



Planning & Development Services Division

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## Millcreek Township Planning Commission

Public Meeting Agenda

**\*\*REVISED\*\***

**Wednesday, May 13, 2015 4:00 P.M.**

**THE MEETING WILL BE HELD AT SALT LAKE COUNTY GOVERNMENT CENTER  
2001 SOUTH STATE STREET, NORTH BUILDING, MAIN FLOOR, COUNCIL CHAMBERS,  
ROOM N1100**

**ANY QUESTIONS, CALL (385) 468-6700**

*REASONABLE ACCOMMODATIONS FOR QUALIFIED INDIVIDUALS MAY BE PROVIDED UPON RECEIPT OF A REQUEST WITH 5 WORKING DAYS NOTICE. PLEASE CONTACT WENDY GURR AT 385-468-6707. TTY USERS SHOULD CALL 711.*

The Planning Commission Public Meeting is a public forum where the Planning Commission receives comment and recommendations from applicants, the public, applicable agencies and County staff regarding land use applications and other items on the Commission's agenda. In addition, it is where the Planning Commission takes action on these items. Action may be taken by the Planning Commission on any item listed on the agenda which may include: approval, approval with conditions, denial, continuance or recommendation to other bodies as applicable.

### PUBLIC HEARINGS

**29125 – (Continued from the 03/11/2015 and 04/15/2015 meeting)** The Salt Lake County Economic Development Office of Township Services is requesting approval of a zone change from the R-1-8 (Single Family Residential) zone to the C-1 (Neighborhood and Community Commercial) and C-2 (Neighborhood Commercial) zone. **Location:** 3942 – 4076 South Wasatch Boulevard. **Community Council:** Mount Olympus. **Planner:** Spencer W. Brimley

**29385 –** Salt Lake County's Planning and Development Office within Township Services, is in the process of finalizing the Millcreek Meadowbrook Small Area Plan and is seeking a recommendation from the planning commission. This plan, located in the West Millcreek RDA, is a collaborative effort with South Salt Lake City, Murray City, and the Utah Transit Authority. It provides general recommendations regarding future growth of the western portion of Millcreek Township. **Planner:** Max Johnson

**29328 –** John Kruger is requesting a rezone from R-1-10 (Residential Single Family, 10,000 sq. ft. Lot size) and R-2-10 (Residential Two-Family, 10,000 sq. ft. Lot size) to R-2-8 (Residential Two-Family, 8,000 sq. ft. Lot size). **Location:** 3671 South 2300 East. **Community Council:** East Mill Creek. **Planner:** Todd A. Draper

**29188 –** Greg Flint is requesting approval to amend lot seven of the Mount Crest Heights Subdivision by dividing it into two lots. In conjunction with this application is a request for an exception to roadway standards. **Location:** 3868 South 2700 East. **Zone:** R-1-8. **Planner:**

Spencer Hymas

**BUSINESS MEETING**

- 1) Approval of Minutes from the April 15, 2015 meeting
- 2) Training on Administrative versus Legislative decisions - Wilf Sommerkorn
- 3) Ordinance Issues from today's meeting
- 4) Other Business Items (as needed)

**ADJOURN**



**Salt Lake County Office of Townships**  
2001 S State Street #N3-600, Salt Lake City, UT 84190 – 4050  
Phone 385-468-6700 FAX: 385-468-6674  
Visit our web site: [slco.org/townships](http://slco.org/townships)

**STAFF SUMMARY AND RECOMMENDATION**

<b>Public Body:</b>	Millcreek Township Planning Commission	<b>File Number:</b> 29125
<b>Meeting Date:</b>	May 13, 2015	
<b>Request:</b>	Rezone of 8.74 acres from R-1-8 to C-1 & C-2	
<b>Zone:</b>	R-1-8 (Single Family Residential)	
<b>Property Address:</b>	3942 – 4076 South Wasatch Boulevard	
<b>Applicant:</b>	Brigham Mellor, Office of Township Service	
<b>Planner:</b>	Spencer W. Brimley	

**Project Description:**

The Salt Lake County Office of Township Services is requesting approval of a zone change from the R-1-8 (Single Family Residential) zone to C-1 & C-2 (Community and Neighborhood Commercial) zone at 3942 – 4076 S Wasatch Blvd. The purpose for this request is to provide the opportunity to create community plans and objectives to support vibrant economic and community benefit for the Township.

**The status of this project has not changed since the Planning Commission meeting in April. At the time this report was written and provided to the commission, the Mount Olympus Community Council and Economic Development Department were in discussions, but decisions concerning this matter were not resolved prior to today's Planning Commission meeting.**

**19.14.020 - Permitted uses.**

Permitted uses in the R-1 zones are as follows:

All R-1 zones	—Accessory uses and buildings customarily incidental to a permitted use provided the total square footage of all accessory buildings does not exceed eight hundred square feet on lots under one-half acre or one thousand two hundred square feet on lots one-half acre or larger;
	—Agriculture;
	—Home business, subject to <a href="#">Chapter 19.85</a>
	—Home day care/preschool, subject to <a href="#">Section 19.04.293</a>
	—Household pets;
	—Residential facility for persons with a disability.
R-1-6, R-1-7, R-1-8, R-1-10, R-1-15	—Single-family dwelling.
R-1-21, R-1-43	—Guesthouse, the square footage must be less than one thousand two hundred square feet;
	—Maximum of four horses for private use only, not for rental;
	—Single-family dwelling.

**19.14.030 - Conditional uses.**

Conditional uses in the R-1 zones are as follows:

All R-1 zones	—Accessory uses and buildings customarily incidental to a conditional use. Any accessory building or buildings where the total square footage exceeds eight hundred square feet on lots under one half-acre or one thousand two hundred square feet on lots one-half acre or larger;
	—Cemetery;
	—Day care/preschool center, subject to <a href="#">Section 19.76.260</a>
	—Golf course;
	—Home day care/preschool, subject to <a href="#">Section 19.04.293</a>
	—Planned unit development;
	—Private educational institutions having an academic curriculum similar to that ordinarily given in public schools;
	—Private nonprofit recreational grounds and facilities;
	—Public and quasi-public uses;
	—Residential facility for elderly persons;
	—Temporary buildings for uses incidental to construction work, which building must be removed upon the completion of the construction work. If such buildings are not removed within ninety days upon completion of construction work or thirty days after notice, the building will be removed by the county at the expense of the owner.

R-1-3, R-1-4,	—Single-family dwelling.
R-1-5	—Single-family project developments The planning commission may approve a detailed development plan for the entire single-family project in an R-1-3, R-1-4, R-1-5 zone, pursuant to <a href="#">Chapter 19.84</a> of this title. Thereafter, the development services division director may, as authorized by the planning commission, approve use permits for individual residential uses, provided that the plans comply with all requirements and conditions of the approved development plan.
R-1-6, R-1-7, R-1-8, R-1-10,	—Nursery and greenhouse, provided that there is no retail sales;
R-1-15	—Pigeons, subject to health department regulations;
	—Sportsman's kennel with a minimum lot area of one acre.
R-1-21, R-1-43	—Animals and fowl for family food production;
	—Bed and breakfast homestay;
	—Nursery and greenhouse; provided, that there is no retail sales;
	—Pigeons, subject to health department regulations;
	—Sportsman's kennel with a minimum lot area of one acre.

- **19.56.030 - Permitted uses (C-1).**

Permitted uses in the C-1 zone include:

- Accessory uses and buildings customarily incidental to permitted uses;
- Art needlework shop;
- Art shop and/or artist supply;
- Athletic goods store;
- Baby formula service; baby diaper service; babysitter agency;
- Bakery;
- Bank;
- Barbershop;
- Beauty shop;
- Bicycle shop;
- Bookstore;
- Cafeteria; catering establishment;
- Candy store; confectionery;
- China and/or silver shop;
- Class A beer outlet;
- Clothes cleaning, dyeing and pressing agency;
- Clothing store (limited to a maximum of three thousand square feet of total floor area);
- Florist shop;
- Fruit or fruit juice store; fruit and/or vegetable stand;
- Gift shop;
- Greenhouse;
- Health food store;
- Ice cream shop;
- Ice vendor units and/or reach-in ice merchandiser units; electrical icemaker units; ice storage of not more than five tons' capacity;
- Key and lock service;

- Laundry, automatic self-help type; laundry agency;
- Manicuring, pedicuring and electrolysis of hair;
- Medical and dental clinic and laboratories;
- Newsstand;
- Notions;
- Nurses' agency;
- Office, business or professional;
- Optometrist and/or oculist;
- Pet shop;
- Photographer and/or sale of photographic supplies;
- Popcorn and/or nut shop;
- Radio and television sales and repair;
- Shoeshine shop; shoe repair shop;
- Stationery and greeting card sales;
- Tailor shop.

*(Ord. 1130 § 2, 1990; 1986 Recodification; prior code § 22-25-3)*

• **19.56.040 - Conditional uses.**

Conditional uses in the C-1 zone include:

- Ambulance service;
- An apartment attached to and on the same parcel as an automobile service station and occupied by a manager or other employee;
- Antique shop without outside display;
- Automobile service center which is limited to tune-ups, lubrication and oil change, front-end alignment and brake repair, providing there is not outside storage of parts or material;
- Automobile service station, excluding the repairing, painting or upholstering of motor vehicles; automatic automobile carwash, not to exceed four wash bays;

— Baking, ice cream making and/or candy making incidental to retail sales serving not more than three outlets in the county and employing not more than three persons;

— Bed and breakfast inn, which may include a restaurant and conference meeting rooms;

— Class C fireworks store;

— Copy service;

— Day care/preschool center;

— Delicatessen;

— Dog and cat groomery, excluding overnight boarding;

— Drugstore;

— Frozen food locker incidental to a main grocery store or food business;

— Grocery;

— Home occupation;

— Massage (every massage technician shall be licensed by the state);

— Milk distributing station and sales of dairy products, excluding processing or bottling;

— Mobile store provided it meets the following requirements:

- A. A location on improved property including a main building with paved parking, and landscaping, curb, gutter and sidewalk if required by the county,
- B. A maximum display area of one hundred square feet outside the portable structure, a minimum of ten feet behind the property line, not on landscaped areas, and not obstructing access to the property,
- C. Compliance with the sign ordinance,
- D. The structures comply with the yard requirements of the zone,
- E. The mobile store including display area shall not be located within the clear view of intersecting streets,
- F. Written approval from the property owner to locate on the site;

— Parking lot;

— Planned unit development;

— Private school;

— Public and quasi-public use;

— Reception center and/or wedding chapel;

— Resource recycling collection point provided it meets the following requirements:

- A. A location on improved property including a main building with paved parking, and landscaping, curb, gutter and sidewalk if required by the county,
- B. All material shall be contained within an enclosed container,
- C. The structures or bins comply with the yard requirements of the zone,
- D. Written approval from the property owner to locate on the site,
- E. Maintenance of the site in a clean, neat and orderly manner;

— Restaurant;

— Shared parking;

— Tanning studio;

— Temporary buildings for uses incidental to construction work, including living quarters for a guard or night watchman, which buildings must be removed upon completion or abandonment of the construction work. If such buildings are not removed within ninety days upon completion of construction, and thirty days after notice, the buildings will be removed by the county at the expense of the owner.

• **19.62.030 - Permitted uses.**

Permitted uses in the C-2 zone include:

— Accessory uses and buildings customarily incidental to permitted uses;

— Addressograph shop;

— Antique shop without outside display;

— Archery shop and range, providing the use is conducted within a completely enclosed building;

— Art needlework shop;

— Art shop and/or artist supply;

— Athletic goods store;

— Automobile service station;

— Awning sales and repair;

— Baby formula service; baby diaper service; babysitter agency;

— Bakery;

— Bank;

- Barbershop;
- Beauty shop;
- Bicycle shop;
- Blueprinting and/or photostating;
- Bookstore;
- Bowling alley, including billiard and/or pool tables;
- Bus terminal;
- Cafeteria; catering establishment;
- Candy store; confectionery;
- Carbonated water sales;
- Class A beer outlet;
- Class B beer outlet;
- Clothes cleaning, dyeing and pressing;
- Clothing store;
- Coal and fuel sales office;
- Costume rental;
- Dancing;
- Department store;
- Delicatessen;
- Dog training, provided all training is within a completely enclosed building;
- Dramatics school;
- Drapery and/or curtain store;
- Dressmaking;
- Drive-in refreshment stand;
- Drugstore;

- Dry goods store;
- Electrical and heating appliances and fixture sales and repair;
- Egg candling and sales;
- Employment agency;
- Film exchange;
- Five-and-ten cent store;
- Fix-it shop;
- Flooring or floor repair shop;
- Florist shop;
- Fountain equipment supply;
- Frozen food lockers;
- Fruit or fruit juice store; fruit and/or vegetable stand;
- Fur sales, storage and/or repair;
- Furniture sales and/or repair;
- Gift shop;
- Greenhouse and nursery; plant materials; soil and lawn service;
- Grocery;
- Gunsmith;
- Gymnasium;
- Hardware store, not including the sale of lumber;
- Health food store;
- Hobby and/or crafts shop;
- Home day care/preschool, subject to [Section 19.04.293](#);
- Hospital supplies;
- House cleaning and repair; house equipment display;

- Ice cream shop;
- Ice vendor units and/or reach-in ice merchandiser units; electrical icemaker units; ice storage of not more than five tons' capacity;
- Insulation sales;
- Interior decorating store;
- Jewelry store;
- Janitorial service;
- Key and lock service;
- Laundry, automatic self-help type; laundry agency;
- Leather goods sales;
- Linen shop;
- Luggage shop;
- Machine tools sales;
- Manicuring, pedicuring and electrolysis of hair;
- Medical and dental clinic and laboratory;
- Milk distributing station and sale of dairy products, excluding processing or bottling;
- Military store;
- Mobile lunch agency;
- Monument sales, retail;
- Motorboat sales;
- Music store;
- Newsstand;
- Notions;
- Novelty shop;
- Numismatic shop; gold, silver and platinum dealer;
- Nurses' agency;

- Office, business or professional; office supply; office machines sales and repair;
- Oil burner shop;
- Optometrist and/or oculist;
- Ornamental iron, sales only;
- Painter and/or paint store;
- Pest extermination and control office;
- Pet shop;
- Photographer and/or sale of photographic supplies;
- Popcorn and/or nut shop;
- Radio and television sales and repair and/or station;
- Residential facility for elderly persons;
- Restaurant;
- Roofing sales;
- Safe sales;
- Secondhand shop;
- Shoe shop; shoeshine shop; shoe repair shop;
- Sewing machine shop;
- Stationery and greeting card sales;
- Swimming pool;
- Tailor shop;
- Taxidermist;
- Taxi stand;
- Tire shop, sales only;
- Theater, indoor;
- Tobacco shop;

- Towel and linen supply service;
- Travel bureau;
- Upholstery shop;
- Variety store;
- Wallpaper store;
- Weather-stripping shop.

*(Ord. 1323 § 2 (part), 1995; Ord. 1200 § 5 (part), 1992; Ord. 1179 § 5 (part), 1992; Ord. 978 § 3, 1986: 1986 Recodification: §§ 1 (part) and 2 (part) of Ord. passed 3/20/85: § 1 (part) of Ord. passed 2/1/84; (part) of Ord. passed 4/22/82; prior code § 22-27-3)*

- **19.62.040 - Conditional uses. (C-2)**

Conditional uses in the C-2 zone include:

- Agency for the sale of new motor vehicles, trailers and campers, including the incidental sale of used motor vehicles, trailers and campers, provided this use is incidental and located on the same property as the primary use of new motor vehicle sales; agency for the rental of motor vehicles, trailers or campers;

- Ambulance service;
- Apartments for elderly persons;

- Arcade, not to be located within a one thousand foot distance, via the most direct pedestrian route, of the property line of any school or private educational institution having an academic curriculum similar to that ordinarily given in public schools. For purposes of measuring distance, a pedestrian route shall not include a route which requires crossing a physical barrier such as a fence, canal or freeway, or include trespassing across private property.

- Athletic club and/or health club;
- Automobile repair, including incidental body and fender work, painting and upholstery and/or welding; automatic automobile wash;
- Automobile service center, which is limited to tune-ups, lubrication and oil change, front-end alignment, brake repair, and muffler repair, providing there is not outside storage of parts or materials;
- Baking, ice cream making and/or candy making;
- Bath and massage (every massage technician shall be licensed by the state);

- Bed and breakfast inn, which may include a restaurant and conference meeting rooms;
- Cat and dog groomery, excluding overnight boarding;
- Cemetery, mortuary, etc.;
- Check cashing, provided that each check cashing business shall be located a minimum distance of six hundred feet from any other similarly licensed facility;
- Class C fireworks store;
- Copy service;
- Day care/preschool center;
- Golf course;
- Hardware store, including the sale of lumber, providing all storage of lumber is within a completely enclosed building;
- Home day care/preschool, subject to [Section 19.04.293](#);
- Home occupation;
- Hospital;
- Hotel and apartment hotel;
- Indoor firearms and/or archery range;
- Mini-storage units, secondary to the main use of the parcel;
- Mobile home park;
- Mobile store provided it meets the following requirements:
  - A. A location on improved property including a main building with paved parking, and landscaping, curb, gutter and sidewalk if required by the county,
  - B. A maximum display area of one hundred square feet outside the portable structure, a minimum of ten feet behind the property line, not on landscaped areas, and not obstructing access to the property,
  - C. Compliance with the sign ordinance,
  - D. The structures comply with the yard requirements of the zone,
  - E. The mobile store including display area shall not be located within the clear view of intersecting streets,
  - F. Written approval from the property owner to locate on the site;
- Motel;

— Multiple dwellings; group dwellings;

— Neighborhood storage;

— Open storage for recreational vehicles only (campers, snowmobiles, etc.), but not to include the storage, keeping or abandonment of junk, including scrap metals or other scrap material, or for the dismantling, demolition or abandonment of automobiles or other vehicles or machinery, or parts thereof, as in an impound lot or junkyard, etc.; and such use will be required to install a six-foot solid visual barrier fence or masonry wall around the entire storage area (chain-link with slats is acceptable) as a conditional use in the commercial C-2 zone, and as an accessory use only to a main use, such as a service station, carwash or similar use. Gravel or grass surfacing will be allowed for the storage area;

— Package agency;

— Parking lot;

— Planned unit development;

— Plumbing shop;

— Printing shops;

— Private nonprofit locker club;

— Private post office box service;

— Private school;

— Public and quasi-public use;

— Rail transit mixed-use, provided it meets the following requirements:

- A. The planning commission shall determine the density based on the specific development proposal, site location and surrounding land uses.
- B. The property is located within one-quarter mile of a rail station.
- C. Buildings and impervious areas shall not cover more than eighty percent of the site.
- D. Commercial uses shall be allowed on the first floor of buildings fronting on a public street.
- E. Office uses shall be allowed on the first and second floor of buildings fronting on a public street.
- F. Parking is not allowed between the building and the public street.
- G. The front yard setback shall be fifteen feet and the side and rear yards shall be twenty feet minimum. Corner lots are deemed to have two front yards.
- H. The front yard setback is the build-to-line. At least fifty percent of the front elevation of the building must be built within ten feet of the build-to-line or as approved by the planning commission.

- I. The planning commission shall determine the amount of parking required based on projected transit usage and other guidelines found in [Section 19.80.090](#), "Planning Commission Exceptions."
- J. All development in the rail transit mixed-use area shall conform to the Rail Transit Mixed-Use Development Guidelines adopted by the planning commission. The planning commission has the authority to modify or waive guidelines as necessary during development review.
  - Reception center and/or wedding chapel;
  - Recreation, commercial;
  - Rent-all store, provided that there is not outside storage;
  - Resource recycling collection point provided it meets the following requirements:
    - A. A location on improved property including a main building with paved parking, and landscaping, curb, gutter and sidewalk if required by the county,
    - B. All material shall be contained within an enclosed container,
    - C. The structures or bins comply with the yard requirements of the zone,
    - D. Written approval from the property owner to locate on the site,
    - E. Maintenance of the site in a clean, neat and orderly manner;
      - Restaurant liquor license;
      - Seed and feed store;
      - Shared parking;
      - Sign-painting shop;
      - Single-family dwelling in conjunction with a service station;
      - State store;
      - Swap meets and flea markets within drive-in theaters or enclosed buildings;
      - Tanning studio;
      - Temporary buildings for uses incidental to construction work, including living quarters for a guard or night watchman, which buildings must be removed upon completion or abandonment of the construction work;
        - Theaters, outdoor, providing:
          - A. A solid fence or masonry wall with a minimum height of six feet shall be constructed on all sides,
          - B. Driveways and parking areas shall be provided with properly maintained dustless surfaces,

- C. Automobile off-street storage areas for automobiles awaiting entrance to the theater shall have a capacity of at least fifteen percent of the number of automobile parking spaces provided inside the theater,
- D. Minimum area for a single-screen theater shall be ten acres; minimum area for a two-screen theater shall be twelve acres;
  - Transfer company, provided trucks no larger than two tons' capacity are used;
  - Unoccupied model buildings for display, accessory to a sales office;
  - Veterinary, providing operation is completely enclosed within an air-conditioned building.



Ben McAdams  
Mayor

Nichole Dunn  
Deputy Mayor

Patrick W. Leary  
Township Executive

Scott Baird, P.E., Director  
Engineering Services

Rolen Yoshinaga, Director  
Planning & Development Services

Brigham Mellor  
Economic Development

February 23, 2015

## MEMORANDUM

**To:** Mt. Olympus Community Council  
East Millcreek Community Council

**From:** Brigham Mellor  
Economic Development Director  
Office of Township Services  
Salt Lake County

**Re:** Proposed Re-zone of Property at 3942-4076 S Wasatch Blvd.

### EXECUTIVE SUMMARY:

In January, 2015, the Office of Township Services presented a proposal to re-zone the property at 3942-4076 South Wasatch Blvd. from R-1-8 (single family residential) to R-M (Multi-family residential). Following this meeting, and a subsequent Planning Commission meeting, a group of community leaders began meeting with Township Services Economic Development staff to identify zoning that would allow for more restricted commercial development at this location. The group is recommending that the eight acre parcel be re-zoned C-1 and C-2 with specific conditions outlined below.

### HISTORY:

1. These parcels were created from remnant parcels acquired when I-215 was constructed in the late 1960's.
2. In 2008 the land was used as a batch plant during the I-80 reconstruction.
3. In 2013, the .63 acre parcel containing the Metropolitan Water District facilities was quitclaimed to the District.
4. In 2014, at the request of a potential purchaser of the property, The Economic Development staff of Office of Township Services held a series of focus group meetings with area residents to discuss potential uses.
5. Subsequently, the Metropolitan Research Center at the University of Utah conducted a Hospitality Feasibility Study, which indicated that "growth in hospitality is anticipated between 2014 and 2020, and that Olympus Hills has some distinct advantages and disadvantages for competing for market share.

Olympus Hills would benefit from its location. However a desire to be near dining, shopping and related activities will likely serve as a challenge for the site unless further measures are taken to provide those amenities". (Hospitality Feasibility Study for Olympus Hills, Metropolitan Research Center, University of Utah, May, 2014).

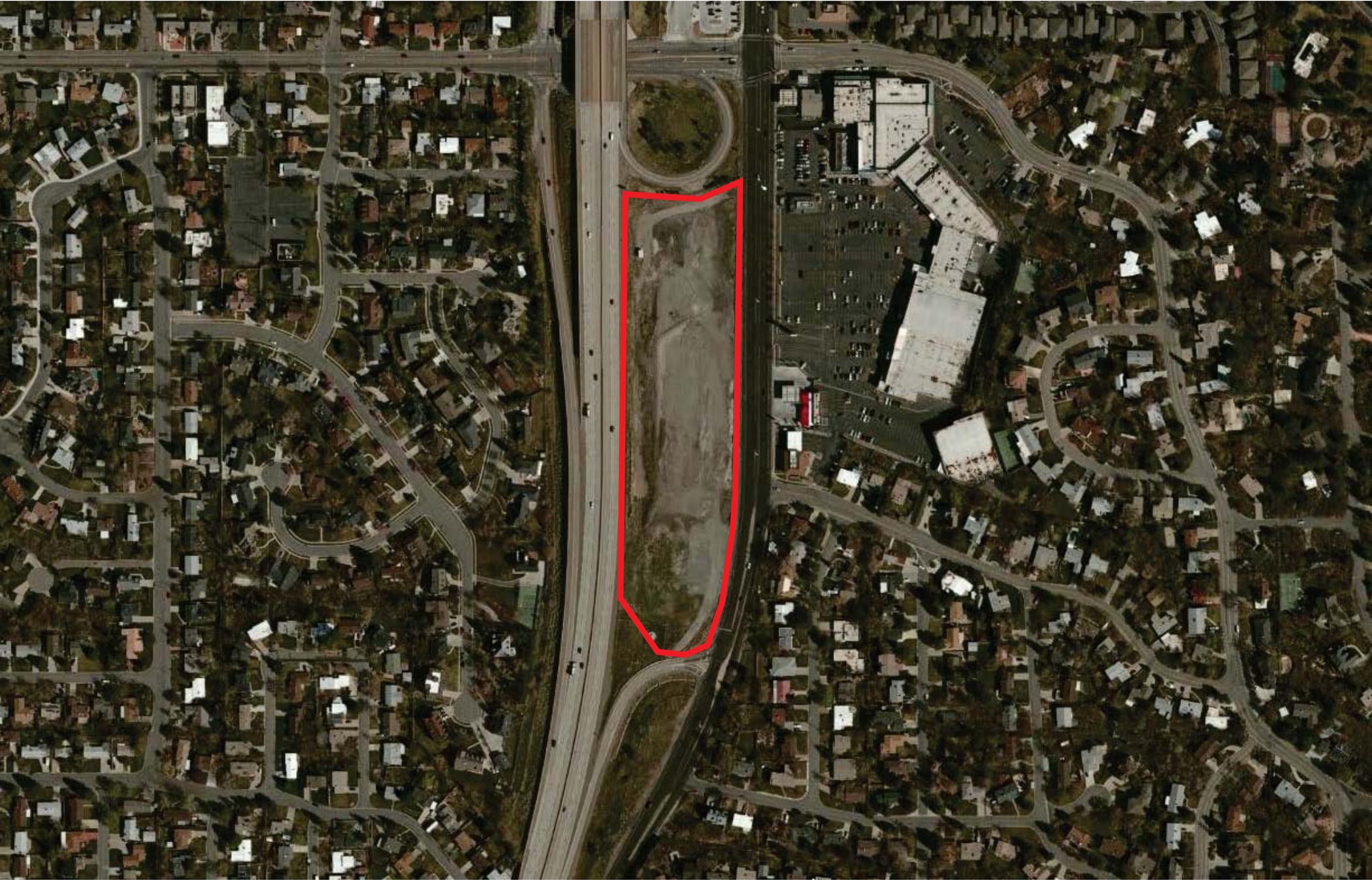
6. The proposal received support from the Mt. Olympus and East Millcreek Community Councils and was heard and tabled at the January 14, 2015 Millcreek Planning Commission meeting.

CURRENT EFFORTS:

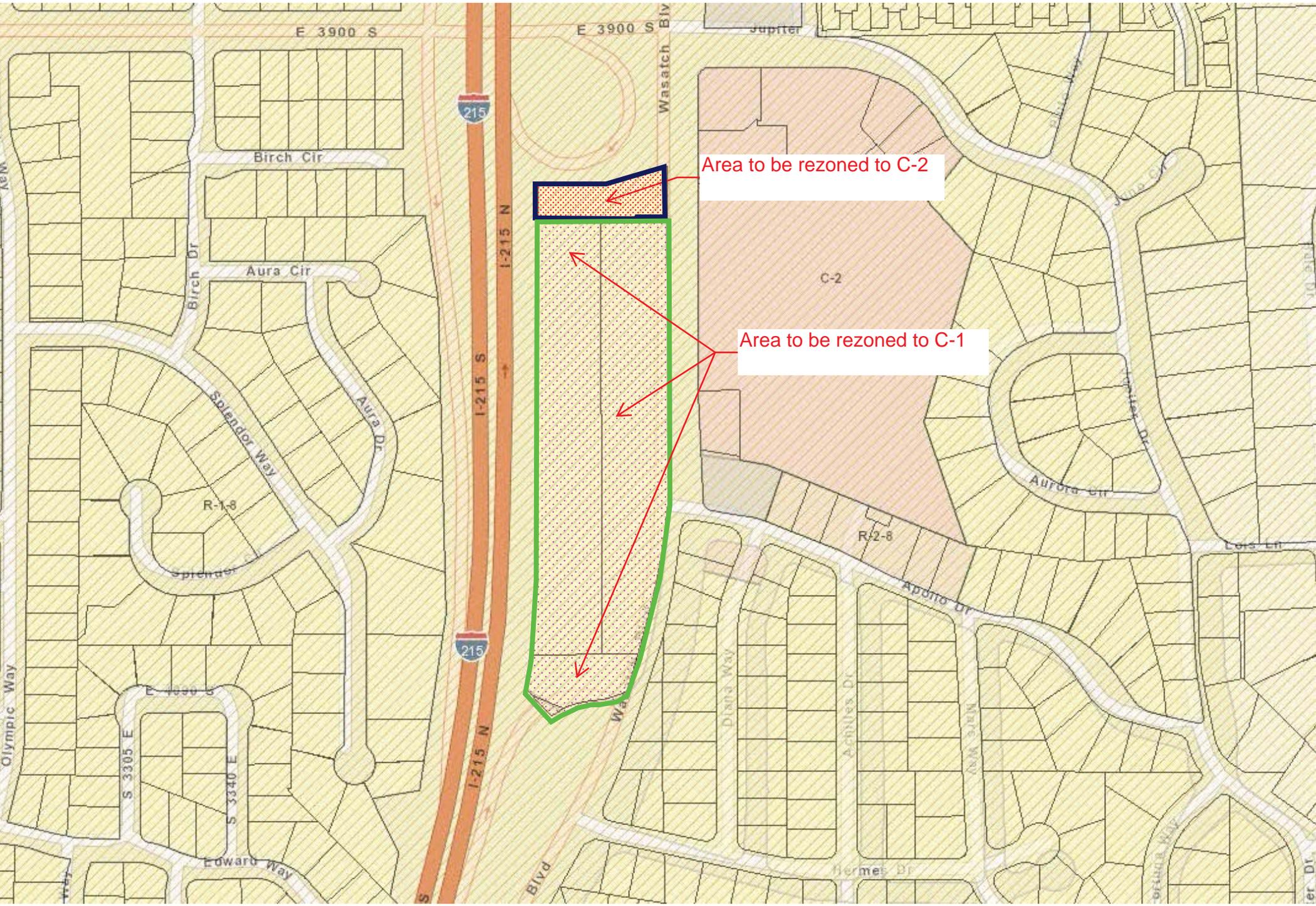
1. Because of community concerns, the matter was re-visited by the Mt. Olympus Community Council on January 20, 2015.
2. Following the meeting a group of community residents including; Jeff Silvestrini, Glen Boschetto, David Baird, John Knapp, Carolyn Sharp, John Lesch, Maxwell Hunter and John Knoblock began meeting to identify solutions that would generate economic development activity, without creating additional negative impacts in the community.
3. After several meetings, the group arrived at the following consensus recommendations:
  1. No billboards will be allowed on any parcel.
  2. The northern portion of the property should be rezoned C-2 with a height restriction of fifty feet or four stories. This will allow for the development of a hotel. The committee is also recommending that the hotel not be an extended stay hotel, inasmuch as nightly rentals generate more revenue and have a lower impact on the community. Further conditions are that multi-family not be permitted in this zone.
  3. The remaining parcel should be re-zoned c-1 with no conditions.
  4. It is understood that the property lines between the parcels may need to be adjusted, and that if necessary, the C-2 zoning may be extended to include a maximum of one additional acre on the northern side of the parcel.

RECOMMENDATION:

The Economic Development staff of the Office of Township Services recommends that the Community Council review the proposed re-zone, make any changes they deem appropriate and forward their recommendations to the Millcreek Planning Commission.







Area to be rezoned to C-2

Area to be rezoned to C-1

# Millcreek Township General Plan

Salt Lake County, Utah



<i>Index</i>
<i>Context</i>
<i>Best Practices</i>
<b>Projects</b>
<i>Official Map</i>
<i>Appendix</i>

# 43. Wasatch Boulevard Corridor



## Project Category

Corridor.

## Location

Wasatch Boulevard from 3300 South to 4500 South.

## Objective

Improve north-south transportation options on the East Bench by inclusion of bike lanes, transit improvements, pedestrian crossings and sidewalk infrastructure.

## Potential Stakeholders

UTA, UDOT, Salt Lake County, WFRC, and Millcreek Township will be initial stakeholders.

## Recommendations

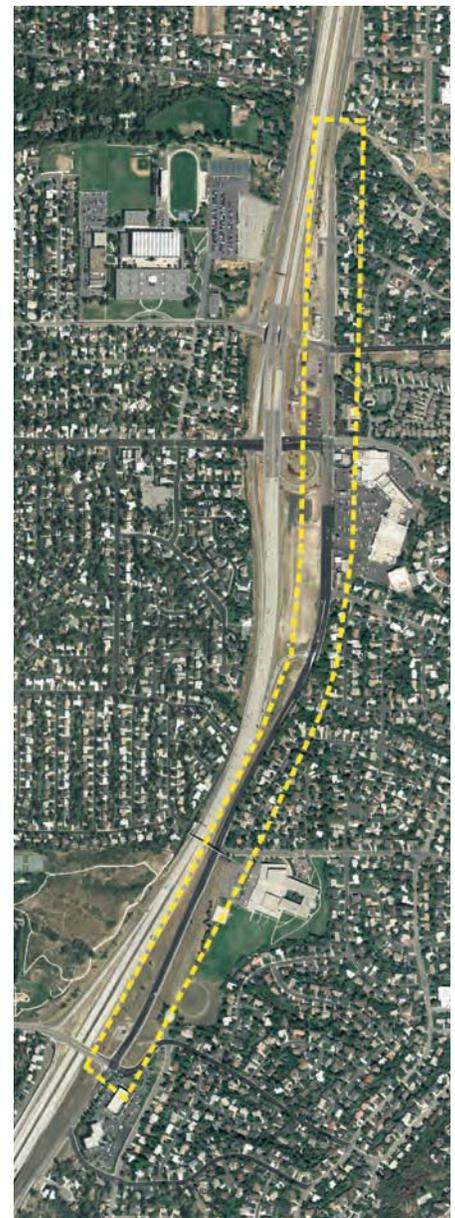


An east I-215 Express Enhanced Bus improvement project is currently on the Long Range Plan, although it remains unfunded. Wasatch Boulevard is a project that may be discussed with stakeholders involving funding feasibility studies and inclusion on the Long Range Plan. Funding for bike lanes should be considered as part of the Bonneville Shoreline Trail.

## Timeline

Near term.

Project added July 2009.



<i>Index</i>
<i>Context</i>
<i>Best Practices</i>
<b>Projects</b>
<i>Official Map</i>
<i>Appendix</i>



# 44. Wasatch Boulevard UDOT Property

## Project Category

Development.

## Location

The Utah Department of Transportation (UDOT) owns a parcel of land located between I-215 and Wasatch Boulevard, and just south of 3900 South.

## Objective

The UDOT parcel on Wasatch Boulevard is current being used as a staging area and concrete mixing plant to support renovations to I-80. When freeway construction is complete the community would like to see reuse of this parcel.

## Potential Stakeholders

UDOT, Salt Lake City Public Utilities, Salt Lake County, UTA, Mount Olympus Community Council, and the community at large.

## Recommendations



All affected stakeholders should coordinate to create a plan for this parcel that complements the neighborhood. The parcel is located across Wasatch Boulevard from the Olympus Hills shopping area and would be a natural extension of this neighborhood center. Previous plans and concepts for the parcel included a neighborhood park, neighborhood scale commercial and office space, or a trail.

## Timeline

Near term.

Project added July 2009.

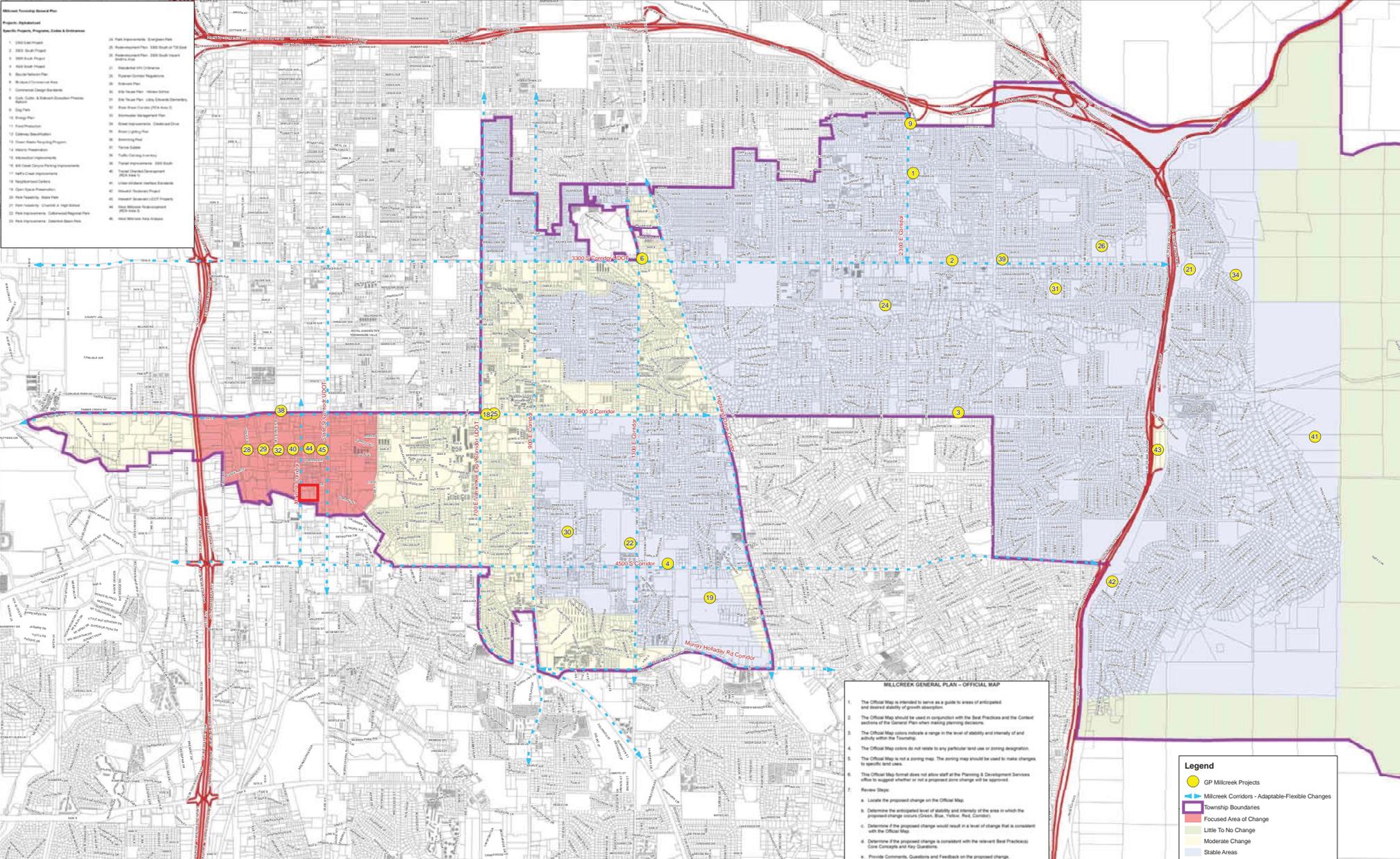


**Related Township Board of Plan**

**Project Application**

**Health, Programs, Services, Goals & Initiatives**

1. 2005 Land Plan	24. Park Improvement - Emergency Plan
2. 2005 Water Plan	25. Redevelopment Plan - 2005 South of 700 East
3. 2005 Sewer Plan	26. Redevelopment Plan - 2005 South of 700 East
4. 2005 Solid Waste Plan	27. Redevelopment Plan - 2005 South of 700 East
5. 2005 Air Quality Plan	28. Regional Center Redevelopment
6. 2005 Noise Plan	29. Regional Center Redevelopment
7. 2005 Hazardous Waste Plan	30. Regional Center Redevelopment
8. 2005 Emergency Response Plan	31. Regional Center Redevelopment
9. 2005 Fire Plan	32. Regional Center Redevelopment
10. 2005 Flood Plan	33. Regional Center Redevelopment
11. 2005 Hazardous Waste Plan	34. Regional Center Redevelopment
12. 2005 Solid Waste Plan	35. Regional Center Redevelopment
13. 2005 Air Quality Plan	36. Regional Center Redevelopment
14. 2005 Noise Plan	37. Regional Center Redevelopment
15. 2005 Hazardous Waste Plan	38. Regional Center Redevelopment
16. 2005 Emergency Response Plan	39. Regional Center Redevelopment
17. 2005 Fire Plan	40. Regional Center Redevelopment
18. 2005 Flood Plan	41. Regional Center Redevelopment
19. 2005 Hazardous Waste Plan	42. Regional Center Redevelopment
20. 2005 Solid Waste Plan	43. Regional Center Redevelopment
21. 2005 Air Quality Plan	44. Regional Center Redevelopment
22. 2005 Noise Plan	45. Regional Center Redevelopment
23. 2005 Hazardous Waste Plan	46. Regional Center Redevelopment
24. 2005 Emergency Response Plan	47. Regional Center Redevelopment
25. 2005 Fire Plan	48. Regional Center Redevelopment
26. 2005 Flood Plan	49. Regional Center Redevelopment
27. 2005 Hazardous Waste Plan	50. Regional Center Redevelopment
28. 2005 Solid Waste Plan	51. Regional Center Redevelopment
29. 2005 Air Quality Plan	52. Regional Center Redevelopment
30. 2005 Noise Plan	53. Regional Center Redevelopment
31. 2005 Hazardous Waste Plan	54. Regional Center Redevelopment
32. 2005 Emergency Response Plan	55. Regional Center Redevelopment
33. 2005 Fire Plan	56. Regional Center Redevelopment
34. 2005 Flood Plan	57. Regional Center Redevelopment
35. 2005 Hazardous Waste Plan	58. Regional Center Redevelopment
36. 2005 Solid Waste Plan	59. Regional Center Redevelopment
37. 2005 Air Quality Plan	60. Regional Center Redevelopment
38. 2005 Noise Plan	61. Regional Center Redevelopment
39. 2005 Hazardous Waste Plan	62. Regional Center Redevelopment
40. 2005 Emergency Response Plan	63. Regional Center Redevelopment
41. 2005 Fire Plan	64. Regional Center Redevelopment
42. 2005 Flood Plan	65. Regional Center Redevelopment
43. 2005 Hazardous Waste Plan	66. Regional Center Redevelopment
44. 2005 Solid Waste Plan	67. Regional Center Redevelopment
45. 2005 Air Quality Plan	68. Regional Center Redevelopment
46. 2005 Noise Plan	69. Regional Center Redevelopment
47. 2005 Hazardous Waste Plan	70. Regional Center Redevelopment
48. 2005 Emergency Response Plan	71. Regional Center Redevelopment
49. 2005 Fire Plan	72. Regional Center Redevelopment
50. 2005 Flood Plan	73. Regional Center Redevelopment
51. 2005 Hazardous Waste Plan	74. Regional Center Redevelopment
52. 2005 Solid Waste Plan	75. Regional Center Redevelopment
53. 2005 Air Quality Plan	76. Regional Center Redevelopment
54. 2005 Noise Plan	77. Regional Center Redevelopment
55. 2005 Hazardous Waste Plan	78. Regional Center Redevelopment
56. 2005 Emergency Response Plan	79. Regional Center Redevelopment
57. 2005 Fire Plan	80. Regional Center Redevelopment
58. 2005 Flood Plan	81. Regional Center Redevelopment
59. 2005 Hazardous Waste Plan	82. Regional Center Redevelopment
60. 2005 Solid Waste Plan	83. Regional Center Redevelopment
61. 2005 Air Quality Plan	84. Regional Center Redevelopment
62. 2005 Noise Plan	85. Regional Center Redevelopment
63. 2005 Hazardous Waste Plan	86. Regional Center Redevelopment
64. 2005 Emergency Response Plan	87. Regional Center Redevelopment
65. 2005 Fire Plan	88. Regional Center Redevelopment
66. 2005 Flood Plan	89. Regional Center Redevelopment
67. 2005 Hazardous Waste Plan	90. Regional Center Redevelopment
68. 2005 Solid Waste Plan	91. Regional Center Redevelopment
69. 2005 Air Quality Plan	92. Regional Center Redevelopment
70. 2005 Noise Plan	93. Regional Center Redevelopment
71. 2005 Hazardous Waste Plan	94. Regional Center Redevelopment
72. 2005 Emergency Response Plan	95. Regional Center Redevelopment
73. 2005 Fire Plan	96. Regional Center Redevelopment
74. 2005 Flood Plan	97. Regional Center Redevelopment
75. 2005 Hazardous Waste Plan	98. Regional Center Redevelopment
76. 2005 Solid Waste Plan	99. Regional Center Redevelopment
77. 2005 Air Quality Plan	100. Regional Center Redevelopment



**MILLCREEK GENERAL PLAN - OFFICIAL MAP**

- The Official Map is intended to serve as a guide to areas of anticipated and desired stability of growth description.
- The Official Map should be used in conjunction with the Best Practices and the Content sections of the General Plan when making zoning decisions.
- The Official Map colors indicate a range in the level of stability and intensity of and activity within the Township.
- The Official Map colors do not relate to any particular land use or zoning designation.
- The Official Map is not a zoning map. The zoning map should be used to make changes to specific land uses.
- The Official Map does not allow staff of the Planning & Development Services Unit to suggest whether or not a proposed zone change will be approved.
- Review Steps:
  - Locate the proposed change on the Official Map.
  - Determine the anticipated level of stability and intensity of the area in which the proposed change occurs (Green, Blue, Yellow, Red, Corridor).
  - Determine if the proposed change would result in a level of change that is consistent with the Official Map.
  - Determine if the proposed change is consistent with the relevant Best Practices, Core Concepts and Key Goals.
- Provide Comments, Questions and Feedback on the proposed change.

**Legend**

- GP Milcreek Projects
- ▬ Milcreek Corridors - Adaptable-Flexible Changes
- ▬ Township Boundaries
- ▬ Focused Area of Change
- ▬ Little To No Change
- ▬ Moderate Change
- ▬ Stable Areas

Map created by Amy McClelland  
 Salt Lake County Planning and Development Services  
 In conjunction with the offices of:  
 Salt Lake County Assessor, Auditor,  
 Information Services, Recorder and Surveyor.

**MILLCREEK TOWNSHIP GENERAL PLAN OFFICIAL MAP**

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11/24/09

<i>Index</i>
<i>Context</i>
<i>Best Practices</i>
<i>Projects</i>
<b><i>Official Map</i></b>
<i>Appendix</i>

# Chapter 4 Official Map

## Core Concepts

1. The Official Map is intended to serve as a guide to areas of anticipated and desired stability or growth absorption.
2. The Official Map should be used in conjunction with the Best Practices and the Context sections of the General Plan when making planning decisions.
3. The colors shown on the Official Map indicate a range in the level of stability and intensity of and activity within the Township.
4. The colors shown on the Official Map do not relate to any particular land use or zoning designation.
5. The Zoning Map, rather than the Official Map, should be used to make changes to specific land uses.
6. This Official Map format does not allow staff at the Planning and Development Services desk to suggest whether or not a proposed zone change will be approved.
7. When making planning decisions:
  - a. Locate the proposed change on the Official Map.
  - b. Determine the anticipated level of stability and intensity of the area in which the proposed change occurs (Green, Blue, Yellow, Red, Corridor)
  - c. Determine if the proposed change would result in a level of change that is consistent with the Official Map.
  - d. Determine if the proposed change is consistent with

<i>Index</i>
<i>Context</i>
<i>Best Practices</i>
<i>Projects</i>
<i>Official Map</i>
<i>Appendix</i>

the relevant Best Practice(s) Core Concepts and Key Questions.

- e. Determine whether or not to recommend or approve the proposed change.

Salt Lake County understands that population growth is inevitable along the Wasatch Front. Statistics reveal that in the coming years, this metropolitan area will increase annually by the equivalent population of Murray City, at approximately 34,000 people. Growth absorption is the only way to accommodate the population. This Official Map illustrates a new approach that will help plan effectively to focus growth absorption in key areas while still maintaining open space and other valuable assets within the community.

Utah State Code Titles 10 & 17 require all cities and counties to have a General Plan that includes a variety of topics, as well as an Official Map. This Official Map is often referenced, as it serves as one of the local government's most useful tools in guiding future decision-making. The State Code does not specify what the Official Map should contain, or how it should be used, but simply states that each General Plan should contain such a map.

Many communities have interpreted this requirement to mean that the General Plan must contain a map that identifies preferred future land uses for various parts of the city or county. These maps closely resemble a zoning map, and have historically given landowners and government officials a sense for how land uses should transition over time, or remain as built.

While this form of an Official Map is widely used and familiar, it has some inherent challenges:

First, by identifying a specific land use on a map, making a change to an area becomes difficult. These maps are often confused with zoning maps, and many people feel that a future land use map entitles them to a particular land use. Property owners often purchase land speculatively because of an assumption that it will either be rezoned, or will remain as currently zoned.

A second challenge is that planning commissions and planning staff often rely too heavily on future land use maps, and use the map as a shortcut to more thoroughly examining and evaluating a proposed land use change or planning recommendation.

Finally, planners and communities are beginning to experience challenges caused by the traditional (Euclidian) zoning practices that have dominated community planning for the last century. Separating our communities into individual compartments of homogenous land uses has resulted in increased traffic congestion and accidents, poor air quality, an unsustainable dependence on fossil fuels, increasing obesity and health problems, the erosion of a “sense of community,” loss of local businesses in favor of big box stores with highway access, and loss of open space and habitat.

The Official Map included with this plan essentially focuses on what degree of change residents can expect in the community. This map simplifies the anticipated changes in the community, and requires that decision makers pursue more information about proposed changes.

The Official Map uses just a few basic colors to categorize different areas of the community. Map colors indicate specific areas’ ability to absorb growth as described by their “level of stability.”

Level of Stability: The level of stability anticipated within specific areas of the County, as represented on this Official Map, is measured in terms of the following:

- Transitions in the intensity, diversity, and distribution of land uses,
- Changes in the level of private or public investment,
- Changes to the function or design of mobility networks.

<i>Index</i>
<i>Context</i>
<i>Best Practices</i>
<i>Projects</i>
<i>Official Map</i>
<i>Appendix</i>

## Definitions

 Green – A Green area is one that has very limited or no potential for the future absorption of growth. Green areas will experience virtually no changes to land use or overall character over time. The level of stability of Green areas is defined as follows:

- 1) Very limited or no changes in land use may occur. Overall, land uses in the area/corridor will exhibit little diversity and very low intensity, with the majority of the area being undeveloped. Changes will be limited to existing nonconforming uses, leaving the majority of the area/corridor undeveloped and unchanged.
- 2) Few improvements will occur, and will be limited to maintenance or improvement to pedestrian and recreational facilities (trails,

<i>Index</i>
<i>Context</i>
<i>Best Practices</i>
<i>Projects</i>
<b><i>Official Map</i></b>
<i>Appendix</i>

parking area resurfacing, signage, etc.).

3) Mobility networks are limited to access and through roads, trails, and parking areas. These areas are primarily visited by foot (including skis and snowshoes), bicycle, or horse, or traveled past by vehicle. Public transit may exist on existing established routes.



Blue – A Blue area is one that has limited potential for the absorption of growth, and is likely to experience only minor changes in overall character over time. The level of stability of Blue areas is defined as follows:

1) Subtle changes in land use may occur. Overall, land uses in the area/corridor will exhibit less diversity and less intensity. Changes will be limited to a small number of dispersed sites, leaving the majority of the area/corridor unchanged.

2) Improvements may occur which subtly alter the appearance, economics, or sustainability of the area/corridor. Most improvements will consist of individual projects, and may not require coordination with parcels beyond their immediate vicinity.

3) Mobility networks are less formalized and will remain largely as built, but minor changes may occur. Public transit typically will have no dedicated right-of-way.



Yellow – A Yellow area is one that has modest potential for the absorption of growth, and is likely to experience moderate change in overall character over time. The level of stability of Yellow areas is defined as follows:

1) Moderate changes in land uses will occur, and may represent reasonable changes to the typical land uses for the area/corridor. Changes may occur in clusters, while the land uses of the overall area/corridor will remain largely consistent. Growth in these areas will begin to trend upward, allowing for a transition to more intensive land uses.

2) Improvements are likely to occur which will moderately alter the appearance, economics, or sustainability of the area/corridor. Improvement will be coordinated, and will begin to create identifiable places.

3) Mobility networks will become more formalized and connectivity will become more critical to the success of the area/corridor. Public transit may have a dedicated right-of-way. Consideration to connectivity and walkability will become increasingly important in these areas/corridors.

<i>Index</i>
<i>Context</i>
<i>Best Practices</i>
<i>Projects</i>
<b><i>Official Map</i></b>
<i>Appendix</i>

 Red – A Red area is one that has obvious potential for the future absorption of growth, and is likely to experience significant change in overall area character over time. The level of stability of Red areas is defined as follows:

- 1) Major changes in land use will occur, and represent a significant diversion from the typical land uses in the area/corridor. Growth in these areas will increase, significantly raising the intensity of land uses. Changes in land uses may affect the majority of the area/corridor, and are not limited to a specific cluster.
- 2) Improvements are likely to occur which will significantly alter the appearance, economics, or sustainability of the area/corridor. Improvements will have a theme, and will create a destination or attraction. Development of this area will likely require consolidation of land and coordinated planning.
- 3) Mobility networks will be redesigned and will include highly connected, formalized, and multi-modal facilities. Public transit will have dedicated or fixed rights-of-way. Walkability and connectivity are critical to the success of the area/corridor.

 Corridor – A Corridor is a linear transportation route, including all parcels directly adjacent to the roadway. Corridors may have diverse land uses and functions along their length. Corridors typically experience change over time, responding to changing market conditions and new approaches to land use and transportation planning. Because of their limited access and impact on adjacent land uses, corridors considered here do not include highways, rail corridors, or other high-speed limited access roads.

- 1) Changes occur with some frequency along important corridors. Land uses at important nodes, usually where two major corridors intersect, will intensify and absorb significant growth in the community. Focusing growth in centers along corridors can create

<i>Index</i>
<i>Context</i>
<i>Best Practices</i>
<i>Projects</i>
<i>Official Map</i>
<i>Appendix</i>

walkable neighborhood or town centers, thereby also reducing traffic demand along the corridor itself.

2) Corridor capacity may change over time, thereby affecting adjacent land uses. Roadway redesign may be recommended to increase capacity, either for transit improvement, automobile use, or other transportation modes. Reducing capacity may be recommended on some corridors in order to reduce speeds where appropriate.

3) Mobility is a key function of corridors. Corridors will change over time to include more modes of transportation, improved transit service, capacity for safe use by cyclists, and improved pedestrian infrastructure. Each corridor has the goal of becoming a “complete street,” accommodating all modes of travel.



# 1. Context

## Core Concepts

1. The Context section is intended to start a conversation about the future of the Township by outlining the context for all future decision-making.
2. The Context section is specific to each Township General Plan.
3. The Context section is intended to provide a snapshot of the Township at a given point in time, and provides an overview of existing conditions on a variety of topics ranging from Land Use to Natural Resources.
4. The Context section does not provide any recommendations or future plans.
5. The Context section should be updated with each major General Plan update - typically scheduled in five-year intervals.
6. The goals and objectives of the Context section should guide all Township decision-making, and should be reviewed as part of any decision-making process.

## Millcreek Township Goals & Objectives

### Goal 1: FRAMEWORK



**Establish a framework for development that follows sustainable best practices and is consistent with the vision and core values of the community.**

**Objective 1.1:** Implement best practices in the General Plan document that are consistent with the community's values and are also in line with the County vision.

Context  
Best Practices  
Projects

**Objective 1.2:** Collaborate with adjacent townships, cities and jurisdictions for a coordinated and sustainable development of the region with regards to use of County resources and services.

**Goal 2: COMMUNITY**

**Develop communities with quality urban design that encourage social interaction and support family and community relationships, as well as healthy, active lifestyles.**

**Objective 2.1:** Preserve and foster the concepts of good community design at the city, neighborhood, and project level.

**Objective 2.2:** Develop spaces and programs that engender community involvement and activity such as community gardens, public plazas, community centers, trail systems, etc.

**Objective 2.3:** Develop a network of physical connections that maximize the number of potential routes between neighborhoods that improves access to schools, churches, public facilities, and commercial centers.

**Objective 2.4:** Create legible gateways into Millcreek that are easily identifiable, meaningful, and unique to the Township.



*Planning for mobility is at the center of quality communities.*

**Goal 3: MOBILITY**



**Promote land use development patterns that provide a high quality of life to all and offer choice in mobility.**

**Objective 3.1:** Adopt measures to create pedestrian priority in major centers and develop places that encourage walking and street life.

**Objective 3.2:** Develop bicycle routes and paths that can be integrated with the street network and also with trail systems and greenways.

**Objective 3.3:** Coordinate with UTA to improve connections for Millcreek to the region's transit systems to improve transportation choices for township residents and visitors.

**Objective 3.4:** Provide a balanced transportation system that will accommodate all modes of travel, while implementing traffic



*Prioritizing pedestrians in major centers can encourage walking and street life.*

calming and access management measures in high activity and residential areas to ensure the safety of residents.

**Objective 3.5:** Coordinate with county policy makers to adopt “Safe Routes to School” legislation that will improve the quality of access to schools for students.

**Objective 3.6:** Incentivize transit-oriented development in suitable areas of the township, specifically near the 3900 South and 4400 South TRAX stations and along the 3900 South corridor.

*Context*

*Best Practices  
Projects*

**Goal 4: ACTIVITY CENTERS**

**Promote the development of viable commercial, employment, and activity centers to serve the community.**

**Objective 4.1:** Develop a healthy and vibrant , pedestrian oriented “town center” for the Millcreek Township that will offer residents a variety of services and employment opportunities.

**Objective 4.2:** Consider a mixed-use pattern of development for major centers, arterials and nodal points to create density and critical population mass to support diverse activities.

**Objective 4.3:** Develop neighborhood level retail, commercial activity and professional services for quick and easy access by residents.

**Objective 4.4:** Consider establishing a Millcreek Township historic preservation commission that would identify historic corridors, neighborhoods and buildings that can be refurbished and integrated into new development projects.

**Objective 4.5:** Identify and pursue strategically-targeted business clusters that can provide job opportunities and broaden the economic base of Millcreek Township.

**Objective 4.6:** Improve the quality of streetscape along key corridors in Millcreek’s neighborhoods, especially along major arterial streets.



*Mixing uses within a development can support a wider variety of activities.*



*Providing sufficient affordable housing in a community enables a diverse population to enjoy the benefits of the community.*

<i>Context</i>
<i>Best Practices Projects</i>

**Goal 5: HOUSING CHOICES**



**Provide diverse housing choices for a variety of needs and income levels to create places where all citizens are welcome to live.**

**Objective 5.1:** Provide sufficient housing for current and future populations that are appropriate, safe, and affordable, where all citizens are welcome to live.

**Objective 5.2:** Consider life-cycle housing alternatives that allow for aging populations to “age in place,” as well as provide diverse housing choice for other demographic groups.

**Objective 5.3:** Develop residential neighborhoods that integrate multiple community facilities and services such as retail, recreation, professional services, schools, churches, etc.

**Objective 5.4:** Encourage residential development that establishes a variety of lot sizes, dwelling types, densities, and price points, as well as an appropriate balance of owner occupied and rental units.

**Objective 5.5:** Develop safe and visually pleasing residential neighborhoods that are integrated into the natural environment with open space, trails and green systems.

**Objective 5.6:** Develop programs and neighborhoods that will make home ownership attractive and possible for all members of the community.

**Objective 5.7:** Preserve and protect the quality and character of existing neighborhoods, including sensitivity of compatible infill development.

**Goal 6: PUBLIC FACILITIES**



**Provide a full range of public facilities and services that reflect the needs of the community.**

**Objective 6.1:** Develop community and neighborhood centered recreational facilities and programs for residents.

**Objective 6.2:** Encourage development that provides services in a logical, orderly manner such that adequate streets, water, sewer,

drainage facilities, schools and other essential services can be economically provided.

**Objective 6.3:** Organize and support community response committees, neighborhood watches, and surveillance for crime prevention and public safety.

**Objective 6.4:** Develop a capital improvement plan that will help provide appropriate township infrastructure and public facilities and that will be compatible with the township land use plan.

**Objective 6.5:** Encourage collaborative regional infrastructure planning and provide incentives to encourage private developers to be involved in “public-private partnership” projects.

**Objective 6.6:** Ensure that public space is welcoming, safe and programmed to be accessible to the entire population.

<i>Context</i>
<i>Best Practices</i>
<i>Projects</i>

**Goal 7: NATURAL RESOURCES**



**Ensure that future development practices sustain a high level of environmental quality, preserve the County’s natural resources, maintain quality open space, and reduce the township’s overall ecological footprint.**

**Objective 7.1:** Ensure that new developments preserve and sustain the function of natural systems and environments such as waterways, wetlands etc.

**Objective 7.2:** Protect valuable environmental resources along the foothills, as well as throughout the township, such as natural areas, watersheds and water bodies which contribute to the quality of life in Millcreek.

**Objective 7.3:** Promote the use of renewable sources of energy, and encourage recycling and clean waste disposal methods in order to reduce the overall ecological footprint of the township and its residents.

**Objective 7.4:** Use effective and efficient landscaping and grading to prevent soil erosion and slippage, and encourage responsible use of water resources.

**Objective 7.5:** Reduce the risk of public and private property damage and injury from geological hazards and seismic activity.



*Every community has natural resources that must be protected.*

<i>Context</i>
<i>Best Practices</i>
<i>Projects</i>

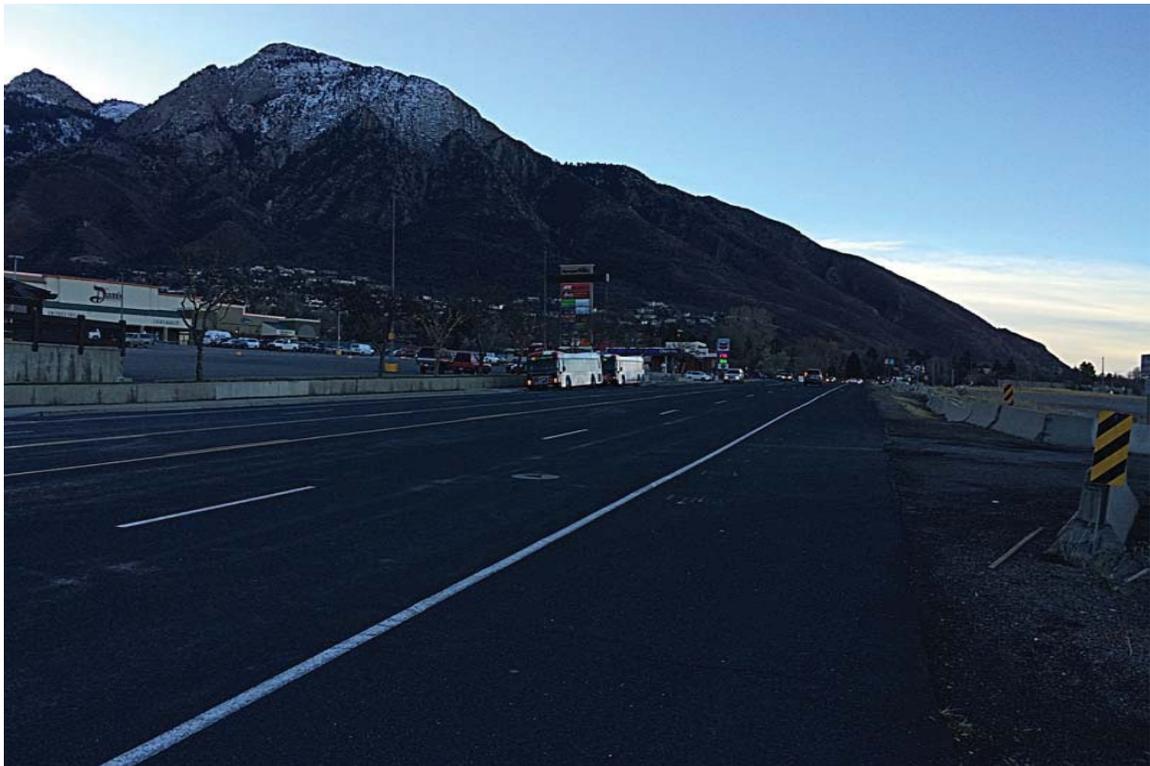
**Objective 7.6:** Create land use and development patterns that integrate natural areas and resources into the built environment and increase public awareness and responsibility towards the natural environment.





















MARCH 2<sup>nd</sup>, 2015

<p><b>SECTION</b> <b>1</b></p>	<p>EXISTING SITUATION            INTRODUCTION AND OVERVIEW            DEMOGRAPHICS            PREVIOUS PLANS AND ACTIVITIES                MURRAY CITY                MILLCREEK TOWNSHIP                SOUTH SALT LAKE CITY                UTA                ENVISION UTAH/WASATCH CHOICE FOR 2040            LAND USE AND INTENSITY            INFRASTRUCTURE AND CAPITAL IMPROVEMENT PROGRAMS            OPEN SPACE PLANS            AREA ANALYSIS                STRENGTHS                WEAKNESSES</p>
<p><b>SECTION</b> <b>2</b></p>	<p>PROJECTED SITUATION            REGIONAL GROWTH &amp; OPPORTUNITY                PARSONS BRINKERHOFF REPORT (2012) SUMMARY                UPDATED POPULATION AND HOUSEHOLD PROJECTIONS (2013)                UPDATED JOB GROWTH PROJECTIONS (2013)                RETAIL CAPACITY            AREA MARKET OPPORTUNITIES                RESIDENTIAL                OFFICE                RETAIL                INDUSTRIAL            INFRASTRUCTURE/OPEN SPACE DEMANDS</p>
<p><b>SECTION</b> <b>3</b></p>	<p>PROPOSED PLAN            VISION            FUTURE LAND USES            CONNECTIVITY &amp; MOBILITY            DEVELOPMENT PROGRAM            IMPLEMENTATION STRATEGY</p>
<p><b>APPENDIX</b> <b>A</b></p>	<p>APPLICABLE GENERAL PLAN GOALS AND POLICIES</p>
<p><b>APPENDIX</b> <b>B</b></p>	<p>INFRASTRUCTURE EVALUATION</p>
<p><b>APPENDIX</b> <b>C</b></p>	<p>INFRASTRUCTURE EVALUATION</p>



<b>ACRONYM</b>	<b>DEFINITION</b>
Gen Y	Individuals born between 1979 and 2000.
TSD	Transit Supportive District
TOD	Transit Oriented Development
HUD	U.S. Housing and Urban Development
PB	Parsons Brinkerhoff
DEA	Governor's Office of Management & Budget, Demographics & Economic Analysis
UTA	Utah Transit Authority



## EXECUTIVE SUMMARY

The West Millcreek/Meadowbrook area located in the jurisdictions of South Salt Lake City, Murray City and the Millcreek Township of Salt Lake County has hosted industrial and light industrial uses with some limited single-family residential and smaller scale retail uses. The construction of the first light rail line in the Salt Lake valley in 2001 and the two transit stops within the area has resulted in private market pressure for the area to transition from an industrial area with limited infrastructure to a mixed use area with the infrastructure required to support a significant increase in residents and employees.

Each jurisdiction, in partnership with the Utah Transit Authority, the Wasatch Front Regional Council and Envision Utah has recognized the transitional nature of the area. This Plan is a collaborative vision and strategy for capitalizing on the private real estate market in the area. The plan will guide redevelopment and public infrastructure investments to maximize opportunity and minimize negative interactions between historic and new uses.

There are several key recommendations that are the foundation for this plan:

- The study area should be designated a Transit Supportive District (“TSD”) with highest densities within 1/4 mile radius of each of the two transit stops and slightly lower density linking the two station areas.
- Planning and zoning in each jurisdiction should be revised to encourage the densities and uses most likely to contribute to a vibrant TSD including:
  - High density multi-family residential (45 units/acre +),
  - Urban parking ratios (i.e. fewer required parking stalls per unit or per 1,000 square feet),
  - Office with structured parking,
  - Retail to support area residents and employees, and
  - Light industrial compatible with a dense development form
- Urban design in the area should enhance and encourage a pedestrian environment providing linkages between the two transit stops and residential and commercial properties within the TSD.
- New park acreage to maintain a level of service of at least 3.5 acres per 1,000 persons within the TSD should be included in development plans.
- Pedestrian and bicycle linkages should include both on-road and dedicated trail options to provide internal connectivity and to connect the TSD to adjacent areas and the valley-wide trail system.
- A grocery store should be sought for the TSD within the next five years to serve current and new residents within a 1-mile radius of the area. The preferred grocery store location is near 3900 South State Street.
- Interlocal agreements between South Salt Lake City, Murray City and Salt Lake County should be adopted to preserve revenues to each jurisdiction for infrastructure investments made to attract additional private development.
- Wherever possible the use of green infrastructure and building materials should be employed.

RECOMMENDED SMALL AREA PLAN

Figure ES-1 is the recommended long-range small area plan. The plan assumes the the market based development opportunities will concentrate around the station locations in the 10-year horizon and additional mixed-use development will occur in the area between the stations in a longer time frame. Figure ES-2 is the 10-year horizon small area plan. The plan represents a 30 percent increase in residential, a 9 percent increase in general commercial/retail, and a 49 percent decrease in industrial acreage.

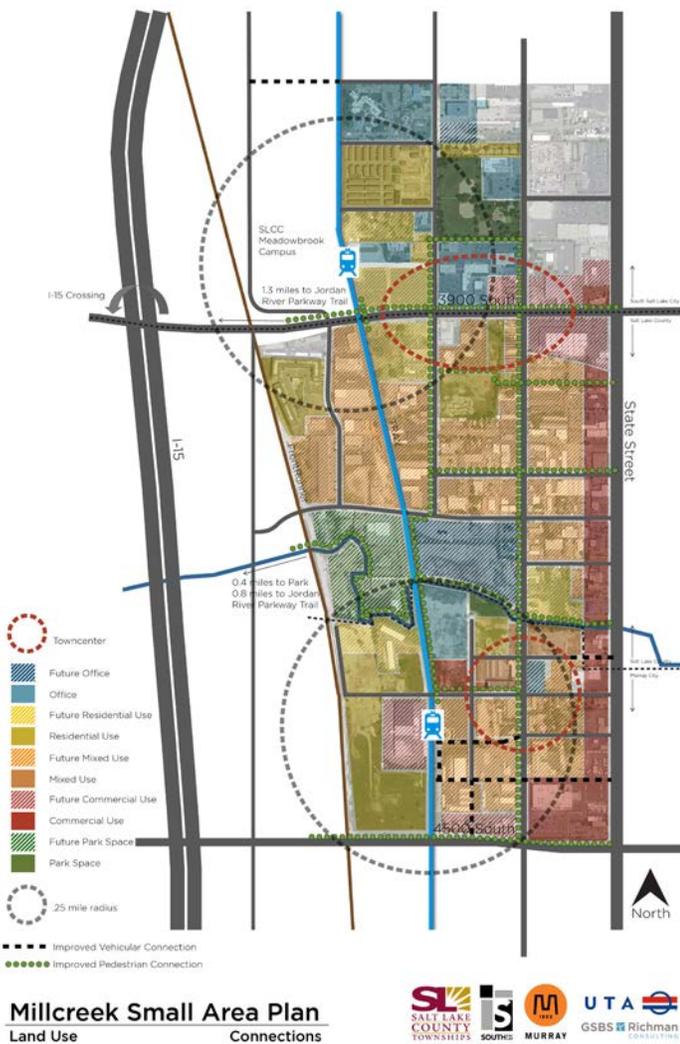


Figure ES-1: Proposed Plan - Long-Range

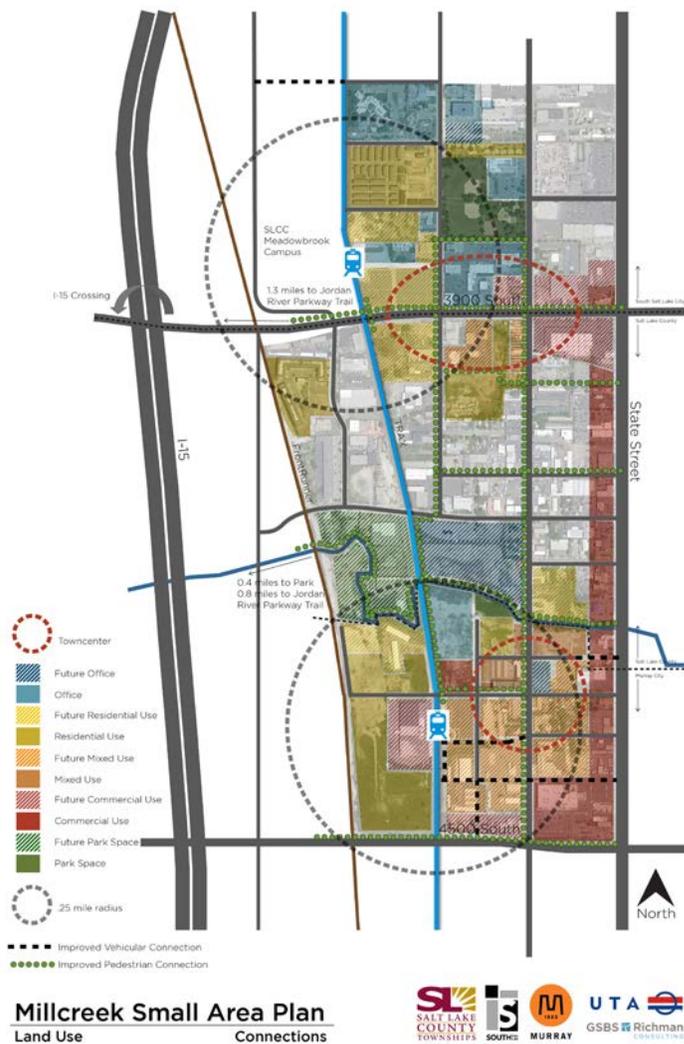


Figure ES-2: Proposed Plan - 10-Year Horizon



New high density housing units in Fireclay area, Murray

The plan assumes an additional 3,400 dwelling units, 500,000 SF of new office and 100,000 SF of new retail in the area in the next ten years. The 100,000 SF of new retail assumes an approximately 40,000 SF grocery anchor in the vicinity of 3900 South State Street. The plan also assumes investment in bicycle and pedestrian trails and community parks to support new residential and jobs-based development as well as improved overall connectivity within the study area.

Implementation of the plan as envisioned will require policy and zoning changes and infrastructure investments by each of the project partners. A comprehensive implementation strategy is included in the plan. Key components of the implementation strategy are:

- Update zoning codes to allow identified plan-based densities.
- Update zoning codes to require all new development to:
  - Address the Sidewalk
  - Make the building front permeable with doors and windows
  - Locate parking behind or beside buildings
- Adopt interlocal agreements to ensure equitable distribution of property and sales tax revenues
- Adopt and fund capital improvement plans that implement the infrastructure plan to support the TSD:
  - Road network upgrades,
  - Bicycle/pedestrian network upgrades,
  - Park development, and
  - Stormdrainage and electrical network upgrades.
- Work cooperatively to recruit a grocery store anchor for the TSD.
- Work cooperatively to recruit an office park developer.

The recommended plan and implementation strategy is based on a review of prior planning activities, current real estate data, the input of each jurisdiction and three open houses attended by local residents, property and business owners. The Small Area Plan is organized in the following sections:

- SECTION 1:** Existing Situation
- SECTION 2:** Projected Situation
- SECTION 3:** Proposed Plan
- APPENDIX A** Applicable General Plan Goals and Policies
- APPENDIX B** Infrastructure Evaluation
- APPENDIX C** Open House and Workshop Reports

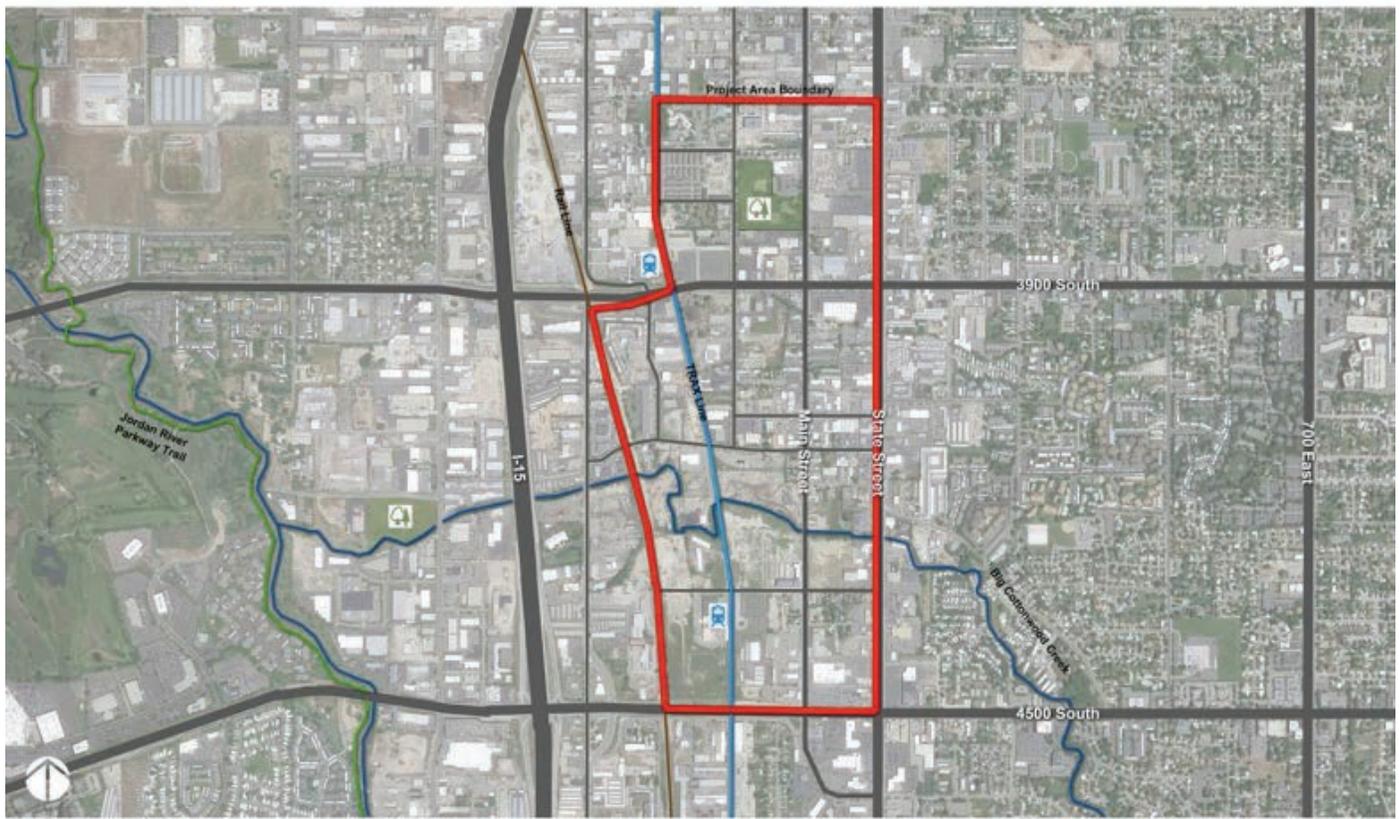


New townhome units in Meadowbrook, South Salt Lake

## EXISTING SITUATION

### INTRODUCTION AND OVERVIEW

Located in the center of the Salt Lake valley the West Millcreek Meadowbrook area has traditionally been the location of industrial, light industrial and automotive uses. The study area (Figure 1-1) is approximately 372 acres in three different jurisdictions - South Salt Lake, Millcreek Township and Murray City. Although Murray City and Salt Lake County focused planning and policy attention on the area beginning in 2004, the area did not attract significant new investment during the real estate boom of 2004-2007. As a result of shifting market forces during the recovery, combined with the actions taken by Murray, Millcreek Township, South Salt Lake and UTA, the area has seen the construction and occupation of almost 1,600 new housing units in the period 2010 - 2013. Although the area has not historically been a residential area, the transition begun in 2010 is expected to continue to generate interest in the area for new residential development and related uses.



Millcreek/Meadowbrook Small Area Plan  
PROJECT AREA BOUNDARIES



Figure 1-1

Several factors contribute to this transition. The primary reason is the shift in the residential real estate market to focus on higher density, rental housing. The previous real estate “boom” was driven primarily by single family development. The West Millcreek/Meadowbrook area is ideally situated for development of higher density housing. It is centrally located and includes two Trax stops.

**EXISTING SITUATION**

**DEMOGRAPHICS**

According to the 2010 Census, the study area had a total of 689 people living in 273 households. Age distribution within the study area, Figure 1-2, reflects a majority of the population in the 20 to 34 year old age groups with significantly more males than females.

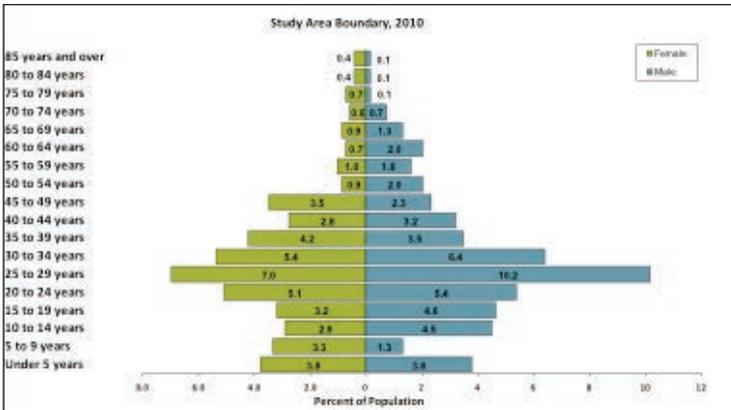


Figure 1-2, Study Area Population Pyramid, Census 2010

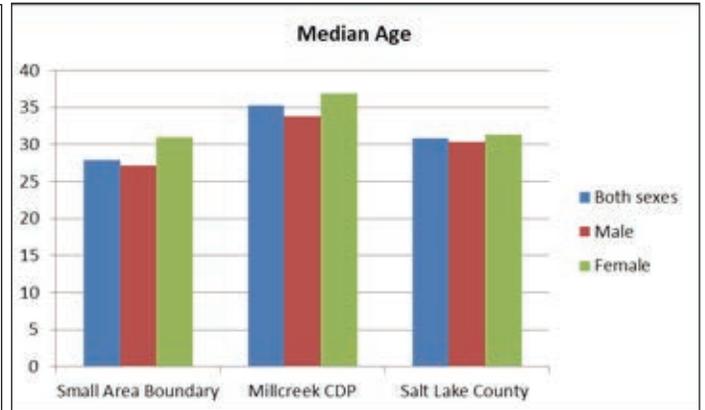


Figure 1-3, Median Age - Census 2010

When compared to the larger Millcreek community and Salt Lake County, the study area is younger and more diverse. Figure 1-3 shows that the median age in the study area is approximately 28 years old compared to 35 in Millcreek and 30 in the State of Utah.

Figure 1-4 shows that a higher percentage of the population in the study area is of some race other than white than found in the Millcreek Township or Salt Lake County as a whole.

Households in the study area are smaller and more likely to be non-family<sup>1</sup> households than in the overall Millcreek area or Salt Lake County. Figure 1-5 shows that the average household size of renter households in the study area is 0.27 persons smaller than for Millcreek and 0.51 persons smaller than for Salt Lake County. The difference is even more pronounced for owner-occupied households, 1.13 persons and 1.71 persons smaller when compared with Millcreek and Salt Lake County respectively. Overall, households in the study area are 0.50 persons and 0.97 persons smaller than Millcreek and Salt Lake County.

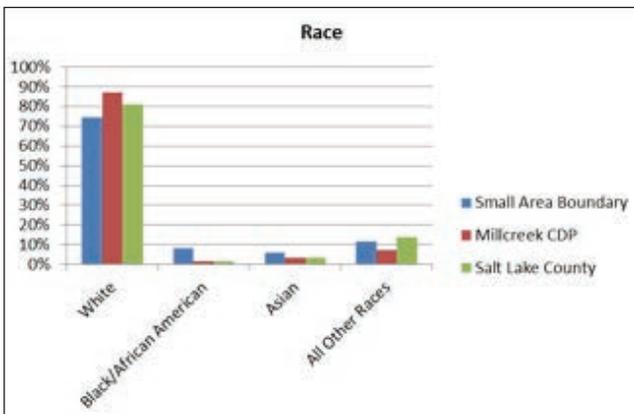


Figure 1-4, Percentage of Population by Race - Census 2010

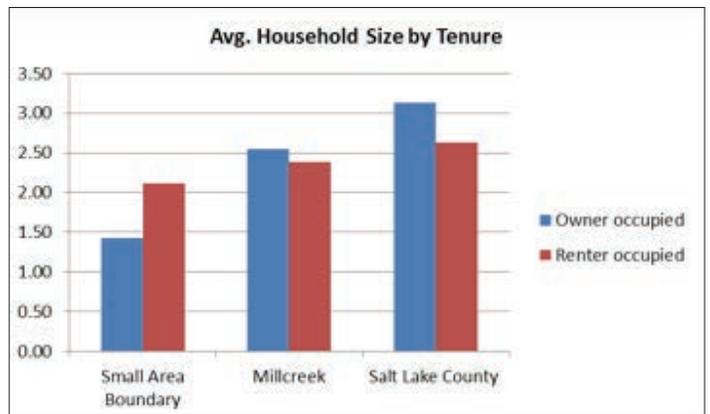


Figure 1-5, Average Household Size - Census 2010

<sup>1</sup> A nonfamily household consists of a householder living alone (a one-person household) or where the householder shares the home exclusively with people to whom he/she is not related by birth or marriage (self-defined)

Figure 1-6 shows that just over half of the households in the study area were family households in 2010. This is compared to approximately 62 percent of households in Millcreek and 70 percent of households in Salt Lake County.

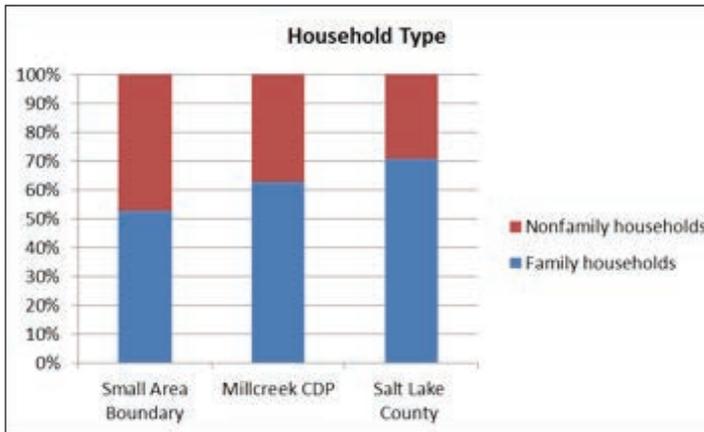


Figure 1-6, Percent Family/Nonfamily Households - Census

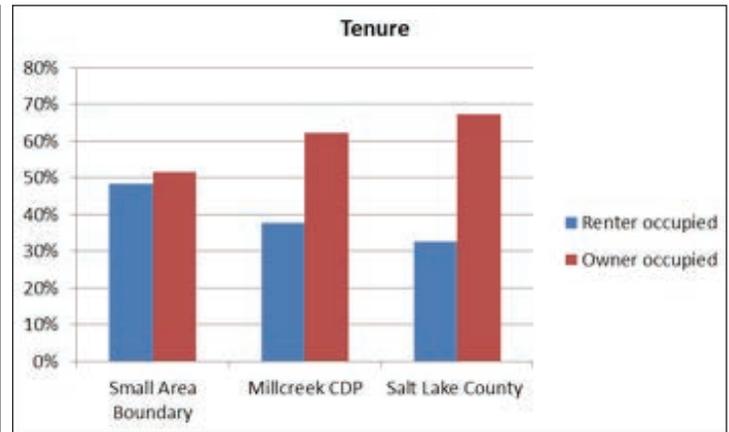


Figure 1-7, Housing Tenure - Census 2010

The percentage of renter households in the study area is higher than for Millcreek or Salt Lake County as a whole. As seen in Figure 1-7, 48 percent of the study area households rent compared with 38 percent in Millcreek and 33 percent in Salt Lake County as a whole.

The study area is characterized by smaller, rental households with predominantly younger householders. The area is affordable and attractive to “Gen-Y” individuals who are looking for areas close to urban amenities. The attractiveness of this area for this particular demographic is enhanced by its proximity to downtown Salt Lake City (approximately 5 miles) and access to transit. The potential for the area to develop into a mixed use, transit oriented hub is reinforced by the investment experienced in the area since 2010.

In the three year period since the 2010 Census, the study area has experienced significant increases in the number of housing units and households. Table 1-1 is a list of the housing projects completed or under-construction in the study area between 2010 and 2013.

**ABOUT GEN-Y**

Born between 1979 and 2000, the nation’s 80 million Echo Boomers, also known as generation Y (Gen Y) or millennials, represent more than 25 percent of the U.S. population. The sheer size of this generation indicates that “its impact on real estate and the economy in general will be as striking and long-lasting as that of the baby boomers,” says Leanne Lachman, Urban Land Institute (ULI) governor and president of Lachman Associates, a real estate consulting and research firm that recently concluded a nationwide survey of Gen Y for ULI.

According to a study completed by RCLCO Gen Y is largely driven by proximity to work, neighborhood walkability and price, but other factors also play into their decisions. Melina Duggal, senior principal at RCLCO and coauthor of that company’s study, suggests that successful residential developers will find ways to make housing interesting and affordable to this group.

**TABLE 1-1: STUDY AREA NEW HOUSING DEVELOPMENT - 2010-2013**

DEVELOPMENT	UNITS	TYPE	ESTIMATED POPULATION *
<b>MILLER/FIRECLAY</b>			
Phase 1	268	Rental	383
Phase 2	400	Rental	571
<b>BIRKHILL/FIRECLAY</b>			
Townshomes	69	Townhome	146
Phase 1	137	Rental	196
Phase 2	65	Rental	93
<b>HENRY WALKER/FIRECLAY</b>			
Phase 1	9	Townhome	19
Phase 2	60	Townhome	127
WAVERLY	205	Townhome	291
BUD BAILEY	136	Rental	194
MEADOWBROOK	244	Rental	349
<b>TOTAL</b>	<b>1,593</b>		<b>2,369</b>

Source: Salt Lake County Assessor, Murray City

\* Estimated household size of 2.12 for townhomes and 1.43 for rentals

## EXISTING SITUATION

New development in the area represents a 337 percent increase in the number of dwelling units (391 dwelling units in the area in 2010 including 118 vacant units). If household size in each of the new units is comparable to household size for the existing units, the population in the area is estimated to have increased by 383 percent.

Table 1-2 summarizes the 2010 Census and 2013 estimated population data.

**TABLE 1-2: COMPARISON OF CENSUS 2010 AND 2013 ESTIMATES**

	CENSUS 2010	2013 ESTIMATES	CHANGE
Population	689	3,058	2,369
Households	273	1,866	1,593
Persons/Household	2.5	1.6	-0.9
Dwelling Units/Acre	1.9	8.2	6.4

Source: Census 2010, GSBS

Planning by each of the jurisdictions and other stakeholders in the area has helped set the direction for this emerging mixed use area.

## PREVIOUS PLANS AND ACTIVITIES

Each of the jurisdictions has adopted a general plan that includes a future land use map for its respective area. Each jurisdiction has initiated activities intended to attract additional private development in the area. There are also several other entities, including UTA and Envision Utah, working in the area to enhance opportunities.

### MURRAY CITY

Figure 1-8 provides Murray City's future land use map for the study area. The Murray portion of the study area is planned for a combination of mixed use development near the Trax stop and general commercial development along State Street and 4500 South.

Murray's General Plan identified several goals that apply to the Fireclay area. These include goals in the Economic Development, Land Use, Parks and Recreation, Transportation, and Urban Design Chapters. Applicable goals and policies in each of the chapters are included as Appendix A.

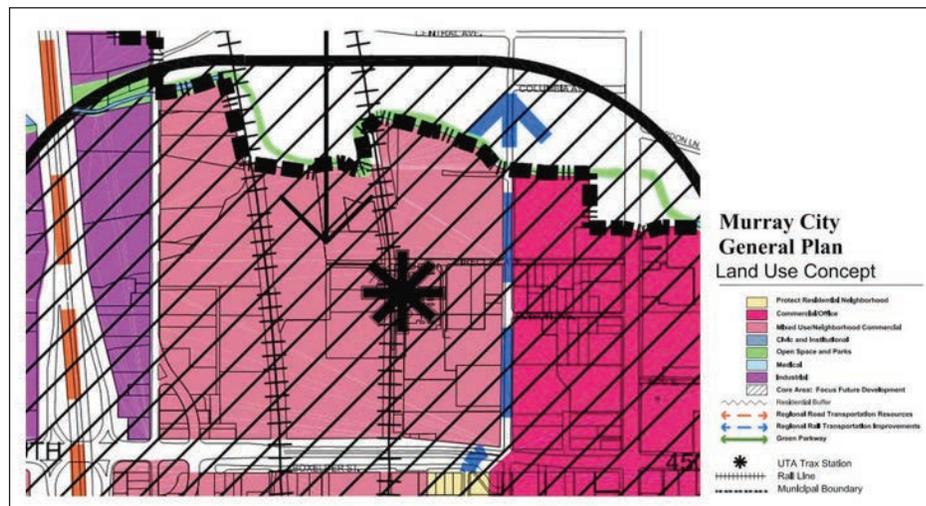


Figure 1-8 – Murray City's Future Land Use Map – Fireclay Area

In addition to the general plan elements Murray created the Fireclay Redevelopment Area including most of Murray’s portion of the study area. The redevelopment area plan, adopted in 2005, seeks to transition the area from the industrial and vacant uses of 2003-2005 to increased residential density, retail and office uses in the area immediately adjacent to the transit stop. The Fireclay RDA plan implements another General Plan goal by requiring the improvement of Big Cottonwood Creek including a new park and trail system. Murray’s redevelopment plan also imposes a transportation master plan that improves connectivity and internal circulation.

Figure 1-9 is the Murray transportation master plan for the Fireclay area adopted in 2007. The plan adds connectivity to the unincorporated areas north of Big Cottonwood Creek by extending 55 West to connect with 4500 South to the south and across the creek north to Central Avenue (4115 South). There are several challenges to this extension. The grade change and proximity to the Main Street intersection at 4500 South make the southern terminus of the extension difficult. The cost of bridging Big Cottonwood Creek, and the lack of alignment with the existing West Temple alignment north of Central Avenue are additional complications. The extension and the existing terminus would be approximately 342 feet apart. If the extension is “curved” to correct for the alignment the required radii would require the creation of irregularly sized development parcels from one of the few large, developable parcels in the study area.

In addition to the 55 West extension across Big Cottonwood Creek, the 2007 plan identified an additional connection across the creek at approximately 200 West, west of the Trax line. This connection would benefit overall circulation in the area and enhance the development potential of several of the parcels located between the Frontrunner and Trax lines.

The 2007 Plan also identified creation of a trail alongside Big Cottonwood Creek and additional pedestrian trail connections throughout the area. The creek side trail is currently under construction in conjunction with new development in the area.



Figure 1-9 - Fireclay Transportation Plan - 2007

## EXISTING SITUATION

Figure 1-10 is a 2009 revision to the Murray transportation plan for the Fireclay area. The revision maintains the implementation of a grid pattern within the area including the addition of new east/west local roads at 4250 South (Hermitage) and 4425 South.

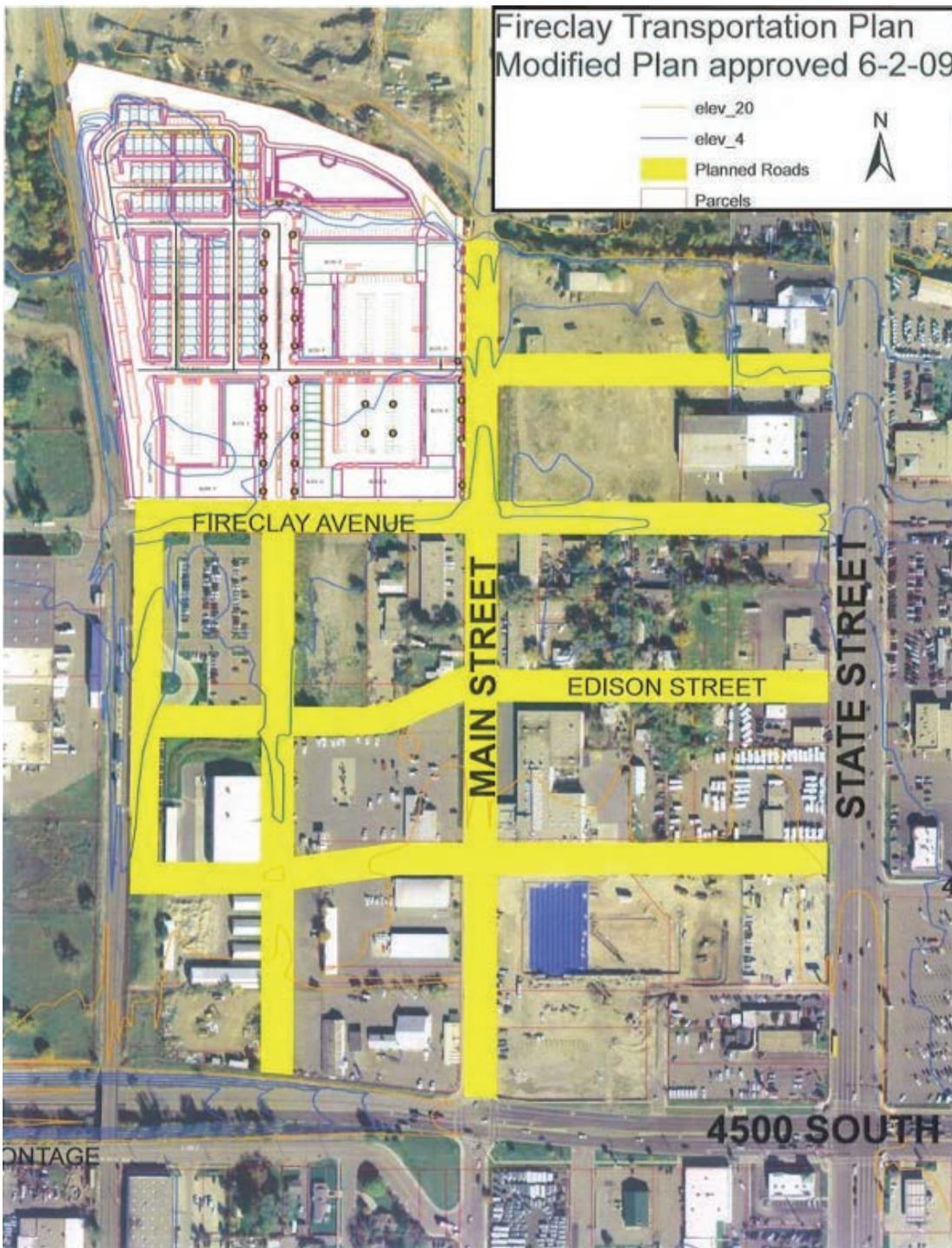


Figure 1-10: Fireclay Transportation Plan Update - 2009

The Murray Fireclay Redevelopment Area was created in 2005 to provide access to tax increment financing and other tools to help spur redevelopment of the Murray Fireclay area to take advantage of the Murray-North Trax light rail stop at Fireclay.

Implementation of the redevelopment area plan was slowed by the recession of 2008 but activity in the area has resumed resulting in the addition of approximately 1,000 units in the three year period between 2010 and 2013. The Fireclay redevelopment plan envisions a dense, mixed use area combining residential, retail and office uses within a 1/4 mile radius of the light rail station. The State Street and 4500 South frontages are anticipated to continue to serve as strip center commercial as a result of the two major arterials and access to I-15.

#### MILLCREEK TOWNSHIP

Salt Lake County completed a General Plan update for the entire Millcreek area in 2012. Although the General Plan addresses the larger Township, there are several discussions specific to the study area. The discussion of current conditions acknowledges limited internal circulation in the area and the sometimes haphazard mix of uses. The Plan indicates that the study area is located within a focused area of change. The Plan promotes TOD in this area to accommodate anticipated change. The Plan also acknowledges that in the long term, the area should encourage walkability by including parks and trails. Land uses should include schools, a complete range of housing types, and commercial and business centers. Manufacturing and research facilities are supported in appropriate locations.

The Plan also anticipates increasing connectivity of the study area to the rest of the Millcreek Township and the valley by adding bike facilities on 3900 South and 4500 South. Salt Lake County's Township Plan incorporates best practices to guide decision making in the area. Best practices applicable to this small area plan include those found in Land Use & Mobility, Open Space, Parks, Corridors, Electrical Facilities, etc.

Salt Lake County was the lead applicant and is the fiscal agent for a multi-jurisdictional Housing & Urban Development Sustainable Communities grant awarded in 2010. A key component of grant activities is development of a form-based code in support of the HUD Sustainable Communities livability principles:

1. Provide more transportation choices,
2. Promote equitable, affordable housing,
3. Enhance economic competitiveness,
4. Support existing communities,
5. Coordinate policies & leverage investment, and
6. Value communities and neighborhoods.

The model form-based code is intended to provide communities with a tool to encourage development around transit. This plan recommends that Salt Lake County office of Township Services implement a form-based code for the West Millcreek area in support of this plan and overall transit-oriented development.

## EXISTING SITUATION

Salt Lake County created a tax increment producing project area in West Millcreek in 2011, The West Millcreek URA will make tax increment available for projects that meet the overall plan goal to create a mixed use area consistent with and extending the changes currently underway in the Murray Fireclay area. The County is seeking development partners to move forward redevelopment of the area.

The Urban Renewal Area Plan includes a development scenario for the entire tax increment producing area, which is larger than the portion of the URA included in the study area for this Small Area Plan. During the Project Area Planning process several redevelopment scenarios were identified for the project area. The final scenario, Figure 1-11 includes a mix of residential, commercial, mixed use and light industrial uses. The scenario also identifies the creation of a new north/south corridor at 55 West to match Murray’s planned extension of 55 West across Big Cottonwood Creek. In the West Millcreek RDA plan, 55 West would be extended north to 3900 South where it would end. If the new road is constructed it would provide a new backbone for internal circulation between 3900 South and 4500 South in addition to the existing through street of Main Street. In the period between identification of the West Millcreek RDA final scenario and the current planning process, the Bud Bailey apartments have been constructed over the proposed alignment of the new 55 West, and therefore this extension is not included in the plan.

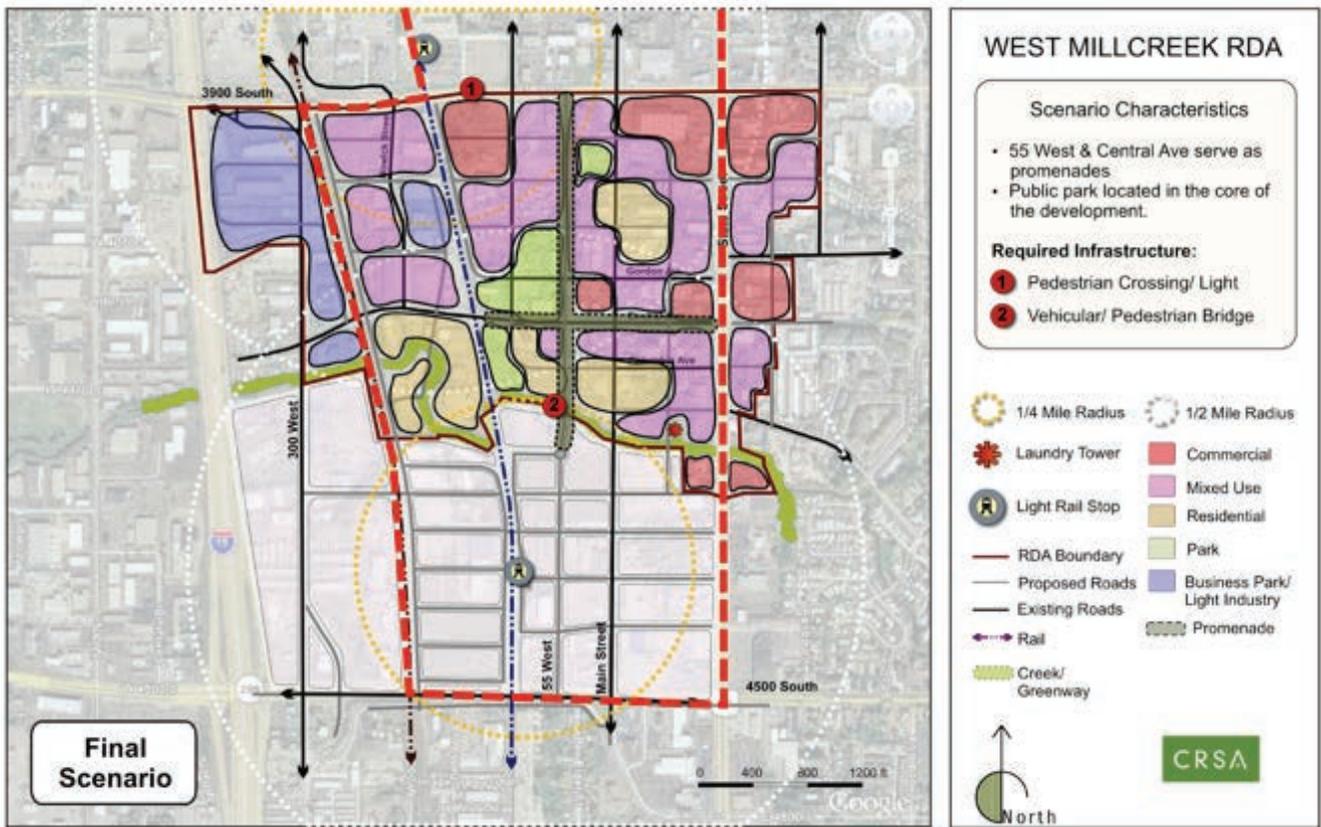


Figure 1-11: West Millcreek URA Development Scenario

In addition to the extension of 55 West, the final scenario identifies the addition of a pedestrian crossing over 3900 South east of the Trax line and west of West Temple. This crossing would facilitate pedestrian access to the Meadowbrook station.

Salt Lake County has also sought and received Brownfields grants from the U.S. EPA to investigate and characterize potentially contaminated sites within the study area. A second brownfields grant was received in partnership with Ogden and Salt Lake cities to cleanup identified, high priority parcels in the study area.

SOUTH SALT LAKE CITY

In South Salt Lake City’s general plan the Meadowbrook area is identified for mixed use development and general commercial uses. As seen in Figure 1-12, the area currently has general commercial uses in the area near State Street and a mix of commercial and residential uses nearer the Meadowbrook transit stop. The Plan indicates that the area is expected to continue to transition to transit supportive uses.

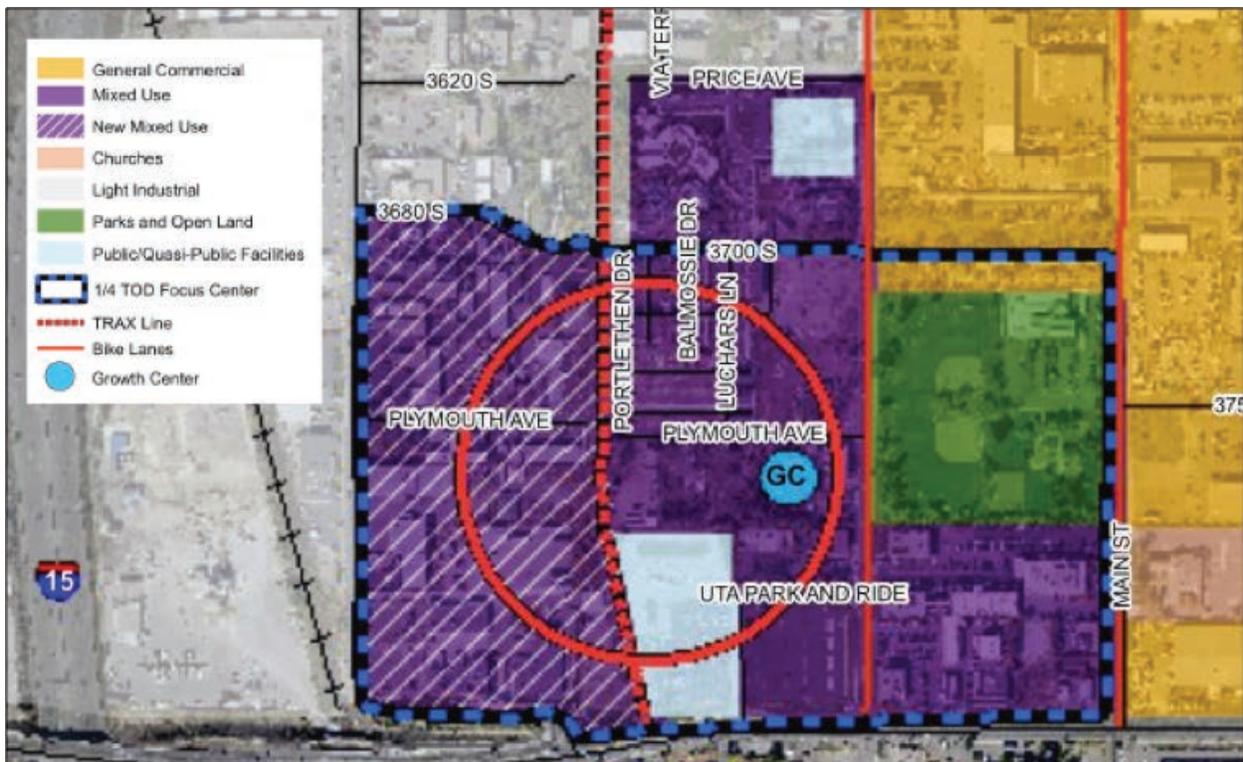


Figure 1-12: South Salt Lake Future Land Use Map - Meadowbrook Area

In addition to identifying the area around the Meadowbrook Station for mixed use development, the South Salt Lake General Plan indicates that the area near the transit station could accommodate residential densities in excess of 30 units per acre. Goals and policies adopted as part of South Salt Lake’s general plan applicable to the West Millcreek/Meadowbrook small area are found in Appendix A.

South Salt Lake City has not completed a small area plan or implemented a tax increment producing area in its portion of the study area. South Salt Lake has, however, developed a form-based code for the area to spur more dense development patterns in association with the Meadowbrook light rail station.

## EXISTING SITUATION

South Salt Lake's portion of the study area has enjoyed a boom in residential development in the three years since 2010. This increase in residential units and density is a result of the presence of the Meadowbrook light rail station. Waverly is a townhome product built at approximately 45 units per acre.



Waverly Station Development, South Salt Lake

In addition to new residential development, South Salt Lake has seen new investment in expanded and new offices. WesTech Engineering recently built a new building to house corporate operations and intends to continue to expand at their site on the northern edge of the study area.

There are several parcels in South Salt Lake that have pending zoning or site review applications. The applications, if approved and constructed, will continue the trend of new private investment in increased density in the area.

### UTA

One pending development proposal located within South Salt Lake is a proposed development on the location of the Meadowbrook light rail station parking lot. UTA issued a request for qualifications for development partners for several of their existing light rail and Frontrunner stations. A development partner has been selected for the Meadowbrook stop and negotiations and review are underway. UTA anticipates new dwelling units and ground floor retail space to be included in the Meadowbrook development.

## ENVISION UTAH/WASATCH CHOICE FOR 2040

In addition to seeking development partners for property owned by the Agency at the Meadowbrook stop, UTA is a partner, along with Salt Lake County, Murray City and South Salt Lake City, in the HUD funded Sustainable Communities Grant: Implementing the Wasatch Choice for 2040 plan. Wasatch Choice for 2040 is a regional planning project that builds on the region-wide visioning process initiated in 1997 as Envision Utah. A key component of the Wasatch Choice for 2040 project is the identification of six “catalytic” sites along the Wasatch Front to explore the key contributors to successful implementation of compact, sustainable development concepts. The Meadowbrook station area is one of the six catalytic sites. The Meadowbrook catalytic site boundaries, within the study area, are identified by the yellow boundaries in Figures 1-13 and 1-14

Phase 1 catalytic site planning also developed a “preferred” redevelopment scenario. Figure 1-13 is a snapshot of the Envision Utah preferred scenario for the Meadowbrook Station area. The plan includes a neighborhood grocery development and additional retail along 3900 South.

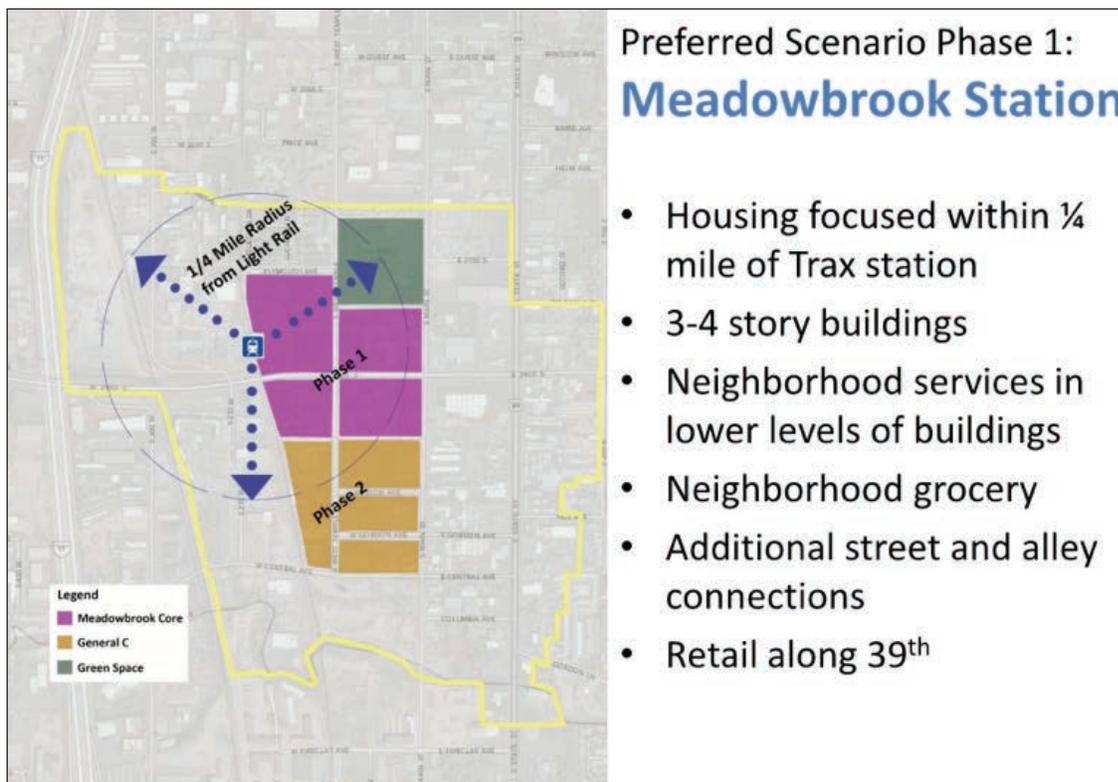


Figure 1-153: Envision Utah Preferred Scenario

Phase 2 of the Envision Utah preferred scenario expands and increases the density of development in the planning area. The Phase also calls for the addition of a connection between West Temple on the north and Birkhill Boulevard on the south by crossing Big Cottonwood Creek.

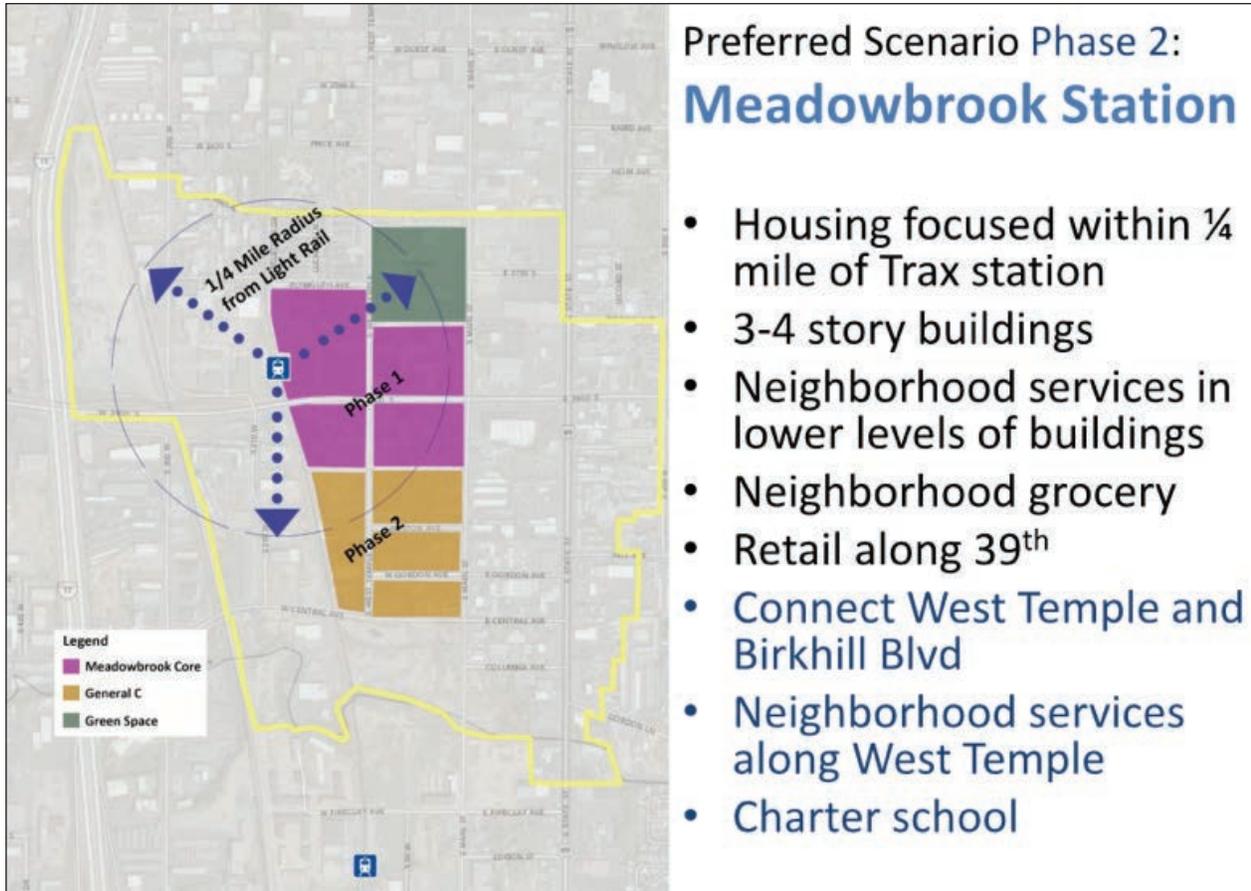
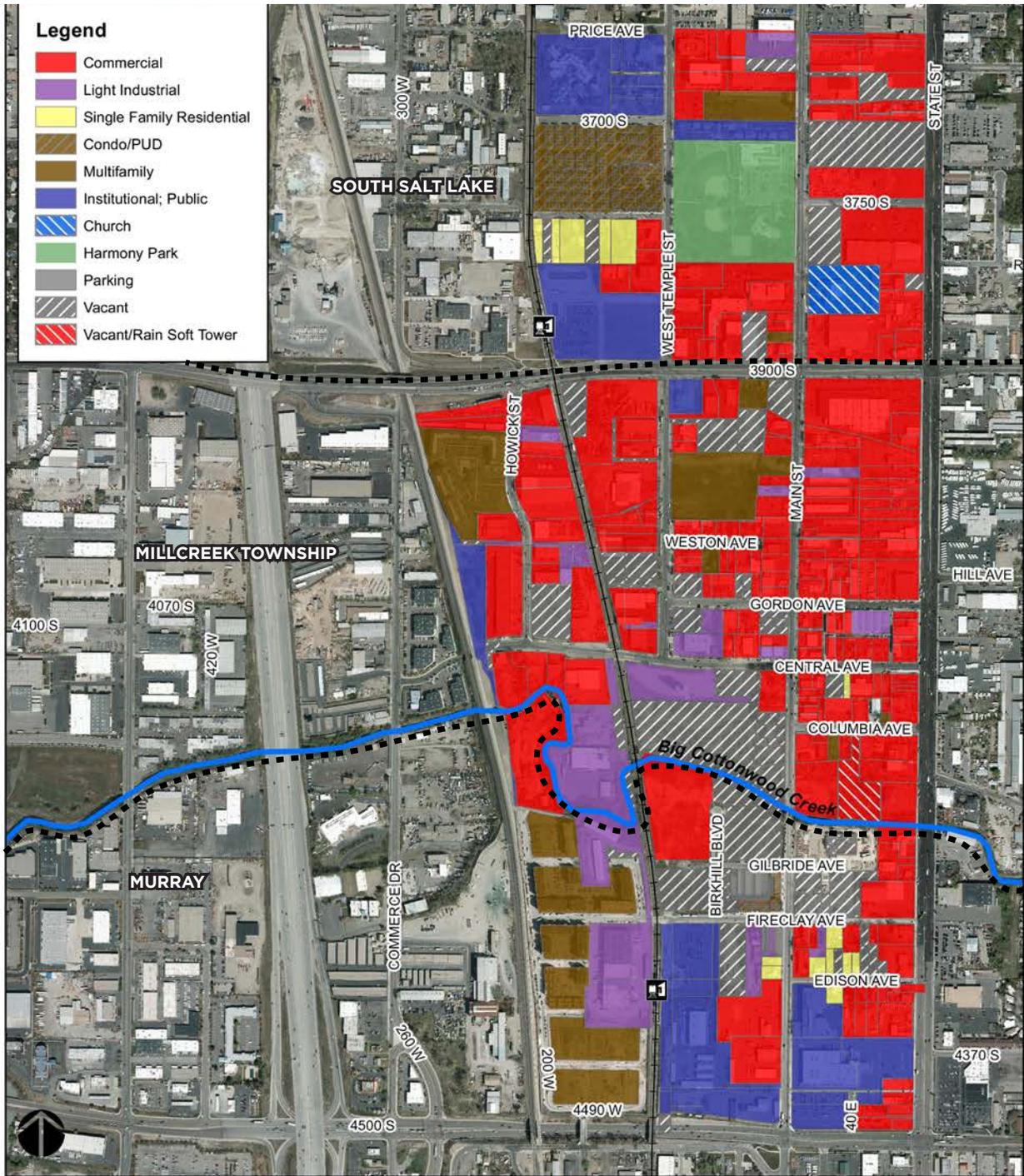


Figure 1-14 Envision Utah Preferred Scenario – Phase 2

The presence of transit and key transportation corridors impacts the type and intensity of land uses in the area.

LAND USE AND INTENSITY

Current land uses in the study area range from low density residential to industrial uses. Figure 1-15 is a map of existing land uses. The area is predominantly red for general commercial with areas of purple for industrial and blue for public ownership. Brown parcels are multi-family residential and yellow are single family residential.



Millcreek/Meadowbrook Small Area Plan  
**CURRENT LAND USE PLAN**

Figure 1-15



## EXISTING SITUATION

Although there has been an increase in the number of multi-family units in the almost 372 acre area, the primary land use is still commercial. Thirteen percent of the parcels are vacant. The vacant parcels are small and scattered throughout the planning area resulting in limited opportunities for large scale redevelopment. The average size of the 69 vacant parcels is 0.58 acres. Small parcel sizes make redevelopment more difficult, requiring assembly of properties from multiple owners. There is a collection of eight parcels totaling 12.91 acres that is currently the location of a cement plant and poised for transition. The largest parcel in the group would be appropriate for redevelopment into an employment or residential center at significantly increased densities.

### INFRASTRUCTURE AND CAPITAL IMPROVEMENT PROGRAMS

The study area has infrastructure to support historical uses. Infrastructure in this context means primarily surface facilities such as roads, electrical, curb, gutter, sidewalk, streetlighting, and street furniture. Infrastructure in the area is adequate in some areas, inadequate and totally lacking in other areas. In addition to surface facilities, the storm drainage system (including curb and gutter) is difficult to install in the area as a result of lack of slope. On-site detainage will be required in many situations and should be coordinated with landscape and surface plans to minimize flows and enhance landscaping and urban design in the area utilizing green infrastructure wherever possible. However, the ongoing transition of uses to mixed use including residential, will require an update and enhancement of infrastructure. The type and capacity of needed infrastructure is driven by future growth in and around the study area.

The area is characterized by discontinuous improvements, lack of connectivity and limited urban design elements. Streetscapes and infrastructure in successful mixed use development areas are characterized by connectivity and an enhanced, continuous pedestrian experience. Future private investment in the study area will be maximized by investments in a backbone of pedestrian, bicycle and vehicle connectivity and a coherent urban design experience. Appendix B includes a detailed assessment of current connectivity and improvements in the area.

Appendix B is an evaluation of current infrastructure types and capacity as well as a summary of infrastructure planning in each of the three jurisdictions. An infrastructure inventory (where available) was obtained from each jurisdiction and field verified.

### PARKS AND TRAILS PLANS

Salt Lake County has adopted the service level standards identified in Figure 1-16 for parks in the unincorporated areas of the county.

<b>Recommended Park Level of Service Standards</b>			
<i>Type</i>	<i>Service Area Radius</i>	<i>Acreage per Population</i>	<i>Size</i>
Neighborhood Park	½-1 miles	2:1,000	7-15 acres
Community Park	1-2 miles	5:1,000	40-120 acres
Regional Park	Countywide	5:1,000	50+ acres

Source: Salt Lake County Parks and Recreation Master Plan

Figure 1-16 Salt Lake County Park Standards

The study area currently has one County-owned neighborhood park - Harmony Park - located near the northern boundary and one privately-owned neighborhood park located in Murray City near the southern boundary. Based on these two parks, the study area has a service level of 4.0 acres per 1,000 persons. This study recommends a service level of 3.5 park acres per 1,000 persons in the immediate area to support a compact, dense development type. The area will require 28 additional parks and trails as it grows.

## AREA ANALYSIS

The existing situation analysis provides a baseline understanding of the area to direct next steps in identifying and implementing opportunities.

### STRENGTHS

The study area encompasses almost 372 acres near the center of the Salt Lake Valley. There are two Trax, light rail stops – Meadowbrook at the north end adjacent to 3900 South and Murray-North at the south end near 4500 South. There is an I-15 interchange at 4500 South and a major north-south arterial on State Street. East-west collectors include 4500 South and 3900 South.

The area includes an 11 acre county park at the north end. Big Cottonwood Creek runs through the area, east to west near the south end and a new neighborhood park in Murray adjacent to the creek. There is a bicycle/pedestrian trail adjacent to 3900 south beginning west of the Trax line, just outside of the study area. The existing facilities serve the 2013 populations, as growth occurs new parks will be required.

Wasatch Front Regional Council has developed a green infrastructure map to identify natural and cultural resources that should either be preserved or recovered when development or redevelopment occurs. In the study area, Big Cottonwood Creek and Harmony Park have been identified on the map.

### CHALLENGES

The study area has several weaknesses or challenges. The first is connectivity and circulation. As mentioned under strengths, the area is connected to surrounding areas and the rest of the Salt Lake valley by major north-south corridors State Street and I-15 via 4500 South and east-west corridors 3900 South and 4500 South. State Street and I-15 are approximately 2/3 of a mile apart. State Street forms the eastern boundary and I-15 is approximately 0.2 miles west of the western boundary of the study area. Other north-south connections in the area – Main Street and West Temple– terminate either within the study area or just south of the study area at approximately 4600 South.

East-west connectivity to areas outside the study area is provided via 3900 South and 4500 South. All other east west roads and streets in the area are limited by the two sets of rail road tracks or I-15 on the western edge of the study area or the raised medians in State Street on the eastern boundary.

Limited connectivity through the study area is a weakness particularly when the arterials and collectors that do provide connectivity are heavily travelled and controlled acting as a barrier to internal vehicular, pedestrian and bicycle circulation.

Other weaknesses or challenges in the area relate to land uses. Historically, the area has hosted a concentration of industrial and light industrial uses. The area has been zoned M-2 as part of county-wide development patterns that concentrated residential uses east and west of the major transportation corridors of I-15 and the two freight rail lines through the center of the valley. As population densities have increased and mass transit was constructed along one of the rail lines, development patterns have been shifting to accommodate higher density residential and related retail and office uses along the transit corridor – intermixed with the historical industrial uses.

The transition from an historically industrial area with limited internal infrastructure and possible environmental impacts to a mixed use, transit oriented area has begun at the northern and southern ends of the study area adjacent to the two light rail stations – Murray-North on the south and Meadowbrook on the north. Negative interaction between the historical and new uses is a challenge in the area. Minimal amenities to support residential and office uses are also a weakness of the area that will need to be overcome if the current transition continues.

Finally, the area lacks parks and trails to serve residential and office users. As the area continues to develop open space and recreational amenities will be in increasing demand in the area.

## PROJECTED SITUATION

As part of the Wasatch Choice 2040 project, Parsons Brinkerhoff (PB) completed a basic real estate market analysis of the Meadowbrook station area to assist in understanding the opportunity and timing of new development or redevelopment. This small area plan builds on the work completed by PB to identify specific opportunities and the public actions and investments most likely to result in implementation.

### REGIONAL GROWTH & OPPORTUNITY

#### PARSONS BRINKERHOFF REPORT SUMMARY

The PB report provided a socioeconomic analysis, real estate market trends, site analysis and parcel analysis. According to the PB report, the following findings are the economic highlights for Salt Lake County:

- The County gained more jobs from 2005 to 2010 (17.4K) than it gained between 2000 and 2005 (14.6K). The County's losses in the construction and information sectors were offset by significant gains in education and health services and state, local, and federal government jobs.
- The County experienced strong growth in the most recent available 12 months (ending in June 2012) of 22,900 jobs (4.0%), trailing Utah County's growth rate of 4.7% but outpacing the State as a whole (3.6%).
- The professional and business sector is forecast to experience the strongest growth from 2010 to 2025, with close to 20,000 jobs from 2010 to 2015, 23,300 from 2015 to 2020 and almost 29,000 from 2020 to 2025. This trend will have strong, positive impact on the Salt Lake County office market.
- Salt Lake County households grew at an average annual rate of 1.5% from 2000 to 2010 and forecasts predict the County will have strong long-term household growth, at nearly 1.75% annually from 2010 through 2025.
- Historically low vacancy rates in the Salt Lake County residential rental market suggest very healthy apartment market conditions. After peaking at 10.9% in 2002, the vacancy rate has gradually declined to 3.8% in 2012. The average monthly rent has increased 2.2% per year, from \$625 in 2000 to \$815 in 2012. Although market conditions are historically very strong, the pipeline of planned, proposed, and under construction projects will result in significant new competitive supply in the near term (5 years). There are approximately 2,000 units under construction and 4,500 units planned or proposed in the County [as of 2012].
- Market conditions for attached, for-sale product (i.e. townhomes) in the County are improving. Sales volume of existing units has leveled off after reaching a 10-year low in 2010. Average price increased from 2000 before peaking in 2007, and has declined steadily since. Although volume has picked up in recent years, the 2012 median price achieved a seven-year low. Condominium permitting activity is also the lowest since 2000.
- Office market conditions in Salt Lake County remained relatively healthy during the Recession, due, in part, to continued job growth despite national trends. The CBD weakened in 2012, due to tenants downsizing space as well as the relocation of some large tenants to suburban build-to-suit projects, including the FBI regional headquarters. The County vacancy rate has declined since 2010 to just under 14%, still above the pre-recession low of 10.4%. Some of this vacant space will need to be absorbed for the market to stabilize and justify new development in the near term.

### UPDATED POPULATION AND HOUSEHOLD PROJECTIONS

GSBS Richman projected growth in population and households in the study area using updated county-wide projections and the estimated growth in the area between 2010 and 2013. As seen in Table 2-1, the study area captured 7.6 percent of county-wide population growth in the three year period. If the area continues to perform at the same level, the population in the study area could reach 23,000 people by 2030.

**TABLE 2-1: PROJECTED NEW POPULATION**

	2010	2013	2020	2030	AARG
Study Area	689	3,301	12,242	23,161	19.2%
Salt Lake County	1,029,655	1,063,842	1,180,859	1,340,665	1.3%
Study Area as % of County	0.1%	0.3%	1.0%	1.7%	
Study Area Growth as % of County Growth	NA	7.6%	7.6%	6.8%	

Sources: State of Utah, Census Bureau

At current average household sizes of approximately 1.5 persons per household this would mean an additional 5,932 households in the seven year period 2013 through 2020 and 8,100 and 8,500 households by 2030 and 2040 respectively (Table 2-2).

**TABLE 2-2: PROJECTED HOUSEHOLD GROWTH**

	2010-2012	2020-2030	2030-2040
Population Growth	8,941	12,210	12,785
Avg. HH Size	1.5	1.5	1.5
New Households	5,932	8,101	8,482
Total Households (end of period)	7,938	16,039	24,521

The question is whether the area can accommodate this level of growth. At current average new development densities for both the Meadowbrook and Fireclay areas (45 du/acre) a total of 547 acres would be needed to accommodate 24,521 households. This exceeds the total acreage in the area by 175 acres. Table 2-3 is a capacity analysis of the area. The capacity analysis is based on the total acreage in the study area (372) and an estimated station area acreage of approximately 158 acres (78 acres within 1/4 mile of the Fireclay station and 80 acres within 1/4 mile of the Meadowbrook station).

**TABLE 2-3: RESIDENTIAL DEVELOPMENT CAPACITY ANALYSIS**

	BASELINE	60% RESIDENTIAL ACREAGE	45 DU/ACRE STATION AREA
Total Acres	372	372	372
Residential Acres	47	223	158
% Residential	13%	60%	42%
Households	3,301	15,712	7,094
Avg. Density (Residential area only)	70	70	45
Overall Density	9	42	19
Station Area Density	21	100	45

The baseline situation is based on 2013 estimates. The 60 percent residential scenario is based on the “ideal” balance of land uses within a transit-oriented mixed use development area of 60 percent of the area in residential use, 10 percent of the area in retail use and 30 percent of the area in office or general commercial use <sup>2</sup>. This scenario assumes that density on the 223 acres (372 x .60) in residential development is 70 units per acre (current average density of residential only acres). This will result in an overall density of 42 units per acre (24 percent denser than the Sugar House area) and 100 units per acre in the station areas. Under this scenario a maximum 15,700 new units could be accommodated in the study area. If an average density of 45 units per acre is applied in the station areas only, the total acreage in residential development drops to 158 acres or about 42 percent of the total study area. Under this scenario the overall density is 19 units per acre, lower than average suburban multi-family densities. A total of 7,094 units could be accommodated under this scenario.

<sup>2</sup> Based on work completed by Dr. Arthur C. Nelson, University of Utah, College of Architecture + Planning, Metropolitan Research Center.

## PROJECTED SITUATION

These two scenarios represent the low and high end estimates for the area. In either case, additional residential acreage must be identified as part of the planning process.

### UPDATED JOB GROWTH PROJECTIONS

Regional economic growth will drive demand for office-based development in the study area. Much of the most recent growth in employment is focused along Wasatch Front corridors and city centers, within easy access of housing, transit and highways. As of December, 2013 indicators are mixed as to how well employment growth is serving a growing labor force in the state. On the one hand employment growth as estimated from the statewide establishment survey is below average, while household surveys indicate growing labor force participation and lowering unemployment over the past year (<https://jobs.utah.gov/wi/press/2001press/ratecurrent.pdf>). Table 2-4 provides employment growth by industry. The sectors contributing most to employment growth in the Salt Lake MSA (including Salt Lake, Tooele, and Summit Counties) are trade, transportation and utilities; education and health services; and leisure and hospitality services. The sectors with greatest percentage growth are: information; financial activities; natural resources, mining and construction; leisure and hospitality services; and education and health services. These trends and growth in the information sector indicate that sites with good transportation access and proximity to other employment centers will compete well.

**TABLE 2-4: NONAGRICULTURAL EMPLOYMENT FOR SALT LAKE CITY MSA, NOVEMBER 2012 - NOVEMBER 2013**

	2013 (P) (THOUSANDS)	2012 (THOUSANDS)	ABSOLUTE CHANGE	PERCENT CHANGE
Total Nonagricultural Employment	670.5	655.8	14.7	2.2
Natural Resources, Mining, Construction	38.1	35	3.1	8.9
Manufacturing	56	55.7	0.3	0.5
Durable Goods	37.5	37.6	-0.1	-0.3
Non-durable Goods	18.5	18.1	0.4	2.2
Wholesale Trade	33	31.7	1.3	4.1
Retail Trade	73.8	73	0.8	1.1
Transportation, Warehousing, Utilities	32.3	30.7	1.6	5.2
<b>Information</b>	<b>18.6</b>	<b>16.8</b>	<b>1.8</b>	<b>10.7</b>
Financial Activities	52.2	50	2.2	4.4
Professional and Business Services	107.3	107.6	-0.3	-0.3
Educational and Health Services	73.9	71.6	2.3	3.2
Leisure and Hospitality	65.2	62.1	3.1	5
Other Services	19	19.7	-0.7	-3.6
Government	101.1	101.9	-0.8	-0.8
Federal Government	11.5	11.8	-0.3	-2.5
State Government	41.2	41.3	-0.1	-0.2
Local Government	48.4	48.8	-0.4	-0.8
Private Sector	569.4	553.9	15.5	2.8

p = preliminary

Salt Lake City MSA includes Salt Lake, Summit and Tooele Counties  
Source: State of Utah, U.S. Bureau of Labor Statistics

The study area is well-located for development of office and could potentially benefit from growth in the professional, health, and particularly information sector related industries. As seen in Table 2-5, all of these sectors are projected to have above average growth for the next twenty years as shown in the official state projections listed below for Salt Lake County.

**TABLE 2-5: EMPLOYMENT PROJECTIONS FOR SALT LAKE COUNTY**

	2000	2010	2020	2030	AARG 2010- 2030
Total Employment	661,214	736,747	875,988	976,728	1.42%
Natural Resources	330	340	339	317	-0.35%
Mining	2,799	3,469	3,630	3,474	0.01%
Utilities	2,076	1,606	1,271	1,063	-2.04%
Construction	42,741	39,648	51,937	58,683	1.98%
Manufacturing	57,083	52,549	60,479	63,292	0.93%
Wholesale Trade	29,956	30,850	35,700	38,219	1.08%
Retail Trade	72,365	74,199	84,095	89,823	0.96%
Transportation & Warehousing	28,927	27,989	32,209	34,030	0.98%
<b>Information</b>	<b>22,730</b>	<b>17,513</b>	<b>21,320</b>	<b>24,294</b>	<b>1.65%</b>
Finance & Insurance	49,271	65,013	64,168	64,872	-0.01%
Real Estate, Rental & Leasing	24,152	38,423	45,335	50,722	1.40%
Professional & Technical Services	41,412	53,715	73,836	96,901	2.99%
Management of Companies	15,844	14,986	15,765	14,799	-0.06%
Administrative & Waste Services	46,788	47,325	68,494	82,690	2.83%
Educational Services	9,911	18,587	21,258	23,706	1.22%
Health & Social Services	45,961	61,994	77,530	89,603	1.86%
Arts, Entertainment & Recreation	10,997	13,694	16,647	19,830	1.87%
Accommodation & Food Services	38,395	42,736	47,899	50,172	0.81%
Other Services	31,593	34,519	39,452	42,390	1.03%
State & Local Government	73,512	80,847	98,734	112,606	1.67%
Federal Civilian	8,544	11,230	10,796	10,681	-0.25%
Federal Military	5,000	4,927	4,583	4,137	-0.87%
Farm	827	588	512	425	-1.61%

Source: Governor's Office of Planning and Budget, 2012 Baseline Projections

The study area is currently recognized by the development community as an area of industrial development transitioning to residential uses. Other than several recent build-to-suit developments the area has not seen significant interest for new office development. In order to overcome perceived lack of opportunity in the area, relatively significant acreage would need to be dedicated to a new office park to respond to perceived opportunities in the information technology and professional services sectors.

Using the "ideal" distribution of land uses in a transit-oriented, mixed use area (60 percent residential, 30 percent office/commercial, 10 percent retail) a total of 97 acres should be in office/commercial development. The area currently includes approximately 95 acres of general commercial use (including office). This indicates that rather than increasing the total acreage dedicated to commercial use a transition to a different type of development is necessary to respond to regional opportunities.

**PROJECTED SITUATION**



Bingham Junction, Midvale

**RETAIL CAPACITY**

Retail development opportunity is driven by available buying power within a market or trade area. Table 2-6 provides an estimate of the spending habits of the average household in the State of Utah.

**TABLE 2-6: UTAH HOUSEHOLD SPENDING - 2012**

CATEGORY	TOTAL	PER HOUSEHOLD
Food Sales	\$5,255,301,658	\$5,705.00
Other Retail Categories	\$23,028,876,962	\$24,999.48

Source: Utah State Tax Commission

Each household in the state in 2012 spent an average of \$5,705 on food and \$25,000 on other retail items. In order to support an approximately 30,000 square foot grocery store a total of \$12,500,000 in available food sales spending must be available with 1 mile of a new grocery site. This equates to approximately 2,200 average Utah households without any competing grocery stores. The number of households needed to support a new grocery store is higher in the study area because of the smaller household sizes. Table 2-7 provides the estimated buying power and supportable square footage in the study area. The square footage represents total supportable area, not available development capacity which would take into account area competition.

**TABLE 2-7: BUYING POWER**

	\$	SF
Grocery	\$23,550,543	56,379
Pharmacy	\$815,503	2,140
Limited Service Food	\$6,510,579	15,001
Personal Care	\$299,828	321
Other Small Retail	\$5,108,361	25,542
Health Care	\$377,851	1,094

Source: GSBS Richman

In order to determine available development opportunity, an inventory of existing retail in the area is required. Although the area has limited grocery facilities (it is a HUD and Salt Lake County Health Department-designated “food desert”), current residents frequent stores that are between 2 and 3 miles from the area. Other retail opportunities are limited. Retail development in the area is currently focused on the State Street corridor and at the intersections of State Street and 3900 South and State Street and 4500 South. Retail along the State Street corridor is automobile oriented strip commercial including fast food, gas stations, new and used car and RV sales and automobile repair. The streetscape along State Street is not inviting for pedestrians with a narrow sidewalk and no protection for the pedestrian from the lanes of 45 MPH traffic.

There is limited or no retail in the interior of the study area.

**AREA MARKET OPPORTUNITIES**

Market demand in the Salt Lake valley is expected to continue strong for residential, office and industrial development types. Demand is driven by anticipated growth in households and employment in the area. The study area can capture a significant share of anticipated growth if properly positioned and supported by targeted infrastructure investments.

**RESIDENTIAL**

The Governor’s Office of Management and Budget, Demographics & Economic Analysis (DEA) projects 117,000 more people will live in Salt Lake County by 2020 and an additional 157,000 people between 2020 and 2030. DEA projects that the more than 300,000 new people in Salt Lake County in the 20 year period 2010 to 2030 will live in approximately 156,000 new households. The study area can capture a share of this growth in households.

In the period between 2010 and 2013, the study area captured more than 7 percent of the new dwelling units constructed in Salt Lake County. The ability of the area to continue to capture a significant share of the growth will be limited only by availability of appropriately sized and priced parcels and, to a lesser extent, the presence of infrastructure to support new development.

There are a total of 40 acres of vacant property in the study area <sup>3</sup>. As seen in Table 2-8, in addition to the 40 vacant acres in the area, there are an estimated 123 acres of undervalued, developable acres with approximately 60 undervalued acres within the station areas <sup>4</sup>.

**TABLE 2-8: CURRENT LAND USE - DEVELOPABLE UNDERVALUED PARCELS**

CURRENT USE	ACREAGE	STATION AREA
Single-Family	5	5
Multi Family	3	3
Institutional (UTA)	8	8
Government (SL Co.)	2	2
Industrial	15	8
General Commercial	91	34
Total	123	60

*Source: 2012 Salt Lake County Assessor’s Database*

If 100 percent of the vacant and undervalued property within the station areas redeveloped to high density multi-family housing at 60 units per acre (the blended average of recent developments in the two station areas), an estimated 4,700 units would be added to the area. This represents approximately 9 percent of the estimated 50,400 households expected to be developed in Salt Lake County in the period 2014 through 2020. If, in accordance with the optimal mix of uses in a TOD area (60 percent residential, 10 percent retail and 30 percent office/commercial), enough of the available acreage were redeveloped into residential to achieve 60 percent, an additional 28 acres of residential development would be needed in each station area resulting in the addition of approximately 3,400 new units, or 6.7 percent of all new units countywide.

<sup>3</sup> Salt Lake County Assessor, 2012

<sup>4</sup> Ratio of improvement value/land value of 1.0 or less according to the Salt Lake County Assessor, 2012.

## PROJECTED SITUATION



Fireclay, Murray



Fireclay, Murray

The market area has developed into an area of affordable housing presenting opportunities in this growing submarket but also challenges for developers seeking to acquire developable property at prices allowing the development of affordable units. Current market rents in the area range from \$750 to \$1,250 making the units affordable to households making between \$30,000 and \$50,000 annually. The median household income for the study area is approximately \$42,000. Households making between \$30,000 and \$50,000 represent 48 percent of all households. Assuming income distribution does not change significantly in the future, the total number of households in this income bracket (\$30,000 - \$50,000) will increase by 33,654 households in the 2010 to 2020 period. As of 2013, the study area included approximately 1.1 percent of all households in this income bracket.

If a total of 3,400 new housing units are added to the study area at comparable rental rates, the area would represent approximately 2.7 percent of all households in Salt Lake County in the \$30,000 - \$50,000 income bracket. This is an estimated “capture rate” rate of approximately 14 percent of the new households in the target income bracket for the 2014-2020 period. This is down from the estimated 18 percent “capture rate” of the 2010-2013 period.

### OFFICE

The study area has not, historically, served as a location for prime office space in the Salt Lake valley. Over the past several years, however, several companies have located and expanded in the area either retrofitting former retail space (SBS) to suit their needs or building to suit their needs (WesTech). Because of its prime location in the center of the valley with excellent transportation access (both automobile and transit) the area should see increasing attention as an employment center. Development of office within the study area however is hampered by the same challenges identified in relation to residential redevelopment – small, irregular parcels and lack of supportive infrastructure.

The area might capture a significant proportion of the approximately 700,000 to 1,000,000 square feet of annual new office absorption in the valley if an appropriate parcel(s) of 10 to 15 acres with supportive amenities and infrastructure can be identified. A 10 acre parcel, with structured parking near the two light rail stops could support up to 500,000 square feet of new office if rents justified structured parking and parking ratios were kept low enough to minimize overall costs. Traditional suburban parking ratios of 4 per 1,000 square feet would reduce supportable leasable square feet to 240,000.

At a 5 percent capture rate, a 500,000 square foot office park of three to four, four story buildings would take approximately twelve years to absorb. Capture rates could be higher for a well-designed, well executed project similar to the Cottonwood Corporate Center.

**RETAIL**

As indicated in Table 2-7, there is buying power in the study area to support some new retail development. As additional households move into the area buying power will increase translating into supportable retail square footage. If the area experiences the growth and investment envisioned by this plan, buying power in the area will improve as seen in Table 2-9.

The addition of approximately 3,400 new households and an estimated 2,400 new employees in the area

**TABLE 2-9: 2020 PROJECTED STUDY AREA BUYING POWER**

	\$	SF
Grocery	\$63,466,718	151,937
Pharmacy	\$2,197,711	5,767
Limited Service Food	\$17,545,459	40,426
Personal Care	\$808,011	865
Other Small Retail	\$13,766,600	68,834
Health Care	\$1,018,276	2,948

*Source: GSBS Richman*

significantly increases retail potential in the area. The retail categories most likely to locate in the area include service retail such as pharmacy, dry cleaners, and hair salons as well as grocery and restaurants. The plan envisions a combination of a new grocery anchored center as well as service retail and restaurants mixed into the transit station areas.

**INDUSTRIAL**

The area is currently an industrial/light industrial focused area. As development moves to a transit-oriented, mixed use area, industrial uses that do not create odors, vibrations, noise or discharge may be compatible with the new uses. The key to blending these uses into the neighborhood is through the implementation of urban design based zoning (such as form based code) that preserves the pedestrian experience and minimizes negative interactions.

Industrial property is in high demand in the Salt Lake valley and will continue strong for the foreseeable future. The issue for the study area is encouraging the industrial uses in areas more appropriate for residential, retail and office development to either relocate within the study area or sell their properties for redevelopment. For the industrial uses that stay in the area, the jurisdictions should encourage the improvement of properties to enhance streetscape by installing sidewalks, curb and gutter as well as pedestrian oriented entrances, etc.

**INFRASTRUCTURE/PARKS**

With the addition of approximately 3,400 new households and additional daytime population in the study area, the level of service for neighborhood parks will drop from 4.0 acres per 1,000 population to 1.6 acres per 1,000 population, 1.9 acres per 1,000 persons below the recommended level of service of 3.5 neighborhood park acres per 1,000 persons. An additional 28 acres of neighborhood parks will be necessary to maintain the level of service.

The addition of approximately 5,000 residential population to the area will also result in a need for community park acres. The County’s level of service for community parks is 5:1,000 population. The nearest community park is the Murray City Park (not in Salt Lake County’s jurisdiction or portfolio but the park serves a broader area than just Murray City). Approximately 40 community park acres within one to two miles of the study area will be required to serve the 2020 population anticipated in the area.

Traffic volumes interior to the area will increase with added population and jobs. The current internal circulation network is limited and will require increased capacity to move new resident and daytime population to the adjacent collector and arterial road network. In addition to road capacity, pedestrian and bicycle connectivity should be addressed to encourage all modes of transportation in the area both between uses internal to the study area and to the transit system and road network.



Birkhill at Fireclay, Murray

## SMALL AREA PLAN

### VISION

The 372 acre study area falls within three jurisdictions: South Salt Lake City, Millcreek Township and Murray City. Each jurisdiction has adopted a General Plan that addresses planning, land use, and growth jurisdiction-wide. Each jurisdiction has also identified specific areas of transition or redevelopment. In addition Murray City and Salt Lake County have adopted Redevelopment Project or Urban Renewal Project Area Plans for their portions of the study area. South Salt Lake City has drafted a form-based code applicable to the area around the Meadowbrook light rail station.

Prior to development of this small area plan, several planning and public outreach projects, including each jurisdictions' independent planning activities and Envision Utah and Wasatch Choice 2040 meetings, have focused on the vision for the area's future. Consistently, each of the projects has identified the area as in transition and appropriate for higher densities in a transit-oriented development environment. In addition to the existing planning documents and past public meetings, three public open houses were held as part of development of this small area plan. During each of the meetings, attendees (including local residents, business owners and other stakeholders) indicated their understanding that the area is in transition as a result of market forces and voiced their desire for additional public investment to enhance the viability of the area for mixed uses. (Full meeting notes are available in Appendix C.)

The three jurisdictions have a unified vision for the area as an area in transition from industrial and light industrial uses to a transit-supportive area with residential, office, and retail uses focused on the two transit stations with additional density and uses connecting the two station areas for a consolidated "Transit Supportive District" (TSD). The consolidated vision is stated as:

**Create a transit supportive district that connects the two areas of development concentrated around the Meadowbrook light rail station on the north and the Murray-North light rail station on the south. Incorporate high density housing, office, neighborhood retail, compatible light industrial, community/government and recreational open space uses. Development of the transit supportive district will include connectivity within the area for pedestrians, bicycles and automobiles.**

The following core concepts or guiding principles apply to the implementation strategy for the Millcreek/Meadowbrook Small Area Plan.

#### CORE CONCEPTS:

1. Transition of the area will occur in response to private market demand.
2. Public investment in the area will focus on providing the opportunity for private investment in residential, office, retail and compatible light industrial uses.
  - a. Connectivity for pedestrians and bicycles within the area and to the two transit station areas is a priority for public investment.
  - b. Open space to support additional residential development will be incorporated into development plans.
  - c. Transportation capacity, for all modes, to support additional residential and office development will ensure an efficient circulation system.
  - d. Utility capacity to support additional residential and office development.
3. Existing uses that are compatible with a mixed use area will be encouraged to stay and upgrade their properties consistent with the area's urban design concepts.

## GOALS, POLICIES & IMPLEMENTATION MEASURES

### ECONOMIC DEVELOPMENT

**GOAL:** To expand commercial growth within the Millcreek/Meadowbrook TSD.

**Policy:** Focus retail and business expansion efforts within the district including higher than average concentrations of residential units and employment.

**Implementation Measure:** Concentrate economic development strategies on the underutilized and undeveloped parcels identified in this plan.

**GOAL:** Promote mixed-use developments that integrate residential, office, retail, and low-impact light industrial uses.

**Policy:** Support mixed use development proposals that provide for a well-integrated mix of residential with retail and/or office.

**Implementation Measure:** Identify sites that are suitable for mixed-use projects; target transit station areas for transit oriented, mixed-use design.

**GOAL:** Advance the economic health of the area and the host jurisdictions including its commercial and residential areas.

**Policy:** Support existing businesses and established commercial nodes.

**Policy:** Enhance the quality of residential neighborhoods.

**GOAL:** To increase the utilization of land in the TSD.

**Policy:** Combine underused properties to make parcels that are “development ready.” Redevelop underused land to make it fit for residential, commercial, or appropriate industrial use.

**Implementation Measure:** Combine properties that are underutilized for future development. Replace older residential structures and outdated commercial buildings with commercial developments that allow for higher utilization of the land, while maintaining important historical structures. Identify and redevelop areas that topographically are not suitable for commercial and industrial use into high-density residential areas.

### LAND USE

**GOAL:** Stimulate redevelopment of deteriorating and threatened parcels within the TSD.

**Policy:** To identify areas where redevelopment will most benefit the area and where market driven redevelopment is most appropriate.

**Implementation Measure:** Establish site development and design guidelines to ensure quality development.

**Implementation Measure:** Develop partnerships to maximize the benefit to the community.

**GOAL:** Promote transit oriented development opportunities.

**Policy:** Maintain the joint-development efforts of Murray City, Salt Lake County, South Salt Lake City and Utah Transit Authority.

**Implementation Measure:** Adopt the Millcreek/Meadowbrook Small Area Plan.

**Implementation Measure:** Define TSD in each jurisdiction’s planning and zoning documents.

**Implementation Measure:** Adopt interlocal agreement(s) to ensure implementation of the plan in response to market-driven opportunities and minimize competition and “cannibalization” of opportunity between jurisdictions.

**GOAL:** Coordinate land use and transportation plans.

**Policy:** Develop a network of multimodal connections between distinct activity centers.

**Implementation Measure:** Encourage parking policies that will reduce the overall amount of paved areas in activity centers as well as in residential neighborhoods.

**Implementation Measure:** Provide alternatives to the single-occupant automobile, such as transit, bicycling and walking.

**Implementation Measure:** Create pedestrian-friendly streets through road diets, “Complete Streets” policies, and neighborhood traffic management.

**GOAL:** Coordinate land use and transportation plans.

**Policy:** Establish urban-level parking ratios for areas undergoing redevelopment

**Implementation Measure:** Minimize the presence of surface parking lots in the area by requiring parking to the rear or side of building.

**Implementation Measure:** Allow on-street parallel parking to contribute to overall parking ratios

**Implementation Measure:** Promote structured parking through adjusted parking ratios and other available measures

**GOAL:** Work to reduce greenhouse gas emissions related to transportation and vehicle miles traveled.

**Policy:** Support transit to make it a viable and competitive alternative to the single-occupant vehicle.

**Implementation Measure:** Adopt land use policies that support transit and increase ridership.

**Implementation Measure:** Plan for all modes of transportation (vehicles, transit, bicycles, and pedestrians) when considering the impacts of transportation and land use decisions.

**Implementation Measure:** Provide safe, connected, and attractive networks for bicycles and pedestrians.

## PARKS AND RECREATION

**GOAL:** Provide residents, employees and visitors with a system of area parks to encourage physical activity and connectivity with nature.

**Policy:** Establish a minimum number of park acres per 1,000 persons for neighborhood and community parks to adequately serve new residents.

**Implementation Measure:** Require new development to contribute to or provide adequate open space to meet established service levels.

**Implementation Measure:** Identify currently underutilized and incompatible properties for development into a community park.

**Implementation Measure:** Park facilities must meet National Recreation and Park Association standards.

**Implementation Measure:** All amenities must meet the applicable guidelines and policies for development, including but not limited to handicap accessibility, crime safety, and playground safety.

**Policy:** Parks are to be located central to a neighborhood or development and within a 15 minute walk of all residents.

**Policy:** Parks are the major focal point of each neighborhood and serve as a community gathering spot.

**GOAL:** Provide residents, employees and visitors with a coordinated and integrated network of multi-purpose trails and pedestrian pathways.

**Policy:** The TSD will be served by a system of trails connecting the area to valley-wide trails and to the transit stops, residential, retail and employment areas within the TSD.

**Implementation Measure:** Identify appropriate rights-of-way and areas to extend and create an integrated trail system linking area residential, employment, retail, and transit stops

**Implementation Measure:** Require new development to dedicate identified and planned trail connections.

## TRANSPORTATION

**GOAL:** Enhance Trax ridership by coordinating land use with transit opportunities.

**Policy:** Establish land use policies and zoning to encourage higher density development within one half mile radius of the Fireclay and Meadowbrook light rail stations.

**Implementation Measure:** Promote transit friendly development throughout the TSD to increase retail opportunities in the area.

**GOAL:** Promote balanced access for all modes of transportation.

**Policy:** All modes of transportation will be considered in the implementation of transportation policies and development.

**Implementation Measure:** Establish a coordinated and integrated trail system.

**Implementation Measure:** Construct adequate shoulders and sidewalks on the street system to supplement the bicycle/pedestrian trail system.

**Implementation Measure:** Establish a fully coordinated and linked system of Shared Use Paths.

**Implementation Measure:** Prioritize and coordinate the implementation of trail improvements along Big Cottonwood Creek.

**Implementation Measure:** Design corridors to be multi-modal using the “Complete Streets” approach

## URBAN DESIGN

**GOAL:** To establish key urban design approaches for creating a more aesthetic and livable community.

**Policy:** Create policies and zoning tools to establish a sense of place, enhance pedestrian experience and connections and allow differentiation between the various jurisdictions.

**Implementation Measure:** Create development guidelines that address the siting and design of new, positive landmarks as part of a unified architectural and site design process.

**Implementation Measure:** Require all new neighborhood and large development projects to address landmarks as part of the design process.

**Implementation Measure:** Develop unique gateway entrances at key locations.

**Policy:** Acknowledge the need to create meaningful urban/nature interfaces and to protect critical natural lands and environments.

**Implementation Measure:** Develop specific design guidelines for all built projects adjacent to the Big Cottonwood Creek and other sensitive natural areas.

**Implementation Measure:** Designate permanent open space corridors around Big Cottonwood Creek to accommodate public trails and preserve unique open space opportunities.

**Implementation Measure:** Utilize best management practices during the development and redevelopment process to reduce the discharge of pollutants to waterways and wetlands, to the maximum extent possible.

**GOAL:** Promote efficient and sustainable development patterns by encouraging infill and redevelopment of corridor-adjacent properties.

**Policy:** Cluster the most intense land uses in activity center nodes and in close proximity to public transit facilities.

**Implementation Measure:** Encourage the mixing of uses along a corridor, including jobs and housing in close proximity to one another.

**Policy:** Use the Three Rules of Urban Design to ensure growth along corridors preserves and creates sustainable commercial areas:

**Implementation Measure:** Build to the sidewalk

**Implementation Measure:** Make the building front permeable with doors and windows

**Implementation Measure:** Prohibit parking lots in front of buildings



Future development site, Fireclay, Murray

## FUTURE LAND USE

Planned future land uses are concentrated in the residential, office and retail categories. Table 3-1 provides a comparison of current and planned future uses.

**TABLE 3-1: COMPARISON OF CURRENT AND PLANNED LAND USES**

CATEGORY	CURRENT		PLANNED 10 YEAR		PLANNED 20 YEAR	
	ACRES	% TOTAL	ACRES	% TOTAL	ACRES	% TOTAL
Residential	46.9	15%	60.9	20%	74.5	24%
Retail	*		50.0	16%	50.2	16%
Commercial	136.6	45%	98.6	32%	57.8	19%
Industrial	24.5	8%	12.5	4%	12.0	4%
Public/Institutional	45.2	15%	30.0	10%	29.9	10%
Parks	15.0	5%	43.0	14%	81.0	27%
Vacant	37.2	12%	10.4	3%	0.0	0%
Total	305.4	100%	305.4	100%	305.4	100%

\* Retail accounted for in Commercial for Current land uses

Although the total acreage dedicated to commercial uses (including retail and light industrial) drops, the utilization of the acreage increases under the plan. For instance, although total acreage dedicated to the combined categories of retail, commercial and industrial decreases by more than 40 acres, the square footage is anticipated to increase by 500,000 square feet for office and 100,000 square feet for retail uses. These increases come from a more efficient use of existing acres or “densification” through consolidation and combination of parcels, shared and structured parking arrangements and lower, more urban, parking requirements. Figure 3-1 is the future land use map for the long-range. This map assumes that new development will concentrate around the two transit stations and then expand in the 20 year horizon to fill the entire TSD. The plan also assumes that the commercial strip along State Street will remain relatively stable in the 10 year horizon with additional investment and upgrade of uses in the 20 year horizon when population density justifies additional retail investment.

Figure 3-2 is the Future Land Use map for the 10-year planning horizon. This map identifies current and under-development land uses as of 2013 in solid colors and parcels identified for land use transition in scored colors. Parcels identified for transition to high density residential will accommodate approximately 3,400 new dwelling units at an average density of approximately 60 units per acre. Density is concentrated within 1/4 mile of each of the Trax stops identified by the gray circles. Towncenters are planned near each stop as identified by the red ovals. The Plan identifies an approximately 12 acre site for development of an office park adjacent to Big Cottonwood Creek. Improvement of the stream bank and construction of trail access is assumed as part of the office park development. The Plan also identifies the development of a significant community park on current industrial property straddling Big Cottonwood Creek west of the Trax line. Two of the parcels are currently underutilized as construction storage and staging areas. The third parcel is an active fertilizer plant that should be relocated within unincorporated Salt Lake County.

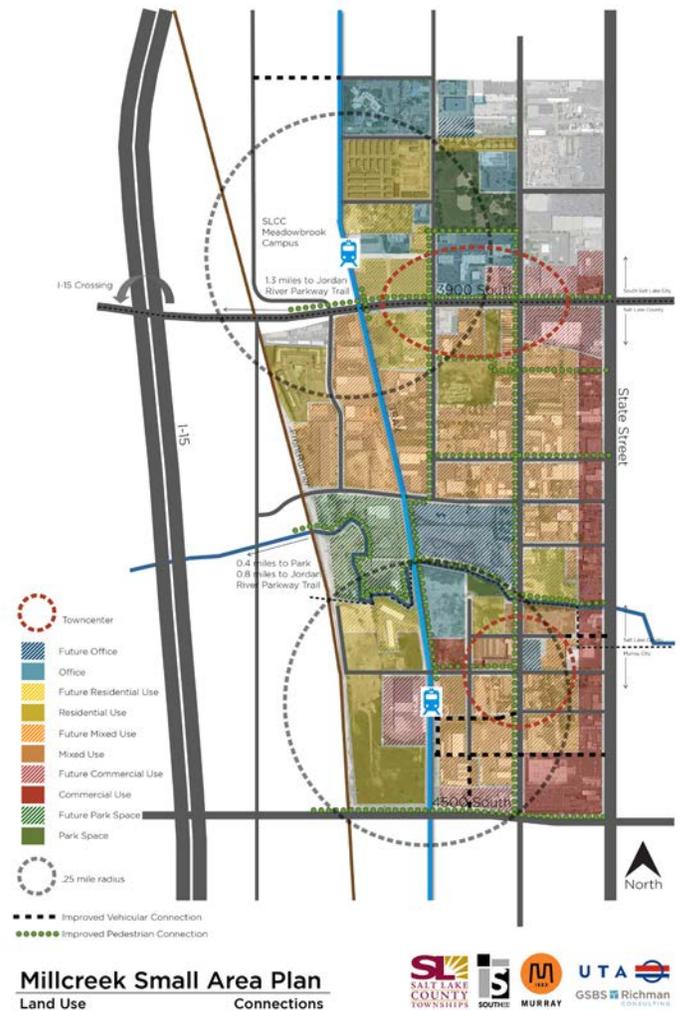
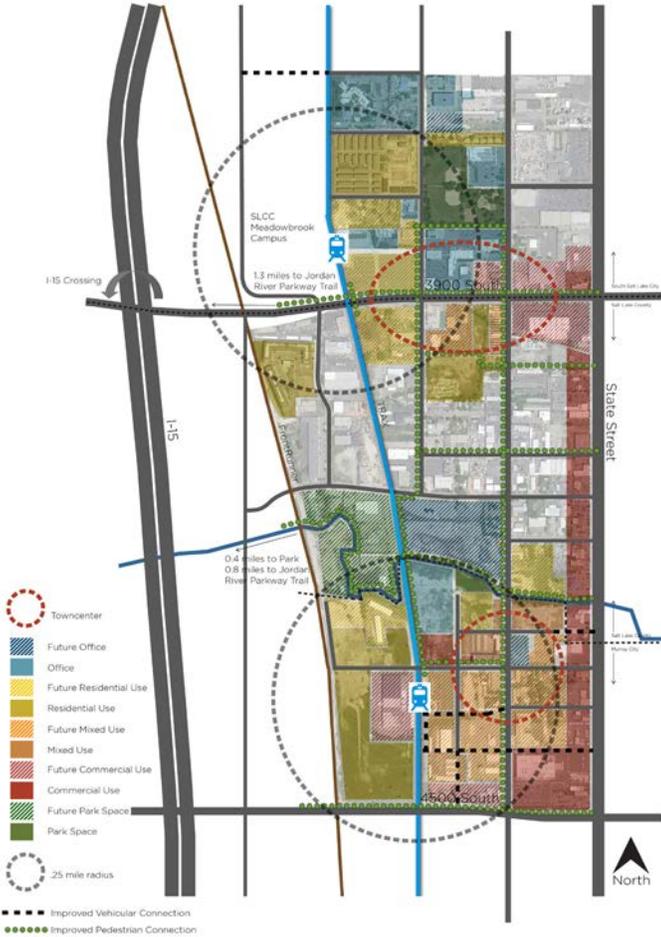


Figure 3-2: Future Land Use Plan - Long-Range



Potential office development site, Millcreek



Millcreek Small Area Plan  
Land Use Connections



Figure 3-2: Future Land Use Plan - 10 year Horizon

Realization of the planned land uses will occur only if the area has adequate infrastructure to support increased density and appropriate planning and zoning policies and provisions to protect the greater private investment represented in the plan. Infrastructure investments include connectivity and mobility enhancements as well as new parks, dedicated trails and stormwater and electrical facilities.

**CONNECTIVITY AND MOBILITY**

The current road network in the study area is discontinuous and inadequate for pedestrian and bicycle travel. Figure 3-3 provides a conceptual framework of connectivity for the area.



Figure 3-3: Proposed Connectivity Plan

All current roadways should be improved to include adequate width to accommodate a dedicated bike facilities as well as sidewalks for pedestrians and curb and gutter to improve storm drainage in the area. Table 3-2 is a list of the investments included to improve existing roads and drainage in the study area.

**TABLE 3-2: ROADWAY AND DRAINAGE IMPROVEMENT - PLANNING LEVEL ESTIMATES**

ITEM	QUANTITY	PRICE	UNITS
Mobilization	1	8.5%	% Construction
Public Information Services	1		Lump
Traffic Control	1	4.0%	% Construction
Maintenance of Traffic	1		Lump
Survey	1	1.0%	% Construction
Granular Borrow (Plan Quantity)	5,037	25	Cu Yd
Granular Borrow (Plan Quantity) (Median Drainage 2")	3,115	25	Cu Yd
Roadway Excavation (Plan Quantity)	25,690	10	Cu Yd
Untreated Base Course (Plan Quantity)	5,037	32	Cu Yd
HMA - 3/4 Inch	9,860	65	Ton
Concrete Curb and Gutter Type B1	28,000	15	ft
Concrete Sidewalk	7,556	32	Sq yd
Turf Sod	48,000	1	Sq ft
Pedestrian Access Ramp	22	1,100	each
Remove Fence	1,771	3	ft
Remove Trees	32	300	each
Remove Concrete Sidewalk	9,124	6	Sq yd
Remove Concrete Curb & Gutter	9,781	5	ft
Remove Utility Pole	69	2,000	each
Remove Mailbox	18	90	each
Remove Asphalt Pavement	32,244	30	Sq yd
Relocate Fire Hydrant	14	6,000	each
<b>Roadway &amp; Drainage</b>			

Source: URS

The items listed above are some commonly used items. The above list is not all inclusive. Additional standard items can be located in the Measurement and Payment Document located on the UDOT website at <http://udot.utah.gov/main/f?p=100:pg:0:::1:T,V:1921>

The needs in Table 3-2 assume the implementation of a standardized roadway profile that meets the following criteria.

**ROADWAY CRITERIA:**

- At least 8 feet of free pedestrian-way is available on at least one side of the street,
- Adequate capacity for bicycle facilities is available,
- When possible on-street parallel parking should be allowed,
- Storm drain solutions including bio-swales and turf.

In addition to the costs associated with improving the road network and storm drainage, the plan recommends investment in parks and dedicated trails. Table 3-3 provides planning level estimates for trail and park needs.

**TABLE 3-3: PARK AND TRAIL IMPROVEMENT COSTS - 10 YEAR PLAN**

ITEM	QUANTITY	PRICE	UNITS
Park Improvement	28	\$99,000	Acres
Park Facilities	28	\$372,000	Acres
Trail Improvement	7,800	\$32	Sq Yd
Total			

Source: GSBS

Electric distribution system costs will be borne by development in accordance with the requirements of the applicable power systems including Murray City Power and Rocky Mountain Power. Planning level estimates are not currently available for this investment.

Total infrastructure investment to support anticipated new development are significant. Some costs will be subject to impact fees in the appropriate jurisdiction. Some costs are eligible for funding through federal transportation and state trail development grants. Other costs will be reimbursed by tax increment financing available through the applicable redevelopment agency. In all cases, the investment of public funds should be targeted to leverage private investment.

## DEVELOPMENT PROGRAM

As identified in Section 2 – Projected Situation, there is significant opportunity for new residential development, limited opportunity for new office development, and increasing opportunity for new retail development in the area. Table 3-4 provides an estimate of the value of future development opportunity in the TSD.

**TABLE 3-4: CONCEPTUAL DEVELOPMENT PROGRAM - 10 YEAR PLAN**

	UNITS/SF	PRICING	VALUE
Residential	5,932	\$900/Mo	\$593,200,000
Office	500,000	\$22/SF/NNN	\$75,000,000
Retail	100,000	\$1.5/SF	\$8,500,000
Total			\$676,700,000

Source: GSBS

Taxable value of this development depends on the jurisdiction in which the development occurs.

This development program represents a residential capture rate of 8 percent of all new housing anticipated in Salt Lake County in the 10 year period. The office capture rate is 6 percent of the average annual absorption of office space in Salt Lake County. The central location and significant transportation assets of the area contribute to the ability of the study area to compete against other potential development locations in the valley.

## IMPLEMENTATION STRATEGY

Implementation of the Millcreek/Meadowbrook Small Area Plan will require the coordinated efforts of all stakeholders including Salt Lake County, Murray City, South Salt Lake City and UTA as well as other affiliated groups such as Wasatch Front Regional Council and UDOT. The following table provides an initial strategy for implementation of the plan. Key early activities include adoption of the plan by all jurisdictions, creation of a coordinating and management group with representation from all stakeholders, negotiation and adoption of interlocal agreements to ensure logical and coordinated pursuit of development opportunities, drafting and adoption of zoning codes to encourage the densities envisioned in this plan and investment in public infrastructure needed to attract private investment.

# IMPLEMENTATION PLAN

GOAL	OBJECTIVE	IMPLEMENTATION ACTIVITY/ACTION	REQUIRED ACTION
Focus public infrastructure spending to spur private investment	Increase pedestrian connectivity within the area	Install sidewalk/curb/gutter along the whole length of West Temple	Coordinate alignment and width between jurisdictions Coordinate "profile" and connectivity between jurisdictions Identify any needed r-o-w acquisition Engineer improvements Install Improvements
		Create a "HAWK" crossing on 3900 South between the Trax line and the West Temple intersection	UDOT approval  Identify any needed r-o-w acquisition Engineer improvements Install Improvements
		Adjust zoning to require pedestrian friendly urban design	Draft zoning changes Adopt zoning changes Implement zoning changes
	Ensure investing jurisdiction benefits from investment	Negotiate interlocal agreements to preserve tax base for investing jurisdiction	Negotiate interlocal agreements Adopt interlocal agreements Implement interlocal agreements
Expand commercial growth within the TSD	Coordinate economic development activities between all stakeholders	Negotiate interlocal agreements to preserve tax base for investing jurisdiction	Negotiate interlocal agreements Adopt interlocal agreements Implement interlocal agreements
		Work cooperatively to attract a grocery anchor to the area	Identify most likely grocery anchors Work with development community to attract grocery anchor
	Focus retail and business expansion efforts within the district	Adjust zoning to allow higher densities in TSD	Draft zoning changes Adopt zoning changes Implement zoning changes
		Identify vacant and underutilized parcels for redevelopment	Identify priority parcels Identify development partners
Promote mixed use developments that integrate residential, office, retail and low-impact light industrial uses	Support mixed-use development proposals that provide for a well-integrated mix of residential with retail and/or office	Adjust zoning to allow higher densities in TSD	Draft zoning changes  Adopt zoning changes Implement zoning changes
		Identify vacant and underutilized parcels for redevelopment	Identify priority parcels Identify development partners
		Address zoning provisions that make mixed-use development cost prohibitive	Develop urban-level parking requirements Ensure building code implementation enhances mixed use opportunities Develop urban design criteria to enhance mixed use and minimize negative interactions
	Advance the economic health of the TSD	Support existing businesses and established commercial nodes	Identify uses that are incompatible with the transition of the area Identify and facilitate appropriate areas of relocation within the County Identify existing uses compatible with the transition of the area Work with property owners to implement urban design measures to enhance the area
		Enhance the quality of residential neighborhoods	Invest in residential supportive infrastructure
		Assemble appropriate development parcels	Identify clusters of underutilized or vacant parcels for redevelopment Work with property owners and developers to acquire and redevelop parcels
Stimulate redevelopment of deteriorating and threatened parcels within the TSD	Identify areas where redevelopment will be most beneficial and attract private investment	Establish site development and design guidelines to ensure quality development	Identify design guidelines  Adopt design guidelines Implement design guidelines

GOAL	OBJECTIVE	IMPLEMENTATION ACTIVITY/ACTION	REQUIRED ACTION
Promote transit oriented development opportunities	Maintain the joint-development efforts of project partners	<ul style="list-style-type: none"> <li>Develop partnership to maximize the benefit to the community</li> <li>Establish an ongoing working group to guide implementation of this plan</li> <li>Negotiate interlocal agreements to preserve tax base for investing jurisdiction</li> <li>Adopt the Millcreek/Meadowbrook SAP</li> <li>Define TSD in each jurisdiction</li> </ul>	<ul style="list-style-type: none"> <li>Negotiate interlocal agreements</li> <li>Adopt interlocal agreements</li> <li>Implement interlocal agreements</li> </ul>
Coordinate land use and transportation plans	Develop a network of multimodal connections between distinct activity centers	Adopt land use policies to support transit and increase ridership	<ul style="list-style-type: none"> <li>Adopt the Millcreek/Meadowbrook SAP</li> <li>Adjust zoning codes to encourage density</li> <li>Require pedestrian friendly design</li> </ul>
Provide residents, employees and visitors with a system of area parks to encourage physical activity and connectivity with nature	Establish a minimum number of parks per 1,000 persons	<ul style="list-style-type: none"> <li>Establish current ratio of 3.3 acres of parkland/1,000 population as minimum for area</li> <li>Parks are the focal point of the neighborhood</li> </ul>	<ul style="list-style-type: none"> <li>Identify future park locations to maintain service level</li> <li>Require new development to participate in the funding and development of new parks and trails</li> <li>Design parks to national standards</li> <li>Ensure all park amenities are universally accessible</li> </ul>
Provide residents, employees and visitors with a multi-modal system	Connect activity centers within and without the TSD through a system of trails and pedestrian pathways	Identify appropriate rights-of-way and areas to extend and create an integrated trail system	<ul style="list-style-type: none"> <li>Ensure all ROW encourage multi-modal transportation</li> <li>Link all activity areas to transit</li> <li>Require new development to dedicate identified and planned trail connections</li> </ul>
Enhance TRAX ridership by coordinating land use with transit opportunities	<ul style="list-style-type: none"> <li>Establish land use policies and zoning to encourage higher density development within 1/2 mile radius of the light rail stations</li> <li>Promote transit friendly development throughout the TSD</li> </ul>		
Promote balanced access for all modes of transportation	All modes of transportation will be considered in the implementation of transportation policies and development	<ul style="list-style-type: none"> <li>Establish a coordinated trail system</li> <li>Construct adequate shoulders and sidewalks on the street system to supplement the bicycle/pedestrian trail system</li> <li>Establish a fully coordinated and linked system of shared-use paths.</li> <li>Coordinate implementation of trail improvement along Big Cottonwood Creek</li> <li>Design corridors to be multi-modal</li> </ul>	
Establish key urban design approaches	<ul style="list-style-type: none"> <li>Create policies and zoning tools to establish a sense of place, enhance pedestrian experience and connections and allow differentiation between jurisdictions</li> <li>Acknowledge the need to create meaningful urban/nature interfaces</li> </ul>	<ul style="list-style-type: none"> <li>create development guidelines that address the siting and design of new, positive landmarks</li> <li>Require all new neighborhood and large development projects to address landmarks as part of the design process</li> <li>Develop unique gateway entrances at key locations</li> <li>Develop specific guidelines for all projects adjacent to Big Cottonwood Creek</li> <li>Designate permanent open space corridors around Big Cottonwood Creek to accommodate public trails</li> <li>Utilize best management practices to protect waterways and wetlands</li> </ul>	
Promote efficient and sustainable development patterns	<ul style="list-style-type: none"> <li>Cluster intensive land uses in activity center nodes near public transit</li> <li>Implement the 3 rules of urban design</li> </ul>	<ul style="list-style-type: none"> <li>Encourage mixing of uses within 1/2 mile of the transit stops and along transportation corridors</li> <li>Build to the sidewalk</li> <li>Make the building front permeable with doors and windows</li> <li>Prohibit parking lots in front of buildings</li> </ul>	



Fireclay, Murray

## APPENDIX A - APPLICABLE GENERAL PLAN GOALS AND POLICIES

### MURRAY CITY

#### ECONOMIC DEVELOPMENT

**GOAL:** To Expand Commercial growth within the commercial core and designated strategic areas of Murray City as illustrated in Map 8-1.

**Policy:** Focus retail and business expansion efforts within the commercial core and strategic areas included in Map 8-1.

**Implementation Measure:** Identify any underutilized or undeveloped parcels located within Murray's commercial core (estimated at 700 acres) and concentrate economic development strategies on these areas.

**GOAL:** Promote mixed-use developments that integrate residential, office and retail uses.

**Policy:** Support mixed use development proposals that provide for a well-integrated mix of residential with retail and/or office.

**Implementation Measure:** Identify sites that are suitable for mixed-use projects; target transit station areas for transit oriented, mixed-use design.

**GOAL:** Advance the economic health of all of Murray City including its commercial AND residential areas.

**Policy:** Support existing businesses and established commercial nodes.

**Policy:** Enhance the quality of residential neighborhoods.

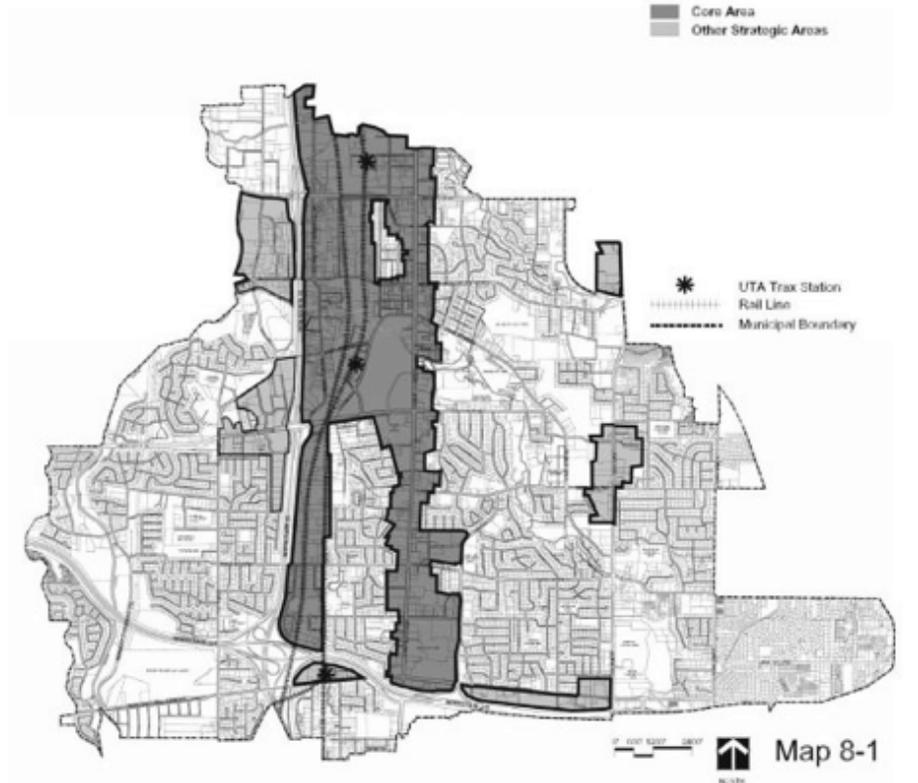
**GOAL:** To increase the utilization of land in Murray City.

**Policy:** Combine underused properties to make parcels that are "development ready." Redevelop underused land to make it fit for commercial or industrial use.

**Implementation Measures:** Combine properties that are underutilized for future development. Replace older residential structures and outdated commercial buildings with commercial developments that allow for higher utilization of the land, while maintaining important historical structures. Identify and redevelop areas that topographically are not suitable for commercial and industrial use into high-density residential areas.

## Economic Development: Commercial Opportunity Areas

## Murray City General Plan



### LAND USE

**GOAL:** Stimulate redevelopment of deteriorating and threatened areas of the city.

**Policy:** To identify areas where redevelopment will most benefit the city and where market driven redevelopment is most appropriate.

**Implementation Measure:** Establish site development and design guidelines to ensure quality development that is consistent with the Murray City General Plan.

**Implementation Measure:** Develop partnerships for both RDA and mark-driven projects to maximize the benefit to the community.

**GOAL:** Master Plan around transit oriented development opportunities.

**Policy:** Continue on-going communications with Utah Transit Authority concerning the three existing TRAX stations and the development of a commuter rail station in Murray.

**Implementation Measure:** Define Transit Oriented Development (TOD) districts.

**Implementation Measure:** Coordinate with UTA and WFRC in the development of a plan for the commuter rail station.

**Implementation Measure:** Prepare a detailed study for the proposed commuter rail station.

## PARKS AND RECREATION

**GOAL:** Provide Murray City residents with a coordinated and integrated network of multi-purpose trails and pedestrian pathways.

**Policy:** Embrace the establishment of a coordinated and integrated trail system.

**Implementation Measure:** Designate and convert the major street system as the pedestrian trail system.

**Implementation Measure:** Establish a fully coordinated and linked system of Shared Use Paths.

**Implementation Measure:** Prioritize and coordinate the implementation of trail improvements (In addition to the implementation measures above, the plan identifies a trail along Big Cottonwood Creek as a priority new trail alignment to be implemented in cooperation with Salt Lake County.)

## TRANSPORTATION

**GOAL:** Increase mass transit options in Murray.

**Policy:** Murray should work to strengthen both the existing TRAX light rail and the proposed commuter rail systems between State Street and I-15.

**Implementation Measure:** Continued transit friendly development should be promoted to allow for pedestrian access to shopping opportunities near State Street.

**Policy:** Explore opportunities at the Fireclay and Fashion Place West TRAX stations.

**Implementation Measure:** Murray City should work with UTA to explore access options at the Fireclay station and should consider an upgrade of existing east/west commuter rail crossings in the area north of Fireclay.

## URBAN DESIGN

**GOAL:** To establish key urban design approaches for creating a more aesthetic and livable community.

**Policy:** Improve edge and boundary conditions to reduce barriers, establish distinctions between Murray City and its neighbors, and soften harsh land use transitions.

**Implementation Measure:** Identify existing residential neighborhood edges that require stabilization, and develop appropriate implementation measures to stabilize key edges at community entrances.

**Policy:** Acknowledge the importance of preserving Murray's existing landmarks and nodes,

**Implementation Measure:** Protect existing landmarks and develop specific strategies to enhance their treatment.

**Implementation Measure:** Create development guidelines that address the siting and design of new, positive landmarks as part of a unified architectural and site design process.

**Implementation Measure:** Require all new neighborhood and large development projects to address landmarks as part of the design process.

**Implementation Measure:** Develop unique gateway entrances at key locations.

**Policy:** Acknowledge the need to create meaningful urban/nature interfaces and to protect critical natural lands and environments.

**Implementation Measure:** Develop specific design guidelines for all built projects adjacent to the Jordan River Parkway, Big and Little Cottonwood creeks and other sensitive natural areas.

**Policy:** Embrace the establishment of a coordinated and integrated trail system.

**Implementation Measure:** Designate and convert key routes as part of the Murray City pedestrian trail system.

**Implementation Measure:** Designate permanent open space corridors around Big and Little Cottonwood creeks to accommodate public trails and preserve unique open space opportunities.

**Policy:** Acknowledge the need to create meaningful urban/nature interfaces and protect critical natural land and environments.

**Implementation Measure:** Utilize best management practices during the development and redevelopment process to reduce the discharge of pollutants to waterways and wetlands, to the maximum extent possible.

## SOUTH SALT LAKE

### COMMUNITY VALUES

1. Work with adjacent municipalities, the Wasatch Front Regional Council, and other groups to provide coordinated and sustainable planning.
4. Change and development should consider the existing built environment.

### LAND USE

1. Regulate land uses based on compatibility with surrounding uses, residential areas and economic feasibility. Maintain residential, business and industrial areas that are vibrant and where the health and safety of all are protected.
4. Capitalize on South Salt Lake's vast transit options by creating specific transit-oriented development land use plans, using current best practices.
6. Adopt programs that enhance neighborhoods and keep residential streets clean and attractive.
8. Accommodate higher density housing in appropriate areas.
9. Create an individual identity for each residential neighborhood.
10. Enhance the street appearance in business and commercial areas.
11. Make business and commercial areas more pedestrian and bicycle friendly.
12. Adopt design standards for business and commercial areas.
13. Redevelopment of property should be actively pursued and incentives, when deemed appropriate, should be offered to further this goal.

### TRANSPORTATION

1. Maximize efficiency of existing roadways in South Salt Lake.
3. Develop walking and bicycling as viable transportation choices for residents of all abilities, age, and income levels.
4. Enhance transit options available to South Salt Lake residents and employees.

### HOUSING

1. Seek to supply a broad range of housing types and styles with community sustainability in mind.
2. Improve the overall quality of existing housing stock.
3. Infill housing should be encouraged.
5. Strict development and design standards should be adopted that will result in desirable, modern and attractive houses

## APPENDIX B

### INFRASTRUCTURE EVALUATION

#### PLAN RECOMMENDATIONS

While the study area contains three jurisdictions, the evaluation and recommendations are intended for a seamless and coordinated infrastructure improvement plan. The planning team evaluated the infrastructure information and data within the study area to accomplish the following objective for all three jurisdictions:

- Improve/identify infrastructure improvements to facilitate, attract, and sustain development opportunities.

A well-developed regional roadway network currently serves the study area. This network includes two east-west arterials; 4500 South and 3900 South, and State Street providing north-south connectivity. 4500 South provides access to I-15 and State Street provides direct access to I-80 3.5 miles to the north and connectivity to I-15 via 3300 South. Specifically, the study satisfies the objective for regional connectivity. Internal circulation appears to be the prime deficiency of the project area. Secondary deficiencies include inconsistent of curb, gutter, and sidewalk, inconsistent roadway cross-section, and street lighting.

#### INTERNAL CIRCULATION EVALUATION AND RECOMMENDATIONS

##### NORTH-SOUTH ROADWAYS

The study area contains six north-south roadways. State and Main Street are the only two roadways that are continuous through the study area. West Temple terminates at Central Avenue; Howick Street begins at 3900 South and also terminates at Central Avenue. Birkhill (50 West) and 200 West are internal roads, which do not connect to any east-west arterial or collectors. The study team evaluated options to provide connectivity to the four discontinuous north-south roadways. The Murray City TMP identified extending West Temple to the south and connecting to 4500 South via Birkhill (50 West). The study team evaluated this option and came to the conclusion this connection was problematic for the following reasons. First, connection to Murray City transportation network (Birkhill Boulevard) would disrupt the proposed development plans in this area. This would be a minor obstacle but would require the development/Murray City to coordinate with Salt Lake County, and additional property owners not associated with the development. Secondly, Birkhill Boulevard is not continuous to 4500 South and even if it were, there is a substantial grade change to 4500 South, which would require costly grading and excavating to provide connectivity. Connecting West Temple beyond Cottonwood Creek is not a viable option for the study area.

A second north-south roadway the planning team evaluated was Howick Street. Howick Street begins at north boundary of the study area and proceeds south and terminates at Central Avenue. The difference between Howick and West Temple, is that Howick is on the western edge of the study area and could potentially provide additional internal circulation. This proposed connection would require the negotiation and acquisition of right of way, crossing Cottonwood Creek, and connection to 200 West in Murray (Figure 123). While this connection is not imperative to immediate development, it is recommended for improving internal circulation and connectivity and should be considered for any redevelopment in this area of the study area.

Capitalizing on the existing network to achieve the objective can be accomplished with improvements along Main Street. The planning team identified several advantages with improving Main Street in the study area. First, it is continuous throughout the study area, which provides direct connectivity to 3300, 3900, and 4500 South. Additionally, it has six local streets, which connect, directly to State Street (Figure 1234). Connectivity from Main Street to West Temple and the western part of the study area is not as developed; however, the potential to

achieve additional connectivity is unlimited through redevelopment opportunities. Secondly, Main Street has an existing right of way 66 feet. Although, this is not apparent due to the lack of curb and gutter and inconsistent public and private fixtures such as fences, parking, and utility poles. The 66-foot right of way provides the opportunity for a cross section similar to what has already been developed within Murray’s area of Main Street. The planning team evaluated some design options for 66-foot right of way and determined it would be ideal for a consistent roadway through the study area. Maintaining a consistent roadway cross section is important for the redevelopment in this area and inconsistent infrastructure has been lacking in the study area.

In order to maintain a consistent cross section, the planning team proposed a similar cross section to what has been developed in Murray. In addition, the planning team introduced center medians for two reasons. First, center medians are introduced as linear green space. In evaluating the existing conditions, the planning team identified areas with and without landscaped park strip. While the park strip meets the development standards for most roadways, the planning team felt that continuing this theme wouldn’t capture the progressive planning for the area. Comments from the public open houses identified a desire for green space connectivity. Green space connectivity in this context implies a passive network of open, landscaped areas and not necessarily a trail network. The planning team evaluated the options for green space connectivity and concluded that while park strips provide green space, park strips on either side of the roadway may not necessarily maximize an area for green space connectivity within the study area. Additionally, park strips over time if not maintained lose their purpose and often become paved. The planning team evaluated opportunities to maximize a green space network in a small area and felt that center medians could achieve this goal more than park strips.

Second, Office of Township Services staff realizes the need for a comprehensive storm drain evaluation and plan for the area. Although this plan is not intended to achieve that goal, the planning team considered design options to accommodate storm drainage in the area. Therefore, the center landscape median has been proposed as bio-retention area to accommodate some storm drainage in the area. The bio-retention area is a natural methodology to capture storm water, filter, and recharge the groundwater. This is achieved through allowing the median to be depressed as opposed to being raised, which is common for most center medians. This depression serves as a center roadway drainage swale or a bio-retention area.

Center Median Bio-retention Swale - Delaware x



Figure 1234





Center Median Bio-retention Swale – Washington DC

Curbing is still provided around the median but is designed with inlets for water drainage (Figure 1234). Although the medians cannot be continuous along Main Street due to access, but providing these at intervals along Main Street can greatly accommodate some drainage. To maximize the opportunity for bio-retention areas, center medians should also be considered along West Temple and Central Avenue as well.

#### EAST-WEST ROADWAYS

Improvements to the east-west roads pose unique situations. First, most of them only provide connectivity for a single block, either between State and Main Street or Main and West Temple. The two exceptions are Central and Gordon Avenue. Fireclay is a third road that is connected between State Street and 200 West but is currently being improved through redevelopment projects in Murray City.

Since many of the other east-west roads are not continuous, the planning team recommends that only two be considered for extension to provide greater internal connectivity. The total number of east-west roads is ten and improving two at specific intervals would increase greater connectivity. The two roads are Central and Guest Avenue. One criterion the

planning team considered for east west roads were the long-term options for connectivity and the access control to State. Since State Street is access controlled forcing additional volume on a controlled access could create queuing issues or exposing geometric problems at some intersections. Therefore, roads without controlled access were recommended for improvements and potential extension. Extension is to provide connectivity between State and West Temple or 200 West if applicable.

Central Avenue is continuous from State Street to 300 West and Gordon is continuous from State Street to West Temple. Discussed previously, improving the Frontrunner undercrossing to accommodate improved connectivity would create additional circulation problems. The planning team recognizes this connection as a long-range goal and should be evaluated further with improvements to 300 East and respective intersections at 3900 South and 4500 South. Connecting Gordon Avenue west of West Temple is not an option.

Although improvements to 300 West and the Frontrunner undercrossing are not identified in the WFRC Long Rang Plan and timing is unknown, improvements to Central Avenue are recommended from this plan. Central Avenue is located midway between the upper and lower ends of the study area. It can serve as the east-west gateway road to the core of the study area. Central Avenue should consist of a similar cross section as identified for Main Street. It currently has the same 66-foot right-of-way as Main Street and providing center medians will aid in storm drain retention, controlled access, and infrastructure continuity. With or without improvements to 300 West and the Frontrunner undercrossing, improvements to Central Avenue are warranted for incremental steps for achieving long-range planning goals.

Improving connectivity on Guest Avenue increases the circulation and development opportunities in the northern study area. Connectivity between State, Main, and West Temple doesn't exist between 3650 South and 3900 South. Guest Avenue, which is outside of the study area, is continuous between State and West Temple. Therefore, the planning team considered connectivity options for 3650 South, Price Avenue, and 3700 South. Each of the roads would require substantial land and property acquisition during any redevelopment of the area. Furthermore, the land uses east of Price and 3700 South are viable and stable and considering a redevelopment is not foreseeable in these areas. Land uses east of 3650 are also viable but are configured poorly for access. Connecting 3650 South to Main and State Street is probably feasible but not recommended. Connection should only be considered if the area is considered for redevelopment opportunities.

#### ESTIMATED COSTS

The planning team prepared estimated costs for improvements along Main Street between 3900 South and Big Cottonwood Creek. Estimates for Murray City were not prepared since most improvements to Main Street have been completed or are in process of being completed. Since the plan recommended that many of the streets receive similar improvements, these costs can also be estimated for other roadways. Quantities would need to be adjusted for obtaining estimates. The intention of the cost estimates is to provide the project sponsor an "estimate" for infrastructure improvements and should not be considered comprehensive or final costs. Final or comprehensive costs will be associated with project specific design.



Birkhill in Murray

## APPENDIX C

### PUBLIC OPEN HOUSE AND ELECTED OFFICIALS WORKSHOP

#### MEETING NOTES

MILLCREEK/MEADOWBROOK SMALL AREA PLAN  
 COMMUNITY/STAKEHOLDERS OPEN HOUSE  
 OCTOBER 1, 2013  
 COUNTY COUNCIL BOARD ROOM  
 2001 S. State Street, #N2003  
 Salt Lake City, Utah

#### OVERVIEW:

The Millcreek/Meadowbrook Small Area Plan process kicked off with an initial community/stakeholders open house on October 1, 5 - 9 pm in the County Council committee meeting room at the County Government Center. Attendees were:

NAME	AFFILIATION
Ron Dowdle	Property/business owner
Bob Fisher	Owens 80 acres (location unclear)
Todd Draper	County Planning
Leslie Reberg	Councilman Granato's AA
Max Johnson	County Planning
Richard Brockmyer	UTA
Paul Bringhurst	County RDA
Debra Ekins	Realtor
Jacob Splan	UTA/area resident
John Janson	Millcreek Planning Commission
Laura Crapo	Millcreek newsletter
Derrick Sorensen	UTA
Rita Lund	County/Millcreek

OPEN HOUSE:

There were presentation boards and opportunities for attendee input on flip charts next to each board. In addition to comments on the flip charts attendees were given the opportunity to ask questions, give verbal input and provide leave-behind “comment cards.” Figure 1 is the comment card.

Figure 1

PRESENTATION:

Christine Richman, GSBS Richman Consulting, gave an overview of past planning activities and the goals of the current small area plan process. The presentation included background demographic and socio-economic data about the area.

The audience for the presentation and discussion was primarily staff and entity representatives. As a result the public input portion became a conversation with a small business owner from the area. Mr. Dowdle owns an automobile repair shop on West Temple, across the street from the Bud Bailey apartments.

Mr. Dowdle indicated that he was concerned about the findings in the draft Millcreek Urban Renewal Area Project Area Plan. He was concerned that automobile repair shops, such as his, were identified as potential environmental hazards. Christine explained the purpose of the Urban Renewal Area plan and reassured Mr. Dowdle that there was nothing in the URA plan itself that would force him to move his business. The group then discussed Mr. Dowdle’s impressions and vision for the area. Mr. Dowdle stated that he felt the Bud Bailey apartments are a good example of how things and should develop and look in the area. He is concerned that his small parcel (0.28 acres) will not be viability after the transition. He wants to make sure he’s in control of his own future.

Mr. Dowdle indicated that it is important to improve the “look” of the area while still maintaining viable business functions. Christine asked if he felt that residential is a viable future use for the larger area. He said that he likes the idea of residential uses in the area because the new residents represent new customers. He would like to see additional “service-related” businesses in the area. This means that some of the existing commercial areas that are not retail or service oriented may need to transition (i.e. industrial suppliers, etc.)

Project team members asked Mr. Dowdle if he felt the future of the area was walkable. Mr. Dowdle stated that many of his customers already access the TRAX station at 3900 South. He said that they drop off their cars and then walk (sometimes in the street) along West Temple to the stop on the other side of 3900 South. He

indicated that the route isn't great by can be improved through street and sidewalk upgrades. He stated that other improvements should include signage and overall visual appearance. Mr. Dowdle is concerned about the right-of-way and alignment of West Temple as it relates to his property.

Mr. Dowdle indicated that in his opinion the most effective improvements for the area would be sidewalk and curb & gutter. He stated that he will stay involved in meetings and the conversation about the future of the area. He would like to see more businesses to serve new residents such as more retail and more services.

#### FUTURE ACTIONS:

The biggest concern arising out of the first community/stakeholder open house was the lack of attendance from area residents, business owners and other stakeholders. The website will be widely distributed, planning staff will distribute flyers notifying area residents and business owners of the next open house and GSBS Richman staff will reach out to area businesses to improve attendance at the next meeting.

## WEST MILLCREEK/MEADOWBROOK SMALL AREA PLAN

ELECTED/APPOINTED OFFICIALS MEETING MINUTES

OCTOBER 2, 2012

SALT LAKE COUNTY BUILDING NORTH RM 2003

Meeting began: 4:09 p.m.

#### Attendees:

CHRISTINE RICHMAN - GSBS Richman

ALEX BESERIS - URS

JESSE ALLEN - GSBS Richman

MAX JOHNSON - Salt Lake County

TODD DRAPER - Salt Lake County

SPENCER BRIMLEY - Salt Lake County

PAUL BRINGHURST - Salt Lake County

RICHARD BROCKMYER - UTA

PATRICK LEARY - Salt Lake County

BRENT BEARDALL - Salt Lake County

ANN OBER - Millcreek Planning Commission

TOM STEVENS - Millcreek Planning Commission

LESLIE REBERG - Salt Lake County

SAM GRANATO - Salt Lake County

STACEE ADAMS - Salt Lake County

HEATHER MASTAKAS - Salt Lake County

RITA LUND - Salt Lake County

KERRI NAKAMURA - Salt Lake County

ANDREA PULLOS - Salt Lake County

COMMENT THAT OTHER NAME FOR THE AREA IS ARTESIAN DOWNS

CR explained project background, scope and goals. Current project combines previous planning efforts and additional research to create cohesive master plan

CR introduced consultant team

URS involved to coordinate and fill in gaps of infrastructure managed by different municipalities

CR mentioned that Area is in transition with many new housing units recently built and planned, this puts pressure on existing infrastructure. Explained current and future land use plans.

Question about TRAX lines. Red line to University goes through Meadowbrook station making it possible for area to serve student housing

Area is located to accommodate future growth, assets, middle of the valley location. CR asked for input from attendees to identify opportunities and thoughts on preferred direction for development.

Question asked about possibility to combine individual properties to create RDA effort. CR mentioned 2007 study about underutilized property study. Paul has study and will get to Christine.

Conditional use permit on Aggregate Plant has expired. Current zoning allows aggregate trucks to run all night and residents are starting to complain. County has put them on notice and will follow up.

Kerri mentioned east-west connection that runs along 3900 S. Route should be promoted as asset, connects Area to the heart of Holladay.

Comment about lack of restaurants and grocery in area. Paul mentioned market can support grocery but tax revenue and location is controversial. Hope for partnership between South Salt Lake and Murray, collaboration between municipalities in sharing tax revenue of grocery. Household income may not support Trader Joes or Harmon's but may support WinCo, Smiths, etc. Question of incentivizing grocery. CR mentioned Walmart Neighborhood Grocery was attracted to Magna area through incentives.

Patrick identified Big Cottonwood Creek as walkable amenity. Comment that Murray has plan for trail.

Maintenance Facility for County identified next to Deseret Industries as potential land use opportunity.

Household income is lower in area due to fewer dual income houses.

UTA has developer attached to 3900 South property. They don't have a proposal yet but will most likely be large multi family project rather than retail or townhomes.

Infrastructure improvements need to be made to cross over 3900 South from TRAX stop. CR mentioned study where 3900 South was tagged as most needed bicycle improvement in study area.

Murray has required developers to improve property along the Big Cottonwood Creek. Suggestion that Millcreek do similar. Jim Brass identified as spearhead of improvements in Fireclay area.

Tim Tingey, administrative and development director of Murray City, commented that design elements were critical to improvements as well as transportation plan. Elements such as wider sidewalk, trails, etc. Retail on ground floor and residential above experience seems to be working despite criticism that people say it doesn't work in Utah. Have flexibility to have commercial uses such as office rather than only retail. Live work units are popular and selling well.

Question about amount of environmental degradation in area. Some studies were done by the County RDA. Some contamination was found but nothing major. CR mentioned brownfield grant will help further study. Paul mentioned there may be a perception of contamination. Comment that perception may be beneficial for potential development because it keeps land costs down.

Question about existing roads, sidewalks, and other infrastructure. CR mentioned it is spotty. Alex is working on getting comprehensive study of infrastructure and will include in completed study.

Ann mentioned people don't want to live in a place where they can't walk, recreate, or have access to services.

Tom asked about how these ideas can be implemented. CR mentioned that this plan will address specifics of implementation. Area is complex because of different municipalities management and also the fact that many landowners may be content with the current state of the area.

Ann asked about tax data and if Area is a net giver/taker. Concern about transitioning to a net taker.

Tom agreed that big asset is Big Cottonwood Creek and it's central location in the valley. Tim mentioned that trail system is planned to be implemented by Murray City with some current landowners and proposed projects.

Leslie asked question about annexation potential in the area. Murray mentioned they haven't had any interest in the last 5 years.

Meeting ended: 5:17

## COMMUNITY OPEN HOUSE #2

OCTOBER 30, 2013

WESTECH ENGINEERING CONFERENCE ROOM, 3665 S WEST TEMPLE

### Attendees:

CHRISTINE RICHMAN - GSBS Richman

ALEX BESERIS - URS

JESSE ALLEN - GSBS Richman

MAX JOHNSON - Salt Lake County

TODD DRAPER - Salt Lake County

PAUL BRINGHURST - Salt Lake County

RICHARD BROCKMYER - UTA

FRANCIS XAVIER LILLY - South Salt Lake

Suggestion to lower speed limits on 3900 South near State and Main.

Comment expressed that island in the middle of State Street hurt business on the opposite side of the road by 50%

WesTech executive expressed commitment to the area for future expansion and would like to see additional sidewalks and trails for employees and local residents.

Suggestion to improve and install sidewalks along 3900 South

Suggestion to use parking lane along streets for a multi use trail that is visible

Concern expressed about transient issue in Harmony Park. Suggestion to include residential use around park to increase the number of eyes on the park and help reduce crime.

Suggestion to include restaurants, culture, pharmacy, etc into plan

Suggestion to add more lighting on Main Street, especially near new development

## COMMUNITY OPEN HOUSE #3

NOVEMBER 11, 2013

WESTECH ENGINEERING CONFERENCE ROOM, 3665 S WEST TEMPLE

### Attendees:

CHRISTINE RICHMAN - GSBS Richman

ALEX BESERIS - URS

JESSE ALLEN - GSBS Richman

MAX JOHNSON - Salt Lake County

TODD DRAPER - Salt Lake County

PAUL BRINGHURST - Salt Lake County

RICHARD BROCKMYER - UTA

FRANCIS XAVIER LILLY - South Salt Lake

CR presented progress on planning effort including revised landuse and connections maps. CR also presented two options of where to place the primary link between the north and south town centers, one on Main Street and one on West Temple.

Concern expressed about the West Temple connection possibly being too separated from the grocery use that may make sense on the southwest corner on State and 3900 S.

Suggestion to include more park space in the master plan for the area. Park space recommended for in the increased development of higher density housing. Location could be along the proposed trail system along Big Cottonwood Creek. Suggestion to place park on both north and south side of the creek.

Several community members expressed favor for the West Temple connection option.

Suggestion to put grocery in plan

Concern expressed about the safety of the Fireclay and Main Street intersection.

Comment to include the park under construction south of the creek and north east of the health clinic on the land use map.

Suggestion to improve street lighting in planning area

Question raised about the need for a school in the planning area.

## ELECTED/APPOINTED OFFICIALS MEETING #2

DECEMBER 4, 2013

SALT LAKE COUNTY GOVERNMENT CENTER, N2003

### Attendees:

CHRISTINE RICHMAN - GSBS Richman

ALEX BESERIS - URS

JESSE ALLEN - GSBS Richman

MAX JOHNSON - Salt Lake County

TODD DRAPER - Salt Lake County

PAUL BRINGHURST - Salt Lake County

RICHARD BROCKMYER - UTA

TIM TINGEY - Murray City

Comments made addressing several parcels on land use map:

Including taking off the proposed mixed use zone from the power station property along 3900 South

Change park land use near Big Cottonwood from proposed to existing. Adjacent development near the health clinic is currently developing that area as a park.

Concern expressed about the large parcel north of the concrete plant being for sale.

Suggestion to display municipal boundaries on land use map.

Change mixed use and residential land uses near health clinic from proposed to existing

Adjust north town center dashed line from circular to oval to include both the Main-3900 S and West Temple-3900 S intersections.



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**STAFF SUMMARY AND RECOMMENDATION**

<b>Public Body:</b>	Millcreek Township Planning Commission	<b>File Number:</b> 29328
<b>Meeting Date:</b>	5/13/2015	
<b>Request:</b>	Rezone from R-1-10 and R-2-10 to R-2-8	
<b>Zone:</b>	R-1-10 (Single Family Residential) / R-2-10 (Single Family Residential)	
<b>Property Address:</b>	3671 South 2300 East	
<b>Applicant:</b>	John Kruger	
<b>Planner:</b>	Todd A. Draper	

**Project Description:**

Applicant is requesting a rezone from R-1-10 (Residential Single Family, 10,000 sq. ft. Lot size) and R-2-10 (Residential Two-Family, 10,000 sq. ft. Lot size) to R-2-8 (Residential Two-Family, 8,000 sq. ft. Lot size), the purpose of the rezone is to potentially accommodate subdivision of the property to include an additional residential lot.

**Site and Vicinity Description (see attached map):**

The properties are located at approximately 3671 South 2300 East. Predominately the area is residential in nature with a mix of both single-family and two-family dwelling units. The rear property is actually split zoned at the moment with the portion nearest the public street being zoned R-2-10 and the rear being zoned R-1-10. There are some properties zoned R-2-8 that are North of the subject properties..

**Zoning Considerations:**

<b>Requirement</b>	<b>Standard</b>	<b>Proposed</b>	<b>Compliance Verified</b>
Height	<b>35'</b>	<b>35'</b>	<b>Yes</b>
Front Yard Setback	<b>R-1-10: 30'</b> <b>R-2-10: 30'</b>	<b>30'</b>	<b>Yes</b>
Side Yard Setbacks	<b>R-1-10: 10'</b> <b>R-2-10: 8'</b>	<b>8'</b>	<b>Yes</b>
Rear Yard Setback	<b>R-1-10: 30' – 15'</b> <b>with Garage</b> <b>R-2-10: 30' – 15'</b> <b>with garage</b>	<b>30' – 15' with</b> <b>Garage</b>	<b>Yes</b>
Lot Width	<b>R-1-10: 80'</b> <b>R-2-10: 65'</b>	<b>65'</b>	<b>Yes</b>
Lot Area	<b>R-1-10: 10,000 sq. ft.</b> <b>R-2-10: 10,000 sq. ft.</b>	<b>10,000 sq. ft.</b>	<b>Yes</b>
Parking	<b>2 spaces per</b> <b>dwelling unit</b>	<b>2 spaces per</b> <b>dwelling unit</b>	<b>N/A</b>
Compatibility with existing buildings in terms of size, scale and height.			<b>N/A</b>
Compliance with Landscaping Requirements.			<b>N/A</b>
Compliance with the General Plan.			<b>See Staff Analysis</b>

**Issues of Concern / Proposed Mitigation:**

Issue of Concern: Future Uses: The applicant has identified that they would like to change the existing zoning in order to add an additional flag lot to the rear of the existing home. The change of zoning would also allow for the potential change from single family dwellings to that of two-family dwellings or other residential structures.

Proposed Mitigation: Future development of the property would require separate applications. This may include an application to amend the existing subdivision and receive approval of that application in order to add an additional lot. The provisions of the adopted flag lot policy will apply to the rear lots.

**Neighborhood Response:**

No response received to date.

**Community Council Response:**

This item will be presented to the East Millcreek Community Council on May 7, 2015. Their response will be presented directly to the Millcreek Township Planning Commission at the Planning Commission meeting.

**Reviewing Agencies:**

The agencies/professionals listed below have been consulted regarding this request. In some cases the agency cannot complete a final review/approval until the Planning Commission has rendered a decision regarding the proposed use and site plan.

SLCO Planning -  
Recomending Approval (see below)

Compliance with current building, construction, engineering, fire, health and safety standards will be verified prior to final approval.

**Staff Recommendation:**

*“The county council, after review of the recommendation of the planning commission, may approve, deny, alter or remand for further review and consideration any application for zone change referred to the council by the planning commission.” [19.90.030]*

Staff has reviewed this request for compliance with the Millcreek Township General Plan and standards set forth in the Salt Lake County Zoning Ordinance (Title 19). The

property is located in an area slated for little to no change in zoning designation. While there are some portions of the general plan that would support the requested change there are other elements, including the land use plan that do not completely support the change.

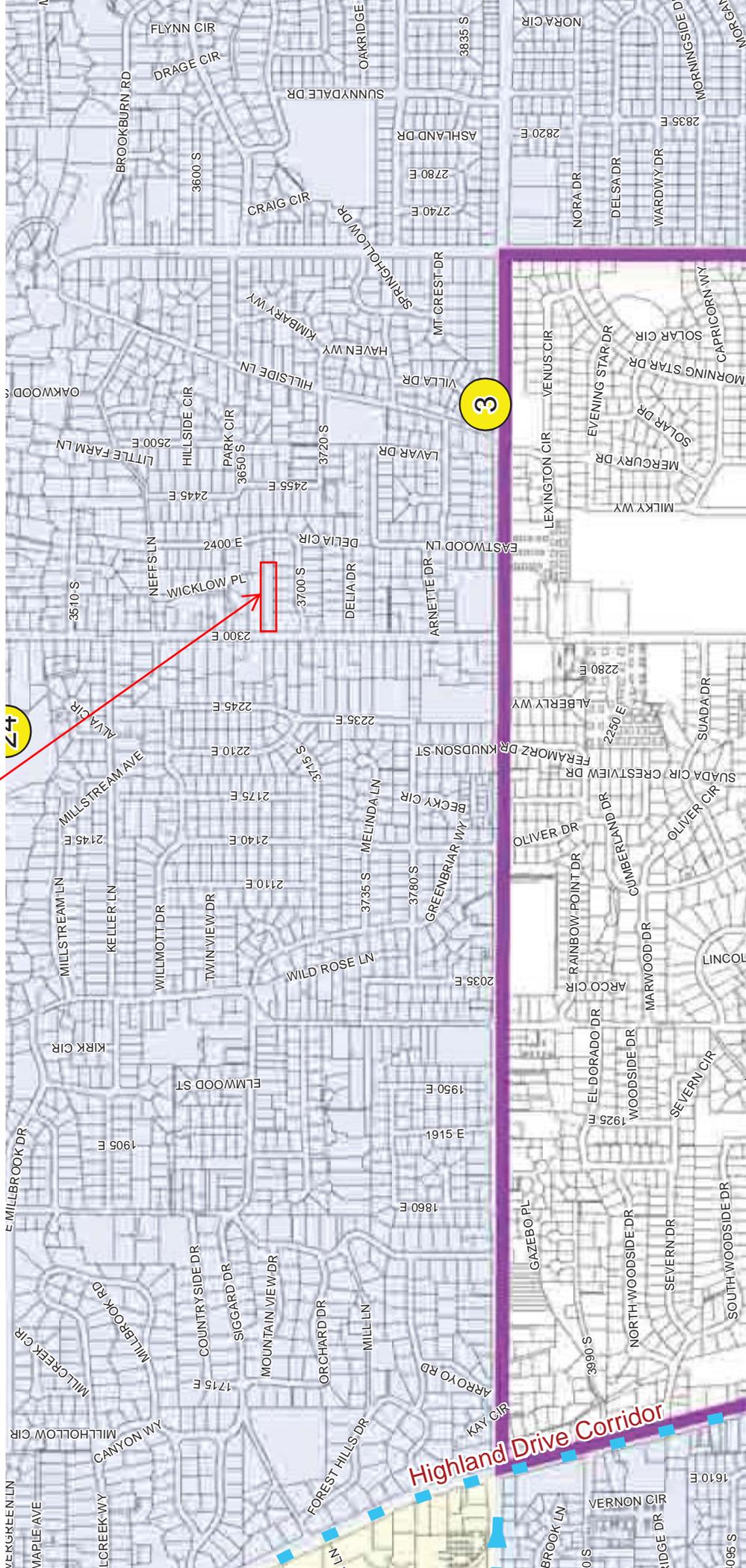
Given the proximity to other areas of the neighborhood with similar zoning, and in light of the fact that the property currently is split between two zoning classifications, planning staff recommends that the Millcreek Township Planning Commission make a favorable recommendation of approval of the Rezone to the County Council.

# 29328 Zoning Map





Subject Property



3

24

Highland Drive Corridor

### MILLCREEK GENERAL PLAN – OFFICIAL MAP

1. The Official Map is intended to serve as a guide to areas of anticipated and desired stability of growth absorption.
2. The Official Map should be used in conjunction with the Best Practices and the Context sections of the General Plan when making planning decisions.
3. The Official Map colors indicate a range in the level of stability and intensity of and activity within the Township.
4. The Official Map colors do not relate to any particular land use or zoning designation.
5. The Official Map is not a zoning map. The zoning map should be used to make changes to specific land uses.
6. This Official Map format does not allow staff at the Planning & Development Services office to suggest whether or not a proposed zone change will be approved.
7. Review Steps:
  - a. Locate the proposed change on the Official Map.
  - b. Determine the anticipated level of stability and intensity of the area in which the proposed change occurs (Green, Blue, Yellow, Red, Corridor).
  - c. Determine if the proposed change would result in a level of change that is consistent with the Official Map.
  - d. Determine if the proposed change is consistent with the relevant Best Practice(s) Core Concepts and Key Questions.
  - e. Provide Comments, Questions and Feedback on the proposed change.

### Legend

-  GP Millcreek Projects
-  Millcreek Corridors - Adaptable-Flexible Changes
-  Township Boundaries
-  Focused Area of Change
-  Little To No Change
-  Moderate Change
-  Stable Areas

MAP

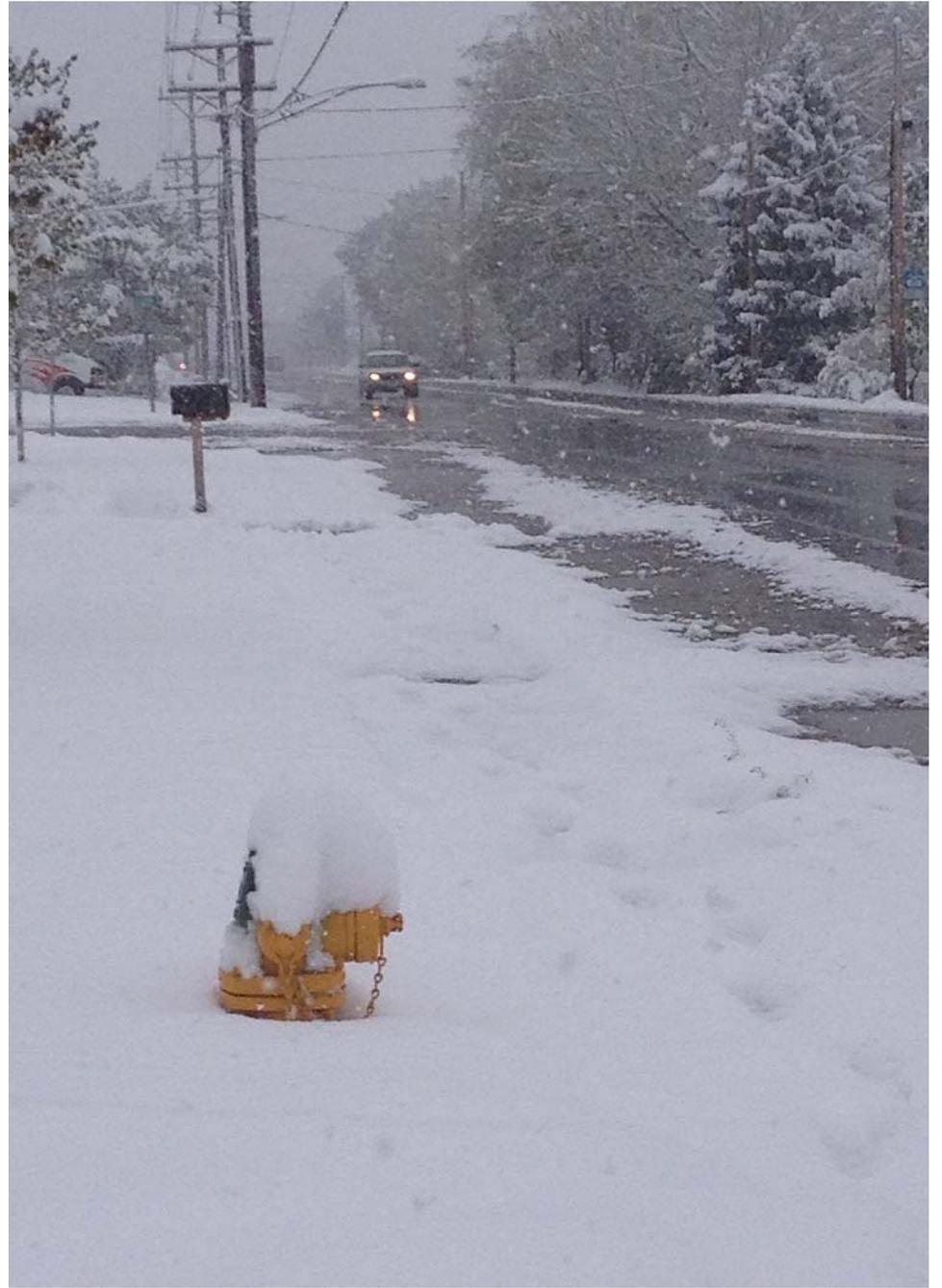
0 0.25 0.5 Miles



11/24/09











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## STAFF SUMMARY AND RECOMMENDATION

<b>Public Body:</b>	Millcreek Planning Commission	<b>File Number:</b> 29188
<b>Meeting Date:</b>	5/13/2015	
<b>Request:</b>	2 Lot Subdivision	
<b>Zone:</b>	R-1-8 (Single Family 8000 SF Lots)	
<b>Property Address:</b>	3868 South 2700 East	
<b>Applicant:</b>	Greg Flint	
<b>Planner:</b>	Spencer Hymas	

### **Project Description:**

The Applicant is requesting approval to amend lot seven of the Mount Crest Heights Subdivision by dividing it into two lots. In conjunction with this application is a request for an exception to roadway standards.

### **Site and Vicinity Description (see attached map):**

The property currently has a single family home on the property that fronts along 2700 East. The proposed subdivided lot would front along 3900 South. All of the homes in the immediate vicinity are zoned R-1-8. Most of the homes along 3900 South are 8,000 square feet.

**Zoning Considerations:**

Requirement	Standard	Proposed	Compliance Verified
Height	<b>RCOZ 28 Feet</b>	<b>n/a</b>	<b>Yes</b>
Front Yard Setback	<b>25 Feet</b>	<b>n/a</b>	<b>Yes</b>
Side Yard Setbacks	Side Yard. The combined side yard setbacks for any main structure shall be at least twenty-five percent of the lot width with no side setback less than eight feet. For purposes of this provision, "lot width" is the diameter of the largest circle that can be inscribed entirely within the lot, not including streams, floodplains, wetlands, areas of thirty percent slope or greater or other natural hazard areas. No extensions, bay windows or similar building elements may encroach into the required setbacks under Option A, except for (a) attached air conditioning units, electrical boxes, utility meters and the like and (b) roof overhangs or eaves that extend no more than two feet into the area of the minimum side setback.	<b>n/a</b>	<b>Yes</b>
Rear Yard Setback	<b>15 Feet</b>	<b>n/a)</b>	<b>Yes</b>
Lot Width	<b>65 Feet</b>	<b>86 Feet</b>	<b>Yes</b>
Lot Area	<b>8000 Square Feet</b>	<b>8018 Square Feet</b>	<b>Yes</b>

Parking	<b>2 per unit</b>	<b>Compliance is verified at time of land use permit</b>	<b>Yes</b>
Compatibility with existing buildings in terms of size, scale and height.			<b>Yes</b>
Compliance with Landscaping Requirements.			<b>Yes</b>
Compliance with the General Plan.			<b>Yes</b>

**Issues of Concern / Proposed Mitigation:**

None.

**Neighborhood Response:**

No responses received to date.

**Community Council Response:**

Subdivision Applications do not fall under the review authority of the Community Councils.

**Reviewing Agencies:**

The agencies/professionals listed below have been consulted regarding this request. In some cases the agency cannot complete a final review/approval until the Planning Commission has rendered a decision regarding the proposed use and site plan.

**Staff Recommendation:**

*“Following a review of the preliminary plat the planning commission shall act on the preliminary plat as submitted or modified...The receipt of a signed copy of the approved preliminary plat shall be authorization for the subdivider to proceed with the preparation of specifications for the minimum improvements required in [Chapter 18.24](#) of this title and with the preparation of the final plat.”[18.12.030]*

Staff has reviewed this request for compliance with the standards set forth in Section 18.12.010 of the Subdivision Ordinance and recommends approval be granted subject to the following:

1. Applicant receives Mayor's approval to amend the subdivision (Meeting is set for May 22, 2015).



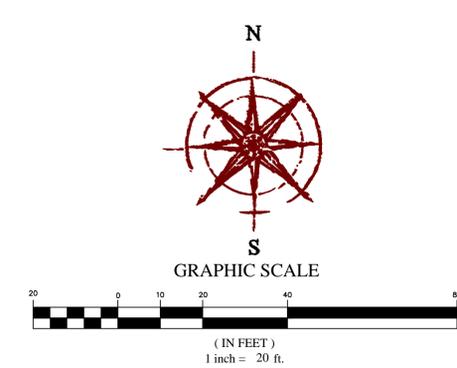
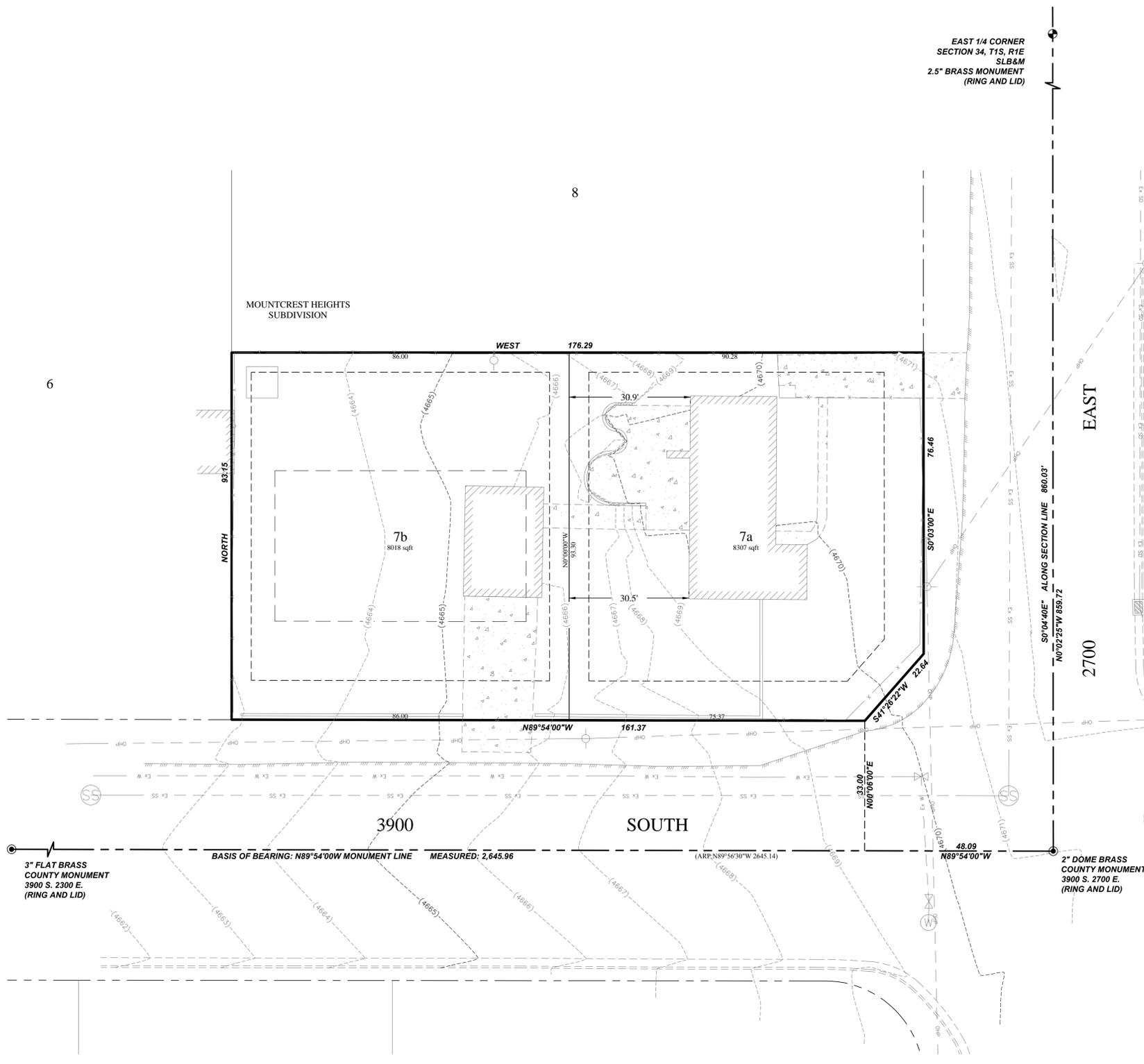
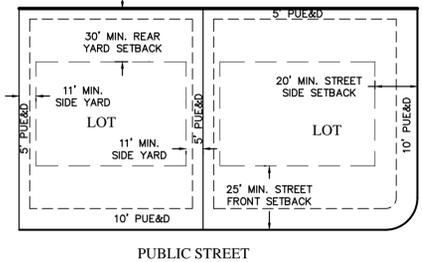
VICINITY MAP  
NTS

**LEGEND**

---	BOUNDARY
---	ROW
---	CENTERLINE
---	LOT LINE
---	EASEMENT
15 SD	15" STORM DRAIN
8 SS	8" SANITARY SEWER
8 W	8" CULINARY WATER
8 SW	8" SECONDARY WATER
XXXX	CONTOUR MAJOR
XXXX	CONTOUR MINOR
---	EXIST. STORM DRAIN
---	EXIST. SANITARY SEWER
---	EXIST. CULINARY WATER
---	EXIST. SECONDARY WATER
---	EXIST. FENCE
---	EXIST. CONTOUR MAJOR
---	EXIST. CONTOUR MINOR
+	SIGN
☆	STREET LIGHT
⊙	SD MH, INLET, AND COMBO
⊙	SEWER MANHOLE
x	VALVE, TEE & BEND
▽	WATER BLOW-OFF
⊕	FIRE HYDRANT
⊕	STREET MONUMENT (TO BE SET)
⊕	EXIST. STREET MONUMENT
⊕	EXIST. SD INLET & MH
⊕	EXIST. SEWER MH
⊕	EXIST. VALVE, TEE, & BEND
⊕	EXIST. FIRE HYDRANT
o XXXX.XX	SPOT ELEVATION

**NOTES:**

- "UTILITIES SHALL HAVE THE RIGHT TO INSTALL, MAINTAIN, AND OPERATE THEIR EQUIPMENT ABOVE AND BELOW GROUND AND ALL OTHER RELATED FACILITIES WITHIN THE PUBLIC UTILITY EASEMENTS IDENTIFIED ON THIS PLAT MAP AS MAY BE NECESSARY OR DESIRABLE IN PROVIDING UTILITY SERVICE WITHIN AND WITHOUT THE LOTS IDENTIFIED HEREIN, INCLUDING THE RIGHT OF ACCESS TO SUCH FACILITIES AND THE RIGHT TO REQUIRE REMOVAL OF ANY OBSTRUCTIONS INCLUDING STRUCTURES, TREES AND VEGETATION THAT MAY BE PLACED WITHIN THE PUE. THE UTILITY MAY REQUIRE THE LOT OWNER TO REMOVE ALL STRUCTURES WITHIN THE PUE AT THE LOT OWNER'S EXPENSE, OR THE UTILITY MAY REMOVE SUCH AT THE LOT OWNER'S EXPENSE. AT NO TIME MAY ANY PERMANENT STRUCTURES BE PLACED WITHIN THE PUE OR ANY OTHER OBSTRUCTION WHICH INTERFERES WITH THE USE OF THE PUE WITHOUT THE PRIOR WRITTEN APPROVAL OF ALL THE UTILITIES WITH FACILITIES IN THE PUE."



**BOUNDARY DESCRIPTION**  
(FROM TITLE REPORT)  
LOT 7, MOUNTCREST HEIGHTS, ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND OF RECORD IN THE SALT LAKE COUNTY RECORDER'S OFFICE.  
LESS AND EXCEPTING THE FOLLOWING DESCRIBED PROPERTY:  
BEGINNING AT A POINT NORTH 0°04'30" WEST 33.0 FEET AND NORTH 88°52'26" WEST 33.0 FEET FROM THE SALT LAKE COUNTY MONUMENT AT 3900 SOUTH AND 2700 EAST STREET, SAID MONUMENT BEING LOCATED SOUTH 0°04'30" EAST 860.03 FEET FROM THE EAST QUARTER CORNER OF SECTION 34, TOWNSHIP 1, SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE NORTH 88°52'26" WEST 15.0 FEET; THENCE NORTH 41°52'25" EAST 22.43 FEET; THENCE SOUTH 0°04'30" EAST 17.0 FEET TO THE POINT OF BEGINNING.  
CONTAINS: 0.37 +/- ACRES

**Mountcrest Heights Lot 7**  
Millcreek  
**Preliminary Plat**

REVISION BLOCK

#	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		

**Mountcrest Heights Lot 7**  
3868 SOUTH 2700 EAST  
MILLCREEK, UTAH  
LOCATED IN THE SE 1/4 SECTION 34, T1S, R1E, SLB&M

**TABULATIONS:**

ZONE	R-1-8
PROJECT AREA (GROSS)	0.375 AC.
LOTS	2 LOTS
DENSITY	5.33 UNITS/AC

OWNER/DEVELOPER  
**BB SOLD**  
GREG FLINT  
SALT LAKE CITY, UTAH  
PH: (801) 326-8938

**PRELIMINARY PLAT**

Scale: 1"=20'  
Date: 02/26/15  
Sheet: C2

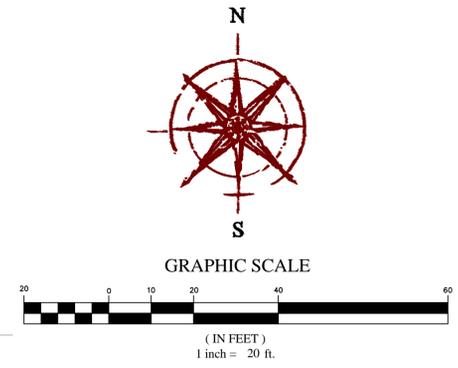
Drawn: GM  
Job #: 15-030



# MOUNTCREST HEIGHTS LOT 7 AMENDED

## PRELIMINARY PLAT

LOCATED IN THE SE1/4 SECTION 34, T1S, R1E, SLB&M  
MILLCREEK, UTAH



**LEGEND**

	BOUNDARY
	SECTION LINE
	EASEMENT
	RIGHT-OF-WAY LINE
	BUILDING SETBACK
	EXISTING PROPERTY LINE
	5 REBAR AND CAP (PLS#XXXXXXX) TO BE SET
	SECTION MONUMENT (FOUND)
	STREET MONUMENT (TO BE SET)
	EXIST. FIRE HYDRANT

**SURVEYOR'S CERTIFICATE**  
I, Dennis P. Carlisle, do hereby certify that I am a Professional Land Surveyor, and that I hold Certificate No. 172675 in accordance with Title 58, Chapter 22 of Utah State Code. I further certify by authority of the owners(s) that I have completed a Survey of the property described on this Plat in accordance with Section 17-23-17 of said Code (said Survey has been filed as #XXXXXXXXXXXX in the Office of the Salt Lake County Surveyor), and have also subdivided said tract of land into lots, blocks, streets, and easements, and the same has, or will be correctly surveyed, staked and monumented on the ground as shown on this Plat, and that this Plat is true and correct.

Dennis P. Carlisle  
Professional Land Surveyor  
Certificate No. 172675

Date \_\_\_\_\_

**BOUNDARY DESCRIPTION**  
(from title report)  
Lot 7, Mountcrest Heights, according to the official plat thereof on file and of record in the Salt Lake County Recorder's Office.

Less and excepting the following described property:  
Beginning at a point N0°04'30"W 33.0 feet and N88°52'26"W 33.0 feet from the Salt Lake County monument at 3900 South and 2700 East Street, said monument being located S0°04'30"E 860.03 feet from the east quarter corner of section 34, township 1 south, range 1 east, Salt Lake Base and Meridian, and running thence N88°52'26"W 15.0 feet; thence N41°52'25"E 22.43 feet; thence S0°04'30" E 17.0 feet to the point of beginning.

Contains: 0.37+/- acres

**OWNERS DEDICATION**  
KNOW ALL MEN BY THESE PRESENTS THAT \_\_\_\_\_, THE UNDERSIGNED OWNER(S) OF THE ABOVE DESCRIBED TRACT OF LAND, HAVING CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS, PARCELS, AND STREETS TOGETHER WITH EASEMENTS TO BE HEREAFTER KNOWN AS

### MOUNTCREST HEIGHTS LOT 7 AMENDED

DO HEREBY DEDICATE TO SALT LAKE COUNTY ALL THOSE TRACTS OF LAND DESIGNATED AS STREETS, THE SAME TO BE USED AS PUBLIC THOROUGHFARES FOREVER. THE UNDERSIGNED OWNERS ALSO CONVEY TO SALT LAKE COUNTY AND TO ANY AND ALL PUBLIC UTILITY COMPANIES A PERPETUAL, NON-EXCLUSIVE EASEMENT OVER THE PUBLIC UTILITY AND DRAINAGE EASEMENTS SHOWN ON THIS PLAT, THE SAME TO BE USED FOR DRAINAGE AND THE INSTALLATION, MAINTENANCE AND OPERATION OF UTILITY LINES AND FACILITIES.

IN WITNESS WHEREOF \_\_\_\_\_ HAVE HEREUNTO SET  
HAND THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20\_\_

BY: \_\_\_\_\_ BY: \_\_\_\_\_

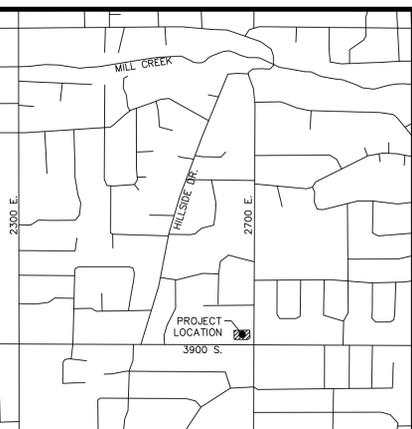
BY: \_\_\_\_\_

**PERSONAL ACKNOWLEDGMENT**  
ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20\_\_ PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR THE COUNTY OF SALT LAKE, IN SAID STATE OF UTAH, \_\_\_\_\_ WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE SIGNED THE OWNERS DEDICATION FREELY AND VOLUNTARILY FOR THE PURPOSES THEREIN MENTIONED.

MY COMMISSION EXPIRES \_\_\_\_\_ NOTARY PUBLIC  
RESIDING IN SALT LAKE COUNTY

**MOUNTCREST HEIGHTS LOT 7 AMENDED**  
LOCATED IN THE SE1/4 SECTION 34, T1S, R1E, SLB&M  
MILLCREEK, UTAH

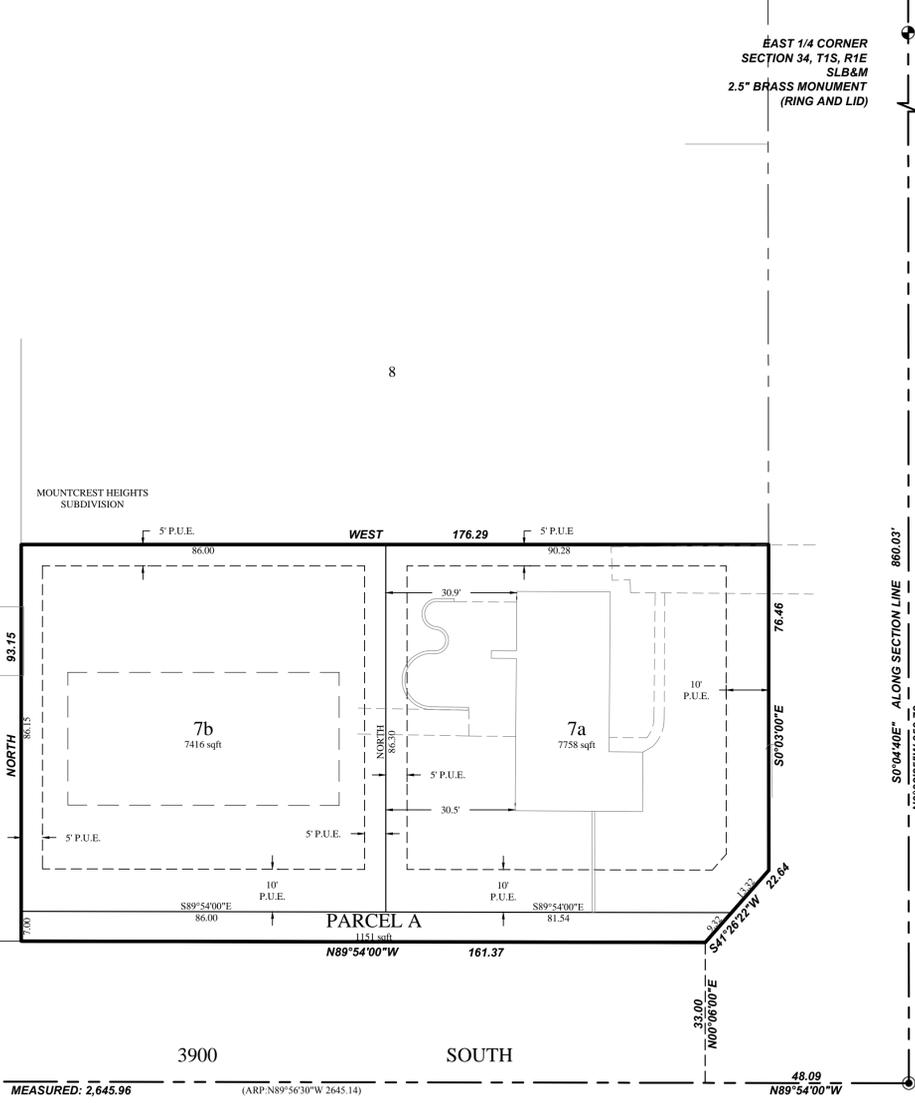
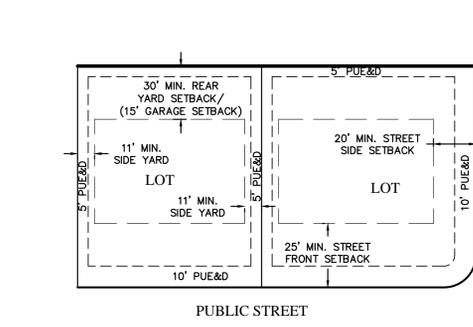
**RECORDED #**  
STATE OF UTAH, COUNTY OF SALT LAKE, RECORDED AND FILED AT THE  
REQUEST OF \_\_\_\_\_  
DATE \_\_\_\_\_ TIME \_\_\_\_\_ BOOK \_\_\_\_\_ PAGE \_\_\_\_\_  
FEE \_\_\_\_\_ SALT LAKE COUNTY RECORDER



**VICINITY MAP**

**NOTES:**

- PARCEL A TO BE DEDICATED TO SALT LAKE COUNTY AS PUBLIC RIGHT OF WAY.
- "UTILITIES SHALL HAVE THE RIGHT TO INSTALL, MAINTAIN, AND OPERATE THEIR EQUIPMENT ABOVE AND BELOW GROUND AND ALL OTHER RELATED FACILITIES WITHIN THE PUBLIC UTILITY EASEMENTS IDENTIFIED ON THIS PLAT MAP AS MAY BE NECESSARY OR DESIRABLE IN PROVIDING UTILITY SERVICE WITHIN AND WITHOUT THE LOTS IDENTIFIED HEREIN, INCLUDING THE RIGHT OF ACCESS TO SUCH FACILITIES AND THE RIGHT TO REQUIRE REMOVAL OF ANY OBSTRUCTIONS INCLUDING STRUCTURES, TREES AND VEGETATION THAT MAY BE PLACED WITHIN THE PUE. THE UTILITY MAY REQUIRE THE LOT OWNER TO REMOVE ALL STRUCTURES WITHIN THE PUE AT THE LOT OWNER'S EXPENSE, OR THE UTILITY MAY REMOVE SUCH AT THE LOT OWNER'S EXPENSE. AT NO TIME MAY ANY PERMANENT STRUCTURES BE PLACED WITHIN THE PUE OR ANY OTHER OBSTRUCTION WHICH INTERFERES WITH THE USE OF THE PUE WITHOUT THE PRIOR WRITTEN APPROVAL OF ALL THE UTILITIES WITH FACILITIES IN THE PUE."
- SEE ORDINANCE 19.71 FOR BUILDING SETBACK CALCULATION



3" FLAT BRASS COUNTY MONUMENT 3900 S. 2300 E. (RING AND LID)

2" DOME BRASS COUNTY MONUMENT 3900 S. 2700 E. (RING AND LID)

BASIS OF BEARING: N89°54'00"W MONUMENT LINE MEASURED: 2,645.96 (ARP-N89°56'30"W 2645.14)

**PREPARED BY**

**FOCUS**  
ENGINEERING AND SURVEYING, LLC  
502 WEST 8360 SOUTH  
SANDY, UTAH 84070 PH: (801) 352-0075  
www.focusutah.com

**CHECKED FOR ZONING COMPLIANCE**

ZONE: \_\_\_\_\_ LOT AREA: \_\_\_\_\_

LOT WIDTH: \_\_\_\_\_ FRONT YARD \_\_\_\_\_

SIDE YARD: \_\_\_\_\_ REAR YARD \_\_\_\_\_

DATE \_\_\_\_\_ SIGNATURE \_\_\_\_\_

**RECORD OF SURVEY**

RSC NO.: XXXXXXXXXXXX

DATE \_\_\_\_\_ SIGNATURE \_\_\_\_\_

**PLANNING COMMISSION**

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 2015, BY THE SALT LAKE COUNTY PLANNING COMMISSION.

CHAIRMAN, SALT LAKE COUNTY PLANNING COMMISSION

**SALT LAKE VALLEY HEALTH DEPARTMENT**

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 2015.

DIRECTOR, S. L. VALLEY HEALTH DEPT.

**APPROVAL AS TO FORM**

APPROVED AS TO FORM THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 2015.

SALT LAKE COUNTY ATTORNEY

**PLAN REVIEW**

I HEREBY CERTIFY THAT THIS OFFICE HAS EXAMINED THIS PLAT AND IT IS CORRECT IN ACCORDANCE WITH INFORMATION ON FILE IN THIS OFFICE.

DATE \_\_\_\_\_ PLAN REVIEW SECTION MANAGER

**MAYOR**

PRESENTED TO THE SALT LAKE COUNTY MAYOR THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20\_\_ AT WHICH TIME THIS SUBDIVISION WAS APPROVED AND ACCEPTED.

DATE \_\_\_\_\_ MAYOR

**ADDRESS FRONTAGE APPROVED**

DATE \_\_\_\_\_ SIGNATURE \_\_\_\_\_

**UNIFIED FIRE AUTHORITY**

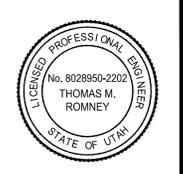
DATE \_\_\_\_\_ SIGNATURE \_\_\_\_\_

**MILLCREEK COMMUNITY COUNCIL**

PRESENTED TO THE SALT LAKE COUNTY MAYOR THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20\_\_ AT WHICH TIME THIS SUBDIVISION WAS APPROVED AND ACCEPTED.

ATTEST: MILLCREEK COMMUNITY COUNCIL

OWNER/DEVELOPER  
**BB SOLD**  
GREG FLINT  
SALT LAKE CITY, UTAH



**MOUNTCREST HEIGHTS LOT 7 AMENDED**  
Millcreek  
Site Plan

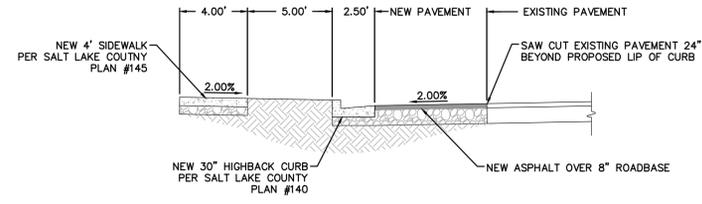
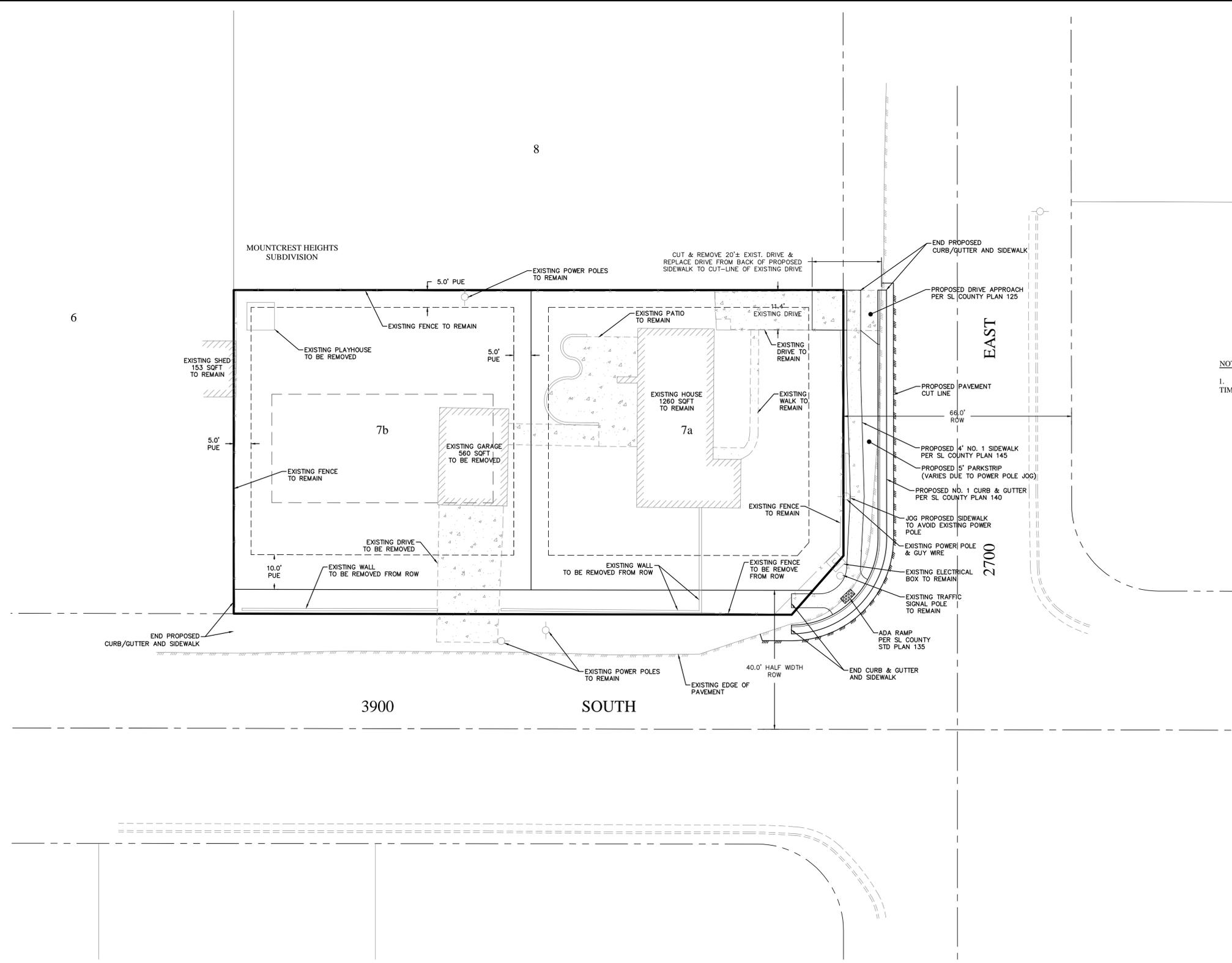
REVISION BLOCK	
#	DESCRIPTION
1	
2	
3	
4	
5	
6	

SITE PLAN	
Scale: 1"=15'	Drawn: GM
Date: 04/09/15	Job #: 15-030
Sheet:	<b>C3</b>

**LEGEND**

—	BOUNDARY
—	ROW
—	CENTERLINE
—	LOT LINE
---	EASEMENT
15 SD	15" STORM DRAIN
8 SS	8" SANITARY SEWER
8 SW	8" CULINARY WATER
8 SW	8" SECONDARY WATER
XXXX	CONTOUR MAJOR
XXXX	CONTOUR MINOR
Ex SD	EXIST. STORM DRAIN
Ex SS	EXIST. SANITARY SEWER
Ex SW	EXIST. CULINARY WATER
X	EXIST. FENCE
(XXXX)	EXIST. CONTOUR MAJOR
(XXXX)	EXIST. CONTOUR MINOR
+	SIGN
⊙	STREET LIGHT
⊙	SD MH, INLET, AND COMBO
⊙	SEWER MANHOLE
⊙	VALVE, TEE & BEND
⊙	WATER BLOW-OFF
⊙	FIRE HYDRANT
⊙	STREET MONUMENT (TO BE SET)
⊙	EXIST. STREET MONUMENT
⊙	EXIST. SD INLET & MH
⊙	EXIST. SEWER MH
⊙	EXIST. VALVE, TEE, & BEND
⊙	EXIST. FIRE HYDRANT
⊙	SPOT ELEVATION

**NOTES:**  
1. LANDSCAPING PLAN(S) WILL BE PROVIDED BY LOT OWNERS AT TIME OF HOME CONSTRUCTION.



**PAVEMENT REPAIR DETAIL**  
N.T.S.  
PROPOSED CURB & GUTTER AT 2700 EAST FRONTAGE

**CONTACTS**

**ENGINEER & SURVEYOR**  
FOCUS ENGINEERING & SURVEYING  
502 WEST 8360 SOUTH  
SANDY, UTAH 84070  
(801) 352-0075  
CONTACT: TRAVIS BENSON

**OWNER/DEVELOPER**  
BB SOLD  
GREG FLINT  
(801) 326-8938



**GRAPHIC SCALE**

## Spencer Hymas

---

**From:** Curtis Woodward  
**Sent:** Wednesday, March 25, 2015 2:33 PM  
**To:** Spencer Hymas  
**Subject:** FW: Subdivisions and road dedication

Spencer,

Zach with the D.A.'s office has confirmed our interpretation of the ordinances to allow the proposed subdivision to take place on 3900 South.

**Curtis Woodward**

Zoning Administrator



385-468-6708

CWoodward@slco.org

[slco.org/townships](http://slco.org/townships)

---

**From:** Zachary Shaw  
**Sent:** Wednesday, March 25, 2015 1:30 PM  
**To:** Curtis Woodward; Chris Preston  
**Subject:** RE: Subdivisions and road dedication

Curtis: I think your interpretation is consistent with the language of the ordinance (and your past practice). Thanks for checking with us.

Zachary Shaw  
Deputy District Attorney  
Office of the District Attorney  
2001 S. State Street, S3-600  
Salt Lake City, Utah 84190-1210

Office: (385) 468-7789

Fax: (385) 468-7800

[Zshaw@slco.org](mailto:Zshaw@slco.org)

[www.districtattorney.slco.org](http://www.districtattorney.slco.org)

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---

**From:** Curtis Woodward  
**Sent:** Tuesday, March 24, 2015 4:20 PM  
**To:** Chris Preston; Zachary Shaw  
**Subject:** Subdivisions and road dedication

Gents,

I would like your thoughts regarding a subdivision application we are dealing with for property on 3900 South. The applicant wants to subdivide one lot into two in an R-1-8 zone. According to the transportation engineer, 3900 South is

on the County's plan for road widening from 66 feet to 80 feet wide. The resulting 7' strip of land being dedicated to the County would result in there not being enough land for each lot to have 8,000 square feet, and the question has come up whether there is some way to allow the subdivision to be approved. The problem we run into is this: technically, the subdivision ordinance does not specifically authorize us to take dedication of ground to widen existing roads. And in this case, we would be hard pressed to argue that one additional lot on 3900 South has such a great impact that it warrants the widening of the road. The section of the ordinance where dedication for road widening is required is in Chapter 15.28 "Highway Dedication." That chapter requires dedication and improvements at the time of building permit (and I think we generally require it at the time of the subdivision because we know that once the subdivision is recorded, building permits will follow). Within that chapter, section 15.28.050, Lots affected by dedication, states:

*On a lot affected by the dedication required under the provisions of this chapter, all required yards, setbacks, parking area, loading space and building locations for new buildings or structures or additions to buildings or structures shall be measured and calculated from the new lot lines created by the dedication. However, in applying all other provisions of the zoning ordinances of the county, such lot shall be considered in an area as that which existed immediately prior to dedication.*

My recollection is that in the past, 15.28.050 has been interpreted in the context of subdivision applications to mean that in a case like the one described above, the planning commission could approve the subdivision plat, because the lot area "which existed immediately prior to dedication" is the one that we use. This interpretation does not affect the dedication of roads that are proposed as part of the subdivision (interior to the subdivision itself) because the dedication of those roads is required by the subdivision code.

I have searched, but I cannot find written documentation of this interpretation; just anecdotal affirmation by fellow employees. Before we proceed with the application and place it on a planning commission agenda, I'd like to know that you are comfortable with our continued interpretation of the ordinances in this manner. Please let me know if you'd like to discuss this issue.

Thanks,  
Curtis





39  
228



# Utah APA Spring Conference 2015

## Legislative versus Administrative Decisions

- Brent Bateman (The Authority and State Ombudsman)
- John Janson AICP (the combiner)

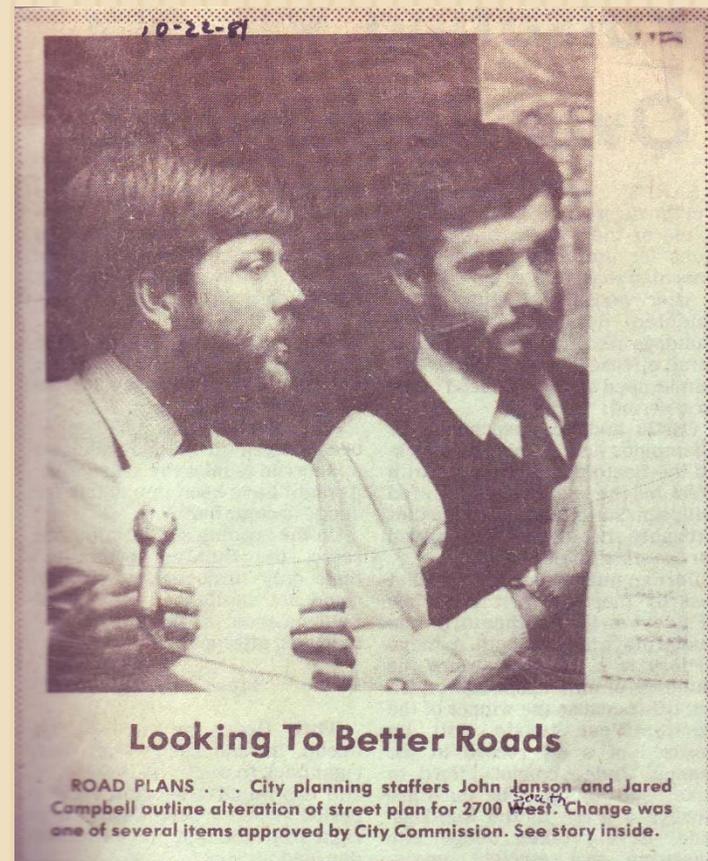


# Contributors – Wilf and Meg



# Is this application administrative or legislative?

- Why should we care?
- Why toss this legal stuff around – we can do what we want!
- Who's telling me I can't...
- Why are we keeping all those lawyers employed?



# Governing Body Role

- Give your Planning Commissioner clear direction on their job and their duties  
(talk to them)
- Know if you act as a Land Use Authority (there are choices!)
- Know if you act as an Appeal Authority (more choices)
- Delegate if reasonable (do this by ordinance!)  
(trust your Planning Commission and Staff)

# Planning Commission - Role

- **Prepare, RECOMMEND general plan and amendments**
- **Prepare, RECOMMEND land use ordinances, zoning maps, official maps, and amendments and/or zone changes**
- **Act as ADMINISTRATIVE body for land use applications, if so designated by council**



# Legislative Action

- Relates to adoption of policy and rules to implement that policy
- Decisions are more political than legal
- Preferences of legislative/governing body members given broad deference by the courts
- Usually only challengeable in court if no public benefit at all, or tries to do something clearly illegal
- Actions are referable (can go to a referendum)!

# Legislative Actions

- Adoption or amendment of General Plan
- Adoption or amendment of Land Use Ordinances
- New Zones or rezones
- Annexations



# Administrative Action

- Items being considered under the rules established by ordinances (you have an ordinance and you are following it)
- Decisions are more legal & technical, rather than political (not policy)
- Strict standards of review in the courts – there must be “substantial evidence” for the action taken
- No public clamor! There must be “evidence”
- NOT Referable! (but can be appealed)

# Administrative Actions



- Issuance of building permits for Permitted Uses
- Site plan reviews for Permitted Uses
- Conditional use permits
- Subdivision reviews
- Land use application approvals

## Policy



Legislative

## Applying the Law



- Consistent with ordinance?
- Supported by evidence?
- Uninfluenced by public clamor?

Administrative

## Enforcing & Interpreting the law

- Consistent with ordinance?
- Respect Due Process?
  - Notice
  - Opportunity to be heard

Quasi-  
Judicial



	<b><u>LEGISLATIVE</u></b>	<b><u>ADMINISTRATIVE</u></b>	<b><u>QUASI- JUDICIAL</u></b>
<b>Characteristics</b>	<b>Very Broad Authority</b> <u>Broad Public Input</u>	<b>Much More Restrictive</b> <u>Limited or no input</u>	<b>Very Restricted</b> <u>Input restricted to parties in case</u>
	<ul style="list-style-type: none"> <li>Creates new law</li> <li>Allows for citizen input as basis of decision</li> <li>Based on vision and goal setting</li> <li>Use of judgment</li> </ul>	<ul style="list-style-type: none"> <li>Enforces the current law and makes reference to it in a decision</li> <li>Bound by the law rather than public opinion</li> <li>Does not create or “bend” the law <ul style="list-style-type: none"> <li>The application of the law to a specific situation</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Based on state law</li> <li>Looks for errors made in process</li> <li>Not a judgmental decision</li> <li>Public input for information only</li> </ul>
<b>Responsible Body</b>	<b><u>Land Use Authority (ies)</u></b> <ul style="list-style-type: none"> <li>City Council/Town Board (“final”)</li> <li>Planning Commission*</li> </ul> <p>*Acts as an advisory board to the legislative body</p>	<b><u>Land Use Authority (ies)</u></b> <ul style="list-style-type: none"> <li>Planning Commission</li> <li>City Council</li> <li>Mayor</li> <li>Board of Adjustment</li> <li>Enforcement Officer</li> </ul>	<b><u>Appeal Authorities</u></b> <ul style="list-style-type: none"> <li><u>As designated</u></li> </ul> <b><u>Courts</u></b>
<b>Land Use Actions</b>	<ul style="list-style-type: none"> <li>General Plan</li> <li>Zoning Ordinance</li> <li>Subdivision Ordinance</li> <li>All Municipal Ordinances</li> <li>Creation and Amendments</li> <li>Annexation Policy Plan</li> </ul>	<ul style="list-style-type: none"> <li>Building Permit Approval</li> <li>Subdivision Approval</li> <li>Conditional Uses</li> <li>Variances</li> </ul>	<ul style="list-style-type: none"> <li>Appeals</li> </ul>





# Public's Role is Different!

Legislative vs  
Administrative vs  
Quasi-Judicial



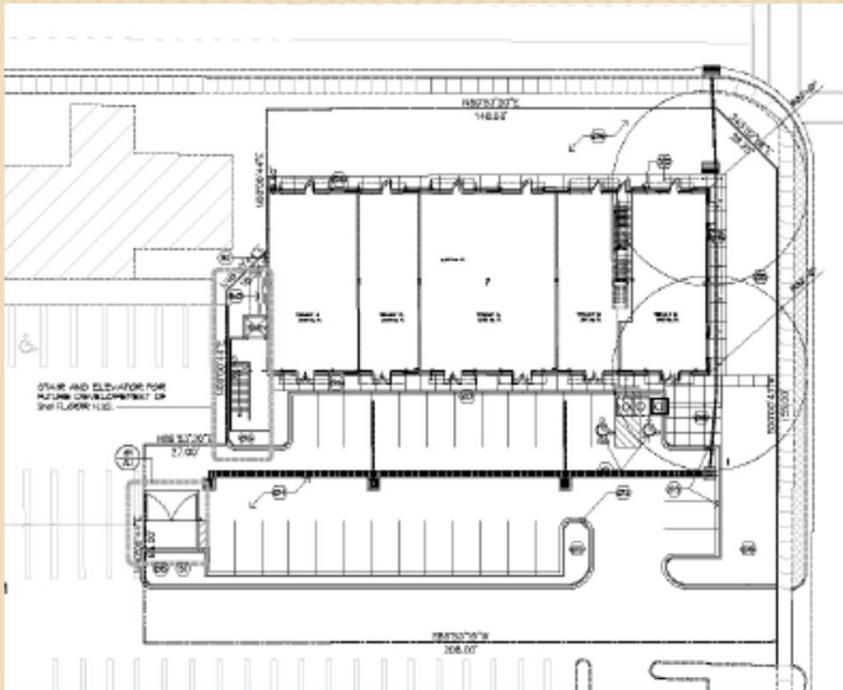
# Public Hearings vs Public Meetings – Are they different?



# Legislative Issues?



# Administrative Issues?



Thank you!



Deseret News photo by Howard C. Moore

City planner John Janson studies proposed master plan for West Valley City park.