



PLANNING COMMISSION MEETING STAFF REPORT

DATE OF MEETING: August 19, 2025

AGENDA ITEM: General Plan Amendment

DOCUMENT: Road System Master Plan
Trail System Master Plan

AUTHORIZED AGENT: Michelle MacDonnell

APPLICANT PROPERTY OWNER: The Corporation of the Presiding Bishop of the
Church of Jesus Christ of Latter-Day Saints

**OTHER DIRECTLY AFFECTED
PROPERTY OWNERS:** David and Katie Studdert
Gerald and Cathleen White
Pablo and Kendra Scheibe

ITEM: 5

Michelle MacDonnell, agent for the Church of Jesus Christ of Latter-Day Saints, is requesting a General Plan Amendment. The proposed amendment would amend both the Master Street Plan and the Master Trail Plan by removing future planned streets and trails from the General Plan. Future streets that would be removed include 200 East, 400 South, and 550 South. The proposed trail amendment would remove future planned trails along 200 East, 400 South, and 550 South and would realign a future trail along portions of the south and east boundaries of the Gerald and Kathleen White property.

BACKGROUND:

Michelle Macdonnel, agent for the Church of Jesus Christ of Latter-Day Saints, is proposing a General Plan Amendment which would amend the City's Road System Master Plan and the Master Trail Plan by removing planned streets and trails from the General Plan. Future streets that would be removed include 200 East, 400 South, and 550 South. The proposed trail amendment would remove future planned trails along 200 East, 400 South, and 550 South and would realign a future trail along portions of the south and east boundaries of the Gerald and Kathleen White property. The planned roads and trails have been part of the City's plans since the adoption of the 2023 Midway General Plan. The City must decide if the roads and trails are necessary to meet the goals and the vision described in the General Plan.

The planned roads and trails proposed for removal cross four parcels, two in Midway City limits and two in unincorporated Wasatch County. The two in Midway include the applicant's property (OMI-0491-0-002-04, 18.61 acres) and the David and Katie Studdert's property (OMI-0490-0-002-044, acres 5.06 acres). The two in Wasatch County include Gerald and Cathleen White's property (OWC-1105-0-002-044, 39.56 acres) and Pablo and Kendra Scheibe's parcel (OWC-1102-0-002-044, 8.66 acres). Currently, the City is considering contributing \$750,000 towards a conservation easement on the White property, AKA Pear Tree Llama. If a conservation is placed on the property, then it seems unlikely that a road would be needed across Pear Tree Llama or the other properties in question.

The applicant is proposing the amendment so that if any of the property with planned roads or trails is developed then the road and trail connections will not be required. The applicant would like to build a church on the northern six acres of the property and sell the southern 12 acres. After the property is subdivided, it is possible that the Wasatch School District would purchase the 12 acres and at some point, build a school on the property. If the future planned roads are required or not, will be a determining factor of the layouts of future site plans.

Amending the General Plan is a legislative action. The City Council has no obligation to approve an amendment. All issues should be considered in a legislative process which is unlike when the City Council acts administratively.

ANALYSIS:

Whenever there is a proposed amendment to the land use code or one of the adopted maps, the City should look to the General Plan for guidance. There should be support for any proposed amendments in the General Plan for an amendment to be successful.

The General Plan focuses on transportation and the needed connectivity that allows a community to function. The City has adopted the Road System Master Plan to assure roads are built in areas where they have been identified that they are needed. The following are selections from the General Plan regarding future street planning and connectivity:

- *The transportation element is designed to provide for the safe and efficient movement of people and goods in the City. Its primary purpose is to balance current and future demands generated by projected future growth with roadway improvements. In essence, it is a long-range transportation plan which would efficiently support future land development and ultimately Midway's vision for the future.*
- *Additional east-west mobility will be central to mitigating these effects. As Midway continues to grow, building a complete system of roads and trails using multiple corridors and alternatives will become even more important.*
- *Neighborhood connectivity is important for local traffic and for emergency response and should be considered for all new development. Neighborhood connectivity will allow local traffic to use local streets and through traffic to use the collector roads which will allow traffic to be the safest and most efficient.*
- *Transportation Goals and Guidelines*
 - *Objective 2: Design an adequate transportation system for current and future residents and areas of development.*
 - *Guideline 3: Neighborhood connectivity is important for local traffic and for emergency response and should be preferred for all new development.*

One point emphasized in the General Plan is connectivity, which is important for local traffic and emergency response. Local traffic is dispersed when there are more options. Also, emergency responses are affected if there are limited options to arrive at the site of an emergency. Even road construction benefits if there are options for traffic detours. All these items make connectivity important to have a transportation that functions for a community.

Another point emphasized in the General Plan is the preservation of open space. Currently, there is a proposal to place conservation easement on the 40-acre Pear Tree Llama property owned by the Whites. If a conservation is placed on the property, then it seems unlikely that a road would be needed across Pear Tree Llama or the other properties in question. Reasons why connecting roads would not be needed include that the lowering of density in the area would reduce the need for connecting roads. Also, the removal of a planned redundant road would still leave three other north-south roads that include Center Street, 250 West and Stringtown Road, all of which have relatively low traffic counts.

As previously mentioned, the applicant is considering selling 12 acres to the Wasatch School District for a future elementary school. A school is a conditional use in the R-1-15 zone and the specifics to the approval would be reviewed through the conditional use approval process. It is unknown to staff the specific access requirements for a school, which is regulated by the state, but any future school would need to comply with all local and state requirements. Removing future planned roads from the map would reduce access possibilities for a future school and any other development on the property. For example, any residential development on the 12 acres,

with only one point of access, would be limited to 11 lots. It is likely that future development in the area will be limited because of the lack of connectivity to existing roads and the lack of ability to build future connecting roads.

POSSIBLE FINDINGS (in favor of amendment):

- Pear Tree Llama may become permanent open space which may reduce or eliminate the need for connectivity.
- Goals in the General Plan promote preservation of open space which may reduce the need for connecting and redundant roads.
- A planned future trail will be realigned that may connect 850 South to a public trail in Midway Crest in the future.
- The road and trails maps were adopted in the General Plan in 2023.

POSSIBLE FINDINGS (against amendment):

- Goals in the General Plan promote connectivity for local traffic circulation and emergency response.
- With less connecting roads, more traffic is forced on to the existing roads which compound as Midway grows.
- More connectivity allows for options for detours when roads are under construction.
- Removing future planned trails from the map will reduce trail options for future residents.
- The road and trails maps were adopted in the General Plan in 2023.

ALTERNATIVE ACTIONS:

1. Recommendation for Approval. This action can be taken if the Planning Commission finds there is good cause to amend the General Plan.
 - a. Accept staff report
 - b. List accepted findings
 - c. Reasons for approval (findings)

2. Continuance. This action can be taken if the Planning Commission finds that there are unresolved issues.
 - a. Accept staff report
 - b. List accepted findings
 - c. Reasons for continuance
 - i. Unresolved issues that must be addressed
 - d. Date when the item will be heard again

3. Recommendation for Denial. This action can be taken if the Planning Commission finds there is not good cause to amend the General Plan.
 - a. Accept staff report
 - b. List accepted findings
 - c. Reasons for denial

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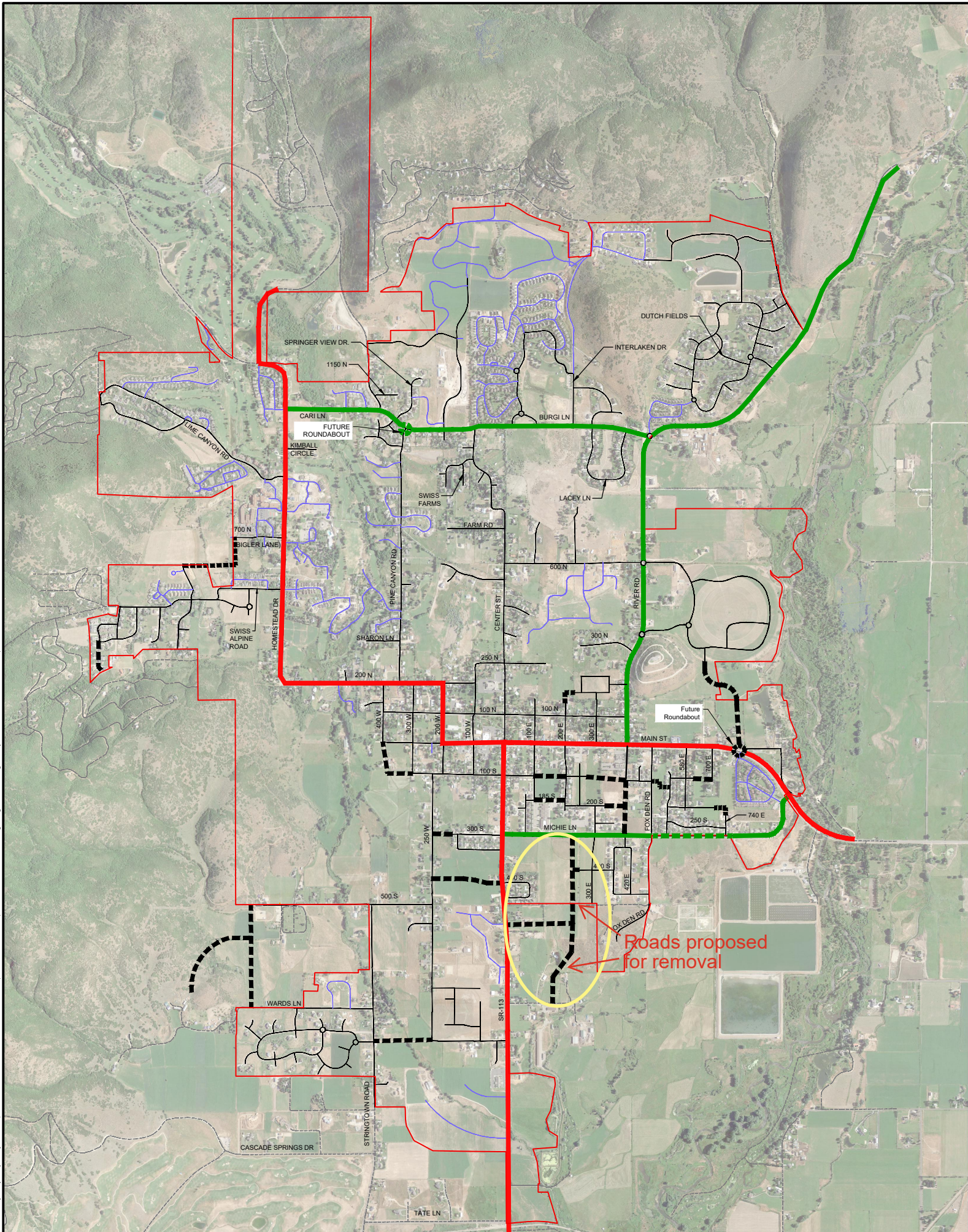


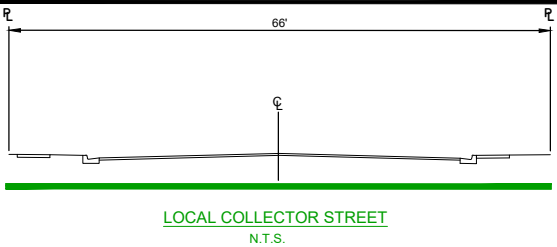
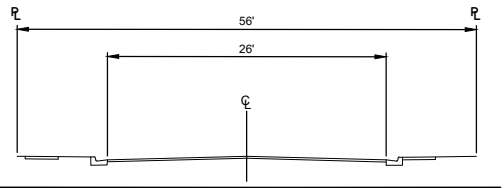
FIGURE 2-1

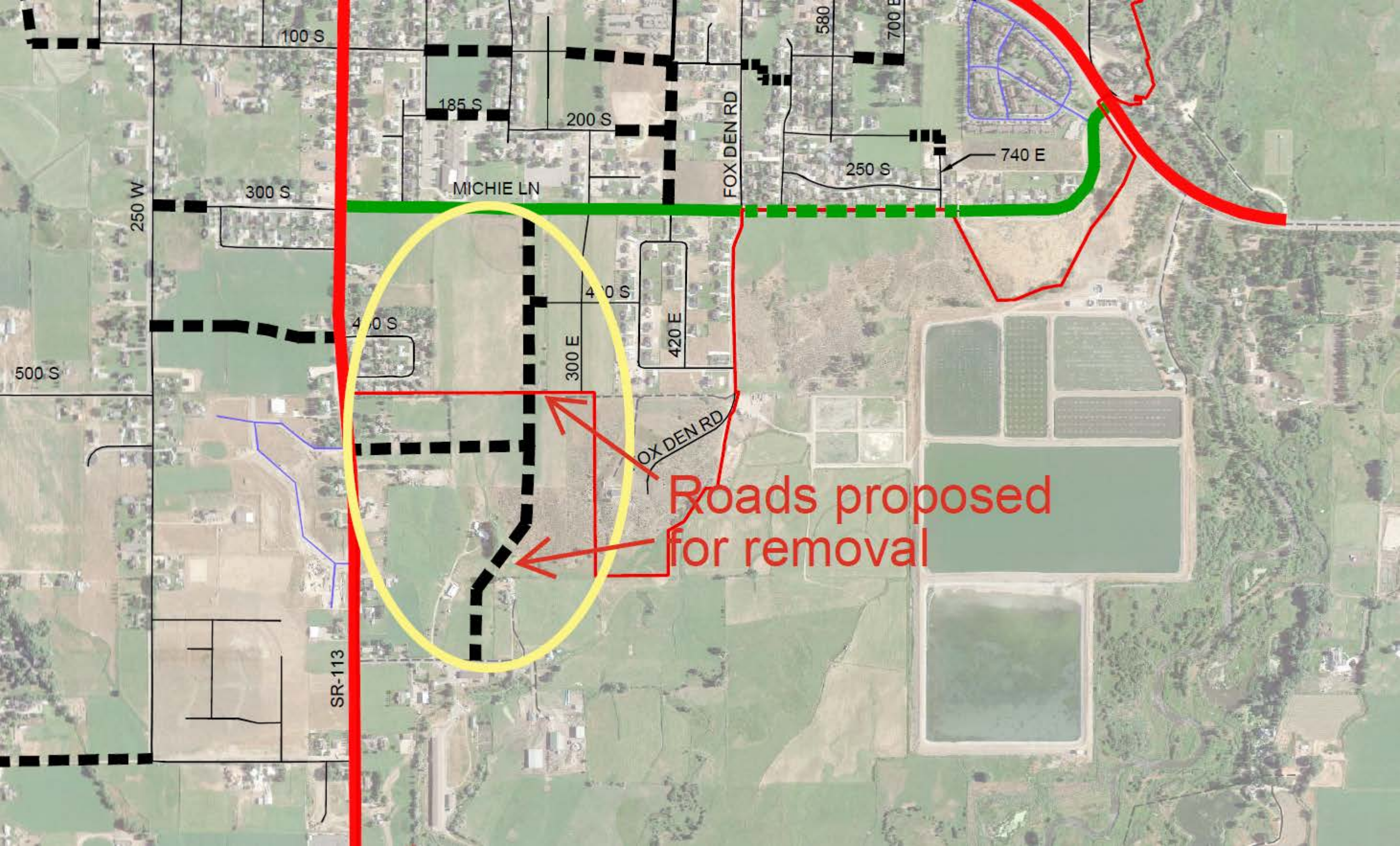
MIDWAY CITY

ROAD SYSTEM
MASTER PLAN

LEGEND

- PRIVATE ROADS
- MIDWAY CITY BOUNDARY
- ROADS OUTSIDE OF MIDWAY CITY BOUNDARY
- EXISTING LOCAL
- EXISTING COLLECTOR
- EXISTING ARTERIAL (UDOT)
- FUTURE LOCAL
- FUTURE MINOR COLLECTOR





H:\Midway City\City Projects\Capital Facilities Plan 2009-2021\2022 Update\Ch 4 Trails - 2022\Drawings\Figure 4-1 Trails Master Plan.dwg - CP-01 - 8/29/2022 04:58pm alexandria.lewallen

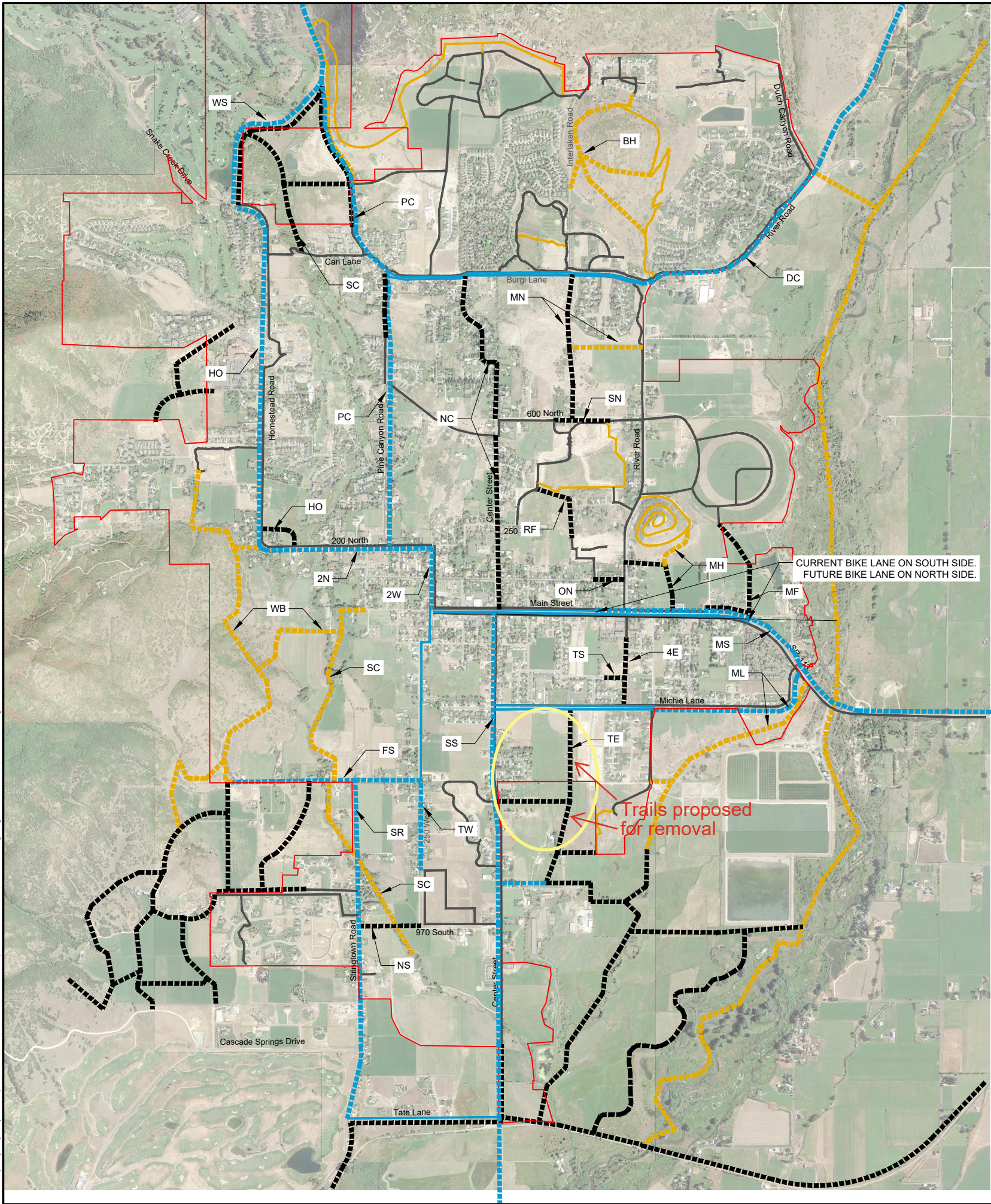


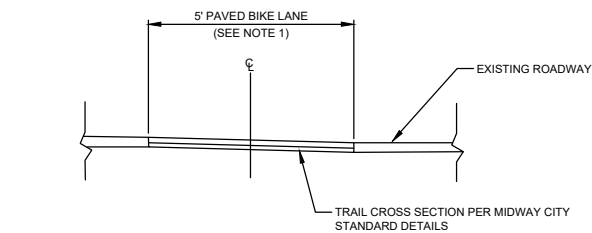
FIGURE 4-1

MIDWAY CITY

TRAIL SYSTEM
MASTER PLAN

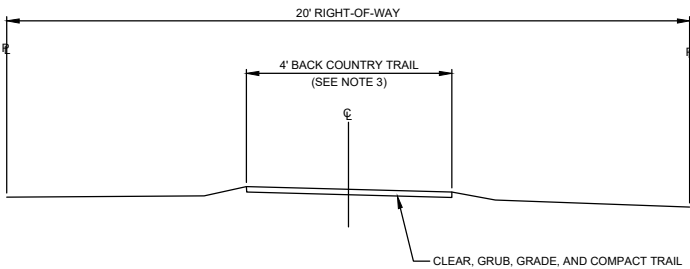
LEGEND

- CURRENT PAVED TRAILS
- FUTURE PAVED TRAILS
- CURRENT BACK COUNTRY TRAILS
- FUTURE BACK COUNTRY TRAILS
- CURRENT BIKE LANES
- FUTURE BIKE LANES
- MIDWAY CITY BOUNDARY



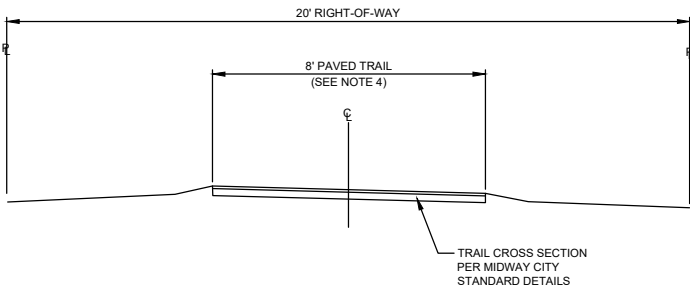
PROPOSED 5' HARD SURFACE PAVED BIKE LANE

N.T.S.



PROPOSED 4' IMPROVED SURFACE BACK COUNTRY TRAIL

N.T.S.



PROPOSED 8' HARD SURFACE PAVED TRAIL

N.T.S.

ID	Trail Group
BH	Burgi Hill
DC	Dutch Canyon
FS	500 South
HO	Homestead
MF	Midway Farms
MH	Memorial Hill
ML	Michi Lane
MN	Mountain Spa
MS	Main Street
NC	North Center St.
NS	970 South
ON	100 North
PC	Pine Canyon
RF	Remund Farms
SC	Snake Creek
SS	South Center St.
SN	600 North
SR	Stringtown Road
TE	200 East
TS	200 South
TW	250 West
WB	West Bench
WS	Warm Spring Dr.
2N	200 North
2W	200 West
4E	400 East

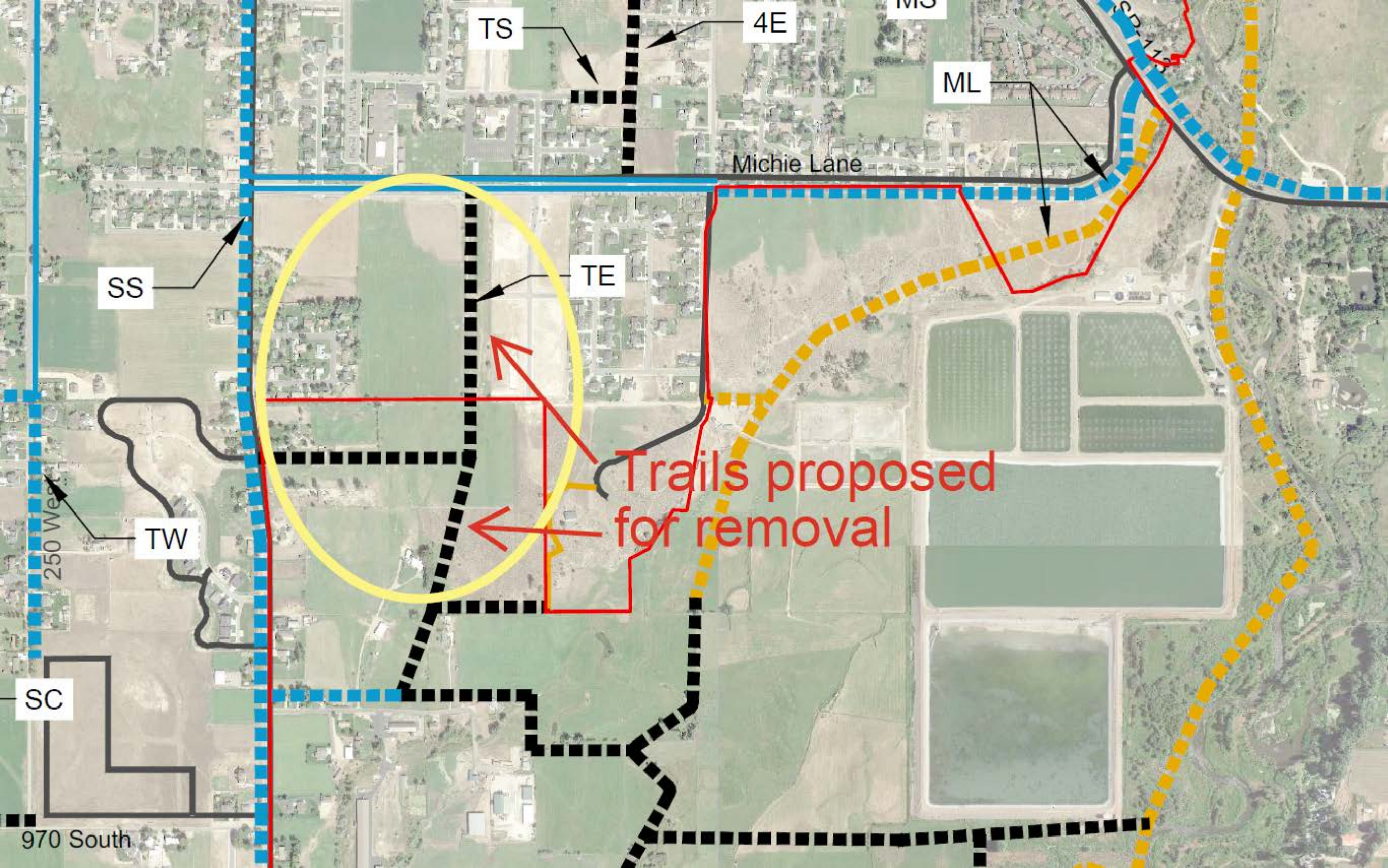
- NOTES
1. 5' BIKE LANE WIDTHS ARE REQUIRED UNLESS APPROVED BY MIDWAY CITY.
 2. ALL FUTURE BIKE LANES SHOWN ON THIS MAP WILL BE IN BOTH DIRECTIONS UNLESS NOTED ABOVE.
 3. 4' BACK COUNTRY TRAIL WIDTHS ARE REQUIRED UNLESS APPROVED BY MIDWAY CITY.
 4. 8' PAVED TRAIL WIDTHS ARE REQUIRED UNLESS APPROVED BY MIDWAY CITY.

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ENGINEERS

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Midway

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TS

4E

ML

Michie Lane

SS

TE

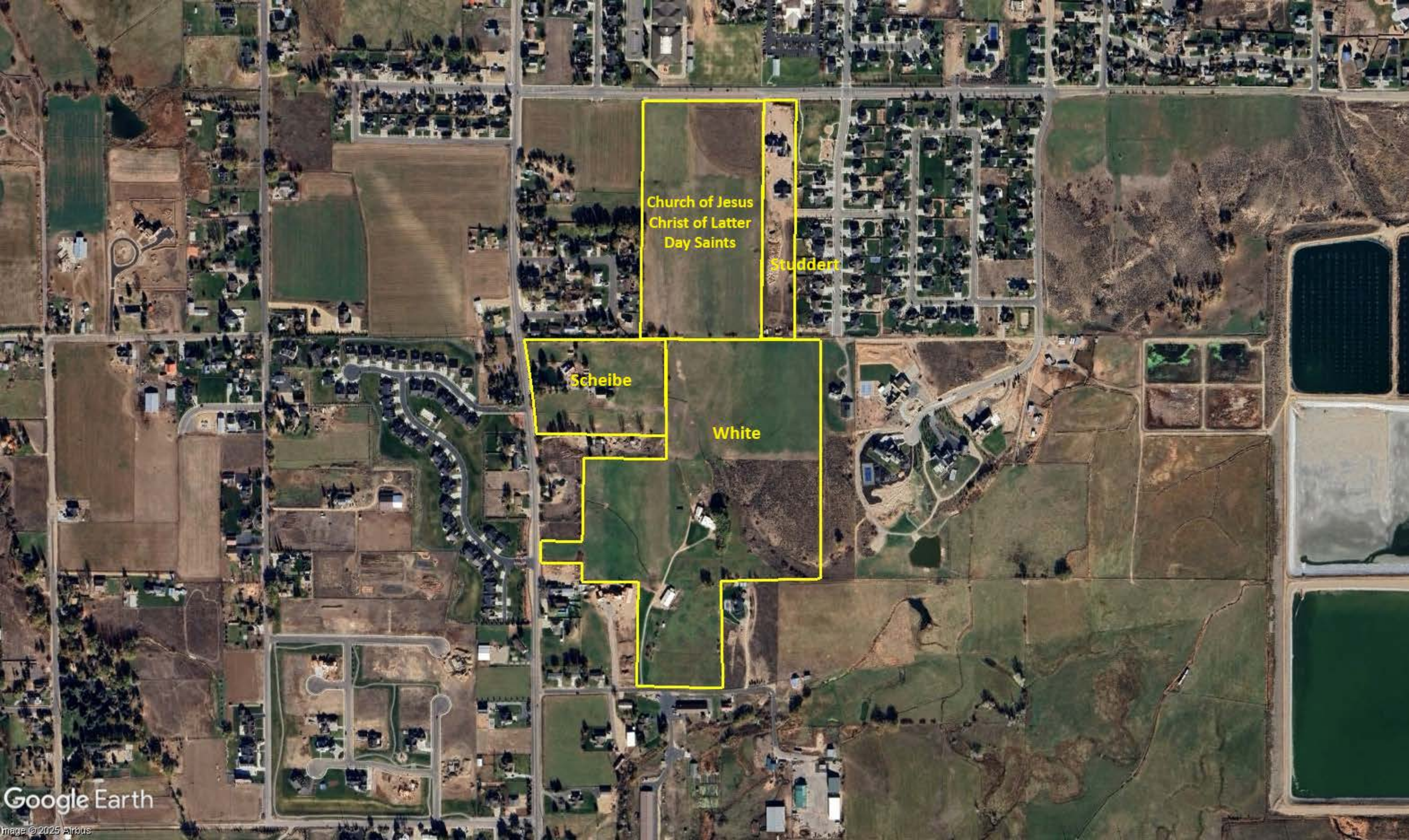
TW

SC

250 West

970 South

Trails proposed
for removal



Church of Jesus
Christ of Latter
Day Saints

Studdert

Scheibe

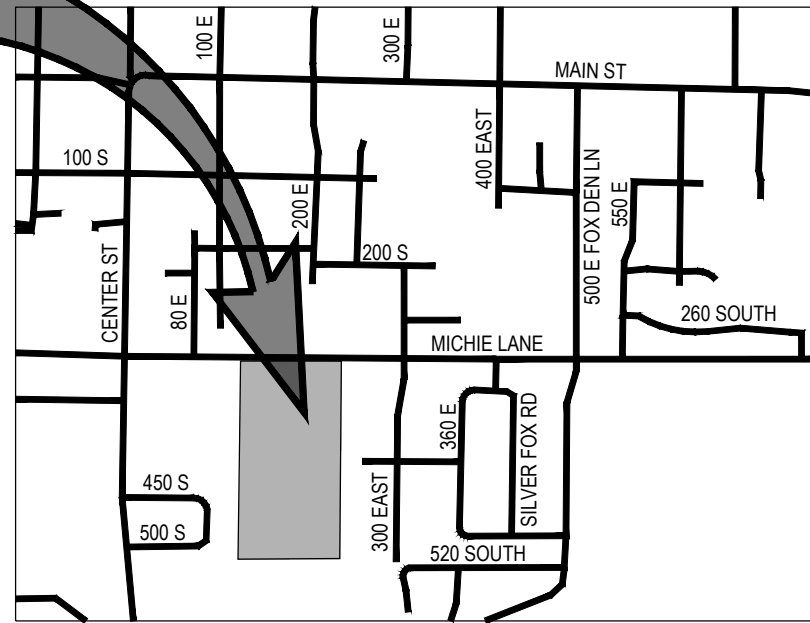
White

MIDWAY MICHIE LANE STAKE CENTER

CONSTRUCTION PLANS

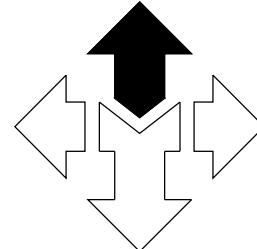
200 EAST MICHIE LANE, UTAH
LDS # 508-3532

SITE



VICINITY MAP
SCALE: N.T.S.

NORTH



SCALE: 1" = 30'

0 15' 30' 60' 90'

S 89°59'44" E 659.50'

N 0°40'59" E 511.97'

OWNER / ARCHITECT

OWNER: THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS
ARCHITECT CONTACT: UNCOMMON ARCHITECTS
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MIDWAY MICHIE LANE
STAKE CENTER
200 EAST MICHIE LANE, MIDWAY, UT

JOB NUMBER: 508-3532

OWNER: The Church of Jesus
Christ of Latter-day Saints

DATE: 06.13.25

REV	DATE	DESCRIPTION
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