



February 2, 2023
Planning Commission
Meeting
Information Packet

AGENDA:

1. Discussion of Proposed Adoption of the Grantsville City Transportation Master Plan to the General Plan
2. Discussion of a Conditional Use Permit application for Suds & Soda.
3. Discussion of an application for a Plat Amendment to Logan Subdivision
4. Discussion of a Conditional Use Permit application for Holly Jones to own and operate a large group home, Beacon House at 159 Vine St.
5. Approval of minutes from the Nov. 3, 2022 Planning Commission Meeting.
6. Report from City Council liaison Mayor Critchlow
7. Adjourn

AGENDA ITEM #1

Discussion of Proposed Adoption of the
Grantsville City Transportation Master Plan to
the General Plan

Grantsville



2022

GRANTSVILLE CITY TRANSPORTATION MASTER PLAN



 Horrocks.





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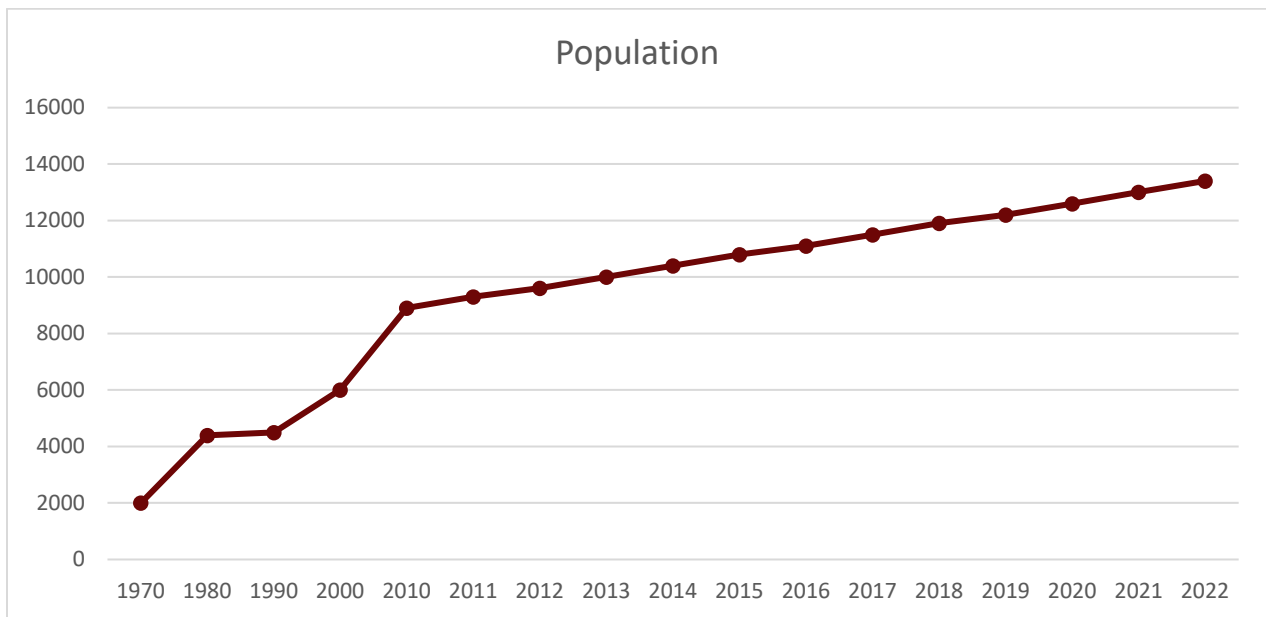
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INTRODUCTION

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

Figure 1: Grantsville City Historic Population



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

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

The projected growth does not include the recent activity for developments in the “West Bank” and the “Northwestern” areas. This TMP includes traffic for both of these areas, which may increase traffic by a doubling of the population projections of the GOMB. Having an updated TMP, coordinating with the Wasatch Front Regional Council (WFRC), and the Utah Department of Transportation (UDOT) will help for long range planning.

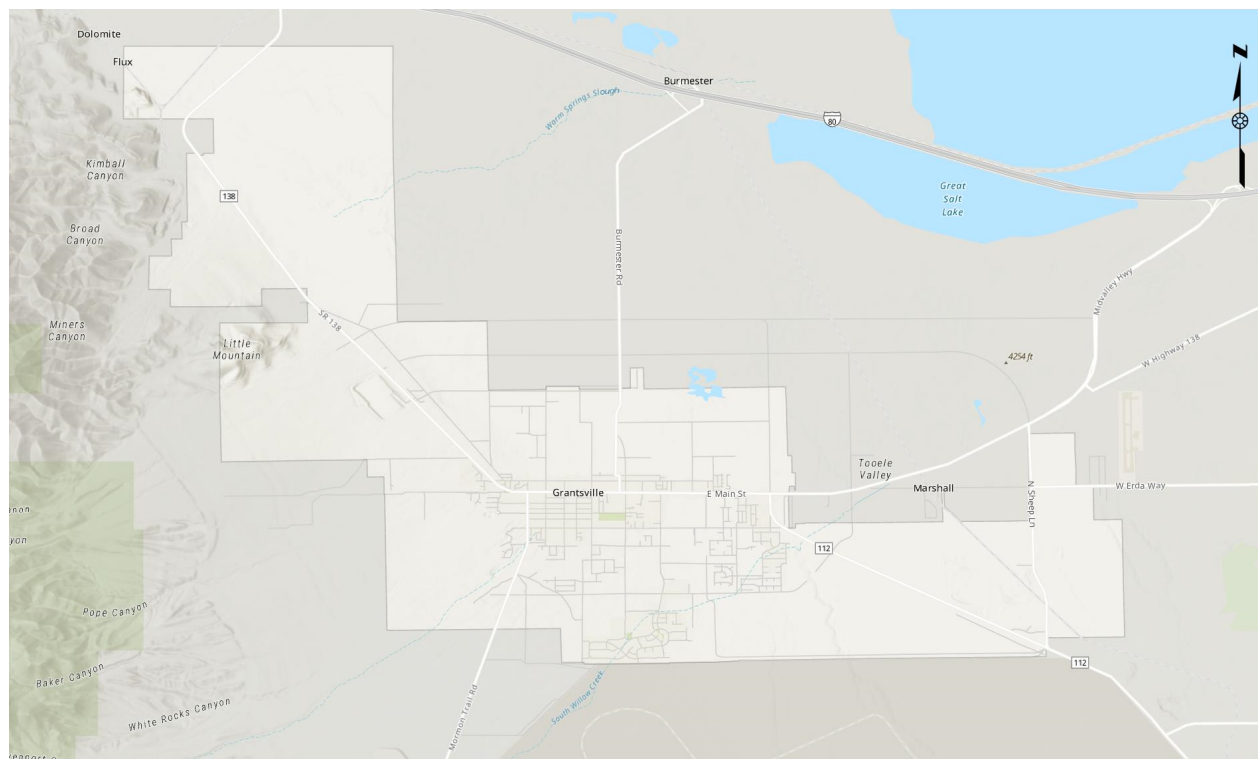
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This TMP contains an analysis of the existing transportation network and conditions. Major deficiencies are itemized, and potential improvement or mitigation alternatives are discussed. An analysis of the existing and future transportation network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

Major UDOT projects and improvements within Grantsville, such as the Mid-Valley Highway, are reflected in the future network. Recommended improvements and projects will be provided to aid Grantsville in planning for future transportation projects. This TMP is intended to be a useful tool to aid Grantsville in taking a proactive effort in planning and maintaining the overall transportation network within the city. The area including and surrounding Grantsville is shown in [Figure 2](#).

Figure 2: Grantsville City Area Map



Public Involvement

It is important for this TMP to be transparent and accessible to the public. Grantsville residents and business owners benefit when they know future transportation plans. Grantsville desired public input to help shape the Transportation Master Plan. Opportunities for the public to be involved were presented in the following forums:

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

Existing Conditions

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

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

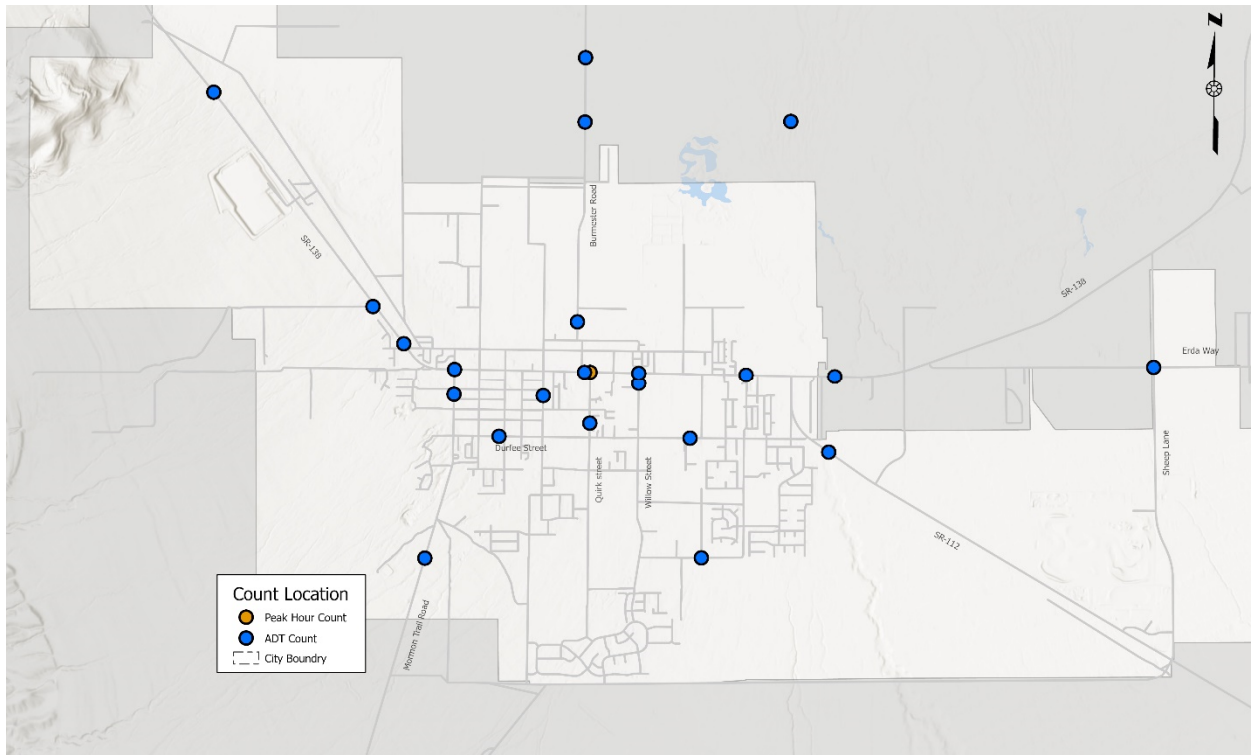
Data Collection

Data was collected in Grantsville as part of the TMP. Additionally, UDOT traffic data was also used to supplement the collected traffic data. [Figure 4](#) displays the traffic count location gathered in support of this TMP.

Truck Routes

Truck routes planning is a necessary part of any transportation planning process. Trucks movement directly and indirectly contributes to the economy. Thus, it is imperative to recognize, design and incorporate an efficient, reliable, and safe freight system into Grantsville City's TMP. While planning and designing trucking movement, it is also important to consider both short- and long-term strategies and improvements that will encourage high levels of freight movement performance. Short-Term strategies and improvements should be geared around providing momentum for the acceptance and implementation of the long-term solutions. The recommendations that are made throughout this TMP are to help in reducing congestion and future transportation demands which will in turn, help with the freight and goods movement activities. This will ultimately strengthen the economic growth of the community. See [Figure 5](#) for the existing truck routes.

Figure 4: Count Location Map

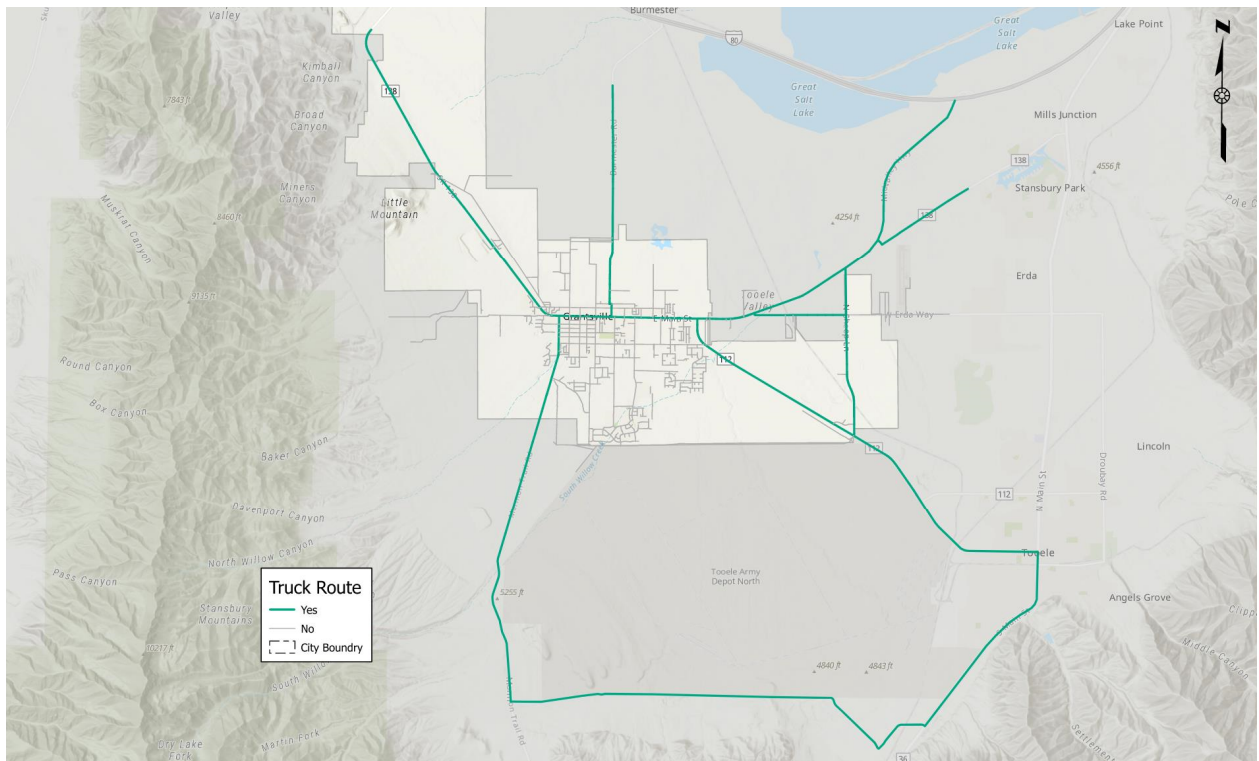


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Figure 5: Truck Routes Map



Travel Demand Modelling

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

Land Use and Zoning

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

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

Socioeconomic Conditions

Grantsville City’s population growth from 2010 to 2021 was approximately 3,000 people. Per the GOMB stated earlier, the population is estimated to increase to over 31,000 by 2060. This doesn’t account for the potential growth due to the West Bank area and the Northwest area developments.

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

Trip Generation

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

Travel Demand Model Precautions

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

First, the TAZ specific socioeconomic data only approximates the boundary conditions of Grantsville and is based on data provided by the WFRC and the City’s planning documents. Second, actual values may vary as a result of the large study area of the regional travel demand model, which includes the unincorporated areas around Grantsville City. Therefore, the recommendations in this report represent a planning level analysis and should not be used for construction of any project without review and further

analysis. This document should also be considered a living document and be updated regularly as development plans, zoning plans, and traffic patterns and trends change.

Functional Classification

All trips include two distinct functions: mobility and land access. Mobility and land access should share an inverse relationship, meaning as mobility increases land access decreases. Street facilities are classified by the relative amounts of through and land-access service they provide. There are four primary classifications: Freeway/Expressway, Arterial, Collector and Local Streets. Each classification is explained in further detail in the following paragraphs and is also represented in [Figure 6](#). A more detailed description of the characteristics of the four primary functional classifications of streets are found in [Table 1](#).

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

Figure 6: Mobility vs. Land Access Representation

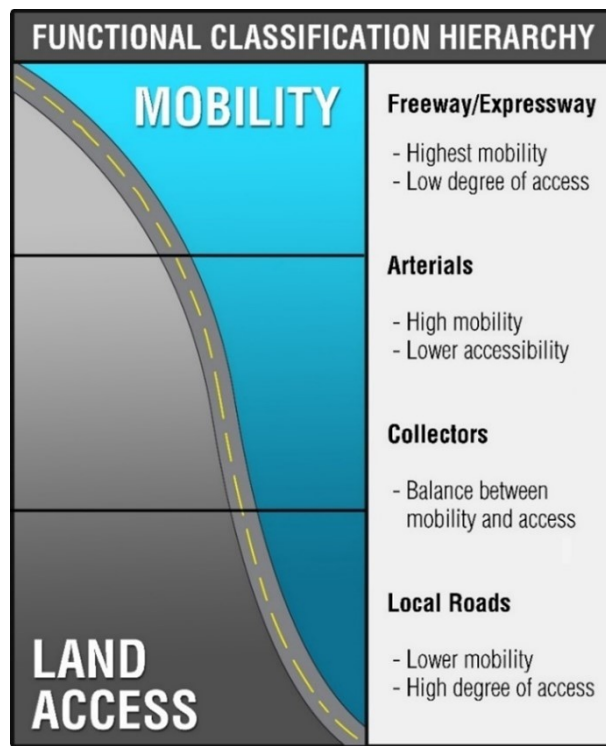




Table 1: Street Functional Classification

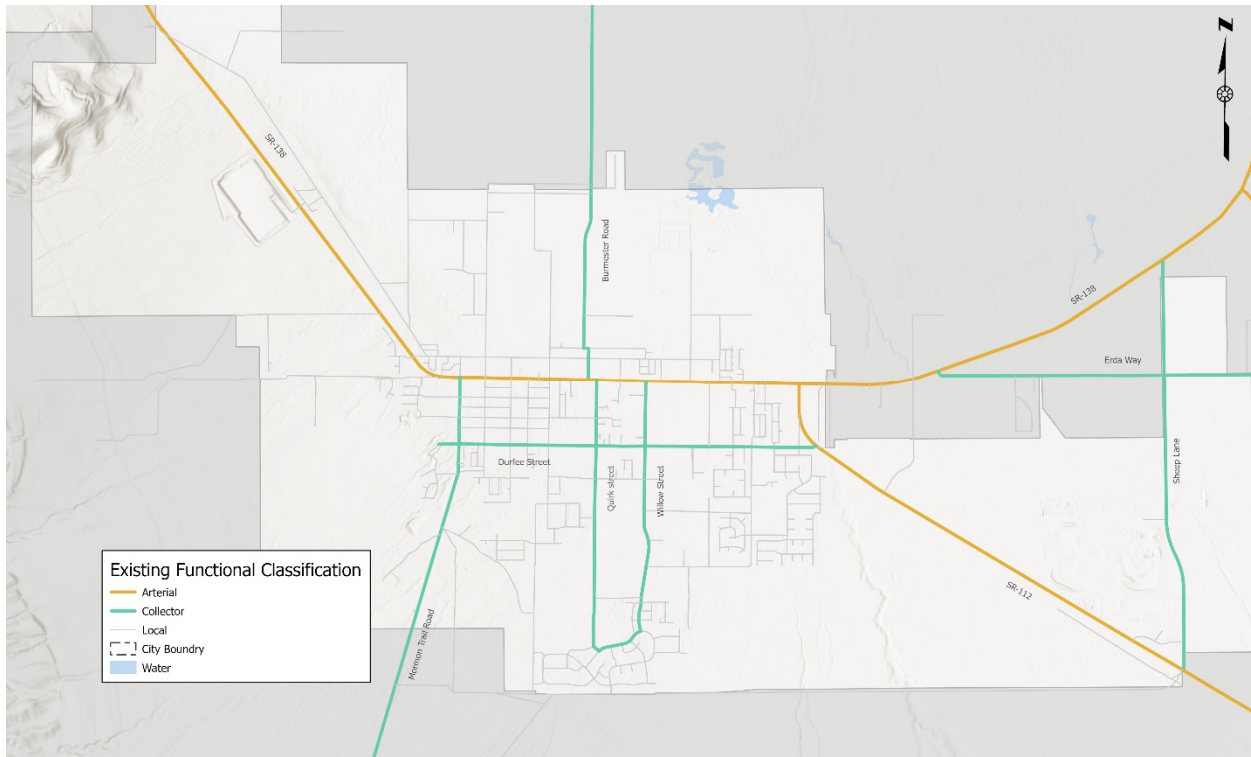
Characteristic	Functional Classification			
	Freeway and Expressway	Arterial	Collector	Local Street
Function	Traffic movement	Traffic movement, land access	Collect and distribute traffic between streets and arterials, land access	Land access
Typical % of Surface Street System Mileage	Not applicable	5-10%	10-20%	60-80 %
Continuity	Continuous	Continuous	Continuous	None
Spacing	4 miles	¼ -2 miles	¼ -1 mile	As needed
Typical % of Surface Street System Vehicle-Miles Carried	Not applicable	40-65%	10-20%	10-25 %
Direct Land Access	None	Limited: major generators only	Restricted: some movements prohibited; number and spacing of driveways controlled	Safety controls access
Minimum Roadway Intersection Spacing	1 mile	½ mile	300 feet-¼ mile	300 feet
Speed Limit	55-80 mph	40-55 mph in fully developed areas	30-40 mph	25 mph
Parking	Prohibited	Discouraged	Limited	Permitted
Comments	Supplements capacity of arterial street system & provides high-speed mobility	Backbone of street system		Through traffic should be discouraged, subject to traffic calming

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

Table 2: Functional Classifications

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

Figure 7: Existing Functional Classification



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Typical Roadway Cross-Sections

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

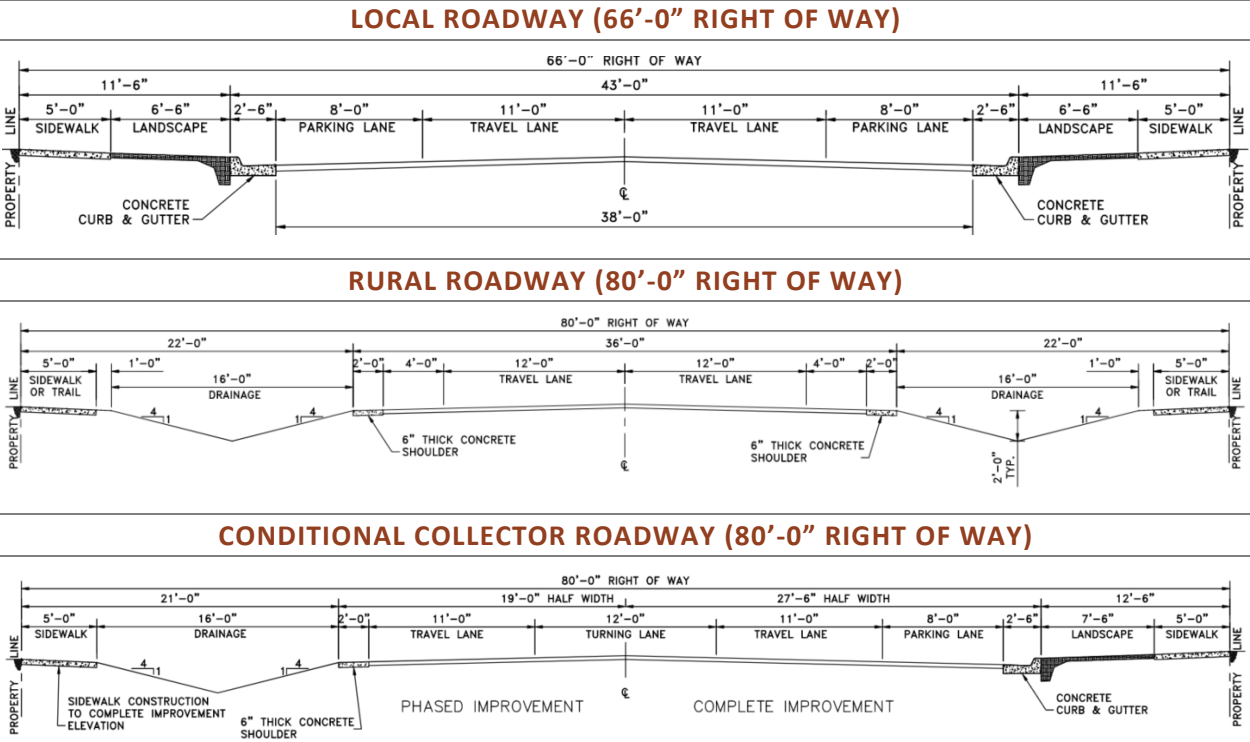
Local streets are designed to offer access from residential roadways to the roadway network. They gather and direct traffic to collector or arterial roadways. Local streets should be designed to minimize speed and cut-through traffic while allowing access for emergency vehicles. They are typically placed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

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

The city has two local road classifications, a local roadway for urban locations, and a rural roadway. Two types of collectors have been classified based on the rural or urban locations and desired feel of the roadway. Arterial streets are defined by a larger right-of-way (ROW). The city has two types of arterials, the conditional arterial has a 90-foot ROW and the standard arterial has 5 travel lanes and a 108-foot ROW. The roadway width needed can vary, making the parkway ROW vary from 66' to 108'.

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

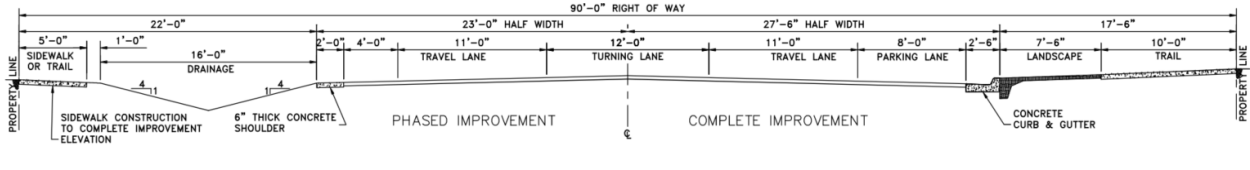
Figure 8: Typical Cross-Sections



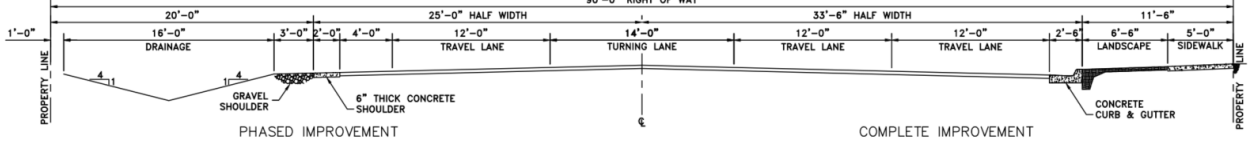
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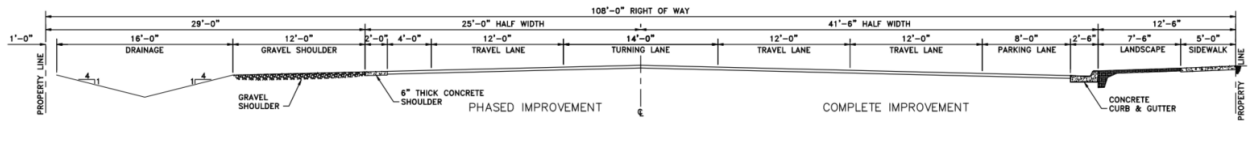
STANDARD COLLECTOR ROADWAY (90'-0" RIGHT OF WAY)



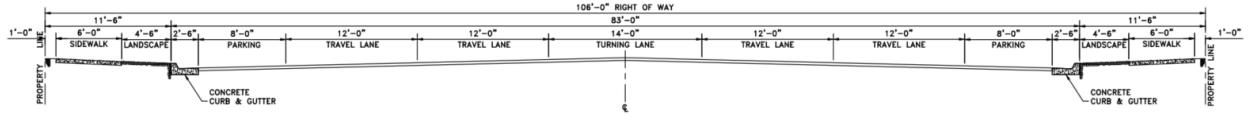
CONDITIONAL ARTERIAL ROADWAY (90'-0" RIGHT OF WAY)



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



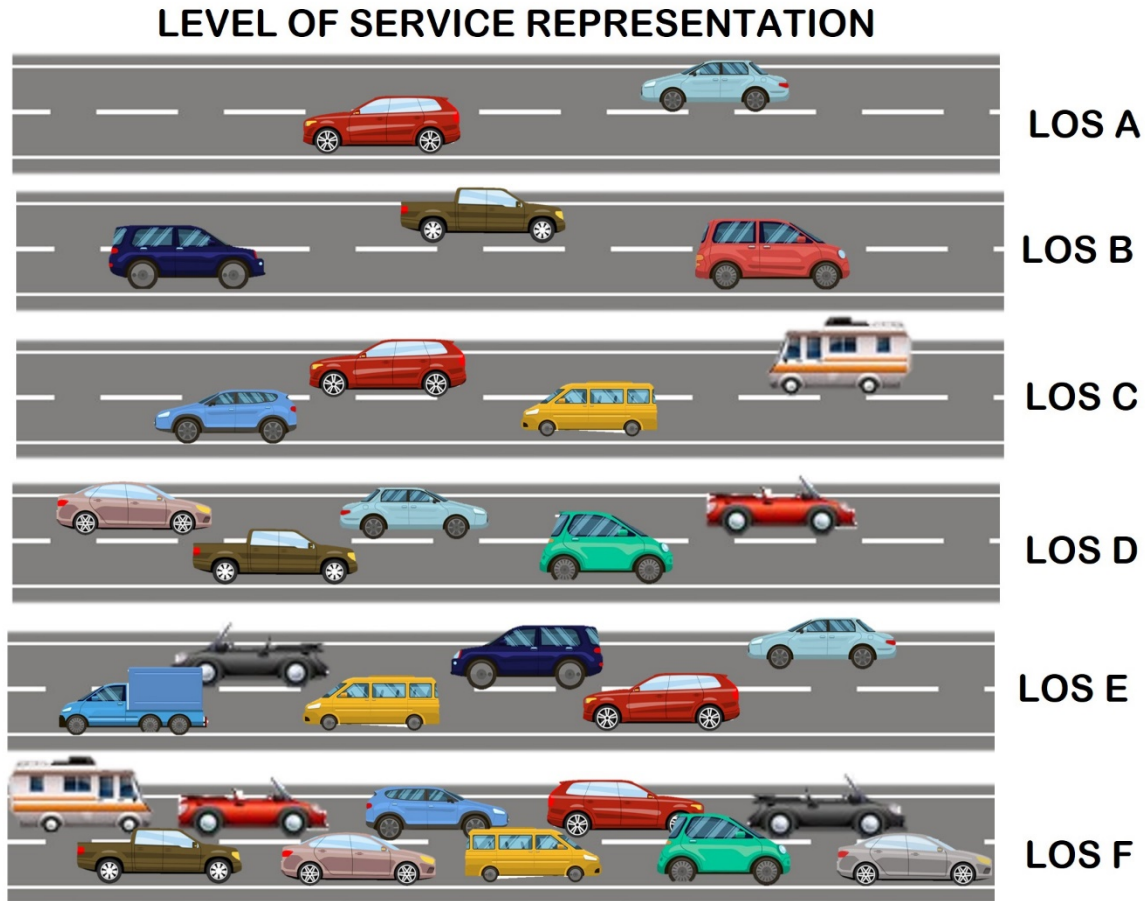
MAIN STREET (106'-0" RIGHT OF WAY)



Level of Service

The adequacy of an existing street system can be quantified by assigning a Level of Service (LOS) to major roadways and intersections. As defined in the *Highway Capacity Manual (HCM)*, a document published by the Transportation Research Board (TRB), LOS serves as the traditional form of measurement of a roadway’s functionality. The TRB identifies LOS by reviewing the number of lanes assigned to a roadway, the amount of traffic using the roadway and the time of delay per vehicle traveling on the roadway and at intersections. Level of service ranges from A (free flow where users are virtually unimpeded by other traffic on the roadway) to F (traffic exceeds the operating capacity of the roadway) as shown in **Figure 9**.

Figure 9: Level of Service Representation



Roadway Level of Service

Roadway LOS is used as a planning tool to quantitatively represent the ability of a particular roadway to accommodate the travel demand during the peak hours of the day. Typically, the peak hour falls within the 4:00 PM and 6:00 PM hours and sometimes between the 7:00 AM to 9:00 AM hours. The LOS is assigned during the peak hour based on the number of lanes and the lane capacity. Lane capacity is different based on the functional classification of the roadway. Roadway segment LOS can be mitigated with geometry improvements, additional lanes, two-way-left turn lanes, and access management. Intersections are not included when analyzing roadway LOS and therefore the LOS indicates if the existing number of lanes, lane widths and functional classification are adequate for the traffic volumes.

LOS D is approximately 80 percent of a roadway’s capacity and is a common goal for urban streets during peak hours. A standard of LOS D for system streets (collectors and arterials) is acceptable for future planning. Attaining LOS C or better on these streets would be potentially cost prohibitive and may present societal impacts, such as the need for additional lanes and wider street cross-sections. LOS D suggests that for most times of the day, the roadways will be operating well below capacity. The peak times of the day will likely experience moderate congestion characterized by a higher vehicle density and slower than free flow speeds. Although the model uses traffic volumes during the peak hour of the day, **Table 3** and **Table 4** show estimated annual daily traffic (ADT) values for LOS C, LOS D, and LOS E on Arterial and Collector Streets for reference.

Table 3: Estimated LOS based on ADT on Arterial Streets

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

Table 4: Estimated LOS based on ADT on Collector Streets

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

Intersection Level of Service

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

Table 5: Intersection Level of Service

LOS*	Signalized Intersection (sec)	Stop-Controlled/ Roundabout (sec)
A	≤10	≤10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	≥80	≥50

*LOS F when traffic volumes exceed capacity

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

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

no longer than 35 seconds before proceeding through the intersection. This delay may be caused by large volumes of traffic on the major street resulting in fewer gaps in traffic for a vehicle to turn, or for queued vehicles waiting at the stop sign. Roundabout LOS is also measured using the stopped controlled LOS parameters.

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

Site Development Transportation Impacts (Traffic Impact Studies) ***Additional Task***

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

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

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

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

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

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

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

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

waive any and all TIS requirements as well as requiring extra information at the discretion of the City Engineer.

Future Roadway Network Conditions

The 2031, 2041 and 2050 conditions and methodologies used to incorporate roadway plans for each horizon years are outlined in this section. Projects were selected on input from city staff, elected officials as well as the public. Grantsville is not alone in improving the regional roadway network. The WFRC facilitates regional roadway planning and there no planned projects in the currently adopted RTP. It is the intent for Grantsville City to work with the WFRC and UDOT to identify future regional projects. These future conditions include the projected homes to be built in the “West Bank” and “Northwestern” areas as well as throughout the city. The future jobs from the planned buildings along Sheep Lane were also included. These updates account for the majority of the anticipated growth and are the principal driver for the majority of the roadway network projects happening in the near future.

2031 No Build Level of Service

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

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

2031 Roadway Improvements

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

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



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- **Southern Collector** (Nygreen Street to the south)
- **Worthington Street extension** (Main Street to Nygreen Street)
- **SR-112 extension** (Northern Arterial to Main Street)
- **Lamb Lane expansion** (Main Street to SR-112)
- **Sheep Lane expansion** (Erda Way to SR-112)

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

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Figure 10: 2031 No Build Level of Service

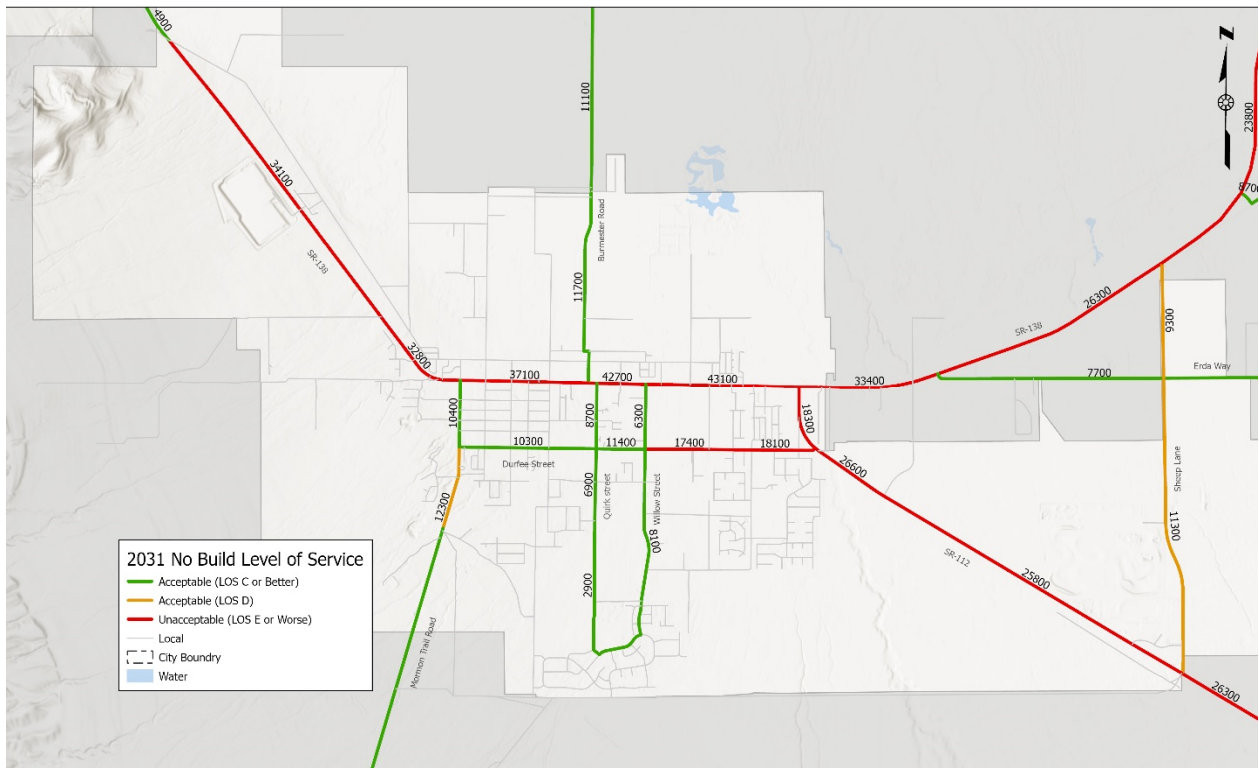
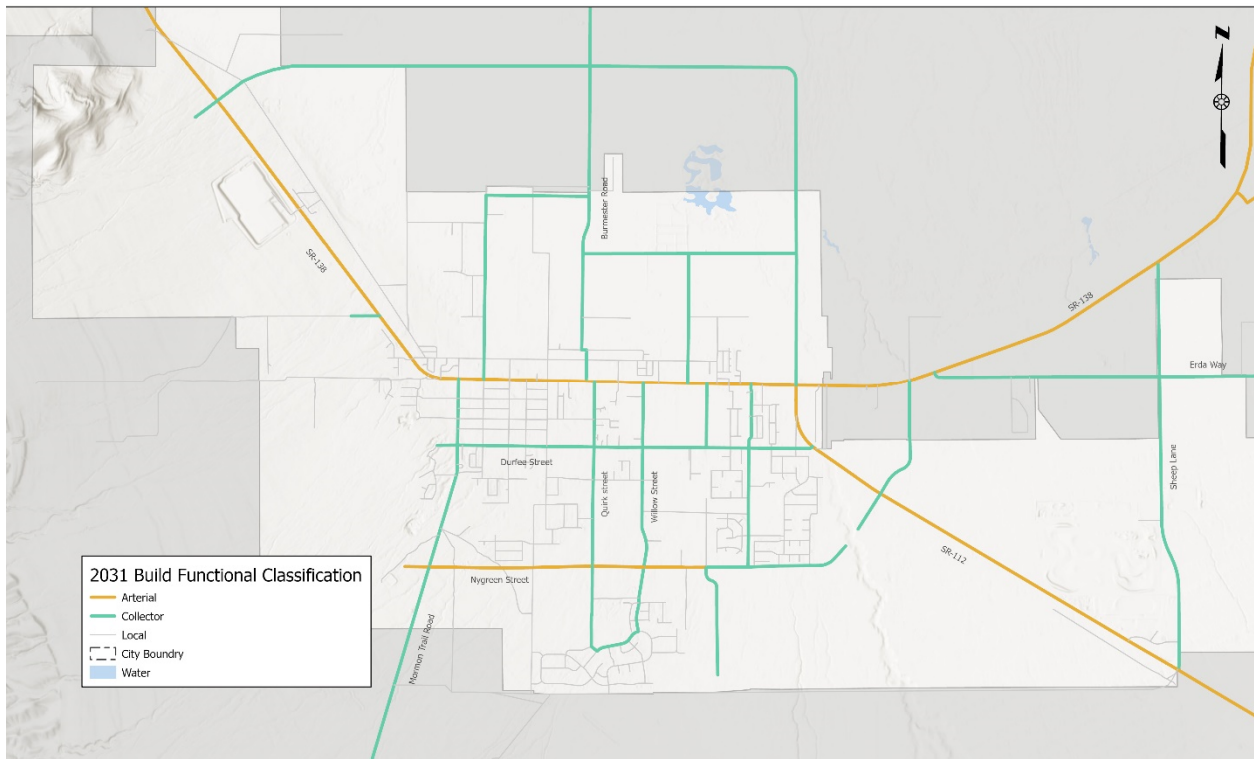


Figure 12: 2031 Build Functional Classification



2041 No Build Level of Service

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

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

2041 Roadway Improvements

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

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

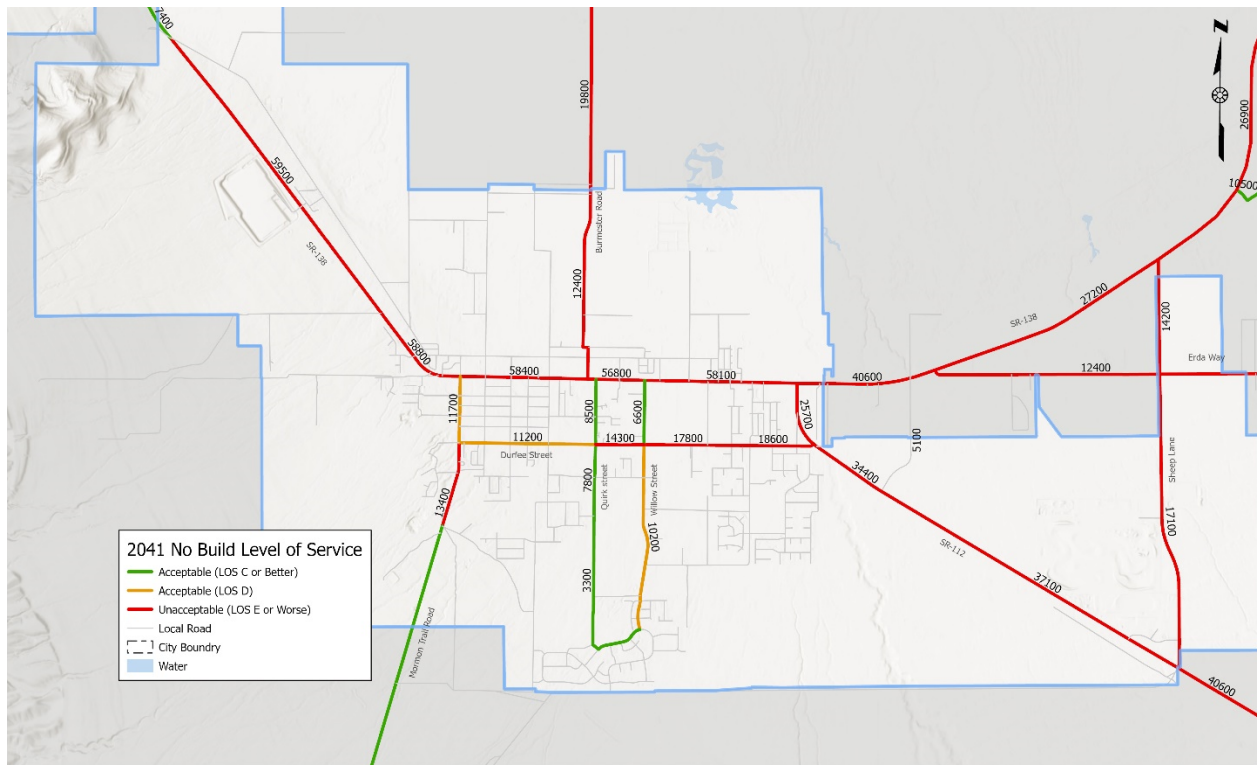
The indicated roadway segments in the above section form the basis of the improvements included on the project map shown in [Figure 14](#). The 2041 roadway functional classifications are shown in [Figure 15](#).

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Figure 13: 2041 No Build Level of Service

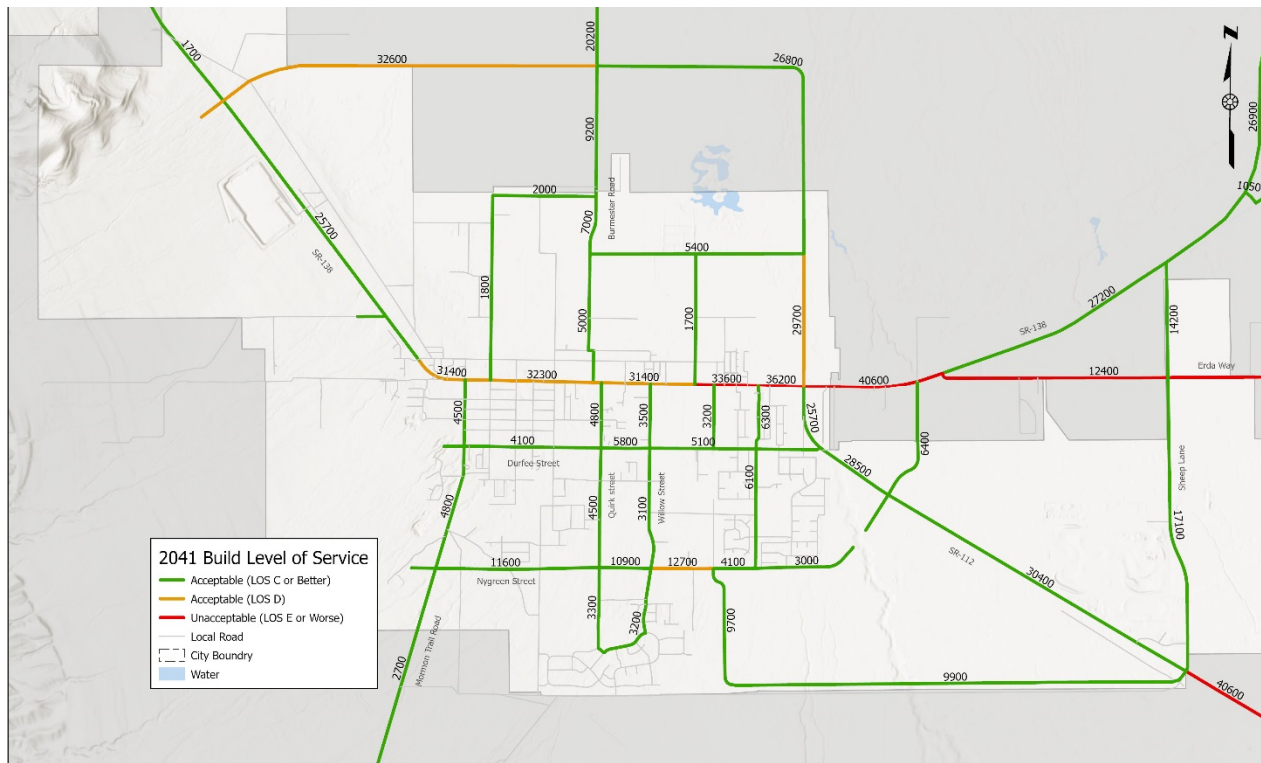


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Figure 14: 2041 Build Level of Service

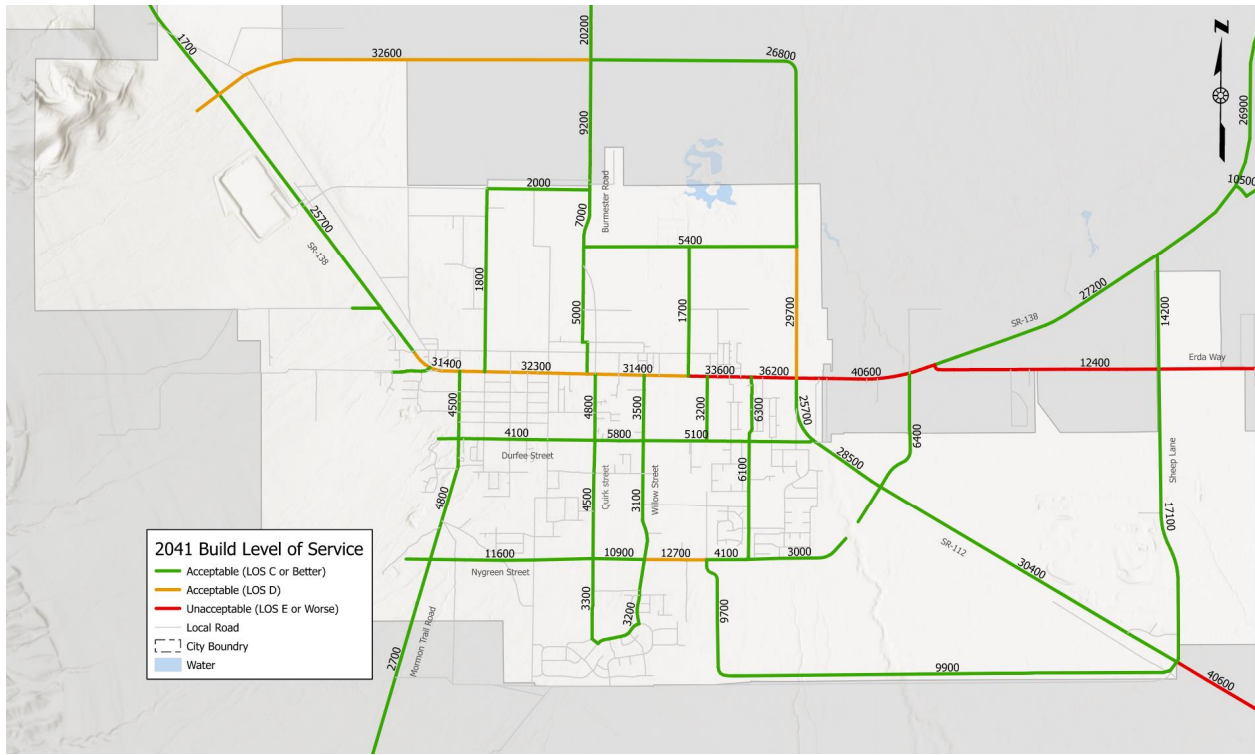


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Figure 15: 2041 Build Functional Classification



2050 No Build Level of Service

A no-build scenario is intended to show what the roadway network would be like in the future if no action is taken to improve the city roadway network (including existing deficiencies). The travel demand model was used to predict this condition by applying the future growth and travel demand to the existing roadway network, as shown in **Figure 16**. The following roadways would perform at LOS E or worse if no action were taken to improve the roadway network:

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

2050 Roadway Improvements

When a roadway network is failing at intersections or sections of roadway, improvements can take various forms. The failing roadways or intersections can be improved directly, or the network surrounding the failing locations can be improved. The 2050 improvement recommendations in Grantsville will continue to focus on improving the surrounding roadway network. Erda Way is not addressed in the roadway improvements due to the Tooele County Transportation Master Plan specifically addressing this and stating that they want to maintain the rural feel of this roadway. To mitigate traffic growth in Grantsville City by 2050 the following projects are proposed to be constructed.

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

The indicated roadway segments in the above section form the basis of the improvements included on the project map shown in **Figure 17**. **Figure 18** displays the functional classifications for the 2050 horizon year.

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Figure 17: 2050 Build Level of Service

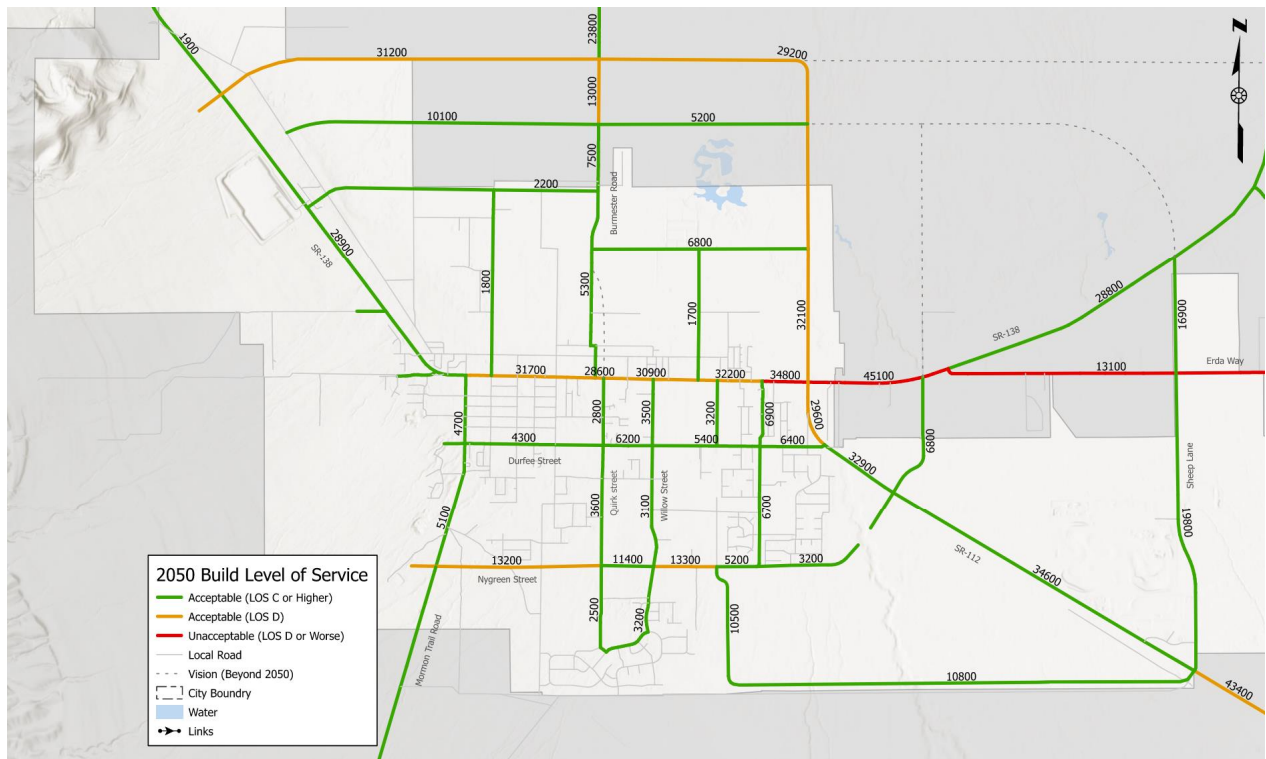
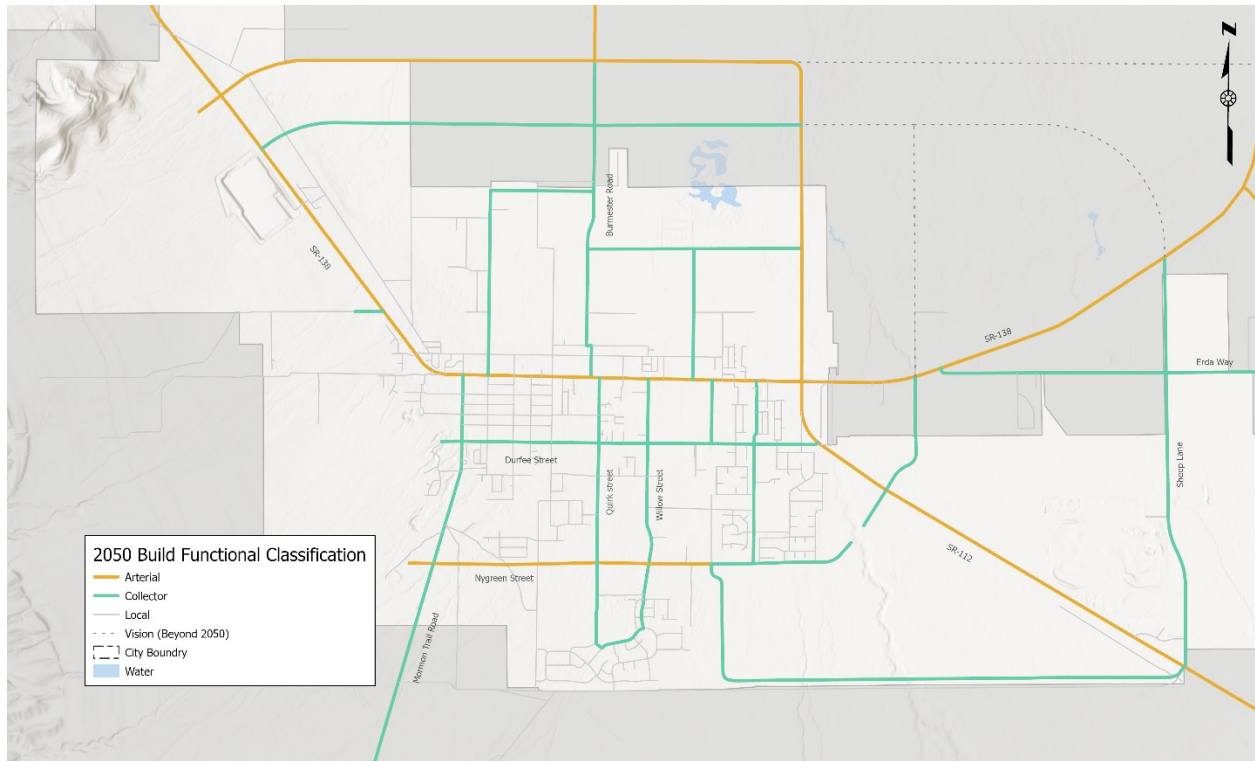


Figure 18: 2050 Build Functional Classification



Funding for Roadway Network Improvements

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

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

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

Federal Funding

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

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher as established on the Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Committee reviews the applications and then a portion of those is passed to the State Transportation Commission. Transportation enhancements include 12 categories ranging from historic preservation, bicycle and pedestrian facilities and water runoff mitigation. Other federal and state trails funds are available from the Utah State Parks and Recreation Program.

Wasatch Front Regional Council (WFRC) accepts applications for federal funds through local and regional government jurisdictions. WFRC's Technical Advisory and Regional Planning committees select projects for funding every two years. The selected projects form the Transportation Improvement Program (TIP). To receive funding, projects should include one or more of the following aspects:

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

State/County Funding

The distribution of State Class B and C Program money is established by State Legislation and is administered by the State Department of Transportation. Revenues for the program are derived from

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State fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. Seventy-five percent of these funds are kept by UDOT for their construction and maintenance programs. The rest is made available to counties and cities. A few of the roads in Grantsville City fall under UDOT jurisdiction, SR-138 (Main Street) and SR-112. It is in the interests of the City that staff are aware of the procedures used by UDOT to allocate those funds and to be active in requesting the funds for UDOT owned roadways in the City.

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

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

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

City Funding

Most cities utilize general fund revenues for their transportation programs. Another option for transportation funding is the creation of special improvement districts. These districts are organized for the purpose of funding a single specific project that benefits an identifiable group of properties. Another source of funding used by cities includes revenue bonding for projects felt to benefit the entire community.

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

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

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

Certain areas might require different needs or methods of funding other than traditional revenue sources. A Special Assessment Area (SAA) can be created for infrastructure needs that benefit or encompass specific areas of the city. Creation of the SAA may be initiated by the municipality by a resolution declaring

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the public health, convenience, and necessity requiring the creation of a SAA. The boundaries and services provided by the district must be specified and a public hearing held prior to creation of the SAA. Once the SAA is created, funding can be obtained from tax levies, bonds, and fees when approved by the majority of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can apply to specific areas in the city needing and benefiting from the improvements.

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

Impact Fees

Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements resulting from and needed to serve new growth. The premise behind impact fees is that if no new development occurred, the existing infrastructure would be adequate. Therefore, new developments should pay for the portion of required improvements that result from new growth. Impact fees are assessed for many types of infrastructure and facilities that are provided by a community, such as roadway facilities. According to state law, impact fees can only be used to fund growth related system improvements.

To help fund roadway improvements, impact fees should be established. These fees are collected from new developments in the city to help pay for improvements that are needed to the roadway system due to growth. At the culmination of the Transportation Master Planning process, a citywide Impact Fee Facilities Plan (IFFP) will be developed according to state law to determine the appropriate impact fee values for the city.

Cost to Implement Future Projects

The specific roadway network needs resulting from future growth throughout Grantsville City were identified by the unacceptable Levels of Service from the No-Build scenarios in [Figure 16](#). Updating the roadway network as shown in [Figure 17](#) is necessary since project scopes change as development occurs throughout Grantsville City. As projects are identified, they are put into the Capital Facilities Plan (CFP) to identify the funds needed for the roadway improvements. All roadway projects recommended for 2031, 2041, and for 2050 are included in [Appendix B: Cost Estimates](#).

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

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

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

Table 6: Grantsville City Roadway Projects

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

Walking and Biking Transportation

Formerly referred to as active transportation, walking and biking transportation is important to evaluate. Accommodating alternative modes of transportation is a vital consideration when planning a livable and sustainable community. As a fast-growing city, it is important for Grantsville City to continue to plan for improved transit, trails, and pedestrian facilities. These facilities will improve the overall quality of life of the residents while aiding in congestion relief and increasing the lifespan of the City’s roadway network.

Complete Street Policy

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

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

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

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



APPENDIX A: TRAFFIC IMPACT STUDY GUIDELINES



APPENDIX B: COST ESTIMATES

GRANTSVILLE CITY CAPITAL IMPROVEMENTS

IMPROVEMENT DESCRIPTION	LENGTH FT	C O L L E C T O R	A R T E R I A L	W I D T H R O W	W I D T H A S P H A L T	R O W	P A V E M E N T & U B C	G R A N U L A R F I L L	C L E A R & G R U B	C U R B & G U T T E R	S I D E W A L K	C O S T
Projects Completed by 2031												
1	Northern Arterial (as collector)	26,420	X		108	55	X	X	X	X	X	\$40,248,603
2	Vegas Street	4,350	X		90	55	X	X	X	X	X	\$6,130,736
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10	Kearl Street	1,550	X		90	55	X	X	X	X	X	\$2,184,515
11	Race Street N/S	5,490	X		90	55	X	X	X	X	X	\$7,737,412
12	Matthews Lane	2,730	X		90	55	X	X	X	X	X	\$3,847,565
13	Southern Collector	5,150	X		90	55	X	X	X	X	X	\$7,258,228
14	Worthington Street	7,780	X		90	55	X	X	X	X	X	\$10,964,857
15	SR-112 Extension	13,490	X		108	55	X	X	X	X	X	\$20,550,857
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21	Burmester Road	19,590		X	108	74	X	X	X	X	X	\$33,015,947
22	Sheep Lane	4,820		X	90	55	X	X	X	X	X	\$6,793,137
Total 2041 Projects											\$106,393,059	
Projects Completed by 2050												
23	Northern Collector	23,130	X		90	55	X	X	X	X	X	\$32,598,603
24	SR-112 Expansion	20,970		X	108	74	X	X	X	X	X	\$35,341,726
Total 2050 Projects											\$67,940,329	
TOTAL ALL PROJECTS											\$367,438,339	

Road Price List		
Description	Price	Units
Right Of Way	\$200,000.00	Acre
Pavement & UBC	\$4.50	S.F.
Granular Fill	\$40.00	C.Y.
Clear & Grub	\$3.50	C.Y.
Chip Seal	\$2.00	S.Y.
Curb & Gutter	\$105.00	L.F.
2" Overlay Existing Asphalt	\$1.50	S.F.
Sidewalk one side of street	\$50.00	L.F.
Design, CM, Insp	15%	
Contingency & Util Conflicts	20%	

AGENDA ITEM #2

Discussion of a Conditional Use Permit
application for Suds & Soda



Planning and Zoning

336 W. Main Street • Grantsville, UT 84029

Phone: (435) 884-1674 • Fax: (435) 884-0426

CUP-23-01.25

Conditional Use Permit Summary and Recommendation

Parcel ID: 01-058-0-0014 &
01-058-0-0052

Meeting Date: February 2, 2023

Property Address: 481 & 497 E. Main

Current Zone: C-N: Neighborhood Commercial District

Applicant Name: Quin Denning / Denning Construction, Denning Marketing

Request: Permission to build and operate a carwash/soda shack

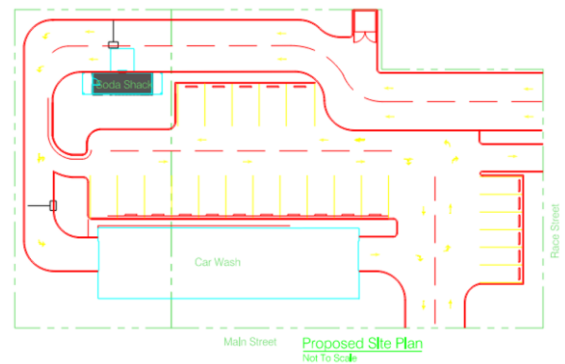
Prepared by: Cavett Eaton

Planning Staff Recommendation: Staff recommends approval of this conditional use permit as meeting conditions of the GLUDMC. (see below)

PROJECT DESCRIPTION

Quin Denning represents the interested parties who wish to build and operate a carwash/soda shack at the north west corner of Race and Main streets.

SITE & VICINITY DESCRIPTION



LAND USE CONSIDERATIONS

Requirement	Standard	Proposed	Compliance Verified
<p>Neighborhood Compatibility - Fencing/Screening/Noise</p>	<p><u>GLUDMC Chapter 9 Landscaping And Buffers</u> 9.1 Purpose The landscaping and buffering requirements specified in this Chapter are intended to foster aesthetically pleasing development which will protect and preserve the appearance, character, health, safety, and welfare of the community. These regulations are intended to increase the compatibility of adjacent uses and, in doing so, minimize the harmful impacts of noise, dust and other debris, motor vehicle headlight glare or other artificial light intrusions, and other objectionable activities or impacts conducted or created by an adjoining or nearby use, thereby fostering compatibility among different land uses. These regulations are also intended to preserve, enhance and expand the urban forest and promote the prudent use of water and energy resources.</p> <p>9.3(1) Landscape Plan Except for the construction of detached single-family residences and two-family residences a landscape plan shall be required for any change in use, building additions or increases in occupancy. Such landscape plan shall be drawn in conformance with the requirements specified in this chapter. Landscape plans must be approved by the Zoning Administrator prior to issuance of a building permit. Landscape plans for planned unit developments or conditional uses, or other uses requiring site plan approval shall be reviewed and approved by the Planning Commission.</p>	<p>The Developer has indicated their willingness to install fencing where appropriate to protect the interests and minimize the impacts of noise and light intrusion to the surrounding neighbors. They are willing to install 8’ fencing and landscape screening where necessary (North property line) and where requested by the Zoning Administrator. Vehicle headlight glare will be minimized by dusk to dawn operating hours. The facility will close at dusk each evening, building and signage light are dimmable and will be adjusted to a lower setting if requested by the City. Vehicle Vacuum Cleaner System will be shut off at dusk, as well. Headlight glare will be mitigated as a result of the hours of operation and will not be operating when it is dark, thus cars will not be exiting with lights shining on adjacent properties after dark.</p>	<p>Complies with Submittal of Landscape Plan, approval by Planning Commission and Installation Verification by Zoning Administrator</p>
<p>Access Restrictions - Ingress/Egress</p>	<p>GLUMAC Provides no specific access requirements for C-N Zoning.</p>	<p>Access from Race Street will be in accordance to City Rules and Regulations.</p>	<p>Complies</p>

	<p>GLUDMC 4.16 Clear View of Intersecting Streets</p> <p>B. No provision of this section shall be constructed to allow the continuance of any nonconforming tree, shrub, plant or plant growth, fence wall, other screening material, or other obstruction which interferes with the safety of pedestrians or vehicle traffic.</p> <p>C. No obstruction to view in excess of three feet (3') in height shall be placed on any corner lot within a triangular area formed by the street property lines and line connecting them at points thirty feet (30') from the intersection of the street lines.</p>	<p>Access from Main Street will be approved by and follow UDOT for SR138.</p>	
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ZONING CONSIDERATIONS

16.1 Neighborhood Commercial District (C-N)

- (1) The C-N Neighborhood Commercial District is intended to provide for small scale commercial uses that can be located within residential neighborhoods without having significant impact upon residential uses.

Requirement	Existing Zone	Compliance Verified
Height	Maximum Building Height35 feet, or a basement and two (2) floors, whichever is less	Verified Max. Building Height is 24'
Front Yard Setback	Front or Corner Yard15 feet	Verified
Side Yard Setback	Interior Side Yard.....None If an Interior Side Yard is provided it shall not be less than4 feet (or match the easement width, whichever is greater)	Verified
Rear Yard Setback	Rear Yard.....10 feet	Verified
Parking	GLAUDMC 6.13 Minimum Parking Requirements/ Table 6.4 Parking Requirements – Other: For any other use not specifically mentioned or provided for in this Section, the zoning administrator shall determine the standards to be applied	Verified Improvement Plans indicate that ample parking including ADA Stalls and Ramps will be installed. City Zoning Administrator and City Engineer will verify during DRC
Vehicle Queuing Requirements	16.0 Vehicle Queuing Length Requirements 1.Companies with drive-up windows will need to provide a queuing area for vehicles to be approved with their improvement plans.	Verified Improvement plans indicate capacity for 10 lanes of up to 10 vehicles

	2. The plan needs to show room for five (5) to twenty (20) vehicles to queue up at the drive-up window based on documentation of similar businesses.	
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Compatibility with existing buildings in terms of size, scale and height.	Compatible/Commercial Zone
Compliance with the General Plan.	Complies

GENERAL PLAN CONSIDERATIONS

Executive Summary

Economic Development

- Define the Core – Define the core commercial district and provide adequate amenities or services to attract development for infill of this space.
- Create Priority Areas – Prioritizing areas for development will help encourage appropriate DIRT (Duration, Intensity, Rate & Timing) of development to match the community needs.
- Provide Business Incentives – Where necessary, provide incentives to new business start-ups or existing business expansions to encourage community growth and job creation.

Community Vision Statement + Core Values

Community Core Values

Core values of a community are specific statements that illustrate the residents’ desires and needs for their community. These values support and prescribe the future of the community, while remaining adaptable to the ever-changing nature of a municipality. Grantsville values include:

- Retain the feel and atmosphere of a small community
- Offer an increased quality of life for residents, regardless of age or socioeconomic status
- **Attract and retain necessary amenities or services to encourage residents to shop locally**
- **Support development of the local tax base**
- Provide affordable housing options that meet local needs and local socioeconomic characteristics for residents
- **Support business development for local employment opportunities.**

ISSUES OF CONCERN/PROPOSED MITIGATION

Staff recognizes concerns with increased traffic to both Main Street and Race Street. We feel this traffic pattern layout will minimize traffic on Race Street because of the designed Staging Lanes into the facility that can accommodate 10 – 20 cars without back up on Race Street. Lighting, both from building and signs and from automobile glare will be mitigated as per Land Use Considerations and Proposed/Compliance summary. Sound annoyances from vacuum cleaners will be mitigated by motor enclosure in a building and by motor being shut off at dusk closing time.

NEIGHBORHOOD RESPONSE

No neighborhood response at the time of this report. This CUP has been public noticed and provides for a public hearing on Thursday, Feb. 2nd, 2023. Any public response received prior to 12 pm on Thursday, Feb. 2nd, 2023 will be provided to the Chairman of the Planning Commission prior the Planning Commission Meeting on that day.

PLANNING COMMISSION RESPONSE

This CUP Concept was brought before the Grantsville City Planning Commission on Jan 1st, 2023 and was general received well. Concerns were expressed regarding lighting, traffic and noise.

PLANNING STAFF ANALYSIS

According to Grantville City's General Plan and the Land Use Development and Management Code, this commercial operation, as stipulated in this Staff Summary meets all the requirements and provisions. The Developer has exceeded expectations in transparency and accommodation to provide a commercial development on Main Street that will be considerate of and responsive to surrounding existing residential and commercial property owners and renters.

PLANNING STAFF RECOMMENDATION

We recognize that Grantsville Residents wish to retain the feel and atmosphere and of a small community. We also need to attract and retain necessary amenities or services to encourage residents to shop locally and support development of the local tax base.

We have many priorities and need to consider all aspects of our vision statement, which is "GRANTSVILLE IS A COMMUNITY THAT PRESERVES VALUES AND PROVIDES AN IMPROVED QUALITY OF LIFE FOR RESIDENTS." As a staff feel this commercial proposal would be a good fit for Grantsville's Main street and Commercial Development and will move these goals and initiatives forward.

**GRANTSVILLE CITY
ZONING DEPARTMENT**

429 EAST MAIN STREET
GRANTSVILLE, UTAH 84029
PHONE (435) 884-3411
FAX (435) 884-0426

Concept
Application Fee:
\$50.00

Turn in with Plat
Map 15 days
before P&Z
Meeting

DATE PAID 1/13/23

HEARING DATE _____

CONCEPT PLAN APPLICATION

Date of Application 1/11/23

Property Location Corner of Main and Race Street

Property Owner(s) Suds N Soda LLC

E-Mail quin@sudsnsoda.com

Acting Agent Name Quin Denning

Owner Phone 801-637-1557 Agent Phone 801-556-6776

Subdivision Name _____

Number of Acres in Subdivision _____

Total Number of Lots 2 Existing, combined into 1

Lot Sizes Lot 1 is aprx. 13,000 sq ft. Lot 2 is aprx. 28,000 sq ft.

Current Zoning of Property CG Parcel Number _____

R. Quin Denning
Signature of Owner or Agent

Exhibit B

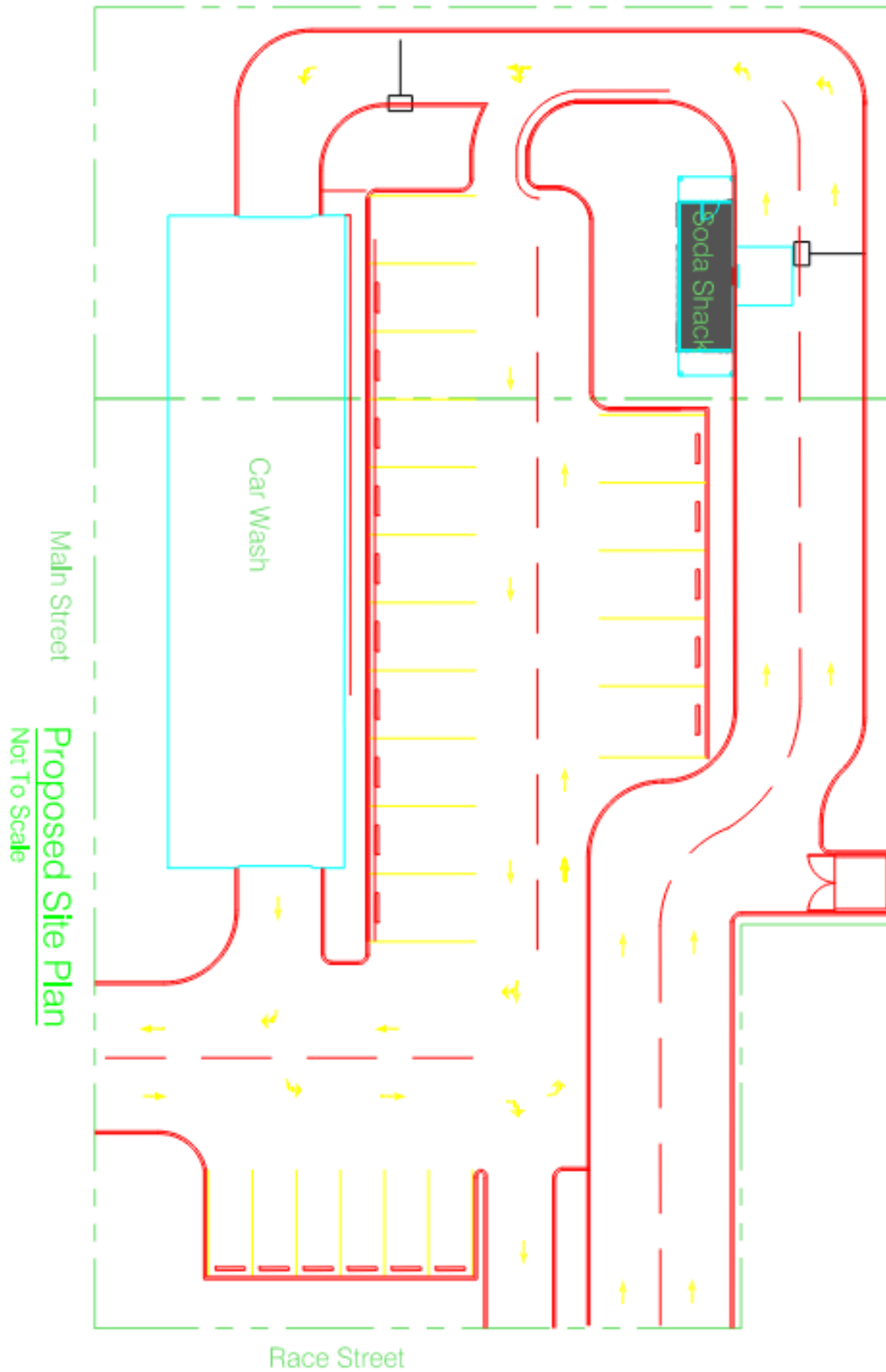




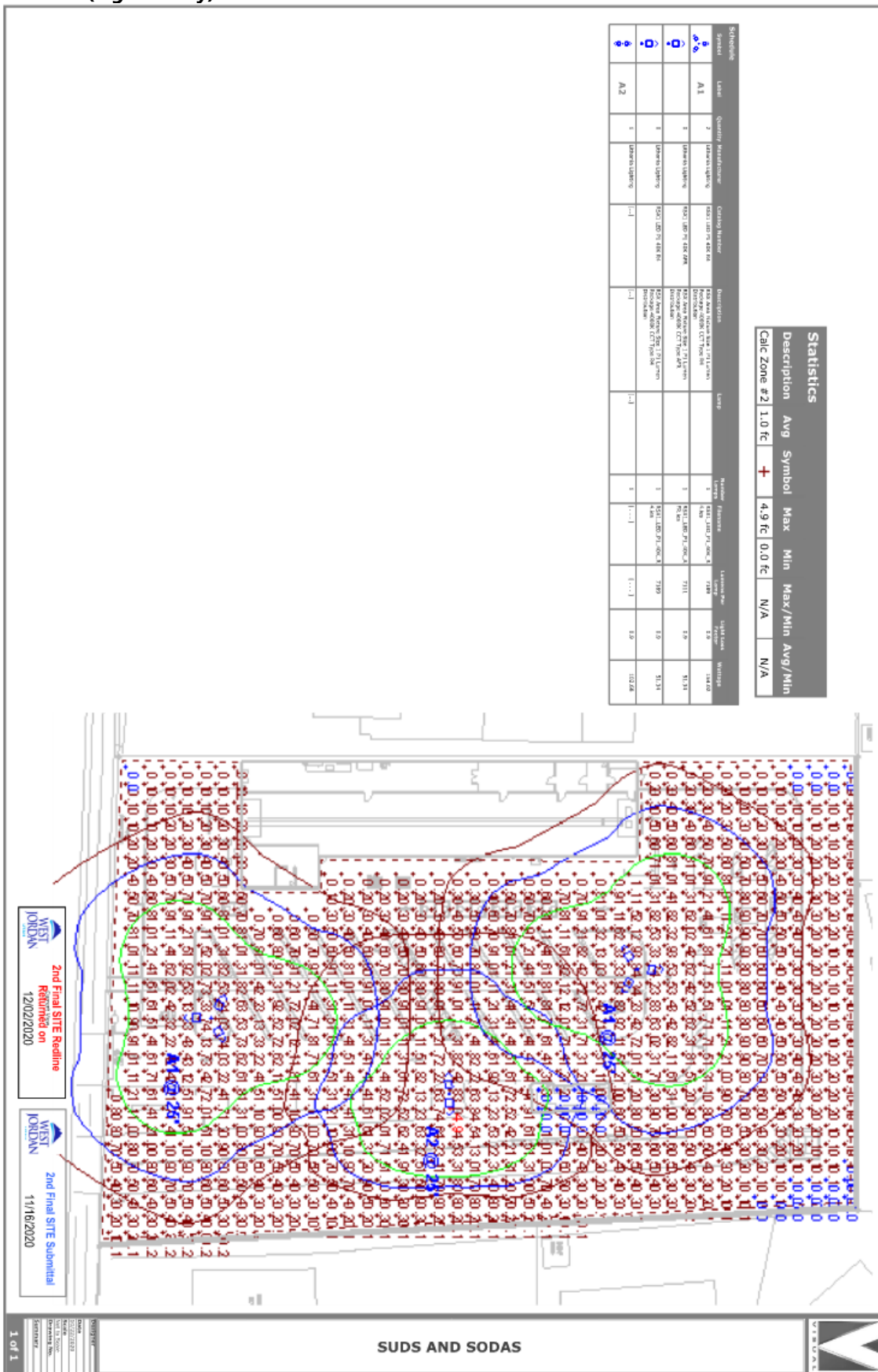
Exhibit D



Exhibit E



Exhibit F (Light Study)



AGENDA ITEM #3

Discussion of an application for a Plat
Amendment to Logan Subdivision (169 & 159
W. Vine Street)



Planning and Zoning

336 W. Main Street • Grantsville, UT 84029

Phone: (435) 884-1674 • Fax: (435) 884-0426

CD-22-12.29

Subdivision Plat Amendment Summary and Recommendation

Parcel ID:	11-056-0-0002	Meeting Date:	February 2, 2023
Property Address:	159 West Vine Street	Current Zone	RM-7

Applicant Name: Holly Jones

Request: Applicant desires to change the parcel size of lot 2 in the **Logan Subdivision** and separate it into 2 parcels. The southern parcel to have 0.62 acres and the northern parcel to have 0.34 acres.

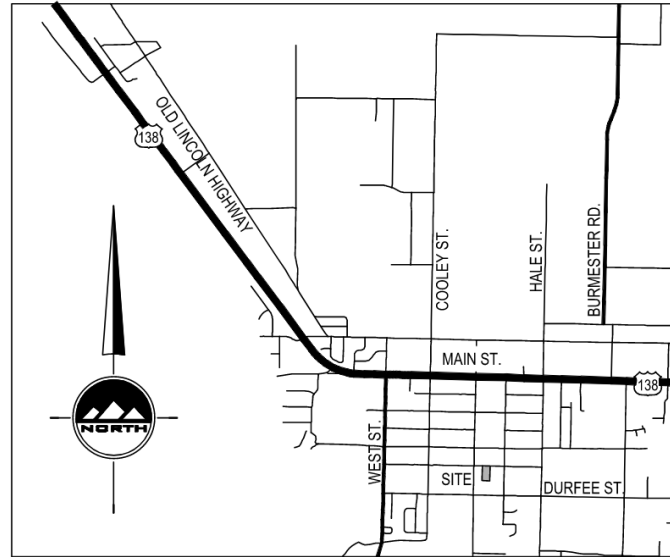
Prepared by: Cavett Eaton

Planning Staff Recommendation: Based on GLUDMC 21.8.1 Vacating Or Changing A Subdivision Plat, Planning staff recommends this subdivision amendment be approved.

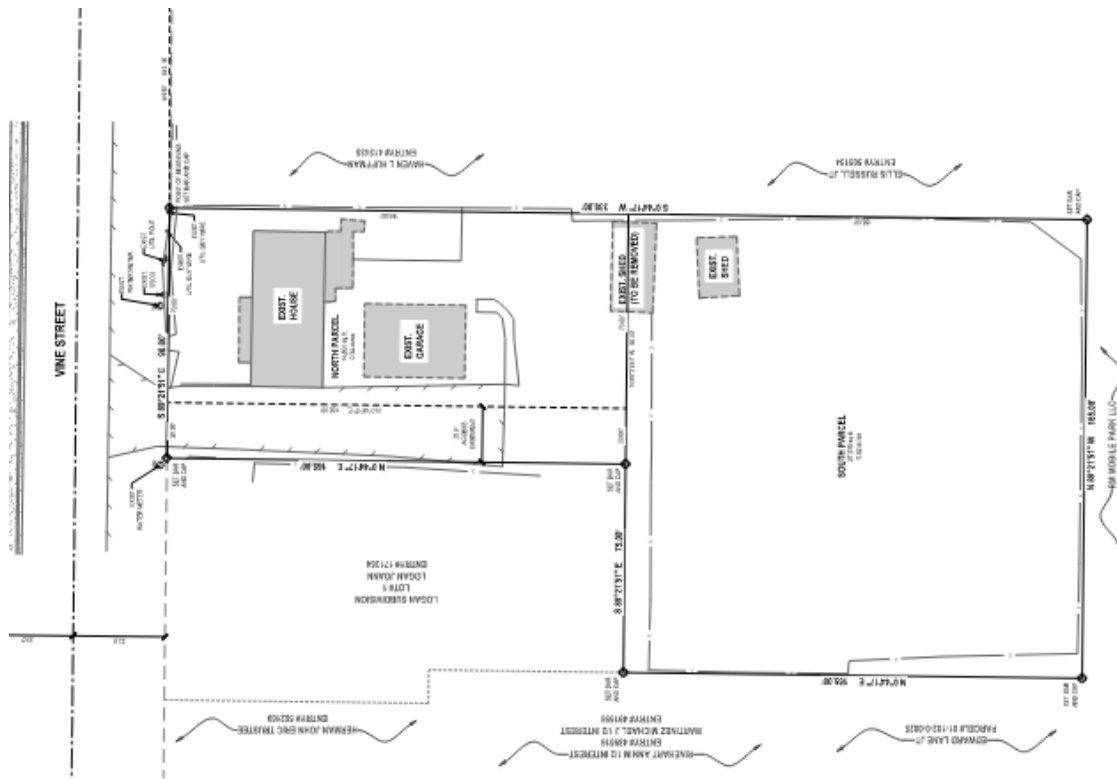
PROJECT DESCRIPTION

Parcel Owner Holly Jones want to change the parcel size of Logan Subdivision Lot 2 and separate it into two (2) parcels. A southern parcel of .62 acres and a northern parcel of .34 acres. A 20-foot access easement is also being proposed for the North parcel.

SITE & VICINITY DESCRIPTION



VICINITY MAP
NOT TO SCALE



LAND USE CONSIDERATIONS

Requirement	Standard	Proposed	Compliance Verified
Setbacks			No Changes to Original Subdivision Plat
Access Easement		A 20' access easement beginning on the west lot line has been proposed to the North Lot	Complies. Easement is for maintenance access and utilities.
Lot Area	GLUDMC 15.4 Multiple Residential District RM-7 - Minimum Lot Size (Lot Area): 7,000 sq. feet	North Parcel .34 Acres (14,810.4 Sq. Ft.) South Parcel .62 Acres (27,007.2 Sq. Ft.)	Complies
Compliance with the General Plan.			Complies

NEIGHBORHOOD RESPONSE

There is one other resident in this subdivision that this amendment process requires to be noticed. This will happen on 1/20/2023. Responses will be included in the final version of this Summary.

A Public Hearing has been noticed to be held on February 2nd, 2023 at 7 pm at the Regular Planning Commission Meeting scheduled for that day.

Any public response received prior to 12 pm on Thursday, Feb. 2nd, 2023 will be provided to the Chairman of the Planning Commission prior the Planning Commission Meeting on that day.

PLANNING COMMISSION RESPONSE

No response submitted at this time.

PLANNING STAFF RECOMMENDATION

Based on **GLUDMC 21.8.1** Vacating Or Changing A Subdivision Plat, planning staff recommends this Subdivision Amendment be approved

Exhibit A

GRANTSVILLE CITY SUBDIVISION PLAT AMENDMENT APPLICATION

DATE PAID _____
AMOUNT PAID _____
HEARING DATE _____

FEEES:
Preliminary Plat \$750.00 + \$100.00 per affected lots
Final Plat \$1500.00 + \$100.00 per affected lots
****ALL FEES ARE NON-REFUNDABLE****

APPLICANT'S NAME Holly Jones

MAILING ADDRESS PO Box 443 Grantsville Utah 84029

EMAIL ADDRESS hollyjoneshomes@gmail.com

APPLICANT'S PHONE 435-840-2602

LOCATION & NAME OF SUBDIVISION Logan Subdivision
159 west Vine St Grantsville Utah 84029

DO YOU OWN THE PROPERTY? Yes

NUMBER OF ACRES INVOLVED 0.96

NUMBER OF LOTS INVOLVED 1

CURRENT ZONE OF PROPERTY RM-7

PURPOSE OF THE AMENDMENT Change the Parcel size of Lot 2 & separate
into 2 parcels. A southern (0.62 acres) & northern (0.34 acres) parcel.

Holly Jones dotloop verified
12/29/22 2:48 PM EST
NCLJ-Q30E-T8YG-T1AP
SIGNATURE OF APPLICANT DATE

Exhibit C

SURVEYORS NARRATIVE

I, Douglas J. Kinsman, do hereby state that I am a Professional Land Surveyor, and that I hold license no. 334575, as prescribed by the laws of the state of Utah, and represent that I have made a survey of the following described property. The total property is Lot 2 of Logan Subdivision, on record in the county recorder's office as Entry No. 82823.

The basis of bearing for this survey is the line between the South Quarter Corner calculated from the found Witness Corner of Section 31, and the Southeast Corner calculated from the found Witness Corner of Section 36, Township 2 South, Range 6 West, Salt Lake Base and Meridian, which bears North 89°50'19" East 2482.29 feet.

NORTH PARCEL

A parcel of land, situate in the Southeast Quarter of Section 36, Township 2 South, Range 6 West, Salt Lake Base and Meridian, more particularly described as follows:

Beginning at a point on the southerly right-of-way line of Vine Street, which is located North 475.19 feet and West 642.16 feet from the Southeast Corner of Section 36, Township 2 South, Range 6 West, Salt Lake Base and Meridian, and running:

thence South 0°44'17" West 165.00 feet;
thence North 89°21'51" West 90.00 feet;
thence North 0°44'17" East 165.00 feet to the southerly right-of-way line of Vine Street and along said line the following call;
thence South 89°21'51" East 90.00 feet to the Point of Beginning.

Parcel contains: 14,850 square feet, or 0.34 acres.

SOUTH PARCEL

A parcel of land, situate in the Southeast Quarter of Section 36, Township 2 South, Range 6 West, Salt Lake Base and Meridian, more particularly described as follows:

Beginning at a point, which is located North 475.19 feet and West 642.16 feet and South 0°44'17" West 165.00 feet from the Southeast Corner of Section 36, Township 2 South, Range 6 West, Salt Lake Base and Meridian, and running:

thence South 0°44'17" West 165.00 feet;
thence North 89°21'51" West 165.00 feet;
thence North 0°44'17" East 165.00 feet to the southerly right-of-way line of Vine Street and along said line the following call;
thence South 89°21'51" East 165.00 feet to the Point of Beginning.

Parcel contains: 27,225 square feet, or 0.62 acres.

ACCESS EASEMENT

A 20.00 feet access easement, situate in the Southeast Quarter of Section 36, Township 2 South, Range 6 West, Salt Lake Base and Meridian, more particularly described as follows:

Beginning at a point on the southerly right-of-way line of Vine Street, which is located North 475.19 feet and West 642.16 feet and North 89°21'51" West 70.00 feet from the Southeast Corner of Section 36, Township 2 South, Range 6 West, Salt Lake Base and Meridian, and running:

thence South 0°44'17" West 165.00 feet;

thence North 89°21'51" West 20.00 feet;

thence North 0°44'17" East 165.00 feet to the southerly right-of-way line of Vine Street and along said line the following call;

thence South 89°21'51" East 20.00 feet to the Point of Beginning.

Parcel contains: 3,300 square feet, or 0.08 acres.

Date

Douglas J Kinsman

License no. 334575

AGENDA ITEM #4

Discussion of a Conditional Use Permit application for Holly Jones to own and operate a Transitional Treatment Home, Beacon House at 159 Vine St.



Planning and Zoning

336 W. Main Street • Grantsville, UT 84029

Phone: (435) 884-1674 • Fax: (435) 884-0426

CUP-22-10.17

Conditional Use Permit Summary and Recommendation

Parcel ID: 11-056-0-0002 **Meeting Date:** February 2, 2023
Property Address: 159 Vine Street **Current Zone:** RM-7

Applicant Name: Holly Jones
Request: To own and operate Beacon House as a Transitional Treatment Home

Prepared by: Cavett Eaton

Planning Staff Recommendation: Planning Staff recommends approval of this conditional use permit as meeting conditions of the GLUDMC. (see below)

PROJECT DESCRIPTION & HISTORY

Holly Jones to operate Beacon House LLC, a Group Home which offers residential recovery support at 159 Vine Street, zoned RM-7. It is noted that the business will house 10-12 onsite live-in clients and a house live-in manager.

Beacon House LLC has begun operations as a Small Group Home as per Zone RM-7 **GLUMDC 15.7 Table 15.1 Use Regulations**. This is a permitted use for this small group home and is regulated by the Tooele County Health Department.

This CUP was properly noticed and a Public Hearing and the CUP Discussion was held on December 15, 2022. There was considerable public comment, both for and against this Group Home in this location.

SITE & VICINITY DESCRIPTION

159 Vine Street is in a residential vicinity off of Vine Street and between Park Street on the East and Center Street on the West.



ZONE AND LAND USE CONSIDERATIONS FOR RM-7

Requirement	Standard	Proposed	Compliance Verified
Existing Building Location and Setbacks	GLUDMC Chapter 15.4	No Change	Verified
Regulation of General Applicability GLUDMC Chapter 8	<p>8.5 Transitional Treatment Homes</p> <p>(1) The purpose of this chapter is to permit the establishment of transitional treatment homes for the disabled subject to licensing procedures and, where appropriate, conditional use standards. No transitional treatment home for the disabled, shall be established, operated or maintained within the City without a valid license issued by the Board of Health.</p> <p>(2) Small transitional treatment homes (four to six residents) may be allowed as a conditional use permit in the RM-7, and RM-1 1 zoning districts, provided that no small group home shall be located within eight hundred feet of another transitional treatment home or a group home.</p> <p>(3) Large group homes (seven or more residents) may be permitted by conditional use permit in the RM-7 and RM-1 1 zoning districts provided that no large group home shall be located within eight hundred feet of another group home or a transitional treatment home.</p>	As permitted with CUP Application and Approval	Verified

<p>Building Codes per IBC section 310 & IBC 310.4.4</p>	<p>These Codes cover how residential occupancies are governed. The State has added a new section to this portion of the building code. IBC 310.4.4 Assisted Living Facilities. Type I assisted living facilities with two to five residents are Limited Capacity facilities classified as a Residential Group R-3 occupancy or are permitted to comply with the International Residential Code. See Section 202 for definitions.</p>	<p>Because of the number of residents proposed, IBC Codes may apply and ADA requirements as well as fire sprinklers may be needed.</p>	<p>May not comply, may need modifications.</p>
--	---	--	--

<p>Compatibility with existing buildings in terms of size, scale and height.</p>	<p>Verified</p>
<p>Compliance with the General Plan.</p>	<p>Complies</p>

NEIGHBORHOOD RESPONSE

Considerable, both in favor of and in opposition to this proposed use.

PLANNING COMMISSION RESPONSE

No response at this time.

PLANNING STAFF ANALYSIS

Upon extensive review with City Staff, including out City Attorney, it was determined that under State Code and Definitions, a conditional use permit is not required for a Small Group Home in a RM-7 zone.

Additionally, after a review of **GLUMDC 8.5(3) Transitional Treatment Homes** our code it states that "Large group homes (seven or more residents) may be permitted by conditional use permit in the RM-7 zoning district."

The applicant, Holly Jones, has since requested a continuance of the Cup application for a Large Group Home (Transitional Treatment Home), which is permitted with acceptance of this CUP.

It is to be noted also that the applicant has also requested a Subdivision Plat Amendment to be discussed at the Planning Commission Regular meeting held on the same date. (Feb. 2nd, 2023) This plan amendment proposes to change the parcel size of Logan Subdivision Lot 2 and separate it into two (2) parcels. A southern parcel of .62 acres and a northern parcel of .34 acres. A 20-foot access easement is also being proposed for the North parcel.

PLANNING STAFF RECOMMENDATION

Planning Staff recommends approval of this conditional use permit as meeting conditions of the GLUDMC.

Exhibit A

10/19/22, 10:54 AM Please Online Form

Conditional Use Permit – Home Occupation Application

Print

Submitted by:
 Submitted On: 2022-10-17 21:27:05
 Status: Open Assigned To: Covert Eaton
 Priority: Normal Due Date: Open

GRANTSVILLE CITY CONDITIONAL USE APPLICATION
 (Home Occupation)

FEE IS \$75.00 IF REVIEWED IN HOUSE, \$200.00 IF REVIEWED BY COMMISSION

OFFICE USE ONLY

DATE PAID: _____ AMOUNT PAID: _____

HEARING DATE: _____ PERMIT #: _____

* Name	* Phone #
Holly Jones	435-840-2502

* Business Name
 The Beacon House LLC

* Address of subject property
 139 Vine St Grantsville Utah 84029
 Or, State, Zip

* Mailing Address
 PO 413 Grantsville Utah 84029
 Or, State, Zip

* E-mail address of applicant
 hollyjoneshomes@gmail.com

Do you own subject property?	Current zone of property:
Yes	RM-7

Required items to be Submitted for In-House/Planning Commission Approval (Must be submitted separately to the Zoning Administrator):

1. A complete detailed description of the type of business proposed, which includes:
 - a. the expected number of clients per day;
 - b. a list of the individuals at the home who will be working in the business;
 - c. the expected hours of operation of the business; and
 - d. storage of material (tools, product, etc), what and where.
2. Approval letter from the owner of the property if you are renting or leasing.
3. Vicinity map of area with North indicated.

*email sent
10/27/22*

Exhibit B**OWNER:**

THE BEACON HOUSE LLC
PO 443 Grantsville Utah 84029
Holly Jones

PROPERTY LOCATION:

159 Vine St. Grantsville Utah 84029

TYPE OF BUSINESS PROPOSED:

1. Recovery Residence
2. 4- 6 clients per day living onsite
 - a. 1 House Live-in Manager
3. Individual working in the Business
 - a. House Manager
4. Hours of Operation
 - a. Live onsite 24 hours
5. Storage of Material (tools, product, etc.) What and Where
 - a. None
6. Approval Letter
 - a. *(Included in submitted materials)*
7. Vicinity map of area with North indicated – *(Shown on Plat Parcel & Radius Report)*
 - a. *(Included in submitted materials)*
8. A site plan which includes actual dimensions of the property, the size and location of all existing buildings, and all driveways and areas for and number of parking spaces.
 - a. *(Included in submitted materials)*
9. A plat of the parcel and a Radius Report obtained from Tooele County Recorder's office, self-sealing envelopes, mailing labels and first-class postage for all property owners located **within 500 feet** of subject property boundary. **DO NOT PUT MAILING ADDRESSES ON ENVELOPES!**
Addresses must be from Tooele County Recorder's Office!
 - a. *(Included in submitted materials)*

Exhibit D

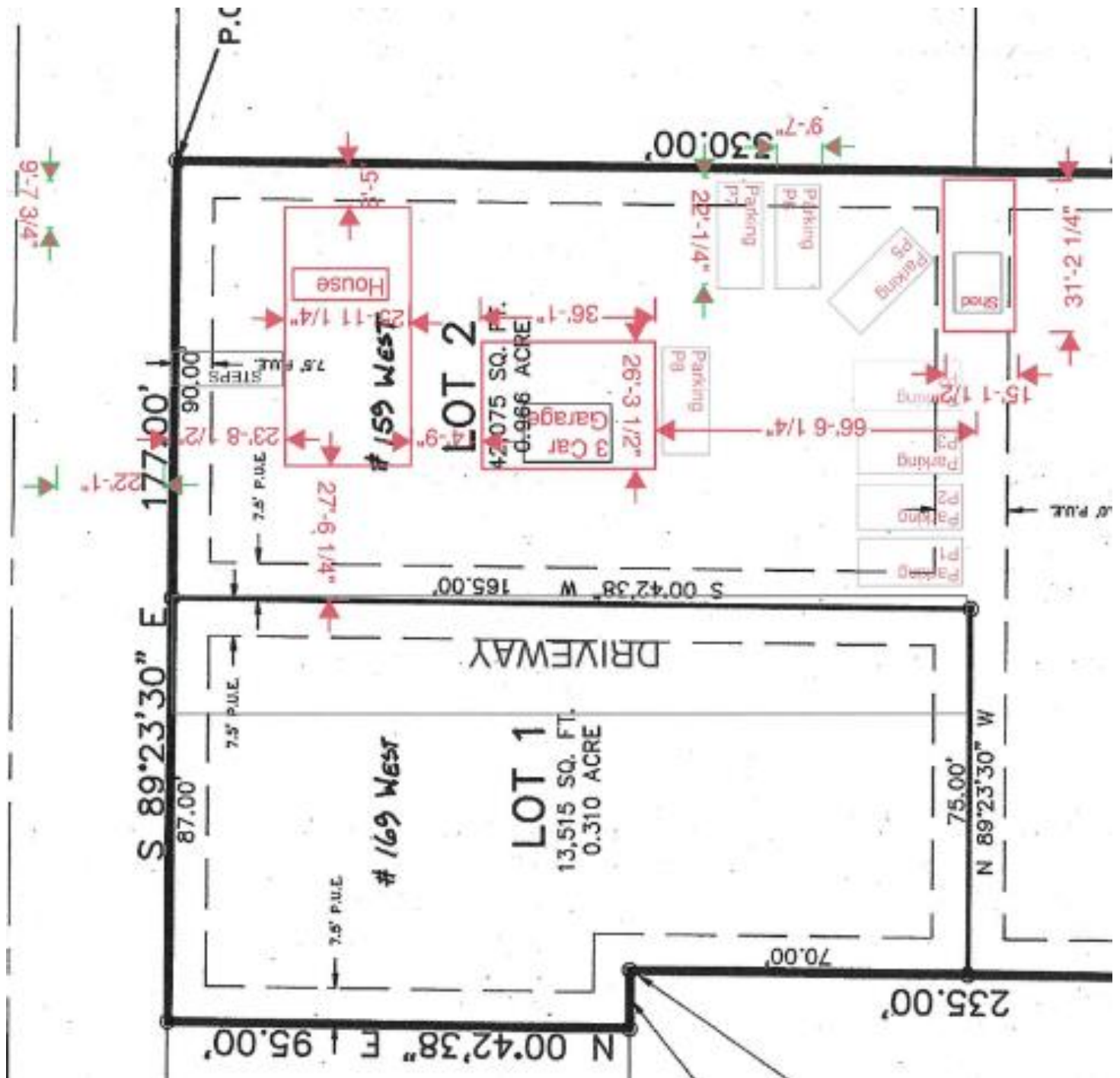


Exhibit E

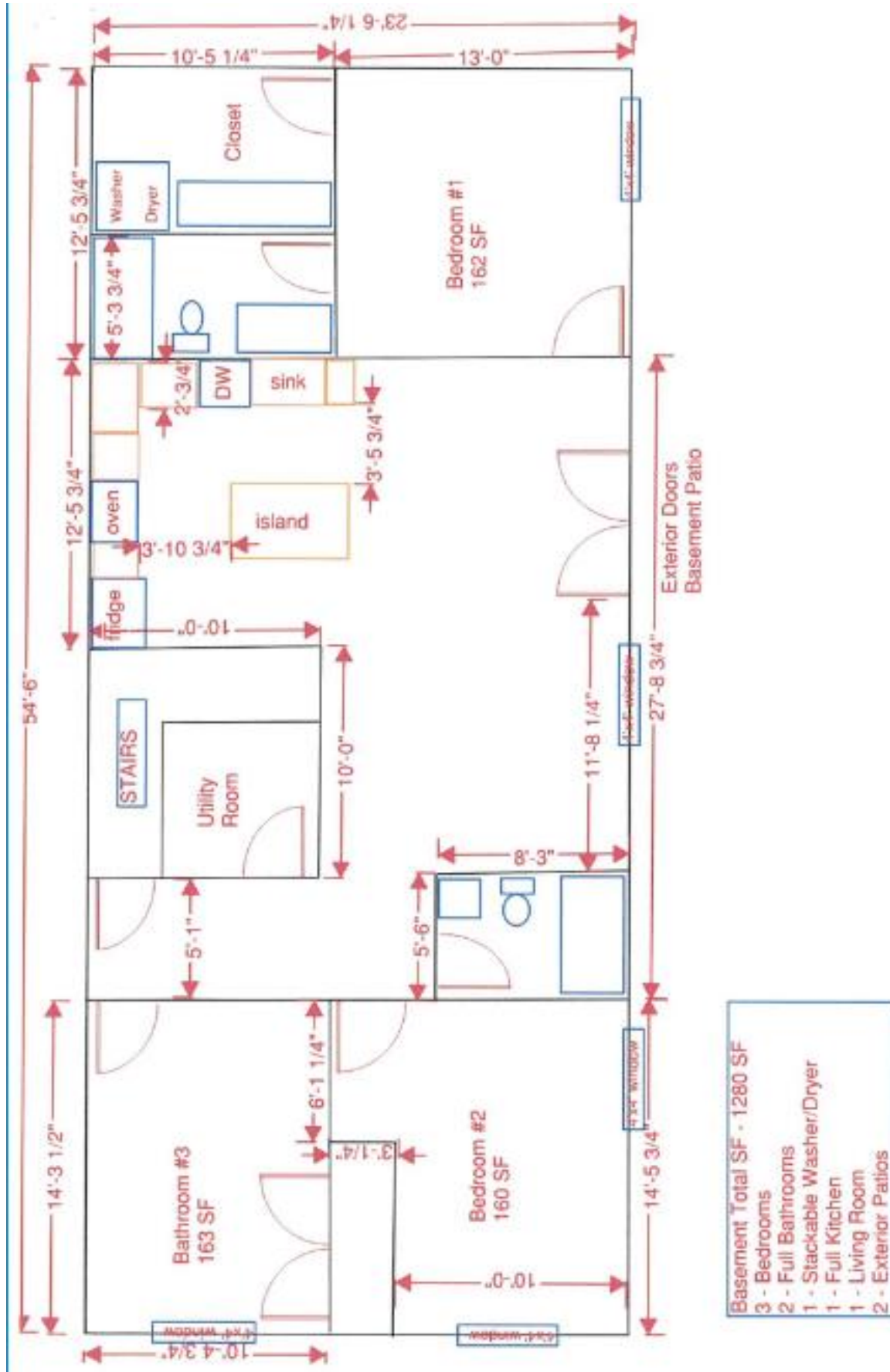


Exhibit F**ASSISTED LIVING FACILITIES**

The State of Utah has amended the building code in regards to what code governs these types of buildings.

The State has added a couple of definition to Chapter 2 of the IBC that are noted below.

RESIDENTIAL TREATMENT/SUPPORT ASSISTED LIVING FACILITY: A residential facility that provides a group living environment for four or more residents licensed by the Department of Human Services, and provides a protected living arrangement for ambulatory, non-restrained persons who are capable of achieving mobility sufficient to exit the facility without the physical assistance of another person.

TYPE I ASSISTED LIVING FACILITY: A residential facility licensed by the Department of Health that provides a protected living arrangement, assistance with activities of daily living and social care to two or more ambulatory, non-restrained persons who are capable of mobility sufficient to exit the facility without the assistance of another person. Subcategories are:

Limited Capacity: two to five residents;

Small: six to sixteen; and

Large: over sixteen

IBC section 310 covers how residential occupancies or governed. The State has added a new section to this portion of the building code. This new section is below.

IBC 310.4.4 Assisted Living Facilities. Type I assisted living facilities with Two to five residents are Limited Capacity facilities classified as a Residential Group R-3 occupancy or are permitted to comply with the International Residential Code. See Section 202 for definitions.

So with the noted information above, a standard single family dwelling can be used as a care facility as long as only five or less people are being cared for. When there will be six or more people, then the building is governed by the International Building Code (IBC). All residential type occupancies in the IBC are required to comply with all accessibility (ADA) requirements of IBC chapter 11, and to be equipped with fire sprinklers from chapter 9.

Andy Jensen
Grantsville Building Inspector
Dec. 7th, 2022

Exhibit G

November 21, 2022

Roger
Francom
136 West vine
Grantsville, Utah

To Whom it may concern:

I am writing this letter in reference to the notification concerning the conditional use permit application to operate a Group home at 159 West Vine Street. I am adamantly opposed to such a facility to be established at this location. This is a single-family dwelling and is in a well-established neighborhood where the majority of the residents in this and the surrounding area have resided for more than 30 years in each home and are mostly elderly with children in some of the homes where we have felt safe all of that time.

There is a myriad of reasons why I feel that this facility would be inappropriate in a residential setting, but I will touch on a few.

1. This has already caused anxiety for my wife and I as well as many of our neighbors
2. Whether the danger or risk/danger is real or imagined, the fear that is felt is real. We are concerned about our safety as well as our home and property, and nothing can be said that will nullify how this makes us feel.
3. It is a single-family dwelling.
4. It is also located 2 blocks from two schools, 1 elementary and 1 Jr. high schools.
5. Currently 2 children 10 and 6 years old reside at that residence (also adding to the already requested 10-12 clients and 1 live in manager).
6. The owner/operator cannot guarantee the health, safety, comfort, order or general welfare of person residing in the vicinity. (Zoning ordinance 7.8 (b).
7. Make the use harmonious with the neighboring uses in the zoning district in which it is located (7.8 (d). It could not be harmonious in an area that it is not wanted.
8. The protection of property values (7.8 (f).
9. Some operators of sober living homes and group homes are driven more by profit rather than intent to provide recovering addicts a realistic potential of sobriety.

I would hope that those entrusted to make this decision and, in its actions, intends to make an appropriate decision to the interests of the city and its residents to preserve residential neighborhood character.

Where I do believe there is a need for such recovery, this is not an appropriate location or the appropriate type of facility for a successful rehabilitation. From the research I have conducted the majority of clients in this type of setting relapse in short time, thus we do not this element in our neighborhood. Once these types of establishments are opened, they are almost impossible to close regardless of unwanted/unlawful activities, or even criminal that may arise.

Ask yourself, "would I want this across the street from my house?"

PLEASE STOP THIS FROM HAPPENING?

Thank you for your consideration,


Roger Francom


Dana Francom


Margene Duffley

Exhibit H

To: Grantsville City

We are writing this letter in response to the notification of the letter we received for the property on 159 W Vine Street Grantsville Utah

Our objection and concerns are as follows.

- We feel that this is not the appropriate place for a recovery support, drug rehab, halfway house. There is the Middle, Elementary, High School and a park with a ballpark within blocks of this residents there are children who walk on this road daily. Their safety is very important. We will not know what clients with criminal records will be there.
- This house is in the middle of a neighborhood, this house is prefabricated single-family dwelling, which will have 12 clients and a manager in it, that is a lot of people for one small house and one manager to keep track of clients 24-7.
- There are families with children in this neighborhood. There are seniors in this neighborhood there are seniors that live alone. Will they be targets for break in's because they are seniors and may have pain medication. We are worried about their safety.
- We feel this is NOT a safe business to have in the middle of a neighborhood, we have lived here for over 33 years along with most of our neighbors. We will not feel safe. Every time we leave our house, we will worry, and have anxiety about our property or house being broke in to.
- There is no lighting on Vine Steet between Center and Park Street this street is very dark this is a safety issue. There is no curb gutter or sidewalk on the south side of the street.
- Our property value will go down.

Ms. Jones is a Real estate agent; she buys and sells houses for a living. She does not care about our neighborhood. Ms. Jones has never been our neighbor. This is just another money-making transaction for her, at the expense of our neighborhood.

Sincerely,

John Herman



Frances Herman



Exhibit I

11/22/22, 9:28 AM

The City of Grantsville Mail - Beacon House placement



Cavett Eaton <ceaton@grantsvilleut.gov>

Beacon House placement

1 message

Victoria Millward <1victoria.millward1@gmail.com>

Sat, Nov 19, 2022 at 3:40 PM

To: "ceaton@grantsvilleut.gov" <ceaton@grantsvilleut.gov>

Cc: "drowberry@grantsvilleut.gov" <drowberry@grantsvilleut.gov>, "jallen@grantsvilleut.gov" <jallen@grantsvilleut.gov>, "jhutchins@grantsvilleut.gov" <jhutchins@grantsvilleut.gov>, "jjenkins@grantsvilleut.gov" <jjenkins@grantsvilleut.gov>, "jwilson@grantsvilleut.gov" <jwilson@grantsvilleut.gov>, "ncritchlow@grantsvilleut.gov" <ncritchlow@grantsvilleut.gov>, sbevan@grantsvilleut.com

My name is Victoria Millward I live at 297 South Center St. The reason I'm writing this is I'm against the placement of a drug rehabilitation house so close to the schools. My concerns are the rise of drugs it's going to bring to this town. Im a recovering meth addict that has been to many programs and not one of them programs I have went too was drug free. Every one I went to had drugs and one sold Heroin out the back doors and widows of their rooms. This house placed in the middle of town is going to bring more drugs to this town close to our children's schools. It's also going to bring up crime of theft and burglaries to this quiet neighbor hood and puts everyone at risk of violence.

I'm very concerned because drug abuse is a struggle every day to stay clean and I know personally that not all them drug addicts are in a rehabilitation center to get clean. Most of them are there because they are court ordered to be I know first hand what you will be inviting into this neighborhood and hope one of you reads this and understands my concerns.

Please if one is to be placed in Grantsville it would be best it isn't in the middle of town and this close to our kids schools. I'm all for more programs but the best place for them would be on the outer part of town not by any school, I'm concerned about my sobriety my neighbors and family safety my children safety and all of the children safety that goes to the schools around here please reconsider placing this drug home at 159 Vine st to close to our children. Think about all the drug pollution needles on the side the road empty baggies and some that isn't just fall out of their pockets. Please look at the bigger pictures and **DO NOT ALLOW THIS BEACON HOUSE TO OPEN THEIR DOORS IN THE MIDDLE OF GRANTSVILLE.** If it is it will I promise you open the doors for so much more harm than you can imagine and that scares me the most. Thank you for you're time in reading my concerns.

Victoria Millward
297 south Center st
Grantsville Ut 84029.

Exhibit J

November 19, 2022

Cavett Eaton
Zoning Administrator, Grantsville City
336 West Main
Grantsville, UT 84029

Dear Mr. Eaton:

It is with great concern that I am writing this letter. The following is a list of concerns we have regarding the Application for a Conditional Use Permit for the Beacon House to be located at 159 Vine Street, Grantsville:

- It is currently attached to our property at 261 S Center. My grandchildren play in the yard that is connected to the property.
- It is in the middle of a residential area near parks, ball fields, the elementary school and the high school.
- Children walking to and from school every day is very concerning.
- The residence is currently a single-family home with not enough room for the proposed number of people.
- There are senior citizens that live in the area that could be at risk for break-ins.
- Will we be targets for criminals to break into our homes?
- There is not any lighting on Vine between ~~State~~ and Center Street and it is very dark and there aren't any curbs or side-walks. *Park*
- Property value will drop
- A close distance to churches.
- Can we trust that a criminal history has been completed on each patron?

I am gravely concerned for my Grandchildren and my Great Grandchild that are at our home.

Sincerely,

Michael J. Martinez

Terryll Martinez

Cc: Jewell Allen, Scott Bevan, Mayor Critchlow, Jeff Hutchins, Jolene Jenkins, Darrin Rowberry, Jesse Wilson

Exhibit K

11/22/22, 9:28 AM

The City of Grantsville Mail - Beacon House LLC, Group Home



Cavett Eaton <ceaton@grantsvilleut.gov>

Beacon House LLC, Group Home

1 message

A.J. Galindo <ajgalindo88@gmail.com>

Sun, Nov 20, 2022 at 10:20 AM

To: ceaton@grantsvilleut.gov

Cc: jwilson@grantsvilleut.gov, jallen@grantsvilleut.gov, sbevan@grantsvilleut.gov, ncritchlow@grantsvilleut.gov, jhutchins@grantsvilleut.gov, jjenkins@grantsvilleut.gov, drowberry@grantsvilleut.gov

My name is Anthony Galindo, I live at 248 S Park St, Grantsville UTAH 84029. Many of the neighbors have come together and agree that this group home will be detrimental to our health, safety, comfort, and the general welfare of our residents in the vicinity.

This group home will increase foot traffic throughout our neighborhood and nearby schools. With the Group home housing 10-12 "recovering adults", property crime and burglaries are a big concern with our neighborhood. This group home could effect the property value of homes in the vicinity.

Cavett Eaton, please when considering weather to approve or deny the permit for the Beacon House LLC, think about if this this group home for "recovering adults" was placed next to your home.

Thank you for your time,
Anthony Galindo

Exhibit L

12/9/22, 10:28 AM

The City of Grantsville Mail - Fwd: 157 West Vine



Lanise Thompson <lthompson@grantsvilleut.gov>

Fwd: 157 West Vine

1 message

Cavett Eaton <ceaton@grantsvilleut.gov>
To: Lanise Thompson <lthompson@grantsvilleut.gov>

Fri, Dec 9, 2022 at 9:41 AM

----- Forwarded message -----

From: **Debbie Hitesman** <dlhitesman@gmail.com>

Date: Thu, Dec 8, 2022, 8:34 PM

Subject: 157 West Vine

To: Debbie Hitesman <dlhitesman@gmail.com>, ceaton@grantsvilleut.gov <ceaton@grantsvilleut.gov>

In an effort to be transparent, I want you to know I live next to the site in Erda that Holly Jones and Beacon House is in the process of trying to put another sober living home.

I absolutely admire anyone who is trying to better their lives, and I know from watching my friends who struggle with addiction that it's a hard, lifetime challenge. Everyone needs support! However, a neighborhood where there are small children is not the place for a facility like this.

I'd like to remind you of Rachel Elton, a Tooele college student who in 2006 was raped and murdered by a 17 year old resident of a treatment home that she worked in. No one can guarantee safety.

The neighbors have worked hard for themselves, they have sacrificed to buy homes and build responsible lives. Moving a treatment home into a neighborhood effects everyone around. It costs them in safety, security and in lowered property values. A resident of Erda who lives next door to a halfway home is trying to sell his home, he can not find a buyer. How is it right for one citizen to swoop into a neighborhood and cost so many so much?

I have concerns, too, about the supervision Beacon House would offer. The entity has a facility in Tooele where they hold AA and NA meetings. But after the meetings, the members are in the parking lot, sometimes drinking, and harassing citizens. People who have come to the area on business have stated that they were afraid to get out of their cars because of the rowdy actions. If that's what is allowed after a meeting and Beacon House does not make an effort to supervise the actions of those who are coming to their facility what kind of supervision can we truly expect them to have on a 24 hour basis ?

I would encourage you to disallow a facility into the neighborhood to maximum strength of the ordinances allowed.

Exhibit M

CAVETT EATON
ZONING ADMIN.

I CAN'T FIND ANY INFORMATION ON "BEACON HOUSE LLC" THAT RELATES TO A PROCESS CALLED "RESIDENTIAL RECOVERY SUPPORT", NOR CAN I FIND ANY REVIEWS.

IT DOESN'T SEEM REASONABLE TO HOUSE 10-12 "LIVE-IN CLIENTS" IN A 1,400 SQ. FT HOUSE. ALSO, PARKING COULD BE A PROBLEM.

A FEW QUESTIONS WOULD BE:

IS THIS A SUBSTANCE ABUSE PROGRAM?

IS THIS A CERTIFIED PROGRAM APPROVED BY A PHYSICIAN?

IS THERE INFORMATION AVAILABLE ON THE SUCCESS RATE?

WHAT QUALIFICATIONS DOES THE "LIVE-IN MANAGER" REQUIRE?

IS "HOLLY JONES" A REALTOR?

IS THIS PROGRAM SUPPORTED BY "LIVE-IN CLIENT'S INSURANCE?"

WITH THE LIMITED INFORMATION MADE AVAILABLE WE FIRMLY OBJECT:

EDWARD BARRUS
W. DEAN BARRUS
235 SO. PARK ST.

Edward Barrus
Jordan Barrus

Exhibit N

DATE: November 15, 2022

TO: Grantsville Planning and Zoning Committee

FROM: DeAnna Linares

I would like to address the proposed Recovery Support Group Home which would be located at 159 Vine Street. I live on the block east of this proposed site, 46 West Vine Street.

This area, regardless of how it is zoned, is a totally residential area. It consists of young families who are building or buying up homes being sold by older residents on this street, and middle age to senior citizens. It is generally a quiet neighborhood where children play up and down the street and feel safe. This proposal would change that dynamic by having a questionable element like this home.

A major area of concern is that it is located 2½ blocks from Grantsville Elementary School on the north, and 2½ blocks from Grantsville Junior High School on the southeast. Children go up and down Vine Street to walk to and from these schools. It has always been considered a safe route for children to go because of the current environment. There are so many other homes/property for sale in Grantsville that are not in such proximity to our schools that could be used for this group home.

I respectfully request that this project be denied by the Committee.



Exhibit O

APPLICATION FOR A
CONDITIONAL USE PERMIT
CONSIDERATION BY GRANTSVILLE CITY
ZONING ADMINISTRATOR

This is to inform you that an application has been received in our office for consideration of approval of a conditional use permit for:

Holly Jones to operate Beacon House LLC, a Group Home which offers residential recovery support at 159 Vine Street, zoned RM-7. It is noted that the business will house 10-12 onsite live-in clients and a house live-in manager.

The address is in the area of, or adjoins property you own, according to the tax rolls of Tooele County.

If you have any questions regarding this information, or if you have information that is relevant to the determination of approval, please contact our office within fourteen (14) days of the above date at 884-1674, or provide written information on the back of this notice and mail it back to me at Grantsville City Public Works building, 336 West Main Street, Grantsville, Utah, 84029.

Thank you,

Cavett Eaton
Zoning Administrator

No! I do not want this approved

*Rhine Williams
435-884-1808*

Exhibit P

11-16-2002

To All it may concern:

I am writing in response to the application of a conditional use permit for Ms. Holly Jones application for a conditional use permit for Beacon House in my neighborhood.

I believe this is not an appropriate location for a facility such as this due to the existing residential demographics in the immediate area to include children, elderly, disabled individuals and independent females. It is not just the immediate area but several blocks surrounding the facility that could be impacted. There are 5 elderly households on the street alone; 2 of which are directly across the street, one of these is severely disabled due to a medical condition. Another just 2 doors down and I live alone.

This does not only concern the immediate area, but the surrounding area for several blocks as well. In the next block there are at least 7 elderly couples, 2 of which are women who live alone. Directly behind the property being considered for the conditional use permit is a vacant field, which leads to another block where I know of at least 5-7 elderly households, some of which are also disabled or live alone. I am stating these examples because the impact is more extensive than just the neighbors in the immediate area or next door. There are also children in the area with some being directly next door. I believe we should be given the right to feel safe in our own homes as most of us have lived here for over 40 years.

Additionally, to this point, since there could potentially be a wider impact, should more of the surrounding area have been notified? I understand we have zoning laws and such, but the conditional use permit is not simply concerning horses or livestock and whether they could become a nuisance.

There are absolutely NO streetlights on Vine Street, it is one of the darkest streets in the city at night. The only reason the end of the street where I live is lit up at night is because 2 of my neighbors and I have outside lights on all night. Most only have a porch light to rely on.

Vine street is also a highly traveled path to 3 schools. There are always children traveling to and from school at various times of day. Without knowing who the residents would be, I wonder if the sexual registry offenders' law would apply. While it may be farther from schools, than the law states the fact remains that children travel the road on a daily basis.

I would also question the need for this type of facility in Grantsville. Will the residents be native to Grantsville or come from "outside" the area. Why would we bring people to an area that are unknown to anyone or the authorities? I am not meaning to stereotype, but they are also not in a transition or halfway house for no reason,

I have to question the ratio of house manager to "clients". 1 manager to 10-12 residents seems very insufficient for the reintegration of convicted criminals back into society.. In reference to the house manager, who validates their qualifications to properly and effectively oversee the residents. Would there be only 1 house manager 24 hours a day, 7 days a week?

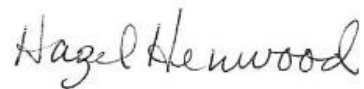
If the petitioner is indifferent to having this facility in a neighborhood, perhaps she could look somewhere next to her, her parents, children or grandchildren.

Exhibit Q

Would this be a government, city, state, county facility? Or private owned? Who would oversee the daily function, the impact, the qualifications of owner and staff? Is it to be a sober living facility or a transitional home?

What types of residents would be housed there? How would a situation or an incident be handled and by whom? Would it be handled in a timely manner before any harm or danger to any nearby residents. Again, I am not trying to stereotype nor judge, I believe these are legitimate concerns I am having.

Thank You for considering my views in this matter.

A handwritten signature in cursive script that reads "Hazel Henwood".

Hazel Henwood

Exhibit R

November 9, 2022

APPLICATION FOR A
CONDITIONAL USE PERMIT
CONSIDERATION BY GRANTSVILLE CITY
ZONING ADMINISTRATOR

This is to inform you that an application has been received in our office for consideration of approval of a conditional use permit for:

Holly Jones to operate Beacon House LLC, a Group Home which offers residential recovery support at 159 Vine Street, zoned RM-7. It is noted that the business will house 10-12 onsite live-in clients and a house live-in manager.

The address is in the area of, or adjoins property you own, according to the tax rolls of Tooele County.

If you have any questions regarding this information, or if you have information that is relevant to the determination of approval, please contact our office within fourteen (14) days of the above date at 884-1674, or provide written information on the back of this notice and mail it back to me at Grantsville City Public Works building, 336 West Main Street, Grantsville, Utah, 84029.

Thank you,

Cavett Eaton
Zoning Administrator

*I did not receive
via mail until 11.14.22
14 day comment period
should be extended
Dan Evans*

*City officials
who have an interest
in the project - monetary, family
should excuse themselves from any
voting*

Exhibit S

To: Grantsville City and Other Public officials

11.14.2022

158 West Vine St
Grantsville UT
84029

Dear Officials

We are writing this letter in response to a notification about said Drug Rehab or other drug programs on house/property located on 159 West Vine Street Grantsville Utah.

Our objections and concerns are as follows.

1. Said property is a hub where the Middle, GHS and Elementary schools are within a block or two of property.
2. There is no curb gutter or sidewalks on that side ^{South of} ~~(north)~~ of Vine Street.
3. There is no street lamp on vine between 100 West and 200 west.
4. Travel pattern to schools noted above flows down Vine.
5. Demographics of the area has had several new families moving in with children. And has several retirees on street whom are targets for break ins looking for pain meds. I have filed a police report about three years ago where a large number of pain meds were stolen. And have reason to believe \$200 was stolen about 3 months ago causing us to rekey all locks on or property.
6. We need a study showing an impact on home values where comparable conditions are present in study.
7. A study on the management of drug related medical waste/supplies, security of meds associated with this type of activity, storm water runoff, Five Codes/Avants

We look forward to these and any other issues that maybe brought up being addressed with studies and reports on school age children travel flow patterns, home values, police reports concerning drug related activities, parking concerns for proposed activity on said property.

Until reports are present and understood this proposed activity must and should be stopped.

Sincerely

Dan Bauer (husband)



Connie Bauer (Wife)



Dirk Bauer (Son)



Need
Environmental study
on Endanger species

Exhibit T

I am totally against his ridiculous proposal
in our town and especially in my neighborhood.
I live at 258 Jo. Park st. I am 89 yrs. old.
Ronald D. Jones
Maybe put it where there isn't so many people

Exhibit U

November, 22, 2022

My name is Margene Dudley, I live at 139 West Vine St. in Grantsville.

I have seen several petitions referring to the proposed "Group Home" to be two houses down from my home. I am Totally against this, I am 78 yrs old, single and have physical limitations, but most of all, I think that Mr Jones is not at all thinking about the welfare of the patients or anyone else involved in this endeavor.

Her brother who lives in the house with two minor children live at the residence at 159 W. Vine St.

This facility is located within a short distance to two schools - 1 elementary, 1 Jr high school.

It is a known fact that this type of facility is more about the profit that could be made by the owners rather than about the patients recovery.

Needless to say, I'm completely against this proposal!

I really can't imagine out city even having to considering such a ridiculous proposal.

Thank You,

Margene Dudley
139 W. Vine St
Grantsville, UT

Exhibit V

12/6/22, 10:17 AM

The City of Grantsville Mail - Regarding CUP Permit on 159 Vine Street,



Cavett Eaton <ceaton@grantsvilleut.gov>

Regarding CUP Permit on 159 Vine Street,

2 messages

kelly baker <kellyccbaker@yahoo.com>

To: "ceaton@grantsvilleut.gov" <ceaton@grantsvilleut.gov>

Mon, Dec 5, 2022 at 5:04 PM

Cc: "hollyjoneshomes@gmail.com" <hollyjoneshomes@gmail.com>

I just lost a long time friend and boss from addiction last week. I applaud anyone who provides a service & sober environment for those who hide their struggle from most of us. People also living in these sober houses are fathers, mothers, policemen, fire men, doctors, not the misperception that most have or lack of information. Jesus spent his time with these people, not the ones who judged them! Many applauses and keep up the educational process. Many blessings..

Cavett Eaton <ceaton@grantsvilleut.gov>

To: kelly baker <kellyccbaker@yahoo.com>

Tue, Dec 6, 2022 at 9:32 AM

Cc: Holly Jones <hollyjoneshomes@gmail.com>

Thanks for sharing!

[Quoted text hidden]

Exhibit W

RE: TO WHOM IT MAY CONCERN

11/22/2022

Hello, my name is Jackie Mann. I'm writing in regard to the upcoming sober livings and treatment centers in the area. I myself just celebrated on August 28th, 2022, 8 years sober and clean from all mind-altering substances. I've also had the honor of building a beautiful successful career in working in the Recovery Industry.

I owe my life so sober living. It taught me how to maintain sobriety on a daily basis, with its rules and policies. It taught me life skills through routine and chores. It taught me how to build genuine relationships with others through mandatory 12 step participation. It taught me to be accountable and honest through guidance and house meetings. It taught me budgeting and how to pay bills through directions and suggestions. It taught me service through getting involved in neighborhood projects and outreach.

I've been blessed to share my story all over the state and give inspiration to those struggling. While others see an addict, I see a daughter, a mother, a sister, who is broken reaching for a way out. I've seen many miracles over the last 8 years. I myself am a miracle. It feels my soul to know there are people out there creating sober livings for people like me. They continue to do gods work in such a dark world today.

I would love to share my story with you and answer any concerns or questions you may have about these homes in your communities.

God Bless and Happy Holidays

Jacqueline Mann

International Recovery Specialist.
Jacqueline Mann
801-900-0617
jacquelinepowerof3@gmail.com

Exhibit X

12/6/22, 11:33 AM

The City of Grantsville Mail - Fwd: 159 W Vine street



Cavett Eaton <ceaton@grantsvilleut.gov>

Fwd: 159 W Vine street

2 messages

Holly Jones <hollyjoneshomes@gmail.com>
To: Cavett Eaton <ceaton@grantsvilleut.gov>

Tue, Dec 6, 2022 at 11:32 AM



----- Forwarded message -----

From: **The Beacon House** <beaconhouse60@gmail.com>
Date: Tue, Dec 6, 2022 at 11:17 AM
Subject: Fwd: 159 W Vine street
To: Holly Jones <hollyjoneshomes@gmail.com>

----- Forwarded message -----

From: **Craig Hildebrand** <skilledatall1984@gmail.com>
Date: Tue, Dec 6, 2022 at 5:30 AM
Subject: 159 W Vine street
To: beaconhouse60@gmail.com <beaconhouse60@gmail.com>

Please help the teens have a place to go for drug addiction. Thanks

Exhibit Y

12/6/22, 2:04 PM

The City of Grantsville Mail - Fwd: Residential Recovery Home



Cavett Eaton <ceaton@grantsvilleut.gov>

Fwd: Residential Recovery Home

2 messages

Holly Jones <hollyjoneshomes@gmail.com>
To: Cavett Eaton <ceaton@grantsvilleut.gov>

Tue, Dec 6, 2022 at 11:40 AM



----- Forwarded message -----

From: **The Beacon House** <beaconhouse60@gmail.com>
Date: Tue, Dec 6, 2022 at 11:39 AM
Subject: Fwd: Residential Recovery Home
To: Holly Jones <hollyjoneshomes@gmail.com>

----- Forwarded message -----

From: **Barbara Calchera** <imgumby24@gmail.com>
Date: Tue, Dec 6, 2022 at 10:49 AM
Subject: Residential Recovery Home
To: <ceaton@grantsvilleut.gov>

Dear Grantsville Officials,

I am petitioning you to consider approving the Beacon House for operation in our Grantsville community. Since moving here to Grantsville I have been moved by the many acts of service and support the community offers. I think this is just another way to help rehabilitate those who struggle with mental illness and have gotten into the trap of drug abuse.

Many of our community misunderstand and are fearful of those laden with chains of addiction. The fact is addiction plagues all classes, the only difference is that the wealthy can ship their children to the more elite facilities to recover, whereas those that have no means are left to struggle to get back on their feet. And without outside intervention they get trapped in a cycle that is almost impossible to break without that help. We need to resist the urge to wash our hands of a problem that does affect our community, especially those that do not have the finances or the know how to address this type of mental issue. We as a community need to have the courage to stand up for the underdog.

Where we live is a prime place to help those struggling with addiction because we are a safe community with many moral and ethical values. Being surrounded by people who hold fast to those values is a powerful tool for our neighbors and older children who struggle with addiction by seeing how to function as healthy adults. Let's not leave anyone behind to squander and deteriorate and be the example of what it takes to lift those us who are struggling, so that they become contributors to our societal systems. I support The Beacon House operating in Grantsville.

Sincerely,
Barbara Calchera
801-928-9417

Cavett Eaton <ceaton@grantsvilleut.gov>
To: Holly Jones <hollyjoneshomes@gmail.com>

Tue, Dec 6, 2022 at 2:00 PM

https://mail.google.com/mail/u/0/?ik=136875154&view=pt&search=all&permthid=thread-F%3A1751491047161256315&siml=msg-F%3A17514910471... 1/2

Exhibit Z

12/6/22, 10:16 AM

The City of Grantsville Mail - Support Needed in Tooele County



Cavett Eaton <ceaton@grantsvilleut.gov>

Support Needed in Tooele County

Buffie Hildebrand <buffiedesigns@gmail.com>

To: ceaton@grantsvilleut.gov

Cc: Beaconhouse60@gmail.com

Tue, Dec 6, 2022 at 10:07 AM

Good morning,

I am writing to you in hopes that this letter will help you to understand that Tooele County needs more supported programs for those in need of assistance with turning their lives around. The home located at [159 W Vine Street, Grantsville, Utah 84029](#) is the home that is planning on opening soon as a recovery residence.

I myself had a son that for almost 15 years had been stuck in the drug addiction cycle and could not get out. At first, yeah he didn't want out and didn't want anyone's help. But then after a few years he kept trying and even with mine and my husband's help it just wasn't enough. Finally we heard from a friend that there are a few of these safe haven homes but we could not find one in Tooele. The only home we could find was in Draper. This was about 50 minutes away, but we wanted him close to home so we could be there on a dime if he needed us. This home was the one thing that the judge allowed us to do for him to give him another chance to stay clean. Well it has helped him and our family tremendously! Because this home had structure, daily tasks, demanding them to show proof that they went to an AA meeting 3 times per week (which they all usually went as a group) and had to be accounted for at all times.

So because of this program my son as well as others that have lived there are now clean. My son just celebrated 4 years clean now and has turned his life around so much that he now has his own business and is thriving at helping others with the same struggles. I am so proud of him to stay strong and focused so he could make it this far!

So in conclusion, THIS is what helps! People around them that understand their situations and know how to help them stay on task, as well as care about them. Not people constantly putting them down, calling them druggies or pieces of garbage that is just thrown out to the trash.

Please, Please, Please, Let's try to make Tooele county better by giving these individuals a safe place to go to help give the support needed to rid themselves of these horrible drugs. We don't need anymore deaths! Every life is important no matter what they have have done or gone through.

Sincerely,

Buffie Hildebrand

A long time resident of Tooele County

Exhibit A1

----- Forwarded message -----

From: **Mark Hartman** <mtothhartman@gmail.com>

Date: Wed, Dec 7, 2022 at 8:39 PM

Subject: Conditional Use Permit at 159 West Vine Street, Grantsville.

To: beaconhouse60@gmail.com <beaconhouse60@gmail.com>

December 7, 2022

Mark Hartman
762 North 170 West
Tooele, UT 84074

Grantsville City
Community and Economic Department
429 East Main Street
Grantsville, UT 84029

Dear Grantsville City,

My name is Mark Hartman, and I am writing to ask you for your support and/or approval regarding the *Conditional Use Permit at 159 West Vine Street, Grantsville, UT 84029*.

I am a resident of Tooele County, I work with individuals in a clinical setting who have a substance, opioid, or alcohol use disorder, and a person who is in long term recovery. The approval of this residential recovery residence in my opinion would be a powerful addition to the community and the work that Tooele County is currently doing to address the substance and opioid use in our community. This sober living house will continue to motivate the individuals to maintain their abstinence from substances or alcohol, allow them to start to find employment, provide a safe place to lay their head at night, develop new relationships with others who are sober and have a greater support system, which is crucial to anyone living in recovery. Recovery is not just about abstaining from substances or alcohol, it's about finding a new sober identity within oneself, finding hope that there is a life without the use of substances or alcohol. A sober living house continues to help with these things are so much more.

As someone who understands firsthand how limited our resources are for individuals with substance and alcohol use disorder in Tooele County, as a mental health and substance use worker, and a person in long term recovery, why would we want to not allow a huge resource for these individuals to continue to become reacclimated into our community and society? Why should we not allow a person to live a more fulfilling life in recovery with the help of this sober living housing?

Please allow this permit to be granted so they may begin their incredible work to help Tooele County continue to fight the addiction epidemic and be a part of the other cities and counties across the state that have allowed this type of recovery support into their communities.

Thank you very much for your time.
Sincerely,
Mark Hartman

Exhibit A2

12/9/22, 10:41 AM

The City of Grantsville Mail - Fwd: Residential recovery



Lanise Thompson <lthompson@grantsvilleut.gov>

Fwd: Residential recovery

1 message

Cavett Eaton <ceaton@grantsvilleut.gov>
To: Lanise Thompson <lthompson@grantsvilleut.gov>

Fri, Dec 9, 2022 at 9:43 AM

----- Forwarded message -----

From: **Cindy Arnold** <cinner_cinner@yahoo.com>
Date: Thu, Dec 8, 2022, 5:54 PM
Subject: Residential recovery
To: ceaton@grantsvilleut.gov <ceaton@grantsvilleut.gov>

I am writing you in regards to the residential recovery. I am so very glad that this is an option for our Tooele addicts. They need a place to learn to overcome their addiction and a place like this is a good start for them. I lost my son to an overdose 2 years ago and I wish there was a place like this to save him. Tooele has a big problem with addicts and drug use. This can be a step in the right direction for those who want to get clean and make something of their life.

[Sent from Yahoo Mail on Android](#)

AGENDA ITEM #5

Approval of minutes from Nov. 3, 2022
Planning Commission Meeting

Action Summary

#1 Development Agreement for Harvest Meadows	Recommend approval – Sent to CC
#2 Preliminary Plat for Alington Subdivision	Discussion only
#3 Development Agreement for Presidents Park Townhomes PUD	Made action item Recommend approval – Sent to CC
#4 Preliminary Plat for Highlands	Made an action item Recommended approval (no CC needed)
#5 Waterwise Xeriscape definition	Discussion only
#6 ADU internal vs external	Discussion only

MINUTES OF THE GRANTSVILLE CITY PLANNING COMMISSION HELD 11/03/2022. THE MEETING WAS HELD IN THE GRANTSVILLE CITY HALL AT 429 EAST MAIN STREET AND ON ZOOM.

Commission Members Present: Brian Pattee, Jaime Topham, Gary Pinkham, Rick Barchers, John Limburg

Appointed Officers and Employees Present: City Engineer Dan England; City Planning and Zoning Administrator Cavett Eaton; Mayor Critchlow, City Attorney Brett Coombs

Citizens and Guests Present: Todd Castagno, Karen Eaton, Mike Colson, Barry Bunderson

PLEDGE OF ALLEGIANCE

COMMISSION CHAIR BRIAN PATTEE OFICIALLY CALLED THE MEETING TO ORDER AT 7:02PM

PUBLIC HEARING:

- A. Discussion of Preliminary Plat for Alington Subdivision consisting of 70 lots to be built at approximately 900 East Main Street, zoned MU.**

No Comments, None on Zoom

AGENDA:

- 1. Consideration to recommend approval of Development Agreement for the Harvest Meadows**

Barry Bunderson was present to answer questions.

Jaime Topham had questions about some missing information and spelling errors on the Development

Rick Barchers had questions about the monies that are to be set aside. Brett Combs explained it can be used by the city to create a park within the specified radius. There is no time limit

Jaime Topham made a motion to recommend approval of the Development Agreement for Harvest Meadows with the spelling correction, removal of cut and paste error and inclusion of Developers address. John Limburg seconded the motion. All were in favor. Motion passed unanimously.

2. Discussion of the Preliminary Plat for Alington Subdivision P.U.D.

Todd Castagno was present to answer questions

Gary had difficulties and questions about the west end, on highway 138

Rick had questions about entrance onto highway 138 and working with UDOT on easements and right-of-way, also is the design skinny on open space.

Todd explained that is it not skinny on open space but in previous discussions it was mentioned that the City required 20% commercial. This design doesn't have 20% commercial. He was unable to find that requirement in any code.

Jaime expressed the need for more commercial. If this will need to be redesigned can you put in more commercial.

Todd explained that the lot sizes are different in various area so as to match density on the various size of the property.

Todd also explained that the 18inch sewer line for the Romney project goes across this property. This location dictates where streets must go.

Gary explained to Jaime and others his concerns about the sewer location

Jaime asked Dan for insight

Dan explained that the sewer lateral is gravity only. The storm drain can't be moved. This will take some work to redesign.

Todd thank you we will work with engineering to work on it.

3. Discussion of the Development Agreement for Presidents Park Townhomes

Mike Colson and Barry Bunderson were present to answer questions

Gary had question concerning some of the difference between to original Development Agreement and this one.

Brett explained this one will supersede any old agreement

Dan brought up the fact that this is a “no street parking” subdivision. The only parking is in the driveway or at the clubhouse. He did note that they have increased the number of parking spaces at the clubhouse from 13 to 21.

Rick had a question about remodeling and the need for dumpster during that time.

Mike explained that the driveway set back are at 25 feet.

Gary Pinkham made a motion to make the Development Agreement for Presidents Park Townhomes PUD an action item. Jaime Topham seconded the motion. All voted in favor. Motion passed unanimously.

Gary Pinkham made a motion to recommend approval of the Development Agreement for Presidents Park Townhomes PUD addendum Three (3). Jaime Topham seconded the motion. All voted in favor. Motion passed unanimously.

4. Discussion of the Preliminary Plat for the Highlands Phase 5

Guy Haskell on Zoom to answer questions

Gary thought most everything on this development was good.

Dan mentioned there was an Air Vac (blow off valve) that needed to be removed.

Rick asked about open space.

Guy explained this is the last of their development that was under the old system before the open space requirement.

Brett confirmed that yes that is the case.

Jaime Topham made a motion that make the Preliminary Plat for Highlands Phase 5 an action item. Gary Pinkham seconded the motion. All voted in favor. Motion passed unanimously.

Jaime had questions about the blow off valve that Dan mentioned. She was concerned as to whether it had been properly changed on the drawings.

Jaime Topham made a motion to recommend approval of the Preliminary Plat for Highlands Phase 5 provide the existing blow off valve at High Plains Drive and Butte Lane be removed. Gary Pinkham seconded the motion. All voted in favor. Motion pass unanimously.

This development is still under the old system so it does not go to City Council. The Final Plat will go to the Planning Commission and then to City Council

5. Discussion of Xeriscape definition

Cavett and Karen Eaton were present to explain and answer questions.

Cavett explained they want to shift from the word Xeriscape to Water Wise to be able to better define the concept for the City.

This is for developer and builders who want to be able to take the Xeriscape credit. This would apply only to the front yard. The monitoring of this becomes huge if the backyard was included. We want to make this simple and doable. They would be required to put no more than 35% in lawn, the bedding plans need to have a drip irrigation system. The watering zones need to be separate for lawn and landscape plans. The plants need to be water wise and adapted to our local climate. Within the application they would receive much more information as to the details of the requirements.

Rick had questions about how this would be monitored

Cavett explained that at present we don't have the manpower to police and enforce this. Maybe in some year down the road when the City has the money and manpower then yes, but for now we won't be monitoring what happens once the homeowner takes possession

Brian wanted to know if since we are giving a credit to the developer is this going to be recorded on the plat.

Brett explained that yes it can be on the plat. It would be included in the development agreement. In an addendum it would be explained that you are receiving a credit.

Brian voiced support for some kind of legal wording to help make this enforceable in the future.

Brett agreed that some wording can be worked on to add to the development agreements in an addendum, if that is the route the commission wants.

Brian wanted to know if the park strip is included in the definition of front yard.

Cavett stated that many of the developments coming in are moving away from park strips.

Brett mentioned that in the last legislative there was a move to ban park strips statewide.

Brian reminded everyone that in heavy snow areas the park strip is used to store snow when the cities plow the road since you don't want it on the sidewalk. He doesn't feel he wants the city to move away from park strips.

Several members mentioned the need to have language to not allow lawn in the park strip.

Cavett clarified that in order to receive the credit developer will be required to attend a mandatory orientation, there will be an inspection before they get their certificate.

Guy Haskell suggested something be added that the home owner sign something so they are aware of the requirements.

Cavett said changes will be made that reflect the discussion of the meeting. Since it is a change to the code it will need to be noticed and have a public hearing. The staff will take care of the necessary paperwork and this will be back at the next meeting for a vote.

6. Discussion of ADU provision for internal vs detached units

Shay Stark was present to explain and answer questions.

Shay took time to examine our code and compare it to the state code. He explained some of how to make our code in line with the state code. The ADU has to be within the original footprint. The owner must inhabit the main dwelling. At this time no detached ADU are permitted. These are for single family units only. Currently no ADU on Townhomes etc. If the ADU is built in the garage we can require that the parking spaces lost from the garage be recreated somewhere on the lot.

Jaime had a question about the requirement to have a business license.

Brett explained that this was inserted to help restrict people from operating the ADU as a short-term rental.

Rick had questions about inspection.

Brett and Shay both explained that the ADU is subject to all building inspections as defined currently in the code.

Shay continued with more of the code requirements. ADU need a unique address.

Dan added a discussion about the extra water demand of 2 kitchens, washer and more bathrooms on a smaller water meter. Most meters are $\frac{3}{4}$ inch

Shay, Brian and Rick all contributed to a discussion of the water use and possible problems with water pressure and how this works into the impact fee.

He will clean up the draft and bring it back

7. Report from City Council liaison Mayor Critchlow

Mayor thank the members. He enjoyed their constructive discussion.

8. Adjourn

Jaime Topham made a motion to adjourn. Gary Pinkham seconded the motion. All voted in favor. Motion passed unanimously

Meeting adjourned at 8:45pm

AGENDA ITEM #6

Report from City Council liaison Mayor
Critchlow

AGENDA ITEM #7

Adjourn