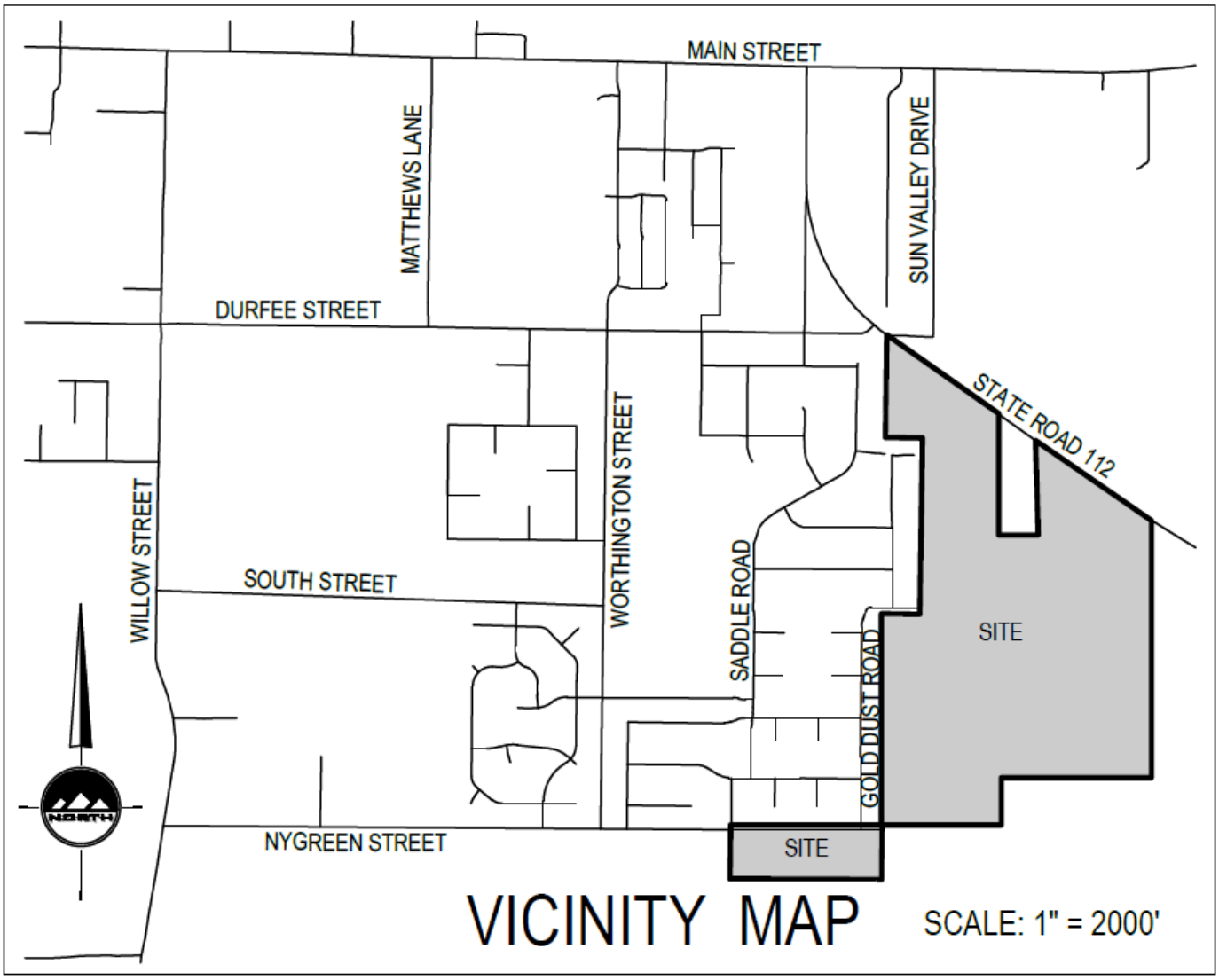
The Public Hearing for the PUD was held 12/21/2023. It was discussed at the Planning Commission Meeting 1/4/2024 and again at the Planning Commission Work Meeting 1/18/2024.

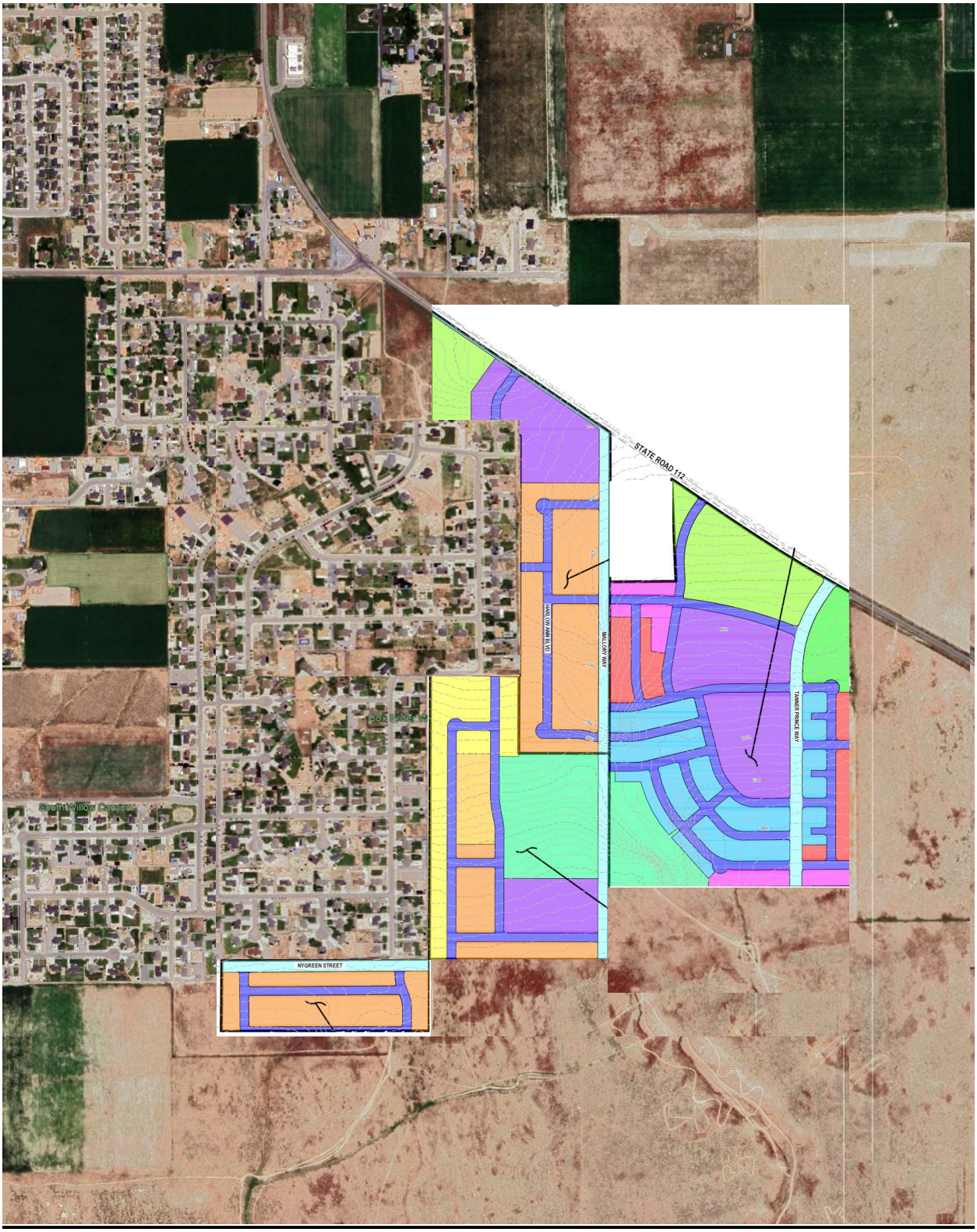
The PUD was recommended for approval at the Planning Commission Meeting held on 3/7/2024 with the following conditions:

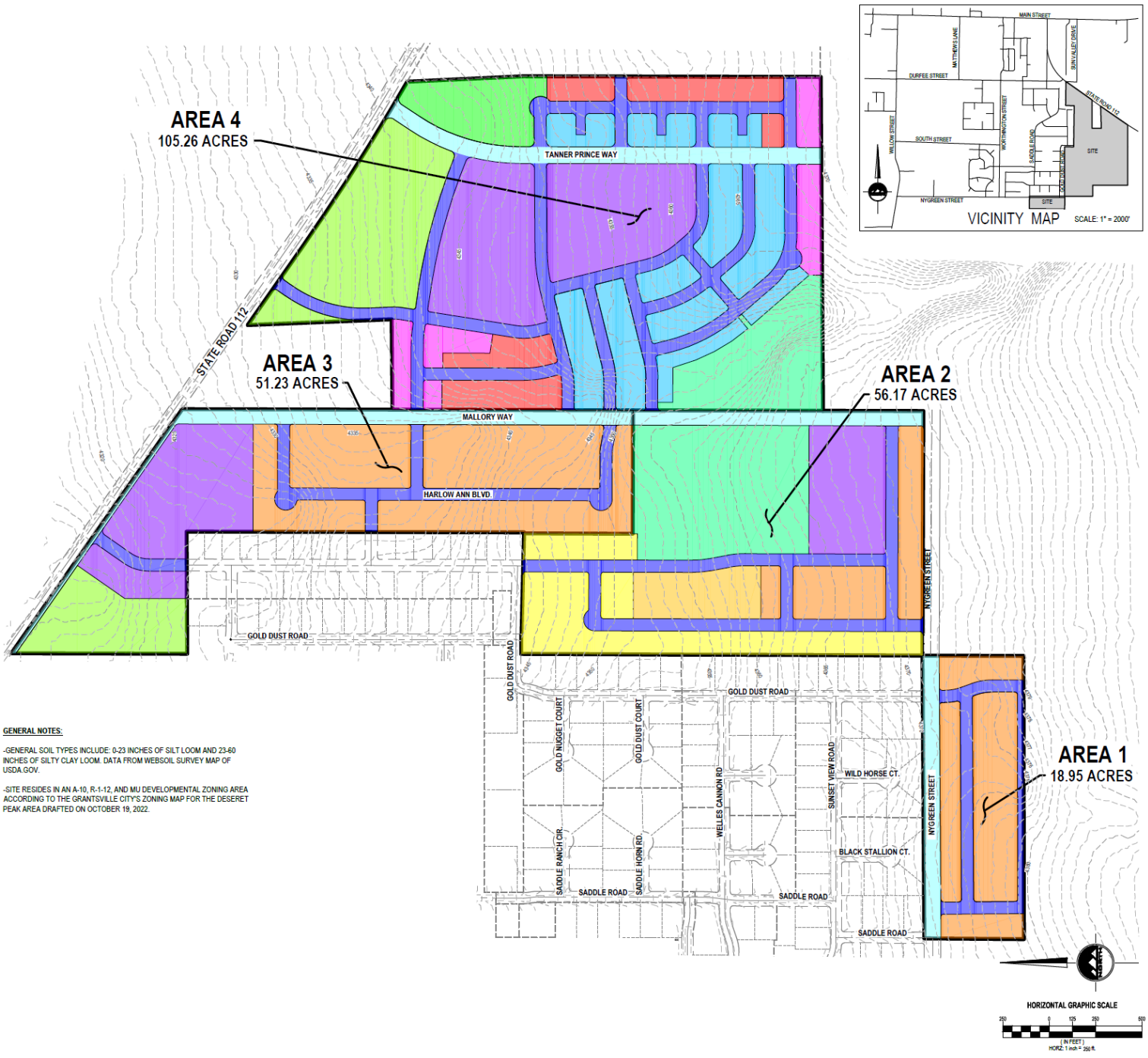
- It meets all legal requirements.
- That all deviations will be addressed at a future point.
- There be no guarantee of any number of density per unit.
- consideration

Senior City Staff reviewed the draft of the Estates at Twenty Wells Master Development Agreement and have provided comments and recommendations, which are noted on the draft MDA. City Staff supports this application, and recommends it for approval by the Planning Commission and City Council with recommendations and additions as deemed necessary by those bodies.

SITE & VICINITY DESCRIPTION




STATE ROAD 112
HARVEST ANN BLVD
MALLORY WAY
TANNER PRINCE WAY
NYGREEN STREET
South Willow Canyon



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.

TOTAL AREA CALCULATIONS TABLE			
DESCRIPTION	AREA PROPOSED (sq. ft.)	AREA PROPOSED (acres)	PERCENTAGE PROPOSED
(513) SINGLE FAMILY LOTS	3,762,277.20 sq. ft.	86.37 acres	38.16%
(441) MULTIFAMILY UNITS	1,672,704.00 sq. ft.	38.40 acres	16.97%
PARKS AND OPEN SPACE	1,219,680.00 sq. ft.	28.00 acres	12.37%
COMMERCIAL	871,200.00 sq. ft.	20.00 acres	8.84%
MINOR COLLECTOR ROADS	703,929.60 sq. ft.	16.16 acres	7.14%
NEIGHBORHOOD STREETS	1,628,708.40 sq. ft.	37.39 acres	16.52%
TOTAL SITE	9,858,499.20 sq. ft.	226.32 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 891 UNITS / 226.32 ACRES = 3.94 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

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	115
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				891
NOTE: OVERALL DENSITY IS 954 UNITS / 226.55 ACRES = 4.21 UNITS/ACRE.				

NEIGHBORHOOD RESPONSE

Scott Yermish has presented this Master Development Agreement for review on March 14th, 2024. Public Notice was sent out immediately and City Staff has met the required noticing requirements (See Public Hearing Notice dated March 21st, 2024).

City Staff have received no responses at the time of this report. Responses received after posting the packet will be forwarded to the Planning Commission via email.

PLANNING STAFF ANALYSIS AND COMMENTS

Staff recommends approval and modification of the MDA with the following conditions (in addition to those listed above by Planning Commission, as stated in the Staff Report):

- The Development Agreement must be approved prior to the final plat.
- The future development agreement, along with the PUD needs to sufficiently address the different types of developments being proposed, or possibly a Rezone of the 107 acres needs to be done. (The City Attorney will be involved in this process. This should not hold up the PUD as the rezone would be an action to protect the City if something changed within the project that would cause a portion of the project to revert back to existing zoning.)
- Locate single family residential lots next to the boundary with Anderson Ranch out to SR-112 to act as a buffer to the commercial and higher density residential uses in the proposed project.
- Relocate the proposed townhomes / multi-family housing that is currently shown fronting SR-112 further to the south near the Public Park with access provided at intersections on Mallory Way to reduce the congestion on the local residential streets.
- Address timing of park improvements. If it is phased, specify what will be completed with each phase. The Public Works department requests improvements come in with each phase.
- The Applicant has stated that the major water and sewer utilities will be completed at the beginning of the project. This should be clearly addressed in the development agreement.

PUBLIC HEARING NOTICE

GRANTSVILLE CITY PLANNING COMMISSION

MARCH 21, 2024
PUBLIC HEARING

PROPOSED MASTER DEVELOPMENT AGREEMENT FOR THE ESTATES AT TWENTY WELLS PUD

Notice is hereby given that in accordance with the provisions of Section §10-9A-205 and §10-9a-502 of the Utah Code, the Grantsville Planning Commission will hold a discussion and public hearing on March 21, 2024 at 7:00 p.m. at Grantsville City Hall. The meeting will also be broadcast on Zoom. The discussion, public hearing and meeting are to receive public input and consider action on the PUBLIC HEARING ON THE PROPOSED MASTER DEVELOPMENT AGREEMENT FOR THE ESTATES AT TWENTY WELLS PUD and make a recommendation to the City Council. You can view a copy of the agenda and packet online by 5:00pm on March 15, 2024 at the link below:

https://www.grantsvilleut.gov/departments/community___economic_development/planning_commission.php

Or by emailing jbassett@grantsvilleut.gov All comments and concerns need to be sent in writing through email or mail and received no later than 12:00pm on March 21, 2024.

Dated this 11th day of March, 2024

BY ORDER OF THE GRANTSVILLE PLANNING COMMISSION

Cavett Eaton
Zoning Administrator

Scan QR Code above or use the link below to join zoom meeting
https://us02web.zoom.us/j/85992938377

Meeting ID: 859 9293 8377

DRAFT MASTER DEVELOPMENT AGREEMENT

WHEN RECORDED, RETURN TO:

Braydee Baugh
Grantsville City Recorder
429 East Main Street
Grantsville City, Utah 84029

GRANTSVILLE CITY
MASTER DEVELOPMENT AGREEMENT
FOR
THE ESTATES AT TWENTY WELLS PUD

THIS MASTER DEVELOPMENT Agreement ("**Agreement**") is made and entered as of the 12th day of March 2024, by and between Grantsville City, a municipal corporation of the State of Utah ("**City**") and Priority Builders LLC, a Utah limited liability company ("**Developer**").

RECITALS

A. The capitalized terms used in this Agreement and in these Recitals are defined in Section 1.2, below.

B. Developer owns and is developing the Property as a Planned Unit Development subdivision. Developer and the City desire that the Property be developed in a unified and consistent fashion pursuant to the Final Plat. The Parties desire to enter into this Agreement to specify the rights and responsibilities of the Developer to develop the Property as expressed in this Agreement and the rights and responsibilities of the City to allow and regulate such development pursuant to the requirements of this Agreement.

C. The Parties understand and intend that this Agreement is a "development agreement" within the meaning of, and entered into pursuant to the terms of Utah Code Ann. §10-9a-101 (2005) *et seq*. This Agreement conforms with the intent of the City's General Plan and the Zoning.

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 Developer hereby agree to the following:

TERMS

1. **Definitions.** As used in this Agreement, 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 Addenda.
1.2. **Applicant** means a person or entity submitting a Development Application.
1.1. **Buildout** means the completion of all of the development on the entire Project in accordance with this Agreement.
1.2. **City** means Grantsville City, a political subdivision of the State of Utah.
1.3. **City's Future Laws** means the ordinances, 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 Project, and which may or may not be applicable to the Development Application depending upon the provisions of this Agreement.
1.4. **Council** means the elected City Council of the City.
1.5. **Default** means a breach of this Agreement as specified herein.
1.6. **Developer** means Priority Builders LLC, and its successors/assignees as permitted by this Agreement.
1.7. **Development** means the development of a portion of the Property pursuant to an approved Development Application.
1.8. **Development Application** means an application to the City for development of a portion of the Project or any other permit, certificate or other authorization from the City required for development of the Project.
1.9. **Final Plat** means the recordable map or other graphical representation of land prepared in accordance with Utah Code Ann. § 10-9a-603 (2019), and approved by the City, subdividing any portion of the Project.
1.10. **GLUDMC** means the Grantsville Land Use and Development Code.
1.11. **LUDMA** means the Land Use, Development, and Management Act, Utah Code Ann. § 10-9a-101 (2005), *et seq*.
1.12. **Maximum Residential Units** means the development on the Property of The Estates at Twenty Wells PUD., 1150 Residential Dwelling Units
1.13. **Notice** means any notice to or from any Party to this Agreement that is either required or permitted to be given to another party.
1.14. **Party/Parties** means, in the singular, Developer or the City, in the plural Developer and the City.
1.15. **Final Plat** means the final plat for the development of the Project, which has been approved by the City and which is attached as Exhibit "B."
1.16. **Project** means the residential subdivision to be constructed on the Property pursuant to this Agreement with the associated Public Infrastructure and private facilities, and all of the other aspects approved as part of this Agreement.
1.17. **Property** means the real property owned by and to be developed by Developer more fully described in **Exhibit A**.
1.18. **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.
1.19. **Residential Dwelling Unit** means a structure or portion thereof designed and intended for use as attached residences as illustrated on the Final Plan.
1.20. **Zoning** means the zoning of the Property.

2. **Development of the Project**.

2.1. **Compliance with the Final Plat and this Agreement.** Development of the Project shall be in accordance with LUDMA, GLUDMC, the City's Future Laws (to the extent they are applicable as specified in this Agreement), the Final Plat and this Agreement.

2.2. **Maximum Residential Units.** At Buildout, Developer shall be entitled to have developed the Maximum Residential Units of the type and in the general location as shown on the Final Plan.

3. **Vested Rights.**

3.1. **Vested Rights Granted by Approval of this Agreement.** To the maximum extent permissible under the laws of Utah and the United States and at equity, the Parties intend that this Agreement grants to Developer all rights to develop the Project in fulfillment of this Agreement, LUDMA, GLUDMC, the Zoning of the Property, and the Final Plat except as specifically provided herein. The Parties specifically intend that this Agreement grant to 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 (2019).

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

3.2.1. Master Developer Agreement. The City's Future Laws or other regulations to which the 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 Project;

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, ASBA standards, CPSC Standards, IPEMA Standards, ASTM, 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. Section 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.

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) (2019).

4. **Term of Agreement.** Unless earlier terminated as provided for herein, the term of

this Agreement shall be until January 31, 2032. If Developer has not been declared to be currently in Default as of January 31, 2032 (and if any such Default is not being cured) then this Agreement shall be automatically extended until January 31, 2035. This Agreement shall also terminate automatically at Buildout.

5. **Addendum No. 1.** Addendum No. 1 contains the provisions of this Agreement that are specific to the development of the Project. If there is a conflict between this Agreement and Addendum No. 1, then Addendum No. 1 shall control.

6. **Public Infrastructure.**

6.1. **Construction by Developer.** Developer, at Developer's cost and expense, shall have the right and the obligation to construct or cause to be constructed and install all Public Infrastructure reasonably and lawfully required as a condition of approval of a Development Application pursuant to GLUDMC. Such construction must meet all applicable standards and requirements and must be approved by the City's engineer.

6.2. **Responsibility Before Acceptance.** Developer shall be responsible for all Public Infrastructure covered by this Agreement 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 Developer.

6.3. **Warranty.** Developer 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.

6.4. **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 shall be completed prior to December 31, 2030. 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.

6.5. **Bonding.** In connection with any Development Application, 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.

6.6. **City Completion.** The Developer agrees that in the event he does not: (a) complete all improvements within the time period specified under paragraph two 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 claimants for material and labor used in the construction of said improvements, the City shall be entitled to declare the developer(s) 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. The Developer further agrees to be personally liable for any cost of improvements above the amount made available under the terms of this agreement.

1. **Upsizing/Reimbursements to Developer.**
   1.1. **Upsizing.** The City shall not require Developer to "upsize" any future Public Infrastructure (i.e., to construct the infrastructure to a size larger than required to service the Project) unless financial arrangements reasonably acceptable to Developer are made to compensate Developer for the incremental or additive costs of such upsizing to the extent required by law.
2. **Default.**
   2.1. **Notice.** If the 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.
   2.2. **Contents of the Notice of Default**. The Notice of Default shall:
      2.2.1. Specific Claim. Specify the claimed event of Default.
      2.2.2. Applicable Provisions. Identify with particularity the provisions of any applicable law, rule, regulation or provision of this Agreement that is claimed to be in Default; and
      2.2.3. 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 thirty (30) days duration, if weather conditions permit.
   2.3. **Remedies.** Upon the occurrence of any Default, and after notice as required above, then the parties may have the following remedies:
      2.3.1. Law and Equity. All rights and remedies available at law and in equity, including, but not limited to, injunctive relief and/or specific performance.
      2.3.2. Security. The right to draw on any security posted or provided in connection with the Project and relating to remedying of the particular Default.
      2.3.3. Future Approvals. The right to withhold all further reviews, approvals, licenses, building permits and/or other permits for development of the Project in the case of a default by Developer until the Default has been cured.
   2.4. **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.
   2.5. **Default of Assignee.** A default of any obligations expressly assumed by an assignee shall not be deemed a default of Developer.
   2.6. **Limitation on Recovery for Default – No Damages against the City.** Anything in this Agreement notwithstanding Developer shall not be entitled to any claim for any monetary damages as a result of any breach of this Agreement and Developer waives any claims thereto. The sole remedy available to Developer and any assignee shall be that of specific performance.
3. **Notices.** All notices required or permitted under this Agreement 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 Developer:

_____

_____

_____

To the City:

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

4. **Dispute Resolution.** Any disputes subject to mediation or arbitration shall be resolved pursuant to Addendum No. 2.

5. **Incorporation of Recitals and Exhibits.** The Recitals and Exhibits "A" - "B" are hereby incorporated into this Agreement.

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

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

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

8.1. **Sale of Lots.** Developer's selling or conveying lots in any approved subdivision shall not be deemed to be an assignment.

8.2. **Related Entity.** Developer's transfer of all or any part of the Property to any entity "related" to Developer (as defined by regulations of the Internal Revenue Service in Section 165), Developer's entry into a joint venture for the development of the Project or Developer's pledging of part or all of the Project as security for financing shall also not be deemed to be an assignment. 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.

8.3. **Process for Assignment.** 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.

8.4. **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 Agreement which are specified to be performed by Developer.

8.5. **Complete Assignment.** Developer may request the written consent of the City of an assignment of Developer's complete interest in this Agreement. 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 Agreement by 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, Developer shall be released from its obligations under this Agreement for that portion of the Property for which such assignment is approved.

9. **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.

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

11. **Force Majeure.** Any prevention, delay or stoppage of the performance of any obligation under this Agreement 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.

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

13. **Appointment of Representatives.** To further the commitment of the Parties to cooperate in the implementation of this Agreement, the City and Developer each shall designate and appoint a representative to act as a liaison between the City and its various departments and the Developer. The initial representative for the City shall be the Mayor. The initial representative for Developer shall be Scott Yermish COO Priority Builders, LLC. 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 Agreement and the development of the Project.

14. **Applicable Law.** This Agreement 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.

15. **Venue.** Any action to enforce this Agreement shall be brought only in the Third District Court, Tooele County in and for the State of Utah.

16. **Entire Agreement.** This Agreement, 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.

17. **Mutual Drafting.** Each Party has participated in negotiating and drafting this Agreement

and therefore no provision of this Agreement shall be construed for or against any Party based on which Party drafted any particular portion of this Agreement.

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

19. **Amendment**. This Agreement may be amended only in writing signed by the parties hereto.

20. **Recordation and Running with the Land.** This Agreement shall be recorded in the chain of title for the Project. This Agreement shall be deemed to run with the land. The data disk of GLUDMC, **Exhibit C**, shall not be recorded in the chain of title. A secure copy of **Exhibit C** shall be filed with the City Recorder and each party shall also have an identical copy.

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

22. **Authority.** The Parties to this Agreement each warrant that they have all of the necessary authority to execute this Agreement. Specifically, on behalf of the City, the signature of the Mayor of the City is affixed to this Agreement lawfully binding the City pursuant to Resolution No. 2020-12 adopted by the City on March 5, 2020.

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

DEVELOPER
Priority Builders LLC.

_____
By: _____
Its: _____

GRANTSVILLE CITY

_____
By: Neil A. Critchlow,
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_____, 20__ personally appeared before me _____who being by me duly sworn, did say that he is the Mayor 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: _____

DEVELOPER ACKNOWLEDGMENT

STATE OF UTAH)
:ss.
COUNTY OF _____)

On the _____ day of _____, 20__, personally appeared before me _____, who being by me duly sworn, did say that Bryce Newman is the Manager of Priority Builders LLC, a Utah limited liability company and that the foregoing instrument was duly authorized by the company at a lawful meeting held by authority of its operating agreement and signed in behalf of said company.

_____
NOTARY PUBLIC

My Commission Expires: _____

Residing at: _____

TABLE OF EXHIBITS

Exhibit "A"	Legal Description of Property
Exhibit "B"	Final Plat
Exhibit "C"	GLUDMC
Addendum No. 1	Specific Project Terms
Addendum No. 2	Dispute Resolution Procedures

Exhibit "A"
Legal Description of Property

Exhibit "B"
Final Plat

Addendum No. 1

Project Specific Items agreed to be completed by the Developer of The Estates at Twenty Wells PUD.

1- Developer will install a Jersey Barrier along gold dust that leads into the land from Anderson ranch closing off access to that area to the best of our ability with that barrier. WHEN?
2- Developer will work with the Parks and Recreation Department of Grantsville city to come up with a plan as to the layout for the approximately 27-acre Sports Park that will be constructed in the Twenty Wells PUD and given upon completion *of the development to the city of Grantsville.
3- Developer will show progress regarding the Sports Park in each Phase with the goals being:
    a) Phase 1 will fully grade the Sports Park, begin the irrigation lines.
    b) Phase 2 will include the completion of the irrigation lines, the curb and gutter, and the beginning of the vertical integration of the buildings.
    c) Phase 3 will be the completion of the baseball fields, soccer fields, and Pickleball courts.

    Final additional items will be the fencing, lights and scoreboard.(Do we want to require this to be done before warranty expires or before warranty starts?)
4- Developer agrees to add the following “Off Site” improvements to the required items for the Twenty Wells PUD:
    a) Approx. 5800 LF of 12” water line from Army Depot to Subdivision as well as the PRV (pipe reduction valves) 12”-8” per the requirements of the City.
    b) Sewer Line along Hwy 112 we will upsize to 15” from the required 10”.
    c) run sewer line from Durfee Street to Main Street; which will be a complete upgrade using an 18”” sewer line.
    d) Extend Nygreen Street from Saddle Rd. to the end of subject property which intersects
5- Developer agrees to have commercial zoning/property along 112 on the property that is owned by the PUD.

Addendum No. 2
(Dispute Resolution)

1. **Meet and Confer.** The City and Developer/Applicant shall meet within fifteen (15) business days of any dispute under this Agreement to resolve the dispute.
2. **Mediation.**
   2.1. Disputes Subject to Mediation. Disputes that are not subject to arbitration provided in Section 3 shall be mediated.

Mediation Process. If the City and Developer/Applicant are unable to resolve a disagreement 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. Developer/Applicant shall pay 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.

AGENDA ITEM #4

Discussion regarding the proposed Rezone of Durfee Landing from zoning designation A-10 to C-G, located at approximately 1350 W. Main St.

Planning and Zoning
336 W. Main St.
Grantsville, UT 84029
Phone: (435) 884-1674

Permit # 2024019

Durfee Landing Property Re-zone
Staff Report Summary and Recommendation

Parcel ID(s): 01-065-0-0067

Meeting Date: March 21, 2024
Public Hearing Date: March 21, 2024

Property Address: Approx. 1350 West Main Street

Current Zone: A-10
Proposed Zone: CG (Commercial)

Applicant Name: Lance Ford
Total Acreage: 35 acres
Request: Re-zone
Prepared By: Cavett Eaton / Gary Pinkham / Robert Rousselle

Planning Staff Recommendation:

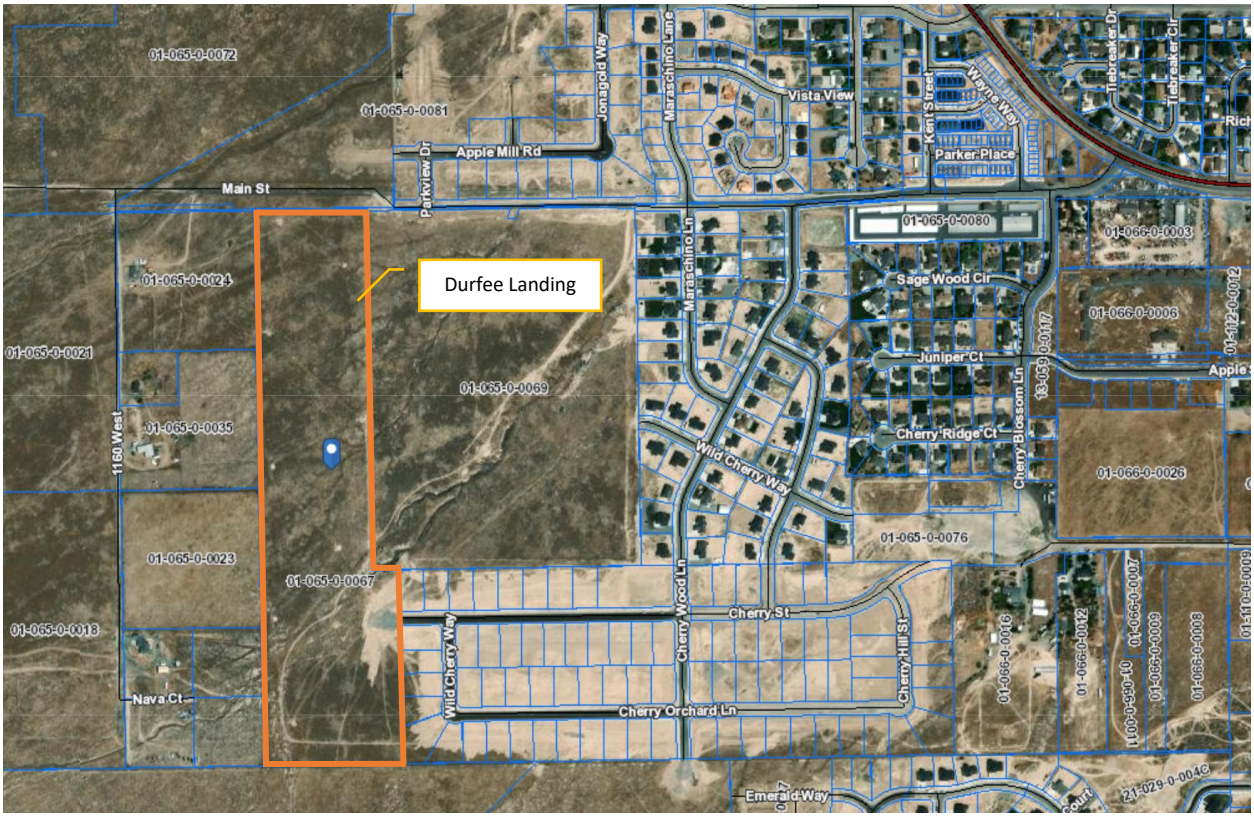
The applicant has submitted all applicable information for this proposed project. They have worked with the City Staff and taken comments from the Planning Commission (previous Concept Plan presentations), then implemented them where feasible for the proposed project.

First discussion with Grantsville City's Planning Administrator and Engineer on September 1, 2023. Concept Plan Proposal Date was January 18, 2024.

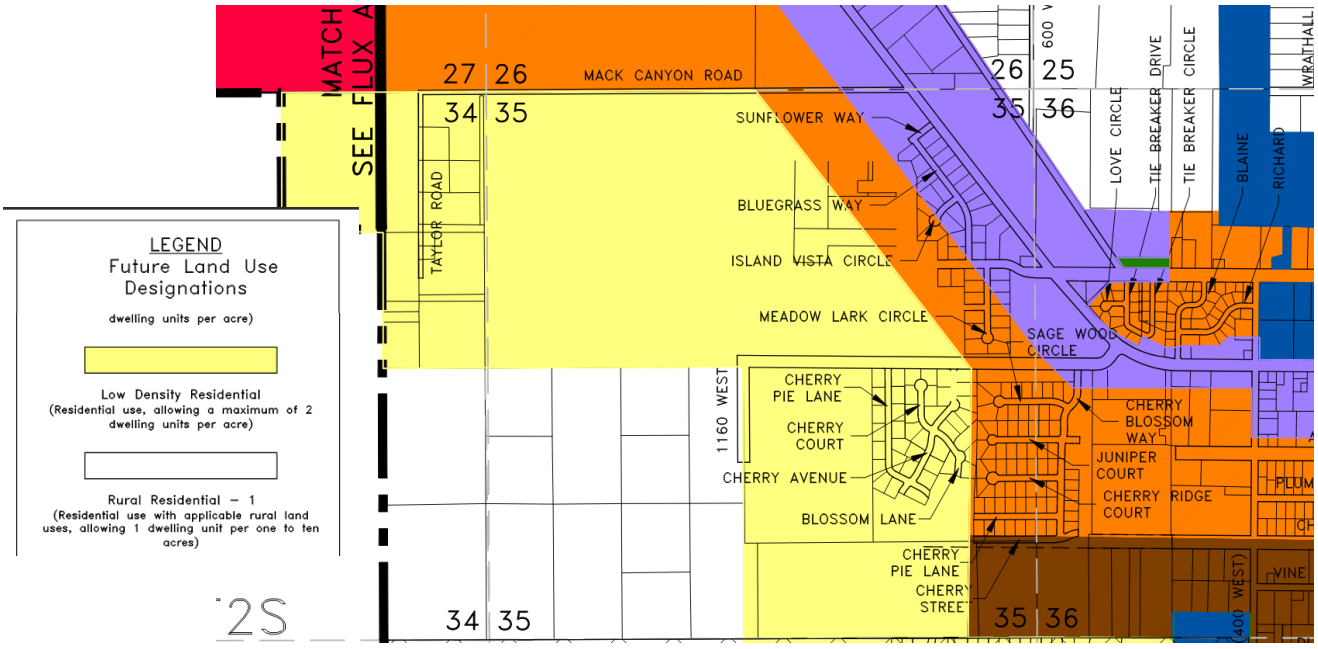
There have been several studies and proposals for development from planners and development on the West Side of Grantsville. Grantsville City Staff has reviewed numerous large and small proposals with definite visions for the increased residential and commercial growth on the West Side by landowners and developers. We recognize that development will eventually creep up the West Hillside, as Grantsville grows and West Main Street is a natural ingress and egress roadway for some of this development. Because the Future Land Use Map from the General Plan does not indicate commercial development or approved zoning for commercial development, if this Rezone is approved, there will have to be an amendment to the General Plan/Future Land Use Map, as well.

City Staff supports this application because of the above stated reasons and recommends it for approval by the Planning Commission and City Council. Conditions of recommendation to approve should include an amendment to the General Plan and Future Land Use Map.

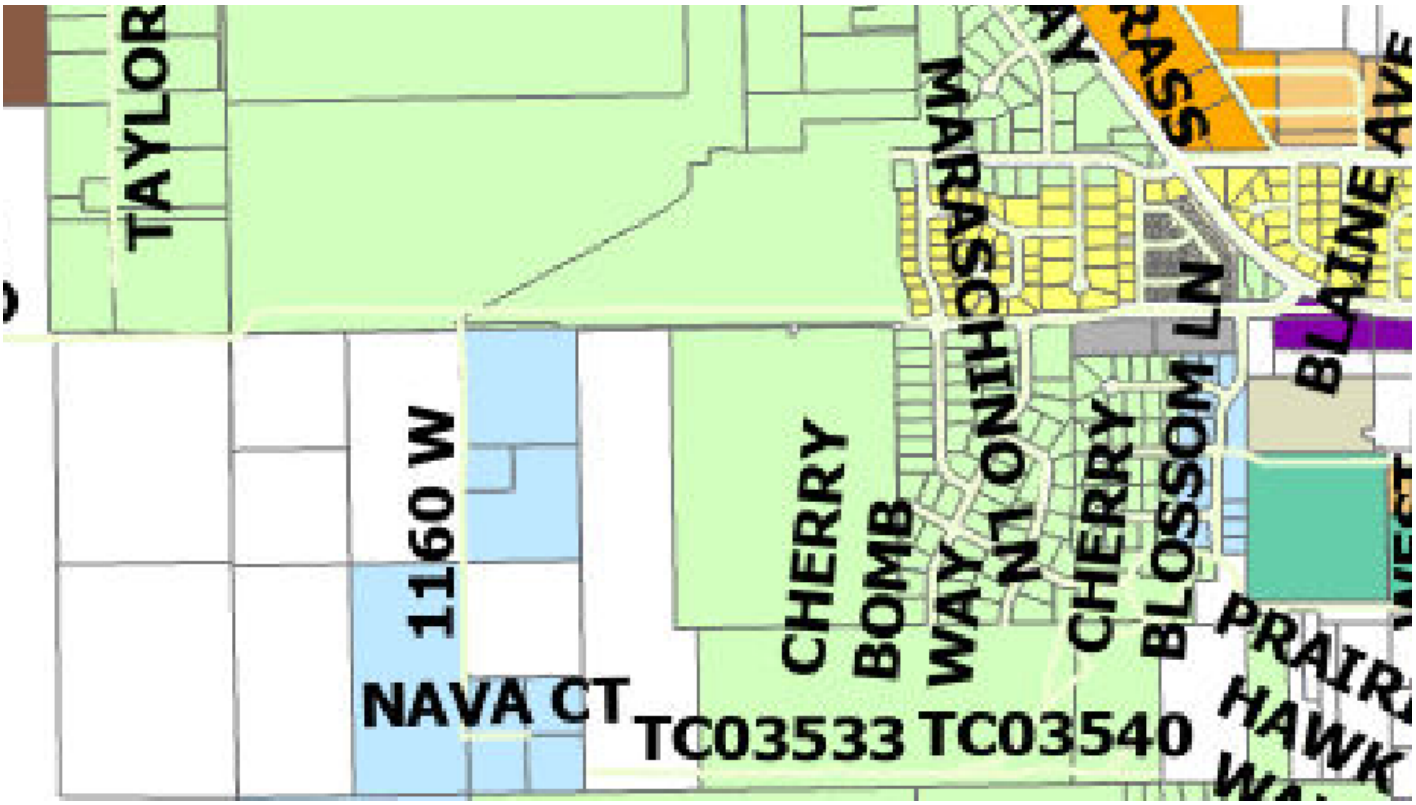
SITE & VICINITY DESCRIPTION



Arial View



Future Land Use



ZONING DISTRICTS

	A-10		CN
	RR-5		CS
	RR-2.5		CG
	RR-1		CD
	R-1-21		MD

Current Zoning Map

Zoning Key

NEIGHBORHOOD RESPONSE

Radius Report for Rezone for 3/21/24 meeting sent 3/11/2024. City Staff have received no responses at the time of this report. Responses received after posting the packet will be forwarded to the Planning Commission via email.

PLANNING STAFF ANALYSIS AND COMMENTS

Background:

City Staff have been working with the developers and engineers of this project for several months. What follows is a description of the applicant's response, along with City Staff's analysis of the Re-zone application and the exception requested, to aid in understanding the request.

Land Use: Mainly open space with scattered Dwellings on large lots (10, 8.6 &1.3 acres) to the West of this property. Main Street to the East contains several businesses (Storage Star, West Side Auto, Others)

Zoning: Currently this lot is zoned A-10. Other Zoning Districts around this parcel are R-1-21 and RR-1. Properties to the East (on Main Street) are zoned CS.

The GLUDMC Chapter 16.3 ordinance allows for a maximum building height of 45 feet which exceeds other Zoning District maximums by 10 feet and, more importantly, is beyond the firefighting capacity of the Grantsville Fire Department. At this time the developer is not asking for any approval for specific building details and if a Preliminary Plan is submitted this maximum height will be addressed.

Chapter 4.34 Multi Unit Residential Development 2(g) states, "Building Requirements Maximum height is three (3) or thirty-five feet (35'), whichever is less."

References:

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.

4.34 Multi Unit Residential Development

2. The minimum size requirements for a multi-unit lot is:

g. Building Requirements

1. Maximum height is three (3) or thirty-five feet (35'), whichever is less.
2. Ground floor units shall be ADA accessible



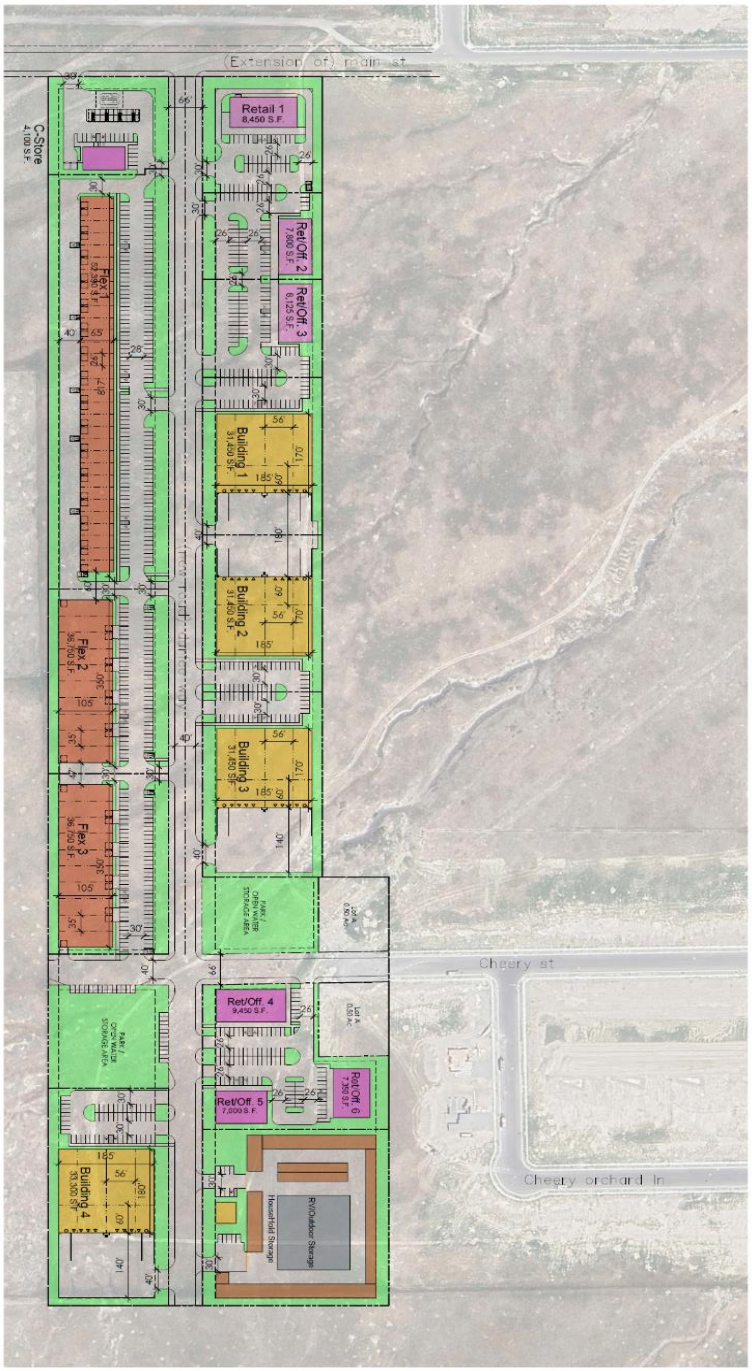
Vicinity Map NORTH

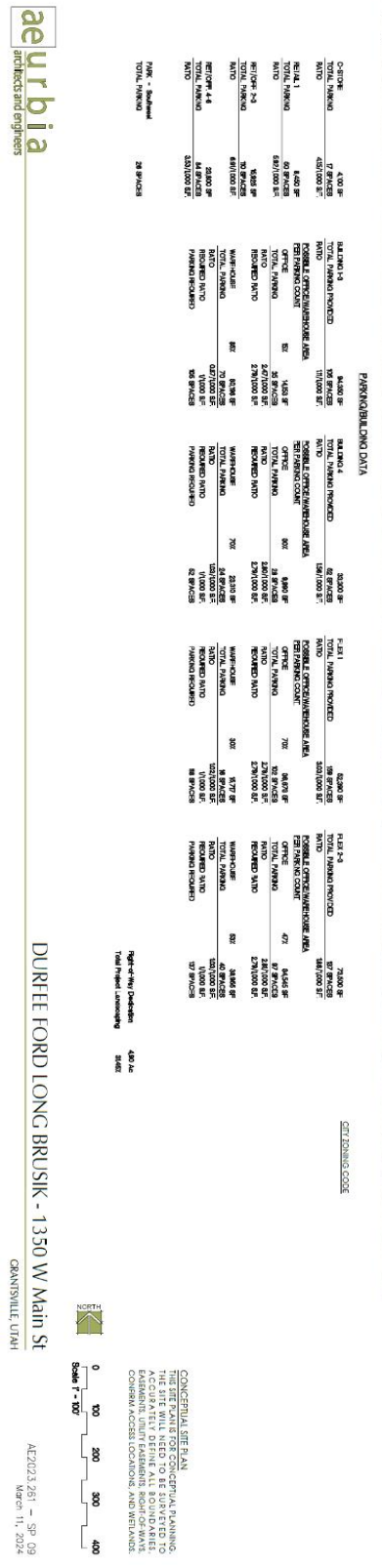
BUILDING DATA

BUILDING	AREA	BUILDING HEIGHT	PROVIDED PARKING	PARKING RATIO
C-Store	4,100 S.F.	28'	17 STALLS	4.15/1,000
Retail 1	8,450 S.F.	25'	44 STALLS	5.23/1,000
Retail/Office 2	7,800 S.F.	26'	49 STALLS	6.28/1,000
Retail/Office 3	8,125 S.F.	26'	61 STALLS	7.53/1,000
Retail/Office 4	9,450 S.F.	28'	33 STALLS	3.51/1,000
Retail/Office 5	7,000 S.F.	28'	25 STALLS	3.57/1,000
Retail/Office 6	7,350 S.F.	28'	26 STALLS	3.56/1,000
Flex 1	52,390 S.F.	30'	159 STALLS	3.04/1,000
Flex 2	36,750 S.F.	30'	66 STALLS	1.80/1,000
Flex 3	36,750 S.F.	30'	71 STALLS	1.93/1,000
Building 1	31,450 S.F.	32'	35 STALLS	1.12/1,000
Building 2	31,450 S.F.	32'	35 STALLS	1.12/1,000
Building 3	31,450 S.F.	32'	35 STALLS	1.12/1,000
Building 4	33,300 S.F.	32'	52 STALLS	1.56/1,000
Storage Office	3,600 S.F.	30'	13 STALLS	

All Parking Stalls are 9x18

DEVELOPER PROPOSAL/SITE LOCATION

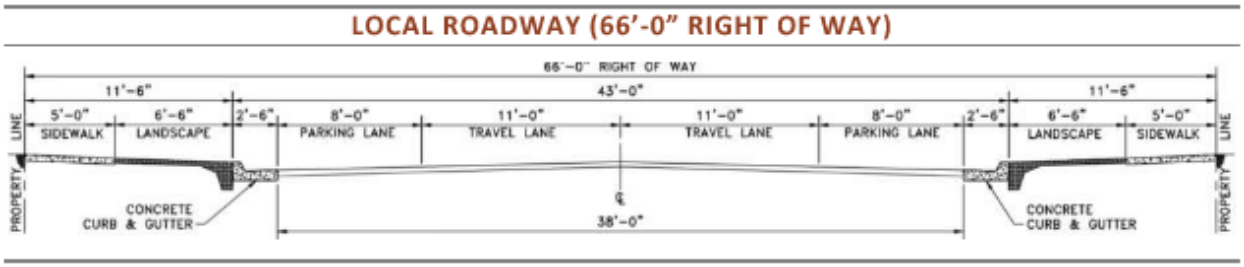




ENGINEERING STAFF ANALYSIS & COMMENTS

Comments have been provided by the City Engineer concerning issues that will need to be considered if the proposed project moves forward. The City Engineer's recommendations are included in the staff recommendations.

Roads: The roads proposed in the development meet Grantsville City's local roadway right-of-way standard of 66-feet of right-of-way, see below. Depending on the tenants of this commercial development additional street improvements may be required.



Drainage: The Baker Canyon Watershed drains through this project as shown in the figure below. The 100-year – 24-hour duration peak discharge for Baker Canyon is 832 cfs per the 2024 Final Draft Grantsville West Bank Development Stormwater Master Plan Report by Jones & DeMille Engineering. One of the main channels from Baker Canyon flows through this development. The project has addressed this with proposed park / open water storage areas in the location this channel flows through this development. The drainage did see significant snow melt runoff last year, 2023, and it is imperative drainages are preserved and additional detention/retention provided to reduce the peak discharge to minimize adverse effects on downstream properties.

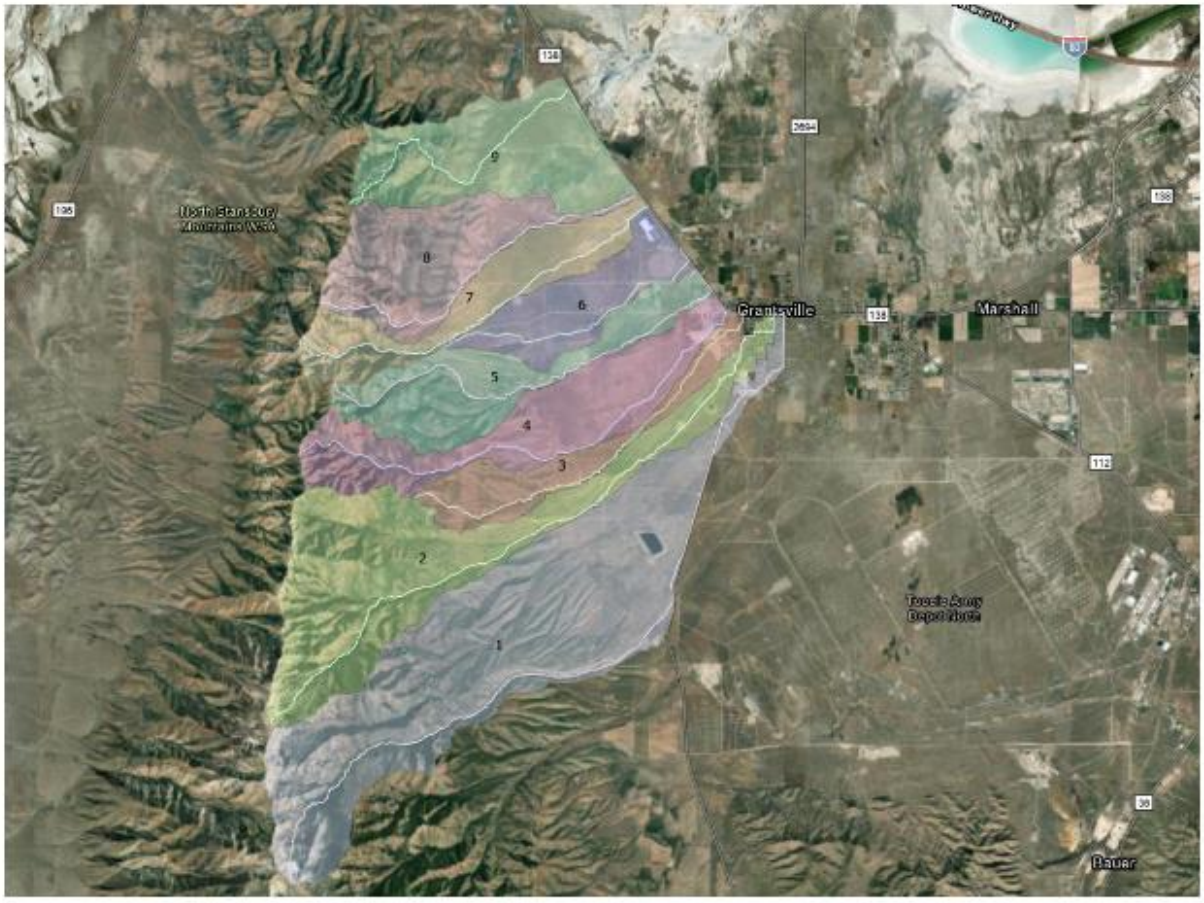


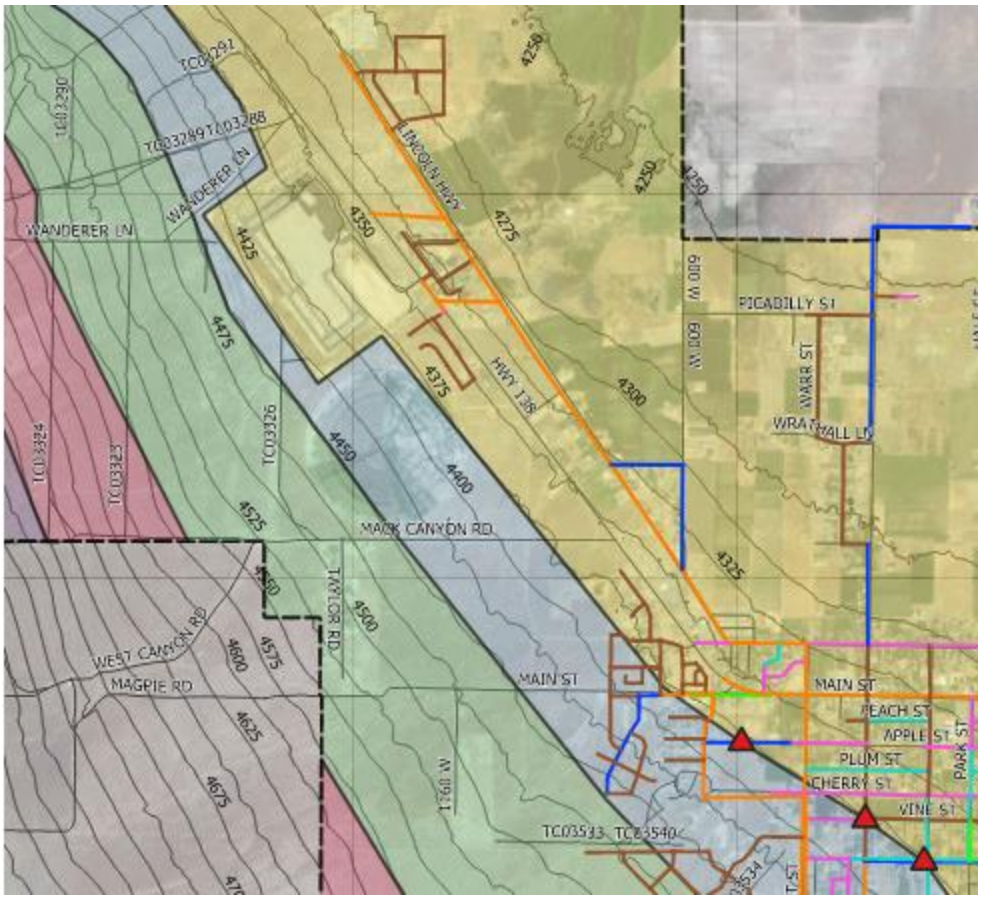
Figure 1. West Bank Watersheds

Table 1. Subbasin Number and Name

Subbasin	Subbasin Name
1	South Willow and Coal Pit Canyon
2	North Willow Canyon
3	White Rocks
4	Baker Canyon
5	Pope Canyon
6	West Canyon 1
7	West Canyon 2
8	Dry Canyon
9	Unnamed

Source: 2024 Final Draft Grantsville West Bank Development Stormwater Master Plan Report by Jones & DeMille Engineering

Drinking Water: This project is located in pressure zones 2 and 3, but will be served from pressure zone 2 only. Pressures on the higher elevations of the development might be lower and fire flow tests should be completed prior to design to confirm additional offsite improvements are not required.



Pressure Zone 1 – Yellow Shaded Area

Pressure Zone 2 – Blue Shaded Area

Pressure Zone 3 – Green Shaded Area

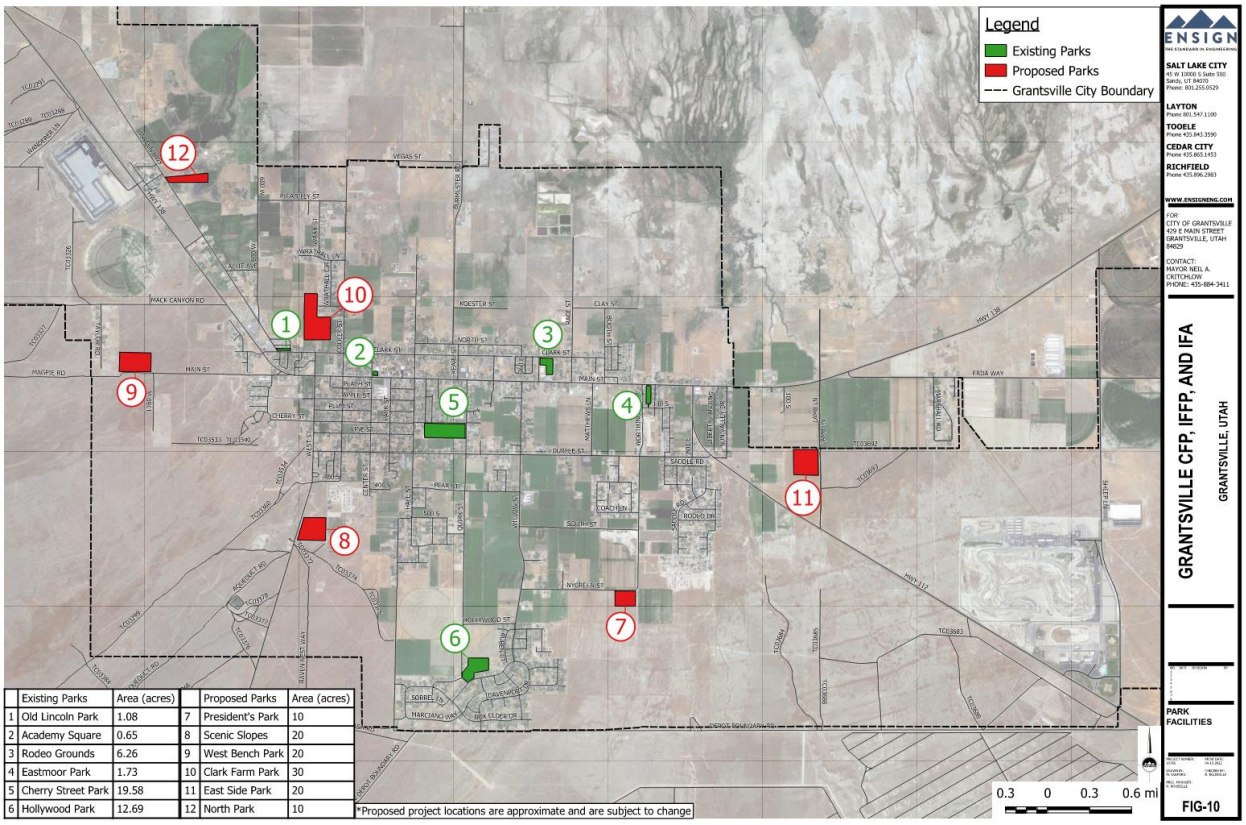
Future Pressure Zone 4 – Red Shaded Area

Future Pressure Zone 5 – Purple Shaded Area

Source: Figure 7 from 2022 Grantsville CFP, IFFP, and IFA by Ensign Engineering and Land Surveying

Wastewater: The sewer appears to flow on the south side of Main Street into the Center Street Collector, West Interceptor, Burmester Collector, and then into the Northwest Interceptor. The West Street Collector project will alleviate some of the flow from the aforementioned Collector lines. This southern sewer main line along Main Street will not tie into the West Street Collector at this time.

Parks: There are currently no parks in the vicinity of this development except for the 1.08 acre Old Lincoln Park by Old Lincoln Highway and Clark Street. The 2022 Parks CFP, IFFP, and IFA shows a proposed 20 acre West Bench Park in the vicinity. This proposed park is anticipated to be constructed with the Sun Sage Terrace development.



	Existing Parks	Area (acres)		Proposed Parks	Area (acres)
1	Old Lincoln Park	1.08	7	President's Park	10
2	Academy Square	0.65	8	Scenic Slopes	20
3	Rodeo Grounds	6.26	9	West Bench Park	20
4	Eastmoor Park	1.73	10	Clark Farm Park	30
5	Cherry Street Park	19.58	11	East Side Park	20
6	Hollywood Park	12.69	12	North Park	10

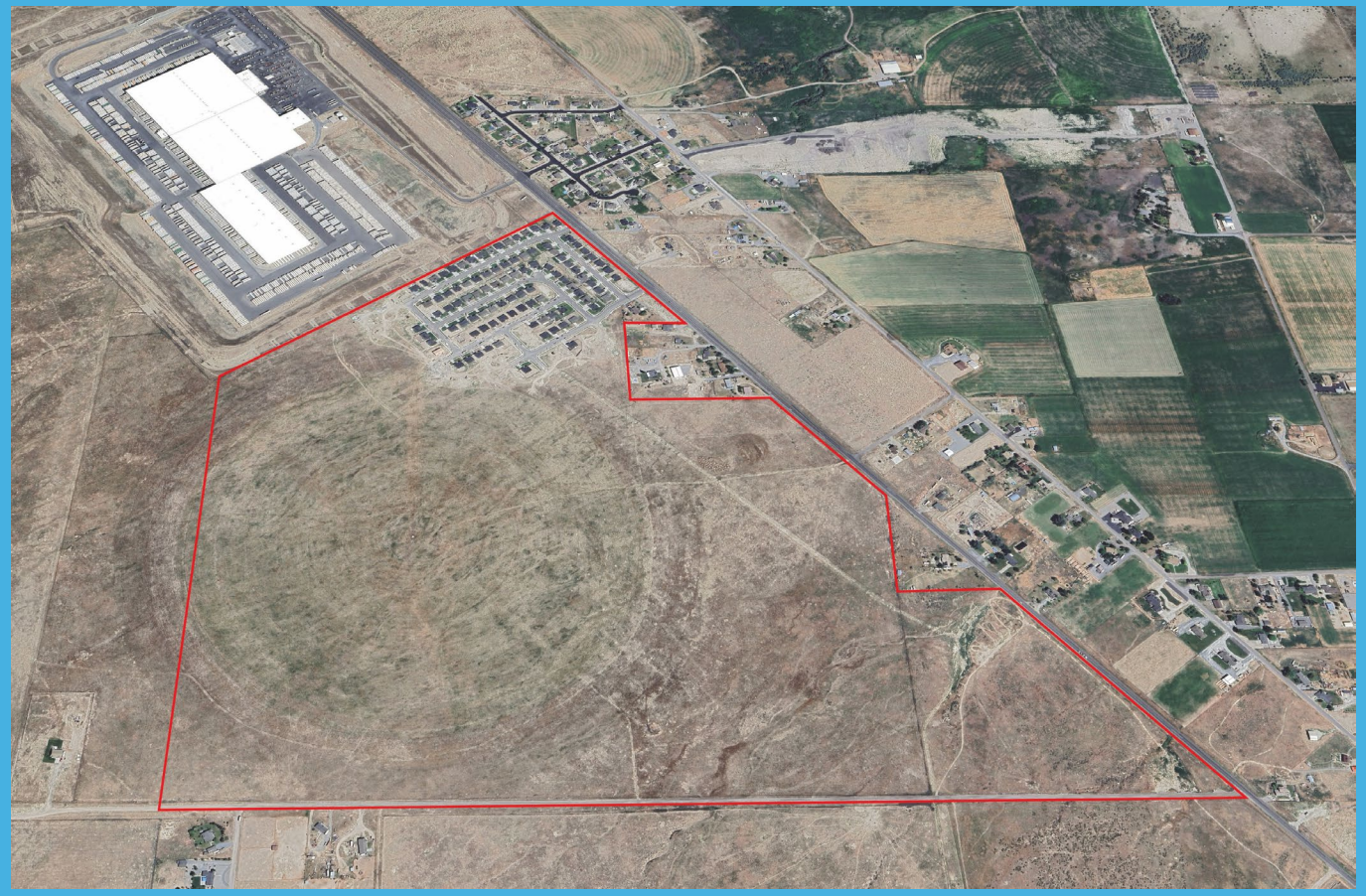
Source: Figure 10 from 2022 Grantsville CFP, IFFP, and IFA by Ensign Engineering and Land Surveying

AGENDA ITEM #5

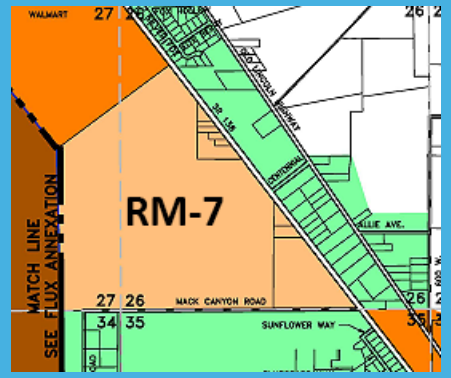
Discussion regarding the proposed PUD for The Highlands subdivision, located on SR138.

The Highlands Planned Unit Development
Planning Commission Public Hearing

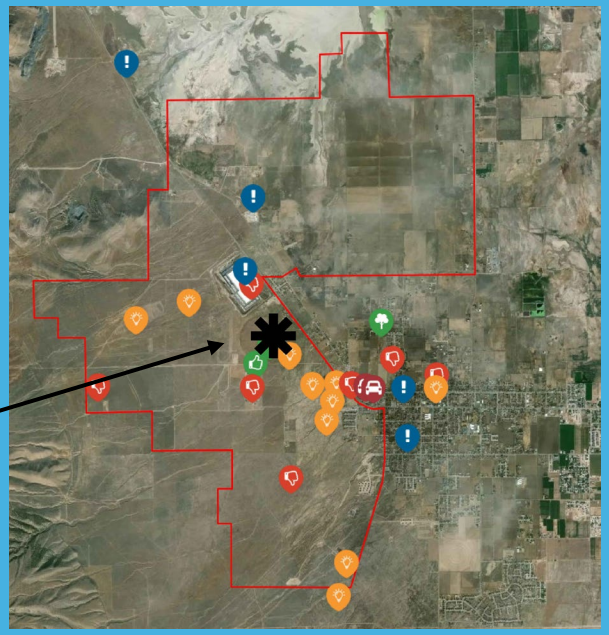
March 21, 2024



- 299.47 Acres
- RM-7 Zoning
  - More than 20 Years
- Portion of the property developed with 141 minimum 7,000 Single Family Detached Lots/Homes
- Strategic City location
  - Intersection of State Highway 138 and Mack Canyon Road
  - Adjacent to Wal-Mart Distribution Center
  - Keystone to West Bank Area







General Plan Future Land Use Map	
Mixed Use Density	475-713 Units
High Single-Family Density Residential	1152 Units
Total Allowable Range	**1627-1865 Units**

Mixed-Use Density
(A mixture of commercial/retail and residential uses, allowing up to 10 units per acre where surrounding uses are compatible. Heights are limited to two stories or a maximum of 35' above grade at street. Three stories above grade at street and/or 15 units per acre may be approved with special considerations of landscaping, buffering and architechtural design that fit the scale of the surrounding properties in the zone.)

High Single Family Density Residential
(Residential uses, allowing a maximum of 6 dwelling units per acre)



15.4 Multiple Residential District RM-7

1) The RM-7 Zoning District is intended to provide areas for medium density single family and multi-family residential with the opportunity for varied housing styles and character.

Minimum Lot Size (Lot Area): .....7,000 sq. feet.
Minimum Lot Size for Corner Lots .....10,000 sq. feet.
Additional lot area for each additional dwelling unit on the lot.....6,000 sq. feet.

Calculating Density (DU/Acre) per Acre Using Minimum Lot Sizes		
43,560 – 7,500 =	36,650	1.00 Unit
36,650 / 6,000 =	6.11 Units	6.11 Units
Total Units Per Acre Using Minimum Lot Sizes		7.11 Units Per Acre
299.47 Acres x 7.11 Units per Acre =		2,219 Allowed Units

7,500 SF lots is an estimate of 7,000 and 10,000 sf corner lots.

15.4 Multiple Residential District RM-7

Maximum Density .....7 d.u./acre of lot area as defined in GLUMDC Chapter 2.

(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.

Calculating Density using Maximum Density as defined in RM-7 Zone	
Gross Acres	299.47
Deduct 10% for Open Space Acres	29.95
Net Acres to Apply 7 DU/Acres	269.52
Rounded Number of Maximum Dwelling Units	**1,887**

Comparison of Methods to Calculate Density/Maximum Number of Units

General Plan Future Land Use Map	1,627-1,865
Calculating Density (DU/Acre) per Acre Using Minimum Lot Sizes	2,219
Calculating Density using Maximum Density as defined in RM-7 Zone	1,887

There are two other zoning sections that implement the RM-7 Zone:

- **4.34 (Multi-Unit Residential Development)**
  - All multi-use residential development shall comply with GLUMDC 4.34 (Multi-Unit Residential Development).
- **Chapter 12 Planned Unit Developments**
  - 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.
  - Creation of a more desirable environment than would be possible through strict application of other City land use regulations.
  - 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.
  - Establish interconnecting paths and trails for alternative transportation routes.
  - Provide residential housing that conforms with the State moderate income requirements.

12.2 Authority To Modify Regulations

(1) The Planning Commission shall have the authority to recommend to the City Council reasonable and appropriate conditions in any planned development including recommendations to change, alter, modify or waive of the land use Code as they applies to the proposed planned development. Public health and safety issued 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 recommend for modification or waiver. No such change, alteration, modification or waiver shall be approved unless the City Council 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.

(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.

15.4 Multiple Residential District RM-7

Front Yard Setbacks:
Alley-loaded garage units be permitted to have a minimum front yard setback of fifteen (15) feet.

Rear Yard Setbacks:
Alley-loaded garage units be permitted to have a minimum rear yard setback of five (5) feet.

Building Height:
Multi-family buildings, apartments and condominiums be permitted to have three (3) stories but no more than 35 feet in overall height.

4.34 Multi Unit Residential Development

2.c Setbacks:

i. Front: 25 feet, except alley-loaded garage units, have a minimum front yard setback of fifteen (15) feet.
ii. Sides (attached dwellings): fifteen (15) foot spacing between buildings containing dwelling units 7.5 side setback to the property line.
iii. Rear: 20 Feet, except alley-loaded garage units, have a minimum rear year setback of five (5) feet.
iv. Corner lots (attached dwellings): In order to maintain an adequate site triangle, there shall be a minimum setback on corner lots as follows: Fifteen (15) feet on each side fronting a street, and the developer shall illustrate how the fifteen (15) foot street corner setbacks meet or exceed the City's site triangle minimums.

2.d. Minimum Lot Frontage

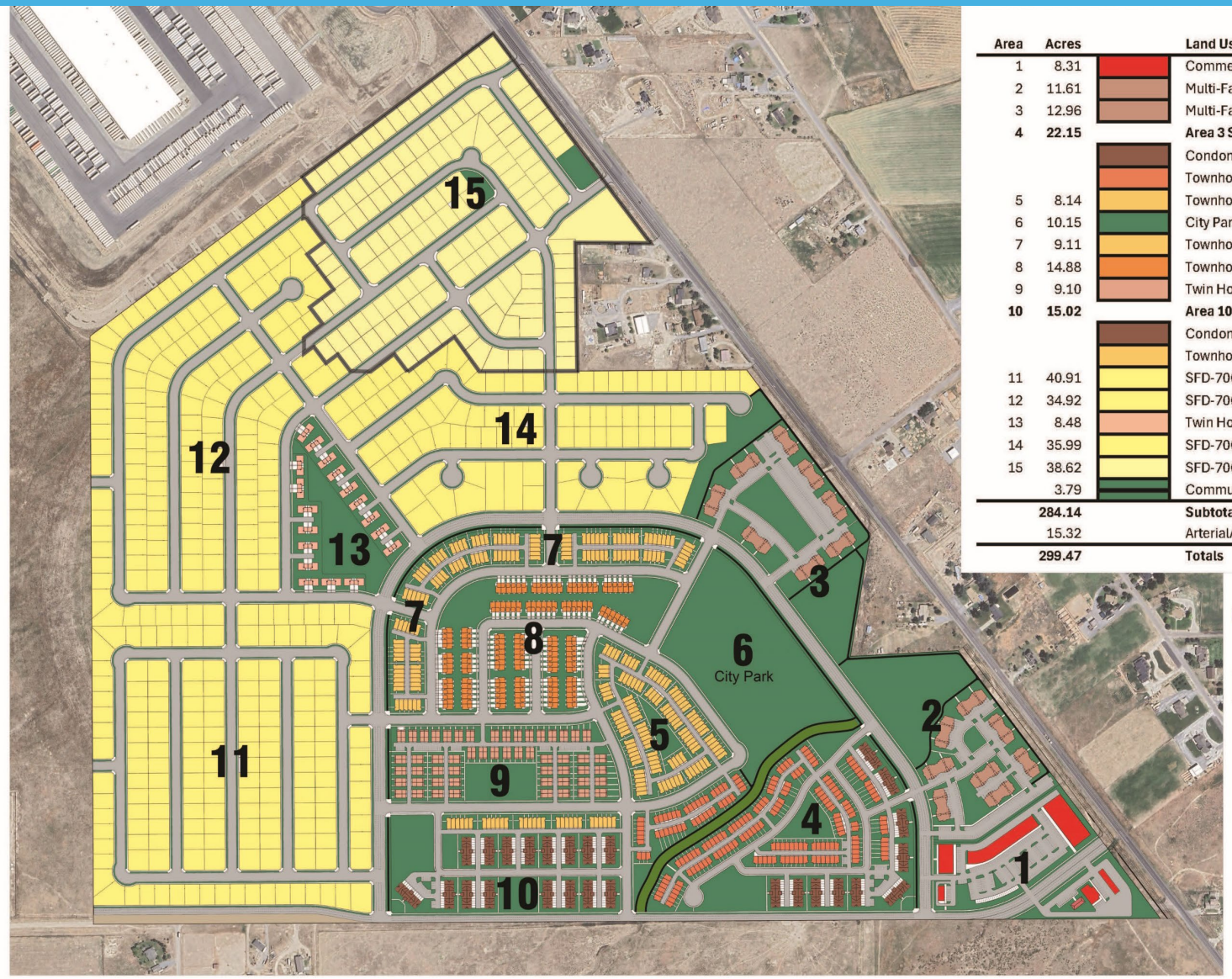
i. Townhouses, rowhouses, and attached separately owned residential units shall have a lot frontage/lot width per unit of no less than 20 feet.

2.e. Open Space Requirements

3. As open space areas are meant to provide outdoor amenities for the use of the residents, stormwater facilities shall not be considered as part of the open space area, except where individual open space areas are greater than one (1) acre in net area, stormwater detention shall be permitted.

2.f. Street and Parking

3. Residential Visitor Parking: Parking requirements found in Chapter 6 Off Street Parking and Loading shall apply with the following exceptions:
   a. Parking for the first ten (10) units shall provide one (1) separate designated visitor parking stall per dwelling unit. Each unit over the first ten (10) dwelling units, one (1) additional parking stall for each two (2) dwelling units shall be provided. For any partial stalls calculated, the applicant shall round up to the next whole number of stalls.
   b. If sufficient separated designated visitor parking is not available in approved curbside locations, off-street parking shall be provided no more than 200 feet away from the units for which parking is serving
   c. In the case of alley-loaded dwellings, on-street parking will be counted as visitor parking.



Area	Acres	Land Use	Commercial Square Feet	Common Open Space Acres	Density DU/Acre	No. of Lots/Units
1	8.31	Commercial	108,600			
2	11.61	Multi-Family Residential		5.16	13.8	160
3	12.96	Multi-Family Residential		6.49	12.3	160
4	**22.15**	**Area 3 Subtotal**		**4.79**	13.6	**301**
		Condominiums				100
		Townhomes				201
5	8.14	Townhomes		0.47	13.8	112
6	10.15	City Park		10.15		
7	9.11	Townhomes			14.5	132
8	14.88	Townhomes		2.09	8.3	124
9	9.10	Twin Homes			12.5	114
10	**15.02**	**Area 10 Subtotal**		**3.51**	12.6	**190**
		Condominiums				160
		Townhomes				30
11	40.91	SFD-7000			3.9	161
12	34.92	SFD-7000			4.0	139
13	8.48	Twin Homes		2.49	4.2	36
14	35.99	SFD-7000			3.3	117
15	38.62	SFD-7000 (Existing Subdivision)			3.7	141
	3.79	Community Trail		3.79		
	284.14	**Subtotals**	**108,600**	**38.94**		**1,887**
	15.32	Arterial/Collector Streets				
	299.47	**Totals**	**108,600**	**38.94**	**6.3**	**1,887**

The Highlands

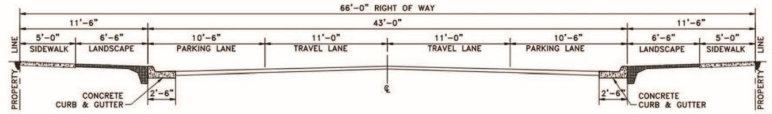
Master Planned Community

Grantsville, UT

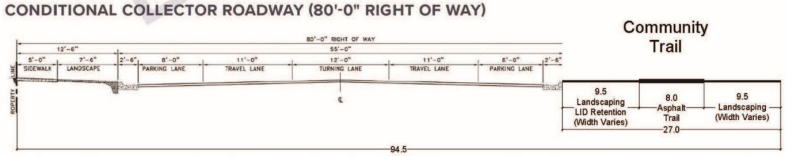
February 7, 2024



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



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



Community Trail

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

Why Attached and Multi-Family Homes?

Grantsville Median Family Income	$94,260
Grantsville Median Home Value	$506,085
Minimum Annual Family Required Income with 20% Down Payment	$140,760

Why Attached and Multi-Family Homes?

Home Type	Acres	Units	%	Minimum Required Annual Family Income
Multi-Family Residential	24.56	320	16.96%	$67,000
Condominiums	36.17	461	24.43%	$82,280
Townhomes	33.14	398	21.09%	$89,320
Twin Homes	17.58	150	7.95%	$96,360
SFD-7000	150.45	558	29.57%	$110,480
Totals	**261.89**	**1887**	**100.00%**	

5.5% Interest Rate

2026 Prices

Home Type Examples

Multi-Family Residential 24.56 Acres 320 Units 16.96%





Home Type Examples are conceptual and subject to change.

Home Type Examples

Condominiums 36.17 Acres 461 Units 24.43%



Home Type Examples are conceptual and subject to change.

Home Type Examples

Townhomes	33.14 Acres	398 Units	21.09%





Home Type Examples are conceptual and subject to change.

Home Type Examples

Twin Homes	17.58 Acres	150 Units	7.95%





Home Type Examples are conceptual and subject to change.

Home Type Examples

SFD-7000	150.45 Acres	558 Units	29.57%





Home Type Examples are conceptual and subject to change.

Parks and Trails

City Park 10.15 Acres



Park and Trail Examples are conceptual and subject to change.

Parks and Trails

Courtyards and Playgrounds

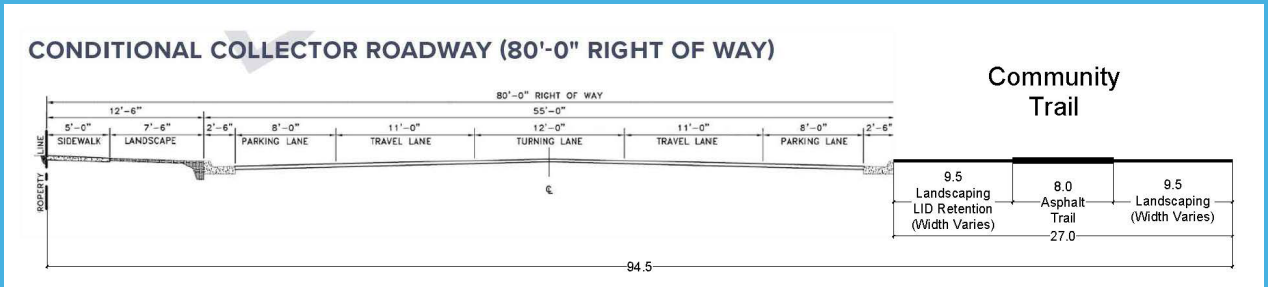


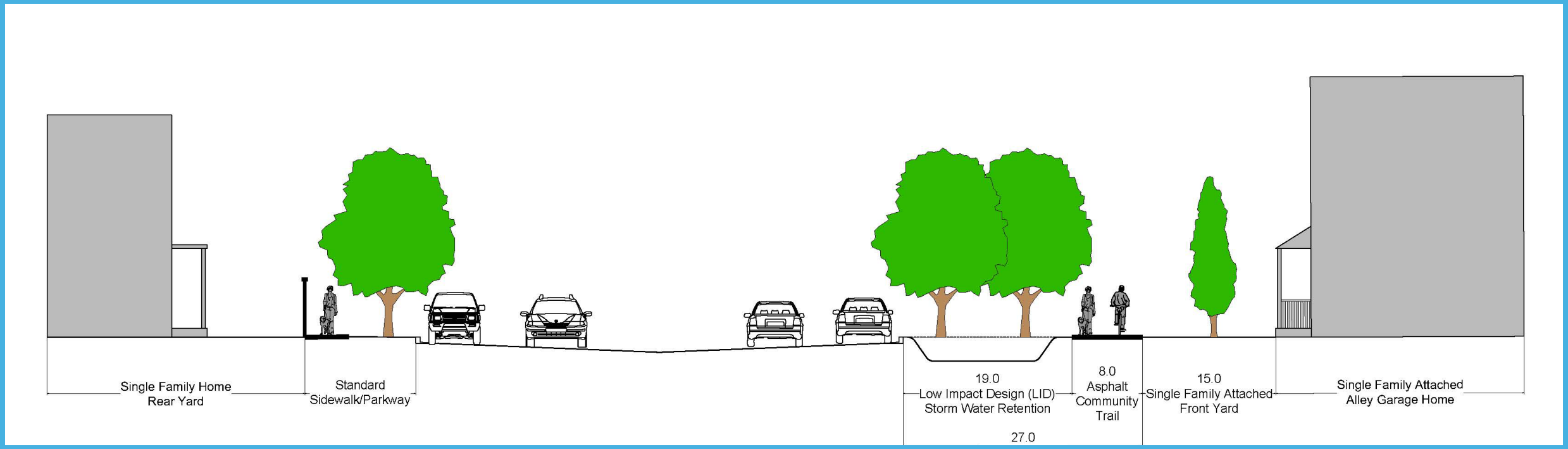


Park and Trail Examples are conceptual and subject to change.

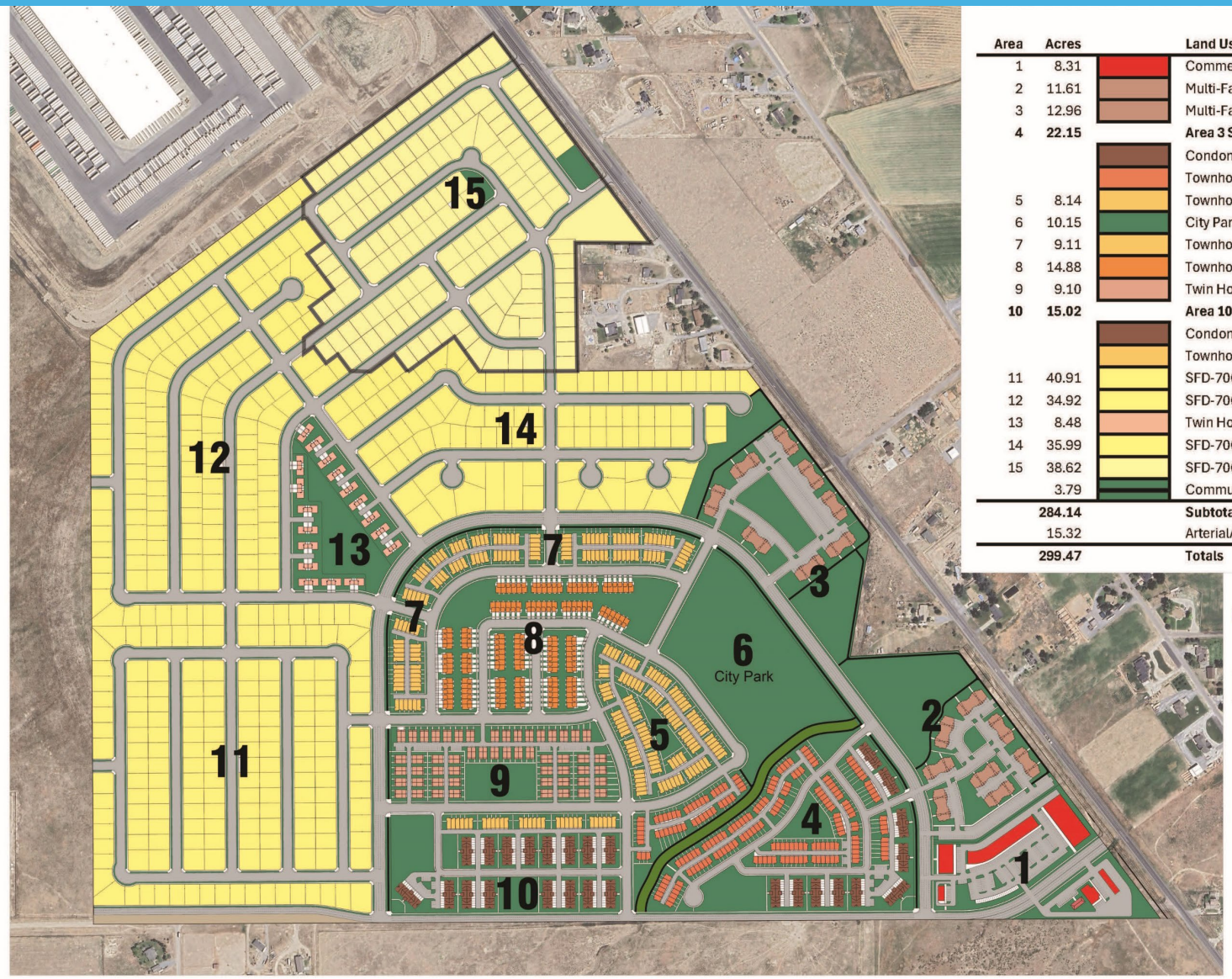
Parks and Trails

Trails





Park and Trail Examples are conceptual and subject to change.



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The Highlands

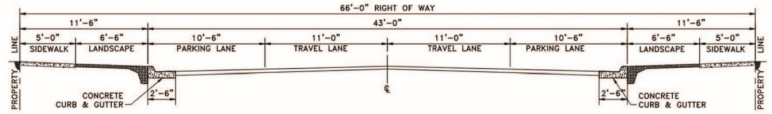
Master Planned Community

Grantsville, UT

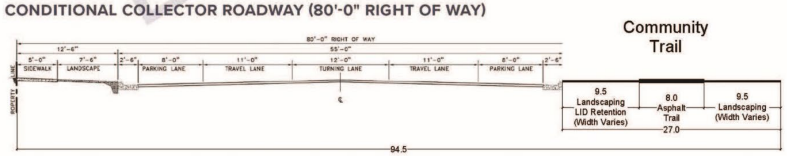
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Community Trail

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Land & Community Planner
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stevemplan@gmail.com

Planning and Zoning
336 W. Main St.
Grantsville, UT 84029
Phone: (435) 884-1674

Permit # 2024017

The Highlands PUD
Staff Report Summary and Recommendation

Parcel ID(s): 01-062-0-0037

Meeting Date: March 21, 2024

Public Hearing Date: March 21, 2024

Property Address: Hwy 138

Current Zone: RM-7

Applicant Name: Updwell Homes LLC
Request: PUD
Prepared By: Cavett Eaton / Gary Pinkham / Robert Rousselle

Planning Staff Notes and Recommendation:
City records indicate that this initial development was presented as a Concept Plan (similar to the current Preliminary Plan) called Desert Highlands Subdivision on March 1st, 2017. Another Concept Plan was presented as The Highlands on June 2nd, 2021 and a third Concept Plan was presented on March 1st, 2022. Phases 1, 2, 3, 4, 5, and 6 have been presented for approval and Phase 6 is under construction.

The Highlands Public Infrastructure District (PID) Nos. 1-3 was presented on January of 2023 and is on the agenda for the March 20th, 2024 City Council meeting.

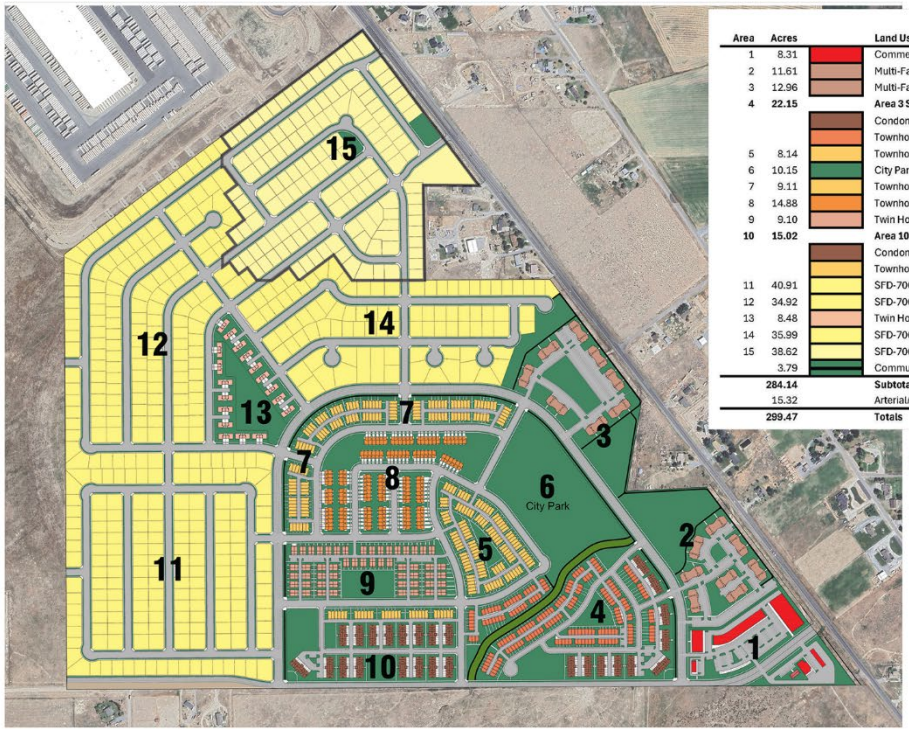
The Highlands Amended and Restated Development Agreement (ARMDA) was brought before the Grantsville Planning Commission for discussion on December 21st, 2023. There has been discussion of this Amended Development Agreement at several Planning Commission Meetings since that time.

The applicant has submitted all applicable information for this proposed project. The applicant's completed worksheets and response to the City's request for what is allowed and what is requested in the current zoning for this property has been above average in response and completeness. They have worked with the City Staff and taken comments from the Planning Commission, then implemented them where feasible for the proposed project.

City Staff supports this application, and recommends it for approval by the Planning Commission and City Council with recommendations and additions as deemed necessary by those bodies.

SITE & VICINITY DESCRIPTION

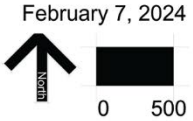




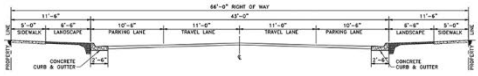
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			Condominiums				100
			Townhomes				201
5	8.14		Townhomes		0.47	13.8	112
6	10.15		City Park		10.15		
7	9.11		Townhomes			14.5	132
8	14.88		Townhomes		2.09	8.3	124
9	9.10		Twin Homes			12.5	114
10	**15.02**		**Area 10 Subtotal**		**3.51**	12.6	**190**
			Condominiums				160
			Townhomes				30
11	40.91		SFD-7000			3.9	161
12	34.92		SFD-7000			4.0	139
13	8.48		Twin Homes		2.49	4.2	36
14	35.99		SFD-7000			3.3	117
15	38.62		SFD-7000 (Existing Subdivision)			3.7	141
	3.79		Community Trail		3.79		
	284.14		**Subtotals**	**108,600**	**38.94**		**1,887**
	15.32		Arterial/Collector Streets				
	299.47		**Totals**	**108,600**	**38.94**	**6.3**	**1,887**

The Highlands
Master Planned Community
Grantsville, UT

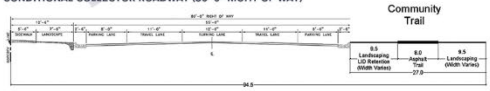
February 7, 2024



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

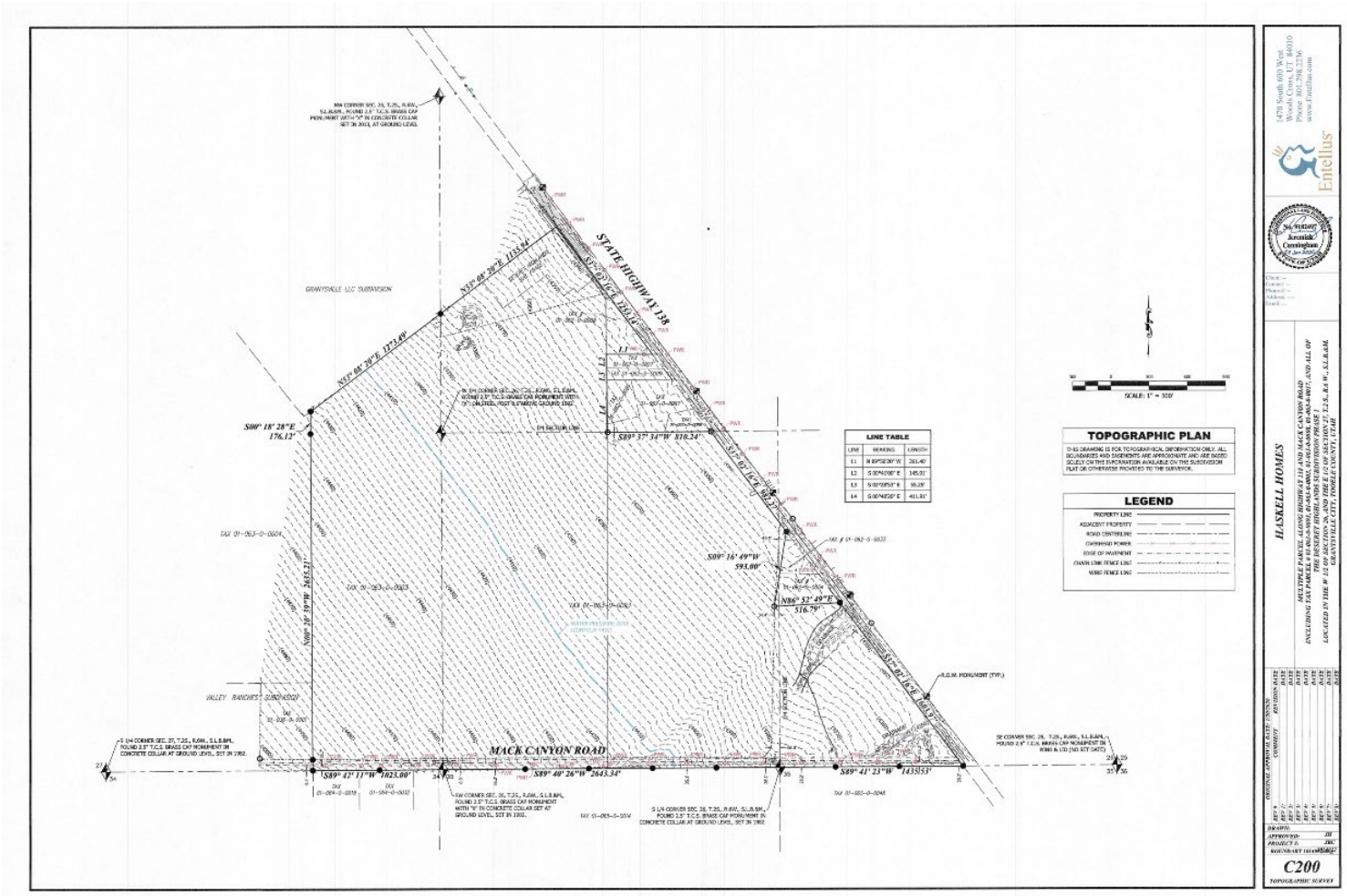


CONDITIONAL COLLECTOR ROADWAY (80'-0" RIGHT OF WAY)



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

TOPOGRAPHIC SURVEY



NEIGHBORHOOD RESPONSE

City Staff have received no responses at the time of this report. Responses received after posting the packet will be forwarded to the Planning Commission via email.

DEVELOPER RESPONSE / PUD WORKSHEET

GRANTSVILLE CITY

DRAFT PUD APPLICATION WORKSHEET

The purpose of this worksheet is to guide your responses to the application requirements. If something is not applicable to your project, please note "Not Applicable" in the response box. If a response requires more space than is provided on this application or additional information is necessary, attach on separate pages and provide reference to the attachment in the response box.

Project Name -THE HIGHLANDS

Applicant -DESERET HIGHLANDS INVESTMENTS LLC

Project Location -S 26 T 2S R 6W

Project Acreage -299.46

Current Zoning -RM-7

PUD PURPOSE AND OBJECTIVES (GLUDMC Section 12-1-1):

Describe how the proposed project will meet each of the following Objectives:

Objective (a):

(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;

Response

Recent significant increases in home prices have made rural lots, defined by the State Code as One Acre or larger, beyond the financial reach of most Utah families. The Highlands proposes to provide a range of affordable and attainable housing types including apartments, townhomes and single family detached homes. This range of housing types is encouraged by the RM-7 Zone.

The Highlands will also provide active open spaces including a 10 Acre City Park, a trail system and a series of HOA parks located in various neighborhoods.

Deviations from the City Code are requested and are outlined in the attached document.

Objective (b):

(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 a single dwelling unit at least 10% of the total parcel acreage shall be open space. 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;

Response

The Highlands proposes landscaping and architectural features that are typical of contemporary master planned communiites across the Wasatch Front. As stated, there will be 10 Acre City Park, a trail system and several HOA maintained parks in various areas.

The Highlands will have 38.94 Acres of open space which is thirteen (13) percent open space, 30 % more than the required minimum.

Objective (c):

(c) Preservation of buildings which are architecturally or historically significant contribute to the character of the City;

Response

There are no architecturrally or historically significant buildings on the property.

Objective (d):

(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

Response

The Highlands proposes an extensive trail system that can be connnected to off-site trails. The trail system is designed to minimize conflicts with automobiles and allow residents to travel from neighborhoods to oepn space areas.

Objective (e):

(e) Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation.

Response

There are no blighted structures for incompatible uses on the property.

STANDARDS (GLUDMC Section 12-14-2 (a)):

Per GLUDMC Section 12-1-1 (a) *A planned development is a distinct category of conditional use.*

(a) At the preliminary phase, the applicant shall submit a written statement addressing each of the standards set forth in Section 7.8 herein entitled, Determination, when applicable and how the proposed development will promote the objectives set forth in Section 12.1 pf this Chapter. The statement shall explain specifically how the proposed planned unit development relates to each such standard and promotes a listed objective;

7.8 Determination

(1) The Planning Commission, or upon authorization, the Zoning Administrator, may permit a use to be located within a zoning district in which a conditional use permit is required by the use regulations of that zoning district or elsewhere in these ordinances. The Zoning Administrator is also authorized to issue conditional use permits for family food production and the raising of animals, when appropriate, but may also defer any such application to the Planning Commission for its determination, in the sole discretion of the Zoning Administrator. In authorizing any conditional use the Planning Commission or Zoning Administrator shall impose such requirements and conditions as are necessary for the protection of adjacent properties and the public welfare. The Planning Commission or Zoning Administrator shall only approve with conditions, or deny a conditional use based upon written findings of fact with regard to each of the standards set forth below and, where applicable, any special standards for conditional uses set forth in a specific zoning district. The Planning Commission or Zoning Administrator shall not authorize a conditional use permit unless the evidence presented is such as to establish:

Describe how the proposed project will meet each of the following Standards:

The Applicants descriptions will help City Staff and Planning Commission make the determination for each of these standards. Some points may not be applicable to a specific project.

Standard (a):

(a) The proposed use is one of the conditional uses specifically listed in the zoning district in which it is to be located;

This information is found in the Use Tables found at the end of each Zoning District Chapter in the GLUDMC.

Chapter 14 Multiple Use, Agriculture and Rural Residential Districts

Chapter 15 Residential and Multiple Residential Districts

Chapter 16 Commercial and Industrial Districts

If the project is located in Chapters 17 Downtown Commercial Districts, 19 Sensitive area District, SA or 19a Mixed Use Districts Check Not Applicable

Response (Check the Applicable Box):

Permitted		Conditional	X	- Not Allowed		Not Applicable	

Standard (b):

(b) That such use will not, under the circumstances of the particular case, be detrimental to the health, safety, comfort, order or general welfare of persons residing or working in the vicinity;

Response

The Highlands is a master planned community that is contemplated by the RM-7 Zone. The types of homes are permitted by the RM-7 Zone and Section 4.5, Multi-Use Unit Residential Development.

Buffers have been included in the design to minimize the impact on adjacent residential areas.

Standard (c):

(c) That the use will comply with the intent, spirit, and regulations of these ordinances and is compatible with and implements the planning goals and objectives of the City, including applicable City master plans;

Response

The Highlands has been designed to implement both the RM-7 Zone and the General Plan designations for the property.

Standard (d):

(d) Make the use harmonious with the neighboring uses in the zoning district in which it is to be located;

Response

The Highlands is a master planned community that is contemplated by the RM-7 Zone. The types of homes are permitted by the RM-7 Zone and Section 4.5, Multi-Use Unit Residential Development.

Buffers have been included in the design to minimize the impact on adjacent residential areas.

Standard (e):

(e) That nuisances which would not be in harmony with the neighboring uses, will be abated by the conditions imposed;

Response

The Highlands is a master planned community that is contemplated by the RM-7 Zone. The types of homes are permitted by the RM-7 Zone and Section 4.5, Multi-Use Unit Residential Development.

Buffers have been included in the design to minimize the impact on adjacent residential areas.

Standard (f):

(f) That protection of property values, the environment, and the tax base for Grantsville City will be assured;

Response

The Highlands is a master planned community that is contemplated by the RM-7 Zone. The types of homes are permitted by the RM-7 Zone and Section 4.5, Multi-Use Unit Residential Development.

Buffers have been included in the design to minimize the impact on adjacent residential areas.

Significant drainage courses have been retained to accommodate storm water flows without damage to surrounding properties.

Detention basins have been designed to retain additional storm water runoff as a result of land development.

Standard (g):

(g) That the conditions shall be in compliance with the current comprehensive General Plan of Grantsville City;

Response

Other than a proposal to permit a limited number of zoning standard deviations (See attached page), The Highlands has been designed consistent with the RM-7 Zone and the City General Plan.

Standard (h):

(h) That some form of a guarantee is made assuring compliance to all conditions that are imposed;

No Response From Applicant. (This statement is directed to the body considering any conditions that may be imposed.)

Standard (i):

(i) That the conditions imposed are not capricious, arbitrary or contrary to any precedence set by the Planning Commission on prior permits, which are similar in use and district, unless prior approvals were not in accordance with the provisions and standards of this ordinance;

No Response From Applicant. (This statement is directed to the body considering any conditions that may be imposed.)

Standard (j):

(j) The internal circulation system of the proposed development is properly designed;

Response

The Highlands proposes a Minor Collector loop street system to carry neighborhood traffic to Mack Canyon Road. Mack Canyon Road will be widented to Master Transportation Plan standards. Local streets have been designed to be 66 feet in right-of-way width, the City's standard.

Standard (k):

(k) Existing and proposed utility services are adequate for the proposed development;

Response

Utility systems will need to be upgraded for the size of development, however this has been contemplated in the design of the development.

Standard (l):

(l) Appropriate buffering is provided to protect adjacent land uses from light, noise and visual impacts;

Response

Buffering, as reguired by the City Code, has been incorporated into the plan design.

Standard (m):

(m) Architecture and building materials are consistent with the development and compatible with the adjacent neighborhood;

Response

The architecture and the building materials used will meet or exceed the City Code requirements.

Standard (n):

(n) Landscaping is appropriate for the scale of the development;

Response

The landscaping contemplated for The Highlands will balance the need for green spaces with the need to reduce water demands.

Standard (o):

(o) The proposed use preserves historical, architectural and environmental features of the property;

Response

Environmental features of the property, natural drainage courses, are being retained in the native conditions wherever possible.

There are no historical or architecturall significant features on the property.

Standard (p):

(p) Operating and delivery hours are compatible with adjacent land uses.

Response

The commercial proposed will follow City, County and State requirements for operating and delivery hours to minimize the off hours impact on adjacent land uses.

REQUESTED DEVIATIONS FROM DEVELOPMENT REGULATIONS (GLUDMC Section 12-14-2 (b)):

(b) 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.

Describe how the proposed project will meet each of the following Objectives:

As part of the application requirements, a page was prepared that listed the deviations requested. The page is attached. The pages have been updated to address the additional information requested in the following.

Stephen G. McCutchan
Land & Community Planner
[redacted] **Draper, UT 84020**
[redacted]



February 27, 2024

Requested Code Section Changes, Alterations, Modifications or Waivers Per Coide Section 12.4 c.

15.4 Multiple Residential District RM-7

Front Yard Setbacks:

Alley-loaded garage units be permitted to have a minimum front yard setback of fifteen (15) feet.

Rear Yard Setbacks:

Alley-loaded garage units be permitted to have a minimum rear yard setback of five (5) feet.

Building Height:

Multi-family buildings, apartments and condominiums be permitted to have three (3) stories but no more than 35 feet in overall height.

Describe How Requested Deviation Benefits the Project and the Community.

Two of the requested deviations are to accommodate alley loaded or rear garage units. There are not contemplated in the existing City Code. The use of alley loaded or rear garage units will create a walkable, pedestrian streetscape in neighborhoods and the loop street Minor Collector.

Describe Mitigation Proposed to Maintain the general purposes, goals and objectives of this Code and of any plans adopted by the Planning Commission or the City Council. (12-2-1-(b)).

No additional mitigation is needed. Alley loaded or rear garage units create a more attractive and safe neighborhood.

4.34 Multi Unit Residential Development

2. c Setbacks:

i. Front: 25 feet, except alley-loaded garage units, have a minimum front yard setback of fifteen (15) feet.
ii. Sides (attached dwellings): fifteen (15) foot spacing between buildings containing dwelling units 7.5 side setback to the property line.
iii. Rear: 20 Feet, except alley-loaded garage units, have a minimum rear year setback of five (5) feet.
iv. Corner lots (attached dwellings): In order to maintain an adequate site triangle, there shall be a minimum setback on corner lots as follows: Fifteen (15) feet on each side fronting a street, and the developer shall illustrate how the fifteen (15) foot street corner setbacks meet or exceed the City's site triangle minimums.

2.d. Minimum Lot Frontage

i. Townhouses, rowhouses, and attached separately owned residential units shall have a lot frontage/lot width per unit of no less than 20 feet.

2.e. Open Space Requirements

3. As open space areas are meant to provide outdoor amenities for the use of the residents, stormwater facilities shall not be considered as part of the open space area, except where individual open space areas are greater than one (1) acre in net area, stormwater detention shall be permitted.

2.f. Street and Parking

3. Residential Visitor Parking: Parking requirements found in Chapter 6 Off Street Parking and Loading shall apply with the following exceptions:

a. Parking for the first ten (10) units shall provide one (1) separate designated visitor parking stall per dwelling unit. Each unit over the first

ten (10) dwelling units, one (1) additional parking stall for each two (2) dwelling units shall be provided. For any partial stalls calculated, the applicant shall round up to the next whole number of stalls.

b. If sufficient separated designated visitor parking is not available in approved curbside locations, off-street parking shall be provided no more than 200 feet away from the units for which parking is serving.

c. In the case of alley-loaded dwellings, on-street parking will be counted as visitor parking.

Describe How Requested Deviation Benefits the Project and the Community.

Most of the requested deviations are to accommodate alley loaded or rear garage units. There are not contemplated in the existing City Code. The use of alley loaded or rear garage units will create a walkable, pedestrian streetscape in neighborhoods and the loop street Minor Collector.

The addition of the request that on-street parking be counted as guest parking in the case of alley loaded or rear garage units is a typical standard in communities that have alley loaded units. Without garages and driveways in the front, on street parking is a great place for guest parking.

Describe Mitigation Proposed to Maintain the general purposes, goals and objectives of this Code and of any plans adopted by the Planning Commission or the City Council. (12-2-1-(b)).

No additional mitigation is needed. Alley loaded or rear garage units create a more attractive and safe neighborhood.

Stephen G. McCutchan
Land & Community Planner
[redacted] **Draper, UT 84020**
[redacted]



February 7, 2024

In response to Code Section 12.4 b., the applicant provides the following information.

(a) The proposed use is one of the conditional uses specifically listed in the zoning district in which it is to be located;

12.1 Purpose
(1) A planned unit 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.

(b) That such use will not, under the circumstances of the particular case, be detrimental to the health, safety, comfort, order or general welfare of persons residing or working in the vicinity;

This Planned Unit Development implements the provisions of the RM-7 Zone and Code Section 4.34 Multi Unit Residential Development.

(c) That the use will comply with the intent, spirit, and regulations of these ordinances and is compatible with and implements the planning goals and objectives of the City, including applicable City master plans;

The Planned Unit Development Concept Plan has been prepared with the intent, spirit and regulations of all City codes, specifically the RM-7 Zone and Code Section 4.34 Multi Unit Residential Development.

(d) Make the use harmonious with the neighboring uses in the zoning district in which it is to be located;

The Concept Plan has been prepared to implement the provisions of the RM-7 Zone and Code Section 4.34 Multi Unit Residential Development.

(e) That nuisances which would not be in harmony with the neighboring uses, will be abated by the conditions imposed;

The Concept Plan has taken into consideration adjacent existing uses and has adjusted the land uses to be in harmony with neighboring uses.

(f) That protection of property values, the environment, and the tax base for Grantsville City will be assured;

The implementation of the Concept Plan will increase property values, mitigate adverse environmental impacts and increase Grantsville's tax base with property taxes, increased sales tax and fees.

(g) That the conditions shall be in compliance with the current comprehensive General Plan of Grantsville City;

The Concept Plan has been designed to implement the provisions of the City's General Plan, including Land Use, Circulation and Housing Elements.

(h) That some form of a guarantee is made assuring compliance to all conditions that are imposed;

The property owner and developer will need to file plat maps to implement the Concept Plan. The approval of the plats will include surety bonds and other financial tools to secure that the construction is in keeping with the conditions of approval.

(i) That the conditions imposed are not capricious, arbitrary or contrary to any precedence set by the Planning Commission on prior permits, which are similar in use and district, unless prior approvals were not in accordance with the provisions and standards of this ordinance;

NA at this time.

(j) The internal circulation system of the proposed development is properly designed;

The Concept Plan plans for the ultimate development of Mack Canyon Road consistent with the City's Transportation Plan. The collector and local streets have been designed per the City's street standards and drawings.

(k) Existing and proposed utility services are adequate for the proposed development;

Improvements to utility services will need to be made as a condition of approval.

(l) Appropriate buffering is provided to protect adjacent land uses from light, noise and visual impacts;

The Concept Plan incorporates City standards for minimizing the impacts of light, noise and visual impacts.

(m) Architecture and building materials are consistent with the development and compatible with the adjacent neighborhood;

Modern building techniques and materials will be used as permitted by the Uniform Building Code.

(n) Landscaping is appropriate for the scale of the development;

The development of the property will strike a balance between needed landscaping and the need to reduce water use.

(o) The proposed use preserves historical, architectural and environmental features of the property; and

Significant natural drainages have been preserved. There are no historical or architectural features on the property.

(p) Operating and delivery hours are compatible with adjacent land uses.

Most of the property is planned to be a residential master-planned community and will operate as one usually does. When commercial businesses are established, they will operate to shield residential areas from commercial activities.

Stephen G. McCutchan
Land & Community Planner
[redacted] **Draper, UT 84020**
[redacted]



February 7, 2024

Requested Code Section Changes, Alterations, Modifications or Waivers Per Coide Section 12.4 c.

15.4 Multiple Residential District RM-7

Front Yard Setbacks:

Alley-loaded garage units be permitted to have a minimum front yard setback of fifteen (15) feet.

Rear Yard Setbacks:

Alley-loaded garage units be permitted to have a minimum rear yard setback of five (5) feet.

Building Height:

Multi-family buildings, apartments and condominiums be permitted to have three (3) stories but no more than 35 feet in overall height.

4.34 Multi Unit Residential Development

2. c Setbacks:

i. Front: 25 feet, except alley-loaded garage units, have a minimum front yard setback of fifteen (15) feet.
ii. Sides (attached dwellings): fifteen (15) foot spacing between buildings containing dwelling units 7.5 side setback to the property line.
iii. Rear: 20 Feet, except alley-loaded garage units, have a minimum rear year setback of five (5) feet.
iv. Corner lots (attached dwellings): In order to maintain an adequate site triangle, there shall be a minimum setback on corner lots as follows: Fifteen (15) feet on

each side fronting a street, and the developer shall illustrate how the fifteen (15) foot street corner setbacks meet or exceed the City's site triangle minimums.

2.d. Minimum Lot Frontage

i. Townhouses, rowhouses, and attached separately owned residential units shall have a lot frontage/lot width per unit of no less than 20 feet.

2.e. Open Space Requirements

3. As open space areas are meant to provide outdoor amenities for the use of the residents, stormwater facilities shall not be considered as part of the open space area, except where individual open space areas are greater than one (1) acre in net area, stormwater detention shall be permitted.

2.f. Street and Parking

3. Residential Visitor Parking: Parking requirements found in Chapter 6 Off Street Parking and Loading shall apply with the following exceptions:

   a. Parking for the first ten (10) units shall provide one (1) separate designated visitor parking stall per dwelling unit. Each unit over the first ten (10) dwelling units, one (1) additional parking stall for each two (2) dwelling units shall be provided. For any partial stalls calculated, the applicant shall round up to the next whole number of stalls.

   b. If sufficient separated designated visitor parking is not available in approved curbside locations, off-street parking shall be provided no more than 200 feet away from the units for which parking is serving.

   c. In the case of alley-loaded dwellings, on-street parking will be counted as visitor parking.

NEIGHBORHOOD RESPONSE

The Radius Report for this PUD for the 3/21/24 meeting was sent on 3/11/2024. City Staff have received no responses at the time of this report. Responses received after posting the packet will be forwarded to the Planning Commission via email.

PLANNING STAFF ANALYSIS AND COMMENTS

Planning Consultant - Gary Pinkham

GENERAL NOTES:

It is my understanding that the developer wishes to amend the original Highlands project plan to add roughly 260 acres of additional ground to the plan area. The proposed plan for this added area includes uses and concepts that were not considered in the original approval process.

The project area is currently zoned RM-7 which will permit the proposed uses shown in the applicant's concept plan.

Once I realized that the Code reference in their opening sentence should refer to 7.8 and not 12.4.b, I was able to make sense of their following comments. I am very pleased that this applicant is actually following and providing the required information for this PUD application. They have addressed each of the items listed in 7.8 and are providing an itemized list of their desired changes, alterations, modifications, and waivers to the City's Code.

SPECIFIC ISSUE NOTES:
Regarding their responses to the various items listed in 7.8, their will need to be additional discussions held to determine the requirements to address issues such as (b) public safety and welfare, (k) utilities, (n) landscaping, and (o) storm drain protection and preservation.

Regarding their short list of proposed changes, alterations, modifications, or waivers to the City's code, I have the following comments:

1. For setbacks that will have garage access or driveways associated with the frontage the Planning Commission members have expressed that they feel 25' is the minimum they are comfortable with. This is to accommodate full sized vehicles such as extended cab pickups, service vans, etc.
2. For building height, the 35' maximum height is the critical dimension. If they can squeeze a third floor in, I see no problem with this request.
3. For the corner lot setbacks, they will need to show that nothing will encroach into the 30' triangle. This will include any vehicles parked within the area.
4. For minimum lot frontage, this issue must be looked at with regard to the impact on utility access and placement, garbage can locations, parking, street signage, etc.

5. For parking, I am not in favor of granting any relief to the parking requirements of the City's code. In looking at the concept plan it appears that there is a significant lack of parking. It should be noted that the City's Code has been written to be in compliance with the State Code for parking and cannot be subject to variance.

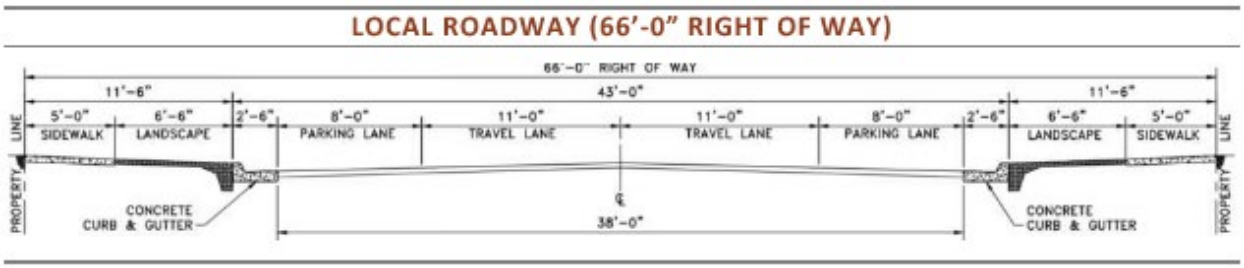
The table on the concept plan appears to have some errors and omissions in it regarding the type of use and number of units.

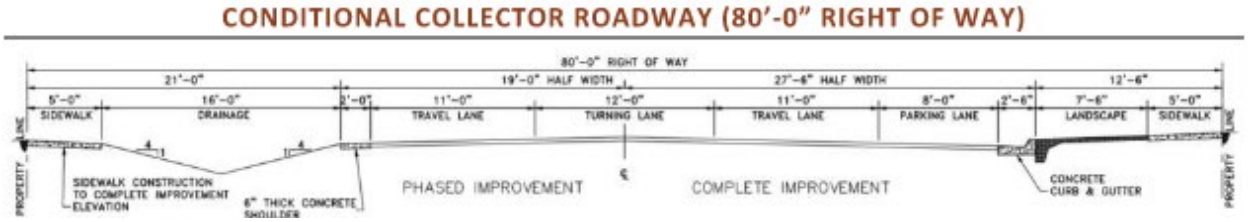
ENGINEERING STAFF ANALYSIS & COMMENTS

Comments have been provided by the City Engineer concerning issues that will need to be considered if the proposed project moves forward. The City Engineer's recommendations are included in the staff recommendations.

The developer mentions improvements to utility services will need to be made as a condition of approval. With the amount of units proposed with this development utility and road improvements will be crucial.

Roads: Most of the roads proposed in the development meet Grantsville City's local roadway right-of-way standards of 66-feet of right-of-way, see below. The main looped roadway within the PUD is proposed as a conditional collector roadway (80-foot wide right-of-way). The development has also proposed realigning Mack Canyon Road so it intersects SR-138 perpendicularly. With Mack Canyon Road as the main access for the majority of this development, a traffic study should be completed to determine all the improvements required within the development, Mack Canyon Road, and SR-138.





Drainage: The Pope Canyon and West Canyon 1 Watersheds drain through this project as shown in the figure below. The 100-year – 24-hour duration peak discharge for Pope Canyon is 849 cfs with West Canyon 1 at 286 per the 2024 Final Draft Grantsville West Bank Development Stormwater Master Plan

Report by Jones & DeMille Engineering. There are three (3) culverts under SR-138 along this property: 24-inch CMP, 6-foot (wide) x 4.5-foot (high) culvert, and 6-foot (wide) x 4-foot (high) culvert. The developer will need to work with the City on mitigation efforts to minimize adverse effects on downstream properties.

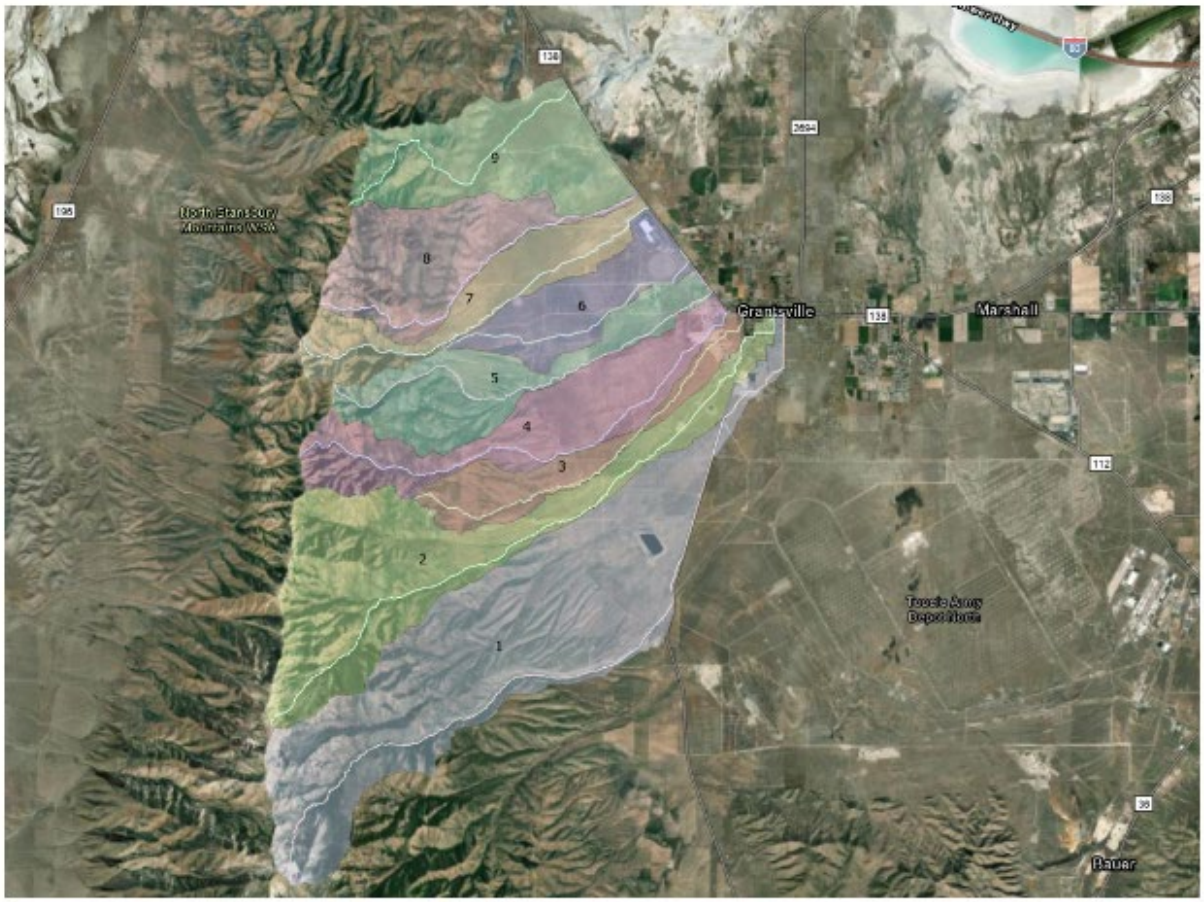


Figure 1. West Bank Watersheds

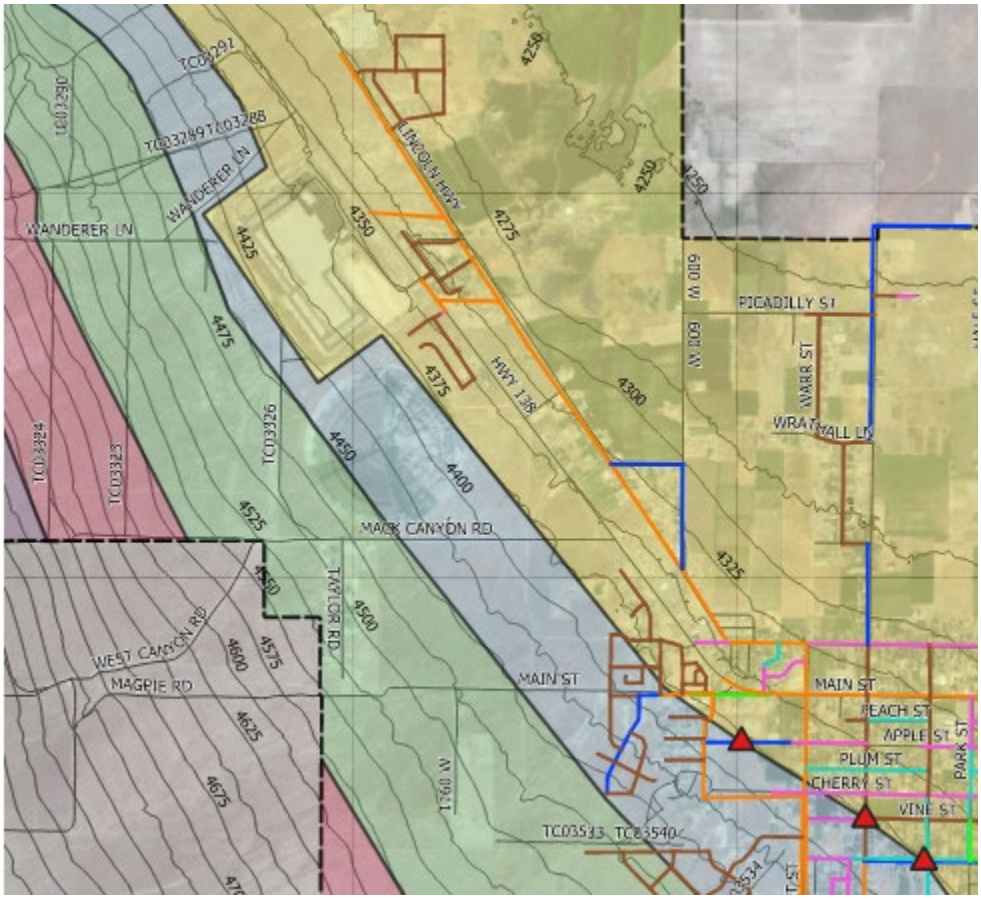
Table 1. Subbasin Number and Name

Subbasin	Subbasin Name
1	South Willow and Coal Pit Canyon
2	North Willow Canyon
3	White Rocks
4	Baker Canyon
5	Pope Canyon
6	West Canyon 1
7	West Canyon 2
8	Dry Canyon
9	Unnamed

Source: 2024 Final Draft Grantsville West Bank Development Stormwater Master Plan Report by Jones & DeMille Engineering

Water :

The majority of this project will be located within pressure zone 2, see figure below, with the southwest corner located in pressure zone 3.



Pressure Zone 1 – Yellow Shaded Area

Pressure Zone 2 – Blue Shaded Area

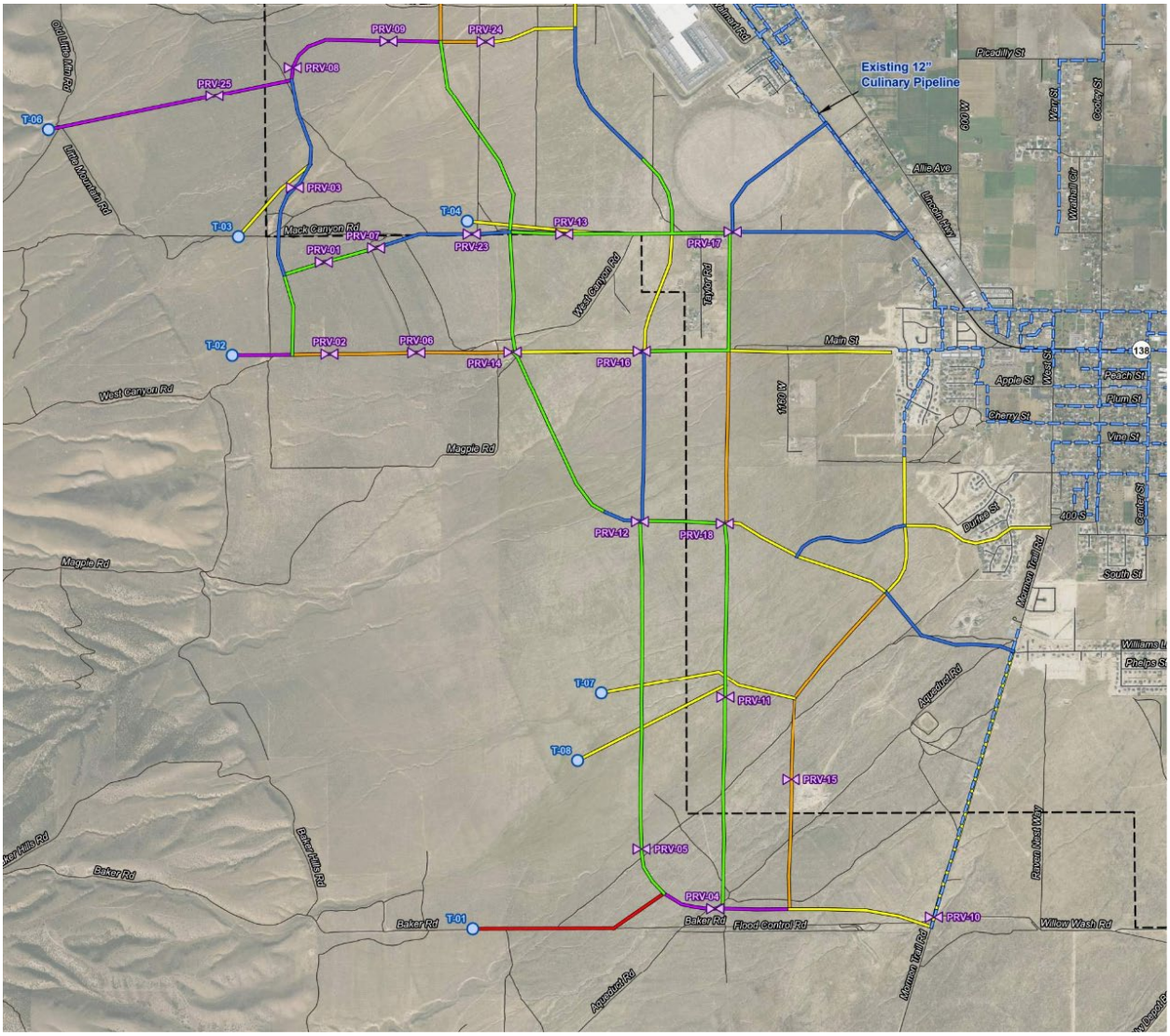
Pressure Zone 3 – Green Shaded Area

Future Pressure Zone 4 – Red Shaded Area

Future Pressure Zone 5 – Purple Shaded Area

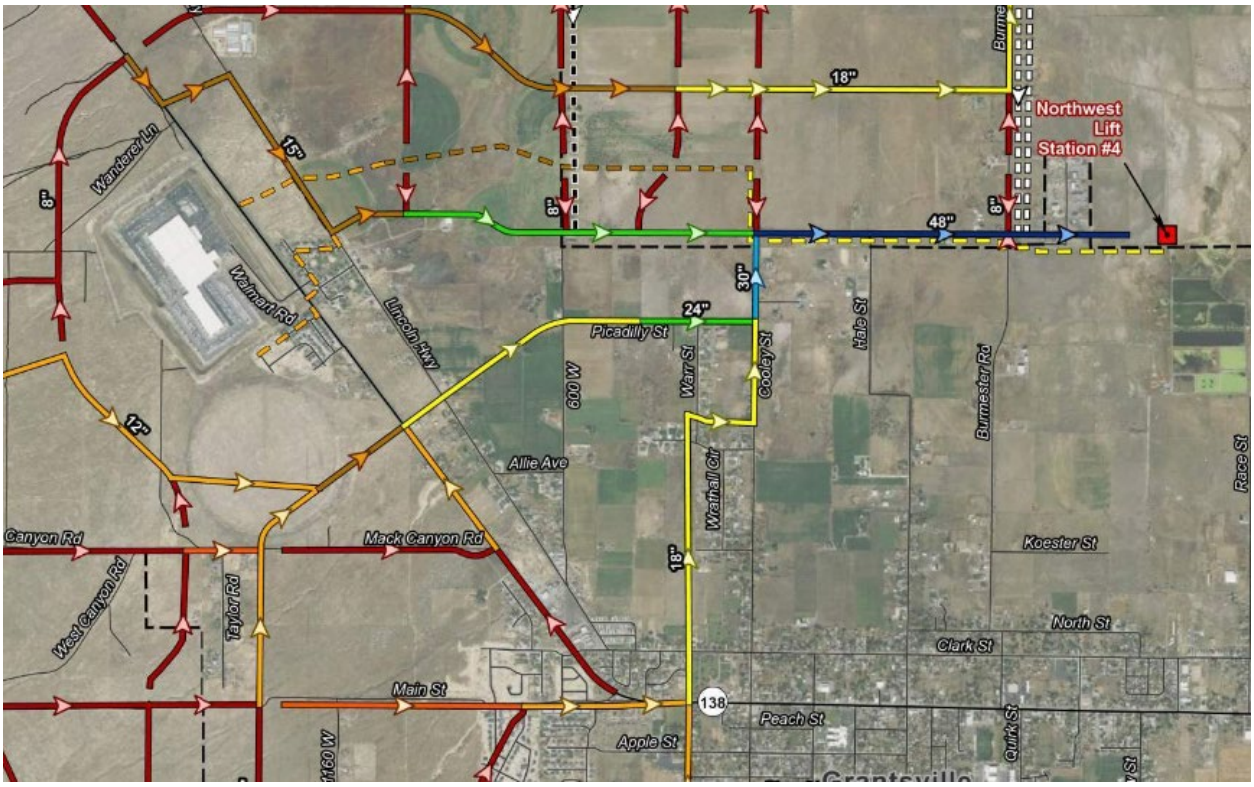
Source: Figure 7 from 2022 Grantsville CFP, IFFP, and IFA by Ensign Engineering and Land Surveying

Wells and tanks are proposed along Mack Canyon road to ultimately serve pressure zone 3. As shown in the figure below, water line connections need to be made to existing pipe lines to the south for pressure zones 2 and 3.



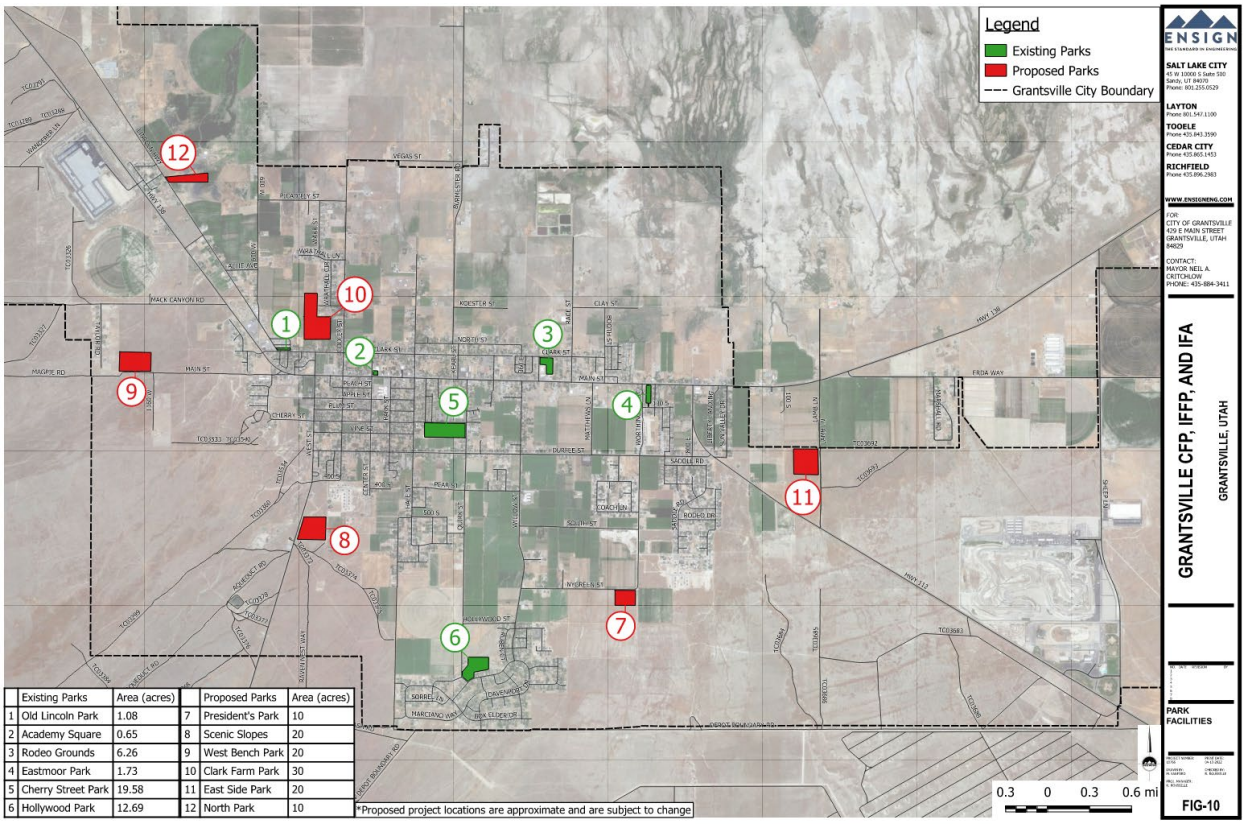
Source: Figure 1 from 2024 Final Draft Grantsville Drinking Water Master Plan Report by Jones & DeMille Engineering

Wastewater : This development will need to provide a sanitary sewer line to connect to the existing Northwest Interceptor, see figure below. The Northwest Interceptor will need to be increased in capacity to convey sanitary sewer to the Wastewater Treatment Plant. The Northwest Lift Station will need to be replaced near the end of the 10-year planning period, if not sooner dependent on growth, with a larger lift station to not only convey the wastewater flows from The Highlands, but numerous large developments in the West Bank area. The new Wastewater Treatment Facility, currently in design, will be sized to handle these additional wastewater flows.



Source: Figure 1 from 2024 Final Draft Grantsville West Bank Development Wastewater Master Plan Report by Jones & DeMille Engineering

Parks: There are currently no parks in the vicinity of this development except for the 1.08 acre Old Lincoln Park by Old Lincoln Highway and Clark Street. The 2022 Parks CFP, IFFP, and IFA show a proposed 10 acre North Park in the vicinity. The developer should work with Grantsville City Parks and Recreation Department along with the community to incorporate park amenities and improvements into the proposed 10 acre park located within The Highlands.

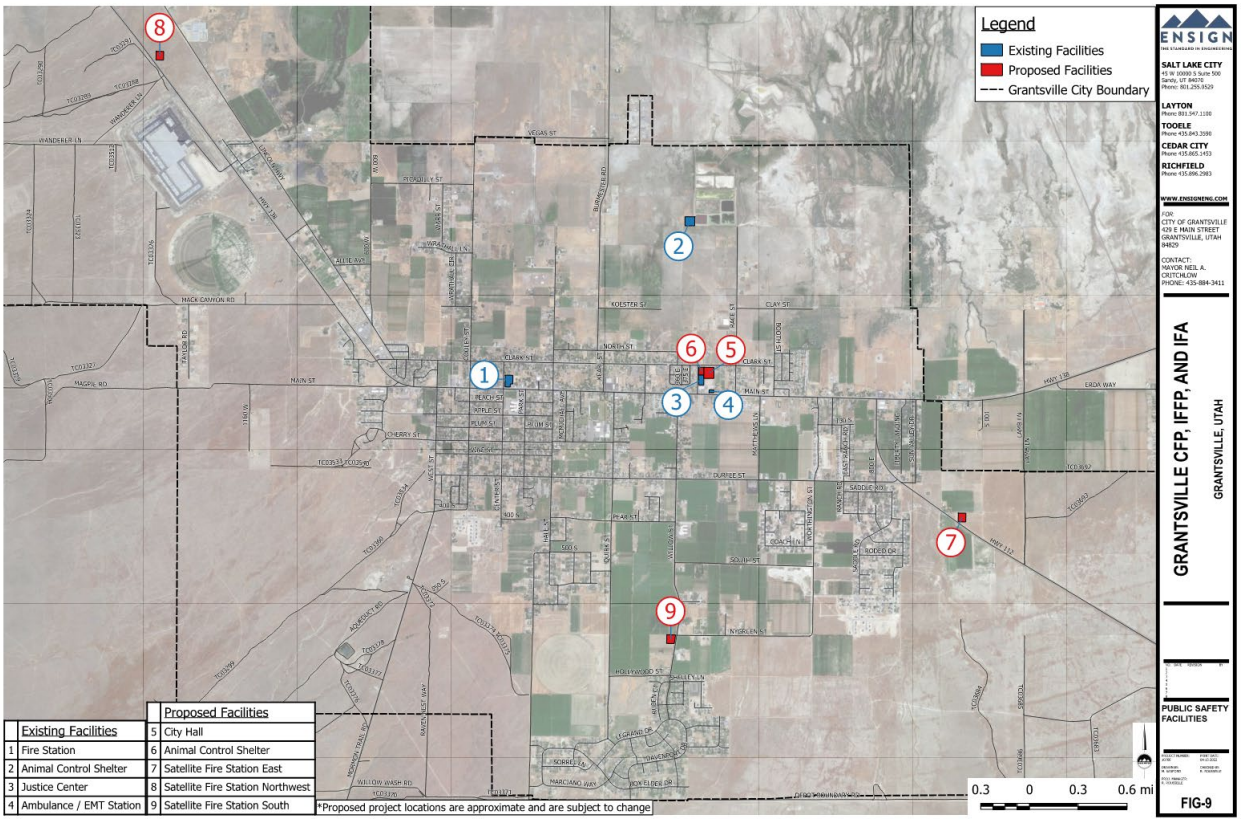


	Existing Parks	Area (acres)		Proposed Parks	Area (acres)
1	Old Lincoln Park	1.08	7	President's Park	10
2	Academy Square	0.65	8	Scenic Slopes	20
3	Rodeo Grounds	6.26	9	West Bench Park	20
4	Eastmoor Park	1.73	10	Clark Farm Park	30
5	Cherry Street Park	19.58	11	East Side Park	20
6	Hollywood Park	12.69	12	North Park	10

*Proposed project locations are approximate and are subject to change

Source: Figure 10 from 2022 Grantsville CFP, IFFP, and IFA by Ensign Engineering and Land Surveying

Fire: A Satellite Fire Station is proposed in the West Bank area, see figure below. It may not be constructed with this development but needs to be considered as developments come in.



Source: Figure 9 from 2022 Grantsville CFP, IFFP, and IFA by Ensign Engineering and Land Surveying

PLANNING COMMISSION CONSIDERATIONS & CONDITIONS

Worksheet for Planning Commission in considering this application**.**

Project Benefits to the City and the Project Residents:

-
-
-

Mitigation Efforts:

-
-
-

Conditions of Approval:

-
-
-

Recommendation:

AGENDA ITEM #6

Discussion regarding the proposed Master Development Agreement for The Highlands subdivision, located on SR138.

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

File# HIGHLANDS MDA

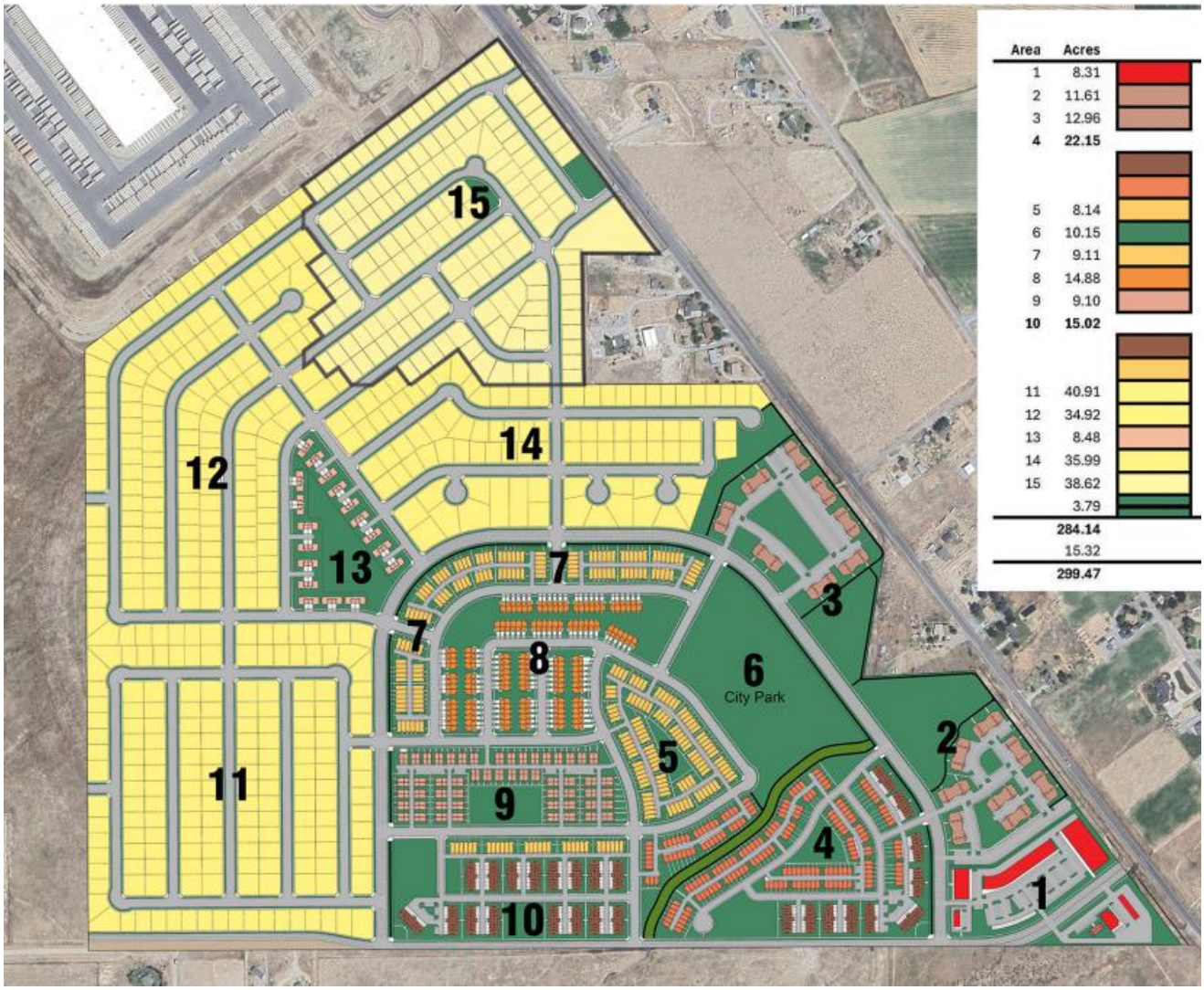
Highlands Subdivision Master Development Agreement Summary and Recommendation

Parcel ID:	01-062-0-0100, 01-062-0-0111 01-062-0-0110, 01-062-0-0100	**Meeting Date:**	**Mar. 21, 2024**
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





NEIGHBORHOOD RESPONSE

It was discovered 3/14/2024 that Public Notice was never sent for The Highlands Master Development Agreement. To be compliant with State and City noticing requirements we must schedule a Public Hearing and send Public Notices out 10 days before the meeting, then hold a new Discussion and Consideration for this item. Public Notice will be sent after mailing supplies is received from the applicant. It will be sent by 3/25/2024 at the latest, for the Planning Commission meeting on 4/4/2024. This section will be updated afterwards.

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.

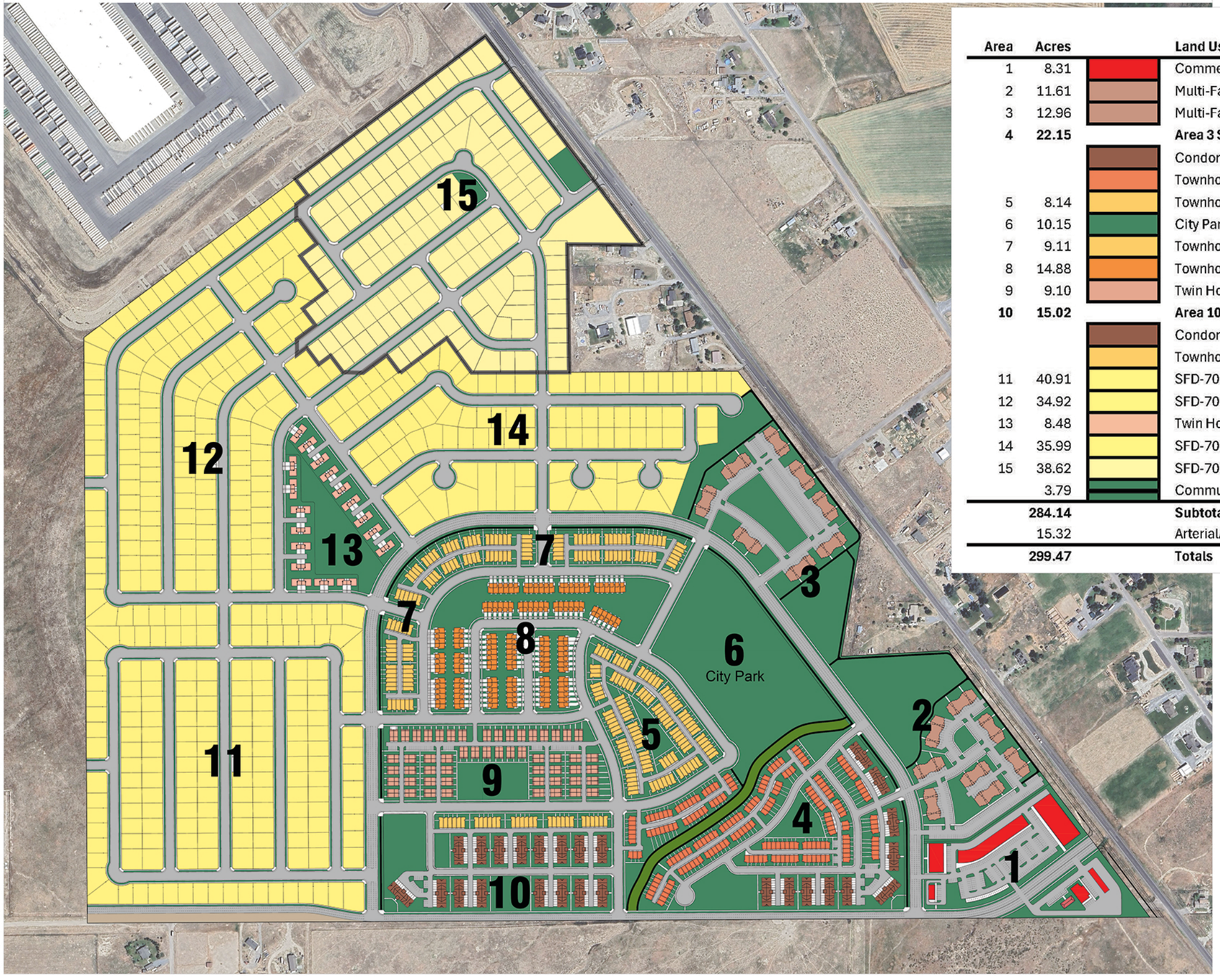
The property is currently Zones RM-7. The old code is still shown on line and states RM-7 has a max Density of 7 d.u./acre. The code also states that – only existing roads do not need to be included when determining units per acre. In the agreement the developer calculated the number of dwelling units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

This was reviewed and discussed with the City Attorney. Redlines were made. The redlines and clean copies are provided.

City Staff recommends approval of this ARMDA with modifications and revisions, if any (Commercial was being discussed).



Area	Acres		Land Use	Commercial Square Feet	Common Open Space Acres	Density DU/Acre	No. of Lots/Units
1	8.31		Commercial	108,600			
2	11.61		Multi-Family Residential		5.16	13.8	160
3	12.96		Multi-Family Residential		6.49	12.3	160
4	**22.15**		**Area 3 Subtotal**		**4.79**	13.6	**301**
			Condominiums				100
			Townhomes				201
5	8.14		Townhomes		0.47	13.8	112
6	10.15		City Park		10.15		
7	9.11		Townhomes			14.5	132
8	14.88		Townhomes		2.09	8.3	124
9	9.10		Twin Homes			12.5	114
10	**15.02**		**Area 10 Subtotal**		**3.51**	12.6	**190**
			Condominiums				160
			Townhomes				30
11	40.91		SFD-7000			3.9	161
12	34.92		SFD-7000			4.0	139
13	8.48		Twin Homes		2.49	4.2	36
14	35.99		SFD-7000			3.3	117
15	38.62		SFD-7000 (Existing Subdivision)			3.7	141
	3.79		Community Trail		3.79		
	284.14		**Subtotals**	**108,600**	**38.94**		**1,887**
	15.32		Arterial/Collector Streets				
	299.47		**Totals**	**108,600**	**38.94**	**6.3**	**1,887**

The Highlands

Master Planned Community

Grantsville, UT

February 7, 2024

North

0 500

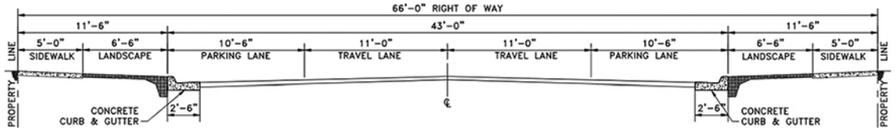
Stephen G. McCutchan

Land & Community Planner

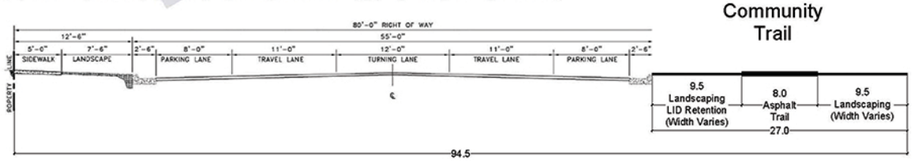
[redacted] Draper, UT 84020

[redacted]

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



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



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~~ AGREEMENT
FOR
THE HIGHLANDS
~~A MASTER PLANNED COMMUNITY~~

A MASTER PLANNED COMMUNITY

THIS AMENDED AND RESTATED MASTER DEVELOPMENT Agreement ("**ARMDA**") is made and entered as of the ___ day of ____, ~~2023~~ _____, 2024, 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.
~~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

A. The Planning Commission reviewed and made a recommendation of this ARMDA on

G. ___, ~~2023~~ _____, 2024.

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~~ _____, 2024.

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~~2024), 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~~2024), *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.

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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~~the 8.31 acre Commercial 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).~~2024).

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~~2024).

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.

1. **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

5. 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~~-~~, excluding streets. Unless otherwise paid for by a Public Infrastructure District bond, if the Master Developer or a Subdeveloper dedicate~~s~~ a portion of the ~~the~~ Property ~~or other real property, including improvements,~~as described in this secti

be credited the fair market value of such dedicated property a reduction in park impact fees subject to the City's capital

Amy C. Walker
2023-12-06 18:19:00
Planning Commission City Council Approval.

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such Master Developer or Subdeveloper shall be credited for the cost of 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~~owned 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 [illegible] detention areas for the benefit [illegible] Community, and the depth and capacity o[illegible] such areas are subject to review and approval by the City[illegible]

~~Amy C. Walker~~
~~2023-12-06 18:15:00~~
~~Waiting for feedback from City Council/Planning Commission.~~

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

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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 ~~ARMD~~A 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

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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~~ _____, 2024.

[Signatures and Authorizations to follow]

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City Attorney City Recorder

CITY ACKNOWLEDGMENT

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.

STATE OF UTAH)
:ss.
COUNTY OF TOOELE)

MASTER DEVELOPER

Deseret Highlands Investments LLC

By:

Its:

GRANTSVILLE CITY

By:

Its: Mayor

Approved as to form and legality:

Attest:

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:ss.

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: _____

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TABLE OF EXHIBITS

Exhibit "A"	The Highlands Master Plan
Exhibit "B"	Legal Description of Property

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Exhibit "A"
The Highlands Master Plan

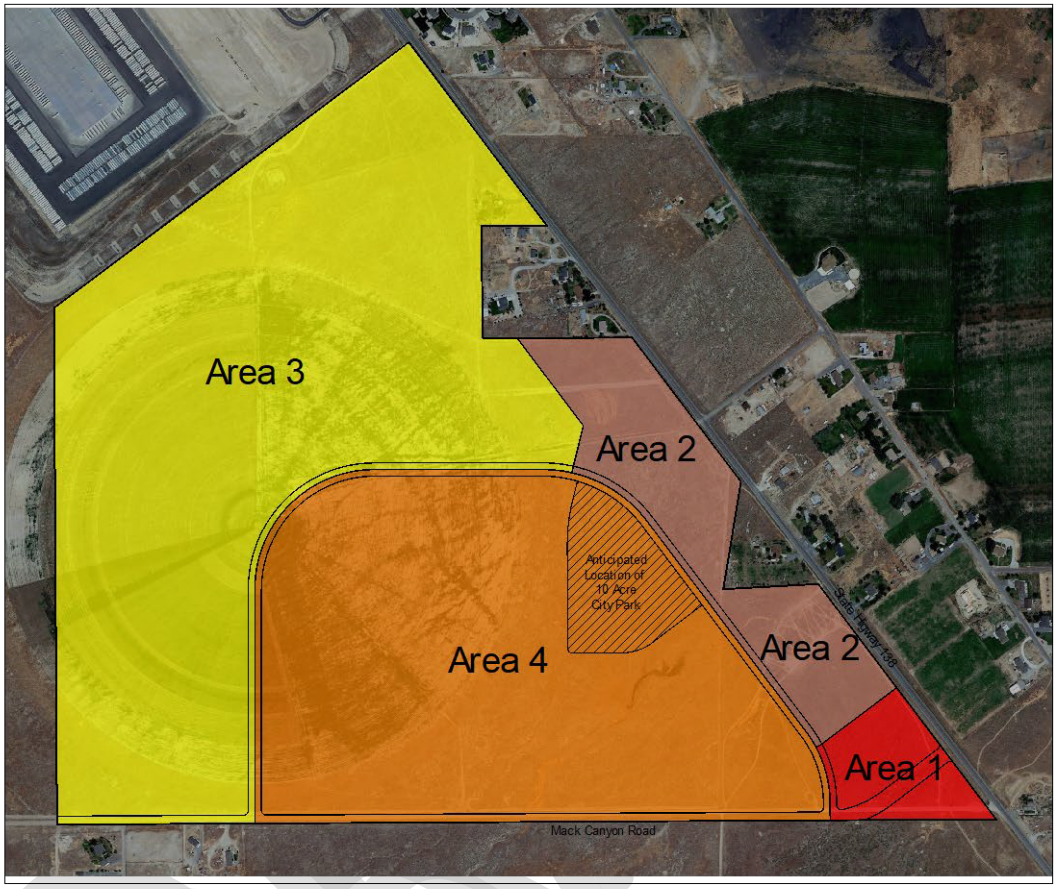


Exhibit "A"
Amended and Restated
Master Development Agreement (ARMDA)
The Highlands
Grantsville, UT

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

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 _____, 2024, 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

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G. The Planning Commission reviewed and made a recommendation of this ARMDA on _____, 2024.

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 (20232024)

M. The City's entry into this ARMDA is authorized by the adoption of Resolution _____ on _____, 2024.

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 (2024), 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 (2024), *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.

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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

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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.

2.4. **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 the 8.31 acre Commercial Area 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 (2024).

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;

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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) (2024).

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

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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, excluding streets. Unless otherwise paid for by a Public Infrastructure District bond, if the Master Developer or a Subdeveloper dedicate a portion of the Property as described in this section to the City for public use, such Master Developer or Subdeveloper shall be credited for the cost of 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 owned 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.

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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.

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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.

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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 _____, 2024.

[Signatures and Authorizations to follow]

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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: _____

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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: _____

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TABLE OF EXHIBITS

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

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Exhibit “A”
The Highlands Master Plan

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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

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AGENDA ITEM #7

Approval of minutes from the March 7, 2024 Planning Commission Regular Meeting.

Action Summary:

#1 Land Use Code 19a- Mixed Use interpretation.	Discussed, modifications requested.
#2 Twenty Wells PUD- Consideration	Recommended for approval with stated conditions.
#3 Sun Sage Ph. 4-9 PUD- Consideration	Pulled from agenda.
#4 West Haven PUD- Discussion	Recommended for approval with stated conditions.
#5 Development Checklists- Consideration	Recommended for approval with stated conditions.
#6 Minutes from 1/4/24 regular meeting.	Approved.
#7 Minutes from 2/15/24 regular meeting.	Approved.
#8 Minutes from 2/22/24 work meeting.	Approved.

MINUTES OF THE GRANTSVILLE CITY PLANNING COMMISSION, HELD ON MARCH 7, 2024 AT THE GRANTSVILLE CITY HALL, 429 EAST MAIN STREET, GRANTSVILLE, UTAH AND ON ZOOM. THE MEETING BEGAN AT 7:00 P.M.

Commission Members Present: Vice-Chair: Rick Barchers, Kevin Hall, Derek Dalton, Rob Jaterka.

Appointed Officers and Employees Present: Public Works Director James Waltz, Public Works Deputy Director Christy Montierth, Zoning Administrator Cavett Eaton, Planning Advisor Gary Pinkham, City Engineer Robert Rousselle, City Manager Jesse Wilson, Mayor Neil Critchlow, City Attorney Dallin Littlefield, Fire Chief Jason Smith, Fire Marshal Brad Deleeuw, Police Chief Robert Sager

On Zoom: Planning and Zoning Administrative Assistant Jaina Bassett

Citizens and Guests Present: Paul W., Holly Jones, Greg DeHaan, Scott DeHaan, Lori Thompson, Tase Thompson, Kenneth L. Mounts, Jake Clegg, Scott Yermish

On Zoom: Doug Stone, Scott and Holly Jessop

Commission Vice-Chairman: Rick Barchers called meeting to order at 7:01 PM

PUBLIC NOTICE
The Grantsville City Planning Commission will hold a Regular Meeting at 7:00 p.m. on Thursday, March 7, 2024 at 429 East Main Street, Grantsville, UT 84029. The agenda is as follows:

PLEDGE OF ALLEGIANCE

PUBLIC HEARING

a) **PROPOSED DEVELOPMENT CHECKLISTS FOR GRANTSVILLE CITY COMMUNITY AND ECONOMIC DEVELOPMENT**

No comments.

b) **PROPOSED PUD FOR WEST HAVEN, LOCATED AT CHERRY ST. AND CHERRY BLOSSOM LN.**

No comments.

AGENDA

1. Discussion regarding the interpretation of Land Use Code Chapter 19a – Mixed Use District.

City Attorney Dallin Littlefield and Mayor Critchlow were present to answer questions. Mr. Littlefield noted that this code is being changed to provide clarification as to the required amount of commercial in this zoning designation. Mayor Critchlow noted that some have interpreted this code to mean that 50% of the entire development must be commercial, while others have interpreted it to mean that 50% of the development fronting major streets must be commercial. They noted that the new wording will clarify this code to mean that 50% of the development fronting major streets must be commercial, for developments over 1 acre.

Vice Chairman Rick Barchers stated that when this code was originally written, his understanding was that 50% of the entire development must be commercial. He stated the idea behind this code is to achieve the desired commercial, particularly for high density development. The Planning Commission requested that the wording of this proposed amendment be changed to state that 100% of the boundary line fronting a major street must be commercial.

2. Consideration to recommend approval of the Proposed PUD for The Estates at Twenty Wells.

Public Works Director James Waltz was present to speak on this agenda item. He noted that Mr. Yermish has used the PUD in the way that it was intended to be used, offering benefits to the City in exchange for the requested deviations. He stated that it is difficult for the City to procure the necessary funds to provide City parks with amenities. He explained that we have approximately 41.9 acres of parks within the City, with only 20.82 acres currently finished. Mr. Waltz stated that it is impossible at this time for the City to provide the parks with the amenities that Mr. Yermish is offering to provide. He noted that parks are an essential amenity to those within the community.

Zoning Administrator Cavett Eaton was present to speak on this agenda item. He stated that the City Staff recommend approval of this agenda item, with the conditions stated on the Staff Report. He spoke to the conditions noted by City Staff, if recommended for approval. He stated that a Development Agreement is required for all PUDs, and that Staff is recommending the Development Agreement be approved prior to approval of the final plat. He also stated that the Public Works department has requested that a general timeline for the park be agreed to, with a significant portion being completed with each phase.

City Engineer Robert Rousselle was present to speak on this agenda item. He spoke to some of the engineering concerns that have been addressed. He discussed drainage, noting that the purpose of Mallory Way is to move the drainage as needed. He also discussed the upsized lines being offered, noting that these larger sizes are not required of the developer, but that they will be greatly beneficial to the City. He stated that the cost estimates provided by Mr. Yermish were reviewed and determined to be accurate.

Planning Commissioners expressed concerns regarding the high density proposed.
Vice-Chairman Barchers stated that he would like to have a general cost estimate provided by the City for parks, for their reference for future proposals.

Jake Clegg with Ensign Engineering and Scott Yermish as the developer were present to answer questions. They noted that there were specific items that have been discussed with Mr. Waltz, which will be addressed in the development agreement. These include the timing of park improvements, as well as other issues addressed by the Planning Commission and City Staff.

Commissioner Derek Dalton noted that there are several different numbers of proposed units in this Staff Report. He asked which number is accurate. Mr. Clegg clarified that the goal is approximately 1,020 homes, due to the current economy and the cost of the amenities being

offered for the park. Commissioner Dalton expressed his concerns and disapproval of this development, and noted that he would prefer to have a recreation center rather than a large park.

Commissioner Rob Jaterka stated that he appreciates the upsized lines being offered, but feels strongly that no variances should be granted for setbacks. Vice-Chairman Barchers expressed concerns about the proposed townhomes, specifically the yard sizes with them being rear-loaded.

Commissioner Kevin Hall noted for the public record that he does not like high density, but sees that the City does need the commercial development, water line, sewer line, and will benefit from the large park.

> **Rick Barchers made a motion to recommend approval of the Proposed PUD for The Estates at Twenty Wells, with the following conditions: it meets all legal requirements, that all deviations will be addressed at a future point, and there be no guarantee of any number of density per unit. Kevin Hall seconded the motion. The vote is as follows: Derek Dalton "Nay," Kevin Hall "Aye," Rick Barchers "Aye," Rob Jaterka "Aye." Motion carried.**

3. Consideration to recommend approval of the Proposed PUD for Sun Sage Terrace Phases 4-9.

This item was pulled from the agenda.

4. Discussion of the Proposed PUD for West Haven, located at Cherry St. and Cherry Blossom Ln.

Deputy Public Works Director Christy Montierth was present to answer questions. She stated that with this PUD the applicant will help widen Cherry Street, so that the City would gain access to West Cherry Street. In addition to this, the City asks for an easement, so at a future date the City would be able to connect Cherry Street. She noted this would be a benefit to the City as well as the current and future residents. Vice-Chairman Barchers asked if the City currently maintains this portion of Cherry St., and Mrs. Montierth stated that the City does not maintain it at this time. She stated that if this was dedicated to the City, the City would need to make improvements to it and maintain it.

Holly Jones was present to answer questions. She noted that she has come before the Planning Commission and City Staff multiple times, with different concepts. She stated that this proposal was received favorably at the last meeting they presented at. She noted that there are three

properties without legal access to their properties and no emergency access for these residents, in addition to some other issues, which would be fixed by cleaning up the property lines and providing the easement to the City. She noted that buffering was discussed at the previous Planning Commission meeting they attended, and that has been addressed with this plan. She noted that part of this buffering is the green space that will be maintained. Miss Jones stated that the purpose of the number of units proposed is to match the Future Land Use Map. Commissioner Hall noted that he would like to see twin homes where units 20, 21, 22, and 23 are currently planned. Miss Jones noted that access would not be an issue if these were twin homes.

Mrs. Montierth stated that the City asks that Miss Jones pave and fill Cherry Street. Miss Jones received this request favorably.

Miss Jones requested that this agenda item be moved to an action item, as her understanding was that this was on the agenda for Consideration. Mr. Eaton stated that he also believed this should be on the agenda for Consideration, rather than Discussion.

> **Kevin Hall made a motion to move this to an action item. Derek Dalton seconded the motion. Motion carried unanimously.**
>
> **Kevin Hall made a motion to recommend approval of the Proposed PUD for West Haven, located at Cherry St. and Cherry Blossom Ln, with the following conditions: that it meets all legal requirements, that the development agreement coincides with the PUD, that all deviations will be addressed at a future point, and there be no guarantee of any number of density per unit. Derek Dalton seconded the motion. The vote is as follows: Derek Dalton "Aye," Kevin Hall "Aye," Rick Barchers "Nay," Rob Jaterka "Aye." Motion carried.**

5. Consideration to recommend approval of the Proposed Development Checklists for Grantsville City Community and Economic Development.

Mr. Eaton was present to answer questions. Commissioner Hall expressed concerns about number 12 on the Grantsville City Fire Department Notes, listed on the General Notes, regarding the requirement for all roads to be paved. It was noted that City Staff will seek clarification on this from the Fire Chief and the legal department.

Planning Advisor Gary Pinkham stated that everything on these checklists is already required in the City code, and these checklists just assist City Staff when reviewing submissions. Vice-Chairman Barchers requested that Aqua Consultant Shay Stark provide clarification in the

future, regarding the interpretation of this. Mr. Eaton noted that these checklists will be available for the public, and the hope is for them to alleviate questions and issues down the line.

> **Rick Barchers made a motion to recommend approval of the Proposed Development Checklists for Grantsville City Community and Economic Development, with a periodic review done to verify that the requirements match current City Code. Rob Jaterka seconded the motion. Motion carried unanimously.**

6. Approval of minutes from the January 4, 2024 Planning Commission Regular Meeting.

As Commissioner Rob Jaterka was not a member of the Planning Commission on January 4, 2024, he removed himself from this vote.

> **Kevin Hall made a motion to approve minutes from the January 4, 2024 Planning Commission Regular Meeting. Derek Dalton seconded the motion. The vote is as follows: Derek Dalton "Aye," Kevin Hall "Aye," Rick Barchers "Aye." Motion carried unanimously.**

7. Approval of minutes from the February 15, 2024 Planning Commission Regular Meeting.

> **Rick Barchers made a motion to approve minutes from the February 15, 2024 Planning Commission Regular Meeting. Rob Jaterka seconded the motion. Motion carried unanimously.**

8. Approval of minutes from the February 22, 2024 Planning Commission Work Meeting.

> **Kevin Hall made a motion to approve minutes from the February 22, 2024 Planning Commission Work Meeting. Rob Jaterka seconded the motion. Motion carried unanimously.**

9. Report from City Council liaison Rhett Butler.

Rhett Butler was absent, and Mayor Neil Critchlow was present in his place. It was noted that the Fire Code in the City Notes discussed on the Development Checklists needs to be reviewed. No other items were discussed.

10. Adjourn.

Kevin Hall made a motion to adjourn. Rob Jaterka seconded the motion. Motion carried unanimously. Meeting adjourned at 9:27 PM.

AGENDA ITEM #8

Report from City Council.

AGENDA ITEM #9

Adjourn.