

PROJECT SUMMARY:

- Zoning: Jordanelle Basin Overlay Zone (JBOZ) and North Village Overlay Zone (NVOZ)
- Acreage: Total of 8,942 acres, 8,288 acres developable
- Home Ownership: A change to 80% primary homes and 20% secondary homes
- Proposed Amenities: 5,500 acres (62%) open space/public parks and trails
- Entitlements: NVOZ for 1,688 ERU's, JBOZ 3,602 ERU's for a total of 5,290 ERU's (vested with approved master plans)
- Commercial: 150,935 square feet.
- Population at build out: 18,375 based on US census of 3.18 persons per household in Wasatch County.
- Affordable Housing: An additional 578 AUE's not counted in the density.
- Traffic Avg. Daily Trips: ADT Average Daily traffic volumes, due to the change to primary, use go from 28,417 to 45,272 ADT.

Goals- Revised Masterplan

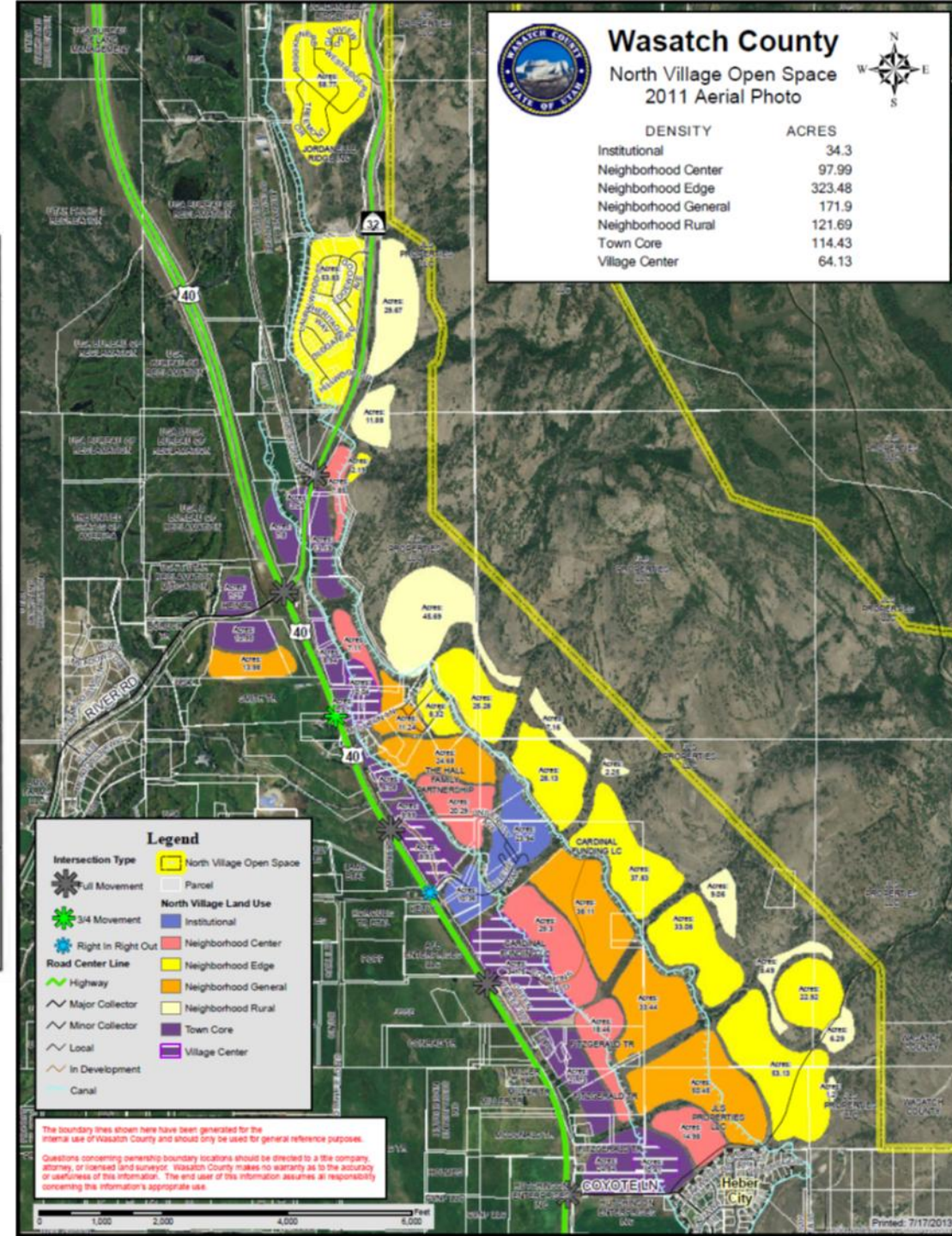
- Shift 700 units from the NVOZ area to the JBOZ area.
- Shift the focus to primary residences vs secondary residences.
- Combine the projects under a single development agreement with the County.
- Use the same design guidelines for development in the project. (propose to adopt the new North Village Code standards as the guidelines for development for the entire project.)
- Higher municipal services with publicly maintained parks and roads. Complete community with churches, schools, programmed parks etc.

ERU (Equivalent Residential Unit) vs. Unit

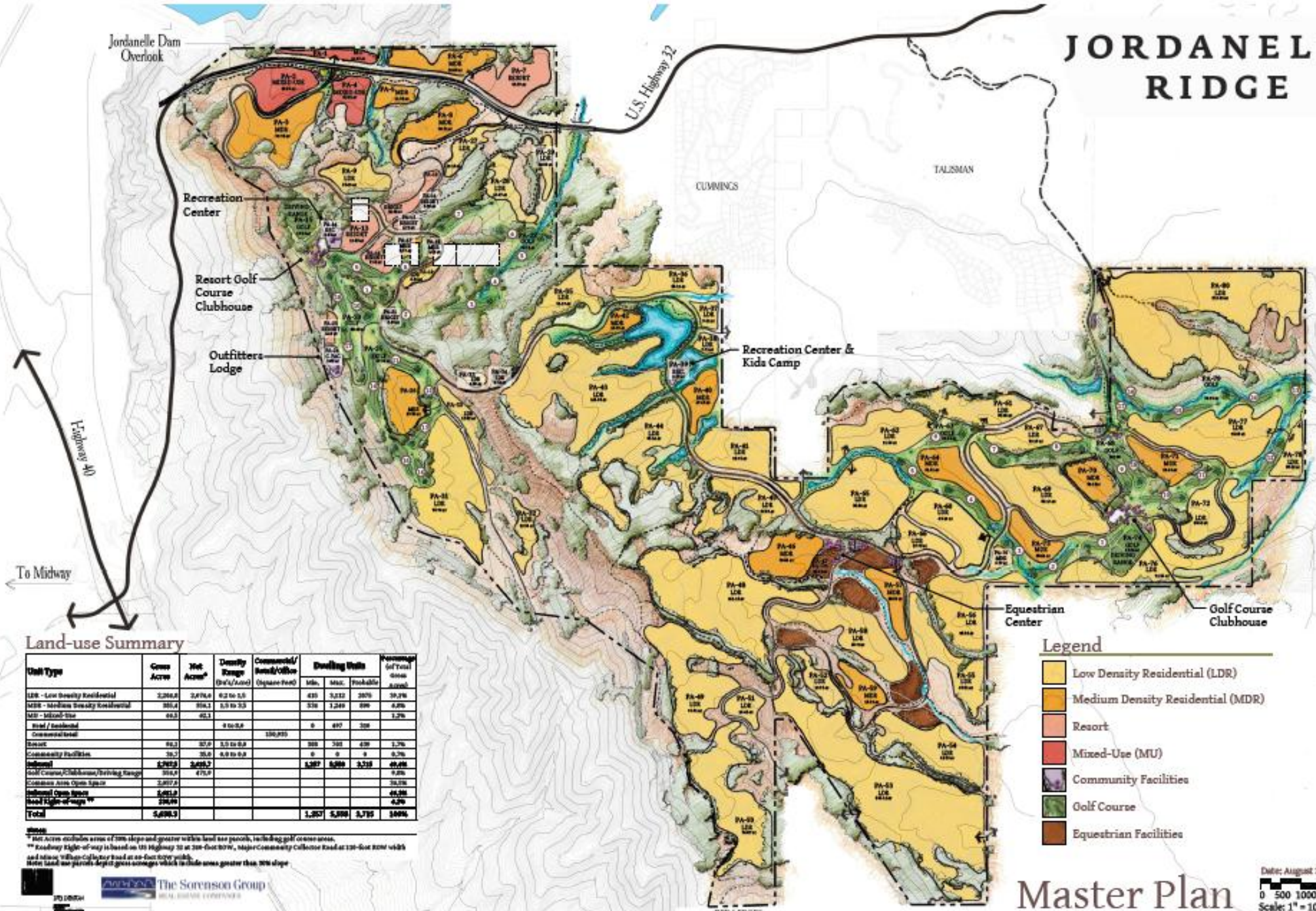
CONFIGURATION	NOTES	ERU'S
Motel/Hotel Room*	not to exceed 500 sf including bathroom areas, but not including corridors outside of room	.25 4 units per ERU
Hotel Suite or One Bedroom Apartment	not to exceed 700 sf including bathroom areas but not corridors outside of rooms	.33 3 units per ERU
One Bedroom Apartment or Two Bedroom Apartment	not to exceed 1000 sf and not to exceed 1 ½ baths	.50 2 units per ERU
Apartment/Condo	not to exceed 1500 sf	.75
All other residential uses**	up to 5000 sf, plus an incremental increase based on impacts to the District	1.00 ¾ unit per ERU
Commercial	for each 2000 sf of gross floor area, or for each part of a 2000 sf interval	.86 <i>2320 ÷ = 1 ERU</i>

NVOZ 1,688 ERU's, JBOZ 3602 ERU's total 5,290 ERU's

4/14/2017



JORDANELLE RIDGE



Master Plan

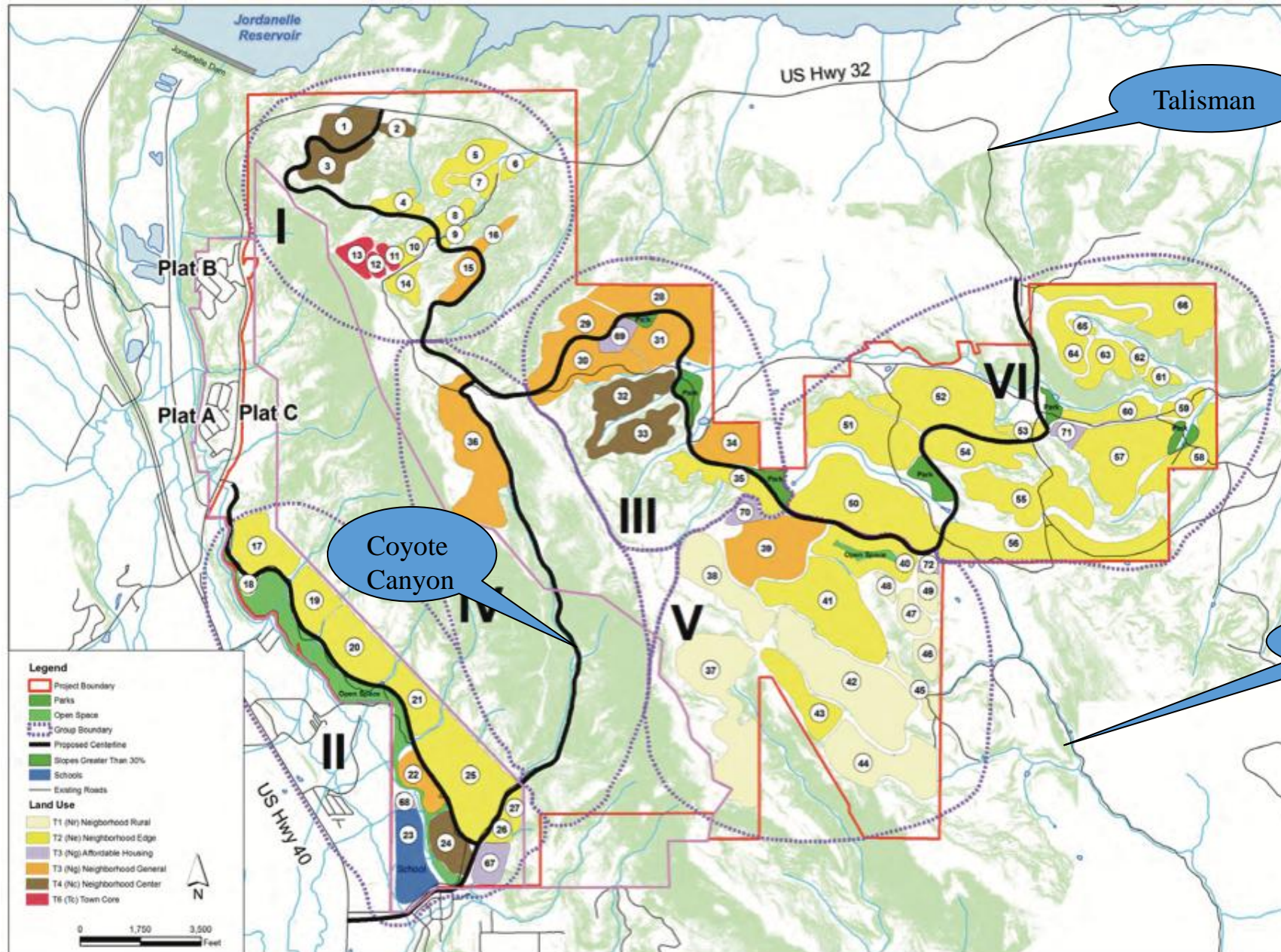
Date: August 28, 2007
 Scale: 1" = 1000'-0"



Jordanelle Ridge- ERUs vs DUs

Approvals	ERUs	Development Units- DUs
North Village Approval- 06-23-02	1688	2052
Upper Jordanelle 08-23-07	3602	3715
Total	5290	5767
Revised Masterplan Request		5770

Revised Master Plan

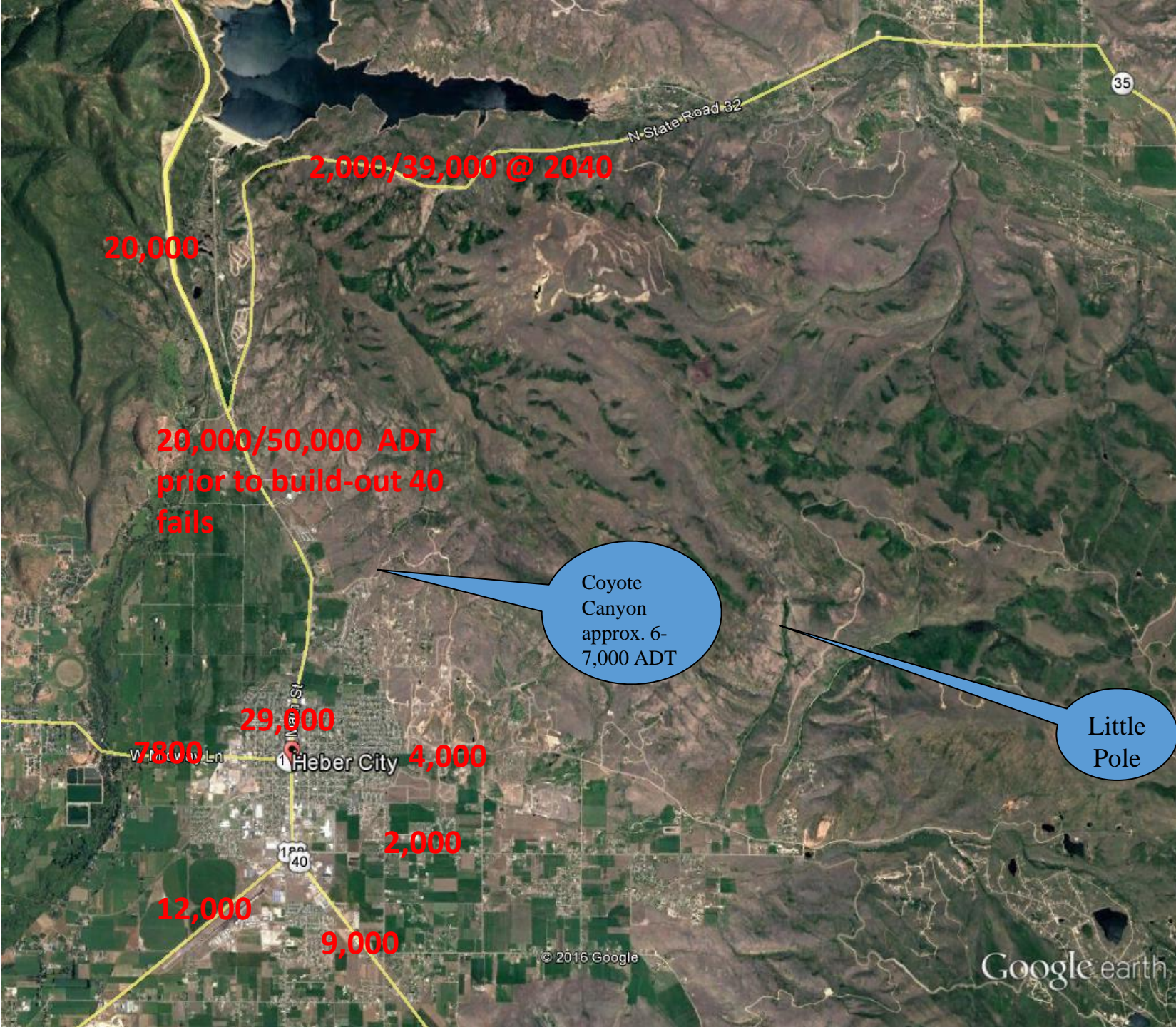


Talisman

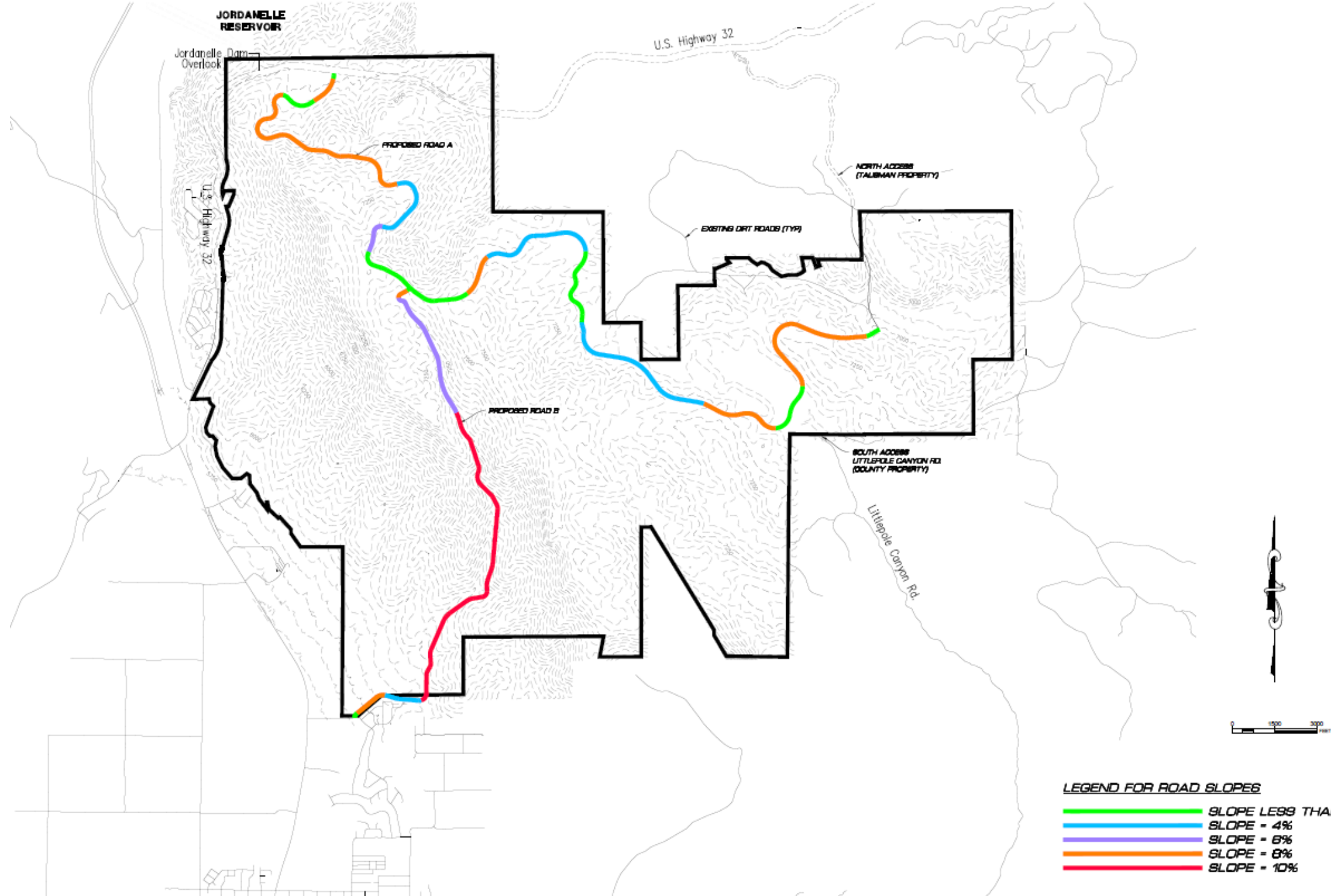
Coyote Canyon

Little Pole

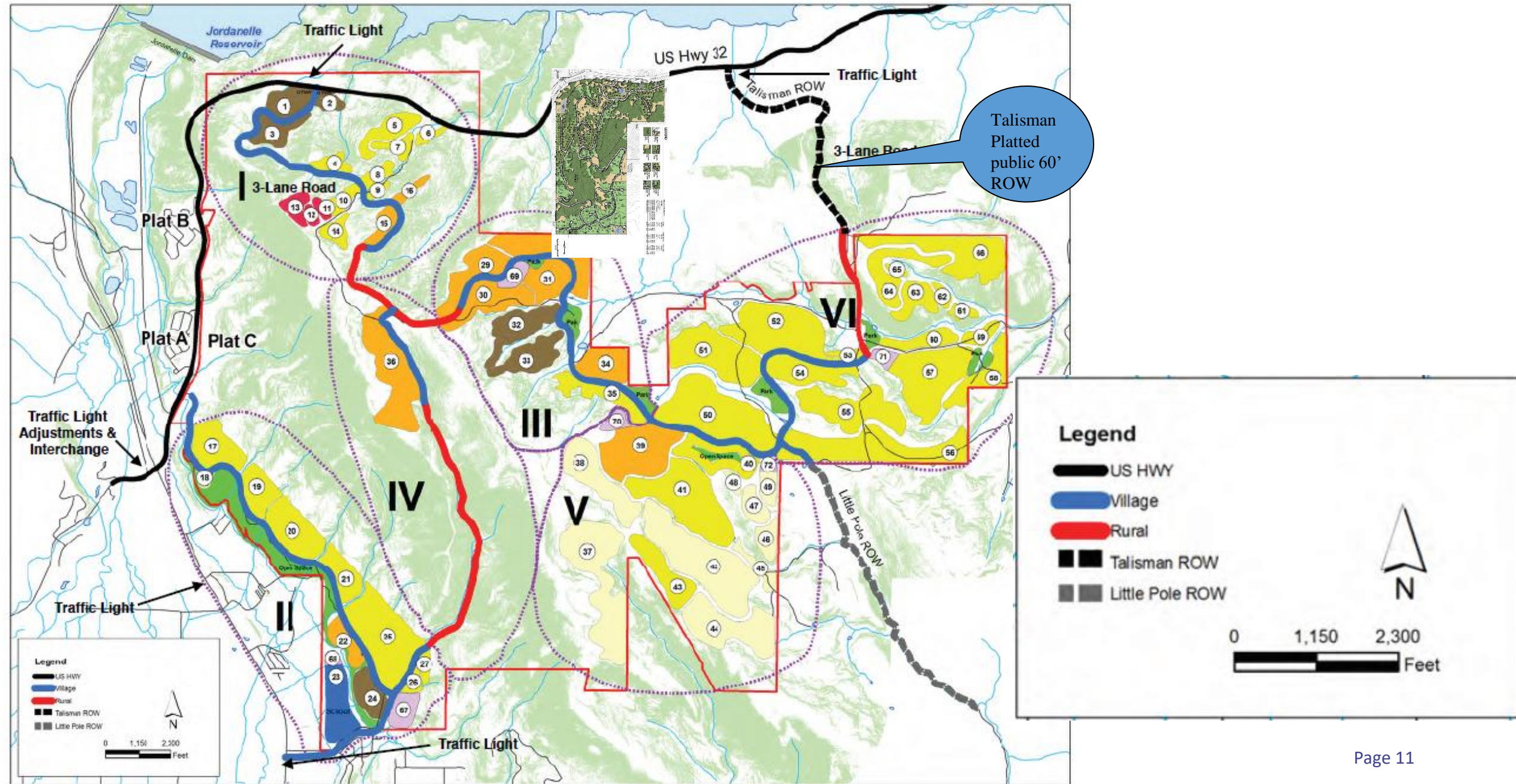
2015 ADT
from UDOT



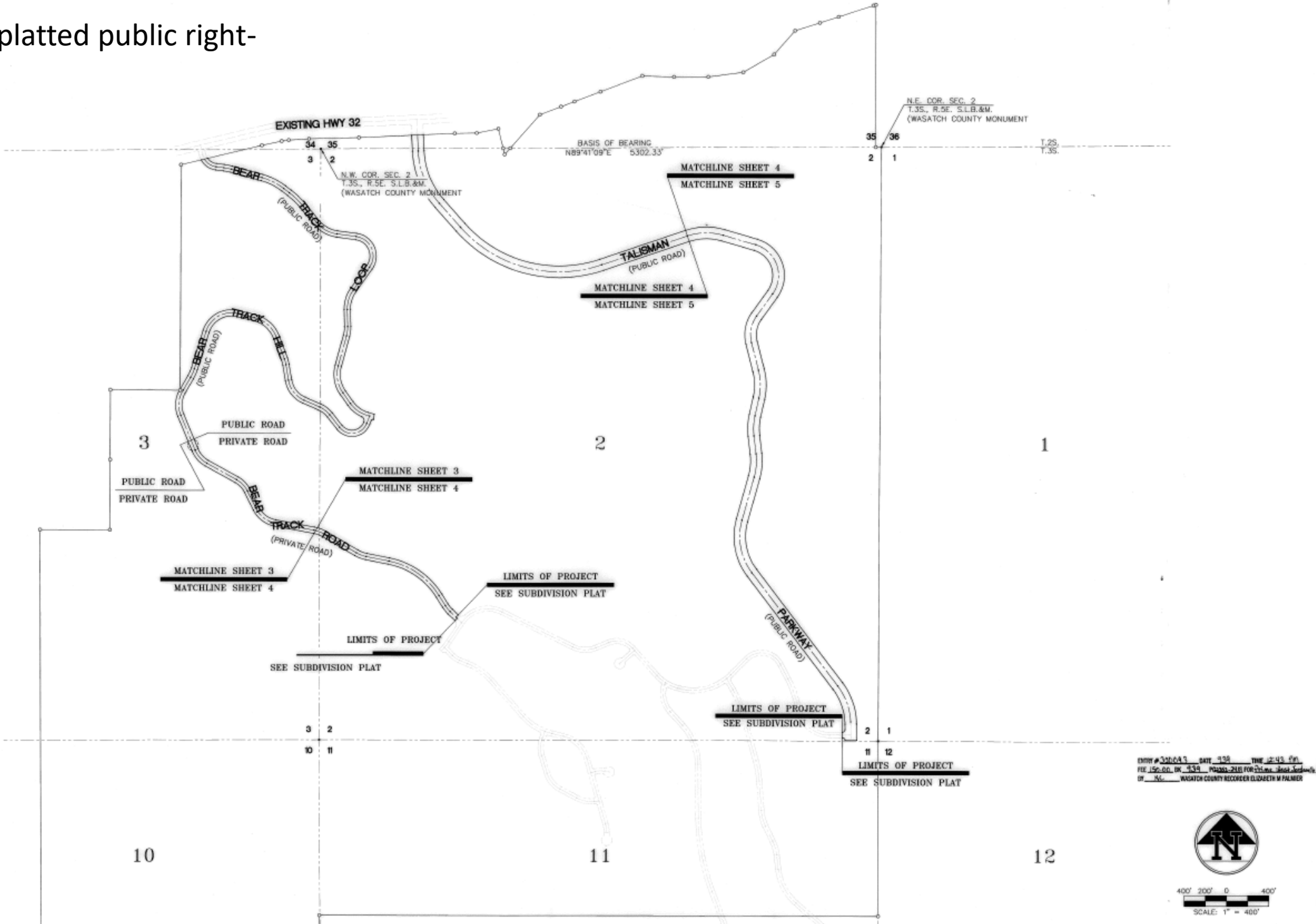
Hwy 113, 3,000



Transportation



Talisman platted public right-of-way



Hales Report C. Level of Service Analysis

*The results of this analysis are reported in Table 6 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 6, **all project intersections are anticipated to operate at acceptable LOS except the following:***

- *Coyote Lane / US-40*
- *SR-32 & River Road / US-40*
- *Old Highway 40 / SR-32*
- *Plat A South Access / SR-32*
- *Plat A North Access / SR-32*
- *Plat B South Access / SR-32*
- *Plat B North Access / SR-32*
- *SR-32 / Village II Access*

Concerns/Questions:

- Second home to a primary home development and impacts to the County.
- Access through the Talisman development must be possible. A transportation plan should be approved showing the connection to the public road and an agreement with the County that the road will not be vacated.
- Municipal services are expected for roads and parks.
- Access down little pole should be discouraged due to the traffic on Lake Creek. Approximately 16,000 ADT should not be dropped into Lake Creek Road at the east end of the valley.
- Improvements down Coyote Canyon must be in compliance with County standards. The traffic analysis anticipates 6-7,000 ADT. This road should be designed at the highest design speed possible according to our traffic engineer.
- A large number of intersections fail at build out of the project. These are all on UDOT rights-of-way which will require UDOT improvements but will still impact the traffic in the area.
- An asphalt trail is shown on the County trails master plan along highway 32 on the south and east sides.
- With the intent to maintain as much internal traffic capture as possible and become a community the project will need school sites, county maintained parks, churches and commercial. How many? Is there sewer and water capacity for this?
- Traffic impact reports and geologic reviews need to be submitted that address concerns.