



Millcreek City Planning and Community Development

3330 South 1300 East

Millcreek, Utah 84106

Phone: (801) 214-2750

Inspections: (385) 468-6690

STAFF MEMORANDUM

From: Erin O'Kelley
To: Millcreek Community Council
Meeting Date: September 3, 2019

RE: Conditional use permit for a mixed use project with 49 units and 700 sq ft of retail.

Parcel Id 16293300760000, 16293300590000

Applicant: Bryan Bayles

File No.: CU-19-004

Request

Millcreek Planning and Community Development is seeking input on a proposed conditional use permit for a mixed use project at 959/949 E 3300S. Under Millcreek Code 19.60 Commercial Zones, mixed use projects are allowed as a conditional use permit.

Existing Land Use and Proposed Change

Applicant is requesting to demo the current commercial property in order to construct a new mixed-use project that would include 700 sq ft of retail along 3300 S, a parking structure, balcony amenities, and 49 apartments units. The building stands between 3-4 stories depending. There will be 82 total stalls provided for the project which equals a parking ratio of 1.67 stalls/unit. There will be landscaping along 3300 S and Lincoln St with angled parking along Lincoln. The driveway and access for the project is located along the Northwest side of the property and it a two lane driveway for ingress and egress. The building materials vary in texture and color with brick, grey panels, painted black, wood panels, and stucco.

PLEASE NOTE: As requested from the Millcreek Community Council, Planning Commission, City, and to help mitigate detrimental effects the project may have, the applicant has completed a parking study and traffic study for the site. These studies have been reviewed by city engineers and planning staff. They are enclosed in the attached documents.



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View of property facing front yard.



Millcreek City Planning and Community Development

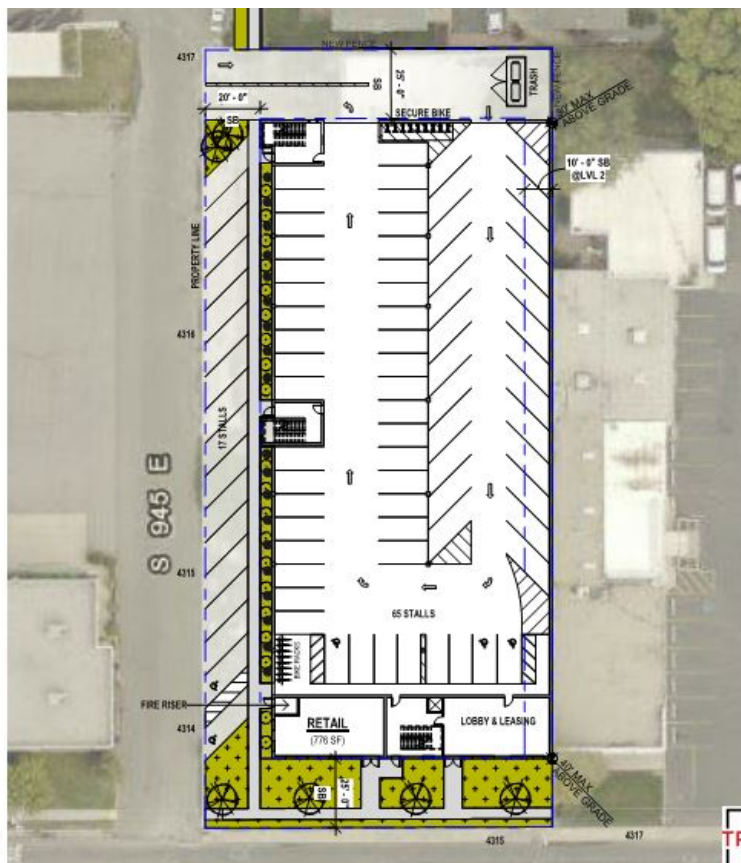
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LANDSCAPE LEGEND



UNIT INFORMATION:

17 UNITS/LEVEL	= 49 UNITS
1 BD = 32	
2 BD = 16	
PARKING: 65 COVERED + 17 STREET	= 82 STALLS
PARKING/UNIT RATIO	= 1.67 STALLS/UNIT

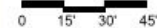
MAIN LEVEL:	21,330 SF
2ND FLOOR AREA:	19,875 SF FLOOR
4TH FLOOR AREA:	16,895 SF

OPEN AREA REQUIREMENTS:

TOTAL LOT AREA:	35,550 SF
FOOTPRINT:	21,325 SF
OPEN AREA:	14,225 SF
OPEN AREA RATIO:	40.8%

OTHER OPEN AREA:

FIRST FLOOR: (14,225 SF)		
On Street Parking	3,347 sf	
Parking Access (North)	3,280 sf	
Landscaped Area		7,608 sf
SECOND FLOOR:		
Public Patio	1,075 sf	
Private Balconies	3,875 sf	
THIRD FLOOR:		
Private Balconies	1,000 sf	
FOURTH FLOOR:		
Private Balconies	500 sf	
ROOF DECK:		
Public Patio	500 sf	
TOTAL:	6,587 sf	14,668 sf
Percent of Lot in OS		41.09%



SITE PLAN

SCALE: 1" = 30'-0"

3300 SOUTH APARTMENTS
LINCOLN & 3300 SOUTH
SCHEMATIC DESIGN





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Community Council Action

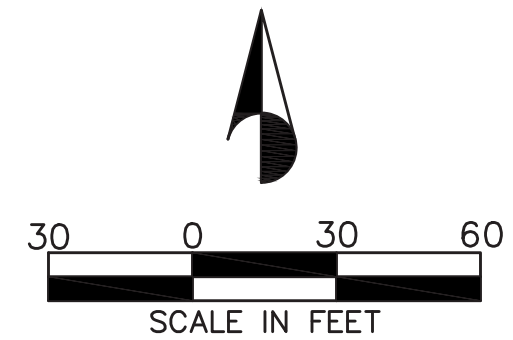
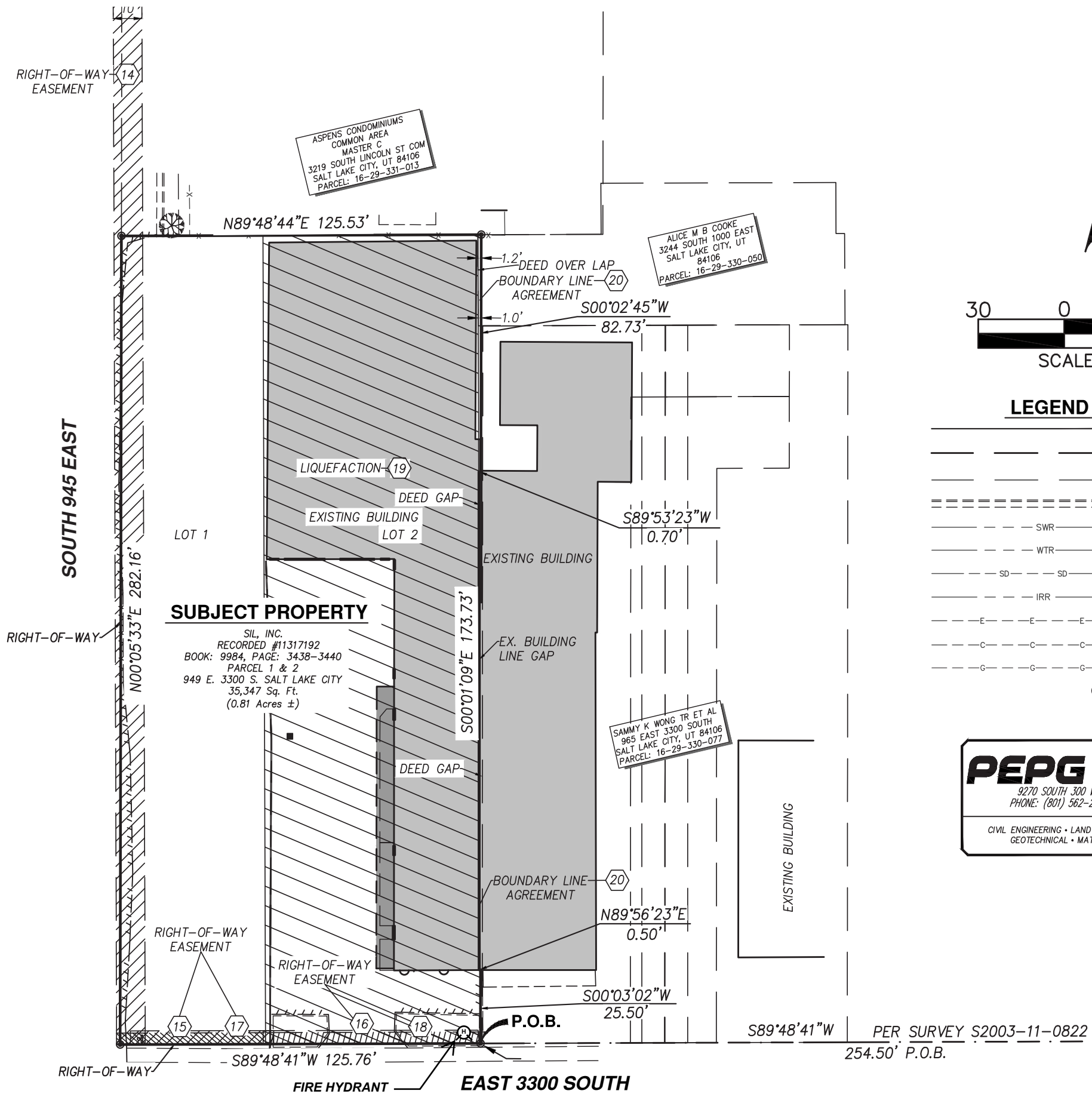
As per Chapter 2.56.100 of the Millcreek City Code, staff is seeking Millcreek Community Council's input on the conditional use permit. Will the proposed project have any detrimental effects that the applicant may be able to mitigate?

Attachments

Technical plans, site plan, parking study, traffic study

3300 SOUTH APARTMENTS





LEGEND (LINETYPE)	
	SUBJECT PROPERTY LINE
	ROAD CENTER LINE
	ADJACENT PROPERTY LINES
	EXISTING CURB & GUTTER
	EXISTING SEWER LINE
	EXISTING WATER LINE
	EXISTING STORM DRAIN
	EXISTING IRRIGATION PIPE
	EXISTING UNDERGROUND ELEC
	EXISTING COMMUNICATION LINE
	EXISTING GAS LINE
	5/8" REBAR & CAP LS# 9679988 TO BE SET

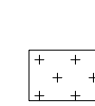
PEPG CONSULTING
9270 SOUTH 300 WEST • SANDY, UT 84070
PHONE: (801) 562-2521 • FAX: (801) 562-2551
CIVIL ENGINEERING • LAND SURVEYING • PROJECT MANAGEMENT
GEOTECHNICAL • MATERIALS TESTING • INSPECTIONS

LANDSCAPE LEGEND

- 

CALAMARGROSTIS X ACUTIFLORA
FORESTER'S FEATHER REED
GRASS
5 GALLON
- 

HEBE RAKAIENSIS
SHRUBY VERONICA
5 GALLON
- 

CARPINUS BETULUS
'COLUMNARIS' COLUMNAR
EUROPEAN HORN BEAM --
2" CALIPER
- 

ACER GRISEUM
"PAPER BARK MAPLE"
2" CALIPER
- 

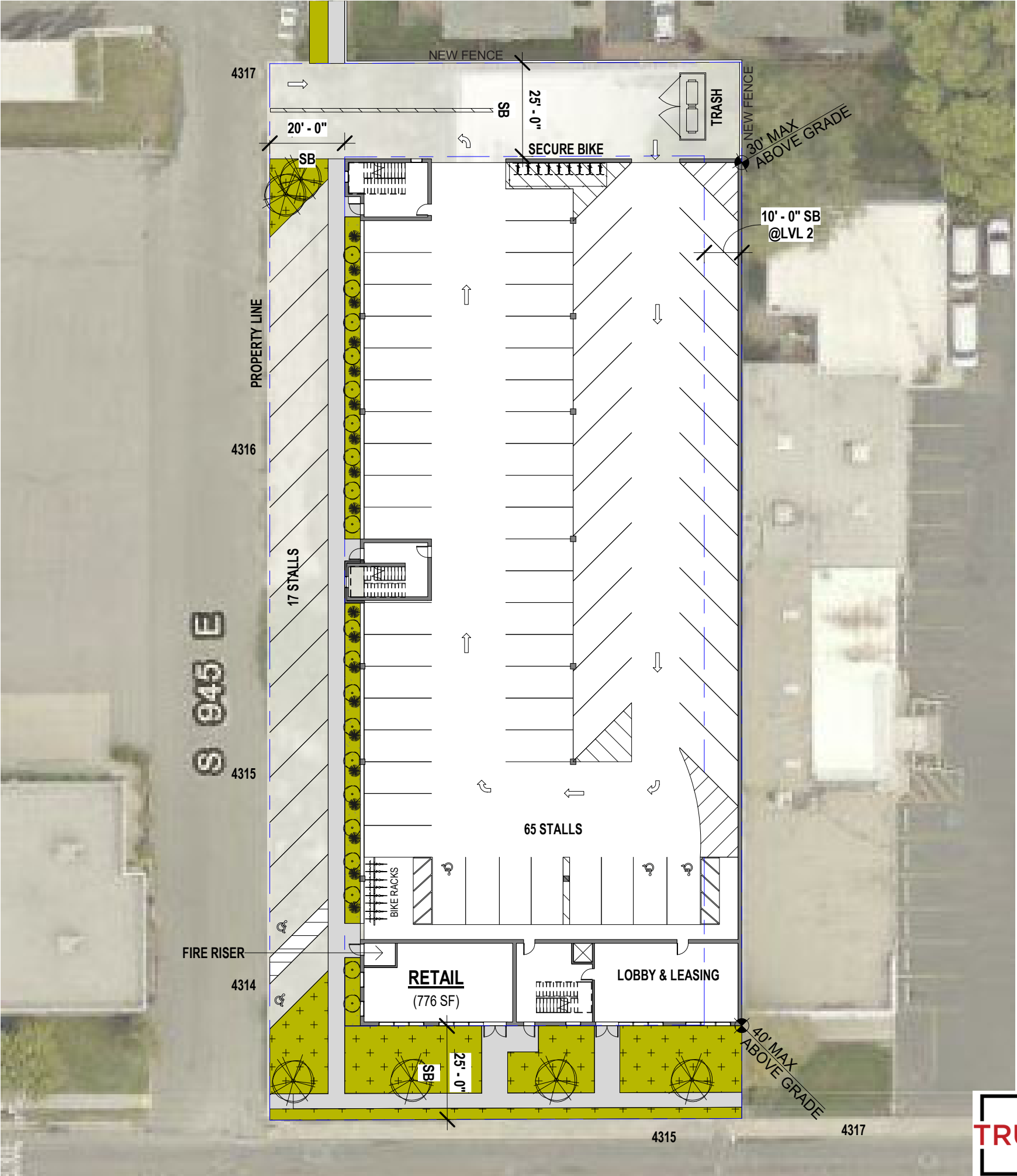
TURF GRASS
- 

WOOD CHIPS / MULCH
- 

PROPERTY BOUNDARY

SITE PLAN
SCALE: 1" = 30'-0"

3300 SOUTH APARTMENTS
LINCOLN & 3300 SOUTH
SCHEMATIC DESIGN



UNIT INFORMATION:

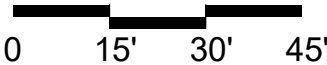
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1 BD = 33	
2 BD = 16	
PARKING: 65 COVERED + 17 STREET	= 82 STALLS
PARKING/UNIT RATIO	= 1.67 STALLS/UNIT
MAIN LEVEL:	21,330 SF
2&3 FLOOR AREA:	19,075 SF /FLOOR
4th FLOOR AREA:	10,605 SF

OPEN AREA REQUIREMENTS:

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OTHER OPEN AREA:

FIRST FLOOR: (14,225 SF)		
On Street Parking:	3,307 sf	
Parking Access (North)	3,260 sf	
Landscaped Area		7,658 sf
SECOND FLOOR:		
Public Patio		1,075 sf
Private Balconies		3,875 sf
THIRD FLOOR:		
Private Balconies		1,000 sf
FOURTH FLOOR:		
Private Balconies		500 sf
ROOF DECK:		
Public Patio		500 sf
TOTAL:	6,567 sf	14,608 sf
Percent of Lot in OS		41.09%

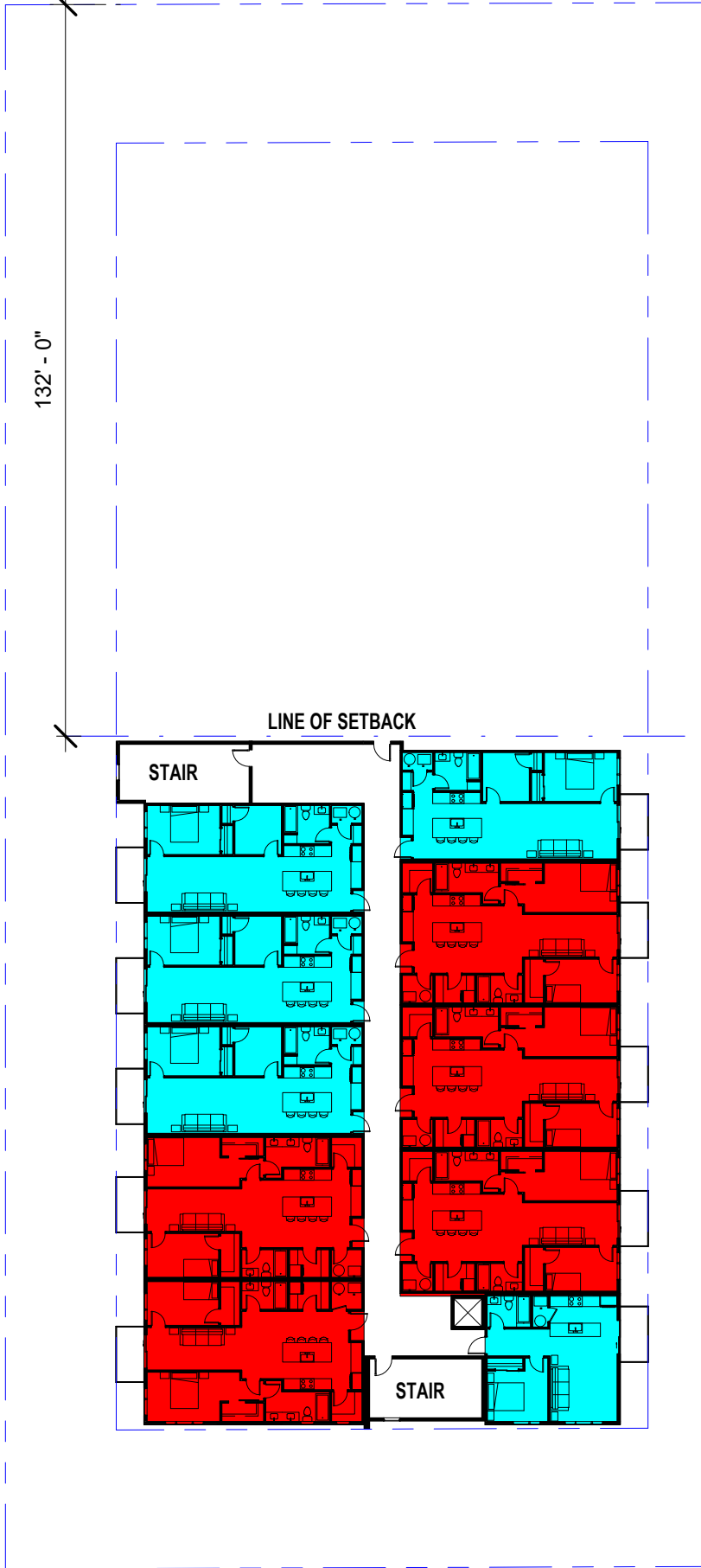




LEVEL 02

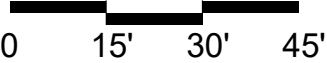


LEVEL 03



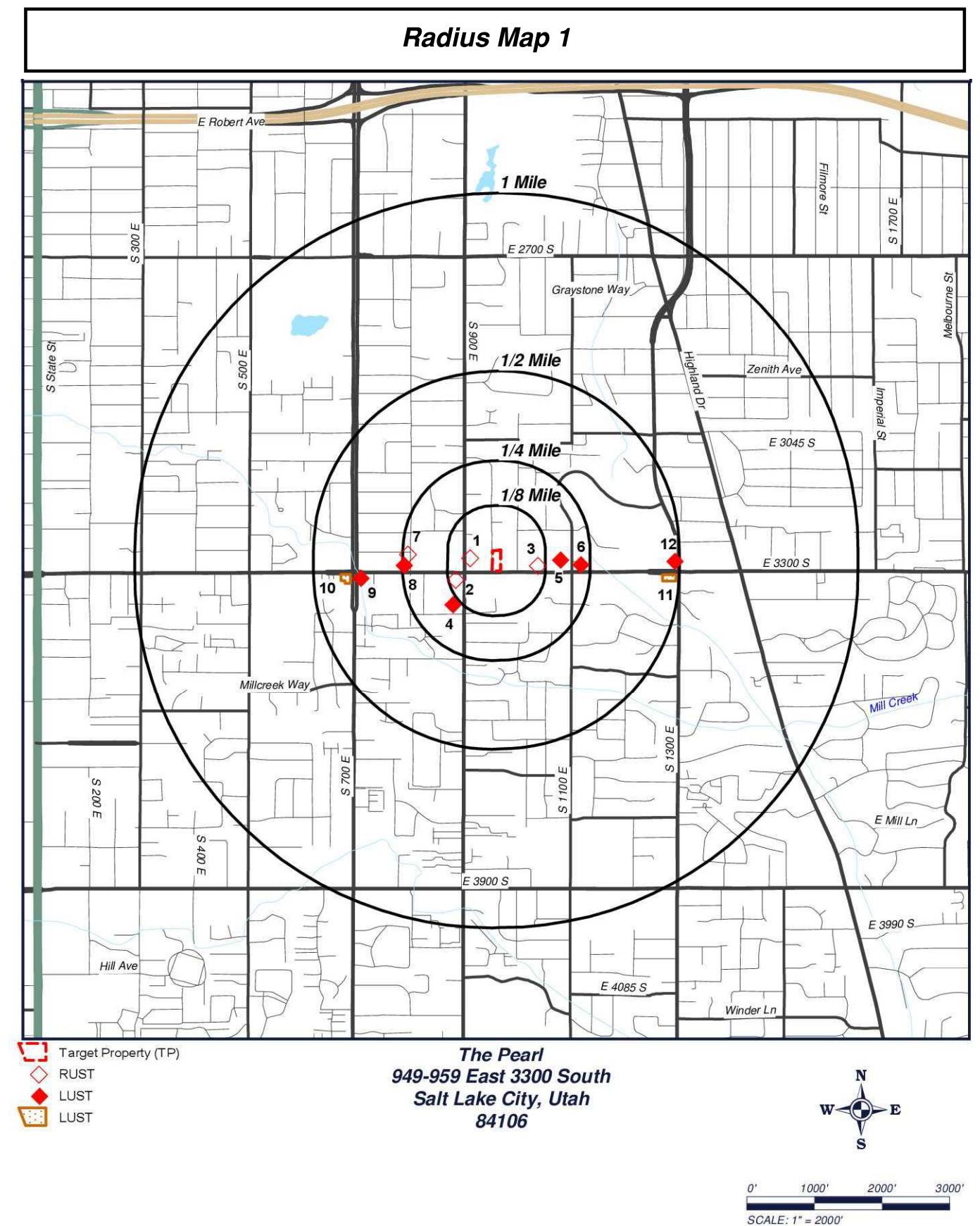
LEVEL 04

- 1 BEDROOM UNIT
- 1 BEDROOM UNIT



“We plan to connect the sewer and water services for the proposed development into the existing 24” sewer main and the existing water main (size unknown) under 3300 South. For storm drainage, we plan to detain storm water on site with an above or below ground detention basin and release the water at a peak flow rate of 0.2 cfs/acre (0.162 cfs). We will connect the detention basin to one of the existing storm drain boxes on the north side of 3300 South or into the 60” storm drain main under 3300 South if necessary. We do not anticipate the need to upsize the city’s sewer, water, or storm drain facilities.

We do not anticipate the need to dispose of any hazardous materials for this project. As outlined in Section 8.2 of the ESA, there were no Recognized Environmental Conditions (RECs) found within the required search radii. Also, the Salt Lake City Fire Department did not report any potentially environmentally detrimental events on or in the immediate vicinity of the property.”



radius. For a comprehensive summary of findings refer to GeoSearch Radius Report in **Appendix C**. Detailed explanations of the databases and control registries searched are also included in the Radius Report. In addition to the GeoSearch Radius Report, CMT Engineering conducted a search of available Utah DEQ databases through their internet web site.

The following sections list the mapped, regulated sites/facilities that were found during the search of available (“reasonably ascertainable”) environmental and control registry records either on the target property or within the required ASTM E1527-13 search radius from the target property.

8.1 On-Site Environmental Conditions

No regulated sites or facilities were identified within the boundary of the target property.

8.2 Off-Site Environmental Conditions

The table below lists the regulated sites or facilities that were identified within the required search radii of the target property.

ACRONYM	FACILITY	STREET	DISTANCE (miles)	DIRECTION	REC
UTRUST	DON DARLING PAINTING	3265 S 900 E	0.061	West	No
UTRUST	DAVID EARLY #1	3302 S 900 E	0.104	WSW	No
UTRUST	CARDWELL DIST. INC.	1035 E 3300 S	0.105	East	No
UTRUST	FRESH MARKET 2363	898 E 3300 S	0.146	SW	No
UTLUST	FRESH MARKET 2363	898 E 3300 S	0.146	SW	No
UTRUST	GOLD CROSS AMBULANCE	1067 E 3300 S	0.168	East	No
UTLUST	GOLD CROSS AMBULANCE	1067 E 3300 S	0.168	East	No
UTRUST	BRICKYARD CHEVRON	1111 E 3300 S	0.225	East	No
UTLUST	BRICKYARD CHEVRON	1111 E 3300 S	0.225	East	No
UTRUST	COLLRAM CONSTRUCTION	3220 S 800 E	0.235	West	No
UTRUST	L & L TEXACO	791 E 3300 S	0.246	West	No
UTLUST	L & L TEXACO	791 E 3300 S	0.246	West	No
UTLUST	7-ELEVEN # 35470	704 E 3300 S	0.368	West	No
UTLUST	CHARLIE & RICHARD SINCLAIR	3310 S 700 E	0.397	West	No
UTLUST	CLIFF'S TEXACO	1296 E 3300 S	0.454	East	No
UTLUST	APPLE FOODSTORES CORP	3290 S 1300 E	0.487	East	No



No orphan sites were identified within the Radius Map Report. Several of the more pertinent sites listed in the above table are discussed in greater detail below.

8.2.1 Underground Storage Tank Sites

Site Name: Don Darling Painting
Site Address: 3265 South 900 East
Distance from Target Property: Approx. 322 feet West
Relative Elevation: Lower
Gradient: Down-gradient
REC: No
Environmental Database: UST – The site contained a UST which has been closed by the UDEQ and removed from the ground. During the tanks closure in 1993, insignificant levels of contamination were detected. The contaminants were left in place due to their low levels. The Don Darling Painting Company is not anticipated to pose an environmental risk to the subject site, due to its distance and closure status. A No Further Action Letter is included in **Appendix E**.

Additionally, no other sites/facilities that could pose a significant risk of subsurface vapor migration and related building vapor encroachment at the target property were found in our search of the referenced databases and control registries.

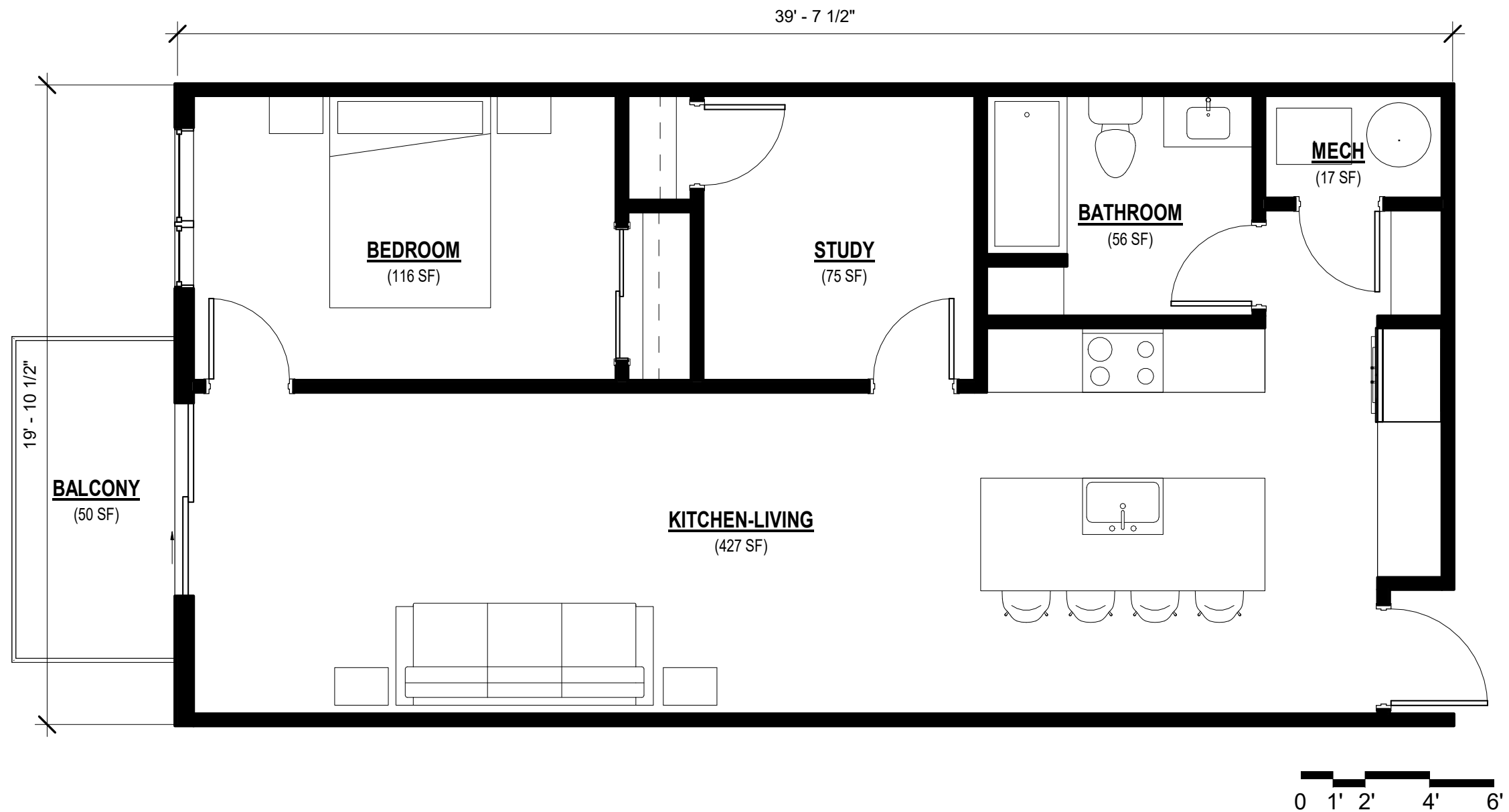
9.0-INTERVIEWS

9.1 Owners

The current owner nor their representatives responded to an interview request within the timeframe of this assessment. If a response is received after this Phase I ESA is submitted which changes the conclusion of this report, an addendum will be submitted.

9.2 Government Agencies and Officials

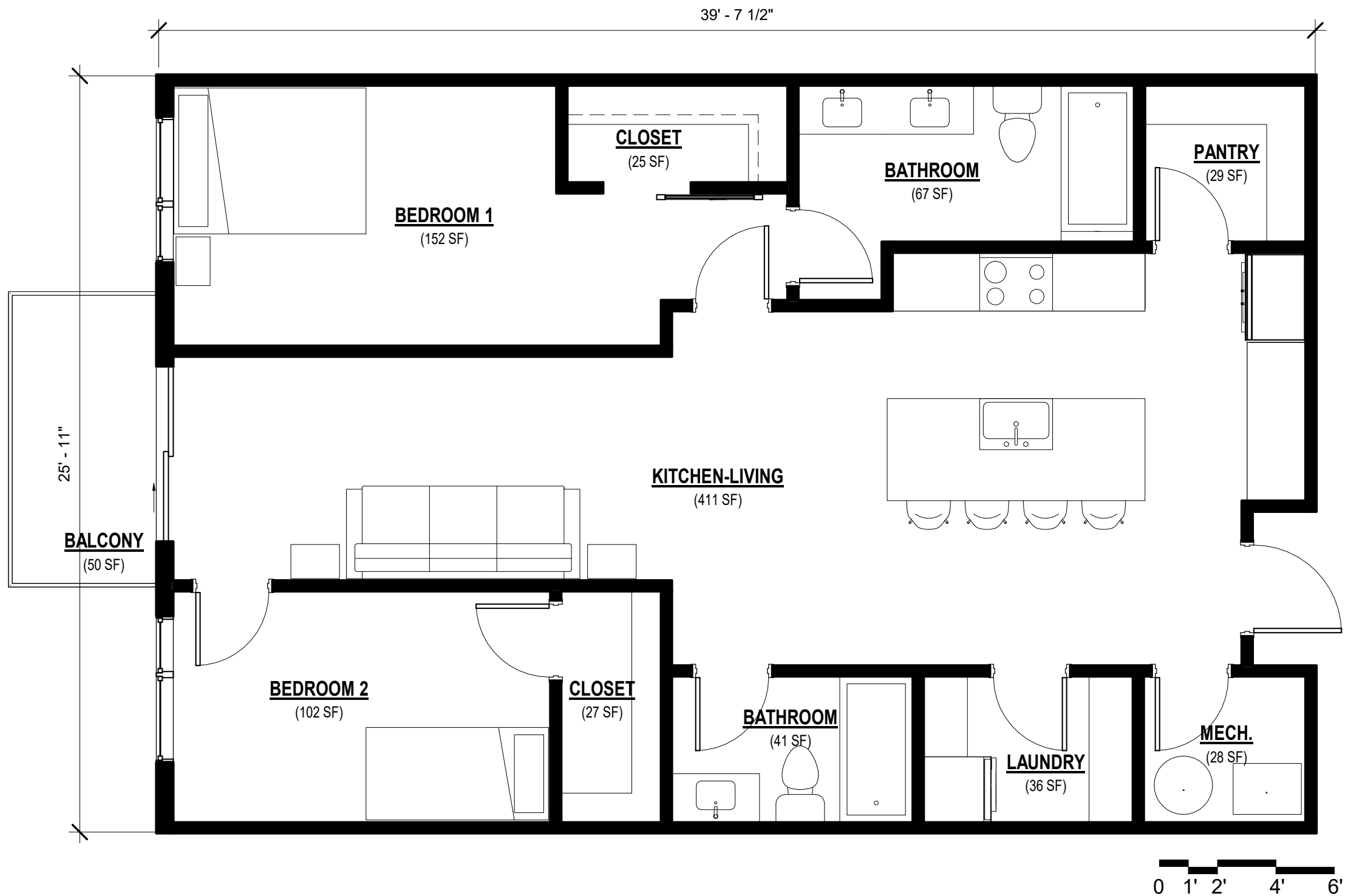
The Salt Lake City Fire Department which provides fire and rescue services at the location responded to a records request on March 14, 2018. The Department did not report any records of recognized environmental conditions or potential environmentally detrimental events on or in the immediate vicinity of the target property. No reports for hazardous materials, USTs, ASTs, fire code violations, or spills for the target property were recorded.



1 BEDROOM
SCALE: 1/4" = 1'-0"

3300 SOUTH APARTMENTS
LINCOLN & 3300 SOUTH
SCHEMATIC DESIGN





2 BEDROOM

SCALE: 1/4" = 1'-0"

3300 SOUTH APARTMENTS
LINCOLN & 3300 SOUTH
SCHEMATIC DESIGN





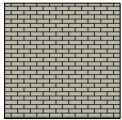
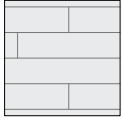
ROOF
40'-0"

4TH FLOOR
30'-6"

3RD FLOOR
21'-0"

2ND LEVEL
11'-6"

GROUND
0'-0"

-  NICHHA (WOOD PANELS)
-  BRICK (PEWTER BLEND)
-  NICHHA (GREY PANELS)
-  HARDIE (PAINTED BLACK)
-  STUCCO (PAINTED OFF WHITE)

SOUTH ELEVATION



ROOF
40'-0"

4TH FLOOR
30'-6"

3RD FLOOR
21'-0"

2ND LEVEL
11'-6"

GROUND
0'-0"

WEST ELEVATION

0 4' 8' 16' 24'



ROOF
40'-0"

4TH FLOOR
30'-6"

3RD FLOOR
21'-0"

2ND LEVEL
11'-6"

GROUND
0'-0"

- NICHIHA (WOOD PANELS)
- BRICK (PEWTER BLEND)
- NICHIHA (GREY PANELS)
- HARDIE (PAINTED BLACK)
- STUCCO (PAINTED OFF WHITE)

NORTH ELEVATION



ROOF
40'-0"

4TH FLOOR
30'-6"

3RD FLOOR
21'-0"

2ND LEVEL
11'-6"

GROUND
0'-0"

EAST ELEVATION

0 4' 8' 16' 24'



3D VIEWS
SCALE:

3300 SOUTH APARTMENTS
LINCOLN & 3300 SOUTH
SCHEMATIC DESIGN





3D VIEWS
SCALE:

3300 SOUTH APARTMENTS
LINCOLN & 3300 SOUTH
SCHEMATIC DESIGN





MEMORANDUM

To: Francis Lilly, Millcreek City
From: Avenue Consultants
Date: August 22, 2019
Subject: 3300 South Apartments Parking Study – Draft

1 INTRODUCTION

True Land Co. is proposing a residential apartment development in Millcreek City on the northeast corner of the intersection of 3300 South & Lincoln Street (945 East). The proposed development is anticipated to have 49 units of 1-bedroom and 2-bedroom apartments. Avenue conducted a parking analysis for Millcreek City to provide a recommended estimate of parking needed for the proposed development. This memo summarizes our data collection effort to gather parking utilization rates at similar nearby locations in the metro Salt Lake City area, anticipated parking generation from national averages of similar sites, and parking recommendations for the proposed development.

2 PARKING ANALYSIS

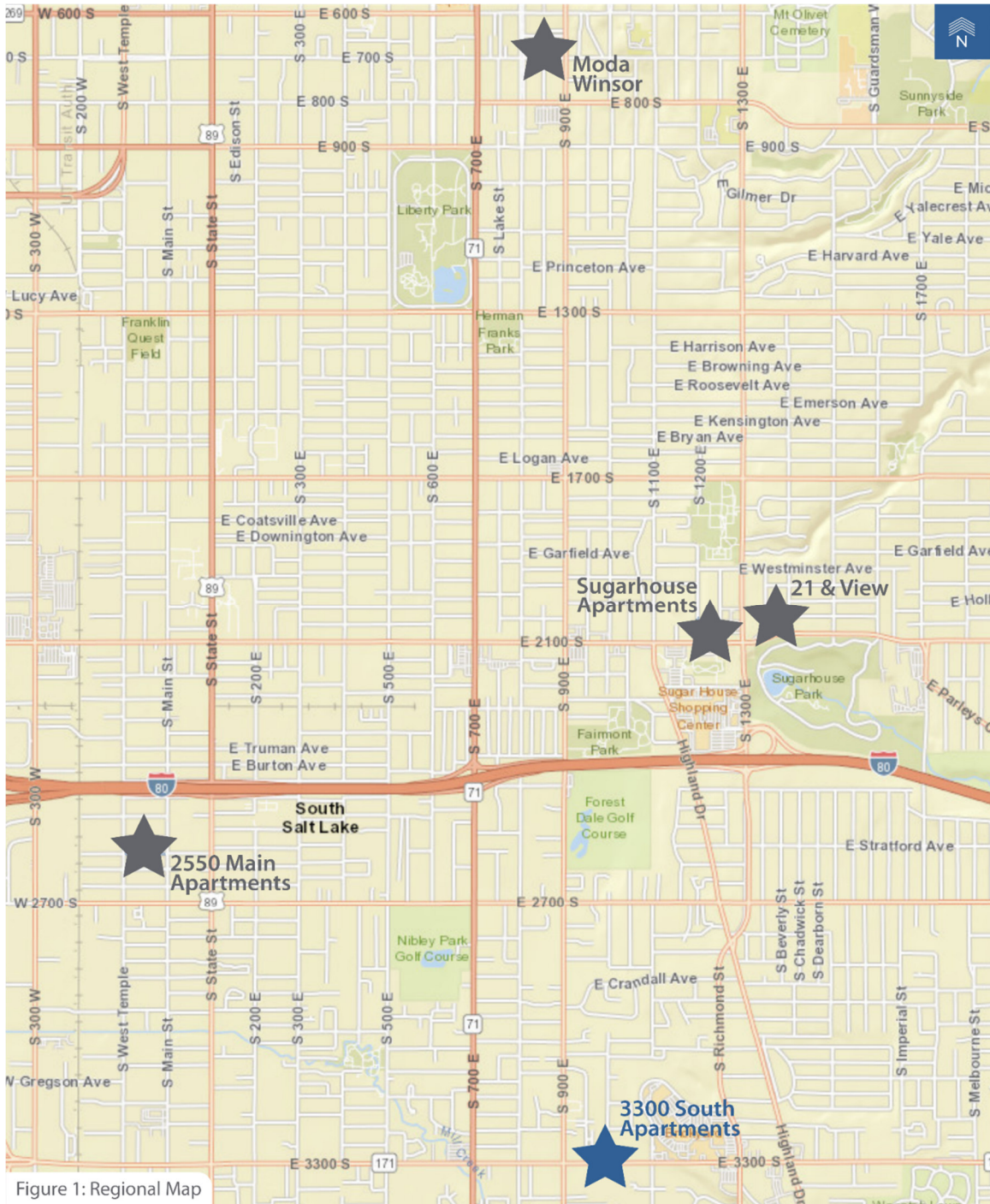
Two types of parking analyses were completed, one based on field observations of similar developments and the other based on national parking data.

2.1 Field Observation Analysis

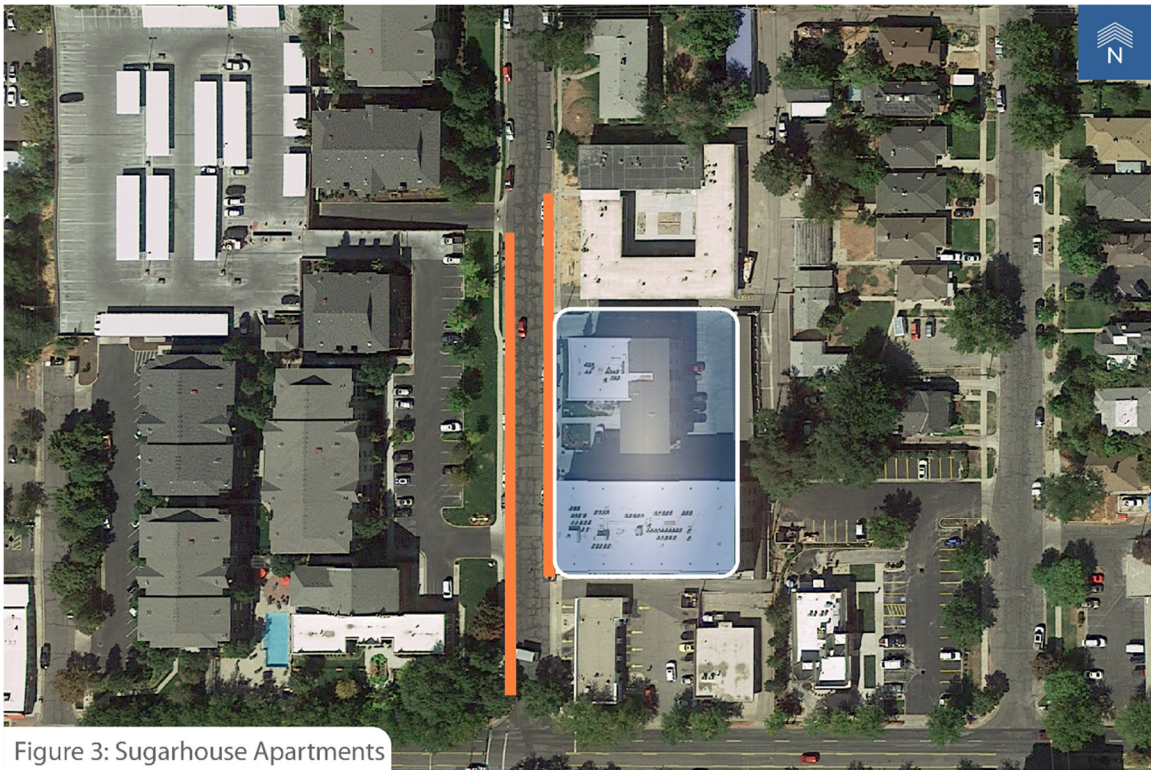
Avenue inventoried occupied parking stalls at four similar developments between the hours of 11:00 PM and 6:00 AM. The four complexes and their locations are:

- Moda Winsor (837 East 700 South)
- Sugarhouse Apartments (2057 South 1200 East)
- 21 & View (1339 East 2100 South)
- 2550 South Main Apartments (2550 South Main Street)

Figure 1 shows the locations of the study locations as well as the location of the proposed development.



Avenue noted the total number of spaces (both on-site parking and on-street parking) and the number of occupied parking stalls. Parking rates were calculated using the number of occupied stalls and the number of units at the associated complex. On-street parking was included because it's likely that some of those vehicles are associated with the complex. Since there was no clear way to know which on-street vehicles were associated with each complex, a reduction factor was applied to the on-street parking data based on the specific curb locations where the data was collected. At three of the study locations (Sugarhouse Apartments, 21 & View, and 2550 South Main Apartments), a 50% factor was applied. No reduction was applied to Moda Winsor because only the curb directly in front of the development was counted. An aerial image showing each complex and the locations of on-street parking data collection are shown in Figures 2 through 5.





The parking counts observed at each of the four sites is shown in Table 1.

Table 1: Parking Counts

Location	Occupied On-site Stalls	Total On-site Stalls	On-site Parking Usage	Occupied On-street Stalls	Total On-street Stalls	On-street Parking Usage
Moda Windsor	15	17	88%	8	12	67%
Sugarhouse Apartments	67	84	80%	13	15	87%
21 & View	29	42	69%	5	11	45%
2550 So. Main Apartments	94	150	63%	20	33	61%
NOTE: On-street parking counts reflect the 50% reduction factor for Sugarhouse Apartments, 21 & View, and 2550 So. Apartments.						

The existing parking rates for the four sites observed are shown in Table 2.

Table 2: Existing Parking Rates

Location	Dwelling Units	On-site Parking Only		On-site + On-street Parking	
		Parking Rate ¹	Stall Rate ²	Parking Rate ¹	Stall Rate ²
Moda Windsor	18	0.83	0.94	1.28	1.61
Sugarhouse Apartments	70	0.96	1.20	1.14	1.41
21 & View	31	0.94	1.35	1.10	1.71
2550 So. Main Apartments	112	0.84	1.34	1.02	1.63
Average (weighted by # of units)		0.89	1.27	1.09	1.58
1. Parking rates are shown in number of occupied stalls / dwelling unit					
2. Stall rates are shown in number of stalls / dwelling unit					

The weighted average (based on number of dwelling units) for parking rate (on-site parking only) is 0.89 occupied stalls per dwelling unit and the parking rate including on-street parking is 1.09 occupied stalls per dwelling unit.

2.2 National Parking Data Analysis

The anticipated parking generation based on national averages was derived using parking rates published in the Institute of Transportation Engineer's (ITE) *Parking Generation, 4th Edition*. This reference provides parking generation standards and recommendations for various land uses based upon nationwide studies of existing developments in comparable settings. Avenue considered two land use types which most accurately reflected the planned uses of the project site, which were Low/Mid-Rise Apartment (ITE Code 221) and Residential Condominium / Townhouse (ITE Code 230). The Low/Mid-Rise Apartments land use has a parking rate of 1.38 stalls per dwelling unit and Residential Condominium/Townhouse land use has a parking rate of 1.40 stalls per dwelling unit.

3 RECOMMENDATIONS

This study evaluated parking demand based on two methods, local observations at similar complexes and national data published by the Institute of Transportation Engineers. The observed data came from four sites and resulted in an average parking demand rate range of 1.02 to 1.28 parking spaces per unit, including on-street parking, with an average of 1.09. The national data recommends 1.38 to 1.40 spaces per unit. Another

important consideration is whether the proposed development will have reserved spaces or not. Reserved spaces are less efficient than communal spaces, so more total spaces would be required.

Based on this analysis, it is recommended that a rate of 1.1 to 1.3 parking stalls per unit be applied to the proposed 3300 South Apartments.

August 13, 2019



RE: 959 East 3300 South Multifamily Development – Millcreek City, UT - Trip Generation Memo

In March 2018, a traffic study was provided for a proposed development at 959 East 3300 South in Millcreek, UT. Since that time, the land use has changed and the purpose of this memo is to identify the change in trip generation projected for the site and to identify that the conclusions of the March 2018 study are still applicable.

The original development included 34 apartments and 6,564 square feet (sf) of retail. The new land use includes 49 apartments and 776 sf of retail. Figure 1 shows an aerial of the proposed site.



Figure 1: Aerial of Site

Traffic generated by a site is based on the number of units and then equating into projected traffic using the trip rate from the Institute of Transportation Engineers (ITE) Trip generation manual, 10th Edition. The 49 units and 776 sf of retail is projected to generate 23 AM peak period trips, 30 PM trips and 388 daily trips.

This is 1 more AM peak period trip, 14 less PM peak period trips and 109 less daily trips than was analyzed in the March 2018 traffic study. These projections are shown in Table 1.

Table 1: Trip Generation Projections

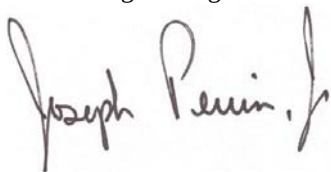
ITE 10th Ed	Size	Land Use	Trip Rate			Trips		
			AM	PM	Daily	AM	PM	Daily
2018 Land Use								
Apartments (units)	34	220	0.46	0.56	7.32	16	19	249
Retail (ksf)	6.564	820	0.94	3.81	37.75	6	25	248
						22	44	497
2019 Land Use								
Apartments (units)	49	220	0.46	0.56	7.32	23	27	359
Retail (ksf)	0.776	820	0.94	3.81	37.75	1	3	29
			0.00	0.00	0.00	23	30	388
Difference						1	-14	-109

The traffic to and from the site will be conveyed by 3300 South which is also known as State Route 171. According to UDOT's Traffic on Utah Highways (2016), 3300 South carries 27,000 average daily trips (ADT). A five lane arterial like 3300 South has a projected capacity of 39,000 ADT and therefore the roadway has the capacity to accommodate the projected traffic of the site. The site will also be served by UTA route 33 which has stops at both 900 East and 1000 East.

Based on the new land use being less intense than the previous proposed site plan, the March 2018 traffic study is still applicable.

Please contact me with any questions.

Sincerely,
A-Trans Engineering



Joseph Perrin, PhD, PE, PTOE
Principal