



HIDEOUT, UTAH
CONTINUED PUBLIC HEARING –
SHORELINE PHASE 2A AMENDED AND PHASE 3
June 02, 2021
Agenda

PUBLIC NOTICE IS HEREBY GIVEN that the Town Council of Hideout, Utah will hold a
Continued Public Hearing: Shoreline Phase 2A Amended and Phase 3 for the purposes and at the times as described
below on Tuesday, June 2, 2021.

This meeting will be an electronic meeting without an anchor location pursuant to Mayor Rubin's
May 7, 2021 No Anchor Site Determination Letter (attached).

All public meetings are available via ZOOM conference call and YouTube Live.
Interested parties may join by dialing in as follows:

Zoom Meeting URL: <https://zoom.us/j/4356594739> To join by telephone dial: US: +1 408 638 0986
Meeting ID: 435 659 4739
YouTube Live Channel: <https://www.youtube.com/channel/UCKdWnJad-WwvcAK75QjRb1w/>

ELECTRONIC ONLY – NO ACCOMMODATION FOR IN-PERSON ATTENDANCE
Continued Public Hearing

7:00 PM

I. Call to Order

1. [Mayor Rubin's No Anchor Site Determination Letter](#)

II. Roll Call

III. Agenda Items

1. [Continued Public Hearing, discussion and possible action on the final approval of Shoreline Subdivision Phase 2A Amended](#)
2. Continued Public Hearing, discussion and possible action on the final approval of Shoreline Subdivision Phase 3

IV. Meeting Adjournment

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the Mayor or Town Clerk at 435-659-4739 at least 24 hours prior to the meeting.

HIDEOUT TOWN COUNCIL
10860 N. Hideout Trail
Hideout, UT 84036
Phone: 435-659-4739
Posted 5/24/2021



May 7, 2021

DETERMINATION REGARDING CONDUCTING TOWN OF HIDEOUT PUBLIC MEETINGS
WITHOUT AN ANCHOR LOCATION

The Mayor of the Town of Hideout hereby determines that conducting a meeting with an anchor location presents a substantial risk to the health and safety of those who may be present at the anchor location pursuant to Utah Code section 52-4-207(5) and Hideout Town Ordinance 2020-03. The facts upon which this determination is based include: The seven-day rolling percent and number of positive COVID-19 cases in Utah has been over 6.48% of those tested since May 4, 2021. The seven-day average number of positive cases has been over 342 since May 5, 2021.

This meeting will not have a physical anchor location. All participants will connect remotely. All public meetings are available via YouTube Live Stream on the Hideout, Utah YouTube channel at: <https://www.youtube.com/channel/UCKdWnJad-WwvcAK75QjRb1w/>

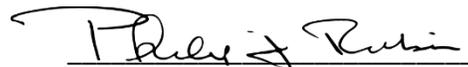
Interested parties may join by dialing in as follows:

Meeting URL: <https://zoom.us/j/4356594739>
To join by telephone dial: US: +1 408-638-0986
Meeting ID: 4356594739

Additionally, comments may be emailed to hideoututah@hideoututah.gov. Emailed comments received prior to the scheduled meeting will be read during the public comment portion and entered into public record.

This determination will expire in 30 days on June 6, 2021.

BY:


Phil Rubin, Mayor

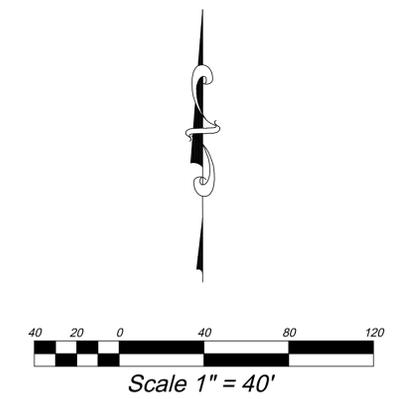
ATTEST:


Alicia Fairbourne, Town Clerk





Feb 2020
 23' tbc to tbc
 First concept
 2' jog in buildings
 between units



GENERAL CONSTRUCTION & DEVELOPMENT
 3214 NORTH UNIV. AVE. #605
 PROVO, UT 84604
 (801) 434-8390

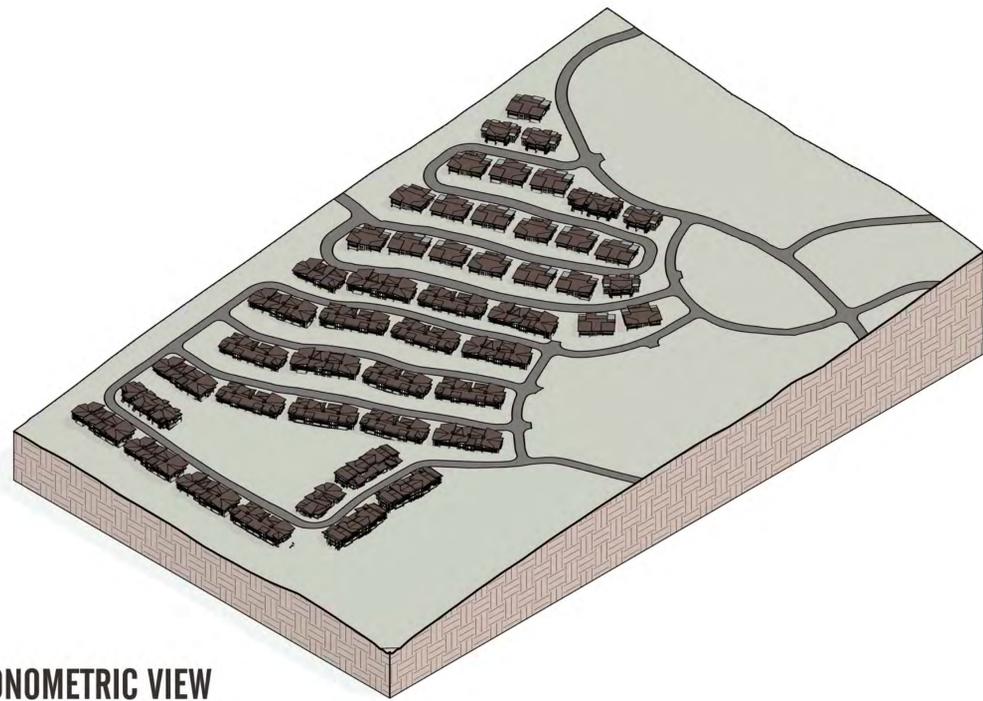
EXCEL
ENGINEERING
 David W. Peterson, P.E., License #270393
 12 West 100 North, Suite 201, American Fork, UT 84003
 P: (801) 756-4504; david@excelcivil.com

REVISIONS		
Rev.	Date	Description

SHORELINE		UTAH
HIDEOUT PHASE 3		Scale: 1"=40'
Drawn by: G.J.Y.	PHASE2A SITE PLAN	Date: 02/19/20
Designed by: G.J.Y.		
Checked by: D.W.P.		C1



June 2021
 28' tbc to tbc
 4-6' jog in buildings
 between units



SOUTHWEST AXONOMETRIC VIEW



SOUTHWEST PERSPECTIVE



STREET VIEW



NORTHEAST PERSPECTIVE

SHORELINE PHASE 3
 SITE PERSPECTIVES & STREET VIEW | HIDEOUT, UT











MEMORANDUM

Date: June 1st, 2021
To: Michael Stewart, General Construction and Development
From: Richard Brockmyer, Fehr & Peers
Subject: Shoreline Phase 3 Development Street Width Analysis

UT21-2279

This memorandum summarizes the findings from a traffic lane width analysis for the Shoreline Phase 3 development in Hideout, Utah. Fehr & Peers conducted a trip generation analysis for the development to evaluate if the proposed roadway cross-section can accommodate development-generated traffic. Fehr & Peers also reviewed the adopted Utah State fire code to summarize requirements for ingress/egress roads. Additionally, Fehr & Peers reviewed state of the practice bicycle facility design guidelines to determine if the proposed cross section adequately and appropriately accommodates cyclists.

Proposed Roadway Width

The Shoreline development is located on the west side of SR-248 and consists of several types of attached and detached residential units. Phase 3 of the development, the focus of this memorandum, consists of 47 twin home units. A twin home is two homes in one structure. As part of Phase 3, a new roadway will be constructed to provide access to the units. This roadway will not be used for carrying traffic other than traffic associated with the development.

The development is vested under the Town of Hideout’s 2016 Road Design Standards, which dictate a standard drivable width for residential streets of 21 to 24 feet, depending on the allowance of on-street parking.

The current 2020 Town Code¹ states:

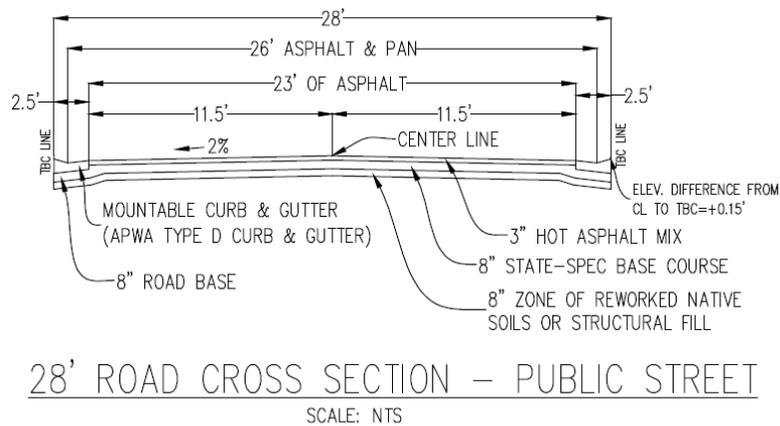
¹ Ordinance No. 2020-06 Passed and Adopted July 23, 2020



Neighborhood Road (51-Foot ROW) This is the minimum allowed right-of-way and road standard designed for all non-collecting neighborhood roads throughout the Town of Hideout without specific Town Council exception. Potential traffic is less than 1000 Annual Average Daily Traffic (AADT). Drainage to be controlled by either a drainage swale or curb and gutter. There are to be 10' travel lanes and 3' asphalt shoulders for bike/emergency lanes. A 10' right-of-way shall be dedicated behind the back of the curb and gutter. Exceptions to be approved by the Mayor or Town Engineer. There will be no on-street parking except where asphalt exceeds 32'

The proposed roadway cross-section, as shown in **Figure 1** is 28 feet, meets both the vested code requirements as well as the recently adopted 2020 Code requirements for a neighborhood road (although travel lanes and shoulders are sized differently) and exceeds the State adopted fire code by 2' (discussed further later in the memo).

Figure 1: Phase 3 Proposed Road Cross Section



Development Trip Generation and Lane Needs

To understand the roadway width needed to accommodate the project-generated traffic, trip generation was calculated using national trip generation rates published by the Institute of Transportation Engineers, 10th Ed. of the *Trip Generation Manual*, 2017.

Although it is anticipated that many of these units will be used as secondary homes, the analysis was completed assuming that all units were occupied as primary residences to provide a “worst-



case” scenario of the number trips generated by the development and the maximum amount of traffic the roadway would need to accommodate. Additionally, several ITE land use types were used to understand potential trip generation maximums based on how the units function when developed (i.e. like single family homes, multi-family homes, or more like recreational homes). **Table 1** provides a summary of the number of AM Peak Hour, PM Peak Hour, and Daily trips generated from the development.

Table 1: Development Trip Generation

ITE Land Use Category	Shoreline Phase 3 Development # of Units	AM Peak Hour Trips	PM Peak Hour Trips	Weekday Daily Trips	Saturday Peak Hour Trips	Saturday Daily Trips
210 – Single Family Detached Housing	47	41	52	519	57	438
220 – Multifamily Housing	47	28	32	396	33	383
260 – Recreational Homes	47	14	15	163	18	141

Peak hour of generator was used for AM, PM, and Saturday Peak Hour Analysis
 Source: Institute of Transportation Engineers, 10th Ed. of the *Trip Generation Manual*, 2017

Hourly capacities for a local road with one lane in each direction are approximately 420 vehicles per hour per lane². Based on the trip generation estimates for Phase 3, the highest hourly volume from the development would occur on a Saturday with a total of 57 trips. This volume is well below the capacity of the roadway.

The maximum number of daily trips generated by the development is 519 vehicles, i.e. the maximum daily vehicles that the roadway would need to accommodate is 519. In a rural area, a two-lane collector will perform at a Level of Service (LOS) C with a daily volume of 7,500 vehicles per day. While the proposed roadway will be a local road and not a collector, this threshold demonstrates the amount of daily traffic that can be accommodated on a rural two-lane facility if well above the trips generated by the development.

A second trip generation scenario was also developed to reflect more likely development occupancy conditions. Based on HOA data from Phase 1 of the development only 56% of the homes

² Utah Travel Demand Model Roadway Capacities



are used as primary residences. The remaining 44% are secondary homes. **Table 1** provides a summary of the number of AM Peak Hour, PM Peak Hour, and Daily trips generated from the development using these assumptions.

Table 2: Development Trip Generation Scenario

ITE Land Use Category	Type	Shoreline Phase 3 Development # of Units	AM Peak Hour Trips	PM Peak Hour Trips	Weekday Daily Trips	Saturday Peak Hour Trips	Saturday Daily Trips
210 – Single Family Detached Housing	Primary Homes	26	24	30	301	40	277
260 – Recreational Homes	Second Homes ¹	21	3	3	35	7	57
TOTAL		47	27	33	336	47	334

1. Assumes that second homes are 50% occupied during weekdays and 90% occupied during Saturdays
 Peak hour of generator was used for AM, PM, and Saturday Peak Hour Analysis
 Source: Institute of Transportation Engineers, 10th Ed. of the *Trip Generation Manual*, 2017

Based on this trip generation scenario for Phase 3, the highest hourly volume from the development would occur on a Saturday with a total of 47 trips. The maximum daily vehicles that the roadway would need to accommodate is 334. This volume is well below the capacity of the roadway.

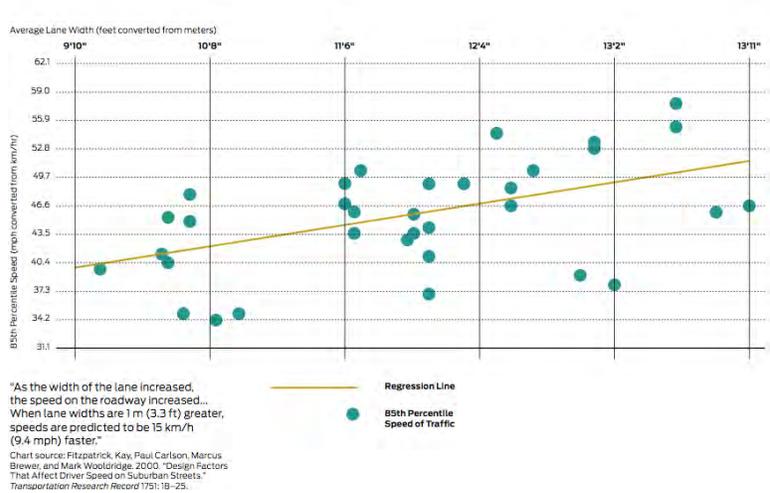
Based on this analysis, a two-lane roadway can easily accommodate the expected volume of traffic. The specific widths of these lanes are not derived by the volume. Design of appropriate lane widths need to consider the context of the roadway, target speeds, as well as safety considerations.

Lane Width and Safety

Lane widths have an impact on driver behavior and safety. Narrow streets encourage slower speeds. As shown in **Figure 2**, research has shown that wider travel lanes are correlated with higher vehicle speeds. Additionally, wider streets have been shown to also have a relationship with higher accident rates, as shown in **Figure 3**.

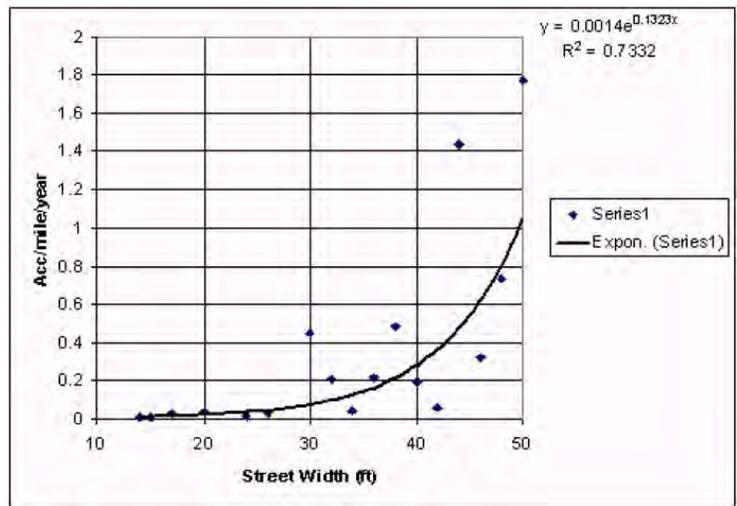


Figure 2: Wider Lane Correlation with Higher Speeds



Source: NACTO, *Urban Street Design Guide*

Figure 3: Wider Lane Relationship to Accidents

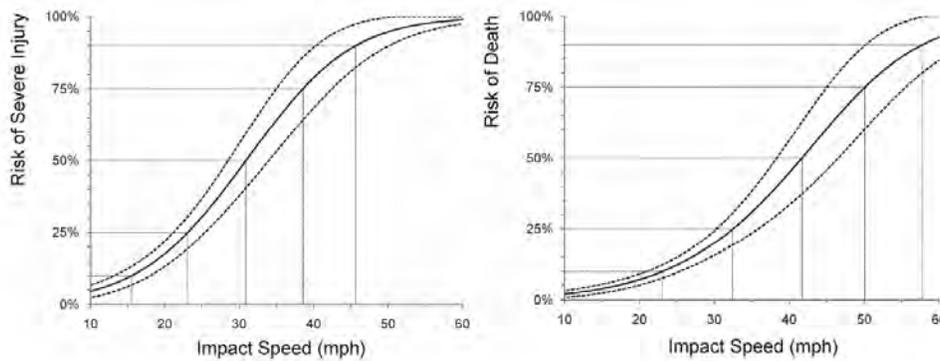


Source: *Residential Street Typology and Injury Accident Frequency*. Swift, Et Al.

Higher speeds also lead to more severe accidents, especially for pedestrians and bicyclists. The risk of severe injury or death for pedestrians rises substantially with impact speeds above 20mph, as shown in **Figure 4**.



Figure 4: Pedestrian Severe Injury and Death Risk by Impact Speed



Source: *Impact Speed and a Pedestrian's Risk of Severe Injury or Death*, AAA Foundation for Traffic Safety

Roadways designed to be wide will have higher vehicle speeds, even if the posted speed is lower. This can have a critical impact on safety, especially vulnerable users like bicycles and pedestrians. Design of a low volume residential street should consider vehicle speeds and safety in determining appropriate widths.

Utah Fire Code Requirements

Poorly designed streets can impede emergency vehicles like fire apparatuses. However, the Utah Fire Code sets standards for fire access roads. Chapter 5, section 503.2 of the *Fire Code 2018 of Utah* states the following:

Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

Additionally, the *2018 International Fire Code* (IFC) section D103.1 notes that where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders.

Based on the fire codes, between 20 and 26 feet of width is needed to accommodate fire vehicles, exclusive of shoulders. A width of 26 feet is needed where there will be hydrants and in areas with no hydrants, 20 feet is needed. The proposed 28-foot roadway with mountable curb and gutter



provides over the minimum width for fire vehicles and exceed any fire core requirement by 2' of width.

Bicycle Treatment Evaluation

Accommodating active transportation users is an important component of roadway design. Facilities should be comfortable and safe for users of all modes. There are several sources of guidance for identifying appropriate bicycle treatments on roadways.

The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide suggests that Bicycle Boulevards and Shared Streets are an appropriate all-ages-and-abilities bicycle facility for areas with low volumes and low vehicle speed (20 miles per hour or less). Bicycle boulevards are streets with low vehicular volumes and speeds, designated and designed to prioritize bicycle travel. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets³. Bicycle boulevards do not provide a separate space for bicycles.

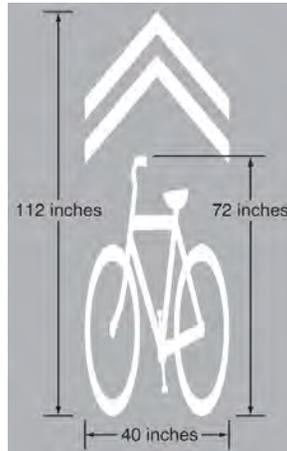
The American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities also notes that roadways that carry low volumes of traffic and/or where traffic operates at low speeds are suitable for shared lanes.

Given the proposed roadways speed limit of 20 mph and expected low volumes, separated bike lanes are not needed to accommodate cyclists safely on the proposed Phase 3 access road. However, it is recommended that bicycle wayfinding signage and pavement markings be used to identify the street as a bikeway. This includes the use of Shared Lane Markings (SLMs) or "sharrows" as shown in **Figure 5**.

³ NACTO Urban Bikeway Design Guide, <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/>



Figure 5: Shared Lane Marking



Source: FHWA, *Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition* Part 9 Figure 9C-9 Shared Lane Marking

Conclusions

The proposed roadway width for the Shoreline Phase 3 development is sufficient to accommodate expected vehicle trips generated from the development. Additionally, the roadway width is beyond the minimum requirements of the Utah State Fire Code and the IFC and meets the requirements of the vested Town Code and updated Town Code for a Neighborhood Road. Given the proposed speed limit of 20mph and low traffic volume expected to use the roadway, a shared lane or bicycle boulevard is the most appropriate bicycle facility treatment for the roadway. Separated bike lanes are not needed to accommodate cyclists safely.



About Fehr & Peers

Fehr & Peers specializes in providing transportation planning and traffic engineering services to public and private sector clients. We emphasize the development of creative, cost-effective, and results-oriented solutions to planning and design problems associated with all modes of transportation.

Our clients have trusted us to be their partners in transportation planning and engineering since 1985. Clients consistently choose to team with us because of our commitment to being the best at what we do.

We purposefully maintain a focus on transportation consulting, serving client needs including the following:

- Active Transportation
- Climate Change
- Communications & Engagement
- Data Science
- Emerging Technologies
- Freight
- Land Use & Transportation
- Safety
- Transit Planning
- Transportation Engineering
- Transportation Forecasting & Operations
- Equity in Transportation

The Salt Lake City office of Fehr & Peers opened in 1994. Since then, we have served communities throughout the Intermountain West, helping a broad range of clients develop innovative and context-appropriate transportation solutions.

Find out more at: <https://www.fehrandpeers.com/>

Staff Involved with this Project



Richard Brockmyer, AICP, is an Associate with Fehr & Peers. Richard brings broad experience as both a Fehr & Peers employee and through previous positions as a Strategic Planner with UTA and Planning Manager with UDOT. Richard's areas of expertise include transit planning, active transportation planning, big data analysis and travel demand forecasting. Richard is a graduate of Arizona State University's Master of Urban and Environmental Planning program, where he also received a certificate in Transportation Systems.

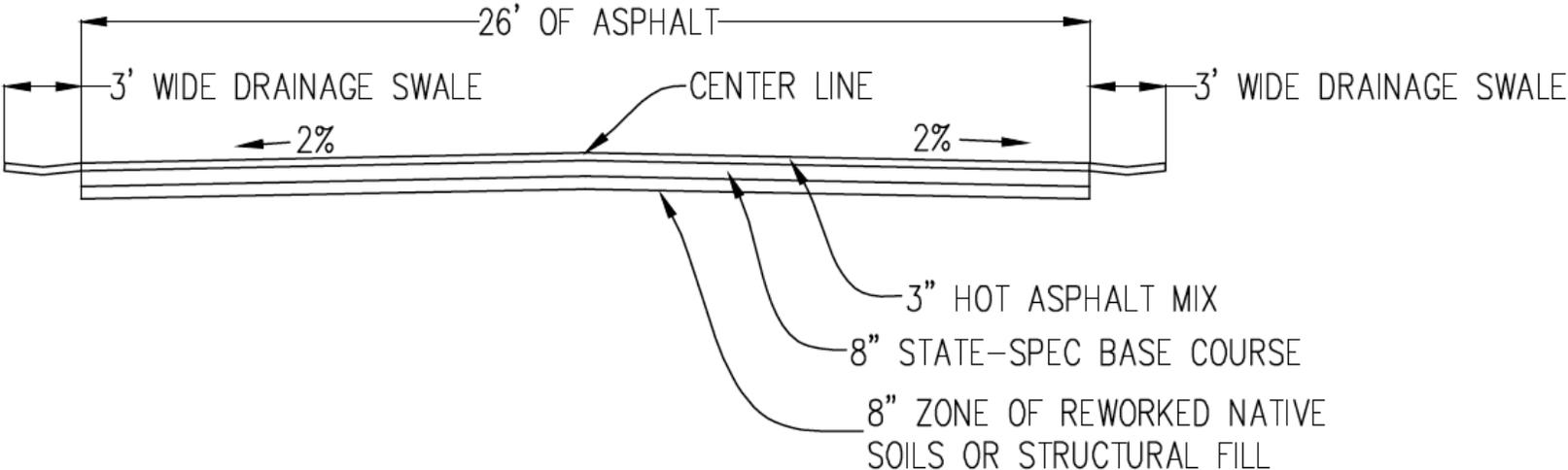


Dan Cawley is a Senior Transportation Planner at Fehr & Peers with five years' experience working on a variety of multimodal transportation planning efforts in California and New York. Dan's experience in transportation planning efforts includes a diversity of projects ranging from multimodal corridor level analysis to campus and transportation master plans, and transportation demand management program evaluation.



Seishi Yamagata, PE, is a Transportation Engineer in the Utah office of Fehr & Peers. Having joined the office in May 2014, Seishi has managed several traffic impact studies and has developed experience in traffic operations analyses. Seishi has a Master of Science degree in Civil Engineering (with an emphasis on Transportation) from Brigham Young University.

Option 1



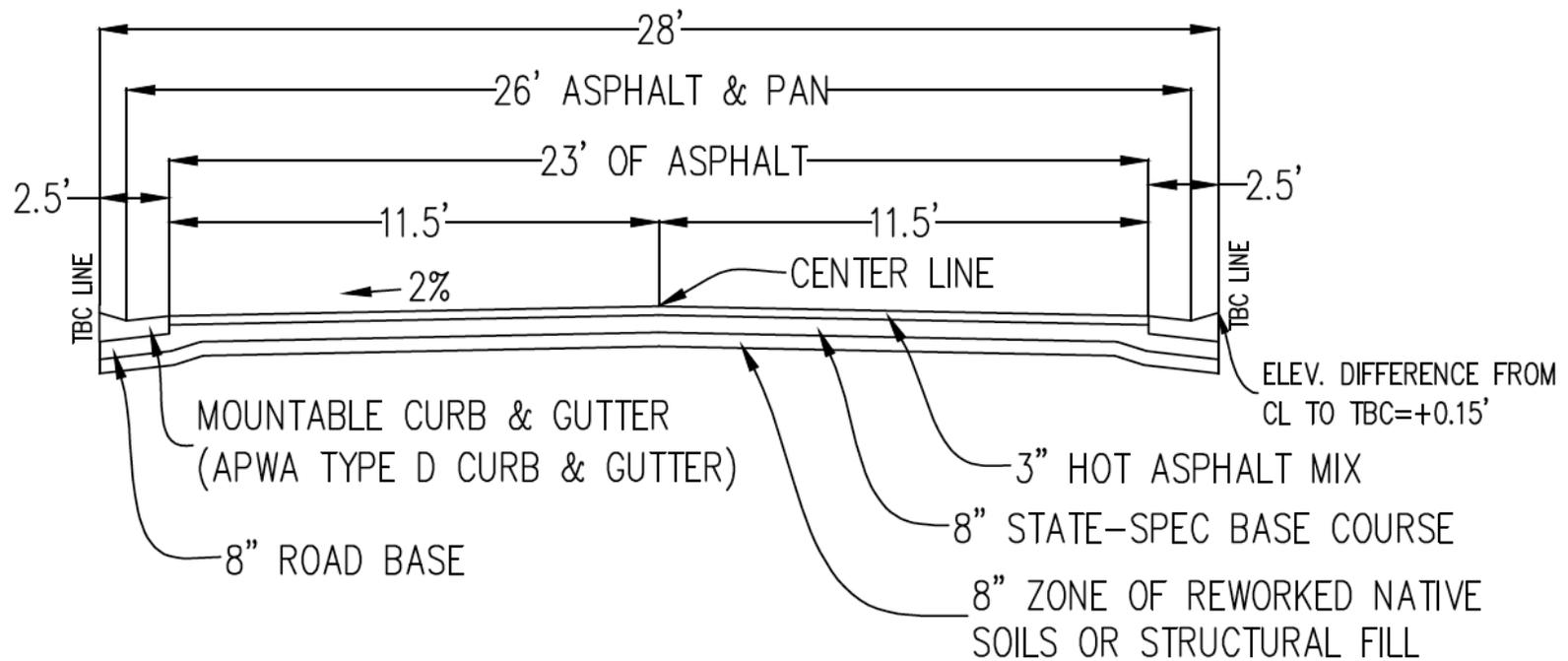
26' ROAD CROSS SECTION

SCALE: NTS

Item 1.



Option 2



28' ROAD CROSS SECTION – PUBLIC STREET

SCALE: NTS







Staff Review for Town Council

To: Mayor Phil Rubin
Hideout Town Council

From: Thomas Eddington Jr., AICP, ASLA
Town Planner

Re: Shoreline Phase 3 (and Amended Phase 2)

Date: June 2, 2021

Submittals: The Applicant updated the submittal materials on May 28th for Town review.

A. Project Background

The Applicant has submitted the following plans:

Phase 2 (Amended)

- Amend Phase 2 Subdivision and move lots 2 – 16 from Upside Drive (uphill lots) to Sailwater Lane (downhill lots) to accommodate increased desirability and increased sale prices associated with downhill lots.
- Phase 2 (Amended) has 47 lots dispersed on 9.5 acres (reduced from 62 lots in the prior approved Phase 2).
- Phase 2 was previously approved. This amendment is solely for the purpose of removing the 15 lots from Phase 2 and incorporating them into Phase 3.
- Phase 2 is located in the Resort Village Medium Density (RVMD) zoning district (a specified designation under the RSPA Zoning District).
- There is a Master Development Agreement (MDA) for this project, dated March 11, 2010.

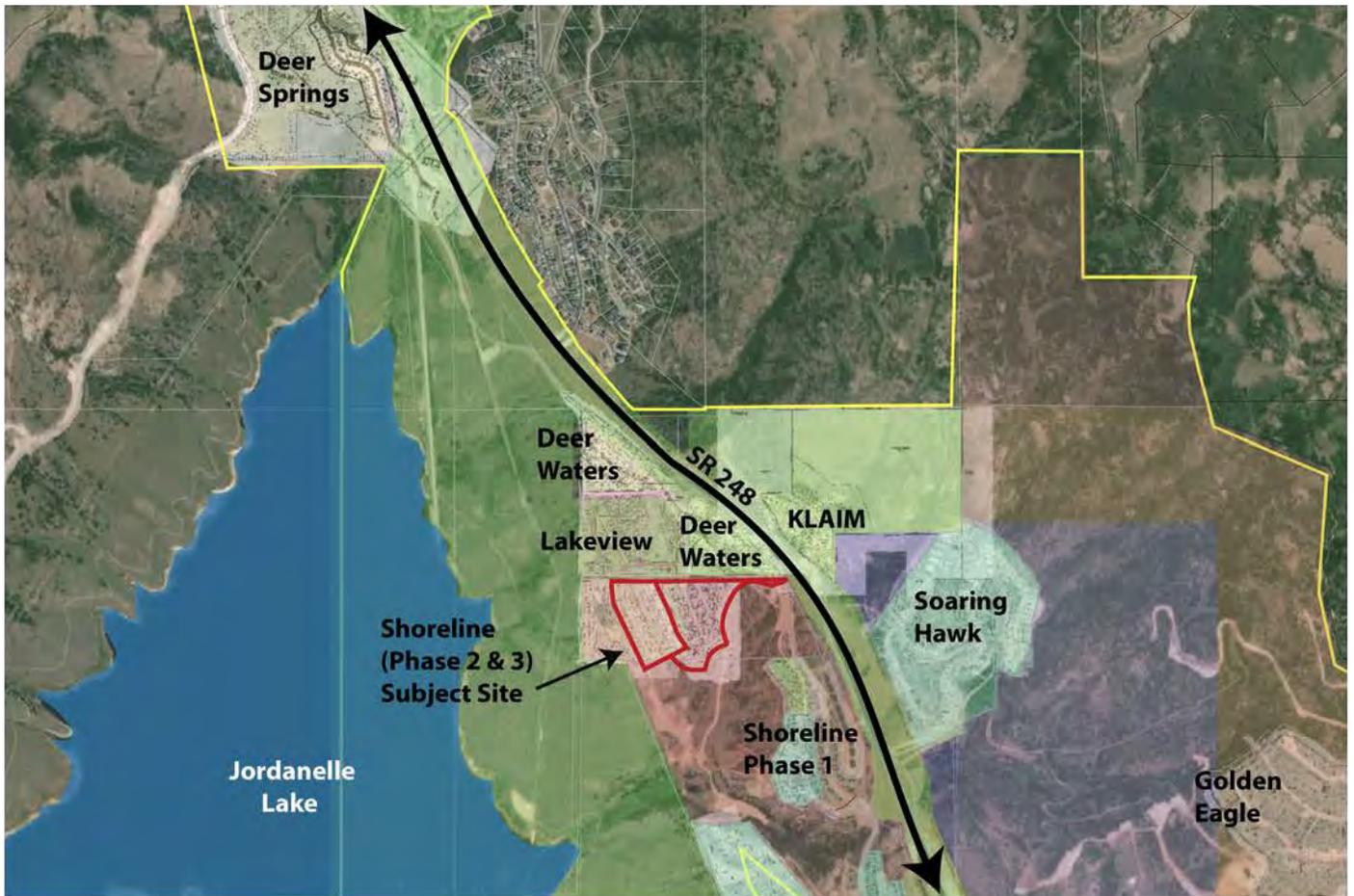
Phase 3

- Phase 3 is a new submittal for Shoreline; the Town Council has not previously reviewed this phase.
- Phase 3 has 47 lots dispersed on 9.7 acres. With the transfer of the 15 units from Phase 2 (amended), the total number lots for Phase 3 is 62.

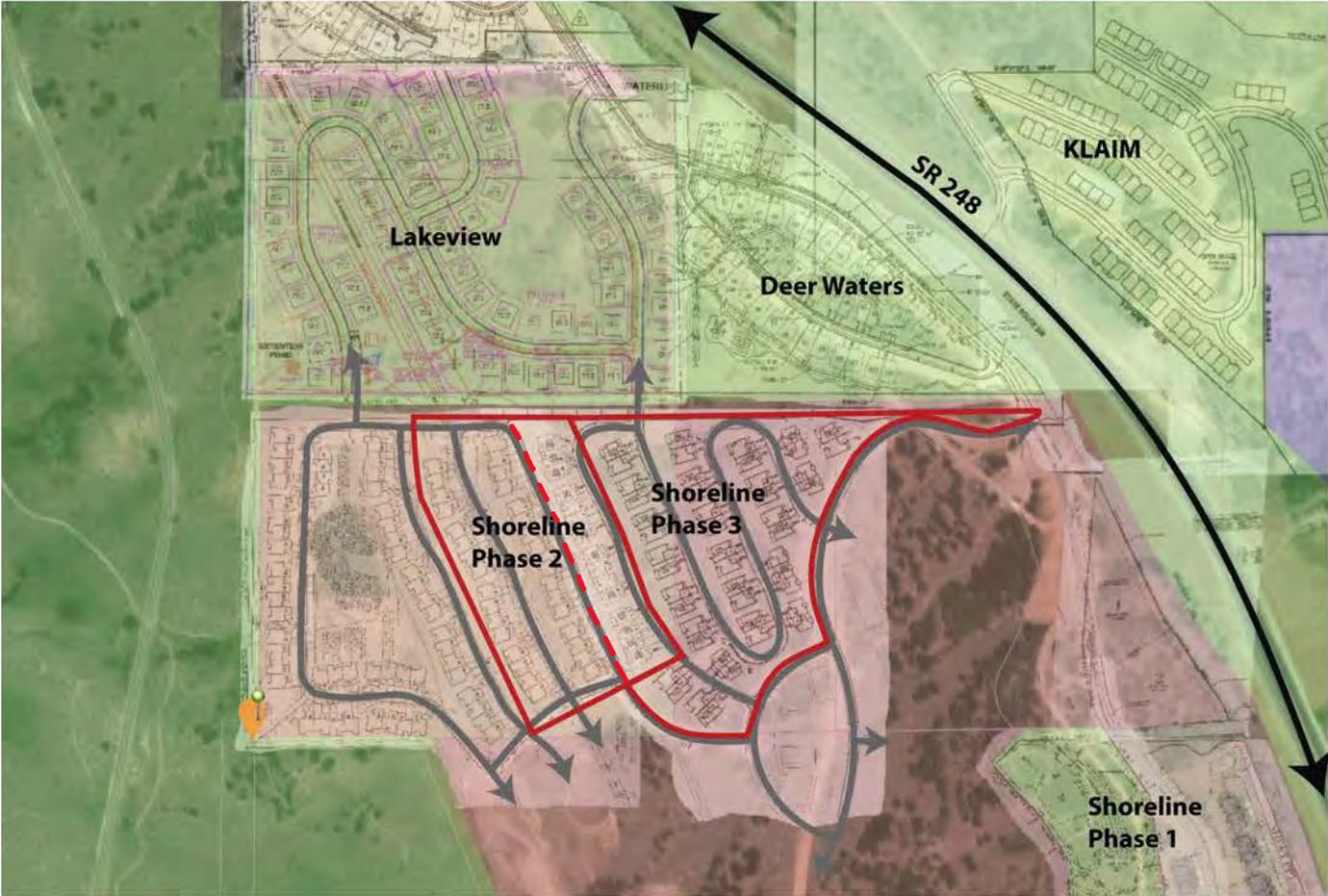


- Phase 3 is also located in the Resort Village Medium Density (RVMD) zoning district (a specified designation under the RSPA Zoning District).
- There is a Master Development Agreement (MDA) for this project, dated March 11, 2010.

Town Map - Location of Proposed Subdivision



Immediate Site Context Map





B. General Planning Findings

Phase 2 (Amended)

1. The Applicant previously submitted a subdivision application for Phase 2 and, with the changes proposed, is submitting an amended Final Subdivision Application for Phase 2 (Amended).

This application/review is for Final Subdivision review and approval for Phase 2 (Amended).

2. All of Phase 2 infrastructure (including roads) has been built; the proposed amendment is to move lots 2 – 16 from Upside Drive (uphill lots) to Sailwater Lane (downhill lots) to accommodate increased desirability and marketability associated with downhill lots.
3. Visitor parking: Phase 2 Amended includes twelve (12) off-street parking spaces,

The Planning Commission forwarded a favorable recommendation for the Final Subdivision for Phase 2 (Amended) agreeing that moving the 15 lots to Phase 3 made sense where Phase 3 includes the road from which access will be provided.

Phase 3

1. The Applicant received a general preliminary plat approval for Shoreline Village on December 8, 2016 from the Town Council. The preliminary plat was approved with the condition that road access to SR 248 is to be resolved and water and sewer rights must be confirmed.

This application/review is for Final Subdivision review and approval for Phase 3. The Applicant should confirm that all water and sewer rights have been conferred for the density proposed.

2. The width of the proposed roads (pavement/cart way) as well as right-of-way area should be clearly noted on the supporting plans.

The Town Code, with the recommendation of the Wasatch County Fire District, requires 26'-0" of asphalt plus curb and gutter. The Applicant is proposing a narrower road.

- a. No right-of-way width is illustrated and must be included on the plats.



- b. Pursuant to the Town's code, all roads shall have a 4'-0" wide painted bike/pedestrian lane incorporated to ensure safe accessibility for non-vehicular users.

The Applicant indicated they would consider incorporating this into the proposed road network despite being vested under the 2010 MDA which does not include this requirement. If included, this will have to be coordinated with the Town Engineer and Town Planner.

- c. Visitor parking: Phase 3 includes 28 spaces. The Applicant should work with Planning and Engineering staff to determine whether retaining walls are required for the majority of these spaces. Final details of any retaining walls and the location of the spaces (including heights and materials) should be provided.
- d. The vertical alignment of the road connecting Shoreline Phase 3 (north side) and Lakeview Estates must be adjusted to match the approved Lakeview Estates construction plan set. The Applicant is currently working with his engineer to correct datum elevations to ensure a seamless connection.

The Applicant is coordinating this work with the Town Engineer and the adjacent developer.

3. The Open Space Tabulation Chart for the proposed Phase 3 Subdivision calculations indicates:

Open Space Area: 234,246 SF

Impervious Area: 189,684 SF

Total Area: 423,970 SF 9.7 acres total

Open space, parks, and trails must be clearly noted on the plan for the Parks, Open Space & Trails (POST) committee to review and provide input and, ultimately, sign-off.

- a. Section 13.1.1 of the Master Development Agreement (MDA) requires 25% of the Project shall be Open Space.

Per the 2010 MDA, this is defined as any land that is not covered by buildings or roads. While this does not meet industry best practices for open space, the MDA allows for this very loose definition of 'open space.' Industry best practices and Town Code define open space as:



- Code: *Open Space. An area of open land, with little or no land disturbance, preserved, enhanced and/or restored in order to maintain the natural, scenic, ecological, cultural, hydrological, geological, or agricultural values of the land. Open Space may include trails and park bench style seating; interpretive signage and kiosks for educational purposes; and agricultural activities.*

- b. The Applicant submitted the following chart indicating the open space requirements of the MDA. The 2010 MDA defines ‘open space’ as any space not covered by a building, road or parking – in other words, any pervious surfaces count toward the subdivision’s open space calculations. While this does not meet the Town’s Zoning Ordinance definition nor industry ‘best practices’, the Applicant is vested pursuant to the 2010 MDA.

Opens Space % for GCD/Shoreline Sites				
	SF total	Impervious SF	Open SF	% open
Rustler	874,285	323,090	551,195	63%
Shoreline 1	792,129	248,716	543,413	69%
Shoreline 2	852,668	418,319	434,349	51%
Shoreline 3	423,930	189,684	243,246	55%

Open is defined as all common areas
outside any hardscape: Buildings, drives, roads, parking

Based upon the MDA, the Applicant meets the open space requirements with 55% of the land designated as open space.

- c. Preliminary plans submitted to the Planning Commission in 2016 included 6.7 miles of pedestrian-only trails and/or sidewalks (for all of Shoreline phases) along proposed roads.

The proposed trails include the following:

One is proposed along the northern part of the property, connecting Upside Drive to Shoreline Drive serves as the only east/west bike/ped connection to the main north/south road linking Shoreline to the remainder of the community. The other connector trail, north/south trail, is proposed along Deepwater Drive (within the powerline easement) connects into this trail and provides easy access for Shoreline Phase 2 and Phase 3 residents to connect to the trail system.



4. Density: The Applicant shall confirm the total density (ERUs) for the proposed subdivisions.

According to the Town Council minutes from December 8, 2016 when the Council members reviewed and approved the Shoreline Preliminary Subdivision (all phases), the Applicant stated that 590 ERUs for the Shoreline development (all phases) would be used and discussed the project totaling 700 ‘units’. It is worth noting the terminology used to define density allowances within the MDA and with Shoreline is confusing. The 2009 vested Town Code defines density for the RSPA (Resort Specially Planned Area) Area – the base zoning for the 2010 MDA – as:

Density. The number of Equivalent Residential Units (ERU) per acre.

However, the 2009 vested Town Code also allows for use of less than a full ERU for apartments and condos under certain sizes. A ‘residential unit’ or ‘unit door’ that has less than 1,500 SF only consumes 0.75 ERU and a ‘residential unit’ or ‘unit door’ that has less than 1,000 SF only consumes 0.50 ERU. Thus, you could have 700 ‘residential units’ or ‘unit doors’ while only using 590 ERUs. Staff recommends that all parties be clear when ERUs are used as opposed to individual ‘residential units’ or ‘unit doors’. Phases 1- 3 are proposing 1 ERU per ‘residential unit’ or ‘unit door’. Currently, there have been 50 ERUs used in Phase 1, 47 ERUs proposed for Amended Phase 2, and 62 ERUs are proposed for Phase 3 for a total of 159 ERUs.

5. Zoning: The RSPA (Resort Specially Planned Area) zoning map is referenced several times relative to the overall 2010 MDA. The map is contained in Exhibit B. A color rendition was provided for Staff review to decipher the exact locations of specific density/subdivision pods.

Staff completed a detailed review of the 2010 MDA and the required elements per the RSPA (Resort Specially Planned Area), the vested code at the time of the MDA, and found that the existing approvals for the MDA do not include a minimum of four of the required planned uses. Within the entire MDA, there are currently only two uses: town homes and single-family homes. Additionally, there are no ‘retail, dining and entertainment facilities’ as part of this proposed subdivision or any other approved subdivision within the MDA. These amenities – retail, dining and entertainment – are a requirement of the MDA for the entire RSPA area in the MDA. The Applicant committed to incorporating these requirements (variation in unit typology and commercial amenities) into Phase 4 and/or Phase 5 of the Shoreline density pod.



6. Amenities. The Applicant should confirm whether or not commercial development will be coordinated with the other amenities included in the 2016 Preliminary Subdivision plan and the timing of these amenities which have been promised:
- i. Community swimming pool, amphitheater, bocce ball courts, etc.
 - ii. Splash pad, event lawn, etc.
 - iii. Proposed park area, trails, open space, etc.
 - iv. The Aspen Grove Recreation Park
 - v. The Canyon Recreation Area
7. The topography map illustrates existing conditions and proposed conditions but is not clear on areas of cut-and-fill. The Applicant provided a grading plan with a couple of pre- and post-grading points noted that indicate a change of approximately 2'-0".

While the Town of Hideout's code limits grade changes, the Applicant is exempt due to vesting with the 2010 MDA (and 2009 Town Code). Staff review of the MDA found that Section 11.2 requires approval of a grading plan prior to any construction and that will be addressed by the Town Engineer. Additionally, the Applicant should work with the Town Engineer regarding the prior placement of and permitting for above-ground utility poles.

8. The plans illustrate only three (3) proposed retaining walls for Phase 3 and none for Phase 2 (Amended). The Applicant shall confirm whether this is accurate or if more are proposed:
- a. One is located on the north side of the proposed Phase 3 (between Deepwater Drive and the Lakeview boundary. The second is located to the east of this one and is also on the Lakeview boundary.
 - The Applicant indicated the first wall is proposed at 8'-0" high and the second wall is proposed at 5'-0" high and both will be constructed of stacked boulders.
 - b. The third wall proposed is along Deepwater Drive, along the southernmost area near the loop.
 - The Applicant proposes this wall to be 8'-0" high and also constructed of stacked boulders.

The Applicant submitted a site plan with the location of the retaining walls identified. None of the walls exceeds 8'-0" in height as proposed. Staff will work with the Applicant to determine if adequate space exists to tier the walls as required by the current Town Ordinance (not required due to vesting with the 2010



MDA/2009 Town Code). Two of these walls are located along the property lines and very close to proposed retaining walls for the adjacent subdivision (Lakeview Estates). These should be coordinated with the adjacent development to eliminate any unnecessary walls.

9. A final Landscape Plan must be provided for review and approval by the Town Planner. This must include the location for all proposed trees, shrubs, and planting beds including the botanical names, quantities, and size at time of planting:
 - a. Code: *All required deciduous trees shall have a minimum of two-inch caliper in size. All evergreen trees shall be a minimum of six feet in height. All shrubs shall be a minimum of five gallons in size.*

The Applicant submitted a Landscape Plan with some specific planting typology for sample units. The plan will need to be amended with some additional information and Staff will coordinate with the Applicant. The Town may require additional information and detail specifically for some of the common areas (which should be re-vegetated with native vegetation) and additional variation for the limited common areas around the proposed units.

10. The Applicant has three (3) distinct building elevations. The current Town Ordinance requires that no more than 20% of the units in the development can have the same elevation. With 46 units proposed, the Applicant would need a minimum of nine (9) distinct building elevations:
 - a. Code: *Major Subdivisions (6 lots or more) shall not have greater than twenty (20%) of the structures with the same elevation and, in no case, shall any two (2) similar structures be located adjacent to each other or directly across the street. The differentiation of each structure shall be a combination of unique roof lines, garage step backs, entry/porch location and canopy, fenestration, building materials, and colors.*
 - b. A detailed set of building elevations must be submitted to ensure compliance with the Town's Building Design Standards.

The Applicant agreed to provide additional building elevations – four have been proposed. Since the Applicant is vested under the 2010 MDA, the current Town Ordinance requirement for nine (9) elevations is not applicable. Staff would like to evaluate the four (4) proposed elevations with the Applicant to ensure material and color variation as well. The Applicant has agreed to revise the plans and incorporate a minimum of 4'-0" offsets for the Townhouse units as well as stagger the front façade setbacks along the road to create variation along the road. Additionally, the Applicant agreed to increased vertical articulation for the



Townhouse units (altering finished floor elevations for townhouse structures along the road).

C. Staff Recommendation

The June 2nd Special Meeting of the Town Council is the first opportunity for the Council members to see the proposed project, hear from the Applicant, and provide input. Staff has conferred with the Applicant and both sides see this meeting as a ‘work session’ opportunity and do not anticipate a vote on the proposed subdivisions. Given the progress made over the past few weeks, if the Town Council wishes to vote on these subdivisions at a subsequent meeting, the following outlines Staff’s recommendation:

Phase 2 (Amended)

Staff recommends that the Town Council review the amended Phase 2 subdivision, discuss the input from the Town Planner and Town Engineer, and recommend Approval for the Final Subdivision for amended Phase 2 based upon the Findings of Facts, Conclusions of Law and Conditions of Approval as identified in this Staff Report and that of the Town Engineer.

Phase 3

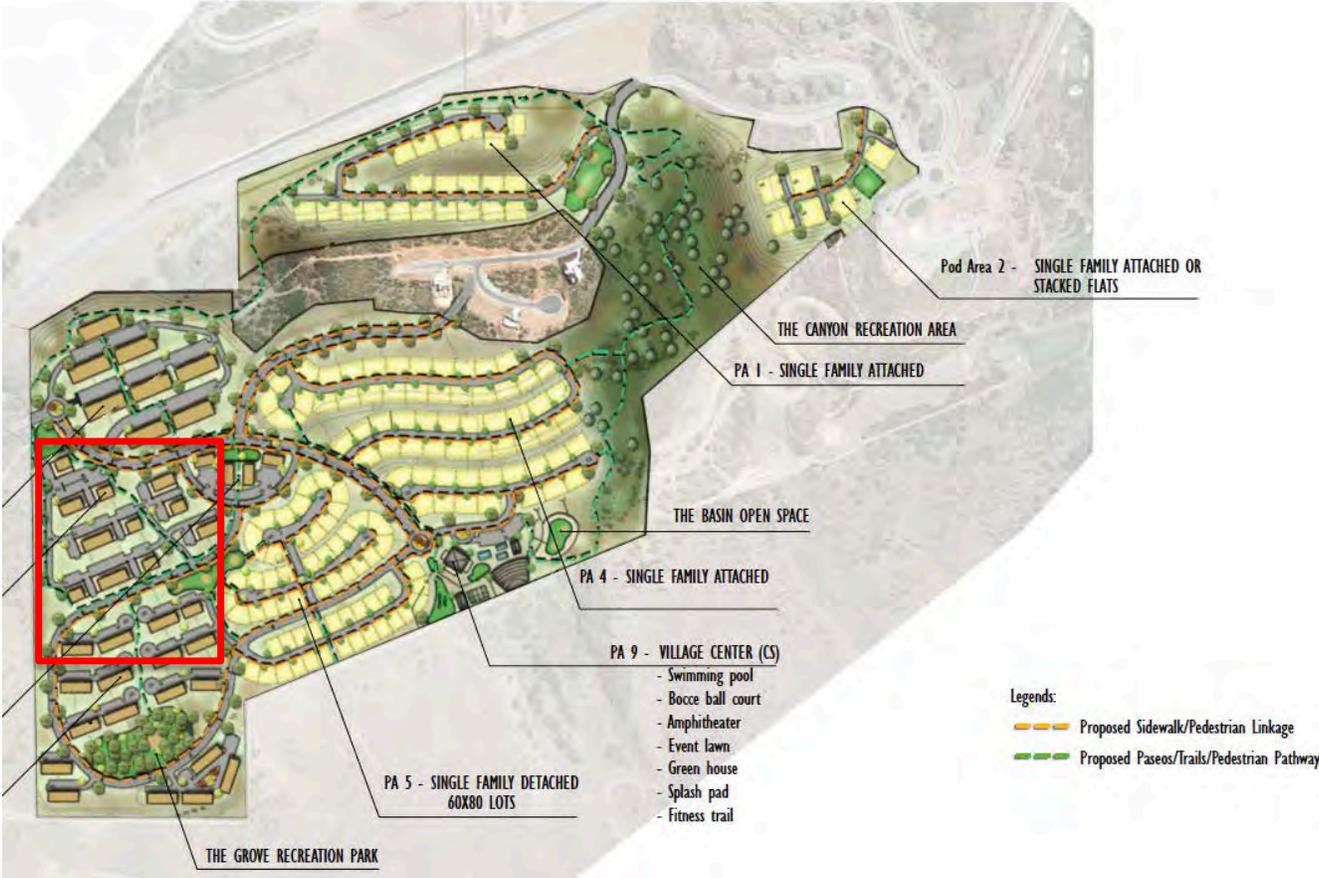
The Applicant has worked closely with Staff since the April 28, 2021 Planning Commission meeting. The issues of architectural variation, vertical and horizontal articulation, landscaping, retaining walls, etc. for Phase 3 have been significantly addressed. There is still an issue regarding the road width as well as some grading issues that remain outstanding per the Town Engineer’s report. These were the issues discussed by the Planning Commission and not adequately addressed at the April 28, 2021 meeting which resulted in a negative recommendation from the Planning Commission. The progress made over the past couple of weeks demonstrates a partnership approach to future planning and development within the Town of Hideout.

If the Applicant addresses all outstanding issues with the Town Engineer and Town Planner and agrees to the commitments as outlined in this report and the Town Engineer’s report, Staff recommends that the Town Council review the proposed subdivision, discuss the input from the Town Planner and Town Engineer, and recommend Approval for the Final Subdivision for Phase 3 based upon the Findings of Facts, Conclusions of Law and the Conditions of Approval as identified in an Ordinance that will be provided when the plats for Phase 2 (amended) and Phase 3 are considered for a vote.



Exhibit A

General Location of Phases 2 & 3 per the Concept/Preliminary Submittal in 2016





June 2, 2021

Mayor Phil Rubin
Town of Hideout
10860 No. Hideout Trail
Hideout, UT 84036

RE: Shoreline Phase 3 Final Review

Dear Mayor Rubin,

We have concluded a review of the updated plan set for Shoreline Phase III and have the following comments:

1. Please update your stormdrain plan to reflect the new pavement cross section.
2. Retaining Walls:
 - a. Please find AGECE's review of the retaining wall design attached to this letter. These comments should be resolved prior to construction permit issuance.
 - b. The construction of the retaining walls on the north side of your property line would require an easement letter from the neighboring property owner allowing said construction. At the same time, please ensure that your plans work well with their plans for retaining walls in the same location.
3. On the grading/drainage plan, please add or modify the following:
 - a. Please include the grading of the trails in your proposed grading plan.
4. Regarding the Street Plans, please add or modify the following:
 - a. Asphalt roadway width must be 26 feet (plus curb and gutter) per the Wasatch County Fire Marshal (attached). These changes must be shown on the new plan set.
 - i. The changes to the roadway cross section should be reflected on an updated stormdrain plan to ensure that the new road can properly manage the stormwater runoff.
 - b. Future Vantage Lane must meet minimum width specifications. Current plans use the old cross section.
 - c. The tie-in to Lakeview Estates must match their elevation. Their plans show 6358.10 while your plans show 6390.73. Please verify with that developer that your plans will match at this intersection.
5. Landscape Plans:
 - a. Landscape plans show trail crossings. Specify these as painted crossings and not stamped concrete crossings. The Town does not want more concrete crossings.
 - b. You show a trail along the very north property boundary, this in the same location as you show retaining walls. Show how you safely have room for the 4' (5' in other places) trail and retaining walls.
 - c. You show trails going through the parking stalls. This should go around the parking stalls.



Please let us know if you have any questions or if you would like to meet to discuss these comments.

Sincerely,
T-O Engineers

A handwritten signature in blue ink that reads 'Ryan Taylor'.

Ryan Taylor, P.E.
Project Manager



April 13, 2021

T-O Engineers
2175 West 3000 South, Suite 200
Heber City, Utah 84032

Attention: Dillon Bliler
EMAIL: dbliler@to-engineers.com

Subject: Geotechnical Review
Rockeries
Shoreline Phase 3 Subdivision
Hideout, Utah
Project No. 1210011

Mr. Bliler:

Applied Geotechnical Engineering Consultants, Inc. was requested to review and comment on a rockery design from IGES dated March 17, 2021 with Project No. 00733-025 for Shoreline Phase 3 in Hideout, Utah.

PROPOSED CONSTRUCTION

The plan view shows three rockeries planned to be up to 188 feet long and 8 feet tall. The typical sections show the lower rock at 3 feet in size for the 5-foot rockery and 4 feet in size for the 8-foot rockery. The plan view labels the slope above the 5-foot rockery at 3 horizontal to 1 vertical. The slope below Rockery 2 is shown at about 2 horizontal to 1 vertical and for Rockery 3 at 3 horizontal to 1 vertical. There is a road planned above Rockeries 2 and 3.

REVIEW COMMENTS

The locations of sections evaluated are not presented in the information provided. The exposed heights for rockeries are not consistent throughout the design. The toe slope does not appear to be considered in the spreadsheets for Rockeries 2 and 3. The slope configuration is significantly different for the global stability printouts compared to the plan view. The slope below Rockery 2 appears to be up to 2 horizontal to 1 vertical on the plan view but labeled as a maximum of 2.5 horizontal to 1 vertical on the typical section. The locations of stability sections should be indicated on the grading plan, and stability evaluations and grading plans should be modified to be consistent throughout.

T-O Engineers
April 13, 2021
Page 2

LIMITATIONS

This letter has been prepared in accordance with generally accepted geotechnical engineering practices in the area for the use of the client. We have not visited the site nor are we familiar with subsurface conditions at the site.

If you have questions or if we can be of further service, please call.

Sincerely,

APPLIED GEOTECHNICAL ENGINEERING CONSULTANTS, INC.



Douglas R. Hawkes, P.E., P.G.

Reviewed by SDA, P.E.
DRH/rs

WASATCH FIRE DISTRICT

10420 N. Jordanelle Blvd. Heber City, UT 84032
435-940-9636

Ryan,

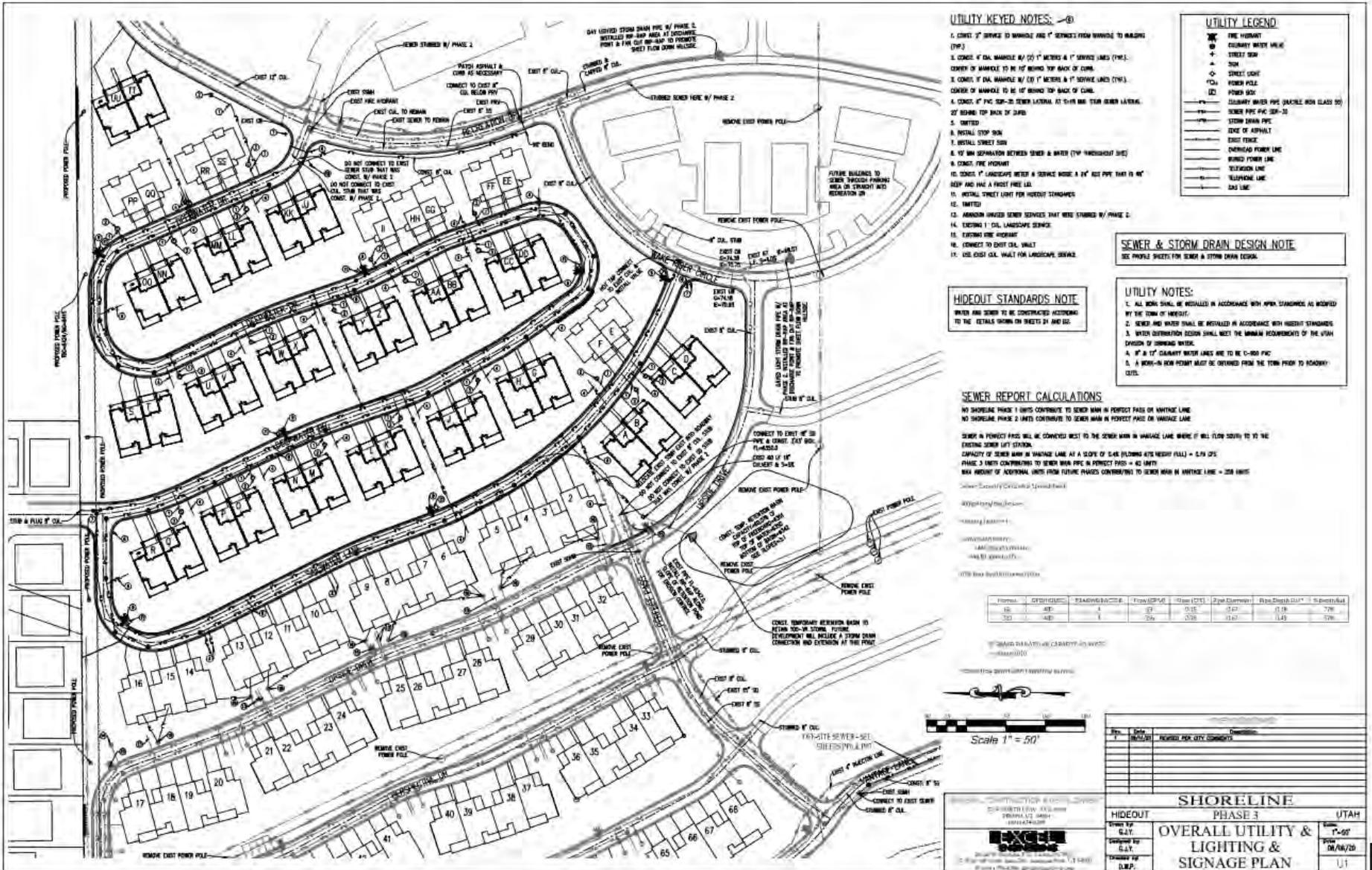
Wasatch Fire has completed the initial review of Shoreline Phase 3 with the following comments.

- Secondary access is still needed for Shoreline Phase 2A as a condition of the final approval granted on March 8, 2019. The provided access connection on Wake Rider Circle is still only a single point access. As per the approval letter for 2A, permanent secondary access is required prior to any further approvals.
- Roads must be a minimum of 26-foot unobstructed width for their entirety. Parking must be regulated to approved locations and not obstruct apparatus access roads.

Wasatch Fire cannot approve the plans as submitted due to the single point of access for Shoreline 2A and the proposed Phase 3 due to the single point of permanent access onto Recreation Drive. All roads (Deepwater Drive, Sailwater Drive and Upside Drive) have a single connection point on Recreation Drive. Any emergency at or near Recreation Drive would render it unusable and impede evacuations.

Also of concern is the winding road of Deepwater Drive, how are these homes to be addressed. It appears that the potential for a delayed response due to the closeness / similarity of addresses is problematic.

WASATCH FIRE DISTRICT



- UTILITY KEYED NOTES:**
1. CONDUIT 1" SERVICE TO MANHOLE AND 1" SERVICE FROM MANHOLE TO MANHOLE (TYP)
 2. CONDUIT 1" OAL MANHOLE BY (2) 1" METERS & 1" SERVICE LINES (TYP)
 3. CENTER OF MANHOLE TO BE 10' MINIMUM TOP BACK OF CURB.
 4. CONDUIT 1" OAL MANHOLE BY (2) 1" METERS & 1" SERVICE LINES (TYP)
 5. CENTER OF MANHOLE TO BE 10' MINIMUM TOP BACK OF CURB.
 6. CONDUIT 1" PVC 20-25 SEWER LATERAL AT 2'-0" DIA. MIN. TOP SEWER LATERAL.
 7. BEARING TOP BACK OF CURB
 8. INSTALL STOP SIGN
 9. INSTALL STREET SIGN
 10. 1/2" MIN SEPARATION BETWEEN SEWER & WATER (TYP THROUGHOUT SITE)
 11. CONDUIT 1" HYDRANT
 12. CONDUIT 1" LANDSCAPE WATER & SERVICE HOSE 1" 1/2" RIGID PIPE THAT IS NOT DEEP AND HAVE A PROTECT FREE END
 13. METAL STREET LIGHT PER HYDRANT STANDARDS
 14. UNTESTED
 15. ABANDON UNUSED SEWER SERVICES THAT WERE STUBBED BY PHASE 2
 16. EXISTING 1" OAL LANDSCAPE SERVICE
 17. EXISTING ONE HYDRANT
 18. CONNECT TO EXIST OAL VALVE
 19. USE EXIST OAL VALVE FOR LANDSCAPE SERVICE

UTILITY LEGEND

Symbol	Description
Circle with cross	ONE HYDRANT
Circle with dot	COURTNEY WATER VALVE
Circle with plus	STREET SIGN
Circle with X	STOP
Circle with dot and cross	STREET LIGHT
Circle with cross and dot	POWER POLE
Circle with cross and dot	POWER BOX
Circle with cross and dot	UTILITY VALVE (WHEN PIPE (SCHEDULE 40S CLASS 90))
Circle with cross and dot	SEWER PIPE (PVC 20"-25")
Circle with cross and dot	STORM DRAIN PIPE
Circle with cross and dot	EDGE OF ASPHALT
Circle with cross and dot	EDGE OF FENCE
Circle with cross and dot	OVERHEAD POWER LINE
Circle with cross and dot	BURIED POWER LINE
Circle with cross and dot	TELEPHONE LINE
Circle with cross and dot	GAS LINE

SEWER & STORM DRAIN DESIGN NOTE
SEE OTHER SHEETS FOR SEWER & STORM DRAIN DESIGN.

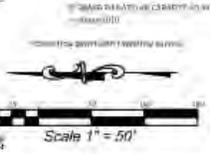
HIDEOUT STANDARDS NOTE
HIDEOUTS SHALL BE CONSTRUCTED ACCORDING TO THE DETAILS SHOWN ON SHEETS 31 AND 32.

UTILITY NOTES:

1. ALL WORK SHALL BE INSTALLED IN ACCORDANCE WITH APPROPRIATE STANDARDS AS INDICATED BY THE TERMS OF ADEQUACY.
2. SEWER AND WATER SHALL BE INSTALLED IN ACCORDANCE WITH HIDEOUT STANDARDS.
3. WATER DISTRIBUTION DESIGN SHALL MEET THE MINIMUM REQUIREMENTS OF THE UTAH DIVISION OF WATERSHED WATER.
4. 1/2" & 1" COURTNEY WATER LINES ARE TO BE C-900 PVC.
5. A BURN-IN NON PERMIT MUST BE OBTAINED FROM THE TOWN PRIOR TO ROADWAY CUTS.

SEWER REPORT CALCULATIONS
NO SHORELINE PHASE 1 UNITS CONTRIBUTE TO SEWER MAN IN PERFECT PADS OR WASTEWATER LINE
NO SHORELINE PHASE 2 UNITS CONTRIBUTE TO SEWER MAN IN PERFECT PADS OR WASTEWATER LINE
SEWER IN PERFECT PADS WILL BE CONNECTED WEST TO THE SEWER MAN IN WASTEWATER LINE WHERE IT WILL FLOW SOUTH TO TO THE EXISTING SEWER LIFT STATION.
CAPACITY OF SEWER MAN IN WASTEWATER LINE AT A SLOPE OF 0.4% (FLOWING AT 1/2" HEAD) = 42 UNITS
PHASE 3 UNITS CONTRIBUTING TO SEWER MAN IN PERFECT PADS = 42 UNITS
MAX AMOUNT OF ADDITIONAL UNITS FROM FUTURE PHASES CONTRIBUTING TO SEWER MAN IN WASTEWATER LINE = 258 UNITS

Flow (GPM)	Flow (MGD)						
100	0.001	0.001	0.001	0.001	0.001	0.001	0.001
200	0.002	0.002	0.002	0.002	0.002	0.002	0.002
300	0.003	0.003	0.003	0.003	0.003	0.003	0.003
400	0.004	0.004	0.004	0.004	0.004	0.004	0.004
500	0.005	0.005	0.005	0.005	0.005	0.005	0.005
600	0.006	0.006	0.006	0.006	0.006	0.006	0.006
700	0.007	0.007	0.007	0.007	0.007	0.007	0.007
800	0.008	0.008	0.008	0.008	0.008	0.008	0.008
900	0.009	0.009	0.009	0.009	0.009	0.009	0.009
1000	0.010	0.010	0.010	0.010	0.010	0.010	0.010



SHORELINE PHASE 3

OVERALL UTILITY & LIGHTING & SIGNAGE PLAN

UTAH T-99 06/06/20

UT