

## **PUBLIC NOTICE**

The Grantsville City Planning Commission will hold a Regular Meeting at 7:00 p.m. on Tuesday, December 16, 2025 at 429 East Main Street, Grantsville, UT 84029. The agenda is as follows:

### **ROLL CALL**

### **PUBLIC HEARING**

- a) Consideration of a proposed rezone for 587 E Main Street, in the C-D (Commercial Development District) zoning designation, to RM-15 (Multiple residential District) zoning designation.
- b) Consideration of a proposed rezone for 15 N Center Street and 9 N Center Street, in the RM-15 (Multiple Residential District) zoning designation, to C-N (Neighborhood Commercial District) zoning designation.
- c) Consideration of the proposed amendments to the Parks and Transportation Capital Facilities Plans (CFPs), Impact Fee Facilities Plans (IFFPs), and Impact Fee Analyses (IFAs) for Grantsville City.

### **AGENDA**

1. Consideration of a proposed rezone for 587 E Main Street, in the C-D (Commercial Development District) zoning designation, to RM-15 (Multiple residential District) zoning designation.
2. Consideration of a proposed rezone for 15 N Center Street and 9 N Center Street, in the RM-15 (Multiple Residential District) zoning designation, to C-N (Neighborhood Commercial District) zoning designation.
3. Consideration of the proposed amendments to the Parks and Transportation Capital Facilities Plans (CFPs), Impact Fee Facilities Plans (IFFPs), and Impact Fee Analyses (IFAs) for Grantsville City.
4. Approval of minutes from the November 18, 2025 Planning Commission Regular Meeting, and the December 2, 2025 Planning Commission Regular Meeting.
5. Report from City Staff.
6. Open Forum for Planning Commissioners.
7. Report from City Council.
8. Adjourn.

**Shelby Moore**  
**Zoning Administrator**  
**Grantsville City Community & Economic Development**



Scan QR code  
to join Zoom  
meeting.

#### **Join Zoom Meeting**

<https://us02web.zoom.us/j/87960984097>

Meeting ID: 879 6098 4097

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](http://www.utah.gov/pmn/index.html), and the Grantsville City website at [www.grantsvilleut.gov](http://www.grantsvilleut.gov). Notification was sent to the Tooele Transcript Bulletin.

# AGENDA ITEM #1

Consideration of a Proposed Rezone for 587 E Main Street from C-D (Commercial Development District) to RM-15 (Multiple Residential District)

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



# Grantsville City – Staff Report

## STAFF REPORT

**To:** Grantsville City Planning Commission

**From:** Shelby Moore, Planning and Zoning Administrator

**Meeting Date:** December 16, 2025

**Public Hearing Date:** December 16, 2025

**Re:** Consideration of a Proposed Rezone for 587 E Main Street from C-D (Commercial Development District) to RM-15 (Multiple Residential District)

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## Property Information

**Address:** 587 E Main Street

**Current Zoning:** C-D (Commercial Development District) – *Legal Nonconforming*

**Proposed Zoning:** RM-15 (Multiple Residential District)

**Future Land Use:** The City's Future Land Use Map identifies this area as a **Mixed-Use** district supporting **higher density residential** and **commercial/retail uses** along SR-138.

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## Background

The applicant is requesting a rezone of the property at 587 E Main Street from the C-D Commercial Development District to the RM-15 Multiple Residential District. The RM-15 district would allow the property to transition into a residential density category consistent with the long-term vision for this segment of Main Street.

During the review of the zoning history, it was identified that the property was **originally zoned CN (Neighborhood Commercial)** and that a mapping error had incorrectly displayed the parcel as C-D on the City's zoning maps. While this discrepancy does not affect the residential potential of the property, it does alter the scope of commercial uses that would have been permitted under the correct zoning classification. Correcting this historical error ensures that the rezone request is evaluated accurately in relation to existing zoning entitlements and the City's intended land use framework.

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## Analysis

### *1. Alignment with the General Plan & Future Land Use Map*

- The Future Land Use Map identifies the Main Street frontage as **Mixed-Use Density**, supporting a blend of commercial and higher-density residential uses.

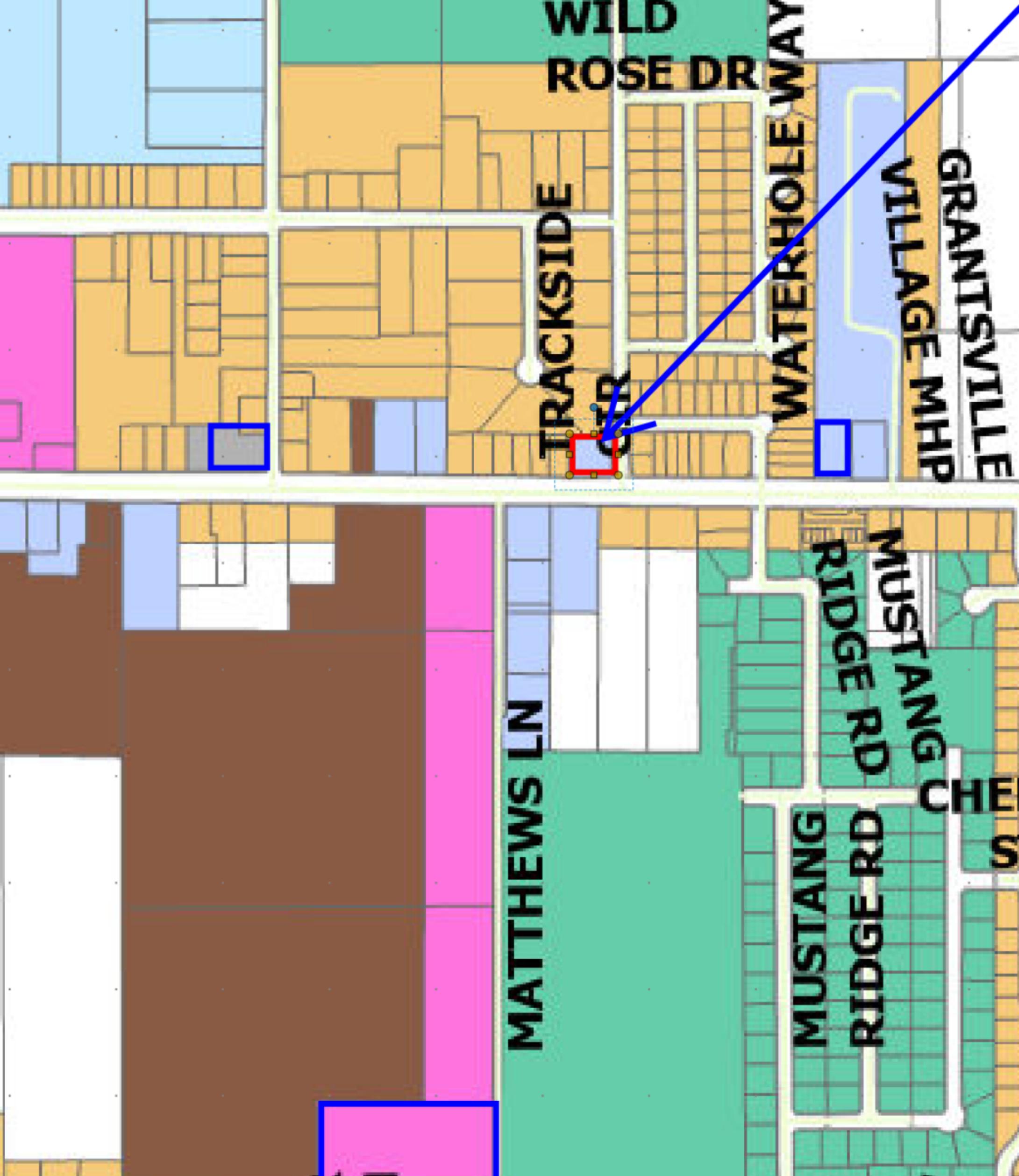
### *2. Zoning Compatibility*

- The zone change would formally transition the property from CN into RM-15, a residential zoning district currently in use and consistent with surrounding development trends.
- The surrounding area includes RM-7, CN, C-D, and mix residential and commercial districts.
- RM-15 provides a compatible land-use progression between commercial activity on SR-138 and the lower-density residential areas located further south.

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29

32

## CLAY

RACE (500 EAST)

BOOTH

TRACKSIDE CIRCLE

- WILD

ROS

## DRIVE

WILD ROSES

WATERHOL

SAGE HILL

BRY CREE

## BARBED WIRE

## **BARBED WIRE**

## THE VILLAGE

BOWERY

W. N.

HUNTER WA

MATTHEWS LANE

FASTON  
COURT

EAST MOOR

RANCH ROAD

RANT

01-058-0-0040  
R007556  
0.21 Acres  
556 E MAIN ST

R022449  
0.22 Acres  
575 E MAIN ST  
JUSTIN E CHRISTENSEN JT  
01-058-0 0050  
R017024  
0.22 Acres  
569 E MAIN ST

PARKER MARION M.  
12-016-0-0005  
R001054  
1.01 Acres  
40 N TRACKSIDE CIR

ADAM M WHITTLE JT  
12-016-0-0006  
R001486  
1.04 Acres  
50 N TRACKSIDE CIR

GRANTSVILLE CITY CORP  
01-056-0-0011  
R005557  
0 Acres

Booth St

TORRES FLORES NOEMI  
01-058-0-0043  
R012141  
0.22 Acres  
581E MAIN ST

TRUE OPTIONS REAL ESTATE LLC  
01-058-0-0038  
R019981  
0.46 Acres  
587 E MAIN ST

CHASE WALTER DALE J  
13-034-0-0015  
R016043  
0.11 Acres

CHASE WALTER DALE JT  
13-034-0-0014  
R018000  
0.26 Acres

MANUKYAN PAUL LEVON  
13-034-0-002A  
R024453  
0.15 Acres

MOEAI ALETHEA  
13-034-0-002B  
R021631  
0.15 Acres

CLAY DYLON JT  
13-034-0-003A  
R026648  
0.15 Acres

GRANTSVILLE CITY  
13-034-0-000R  
Hunter Way R033377  
0.956 Acres

JUSTIN DABEL  
13-034-0-010C  
R029829  
0.998 Acres

HOINS MICHAEL R JT  
01-055-0-0015  
R004844

AJAX CATTLE COMPANY LLC  
01-054-0-0005  
R020961

JOHNSON CODY JT  
01-054-0-0043  
R020089



Google Maps

RICE  
GISELA  
JT. RICE  
MARCUS  
JT

TORRES-  
FLORES  
NOEMI

TRUE  
OPTIONS  
REAL  
ESTATE  
LLC



587

# AGENDA ITEM #2

Consideration of a proposed rezone for 15 N Center Street and 9 N Center Street, in the RM-15 (Multiple Residential District) zoning designation, to C-N (Neighborhood Commercial District) zoning designation.

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



## **STAFF REPORT**

**To:** Grantsville City Planning Commission

**From:** Shelby Moore, Planning and Zoning Administrator

**Meeting Date:** December 16<sup>th</sup>, 2025

**Public Hearing Date:** December 16<sup>th</sup>, 2025

**Re:** Consideration of a Proposed Rezone for 15 N Center Street and 9 N Center Street

**Applicant:** Barry Bunderson

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### **Request:**

Consideration of a proposed rezone for **15 N Center Street** and **9 N Center Street**, from **RM-15 (Multiple Residential District)** to **C-N (Neighborhood Commercial District)**.

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### **Background:**

This proposal initially appeared before the Planning Commission and City Council in **October** for a policy discussion regarding the most appropriate zoning designation for the site. The conversation focused on identifying which zone—RM-15, C-N, or another commercial designation—best aligned with the General Plan’s Mixed-Use Density designation and the evolving character of the Center Street corridor.

After weighing use types, intensity, compatibility, and long-term development direction, the discussion ultimately circled back to **C-N** as the most appropriate zoning tool for this location. The applicant has since confirmed readiness to formally proceed with a rezone to **Neighborhood Commercial**.

The properties currently contain older residential structures and lie at a strategic transition point between established commercial activity and nearby residential neighborhoods.

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### **Surrounding Zoning & Land Use Context**

<b>Direction</b>	<b>Zoning</b>
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**North/West CS – Commercial Services**

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Direction	Zoning
East	RM-7 – Multi-Family Residential
South	RM-7 and CS
Site	RM-15 – Multi-Family Residential (current)

This location is already functioning as a natural seam between higher-intensity commercial uses and established neighborhoods.

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### General Plan Designation: Mixed-Use Density

The Future Land Use Map designates these parcels as **Mixed-Use Density**, which supports:

- A blend of **commercial/retail** and **residential** uses
- **Height:** 2 stories/35 feet by right; up to 3 stories permissible with enhanced buffering, landscaping, and architectural quality

This designation encourages flexibility and walkability while creating gentle transitions between commercial and residential environments.

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### Staff Analysis

The rezone request advances several clear planning objectives:

#### **1. Land Use Compatibility**

The site is immediately adjacent to **CS-zoned commercial** to the north and west. Rezoning to C-N extends the neighborhood-scale commercial pattern while avoiding the higher intensity allowed in CS.

C-N offers a lighter commercial footprint—appropriate for properties buffering established RM-7 neighborhoods.

#### **2. Alignment with the General Plan**

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The Mixed-Use Density classification invites commercial-residential blends and incremental intensity. C-N fits comfortably within that framework:

- Supports small-format commercial uses
- Maintains an edge-condition transition
- Can accommodate mixed-use concepts if desired in the future

### **3. Strengthening the Transition Zone**

This frontage functions as a hinge between the Center Street commercial corridor and residential areas to the east and south. Neighborhood Commercial is designed to perform exactly this role: **higher activity near Main Street → stepping down toward residential neighborhoods.**

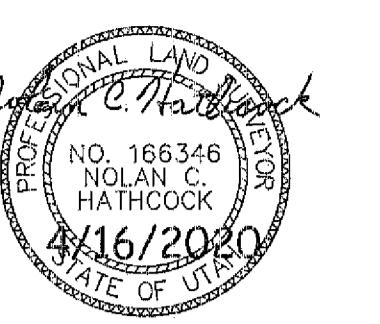
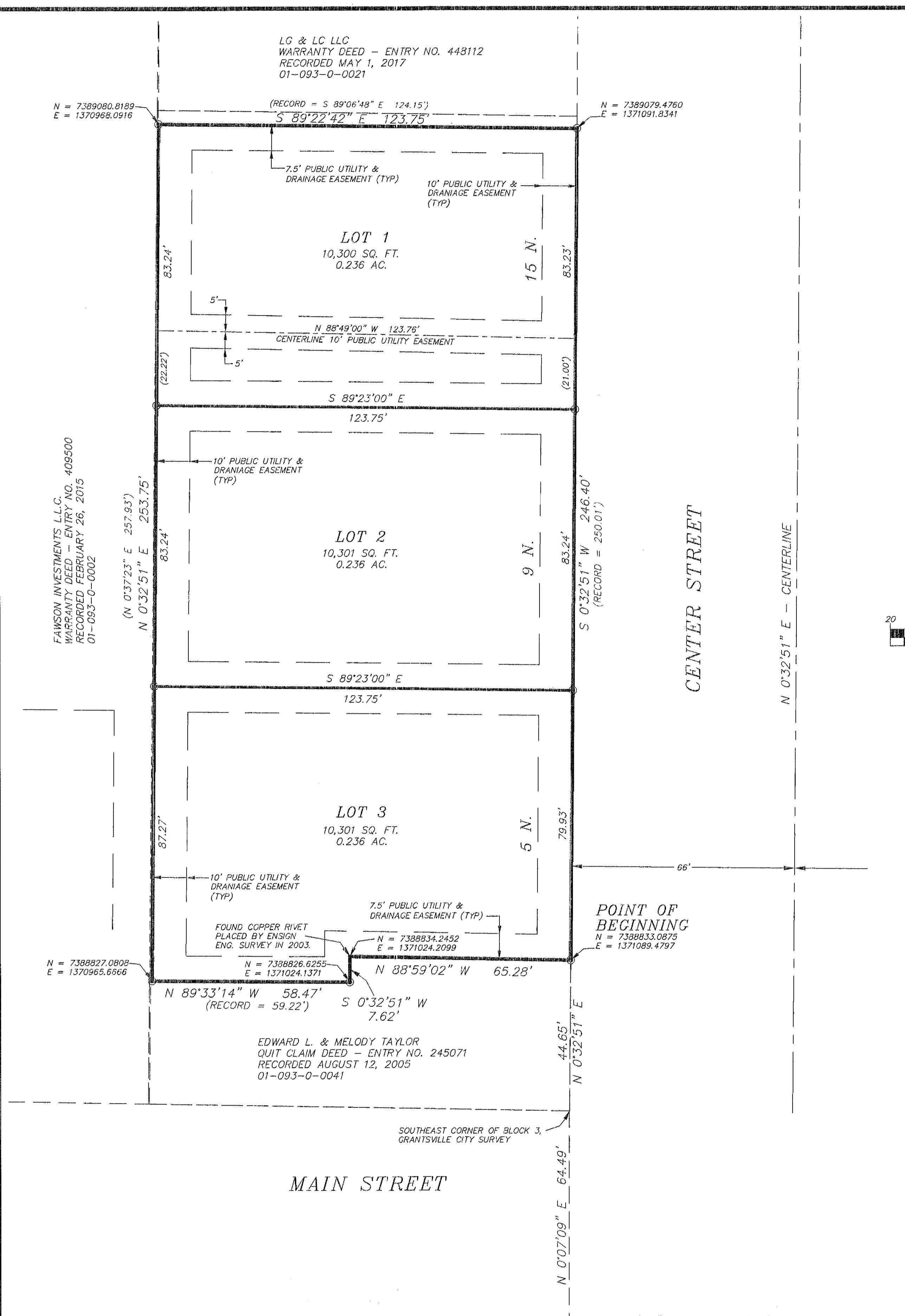
### **4. Market + Redevelopment Flexibility**

Rezoning to C-N elevates redevelopment potential and provides the applicant room to introduce neighborhood-serving commercial uses that complement surrounding corridors.

It also opens the door to mixed-use configurations that remain consistent with the General Plan's intent.

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**SURVEYOR'S CERTIFICATE**

I, Nolan C. Hathcock, do hereby certify that I am a Professional Land Surveyor holding License No. 166346 as prescribed by the laws of the State of Utah. I further certify that by authority of the owner, I have made a survey of the tract of land shown on this plat and described below, and have subdivided said tract of land into lots, hereafter to be known as

**5 CENTER MINOR SUBDIVISION**

and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

**BOUNDARY DESCRIPTION**

A parcel of land situated in the Northeast quarter of Section 36, Township 2 South, Range 6 West, Salt Lake Base and Meridian, said parcel also located within Block 3, Grantsville City Survey, more particularly described as follows:

Beginning North 032'51" East 44.65 feet from the Southeast Corner of Block 3, Grantsville City Survey, said Southeast Corner of Block 3 lies North 89'52'51" West 1062.13 feet along the section line and North 007'09" East 64.49 feet from the East Quarter Corner of Section 36, Township 2 South, Range 6 West, Salt Lake Base and Meridian, (Basis of Bearing for this description is South 88'43'36" East 5122.72 feet along a line defined by said East Quarter Corner of Section 36, Township 2 South, Range 6 West and a witness monument to the East Quarter Corner of Section 31, Township 2 South, Range 5 West, Salt Lake Base and Meridian); and running: thence North 88'59'02" West 65.28 feet; thence South 032'51" West 7.62 feet; thence North 89'33'14" West 58.47 feet (record = 59.22 feet); thence North 032'51" East 253.75 feet (record = N 003'7'23" E 257.93') to intersect the westerly extension of an old, established fence line; thence along said westerly extension and old, established fence line, South 89'22'42" East 123.75 feet (record = South 89'06'48" East 124.15 feet) to the westerly right-of-way line of Center Street; thence along said westerly right-of-way line, South 032'51" West 246.40 feet (record = 250.01 feet) to the Point of Beginning. The above described parcel of land contains approximately 30,902 square feet or 0.709 acre divided into three (3) lots.

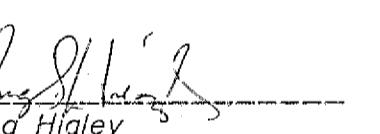
**OWNER'S DEDICATION  
AND CONSENT TO RECORD**

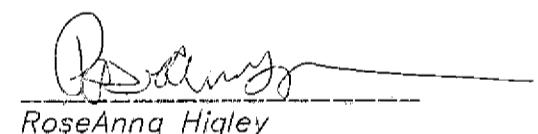
Know all men by these presents that the undersigned are the owners of the herein described tract of land and hereby cause the same to be divided into lots together with easements as set forth, hereafter to be known as:

**5 CENTER MINOR SUBDIVISION**

The undersigned owners hereby convey to Grantsville City and to any and all public utility companies providing service to the herein described tract a perpetual, non-exclusive easement over the public utility and drainage easements shown on this plat, the same to be used for drainage and for the installation, maintenance and operation of public utility service lines and facilities.

In witness whereof said owners have hereunto set their hands this 28th day of July, A.D., 2020.

  
Doug Higley

  
RoseAnna Higley

**ACKNOWLEDGEMENT**

STATE OF UTAH )  
County of Tooele )  
On the 28th day of July A.D.,  
2020, personally appeared before me, the undersigned  
Notary Public, in and for said County of Tooele  
State of Utah, Doug Higley and RoseAnna Higley, who  
after being duly sworn, acknowledged to me that they  
signed the above Owner's Dedication freely and voluntarily  
for the uses and purposes therein mentioned and  
acknowledged to me that they executed the same.

MY COMMISSION EXPIRES: May 17, 2023  
NOTARY PUBLIC: Megan N. Perez  
RESIDING IN: Tooele, UT

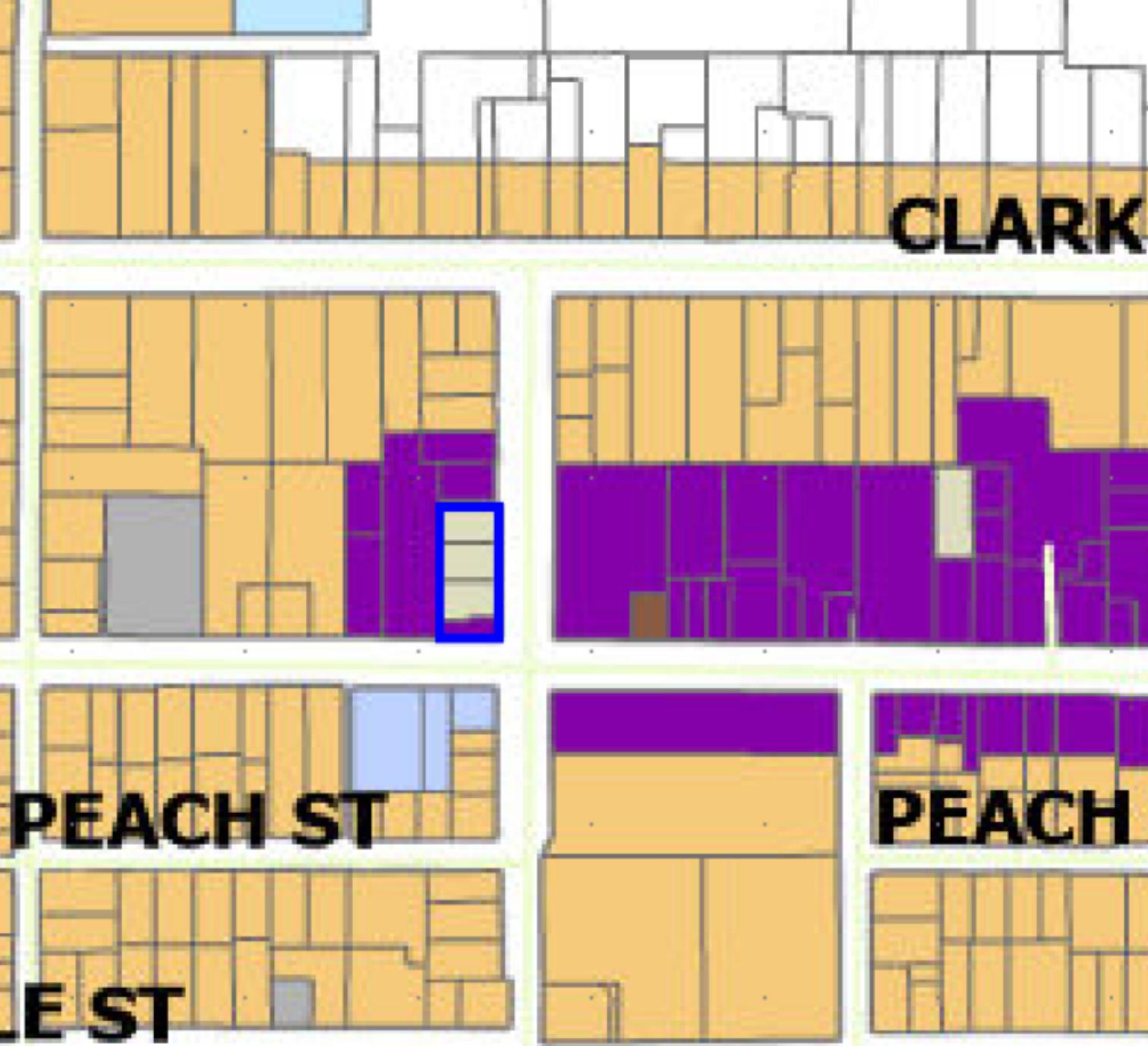
Notary Public - State of Utah  
MEGAN N. PEREZ  
Com. # 706334  
My Commission Expires  
May 17, 2023 MARCH 25, 2020

**FINAL PLAT**

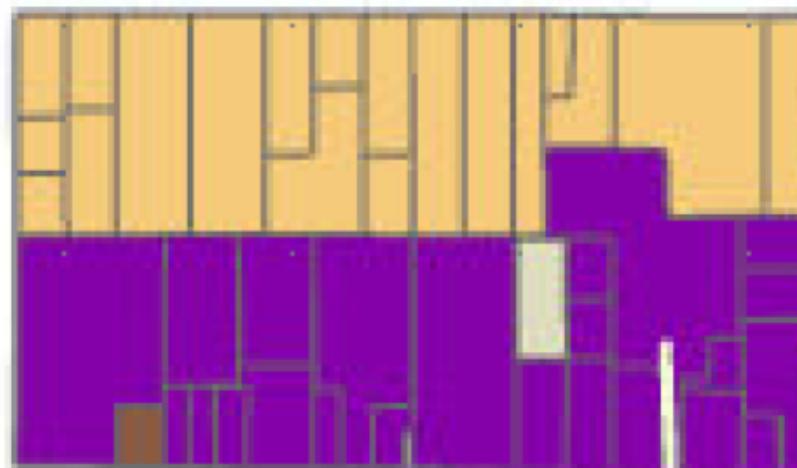
**5 CENTER MINOR SUBDIVISION**

LOCATED IN THE NORTHEAST QUARTER OF SECTION 36,  
TOWNSHIP 2 SOUTH, RANGE 6 WEST,  
SALT LAKE BASE AND MERIDIAN  
CITY OF GRANTSVILLE, TOOELE COUNTY, UTAH

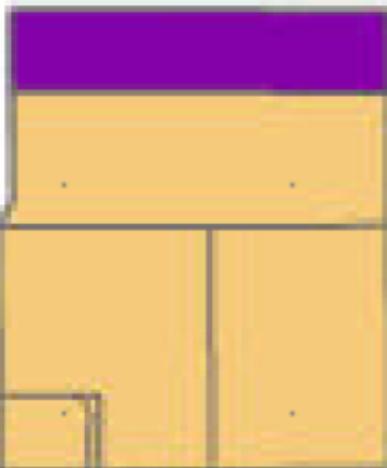
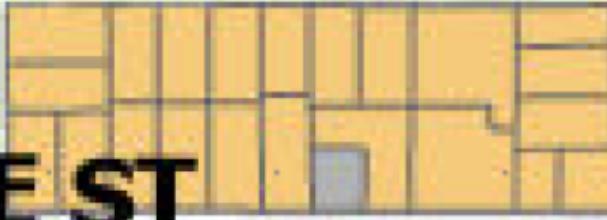
RECORDED 1510495  
STATE OF UTAH, COUNTY OF TOOELE, RECORDED AND FILED  
AT THE REQUEST OF  
Doug & Rose Anna Higley  
DATE 7/28/2020 TIME 3:57 PM  
TOOELE COUNTY RECORDER  
FEE \$



CLARK

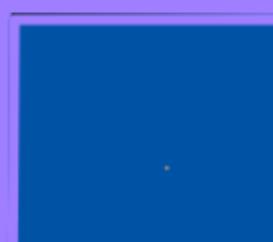
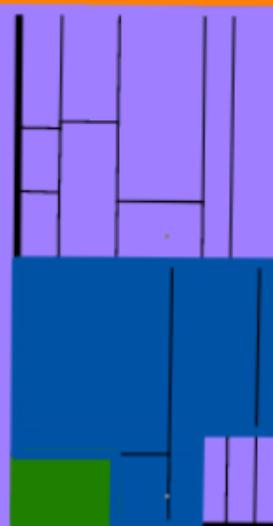
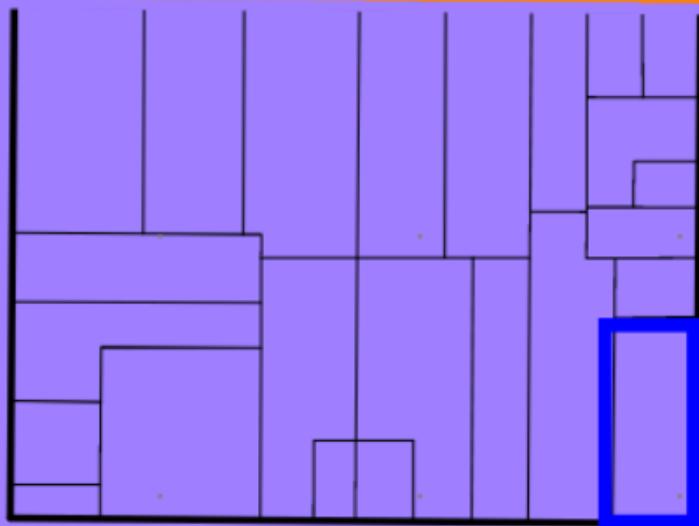


PEACH ST



C

CLARK STREET



# AGENDA ITEM #3

Consideration of the proposed amendments to the Parks and Transportation Capital Facilities Plans (CFPs), Impact Fee Facilities Plans (IFFPs), and Impact Fee Analyses (IFAs) for Grantsville City.

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



## STAFF REPORT

**To:** Grantsville City Planning Commission

**From:** Planning and Zoning Staff

**Meeting Date:** December 16, 2025

**Public Hearing Date:** December 16, 2025

**Re:** Consideration of Proposed Amendments to the Parks and Transportation Capital Facilities Plans (CFPs), Impact Fee Facilities Plans (IFFPs), and Impact Fee Analyses (IFAs)

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## AGENDA ITEM

Consideration of proposed amendments to the **Parks and Transportation Capital Facilities Plans (CFPs)**, **Impact Fee Facilities Plans (IFFPs)**, and **Impact Fee Analyses (IFAs)** for Grantsville City.

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## EXECUTIVE SUMMARY

Grantsville City is considering its **second impact fee amendment in 2025**, limited to the **Parks and Transportation systems**. These amendments refine project descriptions, update cost estimates using completed design and bid data, remove projects that are no longer impact-fee eligible, and implement policy-driven fee reductions adopted earlier in 2025.

The proposed amendments:

- Improve technical accuracy and transparency.
- Align impact fees with current capital needs and adopted level-of-service standards.
- Reduce maximum allowable impact fees while maintaining compliance with Utah Impact Fee Act requirements.
- Ensure impact fees remain defensible, proportional, and growth-related.

As a result of these amendments:

- **Park impact fees are reduced by \$99.69 per dwelling unit.**
- **Transportation impact fees are reduced by \$2,716.79 per dwelling unit**, reflecting substantial policy and eligibility adjustments.

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## BACKGROUND AND PROCESS

Ensign Engineering, in coordination with City staff, prepared amendments to the Parks and Transportation CFPs, IFFPs, and IFAs. These documents are updated annually and are required to support legally adopted impact fees.

Key process elements include:

- The previous comprehensive amendment was adopted in **May 2025**.
- The proposed amendments are limited in scope and do **not** update demographic assumptions or growth rates.
- **A 5% growth rate over a 10-year planning period** remains in effect.
- Capital projects were evaluated against impact fee eligibility standards.
- Developer-funded or rehabilitation-only projects were removed from fee calculations where applicable.
- Utah law requires a **90-day waiting period** following City Council adoption before amended fees may take effect.

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## SUMMARY OF PROPOSED AMENDMENTS

### 1. Cover Page and Table of Contents

Administrative updates were made to reflect the **2025 (2nd) Amendments** for Parks and Transportation.

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### 2. Glossary of Terms (Pages vi–xi)

The following glossary revisions are proposed:

- **“Multi-Unit”** definition updated for clarity and consistency with current development patterns.
- **“Par”** added as a defined term to support updated transportation impact fee methodology.

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These revisions improve interpretive clarity and reduce ambiguity in fee application.

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### 3. Executive Summary (Pages xix–xxii)

- **Tables ES-5, ES-7, ES-10, and ES-14** were updated to reflect revised park and transportation project costs and eligibility.
- These tables now accurately reflect amended capital costs and corresponding impact fee outcomes.

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## SECTION 5 – PARKS (ENTIRE SECTION AMENDED)

### Key Revisions

- **Eastmoor Park** was renamed **Scott Bevan Memorial Park** throughout the section.
- **Eastmoor ADA Improvements** were renamed **Scott Bevan Memorial Park ADA Improvements** and removed from impact fee eligibility, as they do not serve new growth.
- **Scenic Slopes Park Improvements** were renamed to remove “Phase” terminology and now reflect discrete, defined projects.
- Scenic Slopes cost estimates were updated using:
  - Final park plans prepared by **Blu Line Design**
  - **Bid pricing approved by City Council** for initial improvements
- Developer-constructed park projects are clearly identified and excluded from impact fee calculations.

### Impact Fee Outcome – Parks

- The **Proposed Maximum Allowable Park Impact Fee is reduced by \$99.69 per dwelling unit**, consistent with the earlier 2025 amendment and refined project eligibility.

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## SECTION 9 – TRANSPORTATION (ENTIRE SECTION AMENDED)

### Key Revisions

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- **Matthews Lane and Durfee Street** cost estimates were updated using actual project costs.
- **Sheep Lane** was reclassified as a **rehabilitation project** and is no longer impact-fee eligible.
- **Trailer developments** were removed as a separate development type.
- Defined non-residential categories were removed from Table 9-13.
- Non-residential impact fees are now proposed to be assessed **per peak-hour trip**, requiring:
  - A **trip generation analysis** or
  - A **traffic impact fee study** for each non-residential development.

This approach better aligns fees with actual transportation demand and industry best practices.

### **Impact Fee Outcome – Transportation**

- The **Proposed Maximum Allowable Transportation Impact Fee is reduced by \$2,716.79**, reflecting the removal of ineligible projects and revised methodology.

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### **APPENDIX H – PARKS COST ESTIMATES**

Appendix H was updated to reflect:

- Revised Scenic Slopes Park cost estimates
- Removal of non-eligible ADA and developer-funded projects
- Alignment with adopted park plans and construction data

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### **CONSISTENCY WITH STATE LAW**

The proposed amendments:

- Comply with the **Utah Impact Fees Act**
- Maintain a rational nexus between new development and capital facilities
- Ensure proportionality and fairness
- Strengthen legal defensibility by relying on current data and documented eligibility

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**Planning and Zoning**  
336 W. Main St.  
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Phone: (435) 884-1674



## **STAFF RECOMMENDATION**

**Staff strongly recommends approval** of the proposed amendments to the Parks and Transportation CFPs, IFFPs, and IFAs.

These amendments modernize the City's impact fee program, reduce fees while preserving infrastructure capacity, and position Grantsville for smart, defensible growth. They reflect a disciplined approach: fewer assumptions, better data, and fees that match real impacts.

*\*\* Disclaimer: Please be advised that at no point should the comments and conclusions made by The City staff or the conclusions drawn from them be quoted, misconstrued, or interpreted as recommendations. These inputs are intended solely for the legislative body to interpret as deemed appropriate.*

*The information provided is purely for the legislative body to interpret in their own right and context. It is crucial to maintain the integrity and context of the information shared, as it is meant to assist in the decision-making process without implying any endorsement or directive, but it is essential that it is understood within the appropriate scope.*

## IMPACT FEE COMPARISON

### Supermarket, Soelbergs

ERCs	12.5
Water Supply Fixture Units	300
ERCs/WSFU	24
Irrigated Acres	0.332
Drainage Fixture Units	149
Square Footage	58,000
Average Peak Hour Rate	8.95

Impact Fee	Grantsville Amendment - Parks and Transportation Only (2025)													
	Tooele City	Salt Lake City	Draper (2-inch meter)	Tremonton (Per ERC)	Eagle Mountain	Mapleton (Per ERC)	Heber (Per ERU)	North Logan (2-inch Meter)	Lehi (2-inch Meter)	Kaysville	Spanish Fork			
Water	\$17,697.98	\$12,873.91	\$12,873.91	\$99,410.50 <sup>1</sup>	\$11,776.00	\$11,175.00	\$16,050.00	\$53,537.50	\$17,712.50	\$34,725.00	\$25,801.00	\$12,736.75	\$28,256.25	
Wastewater	\$31,792.13	\$36,935.61	\$36,935.61	\$65,878.68 <sup>1</sup>	\$4,023.00	Not Listed Onli	\$25,207.75	\$58,312.50	\$39,461.38	\$17,712.50	\$26,788.00	\$9,377.30	\$75,099.00	
Parks	-	-	-	-	-	-	-	-	-	-	-	-	-	
Public Safety	\$55,320.40	\$35,686.24	\$35,686.24	-	-	-	-	\$8,410.00	\$5,031.50	\$34,220.00	-	-	\$41,391.12	
Fire	-	-	-	\$10,869.20	\$14,500.00	\$4,118.00	\$711.75	-	-	-	\$7,350.34	Kaysville	-	
Police	-	-	-	\$9,552.60	\$4,988.00	\$7,540.00	\$586.50	-	-	-	\$5,606.86	doesn't appear	-	
Traffic	\$531,713.84	\$608,121.88	\$295,383.47	-	\$113,390.00	\$281,184.00	-	\$92,415.37	-	\$2,407.55	Unknown	to change non-	\$24,900.00	
Storm Water <sup>2</sup>	-	-	-	-	\$21,612.50	\$25,946.88	\$3,525.00	-	\$0.00	-	\$461.53	single family impact fees	\$18,249.72	
Fire Flow	-	-	-	-	-	-	-	-	-	-	-	-	-	
Irrigation <sup>2</sup>	-	-	-	-	-	-	-	\$6,100.00	\$6,960.00	-	\$2,863.32	-	\$19,850.75	
Treatment Plant Fee	-	-	-	-	-	-	-	-	-	\$7,786.00	-	-	-	
Power	-	-	-	-	-	-	-	-	-	-	\$71,757.59	-	\$26,711.25	
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Total</b>	<b>\$636,524.35</b>	<b>\$693,617.64</b>	<b>\$380,879.23</b>	<b>\$185,710.98</b>	<b>\$148,677.00</b>	<b>\$325,629.50</b>	<b>\$68,502.88</b>	<b>\$216,200.37</b>	<b>\$68,305.38</b>	<b>\$96,025.05</b>	<b>\$60,375.00</b>	<b>\$110,153.69</b>	<b>\$0.00</b>	<b>\$234,458.09</b>
<b>Comparison with Proposed 2025 Grantsville Amendment (positive number means Grantsville City Impact Fees for Example are more and red means less)</b>														
	<b>\$195,168.26</b>	<b>\$232,202.23</b>	<b>\$55,249.73</b>	<b>\$312,376.36</b>	<b>\$164,678.86</b>	<b>\$312,573.86</b>	<b>\$284,854.18</b>	<b>\$320,504.23</b>	<b>\$270,725.54</b>	<b>\$380,879.23</b>	<b>\$146,421.14</b>			

<sup>1</sup> Tooele City uses ERCs for water and sewer impact fee calculations, but conversions factors are unclear for warehouse and retail. Grantsville's CFP conversion of 24 WSFU per ERC was used.

<sup>2</sup> Grantsville does not charge an impact fee for storm water or irrigation.

## IMPACT FEE COMPARISON

### 5,000 SF Retail, Strip

ERCs	1.1
Water Supply Fixture Units	25.9
ERCs/WSFU	24
Irrigated Acres	0.200
Drainage Fixture Units	149
Square Footage	5,000
Average Peak Hour Rate	6.59

Impact Fee	Grantsville Amendment - Parks and Transportation Only (2025)													
	Tooele City	Salt Lake City	Draper (1-inch meter)	Tremonton (Per ERC)	Eagle Mountain	Mapleton (Per ERC)	Heber (Per ERU)	North Logan (1-inch Meter)	Lehi (1-inch Meter)	Kaysville	Spanish Fork			
Water	\$5,243.98	\$3,814.56	\$3,814.56	\$10,258.56 <sup>1</sup>	\$11,776.00	\$3,501.00	\$1,383.62	\$4,615.30	\$1,526.94	\$2,993.53	\$8,084.00	\$3,184.19	\$2,435.88	
Wastewater	\$31,792.13	\$36,935.61	\$36,935.61	\$5,679.20 <sup>1</sup>	\$4,023.00	Not Listed Onli	\$2,173.08	\$5,026.94	\$3,401.84	\$1,526.94	\$6,697.00	\$2,359.96	\$6,474.05	
Parks	-	-	-	-	-	-	-	-	-	-	-	-	-	
Public Safety	\$4,769.00	\$3,076.40	\$3,076.40	-	-	-	\$725.00	\$433.75	\$2,950.00	-	-	-	\$3,568.20	
Fire	-	-	-	\$937.00	\$1,250.00	\$355.00	\$61.36	-	-	\$633.65	Kaysville	-	-	
Police	-	-	-	\$823.50	\$430.00	\$650.00	\$50.56	-	-	\$483.35	doesn't appear	-	-	
Traffic	\$45,837.40	\$52,424.30	\$18,749.54	-	\$9,775.00	\$24,240.00	-	\$68,046.63	-	\$1,772.71	Unknown	to change non-	\$2,146.55	
Storm Water <sup>2</sup>	-	-	-	-	\$1,863.15	\$2,236.80	\$303.88	-	\$0.00	-	\$347.75	single family	\$1,573.25	
Fire Flow	-	-	-	-	-	-	-	-	-	-	-	-	-	
Irrigation <sup>2</sup>	-	-	-	-	-	-	-	\$6,100.00	\$600.00	-	\$1,725.96	-	\$1,711.27	
Treatment Plant Fee	-	-	-	-	-	-	-	-	\$7,786.00	-	-	-	-	
Power	-	-	-	-	-	-	-	-	-	\$18,063.12	-	-	\$2,302.69	
Other	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Total</b>	<b>\$87,642.51</b>	<b>\$96,250.87</b>	<b>\$62,576.11</b>	<b>\$17,698.26</b>	<b>\$27,254.00</b>	<b>\$30,609.15</b>	<b>\$5,905.42</b>	<b>\$78,717.75</b>	<b>\$11,462.53</b>	<b>\$9,843.18</b>	<b>\$22,567.00</b>	<b>\$26,797.98</b>	<b>\$0.00</b>	<b>\$20,211.90</b>
<b>Comparison with Proposed 2025 Grantsville Amendment (positive number means Grantsville City Impact Fees for Example are more and red means less)</b>	<b>\$44,877.85</b>	<b>\$35,322.11</b>	<b>\$31,966.96</b>	<b>\$56,670.69</b>	<b>(\$16,141.64)</b>	<b>\$51,113.57</b>	<b>\$52,732.92</b>	<b>\$40,009.11</b>	<b>\$35,778.13</b>	<b>\$62,576.11</b>	<b>\$42,364.20</b>			

<sup>1</sup> Tooele City uses ERCs for water and sewer impact fee calculations, but conversions factors are unclear for warehouse and retail. Grantsville's CFP conversion of 24 WSFU per ERC was used.

<sup>2</sup> Grantsville does not charge an impact fee for storm water or irrigation.

## IMPACT FEE COMPARISON

### Industrial, Warehouse

ERCs	13.9
Water Supply Fixture Units	333
ERCs/WSFU	24
Irrigated Acres	0.400
Drainage Fixture Units	110
Square Footage	1,000,000

Average of  
Manufacturing and  
Warehousing

Average Peak Hour Rate 0.460 Warehouse only Warehouse only

Impact Fee	Grantsville Amendment - Parks and Transportation			Tooele City	Salt Lake City	Draper (4-inch meter)	Tremonton (Per ERC)	Eagle Mountain	Mapleton (Per ERC)	Heber (Per ERU)	North Logan (4-inch meter)	Lehi (4-inch Meter)	Kaysville	Spanish Fork
	Grantsville (2024)	Grantsville (2025)	Only (2025)											
Water	\$20,343.07	\$14,798.01	\$14,798.01	\$110,142.38 <sup>1</sup>	\$11,776.00	\$41,933.00	\$17,815.50	\$59,426.63	\$19,660.88	\$38,544.75	\$161,342.00	\$50,150.95		\$31,364.44
Wastewater	\$23,470.70	\$27,267.90	\$27,267.90	\$73,125.33 <sup>1</sup>	\$2,970.00	Not Listed Online	\$27,980.60	\$64,726.88	\$43,802.13	\$19,660.88	\$26,788.00	\$35,351.37		\$83,359.89
Parks														
Public Safety	\$953,800.00	\$615,280.00	\$615,280.00					\$145,000.00	\$5,584.97	\$590,000.00				\$713,640.00
Fire	-	-	-	\$187,400.00	\$250,000.00	\$5,000.00	\$790.04				\$126,730.00	Kaysville		
Police	-	-	-	\$164,700.00	\$86,000.00	\$21,000.00	\$651.02				\$96,670.00	doesn't appear		
Traffic	\$250,400.00	\$1,177,360.00	\$261,753.80	-	\$1,955,000.00	\$2,840,000.00		\$4,749.84		\$123.74	Unknown	to change non-single family impact fees		\$27,651.77
Storm Water <sup>2</sup>						\$23,989.88	\$447,359.96	\$3,912.75		\$0.00		\$557.07		\$314,650.37
Fire Flow														
Irrigation <sup>2</sup>									\$6,100.00	\$120,000.00		\$3,456.08		\$22,034.33
Treatment Plant Fee											\$24,327.00			
Power												\$71,757.59		
Other														\$29,649.49
<b>Total</b>	<b>\$1,248,013.77</b>	<b>\$1,834,705.91</b>	<b>\$919,099.71</b>	<b>\$535,367.71</b>	<b>\$2,305,746.00</b>	<b>\$2,931,922.88</b>	<b>\$494,597.12</b>	<b>\$277,816.09</b>	<b>\$75,147.97</b>	<b>\$768,329.37</b>	<b>\$212,457.00</b>	<b>\$384,673.06</b>	<b>\$0.00</b>	<b>\$1,222,350.28</b>

Comparison with  
Proposed 2025 Grantsville  
Amendment (positive  
number means Grantsville  
City Impact Fees for  
Example are more and red  
means less)

\$383,732.00 (\$1,386,646.29) (\$2,012,823.17) \$424,502.58 \$641,283.62 \$843,951.74 \$150,770.34 \$706,642.71 \$534,426.65 \$919,099.71 (\$303,250.57)

<sup>1</sup> Tooele City uses ERCs for water and sewer impact fee calculations, but conversions factors are unclear for warehouse and retail. Grantsville's CFP conversion of 24 WSFU per ERC was used.

IMPACT FEE COMPARISON															
Single Family, 1 ERC, 1/2 acre lot															
Impact Fee	Grantsville (Current)	Grantsville (2025 Proposed)	Grantsville Amendment - Parks and Transportation Only (2025)	Tooele	Salt Lake City	Draper	Tremonton	Eagle Mountain	Mapleton	Heber	North Logan	Lehi	Kaysville	Spanish Fork	
Water	\$5,846.95	\$2,497.04	\$2,497.04	\$7,805.00	\$1,871.00	\$2,097.00	\$1,284.00	\$4,283.00	\$1,417.00	\$2,778.00	\$4,841.00	\$1,194.07	\$769.00	\$2,260.50	
Wastewater	\$5,120.79	\$5,949.41	\$5,949.41	\$4,731.00	\$545.00	Not Listed Online	\$2,016.62	\$4,665.00	\$3,156.91	\$1,417.00	\$6,697.00	\$761.43	\$3,454.03	\$6,007.92	
Parks	\$3,952.56	\$4,132.14	\$4,095.12	\$3,194.00	\$5,173.00	\$4,162.00	\$1,292.37	\$3,690.00	\$3,587.00	\$4,462.00	\$5,315.00	\$2,772.98	\$4,480.00	\$6,996.00	
Public Safety	\$996.12	\$1,037.12	\$1,037.12					\$42.00	\$402.52	\$254.00			\$356.00	\$296.59	
Fire				\$255.90	\$171.00	\$71.00	\$56.94					\$198.02	\$296.00		
Police				\$216.90	\$59.00	\$102.00	\$46.92					\$98.35			
Traffic	\$2,754.42	\$3,150.23	\$563.34		\$429.00	\$1,447.00		\$4,853.00		\$4,070.00	\$2,432.00	\$1,163.00	\$1,330.00	\$1,992.92	
Storm Water <sup>1</sup>					\$374.00	\$1,729.00	\$1,499.00	\$282.00		\$0.00		\$1,391.00		\$1,253.21	
Fire Flow															
Irrigation <sup>1</sup>												\$4,378.63		\$1,588.06	
Treatment Plant Fee												\$2,433.00			
Power												\$1,187.71	\$954.00	\$2,136.90	
Other					\$200.00										
<b>Total</b>	<b>\$18,670.84</b>	<b>\$16,765.94</b>	<b>\$14,142.03</b>	<b>\$16,202.80</b>	<b>\$8,822.00</b>	<b>\$9,608.00</b>	<b>\$6,195.85</b>	<b>\$17,815.00</b>	<b>\$14,663.43</b>	<b>\$13,825.00</b>	<b>\$21,718.00</b>	<b>\$13,145.19</b>	<b>\$11,639.03</b>	<b>\$22,532.10</b>	
Comparison with Proposed 2025															
Grantsville Amendment (positive number means Grantsville City															
Impact Fees for Example are more and <b>red</b> means less)															
					<b>(\$2,060.77)</b>	<b>\$5,320.03</b>	<b>\$4,534.03</b>	<b>\$7,946.18</b>	<b>(\$3,672.97)</b>	<b>(\$521.40)</b>	<b>\$317.03</b>	<b>(\$7,575.97)</b>	<b>\$996.84</b>	<b>\$2,503.00</b>	<b>(\$8,390.07)</b>

<sup>1</sup> Grantsville does not charge an impact fee for storm water or irrigation.

IMPACT FEE COMPARISON																												
Townhome, 2,000 SF																												
Impact Fee	Grantsville		Grantsville (2025 Proposed)		Grantsville Amendment - Parks and Transportation Only (2025)		Tooele		Salt Lake City		Draper		Tremonton		Eagle Mountain		Mapleton		Heber		North Logan		Lehi		Kaysville		Spanish Fork	
	Grantsville (Current)						Toohele		Salt Lake City		Draper		Tremonton		Eagle Mountain		Mapleton		Heber		North Logan		Lehi		Kaysville		Spanish Fork	
Water	\$5,846.95		\$2,497.04		\$2,497.04		\$7,805.00		\$1,871.00		\$2,097.00		\$1,284.00		\$4,283.00		\$1,417.00		\$2,778.00		\$4,841.00		\$1,194.07		\$2,260.50			
Wastewater	\$5,120.79		\$5,949.41		\$5,949.41		\$4,731.00		\$409.00	Not Listed Onlir	\$2,016.62		\$4,665.00		\$3,156.91		\$1,417.00		\$6,697.00		\$872.44		\$6,007.92					
Parks	\$3,952.56		\$4,132.14		\$4,095.12		\$3,194.00		\$3,078.00		\$4,162.00		\$1,292.37		\$3,690.00		\$3,587.00		\$4,462.00		\$5,315.00		\$2,415.41		\$6,996.00			
Public Safety	\$996.12		\$1,037.12		\$1,037.12										\$42.00		\$402.52		\$254.00								\$296.59	
Fire							\$255.90		\$171.00		\$71.00		\$56.94											\$81.98	Kaysville			
Police							\$216.90		\$59.00		\$102.00		\$46.92											\$117.03	doesn't appear			
Traffic	\$2,754.42		\$1,781.95		\$318.66				\$242.00		\$1,447.00				\$4,853.00				\$4,070.00				\$708.00	to change non-	\$1,992.92			
Storm Water <sup>1</sup>										\$1,729.00		\$1,499.00		\$282.00						\$0.00				\$1,391.00	single family	\$1,253.21		
Fire Flow																												
Irrigation <sup>1</sup>																												
Treatment Plant Fee																												
Power																												
Other																												
<b>Total</b>	<b>\$18,670.84</b>	<b>\$15,397.66</b>	<b>\$13,897.35</b>	<b>\$16,202.80</b>	<b>\$6,030.00</b>	<b>\$9,608.00</b>	<b>\$6,195.85</b>	<b>\$17,815.00</b>	<b>\$14,663.43</b>	<b>\$13,825.00</b>	<b>\$18,556.00</b>	<b>\$9,828.80</b>	<b>\$0.00</b>	<b>\$22,532.10</b>														
<b>Comparison with Proposed 2025 Grantsville Amendment (positive number means Grantsville City Impact Fees for Example are more and red means less)</b>															<b>(\$2,305.45)</b>	<b>\$7,867.35</b>	<b>\$4,289.35</b>	<b>\$7,701.50</b>	<b>(\$3,917.65)</b>	<b>(\$766.08)</b>	<b>\$72.35</b>	<b>(\$4,658.65)</b>	<b>\$4,068.55</b>	<b>\$13,897.35</b>	<b>(\$8,634.75)</b>			

<sup>1</sup> Grantsville does not charge an impact fee for storm water or irrigation.

IMPACT FEE COMPARISON															
Apartment Unit, 1,000 SF															
Impact Fee	Grantsville (Current)	Grantsville (2025 Proposed)	Transportation Only (2025)	Grantsville Amendment - Parks and	Toohe	Salt Lake City	Draper	Tremonton	Eagle Mountain	Mapleton	Heber	North Logan	Lehi	Kaysville	Spanish Fork
Water	\$5,846.95	\$2,497.04	\$2,497.04	\$7,805.00	\$1,871.00	\$2,097.00	\$1,284.00	\$4,283.00	\$1,417.00	\$2,778.00	\$4,841.00	\$1,194.07		\$1,107.65	
Wastewater	\$5,120.79	\$5,949.41	\$5,949.41	\$4,731.00	\$409.00	Not Listed Onlir	\$2,016.62	\$4,665.00	\$3,156.91	\$1,417.00	\$4,186.00	\$872.44		\$2,943.88	
Parks	\$3,952.56	\$4,132.14	\$4,095.12	\$2,252.00	\$3,078.00	\$4,162.00	\$1,292.37	\$3,690.00	\$3,587.00	\$4,462.00	\$5,315.00	\$2,415.41		\$6,996.00	
Public Safety	\$996.12	\$1,037.12	\$1,037.12					\$42.00	\$402.52	\$254.00				\$296.59	
Fire				\$188.80	\$171.00	\$71.00	\$56.94						\$81.98	Kaysville	
Police				\$221.00	\$59.00	\$102.00	\$46.92						\$117.03	doesn't appear	
Traffic	\$2,754.42	\$1,781.95	\$318.66		\$242.00	\$1,447.00		\$4,853.00		\$4,070.00		\$708.00		\$1,992.92	
Storm Water <sup>1</sup>					\$1,729.00	\$1,499.00		\$282.00		\$0.00		\$1,391.00	single family	\$614.07	
Fire Flow														impact fees	
Irrigation <sup>1</sup>										\$6,100.00	\$844.00		\$1,861.16		\$778.15
Treatment Plant Fee												\$1,703.00			
Power													\$1,187.71		\$1,047.08
Other				\$200.00											
<b>Total</b>	<b>\$18,670.84</b>	<b>\$15,397.66</b>	<b>\$13,897.35</b>	<b>\$15,197.80</b>	<b>\$6,030.00</b>	<b>\$9,608.00</b>	<b>\$6,195.85</b>	<b>\$17,815.00</b>	<b>\$14,663.43</b>	<b>\$13,825.00</b>	<b>\$16,045.00</b>	<b>\$9,828.80</b>	<b>\$0.00</b>	<b>\$15,776.34</b>	
<b>Comparison with Proposed 2025 Grantsville Amendment (positive number means Grantsville City Impact Fees for Example are more and red means less)</b>															
					<b>(\$1,300.45)</b>	<b>\$7,867.35</b>	<b>\$4,289.35</b>	<b>\$7,701.50</b>	<b>(\$3,917.65)</b>	<b>(\$766.08)</b>	<b>\$72.35</b>	<b>(\$2,147.65)</b>	<b>\$4,068.55</b>	<b>\$13,897.35</b>	<b>(\$1,878.99)</b>

<sup>1</sup> Grantsville does not charge an impact fee for storm water or irrigation.

# CFPs, IFFPs, and IFAs 2025 (2<sup>nd</sup>) Amendments

Parks and Transportation

December 16, 2025  
Planning Commission Meeting

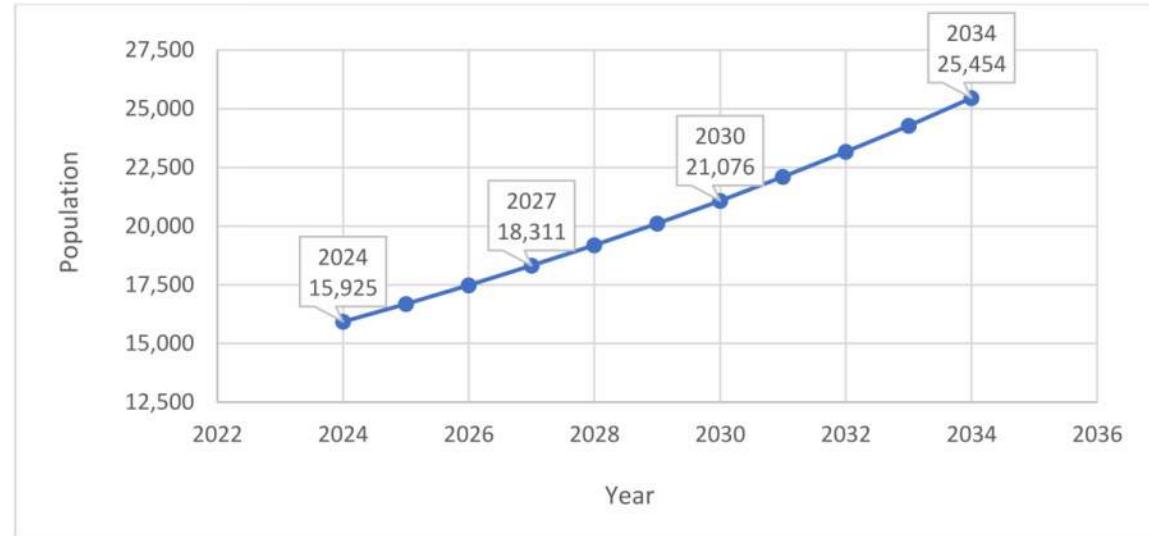


# Introduction and Process

- Ensign is amending the Capital Facility Plans (CFPs), Impact Fee Facility Plans (IFFPs), and Impact Fee Analyzes (IFAs) for the 2<sup>nd</sup> time in 2025 for **Parks and Transportation Only**.
  - Last amendment was in May 2025 to all plans.
  - Impact fees help fund expansion of public facilities necessary to accommodate new growth.
  - Plans are amended yearly.
  - Have met with City Staff to discuss projects to incorporate in amendment.
  - It takes 90 days before amended impact fees go into effect once City Council approves.
  - Developer funded projects are not impact fee eligible.
- Have not updated demographics and kept growth rate at 5% growth rate for 10-year planning period based on historic growth.
- Determined capital improvement projects using demographics and the level of service.
- Determined non-capital improvement project costs (i.e. interest expense, existing capital assets, professional expenses, future debt service, etc.).
- Water and sewer rate studies incorporated 2024 CFP, IFFP, and IFA projects. Sewer and water rates should be reviewed after the wastewater treatment plant bids this winter 2026.

# Demographics

- Population Projection in 10-year Planning Period

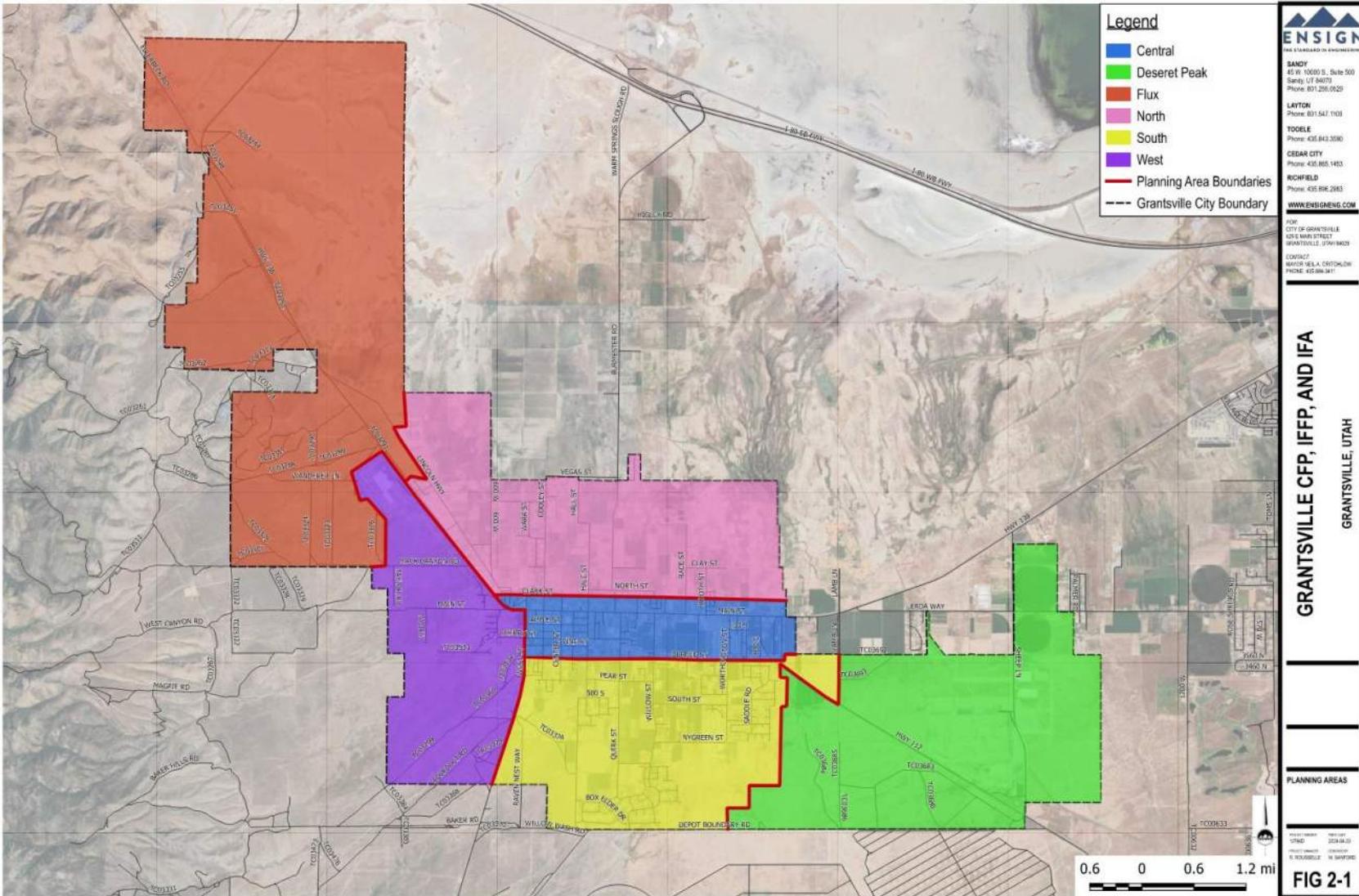


- Current Service Connections and ERCs

Service Connection Type	Service Connections	Units	ERC / Unit	ERCs
Single Family	4,495	4,503	1.00	4,503
Multi-Unit	46	290	0.49	142
Trailer	9	212	1.13	240
Commercial	109	152	7.35	1,117
Church	10	11	4.57	50
School	7	12	4.11	49
Construction Water	18	18	6.74	121
City Rate	5	33	10.57	349
<b>Total</b>	<b>4,699</b>	<b>5,231</b>		<b>6,571</b>

# Demographics

- Planning Sub-Areas



# Demographics

- Projected ERCs and Growth Distribution in 10-year Planning Period

Year:	2024		2025		2026		2027		2028		2029		2030		2031		2032		2033		2034		
Projected Population:	15,925		16,681		17,477		18,311		19,188		20,111		21,076		22,093		23,159		24,280		25,454		
Growth Rate:	5.0%		5.0%		5.0%		5.0%		5.0%		5.0%		5.0%		5.0%		5.0%		5.0%		5.0%		
Service Connection Type	ERC / Unit	Units	ERCs																				
Single Family	1.00	4,503	4,503	4,728	4,728	4,964	4,964	5,212	5,212	5,473	5,473	5,747	5,747	6,034	6,034	6,336	6,336	6,653	6,653	6,986	6,986	7,335	7,335
Multi-Unit	0.49	290	142	305	149	320	157	336	165	353	173	371	182	390	191	410	201	431	211	453	222	476	233
Trailer <sup>1</sup>	1.13	212	240	212	240	212	240	212	240	212	240	212	240	212	240	212	240	212	240	212	240	212	240
Commercial	7.35	152	1,117	160	1,176	168	1,235	176	1,294	185	1,360	194	1,426	204	1,499	214	1,573	225	1,654	236	1,735	248	1,823
Church <sup>2</sup>	4.57	11	50	11	50	12	55	12	55	13	59	13	59	14	64	15	69	15	69	16	73	17	78
School <sup>3</sup>	4.11	12	49	12	49	13	53	13	53	14	58	15	62	15	62	16	66	17	70	18	74	19	78
Construction Water	6.74	18	121	19	128	20	135	21	142	22	148	23	155	24	162	25	169	26	175	27	182	28	189
City Rate <sup>4</sup>	10.57	33	349	34	359	36	381	37	391	38	402	38	402	40	423	40	423	41	433	42	444	43	455
<b>Total</b>		<b>5,231</b>	<b>6,571</b>	<b>5,481</b>	<b>6,879</b>	<b>5,745</b>	<b>7,220</b>	<b>6,019</b>	<b>7,552</b>	<b>6,310</b>	<b>7,913</b>	<b>6,613</b>	<b>8,273</b>	<b>6,933</b>	<b>8,675</b>	<b>7,268</b>	<b>9,077</b>	<b>7,620</b>	<b>9,505</b>	<b>7,990</b>	<b>9,956</b>	<b>8,378</b>	<b>10,431</b>
<b>Increase from 2024</b>		-	-	250	308	514	649	788	981	1,079	1,342	1,382	1,702	1,702	2,104	2,037	2,506	2,389	2,934	2,759	3,385	3,147	3,860

<sup>1</sup> Trailer units are not expected to increase.

<sup>2</sup> Church growth rate is 1 church per 1,450 population.

<sup>3</sup> School growth rate is 1 school per 1,330 population.

<sup>4</sup> City Rate growth rate is based on anticipated City projects.

# Parks, Recreation Facilities, Open Spaces, and Trails

- Level of Service

Parameter	LOS Requirement
Park Acreage per 1,000 population	4.00 acres

# Parks, Recreation Facilities, Open Spaces, and Trails

- Capital Improvement Projects and Impact Fee Eligible Costs

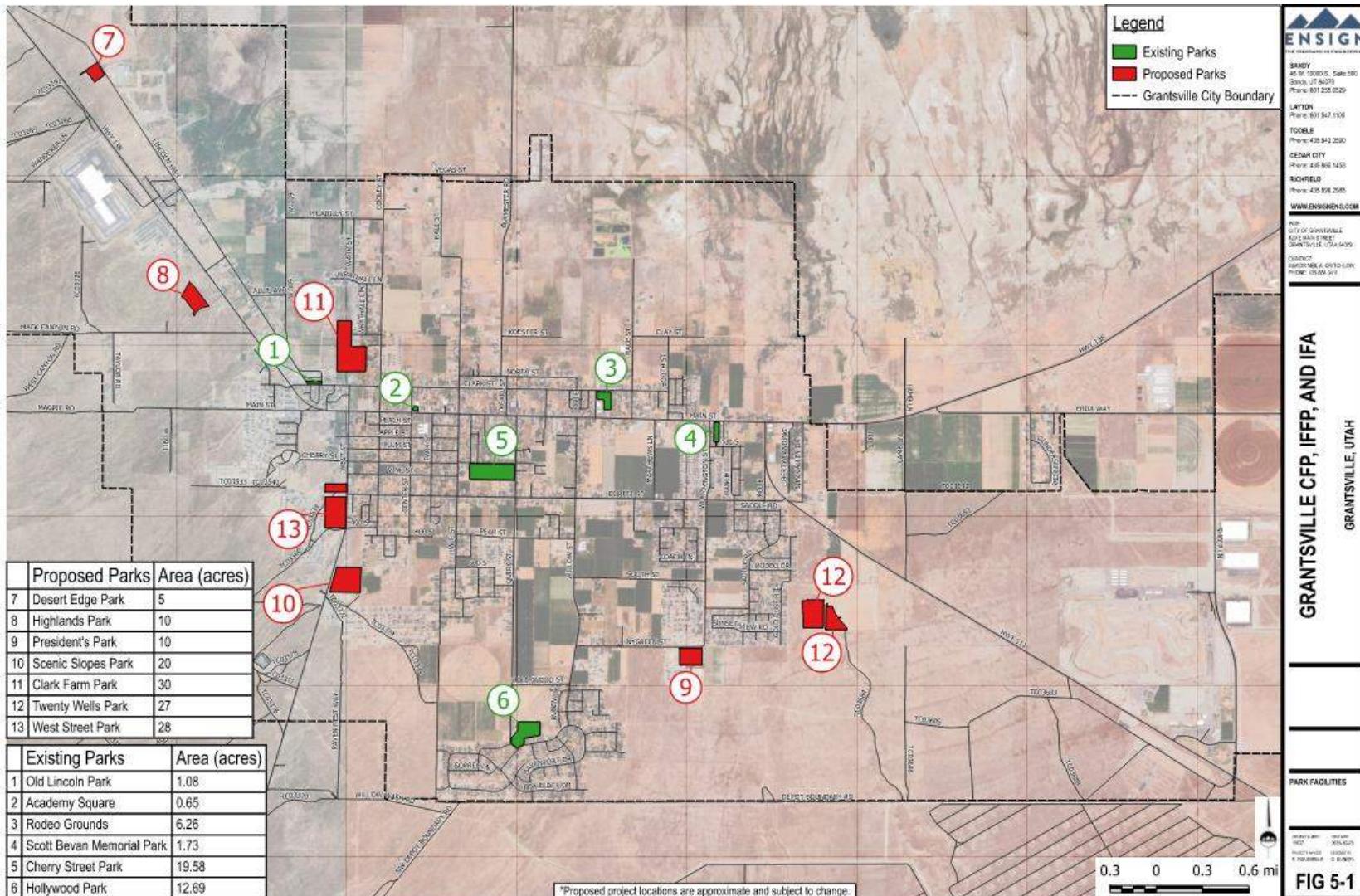
Project	Construction Year	Current Year (2024) Cost Estimate	Construction Year Cost Estimate	Proportionate Share	Impact Fee Eligible Cost
Scott Bevan Memorial Park ADA Improvements	2025	\$52,971.24	\$54,825.23	0.0%	\$0.00
West Street Park	2025	\$274,332.25	\$283,933.88	21.6%	\$61,319.05
Scenic Slopes Park, Utilities, Pump Track, Site Improvements	2026	\$3,171,402.33	\$2,421,402.33 <sup>2</sup>	100.0%	\$2,421,402.33
Desert Edge Park	2027	\$2,601,943.52	\$2,884,821.29	0% <sup>1</sup>	\$0.00
Scenic Slopes Parking, Park Amenities, Ball Courts	2028	\$2,427,352.20	\$2,785,442.48	100.0%	\$2,785,442.48
President's Park	2028	\$1,637,342.81	\$1,878,888.53	100.0%	\$1,878,888.53
Scenic Slopes Park Baseball and Soccer Field	2030	\$3,170,886.71	\$3,897,829.38	100.0%	\$3,897,829.38
Twenty Wells Park	2032	\$8,628,500.00	\$11,362,086.78	0% <sup>1</sup>	\$0.00
Highlands Park	2033	\$3,275,329.82	\$4,463,938.34	0% <sup>1</sup>	\$0.00
Clark Farm Park	2034	\$3,283,473.65	\$4,631,663.86	0%	\$0.00
<b>Total</b>		<b>\$28,523,534.53</b>	<b>\$34,664,832.11</b>		<b>\$11,044,881.78</b>

<sup>1</sup> The proportionate share is 0% because the project is expected to be constructed by developers.

<sup>2</sup> Construction Year Cost based on Resolution No. 2025-71 not inflated, without grant of \$750k which is not impact fee eligible.

# Parks, Recreation Facilities, Open Spaces, and Trails

- Capital Improvement Projects Figure



# Parks, Recreation Facilities, Open Spaces, and Trails

- Impact Fees

- Existing Impact Fees

Land Use	Impact Fee
Single Family and Multi-Unit	\$4,136.23 per Dwelling Unit

- Proposed Maximum Allowable Impact Fees

Land Use	Impact Fee
Single Family and Multi-Unit	\$4,032.45 per Dwelling Unit

- Note: Developer constructed parks are shown as not impact fee eligible.

- Amendments include:

- Eastmoor Park was updated to Scott Bevan Memorial Park.
    - Eastmoor ADA improvements were renamed to Scott Bevan Memorial Park ADA Improvements and removed from the impact fee calculation.
    - Names of the Scenic Slopes Park Improvements were provided, removing the term “Phases” from the various Scenic Slopes project names.
    - Scenic Slopes Park Improvements cost estimates were updated based on the park plans completed by Blu Line Design and the bid pricing approved by City Council for the first Scenic Slopes Park Improvements.

Other Cities		
City	Impact Fee	Unit
Tooele	\$3,194.00	per ERC
Draper	\$4,162.00	per ERC
Tremonton	\$1,292.37	per ERC
Eagle Mountain	\$3,690.00	per ERC
Mapleton	\$3,587.00	per ERC
Heber	\$4,462.00	per ERC
North Logan	\$5,315.00	per ERC
Lehi	\$2,772.98	per ERC
Kaysville	\$4,480.00	per ERC
Spanish Fork	\$4,795.00	per ERC

# Transportation

- Level of Service

Road Classification	Lanes	LOS D Peak Hour Flow Rate (Veh/Hr)
Collector	2	1,216
	3	1,347
Arterial	2-3	1,518
	4-5	3,297

- Existing Arterial and Collector LOS



Source: Grantsville City Transportation Master Plan, 2022

# Transportation

- Impact Fees

- Existing Impact Fees

Development Type	Peak Hour Trips Rate	Impact Fee	Units
Single Family	0.99	\$3,150.23	per Dwelling Unit
Multi-Unit	0.56	\$1,781.95	per Dwelling Unit
Trailer	0.46	\$1,463.74	per Dwelling Unit
Industrial / Manufacturing	0.37	\$1,177.36	per 1,000 sf Building Area
Warehousing	0.09	\$286.38	per 1,000 sf Building Area
Retail	3.295	\$10,484.86	per 1,000 sf Building Area
Church	0.049	\$155.92	per 1,000 sf Building Area
School	0.0655	\$208.34	per Student
Office	0.72	\$2,291.08	per 1,000 sf Building Area

- Proposed Maximum Allowable Impact Fees

Development Type	Peak Hour Trips Rate	Impact Fee	Units
Single Family	0.99	\$460.61	per Dwelling Unit
Multi-Unit	0.56	\$260.55	per Dwelling Unit
Non Residential	Per Trip Generation or Traffic Impact Study	\$465.26	per Peak Hour Trip

Other Cities		
City	Impact Fee	Unit
Tooele	\$7,805.00	per ERC
Draper	\$2,097.00	per ERC
Tremonton	\$1,284.00	per ERC
Eagle Mountain	\$4,283.00	per ERC
Mapleton	\$1,417.00	per ERC
Heber	\$2,778.00	per ERC
North Logan	\$4,841.00	per ERC
Lehi	\$1,194.07	per ERC
Kaysville	\$769.00	per ERC
Spanish Fork	\$1,865.00	per ERC

- Amendments include:

- Matthews Lane and Durfee Street cost estimates were updated with actual costs associated with the project.
- Sheep Lane project was updated to a rehabilitation project so it is no longer impact fee eligible.
- Trailer impact fees were removed as a development type from the maximum allowable impact fee calculation and there are no longer defined non-residential developments in Table 9-13. Impact fees are proposed to be charged to non-residential based on a per hour trip which will require trip generation or traffic impact fee study for each development.

# Example

## Single Family, 0.5 acre lot, with Grantsville Irrigation Company Shares – Impact Fees

- Proposed Impact Fee(Single Family, 0.5 acre lot, with Irrigation Shares)
  - Drinking Water– \$2,497.04
  - Wastewater – \$5,949.41
  - Public Safety - \$1,037.12
  - Parks Impact Fee - \$4,136.23
  - Water Rights Acquisition Indoor – \$6,322.00
  - Water Rights Acquisition Outdoor – Not Applicable (This example assumes lot has Irrigation Shares)
  - Storm Drainage – Not Applicable (City does not charge Storm Drainage Impact Fee)
  - Transportation – \$3,150.23

**Total Impact Fee (Existing) – \$23,092.03**

- Proposed Maximum Allowable Impact Fee (Single Family, 0.5 acre lot, with Irrigation Shares)
  - Drinking Water– \$2,497.04
  - Wastewater – \$5,949.41
  - Public Safety - \$1,037.12
  - Parks Impact Fee - \$4,032.45
  - Water Rights Acquisition Indoor – \$6,322.00
  - Water Rights Acquisition Outdoor – Not Applicable (This example assumes lot has Irrigation Shares)
  - Storm Drainage – Not Applicable (City does not charge Storm Drainage Impact Fee)
  - Transportation – \$460.61

**Total Impact Fee (Proposed) - \$20,298.63 (12.10% Decrease)**

# Capital Facilities Plan, Impact Fee Facilities Plan, and Impact Fee Analysis 2025 Amendments



December 2025 **DRAFT**

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- Appendix L Grantsville City Storm Drainage Design Guidelines
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### **Level of Service**

Defined performance standard or unit of demand for each capital component of a public facility within a service area.

### **LID**

Low Impact Development is a storm water management strategy which seeks to mitigate the impacts of increased runoff and storm water pollution by managing runoff as close to its source as possible.

### **Manning's n**

Unitless coefficient which represents the roughness or friction applied to the flow of a conduit or a channel.

### **Master Plan**

Dynamic long-term planning document providing a conceptual layout to guide future growth and development.

### **Major Head Losses**

Major head losses or friction losses is the loss of pressure or "head" in pipe flow due to the effect of the fluid's viscosity near the surface of the pipe or duct.

### **Minor Head Losses**

Minor head losses are local pressure losses or pressure drops of various hydraulic elements such as bends, fittings, valves, elbows, tees or heated channels.

### **Multi-Unit**

Any attached housing units not limited to: town homes, condos, apartments, duplexes, etc..

### **NOAA ATLAS 14 Precipitation Data**

Point precipitation frequency estimates for a specific area in the United States available on NOAA's website.

### **Non-Residential**

A non-residential use such as a warehouse, commercial building, or business.

### **Occurrence**

Term used in storm water terminology to estimate the frequency of a storm water event.

### **Outdoor Use**

Hydraulic loading imposed on the system typically by an irrigation system.

### **Par**

A par rate is the special loan (grant) interest rate that a lender charges for access to a specific loan.

### **Peak Day Demand**

Amount of water utilized by a water supplier on the day of highest consumption, generally expressed in gallons per day (gpd) or millions of gallons per day (MGD). Demand is typically used in irrigation or drinking water terminology.

### **Peak Day Flow**

Amount of wastewater utilized by a wastewater supplier on the day of highest consumption, generally expressed in gallons per day (gpd) or millions of gallons per day (MGD).

### **Peak Discharge**

Maximum rate of flow during a storm event. Term typically used in storm water terminology.

### **Peaking Factors**

Ratio of a peak day or instantaneous flow/demand to the average day or daily flow/demand.

### **Peak Inflow**

Highest inflow of wastewater into a wastewater treatment facility.

### **Peak Instantaneous Demand**

Calculated or estimated highest demand which can be expected through any water main of the distribution network of a water system at any instant in time, generally expressed in gpm or cfs.

### **Peak Instantaneous Flow**

Calculated or estimated highest flowrate which can be expected through any wastewater collection system at any instant in time, generally expressed in gpm or cfs.

### **Peak Rainfall Depth**

The point at which the amount of rain received is at its highest depth.

### **Percolation Rate**

Flow rate by which water enters the soil and recharges streams, lakes, rivers, and underground aquifers. Typically, specified in minutes per inch. Term typically used in storm water terminology.

### **Pervious**

Term typically used in storm water terminology to define an area which is pervious or allows storm water to infiltrate into the soil such as a parking strip or lawn.

### **Planning Period**

The period of time, typically in years, used in a plan. A planning period of 10-years is typically used in Impact Fee Facilities Plans. Master or General Plans may use planning periods from 20 to 50 years.

### **Pressure Reducing Valve**

Valve provided to reduce pressure in a water distribution system. Typically, used to reduce pressure greater than 100 psi to 50 – 65 psi depending on specific distribution system requirements.

### **Pressure Zone**

A pressure zone in a distribution system is established with a minimum and maximum pressure range which is maintained without the use of ancillary control equipment (e.g. booster pumps, pressure reducing valves, etc.). Maximum static pressures in a typical drinking water pressure zone are 100 to 120 psi with minimum static pressures from 50 to 65 psi.

### **Professional Expenses**

Expenses of a professional consultant. An example is engineering design and construction administrative fees from an engineering company.

### **Proportionate Share**

Cost of public facility improvements which are roughly proportionate and reasonably related to the service demands and needs of any development activity.

### **Retention**

Term typically used in storm water terminology to define a storm water storage site which retains storm water without releasing at a controlled discharge rate and instead infiltrates stored storm water into the ground.

### **Runoff**

Precipitation which does not soak or absorb into the soil surface.

### **Runoff Coefficients**

Percentage of precipitation leaving a particular site as runoff.

### **Safety Factor**

Engineering term utilized to describe how much stronger a system or structure is than it is required to be to fulfil its purpose under expected conditions.

### **SCS Method**

Soil Conservation Service (SCS) Method is a hydrologic modeling method for computing the volume of surface runoff for a given rainfall event from small agricultural, forest, and urban watersheds.

### **Service Area**

Geographic area designated by an entity which a facility, or a defined set of facilities, provides service within the area.

### **Single Family**

Residence used by a single private family which serves no other purpose.

## **Source**

Term used in irrigation or drinking water terminology to specify where the supply of water originates. Examples include groundwater wells or springs.

## **Static Pressure**

The pressure exerted by a liquid or gas, especially water or air, on a body at rest.

## **Storm and Sanitary Analysis**

Comprehensive hydrology and hydraulic analysis application which assists in planning and design of storm water and sanitary sewer systems.

## **Storm Event**

Amount of precipitation which occurs during a specific duration and recurrence interval for the location of the storm event. An example is a 100-year storm event during a 24-hour duration.

## **Surplus Capacity**

The amount of surplus or excess capacity a system has available to future development.

## **SWMM Method**

Storm Water Management Model (SWMM) Method is used throughout the world for planning, analysis and design related to storm water runoff, combined and sanitary sewers, and other drainages. SWMM is a Windows-based, open source, desktop program.

## **Time of Concentration**

Time required for water to flow from the most remote point in a watershed to the point of interest within the watershed. It is a function of topography, geology and land use within the watershed and is computed by summing all the travel times for consecutive components of the drainage conveyance system.

## **Total Dynamic Head**

Total Dynamic Head is the total equivalent height that water needs to be pumped or lifted vertically while also factoring in the friction losses of the pipe and minor head losses in valves and fittings.

## TR-55

Technical Release 55 (TR-55) presents simplified procedures to calculate storm runoff volume, peak rate of discharge, hydrographs, and storage volumes required for storm water detention or retention.

### **Transmission Pipeline**

For drinking water or irrigation, a transmission pipeline is typically defined as the pipe from a storage reservoir to the distribution system. A transmission pipeline typically does not have any user water connections.

### **Trunk Line**

Sewer line which receives wastewater flow from the collector sanitary sewer lines and conveys this wastewater either to an interceptor line or a wastewater treatment or reclamation facility.

### **Waterline**

A line formed by the surface of the water on a structure.

### **Water Line**

Pipe or conduit which contains and conveys water.

### **Water Right**

The right to use water diverted at a specific location on a water source, and putting it to recognized beneficial uses at set locations.

### **Water Wise, Waterwise, or Water-Wise**

Generally a functional, attractive, and easily maintained landscape in its natural surroundings. A water wise landscape helps conserve water. Note: Local jurisdiction may have specific definition of water wise landscaping.

**Table ES 4: Public Safety System Improvements**

Project	Construction Year	Current Year (2024) Cost Estimate	Construction Year Cost Estimate	Proportionate Share	Impact Fee Eligible Cost
Satellite Fire Station East	2030	\$3,227,356.00	\$3,967,244.55	43.8%	\$1,738,252.17
Aerial Truck	2030	\$1,500,000.00	\$1,843,882.99	43.8%	\$807,899.18
Pumper Truck	2030	\$800,000.00	\$983,404.26	43.8%	\$430,879.56
Animal Control Shelter	2026	\$3,028,682.80	\$3,244,400.73	19.1%	\$620,378.95
Justice Center Police Expansion	2032	\$1,246,608.00	\$1,641,544.68	59.8%	\$982,225.58
<b>Total</b>		<b>\$9,802,646.80</b>	<b>\$11,680,477.22</b>		<b>\$4,579,635.43</b>

**Table ES 5: Parks System Improvements**

Project	Construction Year	Current Year (2024) Cost Estimate	Construction Year Cost Estimate	Proportionate Share	Impact Fee Eligible Cost
Scott Bevan Memorial Park ADA Improvements	2025	\$52,971.24	\$54,825.23	0.0%	\$0.00
West Street Park	2025	\$274,332.25	\$283,933.88	21.6%	\$61,319.05
Scenic Slopes Park, Utilities, Pump Track, Site Improvements	2026	\$3,171,402.33	\$2,421,402.33 <sup>2</sup>	100.0%	\$2,421,402.33
Desert Edge Park	2027	\$2,601,943.52	\$2,884,821.29	0% <sup>1</sup>	\$0.00
Scenic Slopes Parking, Park Amenities, Ball Courts	2028	\$2,427,352.20	\$2,785,442.48	100.0%	\$2,785,442.48
President's Park	2028	\$1,637,342.81	\$1,878,888.53	100.0%	\$1,878,888.53
Scenic Slopes Park Baseball and Soccer Field	2030	\$3,170,886.71	\$3,897,829.38	100.0%	\$3,897,829.38
Twenty Wells Park	2032	\$8,628,500.00	\$11,362,086.78	0% <sup>1</sup>	\$0.00
Highlands Park	2033	\$3,275,329.82	\$4,463,938.34	0% <sup>1</sup>	\$0.00
Clark Farm Park	2034	\$3,283,473.65	\$4,631,663.86	0%	\$0.00
<b>Total</b>		<b>\$28,523,534.53</b>	<b>\$34,664,832.11</b>		<b>\$11,044,881.78</b>

<sup>1</sup> The proportionate share is 0% because the project is expected to be constructed by developers.

<sup>2</sup> Construction Year Cost based on Resolution No. 2025-71 not inflated, without grant of \$750k which is not impact fee eligible.

**Table ES 6: Wastewater System Improvements**

Project	Construction Year	Current Year (2024) Cost Estimate	Construction Year Cost Estimate	Proportionate Share	Impact Fee Eligible Cost
Willow Street Sewer Improvements	2025	\$1,197,398.80	\$1,239,307.76	14.3%	\$177,556.86
Northwest Interceptor Extension	2025	\$1,801,705.50	\$1,864,765.19	0% <sup>2</sup>	\$0.00
SR112 Interceptor	2025	\$2,784,419.10	\$2,881,873.77	0% <sup>2</sup>	\$0.00
West Bank Interceptor	2025	\$4,167,210.00	\$4,313,062.35	0% <sup>2</sup>	\$0.00
Southeast Sewer Line	2026	\$1,459,551.20	\$1,563,507.73	0% <sup>2</sup>	\$0.00
Northwest Interceptor Replacement	2031	\$7,223,751.25	\$9,190,628.91	12.5%	\$1,144,606.27
Northwest Lift Station - Upsize Force Main	2027	\$187,790.40	\$208,206.57	100%	\$208,206.57
Proposed Wastewater Treatment Facility	2025	\$39,114,318.00	\$40,483,319.13	19.3%	\$7,813,280.59
Public Works Improvements	2028	\$1,318,982.50 <sup>1</sup>	\$1,513,562.76	37.0%	\$560,095.12
<b>Total</b>		<b>\$59,255,126.75</b>	<b>\$63,258,234.18</b>		<b>\$9,903,745.42</b>

<sup>1</sup> The cost shown for the Public Works Improvements project is half of the total cost estimate because this project cost will be split evenly between the wastewater and drinking water utilities.

<sup>2</sup> The proportionate share is 0% because the project is expected be constructed by developers.

**Table ES 7: Transportation System Improvements**

Project	Construction Year	Current Year (2024) Cost Estimate	Construction Year Cost Estimate	Proportionate Share	Impact Fee Eligible Cost
Nygreen Street (Section 3)	2030	\$1,896,299.88 <sup>1</sup>	\$2,331,036.73	18.6%	\$434,365.42
Matthews Lane	2025	\$1,190,510.48 <sup>1</sup>	\$1,232,178.35	0.0%	\$0.00
Cherry Street	2027	\$1,807,807.59	\$2,004,348.59	8.00%	\$160,280.40
Durfee Street	2025	\$1,008,995.78	\$843,715.92 <sup>2</sup>	54.2%	\$457,281.15
Willow Street Widening	2028	\$771,049.13	\$884,796.61	0.00%	\$0.00
<b>Total</b>		<b>\$6,674,662.86</b>	<b>\$7,296,076.20</b>		<b>\$1,051,926.96</b>

<sup>1</sup> The cost shown is for the portion of the project funded by the City, not the entire project cost.

<sup>2</sup> Construction Year Cost based on contract amount not inflated, without proportional percentage of grant, \$165,280, which is not impact fee eligible.

Impact fees were then calculated considering buy-in costs to be charged for existing facilities with excess capacity, the proposed system improvements, and any loans which are anticipated to fund proposed projects. There is no impact fee charged for storm drainage because the required projects are associated with correcting existing deficiencies, and it is the responsibility of the developers, not the City, to construct facilities required to meet the specified level of service. The impact fee for water rights acquisition is calculated by multiplying the required

quantity of water rights shown in Table ES 12 and Table ES 13 by the typical cost of water rights of \$29,000 per acre-foot. The proposed impact fees for each utility are shown in Table ES 8 through Table ES 14 with the maximum allowable impact fees for each infrastructure type. Where appropriate, the maximum allowable fee is adjusted to reflect the proportional infrastructure needs of different land use types. In case of excess capacity, new development contributions to existing infrastructure are included to calculate the final recommended impact fee.

**Table ES 8: Proposed Drinking Maximum Allowable Water Impact Fees**

Water Meter Size (inches)	Maximum Flow Rate (gpm)	ERCs	Impact Fee
3/4	25 <sup>1</sup>	1	\$2,497.04
1	40 <sup>1</sup>	1.6	\$3,995.27
1 1/2	50 <sup>1</sup>	2	\$4,994.08
2	100 <sup>1</sup>	4	\$9,988.16
3	200 <sup>2</sup>	8	\$19,976.33
4	400 <sup>2</sup>	16	\$39,952.65
6	800 <sup>2</sup>	32	\$79,905.30
8	1,000 <sup>2</sup>	40	\$99,881.63
Non-Residential Development Indoor		\$25.46 per fixture unit	
Non-Residential Development Outdoor		\$15,780.55 per irrigated acre	

<sup>1</sup> From AWWA M6 Table 5-3 Displacement Meters.

<sup>2</sup> From AWWA M6 Table 5-3 Electromagnetic and Ultrasonic Meter Type 1.

**Table ES 9: Proposed Public Safety Maximum Allowable Impact Fees**

Land Use	Impact Fee
Single Family	\$1,037.12 per Dwelling Unit
Multi-Unit	\$448.05 per Dwelling Unit
Non-Residential	\$615.28 per 1,000 sq ft building area

**Table ES 10: Proposed Parks Maximum Allowable Impact Fees**

Land Use	Impact Fee
Single Family and Multi-Unit	\$4,032.45 per Dwelling Unit

**Table ES 11: Proposed Wastewater Maximum Allowable Impact Fees**

Water Meter Size (inches)	Maximum Flow Rate (gpm)	ERCs	Impact Fee
3/4	25 <sup>1</sup>	1	\$5,949.41
1	40 <sup>1</sup>	1.6	\$9,519.05
1 1/2	50 <sup>1</sup>	2	\$11,898.81
2	100 <sup>1</sup>	4	\$23,797.63
3	200 <sup>2</sup>	8	\$47,595.25
4	400 <sup>2</sup>	16	\$95,190.50
6	800 <sup>2</sup>	32	\$190,381.00
8	1,000 <sup>2</sup>	40	\$237,976.25
Non-Residential Development			\$247.89 per fixture unit

<sup>1</sup> From AWWA M6 Table 5-3 Displacement Meters.

<sup>2</sup> From AWWA M6 Table 5-3 Electromagnetic and Ultrasonic Meter Type 1.

**Table ES 12: Indoor Use Water Rights Requirements**

Land Use	Water Right Quantity (ac-ft)	Impact Fee	Unit
Single Family Residential	0.218	\$6,322.00	per Dwelling Unit
Multi-Unit Residential	0.107	\$3,103.00	per Dwelling Unit
Non-Residential	0.00908	\$263.32	per fixture unit

**Table ES 13: Outdoor Use Water Rights Requirements**

Land Use	Water Right Quantity (ac-ft)
<b>No Waterwise Landscaping</b>	
Category 1 = (lot size <sup>1</sup> , acres) * (0.64) * (3.33 ac-ft/irr. ac)	
Category 2 = (irrigated area, acres) * (3.33 ac-ft/irr. ac)	
<b>Waterwise Landscape Front Yard Only</b>	
Category 1 = (lot size <sup>1</sup> , acres) * [(0.18) * (2.28 ac-ft/irr. ac) + (0.46) * (3.33 ac-ft/irr. ac)]	
Category 2 = (front yard irrigated area, acres) * (2.28 ac-ft/irr. ac) + (remaining irrigated area, acres) * (3.33 ac-ft/irr. ac)	
<b>Waterwise Landscape Entire Lot</b>	
Category 1 Reduction not allowed (use front yard only formula)	
Category 2 = (irrigated area, acres) * (2.28 ac-ft/irr. ac)	

<sup>1</sup> Lot size capped at 1 acre.

**Table ES 14: Proposed Transportation Maximum Allowable Impact Fees**

Development Type	Peak Hour Trips Rate	Impact Fee	Units
Single Family	0.99	\$460.61	per Dwelling Unit
Multi-Unit	0.56	\$260.55	per Dwelling Unit
Non Residential	Per Trip Generation or Traffic Impact Study	\$465.26	per Peak Hour Trip

## Section 5 Parks

### 5.1 Capital Facilities Plan and Impact Fee Facilities Plan

#### 5.1.1 Inventory of Existing Facilities

Grantsville City's existing City parks are shown in Figure 5-1. These parks have a varying level of amenities as listed in Table 5-1. The City does not have any long-term debt associated with its park facilities.

**Table 5-1: Existing Park Facilities**

Facility	Area (ac)	Amenities	Cost <sup>1</sup>
Old Lincoln Park	1.08	Restroom, dog park, pavilion, playground, and drinking fountains	\$240,986.42
Academy Square	0.65	Pavilion	N/A
Rodeo Grounds	6.26	Arena	\$98,353.45
Scott Bevan Memorial Park	1.73	Flex trail and playground	\$553,691.10
Cherry Street Park	19.58	Playground, picnic benches, soccer fields, tennis courts, baseball fields, softball fields, restrooms, skate park, four pavilions, T-ball field, water fountain, tot park, pickleball courts	\$1,096,726.37
Hollywood Park	12.69	Shaded playground, restrooms, pavilion, basketball hoops, soccer field, ball field, splash pad	\$1,696,554.79
<b>Total</b>	<b>41.99</b>		<b>\$3,686,312.13</b>

<sup>1</sup> The costs shown are historical costs which may include initial construction, acquiring land, improvements, planning, and engineering.

#### 5.1.2 Level of Service

The existing level of service for park facilities is 4 acres of park area per 1,000 population, as established in the City's previous Capital Facilities Plans as well as the Grantsville General Plan dated January 15, 2020. This CFP/IFFP will continue to use the established level of service of 4 acres per 1,000 population.

#### 5.1.3 Capacity of Existing Facilities

The capacity of existing park facilities was calculated based on the park area needed to meet the level of service at the City's current population compared to the existing park area, as shown in Table 5-2.

**Table 5-2: Capacity of Existing Parks**

Population (2024)	Park Area LOS (ac/1,000 Population)	Park Area Required (ac)	Existing Park Area (ac)	Excess / (Deficit) (ac)
15,925	4	63.70	41.99	(21.71)

### 5.1.4 Demands of Future Development

Utilizing the demographic projections from Section 2.7, the park area required to meet the level of service throughout the planning period was calculated as shown in Table 5-3.

**Table 5-3: Future Park Requirements**

Year	Population	Park Area Required (ac)	Excess / (Deficit) (ac)
2024	15,925	63.70	(21.71)
2025	16,681	66.72	(24.73)
2026	17,477	69.91	(27.92)
2027	18,311	73.24	(31.25)
2028	19,188	76.75	(34.76)
2029	20,111	80.44	(38.45)
2030	21,076	84.30	(42.31)
2031	22,093	88.37	(46.38)
2032	23,159	92.64	(50.65)
2033	24,280	97.12	(55.13)
2034	25,454	101.82	(59.83)

### 5.1.5 Proposed Projects

Grantsville City plans to construct the parks listed in Table 5-4 within the planning period to satisfy the future park area requirements. Also shown in the table are the proposed areas, recommended years to begin planning and complete the project by, and the current year cost estimates (see Appendix H).

**Table 5-4: Proposed Park Projects**

Project	Proposed Area (ac)	Construction Priority		Current Year (2024) Cost Estimate
		Begin Planning	Completion	
Scott Bevan Memorial Park ADA Improvements	N/A	N/A	2025	\$52,971.24
West Street Park	27.69	N/A <sup>1</sup>	2025	\$274,332.25
Scenic Slopes Park, Utilities, Pump Track, Site Improvements	7.02	2025	2026	\$3,171,402.33 <sup>2</sup>
Desert Edge Park	5	2025	2027	\$2,601,943.52
Scenic Slopes Parking, Park Amenities, Ball Courts	5.38	2026	2028	\$2,427,352.20
President's Park	10	2026	2028	\$1,637,342.81
Scenic Slopes Park Baseball and Soccer Field	7.02	2028	2030	\$3,170,886.71
Twenty Wells Park	27	2030	2032	\$8,628,500.00
Highlands Park	10	2031	2033	\$3,275,329.82
Clark Farm Park	30	2032	2034	\$3,283,473.65
<b>Total</b>	<b>129.11</b>			<b>\$28,523,534.53</b>

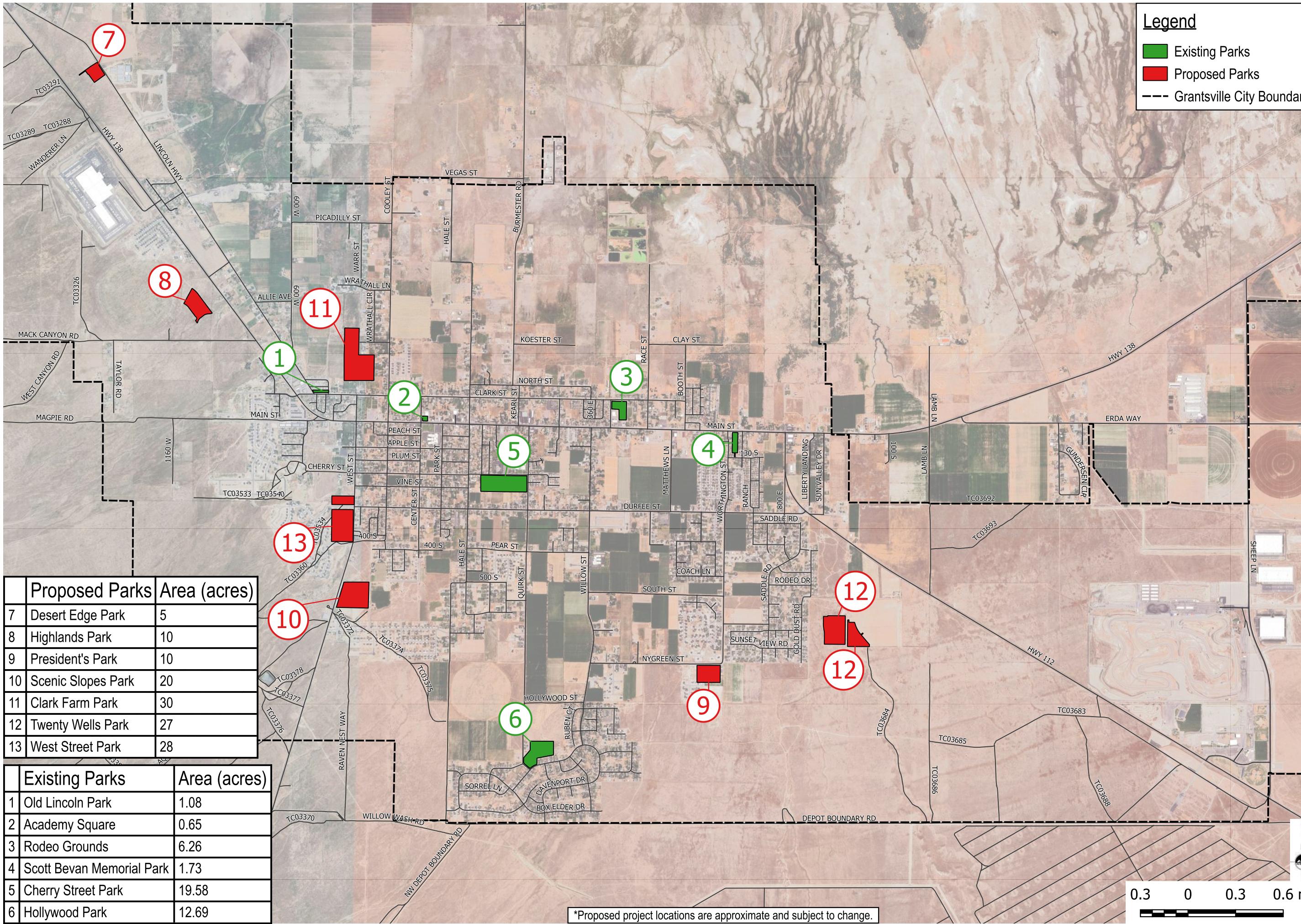
<sup>1</sup> The City has already begun the planning process.

<sup>2</sup> Cost Estimate based on Resolution 2025-71.

The proposed locations of these parks are shown in Figure 5-1, but these are approximate locations which are subject to change, and the exact locations will be determined during the planning phase of each project. It should be noted the City does not maintain parks less than 10 acres but will work with developers for impact fee credits associated with parks less than 10 acres which are HOA maintained. The City also has the option to utilize parks as retention/detention basins, although this is typically not permitted.

### 5.1.6 Methods of Financing

The City funds park projects as much as possible through grants and impact fees. Parks may also be funded through loans, developer dedications, taxes, and reserves in the Capital Project Fund.



## GRANTSVILLE CFP, IFFP, AND IFA

GRANTSVILLE, UTAH

PARK FACILITIES

PROJECT NUMBER 11637 PRINT DATE 2025-10-03  
PROJECT MANAGER R. ROUSSELLE DESIGNED BY C. DUNKEL

FIG 5-1

**ENSIGN**  
THE STANDARD IN ENGINEERING

**SANDY**  
45 W. 10000 S., Suite 500  
Sandy, UT 84070  
Phone: 801.255.0529

**LAYTON**  
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Phone: 435.843.3590

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CITY OF GRANTSVILLE  
429 E MAIN STREET  
GRANTSVILLE, UTAH 84029

CONTACT:  
MAYOR NEIL A. CRITCHLOW  
PHONE: 435-884-3411

## 5.2 Impact Fee Analysis

### 5.2.1 Existing Facilities

As discussed in Section 5.1.3, there is no excess capacity for existing parks to serve future development. Therefore, no buy-in cost can be charged for existing park facilities.

### 5.2.2 System Improvements

The system improvements for park facilities which are needed to meet the demands of future development in the planning period were determined in Section 5.1.5. A proportionate share for each new park project was calculated based on the added park acreage to meet the level of service, as shown in Table 5-5. Any portion of a project associated with correcting an existing deficiency was excluded from the proportionate share calculation. The City does not charge impact fees for projects which are expected to be constructed by developers so they have a proportionate share of 0%. If it is determined the City will pay for any portion of these projects as the development agreements are finalized then this plan should be amended to include the project.

**Table 5-5: Proposed Parks Proportionate Share**

Project	Park Area (ac)	Existing (2024) Deficit (ac)	Future (2034) Deficit (ac)	Proportionate Share
West Street Park	27.69	21.71	59.83	21.6%
Scenic Slopes Park Bike Pump Track	4.02	0	32.14	100%
Desert Edge Park	5	0	28.12	0% <sup>1</sup>
Scenic Slopes Park Amenities	6.68	0	23.12	100%
President's Park	10	0	32.14	100%
Scenic Slopes Park Baseball and Basketball	8.72	0	22.14	100%
Twenty Wells Park	27	0	13.42	0% <sup>1</sup>
Highlands Park	10	0	0	0% <sup>1</sup>
Clark Farm Park	30	0	0	0%

<sup>1</sup> The proportionate share is 0% because the project is expected to be constructed by developers.

The cost of each project which is eligible for impact fees is based on the portion of the project associated with serving future development in the planning period, excluding any portion of the project attributed to correcting an existing deficiency. This was calculated in Table 5-6 by multiplying the total project cost by the proportionate share shown above. In order to account for

the time-price differential inherent with future costs, the current year cost estimates were inflated at a rate of 3.5% to the anticipated construction year.

**Table 5-6: Parks Impact Fee Eligible Costs**

Project	Construction Year	Current Year (2024) Cost Estimate	Construction Year Cost Estimate	Proportionate Share	Impact Fee Eligible Cost
Scott Bevan Memorial Park ADA Improvements	2025	\$52,971.24	\$54,825.23	0.0%	\$0.00
West Street Park	2025	\$274,332.25	\$283,933.88	21.6%	\$61,319.05
Scenic Slopes Park, Utilities, Pump Track, Site Improvements	2026	\$3,171,402.33	\$2,421,402.33 <sup>2</sup>	100.0%	\$2,421,402.33
Desert Edge Park	2027	\$2,601,943.52	\$2,884,821.29	0% <sup>1</sup>	\$0.00
Scenic Slopes Parking, Park Amenities, Ball Courts	2028	\$2,427,352.20	\$2,785,442.48	100.0%	\$2,785,442.48
President's Park	2028	\$1,637,342.81	\$1,878,888.53	100.0%	\$1,878,888.53
Scenic Slopes Park Baseball and Soccer Field	2030	\$3,170,886.71	\$3,897,829.38	100.0%	\$3,897,829.38
Twenty Wells Park	2032	\$8,628,500.00	\$11,362,086.78	0% <sup>1</sup>	\$0.00
Highlands Park	2033	\$3,275,329.82	\$4,463,938.34	0% <sup>1</sup>	\$0.00
Clark Farm Park	2034	\$3,283,473.65	\$4,631,663.86	0%	\$0.00
<b>Total</b>		<b>\$28,523,534.53</b>	<b>\$34,664,832.11</b>		<b>\$11,044,881.78</b>

<sup>1</sup> The proportionate share is 0% because the project is expected to be constructed by developers.

<sup>2</sup> Construction Year Cost based on Resolution No. 2025-71 not inflated, without grant of \$750k which is not impact fee eligible.

In addition to impact fee eligible project costs, planning costs can also be included in the calculation of impact fees. Due to the uncertainty that comes with long-term development projections, this plan is expected to be amended annually. The future professional expenses expected to occur within the planning period were inflated at a 3.5% rate as shown in Table 5-7.

**Table 5-7: Parks Professional Expenses**

Year	Cost
2024	\$4,187.07
2025	\$5,300.00
2026	\$5,485.50
2027	\$5,677.49
2028	\$5,876.20
2029	\$6,081.87
2030	\$6,294.74
2031	\$6,515.05
2032	\$6,743.08
2033	\$6,979.09
2034	\$7,223.36
<b>Total</b>	<b>\$66,363.45</b>

### 5.2.3 Methods of Financing

As discussed in Section 5.1.6, the parks system improvements are expected to be funded through impact fees, loans, developer dedications, taxes, and Capital Project Fund reserves. The City expects to finance the Scenic Slopes Park Amenities project with a loan, which is necessary to prevent the impact fee fund balance from going negative (see Section 5.2.5). This loan was assumed to be a 30-year bond with a 4.0% interest rate, 1.5% cost of issuance, 0.5% bond insurance, and a \$20,000 surety policy. The interest cost for this bond attributed to development within the planning period can be included in the impact fee calculation. Table 5-8 shows the details of this bond along with the impact fee eligible interest cost.

**Table 5-8: Parks Future Debt Financing**

Project	Proceeds	Par Amount <sup>1</sup>	Debt Service (Interest)	Debt Service (Principal + Interest)	Proportionate Share	Impact Fee Eligible Debt Service (Interest)
Scenic Slopes Parking, Park Amenities, Ball Courts	\$2,785,442.48	\$1,440,575.66	\$1,058,683.34	\$2,499,259.01	100.0%	\$1,058,683.34

<sup>1</sup> Includes cost of issuance, bond insurance, and surety policy. It is assumed bond will be 50% of construction cost.

### 5.2.4 Impact Fee Calculation

Impact fees for parks are charged based on the number of dwelling units. Per Utah Code Section 11-36a-202, it is prohibited to charge schools impact fees for park facilities. Additionally, park facilities only benefit residential development in the City, so only single family and multi-unit developments are charged impact fees for parks and were the only development types

considered in the impact fee calculation shown in Table 5-9. The growth of these development types was projected in Table 2-3. The proposed impact fees are summarized in Table 5-10.

**Table 5-9: Parks Impact Fee Calculation**

Project	Impact Fee Eligible Cost	Planning Period (2024-2034) Dwelling Units <sup>1</sup>	Cost per Dwelling Unit
West Street Park	\$61,319.05	3,018	\$20.32
Scenic Slopes Park, Utilities, Pump Track, Site Improvements	\$2,421,402.33	3,018	\$802.32
Scenic Slopes Parking, Park Amenities, Ball Courts	\$2,785,442.48	3,018	\$922.94
Scenic Slopes Parking, Park Amenities, Ball Courts Debt Service (Interest)	\$1,058,683.34	3,018	\$350.79
President's Park	\$1,878,888.53	3,018	\$622.56
Scenic Slopes Park Baseball and Soccer Field	\$3,897,829.38	3,018	\$1,291.53
Professional Expenses	\$66,363.45	3,018	\$21.99
<b>Total</b>			<b>\$4,032.45</b>

<sup>1</sup> Includes only residential dwelling units (single family and multi-unit).

**Table 5-10: Proposed Parks Maximum Allowable Impact Fees**

Land Use	Impact Fee
Single Family and Multi-Unit	\$4,032.45 per Dwelling Unit

## 5.2.5 Impact Fee Cashflow

The anticipated impact fee revenues and expenses over the 10-year planning period are shown in Table 5-11. The expenses represent only what is attributable to planning period development and include capital project costs, the expenditure of buy-in costs, and proposed bond payments. The impact fee cashflow (Table 5-12) estimates the end of year impact fee fund balance throughout the planning period by comparing the impact fee revenues, total expenses, and interest income calculated at 4.5% of the fund balance.

## 5.2.6 Impact Fee Credits

The City currently has procedures in place for credits, appeals, and exemptions of impact fees, refer to Appendix B for the City's current impact fee ordinance.

**Table 5-11: Parks Impact Fee Revenues and Expenses**

Year	Dwelling Units <sup>1</sup>	Annual Dwelling Unit Increase <sup>1</sup>	Impact Fee Revenues	Impact Fee Eligible Project Costs	Bond Payments	Bond Proceeds	Professional Expenses	Total Expenses
2024	5,005	-	-	-	-	-	(\$4,187.07)	(\$4,187.07)
2025	5,245	240	\$967,787.56	(\$61,319.05)	-	-	(\$5,300.00)	(\$66,619.05)
2026	5,496	251	\$1,012,144.49	(\$2,421,402.33)	-	-	(\$5,485.50)	(\$2,426,887.83)
2027	5,760	264	\$1,064,566.32	-	-	-	(\$5,677.49)	(\$5,677.49)
2028	6,038	278	\$1,121,020.59	(\$4,664,331.01)	-	\$2,785,442.48	(\$5,876.20)	(\$1,884,764.74)
2029	6,330	292	\$1,177,474.86	-	(\$83,308.63)	-	(\$6,081.87)	(\$89,390.51)
2030	6,636	306	\$1,233,929.14	(\$3,897,829.38)	(\$83,308.63)	-	(\$6,294.74)	(\$3,987,432.75)
2031	6,958	322	\$1,298,448.31	-	(\$83,308.63)	-	(\$6,515.05)	(\$89,823.69)
2032	7,296	338	\$1,362,967.48	-	(\$83,308.63)	-	(\$6,743.08)	(\$90,051.71)
2033	7,651	355	\$1,431,519.10	-	(\$83,308.63)	-	(\$6,979.09)	(\$90,287.72)
2034	8,023	372	\$1,500,070.72	-	(\$83,308.63)	-	(\$7,223.36)	(\$90,531.99)
<b>Total</b>	<b>3,018</b>		<b>\$12,169,928.57</b>	<b>(\$11,044,881.78)</b>			<b>(\$66,363.45)</b>	<b>(\$8,825,654.55)</b>

<sup>1</sup> Includes only residential dwelling units (single family and multi-unit)

**Table 5-12: Parks Impact Fee Cashflow**

Year	Impact Fee Revenues	Total Expenses	Interest Income	End of Year Balance
2024	-	(\$4,187.07)	-	\$1,413,470.27
2025	\$967,787.56	(\$66,619.05)	\$63,606.16	\$2,378,244.94
2026	\$1,012,144.49	(\$2,426,887.83)	\$107,021.02	\$1,070,522.62
2027	\$1,064,566.32	(\$5,677.49)	\$48,173.52	\$2,177,584.96
2028	\$1,121,020.59	(\$1,884,764.74)	\$97,991.32	\$1,511,832.13
2029	\$1,177,474.86	(\$89,390.51)	\$68,032.45	\$2,667,948.94
2030	\$1,233,929.14	(\$3,987,432.75)	\$120,057.70	\$34,503.03
2031	\$1,298,448.31	(\$89,823.69)	\$1,552.64	\$1,244,680.29
2032	\$1,362,967.48	(\$90,051.71)	\$56,010.61	\$2,573,606.67
2033	\$1,431,519.10	(\$90,287.72)	\$115,812.30	\$4,030,650.35
2034	\$1,500,070.72	(\$90,531.99)	\$181,379.27	\$5,621,568.34

## Section 9 Transportation

### 9.1 Capital Facilities Plan and Impact Fee Facilities Plan

#### 9.1.1 Inventory of Existing Facilities

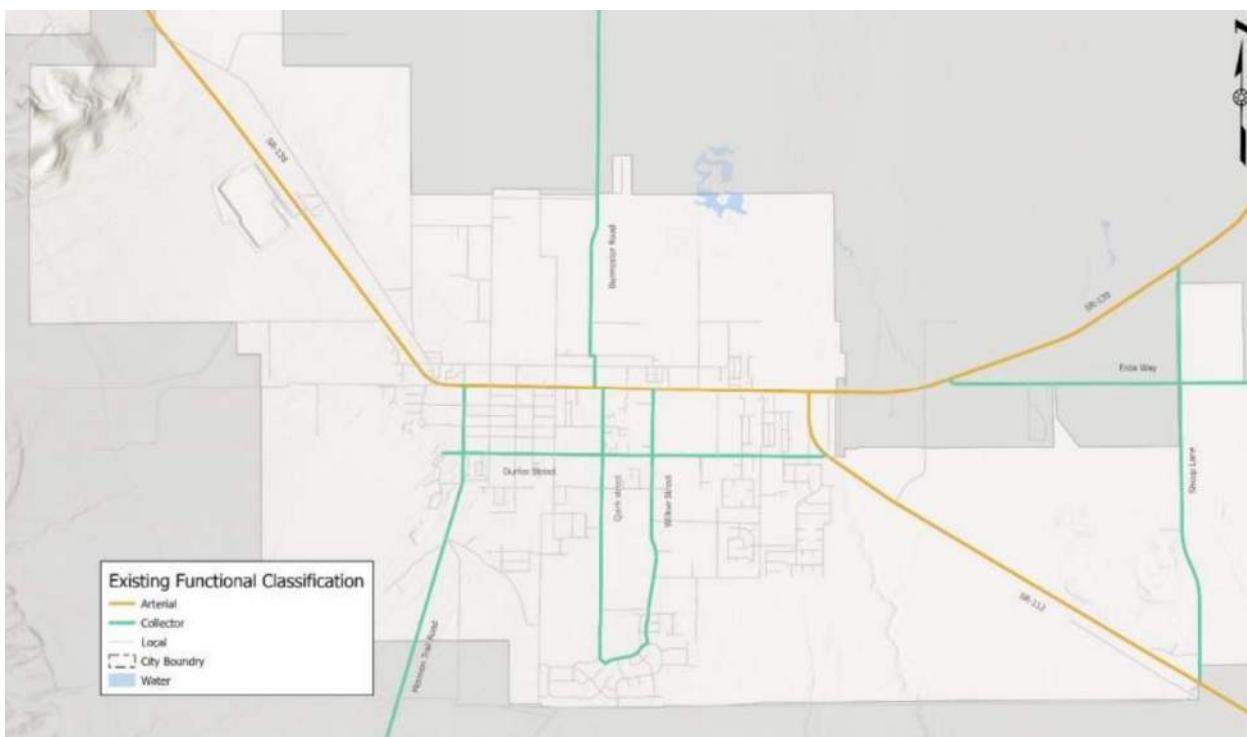
Grantsville City constructs and maintains transportation facilities to provide mobility for residents and visitors to the community. The City transportation network includes three basic types of roadways: arterials, collectors, and local streets, as shown in Figure 9-1.

**Arterials** - These high-capacity facilities include highways emphasizing through movement of traffic. Land access is subordinate to this primary function. Generally, these roadways operate at high speeds and serve regional trips. Currently Main Street (SR-138) and SR-112 are the only arterials located within the City limits, both are State routes owned and maintained by Utah Department of Transportation (UDOT). Capital costs associated with these roadways have not been included this analysis.

**Collectors** - These roadways accumulate traffic from local streets and distribute to higher capacity arterial facilities. Collectors provide both mobility and land access. Generally, trip lengths, speeds, and volumes are moderate. Travel demand impacts from future developments were evaluated on collector roadways. Erda Way, Durfee Street, Mormon Trail Road, Burmester Road, Quirk Street, Willow Street, and Sheep Lane are the existing primary collectors located within the City limits.

**Local Streets** - Their primary function is to provide land access. Travel speeds and volumes are generally low, trips are shorter, and through traffic is usually discouraged. Capital improvements to local streets are generally assumed to be included in the construction of future developments and are not included in this analysis.

**Figure 9-1: Existing Roadway Functional Classification**



Source: Grantsville City Transportation Master Plan, 2022

### 9.1.2 Level of Service

The [Grantsville City Transportation Master Plan](#), August 2022 (TMP) includes an evaluation of existing roadways by using Highway Capacity Manual (HCM) methodologies. This Federally funded manual includes the industry standard for analyzing and classifying the performance of transportation facilities. The manual includes performance measures for roadways by assigning a Level of Service (LOS) based on the degree of mobility provided. The LOS performance measures range from the following classifications of A to F:

**LOS A:** Represents primarily free-flow operation. Motorists are almost completely unimpeded in their ability to maneuver within the traffic stream.

**LOS B:** Characterized by reasonably unimpeded operation. The ability of motorists to maneuver with the traffic stream is slightly restricted.

**LOS C:** Represents stable operation. The ability to maneuver within the traffic stream is restricted but not congested. Travel speed is reduced.

**LOS D:** Represents a less stable condition in traffic operations. Small increases in flow may cause substantial increases in delay and reduction in travel speed.

**LOS E:** Characterized by unstable operation. High traffic volumes contribute to significant congestion and delay.

**LOS F:** Characterized by traffic flow at extremely low speed, high congestion, and extensive queueing. The traffic volume exceeds the capacity of the roadway.

Ideally, all transportation facilities would perform at LOS A, providing maximum mobility and minimal delay; however, limited financial resources, impacts to private right-of-way, and preservation of environmental resources makes this impractical. The Grantsville TMP was developed with the assumption that LOS D would be the minimum acceptable LOS for roadways within the City limit during peak hours. This threshold is used for capacity analysis of existing roadways and future transportation projects in this CFP, IFFP, and IFA.

For planning level analysis of the Grantsville transportation network, peak hour service flow rates were developed to estimate the LOS performance, capacity, and utilization of collector and arterial roadways. Table 9-1 shows the LOS D peak hour flow rates for various lane configurations and roadway types. These values are based on data provided in the Grantsville TMP. Figure 9-2 shows the existing LOS of current collector and arterial roadways within the City during peak hours.

**Table 9-1: Peak Hour Service Flow Rates**

Road Classification	Lanes	LOS D Peak Hour Flow Rate (Veh/Hr)
Collector	2	1,216
	3	1,347
Arterial	2-3	1,518
	4-5	3,297

**Figure 9-2: Existing Arterial and Collector LOS**



Source: Grantsville City Transportation Master Plan, 2022

### 9.1.3 Capacity of Existing Facilities

The Grantsville TMP includes an analysis of existing collector and arterial roadways in the City. Table 9-2 includes a summary of peak hour volumes (PHV), flow rates, and capacities for roadways in Grantsville. This data is based on traffic volumes included in the TMP. The amount of excess capacity was calculated for each roadway by subtracting the existing peak hour volumes from the LOS D service flow rates included in Table 9-1.

**Table 9-2: Capacity of Existing Roadways**

Roadway	Segment Limits	Current (2024) Peak Hour Volume (Veh/Hr) <sup>1</sup>	LOS D Flow Rate (Veh/Hr)	Excess / (Deficit) (Veh/Hr)
Erda Way	Main Street to Sheep Lane	453	1,216	763
Erda Way	Sheep Lane to City Limits	578	1,216	638
Durfee Street	West Street to Quirk Street	340	1,216	876
Durfee Street	Quirk Street to SR-112	767	1,216	449
Mormon Trail Road	City Limits to Pear Street	118	1,216	1,098
West Street	Pear Street to Main Street	313	1,216	903
Burmester Road	North Street to Vegas Street	171	1,216	1,045
Burmester Road	Vegas Street to City Limits	195	1,216	1,021
Race Street (N/S)	Main Street to Race Street (E/W)	89	1,216	1,127
Quirk Street	Legend Drive to Durfee Street	757	1,216	459
Quirk Street	Durfee Street to Main Street	730	1,216	486
Willow Street	Legend Drive to Main Street	377	1,216	839
Matthews Lane	Main Street to Durfee Street	287	1,216	929
Nygreen Street	Willow Street to Worthington Street	381	1,216	835
Mack Canyon Road	City Limits to Main Street	27	28	1
Sheep Lane	SR-112 to Erda Way	518	1,216	698
Sheep Lane	Erda Way to SR-138	442	1,216	774

<sup>1</sup> Based on data collected for the Grantsville TMP, 2022

### 9.1.4 Demands of Future Development

Travel resulting from new development in Grantsville City was estimated by comparing trips currently generated with anticipated trips generated at the end of the planning period. The demographics data provided in Section 2.7 of this plan provides estimated growth projections for the major categories of existing development and new development through the next 10 years. A trip generation value was calculated for each development type by using rates available in the ITE Trip Generation Manual (11th Edition), multiplied by the quantity of each development type. Table 9-3 includes the rates and units of measure for estimating the trips generated by developments. The various categories of developments shown were used to estimate existing and future travel demand in the City.

**Table 9-3: ITE Trip Generation Factors**

No.	Description	Average Peak Hour Rate	Unit
140	Manufacturing	0.74	Trips per 1,000 SF
150	Warehousing	0.18	Trips per 1,000 SF
210	Single-Family Detached Housing	0.99	Trips per House
220	Multifamily Housing (Low-Rise)	0.56	Trips per Unit
240	Mobile Home Park	0.46	Trips per Home
520	Elementary School	0.74	Trips per Student
522	Middle/Jr High School	0.67	Trips per Student
525	High School	0.52	Trips per Student
560	Church	0.49	Trips per 1,000 SF
822	Strip Retail Plaza (<40k)	6.59	Trips per 1,000 SF
710	General Office Building	1.44	Trips per 1,000 SF
850	Supermarket	8.95	Trips per 1,000 SF
934	Fast Food with Drive-Thru	33.3	Trips per 1,000 SF

Source: *ITE Trip Generation Manual, 11th Edition*

To estimate travel demand generated by schools, the number of students for each school was multiplied by the associated ITE factor to determine estimated trips. The total number of trips was divided by the total number of students to develop a weighted average of trips per student for the City (see Table 9-4).

**Table 9-4: Grantsville School Attendance**

School	Students <sup>1</sup>	ITE Rate	Trips
Grantsville Elementary	638	0.74	472
Willow Elementary	451	0.74	334
Twenty Wells Elementary	597	0.74	442
Grantsville Junior High	530	0.67	355
Grantsville High	1127	0.52	586
<b>Total</b>	<b>3,343</b>		<b>2,189</b>
<b>Average Trips per Student:</b>			<b>0.655</b>

<sup>1</sup> Values provided by Tooele School District

Trips associated with future development only include trips that begin and/or end inside the City limits. Based on the geography and roadway network of Grantsville, pass-through traffic was assumed to be isolated to SR-138 (Main Street), SR-112, Mormon Trail Road, Burmester Road, and Sheep Lane. Trips on all other roadways were assumed to include an origin and/or destination within the City limits. To estimate trips within the City, all trips generated by residential units were counted. Trips generated by commercial developments were assumed to

include 50% originating inside City limits and 50% outside City limits. Commercial development trips were reduced by 50% to avoid double-counting trips within the City. Trips for schools were reduced by 90% based on an assumption that the majority of students live within the City and many teachers and other staff live outside the City. Calculations assumed that 90% of church attendees live within the City. Table 9-5 includes an estimate of existing and future peak hour trips that will be generated in the City. Single family, multi-unit, and trailer quantities are based on values provided in Section 2.7. Industrial/manufacturing, warehousing, retail, and church quantities were based on results from a Google Mapping and Street View survey conducted by Lochner. Growth rates for all types of development are based on data provided in Section 2.7.

**Table 9-5: Future Transportation Demands**

Development Type	Peak Hour Trips Rate	Current (2024)			Future (2034)		
		Units	Trips	Units	Trips		
Single Family	0.99	4,503	Dwelling Units	4,458	7,335	Dwelling Units	7,262
Multi-Unit	0.56	290	Dwelling Units	162	476	Dwelling Units	267
Trailer	0.46	212	Dwelling Units	98	212	Dwelling Units	98
Industrial / Manufacturing	0.37 <sup>1</sup>	607	1,000 SF Building	224	988	1,000 SF Building	366
Warehousing	0.09 <sup>1</sup>	1,706	1,000 SF Building	154	2,779	1,000 SF Building	250
Retail	3.295 <sup>1</sup>	221	1,000 SF Building	729	360	1,000 SF Building	1,187
Church	0.049 <sup>2</sup>	297	1,000 SF Building	15	484	1,000 SF Building	24
School	0.0655 <sup>2</sup>	3,343	Students	219	5,445	Students	357
Office	0.72 <sup>1</sup>	0 <sup>3</sup>	1,000 SF Building	0	0 <sup>3</sup>	1,000 SF Building	0
<b>Total</b>			<b>6,058</b>				<b>9,808</b>
						<b>Increase:</b>	<b>3,751</b>

<sup>1</sup> Rates reduced by 50% to estimate external City origin/destination trips.

<sup>2</sup> Rates reduced by 90% to estimate external City origin/destination trips.

<sup>3</sup> Current and future office units were accounted for in the industrial/manufacturing development type.

### 9.1.5 Proposed Projects

The Grantsville TMP includes an analysis of future road conditions and a recommendation for future roadway projects to accommodate future travel demand at LOS D through the year 2031. Table 9-6 includes a list of these projects. This CFP/IFFP assumes no additional roadway improvements are needed from 2031 to 2034. Many of the projects will be funded by the Federal Government, the State of Utah, Grantsville, other jurisdictions, and private funding sources. Only projects or portions of projects funded by Grantsville City are eligible for funding through impact fees.

Sheep Lane is not anticipated to be widened in the 10-year planning period even though the City's current Transportation Master Plan shows improvements. The City anticipates road rehabilitation will be performed in the 10-year planning period for Sheep Lane which will not be impact fee eligible.

The City is currently updating the Transportation Master Plan and will review and complete an amendment to the Transportation Capital Facilities Plan, Impact Fee Facilities Plan, and Impact Fee Analysis after the updates are complete in 2026.

**Table 9-6: Transportation Master Plan 2031 Capital Improvement Projects**

Project No.	Project Name	Length (ft)	Collector/Arterial	ROW Width	Project Cost	Funding Source
1	Northern Arterial (as collector)	26,420	Collector	108	\$41,657,304	Developers
2	Race Street E/W	9,110	Collector	90	\$13,288,688	TBD
3	Mack Canyon Road	1,320	Collector	90	\$1,925,474	Developers
4	Main Street (SR-138)	12,500	Arterial	106	\$19,201,116	UDOT
5	Nygreen Street (Section 1)	9,080	Arterial	108	\$13,916,265	Developers
6	Nygreen Street (Section 2)	4,390	Arterial	108	\$6,728,238	Developers
7	<b>Nygreen Street (Section 3)</b>	<b>4,187</b>	<b>Collector</b>	<b>90</b>	<b>\$6,107,544</b>	<b>City/Developers <sup>1</sup></b>
8	Cooley Street	8,170	Collector	90	\$11,917,517	TBD
9	Race Street (N/S)	5,490	Collector	90	\$8,008,221	TBD
10	<b>Matthews Lane</b>	<b>2,730</b>	<b>Collector</b>	<b>73</b>	<b>\$1,381,266</b>	<b>City/UDOT <sup>2</sup></b>
11	SR-112 Extension	13,490	Collector	108	\$21,270,137	Developers
12	<b>Sheep Lane Rehabilitation</b>	<b>12,680</b>	<b>Collector</b>	<b>90</b>	<b>\$2,794,469</b>	<b>City/Others <sup>3</sup></b>
13	<b>Cherry Street</b>	<b>2,440</b>	<b>Collector</b>	<b>66</b>	<b>\$1,807,808</b>	<b>City</b>
14	<b>Durfee Street</b>	<b>1,360</b>	<b>Collector</b>	<b>90</b>	<b>\$1,008,996</b>	<b>City</b>
15	<b>Willow Street Widening <sup>4</sup></b>	<b>2,750</b>	<b>Collector</b>	<b>66</b>	<b>\$771,049</b>	<b>City</b>
<b>Total</b>					<b>\$151,784,092</b>	

Note: Vegas Street, Kearn St, Southern Collector, Worthington Street, and Lamb Lane were shown as 2031 capital improvement projects in the Transportation Master Plan but have been removed. Cherry Street, Durfee Street, and Willow Street Widening were not shown in the Transportation Master Plan and have been added.

<sup>1</sup> It is anticipated the City will pay for the portion of the Nygreen Street (Section 3) project from Worthington Street to Saddle Road, and developers will pay for the remaining portion of the project.

<sup>2</sup> It is anticipated the City will pay for half of the Main Street improvements associated with the Matthews Lane project and UDOT will pay the other half.

<sup>3</sup> It is anticipated the City will pay for 41% of the Sheep Lane project with other jurisdictions funding the remainder because it was estimated 59% of trips occurring on Sheep Lane are from traffic with an origin and destination outside of Grantsville City.

<sup>4</sup> Willow Street is planned for widening of pavement only at this time for two lanes and a center turn lane without any right-of-way acquisition.

## 9.1.6 Methods of Financing

The City uses a variety of funding sources to construct transportation infrastructure to meet the mobility needs of residents and businesses and to accommodate for future growth. SR-138 (Main Street) and SR-112 are State routes that provide regional mobility for motorists traveling to destinations in Grantsville and other locations in Tooele County and Utah. The State provides funding for these routes. An analysis conducted by Lochner estimated 59% of the trips occurring on Sheep Lane are from traffic with an origin and destination outside of Grantsville City. Therefore, it is anticipated 59% of this project cost will be funded by other jurisdictions and Grantsville City will fund the 41% of the project associated with trips occurring within the City. The remainder of the public roadways in Grantsville are funded by the City using the following sources of revenue:

**Federal Funding:** The Federal-Aid Highway Program provides assistance to local public agencies for constructing specific transportation projects. These projects are administered by UDOT and included in the Surface Transportation Program (STP). They are generally prioritized for roadways with a functional class of “collector” or higher and include improvements in mobility, air quality, or safety.

**State Funding:** The Class B & C road funding program was established by the Utah Legislature in 1937 as a means of providing assistance to counties and incorporated municipalities for the improvement of local roads and streets throughout the state. These funds are subject to administrative direction by UDOT. Similar to Federal programs, Utah also has funding sources for transportation projects that are prioritized throughout the State. These sources include the following: Joint Highway Committee, Safe Sidewalk Program, Transportation Alternatives Program, and Safe Routes to School Program.

**City Funding:** Grantsville could use a variety of revenue sources for transportation improvements including the following: private funding, general fund, general obligation bonds, special improvement districts, special assessment areas. The City has considered the available funding sources and will use the most applicable funds for each use.

**Impact Fees:** Impact fees are a common revenue stream used to assist in construction of infrastructure to accommodate growth within a city. Infrastructure constructed with impact fees would not be needed if there was no additional development within the City.

## 9.2 Impact Fee Analysis

### 9.2.1 Existing Facilities

As discussed in Section 9.1.3, many of the existing roadways in the City have excess capacity to serve future development, but there are no available records of the construction costs for most of these roadways. Buy-in costs can only be charged for projects that have records of construction or improvement costs, as shown in Table 9-7. The proportionate share was calculated by dividing the increase in peak hour volume projected in the planning period by the total capacity of the road (LOS D flow rate).

**Table 9-7: Transportation Buy-In Cost**

Project	Project Cost	Current (2024) PHV (Veh/Hr) <sup>1</sup>	Future (2034) PHV (Veh/Hr) <sup>1</sup>	PHV Increase (2024-2034) (Veh/Hr)	LOS D Flow Rate (Veh/Hr)	Proportionate Share	Buy-In Cost
Nygreen Street Paving	\$451,359.70	381	1,038	657	1,216	54.0%	\$243,904.55
Race St (N/S) Paving	\$129,000.00	89	208	119	1,216	9.77%	\$12,600.97
<b>Total</b>							<b>\$256,505.51</b>

<sup>1</sup> Based on data collected for the Grantsville TMP, 2022

### 9.2.2 System Improvements

The transportation system improvement projects, which will be funded by the City, and are expected to be constructed by the end of the planning period, were determined in Section 9.1.5. The proportionate share for each proposed project was calculated based on TMP analysis results estimating the current and future traffic volumes for each road. The estimated peak hourly trips at the end of the planning period in excess of the existing road capacity was divided by the increase in road capacity due to the proposed project, as shown in Table 9-8.

**Table 9-8: Proposed Transportation Projects Proportionate Share**

Project Name	Current (2024) Capacity (Veh/Hr)	Future (2034)		Future (2034) PHV in Excess of Current (2024) Capacity (Veh/Hr)	Capacity Increase from Project (Veh/Hr)	Proportionate Share
		PHV (Veh/Hr)	Capacity (Veh/Hr)			
Nygreen Street (Section 3)	0	251	1,347	251	1,347	18.6%
Matthews Lane	1,216	725	1,347	-491	131	0%
Sheep Lane Rehabilitation	1,216	1,216	1,216	0	0	0% <sup>1</sup>
Cherry Street	28	123	1,216	95	1,188	8.00%
Durfee Street	1,216	1,287	1,347	71	131	54.2%
Willow Street Widening	1,216	503	1,347	-713	131	0%

<sup>1</sup> Sheep Lane is not impact fee eligible because it is a rehabilitation project.

The cost of each project which is attributed to new development in the planning period, and therefore eligible for impact fees, was calculated by multiplying the project cost by the proportionate share as shown in Table 9-9. The project costs included in this calculation are the costs anticipated to be funded by the City and do not include costs expected to be paid by others (see Table 9-6 for this breakdown). In order to account for the time-price differential inherent with future costs, the current year cost estimates were inflated at a rate of 3.5% to the anticipated construction year.

**Table 9-9: Transportation Impact Fee Eligible Costs**

Project	Construction Year	Current Year (2024) Cost Estimate	Construction Year Cost Estimate	Proportionate Share	Impact Fee Eligible Cost
Nygreen Street (Section 3)	2030	\$1,896,299.88 <sup>1</sup>	\$2,331,036.73	18.6%	\$434,365.42
Matthews Lane	2025	\$1,190,510.48 <sup>1</sup>	\$1,232,178.35	0.0%	\$0.00
Cherry Street	2027	\$1,807,807.59	\$2,004,348.59	8.00%	\$160,280.40
Durfee Street	2025	\$1,008,995.78	\$843,715.92 <sup>2</sup>	54.2%	\$457,281.15
Willow Street Widening	2028	\$771,049.13	\$884,796.61	0.00%	\$0.00
<b>Total</b>		<b>\$6,674,662.86</b>	<b>\$7,296,076.20</b>		<b>\$1,051,926.96</b>

<sup>1</sup> The cost shown is for the portion of the project funded by the City, not the entire project cost.

<sup>2</sup> Construction Year Cost based on contract amount not inflated, without proportional percentage of grant, \$165,280, which is not impact fee eligible.

In addition to impact fee eligible project costs, planning costs can also be included in the calculation of impact fees. Due to the uncertainty that comes with long-term development projections, this plan is expected to be amended annually. The future professional expenses expected to occur within the planning period were inflated at a 3.5% rate as shown in Table 9-10.

**Table 9-10: Transportation Professional Expenses**

Year	Cost
2024	\$11,927.00
2025	\$6,300.00
2026	\$6,520.50
2027	\$6,748.72
2028	\$6,984.92
2029	\$7,229.39
2030	\$7,482.42
2031	\$7,744.31
2032	\$8,015.36
2033	\$8,295.90
2034	\$8,586.25
<b>Total</b>	<b>\$85,834.78</b>

### 9.2.3 Methods of Financing

As discussed in Section 9.1.6, transportation projects are expected to be funded through federal funding, state funding, city funding, and impact fees. The City expects to finance the Durfee Street project with a loan, which is necessary to prevent the impact fee fund balance from going negative (see Section 9.2.5). This loan was assumed to be a 30-year bond with a 4.0% interest rate, 1.5% cost of issuance, 0.5% bond insurance, and a \$20,000 surety policy. The interest cost for this bond attributed to development within the planning period can be included in the impact fee calculation. Table 9-11 shows the details of this bond along with the impact fee eligible interest cost.

**Table 9-11: Transportation Future Debt Financing**

Project	Proceeds	Par Amount <sup>1</sup>	Debt Service (Interest)	Debt Service (Principal + Interest)	Proportionate Share	Impact Fee Eligible Debt Service (Interest)
Durfee Street	\$843,715.92	\$880,590.23	\$647,148.38	\$1,527,738.62	54.2%	\$350,744.54

### 9.2.4 Impact Fee Calculation

Transportation impact fees were determined based on the increase in peak hour trips within the City over the planning period (see Table 9-5). The maximum allowable impact fees were calculated by dividing the impact fee eligible costs by this increase in peak hour trips as shown in Table 9-12.

**Table 9-12: Transportation Impact Fee Calculation**

Project	Impact Fee Eligible Cost	Planning Period (2024-2034) Peak Hour Trips	Cost per Peak Hour Trip
Buy-In Cost	\$256,505.51	3,751	\$68.39
Nygreen Street (Section 3)	\$434,365.42	3,751	\$115.81
Cherry Street	\$160,280.40	3,751	\$42.73
Durfee Street	\$457,281.15	3,751	\$121.92
Durfee Street Debt Service (Interest)	\$350,744.54	3,751	\$93.52
Professional Expenses	\$85,834.78	3,751	\$22.89
<b>Total</b>			<b>\$465.26</b>

The City charges impact fees for transportation based on development type. As shown in Table 9-13, the maximum allowable impact fees were calculated by multiplying the cost per peak hour trip shown above by the peak hour trips rates discussed in Section 9.1.4 for single family and multi-unit residential. Non residential peak hour trips are accessed based on a developments trip generation or traffic impact study.

**Table 9-13: Proposed Transportation Maximum Allowable Impact Fees**

Development Type	Peak Hour Trips Rate	Impact Fee	Units
Single Family	0.99	\$460.61	per Dwelling Unit
Multi-Unit	0.56	\$260.55	per Dwelling Unit
Non Residential	Per Trip Generation or Traffic Impact Study	\$465.26	per Peak Hour Trip

## 9.2.5 Impact Fee Cashflow

The anticipated impact fee revenues and expenses over the 10-year planning period are shown in Table 9-14. The expenses represent only what is attributable to planning period development and include capital project costs, the expenditure of buy-in costs, and proposed bond payments. The impact fee cashflow (Table 9-15) estimates the end of year impact fee fund balance throughout the planning period by comparing the impact fee revenues, total expenses, and interest income calculated at 4.5% of the fund balance.

## 9.2.6 Impact Fee Credits

The City currently has procedures in place for credits, appeals, and exemptions of impact fees, refer to Appendix B for the City's current impact fee ordinance.

**Table 9-14: Transportation Impact Fee Revenues and Expenses**

Year	Peak Hour Trips	Annual Peak Hour Trips Increase	Impact Fee Revenues	Impact Fee Eligible Project Costs	Bond Payments	Bond Proceeds	Buy-In Cost Expenses	Professional Expenses	Total Expenses
2024	6,058	-	-	-	-	-	-	(\$11,927.00)	(\$11,927.00)
2025	6,356	298	\$138,719.40	(\$457,281.15)	-	\$457,281.15	(\$20,390.86)	(\$6,300.00)	(\$26,690.86)
2026	6,668	312	\$145,344.81	-	(\$27,600.37)	-	(\$21,364.75)	(\$6,520.50)	(\$55,485.62)
2027	6,997	328	\$152,769.31	(\$160,280.40)	(\$27,600.37)	-	(\$22,456.11)	(\$6,748.72)	(\$217,085.59)
2028	7,342	345	\$160,736.25	-	(\$27,600.37)	-	(\$23,627.19)	(\$6,984.92)	(\$58,212.48)
2029	7,705	363	\$168,789.11	-	(\$27,600.37)	-	(\$24,810.91)	(\$7,229.39)	(\$59,640.68)
2030	8,085	380	\$176,932.19	(\$434,365.42)	(\$27,600.37)	-	(\$26,007.89)	(\$7,482.42)	(\$495,456.10)
2031	8,485	400	\$186,091.23	-	(\$27,600.37)	-	(\$27,354.21)	(\$7,744.31)	(\$62,698.89)
2032	8,905	420	\$195,349.73	-	(\$27,600.37)	-	(\$28,715.15)	(\$8,015.36)	(\$64,330.88)
2033	9,346	441	\$205,173.28	-	(\$27,600.37)	-	(\$30,159.15)	(\$8,295.90)	(\$66,055.42)
2034	9,808	462	\$215,106.49	-	(\$27,600.37)	-	(\$31,619.27)	(\$8,586.25)	(\$67,805.89)
<b>Total</b>	<b>3,751</b>		<b>\$1,745,011.80</b>	<b>(\$1,051,926.96)</b>			<b>(\$256,505.51)</b>	<b>(\$85,834.78)</b>	<b>(\$1,185,389.41)</b>

**Table 9-15: Transportation Impact Fee Cashflow**

Year	Impact Fee Revenues	Total Expenses	Interest Income	End of Year Balance
2024	-	(\$11,927.00)	-	\$0.00
2025	\$138,719.40	(\$26,690.86)	-	\$112,028.54
2026	\$145,344.81	(\$55,485.62)	\$5,041.28	\$206,929.01
2027	\$152,769.31	(\$217,085.59)	\$9,311.81	\$151,924.53
2028	\$160,736.25	(\$58,212.48)	\$6,836.60	\$261,284.90
2029	\$168,789.11	(\$59,640.68)	\$11,757.82	\$382,191.16
2030	\$176,932.19	(\$495,456.10)	\$17,198.60	\$80,865.85
2031	\$186,091.23	(\$62,698.89)	\$3,638.96	\$207,897.15
2032	\$195,349.73	(\$64,330.88)	\$9,355.37	\$348,271.37
2033	\$205,173.28	(\$66,055.42)	\$15,672.21	\$503,061.45
2034	\$215,106.49	(\$67,805.89)	\$22,637.77	\$672,999.82

## Appendix H Parks Cost Estimates

## ENGINEERS ESTIMATE OF PROBABLE COSTS

These costs are opinions only and should not be considered as a formal construction estimate. These quantities and costs are based on information derived from the master plan and are therefore subject to change. Ensign has no control over costs of labor, materials, bidding procedures, unidentified field conditions, or other factors. Ensign cannot and does not make any warranty, promise, or guarantee as to the accuracy of this estimate.



Project: Grantsville City CFP, IFFP, and IFA  
By: Matthew Sanford  
Date: 12/11/2025

Project No.: 11637  
Checked By: Robert Rousselle

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST <sup>1</sup>	COST
<b>West Street Park</b>					
1	Mobilization	LS	1	\$12,000.00	\$12,000.00
2	Earthwork	CY	654	\$9.98	\$6,529.14
3	Erosion Control and Revegetation	LS	1	\$6,000.00	\$6,000.00
4	Fine Grading	SY	1,300	\$2.00	\$2,600.00
5	Gravel Parking Lot	SF	11,800	\$3.00	\$35,400.00
6	RV Dump Station	LS	1	\$89,891.82	\$89,891.82
7	Disc Golf	LS	1	\$18,000.00	\$18,000.00
8	Existing Trail Improvements	LF	6,581	\$12.00	\$78,972.00
9	Land Acquisition <sup>4</sup>	AC	0	\$133,046.15	\$0.00
<b>Subtotal</b>					<b>\$249,392.96</b>
Engineering, Surveying, and Construction Management and Inspection Costs (10%)					\$24,939.30
<b>Total West Street Park Cost</b>					<b>\$274,332.25</b>
<b>Scenic Slopes Park, Utilities, Pump Track, Site Improvements</b>					
1	Mobilization	LS	1	\$63,000.00	\$63,000.00
2	Earthwork	CY	46,996	\$9.98	\$469,024.07
3	Erosion Control and Revegetation	LS	1	\$31,000.00	\$31,000.00
4	Fine Grading	SY	31,331	\$2.00	\$62,661.87
5	Hydroseed	SF	592,000	\$0.13	\$76,960.00
6	Gravel Parking Lot	SF	11,800	\$3.00	\$35,400.00
7	Lights	EA	8	\$7,849.72	\$62,797.76
8	Bike Pump Track	LS	1	\$528,602.40	\$528,602.40
9	Land Acquisition <sup>4</sup>	AC	0	\$133,046.15	\$0.00
<b>Subtotal</b>					<b>\$ 3,096,673.72</b>
Engineering, Surveying, and Construction Management and Inspection Costs (10%)					\$ 74,728.61
<b>Total Scenic Slopes Park, Utilities, Pump Track, Site Improvements Cost</b>					<b>\$ 3,171,402.33</b>
<b>Scenic Slopes Parking, Park Amenities, Ball Courts</b>					
1	Mobilization	LS	1	\$105,000.00	\$105,000.00
2	Erosion Control and Revegetation	LS	1	\$51,000.00	\$51,000.00
3	Fine Grading	SY	9,680	\$2.00	\$19,360.00
4	Turf	SF	10,890	\$12.00	\$130,680.00
5	Irrigation System	SF	10,890	\$0.27	\$2,940.30
6	Restroom	LS	1	\$275,405.52	\$275,405.52
7	Paved Parking Lot	SF	11,800	\$5.99	\$70,682.00
8	Concrete (Sidewalk)	LF	1,500	\$11.61	\$17,419.35
9	Lights	EA	12	\$7,849.72	\$94,196.64
10	Amenities <sup>2</sup>	LS	1	\$1,440,000.00	\$1,440,000.00
11	Land Acquisition <sup>4</sup>	AC	0	\$133,046.15	\$0.00
<b>Subtotal</b>					<b>\$2,206,683.81</b>
Engineering, Surveying, and Construction Management and Inspection Costs (10%)					\$220,668.38
<b>Total Scenic Slopes Parking, Park Amenities, Ball Courts Cost</b>					<b>\$2,427,352.20</b>

**Scenic Slopes Park Baseball and Soccer Field**

1	Mobilization	LS	1	\$137,000.00	\$137,000.00
2	Erosion Control and Revegetation	LS	1	\$67,000.00	\$67,000.00
3	Fine Grading	SY	52,982	\$2.00	\$105,963.73
4	Turf	SF	98,692	\$6.00	\$592,154.64
5	Irrigation System	SF	98,692	\$0.27	\$26,646.96
6	Baseball Park	LS	1	\$450,000.00	\$450,000.00
7	Dugouts	LS	1	\$144,000.00	\$144,000.00
8	Lights	LS	1	\$144,000.00	\$144,000.00
9	Stands	LS	1	\$14,400.00	\$14,400.00
10	Basketball Courts	LS	1	\$288,000.00	\$288,000.00
11	Soccer Goals	LS	1	\$90,000.00	\$90,000.00
12	Trails	LF	3,640	\$24.00	\$87,360.00
13	Lights	LS	1	\$165,000.00	\$165,000.00
14	Stands	LS	1	\$45,000.00	\$45,000.00
15	Paved Parking Lot	SF	80,000	\$5.99	\$479,200.00
16	Trees	EA	47	\$997.85	\$46,898.95
17	Land Acquisition <sup>4</sup>	AC	0	\$133,046.15	\$0.00
				<b>Subtotal</b>	<b>\$2,882,624.28</b>
Engineering, Surveying, and Construction Management and Inspection Costs (10%)					\$288,262.43
<b>Total Scenic Slopes Park Baseball and Soccer Field Cost</b>					<b>\$3,170,886.71</b>

**Desert Edge Park**

1	Mobilization	LS	1	\$113,000.00	\$113,000.00
2	Earthwork	CY	12,100	\$9.98	\$120,758.00
3	Erosion Control and Revegetation	LS	1	\$55,000.00	\$55,000.00
4	Fine Grading	SY	24,200	\$2.00	\$48,400.00
5	Hydroseed	SF	152,000	\$0.13	\$19,760.00
6	Irrigation System	SF	152,000	\$0.27	\$41,040.00
7	Restroom	LS	1	\$275,405.52	\$275,405.52
8	Group Pavilion	LS	1	\$240,000.00	\$240,000.00
9	Asphalt Trail	SF	22,211	\$3.99	\$88,695.93
10	Paved Parking Lot	SF	12,100	\$5.99	\$72,479.00
11	Trees	EA	52	\$997.85	\$51,888.20
12	Lights	EA	15	\$7,849.72	\$117,745.80
13	Hoseshot Pits	LS	1	\$36,000.00	\$36,000.00
14	Basketball Courts	LS	1	\$420,000.00	\$420,000.00
15	Land Acquisition	AC	5	\$133,046.15	\$665,230.75
				<b>Subtotal</b>	<b>\$2,365,403.20</b>
Engineering, Surveying, and Construction Management and Inspection Costs (10%)					\$236,540.32
<b>Total Desert Edge Park Cost</b>					<b>\$2,601,943.52</b>

**President's Park**

1	Mobilization	LS	1	\$71,000.00	\$71,000.00
2	Earthwork	CY	24,200	\$9.98	\$241,516.00
3	Erosion Control and Revegetation	LS	1	\$35,000.00	\$35,000.00
4	Fine Grading	SY	48,400	\$2.00	\$96,800.00
5	Hydroseed	SF	305,000	\$0.13	\$39,650.00
6	Irrigation System	SF	305,000	\$0.27	\$82,350.00
7	Restroom	LS	1	\$275,405.52	\$275,405.52
8	Paved Parking Lot	SF	11,800	\$5.99	\$70,682.00
9	Trees	EA	50	\$997.85	\$49,892.50
10	Lights	EA	30	\$7,849.72	\$235,491.60
11	Amenities <sup>2</sup>	LS	1	\$290,705.84	\$290,705.84
12	Land Acquisition <sup>4</sup>	AC	0	\$133,046.15	\$0.00
				<b>Subtotal</b>	<b>\$1,488,493.46</b>
Engineering, Surveying, and Construction Management and Inspection Costs (10%)					\$148,849.35
<b>Total President's Park Cost</b>					<b>\$1,637,342.81</b>

Twenty Wells Park <sup>3</sup>				
1	Land Acquisition	LS	1	\$1,050,000.00
2	Landscaping / Scrapping / Haul Off-On	LS	1	\$1,700,000.00
3	Irrigation Lines	LS	1	\$600,000.00
4	Water Lines	LF	1,850	\$70.00
5	Sewer	LF	500	\$110.00
6	Storm Drain	LS	1	\$175,000.00
7	Buildings	LS	1	\$1,250,000.00
8	Pickle Ball Courts	LS	1	\$350,000.00
9	Baseball / Softball Fields	LS	1	\$750,000.00
10	Dugouts	LS	1	\$240,000.00
11	Fire Hydrants	LS	1	\$24,000.00
12	Fencing	LS	1	\$210,000.00
13	Concrete (Sidewalk)	LF	3,100	\$9.68
14	Concrete (C&G)	LF	4,350	\$25.29
15	Lights	LS	1	\$275,000.00
16	Stands	LS	1	\$75,000.00
17	Additional Sports Fields	LS	1	\$110,000.00
18	Goal Posts for Football	LS	1	\$200,000.00
19	Soccer Goals	LS	1	\$75,000.00
20	Score Board	LS	1	\$125,000.00
21	Parking Lot	SF	110,530	\$2.94
22	Parking Lot Lights	LS	1	\$45,000.00
23	Power	LS	1	\$125,000.00
24	Gas	LS	1	\$75,000.00
25	Materials	LS	1	\$525,000.00
Total Twenty Wells Park Cost				\$8,628,500.00

Highlands Park				
1	Mobilization	LS	1	\$142,000.00
2	Earthwork	CY	24,200	\$9.98
3	Erosion Control and Revegetation	LS	1	\$69,000.00
4	Fine Grading	SY	48,400	\$2.00
5	Hydroseed	SF	305,000	\$0.13
6	Irrigation System	SF	305,000	\$0.27
7	Restroom	LS	1	\$275,405.52
8	Paved Parking Lot	SF	11,800	\$5.99
9	Trees	EA	50	\$997.85
10	Lights	EA	30	\$7,849.72
11	Amenities <sup>2</sup>	LS	1	\$344,323.44
12	Land Acquisition	AC	10	\$133,046.15
Subtotal				\$2,977,572.56
Engineering, Surveying, and Construction Management and Inspection Costs (10%)				\$297,757.26
Total Highlands Park Cost				\$3,275,329.82

Clark Farm Park				
1	Mobilization	LS	1	\$142,000.00
2	Earthwork	CY	72,600	\$9.98
3	Erosion Control and Revegetation	LS	1	\$69,000.00
4	Fine Grading	SY	145,200	\$2.00
5	Hydroseed	SF	915,000	\$0.13
6	Irrigation System	SF	915,000	\$0.27
7	Restroom	LS	1	\$275,405.52
8	Paved Parking Lot	SF	11,800	\$5.99
9	Trees	EA	150	\$997.85
10	Lights	EA	90	\$7,849.72
11	Amenities <sup>2</sup>	LS	1	\$190,788.23
12	Land Acquisition <sup>4</sup>	AC	0	\$133,046.15
Subtotal				\$2,984,976.05
Engineering, Surveying, and Construction Management and Inspection Costs (10%)				\$298,497.60
Total Clark Farm Park Cost				\$3,283,473.65

<sup>1</sup> Unit costs are generally from the 2022 Grantsville CFP/IFA and inflated to current year (2024).

<sup>2</sup> Amenities vary by park but generally include benches, playground equipment, sports fields, pavillions, etc.

<sup>3</sup> Cost estimate provided by developer.

<sup>4</sup> Land acquisition is not included because the City already owns the land or the land will be dedicated to the City.

# **AGENDA ITEM #4**

Approval of minutes from the November 18, 2025 Planning Commission Regular Meeting, and the December 2, 2025 Planning Commission Regular Meeting.

**Action Summary:**

<b>Agenda Item</b>	<b>Item Description</b>	<b>Action</b>
#1	Consideration of a proposed rezone for 655 S. Willow Street, 635 S. Willow Street, 387 E. Nygreen Street, 400 E. Heritage Lane, 420 E. Heritage Lane, and parcel #18-049-0-000R, from the RR-1 (Rural Residential) zoning designation to the R-1-21 (Single-Family Residential) zoning designation	Approved
#2	Consideration of the detached ADU located at 194 Cowdery Dr.	Approved
#3	Consideration of the proposed Grantsville City Master Development Agreement Template.	Approved
#4	Discussion of Proposed Amendments to Chapter 7 – Conditional Uses	Discussed
#5	Approval of minutes from the October 16, 2025 Planning Commission Regular Meetings.	Approved

**MINUTES OF THE GRANTSVILLE CITY PLANNING COMMISSION, HELD ON NOVEMBER 18, 2025 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:** Chair Derek Dalton, Vice-Chair Sarah Moore, Commissioner Jason Hill

**On Zoom:**

**Commission Members Absent:** Debra Dwyer

**Appointed Officers and Employees Present:** Planning and Zoning Administrator Shelby Moore, City Attorney Tysen Barker, City Council Member Rhett Butler, Planning and Zoning Administrative Assistant Nicole Ackman.

**On Zoom:** Community and Development Director Bill Cobabe

**Citizens and Guests Present:** Tyler Peterson, Brian Peterson, Grant Peterson

**Citizens and Guests Present on Zoom:** Unknowns

**Commission Chairman Derek Dalton called the meeting to order at 7:00 PM.**

## **PUBLIC NOTICE**

The Grantsville City Planning Commission will hold a Regular Meeting at 7:00 p.m. on Thursday, November 18, 2025 at 429 East Main Street, Grantsville, UT 84029. The agenda is as follows:

## **ROLL CALL**

## **PLEDGE OF ALLEGIANCE**

## **PUBLIC HEARING**

- a) Consideration of a proposed rezone for 655 S. Willow Street, 635 S. Willow Street, 387 E. Nygreen Street, 400 E. Heritage Lane, 420 E. Heritage Lane, and parcel #18-049-0-000R, from the RR-1 (Rural Residential) zoning designation to the R-1-21 (Single-Family Residential) zoning designation.**

### **Emailed Received 11/10/2025:**

My name is Kathryn Christensen. I live at 683 S. Willow Street. My house is directly south of the proposed re-zone change for 655 S. Willow Street, 635 W. Willow Street, and west of 387 E. Nygreen Street, and 400 E. Heritage Lane, 420 E. Heritage Lane, and parcel #18-049-0-000R, from the RR-1 (Rural Residential) zoning designation to the R-1-21 (Single Family Residential) zoning designation. Grant Peterson and Todd Castagno, the developers, informed me in a phone call, Sunday November 2, 2025, that they were buying the property above mentioned. Grant informed me that they were going to run a public road into my driveway access to service the eight houses proposed for the re-zone.

I have four concerns:

1. My driveway has been an established right of way for 17 years, that I have lived here. Robin Baird used this driveway 2 years before I purchased the property from him for the construction of his house next door. Alan Johnson has used this access when it was his farm and property for his farm equipment etc. The road narrows in front of my house because the former developers wanted to save the trees on Willow Street. The road also curves at my driveway right of way which makes it dangerous to pull out on the road. Also, when I want to turn left into my driveway the traffic comes around the corner and must quickly slow down to avoid hitting my vehicle. I am very cautious for my safety when I enter or exit my right of way driveway. I suggested to Mr. Peterson that he move the road to the other side of the property, or the middle of the property, where the entering and exiting traffic has a clearer view.
2. This area is zoned for 1-acre lots, all neighbors in this area had to purchase 1 acre to be able to build their homes here. We spent the extra money for the benefit of the open space here. Half acre lots are available in other subdivisions in the Grantsville.

3. The sewage issue with the need to put ejection pumps on the 8 houses that are downhill from Willow Street is a great concern. The possibility of failure during a power outage or maintenance will create issues in the future. Public road placement and access dangers, building houses with the uphill sewage pumping, and ½ acre lots sizes are my vote for not approving this re-zone application.

Respectfully,

Kathryn Christensen

**Email Received 11\13\2025:**

This letter is in regard to a proposed rezone of a parcel of land at appx 655 s. Willow st. for Grant Peterson.

As I understand, this is basically a change from 1 acre lots to 1/2 acre lots. I personally don't take issue with the change. I've noticed in my years in Grantsville that most people with 1 acre lots rarely do anything with the back half of their lot anyway, unless they have horses or some other express need of the land. These lots, in their current form, have sat vacant for years with seeming little interest anyway and is a major fire hazard that we have to be concerned with every summer. I know it's more than what people do with their property that has to be considered. Smaller lots mean higher density and more use of resources like water, sewer and etc. Small changes in these small corners of our city, to me anyway, are not an issue. I would prefer to see the property put to good use rather than turning into a weed patch that we now have to be worried about starting on fire and then causing much collateral damage.

I am not against the change in the zoning and as I understand this change would not go against the city's master plan anyway.

I would vote in favor of the change if I could.

Travis Daniels

**b) Consideration of the proposed Grantsville City Master Development Agreement Template.**

**No Comment**

**AGENDA**

**1. Consideration of a proposed rezone for 655 S. Willow Street, 635 S. Willow Street, 387 E. Nygreen Street, 400 E. Heritage Lane, 420 E. Heritage Lane, and parcel #18-049-0-000R, from the RR-1 (Rural Residential) zoning designation to the R-1-21 (Single-Family Residential) zoning designation.**

Grant Peterson was present to answer questions on this item. Chairman Dalton opened the discussion on agenda item one, he made a disclosure for the record, stating that during his recent city council campaign, he had briefly spoken with the applicant about the rezone request. He

clarified that the conversation was casual, focused on procedural information, and did not influence his perspective or decision-making. Chairman Dalton confirmed he had no financial or personal interest in the application and could remain impartial.

Planning and Zoning Administrator Shelby Moore noted that City Attorney Tysen Barker would need to verify whether the conversation required Chairman Dalton to recuse himself. Attorney Barker confirmed he would review the relevant code while the staff report proceeded.

Shelby provided background on the development, explaining that the lots were part of a previously approved subdivision and the surrounding areas were zoned R-1-21 and RR-2.5. She stated that the future land use map designated the area as low-density residential, allowing up to two dwelling units per acre. Shelby explained that rezoning to R-1-21 would align with the future land use map.

Attorney Barker asked Chairman Dalton to clarify the timing of his conversation with the applicant relative to the application submission. Chairman Dalton stated he believed the conversation occurred prior to submission. Grant Peterson, the applicant, stated he had asked office staff after submitting his application if he could reach out to the Planning Commissioners and that he had been advised by city staff not to contact commissioners and believed any prior discussion with Chairman Dalton had occurred before the application was filed on October 29.

City Council Member Rhett Butler noted that the election had been held on November 4, indicating that the conversation likely occurred safely before the application date. Chairman Dalton expressed confidence that the conversation had happened prior to his application being submitted. It was determined that the conversation took place prior to Grant Peterson's application and would not affect Chairman Dalton's impartiality, so he was allowed to participate and vote on the matter.

Grant Peterson explained that he and Todd Castagno owned portions of the properties in question, which they had lived on for approximately 20 years. Peterson described the intent for family members to build additional homes on the property. He stated that he had consulted neighboring property owners to address concerns, including the location of a driveway crossing one of the lots, and indicated a willingness to accommodate existing arrangements to ensure safety and neighborly relations. He confirmed there was no recorded easement on the driveway in question.

Vice-Chair Sarah Moore asked about the impact of existing improvements and how the proposed road would interact with neighboring properties. Peterson explained that he adjusted the proposed road location to improve safety and accommodate neighbors, noting that the final layout remained conceptual pending potential rezoning approval. Commissioner Hill raised concerns about road access, spacing between driveways and new roads, and potential safety risks. Shelby explained that city code and transportation plans provide guidance on intersection

spacing and access from collector roads, noting that the submitted concept was preliminary and had not yet undergone engineering review.

The discussion then turned to sewer infrastructure. Peterson described how basements on certain lots would require ejection pumps, while the main lines could operate by gravity flow. Shelby clarified that the city only maintains gravity sewer lines, and any injection systems within private lots would require private maintenance agreements. Peterson confirmed that all proposed systems would comply with city standards and would be privately maintained where required.

After reviewing the concept plans, safety considerations, and utility requirements, Chairman Dalton noted that the current discussion was limited to the rezone request, not final design details.

**Jason Hill made a motion to recommend approval of the consideration of a proposed rezone for 655 S. Willow Street, 635 S. Willow Street, 387 E. Nygreen Street, 400 E. Heritage Lane, 420 E. Heritage Lane, and parcel #18-049-0-000R, from the RR-1 (Rural Residential) zoning designation to the R-1-21 (Single-Family Residential) zoning designation. Sarah Moore seconded the motion. The vote was as follows: Sarah Moore “Aye,” Jason Hill “Aye,” Derek Dalton “Aye.” The motion was carried unanimously.**

## **2. Consideration of the detached ADU located at 194 Cowdery Dr.**

Felix Guzman was present to answer questions on this item. Planning and Zoning Administrator Shelby Moore noted that this represented the city's first ADU application since the implementation of the ADU ordinance nearly a year prior. She confirmed that the property was zoned R-1-21 and that the proposal complied with Chapter 25 of the city code, including maximum square footage and height limitations, required setbacks, parking, utility connections, owner occupancy requirements, and visibility standards.

Shelby displayed the property location within Wells Crossing and detailed the site plan, highlighting the ADU, an associated shed, and their separate utility connections for water and sewer. She noted that two parking spaces were provided adjacent to the ADU, in addition to potential garage parking. Shelby confirmed that the shed also met code requirements independently of the ADU.

Felix Guzman provided clarification on the project and answered commissioners' questions. Felix explained that the ADU was intended for the owner's mother, who had sold her previous home and would be moving in with the family. He added that while future ADUs might be intended for rental purposes, this particular unit was solely for family use.

Chairman Dalton and Vice-Chair Sarah Moore reviewed the application and asked no further questions. Commissioner Hill confirmed that the ADU met all applicable code requirements and aligned with prior Planning Commission discussions and intent.

**Sarah Moore made a motion to recommend approval of the consideration of the detached ADU located at 194 Cowdery Drive. Jason Hill seconded the motion. The vote was as follows: Sarah Moore “Aye,” Jason Hill “Aye,” Derek Dalton “Aye.” The motion was carried unanimously.**

### **3. Consideration of the proposed Grantsville City Master Development Agreement Template.**

Planning and Zoning Administrator Shelby Moore introduced the item, summarizing that the purpose was to discuss the proposed Grantsville City Master Development Agreement (MDA) template. She explained that City staff, in coordination with Jay Springer and City Attorney Tysen Barker, wanted the template approved to ensure consistent definitions, terms, and language in all future development agreements. Jay Springer, attorney with Smith Hartvigsen PLLC, then provided an overview, explaining that the template was presented as a test run to walk through the process as if tied to an actual application, even though no application was currently before the Commission. He emphasized that the template is intended to serve as the standard version moving forward, while allowing for project-specific modifications in the exhibits reducing repetitive discussions over recurring terms.

Attorney Springer provided an overview of the Master Development Agreement (MDA) template, noting that the main provisions are contained in the exhibits: Exhibit A (property description), Exhibit B (project layout and phasing), Exhibit C (development standard modifications), Exhibit D (zoning modifications), and Exhibit G (additional project-specific requirements). He stated that default standards are the most restrictive and that any changes must be negotiated. He also noted that a standardized template helps maintain consistency and reduces legal review.

Vice-Chair Sarah Moore asked about moderate-income housing. Attorney Springer said those requirements would be addressed in Exhibit G. Shelby noted the city has used similar tools in past projects, such as deed restrictions and permit-based triggers. Chairman Dalton asked about including triggers and reporting milestones.

Commissioner Hill asked how civil design, such as stormwater retention, would be reflected. Attorney Springer explained that Exhibit B shows a general project depiction, while detailed civil plans are reviewed by staff and must meet city standards unless modified in the MDA.

The Commission discussed ownership disclosures. Vice-Chair Sarah Moore referenced past issues with developers not owning all included property. Attorney Springer confirmed only

property owners or authorized agents can enter an MDA and said the recital language could be strengthened. Attorney Barker recommended clarifying ownership in the “whereas” clauses.

Attorney Springer clarified that minor MDA modifications can be approved administratively, while major changes require Planning Commission or City Council review. Attorney Barker noted section 7.7, regarding monetary damages, is often negotiated.

The Commission agreed to update the template by adding bullet points in Exhibits D and G for moderate-income housing, triggers, reporting, and build-out, strengthening the ownership language to require applicants to clearly identify all property they own and any portions they do not control, and refining section 7.7 during legal review.

**Sarah Moore made a motion to recommend approval of the consideration of the proposed Grantsville City Master Development Agreement Template. With the following conditions as stated by Attorney Jay Springer: Exhibit D, Exhibit G will be modified to include bullet points for common topics that may be included in that, such as moderate-income housing, reporting, triggers, and build-out. The second recital will be modified to reflect the ownership, the scope of ownership of the applicant that's entering into this agreement. Jason Hill seconded the motion. The vote was as follows: Sarah Moore “Aye,” Jason Hill “Aye,” Derek Dalton “Aye.” The motion was carried unanimously.**

#### **4. Discussion of Proposed Amendments to Chapter 7 – Conditional Uses**

Planning and Zoning Administrator Shelby Moore introduced the item and handed the discussion over to Chairman Dalton. Chairman Dalton explained that the revised language had been reviewed with Community and Development Director Bill Cobabe and represented a meaningful improvement, though not perfect. He noted that the amendments would allow the public to be notified if conditions were modified.

Community and Development Director Bill Cobabe added that he was available to provide comments. Bill highlighted several key points in the proposed amendments. He explained that the language clarifies what constitutes a “significant impact” and how to determine whether a modification rises to that level. It also allows the administrator to require applicants to provide supporting documentation to make that determination. He further noted that any decision to modify conditions would be publicly noticed and communicated to the Planning Commission, City Council, and posted on the city’s website. He also emphasized that imposed conditions would be based on performance standards outlined in the code, consistent with state law and relevant case law, and that master development agreements could also serve as binding mechanisms if necessary.

Chairman Dalton asked if any commissioners had questions. Commissioner Hill inquired whether the language might leave any legal gray areas. City Attorney Tysen Barker responded that while the language generally works, any standards not clearly outlined in the city code or state law could create ambiguity, which could favor the applicant. He stressed the importance of including standards for safety, buffering, or other critical requirements in the code to avoid potential issues. Attorney Barker also requested clarification on the proper acronym for the Grantsville Land Use Development Management Code, noting some inconsistencies. Shelby and Bill confirmed the correct acronym was GLUDMC and agreed to correct the order of letters in the draft.

## **5. Approval of minutes from the October 16, 2025 Planning Commission Regular Meetings.**

**Derek Dalton made a motion to recommend the approval of the minutes from the October 16, 2025 Planning Commission Regular Meetings. Jason Hill seconded the motion. The vote was as follows: Sarah Moore “Aye,” Jason Hill “Aye,” Derek Dalton “Aye.” The motion was carried unanimously.**

## **6. Report from City Staff**

Planning and Zoning Administrator Shelby Moore provided several updates. She reported that multiple developments were preparing to enter the Warranty phase. Desert Edge Phase 1A was nearing qualification for Warranty, and Heritage Farms, a Shawn Holstein project located off Nygreen Street, was also approaching that stage. Shelby stated that Arby’s was very close to completing its requirements as well, noting that an inspection related specifically to road work was scheduled for the following day. She added that a preliminary walk-through for Matthews Lane had been set for Friday.

## **7. Open Forum for Planning Commissioners.**

Nothing discussed

## **8. Report from City Council.**

City Council Member Rhett Butler reported that the City Council had met earlier in the week on Monday rather than Wednesday due to a statewide conference several council members wished to attend. He summarized the actions taken at that meeting. The Council approved an ordinance aligning the Kennel–Sportsman Permit renewal timeline with the annual dog licensing schedule in March. He noted this adjustment was beneficial and had been discussed for some time.

Council Member Butler also reported that the Council adopted updates to the cemetery regulations, a topic that had been a recurring point of concern at the Council level. He said it was positive to see those issues finally addressed.

He announced that Alicia had been appointed as the new City Recorder. Additionally, the Council approved the Master Water Service Agreement.

**9. Adjourn.**

**Derek Dalton made a motion to adjourn. Sarah Moore seconded the motion. The vote was as follows: Sarah Moore “Aye,” Jason Hill “Aye,” Derek Dalton “Aye.” The motion was carried unanimously. The meeting adjourned at 8:34 p.m.**

**Action Summary:**

<b>Agenda Item</b>	<b>Item Description</b>	<b>Action</b>
#1	Proposed conditional use permit for Russell Wallis to own and operate a home-based business for the storage and rental of three 16'x7' roll-off dumpsters and one trailer unit, located at 334 S Banister Lane in the RR-1 zone.	Approved
#2	Survey results regarding conditional use permits.	Discussed
#3	Consideration of a proposed amendment to the Grantsville City Land Use and Management Code, Chapter 7 Conditional Uses.	Approved
#4	Consideration of a proposed amendment to the conditional use permit for the property located at 10 W Clark Street. The amendment would allow additional retail goods to be sold both online and in person.	Tabled
#5	Approval of minutes from the November 4, 2025 Planning Commission Regular Meetings, and the November 18, 2025 Joint Working Meeting.	Approved

**MINUTES OF THE GRANTSVILLE CITY PLANNING COMMISSION, HELD ON DECEMBER 2, 2025 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:** Chair Derek Dalton, Vice-Chair Sarah Moore, Jason Hill**On Zoom:****Commission Members Absent:** Debra Dwyer**Appointed Officers and Employees Present:** Community and Development Director Bill Cobabe, City Planner/GIS Analyst Tae-Eun Ko, Planning and Zoning Administrator Shelby Moore, City Attorney Tysen Barker, City Council Member Rhett Butler, Planning and Zoning Administrative Assistant Nicole Ackman, Officer Ryan Oyler,**On Zoom:****Citizens and Guests Present:** Russ Wallis, Jake Thomas, Lester Higley, Lou Ann Mascherino, Teri Sprouse, Jamie Day, Kathleen Hunt, Arnie Hunt, Vickie Lake, Annie Cox, William Belville, Bruce Bale

**Citizens and Guests Present on Zoom:** Unknowns

**Commission Chair Derek Dalton called the meeting to order at 7:00 PM.**

**PUBLIC NOTICE**

The Grantsville City Planning Commission will hold a Regular Meeting at 7:00 p.m. on Tuesday, December 2, 2025 at 429 East Main Street, Grantsville, UT 84029. The agenda is as follows:

**ROLL CALL**

**PLEDGE OF ALLEGIANCE**

**PUBLIC HEARING**

- a) **Proposed conditional use permit for Russell Wallis to own and operate a home-based business for the storage and rental of three 16'x7' roll-off dumpsters and one trailer unit, located at 334 S Banister Lane in the RR-1 zone.**

**Email Received 11/12/2025:**

Grantsville City,

We are writing in concern about the Application for a Conditional Use Permit for Russell Wallis' proposed home-based dumpster business located at 334 South Banister Lane.

Our concerns are as follows:

- The accumulation of garbage/debris that will inevitably blow out of the dumpsters and make its way to neighboring properties.
- The smell inherently associated with dumpsters.

We are hopeful that a discussion will be had between Grantsville City and Russ Wallis to mitigate these concerns.

Sincerely,

Jeremy & Cheri Leavitt

**Email Received 11/12/2025:**

I am writing concerning the Conditional Business permit for Russell Wallis on 334 Banister Ln. I do have some concerns. First of all I am actively trying to sell my property and moving out of town. I currently own the entire frontage of 334 S Banister which is 70ft wide running along the entire length of the front of the lot. Right now there

is currently an easement about 30ft directly in front of the garage for access to his place. That being said, when the new owner of the property has the right and authority to only provide access at the easement. I find it difficult to place trailers anywhere on his property without extra access points.

Another area of concern is that there are 3 dumpsters along with storing them. I would be opposed to having them parked in the front yard area or anywhere on the lane which is owned by me. It would be unsightly and having dumpsters there could have trash blowing out of them if not covered or smelling foul. What would the plan be to eliminate rotting trash smell and debris blowing or spilling when at the business location? I would assume they can't always be dumped before the landfill closes. To me the dumpsters should be hidden behind a fence simply for aesthetics of the neighborhood.

Thank you

Ryan Banister

CMCC Coordinator ATG

- b) Consideration of a proposed amendment to the Grantsville City Land Use and Management Code, Chapter 7 Conditional Uses.**

**No Comment**

- c) Consideration of a proposed amendment to the conditional use permit for the property located at 10 W Clark Street. The amendment would allow additional retail goods to be sold both online and in person.**

**No Comment**

## **AGENDA**

- 1. Proposed conditional use permit for Russell Wallis to own and operate a home-based business for the storage and rental of three 16'x7' roll-off dumpsters and one trailer unit, located at 334 S Banister Lane in the RR-1 zone.**

Russell Wallis was present to answer questions on this item. Planning and Zoning Administrator Shelby Moore explained that the property is located in the RR-1 zone, just off Durfee Street near Matthews Lane, and is Lot 3 of the Banister Minor Subdivision, approximately one acre. She noted that two public comments had been received, which required the application to come before the Planning Commission. Shelby summarized the business operations, stating that only the applicant and his spouse would participate, customer traffic was expected to be minimal, no hazardous materials would be stored, and neither the building department nor fire department had concerns. She noted that the property is on a private lane, with no issues identified, and presented the site plan showing the frontage and proposed storage areas.

Chairman Dalton asked how the dumpsters would be delivered and whether customers would pick them up. Russell Wallis responded that he would deliver the dumpsters to customers and retrieve them once the customers were finished. He indicated that storage would occur either on the south side of the parking area or on the north side of the house, where vehicles had been relocated.

Commissioner Hill asked questions regarding potential storage locations and easements. Russell stated that he was willing to comply with any conditions and intended to use a 50 by 40-foot flat area for storage. He explained that he had full easement access to the front of the property and did not anticipate any conflicts. Shelby clarified that the plat specifies an access easement in favor of Lot 3, and that the easement would remain unless Banister Lane were removed or rerouted. Russell also noted that the north side of his property had been cleared and graveled to provide a 12-foot lane for access.

Commissioner Hill confirmed that Wallis would be the one transporting and handling the dumpsters on the property. Russell stated that the dumpsters were gooseneck trailers, which are easier to maneuver, and described the available turning space. Vice-Chair Sarah Moore inquired whether a trailer could be easily navigated through the property, to which Russell responded that ample room was available.

Commissioner Hill then asked where Mr. Banister's concern about a three-foot easement for a single driver had come from. Shelby clarified that it was actually a 30-foot easement and explained that Bannister Lane itself constituted that easement. She stated that the private lane sat adjacent to the public street, with a 25-foot width for Banister Lane and an additional 12-foot strip to the south.

Commissioner Hill asked how Russell would prevent hazardous materials from being disposed of in the dumpsters. Russell stated that a contract would be signed with each customer specifying that no hazardous materials, tires, or batteries could be disposed of. He noted that all pickups would occur during landfill hours and no hazardous materials would be stored on-site.

Vice-Chair Sarah Moore asked whether Russell would maintain the property roads and access points. Russell confirmed that he had already improved the yard with gravel and that the lane was maintained by Ryan Banister. Commissioner Hill asked if there were any aesthetic concerns about dumpsters being visible from the road. Russell stated that all dumpsters have covers and are maintained in good condition, and he did not foresee any concerns.

**Sarah Moore made a motion to recommend approval of the proposed conditional use permit for Russell Wallis to own and operate a home-based business for the storage and rental of three 16'x7' roll-off dumpsters and one trailer unit, located at 334 S Banister Lane in the RR-1 zone. With the following conditions: Maximum Equipment: Storage is limited to three (3) 16' × 7' dumpsters and one (1) trailer unit**

**as proposed, Storage Location:** All equipment shall be stored only within the designated areas shown on the submitted site plan or as otherwise approved by staff, **Screening:** Existing fencing shall be maintained. Any new screening must comply with zoning standards, **Traffic:** Customer traffic shall remain minimal. No on-site business appointments are permitted unless pre-coordinated, **Operational Scale:** Business operations shall remain low-intensity and secondary in nature, consistent with the applicant's submittal, **Noise Control:** Equipment movements should occur during normal daytime hours when possible, **No On-Site Waste:** Dumpsters may not be used to store debris on the residential property, **Compliance with City Code:** All requirements of the Grantsville City Code must be met at all times, **Payment of Fees:** All applicable permit and licensing fees must be paid, **Health and Safety:** All applicable health, safety, and welfare standards must be followed, **State Licensing:** The permit holder must maintain current state licensing at all times, **Business License:** The permit holder must maintain a current business license at all times, **Scope of Use:** The use of the property must remain within the parameters approved in the application. Any expansion of use requires prior approval, **Administrative Review:** This permit may be periodically reviewed by the Zoning Administrator and may be reviewed at any time if complaints are received, **Non-Compliance:** Failure to comply with any of these conditions may result in modification or revocation of the permit. Derek Dalton seconded the motion. The vote was as follows: Sarah Moore “Aye,” Jason Hill “Aye,” Derek Dalton “Aye.” The motion was carried unanimously.

## **2. Survey results regarding conditional use permits**

Planning and Zoning Administrator Shelby Moore reported receiving 26 community responses regarding the conditional use permit process. Respondents generally found the process positive and manageable, noting the online system's ease, staff helpfulness, clear guidance, and support for first-time business owners. Suggestions for improvement included clarifying requirements, reducing approval timelines and costs, and increasing public information and input. Specific concerns included confusing requirements, unnecessary permits, long timelines, and limited notice for new residents.

Regarding review preferences, 19% favored flexible alternatives, 42% preferred staff approval with public notice, and 39% preferred planning commission approval with public notice. Respondents emphasized balancing efficiency, transparency, and community input, suggesting minor projects be handled administratively while larger or community-impacting projects include public review. Overall, transparency, property rights, and proportional public involvement were valued.

Chairman Dalton noted that while more responses would have been preferable, the data was helpful, agreeing that minor home-based projects could be handled administratively, with larger

commercial developments requiring a different review. Commissioner Hill stressed clear timelines, communication, references to city code in notices, and ongoing public feedback, highlighting differences between individual homeowners and experienced developers.

Vice-Chair Sarah Moore emphasized following established regulations. Commissioner Hill also suggested public outreach or Q&A sessions during community events.

Community and Development Director Bill Cobabe noted that homeowners may face more challenges than developers, but guidance and transparency ensure fairness. Shelby indicated she would explore posting survey results with responses and would consult with City Attorney Barker.

### **Discussed**

#### **3. Consideration of a proposed amendment to the Grantsville City Land Use and Management Code, Chapter 7 Conditional Uses.**

Community and Development Director Bill Cobabe presented the item to the Commission. He stated that the discussion was relevant to upcoming planning efforts, including a planned update to the city's general plan. He emphasized the importance of public engagement in shaping the general plan, noting that online surveys provide valuable snapshots but that in-person outreach is necessary to reach residents without internet access or those less likely to respond online. He highlighted that no substantive changes had been made to the staff report since the last discussion and that staff was available to answer questions.

Chairman Dalton expressed appreciation for the staff's work, noting that while no ordinance is ever perfect, the proposed amendment represented a strong foundation. He acknowledged that ordinances often require tweaks after implementation and thanked staff for incorporating previous feedback, particularly regarding public notice of changes.

Commissioner Hill noted that previous outreach through utility bill inserts had been an effective way to inform residents before online tools were available.

**Derek Dalton made a motion to recommend approval of the consideration of a proposed amendment to the Grantsville City Land Use and Management Code, Chapter 7 Conditional Uses. Jason Hill seconded the motion. The vote was as follows: Sarah Moore "Aye," Jason Hill "Aye," Derek Dalton "Aye." The motion was carried unanimously.**

#### **4. Consideration of a proposed amendment to the conditional use permit for the property located at 10 W Clark Street. The amendment would allow additional retail goods to be sold both online and in person.**

Applicants Vickie Lake, Kathleen Hunt, and Annie Cox were present to answer questions on this item. Planning and Zoning Administrator Shelby Moore provided background on the item, explaining that the property had initially been approved for a small front yard farm stand, but the owners had since added two additional structures. She referenced sections 4.8 and 4.9 of the city code, which restrict structures in front yards, and cited a 2023 city attorney memo confirming these limitations. Shelby noted that the Planning Commission needed to determine whether the movable structures violated land use ordinances and whether the home occupation could be expanded.

Addressing questions from the commission regarding the original conditional use permit, Shelby clarified that the property was initially approved for a small front yard farm stand. However, two additional structures had been added, putting the property in violation of the permit, which did not authorize expansion without approval. The City contacted the applicants regarding the violation, and they requested to amend their conditional use permit to include the two additional structures and to expand operations to offer retail goods.

Vice-Chair Sarah Moore asked whether the additional sheds were permanent. Kathleen Hunt confirmed they were movable and under 200 square feet, with her husband able to relocate them quickly if needed. She explained that the structures honored the history of the home and created a community-focused space. The farm stand and additional buildings evolved into a gathering spot, with neighbors selling produce and interacting around benches and planter boxes. Kathleen emphasized that the intention was to create a “gardener village” offering handcrafted items, produce, and flowers, rather than a commercial strip, while maintaining the residential character of the property.

Vickie Lake added that the spaces were intended for local residents to rent for gardening and crafts, and noted that the areas were double-insured to address liability concerns. Vice-Chair Sarah Moore asked whether business licensing needed adjustment for these activities, and Kathleen confirmed they were compliant for produce sales.

Vice-Chair Sarah Moore acknowledged the property’s appeal and community-focused motivation, then reviewed relevant land use codes, noting that Section 4.9 requires yards to remain unobstructed except for rear-yard accessory buildings, and Section 4.8 prohibits required yard areas from being used for other buildings. Vickie asked whether an amended conditional use permit could allow an accessory building in the front yard.

Shelby explained that the RM-7 use table allows “accessory buildings and uses customarily incidental to permitted residential uses” and “accessory buildings and uses customarily incidental to conditional uses.” The proposed structures were movable, had no utilities, and raised no staff concerns, but she questioned which section of the code applied.

City Attorney Tysen Barker clarified that the structures were not constructed simultaneously with the residential use, so they came after the fact. Attorney Barker recommended that the appropriate section was the one for accessory buildings customarily incidental to conditional uses. He also clarified that the property's home occupation permit should not be readily identifiable as a business from the exterior, and that the character of the home should remain residential rather than appearing as a fruit or egg stand.

Chairman Dalton expressed concern that the current conditional use designation as a home occupation may not be appropriate for the property's intended use. Shelby suggested that classifying the use as a community garden might be more fitting, as the applicants intend to allow the community to bring and sell produce on the property. Vice-Chair Sarah Moore agreed, noting that a home occupation typically refers to an activity conducted inside a residence, such as a hair salon in a basement.

Commissioner Hill expressed concern about front yard compliance and safe site access, including potential use of a side road for visitors. Vickie explained the property has front and unapproved back driveways, both remaining unobstructed, with gates only at garden panels, and indicated she will be applying for a secondary access permit for the unapproved back driveway. She also requested clarification on front versus side yard regulations.

City Attorney Tysen Barker clarified that the code is ambiguous but noted that a previous city attorney concluded that accessory buildings are generally only allowed in the rear yard, with the front yard required to remain clear. Attorney Barker added that allowing structures in the side yard would be subject to city interpretation and must maintain all setbacks, especially to ensure visibility and safety if a stubbed-out road is ever developed.

The commission and applicants discussed potential building locations to comply with front yard code, considering public safety, emergency access, street sightlines, and minimal disruption to pedestrians and bus stops.

City Council Member Rhett Butler noted that most homes on Clark Street, including his, are zoned RM-7, which theoretically allows seven homes per acre, but the actual lot sizes of approximately 0.68 acres make this designation impractical. He explained that the zoning was established in the 1970s, likely to accommodate the trailer parks that were being developed along the corridor.

Chairman Dalton stated that approving the current use as a home occupation would set a precedent, as home occupations are not meant to be visible from the street. Vice-Chair Sarah Moore noted the need for a clearer definition of home occupation as a service provided inside the home. Chairman Dalton agreed, emphasizing that the use is visibly a business or farm stand, unlike a typical home occupation such as a basement salon, and suggested tabling the item so the

applicants and city staff could meet to discuss a use that would better fit the zone and their intended use.

**Jason Hill made a motion to table the consideration of a proposed amendment to the conditional use permit for the property located at 10 W Clark Street. Sarah Moore seconded the motion. The vote was as follows: Sarah Moore “Aye,” Jason Hill “Aye,” Derek Dalton “Aye.” The motion was carried unanimously.**

**5. Approval of minutes from the November 4, 2025 Planning Commission Regular Meetings, and the November 18, 2025 Joint Working Meeting.**

**Sarah Moore made a motion to recommend approval of minutes from the November 4, 2025 Planning Commission Regular Meeting. Jason Hill seconded the motion. The vote was as follows: Sarah Moore “Aye,” Jason Hill “Aye,” Derek Dalton “Aye.” The motion was carried unanimously.**

**Jason Hill made a motion to recommend approval of minutes from the November 18, 2025 Joint Work Meeting. Sarah Moore seconded the motion. The vote was as follows: Sarah Moore “Aye,” Jason Hill “Aye,” Derek Dalton “Aye.” The motion was carried unanimously.**

**6. Report from City Staff.**

Community and Development Director Bill Cobabe noted that several development projects are in progress and will be coming before the commission in the near future, including work with Robert Green near the racetrack and the Romney Group on other developments. While some details cannot be discussed publicly, he invited commissioners to his office for more information.

**7. Open Forum for Planning Commissioners.**

Chairman Dalton asked whether the recently approved sign ordinance, which will be considered by City Council, would affect the placement or duration of the commission’s notification signs. Community and Development Director Bill Cobabe confirmed that it would not.

**8. Report from City Council.**

City Council had nothing to report.

**9. Adjourn. Dalton, Hill all in favor**

**Derek Dalton made a motion to adjourn. Jason Hill seconded the motion. The vote was as follows: Sarah Moore “Aye,” Jason Hill “Aye,” Derek Dalton “Aye.” The motion was carried unanimously. The meeting adjourned at 8:20 p.m.**

# **AGENDA ITEM # 5**

Report from City staff.

# **AGENDA ITEM #6**

## **Open Forum for Planning Commissioners**

# **AGENDA ITEM #7**

Report from City Council.

# **AGENDA ITEM #8**

Adjourn.