



**MAGNA METRO TOWNSHIP COUNCIL  
WORKSHOP MEETING AGENDA  
November 14, 2023**

Webster Center  
8952 West Magna Main Street  
Magna, Utah 84044

PUBLIC NOTICE IS HEREBY GIVEN that the Magna Metro Township Council will hold a workshop meeting on the **14<sup>th</sup> day of November 2023** at the Webster Center, 8952 West Magna Main Street Magna, Utah as follows:

**\*\* Portions of the meetings may be closed for reasons allowed by statute. Motions relating to any of the items listed below, including final action, may be taken.**

**6:00 PM – PUBLIC MEETING**

1. CALL TO ORDER
2. Determine Quorum
3. Pledge of Allegiance
4. **PUBLIC COMMENTS** (*Limited to 3 minutes per person*)  
Any person wishing to comment on any item not otherwise scheduled for a public hearing on the agenda may address the Council at this point by stepping to the microphone and giving their name for the record. **Comments should be limited to not more than three (3) minutes unless additional time is authorized by the Governing Body.**
5. **CONSENT AGENDA**
  - A. Approve minutes of September 26, 2023 [*Nichole Watt, Clerk*]
  - B. Set date and time [December 12, 2023 at 6:00 p.m.] for a public hearing to consider adoption of the 2024 Magna Consolidated Fee Schedule [*David Brickey, City Manager*]
6. **DISCUSSION/ACTION ITEMS**
  - A. Discussion and Possible Action **REZ2023-000852** – Joe Colosimo is requesting approval for an amended rezone from R-1-6 (Single-Family Residential, 6,000 SF Minimum) to the R-2-6.5 (Medium Density Residential) Zone. **Acres:** 3.44 acres. **Location:** 3045 South 8400 West. Zone: R-1-6 Zone. [*Jeff Miller, Planner*]  
  
**ACTION:** Consider **Ordinance No. 2023-O-09** Rezoning approximately 3.44 acres located at 3045 South 8400 West from R-1-6 to R-2-6.5
  - B. Update on 8400 Corridor Agreement [*David Brickey, City Manager*]
  - C. Discussion and Possible Motion to Consider **Resolution No. 23-11-01** A Resolution of the Magna Metro Township Council Tentatively Approving the 2024 Magna Metro Township Budget, and Setting the Public Hearing for Public Comment and Possible Final Adoption on December 12, 2023 at 6:00 p.m. [*David Brickey, City Manager*]
  - D. Discussion regarding the 2024 Magna Consolidated Fee Schedule [*David Brickey, City*

*Manager]*

- E. Discussion regarding the Magna Metro Township Council Meeting Schedule for the 2024 Calendar Year *[David Brickey, City Manager]*
- F. Discussion regarding Reducing the Number of Planning Commission Members *[David Brickey, City Manager]*
- G. Discussion regarding the Change of Government Email Addresses in accordance with SB127 *[David Brickey, City Manager]*

7. **LEGISLATIVE UPDATE** *[Paul Ashton, Attorney]*

8. **MANAGER UPDATES**

9. **CLOSED SESSIONS IF NEEDED AS ALLOWED UNDER UTAH CODE ANN. 52-4-205)**

- A. Discussion of the Character, Professional Competence or Physical or Mental Health of an Individual.
- B. Strategy sessions to discuss pending or reasonably imminent litigation.
- C. Strategy sessions to discuss the purchase, exchange, or lease of real property.
- D. Discussion regarding deployment of security personnel, devices, or systems; and
- E. Other lawful purposes as listing in Utah Code 52-4-205

10. **ADJOURN**

**ZOOM MEETING:**

*Magna Metro Township Meeting*

*When: Nov 14, 2023 06:00 PM Mountain Time (US and Canada)*

*Topic: Magna Metro Township Council Meeting*

*Register in advance for this webinar:*

*[https://zoom.us/webinar/register/WN\\_WPGIDq\\_4RUyaU9F6kk1Ww](https://zoom.us/webinar/register/WN_WPGIDq_4RUyaU9F6kk1Ww)*

*After registering, you will receive a confirmation email containing information about joining the webinar.*

*Upon request with three (3) working days' notice, the Greater Salt Lake Municipal Services District, in support of the Magna Metro Township, will make reasonable accommodations for participation in the meeting. To request assistance, please call (385) 468-6703 – TTY 711.*

*A copy of the foregoing agenda was posted at the following locations on the date posted below: Magna Metro Township website at [www.magnametrotownship.org](http://www.magnametrotownship.org) and the State Public Notice Website at <http://pmn.utah.gov>. Pursuant to State Law and Magna Ordinance, Councilmembers may participate electronically. Pursuant to Utah Code Ann. § 52-4-205, Parts of Meetings may be Closed for Reasons Allowed by Statute.*

**POSTED:** November 10, 2023

DATE TUESDAY SEPTEMBER 26, 2023

THE MAGNA METRO TOWNSHIP COUNCIL, STATE OF UTAH, MET ON TUESDAY, SEPTEMBER 26, 2023, PURSUANT TO ADJOURNMENT ON TUESDAY, SEPTEMBER 12, 2023, AT THE HOUR OF 6:00 P.M. AT THE WEBSTER CENTER AT 8952 WEST MAGNA MAIN STREET (2700 SOUTH), MAGNA, UT 84044.

COUNCIL MEMBERS PRESENT: ERIC BARNEY  
STEVE PROKOPIS  
TRISH HULL  
DAN PEAY, Mayor

EXCUSED: AUDREY PIERCE

OTHERS IN ATTENDANCE: PAUL ASHTON, LEGAL COUNSEL  
DAVID BRICKEY, ADMINISTRATOR

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**Mayor Peay**, Chair, presided.

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Business Meeting

Pledge of Allegiance

The Pledge of Allegiance to the Flag of the United States of America was recited.

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Public Comments

**Keuna Fesolai** stated concerns regarding the Utah Transit Authority's (UTA) Magna bus system. She is a single mom that relies heavily on the bus system. The bus is always 10 – 15 minutes early or late and creates challenges, particularly in inclement weather. East of 7200 South the bus is always on time.

In addition, the library, which is currently closed, has previously offered free dump passes. She is unsure of the current availability or how to obtain the free dump pass. She also inquired about the availability of leaf bags, asking if they could be obtained through the library.

**Council Member Barney** stated Wasatch Front Waste and Recycling District (WFWRD) has transitioned to an online voucher system. The voucher is available on WFWRD's website.

**Council Member Hull** stated the leaf bags will be available at the Magna library, which is scheduled to reopen around October 22<sup>nd</sup> to 24<sup>th</sup>. Leaf bags will also be distributed at

libraries served by WFWRD and the senior center. Magna's Pleasant Green Park now serves as a drop-off point for leaves. Ms. Hull offered to provide leaf bags once they arrived.

**Mayor Peay** stated he would address the bus issues at the upcoming UTA Board meeting tomorrow.



Unified Police Department (UPD)

**Chief Del Craig**, Unified Police Department, stated the Cyprus homecoming parade will be held on October 4<sup>th</sup>. A special event permit has been submitted for the parade. The parade will follow the tradition of starting on 9200 West, moving down Magna Main Eastbound, then proceeding Southbound to Cyprus High School and Buccaneer Drive. Given the ongoing traffic and construction issues on 9200 West, they will make concessions. The road from Buccaneer Drive to approximately 8850 will remain accessible for residents. The parade will commence at 6:00 PM with staging at 5:00 PM. Notifications to affected residents will be delivered by Cyprus High School, and information will be shared on social media.

Chief Del introduced Shane Manwaring as the replacement for Lieutenant Zach Van Emmerik. He has been hired by the Sheriff's Office as the Chief Deputy for the new Law Enforcement Bureau and will oversee its establishment.

**Lieutenant Shane Manwaring**, Unified Police Department, introduced himself, stating his strong connection with the Magna community. He has over 20 years of experience in Kearns and Magna. He expressed eagerness to promote Magna to others and anticipated working closely with residents and Council Members.

**Chief Craig** stated other changes are being made with a new sergeant being assigned to the Community Oriented Policing (COP) and Direct Enforcement Unit (DEU).

**Council Member Hull** requested an update on the reorganization of UPD.

**Chief Craig** stated a reorganization committee was created. Existing allocations are being put in the new organizational chart apart from the positions that the Sheriff is taking to her new bureau. UPD is looking for a new building to use as headquarters.

**Council Member Prokopis** stated the organizational chart is evolving week to week. As UPD separates from the Sheriff's Office, new costs will be incurred. Magna may lose a full-time employee. Sheriff Rivera is creating a new law enforcement branch and will take some UPD officers with her. Chief Mazuran is building the UPD command staff.



Magna Financial Report



DATE TUESDAY SEPTEMBER 26, 2023

**Dave Sanderson**, Financial Manager, reviewed the Magna Metro Township financial report. The Pleasant Green Cemetery is showing revenues of \$25,000 and expenses of \$61,000. The cash balance is approximately \$100,000, which will last about two years before additional funding will need to be obtained.



Community Stakeholder Reports

*4<sup>th</sup> of July*

There was no report given.



Magna Chamber of Commerce

**Mayor Peay** stated the chamber meeting will be held on the third Thursday of the month at the Webster Center at 12:00 PM.



Pleasant Green Cemetery

**Nunny Nichols** stated this month there were two burials. A double cremation will take place at the end of this week and an individual will be buying four non-residential plots. Four headstones will be moved into place.



Code Enforcement Report

**David Brickey** stated there have been 65 new cases since the last update, with 35 cases closed. There are currently 109 cases open, mostly related to junk and weeds. Mr. Brickey is receiving a couple of phone calls a day from residents regarding code enforcement issues.



Consent Agenda

*Minutes*

Council Member Barney, seconded by Council Member Hull, moved to approve the minutes of the Magna Metro Township Council meetings held on August 22, 2023. The motion passed unanimously.

DATE TUESDAY \_\_\_\_\_ SEPTEMBER \_\_\_\_\_ 26, 2023



Action / Discussion Items

*ServPro Presentation*

**John** (last name unknown), ServPro, stated ServPro is a mitigation and restoration company. It works with insurance companies by using the same software, which makes the process more efficient when going through a disaster. They have developed an Emergency Ready Plan (ERP) program with step-by-step instructions on how to do things like shut off water and gas, it provides information on who the decision-making individuals are and lists important contacts. The information gathered is put into a binder and available on an app for easy access. Servpro is committed to supporting first responders and communities and would like the opportunity to serve Magna.



*Resolution 2023-09-02 – Cancelling the Magna Metro Township’s November 21, 2023 Election*

The Council reviewed the following Resolution cancelling the November 21, 2023 election and determining the unopposed declared candidates to be elected to the Magna Metro Township Council:

RESOLUTION NO. 2023-09-02

Date: September 26, 2023

A RESOLUTION, PURSUANT TO UTAH CODE 20A-1-206, CANCELLING THE MAGNA METRO TOWNSHIP’S NOVEMBER 21, 2023 ELECTION AND DETERMINING THE UNOPPOSED DECLARED CANDIDATES TO BE ELECTED TO THE TOWNSHIP COUNCIL.

WHEREAS, the Magna Metro Township is a Municipality pursuant to Utah Code Section 10-2a-401 et. Seq., and

WHEREAS, Magna is governed by a five-member elected Council with the Mayor acting as Chair of the Council pursuant to Utah Code §10-3b-503, and

WHEREAS, the terms of three members are set to expire at the end of 2023, and

WHEREAS, because of the expiration of terms, an election was called for November 21, 2023, pursuant to applicable sections of the Utah Code, to fill those three positions on the Council, and

WHEREAS, notice of the election was duly noticed to the public, and

WHEREAS, only three candidates filed declarations of candidacy to run for the three open positions on the Council, and

DATE TUESDAY SEPTEMBER 26, 2023

WHEREAS, no other individual gave notice of intent to run as a write-in candidate, pursuant to Utah Code Section 20A-9-601, and

WHEREAS, pursuant to Utah Code Section 20A-1-206, a municipal legislative body can choose to cancel an election where the number of declared candidates, including declared write-in candidates, do not exceed the number of open council positions subject to election, and may certify the unopposed declared candidates to be elected to the council, and

WHEREAS, a significant amount of money will be saved by Magna by not holding a formal election as allowed by the Utah Code, and

NOW, THEREFORE, IT IS RESOLVED, APPROVED AND CERTIFIED, by the Council of Magna Metro Township Council that:

Section 1. The scheduled election for members of the Council, set forth November 21, 2023 (the "Election") is canceled due to the herein certified fact that only three declared candidates are running, pursuant to statutory requirements, for the three open positions on the Council that were to be chosen by the Election.

Section 2. Effective January 1, 2024, the three unopposed candidates for the three positions on the Council, are hereby deemed to be elected to those positions, which unopposed candidates are: Steve Prokopis, Audrey Pierce, and Mick Sudbury.

Section 3. Council's Clerk is instructed to take whatever action is required to give notice of the cancellation of the election pursuant to Utah Code Section 20A-1-206.

APPROVED AND ADOPTED in the Magna Metro Township, Salt Lake County, Utah this 26<sup>th</sup> day of September 2023.

MAGNA METRO TOWNSHIP:

/s/ DAN W. PEAY  
Mayor

ATTEST

/s/ LANNIE CHAPMAN  
Salt Lake County Clerk  
Metro Township Clerk/Recorder

Council Member Barney, seconded by Council Member Hull, moved to approve the following resolution 2023-09-02. The motion passed unanimously.

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DATE TUESDAY SEPTEMBER 26, 2023

*PUD 2022-000659 – Ben Hansen, Ivory Homes, is requesting an amendment to the PC Plan and Community Structure Plan for the Mahogany Ridge Planned Community, located at 8230 West 4100 South on 78.48 acres*

**Jeff Miller**, Planner II, Greater Salt Lake Municipal Services District, stated the Council heard this request on August 22, 2022, and tabled a decision to allow Paul Ashton time to review the development agreement in depth. The Council also requested a markup of the development agreement with the changes that were made to it, and that markup is in the staff report. Mr. Ashton indicated to him today that he is okay with the development agreement, but he would like some language added to it prior to Council approval.

**Paul Ashton** stated the redlined version basically goes through the different plans, but Ivory Homes did remove the diagrams of setbacks, etc., and instead used a table, which talks about separation between the different buildings. He did not see anything negative from a legal standpoint about removing the diagrams, and if anything, it might clarify any ambiguities that might have existed in the agreement. However, some legalese language needs to be added to the master development agreement that says this is an amendment, not a replacement to the master development agreement, and that it does not provide to the developer any additional rights granted beyond what is stated in the amendment and that their vested rights still belong and are derived from the original master development agreement.

This is significant because the Utah State Legislature, this past January, changed the law regarding massive development agreements, whereby cities now must specify to developers what rights, if any, they are giving up by signing a master development agreement; and that if the city fails to measure the certain riders and privilege, then they waive that. Before the statute passed, cities did not have to do that; each side of the agreement stood on equal ground.

The Council can defer a decision for two weeks while that language is added to the amended agreement, or it can approve the amended agreement, subject to the legal language being added to it.

**Council Member Prokopis** stated the agreement regarding setbacks between homes on side yards had allowed for 3 feet on one side and 7 feet on the other side, but that was changed to 10 feet for both. He wanted it spelled out how many feet were on each side.

**Nick Mingo**, EDM Holdings, LLC, stated the International Building Code requires a firewall if homes are closer than 5 feet to the property line. So, Ivory Homes put in 10 feet as the distance between structures.

**Council Member Prokopis** stated he was concerned about the change that allows for a single car garage.

**Council Member Barney** stated he was concerned about that modification too. He asked if there was a net loss in parking, or if that was offset by the additional street parking. The plan presently has 64 parking spaces, but once the Council approves the agreement, Ivory Homes can change that number, as long as it meets the requirements of the development agreement. Ivory Homes is only bound by the percentages of homes.

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**Council Member Prokopis** stated if the Council accepts the amendments, all the planned two-car garages could become single-car garages. There is no mention of the number of those garages. If that happens, it will push people onto the streets.

**Mr. Mingo** stated Ivory Homes is proposing that if there is a smaller, more affordable one-bedroom unit, it will have a one-car garage and a one-car driveway, and there will be two parking areas on the street. Ivory Homes' goal is to provide a home in the \$200,000 range.

**Mr. Ashton** stated the Council can specify that a single car garage be limited to that type of unit. He suggested continuing this discussion in two weeks and asking Ivory Homes to clarify that.

**Mr. Mingo** stated he did not think this would impact street parking because fewer people would be living in these smaller units, and Ivory Homes did add more parking stalls.

**Council Member Prokopis** stated Ivory Homes had added 400 parking stalls, but it is taking away 128 stalls by reducing 64 units from 4 parking stalls to 2 parking stalls.

**Mr. Mingo** stated the current development agreement does not have a two-car garage for all the townhomes.

**Council Member Barney** stated the Council did not receive the redlined version until Friday, even though it asked for them a month ago. He would like more time to go through the changes in detail to understand them and to make sure any concerns are mitigated. He wanted to make sure that what the Council is presented with is what it is going to get.

Council Member Barney made a motion to delay this decision and put it on a workshop meeting in the first of October to get the details ironed out, and then make a final decision in the meeting afterward.

**David Brickey** asked that the motion not include the word final.

Council Member Barney, seconded by Council Member Hull, restated the motion to delay the decision on this and have a discussion at the workshop meeting on October 10, 2023, and then put this on the business meeting agenda at the end of October for a decision.

**Council Member Hull** suggested having a discussion before the vote.

**Mick Sudbury**, resident, stated one of the problems with earlier Ivory Homes developments is the one-car garages and driveways are too small for big vehicles, which is why people living in them park on the street. Ivory Homes needs to make garages big enough to park a truck in them.

Council Member Barney, seconded by Council Member Hull, restated the motion to delay the decision on this and have a discussion at the workshop meeting on October 10, 2023,

and then put this on the business meeting agenda at the end of October for a decision. The motion passed unanimously.

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*WVR 2023-000924 – Ben Hansen, Ivory Homes, is requesting an exception from roadway development standards for the Gabler’s Grove Phase 5 Subdivision, located at 7688 W. Blawn Wash Lane on 2.71 acres*

**Jeff Miller**, Planner II, Greater Salt Lake Municipal Services District, reviewed the request, which was also tabled at the Aught 22<sup>nd</sup> meeting so further detail could be provided about potential parking and snow removal issues. With regard to questions on the reduction from ten feet to four-and-a-half feet for the width between the driveways for the townhomes, he reviewed Magna Metro Township’s Title 19 ordinance, which govern parking in R-1 and R-2 Residential Zones, the number of spaces required, and where parking is prohibited; and Tile 14 regarding the minimum ten feet distance between driveways, and Exceptions. He also reviewed the master development agreement, which covers setbacks for the different zones and product types. For townhomes, the minimum front setback is ten feet, and there is no minimum driveway depth requirement. This phase consists of 30 townhome units, with 60 required on-site parking spaces. The recorded Covenants, Conditions, and Restrictions (CC&Rs) restrict parking outside of any garage, driveway, or designated parking area. Then, the Gabler’s Grove Association is tasked with removing snow from the private streets and it designates certain areas within the project to be used for temporary snow storage during winter months.

**Council Member Hull** asked if Salt Lake County’s Public Works Engineering had made a recommendation.

**Mr. Miller** stated Salt Lake County’s Public Works Engineering recommendation of approval of the exception is in the packet, and it provided a letter to the Municipal Services District. The MSD staff’s recommendation of approval, with the condition that the applicant work with MSD staff and outside review agencies to comply with final plat procedures prior to plat recordation of the associated Gabler’s Grove Phase 5 subdivision is also in the packet.

**Ben Hansen**, applicant, Ivory Homes, stated this was done in the development to the east of Gabler’s Grove.

**Council Member Prokopis** asked if there were more phases to this project, and if so, whether the Council’s decision today binds the Council for future phases.

**David Brickey** stated there is one more phase of townhomes with this project, and that will have to come before the Council.

Council Member Hull, seconded by Council Member Prokopis, moved to approve WVR 2023-000924 – the request for an exception from the roadway development standards. The motion passed unanimously.



Manager Updates

**David Brickey** made the following announcements:

- ◆ He has been meeting with Dave Sanderson to review the budget. There was some concern with the numbers, so he will have a follow-up meeting with him to understand them.
- ◆ He has tracked down the service agreement with Pleasant Green Cemetery, with Dave Sanderson and Paul Ashton's assistance. He will be getting together with Nunny Nicholes on that. There is some interesting information in that service agreement, which he will share with the County after meeting with Mr. Nicholes.
- ◆ He is working with the Greater Salt Lake Municipal Services District (MSD) to review Magna Metro Township's seven city parks, which have been identified as the parks that will be maintained by Roth Landscape Services. Councilman Barney raised questions regarding one of those parks, asking how it was acquired and why it was not being maintained. That is probably something the Council should discuss further in a closed session.
- ◆ He is still getting 8 to 10 phone calls a day with questions on building permits and setbacks, and he has responded with the MSD or the County's webpage.

**Council Member Barney** suggested sending a blurb with the MSD and County links explaining the services they provide to the Magna Metro Township to help people understand that relationship. He also wanted to know which parks were being deeded to the Magna Metro Township and which properties were being retained by Salt Lake County. It was not appropriate for the Magna Metro Township's property tax to cover the maintenance if Salt Lake County owns the property. Additionally, two of those park properties are being maintained by the Magna Metro Township, but they are owned by a planned unit development (PUD) and that PUD should be maintaining it. The PUD is not leasing it to the Magna Metro Township nor is it compensating the township to maintain that.

**Mr. Brickey** stated he would find out more about those seven parks.

**Paul Ashton** stated he and Mr. Brickey have been working with Salt Lake County's Real Estate Division to get all the documents and clean up the titles. The Magna Metro Township only needs to pay to maintain the properties it owns.

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*Announcements*

**Council Member Hull** announced Drug Take Back is Saturday, October 28<sup>th</sup> from 10:00 AM to 2:00 PM in the Reams parking lot. Then, that same Saturday from 4:00 PM to 6:00 PM, Magna United / Magna Community that Cares is sponsoring trick or treating on Main Street. She suggested the Council get a table and hand out candy. Then, the Santa Stroll will be held the Saturday after Thanksgiving.

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**Council Member Prokopis** announced the new fire station's completion date is in the middle to late October, and an Open House will follow that.

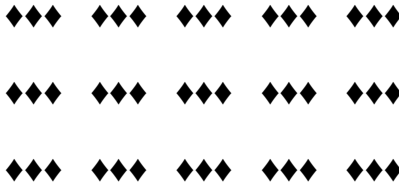


THERE BEING NO FURTHER BUSINESS to come before the Council at this time, the meeting was adjourned.

LANNIE CHAPMAN  
METRO TOWNSHIP CLERK

By \_\_\_\_\_  
Deputy Clerk

\_\_\_\_\_  
CHAIR, MAGNA METRO TOWNSHIP COUNCIL







G R E A T E R S A L T L A K E  
**Municipal Services  
 District**

Greater Salt Lake Municipal Services District - Planning & Development Services  
 2001 S. State Street #N3-600 • Salt Lake City, UT 84190 • (385) 468-6700

File # REZ2023-000852

## REZONE SUMMARY AND RECOMMENDATION

**Public Body:** Magna Metro Township Council

**Meeting Date:** November 14, 2023

**Parcel IDs:** 14-29-252-015-0000, 14-29-252-043-0000, 14-29-252-074-0000, 14-29-252-075-0000, 14-29-252-077-0000, 14-29-252-078-0000

**Acreage:** 2.84 Acres

**Current Zone:** R-1-6 (Single-Family Residential, 6,000 SF Minimum)

**Proposed Zone:** R-2-6.5 (Medium Density Residential)

**Property Address:** 3045 South 8400 West

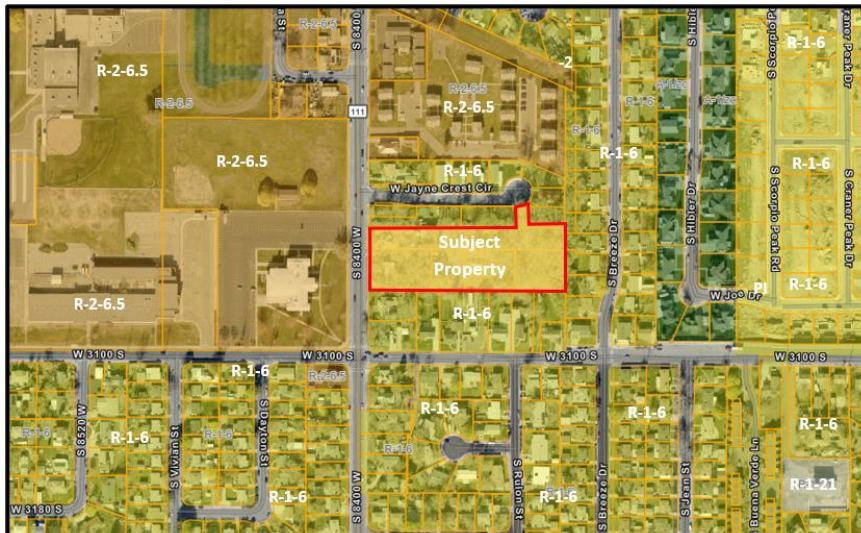
**Request:** Rezone from R-1-6 to R-2-6.5

**Planning Commission Recommendation:** Denial on September 14, 2023, Approval on October 12, 2023 (Updated motion).

**Planner:** Jeff Miller

**Applicant Name:** Joe Colosimo

## PROJECT DESCRIPTION



Joe Colosimo is requesting a recommendation of approval for a proposed rezone from the R-1-6 (Single-Family Residential, 6,000 SF Minimum) Zone to the R-2-6.5 (Medium Density Residential) Zone for six parcels totaling 3.00 acres in size.

Most of the parcels are currently vacant, with the exception of two of the parcels, which currently have existing homes located on the properties. If the properties were successfully rezoned to the R-2-6.5

**Request:** Rezone from R-1-6 (Single-Family Residential) to R-2-6.5 (Medium Density Residential)

Zone, the applicant anticipates going through the approval process for an Infill Planned Unit Development (PUD) on the subject property.

### **SITE & VICINITY DESCRIPTION** (see attached map)

The subject property is located immediately south of Jayne Crest Circle, and north of 3100 South. The property is located within a large area of parcels zoned R-1-6. There are parcels within the R-2-6.5 Zone to the north of the subject property, as well as to the west across 8400 West. The R-2-6.5 area to the west extends north towards Magna Main Street. Along Magna Main Street, there is a significant number of parcels currently zoned R-2-6.5.

### **GENERAL PLAN CONSIDERATIONS**

The Magna General Plan was adopted in 2021. According to the current general plan, approximately 7% of the residential acres within Magna are currently zoned R-2-6.5.

One of the initiatives and opportunities that have been identified in the general plan is the, "addition of diverse housing to Magna to create mixed density neighborhoods and increase new investment in the community."

The general plan also identifies that "responsible growth can occur through additional opportunities for home ownership", which the anticipated PUD could provide at a lower price point than a regular single-family home.

**\*Please see the attached map from the general plan, which shows existing multi-family residential areas within Magna. Please note that this map does not currently show multi-family residential areas within the P-C (Planned Community) Zones for the existing Gateway to Little Valley Planned Community, as well as the upcoming Mahogany Ridge Planned Community.**

### **ZONE CONSIDERATIONS**

<b>Requirement</b>	<b>Existing Zone (R-1-6)</b>	<b>Proposed Zone (R-2-6.5)</b>
Height	30 Feet on properties with a 15% slope. 35 Feet for all other properties.	35 Feet.
Front Yard Setback	25 Feet.	20 Feet.
Side Yard Setback	8 Feet on both sides or 11 feet on the garage side and 5 feet on the other side.	0 Feet for shared walls, otherwise 5 Feet.
Rear Yard Setback	25 Feet.	15 Feet.
Lot Width	60 Feet at a distance 25 Feet from the front lot line.	60 Feet.
Lot Area	6,000 Square Feet.	6,000 Square Feet for Single-Family Dwellings, 3,250 Square Feet for 2+ Family Dwellings, 12 Dwelling Units per acre for PUDs as determined by the Planning Commission.
Maximum Lot Coverage	40% for buildings and structures.	40% for buildings and structures.

Compatibility with existing nearby development in terms of size, scale and height.	Can be Compatible
Compliance with the General Plan.	Yes

**Request:** Rezone from R-1-6 (Single-Family Residential) to R-2-6.5 (Medium Density Residential)

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## ISSUES OF CONCERN/PROPOSED MITIGATION

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Planning Staff has not identified any issues of concern with the proposed rezone request.

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## STAFF ANALYSIS

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**19.30.010 Medium and High-Density Residential Zones.** *The purpose of the medium and high-density residential zones is to promote a mix of housing opportunities combined with some limited commercial opportunities. It is the intent of the medium and high-density housing zones to be located in walkable and transit-oriented areas that allow for a wide range of amenities and businesses in close proximity.*

Since this item was originally heard by the Magna Metro Township Planning Commission, the applicant has been working on finding a compromise with the anticipated density for the proposed development. The original proposal was for 34 townhomes. Based on the feedback from the planning commission, the applicant came up with two additional proposals, Concept A featuring 13 twin homes (26 units total), and a Concept B featuring 18 Single Family Homes (with traditional construction, not modular homes). Between these two concepts, the applicant has chosen to pursue the 18 Single Family Homes (with traditional construction methods), and is requesting a condition of approval that the density is limited to 18 Single Family Homes with the proposed rezone request.

Additionally, planning staff and the Unified Fire Authority has determined that a secondary access to 3100 South will not be required for this development as proposed (with 18 homes).

**\*Please see the attached R-1-6 zoning code (current zone) & the proposed R-2-6.5 zoning code, as well as the requested traffic study.**

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## NEIGHBORHOOD RESPONSE

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When this item was originally heard by the Magna Metro Township Planning Commission on July 13, 2023, there were concerned citizens and neighbors in attendance. During the public hearing, they expressed concerns about the increase in density proposed by the rezone request, as well as the impacts that this development would have on traffic in the area.

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## PLANNING COMMISSION MOTION/MAGNA COUNCIL

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On July 13, 2023, the Magna Metro Township Planning Commission made a motion to table the proposed rezone until the August 10, 2023 meeting, so that the applicant could work on obtaining a traffic study to provide additional information on the potential traffic impacts in the general area anticipated by the proposed development.

On August 10, 2023, the traffic study was not yet completed, and a request was made to have the Planning Commission table the item until the September 14, 2023 meeting. On September 14, 2023, it was also requested to table the rezone request until October 12<sup>th</sup>. However, the planning commission made a motion to recommend denial of the proposed rezone request.

**Request:** Rezone from R-1-6 (Single-Family Residential) to R-2-6.5 (Medium Density Residential)

The applicant amended the rezone application to add an additional property to the rezone request and has also provided planning staff with the previously requested traffic study. Because the amended application includes a property that wasn't previously considered by the planning commission an updated public notice and public hearing on this item was required.

On October 10<sup>th</sup>, the Magna Metro Township Council sent this item back to the Magna Metro Township Planning Commission for the updated public hearing and motion on October 12<sup>th</sup>.

On October 12, 2023, an updated public hearing was held for this item. Staff provided an update on the reduced density for the proposed development, and the requested density limit as a condition of approval. During the public hearing, comments that were given from the public were largely in favor of the proposed rezone request, with the reduced density as a condition of approval. The Magna Metro Township Planning Commission gave a motion to recommend approval of the proposed rezone request with the zoning conditions listed in the next section of this report.

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## CONCLUSION AND RECOMMENDATION

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Planning Staff recommended that the Magna Metro Township Planning Commission analyzes the information contained in this report, prior to making an updated recommendation to the Magna Metro Township Council on the proposed rezone request from R-1-6 (Single-Family Residential, 6,000 SF Minimum) to the R-2-6.5 (Medium Density Residential) Zone.

On October 12, 2023, the Magna Metro Township Planning Commission provided a favorable recommendation for the proposed rezone request to the Magna Metro Township Council, subject to the following zoning conditions:

- The overall density is limited to 18 Single Family Homes (with traditional construction methods, not modular homes) for the subject property.
- The driveways must be a minimum of 20 feet deep.

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## EXHIBITS

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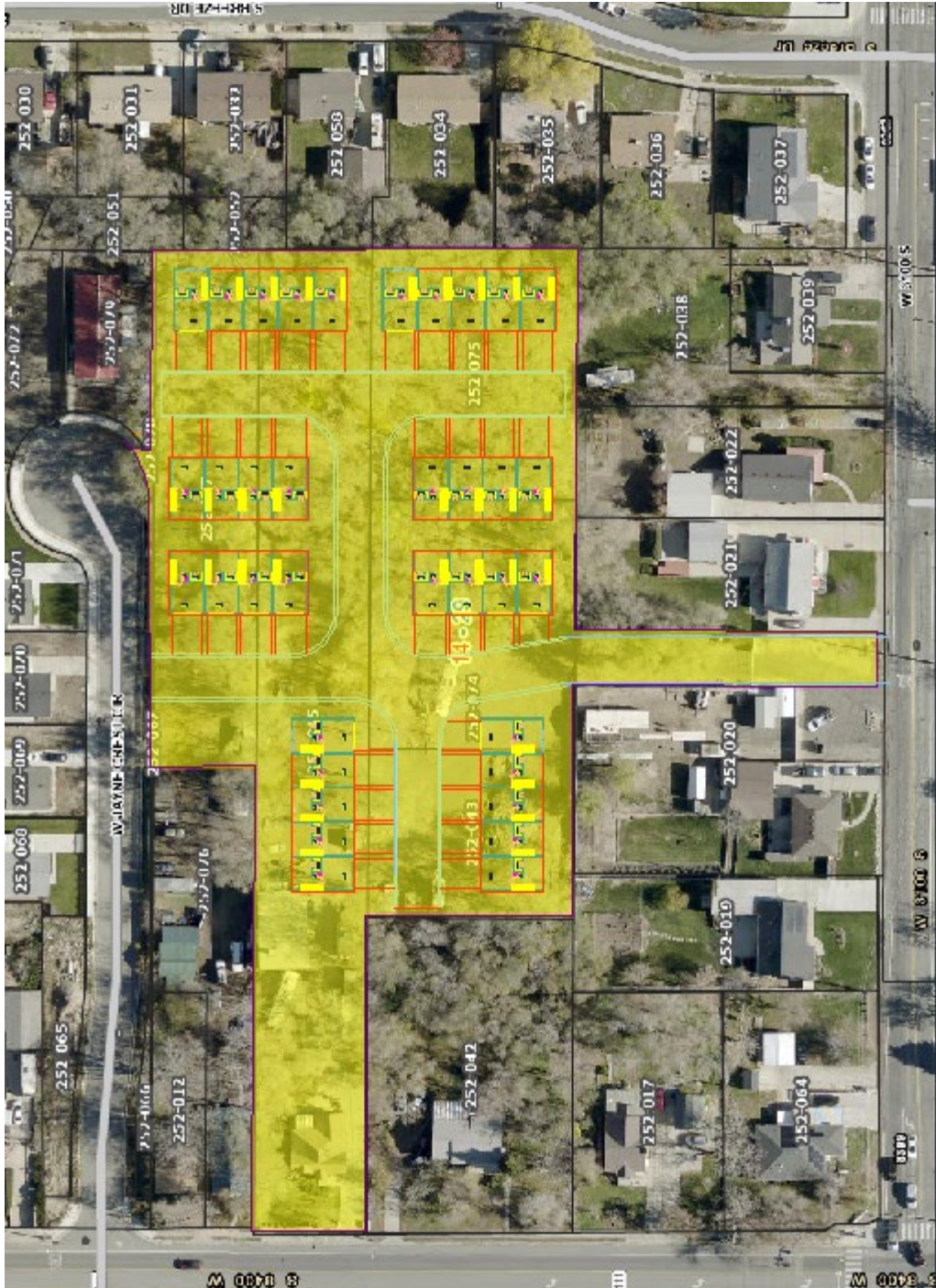
- A. Aerial Map.
- B. Rezone Narrative.
- C. Original Concept Plan (July 13, 2023)
- D. Updated Concept A
- E. Updated Concept B (Applicant's Preferred Choice)**
- F. Figure 3-12: Multi-Family Residential Land Use Map.
- G. R-1-6 Zoning Code.
- H. R-2-6.5 Zoning Code.
- I. Traffic Study.
- J. Draft Rezone Ordinance.

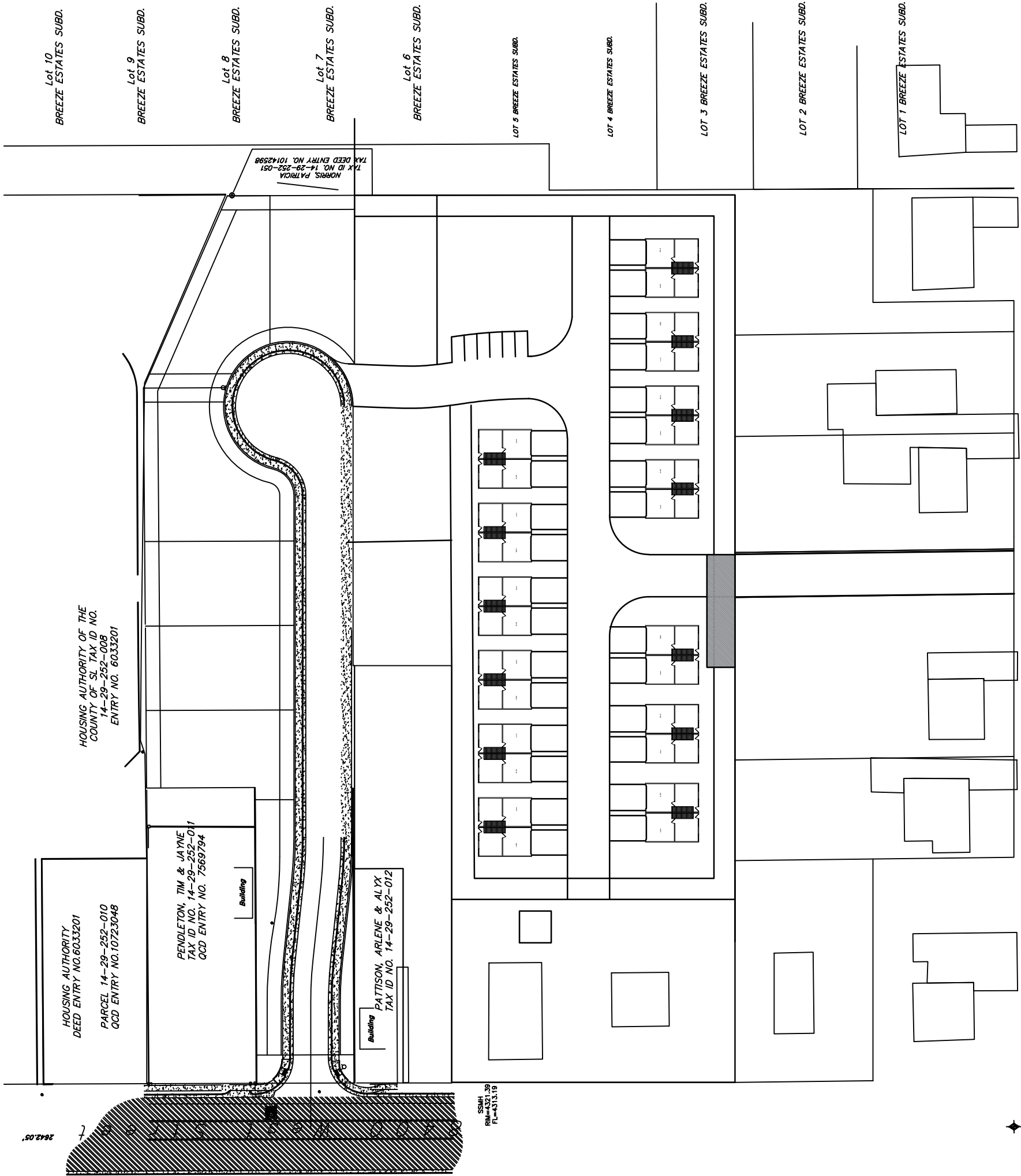






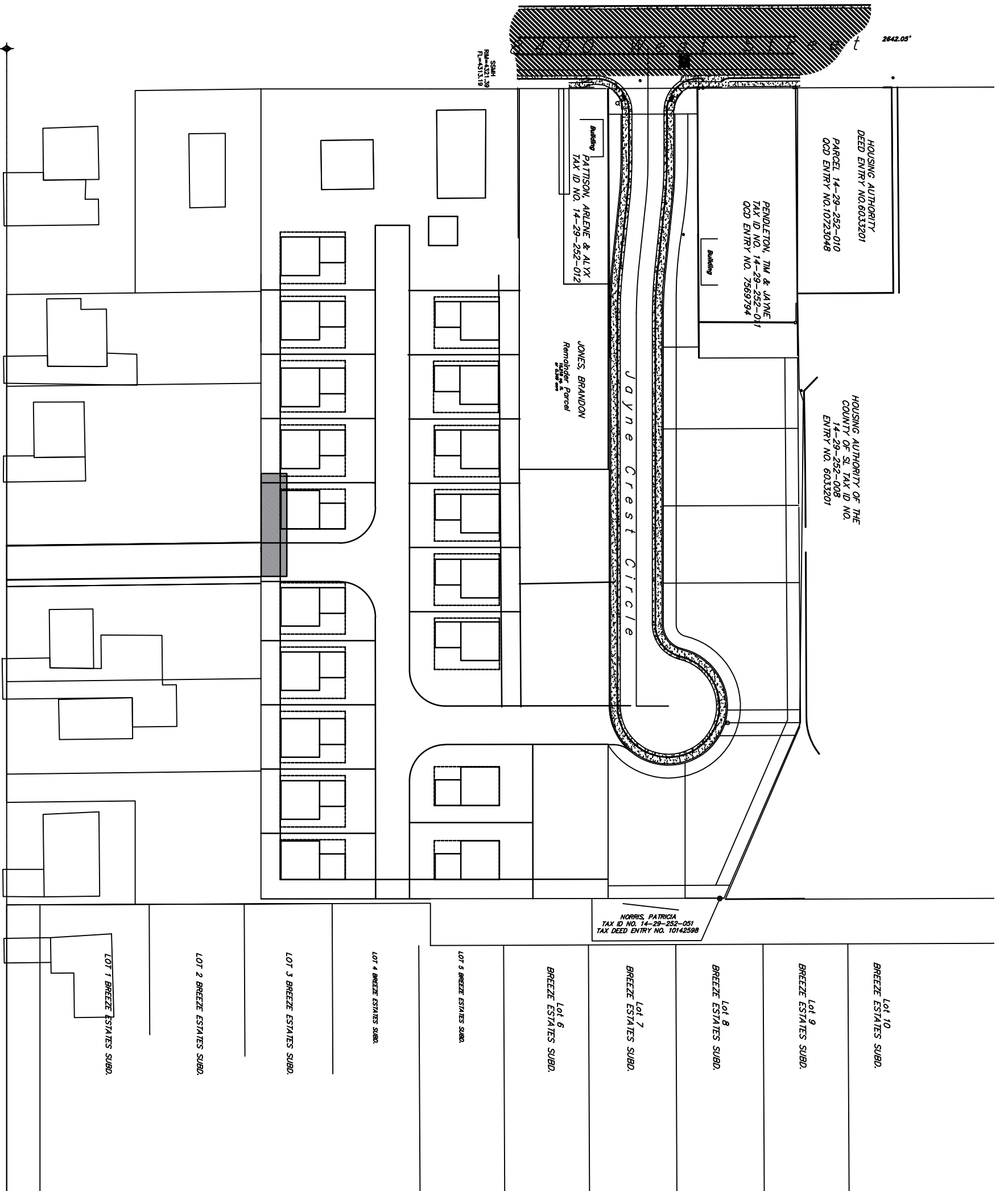








Concept B (Applicant's Preferred Choice)



## MULTI-FAMILY

Multi-family development, including medium-density townhomes and higher-density stacked units, represent 3 percent of residential neighborhoods, Figure 3-12.

Most of the multi-family units in Magna were built since 1998. In the past two years, 0.14 percent of low/medium density (R-2-6.5 and R-4-8.5, respectively) and 0.34 percent of low density (R-2-6.5) new dwelling units built or approved for development in Magna have been multi-family units.

Multi-family zoning designations include medium density duplex and fourplex designations as well as the R-M designation. The community's mobile home areas are also included as multi-family. As seen in Table 3-2, only 13 percent of Magna's residential areas have developed as multi-family and only 3 percent at higher densities.

TABLE 3-2: MULTI-FAMILY DESIGNATIONS

Zoning Designation	Minimum Lot Size	Units / Acre	Acres	% of Single Family Acres	% of Residential Acres	% of Total Acres
R-2-6.5	6,500	12	143	58%	7%	0.6%
R-4-8.5	8,500	18	35	14%	2%	0.2%
R-M	5,000	25	68	28%	3%	0.3%
RMH - Mobile Home	Varies	Varies	0	0%	0%	0.0%
<b>Total</b>			<b>247</b>	<b>100%</b>	<b>13%</b>	<b>1.1%</b>

Source: Salt Lake County Assessors Database

FIGURE 3-12: MULTI-FAMILY RESIDENTIAL LAND USE



**Chapter 19.28: SINGLE-FAMILY RESIDENTIAL ZONES**

**19.28.010 - Purpose of Provisions.**

The purpose of the Single-Family Residential Zones is to establish primarily single-family neighborhoods which provide persons who reside therein a comfortable, healthy, safe and pleasant environment.

**19.28.020 - Schedule of Permitted Uses.**

- A. Schedule of Permitted Uses. The specific uses listed in the following schedule are permitted in the zones as indicated, subject to the general provisions, special conditions, additional restrictions, and exceptions set forth in this Title.
- B. Special Conditions. Any special conditions related to a specific use are in Chapter 19.42 Specific Use Standards.
- C. Procedure for Multiple Uses (Combination of Uses). If a development proposal involves a combination of uses other than accessory uses as identified in Table 19.28.020, the more restrictive provisions of this Title shall apply. For example, if a portion of a development is subject to Conditional Use (“C”) approval and the other portion is subject only to Permitted Use (“P”) review, the entire development shall be reviewed and approved by the Conditional Use process.
- D. Abbreviations. The abbreviations used in the schedule mean:
  - 1. P = Permitted Use. This use is allowed in the zone but may be subject to additional restrictions and approval processes as provided in this Title.
  - 2. C = Conditional Use. This use is conditional because of the unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent uses, incompatibility in some areas of the zone, or compatibility only if special provisions or conditions are required to mitigate the detrimental impacts of the use. The Planning Commission is the land use authority for uses with this designation.
  - 3. X = Prohibited Use. This use is prohibited in this zone. Any use not specifically identified in Table 19.28.020 is prohibited in this zone.

<b>Table 19.28.020 - Uses Allowed in Residential Zoning Districts</b>							
<b>Use Categories</b>	<b>R-1-3/ R-1-4</b>	<b>R-1-5</b>	<b>R-1-6</b>	<b>R-1-7</b>	<b>R-1-8</b>	<b>R-1-10</b>	<b>R-1-21</b>
<b>Residential:</b>							
Dwelling, Single Family	P	P	P	P	P	P	P
Dwelling, Manufactured Home	P	P	P	P	P	P	P
Residential facilities for persons with a disability subject to Chapter 19.42	P	P	P	P	P	P	P
	<b>R-1-3/ R-1-4</b>	<b>R-1-5</b>	<b>R-1-6</b>	<b>R-1-7</b>	<b>R-1-8</b>	<b>R-1-10</b>	<b>R-1-21</b>
<b>Accessory Uses:</b>							
Accessory Uses and Buildings Subject to Section 19.28.050	P	P	P	P	P	P	P

**MAGNA TITLE 19 – ZONING**

Accessory Dwelling Unit, Internal and Attached, subject to Chapter 19.42	X	X	P	P	P	P	P
Accessory Dwelling Unit, Detached, subject to Section 19.28.050 and Chapter 19.42	X	P	P	P	P	P	P
Guesthouse, the square footage of which shall be less than one thousand two hundred square feet	X	X	X	X	X	X	P
Home Occupations, subject to Chapter 19.42	P	P	P	P	P	P	P
Child Care, subject to Chapter 19.42	P	P	P	P	P	P	P
Household Pets, not including kennels	P	P	P	P	P	P	P
Kennels, private	X	X	P	P	P	P	P
	<b>R-1-3/ R-1-4</b>	<b>R-1-5</b>	<b>R-1-6</b>	<b>R-1-7</b>	<b>R-1-8</b>	<b>R-1-10</b>	<b>R-1-21</b>
Institutional Uses:							
Parks/Open Space	P	P	P	P	P	P	P
Public Utilities, Major	C	C	C	C	C	C	C
Public Utilities, Minor	P	P	P	P	P	P	P
Religious Institutions and Uses	P	P	P	P	P	P	P
Schools, Public	P	P	P	P	P	P	P
Schools, Private/Charter	C	C	C	C	C	C	C
	<b>R-1-3/ R-1-4</b>	<b>R-1-5</b>	<b>R-1-6</b>	<b>R-1-7</b>	<b>R-1-8</b>	<b>R-1-10</b>	<b>R-1-21</b>
Planned Unit Developments, subject to Chapter 19.18:							
Condominium Conversion Planned Unit Developments	P	P	P	P	P	P	P
Infill Development Planned Unit Developments	C	C	C	C	C	C	C
Residential Neighborhood Planned Unit Developments	C	C	C	C	C	C	C
Residential Community Planned Unit Developments	C	C	C	C	C	C	C
Mixed Use Planned Unit Development	X	X	X	X	X	X	X
Commercial Planned Unit Developments	X	X	X	X	X	X	X
Other Uses:							
Apiary	X	P	P	P	P	P	P
Agricultural/Gardening, excluding animal rights	P	P	P	P	P	P	P
Animals and Fowl for family food production established prior to (the date of the adoption of this ordinance)	X	X	X	X	X	X	C
Bed and Breakfast Inn	X	X	X	X	X	X	C

**MAGNA TITLE 19 – ZONING**

Residential Keeping of Chickens and Ducks, Subject to Chapter 19.42	X	X	P	P	P	P	P
Child Care, Residential and Licensed Family	P	P	P	P	P	P	P
Fences, walls and hedges subject to Section 19.28.70	P	P	P	P	P	P	P
Private, nonprofit recreational grounds and facilities	P	P	P	P	P	P	P
Sportsman’s Kennel (one-acre minimum lot area)	X	X	X	X	X	X	C
Temporary Construction Office associated with a permitted development project	P	P	P	P	P	P	P

**19.28.030 - Lot Area, Width and Maximum Density.**

The minimum lot area and width requirements and maximum density are as follows:

<b>Table 19.28.030 - Lot Area, Width and Yard Requirements.</b>			
Zone	Minimum Lot Area	Minimum Lot Width	Density
R-1-3	3,000 Square Feet	35 feet at a distance 20 feet from the front lot line	11.0 Units per acre
R-1-4	4,000 Square Feet	40 feet at a distance 20 feet from the front lot line	9.0 Units per acre
R-1-5	5,000 Square Feet	50 feet at a distance 20 feet from the front lot line	7.0 Units per acre
R-1-6	6,000 Square Feet	60 feet at a distance 25 feet from the front lot line	6.0 Units per acre
R-1-7	7,000 Square Feet	65 feet at a distance 25 feet from the front lot line	5.0 Units per acre
R-1-8	8,000 Square Feet	65 feet at a distance 25 feet from the front lot line	4.5 Units per acre
R-1-10	10,000 Square Feet	80 feet at a distance 30 feet from the front lot line	4.0 Units per acre
R-1-21	21,780 Square Feet	100 feet at a distance 30 feet from the front lot line	2.0 Units per acre

- A. Density for Planned Unit Developments. The allowable density for PUD shall be determined by the Planning Commission on a case-by-case basis, taking into account the following factors: recommendations of municipal and reviewing agencies; site constraints; compatibility with nearby land uses; and the provisions of the applicable General Plan. Notwithstanding the above, the Planning Commission may not approve a PUD with density higher than the that enumerated in Table 19.28.030.

**19.28.040 - Primary Structure Development Standards.**

The following development standards apply to all primary residential and non-residential structures.

- A. Required Yards:

1. Dwellings: The minimum yard requirements for a primary residential dwelling are as follows:

<b>Table 19.28.040A - Primary Residential Dwelling Setbacks.</b>				
Zone	Front Yard	Side Yard, Interior	Side Yard, Corner Lot	Rear Yard

**MAGNA TITLE 19 – ZONING**

R-1-3, R-1-4, R-1-5	20 Feet	5 Feet <sup>1</sup>	20 Feet	20 Feet <sup>3</sup>
R-1-6, R-1-7, R-1-8	25 Feet	8 Feet or 11/5 split <sup>2</sup>	20 Feet	25 Feet <sup>3</sup>
R-1-10, R-1-21	30 Feet	10 Feet	20 Feet	30 Feet <sup>3</sup>

<sup>1</sup> Unless attached to a dwelling on an adjacent lot.

<sup>2</sup> Five feet (5') on one side and eleven feet (11') on the garage or driveway side.

<sup>3</sup> Homes with a garage existing or permitted prior to the adoption date of this ordinance may maintain a fifteen foot (15') rear setback.

2. The minimum yard requirements for a main building other than residential are as follows:

<b>Table 19.28.040B - Non-Residential Main Building Setbacks.</b>			
Zone	Front Yard	Side Yard	Rear Yard
R-1-3, R-1-4, R-1-5	20 Feet	20 Feet	20 Feet
R-1-6, R-1-7, R-1-8	25 Feet	20 Feet	25 Feet
R-1-10, R-1-21	30 Feet	20 Feet	30 Feet

3. Projections into Required Yards. The following structures may be erected on or projected into any required yard:

- a. Fences and walls that conform with this code;
- b. Landscape elements including trees, shrubs and other plants;
- c. Planter boxes or masonry planters not exceeding twenty-four inches (24") in height;
- d. Necessary appurtenances for utility services associated with minor public utilities;
- e. Decks not more than two feet (2') high;
- f. Cornices, eaves, sills, planter boxes, fire escapes, stairways, landings, porches, decks, awnings or similar architectural features attached to the building and not enclosed by walls, extending not more than two feet (2') into an interior side yard, or four feet (4') into a front, rear or corner side yard;
- g. Bay windows, cantilevered floors and fireplace structures may project into any yard not more than two feet (2'), provided that they are not wider than eight feet (8') wide;
- h. Chimneys, fireplace keys, box or bay windows or cantilevered walls attached to the building no greater than eight feet (8') wide and extending not more than two feet (2') into a side yard, or four feet (4') into a front or rear yard; and
- i. Projections into Required Yards. The following structures may be erected on or projected into any required yard:
  - i. Accessory structures subject to Section 19.28.050.



## MAGNA TITLE 19 – ZONING

- B. Building Height. Except as otherwise specifically provided in this Title, no building or structure may exceed the following height:
1. Thirty feet (30') on property if the slope of the original ground surface exceeds fifteen percent (15%), or the property is located in the hillside protection zone. The slope shall be determined using a line drawn from the highest point of elevation to the lowest point of elevation on the perimeter of a box which encircles the foundation line of the building or structure. Said box shall extend for a distance of fifteen feet (15') or to the property line, whichever is less, around the foundation line of the building or structure. The elevation shall be determined using a certified topographic survey with a maximum contour interval of two feet (2').
  2. Thirty-five feet (35') on properties other than those listed in Subsection 19.28.050.B.1.
  3. No dwelling shall contain less than one (1) story or more than two stories except as part of a PUD, subject to Chapter 19.18.

### 19.28.050 - Accessory Structure Development Standards.

- A. Accessory Structure Location and Setback Requirements. The location and minimum setback requirements for an accessory structure in a single-family residential zone are as follows:
1. Accessory structures shall be located in the side or rear yard and at least six feet (6') away from the dwelling. No accessory structure may be located within the required front yard or between the main building and a street.
  2. Accessory structures shall be located at least one foot (1') from an interior side property line, measured from the nearest portion of the structure, including eaves and overhangs. When the accessory structure is located in a side yard between two (2) existing main buildings, the accessory structure shall be located at least five feet (5') from the property line.
  3. Accessory structures shall be located at least twenty feet (20') from a street facing side property line. No accessory structure may be located between the main building and a street.
  4. Accessory structures shall be located at least one foot (1') from the rear property line, except that when the rear yard is adjacent to the side yard of an adjacent lot, the minimum setback is ten feet (10') from the adjoining side yard.
  5. No part of any accessory structure may be placed within one foot (1') of the property line, including eaves, cantilevers and other protrusions from the structure.
- B. Accessory Structure Height requirements:
1. No building which is accessory to a single-family dwelling may exceed twenty feet (20') in height. For each foot (1') of height over fourteen feet (14'), accessory structure shall be set back from the side and rear property lines an additional foot (1') to allow a maximum height of twenty feet (20').

### 19.28.060 - Lot Coverage.

- A. No combination of buildings, including accessory structure and other structures, may cover more than forty percent (40%) of the area of the lot or parcel of land.

## MAGNA TITLE 19 – ZONING

- B. No accessory structure or group of accessory structures may cover more than twenty-five percent (25%) of the rear yard.
- C. Concrete, asphalt and other impervious surfaces may not cover more than fifty percent (50%) of the yard area between a structure and a property line. This includes both the required setback area and any other yard area between the main building and the property boundary. Any lot less than forty feet (40') wide may install one driveway that exceeds the fifty percent (50%) impervious surface rule as long as that driveway does not exceed twenty feet (20') in width.

### 19.28.070 - Fencing Standards.

- A. The term “fence” includes any tangible barrier, latticework, screen, wall, hedge, or continuous growth of shrubs or trees with the purpose of, or having the effect of, preventing passage or view across the fence line. Notwithstanding the provisions of this section, a fence, wall, screen, hedge, or other material serving as a fence, may not create a sight distance hazard to vehicular or pedestrian traffic as determined by the municipal engineer.
  - 1. Front Yard/Side Yard: A fence made of materials which are sight obscuring may be built to a maximum of three feet (3') in any required front/side yard perimeter. A fence made of materials which are not sight obscuring (at least fifty percent (50%) open) may be built to a maximum of four feet (4') in any required front/side yard. If an existing home is located on the property, the front/side yard perimeter is measured from the front property line to the front edge of the existing home. The fencing may slope upward to connect with a higher rear yard fence. The length of a sloped fence section may not exceed ten feet (10').
  - 2. Rear Yard: A fence in a rear yard may be built to a maximum of seven feet (7'). If an existing home is located on the property, the rear yard perimeter is measured from the front edge of the existing home to the rear property line.
  - 3. Corner Lots: A fence not more than seven feet (7') high may be constructed in the rear yard as defined in Subsection 19.28.070.A.2, Rear Yard, adjacent to a public street on a corner lot, if it does not obstruct clear view of intersecting streets as defined in Subsection 19.28.070.A.4, Clear Sight Triangle.
  - 4. Clear Sight Triangle: At intersections of alleys and driveways (this includes private driveways and adjacent private driveways), the triangle shall be defined by drawing a line between two (2) points that are a minimum of ten feet (10') from the intersection along the property lines. At intersections of public streets, the triangle shall be defined by drawing a line between the two (2) points that are a minimum of forty feet (40') from the intersection along the property lines. A fence within the clear sight triangle may not exceed three feet (3') in height.
  - 5. Larger Clear Sight Triangle: Larger clear sight triangles may be required where local streets enter arterial streets, major collector streets, or parkways, except that “clear sight triangles” need not be maintained at signed or signalized intersections in the community center. “Clear sight triangles” may also be waived by the Planning Commission at signed or signalized intersections in neighborhood centers. A fence within the larger clear sight triangle may not exceed three feet (3') in height.



## MAGNA TITLE 19 – ZONING

6. Grade Differences: If there is a difference in the grade of the properties on either side of a fence, wall or other similar structure, the height of the fence shall be measured from the natural grade of the property upon which it is located.
7. Retaining Walls: If a retaining wall protects a cut below or a fill above the natural grade and is located on the line separating lots or properties, such retaining wall may be topped by a fence, wall or hedge of the same height that would otherwise be permitted at the location if no retaining wall existed.
8. Double Frontage Lots: A fence or wall may be erected in the rear yard of a double frontage lot.
9. Fire Hydrants and Mailboxes: Fire hydrants and mailboxes shall be accessible from the public streets and may not be enclosed behind fences. The location of the fire hydrant shall be in accordance with the uniform fire code.
10. Exceptions: The provisions of this Section may not apply to certain other fences including tennis court backstops or patio enclosures as approved by the Planning Commission, if it is determined that the fences do not create a hazard or violation of other sections of the municipal ordinances.

### **19.28.080 - Additional Standards.**

It is the responsibility of the applicant to comply with all other standards of Title 19 and all other municipal ordinances, including, without limitation:

- A. 19.04: Definitions
- B. 19.18: Planned Unit Developments
- C. 19.42: Specific Use Standards
- D. 19.44: Temporary Use Standards
- E. 19.46: Site Development Standards
- F. 19.48: Off-Street Parking and Loading
- G. 19.50: Landscaping and Screening
- H. 19.52: Signs
- I. 19.56: Flood Plain Regulations
- J. 19.58: Geological Hazards

## Chapter 19.30: MEDIUM AND HIGH-DENSITY RESIDENTIAL ZONES

### 19.30.010 - Purpose of Provisions.

The purpose of the medium and high-density residential zones is to promote a mix of housing opportunities combined with some limited commercial opportunities. It is the intent of the medium and high-density housing zones to be located in walkable and transit-oriented areas that allow for a wide range of amenities and businesses in close proximity.

### 19.30.020 - Establishment of Medium and High-Density Residential Zones.

To anticipate and respond to the changing needs of the municipality and implement housing choice and walkability concepts included in the adopted General Plan, including the vision of the Moderate Income Housing Opportunities Character Area, the Magna Metro Township establishes the following zones:

- A. Two-Family Residential Zones (R-2): The R-2 Zones are intended to promote medium-density middle housing options between one and two (1-2) units per building. Multiple buildings may be located on one lot; however, lots with multiple buildings are encouraged to establish a PUD as part of the development process.
- B. Four-Family Residential Zones (R-4): The R-4 Zones are intended to promote medium-density middle housing options between one and four (1-4) units per building. Multiple buildings may be located on one lot; however, lots with multiple buildings are encouraged to establish a PUD as part of the development process. Medium-density housing will serve as a transition between higher-density commercial, residential, or mixed-used and low-density residential or single-family.
- C. Multi-Family Residential Zone (RM): The RM Zone is intended to promote medium and high-density residential housing of greater than four (4) units. Development projects in this zone should accommodate multi-modal transportation opportunities, open space, amenities for units, limited commercial uses, and provide buffering between high-density and low-density housing.

### 19.30.030 - Schedule of Permitted Uses.

- A. Schedule of Permitted Uses. The specific uses listed in the following schedule are permitted in the zones as indicated, subject to the general provisions, special conditions, additional restrictions, and exceptions set forth in this Title.
- B. Special Conditions. Any special conditions related to a specific use are in Chapter 19.42 *Specific Use Standards*.
- C. Procedure for Multiple Uses (Combination of Uses). If a development proposal involves a combination of uses other than accessory uses as identified in Table 19.30.030, the more restrictive provisions of this Title shall apply. For example, if a portion of a development is subject to Conditional Use (“C”) approval and the other portion is subject only to Permitted Use (“P”) review, the entire development shall be reviewed and approved by the Conditional Use process.
- D. Abbreviations. The abbreviations used in the schedule mean:
  - 1. P = Permitted Use. This use is allowed in the zone but may be subject to additional restrictions and approval processes as provided in this Title.

## MAGNA TITLE 19 – ZONING

2. **C = Conditional Use.** This use is conditional because of the unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent uses, incompatibility in some areas of the zone, or compatibility only if special provisions or conditions are required to mitigate the detrimental impacts of the use. The Planning Commission is the land use authority for uses with this designation.
3. **X = Prohibited Use.** This use is prohibited in this zone. Any use not specifically identified in Table 19.30.030 is prohibited in this zone.

<b>Table 19.30.030: Uses.</b>			
<b>Use Categories</b>	<b>R-2-6.5</b>	<b>R-4-8.5</b>	<b>RM</b>
<b>Residential:</b>			
Accessory Structures	P	P	P
Accessory Dwellings, Internal and Attached subject to Chapter 19.42	P	P	P
Accessory Dwelling, Detached subject to Chapter 19.42	X	X	X
Dwelling, Single-Family	P	P	X
Dwelling, Single-Family Attached	P	P	P
Dwelling, Duplex	P	P	P
Dwelling, Tri-plex	X	P	P
Dwelling, Four-plex	X	P	P
Dwelling, Multi-Family (5 dwellings or more)	X	C	C
Mobile Home Park	X	P	X
Residential Facility for Persons with a disability subject to Chapter 19.42	P	P	P
Residential Facility for Elderly Persons	P	P	P
<b>Commercial:</b>			
Bed and Breakfast	X	P	P
Home Occupation subject to Chapter 19.42	P	P	P
Child Care subject to Chapter 19.42	P	P	P
Child Care Centers subject to chapter 19.42	X	X	P
Short-term Rentals	X	X	X
<b>Planned Unit Developments, subject to Chapter 19.18:</b>			
Condominium Conversion Planned Unit Developments	P	P	P
Infill Development Planned Unit Developments	C	C	C
Residential Neighborhood Planned Unit Developments	C	C	C
Residential Community Planned Unit Developments	C	C	C
Mixed Use Planned Unit Development	X	X	X
Commercial Planned Unit Developments	X	X	X

**MAGNA TITLE 19 – ZONING**

Other:			
Public or Quasi-Public Use	P	P	P
Shared Parking	P	P	P
Rail Transit Mixed-use	X	X	P
Public Park and Open Space	P	P	P
Private Park and Recreational Grounds	X	P	P
Temporary Buildings Incidental to Construction Work, and Other Temporary Buildings subject to Chapter 19.44	P	P	P

**19.30.040 - Development Standards.**

Development in the R-2, R-4, and RM Zones shall comply with the development standards of this chapter, Table 19.30.040, and all other applicable standards in this Title.

<b>Zone</b>	<b>R-2-6.5</b>	<b>R-4-8.5</b>	<b>RM</b>
<b>Minimum Lot Area, Single Family Dwelling (Detached)</b>	6,000 Sq Ft	6,000 Sq Ft	5,000 Sq Ft
<b>Minimum Lot Width, Single Family Dwelling (Detached)</b>	60 Feet	60 Feet	50 Feet
<b>Minimum Project Area, 2+Family Dwelling</b>	3,250 Sq Ft per dwelling	3,250 Sq Ft per dwelling	2,750 Sq Ft per Dwelling
<b>Minimum Width, 2+-Family Dwelling</b>	30 Feet per dwelling	30 Feet per dwelling	25 Feet per dwelling
<b>Maximum Density, Planned Unit Development<sup>A</sup></b>	12 Dwelling Units per acre	18 Dwelling Units per acre	25 Dwelling Units per acre

- A. Density for Planned Unit Developments. The allowable density for planned unit developments is determined by the Planning Commission on a case-by-case basis, taking into account the following factors: recommendations of the Planning and Development Services staff and reviewing agencies; site constraints; compatibility with nearby land uses; and the provisions of the adopted General Plan. Notwithstanding the above, the Planning Commission may not approve a PUD with density higher than that which is enumerated in Table 19.30.040.
- B. Calculating Density. Density calculations are based on gross density. Gross density is defined as the total number of residential dwelling units divided by the gross area of the parcel in question.

**19.30.050 - Required Yards, Setbacks, and Bulk.**

Development in the R-2, R-4, and RM Zones that is not part of an approved PUD shall comply with the yard, setback, and bulk standards shown in Tables 19.30.050.A, 19.30.050.B, and all other applicable standards in this Title.

**MAGNA TITLE 19 – ZONING**

<b>Table 19.30.050.A: Yard, Setback and Bulk Standards</b>			
<b>Zone</b>	<b>R-2-6.5</b>	<b>R-4-8.5</b>	<b>RM</b>
<b>Minimum Front Yard Setback</b>	20 Feet	20 Feet	20 Feet
<b>Minimum Setback from a Street Facing Garage to a sidewalk, trail or edge of pavement</b>	25 Feet	25 Feet	25 Feet
<b>Minimum Side Yard Setback</b>	0 Feet/5 Feet <sup>A</sup>	0 Feet/5 Feet <sup>A</sup>	0 Feet/5 Feet <sup>A</sup>
<b>Minimum Side Yard, Facing a Public Street</b>	20 Feet	20 Feet	20 Feet
<b>Minimum Rear Yard</b>	15 Feet	15 Feet	15 Feet
<b>Maximum Height</b>	35 Feet	35 Feet	35 Feet/60 Feet <sup>C</sup>
<b>Maximum Lot Coverage</b>	40%	40%	40%

A. There is no minimum side yard requirement if property lines are drawn along a shared wall.

B. Distance between Primary Buildings.

1. Where dwelling units share a common wall, no setback is required.
2. On lots with more than one primary building, the minimum distance between primary buildings is subject to Table 19.30.050.B. It is intended that if lots with more than one primary building are ever subdivided, each building shall have a side yard equal to or greater than half of the required distance between building or the current standard for side yards in the underlying zone. In the event that regulations conflict for side yards, the stricter requirement shall take precedence.

C. When a building contains five (5) or more dwellings, the maximum height is sixty feet (60').

<b>Table 19.30.050.B: Yard and Bulk Regulations.</b>				
	<b>Single-Family</b>	<b>Two-Family Building</b>	<b>Three/Four Family Building</b>	<b>Multi-plex (Five or more families)</b>
<b>Minimum Yards; Residential Uses</b>				
<b>Minimum Distance Between Primary Buildings</b>	10 Feet	10 Feet	16 Feet	16 Feet

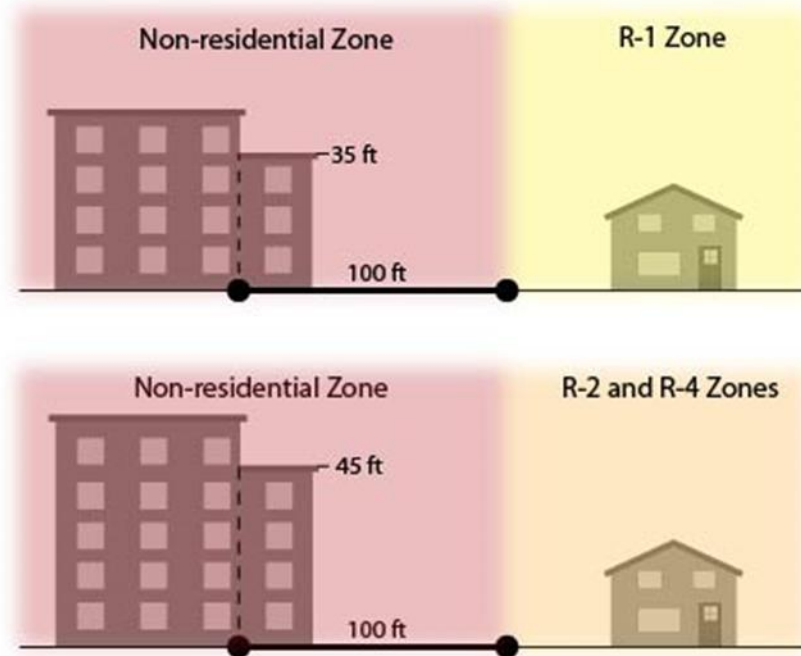
**19.30.060 - Building Height.**

- A. Buildings in the R-2, R-4, and RM Zones shall comply with the height standards of Table 19.30.050.A and all other applicable standards in this Title.
- B. No dwelling may contain less than one (1) story.
- C. Within one hundred feet (100') of sites zoned for single-family residential, the following standards apply:

**MAGNA TITLE 19 – ZONING**

1. On the portion of the site within one hundred feet (100') of a site zoned R-1, no structure or portion thereof may exceed thirty-five feet (35') in height.
2. On the portion of the site within one hundred feet (100') of a site zoned R-2, R-4, or RM, no structure or portion thereof may exceed forty-five feet (45') in height.

**Figure 19.30.060B: Building Height Adjacent to Residential Zones.**



Credit: MSD Planning and Development Services.

**19.30.070 - Accessory Structure Development Standards.**

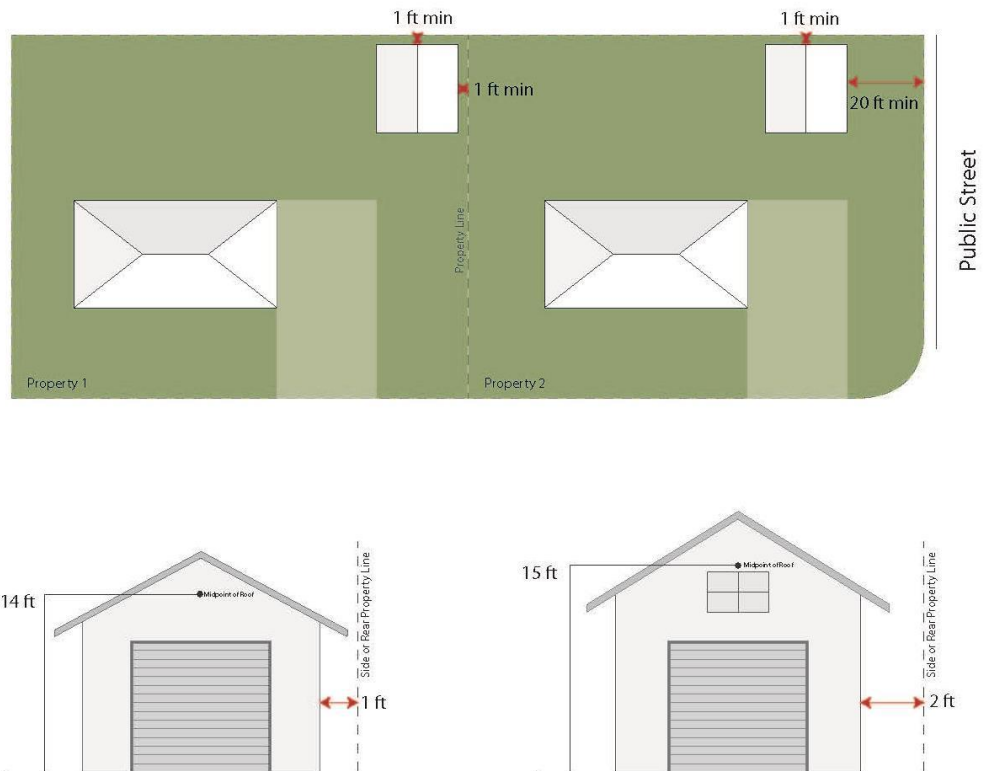
A. The minimum yard requirements for an accessory structure are as follows:

<b>Table 19.30.070: Accessory Structure Development Standards.</b>					
<b>Zone</b>	<b>R-2-6.5</b>	<b>R-2-8</b>	<b>R-2-10</b>	<b>R-4-8.5</b>	<b>RM</b>
Side Yard	1 Foot	1 Foot	1 Foot	1 Foot	1 Foot
Side Yard, Facing a Public Street	20 Feet	20 Feet	20 Feet	20 Feet	20 Feet
Rear Yard	1 Foot	1 Foot	1 Foot	1 Foot	1 Foot
Setback from the Main Dwelling	6 Feet	6 Feet	6 Feet	6 Feet	6 Feet

- B. No building which is accessory to a one-family or two-family dwelling may exceed twenty feet (20') in height. For each one foot (1') of height over fourteen feet (14'), accessory structures shall be set back from property lines an additional one foot (1') up to the allowed maximum height of twenty feet (20').
- C. No accessory structure or group of accessory structures shall cover more than twenty-five percent (25%) of the rear yard.

## MAGNA TITLE 19 – ZONING

**Figure 19.30.070: Accessory Structure Standards.**



**Credit:** MSD Planning and Development Services.

### **19.30.080 - Subdivision and PUD Standards for Medium and High-Density Residential.**

- A. The division of land for one- and two-family projects is subject to the requirements of Title 18.
- B. All other subdivisions in the medium and high-density residential zones are subject to all requirements in Chapter 19.18 and platted via a PUD plat.

### **19.30.090 - Fencing Standards for One- and Two-Family Dwellings.**

- A. The term “fence” shall include any tangible barrier, latticework, screen, wall, hedge, or continuous growth of shrubs or trees with the purpose of, or having the effect of, preventing passage or view across the fence line. Notwithstanding the provisions of this section, a fence, wall, screen, hedge, or other material serving as a fence, may not create a sight distance hazard to vehicular or pedestrian traffic as determined by the municipal engineer.
  - 1. Front Yard/Side Yard: A fence made of materials which are sight obscuring may be built to a maximum of three feet (3’) in any required front/side yard perimeter. A fence made of materials which are not sight obscuring (at least fifty percent (50%) open) may be built to a maximum of four feet (4’) in any required front/side yard. If an existing home is located on the property, the front/side yard perimeter is measured from the front property line to the front edge of the existing home. The fencing may slope upward to connect with a higher rear yard fence. The length of a sloped fence section may not exceed a maximum of ten feet (10’).

## MAGNA TITLE 19 – ZONING

2. Rear Yard: A fence in a rear yard may be built to a maximum of seven feet (7'). If an existing home is located on the property, the rear yard perimeter is measured from the front edge of the existing home to the rear property line.
3. Corner Lots: A fence not more than seven feet (7') high may be constructed in the rear yard as defined in Subsection 19.30.090.A.2, Rear Yard, adjacent to a public street on a corner lot, if it does not obstruct clear view of intersecting streets as defined in Subsection 19.30.090.A.4, Clear Sight Triangle.
4. Clear Sight Triangle: At intersections of alleys and driveways (this includes private driveways and adjacent private driveways), the triangle shall be defined by drawing a line between two (2) points that are a minimum of ten feet (10') from the intersection along the property lines. At intersections of public streets, the triangle shall be defined by drawing a line between the two (2) points that are a minimum of forty feet (40') from the intersection along the property lines.
5. Larger Clear Sight Triangle: Larger clear sight triangles may be required where local streets enter arterial streets, major collector streets, or parkways, except that "clear sight triangles" need not be maintained at signed or signalized intersections in the community center. "Clear sight triangles" may also be waived by the Planning Commission at signed or signalized intersections in neighborhood centers.
6. Grade Differences: If there is a difference in the grade of the properties on either side of a fence, wall or other similar structure, the height of the fence shall be measured from the natural grade of the property upon which it is located.
7. Retaining Walls: If a retaining wall protects a cut below or a fill above the natural grade and is located on the line separating lots or properties, such retaining wall may be topped by a fence, wall or hedge of the same height that would otherwise be permitted at the location if no retaining wall existed.
8. Double Frontage Lots: A fence or wall may be erected in the rear yard of a double frontage lot.
9. Fire Hydrants and Mailboxes: Fire hydrants and mailboxes shall be accessible from the public streets and may not be enclosed behind fences. The location of the fire hydrant shall be in accordance with the uniform fire code.
10. Exceptions: The provisions of this section may be waived with respect to certain other fences including tennis court backstops or patio enclosures as approved by the Planning Commission, if it is determined that the fences do not create a hazard or violation of other sections of the city ordinances.

### **19.30.100 - Additional Standards.**

It is the responsibility of the applicant to comply with all other standards of Title 19 and all other municipal ordinances, including, without limitation:

- A. 19.04: Definitions
- B. 19.18: Planned Unit Developments

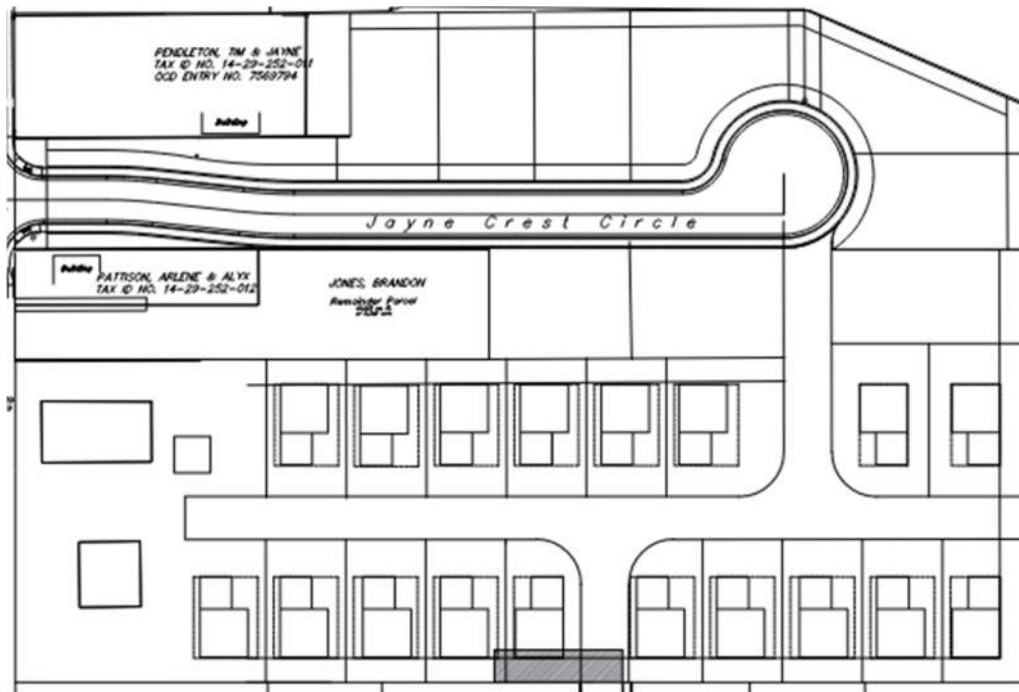


## MAGNA TITLE 19 – ZONING

- C. 19.42: Specific Use Standards
- D. 19.44: Temporary Use Standards
- E. 19.46: Site Development Standards
- F. 19.48: Off-Street Parking and Loading
- G. 19.50: Landscaping and Screening
- H. 19.52: Signs
- I. 19.56: Flood Plain Regulations
- J. 19.58: Geological Hazards

# Pendleton

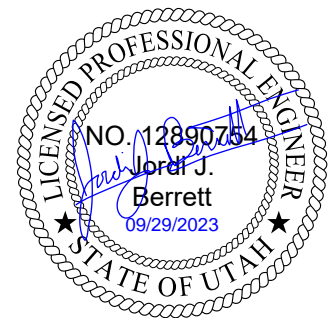
## Traffic Impact Study



## Magna, Utah

September 29, 2023

UT23-2613



## EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Pendleton development located in Magna, Utah. The development is located off Jayne Crest Circle near the northeast corner of 8400 West and 3100 South.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2023), and future (2040) conditions with and without the proposed project and to recommend mitigation measures as needed. The morning and evening peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2. An exhibit of the proposed mitigated roadway network is shown in Figure ES-1. A site plan of the project is provided in Appendix A.

**Table ES-1: Peak Hour Level of Service Results**

Intersection		Level of Service									
		Existing (2023)				Future (2040)					
		Background		Plus Project		Background		BG Mit.		Plus Project	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	3100 South / 8400 West	C	D	C	D	D	D	C	B	C	B
2	Jayne Crest Circle / 8400 West	a	b	e	f	a	c	a	a	b	c
3	Rulon Street & Project Access / 3100 South	a	f	b	a	a	a	a	a	b	a

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (low ercase letter)

2. BG = Background (w ithout project traffic), Mit. = Mitigated

Source: Hales Engineering, September 2023

**Table ES-2: Recommended Storage Length**

Intersection		Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1	3100 South / 8400 West	210	-	-	-	200	-	110	-	70	175	-	-	70	150	-	-

1. Storage lengths are based on 2040 95th percentile queue lengths and do not include required deceleration / taper distances

2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, September 2023

## SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

### Project Conditions

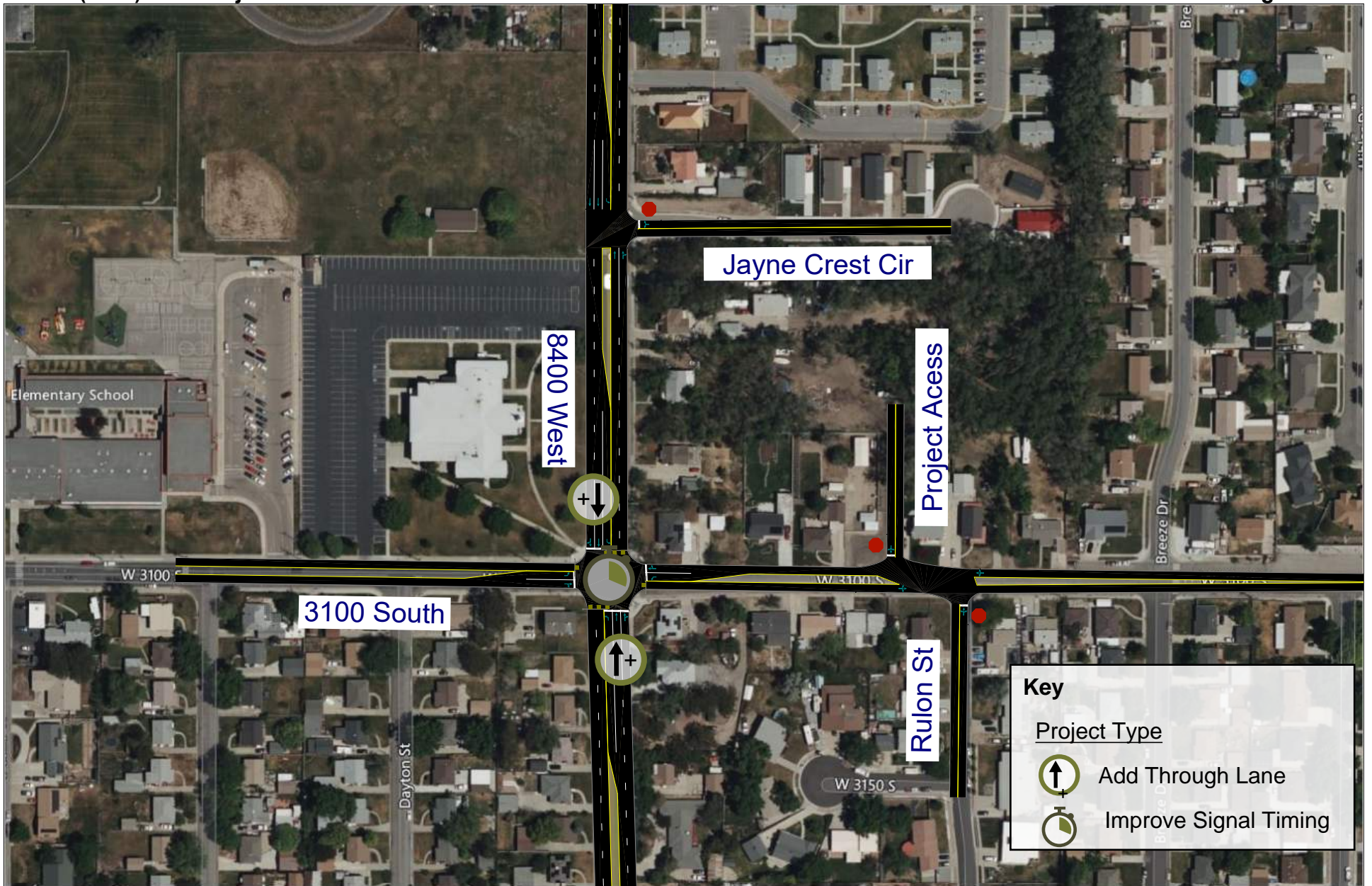
- The development will consist of either 18 single-family homes or 26 townhomes.
- Based on the single-family homes being the highest trip generator out of the two potential options, the plus project analyses were performed assuming trip generation of approximately 210 weekday daily trips, including 16 trips in the morning peak hour, and 26 trips in the evening peak hour
- It is anticipated that left-turn movements at the Janyne Crest Circle / 8400 West (S.R. 111) intersection will be accommodated by the existing two-way left-turn lane. No other auxiliary lanes are recommended at the project accesses.

2023	Background	Plus Project
<b>Assumptions</b>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Signal timing splits adjusted</li> </ul>
<b>Findings</b>	<ul style="list-style-type: none"> <li>• Poor LOS at the Rulon Street / 3100 South intersection</li> <li>• Excessive westbound queuing at the 3100 South / 8400 West intersection.</li> </ul>	<ul style="list-style-type: none"> <li>• Poor LOS at the Jayne Crest Circle / 8400 West intersection</li> </ul>
<b>Mitigations</b>	<ul style="list-style-type: none"> <li>• <b>3100 South / 8400 West:</b> Signal timing adjustments may be necessary to balance the queuing on all approaches.</li> </ul>	<ul style="list-style-type: none"> <li>• None, it is anticipated that project traffic may reroute or utilize the center two-way left-turn lane (TWLTL) to avoid delays.</li> </ul>
2040	Background	Plus Project
<b>Assumptions</b>	<ul style="list-style-type: none"> <li>• WFRC lists a roadway widening project on 8400 West to a 5-lane cross-section to be needed by years 2031-2040. However, the project is fiscally constrained to a 2041-2050 scenario. This was not assumed</li> </ul>	<ul style="list-style-type: none"> <li>• 8400 West widened to a 5-lane cross-section</li> </ul>
<b>Findings</b>	<ul style="list-style-type: none"> <li>• Excessive queuing at the 3100 South / 8400 West intersection.</li> </ul>	<ul style="list-style-type: none"> <li>• Acceptable LOS at all studied intersections</li> </ul>
<b>Mitigations</b>	<ul style="list-style-type: none"> <li>• It is recommended that 8400 West be widened to a 5-lane cross-section by year 2040 conditions.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>



Magna - Pendleton TIS  
Future (2040) Plus Project

Figure ES-1



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## I. INTRODUCTION

### A. Purpose

This study addresses the traffic impacts associated with the proposed Pendleton development located in Magna, Utah. The proposed project is located off Jayne Crest Circle near the northeast corner of 8400 West and 3100 South. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2023), and future (2040) conditions with and without the proposed project and to recommend mitigation measures as needed.



**Figure 1: Vicinity map showing the project location in Magna, Utah**



## **B. Scope**

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- 3100 South / 8400 West
- Jayne Crest Circle/ 8400 West
- Rulon Street & Project Access / 3100 South

## **C. Analysis Methodology**

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

The *Highway Capacity Manual (HCM)*, 7<sup>th</sup> Edition, 2022 methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.







Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix C. Hales Engineering also calculated the 95<sup>th</sup> percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

Many of the figures in this report are printouts of the Synchro model. These figures are not meant to be a design exhibit for exact lane striping and design, due to the limitations of the Synchro software. Instead, the purpose of these figures is to show assumed peak hour turning movement volumes and the conceptual travel lane configuration of the study roadway network.

## **D. Level of Service Standards**

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas.

**Table 1: Level of Service Description**

LOS	Description of Traffic Conditions	Average Delay (seconds/vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	 Free Flow / Insignificant Delay	≤ 10	≤ 10
B	 Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C	 Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D	 Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E	 Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F	 Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual (HCM)*, 7<sup>th</sup> Edition, 2023 Methodology (Transportation Research Board)

## **II. EXISTING (2023) BACKGROUND CONDITIONS**

### **A. Purpose**

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

### **B. Roadway System**

The primary roadways that will provide access to the project site are described below:

8400 West (S.R. 111) – is a state-maintained roadway (classified by UDOT access management standards as a “Regional priority – Urban Importance” facility, or access category 5 roadway). The roadway has one travel lane in each direction. As identified and controlled by UDOT, this roadway has minimum signalized intersection spacing of one-half mile (2,640 feet), minimum unsignalized street spacing of 1,320 feet, and minimum driveway spacing of 350 feet. The posted speed limit is 35 mph in the study area.

3100 South – is a city-maintained roadway which is classified by the Magna Metro Township Transportation Master Plan (2020) as a Major collector. The roadway has one travel lane in each direction. The posted speed limit is 30 mph in the study area.

### **C. Traffic Volumes**

Weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- 3100 South / 8400 West
- Jayne Crest Circle/ 8400 West
- Rulon Street / 3100 South

The counts were performed on Thursday, September 21, 2023. The morning peak hour was determined to be between 7:00 and 8:00 a.m., and the evening peak hour was determined to be between 5:00 and 6:00 p.m. The evening peak hour volumes were approximately 5% higher than the morning peak hour volumes. Both the morning and evening peak hour volumes were used in the analysis. Detailed count data are included in Appendix B.

Hales Engineering made seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on S.R 171 (ATR #355). In recent years, traffic volumes in September have been equal to approximately 101% of average traffic volumes. To be conservative, the observed traffic volumes were not left unadjusted.

Figure 2 shows the existing morning and evening peak hour volumes as well as intersection geometry at the study intersections.

#### D. Level of Service Analysis

Hales Engineering determined that most of the study intersections are currently operating at acceptable levels of service during the morning and evening peak hours, as shown in Table 2. Due to long queues originating from the 3100 South / 8400 West intersection during the evening peak hour, the Rulon Street / 3100 South operates at a failing level of service. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2023) conditions.

**Table 2: Existing (2023) Background Peak Hour LOS**

Intersection		LOS (Sec. Delay / Veh.) / Movement <sup>1</sup>	
Description	Control	Morning Peak	Evening Peak
3100 South / 8400 West	Signal	C (28.5)	D (48.4)
Jayne Crest Circle / 8400 West	WB Stop	a (9.7) / SBL	b (12.1) / SBL
Rulon Street / 3100 South	NB Stop	a (6.8) / NBL	f (>50) / NBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, September 2023

#### E. Queuing Analysis

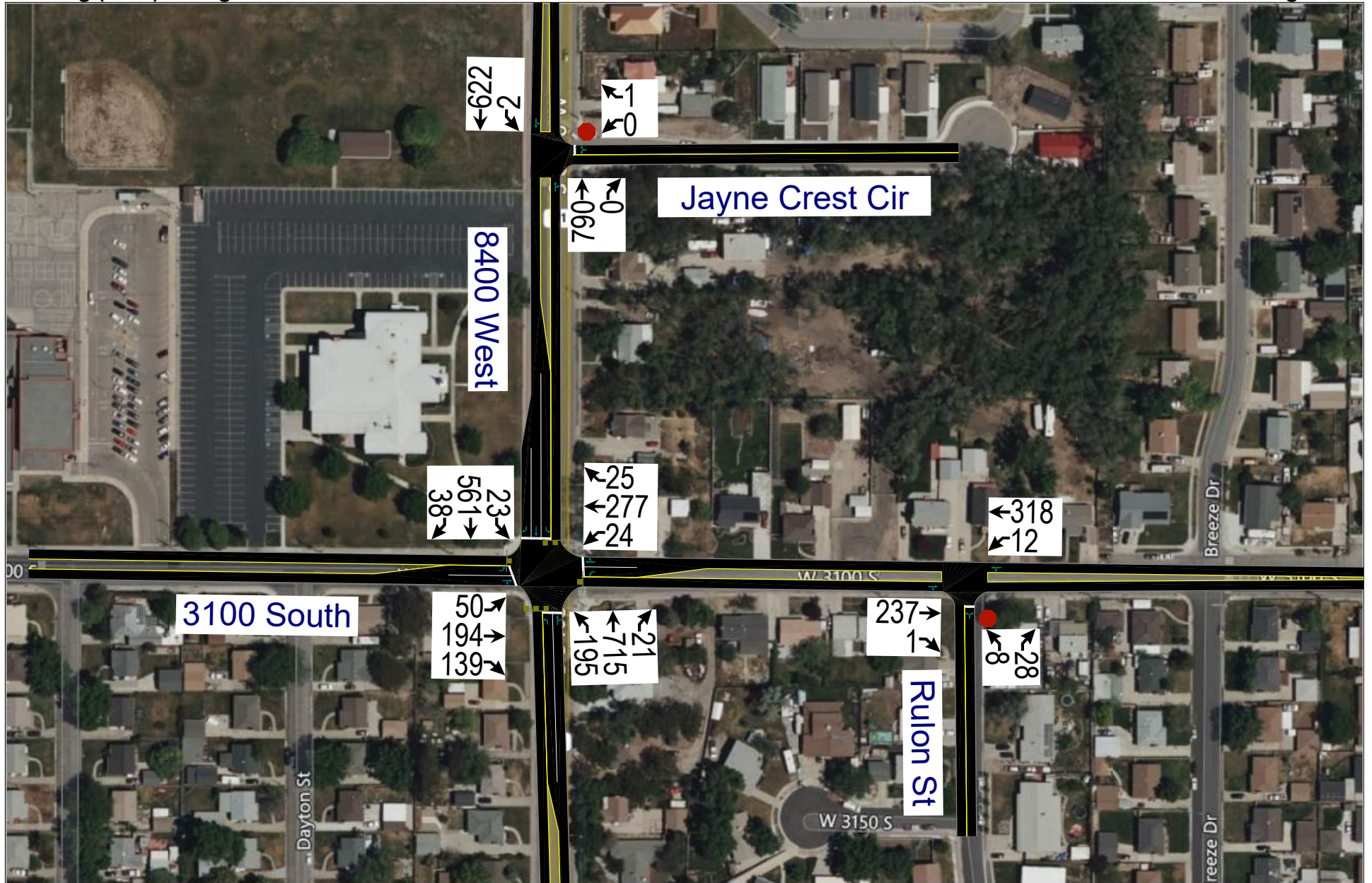
Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Significant 95<sup>th</sup> percentile queue lengths during the morning and evening peak hour are summarized as follows:

- 3100 South / 8400 West:
  - Northbound: 550 feet (AM)
  - Southbound: 850 feet (PM)
  - Southbound: 325 feet (PM)
  - Westbound: >1000 feet (PM)

#### F. Mitigation Measures

Hales Engineering recommends increasing the amount of green time allocated to westbound direction at 3100 South / 8400 West in the evening hours in order to decrease the queues on the westbound approaches at the intersection, as well as the vehicles accessing Rulon Street from 3100 South. Doing so will also increase the overall level of service of the intersection.









### III. PROJECT CONDITIONS

#### A. Purpose

The project conditions discussion explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in Chapter I.

#### B. Project Description

The proposed Pendleton development is located off Jayne Crest Circle near the northeast corner of 8400 West and 3100 South. The developer is considering two options for the project. The development will either consist of 18 single-family detached homes or 26 single-family attached homes (townhomes). Concept plans for the proposed development are provided in Appendix A. For the purposes of this traffic impact study, the scenario with the greatest traffic impact will be considered.

#### C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11<sup>th</sup> Edition, 2021. Trip generation for the proposed single-family detached homes is included in Table 3. Trip generation for the proposed townhomes is included in Table 4.

The total trip generation for the single-family detached homes is as follows:

- Daily Trips: 210
- Morning Peak Hour Trips: 16
- Evening Peak Hour Trips: 20

**Table 3: Trip Generation (Single-Family Homes)**

Trip Generation Magna - Pendleton								
Land Use <sup>1</sup>	# of Units	Unit Type	Trip Generation			New Trips		
			Total	% In	% Out	In	Out	Total
<b>Weekday Daily</b>								
Single-Family Detached Housing (210)	18	DU	210	50%	50%	105	105	210
<b>TOTAL</b>			<b>210</b>			<b>105</b>	<b>105</b>	<b>210</b>
<b>AM Peak Hour</b>								
Single-Family Detached Housing (210)	18	DU	16	26%	74%	4	12	16
<b>TOTAL</b>			<b>16</b>			<b>4</b>	<b>12</b>	<b>16</b>
<b>PM Peak Hour</b>								
Single-Family Detached Housing (210)	18	DU	20	63%	37%	13	7	20
<b>TOTAL</b>			<b>20</b>			<b>13</b>	<b>7</b>	<b>20</b>

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition, 2021.  
SOURCE: Hales Engineering, September 2023

The total trip generation for the townhomes is as follows:

- Daily Trips: 148
- Morning Peak Hour Trips: 8
- Evening Peak Hour Trips: 12

**Table 4: Trip Generation (Townhomes)**

Trip Generation Magna - Pendleton								
Land Use <sup>1</sup>	# of Units	Unit Type	Trip Generation			New Trips		
			Total	% In	% Out	In	Out	Total
<b>Weekday Daily</b>								
Single-Family Attached Housing (215)	26	DU	148	50%	50%	74	74	148
<b>TOTAL</b>			<b>148</b>			<b>74</b>	<b>74</b>	<b>148</b>
<b>AM Peak Hour</b>								
Single-Family Attached Housing (215)	26	DU	8	31%	69%	2	6	8
<b>TOTAL</b>			<b>8</b>			<b>2</b>	<b>6</b>	<b>8</b>
<b>PM Peak Hour</b>								
Single-Family Attached Housing (215)	26	DU	12	57%	43%	7	5	12
<b>TOTAL</b>			<b>12</b>			<b>7</b>	<b>5</b>	<b>12</b>

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition, 2021.  
SOURCE: Hales Engineering, September 2023

In order to provide a conservative analysis of the traffic impact from this development, the study will only consider the impact resulting from the single-family detached housing option, which results in a higher number of new vehicle trips.

**D. Trip Distribution and Assignment**

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establish these distribution percentages, especially near the site. The resulting distribution of project generated trips during the morning and evening peak hour is shown in Table 5.

**Table 5: Trip Distribution**

Direction	% To/From Project
North	60%
South	20%
East	10%
West	10%



These trip distribution assumptions were used to assign the morning and evening peak hour trip generation at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 3.

## **E. Access**

The proposed access for the site will be gained at the following locations:

### 8400 West (S.R. 111):

- Jayne Crest Circle is located approximately 140 feet north of the 3100 South / 8400 West intersection. It will access the project on the east side of 8400 West. The access is stop-controlled.

### 3100 South:

- Project Access will be located approximately 350 feet west of the 3100 South / 8400 West intersection. It will access the project on the north side of 3100 South. It is anticipated that the access will be stop-controlled.

## **F. Auxiliary Lanes**

Auxiliary lanes are deceleration (ingress) or acceleration (egress) turn lanes that provide for safe turning movements that have less impact on through traffic. These lanes are sometimes needed at accesses or roadway intersections if right- or left-turn volumes are high enough.

Deceleration (ingress) lanes are generally needed when there are at least 50 right-turn vehicles or 25 left-turn vehicles in an hour. These guidelines were used for the City roadway in the study area.

UDOT Administrative Rule R930-6 outlines minimum peak hour turn volumes to warrant auxiliary lanes on UDOT roadways. The following are the minimum requirements for these lanes on S.R. 111:

- Left-turn Deceleration (Ingress): 10 left-turn vehicles per hour
- Left-turn Acceleration (Egress): Is there a safety benefit?
- Right-turn Deceleration (Ingress): 25 right-turn vehicles per hour
- Right-turn Acceleration (Egress): 50 right-turn vehicles per hour

Based on these guidelines and the anticipated project traffic at Jayne Crest Circle during the evening peak hour, it would be recommended that a left-turn deceleration lane be provided. At this site, there is an existing two-way left-turn lane that will be sufficient for providing ingress for vehicles accessing the site.







## IV. EXISTING (2023) PLUS PROJECT CONDITIONS

### A. Purpose

The purpose of the existing (2023) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

### B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2023) background traffic volumes to predict turning movement volumes for existing (2023) plus project conditions. Based on the mitigations recommended in the existing (2023) background scenario, signal timing was adjusted to better balance queues at the 3100 South / 8400 West intersection. Existing (2023) plus project morning and evening peak hour turning movement volumes are shown in Figure 4.

### C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours with project traffic added, as shown in Table 6.

**Table 6: Existing (2023) Plus Project Peak Hour LOS**

Intersection		LOS (Sec. Delay / Veh.) / Movement <sup>1</sup>	
Description	Control	Morning Peak	Evening Peak
3100 South / 8400 West	Signal	C (27.8)	D (36.5)
Jayne Crest Circle/ 8400 West	WB Stop	e (36.1) / WBL	f (>50) / WBL
Rulon Street & Project Access / 3100 South	NB/SB Stop	b (13.9) / NBL	a (8.1) / NBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, September 2023

#### **D. Queuing Analysis**

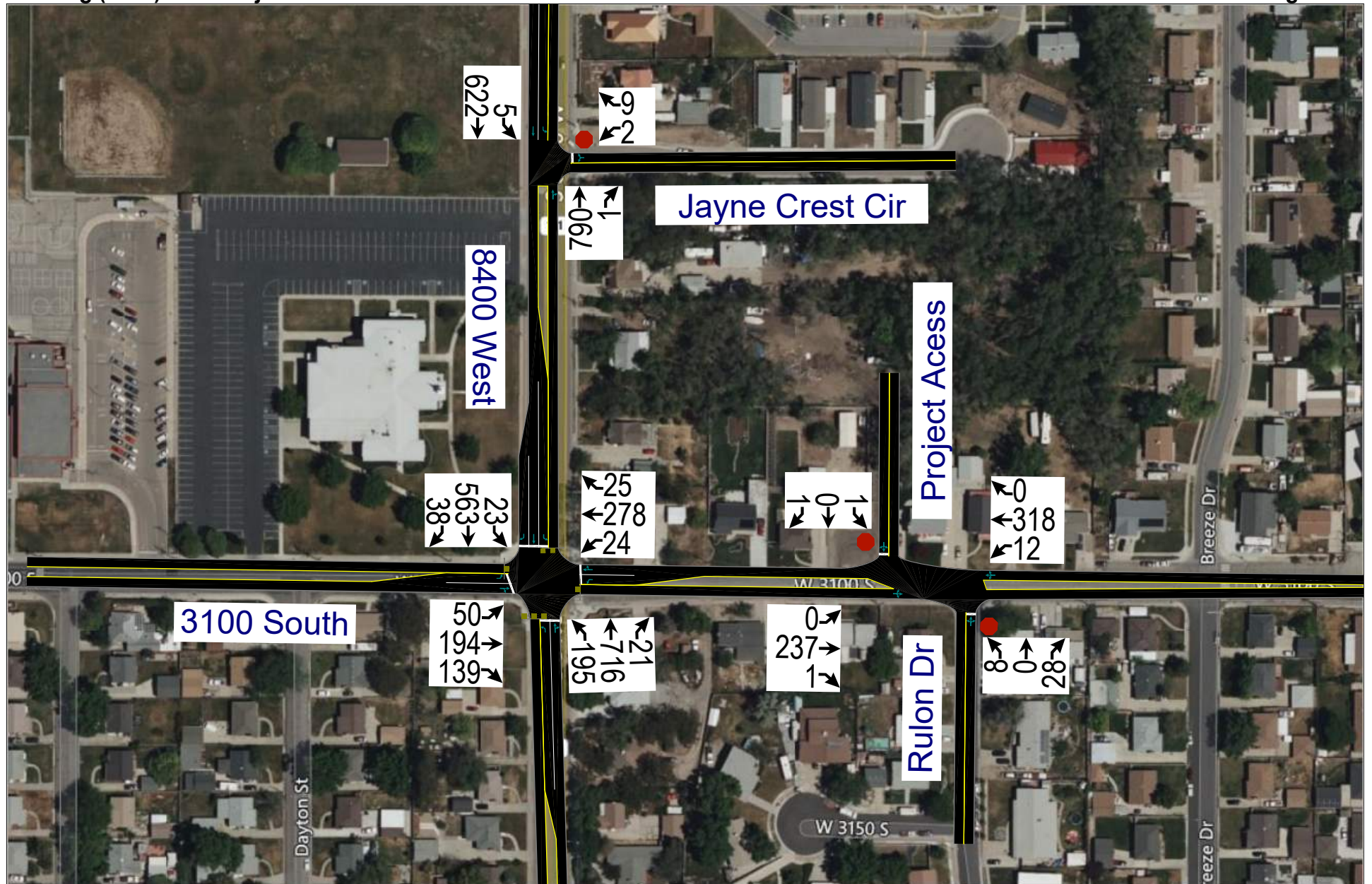
Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Significant 95<sup>th</sup> percentile queue lengths during the morning and evening peak hour are summarized as follows:

- 3100 South / 8400 West:
  - Northbound: 550 feet (AM)
  - Southbound: 850 feet (PM)
  - Westbound: >1,000 feet (PM)

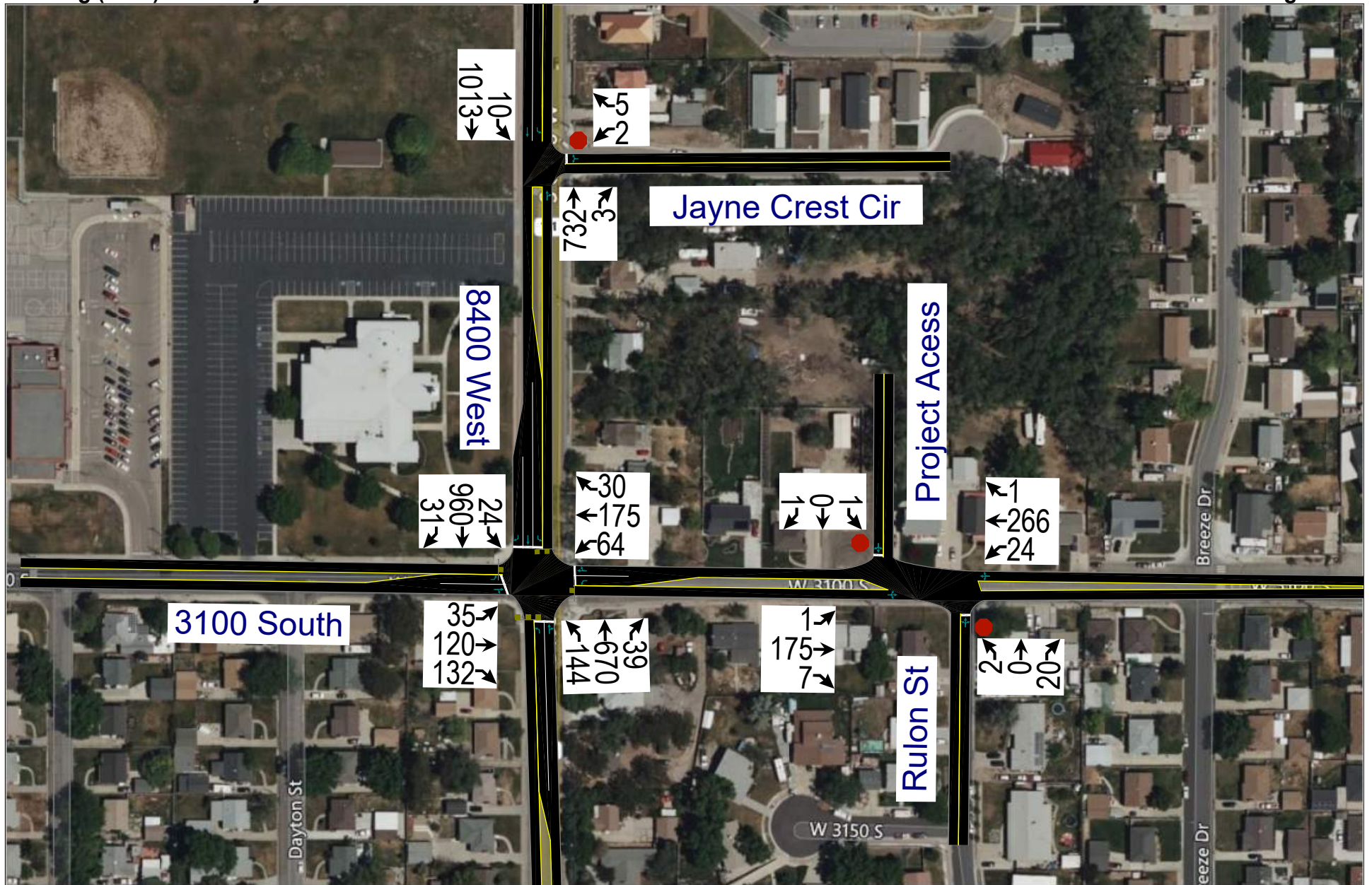
#### **E. Mitigation Measures**

No mitigation measures are recommended beyond routine signal timing adjustments. It is anticipated that vehicles will reroute from left-turn movements from the project accesses to avoid delays during peak traffic conditions.









## **V. FUTURE (2040) BACKGROUND CONDITIONS**

### **A. Purpose**

The purpose of the future (2040) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

### **B. Roadway Network**

According to the Wasatch Front Regional Council (WFRC) Regional Transportation Plan, there is a road widening project planned for phase 2 (2031-2040) in the study area. The proposal calls for widening 8400 West north and south of 3100 South from 3 lanes to 5 lanes. However, the project is listed as financially constrained until phase 3 (2041-2050). The lane widening was not assumed for this analysis.

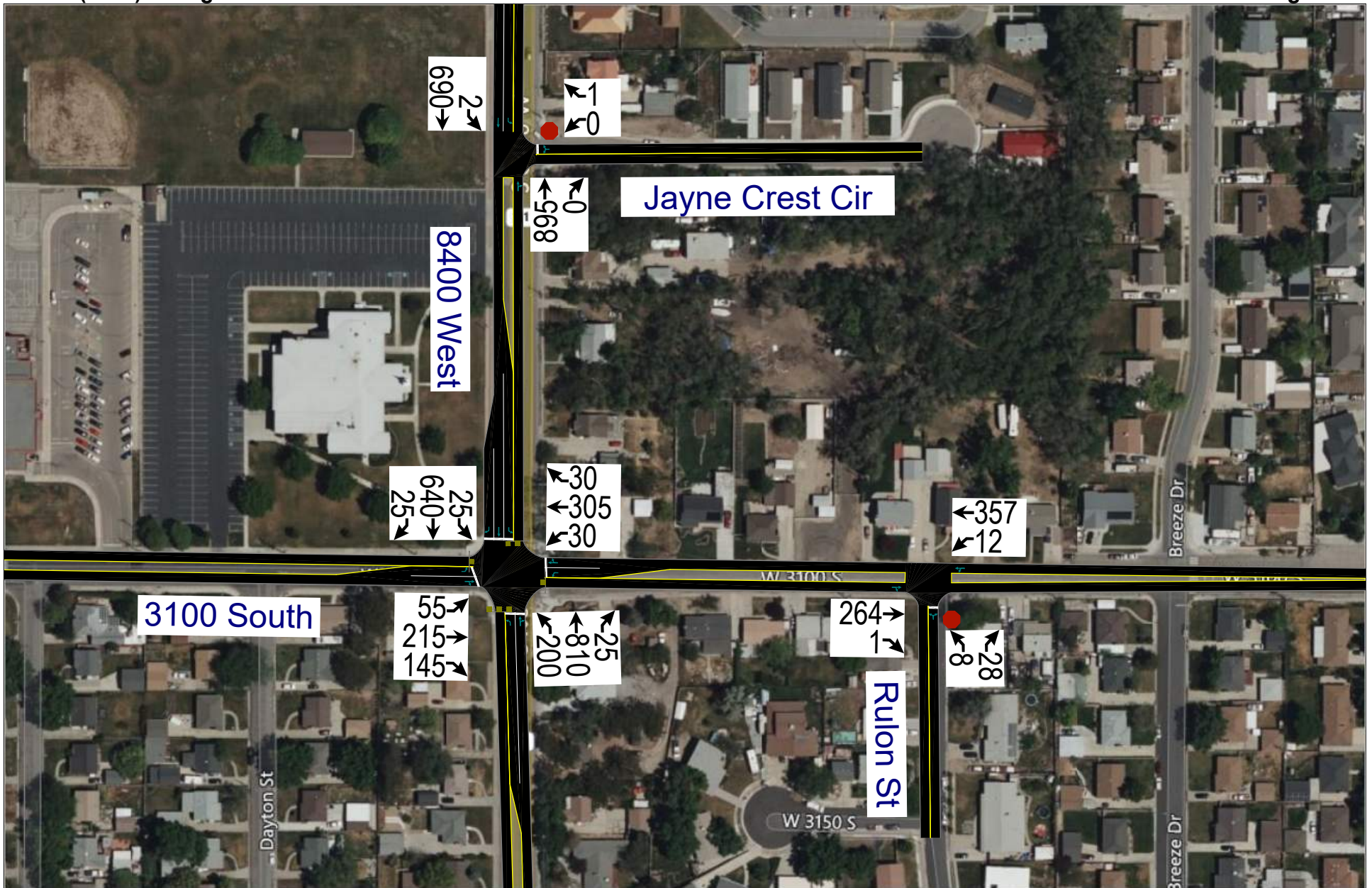
### **C. Traffic Volumes**

Hales Engineering obtained future (2040) forecasted volumes from the Wasatch Front Regional Council (WFRC) / Mountainland Association of Governments (MAG) travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2040) morning and evening peak hour turning movement volumes are shown in Figure 5.

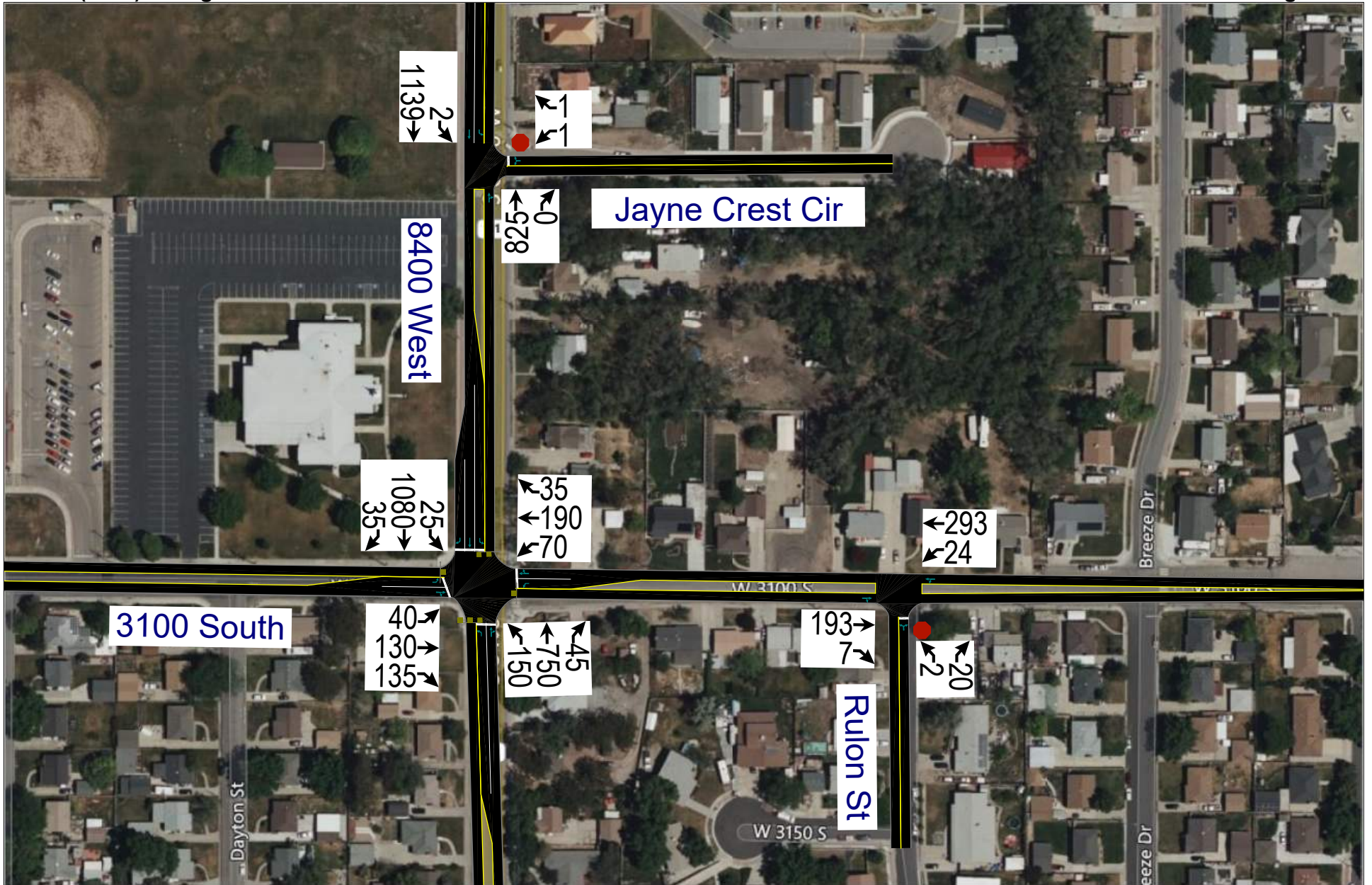
### **D. Level of Service Analysis**

Hales Engineering determined that most of the study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2040) background conditions, as shown in Table 7. Due to long queues originating from the 3100 South / 8400 West intersection during the evening peak hour, the Jayne Crest Circle/ 8400 West operates at a failing level of service.









**Table 7: Future (2040) Background Peak Hour LOS**

Intersection		LOS (Sec. Delay / Veh.) / Movement <sup>1</sup>	
Description	Control	Morning Peak	Evening Peak
3100 South / 8400 West	Signal	D (36.1)	D (50.8)
Jayne Crest Circle/ 8400 West	WB Stop	a (9.1) / SBL	c (23.7) / SBL
Rulon Street / 3100 South	NB Stop	a (8.4) / NBL	a (5.0) / NBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, September 2023

### E. Queuing Analysis

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. Significant 95<sup>th</sup> percentile queue lengths during the morning and evening peak hour are summarized as follows:

- 3100 South / 8400 West:
  - Northbound: 675 feet (AM)
  - Southbound: >1000 feet (PM)

### F. Mitigation Measures

Without any major changes to the geometry of the intersection and 8400 west, the queues at the peak hour periods are anticipated to remain excessive and will block Jayne Crest Circle and Rulon Street for significant portions of the peak hours. Adjusting signal timing alone may not significantly improve the level of service of the intersections and their individual approaches by 2040. In order to achieve a higher level of service and cut down on the queues originating from the 3100 South / 8400 west intersection, Hales engineering recommends implementing the road widening proposal in the WFRC Regional transportation plan before 2040.

### G. Mitigated Scenario

Hales Engineering determined that all of the study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2040) mitigated scenario that features a 5 lane road on 8400 West, as shown in Table 8. These results serve as a baseline condition for the impact analysis of the proposed development for future (2040) conditions.

**Table 8: Mitigated Future (2040) Background Peak Hour LOS**

Intersection		LOS (Sec. Delay / Veh.) / Movement <sup>1</sup>	
Description	Control	Morning Peak	Evening Peak
3100 South / 8400 West	Signal	C (24.3)	B (18.4)
Jayne Crest Circle/ 8400 West	WB Stop	a (4.2) / SBL	a (7.8) / SBL
Rulon Street / 3100 South	NB Stop	a (9.1) / NBL	a (6.5) / NBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.  
 2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, September 2023

## VI. FUTURE (2040) PLUS PROJECT CONDITIONS

### A. Purpose

The purpose of the future (2040) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

### B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2040) background traffic volumes to predict turning movement volumes for future (2040) plus project conditions. Future (2040) plus project morning and evening peak hour turning movement volumes are shown in Figure 6.

### C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2040) plus project conditions, as shown in Table 9.

**Table 9: Future (2040) Plus Project Peak Hour LOS**

Intersection		LOS (Sec. Delay / Veh.) / Movement <sup>1</sup>	
Description	Control	Morning Peak	Evening Peak
3100 South / 8400 West	Signal	C (23.7)	B (18.9)
Jayne Crest Circle/ 8400 West	WB Stop	b (12.7) / WBL	c (23.3) / WBL
Rulon Street & Project Access / 3100 South	NB/SB Stop	b (15.0) / NBL	a (7.0) / NBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, September 2023

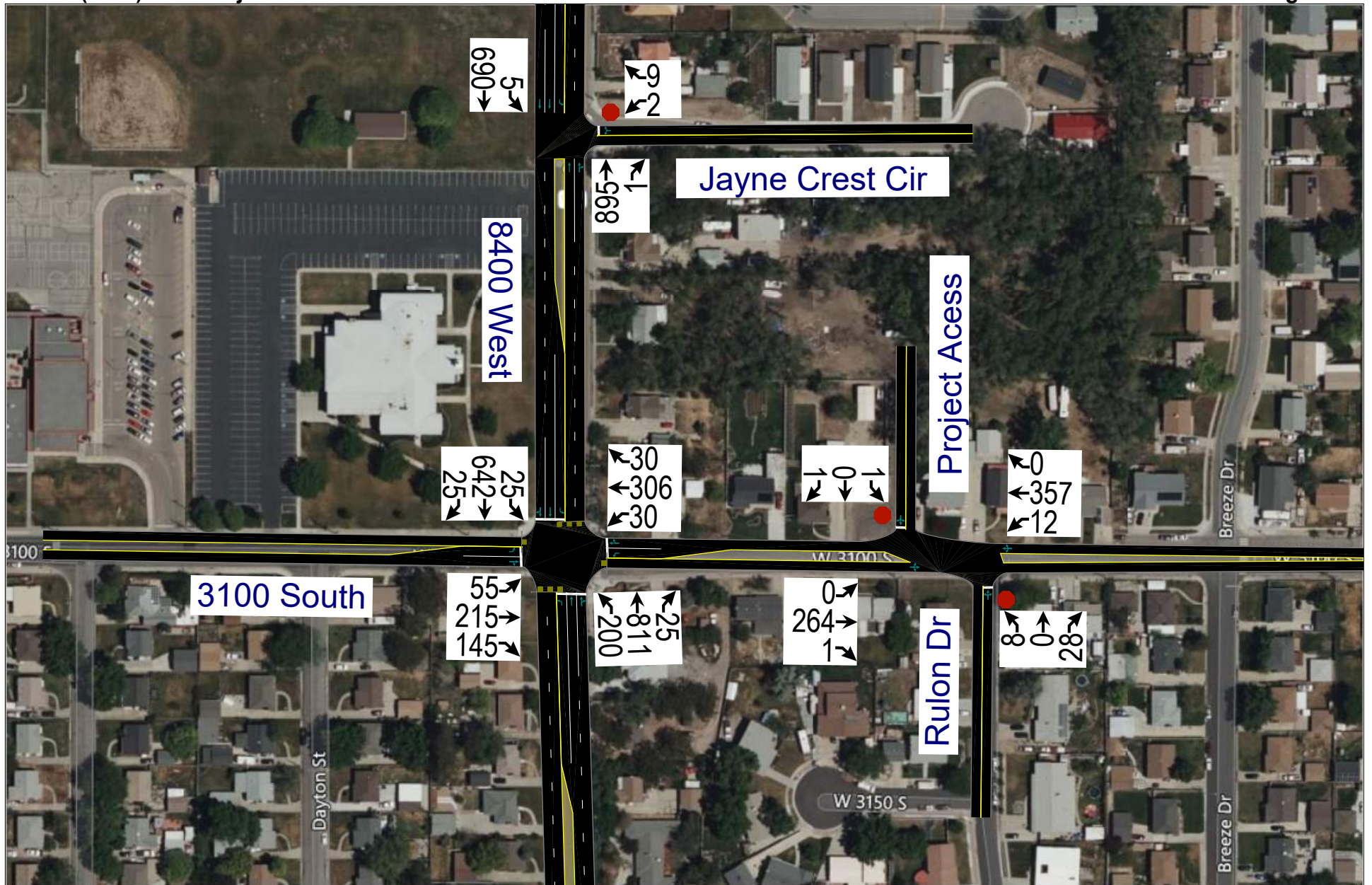
### D. Queuing Analysis

Hales Engineering calculated the 95<sup>th</sup> percentile queue lengths for each of the study intersections. No significant queuing is anticipated during the morning and evening peak hours.

### E. Mitigation Measures

No mitigation measures are recommended.









**F. Recommended Storage Lengths**

Hales Engineering determined recommended storage lengths based on the 95<sup>th</sup> percentile queue lengths given in the future (2040) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 10. Intersections shown in Table 10 include new intersections and existing intersections that have recommended storage length changes.

**Table 10: Recommended Storage Lengths**

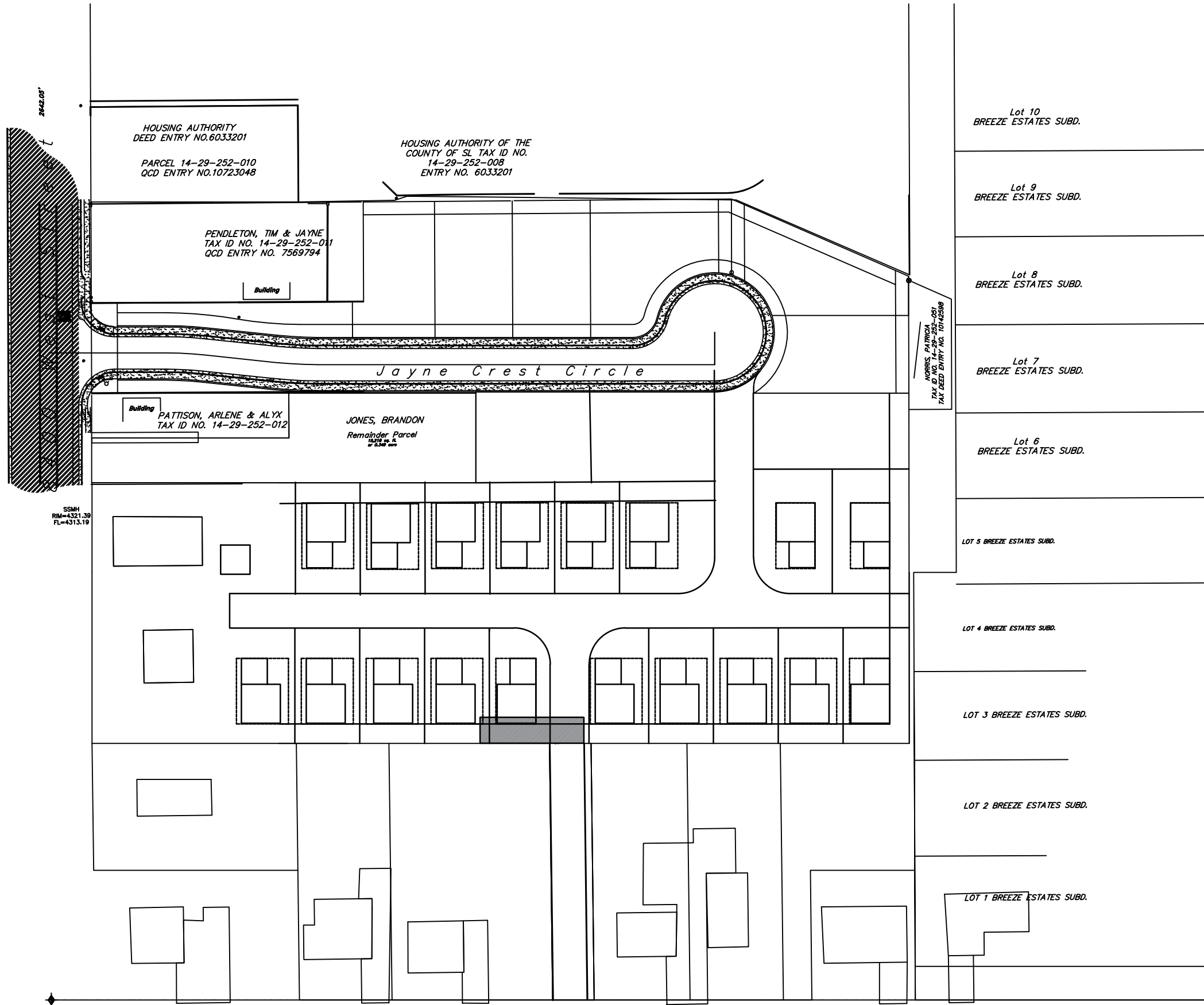
Intersection	Recommended Storage Lengths (feet)															
	Northbound				Southbound				Eastbound				Westbound			
	LT		RT		LT		RT		LT		RT		LT		RT	
	E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
<b>1</b> 3100 South / 8400 West	210	-	-	-	200	-	110	-	70	<b>175</b>	-	-	70	<b>150</b>	-	-
1. Storage lengths are based on 2040 95th percentile queue lengths and do not include required deceleration / taper distances 2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable Source: Hales Engineering, September 2023																

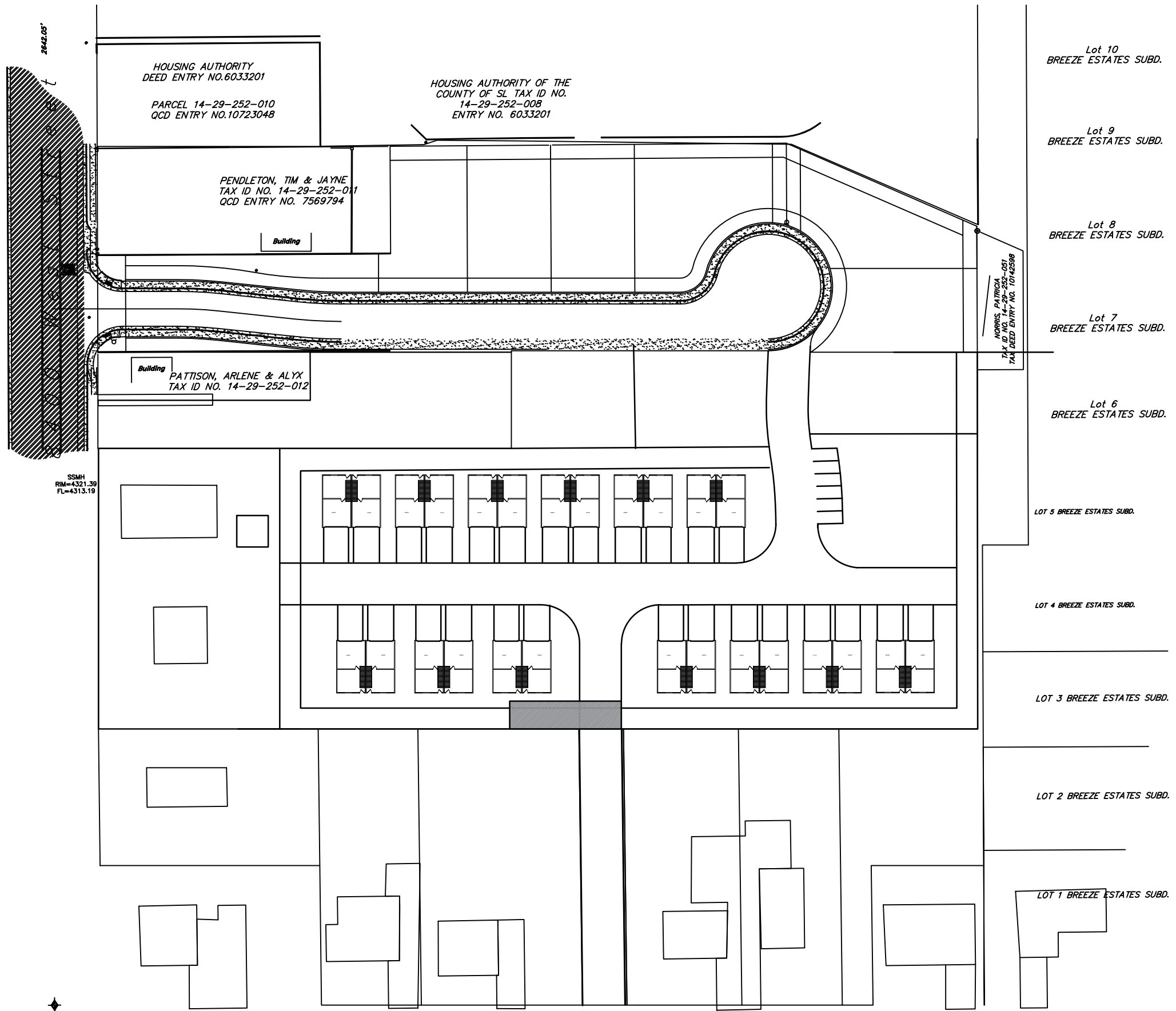


# APPENDIX A

## Site Plan

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# **APPENDIX B**

## Turning Movement Counts

## Intersection Turning Movement Summary

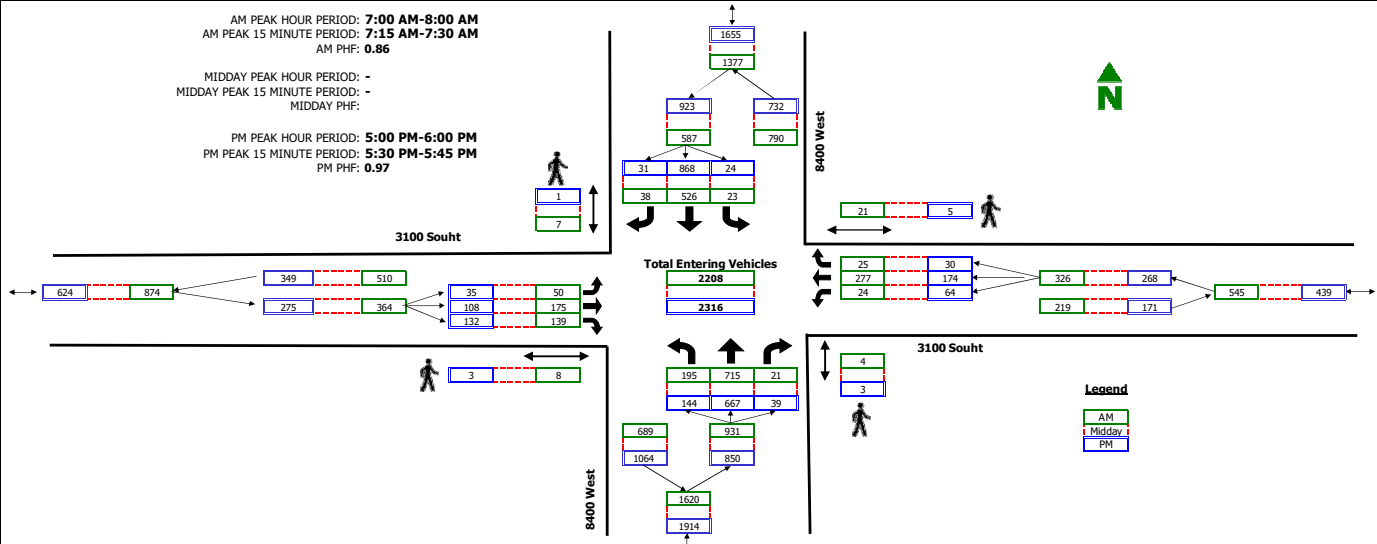
Intersection: 8400 West / 3100 South  
North/South: 8400 West  
East/West: 3100 South  
Jurisdiction: Magna  
Project Title: Magna Pendleton TIS  
Project No: UT23-2612  
Weather: Clear

Date: 9-21-23, Thu  
Day of Week Adjustment: 100.0%  
Month of Year Adjustment: 100.0%  
Adjustment Station #: 0  
Growth Rate: 0.0%  
Number of Years: 0

AM PEAK HOUR PERIOD: 7:00 AM-8:00 AM  
AM PEAK 15 MINUTE PERIOD: 7:15 AM-7:30 AM  
AM PHF: 0.86

MIDDAY PEAK HOUR PERIOD: -  
MIDDAY PEAK 15 MINUTE PERIOD: -  
MIDDAY PHF: -

PM PEAK HOUR PERIOD: 5:00 PM-6:00 PM  
PM PEAK 15 MINUTE PERIOD: 5:30 PM-5:45 PM  
PM PHF: 0.97



RAW COUNT SUMMARIES	8400 West Northbound				8400 West Southbound				3100 South Eastbound				3100 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
<b>AM PERIOD COUNTS</b>																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	65	175	0	3	5	145	9	4	15	57	33	0	8	106	6	11	624
7:15 - 7:30	67	209	5	0	9	143	12	2	8	45	43	7	1	96	5	4	643
7:30 - 7:45	32	175	8	1	5	119	6	0	18	54	45	1	7	47	9	1	525
7:45 - 8:00	31	156	8	0	4	119	11	1	9	19	18	0	8	28	5	5	416
8:00 - 8:15	22	130	2	3	2	119	9	0	13	10	22	1	14	18	3	3	364
8:15 - 8:30	21	156	3	8	7	95	22	0	11	17	16	1	9	31	5	11	393
8:30 - 8:45	14	155	3	3	5	124	10	0	20	21	32	1	14	27	7	2	432
8:45 - 9:00	17	110	9	2	3	84	6	4	14	19	16	0	14	28	6	2	326
<b>MIDDAY PERIOD COUNTS</b>																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PM PERIOD COUNTS</b>																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	25	171	13	0	3	196	15	1	9	15	24	0	10	25	8	0	514
16:15 - 16:30	25	177	15	1	9	197	24	2	13	19	30	1	12	27	4	0	552
16:30 - 16:45	19	148	14	0	7	183	17	0	8	22	30	3	11	31	7	0	497
16:45 - 17:00	30	159	13	0	5	218	14	0	7	25	30	3	13	28	6	0	548
17:00 - 17:15	30	184	7	0	12	216	12	0	5	21	24	1	15	31	8	0	555
17:15 - 17:30	36	145	7	0	2	221	8	0	8	34	41	0	17	42	9	0	570
17:30 - 17:45	37	185	12	0	1	222	9	1	11	22	29	2	15	52	2	1	597
17:45 - 18:00	41	153	13	3	9	209	2	0	11	31	38	0	17	49	11	4	584

## Intersection Turning Movement Summary

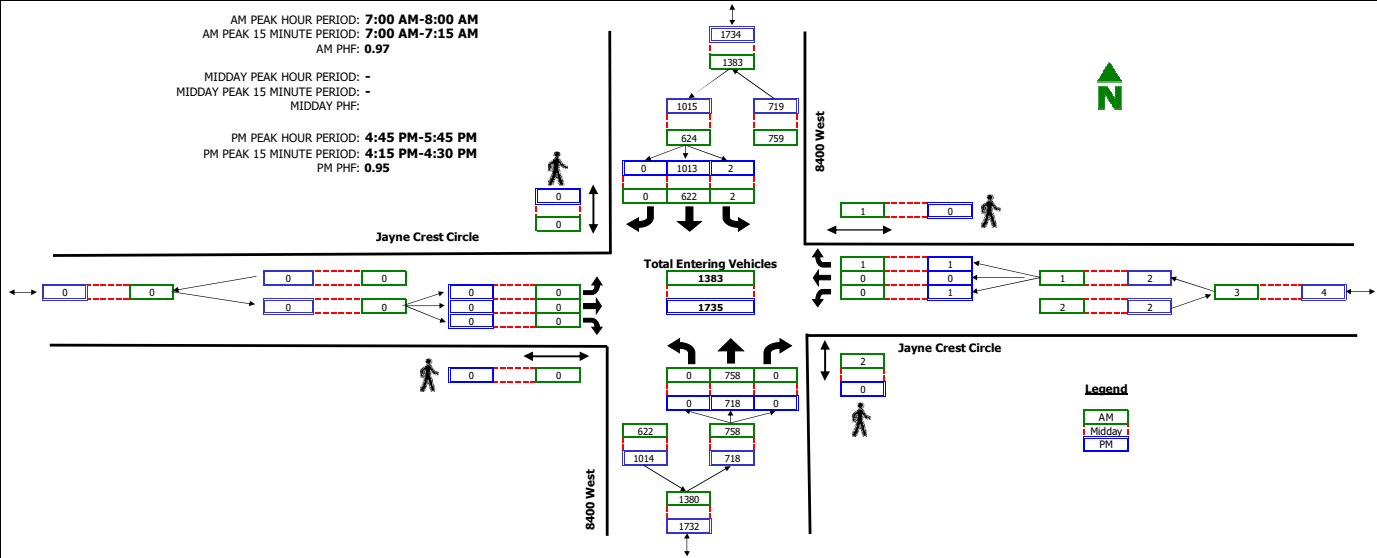
**Intersection:** 8400 West / Jayne Crest Circle  
**North/South:** 8400 West  
**East/West:** Jayne Crest Circle  
**Jurisdiction:** Magna  
**Project Title:** Magna Pendleton TIS  
**Project No:** UT23-2612  
**Weather:** Clear

**Date:** 9-21-23, Thu  
**Day of Week Adjustment:** 100.0%  
**Month of Year Adjustment:** 100.0%  
**Adjustment Station #:** 0  
**Growth Rate:** 0.0%  
**Number of Years:** 0

AM PEAK HOUR PERIOD: **7:00 AM-8:00 AM**  
 AM PEAK 15 MINUTE PERIOD: **7:00 AM-7:15 AM**  
 AM PHF: **0.97**

MIDDAY PEAK HOUR PERIOD: -  
 MIDDAY PEAK 15 MINUTE PERIOD: -  
 MIDDAY PHF: -

PM PEAK HOUR PERIOD: **4:45 PM-5:45 PM**  
 PM PEAK 15 MINUTE PERIOD: **4:15 PM-4:30 PM**  
 PM PHF: **0.95**



RAW COUNT SUMMARIES	8400 West Northbound				8400 West Southbound				Jayne Crest Circle Eastbound				Jayne Crest Circle Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
<b>AM PERIOD COUNTS</b>																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	192	0	0	1	162	0	0	0	0	0	0	0	0	0	1	355
7:15 - 7:30	0	189	0	1	0	155	0	0	0	0	0	0	0	0	0	0	354
7:30 - 7:45	0	200	0	0	1	144	0	0	0	0	0	0	0	0	0	0	345
7:45 - 8:00	0	177	0	1	0	151	0	0	0	0	0	0	0	0	1	0	329
8:00 - 8:15	0	163	1	0	0	129	0	0	0	0	0	0	0	0	1	0	294
8:15 - 8:30	0	142	0	0	0	142	0	0	0	0	0	0	0	0	0	0	284
8:30 - 8:45	0	190	1	0	0	130	0	0	0	0	0	0	0	0	1	0	322
8:45 - 9:00	0	140	0	0	0	117	0	0	0	0	0	0	0	0	0	0	257
<b>MIDDAY PERIOD COUNTS</b>																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PM PERIOD COUNTS</b>																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	175	0	0	0	243	0	0	0	0	0	0	0	0	0	0	418
16:15 - 16:30	0	216	0	0	0	241	0	0	0	0	0	0	0	0	0	0	457
16:30 - 16:45	0	161	1	1	0	212	0	0	0	0	0	0	2	0	0	0	376
16:45 - 17:00	0	176	0	0	1	262	0	0	0	0	0	0	1	0	0	0	440
17:00 - 17:15	0	188	0	0	1	264	0	0	0	0	0	0	0	0	1	0	454
17:15 - 17:30	0	163	0	0	0	248	0	0	0	0	0	0	0	0	0	0	411
17:30 - 17:45	0	191	0	0	0	239	0	0	0	0	0	0	0	0	0	0	430
17:45 - 18:00	0	173	1	0	0	239	0	0	0	0	0	0	1	0	0	0	414



## Intersection Turning Movement Summary

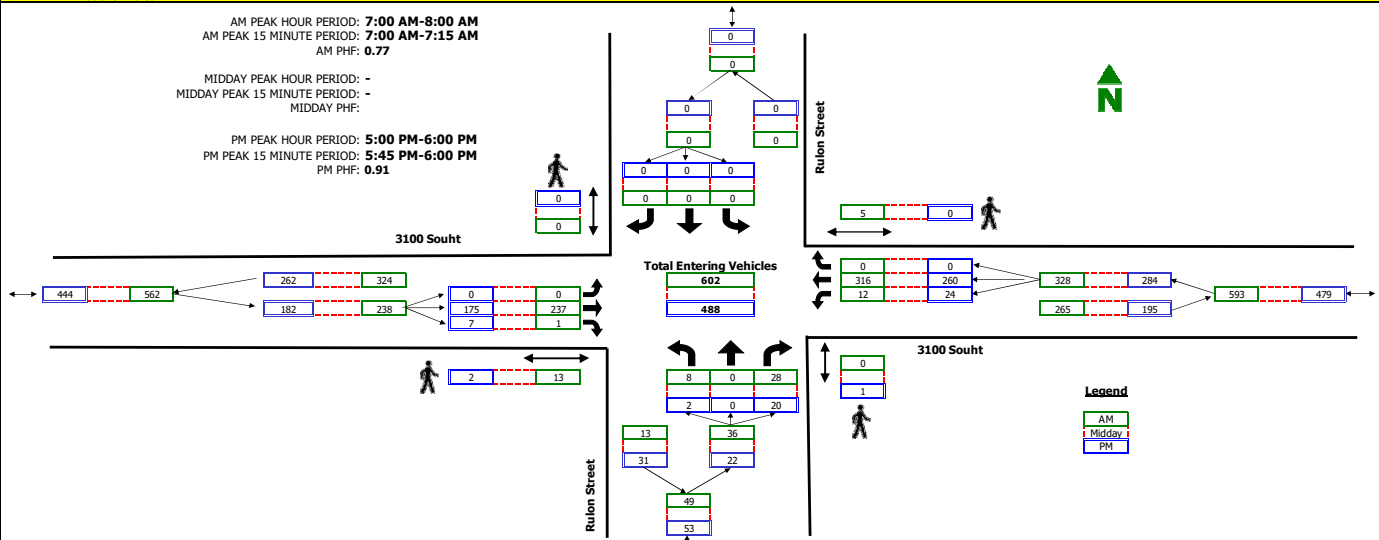
**Intersection:** Rulon Street / 3100 Souht  
**North/South:** Rulon Street  
**East/West:** 3100 Souht  
**Jurisdiction:** Magna  
**Project Title:** Magna Pendleton TIS  
**Project No:** UT23-2612  
**Weather:** Clear

**Date:** 9-21-23, Thu  
**Day of Week Adjustment:** 100.0%  
**Month of Year Adjustment:** 100.0%  
**Adjustment Station #:** 0  
**Growth Rate:** 0.0%  
**Number of Years:** 0

AM PEAK HOUR PERIOD: **7:00 AM-8:00 AM**  
AM PEAK 15 MINUTE PERIOD: **7:00 AM-7:15 AM**  
AM PHF: **0.77**

MIDDAY PEAK HOUR PERIOD: -  
MIDDAY PEAK 15 MINUTE PERIOD: -  
MIDDAY PHF: -

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**  
PM PEAK 15 MINUTE PERIOD: **5:45 PM-6:00 PM**  
PM PHF: **0.91**



RAW COUNT SUMMARIES	Rulon Street Northbound				Rulon Street Southbound				3100 Souht Eastbound				3100 Souht Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
<b>AM PERIOD COUNTS</b>																	
Period	A	B	C	D	E	E	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	4	0	4	0	0	0	0	0	0	68	0	5	2	118	0	3	196
7:15 - 7:30	2	0	8	0	0	0	0	0	0	62	0	6	1	99	0	2	172
7:30 - 7:45	1	0	9	0	0	0	0	0	0	68	1	2	7	54	0	0	140
7:45 - 8:00	1	0	7	0	0	0	0	0	0	39	0	0	2	45	0	0	94
8:00 - 8:15	0	0	3	0	0	0	0	0	0	24	0	1	1	34	0	2	62
8:15 - 8:30	3	0	5	0	0	0	0	0	0	23	1	3	1	47	0	0	80
8:30 - 8:45	2	0	2	0	0	0	0	0	0	42	1	0	4	34	0	0	85
8:45 - 9:00	1	0	4	0	0	0	0	0	0	30	2	0	0	50	0	0	87
<b>MIDDAY PERIOD COUNTS</b>																	
Period	A	B	C	D	E	E	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PM PERIOD COUNTS</b>																	
Period	A	B	C	D	E	E	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	0	0	0	0	0	30	0	1	2	41	0	0	73
16:15 - 16:30	2	0	3	0	0	0	0	0	0	44	1	1	6	39	0	0	95
16:30 - 16:45	3	0	5	0	0	0	0	0	0	37	0	3	4	50	0	0	99
16:45 - 17:00	2	0	1	0	0	0	0	0	0	47	3	3	4	42	0	0	99
17:00 - 17:15	0	0	9	0	0	0	0	0	0	44	1	0	4	55	0	0	113
17:15 - 17:30	1	0	7	0	0	0	0	0	0	40	1	1	7	60	0	0	116
17:30 - 17:45	0	0	3	0	0	0	0	0	0	39	3	1	8	72	0	0	125
17:45 - 18:00	1	0	1	1	0	0	0	0	0	52	2	0	5	73	0	0	134

# **APPENDIX C**

## **LOS Results**

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## SimTraffic LOS Report

Project: **Magna - Pendleton**  
 Analysis Period: *Existing (2023) Background*  
 Time Period: *Morning Peak Hour* Project #: **UT23-2613**

Intersection: **8400 West & 3100 South**  
 Type: **Signalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	195	199	102	36.2	D
	T	715	712	100	17.9	B
	R	21	19	90	14.9	B
	Subtotal	931	930	100	21.8	C
SB	L	23	20	86	33.5	C
	T	564	572	101	18.7	B
	R	38	40	105	10.9	B
	Subtotal	625	632	101	18.7	B
EB	L	50	51	103	68.3	E
	T	194	190	98	46.0	D
	R	139	146	105	37.2	D
	Subtotal	383	387	101	45.6	D
WB	L	24	24	99	81.1	F
	T	278	282	101	40.9	D
	R	25	26	103	35.4	D
	Subtotal	327	332	102	43.4	D
<b>Total</b>		2,266	2,281	101	28.5	C

Intersection: **8400 West & Jayne Crest Cir**  
 Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	794	795	100	3.3	A
	Subtotal	794	795	100	3.3	A
<b>SB</b>	<b>L</b>	<b>2</b>	<b>2</b>	<b>100</b>	<b>9.7</b>	<b>A</b>
	T	622	629	101	1.2	A
	Subtotal	624	631	101	1.2	A
WB	R	1	0	0		
	Subtotal	1				
<b>Total</b>		1,419	1,426	101	2.4	A

## SimTraffic LOS Report

**Project:** Magna - Pendleton  
**Analysis Period:** Existing (2023) Background  
**Time Period:** Morning Peak Hour **Project #: UT23-2613**

**Intersection:** Rulon St & 3100 South  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	<b>L</b>	<b>8</b>	<b>8</b>	<b>97</b>	<b>6.8</b>	<b>A</b>
	R	28	30	108	3.9	A
	Subtotal	36	38	106	4.5	A
EB	T	237	228	96	2.5	A
	R	1	2	200	1.8	A
	Subtotal	238	230	97	2.5	A
WB	L	12	10	85	3.9	A
	T	318	323	101	0.5	A
	Subtotal	330	333	101	0.6	A
<b>Total</b>		604	601	99	1.5	A

## SimTraffic LOS Report

**Project:** Magna - Pendleton  
**Analysis Period:** Existing (2023) Background  
**Time Period:** Evening Peak Hour **Project #: UT23-2613**

**Intersection:** 8400 West & 3100 South  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	144	152	105	60.7	E
	T	667	664	100	10.6	B
	R	39	40	102	9.2	A
	Subtotal	850	856	101	19.4	B
SB	L	24	24	99	26.5	C
	T	962	954	99	20.8	C
	R	31	33	106	13.6	B
	Subtotal	1,017	1,011	99	20.7	C
EB	L	35	35	99	125.4	F
	T	119	120	101	61.8	E
	R	132	136	103	50.8	D
	Subtotal	286	291	102	64.3	E
WB	L	64	55	86	278.3	F
	T	174	162	93	104.0	F
	R	30	30	99	99.2	F
	Subtotal	268	247	92	142.2	F
<b>Total</b>		2,422	2,405	99	48.4	D

**Intersection:** 8400 West & Jayne Crest Cir  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	736	734	100	2.7	A
	Subtotal	736	734	100	2.7	A
SB	L	2	2	100	12.1	B
	T	1,013	1,003	99	6.5	A
	Subtotal	1,015	1,005	99	6.5	A
WB	L	1	0	0		
	R	1	2	200	10.2	B
	Subtotal	2	2	100	10.2	B
<b>Total</b>		1,754	1,741	99	4.9	A



## SimTraffic LOS Report

**Project:** Magna - Pendleton  
**Analysis Period:** Existing (2023) Background  
**Time Period:** Evening Peak Hour **Project #: UT23-2613**

**Intersection:** Rulon St & 3100 South  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	2	2	100	110.2	F
	R	20	19	94	17.6	C
	Subtotal	22	21	95	26.4	D
EB	T	176	175	100	2.2	A
	R	7	8	114	2.1	A
	Subtotal	183	183	100	2.2	A
WB	L	24	20	82	51.9	F
	T	266	250	94	64.5	F
	Subtotal	290	270	93	63.6	F
<b>Total</b>		495	474	96	38.7	E

## SimTraffic LOS Report

**Project:** Magna - Pendleton  
**Analysis Period:** Existing (2023) Plus Project  
**Time Period:** Morning Peak Hour **Project #:**

**Intersection:** 8400 West & 3100 South  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	195	195	100	38.6	D
	T	716	722	101	17.3	B
	R	21	21	100	16.4	B
	Subtotal	932	938	101	21.7	C
SB	L	23	21	90	35.2	D
	T	566	568	100	17.9	B
	R	38	39	103	9.3	A
	Subtotal	627	628	100	17.9	B
EB	L	50	52	105	74.3	E
	T	194	193	100	43.7	D
	R	139	136	98	34.4	C
	Subtotal	383	381	99	44.6	D
WB	L	24	22	91	66.1	E
	T	279	289	104	41.1	D
	R	25	25	99	33.4	C
	Subtotal	328	336	102	42.2	D
<b>Total</b>		2,270	2,283	101	27.8	C

**Intersection:** 8400 West & Jayne Crest Cir  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	794	802	101	3.3	A
	R	1	1	100	0.7	A
	Subtotal	795	803	101	3.3	A
SB	L	5	4	76	12.1	B
	T	622	624	100	0.9	A
	Subtotal	627	628	100	1.0	A
WB	<b>L</b>	<b>2</b>	<b>1</b>	<b>50</b>	<b>36.1</b>	<b>E</b>
	R	9	10	108	14.0	B
	Subtotal	11	11	100	16.0	C
<b>Total</b>		1,434	1,442	101	2.4	A

## SimTraffic LOS Report

**Project:** Magna - Pendleton  
**Analysis Period:** Existing (2023) Plus Project  
**Time Period:** Morning Peak Hour **Project #: 0**

**Intersection:** Rulon Dr/Project Access & 3100 South  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	<b>8</b>	<b>8</b>	<b>97</b>	<b>13.9</b>	<b>B</b>
	R	28	30	108	5.3	A
	Subtotal	36	38	106	7.1	A
SB	L	1	0	0		
	R	1	1	100	6.9	A
	Subtotal	2	1	50	6.9	A
EB	T	237	234	99	2.4	A
	R	1	1	100	2.7	A
	Subtotal	238	235	99	2.4	A
WB	L	12	10	85	4.2	A
	T	318	326	102	0.6	A
	Subtotal	330	336	102	0.7	A
<b>Total</b>		606	610	101	1.8	A

## SimTraffic LOS Report

**Project:** Magna - Pendleton  
**Analysis Period:** Existing (2023) Plus Project  
**Time Period:** Evening Peak Hour **Project #: UT23-2613**

**Intersection:** 8400 West & 3100 South  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	144	148	103	62.7	E
	T	670	663	99	13.0	B
	R	39	38	97	9.2	A
	Subtotal	853	849	100	21.5	C
SB	L	24	26	107	31.7	C
	T	962	940	98	26.7	C
	R	31	34	109	18.7	B
	Subtotal	1,017	1,000	98	26.6	C
EB	L	35	33	94	56.5	E
	T	120	121	101	48.8	D
	R	132	133	101	37.7	D
	Subtotal	287	287	100	44.5	D
WB	L	64	62	97	97.5	F
	T	175	173	99	45.6	D
	R	30	31	102	36.4	D
	Subtotal	269	266	99	56.6	E
<b>Total</b>		2,428	2,402	99	36.5	D

**Intersection:** 8400 West & Jayne Crest Cir  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	736	726	99	3.0	A
	R	3	4	133	1.7	A
	Subtotal	739	730	99	3.0	A
SB	L	10	11	110	11.1	B
	T	1,013	998	98	14.9	B
	Subtotal	1,023	1,009	99	14.9	B
WB	L	2	1	50	52.2	D
	R	5	6	120	13.6	B
	Subtotal	7	7	100	19.1	B
<b>Total</b>		1,769	1,746	99	9.9	A

## SimTraffic LOS Report

**Project:** Magna - Pendleton  
**Analysis Period:** Existing (2023) Plus Project  
**Time Period:** Evening Peak Hour **Project #: UT23-2613**

**Intersection:** Rulon St/Project Access & 3100 South  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	2	2	100	8.1	A
	R	20	18	89	4.1	A
	Subtotal	22	20	91	4.5	A
SB	L	1	0	0	4.0	A
	R	1	2	200		
	Subtotal	2	2	100	4.0	A
EB	L	1	0	0	2.0	A
	T	176	176	100		
	R	7	8	114	1.9	A
Subtotal	184	184	100	2.0	A	
WB	L	24	24	99	3.4	A
	T	266	261	98	0.6	A
	R	1	1	100	0.5	A
Subtotal	291	286	98	0.8	A	
<b>Total</b>		499	492	99	1.4	A



## SimTraffic LOS Report

**Project:** Magna - Pendleton  
**Analysis Period:** Future (2040) Background  
**Time Period:** Morning Peak Hour **Project #:**

**Intersection:** 8400 West & 3100 South  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	200	199	100	56.4	E
	T	810	804	99	24.3	C
	R	25	26	103	20.6	C
	Subtotal	1,035	1,029	99	30.4	C
SB	L	25	23	91	42.1	D
	T	643	651	101	21.9	C
	R	25	27	107	13.0	B
	Subtotal	693	701	101	22.2	C
EB	L	55	54	98	96.2	F
	T	215	216	101	54.0	D
	R	145	148	102	43.9	D
	Subtotal	415	418	101	55.9	E
WB	L	30	28	94	155.4	F
	T	307	303	99	43.2	D
	R	30	31	104	40.4	D
	Subtotal	367	362	99	51.6	D
<b>Total</b>		2,510	2,510	100	36.1	D

**Intersection:** 8400 West & Jayne Crest Cir  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	899	893	99	3.7	A
	Subtotal	899	893	99	3.7	A
SB	L	2	2	100	9.1	A
	T	690	700	101	2.3	A
	Subtotal	692	702	101	2.3	A
WB	R	1	1	100	4.4	A
	Subtotal	1	1	100	4.4	A
<b>Total</b>		1,592	1,596	100	3.1	A

## SimTraffic LOS Report

**Project:** Magna - Pendleton  
**Analysis Period:** Future (2040) Background  
**Time Period:** Morning Peak Hour **Project #: 0**

**Intersection:** Rulon St & 3100 South  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	8	8	97	8.4	A
	R	28	28	101	4.6	A
	Subtotal	36	36	100	5.4	A
EB	T	264	263	99	2.5	A
	R	1	2	200	2.2	A
	Subtotal	265	265	100	2.5	A
WB	L	12	10	85	4.8	A
	T	357	352	99	0.5	A
	Subtotal	369	362	98	0.6	A
<b>Total</b>		670	663	99	1.6	A

## SimTraffic LOS Report

**Project:** Magna - Pendleton  
**Analysis Period:** Future (2040) Background  
**Time Period:** Evening Peak Hour **Project #: UT23-2613**

**Intersection:** 8400 West & 3100 South  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	150	154	103	74.0	E
	T	750	747	100	15.2	B
	R	45	48	106	12.7	B
	Subtotal	945	949	100	24.6	C
SB	L	25	24	95	48.6	D
	T	1,083	989	91	35.3	D
	R	35	33	94	23.2	C
	Subtotal	1,143	1,046	92	35.2	D
EB	L	40	38	94	72.7	E
	T	130	126	97	46.9	D
	R	135	134	99	39.7	D
	Subtotal	305	298	98	47.0	D
WB	L	70	66	95	93.6	F
	T	190	182	96	44.8	D
	R	35	39	111	41.6	D
	Subtotal	295	287	97	55.6	E
<b>Total</b>		2,689	2,580	96	50.8	D

**Intersection:** 8400 West & Jayne Crest Cir  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	830	828	100	3.2	A
	Subtotal	830	828	100	3.2	A
SB	L	2	2	100	23.7	C
	T	1,139	1,042	92	37.2	E
	Subtotal	1,141	1,044	91	37.2	E
WB	L	1	0	0		
	R	1	1	100	20.9	C
	Subtotal	2	1	50	20.9	C
<b>Total</b>		1,972	1,873	95	22.3	C

## SimTraffic LOS Report

**Project:** Magna - Pendleton  
**Analysis Period:** Future (2040) Background  
**Time Period:** Evening Peak Hour **Project #: UT23-2613**

**Intersection:** Rulon St & 3100 South  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	2	2	100	5.0	A
	R	20	19	94	3.8	A
	Subtotal	22	21	95	3.9	A
EB	T	194	191	99	2.0	A
	R	7	6	86	1.9	A
	Subtotal	201	197	98	2.0	A
WB	L	24	26	107	3.5	A
	T	293	286	98	0.5	A
	Subtotal	317	312	98	0.8	A
<b>Total</b>		540	530	98	1.4	A

## SimTraffic LOS Report

**Project:** Magna - Pendleton  
**Analysis Period:** Future (2040) Background - Mitigated  
**Time Period:** Morning Peak Hour **Project #: UT23-2613**

**Intersection:** 8400 West & 3100 South  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	200	198	99	22.6	C
	T	810	806	100	10.6	B
	R	25	26	103	8.2	A
	Subtotal	1,035	1,030	100	12.8	B
SB	L	25	23	91	22.8	C
	T	643	642	100	13.6	B
	R	25	27	107	8.4	A
	Subtotal	693	692	100	13.7	B
EB	L	55	52	95	81.4	F
	T	215	220	102	52.0	D
	R	145	150	103	41.6	D
	Subtotal	415	422	102	51.9	D
WB	L	30	26	87	63.5	E
	T	307	299	97	42.8	D
	R	30	31	104	38.2	D
	Subtotal	367	356	97	43.9	D
<b>Total</b>		2,510	2,500	100	24.3	C

**Intersection:** 8400 West & Jayne Crest Cir  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	899	895	100	2.2	A
	Subtotal	899	895	100	2.2	A
SB	L	2	2	100	4.2	A
	T	690	693	100	0.2	A
	Subtotal	692	695	100	0.2	A
WB	R	1	1	100	3.4	A
	Subtotal	1	1	100	3.4	A
<b>Total</b>		1,592	1,591	100	1.4	A



## SimTraffic LOS Report

**Project:** Magna - Pendleton  
**Analysis Period:** Future (2040) Background - Mitigated  
**Time Period:** Morning Peak Hour **Project #: UT23-2613**

**Intersection:** Rulon St & 3100 South  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	<b>8</b>	<b>6</b>	<b>73</b>	<b>9.1</b>	<b>A</b>
	R	28	27	97	4.3	A
	Subtotal	36	33	92	5.2	A
EB	T	264	268	101	2.5	A
	R	1	1	100	2.9	A
	Subtotal	265	269	102	2.5	A
WB	L	12	10	85	4.3	A
	T	357	350	98	0.6	A
	Subtotal	369	360	98	0.7	A
<b>Total</b>		670	662	99	1.6	A

## SimTraffic LOS Report

**Project:** Magna - Pendleton  
**Analysis Period:** Future (2040) Background - Mitigated  
**Time Period:** Evening Peak Hour **Project #: UT23-2613**

**Intersection:** 8400 West & 3100 South  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	150	148	99	29.9	C
	T	750	751	100	7.4	A
	R	45	51	113	4.1	A
	Subtotal	945	950	101	10.7	B
SB	L	25	25	99	17.2	B
	T	1,083	1,080	100	10.8	B
	R	35	36	102	8.0	A
	Subtotal	1,143	1,141	100	10.9	B
EB	L	40	40	99	61.6	E
	T	130	128	98	46.1	D
	R	135	136	101	33.6	C
	Subtotal	305	304	100	42.5	D
WB	L	70	68	97	55.8	E
	T	190	179	94	44.7	D
	R	35	37	105	33.7	C
	Subtotal	295	284	96	45.9	D
<b>Total</b>		2,689	2,679	100	18.4	B

**Intersection:** 8400 West & Jayne Crest Cir  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	830	832	100	1.8	A
	Subtotal	830	832	100	1.8	A
SB	L	2	2	100	7.8	A
	T	1,139	1,131	99	0.4	A
	Subtotal	1,141	1,133	99	0.4	A
WB	L	1	0	0		
	R	1	1	100	5.4	A
	Subtotal	2	1	50	5.4	A
<b>Total</b>		1,972	1,966	100	1.0	A

## SimTraffic LOS Report

**Project:** Magna - Pendleton  
**Analysis Period:** Future (2040) Background - Mitigated  
**Time Period:** Evening Peak Hour **Project #: UT23-2613**

**Intersection:** Rulon St & 3100 South  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	2	2	100	6.5	A
	R	20	20	99	3.9	A
	Subtotal	22	22	100	4.1	A
EB	T	194	198	102	1.9	A
	R	7	6	86	1.9	A
	Subtotal	201	204	101	1.9	A
WB	L	24	25	103	3.3	A
	T	293	282	96	0.5	A
	Subtotal	317	307	97	0.7	A
<b>Total</b>		540	533	99	1.3	A

## SimTraffic LOS Report

Project: **Magna - Pendleton**  
 Analysis Period: *Future (2040) Plus Project*  
 Time Period: *Morning Peak Hour* Project #: **UT23-2613**

Intersection: **8400 West & 3100 South**  
 Type: **Signalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	200	196	98	22.1	C
	T	811	806	99	10.6	B
	R	25	25	99	8.2	A
	Subtotal	1,036	1,027	99	12.7	B
SB	L	25	24	95	24.0	C
	T	644	637	99	14.2	B
	R	25	24	95	9.5	A
	Subtotal	694	685	99	14.4	B
EB	L	55	55	100	78.6	E
	T	215	209	97	46.2	D
	R	145	149	103	35.9	D
	Subtotal	415	413	100	46.8	D
WB	L	30	27	91	56.1	E
	T	308	312	101	42.0	D
	R	30	33	111	35.0	C
	Subtotal	368	372	101	42.4	D
<b>Total</b>		2,513	2,497	99	23.7	C

Intersection: **8400 West & Jayne Crest Cir**  
 Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	899	897	100	2.2	A
	R	1	1	100	0.5	A
	Subtotal	900	898	100	2.2	A
SB	L	5	4	76	9.3	A
	T	690	681	99	0.2	A
	Subtotal	695	685	99	0.3	A
<b>WB</b>	<b>L</b>	<b>2</b>	<b>1</b>	<b>50</b>	<b>12.7</b>	<b>B</b>
	R	9	10	108	7.7	A
	Subtotal	11	11	100	8.2	A
<b>Total</b>		1,607	1,594	99	1.4	A

## SimTraffic LOS Report

**Project:** Magna - Pendleton  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Morning Peak Hour **Project #: UT23-2613**

**Intersection:** Rulon Dr/Project Access & 3100 South  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	<b>L</b>	<b>8</b>	<b>9</b>	<b>109</b>	<b>15.0</b>	<b>B</b>
	R	28	28	101	5.2	A
	Subtotal	36	37	103	7.6	A
SB	R	1	1	100	5.2	A
	Subtotal	1	1	100	5.2	A
	T	264	257	97	2.3	A
EB	R	1	2	200	1.3	A
	Subtotal	265	259	98	2.3	A
	L	12	13	111	4.5	A
WB	T	357	362	101	1.4	A
	Subtotal	369	375	102	1.5	A
	<b>Total</b>	<b>672</b>	<b>672</b>	<b>100</b>	<b>2.1</b>	<b>A</b>



## SimTraffic LOS Report

**Project:** Magna - Pendleton  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Evening Peak Hour **Project #: UT23-2613**

**Intersection:** 8400 West & 3100 South  
**Type:** Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	150	152	102	30.9	C
	T	753	740	98	7.7	A
	R	45	44	97	4.8	A
	Subtotal	948	936	99	11.3	B
SB	L	25	27	107	19.3	B
	T	1,084	1,058	98	11.8	B
	R	35	34	96	8.5	A
	Subtotal	1,144	1,119	98	11.9	B
EB	L	40	37	92	57.3	E
	T	131	127	97	46.6	D
	R	135	138	102	32.2	C
	Subtotal	306	302	99	41.3	D
WB	L	70	69	99	55.0	D
	T	191	186	97	44.0	D
	R	35	41	116	33.1	C
	Subtotal	296	296	100	45.1	D
<b>Total</b>		2,695	2,653	98	18.9	B

**Intersection:** 8400 West & Jayne Crest Cir  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	830	820	99	1.9	A
	R	3	3	100	1.6	A
	Subtotal	833	823	99	1.9	A
SB	L	10	12	120	7.4	A
	T	1,139	1,116	98	0.4	A
	Subtotal	1,149	1,128	98	0.5	A
WB	<b>L</b>	<b>2</b>	<b>2</b>	<b>100</b>	<b>23.3</b>	<b>C</b>
	R	5	5	100	5.4	A
	Subtotal	7	7	100	10.5	B
<b>Total</b>		1,988	1,958	98	1.1	A

## SimTraffic LOS Report

**Project:** Magna - Pendleton  
**Analysis Period:** Future (2040) Plus Project  
**Time Period:** Evening Peak Hour **Project #: UT23-2613**

**Intersection:** Rulon St/Project Access & 3100 South  
**Type:** Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
<b>NB</b>	L	2	2	100	7.0	A
	R	20	22	109	3.9	A
	Subtotal	22	24	109	4.2	A
SB	L	1	0	0	5.2	A
	R	1	2	200		
	Subtotal	2	2	100	5.2	A
EB	L	1	1	100	2.5	A
	T	194	191	99	1.9	A
	R	7	6	86	1.7	A
	Subtotal	202	198	98	1.9	A
WB	L	24	25	103	3.5	A
	T	293	292	100	0.6	A
	R	1	2	200	0.3	A
	Subtotal	318	319	100	0.8	A
<b>Total</b>		544	543	100	1.4	A

# APPENDIX D

## 95<sup>th</sup> Percentile Queue Length Reports

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**MAGNA METRO TOWNSHIP**

**Ordinance No. 2023-O-09**

**Date: November 14, 2023**

**AN ORDINANCE OF THE MAGNA METRO TOWNSHIP COUNCIL  
AMENDING THE ZONING MAP TO CHANGE THE ZONING OF THE  
PROPERTY AT 3045 S. 8400 W. FROM R-1-6 TO R-2-6.5**

**RECITALS**

**WHEREAS**, the Greater Salt Lake Municipal Services District provides services to the five Metro Townships in the Salt Lake Valley, unincorporated areas, and the Town of Brighton; and

**WHEREAS**, the Magna Metro Township is a municipality and has authority to regulate Zoning in general pursuant to Utah Code Ann. Subsection 10-3c-103 (2); and

**WHEREAS**, Magna Metro Township has authority to adopt zoning ordinances, including a zoning map pursuant to Utah Code Ann. § 10-9a-501 in accordance with the Municipal Land Use, Development, and Management Act, (“MLUDMA”), Title 10, Section 9a, Utah Code, to establish zones within the metro township; and

**WHEREAS**, the Council deems it necessary to amend its zoning map in order to accommodate the proposed rezone request from the R-1-6 (Single-Family Residential, 6,000 SF Minimum) Zone to the R-2-6.5 (Medium Density Residential) Zone for the subject parcels located at: 3045 South 8400 West; and for the protection and preservation of the public health, safety and general welfare.

**BE IT ORDAINED BY THE MAGNA METRO TOWNSHIP COUNCIL** as follows:

1. Section 19.14.020, The Zoning Map of Magna Metro Township is hereby amended as follows:

The property described in Application #\_REZ2023-000852 filed by Joe Colosimo, and located at 3045 South 8400 South, within Magna Metro Township, is hereby reclassified from the R-1-6 (Single Family Residential) zone to the R-2-6.5/ZC (Medium Density Residential) Zone, said properties being described as follows:

**PARCEL #:** 14-29-252-015-0000

**LEGAL DESCRIPTION:** Commencing at a point 330 feet north and 33 feet east from the center of Section 29, Township 1 South, Range 2 West, Salt Lake Meridian (SLM).

From this starting point, the boundaries of the parcel are described as follows: proceeding north for a distance of 4.19 feet, then heading east for a distance of 38.2 feet, followed by a southern course of 4.19 feet, and ultimately moving west for a distance of 38.2 feet to return to the point of beginning.

**PARCEL #:** 14-29-252-043-0000

**LEGAL DESCRIPTION:** Commencing at a point located 33 feet east and 198 feet north and 197.3 feet east from the center of Section 29, Township 1 South, Range 2 West, Salt Lake Meridian (SLM), the legal description pertains to a parcel of land measuring 0.33 acres more or less. From this starting point, the boundaries of the parcel are described as follows: running north for a distance of 132 feet, then proceeding east for a distance of 110 feet, followed by a southern course of 132 feet, and finally moving west for a distance of 110 feet to return to the point of beginning.

**PARCEL #:** 14-29-252-074-0000

**LEGAL DESCRIPTION:** Beginning from a point situated South 89 degrees 34 minutes 15 seconds East, 228.77 feet, and North 0 degrees 25 minutes 45 seconds East, 198.00 feet, and South 89 degrees 34 minutes 15 seconds East, 110.00 feet from the center of Section 29, Township 1 South, Range 2 West, Salt Lake Meridian (SLM), the legal description pertains to a parcel of land. From this starting point, the boundaries of the parcel are described as follows: running North 0 degrees 25 minutes 45 seconds East for a distance of 132.00 feet, then proceeding South 89 degrees 34 minutes 15 seconds East for a distance of 161.50 feet, followed by a southern course of South 0 degrees 25 minutes 45 seconds West for a distance of 132.00 feet, and finally moving North 89 degrees 34 minutes 15 seconds West for a distance of 161.50 feet to return to the point of beginning.

**PARCEL #:** 11-29-252-075-0000

**LEGAL DESCRIPTION:** Beginning from a point situated South 89 degrees 34 minutes 15 seconds East, 228.77 feet, and North 0 degrees 25 minutes 45 seconds East, 198.00 feet, and South 89 degrees 34 minutes 15 seconds East, 110.00 feet from the center of Section 29, Township 1 South, Range 2 West, Salt Lake Meridian (SLM), the legal description pertains to a parcel of land. From this starting point, the boundaries of the parcel are described as follows: running North 0 degrees 25 minutes 45 seconds East for a distance of 132.00 feet, then proceeding South 89 degrees 34 minutes 15 seconds East for a distance of 161.50 feet, followed by a southern course of South 0 degrees 25 minutes 45 seconds West for a distance of 132.00 feet, and finally moving North 89 degrees 34 minutes 15 seconds West for a distance of 161.50 feet to return to the point of beginning.

**PARCEL #:** 14-29-252-077-0000

**LEGAL DESCRIPTION:** Beginning from the southeast corner of Pendleton Grove Subdivision, the legal description pertains to a parcel of land. From this starting point, the boundaries of the parcel are described as follows: running South 69.13 feet, then proceeding West 334.30 feet, followed by a northern course of 69.13 feet, and finally moving East 334.30 feet to return to the point of beginning.

**PARCEL #:** 14-29-252-076-0000

**LEGAL DESCRIPTION:** Beginning from a point situated East 33 feet and North 399.135 feet from the center of Section 29, Township 1 South, Range 2 West, Salt Lake Meridian (SLM), the legal description pertains to a parcel of land. From this starting point, the boundaries of the parcel are described as follows: running North 34.565 feet, then proceeding East 152 feet, then North 34.57 feet, and East 144 feet more or less. After that, the course turns South for 69.13 feet, and finally, West for 296 feet more or less to return to the point of beginning.

The subject properties included in this zoning map amendment, are subject to the following zoning conditions (ZC) for the R-2-6.5/ZC Zone:

1. The overall density is limited to 18 Single-Family Homes (with traditional construction methods, not modular homes) for the subject property.
2. The driveways within the development must be a minimum of 20 feet deep.

The official zoning map kept on file with the Planning and Development Services Division of the Municipal Services District of Greater Salt Lake shall be changed to reflect this ordinance.

2. Effective Date. This Ordinance will take effect immediately upon posting and publication as required by law.

**PASSED AND ADOPTED** this 14<sup>th</sup> day of November, 2023.

**MAGNA METRO TOWNSHIP**

BY: \_\_\_\_\_  
DAN W. PEAY, MAYOR

ATTEST:

\_\_\_\_\_  
LANNIE CHAPMAN,  
SALT LAKE COUNTY CLERK  
METRO TOWNSHIP CLERK/RECORDER

APPROVED AS TO FORM:  
  
\_\_\_\_\_  
PAUL ASHTON  
METRO TOWNSHIP ATTORNEY

VOTE BY COUNCIL:	AYE	NAY
MAYOR DAN PEAY	_____	_____
ERIC BARNEY	_____	_____
STEVE PROKOPIS	_____	_____
TRISH HULL	_____	_____
AUDREY PIERCE	_____	_____

Effective Date of Ordinance: \_\_\_\_\_

**SUMMARY OF  
MAGNA METRO TOWNSHIP ORDINANCE NO. 2023-O-09**

On the \_\_\_\_ day of November, 2023, the Magna Metro Township Council adopted Ordinance No. 2023-O-09, Rezoning approximately 3.44 acres located at 3045 S. 8400 W. from R-1-6 (Single-Family Residential, 6,000 SF Minimum) to R-2-6.5 (Medium Density Residential) zone.

A complete copy of Ordinance No. 2023-O-09 is available in the office of the Magna Metro Township Clerk, 2001 South State Street, N2-700, Salt Lake City, Utah.



**MAGNA METRO TOWNSHIP**

RESOLUTION NO.: **23-11-01**

DATE: **November 14, 2023**

**A RESOLUTION OF THE MAGNA METRO TOWNSHIP COUNCIL TENTATIVELY APPROVING THE 2024 MAGNA BUDGET, AND SETTING THE PUBLIC HEARING FOR PUBLIC COMMENT AND POSSIBLE FINAL ADOPTION ON DECEMBER 12, 2023 AT 6:00PM**

**WHEREAS**, the Magna Metro Township (“Magna”) is a municipality pursuant to Utah Code Annotated (“UCA”) §§ 10-2a-401 *et seq*; and

**WHEREAS**, the Magna Metro Township Council (the “Council”) is the municipal governing body for Magna pursuant to UCA § 10-3b-501; and

**WHEREAS**, the attached 2024 Magna Budget, hereinafter known as Attachment “A,” is offered for council consideration and possible tentative approval; and

**WHEREAS**, the 2024 Magna Budget shall be made available for public inspection no later than ten (10) days prior to the public hearing for the final budget pursuant to State Law;

**THEREFORE, BE IT RESOLVED**, by the Magna Metro Township, the Mayor and Council hereby tentatively approves the 2024 Magna Budget, attached to this resolution as listed as “Attachment A” and sets the date, time, and place for the Public Hearing to be as follows:

**PLACE:** Webster Center, 8952 West Magna Main Street, Magna, Utah 84044

**DATE:** December 12, 2023

**TIME:** 6:00PM; and be it further

**RESOLVED**, copies of the 2024 Tentative Magna Budget be available for public inspection no later than November 28, 2023 at the Salt Lake County Clerk’s Office, located at 2001 South State St Suite N2-700 Salt Lake City, Utah 84114, attached to the Notice of Public Hearing on the Utah Public Meeting Notice Website

<https://www.utah.gov/pmn/index.html>, and posted to the Magna Metro Township Website [www.magnametrotownship.org](http://www.magnametrotownship.org) for public inspection..

APPROVED AND ADOPTED in the Magna Metro Township, Salt Lake County, Utah this 14<sup>th</sup> day of November, 2023.

FOR THE MAGNA METRO TOWNSHIP:

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DAN W. PEAY, MAYOR

ATTEST

---

Lannie Chapman  
Salt Lake County Clerk  
Metro Township Clerk/Recorder

APPROVED AS TO FORM:

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PAUL H. ASHTON  
METRO TOWNSHIP ATTORNEY

VOTING

Council Member Hull voting \_\_\_\_\_  
Mayor Peay voting \_\_\_\_\_  
Council Member Barney voting \_\_\_\_\_  
Council Member Pierce voting \_\_\_\_\_  
Council Member Prokopis voting \_\_\_\_\_

**ATTACHMENT A**

**AFTER THIS PAGE**

Greater Salt Lake Municipal Services District  
Magna - 2024 Tentative Budget



	2022 Actual	2023 Approved Budget	2024 Tentative Budget
Change In Net Position			
Revenue:			
Taxes			
Property taxes			
3100.125 Penalties and Interest	1.00	-	-
Total Property taxes	1.00	-	-
Sales taxes			
3100.300 Sales Tax	5,923,574.00	5,200,000.00	5,300,000.00
3100.301 Sales Tax - Inland Port Authority	37,253.00	-	50,000.00
Total Sales taxes	5,960,827.00	5,200,000.00	5,350,000.00
Total Taxes	5,960,828.00	5,200,000.00	5,350,000.00
Intergovernmental revenue			
Intergovernmental Other			
3100.320 Grants-	-	200,000.00	200,000.00
3100.350 SB 136 Sales Tax	532,449.00	472,000.00	500,000.00
Total Intergovernmental Other	532,449.00	672,000.00	700,000.00
B&C Road Fund Allotment			
3100.560 B&C Road Fund Allotment	1,190,516.00	1,100,000.00	1,150,000.00
Total B&C Road Fund Allotment	1,190,516.00	1,100,000.00	1,150,000.00
CARES Act			
3100.321 Grants-CARES	45,990.00	-	-
Total CARES Act	45,990.00	-	-
Total Intergovernmental revenue	1,793,181.00	1,789,000.00	1,850,000.00
Licenses and permits			
Business licenses			
3100.130 Business Licenses	60,777.00	-	50,000.00
Total Business licenses	60,777.00	-	50,000.00

Building permits			
3100.260 Building Permit	1,729,638.00	1,000,000.00	1,250,000.00
Total Building permits	1,729,638.00	1,000,000.00	1,250,000.00
Other license and permits			
3100.250 Dog Licenses	430.00	500.00	500.00
3100.261 Other Permits	-	20,000.00	20,000.00
3100.262 Plumbing, Electric Permits	-	500.00	500.00
3100.263 Sewer and Water Permits	-	5,000.00	5,000.00
3100.264 Zoning-Land Use Permit	45.00	75,000.00	75,000.00
Total Other license and permits	475.00	101,000.00	101,000.00
Total Licenses and permits	1,790,890.00	1,101,000.00	1,401,000.00
Charges for services			
Charges other			
3100.420 Engineering Services	96,854.00	50,000.00	50,000.00
3100.450 Planning Services	479,619.00	500,000.00	500,000.00
3100.460 Addressing Services	-	-	-
Total Charges other	576,473.00	550,000.00	550,000.00
Storm drain fee			
3100.430 Storm Drain Fee	-	-	-
Total Storm drain fee	-	-	-
Total Charges for services	576,473.00	550,000.00	550,000.00
Fines and forfeitures			
Code enforcement fines and fees			
3100.240 Code Enforcement Fines and Fees	24,429.00	5,000.00	5,000.00
Total Code enforcement fines and fees	24,429.00	5,000.00	5,000.00
Justice court fines/forfeitures			
3100.500 Justice Court Fines/Forfeitures	133,543.00	175,000.00	175,000.00
Total Justice court fines/forfeitures	133,543.00	175,000.00	175,000.00
Total Fines and forfeitures	157,972.00	180,000.00	180,000.00
Interest			
3600.100 Interest Earnings	37,812.00	7,000.00	75,000.00
Total Interest	37,812.00	7,000.00	75,000.00
Miscellaneous revenue			
Miscellaneous other			
3100.875 Event revenue	5,041.00	-	-

3600.900 Other Revenue	50.00	15,000.00	15,000.00
3600.901 Magna 4th of July Event	7,640.00	-	-
Total Miscellaneous other	12,731.00	15,000.00	15,000.00
Total Miscellaneous revenue	12,731.00	15,000.00	15,000.00
Contributions and transfers			
3800.100 Contribution from GF	598,055.00	932,680.00	1,166,884.00
Total Contributions and transfers	598,055.00	932,680.00	1,166,884.00
Total Revenue:	10,927,942.00	9,774,680.00	10,587,884.00
Expenditures:			
Administration			
4100.100 Wages	63,202.00	60,000.00	240,000.00
4100.130 Employee Benefits	13,282.00	11,000.00	74,000.00
4100.170 Unemployment Contribution	-	-	-
4100.200 Awards, Promotional & Meals	1,541.00	2,000.00	2,000.00
4100.210 Subscriptions/Memberships	17,638.00	17,080.00	18,080.00
4100.220 Printing/Publications/Advertising	2,245.00	8,000.00	8,000.00
4100.230 Travel/Mileage	11,956.00	30,000.00	6,500.00
4100.240 Office Expense and Supplies	21,898.00	10,000.00	10,000.00
4100.250 Vehicle & Equip Supplies and Maintenance	1,009.00	-	-
4100.255 Computer Equip/software	2,515.00	10,000.00	10,000.00
4100.310 Attorney-Civil	51,106.00	70,000.00	80,000.00
4100.320 Attorney-Land use	1,228.00	20,000.00	30,000.00
4100.330 Training and Seminars	1,066.00	20,000.00	15,000.00
4100.360 Web Page Development/Maintenance	394.00	25,000.00	35,000.00
4100.370 Software/Streaming	6,329.00	5,000.00	5,000.00
4100.390 Payroll Processing Fees	1,146.00	1,100.00	1,100.00
4100.400 Grant charged expenses	-	-	-
4100.410 Communications	-	20,000.00	10,000.00
4100.420 Contributions/Special Events	5,475.00	150,000.00	172,000.00
4100.421 Magna 4th of July celebration	47,808.00	-	-
4100.510 Insurance	22,090.00	15,500.00	26,000.00
4100.520 Workers Comp Insurance	931.00	500.00	1,500.00
4100.590 Postage	5.00	5,000.00	20,000.00
4100.600 Professional and Technical	128,204.00	175,000.00	128,204.00
4100.625 UFA Emergency Services	43,562.00	47,500.00	47,500.00
4100.640 Grant Related	-	-	-
4100.650 SL (Client) County Support Services	17,889.00	125,000.00	100,000.00
4100.740 Equipment/Computer Purchases	-	-	5,000.00
4100.850 Beer Funds	-	17,000.00	17,000.00
4100.860 Rent	13,500.00	100,000.00	100,000.00
4100.880 Non-Classified Expenses	-	5,000.00	5,000.00
Total Administration	476,019.00	949,680.00	1,166,884.00



COVID Related Expenses			
4100.241 COVID Expense and Supplies	13,714.00	-	-
4100.242 CARES 2 Expense and Supplies	33,950.00	-	-
Total COVID Related Expenses	47,664.00	-	-
Transfers			
4100.928 Contribution to General Fund	10,274,093.00	8,077,432.00	8,415,632.00
4100.930 Contribution to Capital Fund	-	747,568.00	1,005,368.00
48450.001 Operational Transfers out	6,708.00	-	-
Total Transfers	10,280,801.00	8,825,000.00	9,421,000.00
Total Expenditures:	10,804,484.00	9,774,680.00	10,587,884.00
Total Change In Net Position	123,458.00	-	-

Greater Salt Lake Municipal Services District  
 PG Cemetery - 2024 Tentative Budget



	2022 Actual	2023 Approved Budget	2024 Tentative Budget
Change In Net Position			
Revenue:			
Charges for services			
Charges other			
3600.200 Sale of Lots	63,540.00	20,000.00	20,000.00
3600.300 Grave Opening revenues	19,700.00	20,000.00	20,000.00
Total Charges other	83,240.00	40,000.00	40,000.00
Total Charges for services	83,240.00	40,000.00	40,000.00
Miscellaneous revenue			
Miscellaneous other			
3600.400 Other Cemetery revenues	6,775.00	2,000.00	4,500.00
3600.870 Donations-Cemetery	50.00	-	-
3600.900 Other Revenues	25.00	-	-
Total Miscellaneous other	6,850.00	2,000.00	4,500.00
Total Miscellaneous revenue	6,850.00	2,000.00	4,500.00
Contributions and transfers			
3800.100 Transfer In	102,030.00	-	-
Total Contributions and transfers	102,030.00	-	-
Total Revenue:	192,120.00	42,000.00	44,500.00
Expenditures:			
Administration			
4100.100 Grave opening expenses	38,018.00	-	-
4100.150 Headstone expenses	-	-	-
4100.155 Cremation expenses	2,500.00	-	-
4100.160 Utilities - Water	-	-	-
4100.230 Travel/Mileage	-	-	-
4100.240 Office Expense and Supplies	1,039.00	-	-
4100.250 Vehicle & Equip Supplies and Maintena	97.00	-	-
4100.255 Computer Equip/software	-	-	2,500.00
4100.470 Credit card and Bank Expenses	20.00	-	-

4100.590 Postage	-	-	-
4100.600 Professional and Technical	26,006.00	42,000.00	42,000.00
4100.900 Sundry Charges	-	-	-
4100.910 Property Tax	4,145.00	-	-
Total Administration	71,825.00	42,000.00	44,500.00
Total Expenditures:	71,825.00	42,000.00	44,500.00
Total Change In Net Position	120,295.00	-	-

Greater Salt Lake Municipal Services District  
Magna Community that Cares - 2024 Tentative Budget



	2022 Actual	2023 Approved Budget	2024 Tentative Budget
Change In Net Position			
Revenue:			
Intergovernmental revenue			
Intergovernmental Other			
3100.001 Operating transfers in	-	-	-
3100.320 Grants - Magna CTC	100,333.00	105,333.00	125,000.00
Total Intergovernmental Other	100,333.00	105,333.00	125,000.00
Total Intergovernmental revenue	100,333.00	105,333.00	125,000.00
State liquor fund			
3100.580 State Liquor Fund Allotment	24,226.00	17,000.00	18,500.00
Total State liquor fund	24,226.00	17,000.00	18,500.00
Miscellaneous revenue			
Miscellaneous other			
3100.870 Donations	801.00	-	-
3600.900 Other Revenue State Liquor	-	-	-
Total Miscellaneous other	801.00	-	-
Total Miscellaneous revenue	801.00	-	-
Total Revenue:	101,134.00	105,333.00	143,500.00
Expenditures:			
Administration			
4100.100 CTC Coordinator - Wages	25,304.00	60,000.00	60,000.00
4100.130 CTC Coordinator - Employee Benefits	-	27,500.00	27,500.00
4100.150 CTC Coordinator - Social Security Tax	1,491.00	-	-
4100.160 CTC Coordinator - Medicare	349.00	-	-
4100.180 CTC Coordinator - Medical Insurance	4,350.00	-	-
4100.181 CTC Coordinator - Retirement Contributi	4,097.00	-	-

4100.190 FUTA	-	-	-
4100.850 Beer Funds			18,500.00
4100.200 CTC - Awards, Promotional & Meals	33,653.00	-	-
4100.210 CTC - Subscriptions/Memberships	-	-	-
4100.230 CTC - Travel/Mileage	7,192.00	-	-
4100.240 CTC - Office Expense and Supplies	1,953.00	-	-
4100.330 CTC - Training and Seminars	2,085.00	-	-
4100.600 CTC - Liasons	21,629.00	-	-
4100.606 CTC - Software (website, zoom)	-	-	-
<b>Total Administration</b>	<b>102,103.00</b>	<b>87,500.00</b>	<b>106,000.00</b>
<b>Transfers</b>			
4950.100 Contribution to Fund Balance	-	17,833.00	37,500.00
<b>Total Transfers</b>	<b>-</b>	<b>17,833.00</b>	<b>37,500.00</b>
<b>Total Expenditures:</b>	<b>102,103.00</b>	<b>105,333.00</b>	<b>143,500.00</b>
<b>Total Change In Net Position</b>	<b>(969.00)</b>	<b>-</b>	<b>-</b>

Pleasant Green Cemetery Fund



	2021 Actual	2022 Actual	2022 Approved Budget	2023 Approved Budget	2023 Amended Budget
Change In Net Position					
Revenue:					
Charges for services					
Charges other					
3600.200 Sale of Lots	67,140.00	63,540.00	35,000.00	20,000.00	20,000.00
3600.300 Grave Opening revenues	2,150.00	19,700.00	35,000.00	20,000.00	20,000.00
Total Charges other	69,290.00	83,240.00	70,000.00	40,000.00	40,000.00
Total Charges for services	69,290.00	83,240.00	70,000.00	40,000.00	40,000.00
Miscellaneous revenue					
Miscellaneous other					
3600.400 Other Cemetery revenues	2,275.00	6,775.00	-	2,000.00	2,000.00
3600.870 Donations-Cemetery	-	50.00	-	-	-
3600.900 Other Revenues	-	25.00	-	-	-
Total Miscellaneous other	2,275.00	6,850.00	-	2,000.00	2,000.00
Total Miscellaneous revenue	2,275.00	6,850.00	-	2,000.00	2,000.00
Contributions and transfers					
3800.100 Transfer In	-	102,030.00	-	-	48,000.00
Total Contributions and transfers	-	102,030.00	-	-	48,000.00
Total Revenue:	71,565.00	192,120.00	70,000.00	42,000.00	90,000.00
Expenditures:					
Administration					
4100.100 Grave opening expenses	20,126.00	38,018.00	-	-	12,000.00
4100.150 Headstone expenses	2,067.00	-	-	-	-
4100.155 Cremation expenses	1,350.00	2,500.00	-	-	-
4100.160 Utilities - Water	259.00	-	-	-	-
4100.230 Travel/Mileage	-	-	-	-	-
4100.240 Office Expense and Supplies	-	1,039.00	-	-	2,000.00
4100.250 Vehicle & Equip Supplies and Maintenanar	-	97.00	-	-	-
4100.255 Computer Equip/software	488.00	-	-	-	2,000.00
4100.470 Credit card and Bank Expenses	-	20.00	-	-	-
4100.590 Postage	35.00	-	-	-	-
4100.600 Professional and Technical	613.00	26,006.00	70,000.00	42,000.00	74,000.00
4100.900 Sundry Charges	-	-	-	-	-
4100.910 Property Tax	-	4,145.00	-	-	-
Total Administration	24,938.00	71,825.00	70,000.00	42,000.00	90,000.00
Total Expenditures:	24,938.00	71,825.00	70,000.00	42,000.00	90,000.00
Total Change In Net Position	46,627.00	120,295.00	-	-	-



**Greater Salt Lake Municipal Services District**  
**General Ledger for Pleasant Green Cemetery Fund - 1/1/2023 to 11/13/2023**

Account		Description	Debit	Credit	Balance
Date	Code				
<b>3600.200 - Sale of Lots</b>					<b>\$0.00</b>
1/26/2023	NBPT	Receipt 39703: Greater Salt Lake Municipal Sevices District - Plot for Colin & Dixie Buck		1,650.00	(1,650.00)
1/26/2023	NBPT	Receipt 39703: Greater Salt Lake Municipal Sevices District - Plot for Catherine Curtis		650.00	(2,300.00)
2/6/2023	NBPT	Receipt 39957: Greater Salt Lake Municipal Sevices District - 2 non-res plots and o/c		3,600.00	(5,900.00)
2/13/2023	NBPT	Receipt 40135: Greater Salt Lake Municipal Sevices District - 1 Res. Plot Andrea Drelinger		650.00	(6,550.00)
4/10/2023	NBPT	Receipt 41239: Greater Salt Lake Municipal Sevices District - Rita Ned 1 space/opening		1,500.00	(8,050.00)
4/10/2023	NBPT	Receipt 41239: Greater Salt Lake Municipal Sevices District - W, Glen Wade 2 spaces 1 op/cl		2,150.00	(10,200.00)
4/10/2023	NBPT	Receipt 41239: Greater Salt Lake Municipal Sevices District - Maureen Wade Non-res, 2 spaces		1,261.00	(11,461.00)
5/15/2023	NBPT	Receipt 41881: Greater Salt Lake Municipal Sevices District - 2 Res Plots Gonzalez		1,300.00	(12,761.00)
5/22/2023	NBPT	Receipt 41882: Greater Salt Lake Municipal Sevices District - 1 Res Plot		650.00	(13,411.00)
5/22/2023	NBPT	Receipt 41882: Greater Salt Lake Municipal Sevices District - 1 Res Plot		650.00	(14,061.00)
5/22/2023	NBPT	Receipt 41882: Greater Salt Lake Municipal Sevices District - 1 Res Plot		650.00	(14,711.00)
5/22/2023	NBPT	Receipt 41882: Greater Salt Lake Municipal Sevices District - 1 Res Plot		650.00	(15,361.00)
7/11/2023	NBPT	Receipt 42661: Greater Salt Lake Municipal Sevices District - Farrell D. Williams 2 res plots		1,300.00	(16,661.00)
8/15/2023	NBPT	Receipt 43339: Greater Salt Lake Municipal Sevices District - 1 REs Plot for Patricia Sargent		650.00	(17,311.00)
				<b>(\$17,311.00)</b>	<b>(\$17,311.00)</b>
<b>3600.300 - Grave Opening revenues</b>					<b>\$0.00</b>
1/9/2023	NBPT	Receipt 39339: Greater Salt Lake Municipal Sevices District - Ronald Craig Res. Open/Close Fees		850.00	(850.00)
3/1/2023	NBPT	Receipt 40405: Greater Salt Lake Municipal Sevices District - Burial Mariana op/cl		800.00	(1,650.00)
5/22/2023	NBPT	Receipt 41882: Greater Salt Lake Municipal Sevices District - Laura Anderson Sat. op/cl		1,250.00	(2,900.00)
6/16/2023	NBPT	Receipt 42236: Greater Salt Lake Municipal Sevices District - Jason DiBello op/cl		850.00	(3,750.00)
7/11/2023	NBPT	Receipt 42661: Greater Salt Lake Municipal Sevices District - Todd Stephens space & op/cl		2,400.00	(6,150.00)
8/4/2023	NBPT	Receipt 43089: Greater Salt Lake Municipal Sevices District - Gordon Kelson OP/CL Fee		850.00	(7,000.00)
9/25/2023	NBPT	Receipt 43840: Greater Salt Lake Municipal Sevices District - resident op/cl Dennis Montague Sir		850.00	(7,850.00)
				<b>(\$7,850.00)</b>	<b>(\$7,850.00)</b>
<b>3600.400 - Other Cemetery revenues</b>					<b>\$0.00</b>
4/28/2023	NBPT	Receipt 41463: Greater Salt Lake Municipal Sevices District - Marking Plots for headstone fee		150.00	(150.00)
4/28/2023	NBPT	Receipt 41463: Greater Salt Lake Municipal Sevices District - Marking Plots for headstone fee		50.00	(200.00)
4/28/2023	NBPT	Receipt 41463: Greater Salt Lake Municipal Sevices District - Marking Plots for headstone fee		50.00	(250.00)
5/15/2023	NBPT	Receipt 41881: Greater Salt Lake Municipal Sevices District - Lim Headstone fee		50.00	(300.00)
6/16/2023	NBPT	Receipt 42236: Greater Salt Lake Municipal Sevices District - Mark Grave Headstone		50.00	(350.00)
7/11/2023	NBPT	Receipt 42661: Greater Salt Lake Municipal Sevices District - Draper-Trujillo-Abbott 3 HS		150.00	(500.00)
8/15/2023	NBPT	Receipt 43339: Greater Salt Lake Municipal Sevices District - Headstone Mark for Carvalho 359791		50.00	(550.00)
8/15/2023	NBPT	Receipt 43339: Greater Salt Lake Municipal Sevices District - Headstone Mark for Anderson 360295		50.00	(600.00)
8/23/2023	NBPT	Receipt 43494: Greater Salt Lake Municipal Sevices District - Headstone Peterson Fee		50.00	(650.00)
9/7/2023	NBPT	Receipt 43841: Greater Salt Lake Municipal Sevices District - Cremation Marie Hawks o/c fee		513.75	(1,163.75)
9/12/2023	NBPT	Receipt 43842: Greater Salt Lake Municipal Sevices District - Mark plots headstone- set		50.00	(1,213.75)
				<b>(\$1,213.75)</b>	<b>(\$1,213.75)</b>
<b>4100.100 - Grave opening expenses</b>					<b>\$0.00</b>
1/31/2023	AP	INV: 20230131 N & W Enterprises, LLC - Management Fees and Craig Res OP/CL Fees	550.00		550.00

**Greater Salt Lake Municipal Services District**  
**General Ledger for Pleasant Green Cemetery Fund - 1/1/2023 to 11/13/2023**

Account		Description	Debit	Credit	Balance
Date	Code				
<b>4100.100 - Grave opening expenses ( continued )</b>					
2/28/2023	AP	INV: 20230228 N & W Enterprises, LLC - Management Fees and Adult burials	550.00		1,100.00
2/28/2023	AP	INV: 20230228 N & W Enterprises, LLC - Management Fees and Adult burials	950.00		2,050.00
3/31/2023	AP	INV: 20230331 N & W Enterprises, LLC - Management Fees and Adult Full OP/CL Fees	550.00		2,600.00
4/30/2023	AP	INV: 20230430 N & W Enterprises, LLC - Management Fees and Adult burial 4 -1-23-4-30-23/4-7-23	550.00		3,150.00
5/31/2023	AP	INV: 20230531 N & W Enterprises, LLC - Management Fees and Adult burials	550.00		3,700.00
5/31/2023	AP	INV: 20230531 N & W Enterprises, LLC - Management Fees and Adult burials	1,000.00		4,700.00
6/30/2023	AP	INV: 20230630 N & W Enterprises, LLC - Management Fees and Adult OP/CL burial fees	550.00		5,250.00
7/31/2023	AP	INV: 20230731 N & W Enterprises, LLC - Management Fees and Adult OP/CL burial fees	550.00		5,800.00
7/31/2023	AP	INV: 20230731 N & W Enterprises, LLC - Management Fees and Adult OP/CL burial fees	550.00		6,350.00
9/30/2023	AP	INV: 20230930 N & W Enterprises, LLC - Management Fees and Adult burial fees	500.00		6,850.00
9/30/2023	AP	INV: 20230930 N & W Enterprises, LLC - Management Fees and Adult burial fees	550.00		7,400.00
10/31/2023	AP	INV: 20231031 N & W Enterprises, LLC - Management Fees and Cremation Services	950.00		8,350.00
10/31/2023	AP	INV: 20231031 N & W Enterprises, LLC - Management Fees and Cremation Services	550.00		8,900.00
10/31/2023	AP	INV: 20231031 N & W Enterprises, LLC - Management Fees and Cremation Services	500.00		9,400.00
10/31/2023	AP	INV: 20231031 N & W Enterprises, LLC - Management Fees and Cremation Services	500.00		9,900.00
			<b>\$9,900.00</b>		<b>\$9,900.00</b>
<b>4100.240 - Office Expense and Supplies</b>					
					<b>\$0.00</b>
5/11/2023	AP	INV: 249430043S Costco Wholesale - Supplies Magna Cemetery	102.92		102.92
5/14/2023	AP	INV: 2422638462L Walmart Super Center - Cemetery supplies	151.72		254.64
5/14/2023	AP	INV: 24269794601 Jimmy John's - Meal for In-office meeting	360.59		615.23
5/21/2023	AP	INV: 24055224 Colonial Specialty Co., Inc. - Purchase	66.50		681.73
6/6/2023	AP	INV: 24692164W Amazon.com - Cemetery expense	582.59		1,264.32
			<b>\$1,264.32</b>		<b>\$1,264.32</b>
<b>4100.255 - Computer Equip/software</b>					
					<b>\$0.00</b>
3/22/2023	AP	INV: 24204292 Microsoft*Store - Software	107.24		107.24
			<b>\$107.24</b>		<b>\$107.24</b>
<b>4100.600 - Professional and Technical</b>					
					<b>\$0.00</b>
1/31/2023	AP	INV: 20230131 N & W Enterprises, LLC - Management Fees and Craig Res OP/CL Fees	4,742.00		4,742.00
2/28/2023	AP	INV: 20230228 N & W Enterprises, LLC - Management Fees and Adult burials	4,742.00		9,484.00
3/31/2023	AP	INV: 20230331 N & W Enterprises, LLC - Management Fees and Adult Full OP/CL Fees	4,742.00		14,226.00
4/24/2023	AP	INV: M000106 Unique Welding (Marivel Parra) - 1/2 upfront Cost for Cemetery Sign Post	7,888.86		22,114.86
4/30/2023	AP	INV: 20230430 N & W Enterprises, LLC - Management Fees and Adult burial 4 -1-23-4-30-23/4-7-23	4,742.00		26,856.86
5/31/2023	AP	INV: 20230531 N & W Enterprises, LLC - Management Fees and Adult burials	4,742.00		31,598.86
6/19/2023	AP	INV: 1282 APEX Locating Services, LLC - GPR Field Work/GPR Investigation	7,675.00		39,273.86
6/30/2023	AP	INV: 20230630 N & W Enterprises, LLC - Management Fees and Adult OP/CL burial fees	4,742.00		44,015.86
7/31/2023	AP	INV: 20230731 N & W Enterprises, LLC - Management Fees and Adult OP/CL burial fees	4,742.00		48,757.86
8/31/2023	AP	INV: 20230831 N & W Enterprises, LLC - Management Fees	4,742.00		53,499.86
9/30/2023	AP	INV: 20230930 N & W Enterprises, LLC - Management Fees and Adult burial fees	4,742.00		58,241.86
10/31/2023	AP	INV: 20231031 N & W Enterprises, LLC - Management Fees and Cremation Services	4,742.00		62,983.86
			<b>\$62,983.86</b>		<b>\$62,983.86</b>
<b>Report Total:</b>					<b>\$47,880.67</b>

2024

# Fee Schedule for the Magna Metro Township

adopted December 12, 2023,

effective date January 1, 2024

2024



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[Magna Metro Township](#) [\[Enter jurisdiction here\]](#) contracts with the Greater Salt Lake Municipal Services District ("MSD") to provide planning and zoning, building permit, business license, and code enforcement services. The MSD provides these services on behalf of and under the direction of the [Magna Metro Township](#) [\[Enter jurisdiction here\]](#).

NOTE: Fees and Fines will be applied as approved and set forth in this schedule. The Chief Building Official or Director of Planning and Development may on occasion adjust fees/fines in unique circumstances up to \$1,500 per application. The MSD's General Manager may do the same up to \$5,000. These adjustments must be documented and reported on if requested. Adjustments over \$5,000 require approval of the governing body of the jurisdiction to which the application pertains.

## Address Fees

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Fee Type	Description	Amount
Assignment of Address (A-1)	Provide address information on recorded subdivision plat and/or individual parcel/building addresses. Ensure assignments meet addressing standards and are suitable for mail delivery, public safety, utility services and general delivery of services.	\$100.00 base fee plus \$40.00 per lot <sup>a</sup> ; <u>for multi-family units, \$40.00 for the first 8 units in addition to base fee and \$5 per unit for each unit over 8 units</u>
Street Name Change (A-2)	Confirm that petition includes the required signatures. Document street name change and address change for each property along street by filing an affidavit with the Salt Lake County Recorder's Office. Notify the property owner, Public Safety dispatch and the Salt Lake County Treasurer of the address/street name change.	\$250.00 base fee plus \$50.00 per lot

<sup>a</sup> The per lot fee does not apply to Accessory Dwelling Units (ADU).

## Business License Fees

### General Business Licenses

Fee Type	Description	Amount
General Business License – Commercial Business	For commercial business locations. Includes inspections and verification of zoning compliance.	\$150.00
General Business License – Home-Based Business (simple)	For home-based businesses <u>without</u> on-site visitors and customers.	No Fee
General Business License – Home-Based Business	For home-based businesses with on-site visitors and customers. Includes inspections and verification of zoning compliance.	\$150.00
Per-employee Fee	Includes verification of EIN documentation.	\$6.00
Seasonal Business License	For business operations of up to ___ days per year. Includes inspections and verification of zoning compliance.	\$120.00
Solicitor ID	Includes photograph of applicant and issuance of ID card.	\$65.00
Accessory Dwelling Unit (ADU) License		\$50.00
<b>Administrative Citation</b>	Issued for operating a business without a license or with <u>an expired license.</u>	\$300.00

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Notes regarding business license fees:

1. Withdrawn applications are subject to a charge of 25% of the fee amount.
2. Licenses must be renewed prior to the expiration date.
  - o Licenses renewed within 30 days of expiring will not be charged a penalty.
  - o Licenses renewed 31-60 days of expiring will be charged a penalty of 25% of the general license fee.
  - o Licenses renewed more than 60 days of expiring will be charged a penalty of 100% of the general license fee

### Short-term Rental Licenses

To the extent allowed under Municipal Code the following applies for the Magna Metro Township:

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Fee Type	Description	Amount
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Umbrella Short-term Rental License Fee – main license	Primary license for short-term rental management companies with multiple rental units/locations.	\$500.00
Umbrella Short-term Rental License Fee – per unit	Includes inspections and verification of zoning compliance.	\$50.00
<a href="#">Short-term Rental License Fee – homeowner</a>	<a href="#">Short-term rental license for homeowners renting their primary residence. Includes verification of zoning compliance.</a>	<a href="#">\$500.00</a>

### Alcohol-Related Licenses

Fee Type	Description	Amount
Off-Premise Beer Retailer		\$250.00
Recreational On-Premise Beer Retailer		\$350.00
Restaurant Liquor		\$500.00
Limited Restaurant Liquor		\$500.00
Beer-Only Restaurant		\$350.00
On-Premise Beer Tavern		\$350.00
Resort		\$500.00
Club Liquor		\$600.00
Banquet & Catering		\$500.00
Single Event		\$150.00
Wholesale Beer		\$300.00
Manufacturing		\$350.00

Alcohol-related business license applications are referred to local communities for consent and approval.

### Sexually-oriented Business Licenses

Fee Type	Description	Amount
Sexually Oriented Business - Outcall Services	Includes inspections and verification of zoning compliance.	\$300.00
Sexually Oriented Business - excluding Outcall Services	Includes inspections and verification of zoning compliance.	\$500.00

### Building Permit Fees

Building permits include necessary inspections. If additional inspections are required, applicants will be charged the reinspection fee for each additional visit. Most building permits will require a plan check fee in addition to the building permit fee. Plan check fees are listed separately.

Building permits and mechanical, plumbing & electrical permits will be charged a state surcharge equal to 1% of the permit fee.

Fee Type	Description	Amount
Building Permit - new construction	See below for valuation schedules	Varies <sup>a</sup>
Building Permit - addition or remodel	See below for valuation schedules	Varies <sup>a</sup>



Mobile Home Setup Permit		\$200.00
Mechanical, Plumbing & Electrical Permit	Includes on-site inspection of one system. Additional appliances and fixtures after the first will be charged the per-unit fee listed below.	\$70.00
Fee per additional appliance or fixture	Applies to each additional appliance, fixture, etc. inspected by inspector already on site.	\$20.00
Grading Permit		Varies <sup>b</sup>
Retaining Wall Permit		Varies <sup>c</sup>
Demolition Permit		Varies <sup>d</sup>
Window & Door Replacement – residential	Applies when no other work is being done.	\$70.00
Window & Door Replacement – commercial	Applies when no other work is being done.	Varies <sup>d</sup>
<b>Reroofing Permit Fees</b>		
Reroofing – residential roof with sheathing	Includes inspection of sheathing or decking.	<del>\$140.00</del> <u>125.00</u>
Reroofing – residential roof without sheathing	Shingles only; no decking or sheathing.	<del>\$70.00</del> <u>75.00</u>
Reroofing – small commercial	Commercial roof project under \$10,000 valuation.	\$150.00
Reroofing – medium commercial	Commercial roof project between \$10,000 and \$49,999 valuation.	<del>\$300.00</del> <u>175.00</u>
Reroofing – large commercial	Commercial roof project \$50,000 valuation or higher.	<del>\$500.00</del> <u>250.00</u>
<b>Solar Power System Permit Fees</b>		
Residential/Small Commercial Solar Permit – base fee	Applies to residential and commercial installations up to 20 kW. Does not include fees for required plan check.	<del>\$70.00</del> <u>100.00</u>
Residential/Small Commercial Solar Permit – fee per kW	Additional fee based on size of installation. Does not include fees for required plan check.	\$30.00 per kW
Commercial Solar over 20 kW	Applies to larger commercial installations over 20 kW.	Varies <sup>e</sup>
Battery Storage System	Assumes that inspector is already on site for inspection of installation.	\$2.00 per battery
<b>Additional Inspection Fees</b>		
Reinspection		\$50.00
Pre-inspection	Inspections after a fire or disaster to determine extent of damage and permits needed for repairs.	\$70.00
Multi-unit Inspection		\$100.00
Overtime/After-hours Inspection		\$120.00
<b>Administrative Fees</b>		
Cancellation of building permit	Applies when permit is cancelled before work commences.	25% of permit fee (\$200 maximum)
Reinstatement Fee – general	Applies when permit has been expired for more than 30 business days.	50% of permit fee
Reinstatement Fee – final inspection	Applies when only final inspection is required, and permit has been expired for more than 30 business days.	50% of permit fee (\$200 maximum)
Building without a permit	Base fee equal to 200% of building permit fee, plus daily fees commencing 10 business days after notice of violation.	200% of permit fee, plus 1% of permit fee per day (\$50 max per day)

<sup>a</sup> Permit fees for new construction, additions and remodels are based on calculated square footage and the current ICC valuation tables (see below). When square footage determinations not practical or possible, permit fees will be based on applicant's declared valuation as reasonably determined by Director or Designee.

- <sup>b</sup> Permit fees for grading are based on the number of cubic yards of earth cut or filled.
- <sup>c</sup> Permit fees for retaining walls are based on the size of the project in lineal feet.
- <sup>d</sup> Permit fees for demolition and window/door replacement are based on declared valuation.
- <sup>e</sup> Permit fees for large solar installations are based on applicant's declared valuation as reasonably determined by Director or designee.

## Construction Valuation Tables

The valuations below are used to determine construction valuations for building permit fee calculations. The valuations will be updated automatically as new standards are published by ICC, which is usually twice per year.

Square Foot Construction Costs <sup>a, b, c</sup>

Group (2021 International Building Code)	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
A-1 Assembly, theaters, with stage	338.88	327.46	319.76	307.63	289.42	280.47	298.24	268.37	259.83
A-1 Assembly, theaters, without stage	310.12	298.70	291.00	278.87	260.66	251.71	269.48	239.62	231.07
A-2 Assembly, nightclubs	275.09	266.93	259.34	250.54	234.96	228.26	241.54	213.57	206.65
A-2 Assembly, restaurants, bars, banquet halls	274.09	265.93	257.34	249.54	232.96	227.26	240.54	211.57	205.65
A-3 Assembly, churches	314.65	303.24	295.53	283.41	265.65	256.70	274.02	244.61	236.06
A-3 Assembly, general, community halls, libraries, museums	268.44	257.02	248.32	237.19	218.26	210.31	227.80	197.22	189.68
A-4 Assembly, arenas	309.12	297.70	289.00	277.87	258.66	250.71	268.48	237.62	230.07
B Business	263.16	253.51	244.15	233.85	213.00	204.65	224.67	187.98	179.49
E Educational	280.42	270.83	263.70	252.34	235.54	223.64	243.64	205.87	199.45
F-1 Factory and industrial, moderate hazard	161.70	154.21	144.70	139.94	124.72	118.51	133.72	103.40	96.83
F-2 Factory and industrial, low hazard	160.70	153.21	144.70	138.94	124.72	117.51	132.72	103.40	95.83
H-1 High Hazard, explosives	150.85	143.36	134.84	129.08	115.17	107.96	122.87	93.86	N.P.
H234 High Hazard	150.85	143.36	134.84	129.08	115.17	107.96	122.87	93.86	86.28
H-5 HPM	263.16	253.51	244.15	233.85	213.00	204.65	224.67	187.98	179.49
I-1 Institutional, supervised environment	264.93	255.57	246.84	238.11	217.64	211.63	238.15	195.82	189.67
I-2 Institutional, hospitals	438.26	428.62	419.26	408.96	386.98	N.P.	399.78	361.97	N.P.
I-2 Institutional, nursing homes	304.86	295.22	285.86	275.55	256.23	N.P.	266.37	231.21	N.P.
I-3 Institutional, restrained	298.67	289.02	279.66	269.36	250.30	240.95	260.18	225.29	214.80
I-4 Institutional, day care facilities	264.93	255.57	246.84	238.11	217.64	211.63	238.15	195.82	189.67
M Mercantile	205.22	197.06	188.47	180.67	164.83	159.13	171.67	143.44	137.53
R-1 Residential, hotels	267.42	258.06	249.33	240.60	220.62	214.60	240.64	198.79	192.64
R-2 Residential, multiple family	223.61	214.25	205.52	196.79	177.77	171.76	196.82	155.95	149.80
R-3 Residential, one- and two-family <sup>d</sup>	211.77	205.84	200.99	197.13	190.36	183.32	193.75	177.67	167.37
R-4 Residential, care/assisted living facilities	264.93	255.57	246.84	238.11	217.64	211.63	238.15	195.82	189.67
S-1 Storage, moderate hazard	149.85	142.36	132.84	128.08	113.17	106.96	121.87	91.86	85.28
S-2 Storage, low hazard	148.85	141.36	132.84	127.08	113.17	105.96	120.87	91.86	84.28
U Utility, miscellaneous	115.48	108.95	102.64	98.13	88.49	81.89	93.86	69.76	66.48

- a. Private Garages use Utility, miscellaneous
- b. For shell only buildings deduct 20 percent
- c. N.P. = not permitted
- d. Unfinished basements (Group R-3) = \$31.50 per sq. ft.

### Supplemental Construction Valuation Tables

The supplemental valuations below may be updated annually as part of the annual fee approval process.

Construction Type	Unit	Valuation
Basements – Unfinished	Square Foot	<del>\$24.00</del> As provided in the <a href="#">ICC valuation table footnote above</a>
Basements – Finished	Square Foot	\$41.00
Decks (any type)	Square Foot	\$22.00
Carport/Covered Patio	Square Foot	\$22.00
Roof Conversions	Square Foot	\$22.00
Fence (any type)	Lineal Foot	\$20.00
Retaining Wall (any type)	Lineal Foot	\$59.00
Exterior Finish	Square Foot	\$5.00
Fire Sprinklers	Square Foot	\$6.00
Remodel/Alteration	Square Foot	\$39.00
Basement TI	Square Foot	\$28.00
Grading	Cubic Yard Cut and Fill	Equation
Tenant Improvements	Calculated	35% of the valuation for new construction
Shell Only	Calculated	80% of the valuation for new construction

### Building and Inspection Fee Calculation

Building permit fees based on valuation are calculated based on the calculations below.

Construction Valuation	Fee
Less than \$2,000	\$24.00 for the first \$500 plus \$3.50 for each additional \$100 or fraction thereof, to and including \$2,000.
\$2,000 to \$25,000	\$76.50 for the first \$2,000 plus \$16.50 for each additional \$1,000 or fraction thereof, to and including \$25,000.
\$25,000 to \$50,000	\$456.00 for the first \$25,000 plus \$12.00 for each additional \$1,000 or fraction thereof, to and including \$50,000.
\$50,000 to \$100,000	\$765.00 for the first \$50,000 plus \$8.50 for each additional \$1,000 or fraction thereof, to and including \$100,000.
\$100,000 to \$500,000	\$1,181.00 for the first \$100,000 plus \$6.50 for each additional \$1,000 or fraction thereof, to and including \$500,000.
\$500,000 to \$1,000,000	\$3,781.00 for the first \$500,000 plus \$5.50 for each additional \$1,000 or fraction thereof, to and including \$1,000,000.
Over \$1,000,000	\$6,531.00 for the first \$1,000,000 plus \$4.50 for each additional \$1,000 or fraction thereof.

**Plan Check Fees**

Plan checks for building permits include up to 4 reviews. Additional reviews will be charged the hourly fee listed below.

Fee Type	Description	Amount
Plan Check Fee – residential construction		40% of building permit fee
Plan Check Fee – commercial construction		65% of building permit fee
Plan Check Fee – smaller projects		\$100.00
Plan Check Fee – FCOZ projects	Applies to any parcel within a Foothills & Canyons Overlay Zone.	65% of building permit fee
Land Use Review Fee		\$110.00
Card File Plan Check Fee – single-family or duplex	Includes accessory structures.	<del>\$150.00</del> <a href="#">175.00</a>
Card File Plan Check Fee – multi-family residential		<del>\$1,000.00</del> <a href="#">350.00</a>
Plan Check Fee – hourly		<del>\$120</del> <a href="#">80.00</a> per hour

**Stormwater Review & Stormwater Pollution Prevention Plans (SWPPP)**

**Stormwater Review SWPPP Fees**

Fee Type	Description	Amount
<a href="#">Stormwater Review SWPPP</a> – base fee	Base fee per project.	\$200.00
<a href="#">Stormwater Review SWPPP</a> – per-acre fee	Additional fee per acre <a href="#">after the first acre; applies when SWPPP required.</a>	<del>\$50.00</del> <a href="#">30.00</a>
Floodplain Development Permit	Permit is required for any development within a mapped floodplain as required by FEMA.	<del>\$50.00</del> <a href="#">75.00</a>

**SWPPP Control Measures**

All penalties and fines may be doubled for a second or third offense. Violations may be referred to the [jurisdiction's legal counsel District Attorney](#) for further action.

Penalty Type	Description	Amount
Primary Boundary Control Violation	Per day per violation.	\$1,000.00
Secondary Boundary Control Violation	Per day per violation.	\$500.00
Exit Control Violation	Per day per violation.	\$500.00
Waste Control Violation	Per day per violation.	\$500.00
Material Storage Control Violation	Per day per violation.	\$250.00
Fugitive Dust Control Violation	Per day per violation.	\$250.00

Safety Control Violation	Per day per violation.	\$250.00
SWPPP Plan Administration	Each land disturbance permit (LDP) requires SWPPP administration and written documentation such as but not limited to inspections, training, SWPPP amendments, closeout documents, etc.	\$1,000.00
Working Without a Permit	Per day per violation.	\$1,000.00

### SWPPP Illicit Discharge Fines

The table below lists illicit discharges common to construction and maintenance activities. It is a violation to discharge pollutants. The presence of BMPs does not excuse an illicit discharge.

Penalty Type	Description	Amount
Sediment	Per day per violation.	\$1,000.00
Cementitious Material	Per day per violation.	\$500.00
Paints and Solvents	Per day per violation.	\$500.00
Solid Waste	Per day per violation.	\$500.00
Sanitary Waste	Per day per violation.	\$2,000.00
Fuels	Per day per violation.	\$1,000.00
Fertilizers	Per day per violation.	\$500.00
Organics	Per day per violation.	\$250.00
Cleanders	Per day per violation.	\$500.00
Hazardous materials	Any illicit discharge may be assigned to this category depending on the impact.	\$5,000.00

### Land Use Fees

#### Permitted and Conditional Uses

Fee Type	Description	Amount
<a href="#">Building permit site plan</a>	<a href="#">Over-the-counter staff review. Permitted uses not requiring separate land use permit.</a>	<a href="#">\$110.00</a>
<a href="#">Change of Use Permit</a>	<a href="#">Over-the-counter staff review. Includes tenant changes and uses subordinate to an existing Conditional Use Permit.</a>	<a href="#">\$110.00</a>
<a href="#">Sign Permit</a>	<a href="#">Over-the-counter staff review.</a>	<a href="#">\$110.00</a>
<a href="#">Business license review</a>	<a href="#">Over-the-counter staff review.</a>	<a href="#">\$110.00</a>
<a href="#">Accessory Dwelling Unit</a>	<a href="#">Includes technical review</a>	<a href="#">\$535.00</a>
<a href="#">Site Plan Review (less than 3 acres)</a>	<a href="#">Includes staff review and technical review.</a>	<a href="#">\$1,070.00</a>
<a href="#">Site Plan Review (3 acres or more)</a>	<a href="#">Includes agency review, technical review and Planning Commission meeting.</a>	<a href="#">\$1,640.00</a>
<a href="#">Minor Site Plan Amendments</a>	<a href="#">Limited agency review</a>	<a href="#">\$175.00</a>
<a href="#">Residential Development (FCOZ)</a>	<a href="#">Includes staff review and technical review.</a>	<a href="#">\$1,070.00</a>

<a href="#">Foothills/Canyons</a>	<a href="#">Includes agency review and staff review.</a>	<a href="#">\$990.00</a>
<a href="#">Simple Conditional Use Permit</a>	<a href="#">Home daycare/pre-school, mobile store, condominium conversion, similar uses requiring limited staff review.</a>	<a href="#">\$175.00</a>
<a href="#">Other Conditional Use Permits</a>	<a href="#">Commercial uses, residential uses, or signs needing conditional use approval. Includes agency review, technical review and Planning Commission meeting.</a>	<a href="#">\$1,640.00</a>

### Subdivision and Land Development Permits

Fee Type	Description	Amount
<a href="#">Minor Subdivision (&lt;5 lots)</a>	<a href="#">Includes agency review and technical review.</a>	<a href="#">\$990.00</a>
<a href="#">Major Subdivision (Single Phase)</a>	<a href="#">Includes agency review, technical review and Planning Commission meeting.</a>	<a href="#">\$1,640.00</a>
<a href="#">Major Subdivision, Preliminary Plat (Multiple Phases)</a>	<a href="#">Includes agency review and Planning Commission Meeting</a>	<a href="#">\$1,105.00</a>
<a href="#">Final Plat Approval (Phased Development)</a>	<a href="#">Includes Technical Review</a>	<a href="#">\$535.00</a>
<a href="#">Planned Unit Development (Preliminary approval and 1st Phase)</a>	<a href="#">Includes agency review, technical review and Planning Commission meeting.</a>	<a href="#">\$1,640.00</a>
<a href="#">Planned Unit Development (additional phases)</a>	<a href="#">Includes Technical Review</a>	<a href="#">\$535.00</a>
<a href="#">Subdivision amendments</a>	<a href="#">Includes agency review, technical review, Mayor meeting and Planning Commission meeting.</a>	<a href="#">\$1,755.00</a>
<a href="#">Lot Line Adjustments</a>	<a href="#">Includes limited staff review.</a>	<a href="#">\$175.00</a>
<a href="#">Extension of Time</a>	<a href="#">Includes review by Director.</a>	<a href="#">\$275.00</a>

### Ordinance Adjustments

Fee Type	Description	Amount
Text Change	Includes Planning Commission meeting and Council meeting.	\$765.00
<a href="#">Zoning Map Change – minor</a>	<a href="#">Changes less than 3 acres. Includes limited staff review, Planning Commission meeting and Council meeting.</a>	<a href="#">\$940.00</a>
Zoning Map Change – small	Changes <del>3</del> up to 10 acres. Includes <del>limited-agency review meeting,</del> staff review, Planning Commission meeting and Council meeting.	<del>\$940.00</del> <a href="#">\$1,755.00</a>
Zoning Map Change – medium	Changes <del>over 10 up to</del> -50 acres. Includes <del>agency review meeting, limited</del> staff review, Planning Commission meeting, Council meeting, and General Plan fees.	<del>\$2,440.00</del> <a href="#">\$1,755.00</a> plus \$200 per acre
Zoning Map Change – large	Changes <del>over 50 up to</del> 100 acres. Includes <del>agency review meeting, limited</del> staff review, Planning Commission meeting, Council meeting, and General Plan fees.	<del>\$2,440.00</del> <a href="#">\$1,755.00</a> plus \$300 per acre
Zoning Map Change – Major	Changes over 100 acres.	To be determined by agreement between agency and applicant prior to acceptance of the application.



**Other Land Use Applications**

<u>Fee Type</u>	<u>Description</u>	<u>Amount</u>
<u>Land Use Hearing Officer</u>	<u>Needed for appeal of decisions, variances, nonconforming use expansions, takings relief petition, etc.</u>	<u>\$1,000.00 <sup>a</sup></u>
<u>Land Use Hearing Officer</u>	<u>Double fee if construction has started.</u>	<u>\$2,000.00</u>
<u>Administrative Determination</u>	<u>Requires Director review.</u>	<u>\$275.00</u>
<u>Special Exception to have Use violation declared legal</u>	<u>Planning Commission meeting.</u>	<u>\$650.00</u>
<u>Zoning Verification Letter</u>	<u>Base fee plus costs for research time.</u>	<u>\$25.00 base fee plus \$25.00 per hour</u>
<u>General Plan Amendment</u>	<u>Includes limited staff review, Planning Commission meeting, Council meeting, and General Plan fees.</u>	<u>\$2,440.00</u>
<u>Agency Review Meeting at applicants' request</u>	<u>Agency Review meeting that includes outside agencies.</u>	<u>\$455.00</u>
<u>Other applications requiring preliminary and/or technical review.</u>	<u>Up to 4 total review sessions. Additional charge if 4 total sessions exceeded for any application type.</u>	<u>\$535.00</u>
<u>Other applications requiring Planning Commission meeting</u>	<u>Planning Commission meeting.</u>	<u>\$650.00</u>
<u>Other applications requiring Council or Mayor's meeting</u>	<u>Council or Mayor's meeting.</u>	<u>\$115.00</u>

<sup>a</sup> For appeals, if the Land Use Hearing Officer finds in favor of the appellant then the fee shall be refunded less a \$100.00 administration fee.

**Code Enforcement Fees**

Fee Type	Description	Amount
Administrative Citation	All minor violations unless specified otherwise.	\$100.00 per violation
<del>Civil Penalty</del>	<del>Violations of zoning regulations.</del>	<del>As provided in Section 19.94.070</del>
Civil Penalties	All violations of the code other than zoning violations and as otherwise prescribed in the code.	
	Violation per day for first 30 days.	\$100.00 per violation per day
	Violation per day for days 31-60.	\$150.00 per violation per day
	Violation per day over 60 days.	\$200.00 per violation per day
Clean-up Fees	Administrative fee plus costs billed from Public Works <u>or other contracted firm.</u>	\$100.00 plus <u>actual costs from Public Works</u>
<del>Post Compliance Penalty</del>	<del>Penalties based on number of days.</del>	
Parking violation - minor	Violations under section 11.20.070, 11.20.080, 11.20.090 or 11.20.140	\$75.00 per violation
<del>Parking violation - major</del>	<del>Violations under section 11.20.050, 11.20.060 11.20.110, 11.20.120, 11.20.130 or 11.20.135</del>	<del>\$150.00 per violation</del>
<b>Short-Term Rental Violations</b>		
Operating short-term rental without a business license		\$650.00 per infraction per day
Operating short-term rental for less than two nights for each stay		\$650.00 per infraction per day
Holding special event at short-term rental – first violation		\$650.00 per infraction per day
Holding special event at short-term rental – subsequent violations		\$1,300.00 per infraction per day
Other short-term rental violations	Violations not covered in the above categories.	\$100.00 per infraction per day

**Commented [BH1]:** This deletion only applies to Copperton, Magna, Kearns and White City

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**Civil Penalties for Violation of Zoning Regulations**

Violation of the provisions of Title 19 of the Magna Metro Township Municipal Code shall result in civil penalties pursuant to the following schedule:

CIVIL PENALTIES FOR VIOLATION OF ZONING REGULATIONS

WARNING PERIOD: 28 DAYS FOR ALL VIOLATIONS.

Type of Zone	Classification of Violation	Fine Per Day (after warning period)
Residential Zones R-1's R-2's R-4-8.5 RMH	Conditional use without a permit Other violations	\$75
	Non-permitted use Violation of permit for approval	\$150
Mixed Zones R-M MD's S-1-G	Conditional use without a permit Other violations	\$100
	Non-permitted use Violation of permit or approval	\$200
Commercial/Manufacturing Zones C's M's O-R-D	Conditional use without a permit Other violations	\$150
	Non-permitted use Violation of permit or approval	\$300
Agricultural Zones A's	Conditional use without a permit Other violations	\$75
	Non-permitted use Violation of permit or approval	\$150
Overlay Zones AOZ	Violation of provisions	\$200

Each day a violation is continued or maintained after receipt of notice shall give rise to a separate civil penalty for each day of violation.

#### Bond Administration Fees

Fee Type	Description	Amount
Bond Processing Fee	Must be paid prior to acceptance of bond.	\$100.00
Bond Forfeiture	Will be called if improvements are not complete by expiration date.	Varies <sup>a</sup>
Deferred Curb and Gutter		Varies <sup>b</sup>
Bond Reinspection	Inspections required for partial bond release or if applicant fails bond inspections twice.	\$100.00
Overtime/After-hours Inspection		\$120.00

<sup>a</sup> Based on bond amount.

<sup>b</sup> Based on project size.

### Miscellaneous Service Fees

Fee Type	Description	Amount
Development Agreements		Varies a
Hourly Rate	Per hour fees for staff time not covered under specific fee types.	\$ <del>120</del> 80.00 per hour
GRAMA	Time spent on research and compiling.	Actual cost b
Material Costs	Copies, maps, CDs, USB drives, etc.	Actual cost b
Research	Research related to administrative decisions, zoning compliance letters, or determination of legal status of a lot or parcel.	\$25.00 base fee plus \$25.00 per hour
Health Department Review	Activities performed by the Salt Lake County Health Department.	County fee c
Postage	For noticing mailings, postage is charged per meeting.	Actual cost b
Newspaper Notices	Notices of meetings before Councils.	Actual cost b

<sup>a</sup> Development agreements will be determined between local government agency and Applicant prior to acceptance of the application.

<sup>b</sup> Customer will be charged actual costs of materials per MSD Records and Access and Management Policy.

<sup>c</sup> Health Department fees will be charged as provided in the Salt Lake County Fee Schedule.

### Engineering Fees

The fees below are collected by the MSD on behalf of the Engineering Division.

Right-of-way Improvement Review & Inspection Fees		Amount
Replacement of existing improvements	Replacement of existing curb & gutter, sidewalk, and drive approach improvements in the same configuration.	No charge
Changes to improvements (existing curb & gutter)	Changes to sidewalks and drive approaches where curb & gutter are already present. Includes review and inspection by County. Design and staking by applicant.	\$20.00 base fee plus \$1.00 per linear foot
Changes to improvements (no existing curb & gutter or sidewalk)	Addition of curb & gutter, sidewalks, and/or drive approaches where no curb & gutter or sidewalk are present. Includes review and inspection by County. Design and staking by applicant.	\$150.00 base fee plus \$1.00 per linear foot
Changes to sidewalk (no existing curb & gutter or sidewalk)	Addition of sidewalk only. Includes review and inspection by County. Design and staking by applicant.	\$100.00 base fee plus \$1.00 per linear foot
Changes to drive approach (no existing curb & gutter or sidewalk)	Addition of drive approaches only. Includes review and inspection by County. Design and staking by applicant.	\$100.00 base fee plus \$0.50 per linear foot
Engineering Plan Check Fees		Amount
For Subdivision Development	Engineering check fee, final subdivision fee and plat filing for subdivisions	Calculated <sup>a</sup>
Amended Subdivision Plat		<del>\$350.00</del> 400.00
Non-Subdivision Development		\$150 upon submittal then Calculated <sup>b</sup>
Other Fees		Amount
Road Dedication (non-subdivision development)	Where required for street widening and improvements.	\$150.00

Street Sign	<a href="#">Includes sign and installation by MSD or contracted service provider</a>	\$200.00
<b>Geology/Natural Hazard Review Fees</b>		<b>Amount</b>
Initial Site Assessment	Determination of whether project falls within boundaries of any mapped hazards.	\$200.00
Review of Technical Report	Coordination and review of third-party technical report.	Actual cost of <a href="#">third-party review plus \$300.00 agency review</a>
<b>Traffic Impact Review Fees</b>		<b>Amount</b>
Initial Site Assessment	Determination of whether project meets TIS threshold.	\$200.00
Review of Technical Report	Coordination and review of third-party technical report.	Actual cost of <a href="#">third-party review plus \$100 agency review</a>

<sup>a</sup> Prior to review, 35% of 6% of improvement estimate, default of \$90 per lot, minimum of \$10 or the appropriate calculation. Prior to recording or construction, 100% of 6% of improvement estimate minus fee already paid.

<sup>b</sup> Prior to approval or construction, 4.5% of total improvement estimate for off-site, and on-site storm drainage minus [\\$150 fees](#) already paid.

### Public Works – Engineering Special Events

Special Events within the following areas require the submittal of an application: Big Cottonwood Canyon, Emigration Canyon, Kearns, Magna, Unincorporated Salt Lake County, and White City.

PW Engineering does not provide [special event permitting](#) services to Copperton [Metro](#) Township or any incorporated city [outside the District](#).

Insurance certificates, maps, and fees will need to be submitted to the Permit Specialist before your request can be fully processed. See fee schedule below.

<b>Special Event Permit Fees (for <a href="#">municipalities within the District</a>)</b>	
<b># of Participants</b>	<b>Fee per day</b>
0 to 100	\$50.00
100 to 200	\$100.00
200 to 400	\$200.00
400 to 600	\$500.00
Over 600	\$1,000.00
Filming Fees	\$200.00

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- \$50 fee for Big Cottonwood Canyon and any Unincorporated Salt Lake County areas.
- Special events or Filming held on any state roadway(s) may also require an additional permit from Utah Department of Transportation.
- Special events or Filming held in any canyon may also require an additional permit from United States Department of Agriculture, Forest Service Division.
- Sponsors of block parties will also be required to submit paperwork with the signatures of affected

neighbors' concurrence of the road closure. This paperwork should reflect the addresses of each resident, as well as their signature indicating agreement for the road closure. Barricades and security are the responsibility of the applicant.

## **Glossary of Terms**

**Condominium Plat:** The procedure to review and record a condominium plat is subject to the Condominium Ownership Act (57.8- Utah Code). Staff review includes addressing all units, a review to verify compliance with the zoning ordinance and conditions of approval previously imposed and an engineering review to verify compliance with platting requirements.

**Director:** The Director of Planning and Development or designee.

**General Plan Amendment:** Planning Commissions make a recommendation to the Council who must authorize Amendments to a General Plan. A study that includes public involvement is conducted after Council gives the direction to proceed to the Development Services Director.

**Home Daycare I Pre-school Application Fees:** Although a home daycare or pre-school may be operated out of a private residence, it is not considered or reviewed in the same manner as a home business. Therefore, they are listed separately in the fee schedule and in the ordinance.

**Modification to a Recorded Subdivision Plat:** Utah Code requires a specific process be followed to amend, vacate or alter a recorded subdivision plat. This involves application, notice, a public hearing before the planning commission and executive (commonly referred to as a 608 hearing/ Mayor's Meeting). Additionally, an engineering review of the preliminary and final plat prior to approval and recording is required. Fees may include Planning Commission Review, Additional Public Body Review, Technical Review.

**MSD:** Means the Greater Salt Lake Municipal Services District, which the Town of \_\_\_\_\_ has contracted with to provide planning and zoning, building permit, business license, and code enforcement services

**PUD (Planned Unit Development):** In those zones which allow development of a PUD they are listed as a Conditional Use, which requires review by the Planning Commission. For developers who intend to sell individual lots within the PUD both the Planning Commission Review, Conditional Use and a Subdivision Preliminary Plat review would be required , and a Technical Review prior to final approval is also required. Per the fee schedule each of these reviews requires separate fee.

Additionally, because more than one review process is required the application would also involve an Agency Review Meeting. Fees may include: Agency Coordination Meeting, Planning Commission Review (Conditional Use), Planning Commission Review (Preliminary Plat), Technical Review.

The conditional use approval (Planning Commission approval) is required prior to preparation of the subdivision preliminary plat to ensure that the recommendations of the Planning Commission are properly incorporated into the preliminary plat.

**Re-Zone (Zoning Map Amendment):** A request to change the existing zoning (re-zone) requires: review and recommendation from the planning commission (Public Body Review) and final decision by the council (Additional Public Body Review) and technical work (Technical Review) for map and index work).

**Signs:** Signs vary in the type and complexity of review process required therefore they are listed under several review types. It is intended that the fees are assessed per review process and not per sign. For example, a business that had 2 signs requiring Planning Commission review would be charged for 1 Planning Commission review. However, a business which had 1 sign which required Planning Commission review and another sign which did not would be charged for 1 Planning Commission review and 1 staff review.

**Subdivision:** A request to subdivide property requires review and approval of a preliminary plat, and a Technical Review of the Final Plat. Additionally, an Agency Review Meeting is required. Note that in the case of a "one-lot" subdivision there might also be an Administrative Review for the proposed Single-Family Dwelling. Fees may include: Agency Coordination Meeting, Planning Commission Meeting, Technical Review, Staff Review of a Site Plan.

**Valuation:** The estimated construction cost for a project.



----- Forwarded message -----

From: **David Brickey** <[david.brickey@magnacity.org](mailto:david.brickey@magnacity.org)>

Date: Fri, Nov 10, 2023 at 2:24 PM

Subject: Proposed Magna Town Council Meeting Dates for 2024.

To: Rori Andreason <[rori.andreason@magnacity.org](mailto:rori.andreason@magnacity.org)>

Cc: Dan Peay <[dan.peay@magnacity.org](mailto:dan.peay@magnacity.org)>, Eric Barney <[eric.barney@magnacity.org](mailto:eric.barney@magnacity.org)>, Trish Hull <[trish.hull@magnacity.org](mailto:trish.hull@magnacity.org)>, Audrey Pierce <[audrey.pierce@magnacity.org](mailto:audrey.pierce@magnacity.org)>, Steve Prokopis <[steve.prokopis@magnacity.org](mailto:steve.prokopis@magnacity.org)>, Paul Ashton <[phashton@xmission.com](mailto:phashton@xmission.com)>, Jake Carpenter <[jake.carpenter@magnacity.org](mailto:jake.carpenter@magnacity.org)>, Delwin Craig <[dcraig@updsl.org](mailto:dcraig@updsl.org)>, Mick Sudbury <[sudburym@msn.com](mailto:sudburym@msn.com)>

Dear Town Council & other interested parties:

In anticipation of discussing the proposed 2024 Magna Town Council Meetings, I am sending this email with the dates that will be considered by the Town Council. The Utah Legislature is requiring the posting of these dates, once finalized, for the entire year.

I will also be looking at potential conflicts with the dates, and may have additional information to share with the Council on Tuesday night, Nov. 7. There is no rush to approve these dates on that same evening. The dates should be approved prior to the start of the new year. You will have at least two more meetings to finalize the 2024 Meeting dates. You have a meeting schedule for Nov. 28 and December 12, 2023.

Here are the dates that correspond to the second and fourth Tuesday of each month:

January 9 & 23 (The Utah Legislature will commence on Tuesday, Jan. 16, 2024);

February 13 & 27;

March 12 & 26 (The Utah legislature will conclude on Friday, March 1, 2024);

April 9 & 23;

May 14 & 28 (Memorial Day is Monday, May 27, 2024);

June 11 & 25 (Juneteenth is on Wednesday, June 19, 2024 - celebration on Friday, June 21);

July 9 & 23 (Pioneer Holiday is Wednesday, July 24, 2024);

August 13 & 27;

September 10 & 24 (Patriot Day is Wednesday, Sept. 11, 2024);

October 8 & 22;

November 12 & 26 (Veteran's Day is Monday, Nov. 11, 2024);

December 10 & 24 (Christmas is Wednesday, December 25, 2024)

See you Tuesday night.

Thank you,  
David R. brickey, City Manager  
Magna Metro Township



## MAGNA METRO TOWNSHIP COUNCIL

### Regular Meeting Schedule for 2024

Meeting Place: Webster Center (8952 W Magna Main St Magna, UT 84044)

First Meeting of Month is a Workshop: 6:00 PM

Second Meeting of Month is a Business Meeting: 6:00 PM

*The Public is Welcome to Attend Both Meetings*

***Pursuant to State Law and Magna Ordinance, Councilmembers may participate electronically***

*(Unless Specified Otherwise)*

Tuesday January 9, 2024 – Workshop Meeting

Tuesday January 23, 2024 – Business Meeting

Tuesday February 13, 2024 – Workshop Meeting

Tuesday February 27, 2024 – Business Meeting

Tuesday March 12, 2024 – Workshop Meeting

Tuesday March 26, 2024 – Business Meeting

Tuesday April 9, 2024 – Workshop Meeting

Tuesday April 23, 2024 – Business Meeting

Tuesday May 14, 2024 – Workshop Meeting

Tuesday May 28, 2024 – Business Meeting

Tuesday June 11, 2024 – Workshop Meeting

Tuesday June 25, 2024 – Business Meeting

Tuesday July 9, 2024 – Workshop Meeting

Tuesday July 23, 2024 – Business Meeting

Tuesday August 13, 2024 – Workshop Meeting

Tuesday August 27, 2024 – Business Meeting

Tuesday September 10, 2024 – Workshop Meeting

Tuesday September 24, 2024 – Business Meeting

Tuesday October 8, 2024 – Workshop Meeting

Tuesday October 22, 2024 – Business Meeting

Tuesday November 12, 2024 – Workshop Meeting

Tuesday, November 26, 2024 – Business Meeting

Tuesday December 10, 2024 – Business Meeting

Upon request with three working days' notice, the Greater Salt Lake Municipal Services District will provide free auxiliary aids and services to qualified individuals (including sign language interpreters, alternative formats, etc.). For assistance, please call (385) 468-6707 – TTY 711. **The**

**Public May Attend. Meetings May Be Closed For Reasons Allowed By Statute.**

Magna Planning Commissioners					
Seat	Represented Seat	Commissioner Name	Email	Term	Term Exp
1	Magna	Dan Cripps	<a href="mailto:dan.cripps@magnacity.org">dan.cripps@magnacity.org</a>	3	1/31/2024
2	Magna	Todd Richards	<a href="mailto:todd.richards@magnacity.org">todd.richards@magnacity.org</a>	1	1/31/2025
3	Magna	Mark Elieson	<a href="mailto:mark.elieson@magnacity.org">mark.elieson@magnacity.org</a>	3	1/31/2024
4	Magna	Sara VanRoosendaal**	<a href="mailto:sara.vanroosendaal@magnacity.org">sara.vanroosendaal@magnacity.org</a>	1	1/31/2024
5	Magna	Aaron Weight*	<a href="mailto:aaron.weight@magnacity.org">aaron.weight@magnacity.org</a>	3	1/31/2025
6	Magna	Ammon Lockwood	<a href="mailto:ammon.lockwood@magnacity.org">ammon.lockwood@magnacity.org</a>	2	1/31/2025
7	Magna	<b>Vacant</b>		1	1/31/2024
Alternate	Magna	Jed Taylor	<a href="mailto:jed.taylor@magnacity.org">jed.taylor@magnacity.org</a>	1	1/31/2024
Alternate	Magna	<b>Vacant</b>			
		* = chair	<a href="mailto:*=chair.chair@city.org">* = chair.chair@city.org</a>		
		** = vice chair	<a href="mailto:**=vice.chair@city.org">** = vice.chair@city.org</a>		

No more than two consecutive terms. Each term is 3 years.

Chair and vice chair sit for one year terms.

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3	Magna	<b>Vacant</b>			
4	Magna	Sara VanRoosendaal**	<a href="mailto:sara.vanroosendaal@magnacity.org">sara.vanroosendaal@magnacity.org</a>	1	1/31/2024
5	Magna	Aaron Weight*	<a href="mailto:aaron.weight@magnacity.org">aaron.weight@magnacity.org</a>	3	1/31/2025
6	Magna	Ammon Lockwood	<a href="mailto:ammon.lockwood@magnacity.org">ammon.lockwood@magnacity.org</a>	2	1/31/2025
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