



PLANNING COMMISSION STAFF REPORT

MEETING DATE:	June 18, 2026
PROJECT NUMBER:	S26-00003
REQUEST:	An application for Preliminary Subdivision Plat approval consolidating seven parcels into a one-lot subdivision, and vacating lots 11-23 of the Longview Park Addition Subdivision.
ADDRESS:	3711 S State Street
PARCEL NUMBERS:	16-31-152-003, 16-31-152-011, 16-31-152-012, 16-31-152-014, 16-31-152-015, 16-31-178-001, and 16-31-178-002
PROPERTY OWNER:	SLC OPC Land LLC
APPLICANT:	SSLC OPC Venture, LLC
TYPE OF APPLICATION:	Administrative – Subdivision Plat
AUTHOR:	Spencer Cawley, Senior Planner

SYNOPSIS

On June 4, 2026, the Planning Commission held a public hearing and reviewed the proposed Subdivision Plat for a one-Lot Subdivision located at 3711 S State Street. After a presentation by Staff and the Applicant, and a discussion among the Commissioners, the Planning Commission voted to table the discussion until the June 18, 2026, meeting.

The Planning Commission requested that Staff and the Applicant clarify the following information:

- Traffic impact on the neighborhood
- Visual renderings from various vantage points
- Further details regarding the city's landscape requirements

To review Staff's initial analysis of the proposed Subdivision and the associated technical documents, please refer to the June 4, 2026, [meeting packet](#). The video of that meeting is available [here](#). Staff maintains the recommendation of approval because the application meets the standards required for a Subdivision Plat.

ANALYSIS

Since the June 4, 2026, meeting, Staff and the Applicant have coordinated to address the Commission's inquiries as follows:

(I) TRAFFIC IMPACT STUDY

Because the proposed VA Outpatient Clinic contains 112,595 square feet, Staff requested the Applicant provide the traffic study pursuant to [§ 17.06.160\(4\)](#). The City engaged Avenue Consultants, a third-party planning and engineering firm, to perform an independent review of the Applicant's Traffic Impact Study. A traffic engineer with Avenue Consultants provided a technical memo summarizing the findings and outlining the anticipated traffic distribution patterns in the surrounding neighborhood. This memo is attached as **Exhibit A**.

While the original staff report recommended that the Applicant implement the recommendations from the Traffic Study to mitigate impacts to the neighborhood, the Conditions of Approval have been updated to require the Applicant to continue working with the City Engineer to mitigate the traffic impacts in the area.

(II) SUPPLEMENTAL RENDERINGS

The Applicant has provided additional street-level perspective renderings of the site as viewed from 200 East, Helm Avenue, and Secord Street. These supplemental materials depict the site at build-out, offering a clear visual representation of the project's scale and presence for the residents in the adjacent area.

Specifically, the renderings illustrate the spatial placement of the proposed parking structure along 200 East. By utilizing the single-Lot footprint established by this Subdivision Plat, the parking garage is oriented to allow a landscape buffer. Furthermore, the updated visuals include renderings of the landscape buffers at maturity along the southern and eastern edges of the Development, demonstrating how the required commercial buffering softens the visual impact of the parking structure from the adjacent Residential District. The supplemental renderings are attached as **Exhibit B**.

(III) LANDSCAPE REQUIREMENTS

The Planning Commission expressed concerns about the amount of vegetation removed from the site and whether the proposed landscape plan meets code standards. § 17.06.300(D)(2)(b)(v) states:

Existing trees that are non-invasive and not noxious and that are preserved and incorporated into the Landscape Plan shall be credited toward the minimum number of trees required by this Chapter. Trees must be in healthy condition and free of injury to receive this credit. Any credited tree that is not preserved or is significantly damaged during construction shall be removed and replaced with four (4) trees, each with a minimum caliper of four (4) inches.

The Land Use and Development Code defines landscaping as “any combination of living elements such as grass, trees, shrubs, and flowers, that are generally not considered to be weeds or noxious plants”. When Staff reviews a landscape plan, they refer to the state’s designation of noxious plants to confirm any proposed removal of vegetation. The Applicant’s landscape plan provides an arborist’s inventory of each tree on the property. Because development will impact all the vegetation, the Applicant is required to replace any non-invasive and non-noxious trees removed. The inventory includes:

- 428 total trees
- 401 invasive/noxious trees (Siberian Elm)
- 27 non-invasive trees

While the Siberian Elm is not officially on the state’s noxious weed list, it is explicitly classified as an invasive species in Utah by the [USDA Natural Resources Conservation Service](#). Because the Land Use Ordinance defines landscaping strictly around non-invasive *and* non-noxious elements, the removal of a documented invasive species does not trigger the city’s 1-4 replacement requirement. Therefore, the Applicant’s proposed replacement plan of 118 high-quality trees to replace the 27 removed non-invasive species meets and exceeds the standards of the city ordinance.

STAFF RECOMMENDATION

Based upon the information submitted in the application, supporting documentation, analysis of the relevant code sections and general plan goals, and findings by Staff that the plat as conditioned, meets all applicable South Salt Lake City municipal ordinances and requirements under state code, Staff recommends the Planning Commission move to approve with conditions, a preliminary subdivision plat for a one-lot subdivision located at 3711 S State Street based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in this Staff Report.

FINDINGS OF FACT:

1. The property is located at 3711 South State Street in the Commercial Corridor District.
2. The parcel numbers are: 16-31-152-003, 16-31-152-011, 16-31-152-012, 16-31-152-014, 16-31-152-015, 16-31-178-001, and 16-31-178-002.
3. The parcels contain 8.144 acres.
4. The property is currently vacant, with the exception of a parcel to the north, which is used for a car rental business.
5. The purpose of the proposed Subdivision is to consolidate seven parcels into one lot to construct a VA Outpatient Clinic, an associated parking garage, a surface parking lot, and various site and landscaping improvements.
6. The proposal will also vacate lots 11-23 of the Longview Park Addition Subdivision.
7. The proposed VA Outpatient Clinic (medical office) is a Permitted Use in the Commercial Corridor.
8. The proposed clinic is consistent with the Large Format Commercial Building Form and will contain 112,595 square feet.
9. Staff reviewed this Subdivision Application for compliance with the Commercial Corridor District requirements.
10. The Applicant proposes providing 600 off-street parking spaces and 26 bicycle parking spaces for patients and employees of the outpatient clinic. South Salt Lake Municipal Code requires 451 off-street parking spaces and 24 bicycle parking spaces.
11. The proposed development will remove 428 trees of which 401 are invasive or noxious species. The remaining 27 trees will be replaced with 118 trees, ten more than required by code.
12. Staff reviewed this Subdivision Application for compliance with the requirements of Chapter 17.10, Subdivision and Platting, of the Land Use and Development Ordinance, and finds that the application is compliant, as conditioned below.
13. The Subdivision will comply with all requirements of the South Salt Lake Municipal Code.

CONCLUSIONS OF LAW:

1. The proposed Subdivision, as specifically conditioned below, is consistent with the South Salt Lake General Plan.
2. The proposed Subdivision, as specifically conditioned below, is compatible in Use, scale, and design with the Commercial Corridor District.
3. There is good cause for the Subdivision Plat, and no public street or easement is vacated.
4. The proposal, as specifically conditioned below, does not impose disproportionate burdens on the citizens of South Salt Lake.

CONDITIONS OF APPROVAL:

1. The Applicant shall continue working with city staff to make all necessary technical corrections to the plat before issuing Final Plat approval.
2. Prior to plat recordation and any additional Development, the Applicant shall provide city staff the final Mylar with notarized signatures or owner's consent to dedication and obtain signatures of all entities indicated on the Subdivision Plat attached hereto.
3. The Applicant shall ensure that the plans submitted to Community Development for a Building Permit meet the required Setbacks and Build-to Standard for the Commercial Corridor District.
4. Approval of the Subdivision is contingent upon compliance with the City Engineer's review of drainage, storm sewers, and stormwater facilities.
5. The final Civil Plans for the project shall show the location of all fire hydrants and all water and storage supply improvements.
6. The Applicant shall install sanitary sewer facilities as required by Mt. Olympus Improvement District.
7. The Applicant shall ensure sanitary sewer facilities connect with the public sanitary sewer at sizes required by Mt. Olympus Improvement District.
8. All utilities shall be underground.
9. The Applicant shall continue to work with the City Engineer to mitigate the traffic impacts to the surrounding neighborhood.
10. Prior to issuance of a building permit or any work occurring within the State Street ROW, the Applicant shall submit to Community Development the necessary UDOT approvals for the improvements along State Street.
11. The final landscape plan shall meet all requirements of § 17.06.300 and all commercial buffering requirements prior to issuance of a building permit.
12. The Applicant shall complete (or post an adequate improvement completion assurance), warrant, and post required warranty assurance for all public infrastructure improvements, including streetlights.
13. The Applicant shall ensure that all site improvements are installed consistent with the requirements of the South Salt Lake Municipal Code.
14. The proposed Development shall meet all requirements of the South Salt Lake Community Development Department, South Salt Lake Fire Marshal, the South Salt Lake Building Official, and the South Salt Lake Engineering Department.
15. The Applicant shall comply with all applicable International Building Codes and International Fire Codes and must obtain a South Salt Lake Building Permit prior to commencing construction.
16. The Applicant shall record the plat with the Salt Lake County Recorder's Office prior to issuance of a Building Permit. Otherwise, the Applicant shall record the plat within two years of receiving Final Plat approval.

17. All items of the Staff Reports dated June 4, 2026, and June 18, 2026.

PLANNING COMMISSION OPTIONS

Option 1: Approval

Move to approve the application by SSLC OPC Venture, LLC for a Preliminary Subdivision Plat for a one-Lot Subdivision located at 3711 South State Street based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Staff Report and enumerated on the record.

Option 2: Denial

Move to deny the application by SSLC OPC Venture, LLC for a Preliminary Subdivision Plat for a one-Lot Subdivision located at 3711 South State Street based on the Findings of Fact and Conclusions of Law and enumerated on the record.

Option 3: Continuance

Move to table the application by application by SSLC OPC Venture, LLC for a Preliminary Subdivision Plat for a one-Lot Subdivision located at 3711 South State Street to a date certain to allow the Applicant and Staff time to respond to specific inquiries or concerns raised by the Planning Commission, or to allow the Planning Commission more time to consider the proposal.

EXHIBITS

- A. Traffic Impact Study Memo
- B. Supplemental Site Renderings



MEMORANDUM

To: City of South Salt Lake
From: Brad Brimley, PhD, PE, PTOE, RSP, Avenue Consultants
Date: June 12, 2026
Subject: VA Clinic TIS Review

This memorandum provides information from a review of a traffic impact study (TIS) prepared for a VA Outpatient Clinic to be constructed by Molasky Development. The proposed clinic is located at the southeast corner of Helm Avenue and State Street. The project is a redevelopment of land occupied by Legacy RV Center and a Hertz Car Rental and Hertz Car Sales facilities. The Legacy RV Center closed in 2024.

1 STUDY AREA

The TIS follows conventional practice for evaluating traffic impacts at defined study intersections. The existing intersections are:

- State Street at Helm Avenue
- State Street at 3750 South
- State Street at Rigdon Avenue
- State Street at 3900 South
- Second Street at Rigdon Avenue
- 200 East at Helm Avenue
- 200 East at Rigdon Avenue
- 300 East at Helm Avenue
- 300 East at Rigdon Avenue

The development proposes accesses at the following locations:

- State Street (right-in/right-out, 335 ft south of Helm Avenue)
- Helm Avenue (right-in/right-out, 355 ft east of State Street)
- Second Street (full access, 460 ft north of Rigdon Avenue)
- 200 East (full access, 185 ft south of Helm Avenue)

Operations at the accesses were included in the analysis of future conditions.

2 STUDY APPROACH

While regulatory agencies differ in specific details to include in a TIS, the conventional approach is to evaluate conditions at nearby intersections before and after completion of a new development. The before/after difference in operations becomes the *impact* in a traffic impact study.

The primary measure to evaluate a development's impact, from a traffic engineering perspective, is the average vehicle delay experienced by vehicles at the study intersections. Average vehicle delay is measured with models documented in the *Highway Capacity Manual*, published by the Transportation Research Board. For each intersection and approach or movement, average vehicle delay is translated to a Level of Service that describes operations on a scale from free-flow conditions (A) to unstable and failing conditions (E and F). For peak hour operations, Level of Service D (LOS D) or better is acceptable.

In a TIS, the intersecting nodes (rather than the road links) are evaluated because nodes act as choke points, or bottlenecks, that produce congestion. If an intersection has adequate capacity to meet traffic demands, resulting in an acceptable Level of Service (D or better), the road links connecting the nodes will have adequate capacity and smooth operations.

3 ANALYSIS

The study collected traffic data on April 14, 2026 and evaluated conditions at the existing intersections. For 2026, the study identified operational concerns at the intersection of State Street at 3750 South. For 3750 South, the stop-controlled eastbound approach operates at LOS E during the PM peak hour.

The study forecasted operations to 2028 using a 1.6% annual growth rate from 2026. For the 2028 No-Build analysis, the operations at 3750 South worsen to LOS F for the eastbound approach and LOS E for the northbound left turn from State Street. All other study intersections operate at an acceptable level of service.

For the Build analysis, the study estimated traffic volumes generated by VA clinic and distributed them throughout the study area. The Build analysis anticipates that all study intersections currently operating at an acceptable Level of Service will continue to operate at an acceptable Level of Service. The intersection of State Street at 3750 South will continue to operate at LOS F.

4 STUDY CONCLUSIONS

The TIS identified no deterioration below an acceptable Level of Service for an existing intersection that currently operates at an acceptable Level of Service. In other words, the intersection of State Street at 3750 South worsens below an acceptable Level of Service, but was already operating poorly in 2026. Specifically for 200 East, which may be of concern due to the lower intensity of development along the corridor, the TIS forecasts that all study intersections will operate at LOS A (free-flow conditions) following completion of the development. With operations at LOS A, there is a contingency in case future conditions were not accurately forecasted, and capacity to accommodate future growth.

200 EAST VIEWS – EXISTING CONDITIONS



200 EAST VIEWS – PROPOSED



200 EAST VIEWS – EXISTING CONDITIONS



200 EAST VIEWS – PROPOSED



HELM VIEW – EXISTING CONDITIONS



HELM VIEW – PROPOSED



ALLEY VIEW – EXISTING CONDITIONS



ALLEY VIEW – PROPOSED

