



ERDA CITY
2163 W Erda Way – Erda, UT
(435)243-5577

Zoning Map Amendment Summary and Recommendation

Public Body: Erda City Council

Meeting Date: January 25, 2024

Parcel IDs: 01-434-0-0005

Current Zone: A-20

Property Address: 2100 W Pole Canyon Rd

Request Zoning map amendment from A-20 (Agricultural) to CG (Commercial General)

Planning Staff Recommendation: The requested zoning district could be a good fit with the major transportation corridor in this area.

Applicant Name: Six Mile Ranch

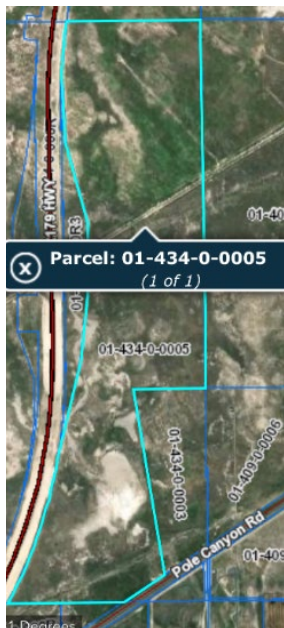
PROJECT DESCRIPTION

Six Mile Ranch is requesting a rezone for 130.28 acres from A-20 (Agricultural 20 acre) to CG (Commercial General) located at 2100 W Pole Canyon Rd.

Proposed uses in the CG zoning district can be found in Chapter 17 Part 17-5.

Planning Commission made a unanimous favorable recommendation on January 9, 2024.

SITE & VICINITY DESCRIPTION



The subject property is located at approximately 2100 W Pole Canyon Rd. This property is located along the Midvalley Highway and Pole Canyon Rd. Access is from Pole Canyon Rd.



ZONE CONSIDERATIONS

Requirement	CG
Height	75 feet
Front Yard Setback	20 feet
Side Yard Setback	No building shall be closer than 50 feet to any residential district boundary line
Rear Yard Setback	None
Lot Width	None
Lot Area	None
Lot Coverage	Maximum building coverage 50%
Required improvements	Street grading, street base, onsite surface drainage facilities, culinary water facilities, wastewater disposal, and street monuments

GENERAL PLAN CONSIDERATIONS



On the general plan this property is located in a potential deannexed land and is anticipated for commercial uses surrounded by residential.

ISSUES OF CONCERN/PROPOSED MITIGATION

This property is located in an area that has been requested to be annexed into Grantsville City. This annex has been challenged and has not been completed yet.



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NEIGHBORHOOD RESPONSE

Any comments that are received prior to the planning commission meeting will be forwarded to the planning commission for review and summarized at the meeting.

PLANNING STAFF ANALYSIS

Planning Staff has completed a review of the zoning map amendment application. The CG zoning district is a good use for property along the main corridors such as Midvalley Highway and Pole Canyon Road.

PLANNING STAFF RECOMMENDATION

Planning Staff recommends that the Erda City Planning Commission carefully examines all materials presented to make a recommendation to the Council.

1 property is owned by six mile ranch and sits north of pole canyon road between mid valley highway and Tooele valley airport property. Generally flat and sloping from south to north. Vegetation consists of grasses and brush

2 legal description is attached

3 land is currently A-20 and is proposed to be changed to C-G

4 property is bordered on the south by pole canyon rd. and to the west by mid valley highway

5 existing use is natural and irrigated pasture. Proposed uses are unknown but would be commercial in nature.

6 utilities and infrastructure will need to be developed

7 proposed change matches the Erda City general plan.

8 map of area is attached

9 130 acres of commercial uses

10 residential uses are not anticipated in this rezoned area

11 unknown

12 currently 100% open space proposed change will meet all city codes for open space

13 no unique or unusual nature features

14 property has ample water rights. Community services would be bolstered by increased tax revenues from commercial property

15 storm water basins and calculations are still unknown but will comply with all federal, state, and local code.

16 unknown

17 n/a

18 a traffic study will be attached

19 TBD

December 15, 2023

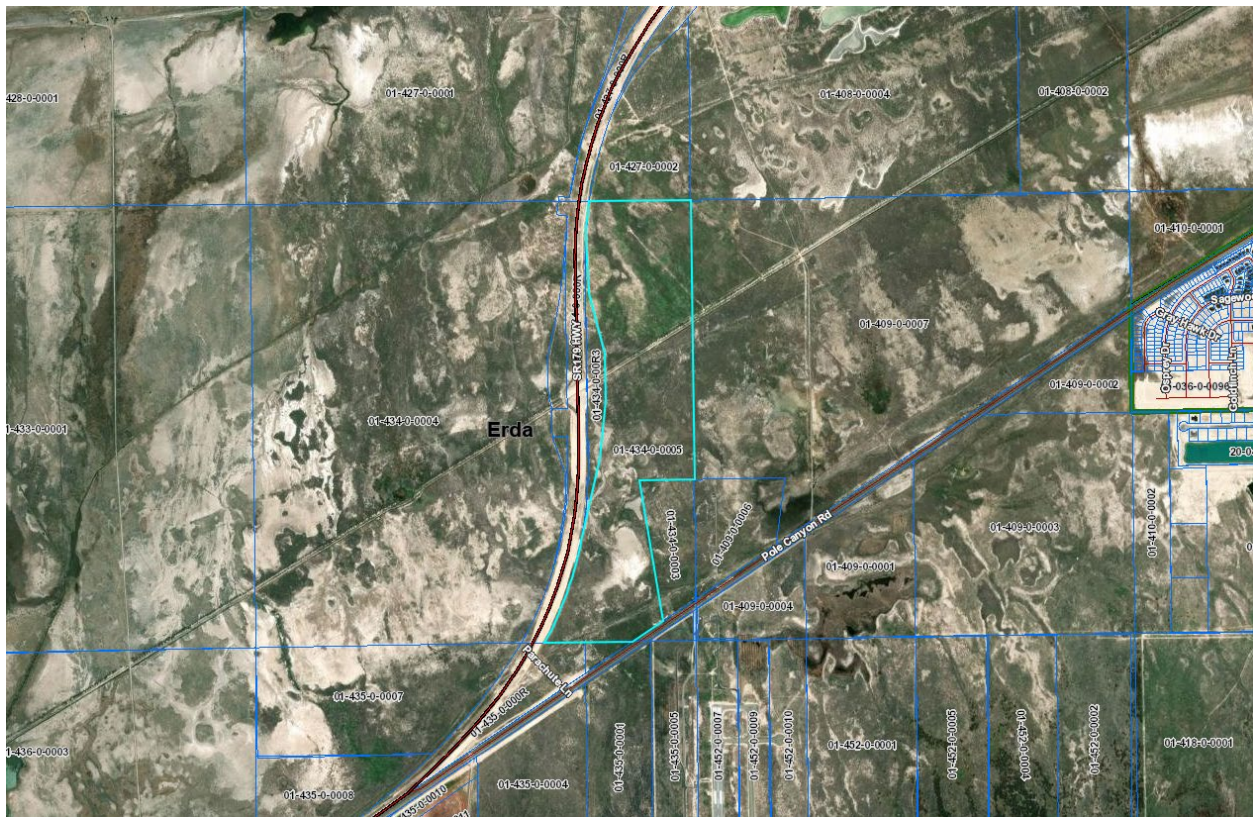
Six Mile Ranch
Att: Craig Smith
4982 Heidi Way
Erda UT 84074



Re: Trip Generation Letter Proposal – Six Mile Ranch

Dear Craig,

The purpose of this letter is to project the trip generation for potential development of 130.28 acres on Six Mile Ranch (Tooele County Parcel 01-434-0-0005). The property abuts SR-179 and SR-138. The following graphic from the Tooele County Assessor illustrates the size, shape and property location:



While the site abuts two state highways in some locations, this letter will not address whether access to the highways is or might be available. The goal of this letter is to develop an overall trip generation for the property without a detailed conceptual site plan. At your request and direction, the owner would like to rezone this property for commercial use. As there is not a future conceptual site plan for Six Mile Ranch with detailed land uses, this trip generation letter will assume an overall land use based on our discussions with Six Mile Ranch.

The Institute of Transportation Engineers Trip Generation Manual typically estimates trips to the site by square feet of buildings or employees. Therefore, it is difficult to estimate trips without a conceptual site plan. There are several land uses that have historically estimated trips by acres. These included: General Light Industrial (ITE Land Use 110), General Heavy Industrial (ITE Land Use 120), Industrial Park (ITE

Land Use 130), and Manufacturing (ITE Land Use 140). In recent editions of ITE, only Manufacturing has estimates by acres, so this is the land use that would be used for this trip generation letter. This land use is not the highest traffic generator that a commercial property could anticipate, but without a conceptual site plan and a large property to consider, this might be a reasonable land use for the purpose of this letter (there could be some higher or lower traffic generators in the commercial mix in the future).

Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation (Eleventh Edition) database was used to estimate trips for land uses. The proposed land uses are noted in the following list by type and size.

- Manufacturing (ITE Land Use 140) – 130.28 acres

Tables One shows the Weekday, AM and PM peak hour trips generated.

Six Mile Ranch, Tooele County - Trip Generation Memo						
Table One						
Trip Generation						
Facility	ITE Land Use	Acres	Trip Rate	Total Trips	Inbound	Outbound
AM Peak Hour						
Six Mile Ranch	140	130.28	4.79	624	524	100
PM Peak Hour						
Six Mile Ranch	140	130.28	4.99	650	254	396
Weekday						
Six Mile Ranch	140	130.28	39.53	5,150	2,575	2,575

The appendix to this memo includes attachments for ITE Land Use 140 – Manufacturing. Please feel free to call with questions.

Sincerely,
Falcon Traffic



Randy Wahlen, PE

Land Use: 140

Manufacturing

Description

A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, a manufacturing facility typically has an office and may provide space for warehouse, research, and associated functions. General light industrial (Land Use 110) and industrial park (Land Use 130) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Minnesota, Missouri, New Jersey, New York, Oregon, Pennsylvania, South Dakota, Texas, Vermont, Washington, and West Virginia.

Source Numbers

177, 179, 184, 241, 357, 384, 418, 443, 583, 598, 611, 728, 747, 875, 879, 940, 969, 1067, 1068, 1082

Manufacturing (140)

Vehicle Trip Ends vs: Acres
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 37

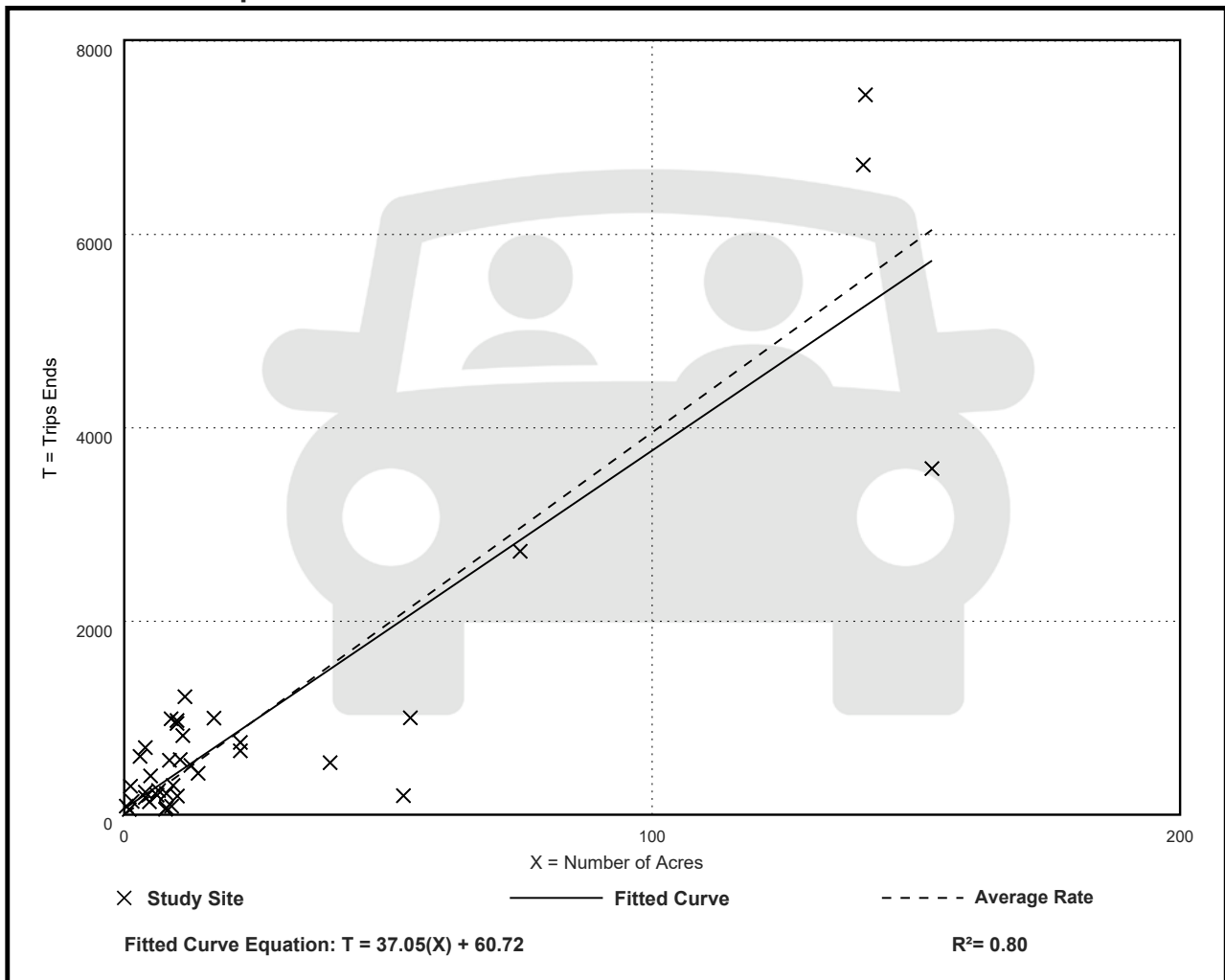
Avg. Num. of Acres: 24

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
39.53	3.72 - 245.83	27.04

Data Plot and Equation



Manufacturing (140)

Vehicle Trip Ends vs: Acres

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 32

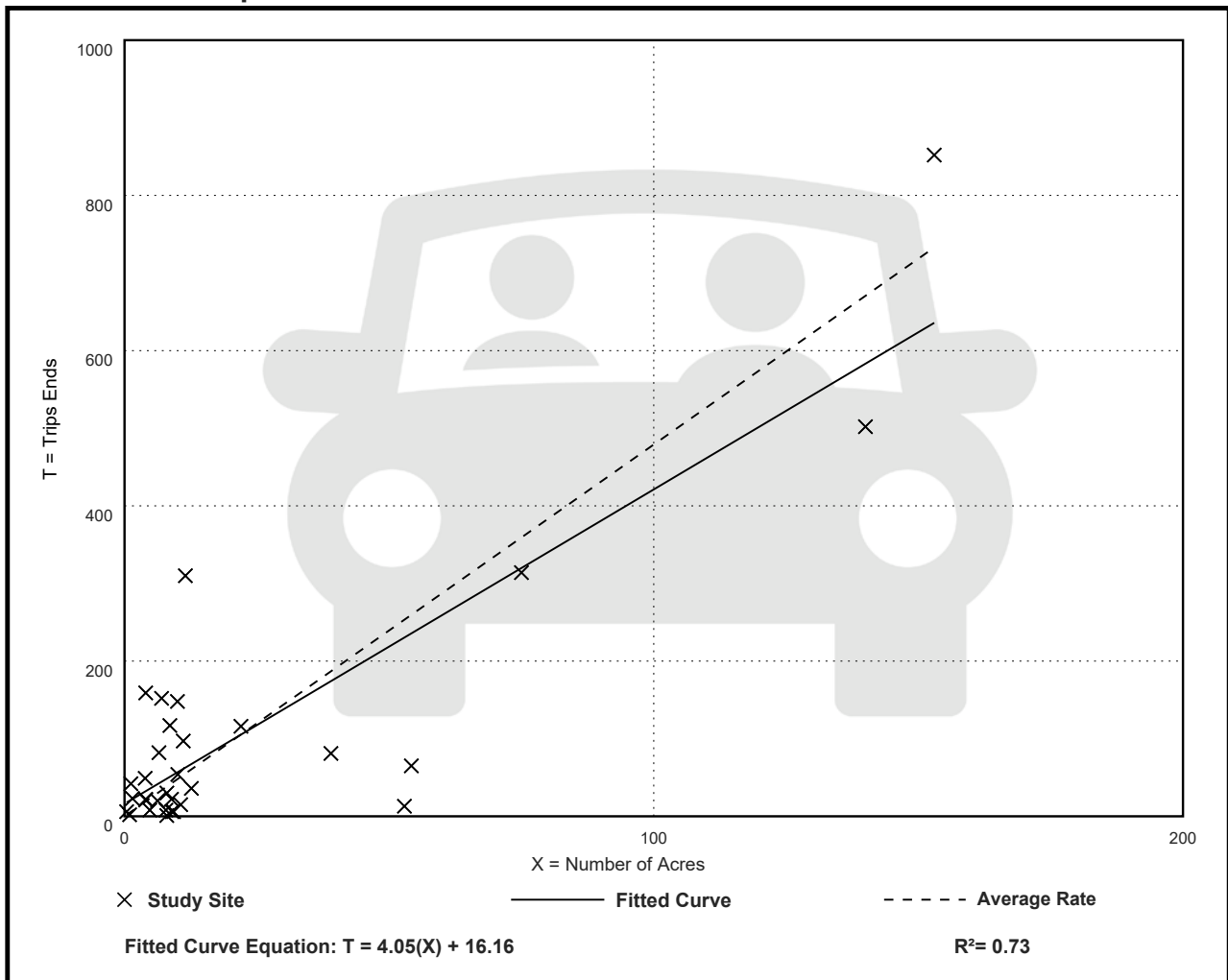
Avg. Num. of Acres: 22

Directional Distribution: 86% entering, 14% exiting

Vehicle Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
4.79	0.13 - 39.75	5.36

Data Plot and Equation



Manufacturing (140)

Vehicle Trip Ends vs: Acres

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 32

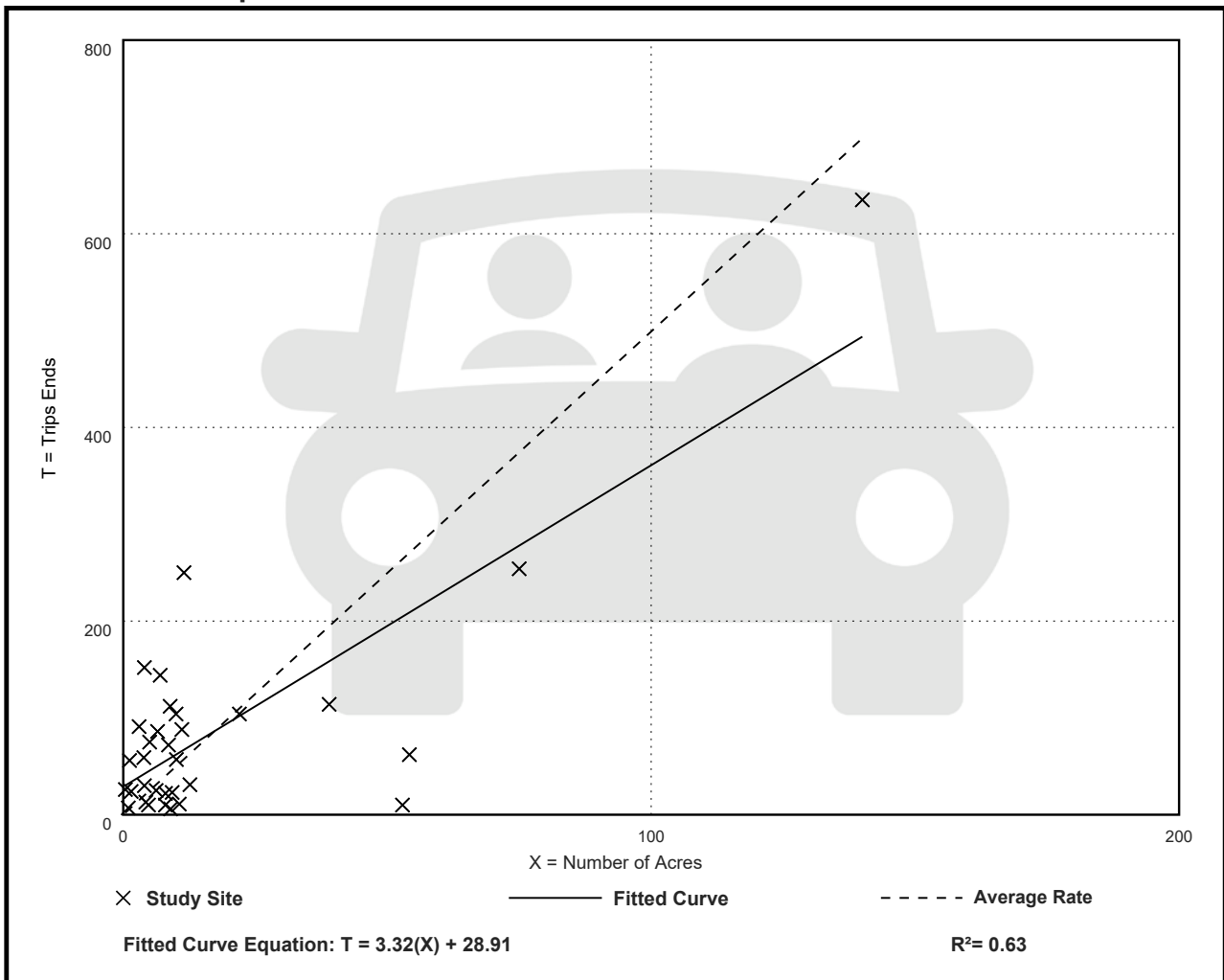
Avg. Num. of Acres: 17

Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
4.99	0.19 - 65.00	6.17

Data Plot and Equation



Manufacturing (140)

Vehicle Trip Ends vs: Acres

On a: **Weekday,**

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 40

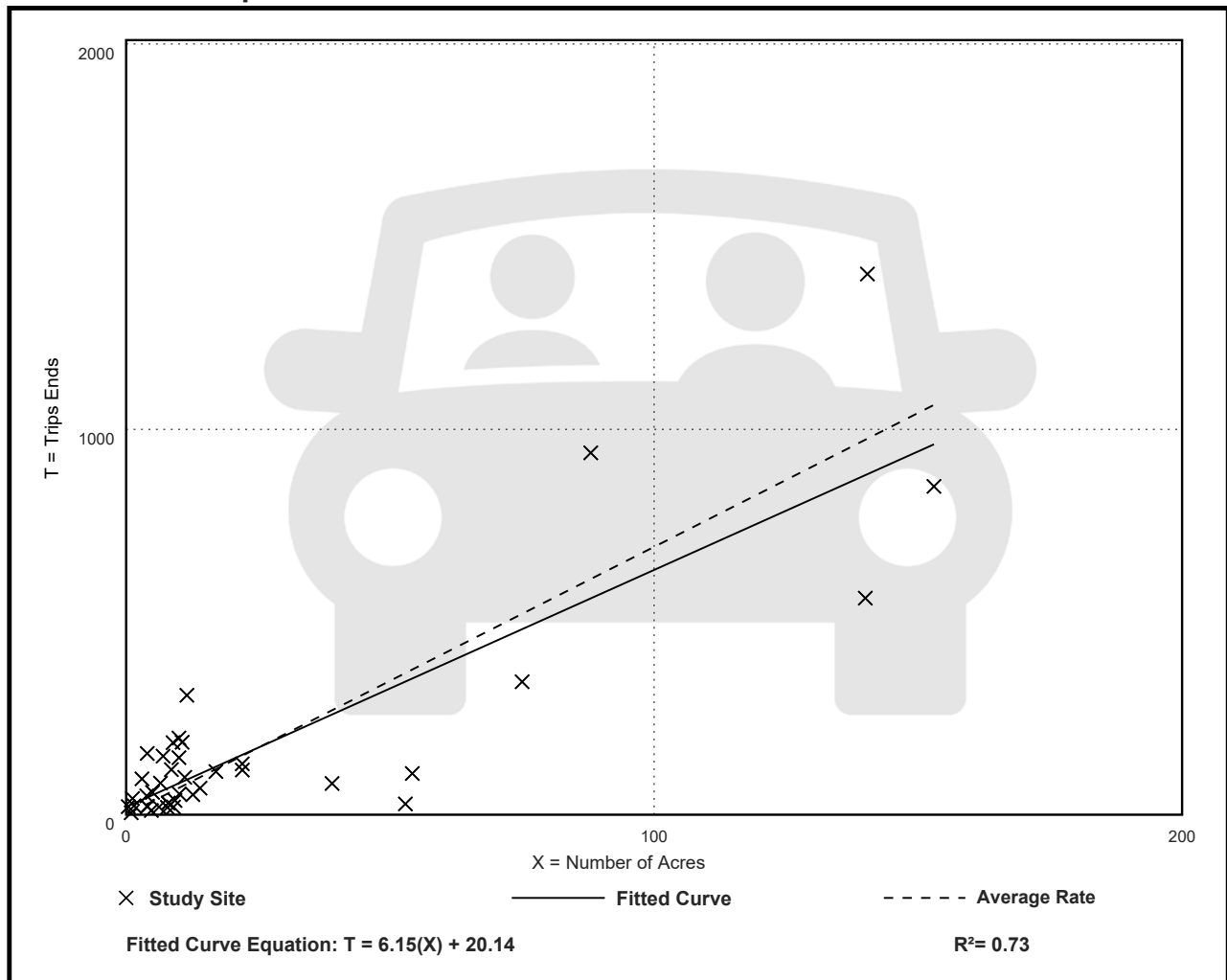
Avg. Num. of Acres: 25

Directional Distribution: 75% entering, 25% exiting

Vehicle Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
6.95	0.53 - 52.50	5.55

Data Plot and Equation



Manufacturing (140)

Vehicle Trip Ends vs: Acres

On a: **Weekday,**

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 40

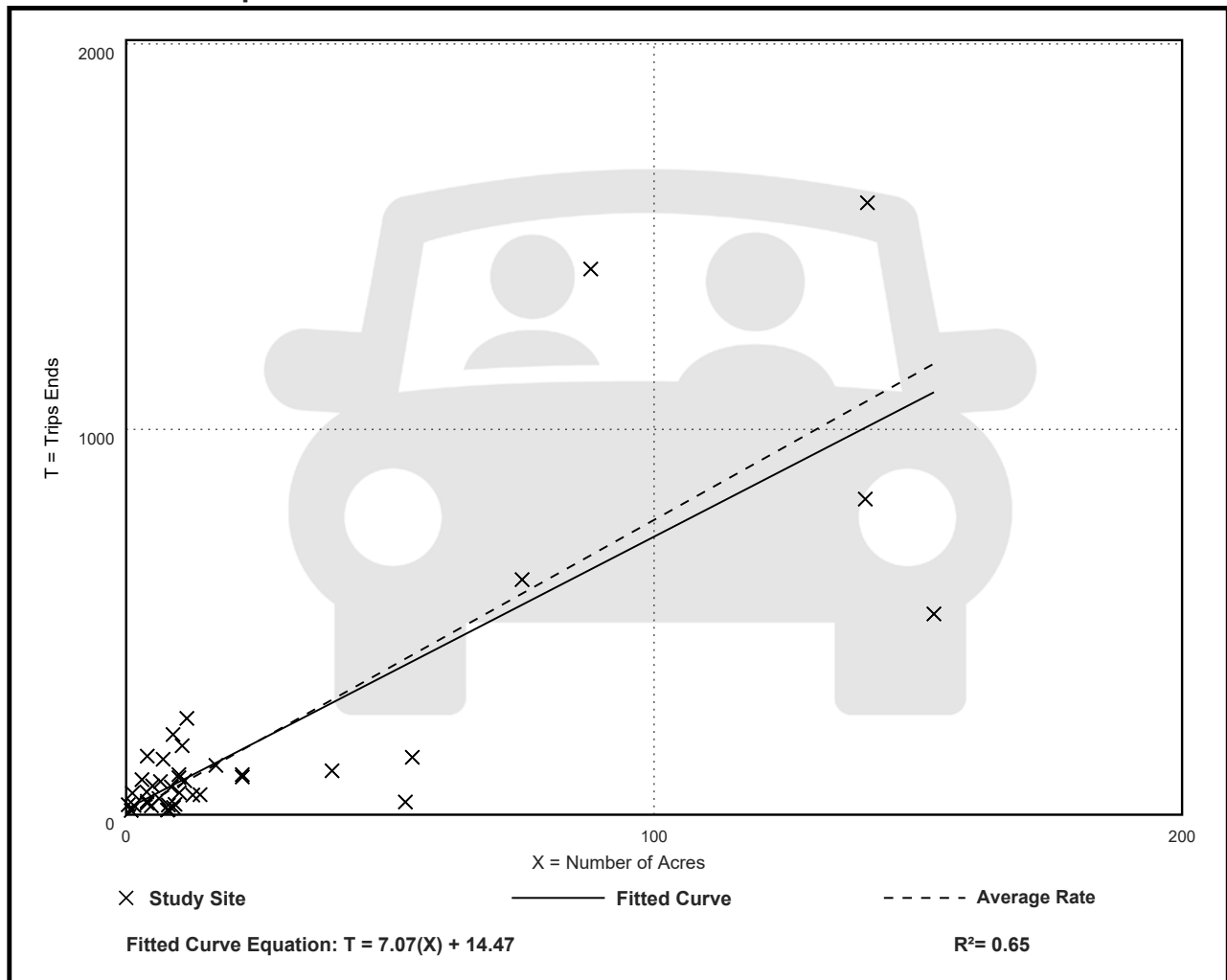
Avg. Num. of Acres: 25

Directional Distribution: 44% entering, 56% exiting

Vehicle Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
7.65	0.62 - 65.00	5.90

Data Plot and Equation



Manufacturing (140)

Vehicle Trip Ends vs: Acres
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Acres: 76

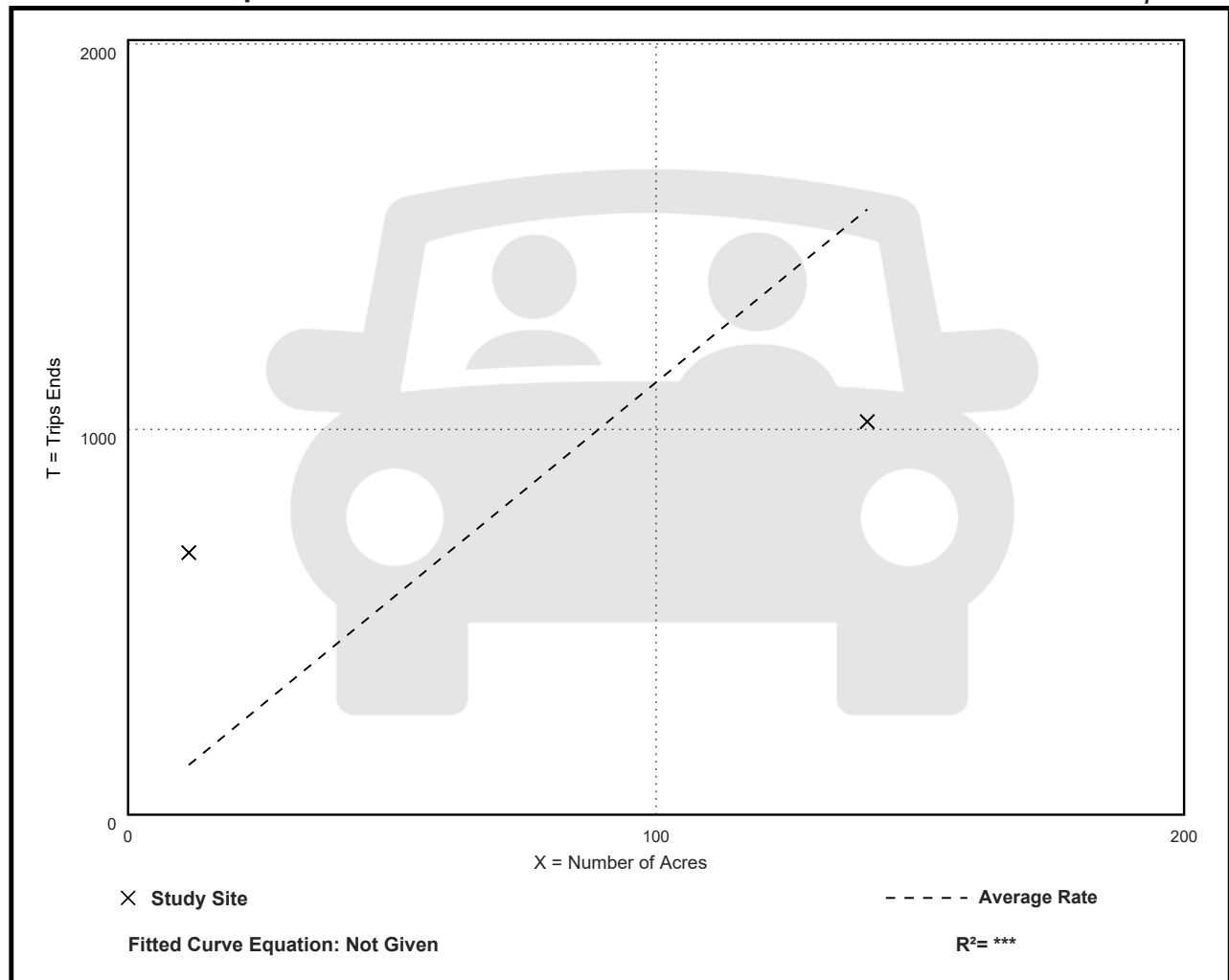
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
11.22	7.29 - 59.13	***

Data Plot and Equation

Caution – Small Sample Size



Manufacturing (140)

Vehicle Trip Ends vs: Acres

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Acres: 76

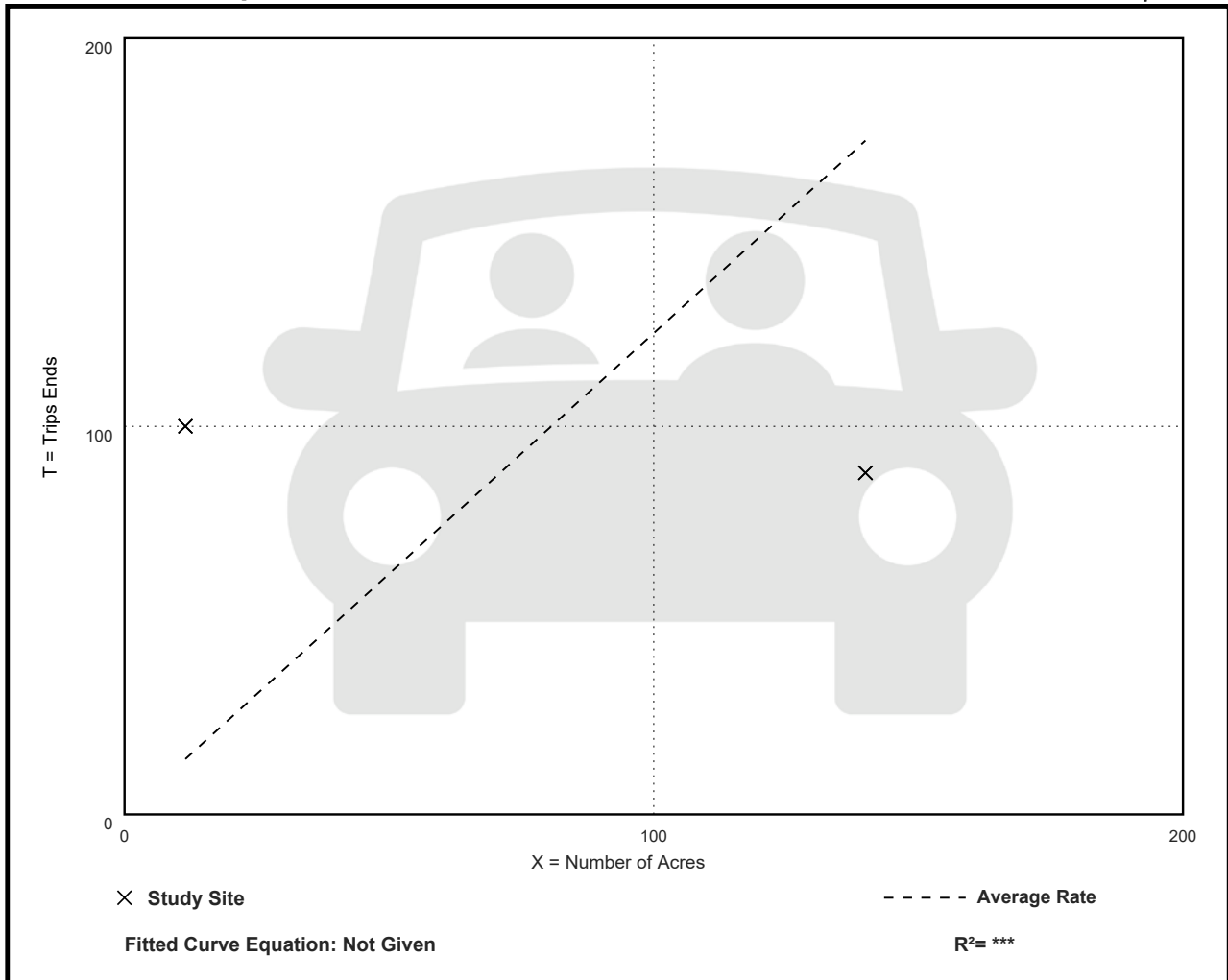
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
1.24	0.63 - 8.70	***

Data Plot and Equation

Caution – Small Sample Size



Manufacturing (140)

Vehicle Trip Ends vs: Acres
On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Acres: 76

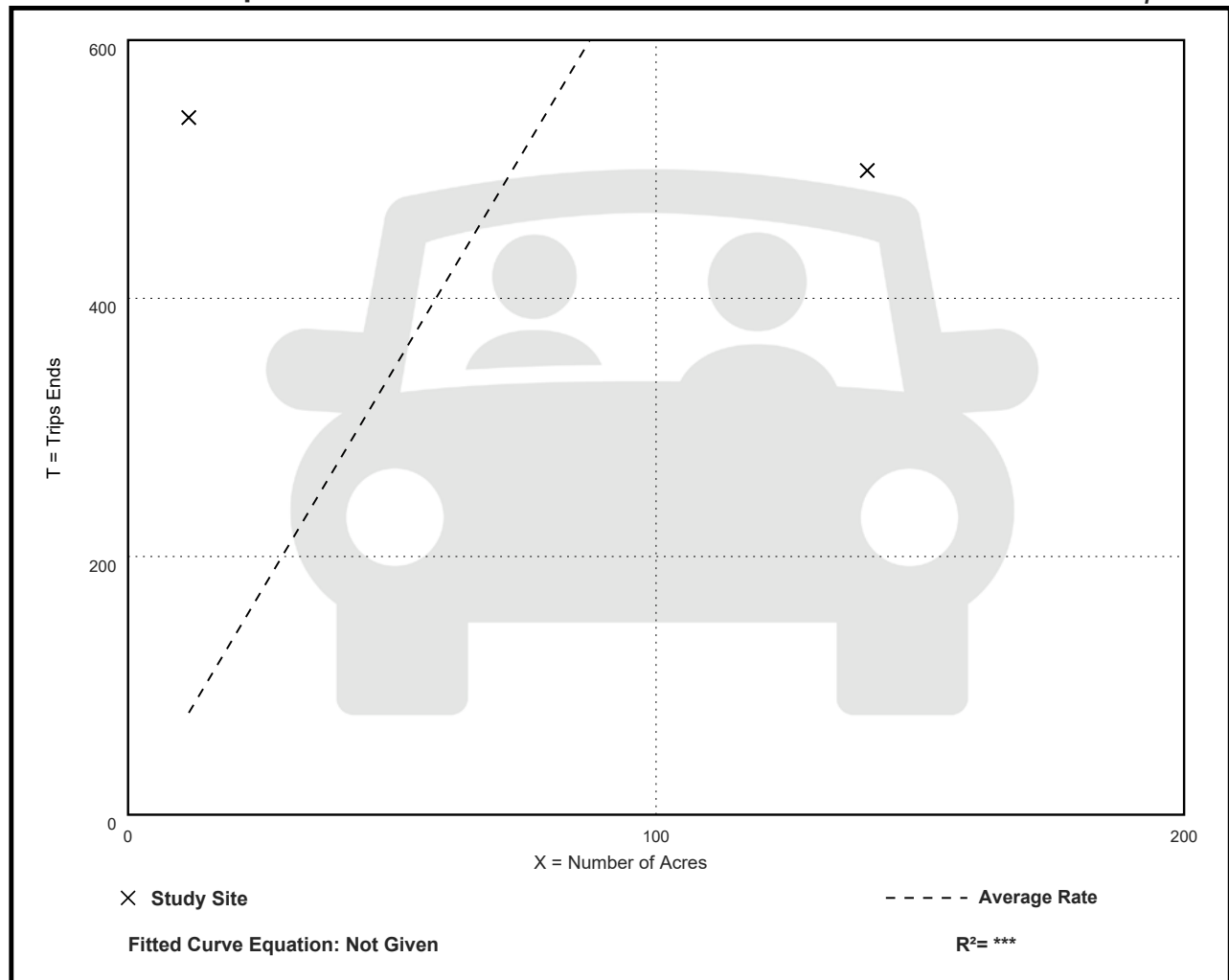
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
6.86	3.56 - 46.96	***

Data Plot and Equation

Caution – Small Sample Size



Manufacturing (140)

Vehicle Trip Ends vs: Acres

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Acres: 76

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.96	0.47 - 6.96	***

Data Plot and Equation

Caution – Small Sample Size

