



July 20, 2023

**Planning Commission
Meeting**

Information Packet

PLEDGE OF ALLEGIANCE

ROLL CALL

AGENDA:

1. Discussion of Matthews Ranch Development Revised Concept Plan.
2. Approval of minutes from the Jan. 5, May 18 and July 6, 2023 Planning Commission meetings
3. Report from City Council liaison Mayor Critchlow
4. Adjourn

AGENDA ITEM #1

Discussion of Matthews Ranch Development
Revised Concept Plan.



NO.	REVISION	DATE

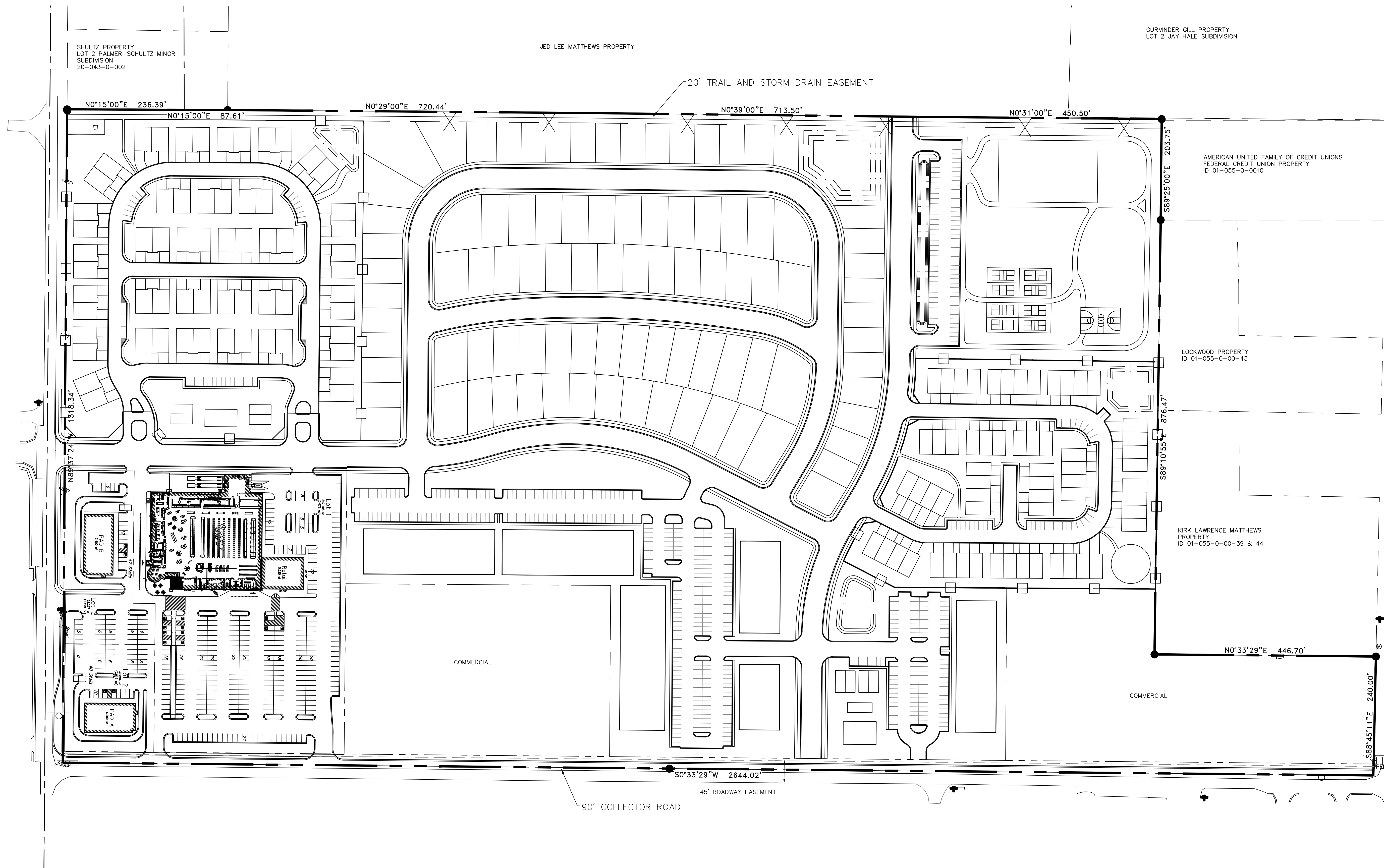
PROJECT INFORMATION

MATTHEWS PROPERTY

CONCEPT PLAN

MATTHEWS LANE & DURFEE ST.
GRANTSVILLE, UTAH

DRAWN KCW	CHECKED	PROJECT # 23167
<div>ENGINEER'S STAMP</div>	DATE 7/11/2023	
	SCALE 1" = 100'	
	SHEET C101	





PHASE NOTES:
COMMUNITY DESIGNED FOR 55 AND OLDER RESIDENTS
PHASE AREA = 9 ACRES
% OPEN SPACE = 39.5%
TOTAL UNITS = 62
MINIMUM UNIT SIZE = 1500 SF
ROADWAY WIDTH = 29' CURB TO CURB

AMENITIES:

- 2 CAR GARAGE PER UNIT
- 2 CAR PARKING PER DRIVEWAY
- CLUB HOUSE
- PICKLEBALL COURTS
- COMMUNITY WALKWAY
- COMMUNITY LANDSCAPING
- ENTRANCE GATES
- VISITOR PARKING STALLS = 36
- SOLID PERIMETER FENCE

SETBACKS:

- FRONT = 20 FT
- REAR = 15 FT
- BETWEEN BUILDINGS = 15 FT TOTAL

[illegible]

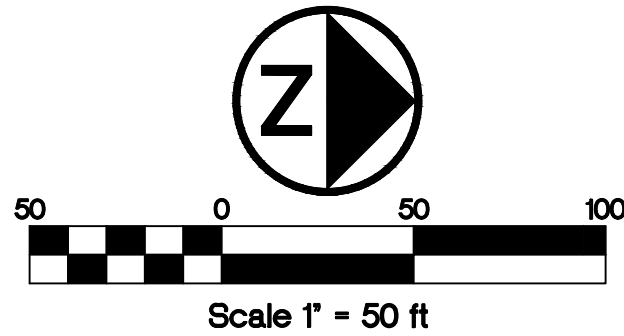
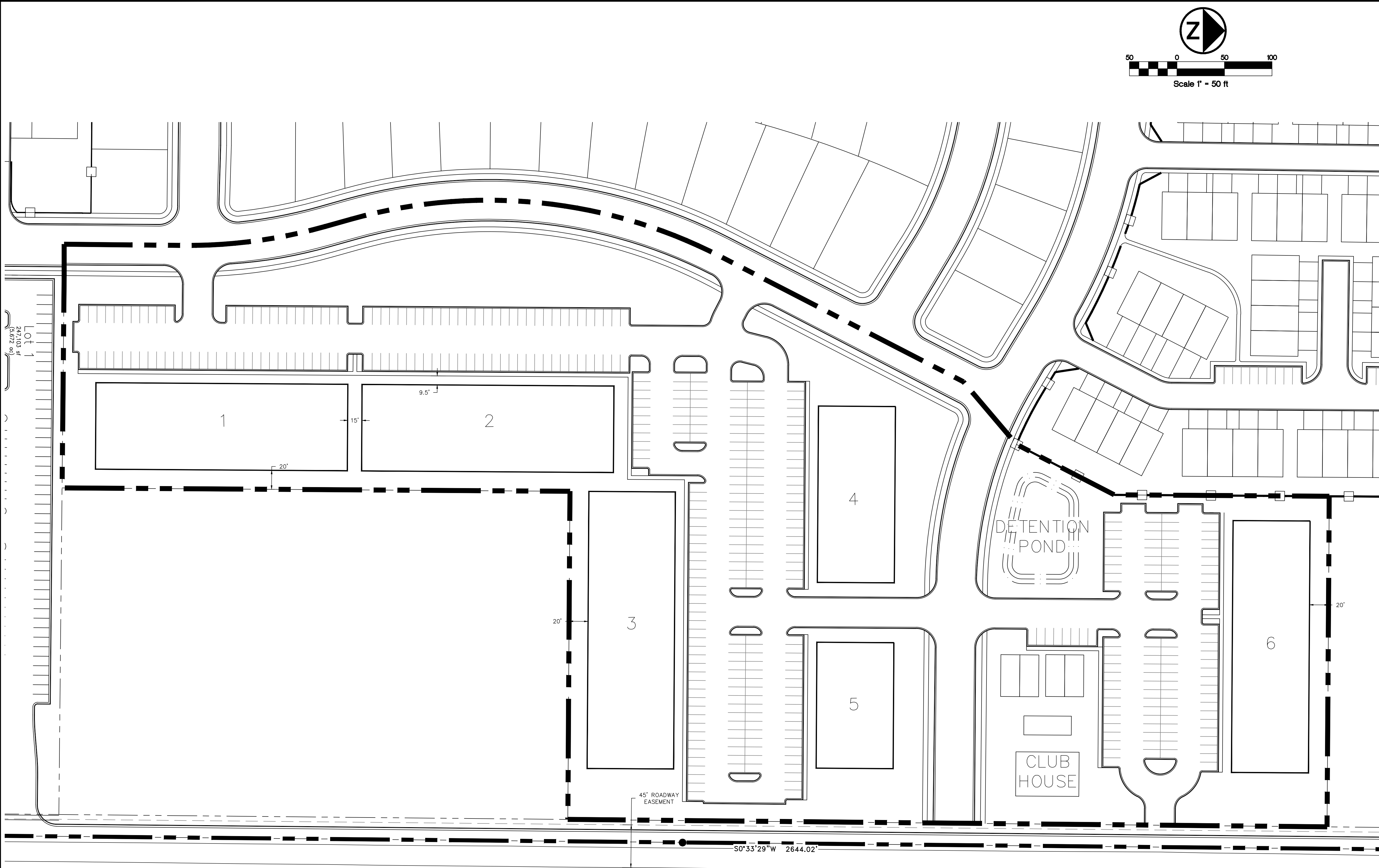
PROJECT INFORMATION

MATTHEWS PROPERTY

55+ COMMUNITY

MATTHEWS LANE & DURFEE ST.
GRANTSVILLE, UTAH

DRAWN KCW	CHECKED	PROJECT # 23167
	DATE 7/11/2023	
	SCALE 1" = 40'	
	SHEET C102	
ENGINEER'S STAMP		





WILDING

ENGINEERING

14721 SOUTH HERITAGE DREST WAY
BLUFFDALE, UTAH 84065
801.553.8112
WWW.WILDINGENGINEERING.COM

- PHASE NOTES:
APARTMENT COMPLEX COMMUNITY
- PHASE AREA = 12 ACRES
% OPEN SPACE = 26.5%
- TOTAL UNITS = 275
TOTAL BUILDINGS = 6
3 STORY BUILDINGS
MINIMUM UNIT SIZE = 900 SF
- AMENITIES:
- CLUB HOUSE
 - POOL
 - PICKLEBALL COURTS
 - COMPLEX LANDSCAPING
 - RESIDENT & VISITOR PARKING = 430 STALLS
 - PARKING CALCULATIONS = 275UNITS*1.5 = 413 REQUIRED STALLS
- SF TRACKS:
- FRONT = 9.5 FT TO SIDEWALK
 - REAR = 20 FT
 - BETWEEN BUILDINGS = 15 FT MIN

S:\DATA\23167 Matthews Property\dwg\23167 Concept Plan.dwg
PLOT DATE: Jul 14, 2023

NO.	REVISION	DATE

PROJECT INFORMATION

MATTHEWS PROPERTY

APARTMENT COMPLEX

MATTHEWS LANE & DURFEE ST.
GRANTSVILLE, UTAH

DRAWN KCW	CHECKED	PROJECT # 23167
ENGINEER'S STAMP		DATE 7/11/2023
		SCALE 1" = 50'
		SHEET C103



The site plan shows a rectangular lot measuring 106' by 50'. The proposed building footprint is 26.5' wide and 20' deep. The building is set back 20' from the left and right boundaries and 20' from the front boundary. The building footprint is divided into three sections: a central section 20' wide and two side sections 2.5' wide each. The building is set back 20' from the front boundary. The building footprint is divided into three sections: a central section 20' wide and two side sections 2.5' wide each. The building is set back 20' from the front boundary.

The cross-section shows a 33' total width. The asphalt road is 26' wide. The curb and gutter is 18" wide. The sidewalk is 4' wide. The road has a 2% slope. The sidewalk has a 2% slope. The road is labeled "26' ASPHALT" and the sidewalk is labeled "4' SW". The curb and gutter is labeled "18\" Curb and Gutter".

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PLOT DATE: Jul 14, 2023

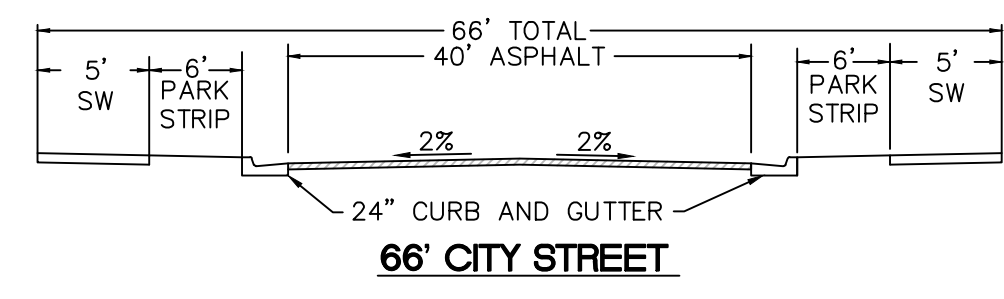
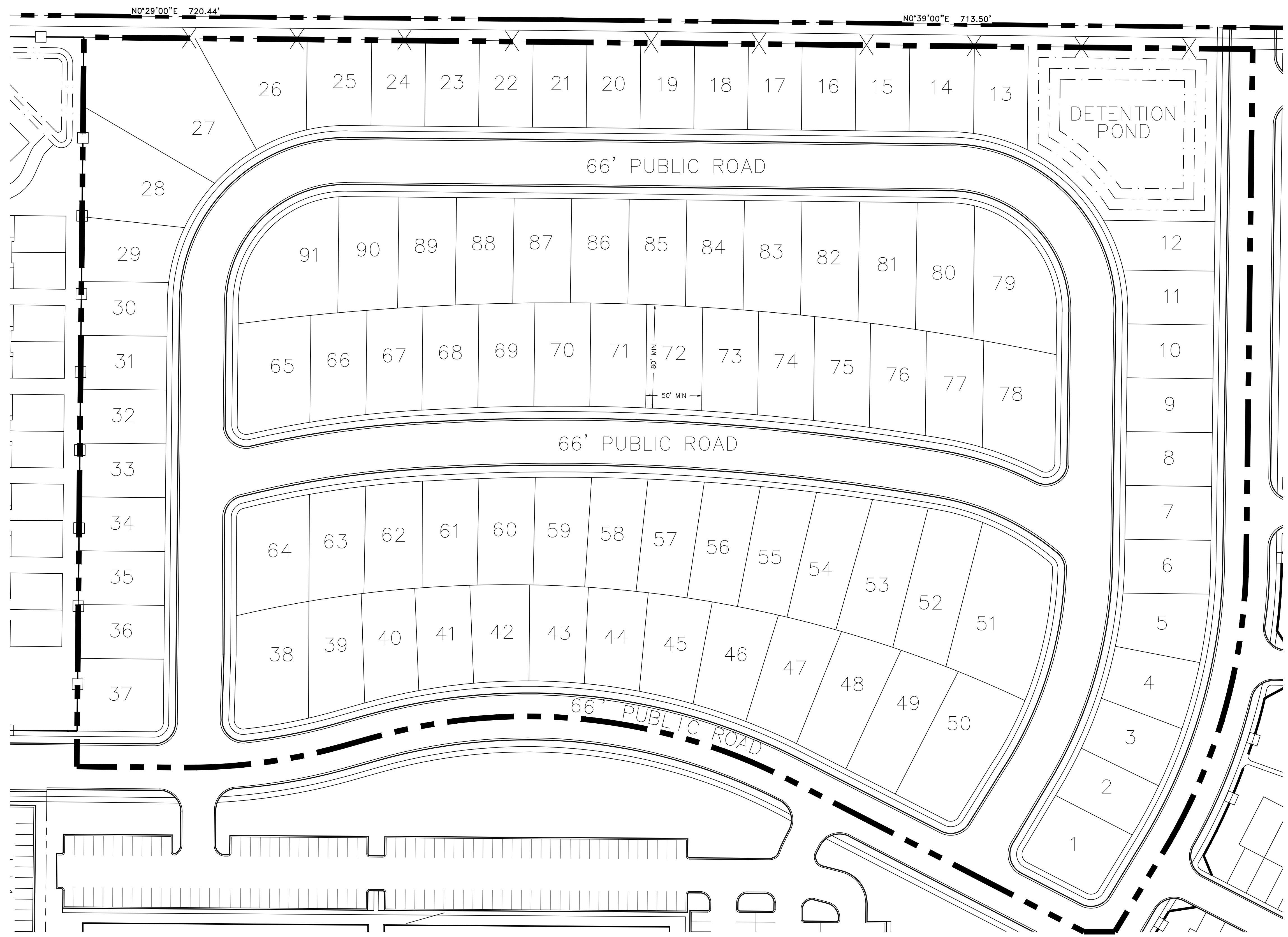
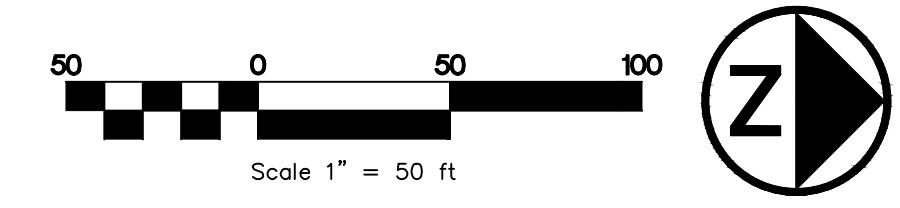
NO.	REVISION	DATE

PROJECT INFORMATION

MATTHEWS PROPERTY

TOWN HOMES
MATTHEWS LANE & DURFEE ST.
GRANTSVILLE, UTAH

DRAWN BDA	CHECKED	PROJECT # 23167
	DATE 7/11/2023	
	SCALE 1" = 30'	
	SHEET C104	
ENGINEER'S STAMP		



WILDING

ENGINEERING

14721 SOUTH HERITAGE CREST WAY
BLUFFDALE, UTAH 84065
801.553.8112
WWW.WILDINGENGINEERING.COM

PHASE NOTES:
SINGLE FAMILY LOTS
PHASE AREA = 17 ACRES
TOTAL LOTS = 91
LOT SIZE = 4000 SF MIN

AMENITIES:
- ROADWAY WIDTH = GRANTSVILLE STANDARD 66 FT ROW

SETBACKS:
- FRONT = 25 FT
- REAR = 20 FT
- SIDES = 7.5/10 FT
- CORNER LOTS = 25 FT FRONTING STREET & 20 FT SIDE STREET
- REAR = 20 FT WHEN ADJACENT TO STREET

NO.	REVISION	DATE

PROJECT INFORMATION

MATTHEWS PROPERTY

SINGLE FAMILY LOTS

MATTHEWS LANE & DURFEE ST.
GRANTSVILLE, UTAH

DRAWN
BDA

CHECKED

PROJECT #
23167

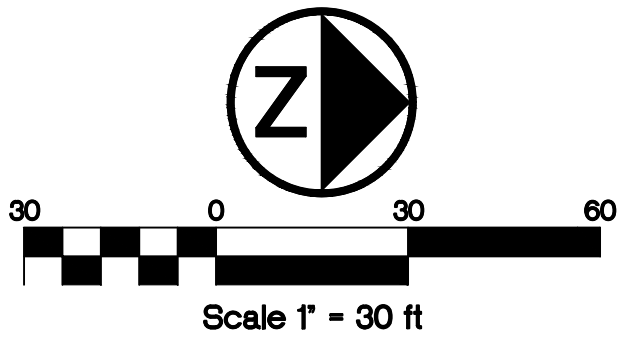
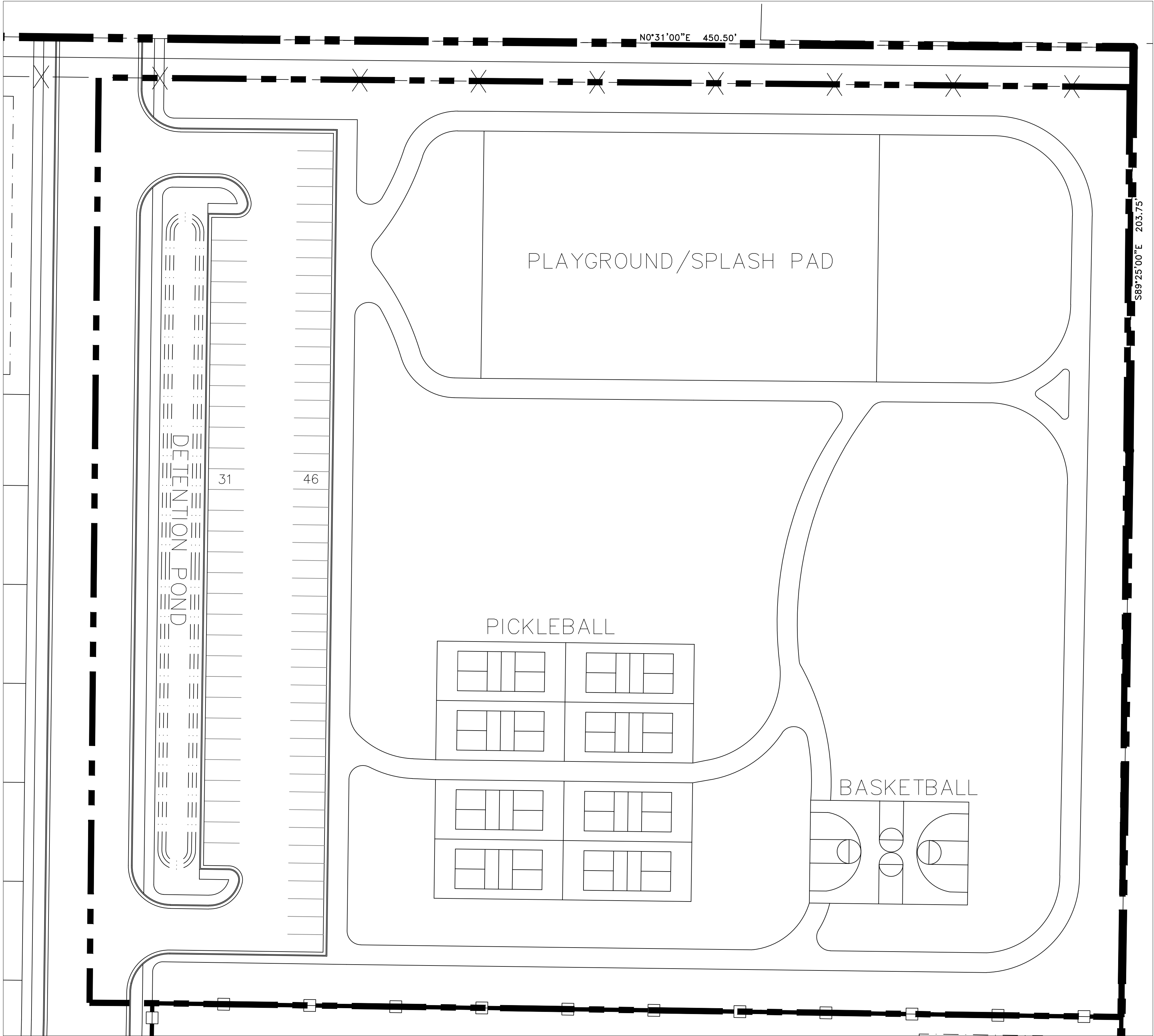
DATE
7/11/2023

SCALE
1" = 50'

SHEET
C105

ENGINEER'S STAMP

S:\DATA\23167 Matthews Property\dwg\23167 Concept Plan.dwg
PLOT DATE: Jul 14, 2023





WILDING

ENGINEERING

14721 SOUTH HERITAGE CREST WAY
BLUFFDALE, UTAH 84065
801.553.8112
WWW.WILDINGENGINEERING.COM

PHASE NOTES:
COMMUNITY PARK
PHASE AREA = 5.6 ACRES

- AMENITIES:
- PICKLEBALL COURTS
 - BASKETBALL COURTS
 - PLAYGROUND
 - SPLASHPAD
 - PARKING STALLS = 77

NO.	REVISION	DATE

PROJECT INFORMATION

MATTHEWS PROPERTY

COMMUNITY PARK

MATTHEWS LANE & DURFEE ST.
GRANTSVILLE, UTAH

DRAWN BDA	CHECKED	PROJECT # 23167
ENGINEER'S STAMP	DATE 7/11/2023	
	SCALE 1" = 30'	
	SHEET C106	

S:\DATA\23167 Matthews Property\dwg\23167 Concept Plan.dwg
PLOT DATE: Jul 14, 2023

AGENDA ITEM #2

Approval of minutes from the Jan. 05, May 18
and July 6, 2023 Planning Commission
meetings

Action Summary

Public Hearing for the following

A) Townhomes on Willow
B) Prelim for Hollywood Corner Subdivision

#1 Ernie Beacham – Willow Brook	PULLED
#2 Critchlow – minor subdivision	Made an action item – Approved
#3 Amending Chapter 21	Move to end then Tabled
#4 Townhomes on Willow PUD	Discussion
#5 Hollywood Corner	Discussion
#6 Worthington Ranch	Discussion
#7 The Highlands	Discussion

MINUTES OF THE GRANTSVILLE CITY PLANNING COMMISSION HELD 01/05/23. THE MEETING WAS HELD IN THE GRANTSVILLE CITY HALL AT 429 EAST MAIN STREET AND ON ZOOM.

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

Appointed Officers and Employees Present: Mayor Critchlow, City Manager Jesse Wilson, City Attorney Brett Coombs, Public Works Deputy Director Christy Montierth, City Engineer Dan England, Aqua Engineering Consultant Shay Stark, Fire Marshal Jason Smith, City Planning and Zoning Administrator Cavett Eaton, Planning and Zoning Administrative Assistant Lanise Thompson

Citizens and Guests Present: Barry Bunderson

Commission chair Brian Pattee officially called the meeting to order at 7:02 pm

PUBLIC HEARING:

A. Discussion of Preliminary Plat for Townhome on Willow consisting of 94 units to be built at approximately 200 S. Willow Street, zoned RM-7.

Monte Sides, lives at 201 S. Willow, (across the street from proposed development). I'm concerned about all the developments popping up all over Grantsville. It seems that we have four (4) or five (5) of them right on Willow Street. That is a big piece of property and that is a whole lot of townhomes. I just hope you are taking into account all the infrastructure that needs to be added. I been in that house for 20 years now. That street has always done great but we are getting a lot more traffic.

Mike Warner, lives at 341 Legacy Lane. I own 12.5 acres just west of this property with my brother and sister. I just have a couple of concerns, one of them is, on the scope of work, on page C-101 #18. It says they are going to remove and dispose of the fence. Our fence there is two (2) years old. If the fence needs to come down we would like to pull that fence and reinstall it after they put up their vinyl fence. It shows in there it is going to be vinyl. A vinyl fence won't keep our cows out. So, we would

need to put our fence back up. I don't know what would be the timeline would be on the construction but once we see everything happening we would pull our fence down. The other concern I have is the number of units I saw on there. I had to look pretty close to see where it says it is a PUD. On the application I wasn't able to see anything where they applied for a PUD. On some of the other stuff in the packet I saw applications for it but there should be a written statement on there and I thought that would be part of the packet where I would be able to see. On the application procedure they are supposed to submit a written application or a written statement of what they are asking the city to waive of the design standards and then what the benefit is to the city. Is that something you have that should be available for us to see. Without that we don't have any idea what they are proposing except what we see is that they are asking for a higher density in our highest density zone. So, if they are trying to put it in a RM-7 it's a great development. Willow street an awful street. They put in some physical facilities in so we are going to wave the requirement for how many lots you can put in. That is seven dwelling units per acre but that is seven dwelling units per acre after you take out the roads. And then the open space, does that really benefit the city when you're hiding it in the middle of the condominiums. So those were the concerns that I had.

Brian Peterson: my quick concern is that there is an elementary school just up the street. Willow is so narrow. There are going to be another 94 units and possibly 400 people in that small area. It is going to become a congested mess. I don't know if you are planning to open it up and make a bigger road. This is a small community. We moved out here because we love it, but putting 94 units in that small area that is just going to add so much more traffic. We are concern about what that will do to our community if we go that way.

I also have concerns about water pressure. You add all those other units that will make mine even worst. I don't know if you have plans to improve the water lines. Mostly I'm concerned about the kids. One kid get hurt then that subdivision isn't worth it.

B. Discussion of Preliminary Plat for Hollywood Corner Subdivision consisting of 30 lots to be built at the corner of Quirk and Hollywood, zoned R-1-12.

NO COMMENTS

AGENDA:

- ~~**1. Consideration to recommend approval of Conditional Use Permit Application for Ernie Beacham to own and operate Willow Brook, an event center for small (50-190 guests) gatherings at 628 South Quirk Street in the RR-1-21 zone**~~

Pulled because Ernie Beacham was unable to be at the meeting

2. Discussion of Critchlow Single Lot development

Celesta and Eric Critchlow were present to answer questions

They want to build a house on Booth street. Approximate address will be 133 Booth on a 0.3-acre lot. This is a single lot development. This is a parcel that needs to be made into a lot, because there was a variance need it needed to come before formal body for approve

Commission Vice Chair Jaime Topham made a motion to move this item to an action item. Commission member Rick Barchers seconded the motion. All voted in favor. Motion passed unanimously

Commission Vice Chair Jaime Topham made a motion to approve the Critchlow single lot development with the variance already approved by the Board of Adjustment. Commission member John Limburg seconded the motion. All voted in favor. Motion passed unanimously

3. Discussion for Amending Chapter 21 Minor Subdivision (moved to the end then tabled due to time constraints)

Shay Stark, Consultant from Aqua Engineering, was present to answer questions

Brian Pattee – We have agenda item three and we're looking at 10 o'clock here. I think we should table that unless it's something super urgent

Shay Stark – Take a look at what I gave you and get up comments back in a week or so. I'm giving you the description of I've worked with the mayor on this and talked through these different levels of development and I've given you in the first part just a description overall that this is what we're trying to do, where we're going with it. I've started to flush out the code. I didn't want to get too deep in the code. If you come back and say to me, "I don't like these levels. We need to totally change the levels." If you can look at it at least initially and just give me some comments, say in a week or get those back to Cavett and get them to me. Then next time we come and maybe if we can put this on a work session, I'll try to incorporate those comments in and then hopefully we'll be a little more productive.

4. Discussion of Preliminary Plat for Townhomes on Willow

Todd Castagno was present to answer questions

Todd Castagno – I did make notes from the public comments and we'll address those in writing next week, so those could be sent out. Depending on the outcome, I have been going to reach out to Mr. Warner to see about the possibility of extending the water line across and connecting with the Cherry Street water line, which would solve those pressure problems over there. It was discovered that the water line in Willow Street is only a six-inch water line. We're going to have to upgrade to eight-inch, working with Aqua right now, an ensign with that, probably bring it down from Durfee Street to the project and then possibly tie in. I'm not sure if we can loop over to come off Quirk Street.

Dan England – There is a question right now in regards to that water line. In Willow it is six inch all the way down and we've taken some flow tests. The flow tests are not showing that the water flow is not high enough to handle it. The fire department was going to do a third test just to make sure, because there's another hydrant, see if they can get anything different, but coming off a six-inch line, probably not. If you look at item 4C is what I'm talking about. That water line should be upgraded for the fire flow to that property. That'll probably help the water pressure in the other area there as well. They're willing to do their frontage improvement, which is standard, which would leave the city to have to do that distance from their property all the way up to Durfee to enlarge that waterline size. I don't know that we have projects to do that at this time. There would have to be some negotiation to figure out how that waterline would need to be installed.

Gary Pinkham – I have a few things here. As Mike mentioned, we're in an RM7 zone, so we're only allowed seven units per acre of the developable land, and after some crude numbers I did on area, we're probably under the code only allowed to have about 65 or 67 units out there.

Todd Castagno – I guess there's some confusion too on gross or net. The code really isn't clear.

Gary Pinkham – I think if we read all of the code, we'll see that confusion can go away. The other thing is in 4.34, there's a 30-foot minimum distance between building units, and some areas you guys have got your buildings closed up to like 12 or 14 feet apart. We may need to move the buildings further apart. The other thing is you're down in some areas to around 12 feet of setback from the road, and our code requires 25. There are some setback issues and some building spacing issues that I think definitely need to be resolved and unit density.

Todd Castagno – Some of those setback issues, for example, if you look at Carly Drive and Jackson Street, those buildings were shifted to allow for extra parking. We've added parking, which would be to the south of that building. We've gone through, working with the city back and forth, and tried to add in extra parking because we know parking is going to be an issue.

Gary Pinkham – That was another thing I meant or looked at in parking under 4.3.4, talks about we need to have a minimum of two spaces per unit. If separate designated visitor parking is not available in approved curbside locations, then all street parking needs to be approved or be provided. That's done at the rate of one for each of the first 10, plus one for every two thereafter. With the 65 or 68 units, we'd need to have 39 available spaces there and I think you're only providing 21. We need to look at the parking and make sure it meets the code.

Dan England – Did you include the area where their clubhouse was?

Gary Pinkham – The clubhouse has its own requirement for parking, which they've met.

Dan England – That was the way it was explained to me is that the clubhouse also took care of this one, but that may not be correct for code. I don't know.

Gary Pinkham – So between the parking, the setbacks, and the distance between the buildings, those were the three things that I kind of spotted here that we need to work on.

Todd Castagno – On the parking, each unit has a two-car garage and then that two, so you could fit two in the garage, two in the driveway.

Gary Pinkham – Our code does not allow the driveway parking to be counted towards the parking requirements of the code. It specifically states that parking in front of or beside the building and the street cannot be counted towards making the parking requirement. That's listed in a couple different places in our code. The parking, the setbacks, and space between the buildings, are the three things I think we need to fix. Density at seven units per developable acre takes us down to around 60 units, and I think you're asking for 93.

Jaime Topham – One of the questions from the audience was that, for the people that are here, about what are the specific variances you're asking for under the PUD, and then what is the benefit to the community? Can you address those specifically?

Todd Castagno – We're asking for the lot size to be reduced to, I think it's roughly a thousand square feet, to allow for a townhome. The townhome owner would own the footprint of the building. All of the exterior would be maintained by the HOA. It does allow basically 6.33 acres will be common area, open space. We've got the clubhouse in there, basketball, pickleball, courts, playgrounds, walking paths.

Jaime Topham – Are those amenities open to the public, for the public's use?

Todd Castagno – That's a good question. I don't know that anybody's going to be checking IDs at the playground. I don't know, somebody might.

Jaime Topham – That is kind of an important question though, because if that's the benefit of allowing the lot size change, that's the variance, how does that specifically benefit the community? I know you're saying that they won't check their IDs, but a HOA is going to be legally responsible for all of that, and is an HOA going to allow outside public to use the facilities if they're not related to somebody who lives in this HOA? My guess is no. When you answer questions and writing them down, that's going to be something to address.

Todd Castagno – Okay.

Gary Pinkham – In our DRC we had some questions on the traffic study, whether it was done correctly and/or the traffic issues there, has that been conveyed over them and have we got an answer back?

Dan England – It has not been conveyed to them at this point. The questions were with 90, 94 units inside your development the study was showing only half that many leaving the site in the morning or coming back in the evenings. And we were wondering why those numbers were so low. And you probably don't have the answer to that either.

Todd Castagno – We hired Hales Engineering out of Utah County. They're a traffic specialty engineering firm. I don't know. We can find out.

Jaime Topham – Does this development mean to improve Willow Street in any way?

Dan England – Only if the traffic study says that they need to, I think, is the way that ... Brett, is that true? We can't really require them to fix Willow Street unless the traffic study says that they need to. Or is there anything else?

Brett Coombs – We can require them to fix the street that's immediately connected to any property owned by the developer. But outside of that, the city can't require them to do any sort of fixes or improvements.

Jaime Topham – This fronts Willow Street, and they're talking about a lot more traffic on Willow Street for this development. Is this developer going to be responsible for helping widen Willow Street, at least where they're at? Or any kind of other developments on Willow Street?

Dan England – They are widening their whole frontage. They're taking care of that. But that's still about 500 feet short of Durfee, and then a lot farther than that from Main Street to their frontage. So,

they are improving that part right in front of it and they'll have no traffic problems in front of their place.

John Limburg – Is Willow even able to be widened? That's a narrow street.

Todd Castagno – South of this property is a platted subdivision. I think the dedication was given in right-of-way. That's been 20 years ago probably that that was put in.

John Limburg – On the south end, right?

Todd Castagno – Yeah.

John Limburg – What about the north end?

Todd Castagno – I don't know going north.

John Limburg – Is there even space to widen up there?

Dan England – I'm looking. I don't know.

Todd Castagno – Going south, I think there's room to get to Durfee Street, and maybe that's something we could discuss. That we upsize sewer or the water line.

Gary Pinkham – Between this project and one across the street, we're potentially putting a lot of traffic on Willow. We built the sidewalk originally off to the east side with the intentions that the sidewalk in the east half of Willow would get built per standard. So, if we go forward here, where's the city with regards to upgrading Willow?

Brett Coombs – Well, and I should mention, too, that since the developer is requesting a PUD, that's something that can be discussed as well is perhaps the developer puts in additional improvements to the street in exchange for what he's requesting from the city. The only reason I say that is just because that's another avenue that may be a potential area. I don't know. Then we still have the issue of the water line.

John Limburg – That's what I said. Who's going to have to end up paying for that.

Rick Barchers – If we okay this then we have to pay for the water, though?

Gary Pinkham – What I'm looking at is if we want to upgrade the water line and we're going to tear the street all to pieces, should we bring Willow Street up to standards when we put the water main in? Because we're going to have half street torn out anyway. Maybe we need to work with these fellows and the folks across the street to maybe combine efforts for something here. Because the fire poles that we saw the day were, on individual level, were substandard by quite a bit. For some reason the fire department had to open two hydrants, it would be even significantly worse. It'd probably be a third of the required flow for the six-inch line that's there now. We've got a major fire flow issue out there even without that. We're not meeting fire flow. And we've got a traffic issue. I'm not so sure that between us and them and the folks across the street, we shouldn't be looking at Willow from Main to Durfee and maybe combining these efforts.

Dan England – I just looked at the right-of-way down that street for GIS from the Tooele County, and it's only 55 feet. So, that would become a special street size because normally we have 60 feet.

Gary Pinkham – Without the city condemning property and taking from it, we might have to get rid of the park strip, for 55 feet and if we move the curtains we can be at 53 feet if we eliminated the park strip

Dan England – We'd have to come up with some kind of change to that. It might be able to be improved, but it's also a cost that I don't know the city has in its budget at the moment to take care of.

Gary Pinkham – Well, that's what my wonder is. It may not be on our budget, but at the same time, how do we support this development? It's our structure.

Dan England – We might need to put that on the negotiation list.

Todd Castagno – I'm not sure the sidewalk on the east side is in the correct location either. I think it's...

Gary Pinkham – I noticed that.

Todd Castagno – To the west because I think it was just put in.

Gary Pinkham – I don't know that it is. It was my understanding it was supposed to go up there with the safety of the school still.

Brian – Shay, do you have a comment?

Shay Stark – I just wanted to point out with this, I guess a couple things with this. The traffic study and improvement of the street, all we need to get is pavement width to be able to pass the traffic through. And I guess just pointing out that sidewalk, because we did that project back years and years ago. It started out as a trails-grant and we were putting a trail through there. Part of what drove the location of that sidewalk was staying away from utilities and existing trees. That was something that we were specifically directed to do. It is not located at the back-property line on the right-of-way line along there, because it was purposely... We had to miss utilities and trees. There wasn't funding to move utilities and the trees. That was part of that whole process and discussion of what the city wanted to have done at the time. They didn't want to touch any trees.

Now, the subdivision that Todd Castagno's mentioning there to the south of this, I believe they did provide the additional right-of-way from half of the center line. And so, where we're short on right-of-way would actually be on the east side of the street where that hasn't been subdivided. Those homes in there were built long before these standards were in place.

So, I think this is something that could be worked out. Like you said with the upgrade of the water line, if you're putting a water line in and you're tearing up half the pavement on the street, add the little bit of additional pavement on the side and you can bring one side up to locate it correctly on the side that we have the extra width. And then let get that 42 feet of pavement, minimum of pavement that we require. Let that float wherever it does on the other side knowing that at some point in the future, that'll have to be cleaned up. But that will address the traffic issue.

Todd Castagno – I think part of the issue on Willow is it is narrow, but I think it appears narrower because of the encroachment. I think the pavement width on Durfee Street is within a foot of the pavement width on Willow. But on Durfee, you've got wide open shoulders, and so it appears wider.

Brian Pattee – Dan, I have a question. One of these units, it says the sewer line on Durfee is still being modeled and may need to be upsized. Explain that.

Dan England – The flow going down that street, we're not sure yet if that needs to be upsized or not. I know that the city's been trying to make some changes through there and redirecting some of the sewer to make sure there's enough capacity. I was talking with Shay just tonight as the best way for us to go through and do the modeling, maybe actually taking some actual flow data from inside the pipes to find out what's there. With this additional capacity coming, we just need to know if there's enough capacity in that pipe. Right now, we don't know, so that's something that we're still working on there.

Brian Pattee – So, that water flow is going to come from this project to the south to Durfee, correct?

Dan England – No, it goes from this project toward Main Street.

Brian Pattee – Okay. But it says Durfee in here, so...

Gary Pinkham – What does the modeling on Durfee have to do...

Brian Pattee – That's what I'm trying to think here.

Shay Stark – I think I can help you with this. So, when the big water stored tank project was done, one of the things that occurred with that was that the line that was coming down from South Willow was rerouted on Durfee into a larger pipe, and it was sent over so it could go down Matthew's Lane. Matthew's Lane was a new line that was put in. The idea being to be able to take that off the Willow Street line and resolve some issues down on Main Street also. So, that was rerouted.

In doing that, there was other flow coming in, some of it was coming in, some of it's new. There were homes that were connected on Durfee, or they had. At least they've been stubbed out. I don't know if they were all connected on. They're part of this that now need to be accounted for as part of that capacity.

There was some other flow that was routed into Willow that wasn't there before. So really, where we're at is we just need to... And the purpose for that flow test, we probably do it down by Main Street and just see what's going on there. Then look at that area and look at those homes that at least the lines were stubbed out and determine which ones were connected on, which ones are still on septic and haven't tied in yet. Look at all that and make sure that we address the capacity for what's existing, that that's addressed, and then look at what we have here with this new development, so we've got a good fill for what the capacity is. Because at this point, the model that we used to have is totally invalid and we just need a real number to be able to calibrate it to make sure.

Brian Pattee – So, part of the flow that's coming north on Willow, turns and goes east on Durfee, but part of it still comes down Willow to Main Street?

Shay Stark – Correct.

Brian Pattee – Is that what you're saying? And what size sewer main is that on?

Shay Stark – Well, I believe the new section on Durfee, you're coming down Eighth and tying in.

Brian Pattee – But the existing sewer main on Willow right now between Durfee and Main is eight inches?

Shay Stark – Right, I've just got to look at it and see. It's possible that it's smaller than eight. We've got to verify that. And that's one of the things when we do at flow test, that's one of the things that we would verify.

Brian Pattee – And so, one other question. So, Cherry Street doesn't come and butt this property. How far away is it? Someone said something about maybe doing a water main connecting from Cherry Street.

Todd Castagno – Cherry Street comes in a bit to the north of our Cherry Street. So it's a little different.

Gary Pinkham – Cherry dead ends over on this end in another subdivision coming off of it.

Brian Pattee – Okay, so it's quite a way through fields and stuff.

Gary Pinkham – Yeah, there's probably maybe seven, 800 feet across there.

Brian – The water main is six-inch all the way from Durfee to Main Street?

Dan England – That's correct.

Brian Pattee – Okay, All right, Commission. Any further comments, questions?

John Limburg – I've got a question for the rest of committee is why would we give a variance on something that looks like we can't support and it's going to cost the city money to upgrade it to where we can support that many units? You don't have to answer, but that's what I'm thinking.

Gary Pinkham – Well, you're going to have to figure that out. With regards to Willow Street, this development between the sewer, the water and street stuff, this development is really overtaxing the city's ability to serve. Even if they upgrade their frontage, we still have offsites that we can't have. So, it's kind of where we are on that. And how can we partner to make sure that when we're done we have sewer, water and traffic capable of handling this without ruining everything out there?

Rick Barchers – I'm with you. I hear what you're saying. Go ahead.

John Limburg – The only other thing I would say is let's make it beneficial. A little more like you're saying you don't even know if people are going to be allowed to play on the pickleball courts or whatever, right? So, I would like to see something that's going, hey, we're asking for variance on this. It looks like it may cost the city a lot of money to upgrade it to where we can even do it. What is the city getting out of it? I don't know. You don't have to answer that right now, but if you want to. Because it doesn't look like we're going to approve this today. If you want to come back and say, hey, this is what we're offering in order for the city to give us this variance. I don't...

Jaime Topham – This has been through DRC, right?

Dan England – It is, for the preliminary.

Jaime Topham – Oh, I guess remind me of the process. He's not necessarily vested in the density on the preliminary is the preliminary.

Dan England – Preliminary does lock in the density.

Jaime Topham – Okay. So then, I think that also has to be addressed before you come back, is what density are you actually allowed, even if we grant the variance. Because it seems like what you're asking for the variance is really to make it so that they can be individually owned. It's not really asking for additional density. But the problem is, is that I think that your density is higher than what the RM7 allows. So, that has to be addressed, too, before you come back. Then compiled with all of the rest of this.

Rick Barchers – I want to address that, and it kind of goes along with what you're saying, too, and everybody else really. We end up with the squares inside of rectangles discussion. Just sliding squares inside the rectangles to try to make setbacks work and sidewalks in the right places and this and that. At the end of the day, it comes down to a density issue. I'm looking at this saying if this was not a PUD, would we approve it? If not, why? How would we address those issues? Why are those issues issues that they are, and why do we have them as part of our code?

Part of it's parking, I think. Why do we want to take away from parking to gain a sewer when it doesn't serve the people that'll be living in that community, because they don't have enough parking? Okay? Those kinds of things, setbacks are a big deal to me. I think all this stuff's already been addressed. I don't got a problem with partnering with a developer. Seriously, I don't. I know that we've got an issue there it sounds like, right? I get that. So, for me, when it comes to these issues with the street, the density, the setbacks, the spacing between the buildings, I'd like to see you come back with some really solid answers that addresses everything. Not just that we've moved the squares around inside the rectangle sort of thing. Does that make sense?

Jaime Topham – If the playground is going to be open to the public, the play facilities, there probably needs to be a lot more parking. Because if you're getting the bare minimum of parking for your community but you're opening the facilities up to the public, then there needs to be parking for that as well. Because otherwise, they'll be parking in front of everyone's driveways.

Todd Castagno – Those become legal issues. Yeah.

Jaime Topham – Right, but we can avoid legal issues by good planning.

Todd Castagno – Sure.

Jaime Topham – If we just ignore it and say, well that's going to be somebody else's problem down the road, that's not what we want.

Todd Castagno – No, I'm just saying, yeah, we've got to explore the legal issues. If the HOA is owning it, maintaining it and paying the insurance on it, what's allowed? I don't know.

Brian Pattee – All right. Any further discussion?

Todd Castagno – Thank you.

Brian Pattee – Thank you, Todd Castagno.

5. Discussion of Preliminary Plat for Hollywood Corner

Todd Castagno was present to answer questions

Todd Castagno – This is a 30-lot half acre subdivision on the corner of Quirk Street and Hollywood Street, down on the south end there. Early on, I got with Dan, knowing that he had ideas and plans and changes for road widths and whatnot. So, he and I have been working on this for a while. We really aren't asking for any variances. It's not a PUD. Everything is to code.

Rick Barchers – Isn't Nygreen supposed to go through there?

Dan England – It goes right along the edge. It splits his property. He's dedicating half the right-of-way. He has worked with me knowing that that right-of-way will be 108 feet through there. So, he's dedicated that much of it. At this point, the plans don't show the road being built. I know with the Wells Crossing that that was part of what they did, was they dedicated their half and provided the city the cost for the improvements for their half of the roadway.

Rick Barchers – So, these are all going to be half acre lots, right?

Todd Castagno – Yes.

Rick Barchers – On Hollywood, this probably really doesn't have much to do with you, but what's going on with Hollywood there? Do you know?

Dan England – The park or the road?

Rick Barchers – The road. Is that going to be paved?

Dan England – Eventually. Yeah, right now it's a dirt road.

Rick Barchers – Are you taking responsibility for any part of that then?

Todd Castagno – So, we'll pave half width.

Rick Barchers – Okay.

Dan England – That will become their second access to their subdivision, so they're paving.

Todd Castagno – Half or a little over half.

Dan England – Yeah, you have to a little bit more to get your minimum 26 feet.

Rick Barchers – Isn't this the, like down here in the corner of Hollywood and Quirk, isn't that where the well house currently? Is there a well there currently?

Todd Castagno – Yeah. We've also worked with Rocky Mountain Power and will bury the power line, put it underground at least through the frontage. So, it'll come up on the south side of Hollywood Street.

Gary Pinkham – You said something, Dan, that you're not going to build. You're dedicating Nygreen, but you're not going to construct it. Now, those funds would be dedicated over to the city for future.

Dan England – It has not been agreed to at this point. But what he's done is he's given us, instead of a 90-foot right-of-way that he would have had to do, he's given us the additional and it's now 54-foot right-of-way that he's dedicating to us. So, he's given us more than what our city requires at this time, because he knows that it's coming. But our traffic master plan is not yet approved, so he's working with the city to give us additional right-of-way.

Also, on Quirk, well he's also given us a bike path, or an additional 10-feet. They've maintained the trail going along Quirk Street there. I think that's something that is required for a bike path going up.

Gary Pinkham – Bring me up to speed here. We talked going to a wider dedication on Quirk for the ability to use the trail. That additional dedication we were going to credit towards their open space requirement. Is that correct? Are we going forward or not with that?

Dan England – That's a possibility if that's the way he wants to work it. I haven't been involved with those negotiations.

Todd Castagno – Well, that's part of all the discussion of the development agreement.

Gary Pinkham – Then with regards to Nygreen, not building the half width. What about that?

Dan England – That would also be something that I think should be brought up with the development agreement.

Gary Pinkham – Okay, so those are two open issues then. We are going to build the half width from Hollywood?

Todd Castagno – Correct.

Gary Pinkham – And we would build the half width of Quirk with the added dedication?

Todd Castagno – It's actually more. It's probably more than the half width.

Gary Pinkham – Well, we'll finish the eastern side of Quirk.

Dan England – Plus an additional 10 feet for the trail.

Gary Pinkham – So, the two open issues on streets right now is solving Nygreen, building or not building the Quirk additional dedication. Beyond that, the only other thing I have, and we talked

about it in the DRC, is your storm waters being collected but it's being delivered onto the neighbor's property. Right now, I'm not seeing any legal easement or provision for that water going to the neighbor, and I'm not comfortable with approving a project that dumps water on somebody else's property without their legal agreement to that and/or some idea of what the future holds for that storm drainage.

In other words, we need a pond somewhere. Is he going to build a pond? Are you going to build a pond on his property? Do we come back onto lot 123 and build a pond for temporary? And when he develops to the north and you two make up a deal on whatever you're doing there like you mentioned you might, maybe then converting lot 23 to a building lot, putting a pond up north. That I'm not comfortable with getting to the boundary and passing water off to the neighbor. Because when you dedicate the storm system, we take possession of the storm system. All of a sudden now, we're dumping water on the neighbor. We don't have a legal easement or legal right to do that.

Todd Castagno – Yeah, it's noted on here, provide with the easement. So, that's a red line change. In fact, we hadn't thought about retaining on 123 in the short run. What we're trying to do is eliminate small ones, get it to a more regional downstream. Its just how do we get from here to there.

Gary Pinkham – I'm looking at it from a legal standpoint, from the city's point of view, when you dedicate the storm drain system to us, all of a sudden we're now dumping water on private property. I don't see any legal means or legal protection from the liability of flooding and/or for maintenance, et cetera. So, if we're going to go that route, we need to have you guys and your neighbors put together something that shows how that's going to be handled legally and mutually agreeably, and/or for the time being put it on the lot 23 hold.

Todd Castagno – Okay.

Shay Stark – Just one comment tied with that, associated with what Gary is saying. One of the key parts of this, it's not just the easement for that line, but it is that agreement and that property owner agreeing to actually sizing their basin when that's developed in the future to handle this flow also.

So, when they come in to us five years down the road and it's not even the same property owner, it's another developer coming in and they say, well, here we've taken care of our water. We've got to have something in writing that we can put in front of them and say, no, this was the agreement with that property owner that this amount of water would be handled also.

Todd Castagno – Okay.

Brian Pattee – I think, and to add to that, there has to be something. Even if it's temporary, there has to be some sort of retainage. We're all in agreement we need some sort of regional. As you design that, just keep that in mind that it's something that, yeah, this lot is the retention basin and then eventually it'll just be a lot because we'll move the flows somewhere else.

Rick Barchers – Where's the open space on this?

Todd Castagno – We're either going to pay the fee in lieu of, again to get to a regional-

Gary Pinkham – Concerning the fee in lieu of, can you possibly depending on what this Quirk Street lightning issue, get some credit for giving the city the additional right-of-way beyond the standard dedication. So, that needs to be worked out along with Nygreen and the storm water.

John Limburg – So, this is half a block away from Hollywood Park.

Rick Barchers – Well, I understand that. I just want that addressed. Lot 102 and 103, they planned to go onto Hollywood Street?

Todd Castagno – Yes.

Rick Barchers – Okay.

Todd Castagno – In fact, we should, yeah, I'll make a note. We don't want that on Quirk, so we'll remove that as a possibility.

John Limburg – That's a good catch.

Todd Castagno – Yeah.

John Limburg – I mean, so the driveway's going to come right out onto Quirk?

Todd Castagno – No. No. We'll remove that as a possibility

Rick Barchers – Right. Well, are they going to... That's what I was asking. Hollywood's going to be a half width street and you've got two houses going onto it. I'm just kind of looking at it going, I wonder how much the traffic's going to be coming down Chestnut Lane and trying to go out that way. I mean, I don't know. That's why I'm asking. Not that it's a huge issue, but we don't want 103 coming out on the Quirk.

John Limburg – I mean all of Quirk Street should be that way from now on.

Dan England – Agreed. But this is set up so that it wouldn't go that direction, but I do see a few addresses that could double that way, and they need to be removed. There should be no driveways going on to Quirk anymore.

Brian Pattee – This is just my little pet peeve, and it's not specific to this project, but we have half acre lots backing streets. They put a fence up. Who maintains the park strip? Because they all look like crap around town in that same situation.

Attorney Brett Coombs – Can I answer that?

Brian Pattee – Yes, please. Someone help me.

Brett Coombs – City law requires that they maintain it.

Brian Pattee – I know there is, but they don't do it and we don't enforce it. It's just mainly weeds, so just saying.

John Limburg – I agree with you.

Brian Pattee – I don't know how we... And this isn't just this city's problem. Every city I've been with, it's a problem.

Brett Coombs – Out of sight, out of mind.

Brian Pattee – Yeah. It's not out of sight. It's out of their sight, yes. Anyway, in all these codes and laws and stuff we do, there ought to be some way to fix this with fines. One of my last things. All right. Any further discussion, comments on this project, Todd?

Todd Castagno – No, I'm good, Thank you

6. Discussion of Concept Plan for Worthington Ranch

Barry Gittleman was present for this discussion and to answer questions.

Barry Gittleman – Good evening, everyone. I'm Barry Gittleman. I'm the president of Hamlet Homes. Stetson is here with me. He's on our Hamlet Homes team and he's got copies for the Planning Commission or anybody in the audience who wants to see a larger scale copy of what's up on the screen.

There have been a lot of good concerns for some of the other projects that some of the citizens and Planning Commission have brought up tonight, and I think we can address all of them for our project. Worthington Ranch is already an approved subdivision for 62 homes in two phases on Old Lincoln Highway right near the Walmart Distribution Center. Phase one is already fully approved and development is underway. We are on track to pave streets for those first 30 or so lots in the spring and start building homes.

Hamlet's been around since '95, so 28 years, and we're proud of the homes we build. We're excited about building in Grantsville. We've done several projects in Tooele County but not in Grantsville City yet, so this will be our first in Grantsville.

The new concept planned is here to discuss is what you see up on the screen that's sort of in gray is phase one of the project. What's in yellow is phase two, and we're proposing some changes to phase two. What's in red and green is currently 94 acres of open space. And in the original plan that 94 acres of open space was required to be just open space and owned and maintained by an HOA. As you know, most people who live in Grantsville don't want to have an HOA if they don't have to have an HOA, so one of the things we would like to do for our future homeowners is eliminate that HOA.

We've also been approached by city staff that there are some needs of the city going forward that our land might be ideal to accommodate the city requests. Number one request is that the city needs a regional storm pond. This location, what's currently the 94 acres of open space, could easily accommodate that regional storm pond, and we could install that and donate that to the city. No cost for the city to construct it or buy the land, we would just donate that, but then the city would own it and maintain it for your needs as a regional storm pond.

Request number two from the city staff was that your future parkway, Meadow Lane, is probably going to need to go through that open space at some point in the future. Might be in a few years, might be 10 or 15 years, but at some point, that's going to happen. The request was that we provide some of our land as 108-foot-wide right of way for the future Meadow Lane.

And number three in our discussions with city staff and some of the adjacent neighbors was that it would be nice to have some amenities, parks, that are for the public. I know for one of the earlier projects that came up, whether that would be HOA owned and maintained with the townhomes, would that be open to the public? Our thought here is that we would pay for and install some amenities. We're open for input from the public or the Planning Commission on what would be ideal for those amenities. But in our preliminary discussions with staff, we've talked about pickleball courts, we've talked about covered pavilions with shade, maybe a barbecue pit area, and definitely a lot of walking trails. We've talked about multi-use trails that could be for horses. We've heard everybody in Grantsville loves their horses and wants horse trails and also walking trails.

What's shown on the concept plans that you have and in the green area up on the screen includes, I think it's two to three miles worth of trails that could be multi-use for walking and for horses. And then at the top of the phase three sort of orangish, reddish, pinkish area, there are some pavilions, there are some pickleball courts. Right now, we've got six shown, but staff suggested maybe nine would be a better number. We're open for input on what the right number is.

We've got a large parking area there, so there wouldn't be a parking problem when the public comes to use this park area and the amenity area. And then we've also got some extra parking down at the bottom of the green area that would be at one of the trailheads for people who don't want to go play pickleball, but they just want to go horse riding or walking.

Our thought is that this new plan would accommodate all of the requests of the city of Grantsville. It would provide some new amenities that the city would not have to pay for but would own them and maintain them after they're dedicated to the city. It would provide for the future right of way for Meadow Lane. It would provide for the regional storm pond that the city of Grantsville needs. And all of those things could be accommodated with the existing land that we have.

Those things are going to cost money however, and so our request would be that in phase one we'd leave the current plan alone since development is already underway, but in phase two and phase three we do some additional density, and that's laid out on the concept plan you have before you. The total site rather than 62 homes would end up in this proposal being 139 homes. It is still less than one home per acre. When you consider the overall site, it's about 155 acres and the proposal would be 139 homes, so less than one per acre. Every home is a single family detached home with an average lot size over the entire site of about an acre. The smallest lot size in this concept plan is 0.27 acres, but the average is much larger than that, and some of the home sites are well over an acre.

Traffic came up as an issue on some of the earlier discussions. We have spoken with a traffic engineer. Since we're just at the concept plan stage, we haven't actually paid for the full traffic study yet. But in speaking with him, he doesn't expect that there would be any measurable or significant degradation of traffic in the area. We've got major roads with Old Lincoln Highway. We're near the Walmart Distribution Center. Parking shouldn't be a major issue because we're adding a lot of parking near the amenities and the trailheads, and every home is a detached home that has a minimum two car garage with also parking in the driveway. We expect that most of the homes would be three car garages just in this area. We also suspect, given the price point of the homes and the large lot size and the location in Grantsville, we are not going to make it an age restricted community, but we do believe that a lot of our buyers would be older buyers who are retirees and wouldn't significantly contribute to the demand on the schools or the roads. But that wouldn't be a requirement to live in the neighborhood.

We've addressed traffic, parking, the earlier question about how the open space is used to benefit the city and the residents. We're definitely doing that, and it would be open to the public. The advantage for our home buyers in the new plan is that the HOA would be eliminated. We would install everything then dedicate it to the city to own it, and so the HOA would go away, which future home buyers would prefer in Grantsville.

We've also worked closely with the neighbors. Some easements came up in the earlier discussions, and at the bottom of the green area you can see that there are easements already in place. Nicole is here tonight, and her father, Bud Christiansen, owns that adjacent property. They worked with the previous property owner and those easements are already done and recorded and there was an agreement in place a couple years ago. And we've continued to work with Nicole and her father, Bud, to accommodate some of their requests for his property that's adjacent to ours. And we're trying to be good neighbors as best we can.

What questions does anybody have for us?

Jaime Topham – I appreciate you bringing the original map, because my question was what were the houses like and what was the plan originally?

Barry Gittleman – Sure.

Jaime Topham – So answered that right off the bat, so I appreciate that. I really appreciate you working with the Christiansen because they have been down there and they've been through a lot trying to get their property the way they want it. That's key. Honestly, I mean if it were my house, it's ideal that they're next to your never to be developed parcel.

Barry Gittleman – Yes. That's also nice for them. And hopefully we can build Nicole or some of her kids a new house someday.

Jaime Topham – You don't have the actual lot sizes particularly laid out yet? I mean, I can kind of get idea as to where the bigger ones are.

Barry Gittleman – On the concept plan, we don't have individual lot sizes, but the civil engineer has confirmed there are no lot sizes in phase two or three that are less than 0.27 acres. That's the minimum.

Brian Pattee – Those phase one lots, they look like they're pretty big.

Barry Gittleman – They are. Those are about an acre average lot size.

John Limburg – So that's what's bringing your average lot size up. You're including that.

Barry Gittleman – That's right. The average for the entire site is all three phases. Yes.

Rick Barchers – So the open space is currently slated to be taken care of by the HOA, correct? It's going to benefit the people that live there to turn that over to the city, correct? So how does that benefit the city that you're turning it over to the city?

Barry Gittleman – Fair question. So right now, it's just an empty field, a lot of tumbleweeds, and so the maintenance cost for the HOA would be minimal. They would own it. They would have to have insurance on it and then clean up some tumbleweeds every once in a while, but that maintenance cost is pretty minimal.

The benefit to the city would be if we stick with the current plan, there are no pickleball courts, no pavilion, no barbecue, no horse trails, no walking trails, no stormwater pond and no right of way for the future parkway. But the new plan would provide all of those things to the city and the residents, and there wouldn't be a cost to install them to the city, so that's a benefit. But the cost to the city would be the ongoing maintenance after those are dedicated to the city, so you're right in that regard.

Rick Barchers – It's kind of like a six of one, half dozen of another. There's a benefit, there's a gain. For your sixes, basically you're wanting to double the density for sixes. That what you're saying?

Barry Gittleman – Approximately. Although I would debate whether it's really sixes to the city, because what we're dedicating to the city, I would argue has much more value than your ongoing cost to maintain it. We're talking about hundreds of thousands of dollars for the construction of the trails and the amenities. The value of 94 acres is substantial. And then the ongoing maintenance costs, they're going to be relatively low maintenance costs to maintain the trails and the open space. And really, it's just going to be the ongoing maintenance. I mean, city staff would know better than I would how much it costs to maintain a pickleball court once it's installed, but we would cover that expense for the install.

Rick Barchers – Yeah, but I mean you just said the value of 94 acres that you can't build on anyway because it's required as open space, so I don't see how you can claim that as being of value to the city because it's not really a loss to you. And that's okay. It's cool. I mean, I see where you're coming from. I'm just trying to see... And I'm not saying I disagree with this plan.

Barry Gittleman – Sure.

Rick Barchers – What's this currently zoned?

Gary Pinkham – Two and a half acres.

Barry Gittleman – It's a zoning that no longer exists in the city code.

John Limburg – Are these trails going to be paved? Talking about hundreds of thousands of dollars to build the trails. I mean, are they dirt or are they paved? What's the cost in the trails?

Barry Gittleman – We haven't determined or finalized what the trails would be, but when we met with city staff the recommendation was that they'd be sturdy enough that they can be horse trails and walking trails both, multi-use trails, and so that was our plan. But if we pave them, we've heard that that might not be good for the horses and so it would probably be a different material that's good for both horses and walking, which also makes it easier for the city to maintain as well.

Dan England – One of the suggestions in the meeting was lime chips to keep the weeds down in the trail area plus keep it soft. Lime chips.

John Limburg – What is the future improvement area?

Brian Pattee – That's what I was just going to ask.

Barry Gittleman – Where is that shown?

Brian Pattee – It's not on this one. On this map it says future improvement area, right? Right in the center of that.

Barry Gittleman – That's right. The reason that that was part of our discussion with the city staff is that the location of the future parkway, Meadow Lane, is not determined yet. And so originally, we had the regional storm pond for the city up in that area and we moved it further south so that the city now has the flexibility to put that 108 foot right of way for the future Meadow Lane anywhere you want to put it in that whole top half of the 94 acres as it's shown.

Jaime Topham – Down on your map is this red line that we think going to be Meadow Lane? That's kind of ideal to get people to the parking area and the pickleball and whatever the future-

Dan England – It would end up working out real well. And it ties in with the asphalt road that's along the hillside kind of where it comes down. So, if that's where it comes through, that's where it would all line up as it comes through. So that's kind of the area that looks like where the master plan will be put in.

Gary Pinkham – That regional storm retention, under the original plan, that pond was going to be there anyway. Who else is going to be using that pond?

Dan England – I keep looking at the hillside, and the hillside development is keeping some drainage ways open that would end up coming to the back side of the Walmart Distribution Center, and they would have overflow that would come under the highway that would have to go through their development, the Desert Edge development, and then possibly coming out across the south end of this area. How it gets from there to there, I don't know.

Gary Pinkham – That's my problem right now. We've got a subdivision in the way. We can't water from here to there. The other thing that bothers me is that tan colored area there, down where the open space was. If I'm not mistaken, that's below the level that can be sewerred, so you can't sewer that. The other thing is that all of that open space, the reason it wasn't developed or taken over by the city in the first place is, as Rick mentioned, it's unbuildable, unusable. I mean, it doesn't even grow tumbleweeds on there. I see no reason for the city to take that property off of your hand. And in so doing take on the legal and financial responsibility of what to me has always been and why it wasn't built in the first place, is worthless ground.

Barry Gittleman – Well, we're trying to turn what was worthless ground into useful land. And the amenities that could be used by the residents, not just our residents, but any of the citizens of Grantsville that would be open to the public would be a benefit for the area. The regional storm pond would benefit the city, as Dan mentioned. The trails would benefit the public. We're still setting aside... Right now, without trails there, it is kind of wasted land, but with trails for horses and walking, that would be a benefit to the public.

Gary Pinkham – Well, there's nothing stopping anybody from walking up there now, or riding a horse up there now.

Barry Gittleman – True. They could.

Gary Pinkham – So the fact that somebody might go up there and outline a trail across 90 acres that they could walk or ride all over, again, I'm having trouble seeing it has a benefit.

Barry Gittleman – Actually, if it is owned by the HOA, then the public would not be able to go walk on it because the HOA would want to put up signs and keep people off of it so that it doesn't become a liability for the residents.

Gary Pinkham – I'm kind of thinking that if I were going to go walking somewhere, I wouldn't go down there in that mud hole. I go up on the hill somewhere, and go riding and walking on the uphill side of the highway.

Barry Gittleman – That's fair.

Gary Pinkham – We've got wetlands there. We've got groundwater problems. We've got nasty sour soil. Like I say, won't grow weeds. I don't see any compelling reason for the city to take possession of that property unless somebody's doing something within the city that we've not been informed of. I can understand the right of way for the road with regards to the future development of the north side of town here. In the past, a two-and-a-half-acre minimum, the 62 lots that you've been granted or your predecessors were granted, is the 62 lots that you would've got under 2.5-acre deal.

Barry Gittleman – That's correct.

Gary Pinkham – To double that now and go down to one-tenth that size of lot, I mean, drifting so far from what the code permits out here, I'm really having a problem with this. The development that is there now had been granted one acre lots to make up for the fact that this piece was unbuildable. It's been granted the street modification. It's been granted the deletion of sidewalks and a number of other concessions to date, and I'm having trouble coming in and renegotiating all of that now. The potential of us taking on the liability for that chunk of worthless ground.

Barry Gittleman – You bring up a good point, sir. And all of the stuff that was done with the previous owner, we don't want to revisit any of that. I mean, we can talk about it if you want to, but that's already been, as you said, discussed, negotiated, and resolved and approved.

Gary Pinkham – And the city's made some significant concessions in the process. I'm not seeing why we should make further concessions here.

Barry Gittleman – Well as I said, the city approached us and said that the city has a need for the regional storm pond, potentially amenities.

Gary Pinkham – Even if half of that pond was under the original scope of the subdivision, we double the site, we're talking another three acres of pond.

Barry Gittleman – I think we talked about more than that. More than three acres for the regional pond.

Dan England – I don't know what size it would be

Barry Gittleman – Not yet.

Gary Pinkham – I'm really having trouble seeing where the city, I guess I just don't see the carrot out there for us. Unless you can convince me, you have a carrot. I'm really having trouble with this idea at this point in time.

Jaime Topham – I have a different viewpoint than Gary. I don't see it as a useless piece of ground. I have horses. I mean, my friend used to actually lease this ground and run her horses on it and actually attempted to grow alfalfa on it. I don't know how successful she was, but she attempted it. So I understand the ground. I see it as a potential for the community, particularly with the Meadow Lane, Meadowlark, whatever that is going to be. That lane that would go through there eventually could be beneficial to get people into a more open area.

We talk about how rural Grantsville is, but it's becoming way less rural all the time. Todd, love ya, but it makes me sick to watch you put developments on top of all the alfalfa fields I used to get my alfalfa from, and I'm not the only one, right?

Everything's changing in Grantsville. We have to recognize that we're not going to be rural for much longer. This could be an opportunity for the people who want to live less rurally in a rural type environment. There could be some great things down there, like Dimple Dell Park is a great community asset over in Salt Lake that probably the people who originally were around the area thought it was exactly this, an onion, something that couldn't be used. I'm sure it will take time and it will take some effort to make it usable for the community, but I think that is a possibility.

I also agree that I think that the density reduction might be a bit much. I mean, you are going from one acre lots to potentially quarter acre lots and doubling the density down there, so that is a concern for me. I don't know anything about storm drains and storm parks, storm things. That's their department. But that's my overall view. I don't have a huge problem with it, but I think the density's too much

Gary Pinkham – By moving that pond down there, knowing we've got a groundwater problem, can we even make a pond down there, Dan? In regards to the soils in the ground that's down there and the wetlands right there, can that be a regional pond?

John Limburg – Does it even percolate?

Dan England – Yeah, it's probably got really high groundwater out there, especially with the wetlands in that area, so it's not going to necessarily percolate very well. But right now, I don't know what water would even go to get to this site. I haven't been able to study it. I don't see any direct runoff creeks or washes that go toward that area, so I don't know what would end up going to that area. And having a spot to hold it rather than flood. If water does get there, the only thing it would be able to do is just hold the water, not necessarily percolate it very well in that area.

Brian Pattee – Was there any stormwater plan for the original phases of this?

Dan England – Where the park is, is where they had their basin. You're talking about this area right there. That area right there is where the basin used to be.

Barry Gittleman – Yeah.

John Limburg – So the one thing I would... On phase two and phase three, you have quarter acre lots on 90% of it, it looks like, and you're not even going to be able to put horses on those lots, so we're talking about doing horse trails, but the only people that are going to be able to put horses on their lots are the people in phase one.

Gary Pinkham – Well, they're going to have to be outsiders that truck their horse in there. There will not be a horse in that subdivision, because it won't be code to a distance from there to the house. There's not going to be a horse there. This is not horse property unless you're going to hook onto your trailer and drive there. Like I said, if I'm going to hook on the horse trailer, I'm not going to drive there. I'm going to drive up on the hill.

Jaime Topham – How would the people with their horse trailers get down into that area before this eventual lane arrives?

Barry Gittleman – The plan for the amenity area did include a parking area that could accommodate trailers as well.

Jaime Topham – Right. But how do they actually get there if the Meadowlark or Meadow Land has not been developed

Barry Gittleman – Go down through the subdivision.

Jaime Topham – It that what you're wanting to have happen. How wide is your subdivision roads?

Barry Gittleman – Normal.

Jaime Topham – What's normal mean? Are we talking about?

Dan England – 66 Feet, 66 foot right of away, which means is 42 feet.

John Limburg – I pull my horse trailer all over South Willow.

Jaime Topham – Yeah, that's true. As long as nobody's parked on both sides of the road.

Brian Pattee – So one other question. That upper north part that's green, above the Meadow lane, is that not part of this proposal or how does that work?

Barry Gittleman – It is. So I believe on the copies that you have, Dan has suggested that instead of the right of way being up here at the north end, the right of way be moved down to this section right here. And this northern part of green could still have trails for walking trails and horse trails. It would still be dedicated to the city. The trails would still be installed by us at our expense, but that would all be part of what we dedicate to the city after installing the amenities that are open to the public.

Rick Barchers – So Dan, the red line is in the proposed, and not yet approved road plan, and the gray line at the top is what used to be, is that kind of what he's saying?

Barry Gittleman – Our civil engineer drew it up here at the north end, thinking that it could go anywhere the city wanted to put it in the open space that we would dedicate to the city. By putting it at the north end. It makes it easier for all the trails to be accessed by the public. But as Dan pointed out, to comply with the city's expected plan, it makes sense to move it further south. And you could still have trails that are open to the public that go on both sides of it.

Brian Pattee – Right. Exactly. Thank you. One last question for fire guy. With two exits to this subdivision, as it is with all that added density, is that enough roadway exits out of that area?

Fire Marshal Jason Smith – Yep. I'm fine with it for the two that are there.

Brian Pattee – Okay, thank you.

Barry Gittleman – So you've all had some good questions and comments. I guess our requests would be, are there things that you would like to see us amend into this plan in order to have you comfortable with us coming back to the next meeting and submit the concept plan for requested approval?

Jaime Topham – I think the density needs to be different, larger lots in the area.

Gary Pinkham – Who wrote this?

Cavett Eaton – These are Dan's notes.

Dan England – Yes, those are my notes.

Gary Pinkham – Someone here has made a mention that changes are being made to sewer in phase one.

Dan England – That's correct.

Gary Pinkham – And lot changes in the next phase. Why are we changing the sewer from what we originally designed?

Dan England – Because where the roads are being located for this redesign, they are sewer-ing phase one through phase two through the future roadways to make it work. They have now submitted to me a redesign where it can stay in phase one and get to the sewer lines. So just making you aware of it that they're making changes so that they can get that higher density through the phase two area, especially to the north of where their phase one is.

Gary Pinkham – We're already building on the assumption we're approving this?

Dan England – No, what they did was their phase one and phase two, they sewer'd part of phase one through phase two, the roads are changing with this, so they came back and they changed how it was being sewer'd with their phase one. So it doesn't impact whatever phase two does, it can stay as it is or it can change, it'll still work. So it's just noting that.

Barry Gittleman – There are two reasons to change the phase one sewer. Number one, there's a more efficient way than what the original plans had. So we're going with a more efficient plan that

doesn't go through phase two and that will allow us to complete all of the sewer for phase one with no work being done in phase two, regardless of whether you approve any changes or not. The other advantage is that if we do agree upon some changes with your approval and the city council's approval in phase two, then nothing needs to change for the phase one sewer because they're independent and they weren't in the original plan.

Gary Pinkham – Are we changing the sewer here in such a way it's impact what happens on the uphill side of Old Lincoln?

Dan England – No, no. These plots in here, were being sewerred up and around through this area. And what they did was they just put a manhole in this area and brought it back here and lowered the sewer so that they could make it all flow this direction.

Gary Pinkham – Okay.

Brian Pattee – Where does the sewer flow?

Dan England – I think this is the easement for the sewer, the easement through Christensen. Comes down here. It ties in to Walmart distribution main.

Gary Pinkham – And the sewer that went north and south through the gray area. On the north, that was so shallow in one of their proposals that it was a foot or two above the water line and all of those, there were nine lots if I remember right on that corner. It all had to have lift stations on. If we go further down the hill into that new brown area with the small, we're going to be underneath the sewer line. That can't be sewer.

Barry Gittleman – We do expect that we would still want to build basements. Grantsville home buyers want a basement, but we expect that many of the homes in phase three and the north end of phase one would require a pump in the basement.

Dan England – What's groundwater depth in this area?

Barry Gittleman – I don't know, off the top of my head.

Gary Pinkham – What about basement's in the wetlands?

Dan England – About six foot. Nicole says. So you have a very shallow basement.

Barry Gittleman – Yes, and there may be some of them where we can't accommodate a basement, but we expect that most of them we would be able to do it and many of them would need sump pump in the basement.

John Limburg – Our code calls for, it can't be anything less than a half-acre, right?

Gary Pinkham – No, two and a half. They are zoned RR-2.5. If it's RR-1, it can't be less than 43,560 square feet.

Dan England – Well what they had done is they had taken two and a half acres over the whole property and said, so we don't have to build on this area. We'll take all those, combine it down to this.

They got the same number of lots that would've been two and a half acres over the whole thing. They've just made them one acre lots and condensed down to that smaller area.

Rick Barchers – If they're building on the brown area now, shouldn't they be no bigger lots?

Gary Pinkham – No, the brown area was originally undeveloped, along with the green. That was as I thought, as I recall, it was supposed to be put into a conservation set aside or something.

Barry Gittleman – The mayor mentioned that when we spoke with him also, but there was no requirement that it be placed into a conservation easement. It was in the original agreement that it would be open space owned by the HOA.

Jaime Topham – Rick, are you talking about the brown or are you talking about the grayed-out area?

Rick Barchers – The gray out area is already approved and being built. It's not part of a discussion. I'm talking about this brown area.

Brian Pattee – This here has been approved, but they want to change the density.

Rick Barchers – But it was previously use to determine the density of the other area, right? So you're wanting to change smaller lot sizes.

Barry Gittleman – Correct.

Rick Barchers – This was originally city dedicated land.

Barry Gittleman – That was HOA open space.

Rick Barchers – Well I understand, so you're asking to double density this and add this in exchange for this? Is that where we're going?

Barry Gittleman – We're not doubling density in phase two, but we're increasing density in phase two. Everything else you said is correct.

Brian Pattee – Shay, you have something I believe.

Shay Shark – What I was just going to point out, we used to have an ordinance. This one came in under a conservation subdivision. When this was brought in, and we're now on the third group of people here with this. This was originally brought in with Adam Nash many, many, many years ago. And then it went through Mountain Vista with Derek Ellis. And then these people, I'm assuming who purchased it from Amber or maybe there was somebody in between.

Barry Gittleman – One more. To Adam Nash to Mountain Vista, to Colin Wright to us.

Shay Shark – And we're on four. Okay, well the third one at least I'm not aware of didn't talk to us. I only know a three now. So as a conservation subdivision, as it was said, this is zone RR2.5, but the idea of the conservation subdivision was they went through, they jumped through a whole bunch of hoops. They looked at the land, determined the areas that were wetlands, the areas that couldn't be built on. All this was studied out. Ultimately, we went through a calculation that was this big monster

spreadsheet that basically in the end kicked them out with essentially the same number of lots at a roughly one-acre lot. It could have been less lots. I mean there were so many factors that were going into it. That's hence why the city got rid of it because it was unwieldy and it took years to determine and get final approval on it.

But with that, so there were a couple options here with that land because it needed to just stay as open space. I think what probably happened, because I know that there were discussions about it going into a conservation easement, but I think what probably happened was Derek came back in and you'll remember this was renamed Remington Estates and then it went back to Worthington. It bounced around there and when Derek came in, he came in first and asked the city. He had his architect design a park in that area and asked the city if they wanted that land and showed them this parkway out. And one of the roads was, if I remember right, it was going to be widened so it would be an entrance into the city park. And the city at that time came back and said, "No thank you. We don't want it."

That was thrown out. Then he came back and he said, "Well okay, I want to name it Remington Estates. I want to do a shooting range up in the north part of it. We're going to have some sort of an arena and some areas that, I guess fence stop areas that people could keep their horses down in there. We're going to have a spot where people can store their trailers or RVs down there for the people who are in the HOA." So those are the amenities that they would have inside that HOA and a nebulous space in the middle. It was going to be where they could ride horses, they could ride their four wheelers or whatever they wanted to do.

I'm just guessing with this, but I think when it went to that option of well we're going to provide amenities that the idea of the conservation easement and because there would be a trust associated with conservation easement to maintain it, I think that went away and the HOA replaced that as part of that final approval.

Because of that, I was asking Brett about this earlier just because my mind's kind of foggy on where that all went over so much time, but we don't have anything on the plat that specifically says that that is preserved in perpetuity. But we do have in the agreement that it is preserved as open space. But the idea of the change in the wording was to be able to allow them to be able to put amenities in there and allow it as useful space for the HOA.

Gary Pinkham – But remain open.

Shay Stark – Yeah.

Gary Pinkham – I remember they brought the plan for a park in which was a single sheet of drawings, but it didn't bring any offer to contribute to it. So we sat there and said, "Well wait a minute, that's a really nice plan, but who's going to put the 10 or 15 million bucks in the bucket to go do that?" And Grantsville City said "No, we're not going to take this piece of ground because we can't build on it. We can't do anything with, and we're not going to spend 10 or 15 million to haul in top soil so we try to build something up."

It was left in open space and with that conservation development type deal, the density was moved up to the upper half and the bottom half was not to be developed. What's the point of us making deals with anybody if the next guy can come along and change it all?

Barry Gittleman – We're not asking to change anything without getting something in return.

Gary Pinkham – But again, I don't know. You're building a number of units. You're getting out of an HOA. You're getting rid of the albatross down there and that lake bottom flat spot for a couple of pickle ball courts.

Barry Gittleman – You want more pickle ball courts?

Brian Pattee – All right, let's give him ideas on what we want. If the density doesn't tell him it's quarter acre lots. Do we say we want a minimum, a third acre lots or what?

Jaime Topham – Yeah, I mean it's got to be higher density. Of course you got to decide if that makes financial sense to you. But I think there's too much density and I think Gary's got a point about putting all that housing that's in the well, I'm going to call orange on that screen down there in that basin.

Barry Gittleman – If the city wants to say that minimum third acre lots and not quarter acre. Quarter acre lots are too small. We could have the civil engineer go redraw the site. We're probably losing 20 to 30 lots out of this current proposal. And we may still be able to make that work depending on the extent of do you want two pickle ball courts or 50 pickle ball courts? Do you want one mile of trails for multi-use or do you want 10 miles of trails? But we're certainly open to having that discussion.

Brian Pattee – I think there's some flexibility too with the trails. I mean we've talked about a lot of money to asphalt the trail, but it's a lot cheaper to just have a gravel trail and maybe that works better with horses. I don't know. Then the other thing for maybe the city staff or whatever is we're going to have to maintain those trails in that area. We're going to have to plow them. You can't plow gravel very good around here when you do have to plow the snow, right? You wouldn't plow it. Any other comments from the commission? Are we hung up a little bit on the density?

Barry Gittleman – We're open to saying minimum one third acre lot instead of quarter acre lot size.

Rick Barchers – No, no. I do have one question. The rest of this had no sidewalks. Right? Are you coming in with no sidewalks on this too or am I wrong?

Barry Gittleman – I don't remember whether we were one side or both, but we weren't suggesting any changes to what's already in place there. Is it nine or is it one side of the street you were asking?

Rick Barchers – Well, I would rather see consistency. I would. What are you thinking minimum lot size, Jamie, half? John what are you talking.

John Limburg – I kind of feel like I'm talking off both sides of my mouth because I say on one side we need apartments and affordable housing and then, but I don't want, also, I drive up old Mormon trail and see those homes five feet from each other and that's not Grantsville.

Jaime Topham – Yeah, this isn't a property that would be amenable to apartments or anything and they're not in U. So that's a big difference. But it was more rural. But now we're also talking about the development kind of bayou is going to be half acre, one-acre lot. So that falls place and then across the street, I don't know what that is going to be, but I don't want to see that and do not want to see that on your land. What's going to maybe eventually be across the street is not what I want to see in your property.

Barry Gittleman – I think I forgot to mention this, but one of the other things we'd have this civil engineer do is keep the lots that are on Old Lincoln Highway larger than the rest of phase two so that when people come up to the subdivision, they're seeing larger lots and larger homes along that main road. We could certainly incorporate that into the plan that anything along Old Lincoln Highway right now, everything along the southern property line is already in phase one and those are all larger lots as well. So pretty much the perimeter would remain larger lots and larger homes when people approach the subdivision.

Brian Pattee – I'm just trying to keep it simple. I like you trying to do the minimum third acre lot. The rest of it, to me, I like it. I'm comfortable with it and I like the idea that we have the flexibility with that Meadow lane Future road and Dan, if that ever gets put in, you could put a big storm water pipe down that road and dump it into that pond right there. So those are just things you can think about down the road.

Gary Pinkham – Well the only thing is the ground immediately above the Old Lincoln's going to take care of its own water. And the ground immediately above that is the Walmart. They're taking care of their own water.

Brian Pattee – There's a lot open ground out there that's going to need to go somewhere. And if we regionalize, yeah, we're going to have huge pipes for storm water. Any other, this is the time to tell him what we're thinking, how we feel.

Barry Gittleman – We appreciate all the feedback and if we can get with our civil engineer to incorporate your changes into it, would the timing be right to come back to the next meeting?

Jaime Topham – Still as a concept? I think as a concept. Yeah.

Nicole – I kind of agree with the council. The bigger lots would be better just because I appreciate our rural town.

John Limburg – On the Old Lincoln highway, as long as none of those driveway's coming out on the Old Lincoln.

Barry Gittleman – No, they're all internal to the subdivision.

Nicole – I don't know if it's appropriate for me to bring this up now or not, but you know the pending issue with my dad.

Barry Gittleman – That is fine. We can talk about that. We've spoken with Nicole and her father Bud about Bud's property is here just where the easements are for the sewer to the south of us. And he has requested if we could deed a sliver of land along that south property line to him. We've been talking about maybe 25 feet wide. Our concern is that that might be somewhere between half an acre or an acre. And we don't want planning commission and city council to say, "Well, you get five fewer lots because you just gave up another acre."

But we've told Bud and Nicole that we're open to discussing that. And we actually have a meeting with the mayor Monday afternoon that's scheduled now to discuss that. But our thought would be we would go through this approval process the way that you normally do it and have an agreement that

we will continue to discuss with the city and the mayor and Bud of potentially dedicating a portion of our land throughout this process to Bud. And we just want to be open and make sure everyone's aware of that. Does that cover it accurately?

Nicole – For agricultural use? We have a growing an apiary and we run a cow herd and then that's what it would be for.

Brian Pattee – So that would be where this wetland? That's just along that south edge?

Barry Gittleman – Correct. We just want to be open with the city and with Bud and Nicole that we're trying to work cooperatively with everyone for the benefit of the public. Okay. Thanks for your time everyone.

7. Discussion of Concept Plan for The Highlands

Guy Haskell was present to represent all the companies

Guy Haskell – Hello, I'm Guy Haskell. I don't know whose names are on the actual application, but I represent all the companies that might be. There's a holding company that holds a land and a development company and a home building company, but I represent them all. Can answer questions for any of them.

What we're looking at doing here is trying to find some kind of a macro plan to move forward on this. Right now, over the past four phases, we've been doing 25 lots at a time because that's what the requirement had been. When we started, this was 25 lots. If you look at this, if we developed 25 lots in this thing year after year, it'd take 80 years to get through this project. We need to have some kind of a plan. My plan is for me personally, probably to build probably up to 50 homes a year depending on the market. We'll probably end up selling some of this to some other people with some other product types that are helpful to move through it. I'm still thinking it's going to take 15 or 20 years to get through it.

With that in mind, we need to have some kind of a plan on how things are going to move forward. For instance, the area number three right there, I would like to see all of that to just be single family with no HOA and so have no open space with them. They're just single-family homes, but have a bigger area of open space somewhere else. The city's probably not going to want me to move forward in working areas continuing phases in phase three. Phase three's is where I've started now, but the city's not going to want to move forward unless they can see a plan for where the open space is going to be. My preference would be to have where there's some multi-family townhouses and such, they'd have their own open space, but have a bigger open space that's open to all the public, not just this project but another. In area four for instance, I would like to see a big 10 acre park that ends up being a public park. The other areas in there other than three, having their own private open space with an HOA.

Finding the best way to come about what the city wants and what I feel the project needs and just come into some kind of agreement that works best for everyone is what I'm trying to do here.

Jaime Topham – So Guy, have you talked to the people who just came, Sean Johnson and their project that they're kind of trying to kick off? I'm guessing no. They just brought this to us earlier tonight and your property is right here. This might be an ideal conversation for you two to have.

Guy Haskell – We meet with them on that west side development group that meets once a month and goes over these different projects. We're trying to talk with each other and find plans and master roadways and stuff that fit and work together.

Jaime Topham – What you said about your plan, if you could get with them that particular group and see if there's a way to make your two pieces congruent because with your A3 and kind of what their plan would be in that area, those wouldn't be congruent right now. That's not to say that you have to do that, but it might be beneficial.

Guy Haskell – We had some discussions with them and the city's had some discussions. For instance, we've brought in some plans that shows this whole thing in lots and units. I think you've seen it at the last meeting we brought in. We've kind of scaled it back here, not to show individual lots and sizes. Knowing this is going to take some time and not knowing what the market changes is and okay, this is what we're going to do in this area, but we don't know today what the market's going to be like 10, 15 years down the road and we might be doing, so let's just get this kind of thing in place. Part of that was in area three was have an adequate road stubbing into them to continue on.

Another thing that I would like to do is that area four is you see that road that goes around all of area four, I had planned on a walking trail right there that actually had a wide space of open space before the trail and that open space would be like a dry stream bed that we're going to be used for storm retention, but it would look like an amenity. It's a dry stream bed with rocks and stuff, but it'd be used as for storm retention along the side of the walking trail and then, so that none of the homes had problems with driveways over this, all the homes that were facing that were going to be entering from the other side of that road so that big walking trail that people go across wouldn't have any driveways to conflict with people that are walking and they could ride their bikes fast along there without worry about cars backing onto it. It's those kinds of things on a more macro level that I think we're looking for in a master development agreement to kind of handle the whole project and whatever feedback the city has, I want to take a look at and see if we can make it a positive thing.

Rick Barchers – What's it zoned?

Guy Haskell – RM-7 seven.

Jaime Topham – This whole thing is RM seven.

Guy Haskell – It is, yeah and that wasn't the zoning that I rezoned, that was what I purchased at.

Gary Pinkham – We're to discuss what? This plan or the development agreement?

Guy Haskell – They go hand in hand. This plan is what we're looking at, but the development agreement has some things in it too.

Gary Pinkham – Let me address this plan right here, first of all. We're in the RM-7 zone, which has a maximum density of seven units per acre based on the lot sizing launch. If I look at layout in a single-family situation for a city block, that would give us the maximum utilization of the ground, we're going to get about 5.45 lots per acre out of there because of the 10,000 square foot lot requirement and so on. If you look at the ground that's being used for streets for that, we're losing about 29% of the gross area just to the streets. We also have 10-acre open space dedication, so we're

losing 39% of the ground gross area which means we can't get the kind of density you're talking about per the code.

I'm coming up, if I look at the code for the various areas there, I'm coming up 1034 lots permitted here. You're looking for 2100 lots, which is more than double with the code allows. And I haven't factored in retention basins, which are going to take away even some more lots. I would say without allowing for retention basins or anything else, I'm at about 5.45 lots per acre. I'm guessing your 4.24 in area 3 is what you're currently averaging? This is your retention basins and stuff in the areas that you've already built out? Somewhere between 4.24 and 5.4 is the maximum you're going to get in area 3. The 630 lots is based on a gross area. If we take out the streets in the open area, we're down to 402. In area 2, which has got a 7 unit per acre maximum. If we take out again the open space and streets, we're down to 128 units there in lieu of the 400. In area 4, which I believe you're looking at multi-family again because of your 9.4 for the proposed units there. Again, taking up the streets and the open space, we're down to 540 units in there.

I think the density is grossly overstated, which when we get into the planned unit development, and we get down to, I think it's 1.18 where it says maximum residential units will be 2096, that needs to be revised downwards to somewhere around a thousand in order to meet what the code permits, or allows. Probably one of the biggest issues, but there were a number of others. To start off, I think we've got a 2022 date in the opening sentence there. We need to correct the date.

On 2.1, 2.3, there's a whole lot of things that don't match our code that we would need to address. With regards to open space, you're looking for waivers and a revised version of open space and I don't know who Steve McCutchen is, but in this thing that he did, you're wanting to put the stormwater basin into the open space but also up above you're saying that that's going to be a park, but you're going to do it as a low intensity development with minimal grading and native plants, cheat grass and knapweed. I don't see that as a park. I am just really having a lot of problems with this master agreement the way it's drafted. The other part of the open spaces that you want permission not to build any of it now, on a subdivision by subdivision, or piece by piece basis, but if nothing in there says when it will be built. If you're talking 50 units a year out there, we're talking 20 years. This open space isn't going to get built for 20 years when you decide to walk away from it, hell, you'll be dead by then, so will I.

The same thing with the utilities. You're saying that you're only going to size and build the utilities on the individual subdivision component and that as this thing grows, if the off-sites don't support it, you're looking to the city to pay and install those off-sites to up-size to cover your development? I've really got a serious problem with a lot of the components in this land use plan as to how and when some of stuff's going to happen, if you can pay for it. I think internally here, we as a staff, probably need to sit down and go through this proposed agreement and maybe change some of the provisions or at least make some proposed changes to it.

Guy Haskell – Would you like me to comment?

Gary Pinkham – Go ahead.

Guy Haskell – There's some good things in there that are really important and that's why if our project decides we need to sit down and work them out and I don't always see your side of the picture. Learning some of the things that are there, there are some things we might need to sit down with and determine what they mean in the ordinance. There's some real differences that as I've talked

to Steve McCutchen, who's the land planner, and then my attorney who's drafted the MDA, have on their interpretation of the code versus the interpretation that you are given Maybe some of those things need to be worked out maybe in a work meeting separate from one of these. I don't know how you want to go forward, but I do know there's issues that we want to make sure, work for everybody.

Gary Pinkham – Yeah, well I think we internally need to figure out some of these things. I mentioned some stuff Dan earlier today that caught him by surprise. For instance, the offsite requirement of the city to furnish and up-size utility for you and then also the timing issue on the open space. If we're going to wait 20 years to see the amenities and the open space and things like that provided to this community, I'm not sure why we're wasting our time talking about open space.

Guy Haskell – What does the city want? I mean do they want a bunch of small open spaces or would they rather have a big 10-acre park?

Gary Pinkham – I don't have a problem with having a big 10-acre park, but I'm not willing to wait 20 years to see it. Not knowing what the market is going to do or the economy to doesn't change and a few other things, we might be looking at 30 or 40 years here.

Guy Haskell – As for the economy, that was one of my big questions. Maybe the land for the park needs to be dedicated now. How do we satisfy the city on a park area if we don't have it?

Rick Barchers – One of the things that I would like to bring up on the park issue is, this is just my personal viewpoint. If you put one park in this, in the middle of it, some of these kids are going to have to go quite a distance to get to that park. For me personally, I don't want to see 30 of them in there, but if it was broken down a little bit, maybe that would solve the issue of who's going to build the amenities when, just an idea. I don't know how other people feel about that. I don't know how the maintenance crew feels about it or anything like that, but I mean you could maybe put three or a couple in there and not wait till the very end and put one giant one in, does that make sense?

Guy Haskell – That that is possible. We did have a work meeting with the city council, just a discussion item and one of the things they said is if it's a city park and a public park, they didn't want anything under 10 acres and so putting in smaller parks that wouldn't really work for it. We were trying to get something big enough that they could put soccer fields or lacrosse or baseball or whatever it's in there and that people could really use.

Rick Barchers – Will it's 300 gross acres, you're figuring its 10 acres?

Guy Haskell – Well, that's 10 acres that's public. There would be private parks also.

Rick Barchers – Okay.

Guy Haskell – In area 3, I didn't want any private parks in area three because I was all single family. I didn't want to have an HOA for those guys to have to worry about and an extra expense of it, but the other areas all have their own private open space.

Jaime Topham – What size are the lots in area three?

Guy Haskell – The area three is the, pretty much the same as I'm doing right now, which are the 7,000-foot lots, which with just 7,000 square foot lots under the ordinance, we can just do those without a PUD or anything, that's just what they're zoned for.

Gary Pinkham – What he's done to date in this area right here, meets code. Like I say, it's probably averaging by meeting code 4.24 per gross acre.

Jaime Topham – But you're talking about 630 houses with no parks on only 7,000 square foot lots.

Guy Haskell – But they'd have it right there in area four, is we're planning on a 10 acre park. It would be really usable. The people don't want a private park. These lots and these people we're looking at... I'm trying to be the best looking, nicest, affordable housing out there and affordability is getting to be a problem and these guys do not want to have the extra expense of a park or have to deal with an HOA, but they would like to have a public park that they could go to and if they have to drive a couple blocks or walk a couple blocks to it's not a problem. That's common everywhere.

Brian Pattee – So to Gary's point, I mean to put in a 10-acre park, that's great, but it's like it can't be 10 years down the road. Honestly it really can't be five years down the road and it's just like we've been talking about to putting this stuff off and even storm water, it's like we need those things built first in the first phase. I mean literally before... We can't wait till there's no water pressure to go, "Oh, maybe we should have put the tank up on the mountain in Phase 1 instead of Phase 8 or 9 or 10," and so I just... There's got to be something and you're not... This is something that we as the city have to figure out.

Guy Haskell – And that's the same thing I've been telling my land planner attorney, I said "The city's not going to be happy all these are coming here and them not know what's coming. We need to find some way that whether it's with this master plan, it's recorded, there's a 10-acre park that's planned or maybe it's even deed to the city up front so they know they've got it coming." I don't know the answer to that but I know those are questions that need to be answered.

Brian Pattee – I feel bad that it comes to a point where you have to come before us in a public hearing to discuss something that should be more black and white way before it gets to this point and that's for all you staff. We beat this dead dog every meeting. We drag it out and we beat it. I'm sorry, I don't have an answer for it. We can't have 10 phases of a project and all the amenities done down the road, they've got to be, if we're going to take on a 10-acre park, that's going to be the city's. Well, there's got to be something figured out up front. It's just got to be that way.

Guy Haskell – Yeah, I agree. I stayed after and the last meeting you had, I was on Zoom with. I think you were talking with one of the other guys that's doing this development. It's just in between the two highways there and he's doing townhouses and one of your comments was, "How come no one's doing apartments? They're just doing townhouses. We need some apartments," and I do have some planned in areas too and maybe the next thing I do is go into them because they will have a lot of open space, but the problem with them just having open space, they're going to want their own open space. We don't want to really put the people in area 3 into the open space for some apartments. So how do you deal with that?

So that's why I think we got to really need to have some public open space that people can go to, not just from here but from other places. And what's the city's needs? Is the city's needs to have some soccer fields or lacrosse fields and is this a good location? Should we put them there or is it

somewhere else? Those are things that I don't know that side of but I'd like to work with you to try to make it the best we can.

Brian Pattee – Well, we don't necessarily know it either. I don't know who our parks people are. I don't hear any feedback from them. In fact, we get a lot of this information... You've already talked to the council about this is the first time we've looked at this so.

Jaime Topham – Okay, help me out here. You're already building on this; how did that happen? I'm sure I was a part of it, but that was many, many moons ago. Remind me how we got to where we are and why we haven't already master planned this?

Guy Haskell – Well we did a concept plan on a certain area when I first came in here, I had like 44 acres and I got a concept plan on that 44 acres before we even started developing that. I bought the rest of the ground for the 300 acres. I had to go back and reduce some of that master plan to up-size some of the lines for the sewer and the water. Everything that's going out of Phase 3 has been up-sized for this project. There is one kink. My sewer comes out right here and I've up-sized that sewer into a 10-inch line. Down here in this Silver Fox subdivision, that's an eight-inch line and that eight-inch line will not handle this entire project.

Either for size or for depth because where it comes up into to a highway 138, it wasn't deep enough to be able to sewer this whole project. I had a sewer line drawn up for my engineer. They surveyed in topography, cleared down to Mack Canyon Road, figured out what depths we'd have to have and I actually went back into the Silver Fox subdivision on that first road and I dug the road up, went down to the manhole inside of there and brought that deeper. So that manhole where it comes across the highway there was 20 feet deep. And from where I went down that main road into the Silver Fox subdivision that's all upsized to the size to handle this.

I also got an agreement recorded with the property owner just on the other side of Silver Fox saying that they had to tie in that line, the eight-inch line in Silver Fox to the Walmart line with the same 10-inch line which handles this project. The only kink on the sewer right now, is that little strip of road in the Silver Fox subdivision. I've got a 10-inch line there and I've got it recorded, a 10-inch line has to go out, which you guys need to be aware of and those guys bring their development in that that is recorded against the property that they have to bring that line. There is a kink in between there of the sewer line. The water on this project, the water pressure that we have right now, without another tank further up the hill or possibly linking this with another pressure area, because I'm in one of the lower pressure areas for water. Shay probably knows, but I think I'm in the lowest pressure area.

Shay Stark – Right now you're in the lowest pressure area, but the land is actually in a pressure zone above that but it's working right now.

Guy Haskell – Do we need another tower tank up the hill or can we tie in on the other side of Mack Canyon Road or that project is there, which is in a higher-pressure area and would that solve the problem? Those are things, but right now I can develop about halfway up that property with the pressure zone that I'm in and then something has to happen before we can move forward. So those are the kind of issues that need to be worked out and we all need to understand.

Jaime Topham – Okay, so... Got to give me more information but it didn't really answer my question. How are you developing 44 lots or... Yeah, 44 acres, did we do a subdivision plan?

Guy Haskell – Yeah, we did. We did a concept plan for that first piece. We've done each of the subdivisions. I mean there was 144 lots in there. There was six phases originally, we've got four in, but now the ordinance has changed, we can do more. I've combined the last two phases into one which is 44. Those have preliminary approval and I'm turning in my final plot application on the last part of that.

Jaime Topham – And those are included in the yellow area?

Guy Haskell – Correct.

Mayor Critchlow – That is phase five, how that ended up on that paper, I have no idea, but you have more. It's like quarter acre lots in here, right Guy?

Guy Haskell – They're all 7,000 foot minimum, but some of them when you get the cul-de-sacs or some corner lots and stuff, they're bigger than that. There's some like this phase five, I think the biggest one on my application is like 17,000 square feet, but 7,000 is the minimum.

Jaime Topham – Okay, so I got that, I understand now. What we're talking about this whole. The rest of this is a new development that now you're asking us to help master plan to bring in and you need to know what water you need and all that, is that right?

Guy Haskell – Yeah, yeah. Yep. I'm just trying to get a master development agreement that shows this is the whole project, how can we plan this overall thing so that we don't do it a bit at a time and then look back and say "Whoops, we should have done something different."

Jaime Topham – Okay, got it. We are way ahead of ourselves dealing even a written legal agreement, in my opinion. Way ahead of ourselves. They don't even need the written agreement just yet because you have a lot of other questions you got to answer. Sounds like the water is the biggest one, the pressure zone, right?

Guy Haskell – Well, I don't think it is because we can only develop so far until something else has to be done.

Jaime Topham – Well, but that's kind of anti what you just said. You're wanting to try and plan ahead so we do it all right and we're not building so far and then, "Oh crap, we should have but we didn't."

Guy Haskell – That's just one element. I mean we still got to figure out parks and open space and where you're going to have higher density and where you're going to lower density.

Jaime Topham – Right, and parks and space and all that's not going to matter at all if you can't develop any of it because we don't have the water, right? We need to start with the first part, which is probably the biggest part is the water. How are you going to address the water for this whole plan and then plan from there coming and bringing us yellow, orange and brown and red doesn't mean anything if we don't know the rest of those components.

Guy Haskell – Well and the water tank issue, when's it going to come along? I mean it might be 5 or 10 years before we need it. Well we also, we just need to have some kind of a plan on how that's going to progress.

Jaime Topham – We were just talking to Sean Johnson six o'clock hour and they were talking about the needs for a big water tank and how that's going to happen and which is why I said maybe you should be having some conversations with them because it sounds like these two developments are going to try to getting kicked started at the same time and then you told me that you actually go to meetings with them. I don't know what this West Bench Group is.

Dan England – Yeah, it's the West Bank... Basically I tried to get all the property owners up there and monthly we have an update meeting of what's happening with the study that's taking place along that West Bank and so we try to keep them all updated. The study is going to answer a lot of those questions that you have. Especially, they're trying to map out where things will work the best as far as where those commercial areas or apartments or whatever will work, and then also where the main roads are, where the utilities at, what size they need to be, those type of things will all come through that study. That is a couple... At least a couple of months out still.

Jaime Topham – I guess Guy, my answer is, I can't give you a direction of whether this yellow, orange and brown and red the way it's laid out is going work for us or not, A) because there's hardly any detail, but B) because it sounds like there's a whole lot of other things that need to be addressed. If you came with a more laid out plan then maybe we can give you a better direction.

Guy Haskell – Well there's certain things that I can address and certain things that I can't and I'm trying to address everything that I can. One of them is, I know I can develop so far before there's a water issue, but I can't single-handedly solve the water issue, but I can know that I can get to that far before something has to be handled.

Brian Pattee – Well when we get complaints all summer long from people in brand new subdivisions because it was phased and some line wasn't connected, that they don't have any water pressure in a brand-new subdivision, in a brand-new house, that is disturbing as heck to me and that's inexcusable. Whoever is responsible, I don't know who it is, but we can't have that happen and that happened this summer. Why? And what if the fireman gentleman needs some water out of a hydrant and he's at the upper end of his zone, and we're just right on the edge with split that hair and he doesn't have any water to fight a fire. Someone's house burn down, someone gets killed. We can't have that. The thing I get so disturbed with this because this all should be figured out by you people before it ever gets to us. Anybody disagree with that?

Jaime Topham – I don't disagree with that.

Brian Pattee – This needs to be figured out. Not we're not city staff that figures all this out.

Gary Pinkham – At least the development Dan's got going, is going to do a lot of that for... It's going to lay out the what do you call, West Bench, basically everything above the highway. Actually, it's more than that, but it's going to address water, have some suggestions on where maybe we need put water tanks, we need possibly to drill more wells, where we're going to put those to get the water from the wells up to those tanks. We may need booster pumping stations.

A lot of that is going to be addressed in this West Bench plan that's been going on since about the time that Dan got here. He saw a need for that right off, and it includes traffic and by West Bank, I mean we're talking going all the way down to the military boundary. It's the entire west half of town.

It's going to include some regional discussions on storm drainage that I've been pressing on for 15 years. As we get up on that side, we got all these washes and with the storm we've got right now, if it stays long and rains harder, we're going to have flooding on the west side of town because we don't and we haven't made any plans in here right now to take care of that water.

This West Bench program is working on addressing that and until that gets done, we're a little bit working in the dark here. As far as what Guy's presenting here, this colored map in general says, "This is what I'd like to do in these areas," and he's not providing any specifics with regards to street layout or sizing anything else. The master development agreement would be, "Okay, within this area this is what you can do and how you can time it with regards to the development of it," which is what's in the document over here. I think my problem with that is we need to be more specific and add timelines to some of those areas and maybe correct a few of those things so that he can take that then and apply it to here and go into the design phase here of laying out roads and stuff like that.

Guy Haskell – We do have a plan that's laid that out and it has been presented to this body, we've gone to the city council first. I wasn't at the meeting, I wasn't able to be here, but Steve McCutchen and my attorney came to that meeting and they presented to this planning commission, the one that had all the details and all the lots and all the stuff on it. That was done a few months ago and they came back from that meeting saying this is going to be a long-term project having this much detail on here, we came away from the meeting thinking we need to do more of a bubble diagram. I've done that based upon what they told me.

Gary Pinkham – Was that plan that they brought you here a couple of months ago?

Guy Haskell – Yeah.

Gary Pinkham – Okay, that concept plan is no different than this.

Guy Haskell – It's the same thing. Yeah, it just had all the extra detail on it.

Gary Pinkham – And until we iron some of the issues that we brought up here this evening, on density and a few other things. I think with regards to the development agreement, if we could address the issues we brought up tonight and maybe get the development agreement in a better shape, we can get that into place, which will then tell you how you go about doing the rest of it, the design phase.

Guy Haskell – Yeah and maybe the density is one of the first things to start with because your interpretation of the city code versus the people I've hired to do this are vastly different.

Gary Pinkham – It'll drive your design, no doubt.

Guy Haskell – Yeah, it does drive the design.

Gary Pinkham – I mean if we cut the number of houses in half, the infrastructure, I mean including the off-sites, do you need a 14-inch sewer or do you need an 18-inch sewer? There is a big difference between a thousand homes and 2000.

Jaime Topham – We can't do a master agreement until we have those answers. This is how we got in trouble somewhere else.

Rick Barchers – Dan, does that come up against the, in how we interpret it, does that come up on the West Bank meetings? Does that come up at all?

Dan England – Yes. They're doing these bubble areas on the master plan. You can go on the website and see it. Those are concepts. They're adjusting those based off the comments that they get. Once we have that, they will put numbers to it to figure out densities and how much flow is needed, how much water demand is going to be needed, where the roads are going to go. All that stuff comes out of that West Bank plan.

The problem that we have, to answer your question, I agree that those things need to be addressed before they come here. However, we can't stop people from moving forward with projects because there's no moratorium. There's a lot of reasons we don't necessarily want to have a moratorium. We need these answers to be able to answer their questions, and they're trying to move forward before we get those answers. I don't have answers to give them. I'm hoping that you guys can give general direction to them that I don't know what you guys want as the city. That's why you're getting some of these now is because we don't want them to go through and spend a lot of money to do a design that all of a sudden, "This is a stupid idea. Why did we ever get to this point," after we've made them spend all that money? At this point, it's a concept. We can make huge changes to projects without them spending a lot of money. We're looking for general big ideas of what you guys think is good for the city.

Rick Barchers – I guess maybe I need to ask Shay or Brett; do you think that his interpretation of the density is off? Because this is two times or half or however you want to interpret it. So how is our code reading? Is Gary in the ballpark?

Shay Stark – I think there's a couple of things we need to realize here and one of those, I saw what was in Gary's notes and based on what we're seeing in the existing development for single family, I think we have a good handle on that. The density, the way it's set up, it's not 7 units per acre per single family. It's a minimum of 7000 square foot lot. That's what's called out for single family. That's what he's doing right now and that's why his project, like he said, he could go forward with it with single family lots throughout this project and meet the code. Realistically, he's getting somewhere between four or five lots per acre with that when you pull your roads and those things out of there.

Now the one thing that's new on that from when he started this with that first project is we brought this concept of open space into the code. Originally all this open space was done under the conservation subdivision. It wasn't required as part of the other subdivisions. That has changed and that's going to affect that.

As far as the other types of residential, I need to know what those types of residential are because an apartment under this, there's a certain number of units per acre that they can have with an apartment. Then we go to, for instance townhouses. Townhouses talk about essentially a certain amount of square footage that needs to be in land. The townhouse itself is not, when it says 4000 square feet per unit, that's not saying that that townhouse has to be 4000 square feet. That's not what it's saying. It's saying that there should be that amount of land set aside for each one of those townhouse units. What that essentially becomes is a green space. You're going to have visitor parking that's going to be inside of that. It addresses several other issues, you probably have a clubhouse. You'll probably have top lots or some amenities for those that are in those. But there'll be that 4000 square feet set aside for each one.

I look at this and without knowing all those details of the different types of the development that are in here, I can't tell you for sure whether we're at 2000 or rather we're down at 1000. Looking at the yellow area just based off that acreage and what they're showing there, 4.2 units per acre essentially is what they're seeing in there. That number feels right to me. Based off of Gary's calculations, I think we were in agreement with the yellow one. The other one I need to know what are we looking at. Are we looking at apartments or are we looking at townhouses and multifamily units.

Rick Barchers – If they put apartments in, they can go above seven units an acre?

Shay Stark – No. The way our code is written, in the RM 15 and the RM 7, the only way that you truly get 15 units per acre or 7 units per acre, if you're looking at it as a density, is with apartments. When you look at single family, it's a certain square footage that's listed in there. There's a minimum square footage. When you start looking at multifamily, there's minimum square footages that are required on that site for that multifamily for the number of units.

Rick Barchers – Thank you. That helps.

Gary Pinkham – That's where the confusion has been coming in is the old code gave very specific information on how you calculate your area and your density. It had this kind of, God only knows where it came from number says you have this many units per acre. That number doesn't match what the code tells you, you have to do and comply with. It doesn't say what kind of acre it is. We got in the 15 unit per acre number, people come in and say, "Well I got 100 acres so I can get 1500 units." No, you can't because you got to go back to the code to see how you create a lot and on that lot, how many square feet you have. That will then tell you how many units you can have because the units are based upon so many square feet per unit, not so many units per acre.

Rick Barchers – So all that helped. Yeah. I mean that helps me. Does that help-

Guy Haskell – Well, one of the things reasons I went to the effort to put this together is in order to create this plan that they're trying to do for the whole city, they wanted to see a master plan from each of us that have land up there on what we can do so they know what kind of density so they can do this big master plan. It's that thinking that I did this for the city.

Gary Pinkham – I agree with Dan working on this West Bank deal, a lot of you guys have really put a lot of effort into it with him knowing that it's going to help you guys, it's going to help us, is going to help everybody. I've been working this past week to try to clarify this unit density issue within our code. For instance, the RM-7 says 7 units per acre and if you take the lot size in you can do that. It also says if you want to do multiple unit housing, i.e., apartments or town homes, you have to go to 4.34 multiunit housing.

In multi-unit housing 4.34 it says that if you're going to do that in an RM-7 or RM-15, the lot sizing and density has to be per that code and then the other items apply to that high-density housing such as parking, open space, development of open space and so on. The sizing still refers you RM-7. So even though into 4.34 where it says you can get 15 units per acre, it doesn't apply to the RM-7 because it puts you back to RM-7. That 15 units applies to the CZ or CM or CS code. There's a confusion there that people say it's really quick to flip it open and see 15 units per acre and say, "Holy cow. Man, I can go get 1500 units on my 100 acres." Well there's a catch-

Guy Haskell – Well I'll tell you what my consultants have interpreted this as and you can see what you think. But what the code says, is my understanding is that, in RM 7 we can have 7000 square foot lots or 7 units per acre. You can't get 7 units per acre with 7000 square foot lots. In order to do that, you would have to do it as a PUD with some open space. That's the only way you can get that number.

Gary Pinkham – Well, no. You can get 7 units per acre in the RM 7. If you look at, you got-

Guy Haskell – Not with 7000 foot lots, you can't.

Gary Pinkham – Yep. If I've got 70,000 square feet, I have to have, the first lot I think is 10,000. Then 7000 square feet per unit after that. If you calculate it out, you can get 7 units on an acre. That's only on that lot. That doesn't include the street that you guys are doing, that doesn't include open space, which you guys are including. Your acreage here is gross acres, which includes the street and the open space. You can't put lots and/or houses on our street and you guys are calculating it that way.

Guy Haskell – Well, what we're calculating is a 7000 square foot lot, times 7 units per acre is 49,000 square feet. There's 43,560 in an acre, so it doesn't work.

Jaime Topham – You guys are saying the same thing.

Gary Pinkham – Well, except on the multi-unit. On the multifamily in the RM 7, you get so many for the first unit and I think it's 6000 square feet per unit thereafter, that will make 7 per acre.

Guy Haskell – Yeah, but then I have to go to a PUD. What I'm saying is if I just keep the regular single-family lots, it doesn't work.

Gary Pinkham – And you could get the 7000 per acre of lot. But what happens is all the developers are coming in and saying, "I could get 7 units per gross acre." That's not per lot, that's per acre of street or per acre of park or per acre of retention basin and per acre of lot.

Guy Haskell – Yeah, and that's where we need to come to some understanding on the code because my consultant's interpretation of that is different than what Morris's is and I don't know if the rest-

Gary Pinkham – If I were in your shoes, I'd want 2000 units too. And I'd swing the code to do it.

Jaime Topham – Okay, hold on. What is your consultant's interpretation of it?

Guy Haskell – Well Gary, what you're saying is you have to take all the streets out of it. What the code says is that it doesn't count existing streets and we have no existing streets.

Gary Pinkham – Your area two. It's got 28 acres in. At 7 units per acre, why has he got 13.92 dwelling units per acre? He's doubled what the code allows.

Guy Haskell – Well, because Grantsville's general plan has the first 500 feet along that area right there as a different zone, as a mixed-use zone with commercial or up to 15 units residential for the first 500 feet. We've still maintained the 7 units per acre overall, but Grantsville's general plan has that put a difference.

Shay Stark – The future land use. You're right, right now the property is currently zoned RM 7, so they'd have to rezone, but future land use, there's a strip along there that's MU.

Gary Pinkham – But the current zone is RM 7. That's what guides us.

Jaime Topham – You're here asking us to do a concept for what you can do on your property as it is. You have not come to us for a rezone, so therefore you're stuck with RM 7. You can't be using an excuse unless you come for a rezone.

Guy Haskell – My understanding is that the general plan shows that and it wouldn't take a rezone as long as we keep the seven units per acres as an overall.

Jaime Topham – Nope, because that's future land use. It's not the current zoning.

Guy Haskell – It's not a future land. That's on the general plan. It's not on a future land use plan. It's on the general plan.

Shay Stark – The general plan, the map of the general plan is the future land use map.

Guy Haskell – Okay.

Brian Pattee – The zoning map is a separate.

John Limburg – It would need to be rezoned

Brian Pattee – Yep.

Guy Haskell – Okay. I wasn't aware of that.

Shay Stark – But still, that's fine. Recognizing that saying, "Okay, well my intent is to rezone that to MU and look at those numbers," which for planning purposes that they have, that would be good to do because if there's a possibility that that's where this is going to go, then we want to see higher numbers than... But as far as for a master development agreement, there's got to be, it's got to be based solely on the zoning-

Guy Haskell – If there is a master development agreement under PUD, then the city has a lot more latitude on what they do. If that is part of a master development under a PUD and the city thought it beneficial to do that, would it still need to be rezoned?

Jaime Topham – Yes. I think so.

Brett Coombs – We can't use the PUD process to avoid the zoning on the property. The idea with the PUD process is that we can meld zoning between zones, but you can't just say, "Well, we don't care that that's zoned as RM-7. We're going to put more units on that property and leave it as RM-7 when really what it should be is rezoned MU." We just can't avoid it. We can't use the PUD to avoid law.

Guy Haskell – Okay. My legal counsel thought it would be okay as long as the overall project didn't exceed the seven units per acre. But if not, I can look at that.

Jaime Topham – So Guy, for the purposes of tonight, because it's almost 10 o'clock and we still have other things on this, do you have enough direction to understand that we're not ready to look at a master unit?

Guy Haskell – Not really. I don't, no.

Jaime Topham – Well, we are not ready to look at a legal document that binds us to anything at this point. You're going to have to decide if you're going to do that as MU and make that change.

Guy Haskell – The first thing we need to do is just get the legal counsel together and see what the real density is and get an agreement on that and then work from there I think

Jaime Topham – Potentially, yep. I think you're probably right because we aren't ready to do anything.

Guy Haskell – Okay.

Brian Pattee – Just for the record, the city gets screwed on PUDs since I've been here.

Jaime Topham – Yeah, legal counsel probably is the next step.

Guy Haskell – Okay.

Brian Pattee – Thanks Guy.

Discussion for Amending Chapter 21 Minor Subdivision (moved to the end then tabled due to time constraints)

Shay Stark, Consultant from Aqua Engineering, was present to answer questions

Brian Pattee – We have agenda item three and we're looking at 10 o'clock here. I think we should table that unless it's something super urgent

Shay Stark – Take a look at what I gave you and get up comments back in a week or so. I'm giving you the description of I've worked with the mayor on this and talked through these different levels of development and I've given you in the first part just a description overall that this is what we're trying to do, where we're going with it. I've started to flush out the code. I didn't want to get too deep in the code. If you come back and say to me, "I don't like these levels. We need to totally change the levels." If you can look at it at least initially and just give me some comments, say in a week or get those back to Cavett and get them to me. Then next time we come and maybe if we can put this on a work session, I'll try to incorporate those comments in and then hopefully we'll be a little more productive.

8. Report from City Council liaison Mayor Critchlow

Mayor Critchlow – I have a development here for the Worthington Ranch subdivision. It says that that 94 acres has to be left the way that it is. It was agreed to contractually. The guy across the street,

the development agreement was given, it didn't come to you, I know. We have to honor that as well. But they ought to honor their part of it as well on this Worthington Ranch thing. So as far as parts go, they need to be 10 acres. They need to be in earlier phases, that needs to happen.

Gary Pinkham – Well, they need to do something that can be a park. In the case this Worthington Ranch parcel hasn't got a future as a park.

Mayor Critchlow – It's great cattle grazing area.

Gary Pinkham – [inaudible 02:55:04]. Where it's a piece of ground that can be developed and put to the community use, I don't have a problem with folks giving us some ground but I just don't want the city inheriting the [inaudible 02:55:25].

Mayor Critchlow – Correct and that's why it was left open space.

Gary Pinkham – Yeah. Adam Nash was supposed to go through and do some research on that.

Mayor Critchlow – I understand all the why they didn't and it's pretty complicated really.

Gary Pinkham – It needs to stay where it is.

Mayor Critchlow – Yep. So, you guys, I appreciate you. Brian, you got one more meeting in you?

Brian Pattee – Yes, one more.

Mayor Critchlow – Okay. Gary, you got one more meeting in you?

Gary Pinkham – I haven't heard.

Mayor Critchlow – Got one more meeting in you, Gary?

Gary Pinkham – I've got as many as you need, sir.

Mayor Critchlow – Okay. Thank you for everything you do. I was coming back from the COG meeting listening to this conversation. Very nice you guys. Okay. I appreciate you.

Jaime Topham – Mayor Critchlow?

Mayor Critchlow – Yes, ma'am.

Jaime Topham – If you had that development agreement and it said that, that would've been good information to discuss during the discussion so that they have that-

Mayor Critchlow – Well, I've been trying to not do that.

Jaime Topham – Well, but that's a pertinent information.

Mayor Critchlow – But they are aware of that we have this and I made them aware that we have this.

John Limburg – But they said that they didn't.

Jaime Topham – They also said that they've been talking with the city, whatever that means, and getting direction about what the city wants and pickleball for parks and all this stuff. So, if that's not the case we need to know. I'm going to be a Gary and get on a soapbox for a minute. These are the things that drive me crazy. I don't hear about it from anything and then the people come to us and they say, "Well the city said," and then I don't see anyone in the city saying, "Yes, we did," or, "No, we didn't." I'm like, well is somebody trying to pull one over on us?

Mayor Critchlow – I'm not here to take those discussions, okay?

Jaime Topham – Okay.

Mayor Critchlow – But if you'd like this copy of this development agreement, I am glad to give it to you all.

Jaime Topham – Absolutely. I think it needs to be pointed out to the developer so that they understand that that's something that they're going to be held to.

Mayor Critchlow – They're well aware of it. We just don't need to make any deals. Thanks. Appreciate you. And we should name that road out there Topham Road, don't you guys think?

9. Adjourn

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

Meeting adjourned at 10:05 pm

Action Summary

#1 Development Agreement for Matthews Development	Tabled
#2 PUD for Matthews Development	Tabled
#3 Amending Chapter 19a	Tabled
#4 Northstar Ranch PUD phase 9 Prelim	Made an action item – Approved
#5 Worthington Ranch Concept	Discussion

MINUTES OF THE GRANTSVILLE CITY PLANNING COMMISSION HELD 05/18/23. THE MEETING WAS HELD IN THE GRANTSVILLE CITY HALL AT 429 EAST MAIN STREET AND ON ZOOM.

Commission Members Present: Commission Chair: Jaime Topham, Kevin Hall, Derek Dalton.

On Zoom: Vice-Chair: John Limburg

Appointed Officers and Employees Present: City Manager Jesse Wilson, Public Works Deputy Director Christy Montierth, City Engineer Dan England, City Planning and Zoning Administrator Cavett Eaton, Planning and Zoning Administrative Assistant Lanise Thompson. DRC specialist Gary Pinkham, Aqua Consultant Shay Stark

On Zoom: City Attorney Brett Coombs

Citizens and Guests Present: Howard Schmidt, Brett Lovell, Connor O’Leary, Ernie Matthews, Dustin Hall, Russ Christiansen, Jamie Hall, Roger & Jana Hale, Rhett Butler Jeremy Levin, Tiffany Hawke, Barry Gittleman, Greg Wall, Tracy Christensen, Sandy Walton, Nick Mingo, Marlo Meno, Kelli Butler

Commission Chair Jaime Topham called meeting to order at 7:00 PM

PUBLIC HEARING:

- a) Public Hearing on a proposed amendment of Chapter 19a Mixed Use (MU) Zoning District in the Grantsville City Land Use Code.

No Comment

- b) Public Hearing on a proposed Development Agreement and PUD for the Matthews Development Subdivision PUD

Ernest Matthews – My name is Ernie Matthews. I've been a resident in Grantsville for a long time. I think you got an email from me. I'm not against anybody selling their property because it's only a matter of time until agriculture is over in this town. Especially on my end of town. We about get run over every morning moving pipe. Sprinkler helpers just about got hit this morning. Because people are coming at 6:30. They're leaving for work. And I don't blame them at all. Whatever. I'm sick of getting the sign when I'm on my four-wheeler. Anyway, that's here or there. We're not against, I'm not against, my family's not against, anybody selling. It's only a matter of time until we'll have to move on ourselves.

The only thing that I would like to mention is I've got a good friend that just sold a big farm in South Jordan for three times what these guys are offering us for. And I just wanted to mention that. That's all I can say. Thank you.

Commission Chair Jaime Topham – Thank you, Ernie. Is there anyone else that would like to be heard on this? Come on up. We can get you all in.

Dustin Hall – Dustin Hall and I live over on Matthews Lane. I'm sure you all know that. Across from this mess. I just wanted to take a minute to address a few items. We have these public hearings and I feel like we come up here and waste our breath anyway. We tried. We knew this was coming when they come in and ask for the zoning and get a blanket zoning so they can come out and change all the rules. My concern is the precedents we're setting by giving consideration to this for future development. We've got some public safety issues as we've all heard many times about Matthew's Lane. They know better than anybody. It was used for nothing more than a sheep lane. For agriculture to get back and forth. It was a cold mix road and it never has been built correctly. It is certainly not wide enough.

When we first heard about this during the zoning change, we heard about how there was going to be all of this commercial. Well, right now we've looked at a proposed grocery store with very little commercial. Obviously, we want to try to promote commercial in Grantsville. I understand that. I'm certainly not against growth. I've got a PUD of my own. But I certainly want... At all these I hear, and from all the residents I talk to, they talk about the small-town charm. Well, that's certainly what I want to see and what I want my kids to enjoy going forward. Most of the Matthews have moved out of Grantsville, so whatever they do is going to be left for the rest of us to deal with. Again, I just have a lot of concern about a lot of the safety with the traffic. As Ernie said, we already have a racetrack there. The roads got a lot of problems. My question would be who's going to pay for all of that? Improving all that infrastructure?

The other thing is I understand they've asked for 40 different variances. I understand the PUD process is so you can get some variances. But in my mind if we're considering 40 variances, we're basically letting them rewrite the ordinance. I would just ask you to consider those things. Thank you.

Commission Chair Jaime Topham – Thank you. Anyone else?

Russ Christiansen – My name is Russ Christiansen. I've received this copy. This for the proposed PUD narrative. I don't know if anybody's seen it. If it's online or anything.

Commission Chair Jaime Topham – It should be online.

Russ Christiansen – Should be online. I could stand up here and stomp my feet and get mad. There's a lot of emotion involved in a small town. But I'm just going to start out with a simple recorded, written down statement.

I'd like to start out with some statistics and comparable facts. What is being proposed here in this PUD development is 528 units or dwellings on a 70-acre rectangular piece of land with a cutout or a funky notch around the Main Street frontage. They're wanting commercial retail space, affordable housing, rental units and apartment complexes all within the 70 acres.

For comparison to this, if you take from Willow Street to Center Street, Main Street to Durfee Street. That's 422 acres. And within that block of 422 acres, you only have 537 residents. To support that 537 homes in the same 422 acres, you have an elementary school with playgrounds, you have high school with football field, you have open grass space, you have a very large city park, you have tennis courts, you have a skate park, five baseball diamonds, one LDS chapel, three gas stations and approximately nine other Main Street businesses, and plenty of open space for the kids and people that go about. If you were to say on average that each unit of their 528 units had 4.5 people living in that unit, that would be 2376 people. And divide that into the current population of Grantsville City is 14,417. That is one in six people that you meet on the street will live in that 70-acre square. I'm saying as the point, that we could all take this into consideration. Not just blow hard, get mad. But you need to understand the capacity of what's coming to this 70-acre square.

Under their PUD, they would be required to have two parking spaces for each unit. That would be 1056 cars just in that 70-acre block. Like Dustin was saying. Who are going to pay for the improvements? What kind of bottlenecks are we going to have on Durfee Street? What kind of bottlenecks are we going to have? Who's going to bring up traffic lights? Stop lights? You're not going to get 1056 cars in line just getting out of the project. It's just going to add to the problem. You're going to add to the infrastructure of your church community, your high school community. Just everything is going to be impacted quite a bit here.

We go back to my statement. In 2021, Grantsville City issued 493 building permits. In 2022, they issued 693. As of today, in 2023, they've issued 187 unit or building permits. If you averaged that across three years, that would put you 520 yearly permits. The Matthews Development would equal one full year of permits just for that.

Now I know they're applying for a PUD, but that's just a comparison. In their PUD narrative, they claim a wide demographic and variety of housing budgets. On a wide demographic of home buyers. A variety of housing options. From the view of this plan, it doesn't look like a wide variety at all. It looks like a mass concrete jungle. To be frank, it looks like they're trying to pack 50 pounds of crap and a 10-pound bag. I've seen many subdivision renderings over my life. This is definitely not the nicest one, but it sure is the greediest one. Just because you can doesn't mean you should.

To talk about the flagship grocery store that they want to bring in. They want to push it towards Durfee Street from my understanding and not have it on Main Street. One thing this town needs is some Main Street charm. Can you imagine the cars coming out of Soelbergs onto Durfee Street? The traffic patterns would be a nightmare. The land values for those people that live in that vicinity would decrease because no one would want to buy their home. No one would want to move there and build.

I'm not here to stop the Matthews from developing their property and getting their inheritance. But I please would like them to think about the impact this kind of a project would have on our community. People are leaving the projects in the Bronx to come out to this wide-open space. We don't need it to come here. We've all seen the movie Field of Dreams. If you build it, they will come. They say that.

Commission Chair Jaime Topham – Thank you. Is there anyone else that would like to be heard?

Jamie Hall – Yes, I would like to be heard.

Commission Chair Jaime Topham – Who are you?

Jamie Hall – I'm Jaime Hall.

Commission Chair Jaime Topham – Thank you.

Jamie Hall – I live on Matthews Lane. And I guess I'm just heartbroken because the Matthews grew up here. We were all raised here. We all grew up here. We all had the same dream. If they were still loving our town and loving us, why are they selling this and leaving? They don't want to live here. They don't want to have any part of this. They want money and they want to leave. Because they're not staying here. We need to look after the best interest of us and our community. They could care less about that.

Because if they did, they would not be putting in the surface across the street from my home that they're putting in. I have nothing against them building or selling their land. You know what, do it reasonably. Make our town better. Make it a beautiful development. Sell pieces of land where people can live and they're not closed in box to box to box to box. It's going to hurt our community as a whole. Like Russ and Dustin said, nobody is going to want to move anywhere near that because of the circus it's going to be. Enough said.

Commission Chair Jaime Topham – Thank you. Anyone else?

Roger Hale – I'm Roger Hale. I live on Durfee Street, just a little bit east of the proposed development. You guys probably already know this, but Durfee Street is almost like a Main Street. We're going to put in some improvements next year just so we can get out of our driveway, especially in the mornings and the afternoons. Sometimes we'll sit there a long time and it's like you just got to go. And we're going to put in a circle driveway so that we have a chance to be able to get out there in a safe manner. I wanted you to look at maybe the consideration of having the store down where the business development is in the city on Main Street, and having the residential improvements up on Durfee Street.

I've heard concerns about snow removal in that area. Where are they going to put all the snow that they're going to have to remove from that parking lot from this grocery store? Thank you.

Commission Chair Jaime Topham – Anyone else?

Jeremy Levin – It's Jeremy Levin. I'm there on Durfee Street. This parcel was rezoned and it was rezoned against the public will. That was a time that this body should have fixed this issue. Instead, they went with a mixed-use zoning that is going to allow stuff like this to come to our community. They could have zoned it, there were several parcels. They could have zoned part of it commercial, part of it residential. They could zoned it in something that would be cohesive with our community.

The people moved out here because it is a small rural community, and that's what we expect it to be. This body and the city council has chosen to go a different direction against the will of the community. I don't understand exactly why. What they're getting or what they're gaining from pushing these developments through. But I hope, I have don't have a lot of faith, but I do have some hope that this body and the city council will do the right thing and make sure that the communities that come into this will be conducive to that small rural environment and not become just a slum of Salt Lake. It's not even going to be a suburb of Salt Lake. We're turning this into a slum of Salt Lake. Where we're headed with these communities, and the way that they're laid out, and the way that this

planning and zoning and the city council has pushed these subdivisions in. It is becoming strictly a slum of Salt Lake and I hope that we do the right thing before it's too late and save our community.

Commission Chair Jaime Topham – Okay. Anyone else want to be heard? This is your chance.

Rhett Butler – My name's Rhett Butler and I live on the corner of Willow and Durfee, 296 Willow Street. I'm somewhat adjacent to this proposed development. A couple of concerns that I have in regards to this is to echo what both Russ and Dustin talked about is the amount of deviations and variances that they're requesting. You're talking setbacks, parking deviations, green space deviations. I would really encourage this board to not allow those deviations and variances to happen. I understand that they're trying to make a mixed-use community and that's really what it is, in and of itself. If you read the narrative, which I'm sure the three of you have, and just the discussion about the need for this type of development in Grantsville and the proposed charm that it might bring. And the different amenities that'll bring pickleball courts, pools. I think that's great. But note this. That is all for that community. No one in Grantsville outside of that mixed-use community will ever enter into that area to go utilize those amenities. You want to know why? Because you can't park. If you look closely, there is no parking, zero. Hardly any for the residents that are there. Think for a moment. You have 1, 2, 3 major arteries going into that mixed-use subdivision. You have 520 some odd houses with an average of two cars per home. That's over 1000 potential vehicles.

I'm glad that Russ went to the effort. I was going to draw a circle from that area and see how many miles I needed to go out to reach 528 houses. I was figuring it would be a good mile. But the comparison that he made from Willow Street, the street I live on, to Center Street, the street I grew up on, from Durfee Street, the street I went to school on, and to Main Street, the other street that I went to school on in elementary school. And all those houses. The core of Grantsville, 500 and some odd houses. The same amount of people traveling in and out of that space in 70 acres. Unbelievable. I'm fine with them selling their land, but to do something like this, is over the top.

The other things. Unintended consequences of the amount of infrastructure. I don't know if the mayor or any one of you have read the contract that's tied to this and the infrastructure requirements that they are washing their hands of. Anything outside of their 70 acres. Anything that it's affected. You think about the effect that's going to have not only on Durfee Street as has been discussed, but also on Main Street as well. It just doesn't sit right with a lot of us. I think you can see that. I'm probably the sixth one to get up here and voice my opinion.

The other thing that I've said in previous discussions to the planning and zoning and also the city council is, the effect this amount of houses on the infrastructure of the sewer district of this town is going to cost the residents of this town an immense amount of money in years to come. I deal in that arena as an electrical contractor. We get the opportunity to do these big mega projects in Salt Lake and South Jordan and Provo. It's great, but they are hundreds of millions of dollars a project in a project. I'm not saying that's going to happen here in Grantsville, but I'll tell you it's going to be a shock. Ask Preston City up in Idaho. When they got their final bid, they were absolutely shocked. It was three times the amount. Preston, I don't believe is much bigger than Grantsville. It was shocking to them when they got the price tag of \$75 million for an expansion of their plan and they were planning on \$30 million.

I'm fine. I'm part of the Matthews Plan. My father in law got up and spoke before. I'd actually like someone to read the email that was sent to this board or to this commission in regards to my mother in law and him.

Commission member Kevin Hall – I've never seen that.

Lanise Thompson – They're with your agenda

Commission member Kevin Hall – So it wasn't sent to us until today?

Lanise Thompson – I received them this morning.

Commission Chair Jaime Topham – Is it from Vicki Matthews?

Rhett Butler – Vicki Matthews, Ernie alluded to that. I think it's probably important to read that. If you'd like me to read that, I'm more than welcome to, or I can have one of you. But just keep in mind the variances, the deviations, the unintended consequences, the effect of the infrastructure on our city that is not included in this. Do we have the money to be able to do that? Do we have the ability to be able to do that? What is that going to take to have a four lane plus a turn lane down Durfee Street all the way down? Which I'm sure is in the plan in the future, but that costs millions and millions and millions of dollars. I think I've said my 2 cents worth. Thank you. Appreciate it.

Commission Chair Jaime Topham – This is your time, so if you'd like to read that letter, you're welcome to do so.

Commission member Kevin Hall – Do you have a copy of it?

Rhett Butler – I do not have a copy, but I'll be glad to. I haven't even read it. I'm sure it's very well-written. This one is Tiffany Hawks. I'll turn it the other way, Tiffany, unless you want me to read yours.

This is titled Matthews Development from Vicki Matthews. So she says this is Vicki Matthews. I live at 295 Willow Street. I'm responding to the Matthews Development Application. We have farmed and ranched here for over 60 years with property close by this proposed site. Having this type of development would be devastating for our operation. Also, traffic on Durfee Street and Main Street would be severely impacted as they are busy roads and intersections now.

88 more homes are already slated to be around us soon at the intersection of Willow and Durfee Streets, which will also increase these issues. Add to that, the infrastructure impact on our community would be very costly and those costs are not covered by the developer.

I think the planning and zoning needs to re-plan all of this high-density zoning as it impacts the entire community and our quality of life. I'm very much opposed to this type of zoning and hope the planning commission will reconsider having this and any more of this type of developments in our town. Thank you. Vicki Matthews.

So that was hers. Tiffany, did you want to come up and read yours?

Tiffany Hawks – Sure

Rhett Butler – Okay. Well, that's all I have. So, thank you.

Commission Vice Chair John Limburg – Rhett, I just want to let you know that I'm listening too. You said the three of them.

Rhett Butler – Oh.

Commission Vice-Chair John Limburg – It's John Limburg here on Zoom.

Rhett Butler – Okay. Thank you.

Commission Vice-Chair John Limburg – I'm listening. Just so you know.

Rhett Butler – Thank you, John. All right. Great. Appreciate it.

Commission Chair Jaime Topham – Anyone else want to be heard?

Tiffany Hawks – I guess I do.

Commission Chair Jaime Topham – Tiffany.

Tiffany Hawks – I wrote a letter but seeing that you guys said you didn't read them.

Commission Chair Jaime Topham – Actually, we didn't say that.

Tiffany Hawks – So I'm going to just come up here and read it. All right. Because I don't like to speak in front of people. But obviously 88 houses that I fought, that we fought against, is against our will anyway as well. 528 is definitely against my will. So anyway.

Durfee Street is not a Main Street. It should not be ever a Main Street. It feels like a Main Street because I cannot get out of my driveway during the busy times of the day. Putting the two main entrances of that 528 lots and Soelbergs right there, it's not going to fly well. It's just not. There's not enough infrastructure to support this traffic. We have no idea the impact of the 88 houses that are going in right now that are being built. We don't know what's going to happen with the traffic pattern there.

Let's see. There is no neighborhood, like he was saying, no neighborhood anywhere in Grantsville like this. That is why we moved here. We moved here for the small-town feel, for the large lots, for the community feel. I think we're going to lose it when we start putting in huge apartment complexes and tiny town homes. I can't even read on the little map how big those lots are. I'm going to guess maybe quarter acre to less than that on those other lots.

When I was talking to the mayor about the other subdivision across the street from me, he told me that there was "Nowhere to put these people's poop." He was against the 88 lots as well. He says, "I have nowhere to put these people's poop." So, let's go build 528 units, and it'll solve its own problem I guess.

Grantsville needs to focus on its infrastructure first. That is a lot of problems that cities run into is they build and build and they sell land and they sell it to developers, but they don't fix the infrastructure before they decide to do this. We need to fix the infrastructure before we can allow developments to happen.

That's about all I have. This was another one. I don't want to sound judgey. There's a hard way to put it. That if you're going to put that many high-density apartment buildings and things like that, you are just inviting crime and drugs. It doesn't feel like a good situation to be inviting into our town. I don't want that across the street from me. That's exactly where all these entrances are coming and going is exactly across the street from my house. I don't want that. I just want you guys to consider these points and see it from our perspectives, of the citizens that live here. I know you live here as well. So please think with your hearts and not wallets. Thanks.

Commission Chair Jaime Topham close the public hearing

c) Public Hearing on a proposed Preliminary Plans for Northstar Ranch PUD Phase 9

No Comments

AGENDA:

1. Consideration to recommend approval of Development Agreement for Matthews Development
Howard Schmidt, Brett Lovell, Connor O'Leary were present to present and answer questions.

Howard Schmidt – My name's Howard Schmidt and I am representing the Matthews Development with my partners Brett Lovell and Connor O'Leary. We appreciate the public comment. We appreciate the efforts of planning commission and staff and working with the city here. I know change in a city as a city grows is often very difficult. I've experienced it myself. I actually grew up in West Jordan at a time when there were about 3000 residents when I was about 12 years old. There's just a need in these areas for growth. It's difficult to do it all in half acre lots or whatever, because you have to provide a lot of different housing possibilities for different people.

The other thing that is important to point out is change is actually healthy for cities. If you don't have growth in a city, you really start to shrink. We're excited about the development because this is where Soelbergs wants to be and we want to support them and help them grow their store and grow their business here. They've been longtime residents. They love Grantsville too. They've studied out where their best place is to put their store. This is what they've concluded that this is the best option.

This property has a mixed-use zone and as you all know; a mixed used zone allows for 10 units to the acre. That would be 700 units on this parse. Honestly, I think your code even allows it to go up to 15, is that correct, under certain circumstances. I don't know how you get there. We're asking for 528, which is considerably less than 10 units to the acre. We do want to create something that has multiple uses from apartments to single family homes to town homes. These are all needed in your community. There are a lot of people that do want to live in Grantsville, your kids, some of these kids that can't, because they can't find a rental and they can't find an affordable home here. I personally have a subdivision here that I've developed that has half acre lots in it We're trying to sell those really hard right now and we're moving through them slowly, but it's crazy. Basically, the least expensive home you can put on a half acer lot is about 600,000 right now. The only way you can really meet the needs of people that need a three or a 100,000-dollar home, which sounds like a mansion from where I've come from, but is to get higher density and to increase that density.

We are here to hear you also and we've appreciated the comments that have been here. We know these are emotional and it's stressful and change is always shocking, but we're here to hear you out. We're going to try and figure out how we can accommodate the mixed-use zone that this property

has, that is vested in this property. How we can accomplish that and still provide some affordable housing that needs to be here in order to incentivize the CRDA financing and the government support for a tax incentive that helps Soelberg's. They have to have that in order to make this move. We're here to hear you as a council. What is it you would recommend that we do in order to still provide what's allowed in this zoning and that makes you happy?

Commission Chair Jaime Topham – So, Cavett, my first question for you is in the development agreement that's in our packet, there are notes off to the right, whose notes are those? They're Dan's? Okay. That helps me understand.

Here's my issue here. This is what we're talking about right now is the development agreement, not necessarily the PUD. We're going to get there in a minute, but what's on our agenda, number one. Yeah, they're both together. We're running them separately. But couple of things. One, I don't see why we should be entering into a Development Agreement where we don't have the PUD all sorted out. So that would be my very first comment. That doesn't make any sense to tie the city into what you're asking for until we have the rest of the PUD stuff worked out.

Howard Schmidt – My understanding is we just really have to work on them together.

Commission Chair Jaime Topham – Yeah. So that's comment number one. If we're also looking at the PUD, you're asking for 40 plus variances to our code. That does not work in any way, shape or form. It's going to have to be re figured and you're going to have to come up with a way that you can make the development work with not nearly as many variances. A PUD is not for the purposes of completely trumping the code that we already have. It's for making use on a piece of property that with the zoning that it has, what zoning there is, things don't necessarily work, so we make some variances. Not to come in and ask us completely throw out the code that we already have. So that's one thing that's definitely going to have to be addressed.

The other thing is we have notes asking us not to necessarily take into consideration what Solberg's wants to do, but we have to, because you are basing your PUD on the CDRA funding which is required for having, you have to have Solberg's to get that in order to get this. It all ties together. We cannot ignore that Solberg's wants to buy the commercial.

Another thing for me is that when this came in as a mixed use, actually I'm going to go back even farther to address some comments. When we were doing our master plan, the general plan back in, I think it was 2018, I've been here a few minutes, but it all blends together for me. That property was originally on the future plan to be commercial, only commercial. I think that the plan had it being like the front half of it next use and then the back being something else. And we had a whole extra meeting with the public to determine what that should be. And the public provided their input that it should be mixed use with the understanding or the thought process that that's our one big block that isn't encumbered by anything else, that fronts Main Street. That could be a place where you have any kind of commercial, a lot of commercial like Solberg's, like other things that go around a grocery store and become a tie-in. But that's not what you're giving us and that certainly wasn't the intention of this property. I get that there's other landowners involved, so Main Street isn't necessarily an option at that time, but that doesn't make this plan appropriate for our community. I said it to you, I think you were here last time, and I could be wrong. Two meetings ago, I said about Durfee Street and Main Street, that is a lot of development. Whether Solberg's goes there or not, it's put for commercial. So that's going to be some type of commercial, which is what you're asking for. That means there's going to be traffic for commercial. Then you also have 500 and plus lots, a 1,000 plus

vehicles on Durfee Street that can't even handle what it has now without the 88 extra homes that are down the road, that have already approved. Matthew's Lane Camp is way beyond capacity. And I understand the person who said about almost being run over on his four-wheeler, I've driven hay down that road, but big truck and trailer and I got minivans wanting to play chicken with me on that road, because it's simply not big enough. I get all of that. Hold on, you'll have your chance. You wanted to hear what we had to say.

Howard Schmidt – True.

Commission Chair Jaime Topham – I'm telling you.

Howard Schmidt – I'm hearing it.

Commission Chair Jaime Topham – I get that you guys are looking at and potentially would increase Matthew's Lane, but what I saw in the development agreement is it would be a maximum of 35 feet. We've already heard from our engineer in previous meetings that that's not wide enough. That is going to be a collector. The road would be 90 feet, so you'd have to do 45 feet. Already we've got problems in our development agreement. Who's going to improve all of the rest of Durfee Street that this one development is going to severely impact on? I drive down Durfee Street, there's one field left between Matthews Lane and SR112, that can be developed. Everything else has already been developed, which means the infrastructure is there, which is obviously not adequate, because people are telling us that it's not adequate. That has to be a consideration. Those are all of my thoughts just to start with. I'm going to go ahead and turn it over to my colleagues here.

Commission member Kevin Hall – Howard, I would echo what Jamie said. I think there's a number of issues. To me, we've got the cart way before the horse in this situation. I'm a little bit upside down that we've mixed Solberg's into it, to be honest with you, because I think Grantsville needs a new store. I think in our work meeting and then other meetings, we've pushed awful hard to try to move it to Main Street. It appears I guess by your statement, that's never going to happen. I think we need a store. I just have a question for you, because I'm not sure of this. I ask in the work meeting to someone that was here, if the store in this development are tied together? Are they?

Howard Schmidt – Technically they are not tied together, but we have a purchase contract with Solberg's.

Commission member Kevin Hall – So the contract with you, not with the Matthews?

Howard Schmidt – Well I'm representing the Matthews here tonight. The contract is with the Matthews and Solberg's. Yes, so, there is a contract.

Commission member Kevin Hall – The point I'm trying to get around is, I want somebody to tell me that the store is a separate contract. If this doesn't go, does the store go away or does the store still have a chance to be somewhere? Can you answer that?

Howard Schmidt – I only have a contract for Matthews with Solberg's on this site. I don't have another site for Solberg's. They haven't indicated that they have their eye on another site. This is where their studies tell them this is where they should be.

Commission member Kevin Hall – So then again, Howard is, in your opinion, the store site off the table if this development doesn't happen? That's the question I'm trying to get to. Can you answer that for me?

Howard Schmidt – I'd have a hard time giving you a definitive answer on that because-

Commission member Kevin Hall – Financial issues with this.

Howard Schmidt – Right.

Commission member Kevin Hall –...is right? But I'm just trying to get to the idea of whether it all goes away if something isn't worked out?

Howard Schmidt – I would say yes, but I feel like I'm trying to respond for somebody else and not me. That's an opinion.

Commission member Kevin Hall – From your perspective, not the Solberg's.

Howard Schmidt – Right.

Commission member Kevin Hall – But from your perspective of what's happening there.

Howard Schmidt – Yeah, I would say that from the meetings we've had, this is where they need to be in order to build their new store. They've looked at a lot of other sites and they can't seem to make them work. So that's as far as I can go.

Commission member Kevin Hall – So Howard, I just want add to comments that I made prior, because for the public record, I just want to know or just say that I'm concerned and I know and recognize that there has to be affordable housing, that there have to be things for our kids to be able to afford. I get all that. But I'm also concerned, and I've been here for a long time. I'm almost as old as the dirt here. And I like Ernie, I do a little hobby farming. It's getting to a point where you can't farm, because you're risking your life to do it. I know that's going away, but the one thing that we don't have to do away with is the hometown charm. The general plan calls for a rural atmosphere. So, me personally, I argued when I wasn't in this chair, but I argued about making that MU zone just a blanket for that. And I argued because I said this is exactly what's going to happen and here it is.

So again, we're tied to that by law to some degree. We don't have a choice in that it's already been done. But to do that, because we're tied by law, and then to take 40 exceptions to the code, why would we do that? What benefit is there to the community in doing that? And again, for me there's a density issue there. I echo what Jamie's commented and I just think that there's something more that needs to be worked out there. And I too would hope that there would be a contribution to the community other than pickleball courts in there, because I agree what happens inside there, because of limitations of parking and all of those things. The idea that the community's going to go in there and have any benefit from that is slim to none. There may be a little because kids are going to play with kids, but for the most part, the community is not going to benefit from those things. In my opinion, we need something different there. I think, we've got the cart the way before the horse. We're trying to do something that there's so many unanswered questions. How do we do anything but say, hey, we need to go back to the drawing board?

Howard Schmidt – Okay, thank you.

Commission member Derek Dalton – Yeah, so it's hard to follow these guys. They're hitting the nail on the head. Unfortunately, Grantsville is growing. We know that and we do need affordable housing, but I don't think we need 500 affordable houses on 70 acres, especially in that area with Matthew's Lane and Durfee. It's just going to be a headache. The density, I think it's just too high for that area. This contract, I don't see any benefit for the city from it or their proposal. Like Kevin was saying, until I see that and the variances, I couldn't in good conscience approve something that had all these variances and a lot of questions that we have not answered. You came couple meetings ago and the same questions that were on in our packet are the same ones that we have tonight. Nothing got answered or improved. I was kind of concerned about that. I've got to echo these guys. I think the carts way before the horse on voting for the development agreement.

Commission Chair Jaime Topham – John?

Commission Vice-Chair John Limburg – Yeah. Can you guys hear me okay?

Commission Chair Jaime Topham – Yep.

Commission Vice-Chair John Limburg – All right. I guess first of all, I just want to say Tiffany, Ernie, Russ, Roger, Jeremy, Rut, I heard all of you guys. I understand the frustration. Howard, I would say, well, I'll just start with Jamie hit the nail on the head with what we were thinking was going to be done with this property. When you came in and asked for the MU zone, it hit the future land use that we'd already decided. Because we knew that was one big piece of property that we could still put commercial on. But if I knew that you were going to do this, we would never, ever have approved it. I kind of feel hoodwinked in a way.

I would just tell you right now, I'm not going to vote for anything until I have all the information on the table on anything that you guys are doing here. I do feel like that this is kind of switched on us and it doesn't feel good. For you to come in and say, hey, now that it is a mixed use, you can put 10 properties per acre. Well we got hoodwinked into this, because you saw that it was what we wanted on the future land, we wanted commercial in here.

I'm not going to vote on anything that we don't have all the information on. I'll still say it, I know the city wants us to go ahead and do this and we're going to have a meeting on the 10th to talk to the Jeffries. When I drive past Tiffany's house, I wouldn't want a store there. If I bought a home there, I think I bought it in a residential neighborhood and there wasn't going to be a store built across the street. You can probably hear, I'm a little emotional about this, but I said in the last meeting, there's no way I'm voting to put Solberg's right where they want it.

And I've heard through a little bird told me that Solberg's said, or Jeffrey said that they have kind of drawn a line in the sand. If I was a city, I would say open it up then. Let Macey's come look at this. If Solberg's doesn't want to do what the city needs here, I think we need to make a decision that's best for Grantsville 50 years from now. Not what's best for two families in Grantsville. I've been waiting for this meeting, I wish I was in town and I feel bad that I'm on Zoom, but yeah, I don't feel good about this. So that's my opinion.

Commission Chair Jaime Topham – Thank you. John. Do we need any further discussion on the development agreement part of this?

Howard Schmidt – I'd like to respond.

Commission Chair Jaime Topham – Oh absolutely. I apologize. Of course. I told you to wait and yes, please. Go ahead.

Howard Schmidt – Thank you. Concerning Matthews Lane, it's my understanding, I haven't been in Grantsville my whole life, but it's my understanding that that was originally kind of a sheep lane that they put in so they could get back and forth to their properties and so forth. It ended up being a 100% on Matthew's property. If I'm wrong on that, forgive me, because I've tried to research it on title, that's what I've been told by some of the locals that have been here. And you've actually only got 20 feet right now that is city owned and they've already contributed all of that.

They're willing to say, okay, we'll take the middle of the existing road and we'll add another 33 feet to that. Which means that they totally really have contributed 43 feet, which is a pretty generous contribution for one side of the road. We can talk about a few things there. We can maybe make some other adjustments and see where we're at. But I thought it was important to just bring that history in. It is incredibly narrow and it's straight and I'm sure people break the speed limit all the time.

As far as the 40 code deviations that we're talking about. Some of those are pretty minor, so it's probably a bit of a stretch. They kind of overlap a little bit, but we've looked through those. All of the things that we've asked for are pretty common in Mixed-Use subdivision. In other words, the size of the setbacks. You have a setback code here in Grantsville that is pretty difficult all the way around. At the same time, you have this other zoning that allows for 10 units to the acre. We're not going to 10 units to the acre. We want less. How much less? It still has to be able to be affordable. There is going to have to be some compromise with the city. We need that, but how do we get there? How do we get, oh, and by the way, to John and everybody, if your goal here was to have this entire thing commercial, what was your plan for traffic then?

Commission Chair Jaime Topham – Main Street. Big part of it. Main Street.

Howard Schmidt – But if it was commercial all the way to Durfee Street... Anyway.

Commission member Kevin Hall – But the relevant road improvements wouldn't change Howard. If it was commercial, there'd be the same requirement, whether it's houses or whether it's commercial. There'd be a need to upgrade Matthew's Lane, either way. So that's a push.

Howard Schmidt – Absolutely. No question. No, I agree. But as far as Durfee Street grows, you're going to dump a lot of more traffic if it's all commercial now anyway.

Commission Vice-Chair John Limburg – Howard, can I ask you a question really quick?

Howard Schmidt – Please.

Commission Vice-Chair John Limburg – Why are they not willing to sell those three homes in front so you could put commercial frontage right onto Main Street? Why won't they do that? That would solve all the problems here.

Mayor Critchlow – Can I just answer that for a second? That property belongs to Kirk. He doesn't want to sell that while his parents are still alive. I personally don't believe that the city ought to force him to do that.

Commission Vice-Chair John Limburg – Okay. But should we go, okay, this isn't what we were planning, because we thought commercial was going to be right on Main Street, that was with this whole section, this whole piece of property here and allow them to push all this commercial stuff to Durfee.

Mayor Critchlow – Well, the zone change really messed the whole thing up you guys. And I know that there was a lot of people who didn't like the zone change, but the zone has changed. Okay, so I'm sorry.

Commission Vice-Chair John Limburg – So this is where we have our control now is to say no to this, even though this is a PUD, we don't have to accept this.

Mayor Critchlow – You are correct. I do want to say one other thing. In the old days when Kevin and I were young, and Ernie, we didn't have the state coming out here telling us that we had to have a certain percentage of our housing as affordable housing. You guys, they have really kind of messed with us, with that. The road thing down Matthews Lane, they're given a 100% of that road at this point, but the rest of it will come when the people to the East will develop it. Now there is kind of a line in the sand for Solberg's. That's kind of the deal.

Commission Vice-Chair John Limburg – Mayor, I understand where you're coming from. I want my kids to be able to stay here and be able to afford a home. I understand that. We got to look at 40 variances and what the amount of properties they're trying to put in here. I guess I'm just really hung up on, hey, we're trying to revitalize Main Street and we're going to take the biggest part of Main Street, the epicenter of the business in Grantsville and take it off of Main Street. It's like exactly opposite of what we're trying to do.

Mayor Critchlow – John, if there was a different option right at this point. Kirk's not going to sell this. He doesn't want to. He doesn't want to do this with Al and Janet and I understand that and I just don't believe we should force him to do it.

Commission Chair Jaime Topham – Nor can we.

Mayor Critchlow – Nor can we. That's it.

Commission Vice-Chair John Limburg – No, we can't. But we...

Mayor Critchlow – This is your decision to make here. There's a lot of emotion, but I think you got to give Howard and Brett and those guys a chance to pull this back and rethink this whole thing personally.

Commission Vice-Chair John Limburg – I'm fine with that. But they came back with exactly what they had two weeks ago. It's not changed. We weren't happy with how it was and now they've come back. It looks like it's exactly the same. So, oh, I'll be quiet. Thank you, Mayor.

Commission member Kevin Hall – Mayor, can I just ask a question?

Commission Chair Jaime Topham – Hold on, who are you asking it of?

Commission member Kevin Hall – I'm asking the mayor.

Commission Chair Jaime Topham – Okay.

Commission member Kevin Hall – Mayor, do we have a calculation to tell us how many affordable housing units we have approved in Grantville right now? Are there any?

Mayor Critchlow – That one Cavett can answer better than I can. Cavett or Shay?

Shay Stark – This last year they didn't require us to do a calculation. This next year, that's the next step. This last year, the state required us to set goals. Then this next year we'll start calculating and tracking the results of those goals and tracking that affordable housing. I can say we have just down here across from the arena, we have the project with county housing that was affordable housing. I know all that's built, that's not available right now, that is one project that's been done somewhat recently here.

Commission member Kevin Hall – Shooting from the hip, Shay or Cavett, is that the only real affordable housing we know of in Grantsville currently? That is available?

Commission Vice-Chair John Limburg – I thought we approved some of it up on the west bench on that. I can't remember the name of the property, of the development, but that one up there on the west bench.

Mayor Critchlow – There was some that was coming in, but he hasn't set a plan yet either, you guys. I had my word with Governor Cox about this, because it came from the legislature that says, hey, if you guys don't start doing the things we want you to, we're just going to take this over. I told them, I said, don't threaten us to do this. It really bothered me. This last session, they almost doubled down on what they wanted out of us.

Commission Chair Jaime Topham – I appreciate all this conversation, but it's not on point for what we're on.

Mayor Critchlow – It isn't.

Commission Chair Jaime Topham – So we're going to go back to our discussion and I'll let you continue as it relates to this.

Howard Schmidt – So I'm hearing from the planning, hey, we don't like this, but is there something you want to recommend to us? Because we're going to need to provide some small lots, we're going to need to have variances on setbacks. Your city code and some of this was just implemented, if I'm not mistaken. And Jamie, please tell me, about a year ago you changed some setback requirements. Do you recall that?

Commission Chair Jaime Topham – But it might have been longer than a year ago. Was it a year ago? Okay.

Howard Schmidt – When you did that, what you did is you said, well, we're going to not let people build any high density. If we do this, we're going to stop it. This is how we're going to-

Commission Chair Jaime Topham – Don't put words in our mouth.

Howard Schmidt – Okay.

Commission Chair Jaime Topham – We most certainly did not say that. There were changes for specific reasons. If you want to state that, I'm fine with that. But don't put words in my mouth.

Howard Schmidt – I'll retract that.

Commission Chair Jaime Topham – Great.

Howard Schmidt – But in so doing, you made it so it's absolutely necessary to have PUD variances so that you can come anywhere near there. I mean, unless we built just walkup apartments, I don't know how we'd ever get there and I don't know that we could even at that.

Commission Chair Jaime Topham – I appreciate that input. As far as the development agreement, do you have any other input on that before we make a decision on that?

Howard Schmidt – I guess you have the possibility of tabling or just a straight denial. Maybe we need a little more time on it.

Commission Chair Jaime Topham – I think that our preference would be time, for you to rethink it. Because there is definitely a feeling of us versus them, us versus you, I think, and that's not our intention. But it can't come the other way, you versus us. That's what happens. That's the impression that at least I get. I won't speak for the rest of the members. When you come and you ask for 40 different variances right out the gate, that's not okay. We have our setbacks for a reason. A lot of them have to do with safety, a lot of them have to do with parking. What your plan here won't even allow for on street parking as far as we can tell. So where are all of these people going to park? That's a concern.

When you go back to the drawing table, the other thing is that you're not guaranteed 10 lot to an acre. That's the maximum that's allowed. But you still have to fit within all of the other codes that are in our code. And if you're asking for variances, they should be minor variances, not the whole thing. So that's what I want to see happen.

Now as far as the development agreement, we definitely have the cart before the horse because we have way too much to work out. I would say we table it so we can have further conversations unless you want a denial and then that's where I'm standing today.

Commission member Kevin Hall made a motion to table the Development Agreement for Matthews Development, Commission member Derek Dalton seconded the motion. All in favor? Motion carries unanimously, with John on Zoom.

2. Consideration to recommend approval of PUD for Matthews Development

Howard Schmidt, Brett Lovell, Connor O'Leary were present to present and answer questions.

Commission Chair Jaime Topham – We still have Howard here. We've had the conversation in our first item. I'm going to go ahead and say the same thing. We need to put this on the table and re-look at it. I would make a motion that we table the consideration of the PUD for the Matthews development.

Brett Lovell – Can I add something to that?

Commission Chair Jaime Topham – Sure.

Brett Lovell – Just based on our city meeting two weeks ago, a few of you on the planning commission actually advocated for more apartments. Jamie, you being one of those? Can you give us some color of what you want to see in terms of product type here? Because it sounds like from what we've heard from you, Jamie, and I apologize, the gentleman that wears basketball, shorts traditionally.

Commission Chair Jaime Topham – Rick.

Brett Lovell – I think he was an advocate for more apartments. Is that what the community wants to see? We don't want to come back with a plan to appease you and then have outcry from everybody else. We want something, if we're going to take this back to the table, is it more apartments? What is it you want to see?

Commission Chair Jaime Topham – What I would suggest is that maybe you go talk to the community about it. What I think that our community does need and is seriously lacking is apartment complexes, because we don't have places for people to rent. That's my opinion. It seems like that would tie into a commercial project better than a bunch of single-family homes and twin homes. But I also don't want to see the entire thing as apartment complexes either.

Brett Lovell – Sure. Yeah. Good, good feedback. Thank you. Yeah,

Commission Chair Jaime Topham – Appreciate that. Other feedback before we...

Commission Vice-Chair John Limburg – Howard, hang on really quick. Why not put Solberg's right behind those three properties on Main Street and then say hey we're eventually going to sell when she decides to get rid of that home and do something like they did up in Stansbury with Solberg's and then they were able to build up, they were able to bring in, I don't know if it was American Burger but some burger joint. They've got things built around it, right. Why couldn't they build it behind and just kind of have a access to it from the side? Why is it got to go all the way to Durfee?

Brett Lovell – I think that's a good question John. It was answered I think last week in the work meeting, by Steve Minor. From a commercial perspective and kind of a site plan that really doesn't work to be mid-block like that. I'm sure it's in the notes. It's really not a comparison to the Stansbury store at all. It might be worth going back and looking at his comments and feedback because that was addressed for a substantial amount of time in last week's work meeting.

Commission Vice-Chair John Limburg – All right, thank you.

Commission Chair Jaime Topham – Okay. I had made the motion I was waiting on the second.

Commission Chair Jaime Topham made a motion to table the PUD for Matthews Development, Commission member Kevin Hall seconded the motion. All in favor? Motion carries unanimously, with John on Zoom.

3. Consideration to recommend approval of MU (Mixed Use) Zoning District revisions.

Tabled

4. Discussion of Preliminary plans for Northstar Ranch PUD Phase 9

Nike Mingo was present to represent Northstar Ranch

Nick Mingo – Thank you Madam Chair. My name's Nick Mingo. I'm here tonight representing Ivory Development. This is Phase nine of North Star, more of the same, consistent with the previous eight phases and the development agreement. I read through the staff report, the one item talking about the water infrastructure. We're well aware of that and we're working on it. This phase has 20 lots ranged from quarter acre to a little over one acre. With that, I would welcome any questions.

Commission member Kevin Hall – It's my understanding that there's a water problem there now currently. Is that correct

Dan England – The simple answer is, yes there is. This one is going to be tying into a higher-pressure waterline and having a pressure reducing valve that ties into the lower zone, which will help increase the pressure on their zone also. This development will, although it's taking our upper water tank area that, they're supposed to replace their own tank in the near future. It is solving the problem for this development and some of the other water problems that are happening in the rest of the development there.

Commission member Kevin Hall – I'm just speaking from the hip a little bit cause I don't know, but wasn't that to have taken place already, the water tank and all that in that area?

Nick Mingo – So I can read, well it's this paragraph here, but we're allowed to build up to 700 units at the time of this and I don't know how many of those have been built based on those four requirements, or the four triggering events. None of those have happened yet, but we're still working on that tank. We know that tank and an additional well are needed and as soon as one of those triggers are hit or the 700 units, then it'll be built. Or I guess it also says if the city asks for it to be built.

Commission member Kevin Hall – Does that take a consideration then of all the other things that have happened including that 700 units? They were Approved for 700 units here. Right?

Dan England – They'll probably end up doing more than that up in that area eventually.

Commission member Kevin Hall – These three triggers will trigger the need for the well and the tank and all that, right? There's no need for that today I guess is really what I'm really asking.

Dan England – Correct. Yes, the that I can answer that question.

Commission member Kevin Hall – Then so what's going to happen here today has no effect on any of the water situation in that area?

Dan England – No. They have been moving forward and you can say what you have been doing for the water.

Nick Mingo – We've identified a few locations for the tank site. We've hydro hired a hydrogeologist to locate a well site. We've been working with the city and the West Bank master plan waiting for those infrastructure plans to be complete. Then we'll be ready to move forward with the construction. We've got the water rights in place, It's knowing that all the infrastructure is ready on the city's end and we're ready to go with it.

Commission member Derek Dalton – Okay. Are you guys going to wait for one of those triggers to hit or when everything's ready, then are you going to work on the, well?

Commission member Kevin Hall – Are you going to be proactive or wait till that happens before you do any improvement?

Nick Mingo – Can I borrow your crystal ball?

Commission member Kevin Hall – Yeah, I know that's a tough one.

Commission Chair Jaime Topham – I don't have any particular questions. Dan's, everything. I don't have a memo on this one.

Dan England – Yeah, I'm sorry, I didn't put a lot in your staff report, but I did work very closely with their engineer. He worked with us and gave us all the things we were asking for to make this a good development to add on to it. I felt very good with moving this project along.

Commission Chair Jaime Topham – John, do you have anything? John, can you hear us?

Commission Vice-Chair John Limburg – I can hear you. I thought you said Don. I don't.

Commission Chair Jaime Topham – Oh, John.

Commission Vice-Chair John Limburg – I called you Amy earlier, so we're even

Commission Chair Jaime Topham – All right. Okay. This is just on for discussion today. Do you feel like that all the checkboxes have been made that we could move this to an action item?

Dan England – Yeah, I do. I'm comfortable with this.

Commission Chair Jaime Topham – Oh, okay. I'm getting head nods from the rest of our staff.

Commission Chair Jaime Topham made a motion to move this item to an action item. Commission member Derek Dalton seconded the motion. All voted in favor. Motion carried unanimously.

City Attorney Brett Coombs – I just want to make sure that we have the public hearing on this tonight.

Commission Chair Jaime Topham – Yes. It was item C.

Commission Chair Jaime Topham made a motion to recommend approval of the Preliminary plans for Northstar Ranch PUD Phase 9. Commission Member Derek Dalton seconded the motion. All voted in favor and the motion carried unanimously, with John on Zoom.

5. Discussion of Worthington Ranch Concept revised

Barry Gittleman was present to represent Hamlet Homes

Barry Gittleman – Thank you. I'm Barry Gittleman with Hamlet Homes representing Worthington Ranch, LLC, I have Nicole and Greg Wall here with me. Nicole and her father Bud own the adjacent property and we've been working together with them.

Over the last six months, we've been in front of this planning commission multiple times. We've met separately with mayor, with staff, with city manager, with a few of the city council members one-on-one. Over the course of the last six months, we've gotten a lot of feedback, some specific, some general. We've tried to incorporate all of that feedback into the plan. We think what we have to present now, we're still at the concept plan stage, we haven't gone to preliminary plat yet.

We've got option one on the screen, which is what was previously approved by a previous property owner several years ago for 62 homes on a total site of 157 acres. This plan, we've heard from some people, "Why don't you just stick with the current plan and not change anything?" Our response to that is that we believe strongly that we have a better plan that's not just slightly better, but significantly better for the city, for the citizens, for the financials of the city and the citizens, for the amenities of the city, for the future homeowners of Worthington Ranch, and pretty much everybody all around. We've created two other options to take a quick look at today.

Option two on the next slide shows that the yellow center section of phase one remains unchanged. Phase one is already approved. Plat is almost recorded, but not fully recorded yet. Development is underway. Roads should pave within one or two months, and then a month or two after that, we'll start building a model home in phase one, which is the yellow. In phase two, which is sort of pink colored, what this option proposes is to increase the lot count from 32, to 48, so an additional 16 home sites. We've gotten feedback that you don't want to see small lots that are quarter acre or smaller, so we've increased the minimum lot size to a third of an acre, and that is what is currently shown in phase two. If we can go with this option, then we could afford to donate the 90-plus acres of open space to the east to the city, which would be a benefit to the city in terms of land that the city plans to use for the Meadow Lane Parkway extension in the future.

There are many other potential uses for that land. We talked last month about maybe a school. Maybe the city doesn't need a school, maybe a regional stormwater detention pond, maybe amenities. It would be totally up to the city with no restrictions on what you want to do with that land in the future. That's option two.

The next one, option three, shows what we've also talked about over the last six months, which is a small third phase connecting to the existing phase one. This would add an additional 18 lots there, and if we're able to do that, then in addition to donating all of that green open space land to the city, we would pay at our expense and no cost to the city to put in amenities, and then donate those amenities to the city.

Those amenities based on the feedback we've received from all of the individuals we've worked with and the neighbors and some city council members walking trails, not horse trails, would be a good addition, potentially pickleball, potentially a playground. Those amenities we could do at our cost and then donate them to the city. We feel the options two and three are much better than the current plan better for everyone involved. The last appraisal that we had on the open space has that valued just under a million dollars for that open space of land. The amenities we estimate would cost us 300 to \$500,000 to install and then donate to the city. We're talking about over a million dollars of value that would be gifted to the city at no cost whatsoever to the city. That's why we feel strongly that option three is the best of the three options.

I'm not going to go through all of these but attached to the three options are a list of 15 comments and feedback that we've received. Things like, "Is anyone actually going to use the pickleball or the trails?" We feel that we've addressed every one of those concerns that's come up and incorporated all of that feedback into the plan with supporting documentation behind it. I did want to give Nicole and Greg a chance just to speak briefly on the plan and how we've worked together with them.

Greg Wall – I just want to introduce myself. My name is Greg Wall. I am the chairman of the Government Affairs Committee for the Home Builders Association. I grew up in a little town in Wyoming that's actually smaller than Grantsville. I am not from here, but I'm fairly familiar with the area. The company that I worked for did the engineering for the Mid-Valley Highway. The company I work for is called Avenue Consultants. We consult on engineering and land development on both sides. We design roads and help municipalities and cities update their municipal code, much like if you were doing here earlier tonight. We also help developers and home builders with the civil engineering for their developments as well. I appreciate what you're doing as a planning commission. I was on a planning commission for four years in Farmington. I had hoped that there would be a public comment. I just wanted to come and give a public comment tonight, but I appreciate Barry letting me speak.

Since this is kind of my profession as a consultant, I've seen a lot of different plans come in and you can see some where, as there were comments earlier tonight, someone's trying to do a PUD to get around the rules instead of enhancing what is being offered. I think, especially with the option three where the city potentially would exchange some additional lots for those amenities, it's kind of a win-win and a benefit for everyone. As the government affairs chair, it's kind of interesting that the Home Builders Association asked me to do that since I'm not a home builder, but where I can kind of see where the cities are coming from and where the home builders are coming from, I'm happy to always offer to interface with the city on any questions or concerns. I wanted to put that out there, but I also wanted to tell you that I've worked with Barry on the Home Builders Association. You won't find a more honest person. If he says he will do something, he will do it. I think it would bring some really nice homes on large lots to the area, so thank you for your time and for your service as well.

Commission Chair Jaime Topham – Nicole, I definitely want to hear, because this is next to you. What's your input here?

Nicole – You guys know who I am. You know that for several years we've been dealing with this. Trying to get to the point where my dad and I can both propose a plat and build our homes on just about 10 acres that we've got here. I do like the walking trails. That's directly bordering our property. That's something I personally would use as well as pickleball. I think the amenities are great. What I do want to say to you is that in all of our concerns and our dealings with Barry, Stetson and Hamlet Homes, they have done everything that they said that they would do. They've been very upfront and honest with us. You guys know my dad. In dealing with him, he can be difficult sometimes. His heart's in the right place, but they've been very accommodating to my dad's requests, even to the point where they dug up a trench to remove water bottles that were thrown in the trench. We all appreciate that, like they said, they're honest. They said they would do it and they did.

Commission Chair Jaime Topham – If we don't allow any changes, does that affect your ability to go forward on your property?

Nicole – No.

Commission Chair Jaime Topham – Okay. That's what I wanted to know.

Nicole – No, and I appreciate you asking.

Commission Chair Jaime Topham – Yeah. Do you guys have questions, comments?

Commission member Derek Dalton – Well, I just wanted to thank Barry. I know we've been working on plans and you came forward with different options. Some developers don't when we ask requests or whatever, so I appreciate that you're willing to work and be flexible, so I just wanted to say, "Yeah, I appreciate it, so thanks."

Commission member Kevin Hall – Yes. I guess here's my concern, I guess, and it's this, right? In as much as there's a change to what was already previously approved. Because I have relationships with some developers, one in particular, I'll just state that, but others who I've asked about this being approved, and then it gets sold, and then we are going to change it again. We want to change the density and add the amenities and all that. My concern is in our position is that obviously it was approved as it is. It was obviously financially able to do so the way it was proposed. My concern is our job's difficult as it is, without every time we have a meeting, to have somebody want to change something, and to me, sometimes we open a floodgate when we do these changes. Because we do it for you. How many other developers are going to come in and say, "Well, I've got an approval for one acre lots or five acre lots or whatever it is, and if we can change it up. For me, I just don't see where there's a huge benefit. I think that the pickleball courts and the things, the amenities that are in that are going to benefit the people in that, right? I don't think they're as many people from Grantsville. I may be proven wrong someday, but every development we see, they want to put pickleball ports or baseball bills, and so people are going to attract to the areas where they're at, right? So yes, is it a benefit? I wouldn't argue that. Is it a benefit to Grantsville, all the residents? I'm not sure of that. I can't say 100% for sure, but personally, I'd like to see it stay the way it is because that's what was approved, and it simplifies our ability to make decisions without change, and change, and change, and get higher density, and you know what I'm saying. That's my position, I guess.

Barry Gittleman – Part of what you just said, I absolutely agree with. Making changes does risk setting a precedent that anything that's approved can be changed, and that's not good government. As a counterpoint to that, I would say that we're not asking to change it just for change's sake and for no

reason and for no benefit. We believe that there's a substantial benefit to the city and the citizens, not a minor benefit, and that's why we've been working on this for the last six months. Some of the comments that we did receive previously were, "Is the pickleball going to get used? Are the walking trails going to get used?"

That document that we provided to you and the public shows that walking trails are the number one most used amenity in the entire country and in Tooele County. The mayor was on the health study that was done in Tooele County last year. That study specifically identified that there's a health issue in Tooele County and an obesity issue in Tooele County. Many of the residents cite lack of amenities to get outdoors and get exercise as part of the reason for that. They listed their top 10 requested amenities, walking trails and running trails was number one on the list. Playgrounds, outdoor open space, the pickleball courts were all in the top five. We're proposing to build at our expense and donate to the city four of the top five requested amenities by your citizens. We're not proposing that this be in the HOA where only our homeowners can use it. It's going to be available to any of the citizens. I agree with you that someone at the opposite end of Grantsville may not use this. It's not going to be used by every citizen of Grantsville, but I think it's shortsighted for us to think that nobody outside the neighborhood is going to benefit from it.

Commission member Kevin Hall – Well, if I said that, that is what I meant. I didn't say nobody would use it outside that, but again, and I hear what you're saying.

Barry Gittleman – That's fair. One of the planning commission members last month, I think it may have been John, made the comment that, "Rather than opinions and emotion, we should make our decisions based on facts and data." I thought that was a great comment. That's why we put together that summary sheet of the supporting documentation for how popular pickleball and walking courts are. There was another comment about, "Is that land to the east even buildable?" We went and paid an engineer to go do a geotechnical study. He confirmed that north of the wetlands, it is all buildable. Some of those homes may not be able to have basements if we do them, but we never proposed to build in the wetlands. We proposed to build north of that, if at all. We now have an engineer's geotechnical study confirming that that land is buildable.

Commission Vice-Chair John Limburg – Which thank you for doing that. That's a reputable firm, so test pit seven, where does that land at? Do you guys know? I can see where all the borings are, but where's test pit seven at?

Barry Gittleman – I don't have that in front of me.

Commission Vice-Chair John Limburg – Because the groundwater there is five feet. That's why you won't be able to put a... That's why you're saying you won't be able to put a basement everywhere.

Barry Gittleman – In some portions, that's correct.

Commission Vice-Chair John Limburg – That was before it stabilized, but yeah. Yeah, it does say that you can build on it. That's what I was asking the other day when I asked that question, so thank you for doing that.

Barry Gittleman – You're welcome.

Commission Chair Jaime Topham – So for me, it comes back to the last meeting we had. I asked the different staff members if Grantsville City wants all of that land or can use it, can we afford to pay for it, and the consensus was no.

Barry Gittleman – So actually, we met with Dan, Cavett, Jesse, Brett, and James, the public works director. James said that he doesn't want anything that's less than 10 acres because it's not efficient for the city to maintain small pocket parks. That's not what we're proposing. In terms of the amenities that we're proposing, he said he does know that the citizens are requesting trails, playgrounds, open space and pickleball specifically, but he's specifically mentioned that if we're going to end up doing that, he would want them built to the high standards that are industry standards and references that he gave us. It's not a thin layer of concrete with some hand painted pickleball courts on it that the city's going to end up maintaining in poor repair. It would be high standards, and that's absolutely what we're willing to do and put in writing that we're committing to that.

Commission Chair Jaime Topham – Okay. I don't have a report from any of those people to tell me that that's the case, and I'm not questioning your integrity at all. I appreciate the people who've come and said that you stick to what you say that you're going to do. That's not the concern. The concern is that this land was already developed, that it was set out, and like Kevin had said, when we opened the door to making changes to one, it creates a precedent for other people to come and ask for the same thing, and where do we draw the line? And while I think that personally these things are really nice, these amenities, I haven't gotten a sense from the staff of our city that this would be beneficial to our community.

The last time you were here, I said, "I might be open to 11 and more homes," and you now you're talking about 16, which I appreciate that it's not where it was. Well, 16 with a smaller one with no amenities, you're just donating the land, but no amenities. That was at 16, and now you're talking about 34, so you're talking about one-and-a-half times more than what was originally there.

Barry Gittleman – Well, not quite one and a half times more, but we've beaten us down over the last six months. The original plan we came with was 159 homes and everyone freaked out about it, and so now we're talking about 96 homes.

I think, to answer your comments, which are valid, and Kevin's. I agree that the city should not make arbitrary and capricious changes to a plan that's already approved. I think the simple answer to how do you say yes to this and no to others, so you're not opening the door for everyone who wants any change, is if the benefits to the city and the citizens substantially outweigh the costs, then those are the rare cases where you do approve a modification to an existing plan. We feel strongly that this is not a minor benefit to the city. It's a substantial benefit to the city and the citizens at a substantial value that can save over a million dollars of future government expense that taxpayers would have to bear that burden.

This would cost the city absolutely nothing. When you look at the benefit to the city and the citizens in terms of dollars, and amenities, and land, and acreage, and the cost to the city is zero. It doesn't seem like it's a 50/50 proposition. It's a substantial benefit for zero cost whatsoever, and I would say to your comments and Kevin's, those are the rare exceptions where you approve an exception or a modification to an existing plan where it substantially outweighs the cost; the benefits outweigh the costs.

Commission Chair Jaime Topham – Okay. Thanks for your input.

Barry Gittleman – We're still at the concept plan stage. We've not been given the opportunity to go before city council with the concept plans yet, and we'd still like to do that. I guess my question for the planning commission tonight is, "Do you have opinions on the options that we've laid out? Do you feel like under no circumstances, would you consider any changes, even if we donated a billion dollars to the city? Are you open to some modification to a plan if it's better to the city and the citizens than what was approved years ago?"

Commission Chair Jaime Topham – Well, I think I said that the last time I was more open to 11 additional units with the amenities.

Barry Gittleman – Right.

Commission Chair Jaime Topham – I'm not seeing that, so I'm going to challenge you a little bit, this is just my own opinion, but I'm going to challenge you on the benefit of that land. You said it was appraised for a million dollars, but you can't sell it, so it's actually not worth that. You have "Development Agreement," and a plat that says, "This is what you have to do with the land."

Barry Gittleman – That's right. It's not buildable as currently approved. That's correct, but it still has some value. For the future homeowners in Worthington Ranch, their neighborhood is nicer. Their homes are going to be valued higher, appraised higher with open space adjacent to their land than without that open space, so it does have some value.

Commission Chair Jaime Topham – Right now, the way that it's approved, they own that.

Barry Gittleman – That's correct.

Commission Chair Jaime Topham – Those homeowners would own that and they could make the decision what to do with that. They could come together.

Barry Gittleman – They don't have the right. The way that the city has currently approved it, they don't have the right to do anything with that land, other than own it and maintain it.

Commission Chair Jaime Topham – The HOA can't develop it out to be something for them?

Barry Gittleman – No, I don't believe so the way it's currently approved.

City Attorney Brett Coombs – The way that the development agreement reserves it is, it reserves it as a conservation ground. I don't know that there's any specific language that says HOA can't do anything with it, but it's limited.

Barry Gittleman – It says open space the way it's worded right now.

Mayor Critchlow – In perpetuity, yeah.

Commission Chair Jaime Topham – Right, but open space doesn't mean that they can't do anything with it. They could build. Brett, asking you directly, so does the conservation easement, would that allow them to build their own trail system on that?

City Attorney Brett Coombs – I believe so, but I don't...

Barry Gittleman – If it were a conservation easement, which it's not, I don't think they could do anything with it.

Commission Chair Jaime Topham – Okay.

Barry Gittleman – It's open space right now, and I agree with Brett, it's open. It may be open to interpretation whether the H O A can put anything on that land.

Commission Chair Jaime Topham – If it's open space, that doesn't mean you can't do anything with it. It means open space means potentially you can put walking trails on it. It's the HOA property to do what they do as long as it remains unbuilt, as far as homes and things.

Barry Gittleman – Yeah. I think it's open to interpretation whether putting amenities in the HOA'S open space would be considered changing the open space and what's already approved, but if they did, it would be exclusive to the residents and not open to the entire city the way that we're proposing.

Commission Chair Jaime Topham – Right. That I understand, but it also would be your expense to keep the HOA's expense to keep and maintain in their liability and not the cities.

Barry Gittleman – Correct, and in theory, the fact that the HOA is required to maintain that could make it less appealing for potential home buyers and make the homes worth less. There's also an increase in the tax base to the city of having some additional homes. I know, Jamie, you mentioned potentially 11 extra homes in the last meeting that I think we also need to figure out what's financially viable. If you were going to propose that we get one extra lot to donate a million dollars of amenities to the city, that wouldn't make sense and wouldn't work, and so we're trying to propose something that would work for the city and the future homeowners and the developer.

Commission Chair Jaime Topham – John, I see you sitting there listening intently. You had some comments last time. Do you have anything to add today?

Commission Vice-Chair John Limburg – Yeah, I would say we were saying, "Hey, it's wetlands. It's not good to build on." They've gone out and got a report that says that it is, so that's not the reason we can tell them no.

Commission Chair Jaime Topham – Well, and I'm not saying that that's the reason. What I'd like to know on, I guess your opinion, and if you're willing to share this, how do you feel about making a change to something that's already been approved?

Commission Vice-Chair John Limburg – I guess I don't know if I have an opinion on that. If we're looking at doing higher density housing and these guys are already buying into higher density housing in phase one and phase two, I don't think this is a bad place to do it.

I don't know if I'm really hung up on making a change to something that was already approved. I don't know that I would just say no, because it was already approved that way. I don't have a problem with them doing smaller lots on this. We're all saying we need more affordable housing. I know we can't make them sell this at affordable rates, but it is going to be more affordable with the smaller

lots, and the ground's buildable. Some of the concerns we brought to them last time saying you can't do it, they can. So that kind of takes that off the table.

I guess that's my main, I would be okay with option three, personally. I'm not going to get hung up on, and maybe I'm wrong, but I'm not going to get hung up on, "Hey we approved phase one and phase two and now they want to come in and do something different." But they offer these trails and you've got the neighbors that are saying that they would enjoy those trails. I don't know maybe we're just like, this is the hill we're going to die on and we approved it one way and we're not going to change it. Why would we do that? We haven't heard back from the city, he's saying that those guys would say they would be okay with it. Maybe we ought to wait, table it, and see what they actually say, if they do want that land.

Commission Chair Jaime Topham – Well and today's definitely is only a discussion so I mean we don't really need to table it, but the feedback is what they're looking for, right?

Barry Gittleman – That's correct. I appreciate your comments John. I think one of the other feedback items we got from a few of the city council members we met with one-on-one was that they personally believe, and they think many home buyers believe, that having variety enhances a neighborhood. In the current plan we have 62 home sites that are all slightly less than an acre, plus or minus 10 or 20%. In the new plan we would have some lots that are one and a half acres, some lots that are half acre, more variety, which they felt improves the plan over the originally approved plan because not everyone wants one and a half acres to have to maintain that big of a yard. Some people want a smaller home site.

Overall these are still very large home sites. We're talking about proposed 96 lots on 157 acres. So substantially less than one home per acre. It is still, to use many of the citizens' comments from earlier tonight, it's still small-town charm. It's still what is in the best interest of the city and maintaining that Grantsville feel that so many people are saying they want.

Commission Vice-Chair John Limburg – I guess I would just ask the city, there's not that going to be that much to maintain, the field's going to be that way either way. If they put trails in, are they going to have to maintain those trails? What would that cost, I don't know. I guess there's still some unknowns, but I'm okay with option three.

Commission Chair Jaime Topham – Okay. Any other discussion needed tonight?

Barry Gittleman – Okay, thank you for your feedback.

6. Report from City Council liaison Mayor Critchlow

Mayor Critchlow – I thought you handled that very well. I'm just going to say a couple of things to the people as they're coming in and out. That's a lot of houses.

Commission Chair Jaime Topham – Where? Be more specific. Matthews?

Mayor Critchlow – Matthews, Like I said, what they really want is for you guys to come up with what do you want, basically.

Commission Chair Jaime Topham – Not our job.

Mayor Critchlow – I will say one thing about the place to put their poop. We're doing an RFP to get the design done for the sewer plant. That's in, we're probably two or three years behind schedule but we're moving on it.

Commission member Kevin Hall – Is the money intact to do the improvements, Mayor?

Mayor Critchlow – To do those? Oh no. The one that talked about up in Preston, I will do a little research on that because we have an estimate of \$27 million to build a new plant. It's a lot of money.

Commission member Kevin Hall – And how much of that do we have in the bank, Mayor, do you know that question? Answer to that question?

Mayor Critchlow – Soon as I take the engineer and tip up we've got a couple more pennies on it, depending on what we get out of it, we're going to have to pay most of that out of, and it will mostly come out of impact use.

Dan England – We're also going through, we have somebody looking into getting grants to help with that too.

Mayor Critchlow – That's right. It's a lot of work. I mean if we maintained what we did 10 years ago, we wouldn't have to do this. But with what's happening right now, it's gone up and is going up drastically.

Like I said, the store is Solberg's, we need a new store you guys. I'm not going to make Kirk try to sell his property. We shouldn't. There's just a lot of houses and it's crazy up there and I don't know how we're going to adjust to that. They're going to have to come back with a better plan that will be more acceptable to you guys. I promised Jaime a long time ago that I wouldn't try to negotiate for you guys and I haven't. Okay? But I called you guys the other day to let you know that this thing was, that's their line in the sand basically.

Commission Vice-Chair John Limburg – You didn't call me mayor.

Mayor Critchlow – I never find you at home. You're always out travel and chasing around.

Commission Vice-Chair John Limburg – Maybe you figured I'd already made up my mind. I don't know.

Mayor Critchlow – I wish the state wasn't so demanding that we do things. I mean they really are tough to deal with some days.

Commission Chair Jaime Topham – We have to make a plan for affordable housing. We don't control what is actually built or what plans come in front of us, and it's not our job to propose those plans. Right? So, the state can tell us what we have to do, but at the same time we don't control what's going on.

In my opinion, we don't need to be changing all of our codes and everything because developers don't think that they can make it happen that the state has told us to do X, Y, and Z. That's not our role.

Mayor Critchlow – And this parcel, the parcel across the street, parcel on Old Lincoln Highway, all of that was changed and kind of bumped around a couple of years ago, about three years ago, in between those three years. And it really has changed what the outcome of ... Once the zoning gets changed, it's very difficult, in my opinion, to tell somebody we're not going to let you do these things because we don't like it.

Commission Chair Jaime Topham – Well, I just want to correct you just a little bit there. I'm not telling them we're not going to approve this because we don't like it. We're telling them we're not going to approve it with all of the variations. We have a code for a reason. Our job is to follow the code. And if they can't make it work under the code, maybe there's some variances that make sense, but not 40 of them. And not ones that deal with public safety.

Mayor Critchlow – Correct. And I don't disagree with any of those things told you that on the phone.

Commission Chair Jaime Topham – Any of the developments, it's not directed at any one specific development. That's the reality of all of the developments.

Mayor Critchlow – Yeah, I wish some of those things just didn't get changed and I'm not sure all the reasons why. The ones up on the 112, that got changed long before any of us were around, well actually in this body.

Commission Chair Jaime Topham – Well and I want to just really quick comment about the mixed use on the Matthews. The city told us once the plan was in place to follow the plan. We did. That's exactly what we did.

Mayor Critchlow – Yep.

Commission Chair Jaime Topham – That's what the future land use called for.

Mayor Critchlow – I know that.

Commission member Kevin Hall – I know it's late, but can I ask a couple questions for educational purposes, Jamie?

Commission Chair Jaime Topham – Of course.

Commission member Kevin Hall – Mayor I keep hearing about deficiencies, right? We don't have enough city staff or city employees to keep up. Is that true?

Mayor Critchlow – We're doing okay.

Commission member Kevin Hall – And I hear we have a sewer deficiency.

Mayor Critchlow – We do.

Commission member Kevin Hall – And I'm just curious, what's the answer to, going forward, preventing that deficiency from happening? What's happened? Are the impact fees that have been collected to go towards that have been spent?

Mayor Critchlow – We have a sewer line down the middle of Main Street, water line down the middle of Main Street, that helped with gathering everything from that side of town to take it down to there. But with the plan that the guy presented, he thought we had five to seven years. Then we got into the nuts and bolts about what the population was in Grantsville and I don't think we have that.

We're going to have to get a sewer treatment plant in place. We're trying to find the money to do that. And these big developments are going to cause us a bit of a grief with it.

Commission member Kevin Hall – And then my next question is, again, I hear the state mandating all these things and all this stuff's happening. I just can't get my head wrapped around the idea if we've got problems, why we keep approving this stuff. If we can't pay for what we got, don't we need to say, "Hey wait a minute here." Or if we have a deficiency financially do we need to raise the fees? I mean I guess I'm just trying to understand how we deal with all that.

Mayor Critchlow – We had a meeting today about water and how we can make sure that our fees are going to be structured correctly for that, and that's a work in progress. There's a lot of things that is a work in progress at this point. The sewer treatment plant is a big deal and it's going to that's a lot of money.

We need to really focus a lot of attention in getting the money so it doesn't impact the residents of Grantsville that have been here for a long time. We have to make sure we do a little impact on the citizens at that point. The impact fees are being collected. We have a, I can't remember. Brett, how much do we raise every year? We have a standard increase in the sewer rates to compensate for the cost of running that plant. It's a certain amount of money.

City Manager Jesse Wilson – It's about 3%.

Mayor Critchlow – 3%. Because it goes up. I mean over the last year it's gone up more than 3%. But things are what they are.

Commission member Kevin Hall – So obviously, in my mind I guess from shooting from the hip is that we've got 528 and I don't know how many out there, 700, 900.

Mayor Critchlow – 700 out there.

Commission member Kevin Hall – It seems to me like we're already behind the eight ball. The reality of it is the impact fees are not, we're going to stay in that mode if we don't do something to say, "Hey, wait a minute here, we've got to catch up financially here." If we keep approving those things and we know we're adding dramatically to those deficiencies, are we not? Because the impact fees are going to come as people buy or build, right?

Mayor Critchlow – Correct.

Commission member Kevin Hall – Right? And so how do we justify all of this growth with no way to pay for it?

Mayor Critchlow – Well it's like I've told Howard and those guys on that Matthew's piece, I'd just as soon rename it Hayfield, because I was happy with it just being the hay fields. But it's not my property, it belongs to the Matthews. They have some things happened that the zone got changed, things took place that enabled them to have a different density than what I would be happy with and you'd be happy with. Upsets the heck out of me. But the fact is that there are deficiencies and we're working on them. We're trying our best to make sure that we're not going to fall behind and be in trouble in 10 years from now. That the people that are in those seats in 10 years from now are going to hate our guts because we shafted them. Do you know what I'm saying? Do you understand? Does that answer the question?

Commission member Kevin Hall – I do, but to some degree I think we're a little bit in that position today, right? Because if we're \$27 million potentially into a sewer upgrade and we don't have the financial ability to at least cover what percentage of that, I think we're sort of in that position today, aren't we?

Mayor Critchlow – Well we're working on getting the funds for that and we're not going to build it until we do that. And the only other alternative we have is to enact a moratorium, and we don't want to do that.

Commission member Kevin Hall – Well, and again I hate to say that, that's my point.

Mayor Critchlow – But we can only do it for six months at a shot.

Commission member Kevin Hall – But again, I just see the numbers, I guess, Mayor. I know we need all of these things. I agree 100% with all that, but with the deficiencies we're seeing, the situation we're in, and we've got ... How many lots are approved today currently? Anybody know kind of what that is?

Mayor Critchlow – I asked that at one point.

Commission member Kevin Hall – Do we know what that is, I guess? How many lots are currently approved in our community?

City Engineer Dan England – At one point about last year I had gone through and did a study, I think I presented to you guys and we had roughly 4,000 water connections at that time and we had planned developments at that time, it was going to take us about 12,000 additional water connections. It was going to end up being about four times the size. Things changed a little bit since then. Things slowing down. Some of those developments were proposed are adjusting or maybe not going forward at this point, or coming back later, but that gives you an idea of where we were about a year ago.

Mayor Critchlow – Does that make sense? That help you?

Commission member Kevin Hall – Well it does, but still again, I have that question in my mind that yes, it's slowing down but so are the impact fees, correct?

Mayor Critchlow – Correct.

Commission Chair Jaime Topham – Isn't there a study for the impact fees? Are we still working on that study?

City Engineer Dan England – We just finished that study. It was done in '22. It was just approved by City Council how long ago?

Mayor Critchlow – About six months ago.

Commission member Kevin Hall – So as a community then don't feel like we're in any kind of a situation where we should say, whoa. That's question I guess I'm asking from a city staff standpoint.

Mayor Critchlow – When I hired the new police chief, I jokingly told, I says, "I need you to place officers on all the entrances to the city, if they looked like they're developers to arrest them." But I jokingly did that and two of them caught the idea that I was joking. The third guy was like, "Really?" I was going, "No, I'm just joking." People have a right to do business in Grantsville.

Commission member Kevin Hall – I agree with that. Totally. I don't argue that.

Mayor Critchlow – Yeah. I wish we could have changed a lot of things prior to this. We kind of got, those 88 houses up there on Durfee and Willow really irritate me, and a lot of things irritate me as far as that goes. And the one up there on Northstar, is the Northstar guy still here? No, he must have left. Anyway, that was a lot of houses that was approved. But that was approved back in what, 2004, 2005. The stuff out there by Walmart was changed in 2001. All of those things we're just having to deal with that as they're going to build with them.

If we don't enough capacity down here, we'll have to shut things off. Okay? That's the deal. I don't want to flood Jamie's house with our sewer.

Commission Chair Jaime Topham – Thank you, I don't think you will, it's a little ways away.

Commission member Kevin Hall – A grip on where that is today, Mayor? I mean are we actively monitoring that to know?

Mayor Critchlow – Oh yeah, yeah. They keep a good track of it.

Commission member Kevin Hall – What percentage are we today?

Mayor Critchlow – I don't know offhand, Kevin. I can find that information for you.

Commission member Kevin Hall – Do you have a guess? I guess I'm just generally asking.

Mayor Critchlow – There's times when there's different levels of phosphorous that affects us and the state doesn't like it. There's also, there's times when the water, the amount of water going into our sewer plants is higher. But the sewer is being maintained correctly. Our staff is down there and they're doing a good job maintaining it. I mean if we added another thousand houses, we'd be in serious trouble.

Commission member Kevin Hall – Well mayor, I'm not suggesting nobody's not doing a good job at all. I'm not, because I appreciate what's going on. But again, from my perspective, when I hear deficiencies it concerns me a little bit. Right?

Mayor Critchlow – Me too.

Commission member Kevin Hall – And I just, you know what I mean? I try to wrap my head around this whole picture, not just what's happening here or happening there. It's concerning because I'm a senior citizen and I keep hearing all these programs, the state's going to give \$20,000 for people to get a new home, but what was the last thing they did for senior citizens? They're not mandating anything for us.

Mayor Critchlow – I made a promise that we're going to try to negotiate with the developers. You guys do that. That's your job. There's things that I have found that we need to look at as far as bringing businesses to our city, and the amount of tax money that we use. Houses cost you money, I don't care what anybody tells you. Businesses make you money. There's lots of people that are trying to bring some businesses here.

Commission Chair Jaime Topham – Yeah. Anything else?

Mayor Critchlow – No. What do you want me to take back the City Council? Do you like the meetings that combine?

Commission Chair Jaime Topham – I thought our last one was really effective.

Mayor Critchlow – I thought they was sort of productive.

Commission Chair Jaime Topham – I mean I was only there for part of it, but the part it was there. I thought it was very productive and I appreciated it.

Commission member Kevin Hall – I think it helps a lot to keep us on the same page. We're not always going to agree perfectly, but I think it helps to hear opinion and thoughts and all those kinds of things. Right? Emotion.

Commission Chair Jaime Topham – We are insulated from the public because people aren't allowed to approach us. And so sometimes we don't know what you guys are hearing, the City Council and mayor, is hearing from the public about what they want. And so it does help us to ...

Mayor Critchlow – What I'm hearing from the public, they don't want any more houses built. Well they all wanted them on five acre lots. And you guys don't how that goes.

Commission Chair Jaime Topham – That I understand. But as far as amenities and things, it helps for us. Anything else? John, do you have anything?

Commission Vice-Chair John Limburg – I guess the only thing is, it keeps being brought up that the zoning is what it is and it was changed. When we did that we weren't able to ask what they were going to do with it. I guess the only control we could have had is what we're trying to do now and put more restrictions on mixed use.

7. Adjourn

Commission Chair Jaime Topham made a motion to adjourn the meeting. Commission Member Kevin Hall seconded the motion. All voted in favor and the motion carried unanimously, with John on Zoom. Meeting adjourn at 9:21 pm

Action Summary

#1 Matthews Property Concept Plan	Discussion
#2 Mack Canyon Concept Plan	Discussion
#3 Chapter 21 – Subdivision Process and Crafting of Checklists	Discussion
#4 Minutes for June 15, 2023P&Z	Approved

MINUTES OF THE GRANTSVILLE CITY PLANNING COMMISSION HELD 07/06/23. THE MEETING WAS HELD IN THE GRANTSVILLE CITY HALL AT 429 EAST MAIN STREET AND ON ZOOM.

Commission Members Present: Commission Chair: Jaime Topham, Vice-Chair: John Limburg, Rick Barchers, Derek Dalton. Kevin Hall excused – out of town

Appointed Officers and Employees Present: Mayor Critchlow, City Engineer Dan England, City Planning and Zoning Administrator Cavett Eaton, Planning and Zoning Administrative Assistant Lanise Thompson. DRC specialist Gary Pinkham, Aqua Consultant Shay Stark

On Zoom: Brett Coombs

Citizens and Guests Present: Paul Lunsford, Mary Chappell, Marlo Meno, Vicky Matthews, Carol Jefferies, Dave Jefferies, Tony Clark On Zoom: Greg Wilding

Commission Chair: Jaime Topham called meeting to order at 7:01 PM

1. Discussion of Matthews Property Concept Plan

Marlo Meno, Mary Chappell the property owners were present for this item. Greg Wilding their engineer on Zoom

Rick Barchers – Are you going to be able to meet all the front setbacks on these smaller properties like the retirement community and the town homes? You're going to be able to meet those front setbacks?

Mary Chappell – On the single family or the multifamily?

Rick Barchers – The multifamily for the town home. The single family, I don't know what you're plan on doing there, how big the lot sizes are, et cetera. So just trying to get a general idea.

Dan England – You've got Greg on line two so if you need anything.

Mary Chappell – We have a list of things we think might be a potential that we need a variance on. That's possible. Sorry, do want to do 15 section? Okay. On the multifamily, Greg, I don't know if Greg's on the wing but I don't-

Greg Wilding – I am. Can you guys hear me?

Mary Chappell – Yes. On the multifamily where we talked about between buildings, the separation between buildings to be 15 feet, is that for apartments, town homes or is that for the.

Greg Wilding – That's for both the town homes and the 55 and older community is 15 feet between buildings.

Mary Chappell – Okay.

Greg Wilding – Then as far as the front setbacks go, we would like to ask for a 20-foot front instead of 25. However, we can probably make it work either way, but 20 feet would be easier and more appropriate in those areas.

Rick Barchers – You're asking for the new skinny Utah Street plan and 25 feet, right? 20 foot? So we're losing parking there is my concern.

Mary Chappell – And what do you mean by the skinny tree street plan?

Greg Wilding – Meaning that there won't be any parking in the driveway because it's only 20 feet long.

Rick Barchers – No, in the street.

Greg Wilding – Oh, correct. In the street. Yes, that's correct. And we do know we need to tweak our layouts a little bit. These are kind of hot off the press and we are really moving on them, but we think that we can meet your requirements for visitor parking in both of those communities. We actually have now quite a bit over in the 55 and older section and we just need to add about two or three times what we've got in the town section. We do need to tweak both those communities a little bit. But yeah, we think we can meet your city requirement there.

Rick Barchers – One other thing, I didn't get to the part to where this is percentage commercial, percentage residential. Then I much prefer this plan personally over the last ones that we've seen. As a general concept I don't have a problem with it. What is our density per acre on the residential? Do you know?

John Limburg – Four units is what it says.

Rick Barchers – Four units?

John Limburg – Yeah. That's what they got in here.

Rick Barchers – Okay. Thank you.

Mary Chappell – You know we're at the 55 and older, is that right?

Rick Barchers – Yeah.

Mary Chappell – That south-west corner. Okay. Just want to make sure that's what we have there. We felt like that would be best to have behind the grocery store. Then just as far as across the street from people on Murphy and the Schultz's and things to have.

Rick Barchers – What about our rear minimum set back on that particular community?

Greg Wilding – Are we talking about the 55 and older now?

Rick Barchers – Yeah. I'm looking at the stuff on the outer rim and then where you've got them backed up back to back.

Greg Wilding – We have requested a 15 foot between buildings, whether that be in the back and front. We will request a 15-foot rear yard setback there as well. I think your standard in that area, is it 20 or 25 feet for the rear? Is it 20 feet?

Rick Barchers – I think it's 25.

Gary Pinkham – I'm sure it's 25. I'll check that.

Greg Wilding – I think in your single-family sections it is 20, 25 in the front, 20 in the back and I was just wondering if that was the same. We would request 15 feet between buildings and on the rears and the exterior in that development, that part of the development.

Rick Barchers – How wide are those streets going to be there?

Greg Wilding – We have a 26-foot drivable surface on those and they'll have curb and gutter on each side. We need to add some more trails in there, but we're going to have some pedestrian walkways running all through that community there as well.

Mary Chappell – We would like to also request that there can be the private drives and things that they could be gated. We would like that to be gated.

Rick Barchers – There a guard jack? Just curious. It's not going to make any difference.

Greg Wilding – Probably not a guard jacket but an automatic gate. Yep.

Jaime Topham – Oh, in the 55 community. Okay. I see. I can see that on the drawing.

Mary Chappell – They'd have their own little clubhouse and pickleball courts that would be a court then.

Rick Barchers – Did you see open space?

Mary Chappell – I know the park that we did. Greg, wasn't it roughly six acres?

Greg Wilding – The park's about six acres. Our overall landscape area is, and that was one of the exceptions, is about 20%. That's not figuring anything in for the single-family lots, of course which will have more than that. The commercial areas, we didn't figure any in for those as well because we don't know the exact layouts for them. We will have something north of 20%. As far as for what is shown in the town home, 55 and older and the park area as well as the trail running down the west side of the development where we should be pretty close to 20%.

Rick Barchers – Dan, have you had a chance to talk to these folks at all about any of this?

Dan England – I put together a list of comments on this and you didn't see that. As far as the 55 community, I really like the 55 community as the concept of it. I'd like to have a couple access points going back onto the trail that was going back along the west side of this lane. It goes back there. Then also with the housing area, have a couple connector sidewalks tie into that area back in that area.

Mary Chappell – Okay.

Dan England – With the 55 community, it'd be nice if we could get those streets to line up with the access points with the store so you didn't have offset intersections as people come in and out through that area.

Mary Chappell – Sorry. On things being lined up with the commercial. Can you point out? Because I think we tried to do that already. Show me what you're talking about.

Dan England – Line up with this entrance way to the shopping commercial area here. This is lined up really well.

Mary Chappell – Okay. You can see what you're talking about.

Dan England – Probably offset the entrance to the 55 plus area to make that work. That way it just makes it a little bit safer when you get to those intersections.

Mary Chappell – Okay. Yep. That's lovely. I'll take that.

Rick Barchers – Are any of these lot sizes not going to meet our minimum? Because it's kind of looking to me like some of them are.

Greg Wilding – So all of them are 4,000 square feet or bigger.

Rick Barchers – Okay.

John Limburg – How wide and how deep?

Rick Barchers – Right. With the depth, because I'm not trying to pick on the 55 community because I'm all in favor of that. I really honestly am. They've got to have a width and depth requirement and that-

Greg Wilding – You bet. You bet we are. And all of them are at least 50 feet wide. And as far as the depth goes, I didn't notice a depth requirement in your code, but they're all 50 feet wide and 4,000 feet in size. Each of the corner lots are a little bit wider to accommodate a wider set back on that pitch.

Rick Barchers – Okay. Here's my concerns, the biggest concerns. I've mentioned most of them for the most part. I want to see this project go through and I don't want to have to have you guys come in, go back and forth, et cetera, et cetera. I don't want it to happen to you. I'd like to see it go through. I would. We do have some minimum standards on different things that if you're going to set, ask for variances but then there's a process to go through for that. As far as, well if the city feels it's giving up this, then we're gaining that sort of thing. You guys seem to be working really good on that sort of stuff already. So please get with staff on maybe some of those things like Dan had mentioned. He's

got some. He's got some notes to go through because I don't want to have to go back. I don't want you guys to move back and forth in here for the next seven months trying to get that stuff hammered out. That's crazy.

Mary Chappell – Yeah. I think our last meeting was very productive.

Dan England – I only sent my notes to Cavett so I just forwarded to Jaime and Lanise. There are some comments that I had as I went over it last week. But overall, I like it. As far as the townhomes area, we would like the street to be 25 feet and then the setbacks for the driveways 25 feet.

John Limburg – Can I ask about Rear setbacks, they are kind of related but this. That subdivision over, do you know which one I'm talking about?

Dan England – Yeah.

John Limburg – Yeah. If you get a car parked on both sides of the street, you can just drive one car down the middle.

Dan England – Yeah, too tight.

John Limburg – And then the driveways aren't big enough to park two cars deep up. People are parking all the way down both sides of that street. Then you can only drive one car down. Is that a 20-foot road in that subdivision?

Dan England – I got to measure it. I've had that brought up so many times, I haven't been out to measure it.

John Limburg – If you drive through that, you'll see how bad it is. I guess. I drop my kids there off all the time and I have to drive down to the end of the street to be able to turn my car around. In fact, I drive down to the end of the subdivision and come back out. If I were you guys, I would drive down my subdivision and see what people end up doing.

Mary Chappell – You know what I mean? So, he wants 25-foot street plus 25 feet of parking for two cars?

Rick Barchers – You're talking about setbacks, aren't you?

Dan England – No.

Mary Chappell – For the driveway. He's talking about 25 feet in the driveway for two cars is what you're asking for right now.

Dan England – Yes. Right, and then also the road. Typically, on these town homes there's no place for a sidewalk to come in through there anyway. You need to have enough room there for a couple of cars to come through without clipping mirrors and things like that. They're not going to park in that area, which is why you need to have parking someplace close by to be able to handle that. He's got some parking in there for visitors but he just needed to make sure they had enough to handle one for every two plus five additional.

Rick Barchers – Right. And if we're doing that then we need to have connectivity to that parking area. In other words, we can't be asking people to park your car and then walk through the street.

Greg Wilding – Got it.

Mary Chappell – Sidewalk. Keep where you're going.

Rick Barchers – As best you can do, otherwise they're going to be walking in between and doing all this stuff that makes everybody upset and whatnot. Or they're going to just walk down the middle of the street. We don't want that, kids doing that any more than necessary.

John Limburg – But I like this road that goes all the way through the middle there. I know I talked about it and I don't know how everybody else feels about it, but I think it'd be good to have another road that goes all the way through. The other day when the freight was going, I was going down Durfee and the cars were backed all the way up to Matthew's Lane all the way down to Quirk, because once you shut down main street, there's no other way to get east and west in town. I know that probably doesn't line up with Cherry Street but it would be good eventually to have a plan to have some other road.

Rick Barchers – That's the mayor's fault. He's the one in charge of the parade. Just kidding. Just messing with you.

Mayor Critchlow – I know that's just one day a year.

John Limburg – But it would be good to have three big roads.

Mary Chappell – It's a fresh in the memory day.

Mayor Critchlow – It does actually have a way to cross through there. If you look at the map, the overhead map and everything, they can line up.

John Limburg – That would be great

Mary Chappell – Where is that?

John Limburg – Right about there.

Mary Chappell – So where we have that street.

John Limburg – Can you pull up just the satellite map, Cavett?

Dan England – While you're doing that, I had just had it pointed out to my attention that per our code, if you have fire hydrants in there, it does need to be 26 feet.

Greg Wilding – Right. And all of those roads are a minimum of 26 feet drivable surface.

Dan England – Is that in the town home area too?

Greg Wilding – That is correct. Yeah. They're all 26 feet drivable surface.

Dan England – Okay. I didn't realize that. I thought you were saying it was like 20.

Greg Wilding – They just look awful small compared to your big city standard streets that are going through the single family.

Dan England – I thought you said that the 55 it was only 25 feet too. I mean 26 feet.

Greg Wilding – Yeah. So, in both cases 55 of the town homes are 26 feet of drivable surface.

John Limburg – I mean it would have to kind of wind. Cherry Street would have to kind of wind to make it go all the way through because you can see on the other side too. There is a Cherry Street over there. But just wind it up for the future, that would be great to have under road going through.

Rick Barchers – Pull that one on the east side.

Dan England – I don't have a lot of hope for Cherry Street but I will keep trying. We'll just connect what we can and when it doesn't, we turn off and go around.

John Limburg – I'm just saying on this would be the easiest one to start it on.

Dan England – Yeah. I think if you bring up their other one, it does have a street approximately in that area.

John Limburg – And by the way, I love this a lot more than what you guys have.

Mary Chappell – Good.

Rick Barchers – Thank you.

Mary Chappell – Good, good.

Marlo Meno – Yeah

Mary Chappell – And then the commercial you can kind of see, we did the 20% commercial. We tried to get it all just down Matthew's Lane right there. There's not enough to cover all of Matthew's Lane, let's put it that way. We have some of the apartments closer to Matthews Lane.

Jaime Topham – That seems like a better idea but what are we doing about Matthew's Lane?

Mary Chappell – Good question.

John Limburg – Working on it. They're going to cover their ground.

Mary Chappell – We're going to cover our ground.

Rick Barchers – Let's see how it works.

Mary Chappell – Is there anything?

Dan England – Except that it makes it very hard for a commercial if we don't get a full right of way 90-foot lane road in there, it's going to cause a lot of problems on Durfee.

Mayor Critchlow – If you go down to line up to where Family Dollar comes out onto Matthew Lane and you line up on that, we're going to have to set that as the width. Then when Johnson's ever decides to build, they'll have to widen it out and move it around.

Dan England – Well, if you're going to want these commercials in now, you need to have that road now otherwise, people are going to end up going down Durfee instead of coming down Main and coming up this way because this will be too narrow and you'll get same comments here that you get on Willow.

Mayor Critchlow – It's pretty wide, that going to be pretty wide, means we're not going to put-

Dan England – I mean, you can put it where you don't have to worry about the curb gutter sidewalk on the other side of the street. But I think as far as the pavement and curb gutter on the developed side, I would recommend it to be done.

Mary Chappell – What is the requirement? Truly, I don't know

John Limburg – For you guys? Half the width.

Dan England – Plus 10, usually. Plus 10 to go to the other side just to make sure that you have enough drivable surface because you're talking about residential streets.

Paul Linford – I'm talking this also. We did that on Main Street too. What you told me was that you have to go half the width plus 10 if the other side is not developed.

John Limburg – I don't know if we've done that on all the streets.

Dan England – I don't know that I've worked with you on all those.

Paul Linford – You didn't but I that's what I thought the code said.

Jaime Topham – So it's back to the street code. If you don't address that first it doesn't give you the feedback you need to follow the code.

Shay Stark – I vaguely remember that. That was because it transferred, it changed to a residential width in order to get the minimum lane width in there. Our code it requires on the residential width that if there's not development on the other side.

Paul Linford – I mean it was the right thing for you to ask.

Shay Stark – Yeah. And that is in the code for the residential width. And so that's what happened. That transition to residential is going-

Jaime Topham – Dan, I'm taking back over.

Dan England – Thank you.

Jaime Topham – Okay. We need an answer on what's going to happen. We keep saying it's in the works, we're kind of working on it, but they can't go forward and we can't say, "Yeah, we like this plan" if we don't know what is actually going to be required of them, or required for Matthews Lane. and how we're going to address putting a ton of commercial down there. How do we solve this problem sooner than later? What is it? What is the hang-up?

Dan England – The hang-up as I see it is that this property put up half the right of way already and now they're being asked to put in the other half of the right of way, which would be a taking. So the city would have to pay for that other portion. I'm sorry, go ahead.

Jaime Topham – Is there a concession that you guys would look for, for to you to do what we need you to do on that? Knowing that you've already given half the right of way. Is there something that you would be looking for to say, "Hey, we're going to go ahead and give up more than we really need to so that this gets done so that the commercial can come in but in exchange for X"?

Mary Chappell – So I guess I need to understand, so how wide is the road now?

Mayor Critchlow – 22 feet.

Jaime Topham – The paved surface is 22 feet?

Mayor Critchlow – From fence to fence.

Jaime Topham – Oh. So, this area from fence to fence is 22 feet.

Mary Chappell – Yikes. Okay.

Jaime Topham – Paved is like what, 18?

Mary Chappell – Yeah. He says it's 18. So, if we will already be doing from the center out into our property 33 feet. That's already doubling our side from the center now, right?

Jaime Topham – I think that's what I understand. Because you've already given that easement because you're the ones who gave up the land to create the road in the first place. Right?

Dan England – That's what I've been told. Yes. I haven't verified it with records yet but that's what I was told.

Jaime Topham – If we're talking about we can't ask them to do another half because they've already given up more than half, how do we make this right and make it still work?

Dan England – If they want to volunteer it in offering for something else that they want to have.

Rick Barchers – I have an idea.

Jaime Topham – That's what I'm asking.

Rick Barchers – I have an idea. I personally am really opposed to these short setbacks. You're really opposed to giving up extra width on the street so maybe there's some give there. I don't know. I'm just throwing that out there. I'm still, to be honest with you, hating cutting that rear setback on those properties in half. I'm hating it.

Mary Chappell – So you're wanting the road though to be 90 feet wide, right? And us to give it all.

John Limburg – Just the right of way.

Mary Chappell – So, is 90 feet going to be required. Okay, so where do we come up with 90 feet? That's where I'm just trying to understand.

Jaime Topham – Because it's the collector, right Dan, we're asking for a 90-foot right of way because it's a collector.

Dan England – That is correct.

Mary Chappell – How do we know it's a collector? I seriously just don't know.

Dan England – It's on our transportation master plan. It shows that as a collector.

Mary Chappell – To become a collector? Yeah, okay.

Jaime Topham – And because of your plan you're helping it become a collector by planning all that commercial and the apartments and all of that.

Mary Chappell – Okay.

Dan England – That's because we're going to have to build two lanes of traffic each point type thing eventually, not with your first development side table and it being that wide. So, it's sort of almost, well it's not as big as a mainstream. Mainstream is the next level up.

Jaime Topham – Is it like 120 Main Street?

Mayor Critchlow – It's 120.

Dan England – Yeah. We'd already applied for eight now for our arterials but that was long ago.

Jaime Topham – Right. That's this problem with Matthew's Lane is it has to be able to handle what you're planning to build. Unfortunately, you're the only ones coming to ask to build it at this moment. We have to figure that out before we say yes to everything or we're going to have a huge mess.

Mary Chappell – So that's going to be the roadblock is the road.

Rick Barchers – Not necessarily, I agree. I agree.

Jaime Topham – They have the ability to negotiate with us to get something that benefits them, that fixes this problem.

Mary Chappell – The thing is, and I'm just being straight up and honest with you, it's really hard for me to know that, when we've given up 22 feet already.

Jaime Topham – Yeah.

Mary Chappell – It needs to be 90. If we are asked to go 45 feet from the center of the road, we're already beyond that. I feel like how is that right to the other side of the road?

Jaime Topham – Well, and that's why we're saying it's not, but why we're saying maybe there's something that the city can give on, that would benefit your development in order for us to get that accomplished.

Marlo Nino – We need to go back, see if there's something that would make us willing to do that.

Jaime Topham – Yeah.

Greg Wilding – Mary and Marlo, so there's probably a myriad of things that we could propose that the city may be interested in. Let me make sure that I understand this. Are we trying to say that for the development of this project, we want to measure from the east side of that existing lane and then go west a half width, which is 45 feet plus 10 feet? You want us to measure from the east side of that lane 55 feet to accommodate a half width plus 10? Which would be an additional 30 feet or 35 feet or so.

Jaime Topham – Hold on.

Mayor Critchlow – Okay, listen. Listen you guys, on Monday morning, Mr. England and I are going to go down there. He's going to bring his little rolling stick so we can measure things. We're going to just figuring then we'll report back to you.

Jaime Topham – Yeah, because I was going to say I don't know the answer to that question.

Mary Chappell – And see, and these are the things I'm just trying to understand. What are the county or city rules for this and if you put in a collector?

Jaime Topham – So a collector that's on the master plan, it's got to be 90 feet and so therefore the people developing on the other sides of it need to give 45 feet. Right? Hey Dan, sorry. You guys got to pay attention for a minute. You've got to correct me if I'm wrong.

Dan England – Sorry.

Jaime Topham – So they're asking about what is the county rules or more specifically what's Grantsville code for if they're going to put in a collector? If they're on the master plan, it says it's going to be a collector and they want to develop that, then they would be required to give 45 feet. Right?

Dan England – Correct.

Jaime Topham – Okay. The only reason this is even a conversation with you is because you've already given 22 feet, but we still actually need the 45 feet because of what's going to go there. It's

not your fault and it's not that we want to take more than we should from you, but logistically that's what needs to happen.

Dan England – If we can get 68 feet right now, it would end up doing everything that would be standard collector to the edge of pavement without the ditch and everything that's for off to the other side.

Jaime Topham – On the side.

Dan England – It gives us a 10-foot sidewalk out along the shopping commercial side. Gives you the planner strip, it gives you two lanes of traffic and a center turn lane. I think that center turn lane and those two lanes of traffic are important. If we narrow down something more than that, it might be possible if you want to get rid of parking strips and things like that. All those things detract from you're doing snow removal, now it's going to end up on the sidewalk, et cetera, and things like that. We definitely can get away without that other 22 feet on the other side.

Jaime Topham – So, what you're saying is that what we're kind of asking is that they consider giving 68 feet at this point.

Dan England – Total.

Jaime Topham – So then when you are thinking about, and Greg I guess this is for you as well, when you're thinking about what can we ask for the city in order to make it palatable for us to give up that 68 feet?

Mary Chappell – And the other side will only have to do 22.

Jaime Topham – Right.

Mary Chappell – Is that ethically okay? I'm just asking.

Jaime Topham – If you're getting something that's beneficial to your development then yes.

Rick Barchers – That give and take I was talking about earlier.

Dan England – What has happened in other areas, if you're willing to think about this. There's a pioneering agreement when they develop, if they develop within the next 10 years, then they pay you their share of the roadway as well as do their dedication. That's the way that it ends up making it ethical.

John Limburg – We can't ask them to do it now.

Dan England – No, we can't.

Mary Chappell – Right.

John Limburg – You got to have the road that you need to be able to service what you're proposing.

Mary Chappell – Well, and I think it needs, the big elephant in the room needs to be addressed that there are homes there.

Dan England – Which is why we also feel it doesn't work unless you can do that too.

Mary Chappell – Well, and that's why I feel like we're being forced to do it. We're saying, "Yeah, you're developing this area so you should have to do this and ask for concessions or whatnot." But from my standpoint, it really is hard for me to know that that was approved and we're going to be the ones punished. That's the way I got it. I realize there's concessions that we're going to have to look at.

Marlo Meno – We'll have to come up with whatever would make it look good to you then.

Rick Barchers – Right.

Marlo Meno – I mean that's what it comes down to for me.

Rick Barchers – Some of these things that I was talking about earlier, and I'm sure there's others that are going to come up, that you're going to be asking for exceptions or for variances to the code. Think about those things and get with staff to see if they agree that those things would be acceptable. They kind of know the things that were really sticklers on. One of them is definitely parking.

Mary Chappell – And we know that. Yeah.

Rick Barchers – The others, the front set back real super stickler on that myself.

Mary Chappell – Yeah.

Jaime Topham – I'm not super thrilled that Soelberg's, or whatever grocery store is still down there, but I like this layout out a lot better. It at least makes sense tying all the commercial and the apartments together and has the same consistency. Yeah. Feels a lot better and not so cramped. Maybe we lose some space in an open park, open space area where that's 68th feet. Maybe you guys can consider it, about it. We want to make it work but logistically that road's just got to get done and it sucks that it's fallen on you but that's how it is.

Mary Chappell – Well and honestly, let's be honest, if the other side's going to have to give up 22 feet, you need to look and see if Jeremy's front porch is getting any feet of that.

Jaime Topham – Right.

Mary Chappell – I mean let's be honest and real, because I feel bad about that.

Rick Barchers – Well then, he won't meet his front setback.

Mary Chappell – That's right. It's a bad situation and we understand that. We do. We understand that.

Marlo Meno – So anything else? I think that's good. It comes down to the big thing with the road.

Jaime Topham – The big thing is the road.

Marlo Meno – Is the road. Okay.

Jaime Topham – Do you guys like the plan otherwise? You've been quiet. Derek. Yeah.

Derek Dalton – No, just I want to thank you guys for working with us in the last meeting. This plan is, I feel a lot better than the last one. I feel like it's a good relationship of bouncing ideas off each other. Hopefully this Matthews lane is going to be the biggest problem.

Mary Chappell – Say the only, don't say the biggest, say the only. Come on, Derek.

Derek Dalton – Like Jaime said, I'm not a huge fan of Soelberg's location, but after seeing this feel a little bit better off from it. I can see that you guys are really wanting to work with us. I thank you guys for putting that work and I want to try to help you guys get this approved too.

Mary Chappell – So next steps, we'll hear from you tomorrow? We'll hear numbers from you guys. Monday?

Mayor Critchlow – Monday, Dan and I are going to go at one o'clock. You can meet us down if you want.

Jaime Topham – Monday at one, Matthews Lane.

Mary Chappell – If we need to do this and we already know it's going to be collector for 90 feet, is there going to be a requirement for a traffic study or does that go away? The worst thing that traffic study can come back and tell us.

Jaime Topham – No.

John Limburg – Yeah, that's the worst thing they could tell you it would have to be.

Mary Chappell – That's what I'm thinking. If we're doing it anyway.

Jaime Topham – But put in terms of in your variance.

Dan England – But there's still the Durfee Street side that they need to look at too. And that might be something that could be done later with the development in store or something. It might be that if you're splitting that up, I don't know, we can look at timing of development of this road too. You can look at splitting that up and then coming with the commercial. That's when the rest of that road or sidewalk or whatever we're doing with that.

Marlo Meno – But we know that, that's what in going to be needed to.

Jaime Topham – Do you have a list of what variances, of this plan, what variances you're going to be needing? We kind of talked about a few of them, but is there a written list?

Mary Chappell – We can email those over. They're all just potential, they're not even for sure yet. I think knowing this information, we're going to have to go back and then I'll send them.

Jaime Topham – We need to make sure that we keep everything in a public forum.

Mary Chappell – Okay. Yeah.

Jaime Topham – We can't be reviewing and discussing things outside of the public forum. So just you email it to them and then they put it in the right channels. Right?

Dan England – Yes. Unless it's a one-on-one. They could be with you one at a time if... Well, I don't know if you can meet with you guys at all.

Mary Chappell – We'll email it.

Jaime Topham – You said about email, just email it to staff.

Mary Chappell – So the next time we come, we need to have this revised to show that whatever you guys decide on Monday.

Jaime Topham – It would be super helpful if you did that.

Mary Chappell – Okay.

Jaime Topham – And then, because then you'll also know, okay, these are the kinds of variances that we need.

Mary Chappell – We're going to need. Right.

Jaime Topham – And to make this work for us, this is what we have to ask for the city in order for the city to get what it wants. If you can tell us that, it's much easier for us than just trying to pick things out of the air.

Mary Chappell – And then you, so you guys will look at the concept with those variances. Do you have the ability to make a decision on that?

Jaime Topham – On the concept, there's no decisions making.

Mary Chappell – Okay.

Jaime Topham – This is just conversation to help guide you in doing whatever. You have to then actually file your preliminary application. Then we can make decisions and we're working on our PUD process too, but we're not there yet.

Mary Chappell – So is it possible to come back to our preliminary application with these changes in?

Rick Barchers – Another concept meeting?

Mary Chappell – Without another concept meeting?

Jaime Topham – You certainly have the right to do so but...

Mary Chappell – You don't recommend it?

Cavett Eaton – We still have a PUD application.

Greg Wilding – We for sure are going to want to do another concept meeting.

Mary Chappell – Yeah. Okay. Okay.

Greg Wilding – This has been very, very helpful, but there are a lot of changes and some tweaks that we need to make. I think we definitely want to have this same discussion one more time.

Mary Chappell – Okay. Perfect. Okay.

Cavett Eaton – Greg, I'll send you the PUD application information, that'll help define some of this stuff that it actually asks the things that Jaime's asking for. What do you want that you aren't allowed to have that you want to discuss?

Greg Wilding – That'd be great. Thank you.

Mary Chappell – Will that include Dan's comments?

Mary Chappell – Okay. Perfect.

Jaime Topham – Sounds good. Thanks ladies.

Mary Chappell – Thank you.

2. Discussion of Mack Canyon Concept Plan

Paul Linford was present for this item.

Paul Linford – Thank you for your time tonight. We have made some changes. After the last meeting, we understood that parking was a huge issue. We now have it to where every single unit including town halls has 4.68 parking spots per unit. We have gone to an alley loaded, where we put the garages in the back on these. These are that. Now we have the standard street, standard subdivision street, the width and everything else out here on these. And then we have the alleyways here. If you need to park, you not only can park, there's four spots in every single home. Two the garage or the town home, two in the garage and two at a 25-foot driveway, not 20. And if anybody has a normal truck, even a longer truck can fit in outside the garage. Okay.

We went back and we added this. We think we can remedy this because you've got the four parking spots in the alleyway, plus you have the parking spots out on the street on both sides. It is a standard subdivision street. What else did we talk about that? I think, Rick, that was your big issue last time, wasn't it?

Rick Barchers – Kind of. You're kind of hitting it. You're swinging the bat.

Paul Linford – Okay. And I want you to, I really want you to throw the ball.

Rick Barchers – I'm not giving you a home run yet.

Paul Linford – Okay. We've got to add one more park over towards the west. Over in this area we feel like we've got to probably put another park somewhere in here, and we will, just because the yards aren't big. Now, our smallest yard will be 5,000 feet and it will go between 5,000 and 5960. Then there'll be 183 that are 5,500 to 6,800 square feet and that's side yards and corner lots, stuff like that. Then of course there'll be 54 that will be 8,000 and 9,500 feet. Now you can, if you go up here, higher. I'm sorry. Is that the second page? I sent you two pages?

Cavett Eaton – We only have one.

Paul Linford – Oh, wow. You didn't get this one?

Cavett Eaton – Oh no.

Paul Linford – Okay. What we have done, and I've got enough to pass out. What we have done with this is you've got a 20-foot alleyway and then 25 feet of driveway. Nobody so far that I know of has done that anywhere in Salt Lake County or here, unless it was a corner lot or some other reason. Every single one of our lots will have that plus the garage. Then in the front, we're asking for a 15-foot setback for the porch. Not the building itself, but for the porch. The regular building will be 20 or plus, it's just the porch.

Everything will be done in the front yards and all that will be done by the HOA. So that, you're not have to worry about getting run down. Most of it will be xeriscape. Most of it will be xeriscape in the front. And there are some subdivisions right now in South Jordan and in Utah County that are doing this. They really are attractive not having the driveway in front. Now, we could actually make these narrower but we're not, because we want to have a decent sized house on that. I will get these to you. I really feel bad because I really had some dog and pony show all ready for you. What I am saying I can do is, you can still have a small yard. It won't be a big yard, but you still have a small yard. Plus, you'll be 4.6 and actually more, every house, every of the single-family homes, will be able to have six parking spots if you count the street. Input?

Jaime Topham – Where would they have yards?

Paul Linford – They don't have a lot of yard.

Jaime Topham – Yeah, you're like a five-foot set back from the alley and then 20 feet in the front.

Paul Linford – You've got 10 feet on one side, 5 feet on the other, and 15 feet in between. If you go out to these houses, they put fences out to the alleyway over, and so they have green on 10 feet on one side of their house and they have green five feet on the other side and it's fence and it's not. I mean it's not great but it's... Go ahead.

Rick Barchers – If you're calling the backyard the front yard and the front yard the backyard, then the front yard, which is now the backyard needs to have the 25-foot setback. If you're following. If you're saying 25 feet for the driveway that would normally be in the front yard. Does that make sense?

Paul Linford – Yeah. This is what it would look like there. I've got another copy I can give.

Rick Barchers – Right. I'm talking about on the town homes.

Paul Linford – The town homes are very typical of what...

Rick Barchers – I haven't got a problem with that.

Paul Linford – But on the house, that was my question. This is what I'm bringing to you guys tonight to see if this is palatable to you because people seem to really like it.

Rick Barchers – Well, and on these town homes, okay, over here on the west side, there's the RV parking. Then we've got this large park that goes between them and the single-family housing. Right. Most people's front yard has a street in front of it. Their front yard in the town homes is going to be all the way across the ditch to the other side with no street. Because you're calling them rear loaded town homes. So, the front of the town home, the front yard essentially-

Paul Linford – Is on a major street. What's the new code now? The new legislation on residential.

Dan England – 32 feet.

Paul Linford – Yeah, but what's the right of way?

Dan England – There is no right way that I know. It's from pavement edge, pavement edge 32 feet.

Paul Linford – But then we also have the sidewalk plus the-

Dan England – Curb, gutter, sidewalk and planter strip too. That's also addition to. But that's not called out in the code.

Paul Linford – I understand that. But what's your code now?

Dan England – That's not approved. That's just the general idea.

Paul Linford – If I could get you to look at this, because I know it's a new concept.

Rick Barchers – It's not really. I've been in neighborhoods like that. I know of-

Paul Linford – Most of the neighborhoods that you've been in though, the driveway and the garage is always six feet. I just saw 150 of them yesterday. We are going 25 feet so that you can actually use it and actually have a place for your garbage cans and your things like that in the back. If you want we can change it all and we can go to the front, load it on everything and just go with what everyone else has done. I have no issue with that.

Rick Barchers – I'm just struggling with calling that rear loaded because of the reasons that I just said. And even with if they want to do that on the other side of the mountain and call that, because that to me just looking at it, what you're calling an alley for at least 30 town homes is going to be their front street. They're not going to have a street on the other side of it.

Paul Linford – They're not going to have a street where their garage is, but they'll have a street on the outside of their town home. A regular street on the front side of their town home. In other words, you pull up to here to visit your neighbor and would pull up, park on the street and go in to the front porch, ring the door.

Rick Barchers – So how are you going to park back in front of their house?

Paul Linford – Those there would lead to the park.

Rick Barchers – There's no street on the front of these town homes, what you're calling the front. This is the only access.

Paul Linford – You know what? I concede. I'll change that.

Rick Barchers – And I'm not only seeing that here, I'm seeing it up there. In several other places.

Paul Linford – Well, what I'm asking then is if I do it like this, you don't have an issue where it's the front door is the street.

Rick Barchers – Well, again, it gets back to parking. If you read our code, Gary can correct me if I'm wrong, we're not counting the ones in the garage.

Dan England – Actually we do.

Rick Barchers – We do?

Dan England – Well, for what he's talking about yes, but our code is only talking about the visitor parking.

Rick Barchers – Okay. All right.

Paul Linford – Yeah. I'll lose some units, but if what I understand what you're saying, Rick, and I will make those changes.

Rick Barchers – Because I'm just saying that looks like the only street access to me and you're calling it an alley. B that's cool. You see where I'm going? So what were you saying about the density?

Jaime Topham – What is the density in this area? What is this zone for again?

Paul Linford – Well, right now it's half acre but we're going with a PUD.

Jaime Topham – Right. Okay. So, we're going from half acre lots to, what?

Paul Linford – And we're going to, with more than 30, it'll probably end up being about 35 acres of open space.

Rick Barchers – Are we increasing the number of units overall on that acreage? If you built it at half lots?

Paul Linford – Yes, I am.

Rick Barchers – By how much?

Paul Linford – If I'm not mistaken, we are three point or 3.6 units per acre. For that you get the two ballparks, you get the park, you get the trailhead for Mack Canyon, unless you don't want that stuff.

The RV parking so that people aren't trying to... That was kind of funny. I did go to one yesterday where they had a six-foot driveway to the 20 foot and they had a 38-foot fifth-wheel trying to load it and it was kind of funny, but I'm not doing that.

Dan England – One thing that I can add hereby, because you asked the question about density. For the West Bank status coming in, I believe the average across everything, he's looking at about 4.2 units per acre. I know we want to stay away from units per acre, but that's kind of the general idea of what he's doing across the whole thing. Some more depth, some less, etc.

Rick Barchers – Sure. No, I think that Jaime had kind of addressed the same question that I had.

Paul Linford – Jaime, so what can I do to help you on this and make you feel more comfortable?

Jaime Topham – I just don't see how any of this applies, how any of this a rural feeling of our master plan. I understand that you say people in Salt Lake love these. I don't understand. I don't know that I hear the same thing from the community out here. I don't know how somebody is going to turn their long bed dually to get into this back loaded spots.

Paul Linford – Well, actually you can. I can.

Jaime Topham – With lots of point.

Paul Linford – Well I'm just saying, even with a bumper guard on it you can, on the 25 foot. You can't on the 20 unless you put a pretty long trailer hitch on it.

Jaime Topham – Right. Single family front loaded. The yellow, the light yellow is still front loaded? There on the bottom left.

Paul Linford – Yeah. They're all front loaded. They're also 8,000 square foot lots. At least. I think those, if I'm not mistaken, I might be wrong are 90 feet wide, which is more than enough.

Rick Barchers – How does this compare change in density wise to the one that you drew up just adjacent?

Paul Linford – We're down a hundred units., number of doors.

Rick Barchers – Well, I understand what you're saying, but this property is larger, right? It's a hundred doors less than the one it's adjacent to.

Paul Linford – Well, look, one adjacent is 80 acres. This ones is 117.

Rick Barchers – Right. So, percentage wise, are you following this question, Dan?

Dan England – Yes. I think he's asking, does this one have a higher density than the other one on the south side?

Paul Linford – Yes. I don't have that in front of me. I think we're similar. I guess what I'm trying to say, is what you said to the person before, "what can you live with? And what do I have to do so that we don't take seven months to do it?" If it's just no, I need to know that. If it's, "Hey, if you can do this and you can do this, we can work something out", it's very costly to put in those ball diamonds, as you know. A lot more than soccer fields.

Derek Dalton – Mayor, is this something that public works could take care of? That's a lot of space and fields.

Paul Linford – The small parks would be taken care of by us.

Derek Dalton – But the baseball fields and the green patch. I'm just asking because I know

Paul Linford – Well, I think you want to take care of those. On the small parks, they're all taken by the HOA.

Rick Barchers – What I'm getting at is if the change in density percentage wise, not number of doors, is equivalent 88 acres compared to a hundred. I mean, that to me makes it a lot more palatable.

This parking issue that I was talking about, I know these other guys have talked about other things so I'm not going to hammer those two things to the dirt. You were just saying what works for me, if it's comparable, it works to me.

Paul Linford – Actually, I think on parking, and I'm not certain on this, but if in parking, I think we're even... Yeah, we're even more. But that's because we're rear loading. If I start putting all the driveways in the front, then we drop down. We're still be code but you don't have as much parking.

Rick Barchers – You got any input on that specific issue I'm talking about, Gary? Do you know what? Do you know what I'm saying as far as these rear loaded town homes and parking? And then you've got, basically your street is an alley. It's not a street anymore, it's an alley. Where's the parking for those? Where'd it go? Does that make sense? You see what I'm saying?

Gary Pinkham – That's something that we're kind of struggling with now with the state changing the street design. Because that does impact parking because we still have to have the fire code minimum width and so on. So that does impact parking. We have done some draft work on some revisions to the parking ordinance to cover some of that stuff. That's happening. Now Shay just brought up something under the state code that may require us to go back and amend our parking code even further, because it looks like what we're saying in our city code doesn't comply with state code. We need to look there. The state code may require more parking than we're currently asking for.

Jaime Topham – That's interesting. They want us to have smaller streets, but they want us to have more parking so that means you guys get less houses.

Gary Pinkham – Well, it looks like part of this street deal, they did might have required two offsite or off-street parking spaces per unit to compensate for the narrower streets. I'm not sure what's going on there, but Shay just popped it up.

Jaime Topham – So, if you change this to front loaded, what does that do to the density?

Paul Linford – My density would probably change a little bit. I'm not really certain what it would do, but I could surely look at it and see what it would do.

Jaime Topham – I don't know. I don't like the plan at all because it's so dang small. Everything is really small. But I'm also not the person who would ever go and buy anything like this. Not ever. I'm not the voice for those kinds of people. If it's selling and marketable and that's what people want, and it meets our code and you're making all the parking happen, then I don't have such a big problem. I do see that in some of these single-family houses where they don't have a road on the front side-

Paul Linford – I agree with you completely.

Jaime Topham – You've addressed the parking issue because there's extra parking spots. But definitely the town homes, there's got to be a road.

Paul Linford – The only thing we were trying to do on some places, and he who should not be named. Daybreak, what was done that in some areas I don't like. We have tried to take what you've said and I will make those changes, and I will promise you that the density percentage when I come back will be exactly the same as that on the south. Okay. Rick?

Jaime Topham – What do you think?

Rick Barchers – Yeah, I'm good with that and I'll tell you why that's such a big deal to me without going into really huge detail on it, hopefully, because I can talk forever if given the opportunity. Right, right, right. Part of what we're trying to do is protect the infrastructure. If we get too many people in there it over burdens the infrastructure. Does that make sense?

Paul Linford – What I was going to say too is, on the town homes that are on the park, people would walk out their front doors and instead of they go right out to the park, they don't have to go there. But we can put a street in between there.

Jaime Topham – Maybe what you do is you put, you leave that concept, but you make the alleyway bigger so that there could be parking. Or you add parking in for that space more than the six.

Paul Linford – I could do that.

Jaime Topham – Because I could see where that would be attractive.

Paul Linford – Okay. So, if I compensate for what I would lose in the street parking on that, you might be okay with that.

Jaime Topham – I could stomach that better. But I could see that that could be a very attractive selling point for somebody who wants to walk out their door and onto the trail. But there still needs to be space for their cars.

Rick Barchers –I'm struggling with that being the front though.

Jaime Topham – Then stop calling it the front and call it the back.

Rick Barchers – I'll call it the back. Yeah. We'll call it the backyard and they can walk out to their car

Jaime Topham – Whatever they call it doesn't matter but you and I would never buy something like this. But there's a lot of people that would.

Paul Linford – But just think of how many on your 16 acres, Rick, how many you could put on here if you ever decided to retire. I'm just kidding, that was a joke Rick.

Rick Barchers – Well, I will probably never retire. They'll probably have to lock me out first.

Paul Linford – I understand that.

Jaime Topham – John, you have anything? Do you have enough direction from us?

Paul Linford – No. I just want your input so that I can come back and you can be as happy with what I did on the south side.

Jaime Topham – I guess that's what I meant. Do you have enough input from us to?

Paul Linford – Well, I think I do.

Rick Barchers – Do you have enough input from us to be able to potentially work with them to maybe get some idea of what we're looking for or not?

Dan England – I'm not sure where to go on this one.

Rick Barchers – Okay. Honest answer is good.

Mayor Critchlow – I'm going to hold Dan captive on Monday after we set the-

Dan England – Yeah. He wants to convince me that I like alleys and I'm not sure I'm there.

Rick Barchers – I have trouble pulling in with an alley. I just am.

Paul Linford – I'd love to take you to a place to let you see it

Mayor Critchlow – Is it out in the desert?

Rick Barchers – Is there cell service there?

Paul Linford – I don't know but I don't blame you for saying that. I think it's pretty funny actually. I just appreciate your time and I appreciate your input and we'll make it happen. Okay?

Jaime Topham – Okay. Thank you.

Paul Linford – Thank you.

3. Discussion of Chapter 21 – Subdivision Process and Crafting of Checklists

Shay Stark from Aqua Engineering was present for this item.

Shay Stark – One thing that I think I can simplify this here a bit. The last meeting we had, which I know was a long time ago, basically we had gone through all of chapter 21. I think everybody was good with what was in there. The issue was that we didn't have all the checklists completed.

Jaime Topham – Right.

Shay Stark – I know specifically the city engineer was asked to look at the existing checklists that are in the code, which would be removed as part of this, at the time he had brought in a preliminary checklist for the standard subdivision. As they were putting them together, just compare those and he's been doing that and working on that. What I wanted to put before you tonight though, was specific to the minor subdivision.

This checklist is a little different than the preliminary and the final checklist for the standard subdivision. There's really only three different drawings that we're requiring with the minor subdivision. The first one we're requiring is a record of survey. We have never had a checklist spelled out for a record of survey. I took this basically off of Tooele County site. As I'm reading through it again tonight, I've seen some places I need to replace a couple of the words with shall instead of needs to and that type of thing. I'll go in and try to get that in a little more correct language there.

The plat, I basically took our final plat requirements in the checklist, from the major subdivision and I cleaned some of them up. But essentially, it's about exactly the same as what is in there. The final, which starts on page four, is the site plan requirement. The idea here with the site plan is simply that they're going to provide us a simple drawing that shows the lot and shows those improvements that they're going to be required to make on the lot. Then call out any of the city's standard details that show how to construct those different improvements. For instance, they're going to need sewer connections. They'll go in, show the line where it's located on the lot. Then they'll call out the standard detail, the APWA standard detail that the city has adopted, in drawing for that connection. We're trying to keep this as simple as possible for them.

Yes, it's still going to require them to go back to probably the same person who drew the plat and take that and add that little bit of information in there. But we need to be covered too on that end and make sure that those improvements are constructed to the requirement, to our city standards and to the city requirements. It is certainly a lot less than what a full-size subdivision would be required to provide for construction drawings. It looks like a lot of information on that site plan. A lot of these site plans that will come in, most of this won't apply, but again we're just trying to cover different possibilities because otherwise we're going to have somebody come in here and we're going to have two simple lines that a water and a sewer out onto a dirt road. And there's a whole wetland in the front of the property that doesn't show up anywhere and nobody knows about it. We approve it and then find ourselves in trouble when our water meters five feet under deep in water and you can't read them.

I just wanted to put that in front of you. Like I said that still working on the major subdivision on coordinating those checklists with the checklists that are in the codes. As we're working on this, we want to bring it forward so that hopefully we get towards the end here to be able to approve it and we don't have to have a two- or three-hour session to go through everything.

Jaime Topham – So I see a lot of places that it calls out the city's design standards, so we already have that put together.

Shay Stark – So the city's design standards right now consist of the city adopted the APWA standard details several years ago. We have that component that's adopted that everybody uses in their plans. The other portion of the design standards right now are online. We have our own water details. We don't use the APWA details because we had to get them approved through the state. We have our own water details. That right now is what city design standards are. There's also a list that's online it's essentially a table showing the changes that we request from the APWA details.

For instance, our sidewalk, we have them constructed it with more concrete, the bags of concrete in the sidewalk so it's actually stronger than what the APWA requires. We asked for a six-inch thick sidewalk instead of a four-inch thick sidewalk. Those are noted in this table. We require specific fill materials in pipe heading zones, that are a little different than what APWA. A lot of that just has to do with what's available to us in the valley to be able to utilize. It's mostly things like that, just small variations that fit our area specifically.

Rick Barchers – If I can just have a quick question off on the sidewalks. What rating is that poundage? Do you know?

Shay Stark – 4,500. Yeah.

Rick Barchers – 4,500. Okay.

John Limburg – But is it iron framed? Because anything, any flat concrete that's exposed to weather has got to have iron frame in it.

Shay Stark – I think it's in the APWA. Yeah. And that's required in the APWA spec, which you're also adopted.

John Limburg – So you're just saying you're just changing, you're doing in addition to the APWA.

Shay Stark – Yeah. Instead of the 4,000 they require, we require 4,500.

John Limburg – That's good.

John Limburg – Are they testing any of these sidewalks?

Shay Stark – Yes, we have Cody. He goes out there and watches them as they do the tests I believe, to make sure that they're done correctly.

So just wanted to throw this out and just have a quick discussion with you, and see if there's anything glaring that you guys are seeing. And if you want to take the next week or so and read it and get back

with me. Like I say, we're just kind of looking at it going, if we can deal with this in parts here and get everybody comfortable in parts, we were already good I believe on all the Chapter 21 stuff then.

Rick Barchers – My thoughts just out of box are, does this solve a lot of problems that we're seeing when they come after they get through our process and go to review and Dan and all that?

Shay Stark – We've tried to handle that in the chapter 21 in the code. Some of those issues and the pre-construction meetings. Now, the thing that gets interesting with these minor subdivisions is usually with these minor subdivisions, they're going to approve it and then they're not going to improve any property until they want to build a house. One of the requirements that we've put in there is regardless of the number of lots in this minor subdivision, which the most it can be is four. But when you bring in that first building permit, you have to improve all the lots at that time because we don't want patchwork. We want those improvements to be consistent across.

That was one of the things that was in that language for the minor subdivision, which will really help. That helps that because previously the way our code was written back before we removed the minor subdivision, those improvements were supposed to be made after they approved it. This benefits them in that, okay, those improvements have to go in when a house is constructed. If I don't touch my land for 10 years after I approve this subdivision or I split it up, give it to my kids and none of them do anything for several years, why put improvements in there that just sit and don't benefit?

Jaime Topham – Sounds good.

Shay Stark – I think we've addressed some of that and I think some of the procedures the city's now using. Cody has been awesome. We actually have him as part of the review process too. It's amazing because he's looking through these drawings because he's seeing on the ground these problems. He'll spot something in a drawing really fast that quite honestly, I won't even spotted. He's just like, "No, it's not clear here that the fire hydrants, the flange on the fire hydrant needs to be four inches above the sidewalk or the back of the curb, this overall dimension doesn't really matter." He's pulled out a lot of stuff like that that has been really beneficial.

The process the city's using, the pre-construction meetings. We actually have the pre-construction notes now in the drawings on these large subdivisions. We require them to put them in there so they're approved as part of the drawings. It's there upfront. Some of those things like that are really making a big difference.

John Limburg – Can I ask a question? I know Jaime, you want to get out of here. This will only take a minute. Dan may need to get involved in this, I don't know, but do you know Williams's Lane down there, that new subdivision? What in the world happened there? Are we not testing the subbase on the laterals? How is that thing fall apart so fast?

Dan England – Which one?

Mayor Critchlow – Wells Crossing, how did it happen?

Shay Stark – The street did it every service, it's now a roller coaster?

John Limburg – Every single lateral about things settling, there's no way we are testing. We can't be?

Dan England – This is before we had the inspector on board, so we don't know if it was being tested every time.

John Limburg – I would love to have whatever you guys have on that subdivision, like test reports, I will audit all of that because there's major problems.

Shay Stark There's no question that there were huge problems there.

Dan England –Anderson farms was also at that time.

John Limburg – I mean I live out there. I live out there in South Willow and it's all falling apart but I know what happened there. I know the subbase wasn't tested because we tested the base course and the asphalt, nothing below that was tested. Every single lateral in that subdivision, both sides are settling. But I thought that was fixed. Then I'm riding my bike down Williams Lane and I can barely ride my bike down this road. Then Quirk Street gets chip sealed over the top. There was potholes all the way down that road. They didn't even fix the potholes. There's some stuff going on though, really it concerns me. I know that this isn't the place to do it, but I would love to get involved in this.

Dan England – Are you said you're retiring from the committee and you're going come on board. Is that what I'm hearing?

John Limburg – I will audit this. I would love to. No, honestly, if someone's giving you test reports on what you find down there that says that it was passing, I can back calculate all the densities. I can look at the density counts. I can tell you if somebody was lying to you guys.

Dan England – Well, I can get in touch with public works and we can try and see if we can find those things.

John Limburg – Yeah. Even when Main Street was happening, I was in here yelling at the mayor going, "There's no testing. You guys aren't testing anything." And now every single lateral down Main street sucked and it's just frustrating. I saw what we were talking about and I was saying stuff to people, I even stopped a Utah Inspector. I called the regional engineer and told on ground still because you guys aren't testing, there's nothing happening out here. And the last week that they were out there, I saw Utah testing down there, testing on one of the last laterals that they were back from and that's all that happened in the entire job. I have a passion for those. I will get involved in this as deep as you guys want me to. I would love to look at some of this stuff.

Dan England – I think what we want to do is get you involved with our public works and train them. We have an inspector who is awesome.

John Limburg – That's Cody?

Dan England – Yep.

John Limburg – I would love to meet him and it's great that he's great.

Dan England – But he's open to being trained. I think if we talk to our public works director and Cody.

John Limburg – I can even take some of these guys into labs and show them how they do proctors and why moisture matters and this is what a French curve is. I could show them all of it, and how important it is.

Jaime Topham – Okay guys, love the discussion, wrapping it up. We can do it another time.

Gary Pinkham – He just got on my 10-year-old soapbox.

Jaime Topham – No getting on the soapbox tonight. You can do it another time. Shay, it's good information. Next time we'll be ready to recommend approval. I didn't see any issues in the actual check checklists, seemed appropriate, but I like that we're cleaning up chapter 21.

4. Approval of minutes from the June 15, 2023

Jaime Topham made a motion to approve the minutes for June 15 2023. Derek Dalton seconded the motion. And all in favor? Motion carries unanimously. Minutes approved.

5. Report from City Council liaison Mayor Critchlow

Mayor Critchlow – The discussion tonight about what they want, what they don't want. You said it perfectly, you would never buy one of those houses.

Jaime Topham – Right.

Mayor Critchlow – Would you? No. A lot of young kids would so. We'll go down and measure the width of the road Monday. I was just down at Saratoga Springs, Friday, whatever one of those days. They just felt confusing last week. It was an interesting looking field down there. The roads had one lane this way and one lane this way, but there was an island and the road over here and parking. It was on the other side of this thing so the parking and the front yards were separate from this main road. It's really crazy thinking someone at least had some thoughts with that. We'll just work on some designs, what we can do for this. I will have a lot more time to devote to dragging Dan around and causing you grief.

My last day at the Salt Plant is tomorrow. What do you want me to take back to the city council?

Jaime Topham – I don't have anything. I feel like we're on better track. We know what we're working on.

Mayor Critchlow – Okay. Well, I like these meetings that we're doing together so, however you want to call it.

Rick Barchers – We were just talking about a work meeting.

Jaime Topham – We want to put a, can I interject? We want to do a planning. My brain will get there, a work meeting before our next meeting. What is that?

Lanise Thompson – The 20th?

Jaime Topham – Yeah, this month, the 20th, at six o'clock to talk about PUD. The Chapter 12 process and hopefully we'll have that draft. I need to get with Brett.

Mayor Critchlow – Okay. Yeah. And I was talking to Bridger Bolinder a bit. He goes, they have already got bills introduced to do some more changing to the plan.

Jaime Topham – How do they think this is actually going to work?

Mayor Critchlow – They would like to take this over. They would like-

Jaime Topham – Well, I get they want to take over and they want to have control. But logistically all the things that they're planning, how do they think they're going to work in real life? And people will be able to still get to their houses. they want to get rid of cars.

Mayor Critchlow – They don't worry about details, they just sprinkle fairy dust and away it goes, right? That's what they're doing so. He said more is coming though.

Dan England – We also need to go through training. Brett's going to put something together for us to understand the legislatures comes out. Shay was just showing me that 32 feet, that is only something is if we're asking for what?

Shay Stark – The LID, Low Impact Development.

Dan England – Which we never have required out here. There's no time when it would ever be 32 feet in width.

Jaime Topham – What are you talking about?

Dan England – The width of roadways, that width that was brought up, the minimum width requirement that every single developer has talked to me about. You guys probably haven't been hit with it. There are these codes that are coming out to us that they say that they're doing something. But what Shea just showed me, there's no requirement on this at all. We can stay with our existing road limits and everything as we are.

Gary Pinkham – We can stay with the 66 foot and the 32-foot curb face?

Shay Stark – That's what it looks like according to this. Now, if there's another spot in the state code where they introduce something else, because the date on this was May 5th, 2021 when it was adopted. This has actually been a couple of years ago. There was some modified language in this last legislative session, but I'm not sure.

Jaime Topham – So Brett's going to do some training with us on this.

Dan England – Yes.

Mayor Critchlow – Remember the lady who came out years ago, Meg Ryan and she did some training. I'm going to see if she'll come back out. Because she's really good at this kind of stuff. She can help us iron some of this stuff out.

6. Adjourn

Jaime Topham made a motion to adjourn the meeting. Rick Barchers seconded the motion. All in favor? Motion carries unanimously. Meeting adjourned at 8:30 PM.

AGENDA ITEM #3

Report from City Council Liaison, Mayor
Critchlow

AGENDA ITEM #4

Adjourn