Chapter Twenty: Midvalley Recreation and Technology Park Area General Plan

INTRODUCTION

PURPOSE

General Plans typically contain goals, objectives, policies and programs all intended to support the County's desire to develop in a particular manner and to attain the vision announced in the plan. The General Plan is intended to be a statement of how the residents view their community, how they want it to be in the future, and how they intend to deal with the planning and development issues facing the community. The programs and polices are aimed toward addressing the changing needs of the county and to serve as a map for the future that will guide the development and growth in the County.

The Tooele County General Plan establishes the policies and goals that promote the direction that the citizens of the County have expressed for the desired quality of life. While Chapter 4 of the general plan addresses the regional aspects of future land use and development within the Tooele Valley, certain areas and communities need a more concise plan that concentrates on policies and goals that are unique to the development of that area.

The Midvalley Recreation and Technology Park area has seen the development of the Deseret Peak Recreation Complex and the Miller Motorsports Park, both of which will create development pressure for that area. Without a specific plan that details the future direction for growth and development in and around those facilities, the potential for incompatibility for neighboring uses is high. The purpose of this plan is to identify and promote those land uses that will be compatible with the existing recreational facilities and promote future development that capitalizes on the use of those facilities both in terms of recreation and tourism and with allied industries that can use the location to develop and promote technological innovations in vehicle engineering and design.

EFFECT

The Midvalley Recreation and Technology Park area is defined as Sections 1, 2, 3, 10, 11 and 12, T3S, R5W, SLB&M.

CONTEXT FOR PLANNING COMMUNITY HISTORY

Tuilla, as it was originally spelled, was one of six counties created in January 1850. Its boundaries were changed a number of times before it achieved its present size as the state's second largest county.

The Mormons herded livestock in Tooele Valley before permanent settlement began in 1849. The early settlers farmed, built gristmills and sawmills, and manufactured salt, charcoal, lime, adobe bricks, and woolen products. Large sheep and cattle herds were developed, and hay and grain became important crops. But mining and smelting, not agriculture, led the county's growth from the 1860s to World War II.

The Rush Valley Mining District, organized in 1864 by soldiers from Fort Douglas, included all of the western Oquirrhs. More than 500 mining claims were located during the first year. Of the mining towns founded in Tooele County, Ophir and Mercur became the most important. Ophir boomed in the 1870s with an estimated population of 6,000 and mines that produced millions of dollars in silver, lead, zinc, and gold. Mercur endured several boom and bust cycles as well as two major fires; with a population estimated as high as 10,000 it flirted briefly with the idea of taking the county seat from Tooele City.

The International Smelting and Refining Company's smelter, built east of Tooele City in 1910, for some sixty years processed ore carried by aerial tramway from the Bingham mine. The plant attracted workers from southern and eastern Europe, diversifying

Tooele's ethnic and religious mix. The Tooele Valley Railroad, completed in 1909, served the smelter's needs and provided additional jobs.

Military installations built during World War II boosted the county's population and continued to pump millions of dollars into the local economy. Wendover Air Force Base (now closed as a military installation) near the Nevada border became an important site for bomber training, at one time employing almost 20,000 military and civilian personnel. Tooele Ordnance Depot (now Tooele Army Depot, or TAD), built in 1942 on a huge tract of land south of Tooele City, served as a major supply, storage, and repair center, employing almost 2,000 civilians in 1944. Activity at TAD peaked during the Korean War and again during the Vietnam conflict. In 1993, the maintenance mission of the Tooele Army Depot was discontinued as a result of the Base Realignment and Closure Commission. Tooele County found that the area of the closure made for a ready made industrial park. The park now known as the Utah Industrial Depot (UID) is the location of several large and numerous small companies that provide essential employment opportunities for the people of Tooele County. In the late 1990s northwest of the UID, Tooele County developed the Deseret Peak Complex with indoor and outdoor arenas, swimming pool, ball fields, the Utah Firefighters' museum, and the Oquirrh Mining museum.

Late in 2004, Larry H. Miller began negotiations with Tooele County to locate a motorsports park. In the original plans for the park, the intent was to create a location for local clubs and individuals to race their cars. The anticipated impact was minimal and the high attendance was projected to be approximately 1,500 people with an average attendance of approximately 300. As the park was developed in 2005, increased interest for a road course increased and the track gained a lot of attention from various sanctioning bodies.

Miller Motorsports Park opened in April 2006 and hosted a full slate of America's best road racing during its inaugural season; including the AMA Superbike and Supermoto series, the American LeMans Series, Grand American Road Racing, Historic Sportscar Racing, and AHRMA vintage motorcycle racing. The events of the track proved to be a success and widely accepted by the racing community. November 8, 2006 Miller Motorsports Park was named "Motorsports Facility of the Year" by the Professional Motorsport World Expo at a gala event held in Cologne, Germany. Miller Motorsports Park was on a short list for the prestigious award that included Las Vegas Motor Speedway (USA), Cranfield University (UK) and Paul Ricard HTTT (France).

TOOELE COUNTY TODAY

As of November 14, 2006, Governor Jon M. Huntsman, Jr. announced that the State of Utah has surpassed a population of 2.6 Million people. In the report by the population estimate's committee, the State of Utah is one of the fastest growing states in the nation in employment growth. The most rapid regional growth rates occurred in counties on or adjacent to the Wasatch Front and in the southwest corner of the state. Tooele County enjoys its location in proximity to the Wasatch Front. Since the mid-1990s, Tooele County has seen a substantial rate of growth in the Tooele Valley region.

Many people have found that the land prices in Tooele County are favorable over the same amount of land in the Salt Lake Valley. With the reputation of being a place that someone gets more land and house for the money, the residential population has grown in the year 2000 with a 53.1% increase over the population

numbers in 1990. The growth of residents in Tooele County has outstripped the number of employment opportunities, so much so, that it is estimated that 46% of the population makes a daily commutes to the Wasatch Front for employment.

With the increase in population many commercial and industrial interests have found Tooele County to be favorable for site location. This has come at a critical time for Tooele County in terms of providing an employment choice that will help with the demands of a commuting population that will burden the transportation infrastructure. There is an interest in creating workplace opportunity for those who are graduating from high school where they don't have to leave the county to get a vocation or profession. Tooele County benefits from the wage structure that is found in Wasatch Front employment and any shift to the development of local employment opportunities should maintain those wage levels.

DEVELOPMENT TRENDS

In the period from 2005 to 2006 Tooele County had the 5th highest growth rate in the State of Utah with a 4.3% increase in population. The demand for large lot custom homes has been equaled with a demand for smaller lot reasonably affordable housing. The population from 2005 to 2006 saw an increase in 2,242 people from the year before. With the location of the Walmart Distribution Center in Grantsville in 2003, the west side of Tooele Valley experienced a renewed interest for the development of residential and service industries. In 2005 the construction of the Miller Motorsports Park led to a renewed expectation of residential development, especially around the race track. As the track opened for its first year of activity, concerns with the potential of residential development next to the park increased. It was determined that a study is needed to find those land uses most compatible with the track and make a plan directing the location of those uses along with those existing in the area. At the time of the writing of this plan, residential development plans have not slowed down in 2006.

PROJECTIONS FOR GROWTH

Much of the growth in Tooele County is part of a Statewide growth trend, while some of the county's growth is from interest in rural residences within commuting distance to urban work places. Concentration of work and shopping opportunities in urban centers helps preserve the rural amenity. Growth in Tooele County will make demands upon natural and environmental resources and can impact resource quantity and quality. Industrial interests will continue in the County. Commercial and residential interests will make demands for developable land and resources.

The Governors Office of Planning and Budget baseline projections established in 2005 for Tooele County as a whole is:

Year	Population estimate
2010	67,150
2020	95,696
2030	112,722
2040	130,092
2050	148,486

The bulk of the population growth will occur in Tooele Valley. This growth has the potential of creating an encroachment on the Midvalley Recreational and Technology Park area. Along with the residential growth, employment growth will need to keep pace so that Tooele County residents can work within the county.

RESOURCE CONSERVATION

NOISE

The American Speech-Language-Hearing Association describes noise as "unwanted sound." Noise can be an unwelcome by-product of our built environment. By considering the potential for noise creation as a part of the zoning and General Plan, incompatible land uses can be separated to address noise issues. Noise levels are measured in decibels (dB). The higher the decibel levels, the louder the noise. The following are examples

of average decibel levels for everyday sounds:

- 30 dB is a whisper
- 50 dB moderate rainfall
- 60 dB conversation
- 70 db busy traffic
- 80 dB alarm clock
- 100 dB snowmobile
- 130 dB jackhammer.

It is important that land uses for the Midvalley Recreational and Technology Park is compatible with the Deseret Peak Complex and the Miller Motor Sports Park. The Midvalley Recreational and Technology Park is in the center of Tooele Valley being surrounded by Grantsville to the west Tooele City to the south east and Erda and Stansbury Park to the north east. Residential zoning should not be allowed in the area because single family dwellings are not compatible with the land uses.

In addition to noise generated by the Miller Motor Sports Park and the Deseret Peak Complex there will be other noise generators in the Midvalley Recreational and Technology Park. Some high-tech industries require cleanroom conditions. To create the cleanroom conditions many facilities use mechanical equipment such as exhaust fans, make-up air units, cooling towers, boilers, compressed air vents, and pumps. The facility can produce continuous noise day and night. The noise can be controlled by the layout of the building, equipment design, noise cancelling technologies, and monitoring noise levels. Not only will cleanrooms create noise, other industrial uses will also contribute to noise levels. Those industries on the preferary of the zone should have buffer areas that screen the residential areas

VIBRATION

The vibration sensitivity of certain groups of equipment used in research and advanced technology manufacturing has been recognized for some time. Various equipment manufacturers have provided requirements or recommendations for vibration environments (of varying degrees of quality) for many years.

When locating vibration-sensitive facilities for advanced technology or R&D, the use of any pile driver, shovel, hammer derrick, hoist tractor, roller or other mechanical apparatus within the area should be taken into consideration. Those uses that are inherent to the creation of vibration should have those effects mitigated or banned from the technology industries area.

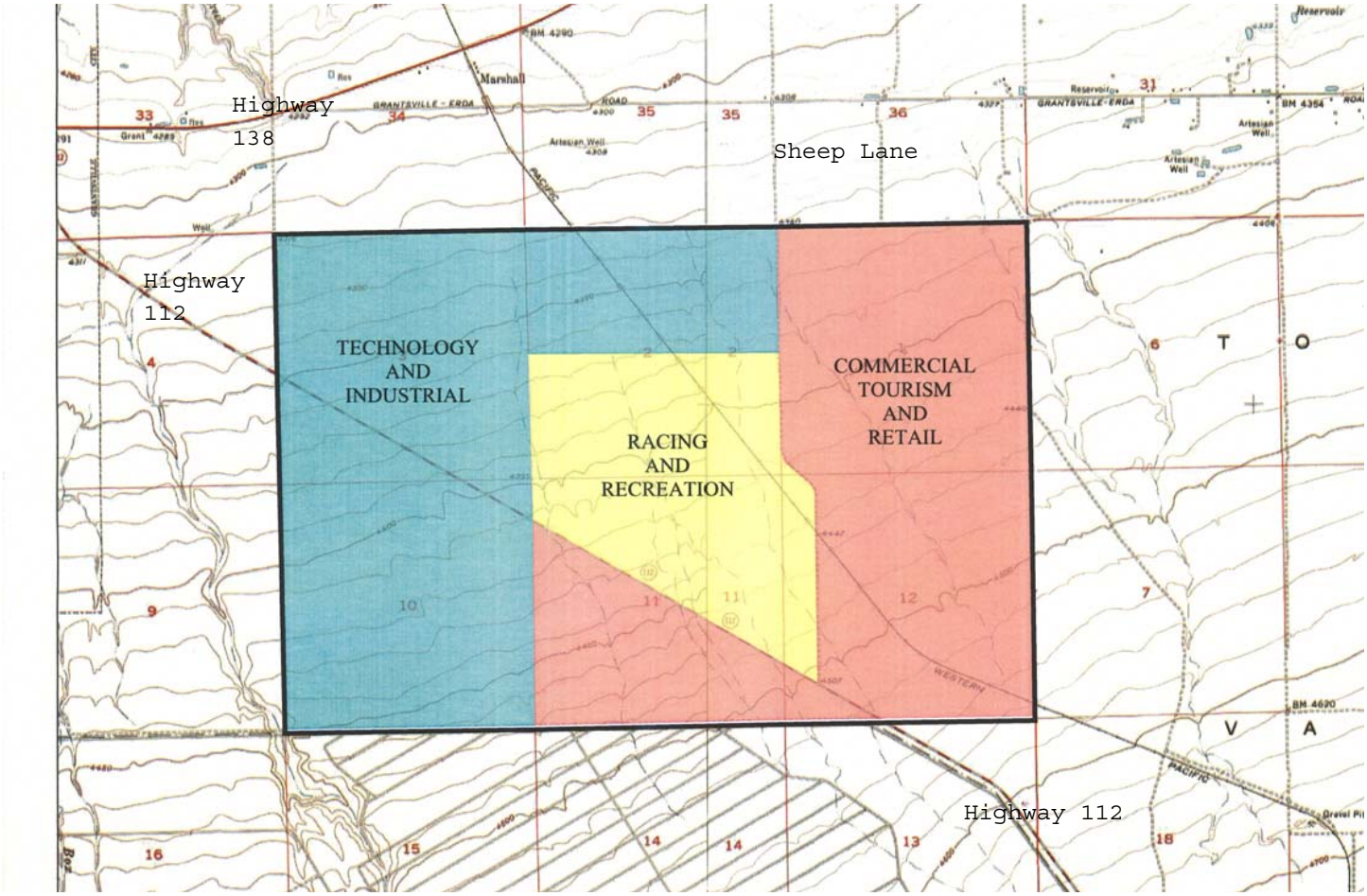
Several generic vibration criteria have been in use since the early 1980s, particularly by the microelectronics and optoelectronics industries and research communities. The introduction of pneumatic isolation and the requirements of metrology and nanotechnology have led to modification of those criteria and the introduction of new ones. It is probable that equipment for imaging (SEM, TEM, STEM, AFM, etc.) will continue to become more sensitive.

Steady state vibration must be limited to not exceed 0.20 inches per second peak particle velocity, or its equivalent in displacement or acceleration, in any one of the three mutually perpendicular components of motion; vertical, longitudinal or transverse. Impulsive vibration should have be limited to no more than 0.4 inches per second peak particle velocity, or its equivalent in displacement or acceleration, on any one of the three mutually perpendicular components of motion. If in construction blasting or pile driving is used, coordination with the operation of those facilities sensitive to vibration should be made and limited to no more than 2.0 inches per second peak particle velocity.

VISION FOR THE FUTURE - AREA PLANS GOALS AND POLICIES

Tooele County is honored by its history and is inspired by its potential for the future. The planning processes attempt to encompass the variety of community ideals into a vision which promotes the best possible, yet most realistic, future.

In Tooele County a balance of good economic health and the preservation of the rural character is desired. The open and rural appearance of the county is a shared asset which members of the community would like to



preserve for the future. Tooele County's vision includes the following:

- Preservation of open space.
- Diverse employment and business opportunities for:
  - economic health.
  - safe, accessible transportation.
  - environmental quality.
  - wise development of resources.
  - reliable, quality services and products.

Tooele Valley has beautiful views of the Stansbury and Oquirrh Mountain Ranges. The viewsheds are an aesthetic resource and a value to the community. One of the values of the Deseret Peak Complex and the Miller Motorsport Complex is the scenic views from those venues. It is important to protect the scenic quality of the County both for visitors to the County as well as for its residents by ensuring that future improvements are compatible with existing land forms, particularly County ridgelines and the many unique geologic features.

New development projects located within the viewshed from the recreation complex and race track should be subject to site and design review to ensure such development does not destroy the scenic quality. Telecommunications facilities and transmission lines should not be located within view of the Deseret Peak and Miller Motor Sports Park unless they are sited and designed so as to be virtually invisible to the naked eye from the subject properties; or are designed to appear as a natural feature of the environment and do not block views or disrupt scenic vistas; or are so well architecturally-integrated into an existing building as to effectively be unnoticeable.

- Signs located within the viewshed of the Midvalley Recreation and Technology Park area should have height and bulk limitations and be limited in number.
- Commercial and industrial development within the scenic corridor should be limited to prevent construction within the viewshed.
- Within the viewshed corridor, utilities should be placed underground, where possible, and utility

poles, located outside the right-of way should be camouflaged with the planting of trees.

- An environmental assessment should evaluate if the viewshed would be impacted and if warranted, mitigation measures should be developed.

The views from this area should be protected from encroachment and physical obstruction. To ensure protection of the viewshed height limitations should be placed in an overlay zone. The protection of the views will protect and enhance the county's attraction to tourists, visitors and the citizens of the community. The existing agricultural activities and uses in the area should be preserved.

The land directly to the east of Sheep Lane and south of SR-112 up to the western boundary of sections 2 and 11 will have high exposure to people coming to the Deseret Peak Complex or the Miller Motorsports Park. Patrons to these recreational facilities will stay longer with other business and recreational services and events. Complementary land use will benefit existing and future businesses, recreational venues and residents before and after the events during the summer as well as off season. This land will be best suited for:

- Hotel/motels
- RV parks
- Convention center
- Restaurants
- Commercial retail
- Sporting goods
- Auto malls
- Theaters
- Public parking
- Spas
- Barber and beauty shops
- Outlet stores
- Convenience stores
- Tire stores
- ATV rentals and repairs
- Tour guides
- Banks
- Other commercial services and goods for the Traveling public as well as destination spots.

The land from the north boundary of the Miller Motorsports Park extending ½ mile to the north, west of Sheep Lane extending to the west side of sections 3 and 10, running south to the boundary of the Tooele Army Depot and along the western side of the Deseret Peak Complex and the Miller Motorsports Park creates a an area that is situated to accommodate those industries that can utilize the motorsports park for automotive engineering, design and aftermarket products. This would include those ancillary businesses that provide services and products to support such operations. These industries must insure compatibility with the recreational uses, commercial tourist uses and those residential and agricultural uses that surround that area. Such uses would be along the lines of:

- advanced composites
- automotive technology
- instruments calibration and manufacturing
- metal fabrication
- electrical components
- machine shops
- computer aided design
- higher education campuses
- biotechnology
- electronic chip manufacturing
- machining
- component manufacturing
- testing services

- automotive design
- tool and die manufacturing

Facilities located in this district should be subject to the following conditions:

- Light manufacturing and assembly line operations shall be permitted.
- Warehousing or storage of products for distribution shall not be permitted, except that which is incidental to the business operation.
- Open-sided covered structures or trailers will not be permitted in the district.
- Truck loading and unloading areas shall be shielded from the main roads servicing the facility.
- All equipment, electrical substations, and mechanical devises shall be shielded from view from the main road.
- The outdoor storage of goods or materials is not allowed.
- Accessory buildings, when such are required for the function of the principal use are permitted provided that all such accessory buildings comply with all setbacks, screening and facade design as are required for principal buildings.
- The grade level of all proposed structures shall be oriented for safe pedestrian access.
- All electric, telephone, telecommunications, and other service lines shall be underground.
- Landscaping and natural screening be a drought tolerant natural species or a suitable substitute.
- No land or structure in the district will be used or occupied in any manner which create dangerous, injurious, noxious or otherwise objectionable conditions which man affect any other property.
- On street parking should not be allowed within the district.

The recreational facilities themselves should have their own zoning designation that encompasses the activities that may occur on the sites. The Deseret Peak Complex has outdoor and indoor sports, arenas and shows. These activities will continue to be major venues at the facility. Rodeos, demolition derbies, horse and cars shows as well as the location for the Tooele County fair will continue to be magnets to spectators. Mining and the Utah State Firemans museums are located on the site and can function as part of the overall facility. Activities such as the BMX and moto-cross motorcycle courses draw a lot of participants and spectators, and the facility should keep abreast of the latest trends in those sports. The Deseret Peak Complex is a hub for the Tooele Valley and as such access by multiple modes of transportation is important. The facility should have a information center on the Tooele County Trails System and a public lands information center. The opportunity for trail excursions and horse rental are potential commercial opportunities that can use the area as a base.

The Miller Motorsports Park offers a number of venues that are associated with racing and recreation. The site serves as a competitive vehicle track and the potential of a test track. The karting track holds a lot of potential for those desiring to engage in the racing experience. The site may also serve for other events such as aircraft races, RC vehicle courses, concerts and carnivals. Facilities that promote other sporting activities should be encouraged at the facility to entertain spectators before, during and after events. The facility has day garages for those commercial businesses and enthusiasts that have interests in the racing and automotive performance markets. Opportunities for local businesses to market their goods and services on the site will help with those businesses that are in the immediate area, and offer visitors an opportunity to expand their interest into other parts of Tooele County. The motorsports park is an ideal location for driving schools and the location for law enforcement driving training course.

PUBLIC INFRASTRUCTURE AND SERVICES

WATER SYSTEMS

On September 19, 2006, the Tooele County Board of County Commissioners enacted Resolution 2006-16 - Establishing the Deseret Peak Special Service District. This district will primarily be responsible for water delivery service. The district has the authority to handle wastewater, but those systems are not in the initial startup plans. The district may develop its own sources for water, but will work more toward interconnection of systems that benefit a broader number of properties

than what is in the district boundary. Sewer service for the area will be coordinated through the district, but will more than likely be handled at an existing public facility.

WASTEWATER SYSTEMS

The Deseret Peak Special Service District will primarily be responsible for water delivery service. The district has the authority to handle wastewater, but those systems are not in the initial startup plans.

FLOOD CONTROL/DRAINAGE

The settlement canyon drainage runs through the area, and appropriate infrastructure must be put in place to assure that the runoff flow is not impeded. Runoff generally becomes deeper and faster, and floods become more frequent, as watersheds develop. Water that once lingered in hollows, meandered around stream channels, and soaked into the ground now speeds downhill, shoots through pipes, and sheets off rooftops and paving. These channels are capable of conveying the runoff to adjoining property more rapidly than under pre-development conditions. The effects of urbanization on stormwater drainage are related to the change in the quality, runoff rate, and the volume of stormwater entering the natural drainage system. In an urban setting, no longer is the runoff delayed by minor topographic depressions, the vegetative cover, or the indirect routes natural surface runoff must follow.

The impervious surfaces also reduce the area available for rainfall infiltration. The subsequent reduction of water infiltrating the soil may result in a lowering of the water table and a potential reduction in the amount of groundwater recharging streams during normally low flow periods. Each watershed is an interactive element of the whole. A change at one place can cause changes elsewhere, whether planned or inadvertent. In association with the altered drainage characteristics there are changes in water quality. The runoff from the urban area contributes pollution loading of nutrients, bacteria, sediment, heavy metals, oils, grease and, in the spring, road salt. The "first flush" is a phenomenon whereby the initial stormwater runoff picks up pollutants from catchment surfaces, such as roads and parking lots, and sewer deposits, where they have been collecting since the last storm. Once these pollutants are washed through the system, the pollution level of the stormwater decreases for the remainder of the storm.

Stormwater management has evolved in the past several years to a point where it is recognized that comprehensive planning with multi-agency involvement is necessary to ensure the protection of human life, property, and our natural receiving waters. The three key components which are developed in this planning process include the Watershed Management Plan, Subwatershed Plan, and Stormwater Management Plan. To ensure effective stormwater management, all three components should be completed and be directly related to the county planning process. Watershed Management Plans are comprehensive strategies that establish broad water management goals and targets for an entire catchment. First, the plan documents and examines the physical, chemical and biological characteristics of the basin. This information is then used to define the existing and potential water uses. General goals, objectives, control methods and/or technologies are then evaluated and selected on a basin basis to protect or enhance the receiving waters.

Similarly, Stormwater Management Plans and subdivision plans should be developed jointly. Stormwater management should be considered at an early stage in the subdivision planning process because it may significantly affect such items as the layout of subdivision lots, roadways and other services. One way to avoid increased flooding downstream from new development is to provide stormwater detention basins throughout watersheds.

Detention of stormwater runoff serves as short-term storage of stormwater until it is slowly released under controlled conditions. Storage facilities include methods such as retention (wet), detention (dry) and infiltration ponds, flat roofs of commercial buildings, large parking lots, local and arterial streets, and subterranean tanks or silos. Ponds are also an effective way to manage stormwater due to their large holding capacity. There are generally two types of ponds, namely "dry" and "wet."

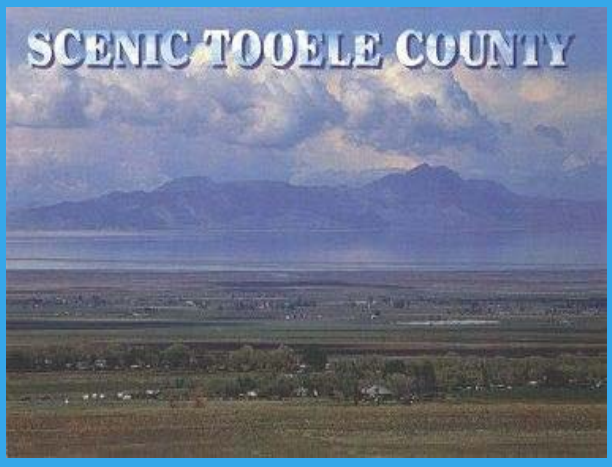
Dry ponds are typically dry; they hold water for a limited time only, releasing it to a receiving water slowly through a controlled outlet. Wet ponds are permanent water bodies designed to hold water until their capacity is exceeded, thus overflowing to a receiving water. They are long-term storage facilities and therefore provide long retention times. Wet ponds also serve as groundwater recharge sites. New or substantially improved developments must detain the excess stormwater on site – unless they are exempted in master plans. Water from detention basins is released slowly downstream. In most instances, the county has found regional detention basins to function more satisfactorily than smaller, scattered on-site facilities.

The purpose of rooftop, parking lot, street and subterranean storage is to delay the runoff or reduce the discharge rate to the major and minor systems. The basic requirements for the use of this technique include a containment location and an outflow release device to control the rate of runoff. Where necessary, an emergency overflow device should be included. There are other methods of altering urban drainage. Groundwater recharge can be achieved through the use of porous pavement in roads and parking lots. In residential areas, well-designed landscaping techniques and construction materials can make the major drainage system effective yet unobtrusive.

Flood water cannot be compressed, it requires space. Encroachments into a channel or floodplain can dam, divert, or displace flood waters. Tooele County requires compensatory excavation if a development – including a flood control project – would reduce valley storage. Preserving or recreating floodplain valley storage is a keystone of the county's program.

TRANSPORTATION

The state road access highways that function as arterial roads to the area are SR-112 and SR-138. SR-112 is the highway that spans between Tooele City and Grantsville City. SR-138 goes from Exit 84 on I-80 through Grantsville City and then connects to SR-36 at Stansbury Park. SR-138 is the main access from I-80. At the time of that this chapter was written, the daily traffic counts of 2005 on SR-112 are 5,455 east of



Sheep Lane, and 5,070 west of Sheep lane. SR-138 has traffic counts of 2005 of 6,675 west of Sheep Lane, and 7,820 west of Sheep Lane. The UDOT traffic counts for Sheep lane are 885 as of 2005. The best estimate for the capacity of both highways is 3,200 vehicles per hour. As more development occurs in the area, there will need to be an expansion of both of these highways. One major concern is the intersection of Sheep Lane on both of these highways.

Current policy is to limit access to 800-foot intervals along the state roads. This policy should continue. Combining access on narrower parcels should be encouraged to limit access points for existing parcels. Frontage roads and internal local roads should be used to provide access to the fronting parcel of land on the state highways. Intersections or access points should be spaced no closer than a minimum of 800 feet, wherever possible. In the development of the technology and light industrial on the west side of Sheep Lane, limited improved intersections must be installed so as to allow the safe interaction of commuter and industrial traffic to exit and enter the road.

Tooele County plans to extend a road from the Bauer area to an interchange at I-80. The road is called the Midvalley highway and it is positioned in the center of Tooele Valley, and can relieve the congestion of S.R. 36 as well as, serve as the designated truck route. It would pass to the west side of the Tooele Army Depot privatization area. It is planned to be a four lane divided arterial highway where access is restricted to interchanges. It would also serve the Midvalley Recreation and Technology Park Area for Tooele County.

All commercial or industrial development within the Midvalley Recreation and Technology Park Area should construct high level traffic roads designed specifically for commercial or industrial traffic loads and levels that serve the uses within the development.

TOOELE COUNTY