



4181 S 900 E

STUDY OF PROPERTY USES 3900 S-4500 S
AS OF JULY 15, 2024





4500 St

7-Eleven

Smith's
FOOD & DRINK

SMOKE & V.



3900 SOUTH

900 EAST

ICEBERG

The Corner Grocery

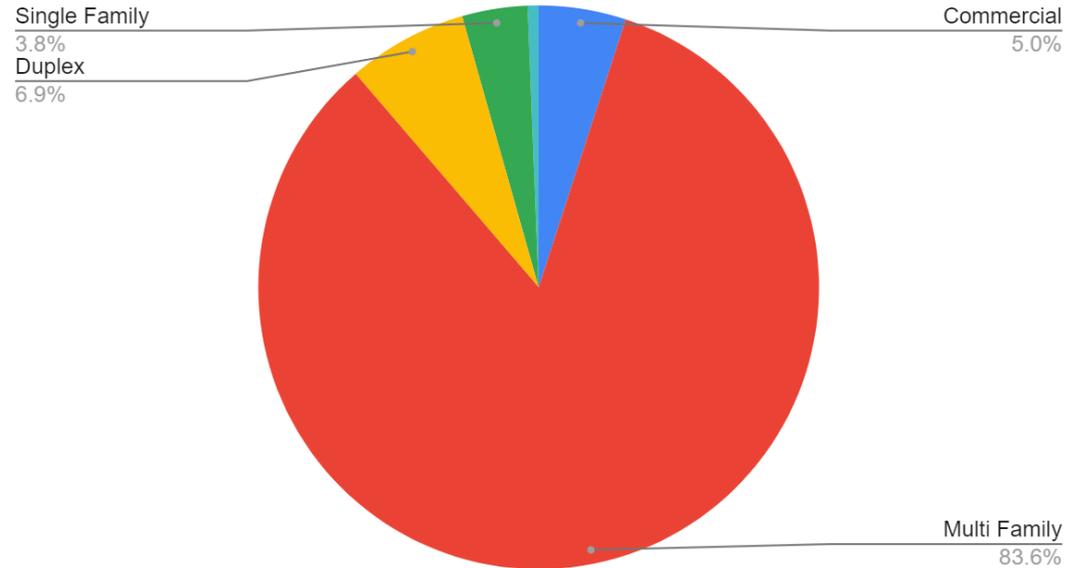
CURRENT LAND USE WEST SIDE OF 900 E 4500 S - 3900 S

- COMMERCIAL (16)
- MULTIFAMILY (266)
- SINGLE FAMILY (12)
- DUPLEX OR TRIPLEX (22)
- OTHER/COUNTY PARK (2)
- TOTAL ADDRESSES (318)

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ACTUAL LAND USE 4500 S -3900 S





GOLD MEDAL MEMBERSHIP
UNLIMITED WATER

RIVAS
WINDA, VIKI, MICHAEL & CHRISTOPHER

Copy & Print
Prime Retail Space Available 601-285-2222
Phone/Fax 801-381-0097



SAWYER
GLASS

WE DO
TINT RE GLASS
P. E. T. & MORE





NO
PARKING
EXCEPT
AS NOTED

NO
PARKING
EXCEPT
AS NOTED

WESTERN MEDICAL ARTS
OFFICE BUILDING
1000 N. 10th St.
SPOKANE, IDAHO 83402
TEL: 462-1111
FAX: 462-1112



4418
HOLLADAY
ON NINTH











900 E

900

900

900





























WHAT IS A BETTER FIT FOR OUR COMMUNITY???

OPTION 1 : KEEP THE ZONING SINGLE FAMILY

OPTION 2: CHANGE ZONING TO HELP THE CITY HAVE MORE OF THE MISSING MIDDLE HOUSING





THE PRESERVE
ON 9TH



THE PRESERVE
ON 9TH



INTERESTING FINDINGS

- 900 EAST IS A MAJOR TRANSPORTATION CORRIDOR OFFERING 5 BUS STOPS IN EACH DIRECTION ON BOTH SIDES OF THE STREET BETWEEN 4500 S & 3900 S
- ONE BUS STOP IS WITHIN A FEW FEET OF SUBJECT PROPERTY
- HISTORICAL ZONING ALLOWED SUBJECT PROPERTY TO HAVE HIGHER DENSITY
- COUNTY REAL ESTATE OFFICIALS SAY THAT IT IS IN THEIR LONG TERM PLAN TO MAKE A PRESERVE PARK WITH WALKING TRAILS AND POTENTIALLY A BIKE PATH THAT WOULD HELP CONNECT EAST/WEST
- CLOSE PROXIMITY TO SHOPPING & RETAIL

GROWTH

According to recent population projections by the Kem C. Gardner Policy Institute at the University of Utah, Salt Lake County is expected to add 600,000 new residents by 2065, a 54.7% increase. Millcreek is experiencing significant infill development, and is expected to add over 8,000 new residents between 2017 and 2040.

We can't stop the growth but we can help plan for the future. Let's look at our General Plan...

NEIGHBORHOOD 1

Primary: Single-family detached homes.

Secondary: Parks, greenways, recreation, community gardens, schools, places of worship, and other complementary uses.

Typically 1 – 6 dwelling units per acre.

- Includes neighborhoods (of all ages) that are comprised of predominantly of single-family detached homes.
- A well-defined pattern of blocks and direct pedestrian and bicycle connections provide residents with direct access to nearby services and amenities.

NEIGHBORHOOD 2

Primary: Single-family detached homes on smaller lots, duplexes, triplexes, townhomes, and smaller multifamily buildings.

Secondary: Small scale retail, office, restaurants/ cafes, community gardens, community or public services, parks, recreation facilities, schools, and places of worship. Secondary uses should be along major corridors. Typically 6 – 18 dwelling units per acre. Building heights range from 2 – 3 stories.

- Provides residents with a mix of housing options and densities within close proximity to services and amenities.
- May serve as a transition between single family neighborhoods and higher density corridors or centers.

NEIGHBORHOOD 3

Primary: Multifamily apartments or condominiums.

Secondary: Townhomes or duplexes, neighborhood retail, restaurants, public facilities, senior services, parks, recreation facilities, community gardens, schools, and places of worship.

Secondary uses should be along major corridors. Typically 18 – 35 dwelling units per acre. Development in multifamily neighborhoods is generally between 3 to 4 stories and is located within a $\frac{1}{4}$ of a high-frequency transit stop. Development abutting lower intensity, established residential neighborhoods should provide transitions in massing and height.

- A mix of higher density housing types located in areas that are proximate to retail, health and human services, schools, parks, employment, and public transit.

CONCLUSIONS

- The Preserve on 9th is inviting and it will help attract an innovative and adaptive workforce.
- The location will give the residence easy access to public transportation making it convenient to travel to all the vibrant gathering places and quality community amenities throughout Millcreek City.
- The General Plan's goal is to document the vision and goals of City residents and businesses, and to guide the inevitable future growth and development into identified centers and along major transportation corridors, while protecting the essential character of the City's residential neighborhoods.

It is expected that future zone changes would generally adhere to the land use categories depicted on the Future Land Use Map, but flexibility in interpretation of the boundaries may be granted by the Planning Commission and City Council, provided the proposed change is consistent with the vision, goals, and strategies contained in the General Plan.

Thank you for considering the Zone Change at 4181 S 900 East.

REZONE & GENERAL PLAN AMENDMENT

R-1-10 to R-M

ZM-24-005

4181 S 900 E

APPLICANT: DALE BENNETT



Proposal and Vicinity

The lot is located at 4181 S 900 E and equals .43 acres (18,731 sf). The vicinity is composed of single-family dwellings (R-1-8 & R-1-10) to the East, West and South, residential multifamily (R-M) to the North, and Medium-Density Residential (R-2-10) to the northwest of the subjected parcels.



Historic Zoning



1979

Historic Zoning



1988

Historic Zoning



1993

Historic Zoning



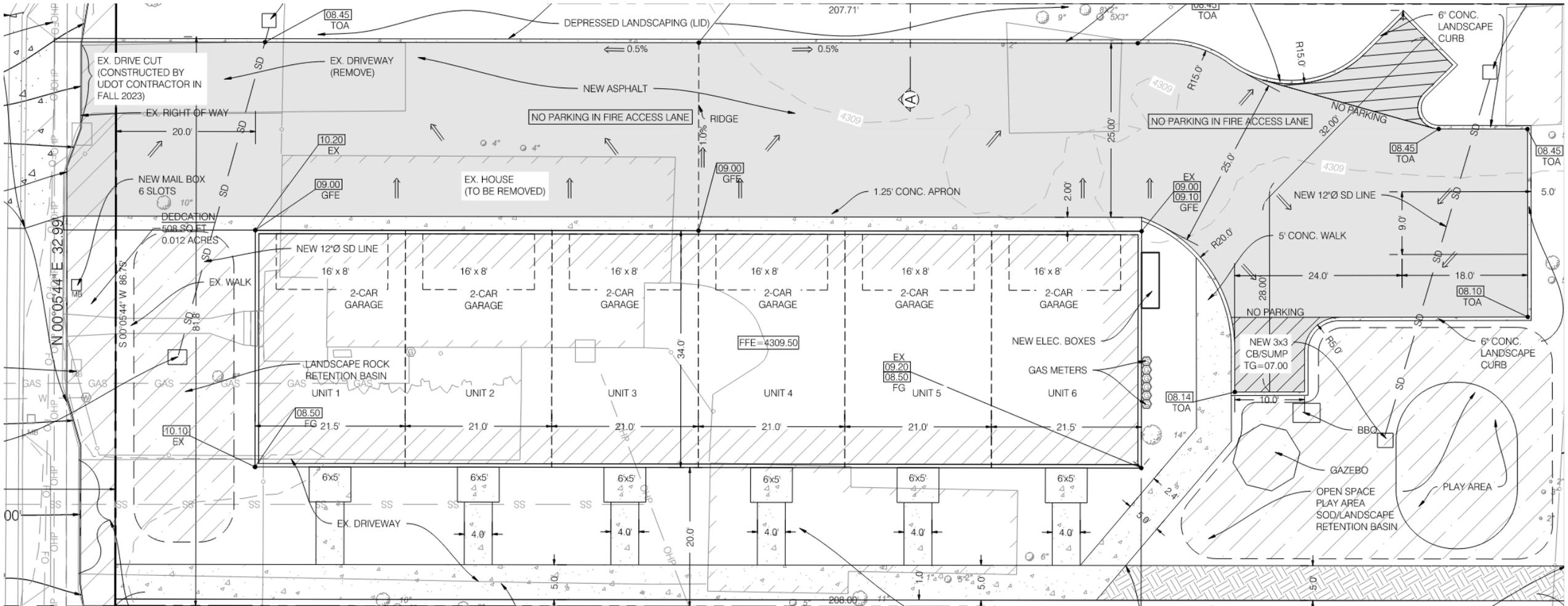
2004



Site Description

- The future project will consist of six (6) townhome units capped at thirty-five (35) feet high, well below the maximum required height in the R-M zone, which is forty-five (45) feet.
- Total area of site is .43 acres (18,731 sf).
- The project's proposed footprint is 24% of the site, meeting the requirements set forth in [MKZ 19.44 \(Residential Multi-family\)](#).
- The project's proposed **open space area** is 40% of the site, meeting the requirements, as per [MKZ 19.44 \(Residential Multi-family\)](#).
- A Playground area, and a gazebo are offered as amenities within the site.
- Every unit will be built with a two-car garage, and three guest parking stalls (6 units x .25 = 1.5 stalls) meeting the parking requirements, as per [MKZ 19.80 \(Parking and Mobility Standards\)](#).
- Water-wise planting is envisioned to compose all landscape, as set forth in [MKZ 19.77 \(Landscape standards\)](#).
- Most architectural requirements have been met, including frontage requirements, as set forth in [MKZ 19.44 \(Residential Multi-family\)](#).







CLEAR VIEW TRIANGLE

12.7'
 TREE WITHIN 10' OF OHP SHALL BE LESS THAN 25' H
 LIMBS PROTRUDE ABOVE SIDEWALK, THEY ARE TO BE LIMBED TO 8' HIGH

FACADE VARIATIONS PERCENTAGES		
BRICK	351 SQ. FT.	43%
STONE	225 SQ. FT.	28%
VERTICAL HARDIBOARD	54 SQ. FT.	7%
HORIZONTAL HARDIBOARD	123 SQ. FT.	15%
STUCCO	62 SQ. FT.	8%
TOTAL W/O WINDOWS	815 SQ. FT.	
WINDOWS & DOORS	251 SQ. FT.	
TOTAL	1066 SQ. FT.	

REV. 06-07-24



FRONT EXTERIOR ELEVATION
SCALE 3/16"=1'-0"



SIDE EXTERIOR ELEVATION
SCALE 3/16"=1'-0"

JB DESIGN GROUP <small>www.jb-designgroup.com 801-668-5852</small>	FRONT & SIDE ELEVATIONS		4
	<small>DATE: 04/23/2024</small> <small>PROJECT: THE PRESERVE ON 9TH</small> <small>4811 SOUTH 900 EAST</small>	<small>JOB #: 240923</small> <small>MILLCREAK, UTAH</small>	



THE PRESERVE
ON 9TH



THE PRESERVE
ON 9TH

THE PRESERVE
ON 9TH









THE PRESERVE
ON 9TH













THE PRESERVE
ON 9TH



THE PRESERVE
ON 9TH



Future Land Use (General Plan)

GOAL N-1: Preserve and enhance the physical elements that define each neighborhood's character.

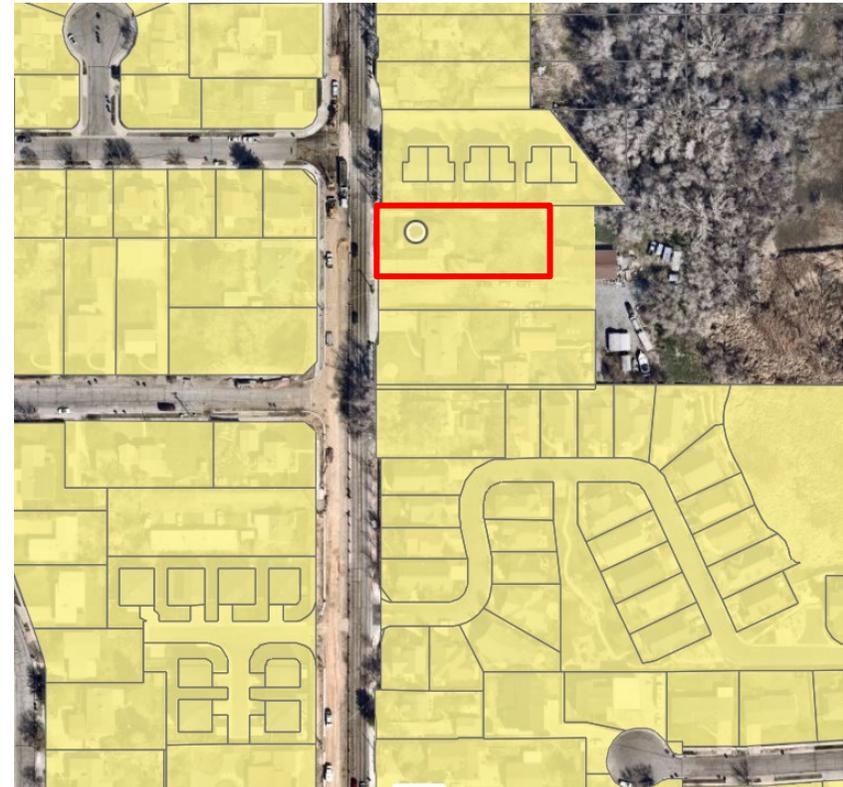
Strategy 1.5: Ensure that new infill development is compatible with existing neighborhoods by regulating structure sizes and heights; building forms and materials; yard setbacks; streetscape character; height and bulk transitions; buffering; and other factors.

GOAL N-2: Strive for a variety of housing choices in types, styles, and costs of housing throughout Millcreek.

Strategy 1.4: Support development projects in centers and mixed-use corridors that provide a variety of housing types and sizes to serve a range of demographic sectors and meet the needs of residents and families through various life stages and income levels.

GOAL N-6: Encourage and support the integration of appropriate mixed-use development in selected neighborhoods.

General Plan Amendment: Neighborhood 1 -> Neighborhood 2



NEIGHBORHOOD 1

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NEIGHBORHOOD 2

Primary: Single-family detached homes on smaller lots, duplexes, triplexes, townhomes, and smaller multifamily buildings.

Secondary: Small scale retail, office, restaurants/ cafes, community gardens, community or public services, parks, recreation facilities, schools, and places of worship. Secondary uses should be along major corridors.

Typically 6 – 18 dwelling units per acre. Building heights range from 2 – 3 stories.

- Provides residents with a mix of housing options and densities within close proximity to services and amenities.
- May serve as a transition between single-family neighborhoods and higher density corridors or centers.

Neighborhood Meeting

A neighborhood meeting was held at City Hall on February 27th at 5:30 PM. Neighbors within 600' of the subjected property were notified. An approximate sixteen people showed up with the following comments:

1. Most neighbors just don't want their property values to go down.
2. Density will bring traffic concerns to the neighborhood.
3. Affordability. Neighbors are concern with a potential idea of low-income housing being proposed. This project is not proposing low-income or subsidized housing.
4. Short term rentals (Airbnb) concerns.
5. Long-term rentals concerns.
6. Neighborhood safety and homelessness concerns.
7. Desire for owner occupancy.



Millcreek Community Council

The Millcreek Community Council held a meeting on July 2nd, 2024. Neighbors within 600' of the subjected property were notified.

Roughly 7 residents joined the meeting and voiced concerns about the project, including: 1) construction equipment blocking roads, 2) property values dropping, and 3) increased density. **The MCC voted 7 in favor and 2 against a motion to NOT approve the requested zoning change**



Conclusions

Based on the findings listed within this report, the following conclusions can be made:

1. A Multifamily residential use would NOT be in harmony with the current land use designation because the general plan designation for this lot is under “*Neighborhood 1*”, which its primary intended use is accommodate single-family homes in low-density neighborhoods. This application would need a General Plan Amendment.
2. Additional research in neighborhood compatibility must be provided by the applicant to demonstrate compliance with the goals and strategies of the Millcreek General Plan.
3. The proposal will meet the requirements set forth in MKZ 19.44(Multi-family Residential zone), 19.77 (Landscape standards) and 19.80 (Parking and Mobility Standards).
4. A development agreement may best ensure the type, scale, style, materials, orientation, dedication, utilities easements, access, phasing, and other aspects pertaining to the future development of these properties, where the underlying zoning and land use ordinances may be insufficient; Therefore, a development agreement may be in place to ensure development design and layout of the property.
5. All development will be required to meet the minimum zoning and land use ordinances; to which the concept plan may likely evolve from what is currently presented for this rezone application.

Recommendation

Based on the findings, conclusions and recommendations listed above, staff recommends continuance of application file #ZM-24-005 to a later date, to allow the applicant and City staff to work out a design or density that would be better supported by the neighborhood and General Plan.



Model Motion

I move to continue application file #ZM-24-005 to a later date, to allow the applicant and City staff to work out a design or density that would be better supported by the neighborhood and General Plan.





July 15, 2024

Carlos Estudillo
Millcreek City Planning Department

Dear Carlos,

This letter is to project the trip generation for the proposed six-plex residential at 4181 South and 900 East in Millcreek, Utah. The proposed six-plex residential, The Preserve on 9th, would replace an existing single family residential.

This letter will look at the net trip generation: the existing single family home trips minus the proposed six-plex residential trips. The letter will show that the new trip generation is not high enough to warrant a more detailed traffic impact study.

Trip Generation

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

- Existing Single Family Residential 1 Unit
- Proposed Six-Plex 6 Units

Tables One shows the AM Peak and PM Peak trips generated.

The Institute of Traffic Engineers (ITE) Trip Generation Manual (11th Edition) was used to determine the average trip rate for each land use. This is a typical procedure for reviewing the need for a traffic study. The attachments to this letter include site plans and trip generation data.

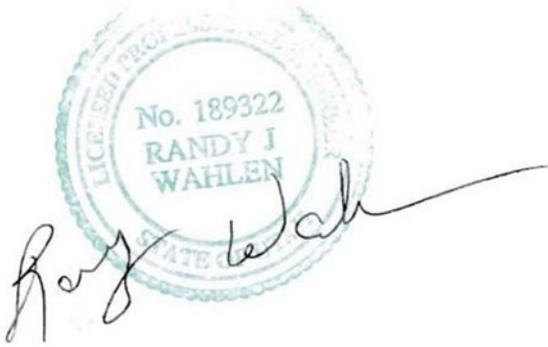
The Preserve on 9 th , Millcreek, Utah Trip Generation Memo Table One Trip Generation						
Facility	ITE Land Use	Unit	Trip Rate	Total Trips	In	Out
AM Peak Hour						
Existing Single Family Residential	210	1	0.70	1	0	1
Proposed Six-Plex	220	6	0.40	2	1	1
Net Total New Trips (Existing Residential minus Proposed Six-Plex)				1	0	1
PM Peak Hour						
Existing Single Family Residential	210	1	0.94	1	1	0
Proposed Six-Plex	220	6	0.51	3	2	1
Net Total New Trips (Existing Residential minus Proposed Six-Plex)				2	1	1

The above table shows that the proposed six-plex would generate more trips than the existing single-family house. Yet, **the additional trips are not significant and there is no need to complete a full traffic impact study for this low level of traffic.** In fact, the threshold for performing a traffic study is typically 10 single family homes (approximately 100 trips) and the proposed six-plex does not even meet one-half of this threshold.

The consolidation of two existing driveways into a single driveway is a benefit from a traffic perspective as this reduces the number of conflict points from 18 (for two driveways) to 9 (for a single driveway). Reducing conflict points is a benefit to 900 East.

The site was also reviewed to see if there were safety issues that made a full traffic study necessary. Site distance issues (both horizontal and vertical) were not evident. Crash data from the UDOT (based on local police reports in the vicinity of the driveways to this site) showed no crashes during the years 2018-2022 (the latest available data).

From a traffic perspective, it is recommended that this development be approved.



Randy Wahlen, PE

Land Use: 210

Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

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/>).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077, 1078, 1079

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 174

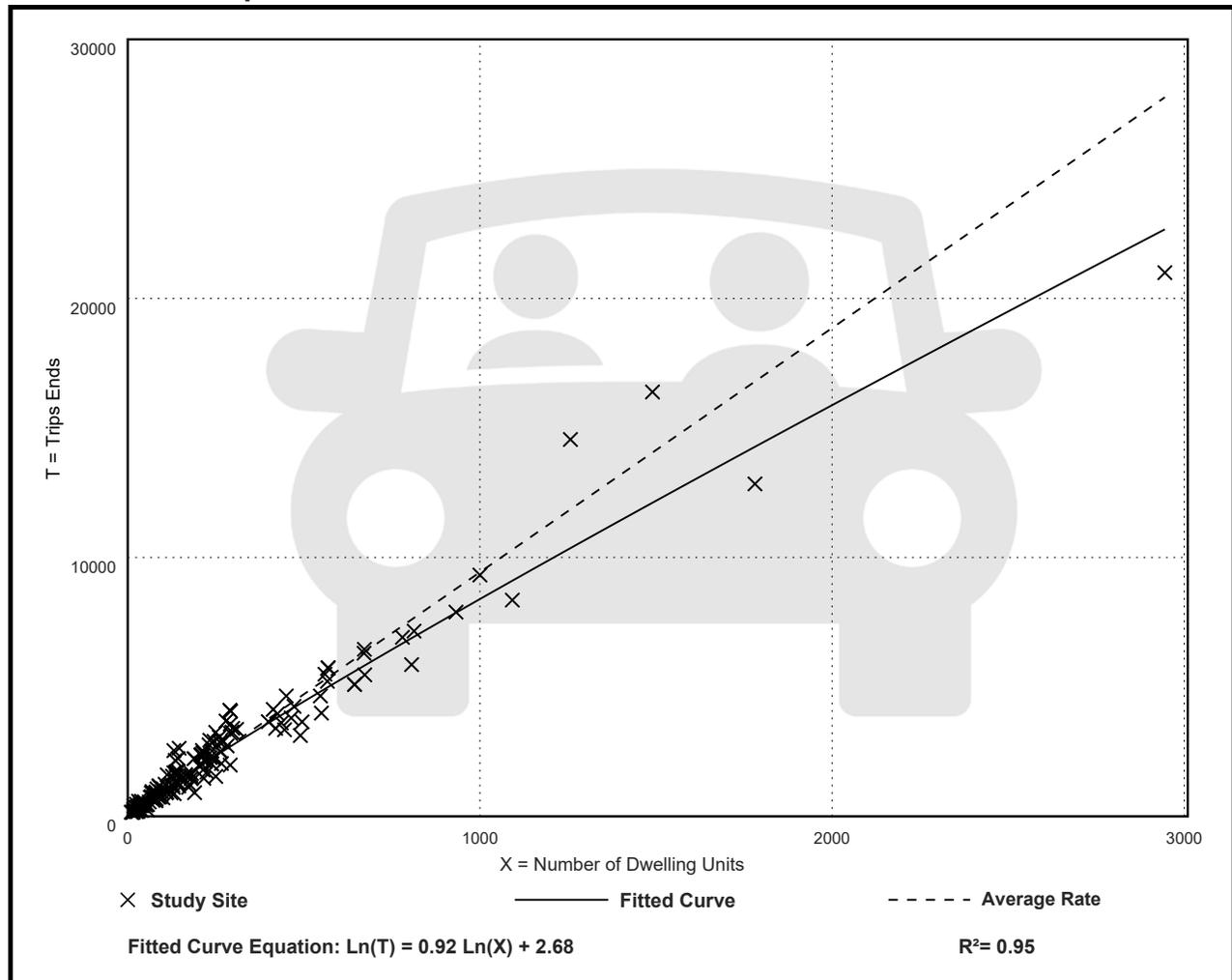
Avg. Num. of Dwelling Units: 246

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

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: 192

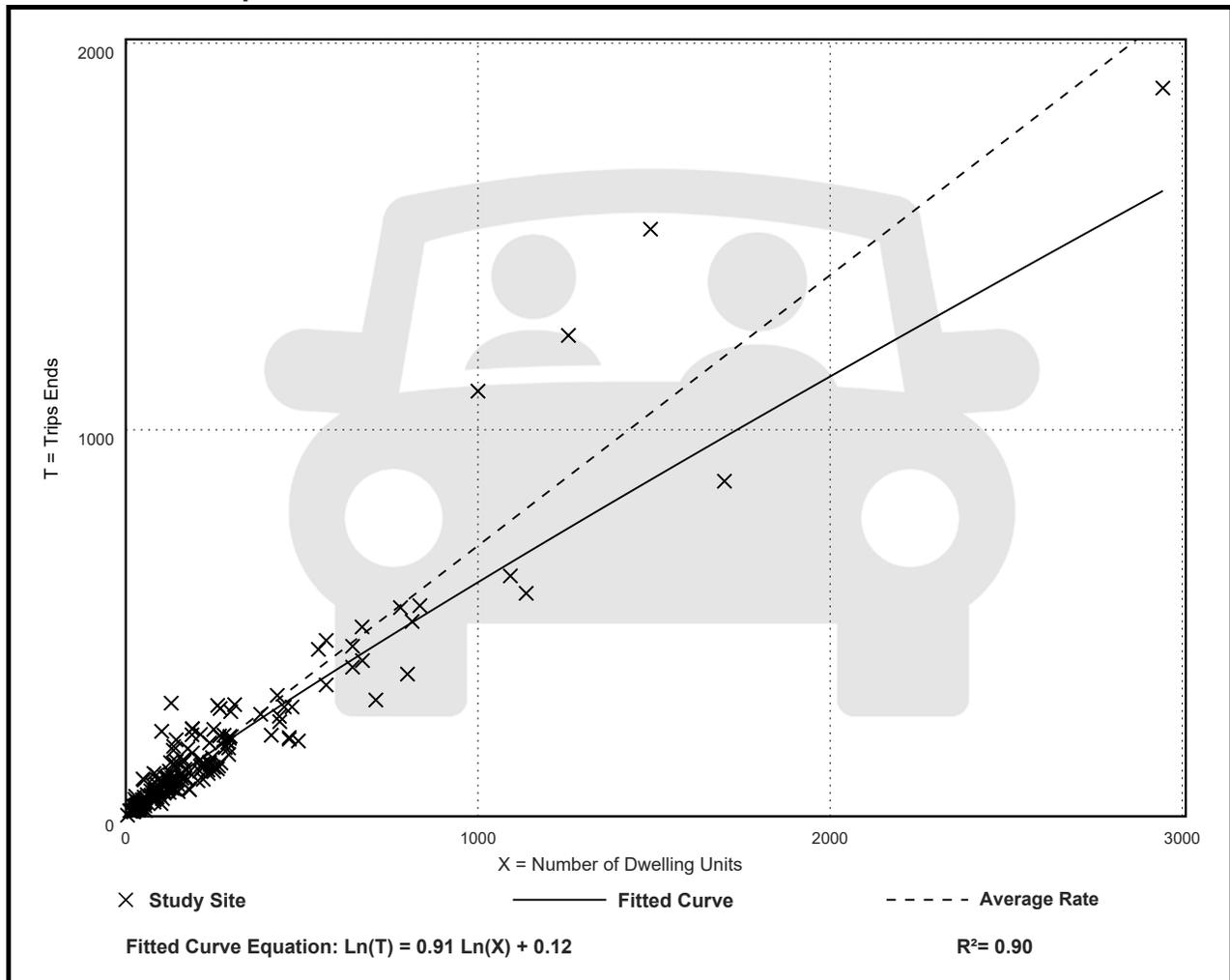
Avg. Num. of Dwelling Units: 226

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

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: 208

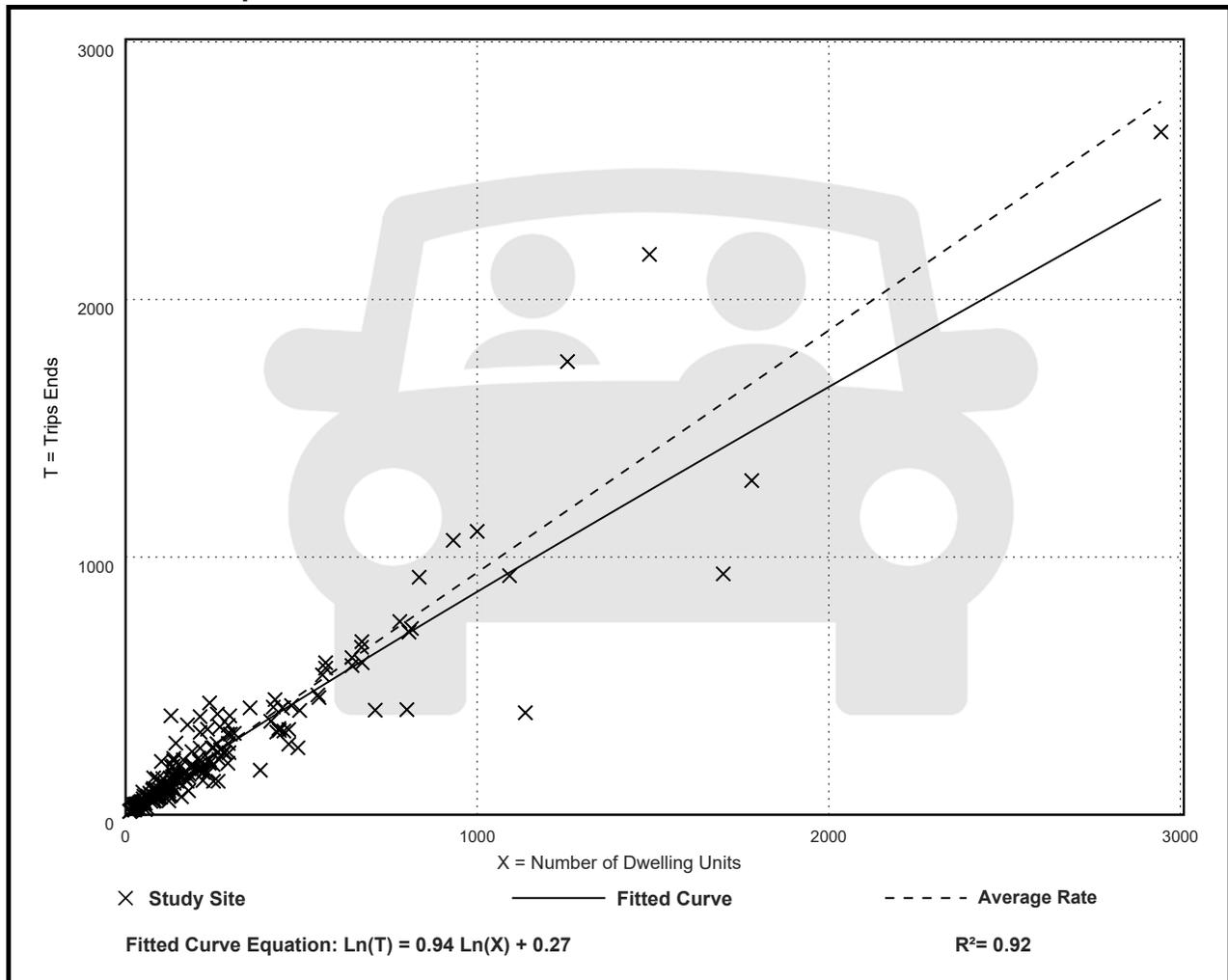
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Land Use: 220

Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

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/>).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

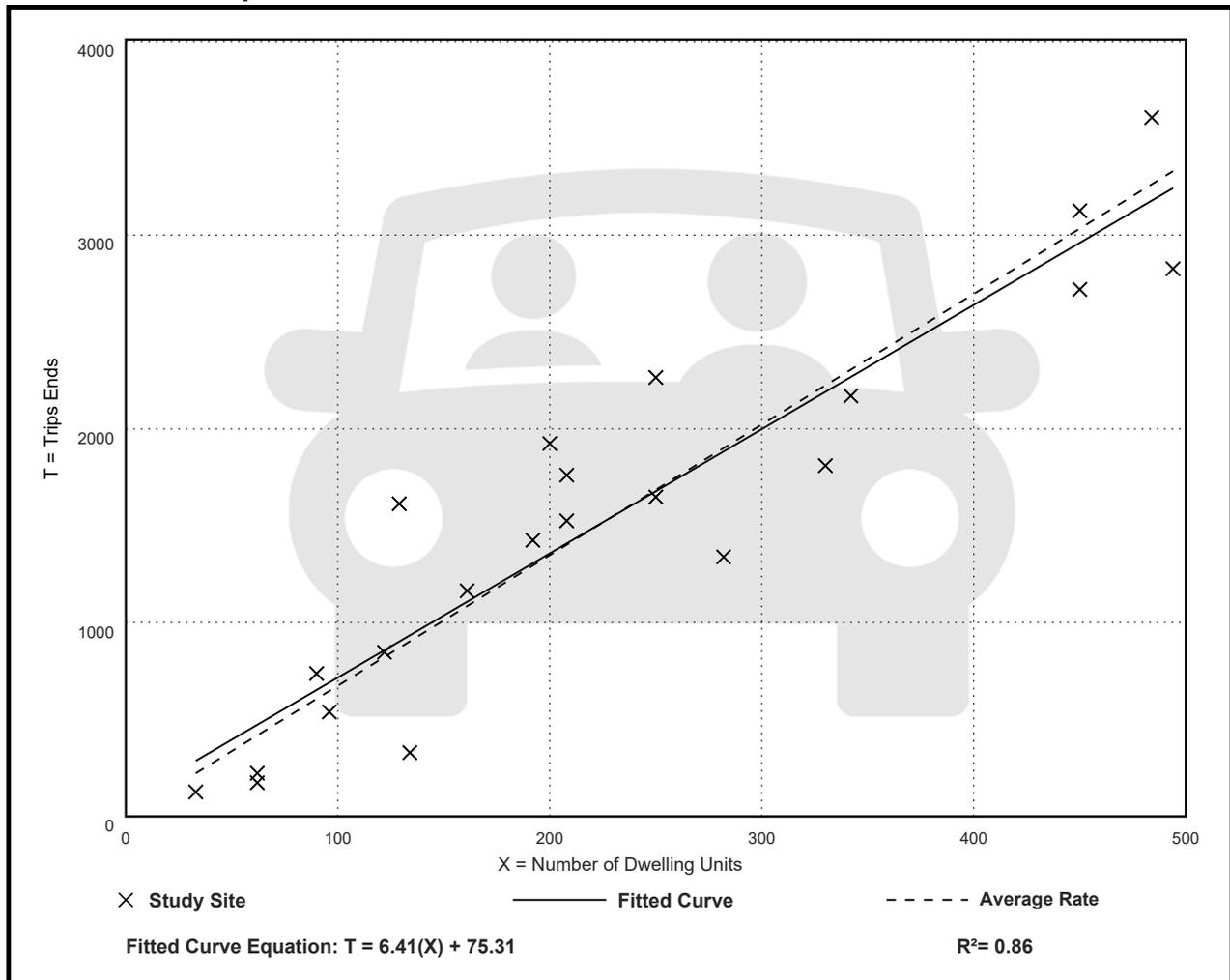
Avg. Num. of Dwelling Units: 229

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

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: 49

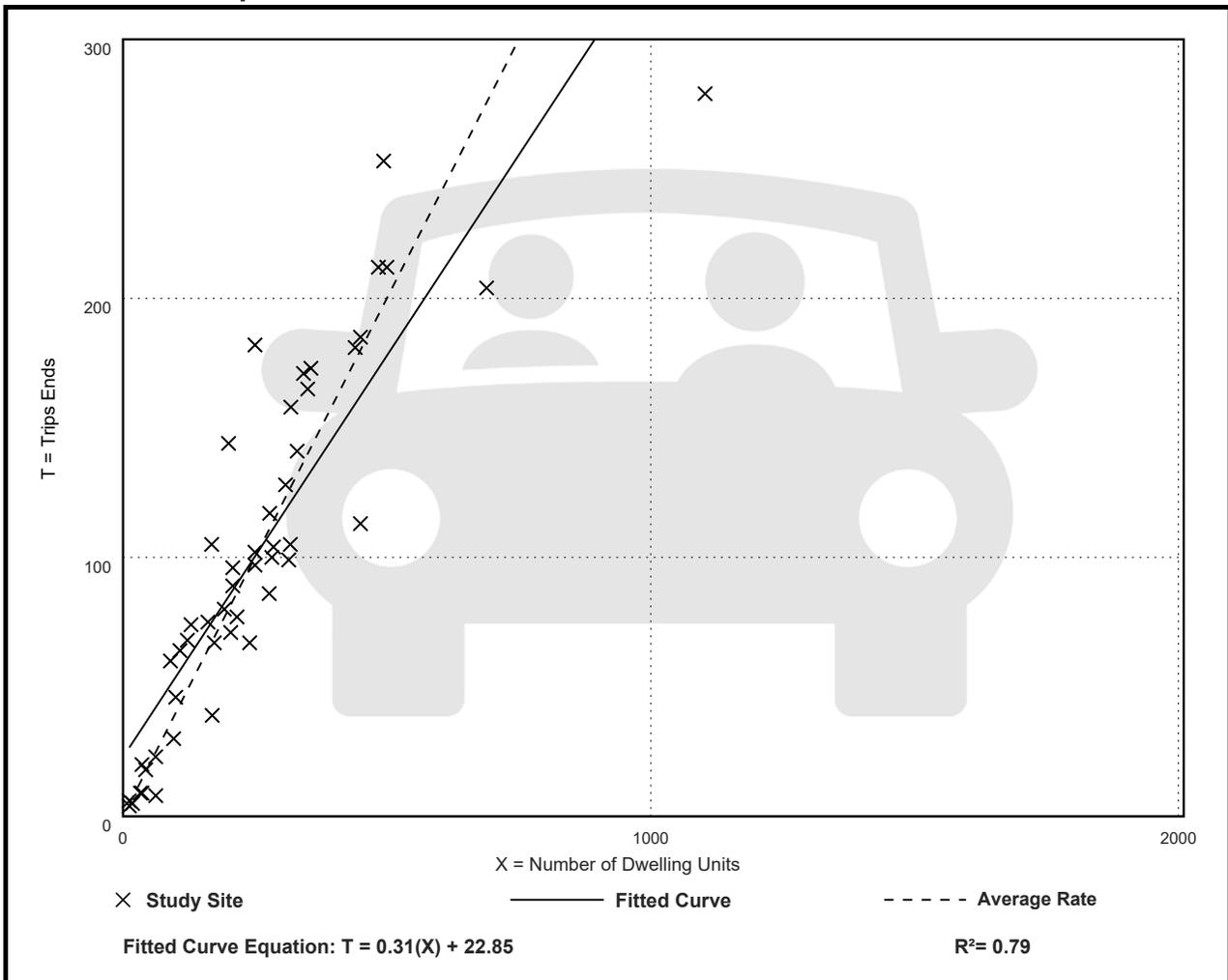
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

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: 59

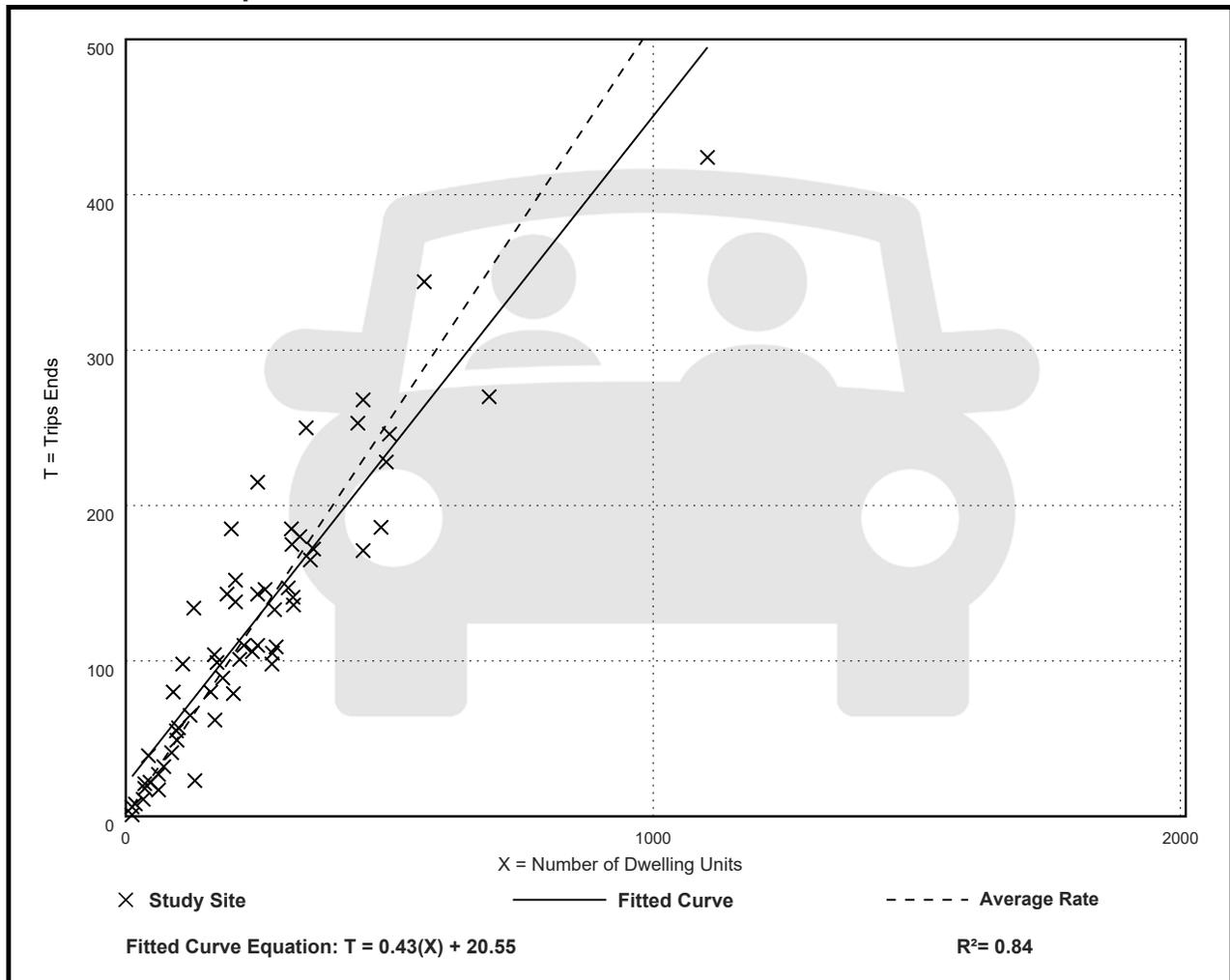
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



ZT-24-010 *(Building Height)*

ZT-24-011 *(Lots and Building on Private Street or Lane)*

ZT-24-012 *(Affordable Housing) NEW*

ZT-24-013 *(Required Studies and Plans) NEW*



Title 19 Zoning

Chapter 19.76 SUPPLEMENTARY AND QUALIFYING REGULATIONS

19.76.010 Effect Of Chapter Provisions

19.76.020 Occupancy Permit

19.76.030 Uses Not Listed; Administrative Determination

19.76.035 Appeal Of Planning Commission Decision

19.76.040 Dwellings To Be On Lots

19.76.050 Lots In Separate Ownership

19.76.060 Separately Owned Lots; Reduced Yards

19.76.065 Public Use: Reduced Lot Area And Yards

19.76.080 Lots And Buildings On Private Rights-Of-Way

19.76.100 Sale Of Space Needed To Meet Requirements

19.76.110 Yard Space For One Building Only

19.76.140 Private Garage Or Carport; Reduced Yards

19.76.160 Intersecting Streets And Clear Visibility

19.76.165 Clear Visibility At Residential Driveways

19.76.170 Height Limitations; Buildings Less Than One Story

19.76.190 Height Limitations; Exceptions

19.76.200 Additional Height Allowed When

19.76.220 Water And Sewage Facilities

19.76.240 Animal And Fowl Restrictions

19.76.250 Circuses, Carnivals And Christmas Tree Sales

19.76.260 Day-Care And Preschool Center; Special Conditions

19.76.290 Single-Family Or Two-Family Dwelling; Standards

19.76.300 Oil And Gas Transmission Pipeline Notification

19.76.310 Oil And Gas Transmission Pipeline Map Modification

New Chapters

Affordable Housing **ZT-24-012**

Required Studies **ZT-24-013**

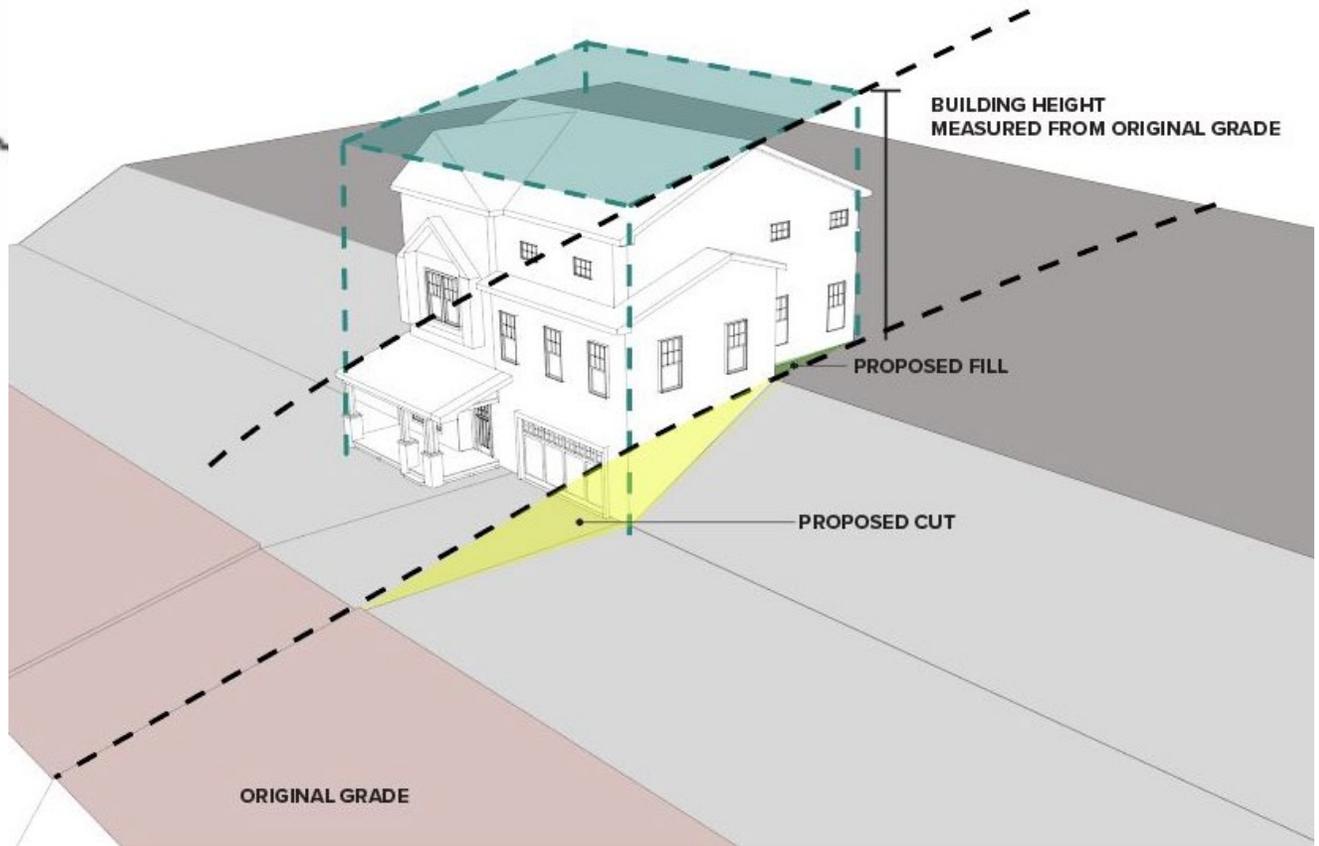
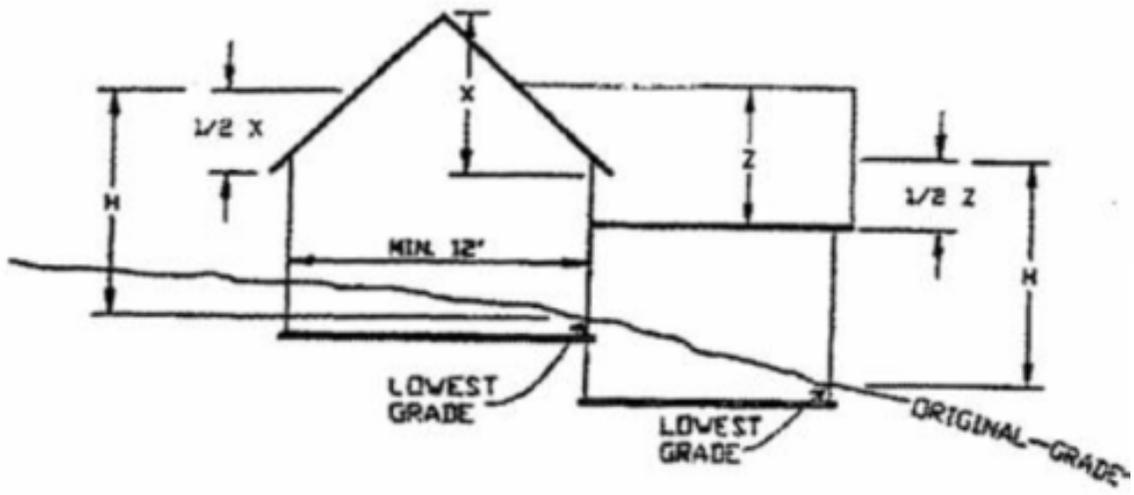
ZT-24-010 (Building Height)

Proposed Changes

1. Consolidates the Height Limitations/Exceptions sections with the “Height of Building” definition.
2. Clarification added to definition of Building Height for when original grade is not readily apparent.
3. Revised the non-residential use projections to be consistent with the City Center Overlay Zone.
4. Updated template changes integrating with other updated codes.
5. An improved illustration clarifying where original grade is measured.

Staff Objective and Findings

1. Consolidate “Everything building height related” into one chapter.
2. By establishing predetermined criteria for when original grade is not readily apparent, the burden placed on the planning department is removed.
3. Revising the height exceptions ensures consistency with the code and includes a maximum height cap.



Building, Height Of

- A. "Height of building" means the vertical distance above the lowest original ground surface or "existing grade," at any point on the perimeter of the building to the highest point of the coping of a flat roof, or to the deck line of a mansard roof, or to the highest point of pitched or hipped roofs, or gambrel roofs.
- B. Buildings may be stepped to accommodate the slope of the terrain provided that each step shall be at least twelve feet in horizontal dimension. The height of each stepped building segment shall be measured as required in subsection A.
- C. Original ground surface, or "existing grade," shall be the elevation of the ground surface in its natural state before any human-caused alterations including but not limited to grading, excavation or filling, excluding improvements required by zoning or subdivision ordinances. ~~When the elevation of the original ground surface is not readily apparent because of previous human-caused alterations, the elevation of the original grade shall be determined by the development services division using the best information available.~~

New

When the elevation of the original ground surface is not readily apparent, the Planning Director shall determine the elevation of original grade using one of the following methods:

- a. The original grade established related to the most recent building permit activity on the property.**
- b. Referencing original grade where the developed area appears to meet the undeveloped portions of the land. The estimated grade shall tie into the elevation and slopes of adjoining properties without creating a need for new retaining wall, abrupt differences in the visual slope and elevation of the land or redirecting the flow of runoff water.**

~~19.76.190 Height Limitations; Exceptions~~

~~Penthouse or roof structures for the housing of elevators, stairways, tanks, ventilating fans or similar equipment required to operate and maintain the building, and fire or parapet walls, skylights, towers, steeples, flagpoles, chimneys, smokestacks, water tanks, wireless or television masts, theater lofts, silos or similar structures, may be erected above the height limits prescribed in this title, but no space above the height limit shall be allowed for the purpose of providing additional floor space.~~

New

Roof structures for the housing of elevators, stairways, ventilating fans or similar equipment required to operate and maintain the building, and fire or parapet walls, skylights, shade structures (awnings, fabric roof coverings, wood and metal open frame structures, etc.), towers (where required by City ordinances), flagpoles, chimneys, stealth wireless or television installations, theater lofts, solar panels, may be erected above the height limits prescribed in this chapter, but no space above the height limit shall be allowed for the purpose of providing additional habitable floor space. No such structures except towers and solar panels, may be located closer than 10 feet to edge of the building. The maximum increase in height for the above features shall be 14 feet.

Murray

No limit identified

Cottonwood Heights

14'

Salt Lake City

16' - elevator/stairway 5' - mechanical equipment and parapet walls.

Holladay City

8'

Building Height ZT-24-010 Community Council Response

- The Mount Olympus Community Council voted unanimously (6-0) to **recommend approval** as proposed.
- The Millcreek Community Council voted unanimously (9-0) to **recommend approval** as proposed.
- The East Millcreek Community Council voted unanimously (7-0) to **recommend approval** as proposed.
- No collective response from the Canyon Rim Citizens Association.

ZT-24-011 (Lots and Buildings on a Private Lane or Road)

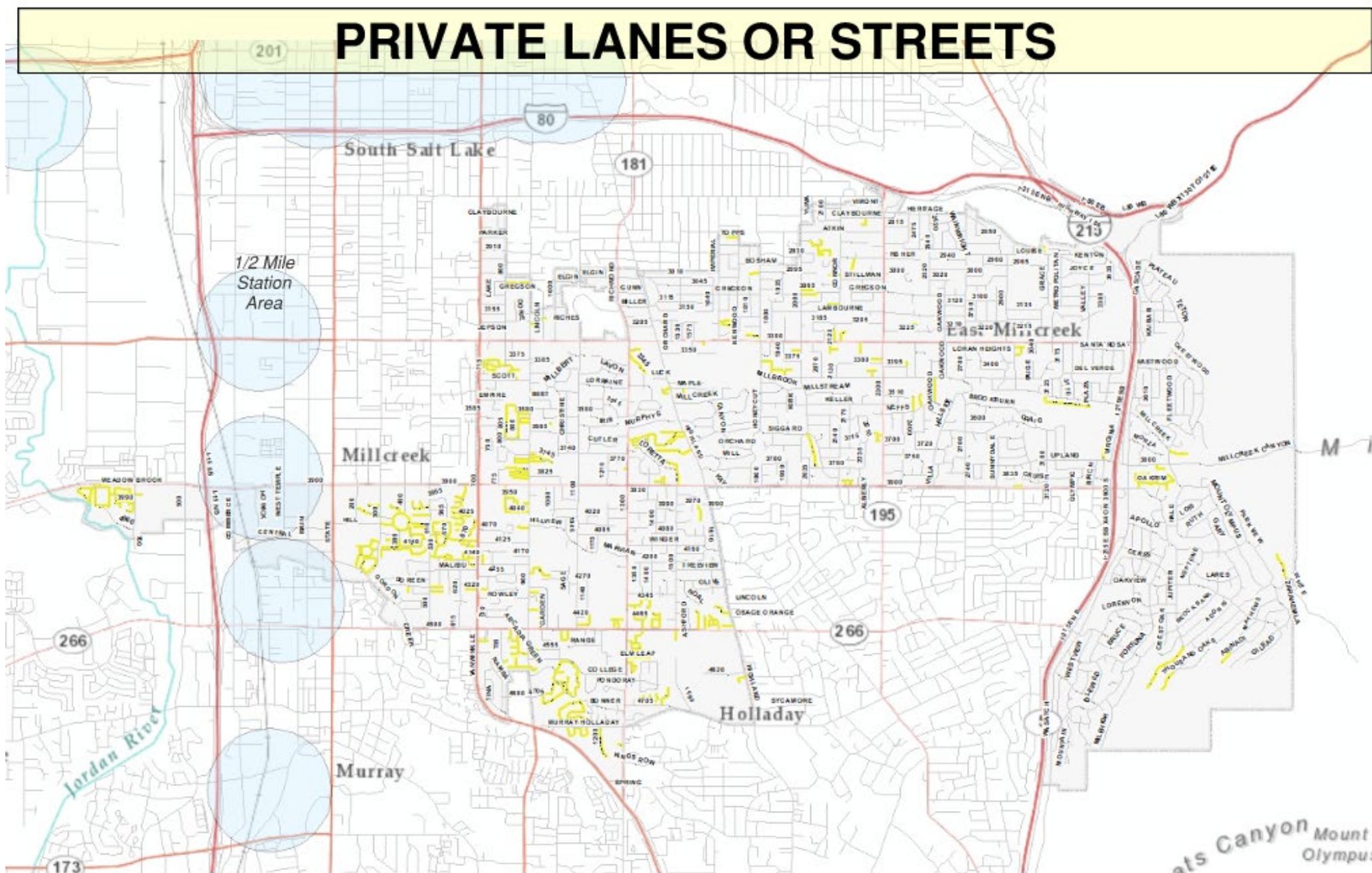
Proposed Changes

1. Exchanged "Right of Way" with "Street or Lane."
2. A table distinguishing between existing and new private streets or lane requirements.
3. Exchanges minimum lot area of one- half acre to the minimum area of the zone and included standards for when certain requirements must be met.
4. Updated template changes integrating with other updated codes.

Staff Objectives and Findings

1. New draft replaces the current language governing lots and buildings on a private right of way which is outdated and poorly written, and no longer functions accurately given the current lot characteristics.
2. Standards and requirements of new draft aligns with current adopted requirements for private lanes while recognizing modern style development on existing private lanes.
3. The amendments will define clear standards for existing and new development, while ensuring safe and adequate access for emergency services and residents.

PRIVATE LANES OR STREETS



ats Canyon Mount
Olympus

19.76.080 Lots And Buildings On Private Rights-Of-Way

- (1) Except where the requirements of this section are reduced by permit of the land use hearing officer,
- (2) the minimum area for any lot fronting on a private right-of-way, at least twenty feet wide,
- (3) shall be one-half acre,
- (4) and the minimum distance from the center of the right-of-way to the front line of the building shall be fifty feet;
- (5) except that property that cannot be subdivided as outlined in the subdivision ordinance
- (6) may be developed on a private street or right-of-way in any R zone upon approval of the development services division director.
- (7) Such approval shall be governed by the official policies regulating such development, as adopted by the planning commission and on file at the planning commission office.

(1) – (4) This is basically stating if you want to have a legal lot on a private row, the minimum lot area requirement is a ½ acre and the lot must front on the private row at least 20 feet wide and any building located on such lot shall be a minimum distance of 50 feet measured from the front line of the building to the center of the private row. Exception: If the lot received LUHO approval reducing or removing the requirements, none of this matter.

(5)-(7) Exception: If you have property in an R Zone that cannot meet subdivision regulations, the property may be developed if the planning and zoning director grants approval. The approval is based on the official policies adopted by the planning commission. These policies are thought to be the old flag lot policy that was superseded by the flag lot policy in the early 2000's.

Table 18.XX.XX Lots and Building on Private Street or Lane

Table 18.XX.XX Lots and Buildings on Private Street or Lane					
	<i>Minimum lane or Street Pavement Width</i>	<i>Minimum Lot Size</i>	<i>Building Setback</i>	<i>Required Improvements</i>	<i>Exception</i>
Existing Private Lane or Street	2 Lanes / 20 ft.	Minimum required of zone	Minimum 50 ft. from center of street or lane	Varies upon approval / curb and gutter/ sidewalk	May be reduced by permit from the Land Use Hearing Officer
New Private Lane or Street	2 Lanes / 25 ft.	Minimum required of zone	Minimum 50 ft. from center of street or lane	Varies upon approval / curb and gutter/ sidewalk	N/A

Lots and Buildings on a Private Lane or Street ZT-24-011 Community Council Response

- The Mount Olympus Community Council voted unanimously (6-0) to recommend approval as proposed.
- The Millcreek Community Council voted (8-1) to recommend approval as proposed. One member abstained from vote due to not reviewing the draft.
- The East Millcreek Community Council voted unanimously (7-0) to recommend approval as proposed.
- No collective response from the Canyon Rim Citizens Association.

ZT-24-012 (Affordable Housing)

Proposed Changes

1. A distinct chapter specifically addressing affordable housing incentives.
2. Geared to attract different development types and AMI targets.
3. Includes specific limitations and restrictions for each incentive.
4. Preserves viable commercial intersections.
5. Integrated to be consistent with other updated templates and current code requirements.

Staff Objectives and Findings

1. Geared towards increasing the supply of affordable housing in Millcreek by incentivizing developers through density bonuses, increased elevation, streamlined permitting processes, etc.
2. A large driver propelling the proposed Affordable Housing Chapter is due to satisfying the states moderate income housing requirements.
3. Staff finds that the proposed Affordable Housing chapter supports Millcreek's efforts in implementing the adopted MIH strategies.
4. Staff finds that the proposed Affordable Housing chapter is a sound attempt at attracting moderate income housing, including deeply affordable housing.

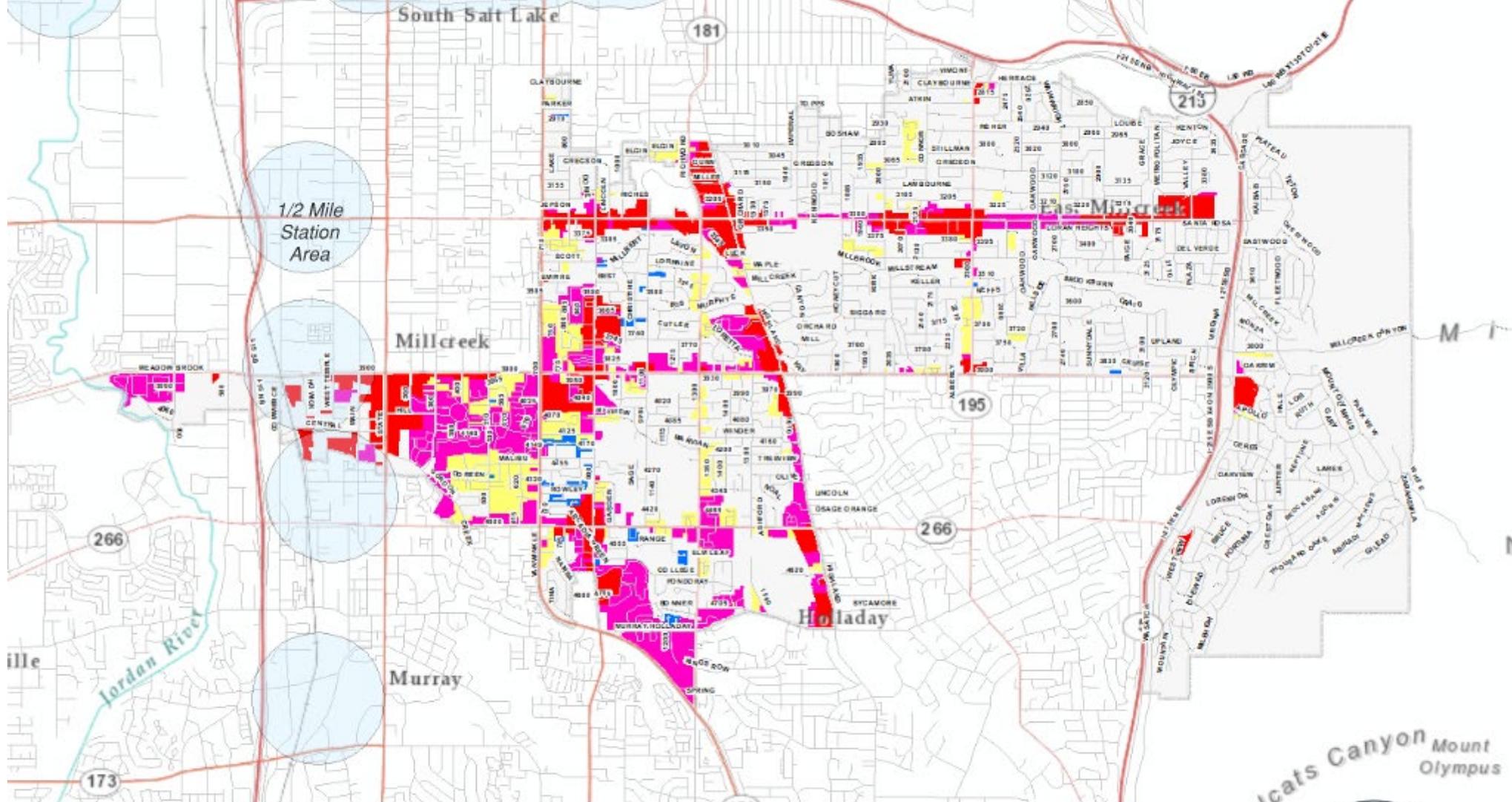
Table 18.88.40 Incentive Types

Incentive	Description	Limitations and Restrictions	
<p>Density Bonus</p>	<p>Allowance for increased number of residential units</p>	a.	<p>Does not apply in any A Zone, FR Zone, IF Zone, M Zone, MD-3 Zone, R-1-6 Zone, R-1-8 Zone, R-1-10 Zone, and R-1-21 Zones.</p>
		b.	<p>An increase in density of 50% for Completely Affordable developments deemed Very Low/ Low Income Housing.</p>
		c.	<p>An increase in density of 25% for Mixed Affordable developments deemed Moderate Income Housing.</p>
		d.	<p>A maximum increase in density of 25% for Mixed/ Completely Affordable developments deemed Moderate Income Housing.</p>

Increased Building Elevation	Allowance for increased building elevation	a.	Allowed in the R-4, RM, R-1-3, R-1-4, R-1-5 and R-2 Zones, with a maximum increase of building height up to 10 feet for Completely or Mixed Affordable developments deemed Moderate Income Housing.
		b.	Allowed in the MD or C Zones, with a maximum increase of building height to 100 feet for Completely Affordable developments deemed Moderate Income Housing when within ½ mile from a transit station.

Open Space Reduction	Allowance for an open space reduction	a.	Does not apply in any A Zone, FR Zone, IF Zone, M Zone, MD-3 Zone, R-1 Zone, and R-2 Zones.
		b.	Developments located in the MD or C Zones, a reduction of required open space up to 20% for Completely Affordable developments deemed Moderate Income Housing.
		c.	Developments located in the R-4 or RM Zones, a reduction of required open space up to 10% for Completely/Mixed Affordable developments deemed Moderate Income Housing.

DENSITY BONUS & INCREASED BUILDING ELEVATION



R-2 ZONES



R-1-3, 4, 5 ZONES



R-4/RM ZONES



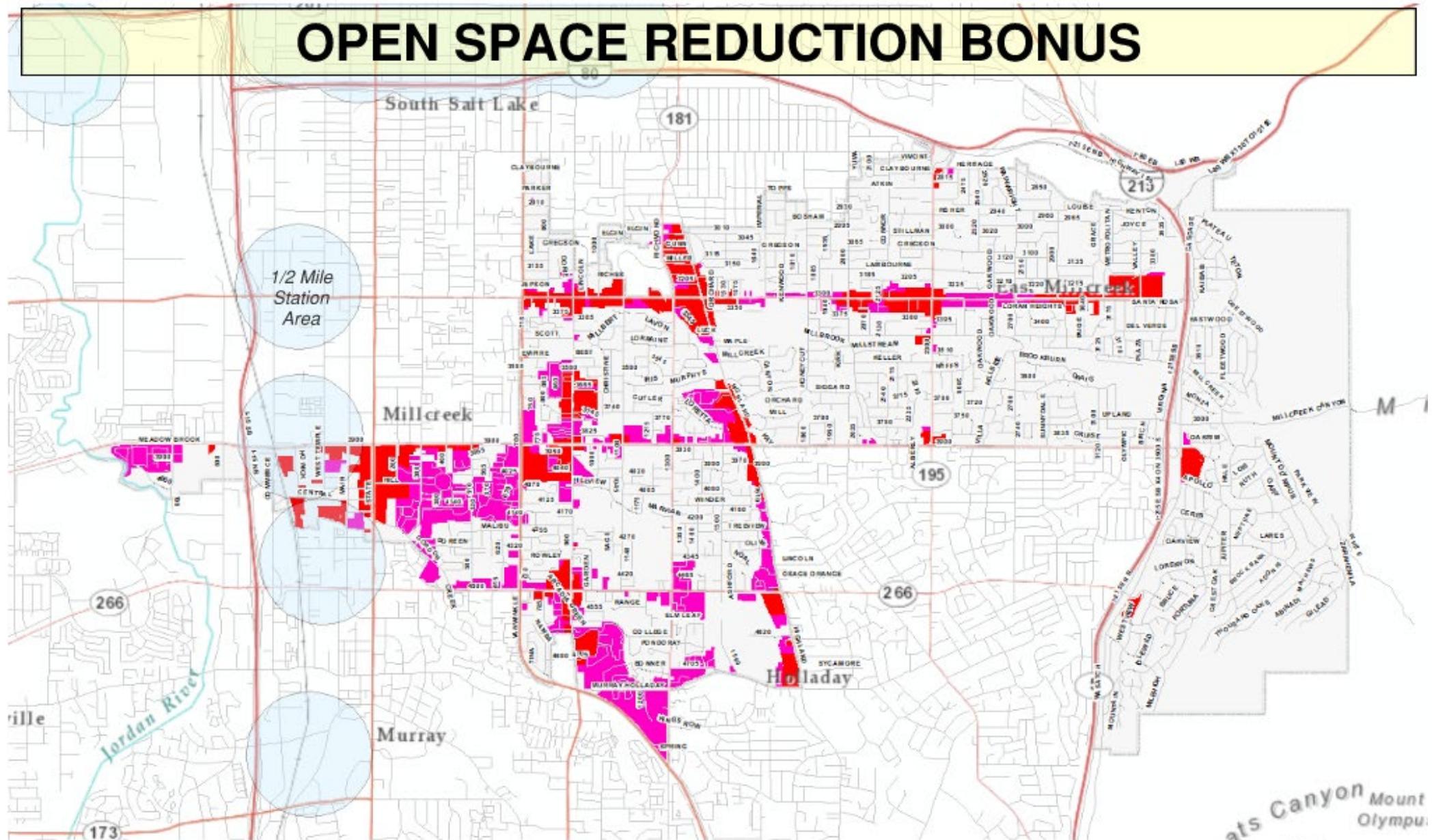
C/MD ZONES



1/2 Mile
Station
Area

icats Canyon Mount
Olympus

OPEN SPACE REDUCTION BONUS



R-4/RM ZONES



C/MD ZONES



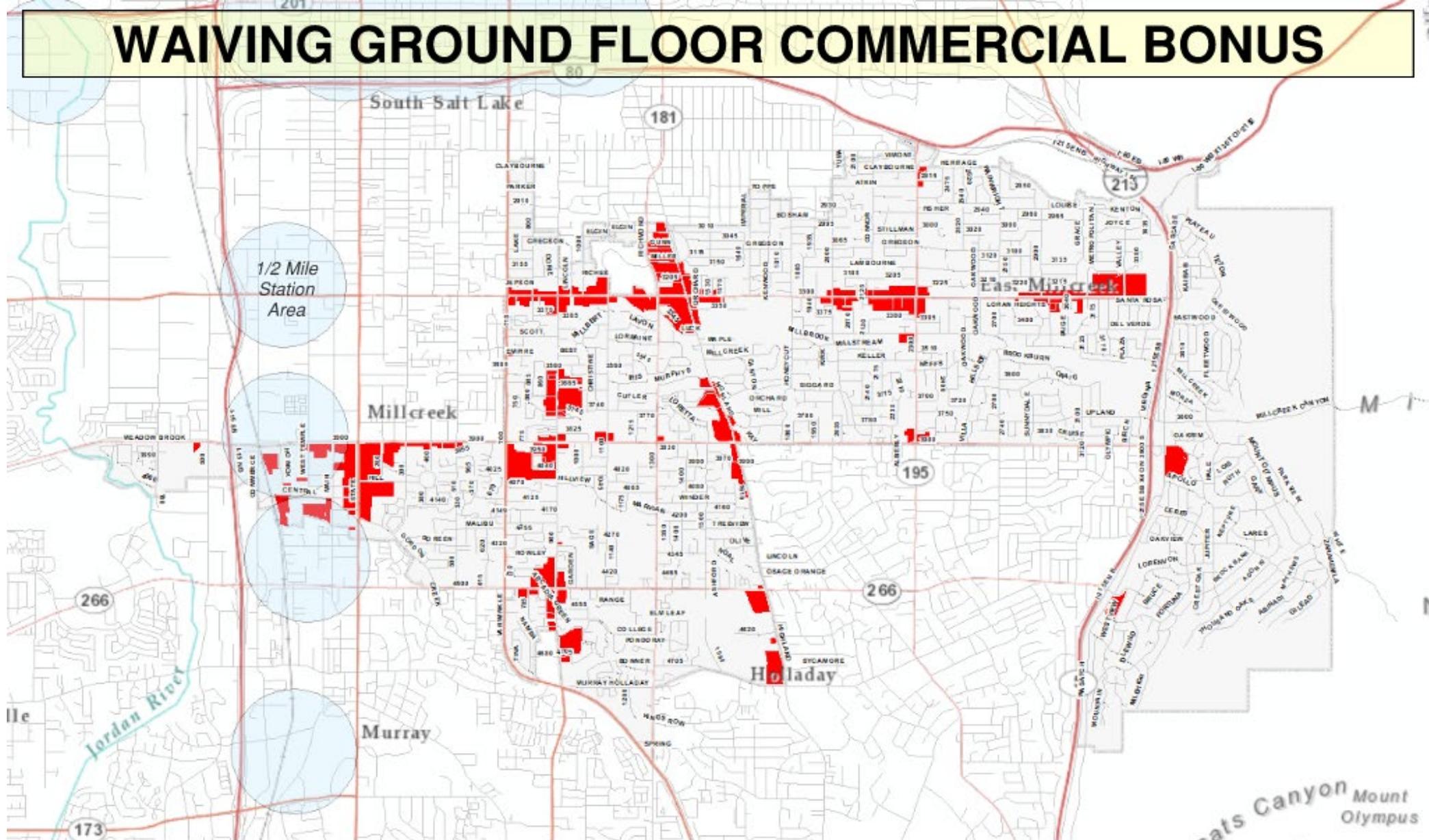
Utah State Capitol
Canyon Mount
Olympic

1/2 Mile
Station
Area

Ground floor commercial requirements waived	Waiving of ground-floor commercial requirements where Mixed-Use developments are required	a.	Only applies to zones that require ground floor commercial and does not apply to developments located within 300 feet of a major intersection.
		b.	Ground floor commercial is waived 100% for Completely Affordable developments deemed Moderate Income Housing.
		c.	Ground floor commercial is reduced by 50% for Mixed Affordable developments deemed Moderate Income Housing.

Development Fee Waiver	The waiving of development fees includes application fees, building permit fees, bonding fees, and impact fees.	a.	100% of development fees are waived for Completely Affordable developments deemed Low/Very Low-income Housing.
		b.	50% of development fees are waived for Completely Affordable developments deemed Moderate Income Housing.
		c.	75% of development fees are waived for Mixed Affordable developments where 25% of units are deemed Very Low/ Low Income Housing.
		d.	Not allowed in any FR Zone, M Zone, MD-3 Zone or IF Zone.

WAIVING GROUND FLOOR COMMERCIAL BONUS

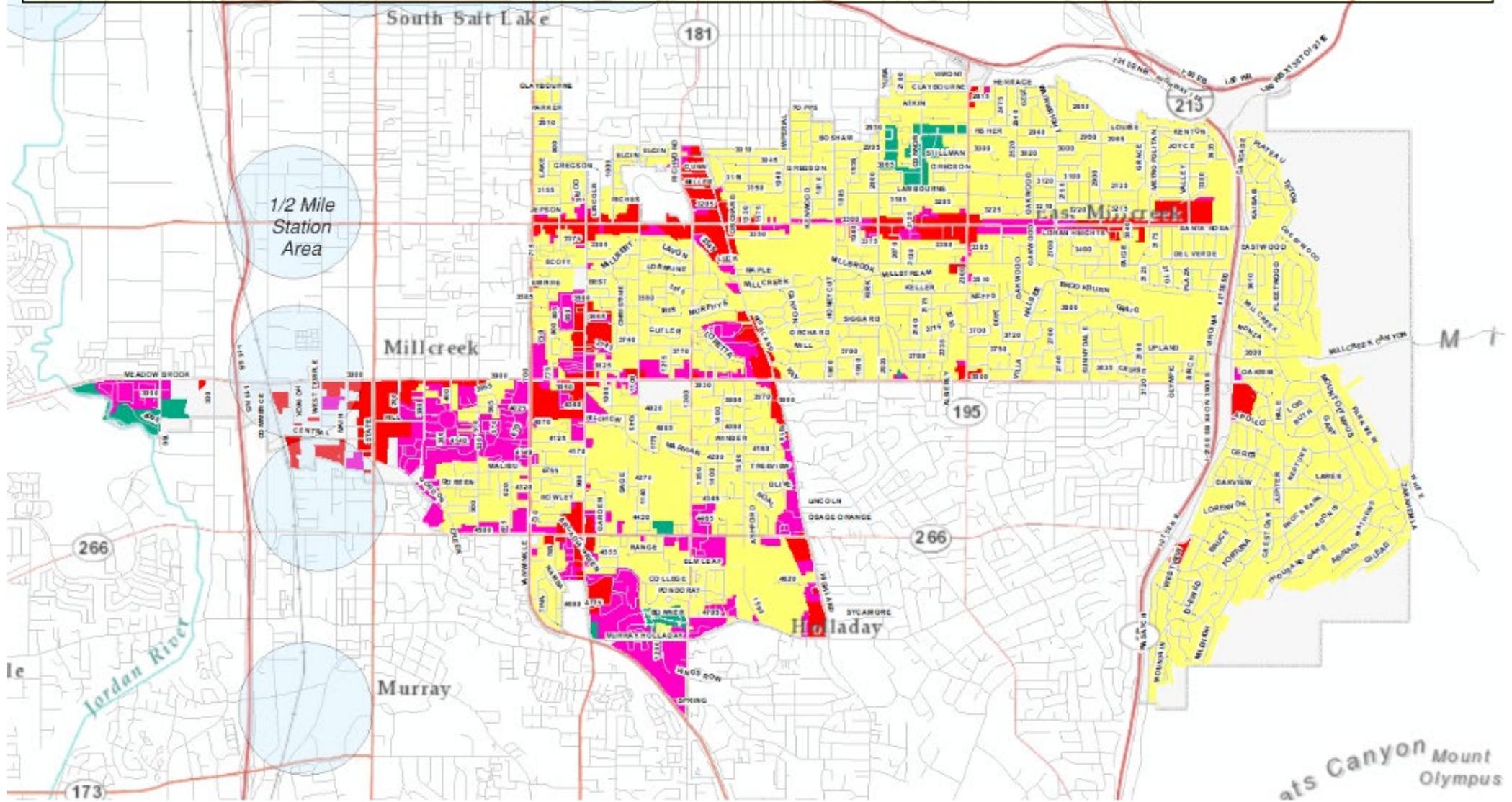


C/MD ZONES



1/2 Mile
Station
Area

WAIVING DEVELOPMENT FEES BONUS



C/MD ZONES



R-1/R-2 ZONES



A-1 ZONES

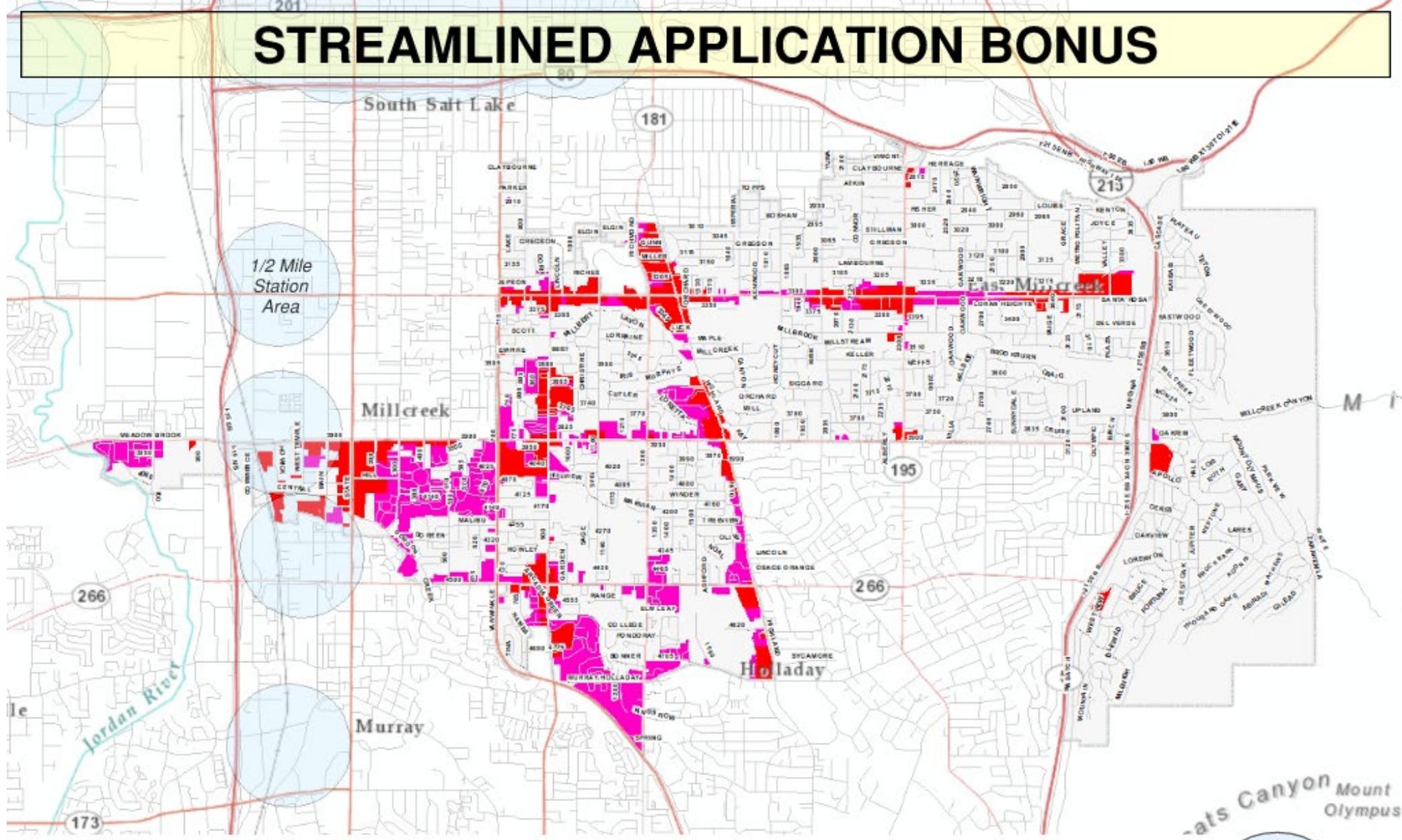


R-4/RM ZONES



1/2 Mile
Station
Area

STREAMLINED APPLICATION BONUS



C/MD ZONES



R-4/RM ZONES



1/2 Mile
Station
Area

Streamlined Application Process	Accelerated review process	a.	Completely Affordable and Mixed Affordable developments located in the RM, MD or C Zones deemed Very Low, Low-, and Moderate-Income Housing are permitted use.
Parking Reduction	Allowance for a reduction in the minimum parking requirements		See MKZ Chapter 18.XX.XX

Incentive Type Table Notes.

1. Additional units due to the increase in density shall meet all off-street parking requirements unless the development meets #2 of the Incentive Type Table Notes.
2. For developments located ~~within 1/2 mile of a transit station or~~ within the boundaries of a village center per the Millcreek General Plan, any parking required per the Chapter 19.80 Parking and Mobility Requirements due to additional density accumulated may be reduced by 15%.
3. All developments utilizing any incentive type within this chapter shall be secured by a Deed Restriction Agreement and shall be imposed on each parcel of real property designated within development boundaries.

Affordable Housing ZT-24-012 Community Council Response

ZT-24-012 Affordable Housing Chapter

The Mount Olympus Community Council voted unanimously (6-0) to **recommend approval** of the affordable housing ordinance, as presented, with these major exceptions:

The proposed 100' maximum height incentive for buildings to be used for affordable housing should be limited to the following zones:

- a. Mixed Development (MD) zone – note: the current maximum height is currently 72' with the option for greater height, subject to a conditional use application, for all allowed uses.
- b. Commercial zones, but only within ¼ mile of a transit station. Other than this one exception, it is inappropriate to allow structures up to 100' in height in any commercial zone.

ZT-24-012 Affordable Housing Chapter

The Millcreek Community Council voted (7-1) to **recommend approval** with the condition that the affordable housing chapter be reviewed and amended as better data reveals itself. While MCC members agreed that the proposed Affordable Housing chapter was crucial in satisfying the state mandated implementation actions regarding the moderate-income housing adopted strategies, members expressed the following concerns:

1. Staff's proposed incentives were disproportionate and only incentivized affordable housing on the west side. Some members are concerned that all the new density is being targeted in their district.
2. Data from the Zions Housing Report. Some council members expressed concern about the data, specifically data showing deficit of housing units targeted at deeply affordable housing 30% AMI.
3. Some community council members expressed concern that incentives were largely aimed at incentivizing moderate income housing at %50 AMI+ and not nearly enough towards deeply affordable housing at 30% AMI.

ZT-24-012 Affordable Housing Chapter

The East Mill Creek Community Council voted (7-0) to **recommend approval** with the following conditions:

1. The Community Council did not agree with the increased height (10') in R-1-"3-5" zones
2. The Community Council did not agree with waiving ground-floor commercial requirements where mixed-use developments are required in the City Center and future Village Centers to promote community gathering areas.

- No collective response from the Canyon Rim Citizens Association.

ZT-24-013 (Required Studies)

Proposed Changes

1. A new chapter specifically aimed at strengthening when the city can require a study or plan.
2. Includes a comprehensive table that outlines the description of study/plan, when the study/plan is required, and the scale and boundaries for which the study/plan should include.
3. More formally, supports the city's ability to ensure that development projects are thoroughly evaluated for their impact on the community and environment.
4. Integrated to be consistent with other updated templates and current code requirements.

Staff Objectives and Findings

1. Ensures that larger scale development projects are thoroughly evaluated for their impact on the community and environment and helps promote informed decision-making targeted at minimizing any detrimental impacts.
2. Staff finds that the proposed Required Studies chapter will help reduce detrimental impacts on the surrounding community by ensuring that potential impacts are assessed and mitigated.
3. Larger scale developments can place substantial demands on local infrastructure and services, such as roads, schools, and emergency services.
4. Staff finds that by requiring a professional study or plan can help staff evaluate the capacity of existing infrastructure and services to accommodate the new development and propose measures to ensure that the development is not overburdening existing resources.

Traffic Impact Study.

1. Description

- a. A traffic impact study is a, but not limited to, detailed analysis of existing and anticipated traffic impacts generated by the proposed development, including but not limited to vehicular, pedestrian, cyclist movements, and drive through stacking.

2. Required When

- a. Proposed developments **estimated** to generate more than 50 trips during any peak hour. *(or use recommended ITE trip generation benchmarks?)*
- b. Proposed developments that include a drive-through
 - Proposed developments anticipated to have more than 20 large truck trips per day.**
- c. Proposed developments where known traffic problems or concerns exist in the local area such as an offset intersection, a high number of traffic accidents, etc. exist. **(City's discretion)**
- d. Proposed developments in a sensitive area where the adjacent residential neighborhood or public in general perceive an adverse impact. **(City's discretion)**
- e. Proposed developments where site specific problems or concerns are aggravated due to impacts. **(City's discretion)**

3. Scope Boundaries

- a. All proposed developments **estimated** to generate fewer than 200 trips during any peak hour shall have a study parameter of 1,000 feet measured from proposed access drive(s).
- b. All proposed developments that include a drive-through shall have a study parameter of 660 feet measured from proposed access drive(s).
- c. All proposed developments **estimated** to generate between 200-500 trips during any peak hour shall have a study parameter of 1/2 mile measured from proposed access drive(s).
- d. All proposed developments **estimated** to generate more than 500 trips during any peak hour shall have a study parameter of 1 mile measured from proposed access drive(s).

Traffic Impact Study (UDOT Version)

UDOT Guidelines for Access Permit Levels			
Traffic Study Parameter Type/Level	Thresholds	Typical Land Use Intensity Thresholds (ITE Trip Generation)	Traffic Impact Study Required
1	Projected site traffic < 100 ADT and No proposed modifications to traffic signals or elements of the roadway	Single Family < 10 units Apartment < 15 units Lodging < 11 occupied rooms General Office < 9,000 square feet Retail < 2,500 square feet	YES
2	Projected site traffic between 100 and 3,000 ADT or Projected peak hour traffic < 500 and Minor modifications to traffic signals or elements of the roadway	Single Family (10 to 315 units) Apartment (15 to 450 units) Lodging (11 to 330 occupied rooms) General Office (9,000 to 270,000 sq. ft.) Retail (2,500 to 70,000 sq. ft.) Gas Station (1 to 18 fueling positions) Fast Food (1,000 to 6,000 sq. ft.) Restaurant (1,000 to 26,000 sq. ft.)	YES
3	Projected site traffic between 3,000 and 10,000 ADT or Projected peak hour traffic between 500 and 1,200 or Proposed installation or modification to traffic signals or elements of the roadway, regardless of project size	Single Family (315 to 1,000 units) Apartment (450 to 1,500 units) Lodging (330 to 1,100 occupied rooms) General Office (270,000 to 900,000 sq. ft.) Retail (70,000 to 230,000 sq. ft.) Fast Food (6,000 to 20,000 sq. ft.)	YES

Traffic Impact Study (UDOT Version)

Type/Level 1	Type/Level 2	Type/Level 3
<p>Project ADT < 100 trips. No proposed modifications to roadway elements or geometry.</p>	<p>Project ADT 100 to 500 trips.</p>	<p>Project ADT 3,000 to 10,000 trips or peak hour traffic 500 to 1,200 trips.</p>
<p>The traffic study shall, at a minimum, incorporate traffic standards as presented in the State Highway Access Management standards, and national practices. Additional requirements may be imposed upon the applicant, as necessary.</p>	<p>The traffic study shall, at a minimum, incorporate traffic engineering standards as presented in the State Highway Access Management standards, and national practices. Additional requirements may be imposed upon the applicant as necessary.</p>	<p>Proposed installation or modification to traffic signals or roadway elements or geometry, regardless of project size or trip generation. The traffic study shall, at a minimum, incorporate traffic engineering principles and standards as presented in the State Highway Access Management Rule, Department standards, and national practices. Additional requirements and investigation may be imposed upon the applicant as necessary. The Region Permits officer and/or the Region Traffic Engineer determine the need and requirements for a traffic impact study.</p>
<p>The Region Permits officer and/or the Region Traffic Engineer determine the need and requirements for a traffic impact study.</p>	<p>The Region Permits officer and/or the Region Traffic Engineer determine the requirements for a traffic impact study.</p>	<p>1. Study Area. Defined by Region Permits Officer or Region Traffic Engineer. The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence or reasonable travel time boundary. An acceptable traffic study boundary, based on travel time, may be identified as a ten- or twenty-minute travel time or even by market area influence. Intersection of site access drives with state highways and any intersection within 1/2 mile of property line on each side of project site.</p>
<p>1. Study Area. Defined by Region Permits Officer and/or Region Traffic Engineer. The study area, depending on the size and intensity of the development and surrounding development, may be identified by parcel boundary, area of immediate influence or reasonable travel time boundary. Study area may be limited to or include neighboring and adjacent parcels. Identify site, cross street and down stream access points within access category distance of property boundaries.</p>	<p>1. Study Area. Defined by Region Permits Officer or Region Traffic Engineer. The study area, depending on the size and intensity of the development, may be identified by parcel boundary, area of immediate influence or reasonable travel time boundary. Intersection of site access drives with state highways and any intersection within 1/2 mile of property line on each side of project site. Include any identified queuing distance at site and study intersections.</p>	<p>2. Design Year. Opening day of project, five years and twenty years after opening. Document and include all phases of development (includes out pad parcels).</p>
<p>2. Design year. Opening day of project.</p>	<p>2. Design year. Opening day of project.</p>	<p>3. Analysis Period. For each design year analyze site and adjacent road traffic for weekday A.M. and P.M. peak hours including Saturday peak hours. Identify special event peak hour as necessary (adjacent roadway peak and site peak).</p>
<p>3. Analysis Conditions and Period Identify site traffic volume and adjacent street(s) traffic volume and characteristics.</p>	<p>3. Analysis Period. Identify site and adjacent road traffic for week days.</p>	<p>4. Data Collection. a. Daily and Turning movement counts. b. Identify site and adjacent street roadway and intersection geometries. c. Traffic control devices including traffic signals and regulatory signs. d. Automatic continuous traffic counts for at least 48 hours. e. Traffic accident data.</p>
<p>4. Identify right-of-way, geometric boundaries and physical existence of federal or state, no access or limited access control line.</p>	<p>4. Data Collection. Identify site and adjacent street roadway and adjacent street(s) traffic volume and characteristics.</p>	<p>5. Trip Generation. Use equations or rates available in latest edition of ITE Trip Generation. Where developed equations are unavailable for intended land use, perform trip rate study and estimation following ITE procedures or develop justified trip rate agreed to by the Department</p>
<p>5. Generate access point capacity analysis as necessary adjacent road traffic for the following time periods: weekday hours including Saturday peak hours. Identify special event (per roadway peak and site peak).</p>	<p>5. Conflict / Capacity Analysis. Diagram flow of traffic at access points and adjacent development. Perform capacity analysis as determined by Region Traffic Engineer.</p>	<p>6. Trip Distribution and Assignment. Document distribution and assignment of existing, site, background, and future traffic volumes on surrounding network of study area.</p>
<p>6. Design and Mitigation. Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.</p>	<p>6. Right of Way Access. Identify right-of-way, geometric boundaries and physical conflicts. Investigate existence of federal or state, no access or limited access control line.</p> <p>7. Design and Mitigation. Determine and document safe and efficient operational design needs based on site and study area data. Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.</p>	<p>7. Conflict / Capacity Analysis. a. Level of Service (LOS) for all intersections. b. LOS for existing conditions, design year without project, design year with project.</p> <p>8. Traffic Signal Impacts. a. Traffic Signal Warrants as identified. b. Traffic Signal drawings as identified. Page 9 of 11 Utah Department of Transportation 1/2004 c. Queuing Analysis. d. Traffic Systems Analysis. Includes acceleration, deceleration and weaving. e. Traffic Coordination Analysis.</p>
	<p>7. Design and Mitigation. Determine and document safe and efficient operational design needs based on site and study area data. Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.</p>	<p>9. Right-of-Way Access. Identify right-of-way, geometric boundaries and physical conflicts. Investigate existence of federal or state, no access or limited access control line.</p> <p>10. Accident and Traffic Safety Analysis. Existing vs. as proposed development.</p> <p>11. Design and Mitigation. Determine and document safe and efficient operational design needs based on site and study area data. Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.</p>

Traffic Impact Study

Millcreek currently requires a Traffic Impact Study:

- Any proposed development with a drive through.
- Any proposed development with typically more than 20-25 residential units.
- When mitigation is required of reasonably anticipated detrimental effects arising from the conditional use. *Detrimental effects of decreased street service levels and/or traffic patterns including the need for street modifications such as dedicated turn lanes, traffic control devices, safety, street widening, curb, gutter and sidewalks, location of ingress/egress, lot surfacing and design of off-street parking and circulation, loading docks, as well as compliance with off-street parking standards, including other reasonable mitigation as determined by a qualified traffic engineer.*
- Any proposed large-scale developments requesting a rezone in areas known to have current traffic concerns like congestion, pedestrian safety, limited carrying capacity, poor LOS, lack of signalized intersections, etc.

Traffic Impact Study

Source: ITE Trip Generation, 11th Edition

Approximate Size of Development to Generate 25 Peak Hour Trips

Land Use	ITE Land Use Code	Land Use Size
Single Family Detached Housing	210	25 dwelling units
Single Family Attached Housing	215	45 dwelling units
Multifamily Housing (Mid-Rise)	221	60 dwelling units
Hotel	310	40 rooms
General Retail	822	3,000 sf
Office	710	15,000 sf
Sit-Down Restaurant	932	2,500 sf
Fast Food / Fast Casual Restaurant	934	800 sf

Most Typical among other Cities - More General

Approximate Size of Development to Generate 50 Peak Hour Trips

Land Use	Land Use Size
Single-Family Households	50 or more
Multi-Family Households	80 or more
Industrial Space	75,000 square feet or more
Office Space	40,000 square feet or more
Retail Space	10,000 square feet or more
Any Restaurant, Convenience Market, or Gas Station	
Any development with a Drive-Through	

Shade Study

1. Description

- a. A study to evaluate the movement of the sun across a site and understand how shadows cast by nearby buildings, trees, or other objects will impact solar access and natural lighting.

2. Required When

- a. Any proposed development requesting an increase in height and or massing that exceeds the minimum height and spatial requirements of the Millcreek Zoning Code. *(minimum height by 5' or more? Exclude in certain areas?)*
- b. City's discretion. *(Based on feedback from community)*

3. Scope Boundaries

- a. Entire scope of development, including all affected properties.

Photometric Study

1. Description

- a. A photometric study is a digital simulation of how light from a fixture will spread out in a space. It's a key step in the lighting design process for many construction sites, including offices, restaurants, and shopping centers.

2. Required When

- a. All proposed developments in the C-2 and C-3 Zones with interior streetlights.
- b. All proposed developments in the IF Zone with interior streetlights.
- c. All proposed commercial or manufacturing developments adjacent to a residential use or zone.

3. Scope Boundaries

- a. Entire scope of development including adjacent streets.

Parking and Mobility Study

1. Description

- a. Study to provide recommendations for new parking requirements for selected land uses associated with new development. Typically based on ITE standards, local parking counts, and proximity to existing and future transit.

2. Required When

- a. Proposed developments with unlisted uses.
- b. Proposed Shared Parking.
- c. Valet Parking Program.
- d. Any development application requesting a reduction in the minimum parking requirements listed in MKZ 19.80

3. Scope Boundaries

- a. Entire scope of development.
- b. Subject to all requirements located in MKZ Chapter 19.80.

Sign Illuminance Study

1. Description

- a. A study that establishes illumination levels projected from illuminated signs and analyzes light trespass and glare impacts from sign lighting. The study includes an existing site analysis measuring light trespass and glare at all property boundaries of the site location.

2. Required When

- a. All proposed illuminated signs.

3. Scope Boundaries

- a. For property lines that abut public walkways, bikeways, plazas and parking lots, the property line may be considered to be 5 feet beyond the actual property line for purpose of determining compliance with this section. For property lines that abut public roadways and public transit corridors, the property line may be considered to be the centerline of the public roadway or public transit corridor for the purpose of determining compliance with this section.

Noise Study

1. Description

- a. A study that assesses the impact of all existing noise sources on residential development, including industrial or commercial stationary sources, transportation noise sources, and new noise sources from the proposed development.

2. Required When

- a. Any zone map amendment or change of use where a commercial or industrial use is being proposed adjacent to a residential use or zone.
- b. City's Discretion.

3. Scope Boundaries

- a. Entire scope of development. Not to exceed minimum Salt Lake County Health Department standards for residential developments.

Circulation and Access Plan

1. Description

- a. A Circulation and Access Plan is to identify a proposed project's potential traffic conflicts generated by proposed access points and vehicular, pedestrian, and bicycle routes. The circulation plan shall show adjacent roads, access points, primary travel routes, drop off and pick up areas, stacking and queuing areas, connections with adjacent properties, and pedestrian and bicycle routes

2. Required When

- a. All proposed developments that includes the use of a drive-through, car wash, or vehicle bay.
- b. Projects that require a traffic study per subsection A of this Chapter.
- c. Projects that include proposed private streets in residential areas.
- d. City discretion.

3. Minimum Plan Requirements

- a. The Circulation and Access Plan shall show adjacent roads, access points, primary travel routes, drop off and pick up areas, stacking and queuing areas, connections with adjacent properties, and pedestrian and bicycle routes.

Operations Plan

1. Description

- a. An Operations Plan is to identify the potential sound, vibration, light, glare, odor, crime, hazardous materials, fire, and environmental impacts generated by a use or project based on the operational nature, scale, or practices of an establishment.

2. Required When

- a. All proposed developments listed as a conditional use.
- b. City discretion

3. Minimum Plan Requirements

- a. The Operations Plan shall include the following information, if applicable: date of commencement of operations; proposed hours and days of operation; a general description of the operation; a projection of the number of persons on site (e.g., employees and customers); types of accessory uses anticipated; hazardous materials to be used or produced on site; and all other relevant information to describe the nature, scale, practices of the establishment.

Rehabilitation and Containment Plan

1. Description

- a. A Rehabilitation and Containment Plan shall be prepared by a qualified expert documenting hazardous materials to be stored, used, or produced in significant quantities and the policies and practices to prevent and contain the accidental or inappropriate discharge of those materials. The plan shall demonstrate that the proposed use will comply with all State and Federal requirements and that the public and the environment will be protected from hazardous conditions.

2. Required When

- a. All proposed developments listed as a conditional use.
- b. All proposed developments that involve significant quantities of hazardous materials.
- c. City discretion.

3. Minimum Plan Requirements

- a. The plan shall demonstrate that the proposed use will comply with all State and Federal requirements and that the public and the environment will be protected from hazardous conditions
- b. A rehabilitation plan shall also include actions that will be taken upon cessation of activities or uses involving potentially hazardous materials to ensure that the site is free from hazardous materials for future activities or uses.

Required Studies ZT-24-013 Community Council Response

- The Mount Olympus Community Council voted unanimously (6-0) to recommend approval as proposed.
- The Millcreek Community Council voted (8-0) to recommend approval as proposed.
- The East Millcreek Community Council voted unanimously (7-0) to recommend approval as proposed.
- No collective response from the Canyon Rim Citizens Association.

REZONE

A-1/A-2 to M

ZM-24-008

4100 S 650 W

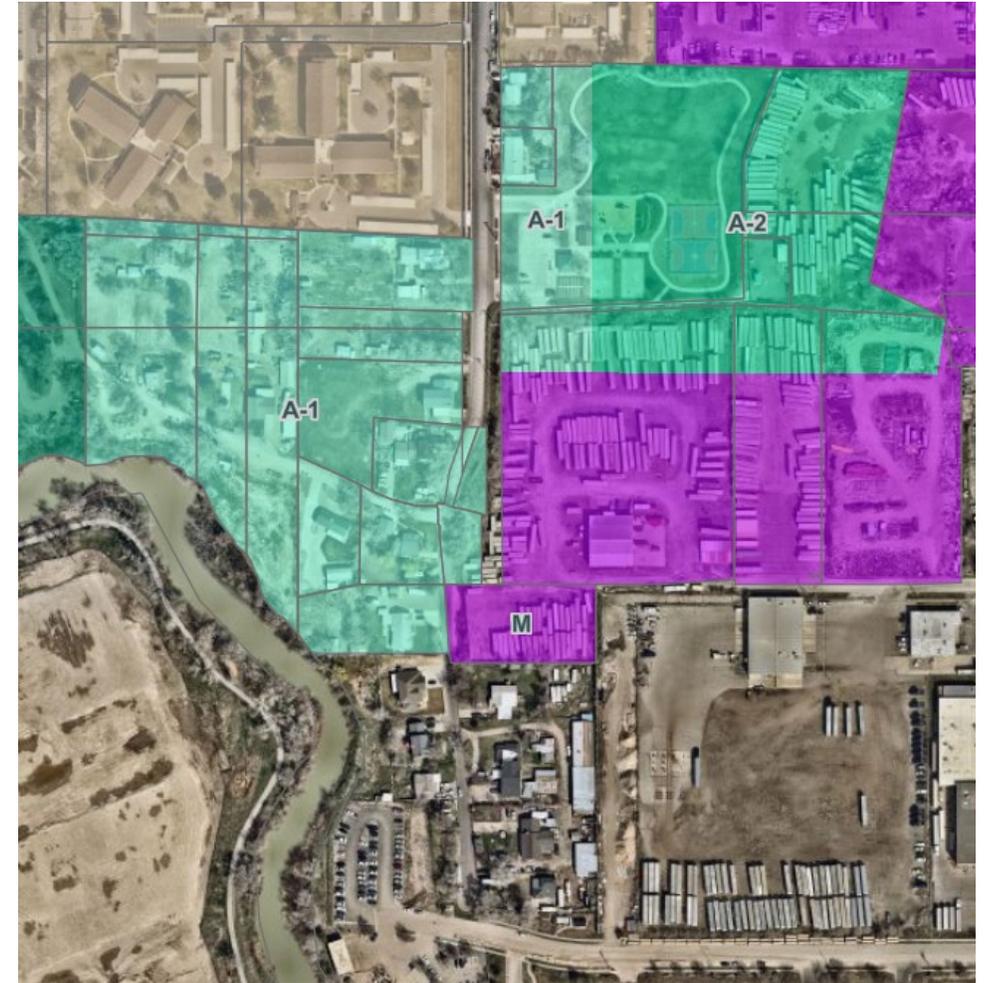
APPLICANT: JASON BOAL



Proposal and Vicinity

The applicant is proposing to rezone the property located at 650 W 4100 S from the A-1 and A-2 zone (Agricultural zone) to the M (Manufacturing Zone). The lots are located at:

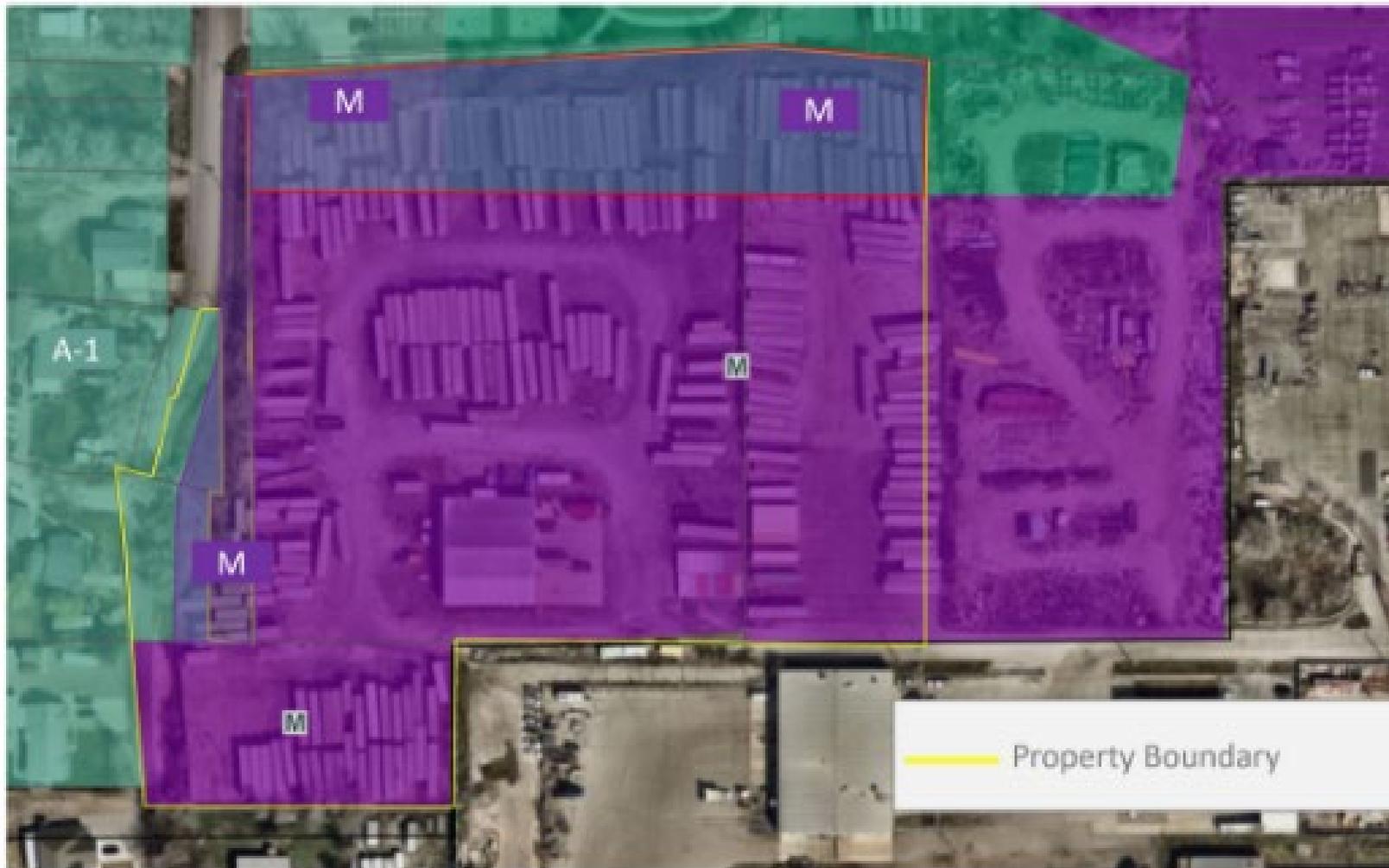
- a. 650 W 4100 S
 - b. 640 W 4100 S
 - c. 4075 S 700 W
 - d. 4066 S 700 W
 - e. 4058 S 700 W
- Current site's use is Manufacturing.
 - Total area of site is 8.17 acres
 - A trucking and storage business is currently located at the subjected lot.
 - Properties surrounding the Subject Property consist of multi-family housing stock, agricultural parcels, and manufacturing issues. The Sunnyvale Park is located north of the subjected property.



650 W 4100 S, Millcreek – Rezone
Existing Zoning Map

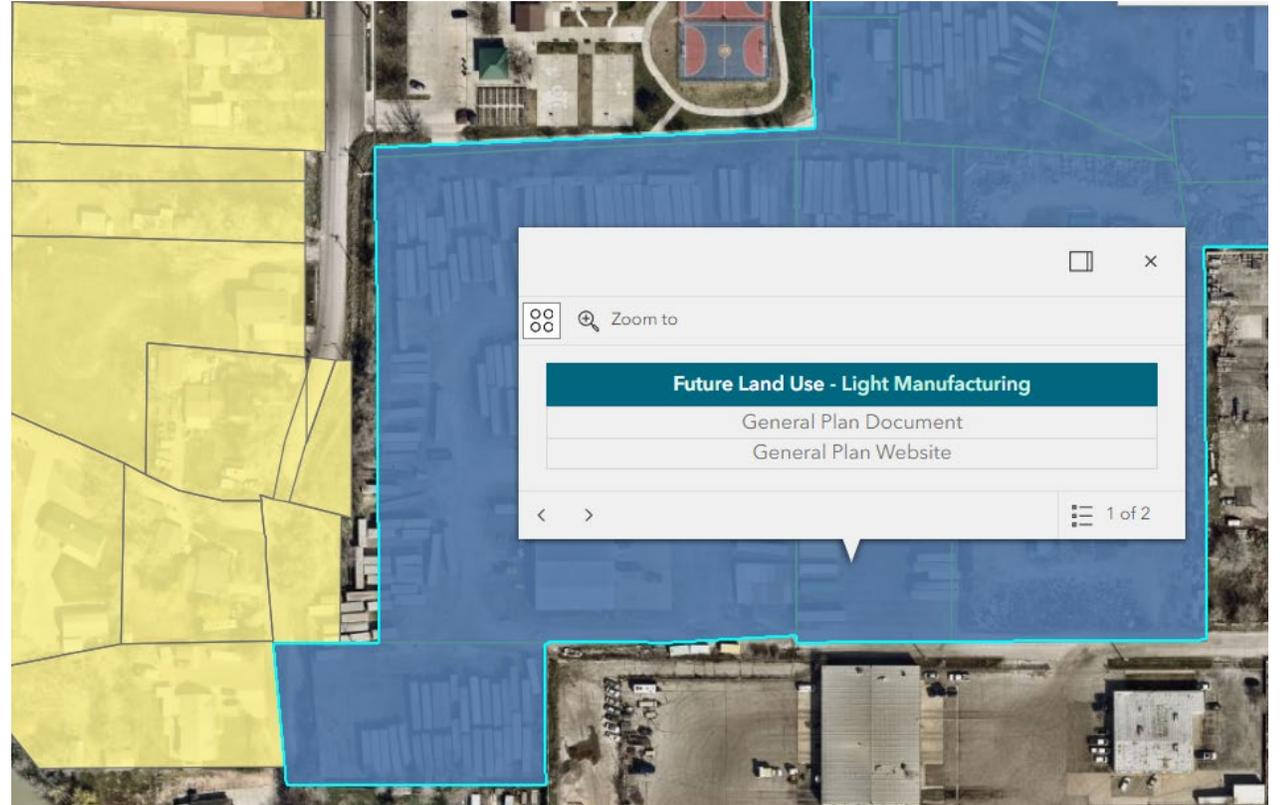


650 W 4100 S, Millcreek – Rezone
Proposed Zoning Map



Future Land Use (General Plan)

The Subject Property is within the “Light Manufacturing” land use designation – which envisions neighborhoods comprised of “A range of employment uses, including a wide range of commercial uses, small-scale manufacturing, light industrial, processing, wholesaling, flex space.”



Conclusions

Based on the findings listed within this report, the following conclusions can be made:

1. The Subject Property is within the “Light Manufacturing” land use designation, which complies with the vision of the Millcreek General Plan.
2. The property has been historically utilized for the following uses, including trucking and storage business, Overnight rental and storage of truck, trailer, and automobile equipment, truck, trailer and automobile repair and warehousing. Continuing the uses envisioned by the Millcreek General Plan.
3. No development is currently proposed, as the application’s purpose is to consolidate the current zoning of the lot into one zone (Manufacturing zone).
4. In a future application, the Community Council will be considering the land swap/vacation of a portion of 700 W, along the property’s frontage, with the purpose of realigning the right-of-way to match existing improvements, through the dedication of the swapped land.



Neighborhood Meeting

The applicant held a neighborhood meeting on June 18th on site. Neighbors within 600' of the subjected property were notified. An approximate three people showed up with the following comments:

1. Undesired Multi-family development
2. Questions about a potential road extension (700 W to 4170 S).



Millcreek Community Council

The Millcreek Community Council held a meeting on July 2nd, 2024. Neighbors within 600' of the subjected property were notified.

The Millcreek Community Council voted 7 in favor and 2 against a motion to approve the proposed zoning consolidation, as presented.



Recommendation

Based on the findings and conclusions, Staff recommends that the Planning Commission take public comments and recommend the City Council approve application file number ZM-24-008, as presented, unless during the hearing facts are presented that contradict these findings or new facts are presented, either of which would warrant further investigation by Staff.



Model Motion

I move that the Planning Commission recommend **approval** of application file number ZM-24-008, as presented.

