



**MAGNA METRO TOWNSHIP COUNCIL
BUSINESS MEETING AGENDA
November 28, 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 business meeting on the **28th 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. Unified Police Department Report [*Chief Del Craig*]
6. Financial Report [*Dave Sanderson, Financial Manager*]
7. **Community stakeholder reports**
 - A. 4th of July [*Kari Duckworth*]
 - B. Magna Chamber of Commerce [*Brian Burrows*]
 - C. Pleasant Green Cemetery [*Sharon Nichols/Nunny Nichols*]
 - D. Code Enforcement Report [*Alicia Gonzales, Code Enforcement Supervisor*]
 - E. Magna Town Council [*Todd Richards*]
 - F. Magna Water Improvement District Update [*Clint Dilley, General Manager*]
8. **CONSENT AGENDA**
 - A. Set date and time [December 12, 2023 at 6:00 p.m.] for a Public Hearing to Consider Amendments to the 2023 Magna Metro Township Budget beginning January 1, 2023 and ending December 31, 2023 [*David Brickey, City Manager*]
9. **ACTION/DISCUSSION 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. **Acreege:** 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. Discussion and Possible Action **REZ2023-000979** – Dan Ford is requesting approval to rezone property from the A-1 (Agricultural zone) to the M-2 (Manufacturing zone). **Acreage:** 4.49 acres. **Location:** 7415 W UTWO O One Hwy Current Zone: A-1/zc *[Shad Cook, Planner]*

ACTION: Consider **Ordinance No. 2023-O-10** Rezoning approximately 4.49 acres located at 7415 W UTWO O ONE HWY from A-1 to M-2

- C. Discussion and Possible Action **REZ2023-001001** – Carlos Diaz is requesting approval to rezone property from the A-1 (Agricultural zone) to R-2-6.5 (Medium Density Residential) **Location:** 8020 W 3100 S **Current Zone:** A-1 (Agricultural) *[Justin Smith, Planner]*

ACTION: Consider **Ordinance No. 2023-O-11** Rezoning property located at 8020 W 3100 S from A-1 to R-2-6.5

- D. Discussion and Possible Action regarding the Proposed Administrative Work Plan for Magna Metro Township *[David Brickey, City Manager]*
- E. Discussion regarding the 2024 Magna Consolidated Fee Schedule *[David Brickey, City Manager]*
- F. Discussion and Possible Action to Consider **Resolution No. 23-11-02** Adopting the Magna Metro Township Council Meeting Schedule for the 2024 Calendar Year *[David Brickey, City Manager]*
- G. Discussion regarding Reducing the Number of Planning Commission Members *[David Brickey, City Manager]*

10. MANAGER UPDATES

11. 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

12. ADJOURN

ZOOM MEETING:

Magna Metro Township Meeting

When: Nov 28, 2023 06:00 PM Mountain Time (US and Canada)

Topic: Magna Metro Township Meeting

Please click the link below to join the webinar:

<https://zoom.us/j/92861825156?pwd=eGFQcEhQUUVDRHFQbU9Cd2NBcmtBUT09>

Passcode: 240920

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 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 22, 2023*

Magna Township
Budget Report Yearly

83.00%

10/312023

Revenues	Actual to	FY 2023	
	10/312023	Budget	Projected
Sales taxes	4,793,756	5,200,000	5,800,000
Grants	11,855	200,000	100,000
Transportation sales tax	424,565	472,000	525,000
Class C road funds	1,094,478	1,100,000	1,200,000
Corridor preservation funds	56,250	-	56,250
Liquor allotment	-	17,000	17,000
Cares Act	-	-	-
ARPA funding	-	-	-
Business License	73,286	-	80,000
Building permits	1,998,113	1,000,000	2,250,000
Other permits	-	21,000	5,000
Sewer and water permits	-	5,000	2,500
Zoning - land use permit	1,050	75,000	10,000
Engineering services	2,943	50,000	10,000
Planning service	270,344	500,000	325,000
Storm drain fee	1,540	-	1,540
Code enforcement fines	2,453	5,000	5,000
Justice court fines	10,861	175,000	30,000
Interest earnings	126,397	7,000	150,000
Miscellaneous	4,377	15,000	10,000
Transfers in	932,680	932,680	932,680
Total Revenues	\$ 9,804,948	\$ 9,774,680	\$ 11,509,970
Expenses - Administration			
Wages	119,153	60,000	135,000
Employee Benefits	18,016	11,000	25,000
Awards, promotional & meals	997	2,000	2,000
Subscriptions/Memberships	16,896	17,080	20,000
Printing/Publications/Advertising	1,619	8,000	6,000
Travel/Mileage	812	30,000	3,000
Cell phone and telephone	1,280	-	2,000
Office expense and supplies	-	10,000	2,000
Computer equipment/Software	2,265	10,000	5,000
Attorney-Civil	48,510	70,000	65,000
Attorney-Land use	-	20,000	5,000
Training & Seminars	1,380	20,000	5,000
Web page development/Maintenance	-	25,000	5,000
Software/Streaming	7,872	5,000	10,000
Payroll processing fees	663	1,100	1,100
Grant charged expense	4,000	-	4,000
Communications	-	20,000	5,000
Contribution/Special events	66,533	150,000	100,000
Insurance	17,751	15,500	20,000
Workers comp insurance	974	500	1,500
Postage	-	5,000	2,000
Professional and technical	94,414	175,000	115,000
UFA emergency services	40,188	47,500	47,500
Grant related	4,500	-	4,500
SL (Client) County Support Services	8,508	125,000	25,000
Equipment/Computer purchases	287	-	500
Beer funds	-	17,000	17,000
Rent	13,500	100,000	20,000
Non classified expenses	16	5,000	1,000
Total Administration	\$ 470,134	\$ 949,680	\$ 654,100

Budget Report Yearly

83.00%

10/312023

	Actual to 10/312023	FY 2021 Budget	Projected
Revenues			
Expenses - Transfers			
Contribution to GF	7,994,383	8,077,432	8,077,432
Transfer to Capital projects	885,426	747,568	885,426
Total Transfers	\$ 8,879,809	\$ 8,825,000	\$ 8,962,858
Total Expenses	\$ 9,349,943	\$ 9,774,680	\$ 9,616,958
Surplus/Deficit	\$ 455,005	\$ -	\$ 1,893,012
	83.00%		10/312023

	Actual to 10/312023	FY 2023 Budget	Projected
Cares Act			
Cash - Zion's cares	-	-	-
Covid Expense and supplies	12,040	-	12,040
Cares Expense and supplies	33,950	-	33,950
Total Administration	\$ 45,990	\$ -	\$ 45,990

Pleasant Green Cemetery

	Actual to 10/312023	FY 2023 Budget	Projected
Revenues			
Sale of lots	17,311	20,000	20,000
Grave openings	7,850	20,000	10,000
Other revenue	1,214	2,000	1,500
Transfers In	-	-	-
Total Revenues	\$ 26,375	\$ 42,000	\$ 31,500
Expenses - Administration			
Grave opening expenses	9,900	-	11,000
Cremation expenses	-	-	-
Office supplies	1,264	-	1,500
Utilities - water	-	-	-
Travel/Mileage	-	-	-
Computer equipment/Software	107	-	107
Professional and technical	62,984	42,000	75,000
Sundry charges	-	-	-
Total Administration	\$ 74,255	\$ 42,000	\$ 87,607
Total Expenses	\$ 74,255	\$ 42,000	\$ 87,607
Surplus/Deficit	\$ (47,880)	\$ -	\$ (56,107)

	Beg Balance	Expenses	Ending Balance
Cares Act Money	1,523,436	12,040	1,511,396
ARPA Money	3,189,431	33,950	3,155,481

* Must spend by December 31, 2024

Cannot be used for bond payments or retirement pensions

Communities that Care

	Actual to 10/31/2023	FY 2023 Budget	Projected
Revenues			
Intergovernmental	-	137,858	-
Operating transfers in	137,858	-	150,000
Grants - Magna CTC	95,000	-	95,000
Grants- Safety & Success	8,485	-	8,485
Donations	14,205	-	15,000
Other revenue	-	-	1,000
Total Revenues	\$ 255,548	\$ 137,858	\$ 269,485
Expenses - Administration			
Wages	44,076	60,000	60,000
Employee Benefits	155	27,500	1,000
Social Security Tax	2,595	-	3,000
Medicare	817	-	1,000
Medical Insurance	7,433	-	12,000
Retirement Contribution	7,119	-	12,000
Awards, Promotional & Meals	12,606	-	13,000
Subscriptions\Memberships	260	-	500
Travel/Mileage	30,139	-	35,000
Office Expense and Supplies	6,086	-	7,500
Training and seminars	2,448	-	3,500
Liasons	9,726	-	10,000
Programs (Afterschool)	5,970	-	8,000
Communications & PR	291	-	1,000
School support tshirts	3,454	-	3,454
School support website	1,173	-	1,173
School support student t shirts	2,862	-	2,862
Safety & Success	26,039	-	26,039
Total Administration	\$ 163,249	\$ 87,500	\$ 201,028
Total Expenses	\$ 163,249	\$ 87,500	\$ 201,028
Surplus/Deficit	\$ 92,299	\$ 50,358	\$ 68,457

CARES MONIES

Received	\$ 1,523,436.16
Vaccinations Postcard Mailings	\$ (1,642.14)
UFA Covid Payment	\$ (58,840.00)
WFWRD Covid payment	\$ (3,533.37)
WFWRD Covid payment 2	\$ (945.03)
Magna Water District	\$ (33,950.07)
TVS Pro Audio Equipment	\$ (12,039.71)
TVS Pro Audio Equipment	\$ (1,674.04)

Total Spent \$ (112,624.36)

Balance Remaining \$ 1,410,811.80

ARP MO(NIES

Received \$ 3,109,431.00

Payment toward 8000 W 2700 S Realignment project (committed) \$ (100,000.00)

Payment toward 2620 S Sidewalk Project 7440 W 7736 W (committed) \$ (300,000.00)

Total Spent \$ (400,000.00)

Balance Remaining \$ 2,709,431.00



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 28, 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

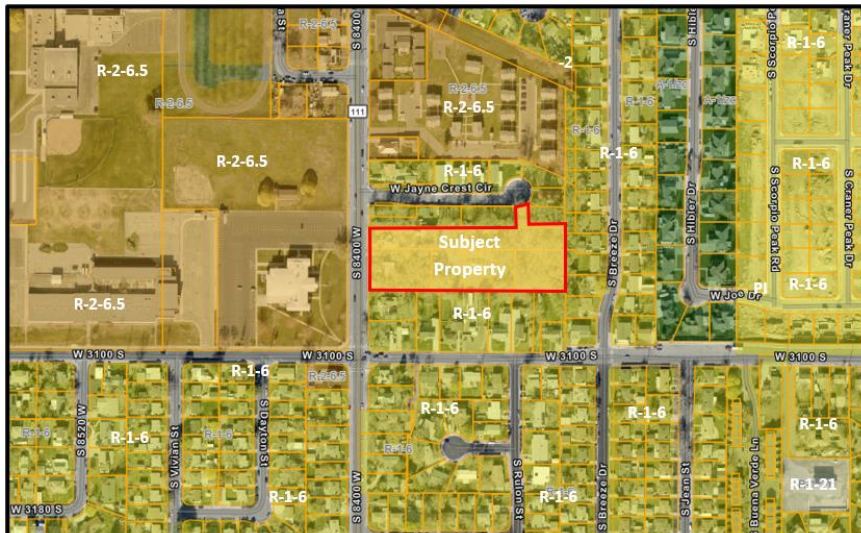
Request: Rezone from R-1-6 to R-2-6.5

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

Requirement	Existing Zone (R-1-6)	Proposed Zone (R-2-6.5)
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)

ISSUES OF CONCERN/PROPOSED MITIGATION

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

STAFF ANALYSIS

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.**

NEIGHBORHOOD RESPONSE

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.

PLANNING COMMISSION MOTION/MAGNA COUNCIL

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 12th. 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 10th, 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 12th.

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.

CONCLUSION AND RECOMMENDATION

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.

EXHIBITS

- 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.



PROFESSIONAL STAMP

PROJECT NAME

PENDLETON

REVISIONS:
NO. DATE DESCRIPTION

ISSUED: Sept. 20th, 2023

NO. DATE DESCRIPTION

OWNER PROJECT #:

RPA PROJECT #:

DRAWN BY:

CHECKED BY:

DESIGNED BY:

COPYRIGHT:

© 2018 RUSSELL PLATT ARCHITECTURE

SHEET TITLE

PLAT

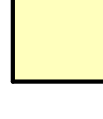
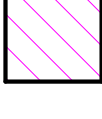
SHEET NUMBER

1 OF 1

ROBERT & KIMBERLY SMITH
 14-29-252-015 1.00 ACRE
 14-29-252-043 0.33 ACRE
 14-29-252-074 0.49 ACRE
 14-29-252-075 0.49 ACRE
 2.31 ACRES

ROBERT & MARY GOBLE
 14-29-252-042 1 ACRE
 0.60 ACRES

HHCLB ASSOCIATES
 C/O JOE COLOSIMO
 14-29-252-077 0.09 ACRES
 3 ACRE PARCEL



HOUSING AUTHORITY OF THE
 COUNTY OF SL TAX ID NO.
 14-29-252-008
 ENTRY NO. 6033201

HOUSING AUTHORITY
 DEED ENTRY NO.6033201

PARCEL 14-29-252-010
 QCD ENTRY NO. 10723048

PENDLETON TIM & JAYNE
 TAX ID NO. 14-29-252-011
 QCD ENTRY NO. 7569794

Building

PATTISON ARLENE & ALYX
 TAX ID NO. 14-29-252-012

Building

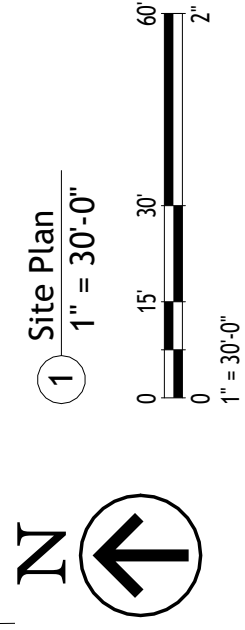
JONES, BRANDON
 Remainder Parcel

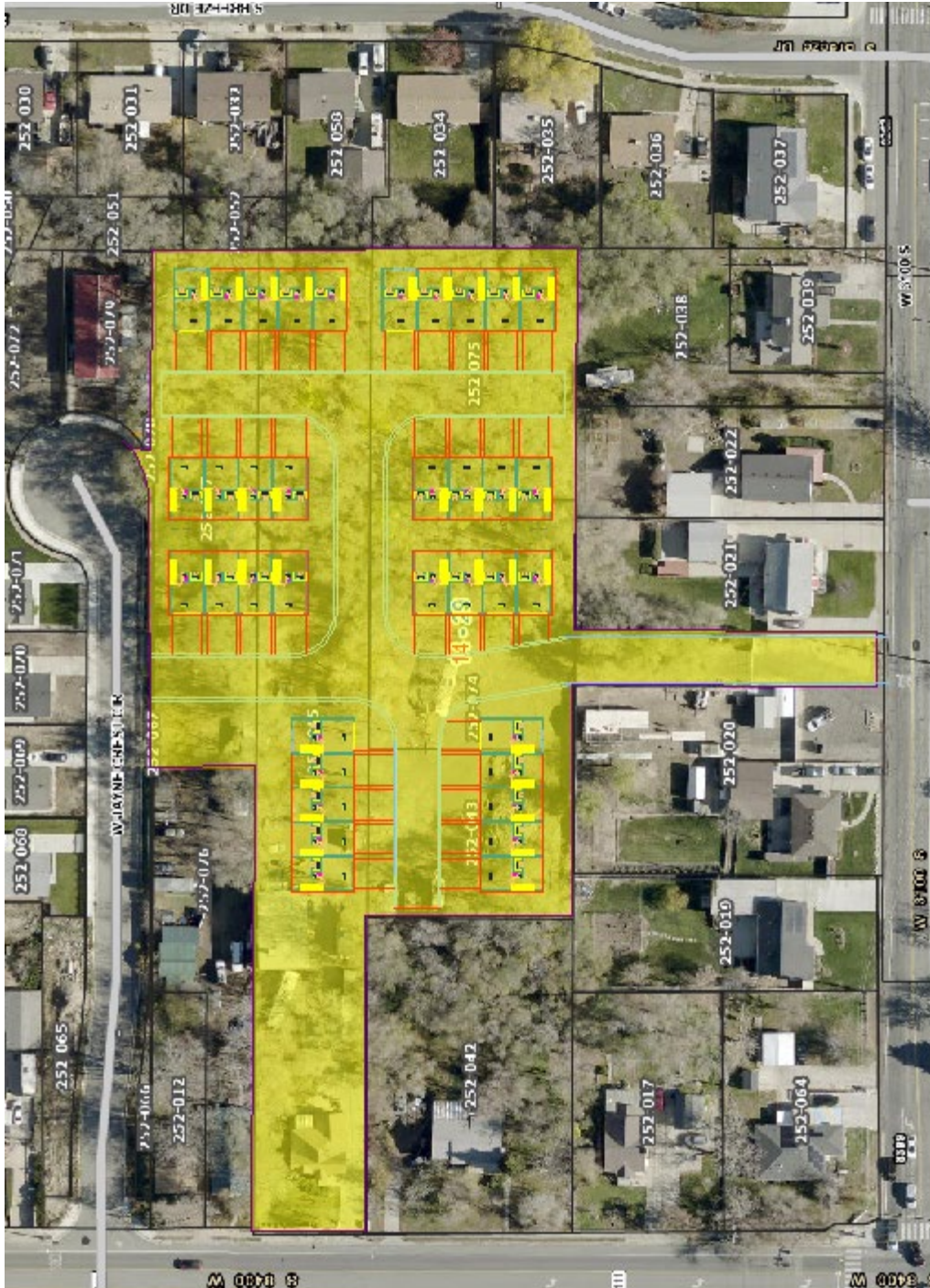
Jayne Crest Circle

3.00 ACRE

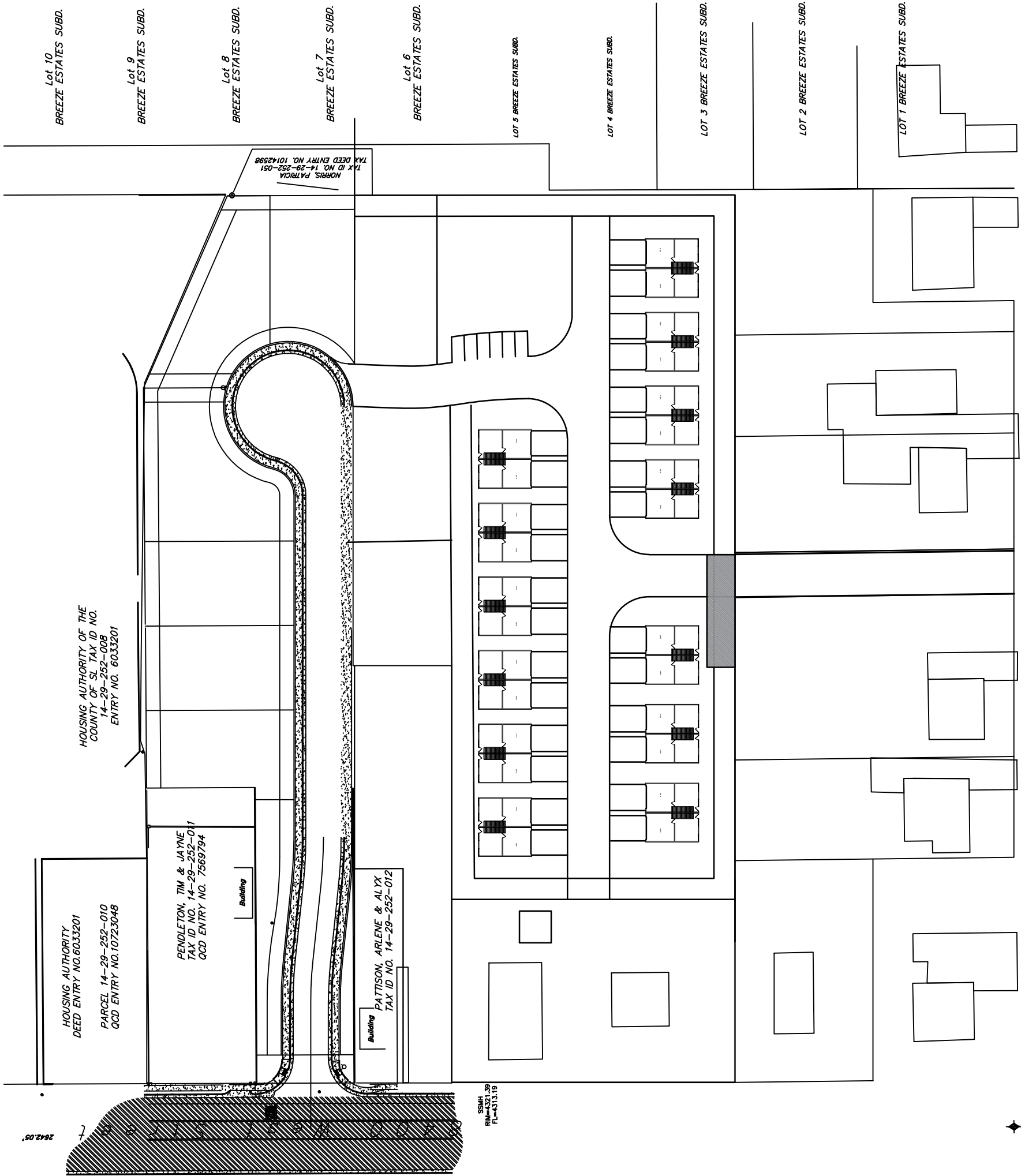
NORRIS, PATRICIA
 TAX ID NO. 14-29-252-051
 TAX DEED ENTRY NO. 10142598

8400 West Street

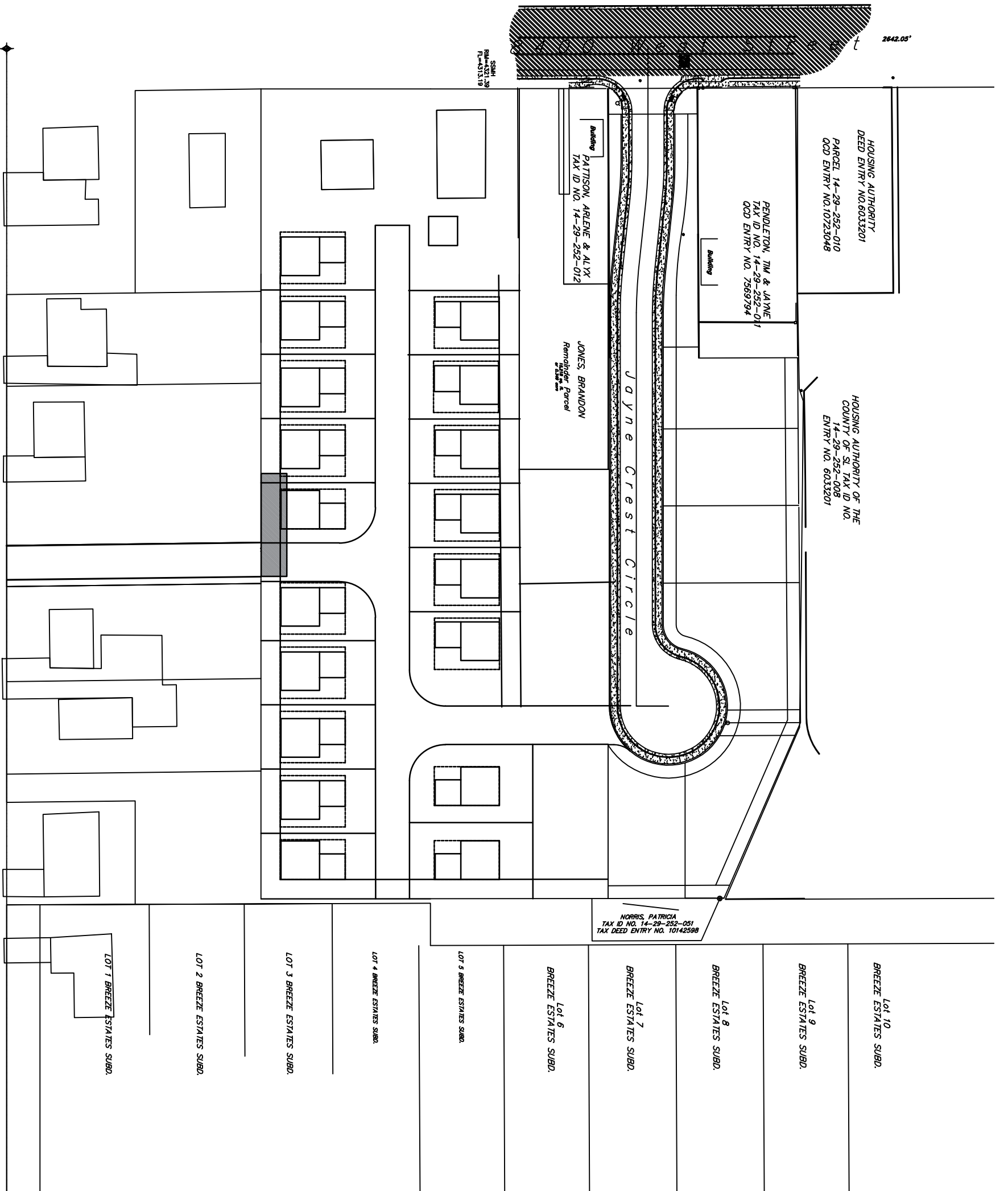




Updated Concept A (*See Concept B for Applicant's Preferred Choice)



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.

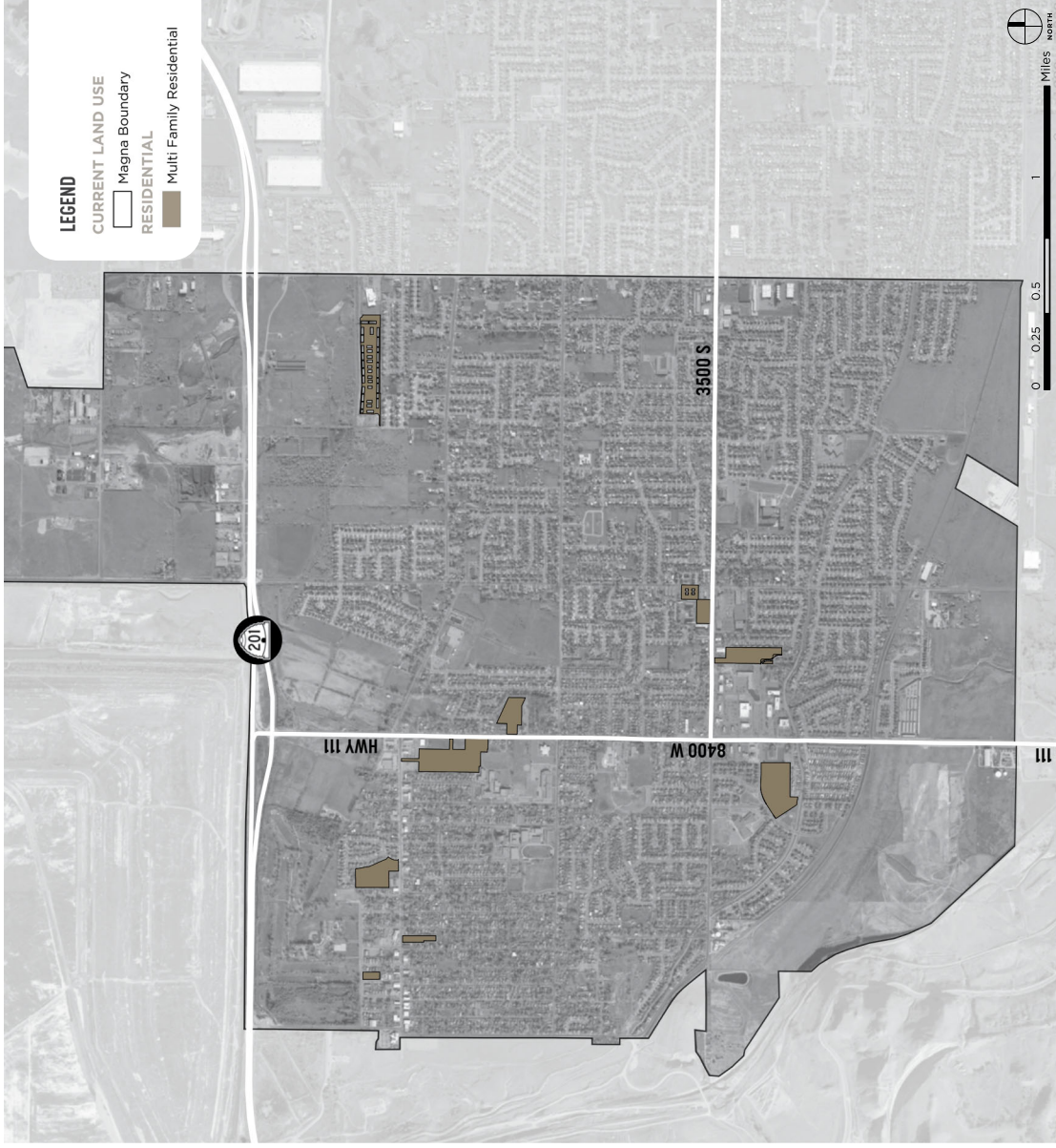
Multi-family zoning designations include medium density duplex and fourplex designations as well as the R-M designation. The community's mobile home areas are also included as multi-family. As seen in Table 3-2, only 13 percent of Magna's residential areas have developed as multi-family and only 3 percent 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%
Total			247	100%	13%	1.1%

Source: Salt Lake County Assessor's 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.

Table 19.28.020 - Uses Allowed in Residential Zoning Districts							
Use Categories	R-1-3/ R-1-4	R-1-5	R-1-6	R-1-7	R-1-8	R-1-10	R-1-21
Residential:							
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
	R-1-3/ R-1-4	R-1-5	R-1-6	R-1-7	R-1-8	R-1-10	R-1-21
Accessory Uses:							
Accessory Uses and Buildings Subject to Section 19.28.050	P	P	P	P	P	P	P

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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
	R-1-3/ R-1-4	R-1-5	R-1-6	R-1-7	R-1-8	R-1-10	R-1-21
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
	R-1-3/ R-1-4	R-1-5	R-1-6	R-1-7	R-1-8	R-1-10	R-1-21
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

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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:

Table 19.28.030 - Lot Area, Width and Yard Requirements.			
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:

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

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

¹ Unless attached to a dwelling on an adjacent lot.

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

³ 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:

Table 19.28.040B - Non-Residential Main Building Setbacks.			
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.

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- 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.

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- 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.

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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.

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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.

Table 19.30.030: Uses.			
Use Categories	R-2-6.5	R-4-8.5	RM
Residential:			
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
Commercial:			
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
Planned Unit Developments, subject to Chapter 19.18:			
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

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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.

Zone	R-2-6.5	R-4-8.5	RM
Minimum Lot Area, Single Family Dwelling (Detached)	6,000 Sq Ft	6,000 Sq Ft	5,000 Sq Ft
Minimum Lot Width, Single Family Dwelling (Detached)	60 Feet	60 Feet	50 Feet
Minimum Project Area, 2+Family Dwelling	3,250 Sq Ft per dwelling	3,250 Sq Ft per dwelling	2,750 Sq Ft per Dwelling
Minimum Width, 2+-Family Dwelling	30 Feet per dwelling	30 Feet per dwelling	25 Feet per dwelling
Maximum Density, Planned Unit Development^A	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.

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

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

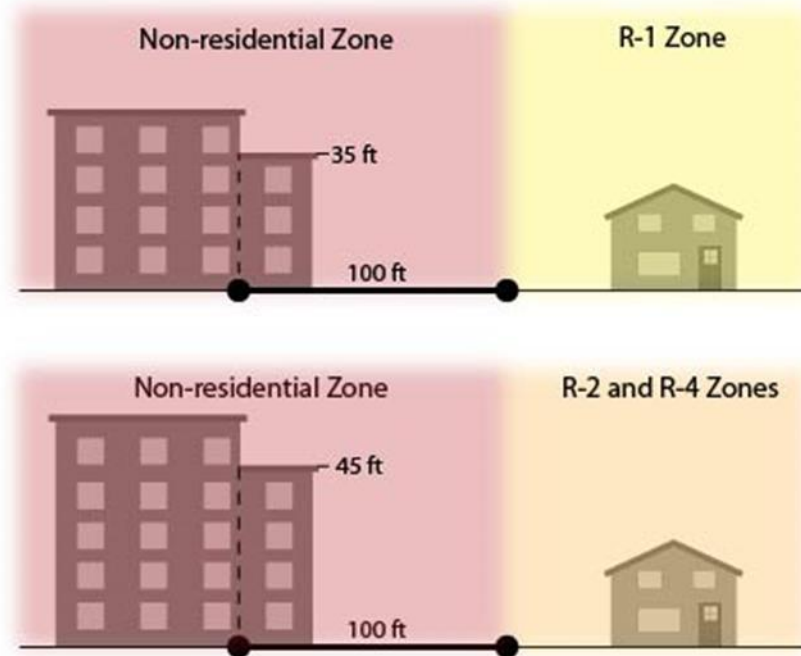
19.30.060 - Building Height.

- 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:

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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.

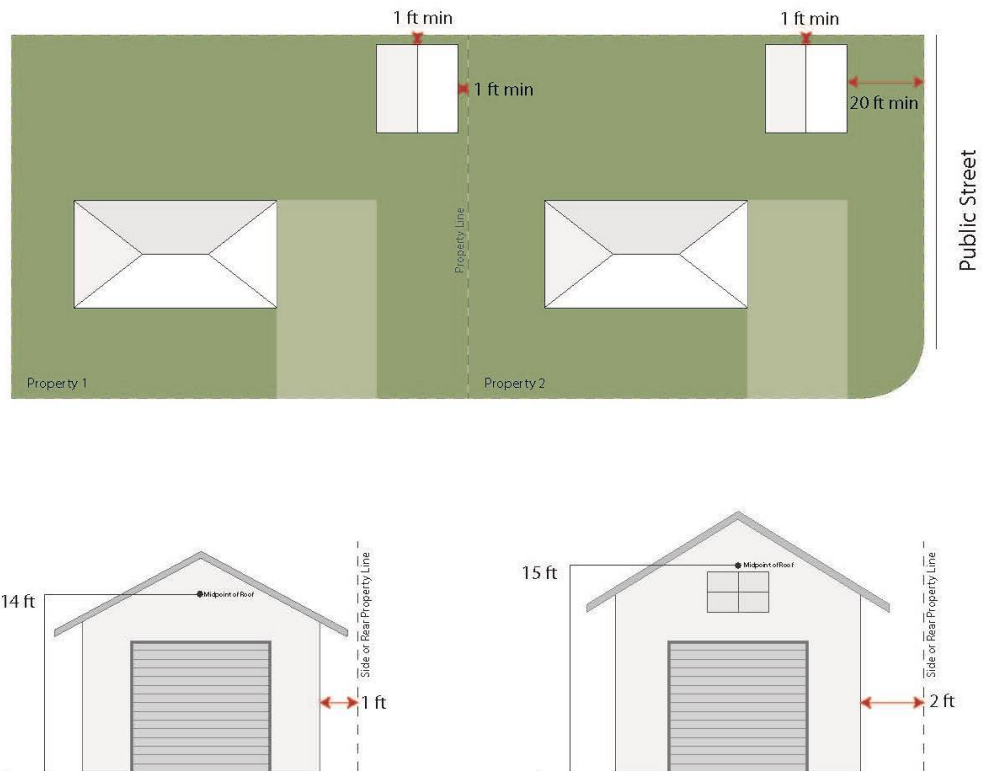
A. The minimum yard requirements for an accessory structure are as follows:

Table 19.30.070: Accessory Structure Development Standards.					
Zone	R-2-6.5	R-2-8	R-2-10	R-4-8.5	RM
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.

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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').

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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:

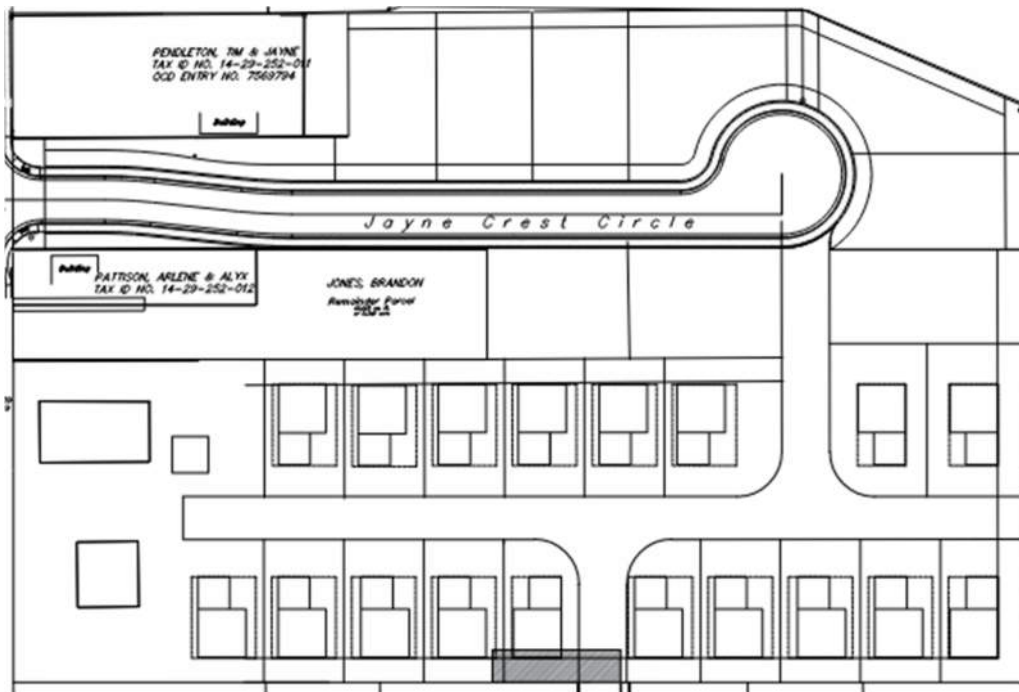
- A. 19.04: Definitions
- B. 19.18: Planned Unit Developments

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

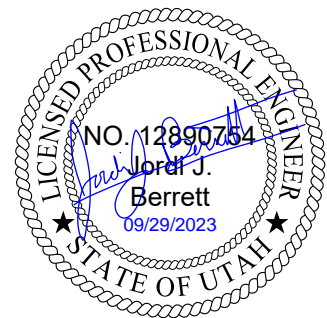
Traffic Impact Study



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
Assumptions	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Signal timing splits adjusted
Findings	<ul style="list-style-type: none"> • Poor LOS at the Rulon Street / 3100 South intersection • Excessive westbound queuing at the 3100 South / 8400 West intersection. 	<ul style="list-style-type: none"> • Poor LOS at the Jayne Crest Circle / 8400 West intersection
Mitigations	<ul style="list-style-type: none"> • 3100 South / 8400 West: Signal timing adjustments may be necessary to balance the queuing on all approaches. 	<ul style="list-style-type: none"> • None, it is anticipated that project traffic may reroute or utilize the center two-way left-turn lane (TWLTL) to avoid delays.
2040	Background	Plus Project
Assumptions	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 8400 West widened to a 5-lane cross-section
Findings	<ul style="list-style-type: none"> • Excessive queuing at the 3100 South / 8400 West intersection. 	<ul style="list-style-type: none"> • Acceptable LOS at all studied intersections
Mitigations	<ul style="list-style-type: none"> • It is recommended that 8400 West be widened to a 5-lane cross-section by year 2040 conditions. 	<ul style="list-style-type: none"> • None

Magna - Pendleton TIS
Future (2040) Plus Project

Figure ES-1

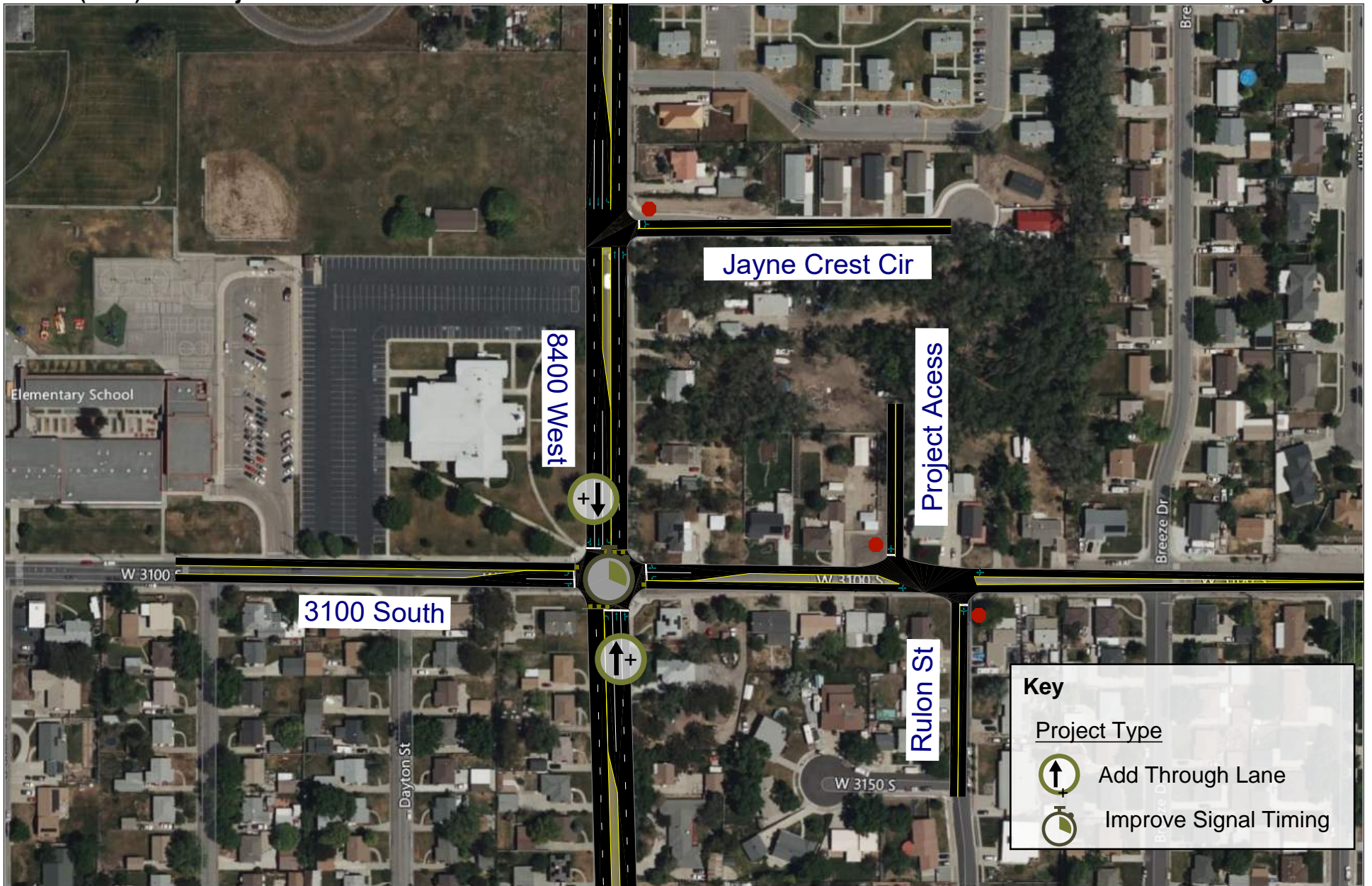


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I. INTRODUCTION

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)*, 7th 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 95th 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	 <p>Free Flow / Insignificant Delay</p>	≤ 10	≤ 10
B	 <p>Stable Operations / Minimum Delays</p>	> 10 to 20	> 10 to 15
C	 <p>Stable Operations / Acceptable Delays</p>	> 20 to 35	> 15 to 25
D	 <p>Approaching Unstable Flows / Tolerable Delays</p>	> 35 to 55	> 25 to 35
E	 <p>Unstable Operations / Significant Delays</p>	> 55 to 80	> 35 to 50
F	 <p>Forced Flows / Unpredictable Flows / Excessive Delays</p>	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual (HCM)*, 7th 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 ¹	
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

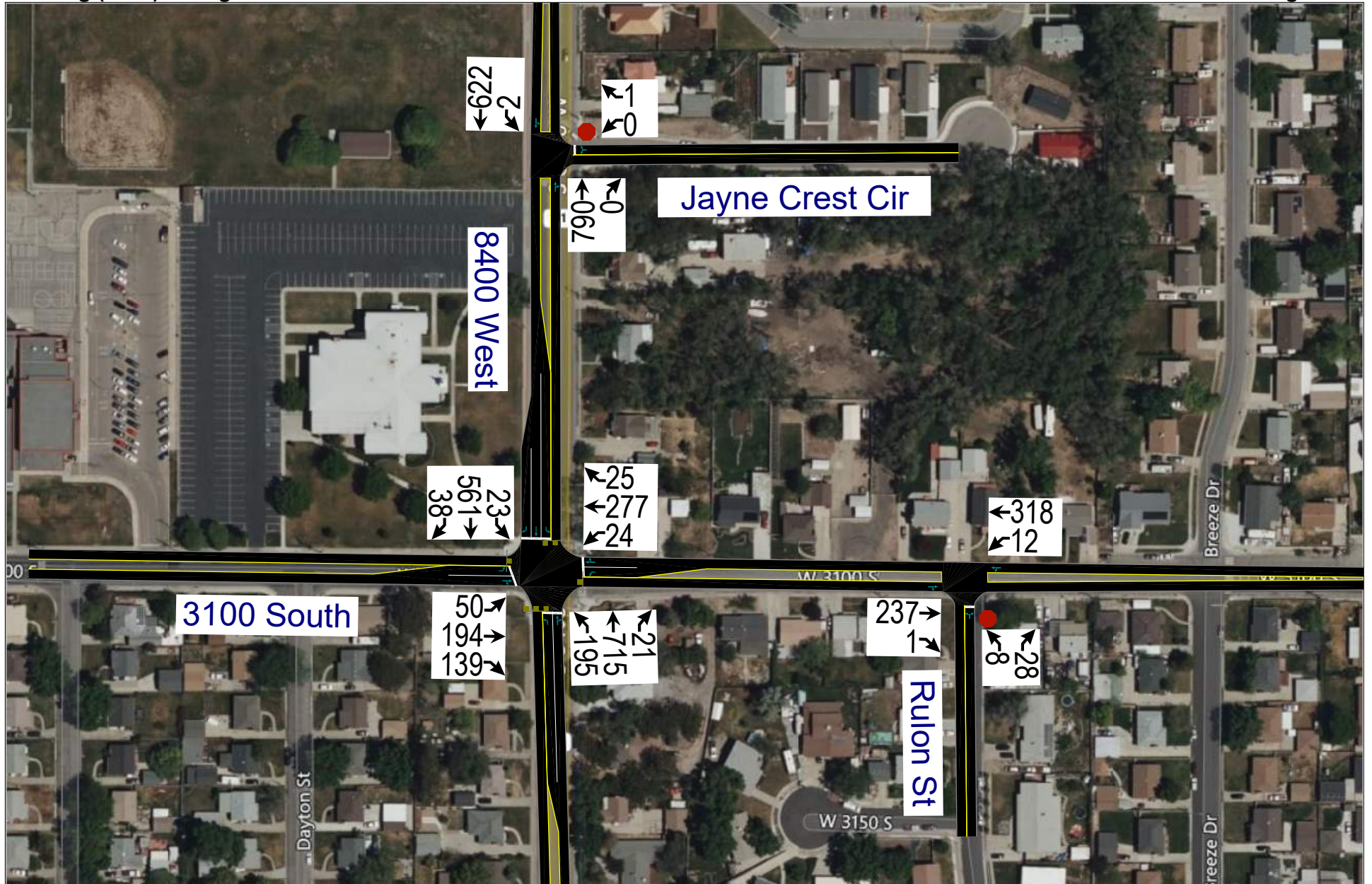
E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th 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*, 11th 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 ¹	# of Units	Unit Type	Trip Generation			New Trips		
			Total	% In	% Out	In	Out	Total
Weekday Daily								
Single-Family Detached Housing (210)	18	DU	210	50%	50%	105	105	210
TOTAL			210			105	105	210
AM Peak Hour								
Single-Family Detached Housing (210)	18	DU	16	26%	74%	4	12	16
TOTAL			16			4	12	16
PM Peak Hour								
Single-Family Detached Housing (210)	18	DU	20	63%	37%	13	7	20
TOTAL			20			13	7	20

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

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 ¹	
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

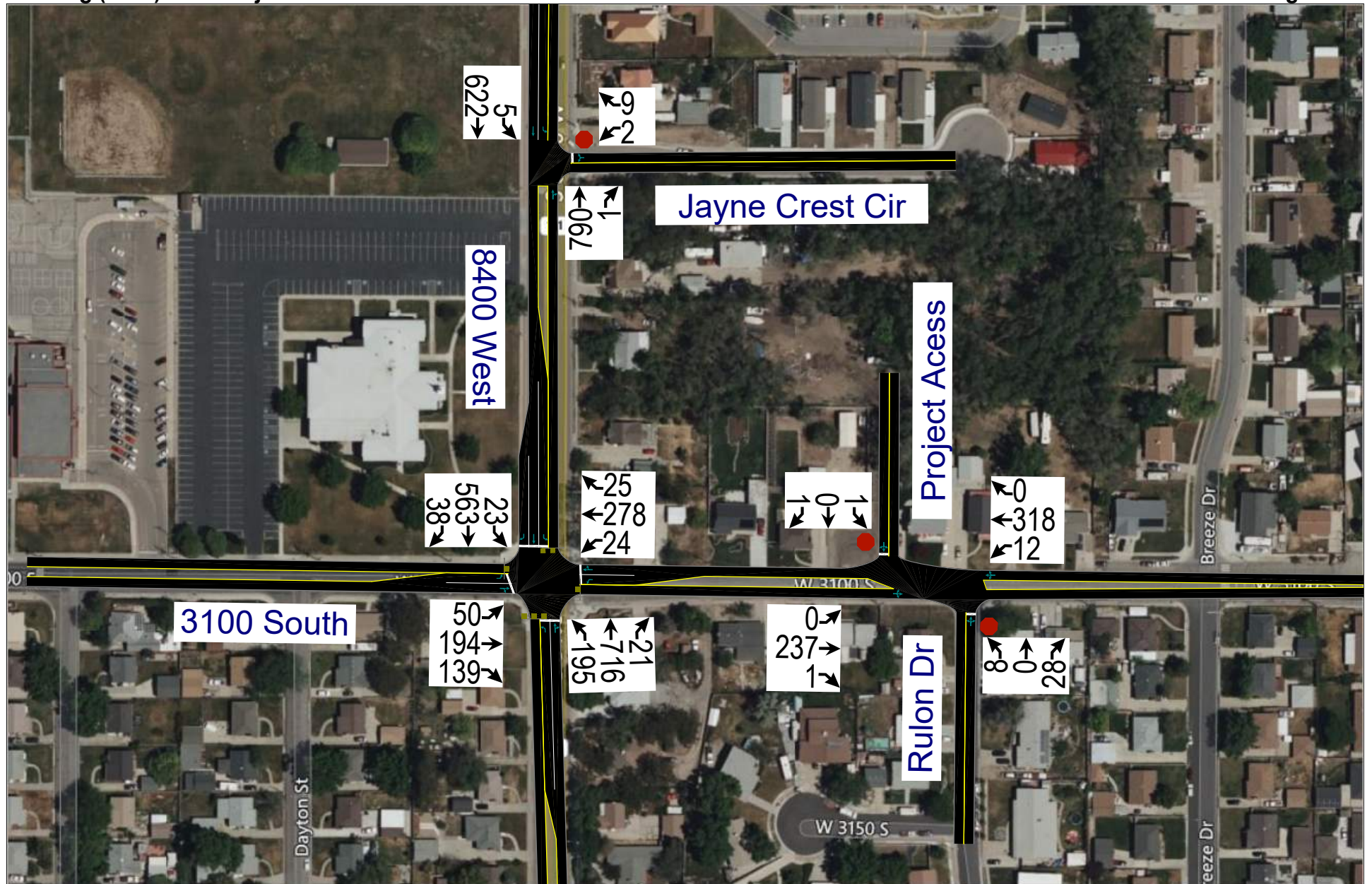
D. Queuing Analysis

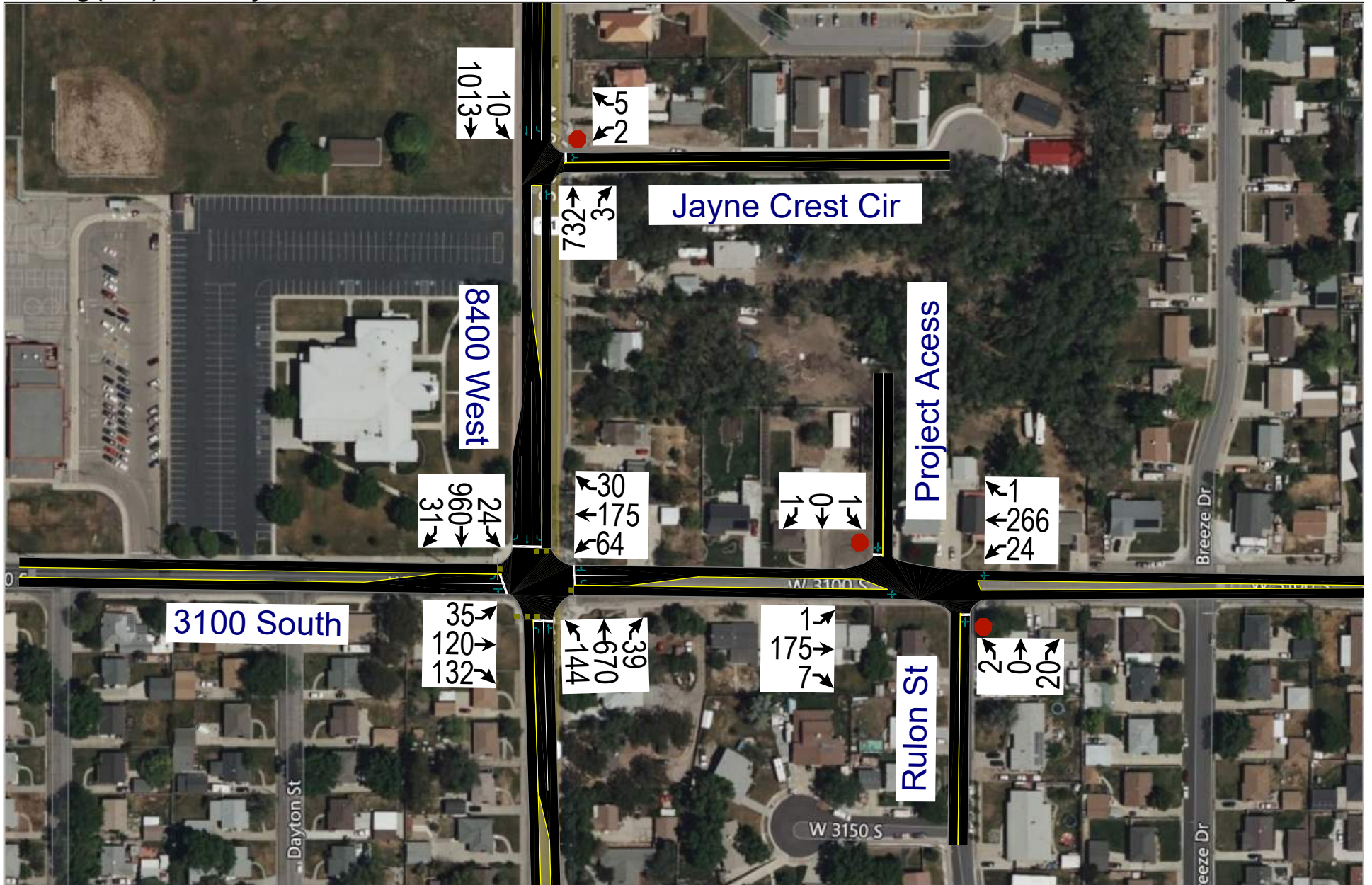
Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

- 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

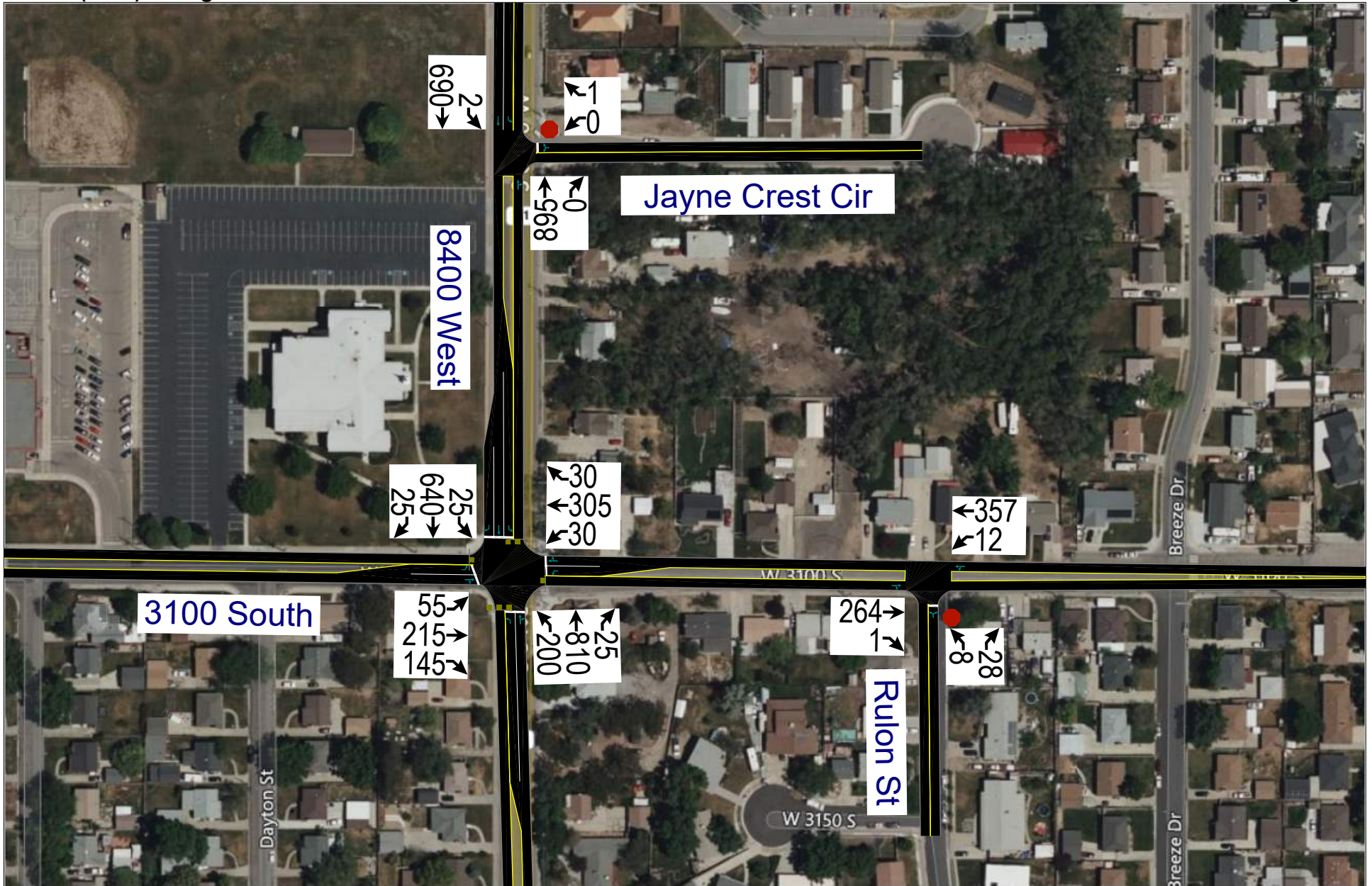
According to the Wasatch Front Regional Council (WFRC) Regional Transportation Plan, there is a road widening project planned for phase 2 (2031-2040) in the study area. The proposal calls for widening 8400 West north and south of 3100 South from 3 lanes to 5 lanes. However, the project is listed as financially 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.



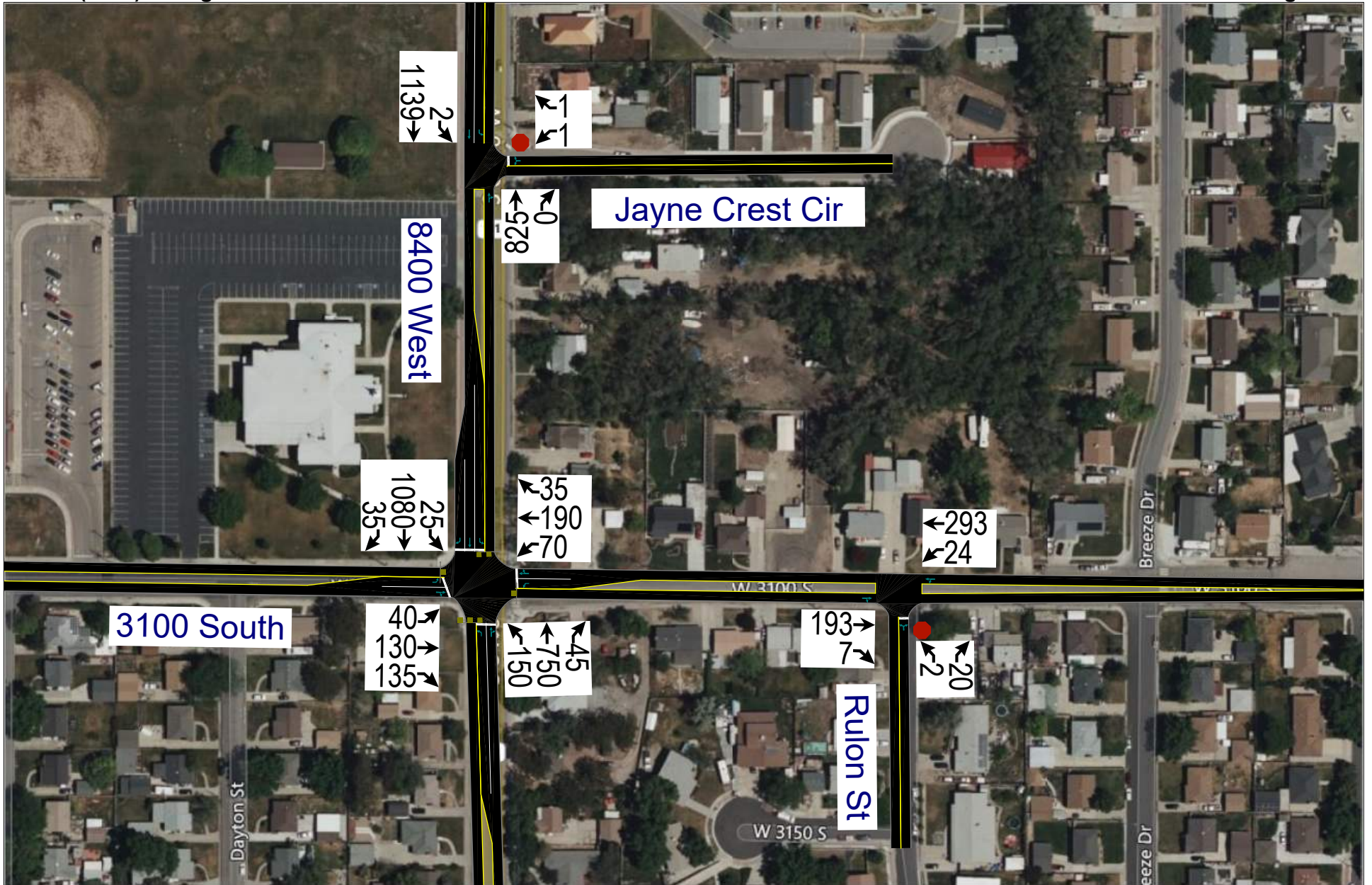


Table 7: Future (2040) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
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 95th percentile queue lengths for each of the study intersections. Significant 95th 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 ¹	
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 ¹	
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.

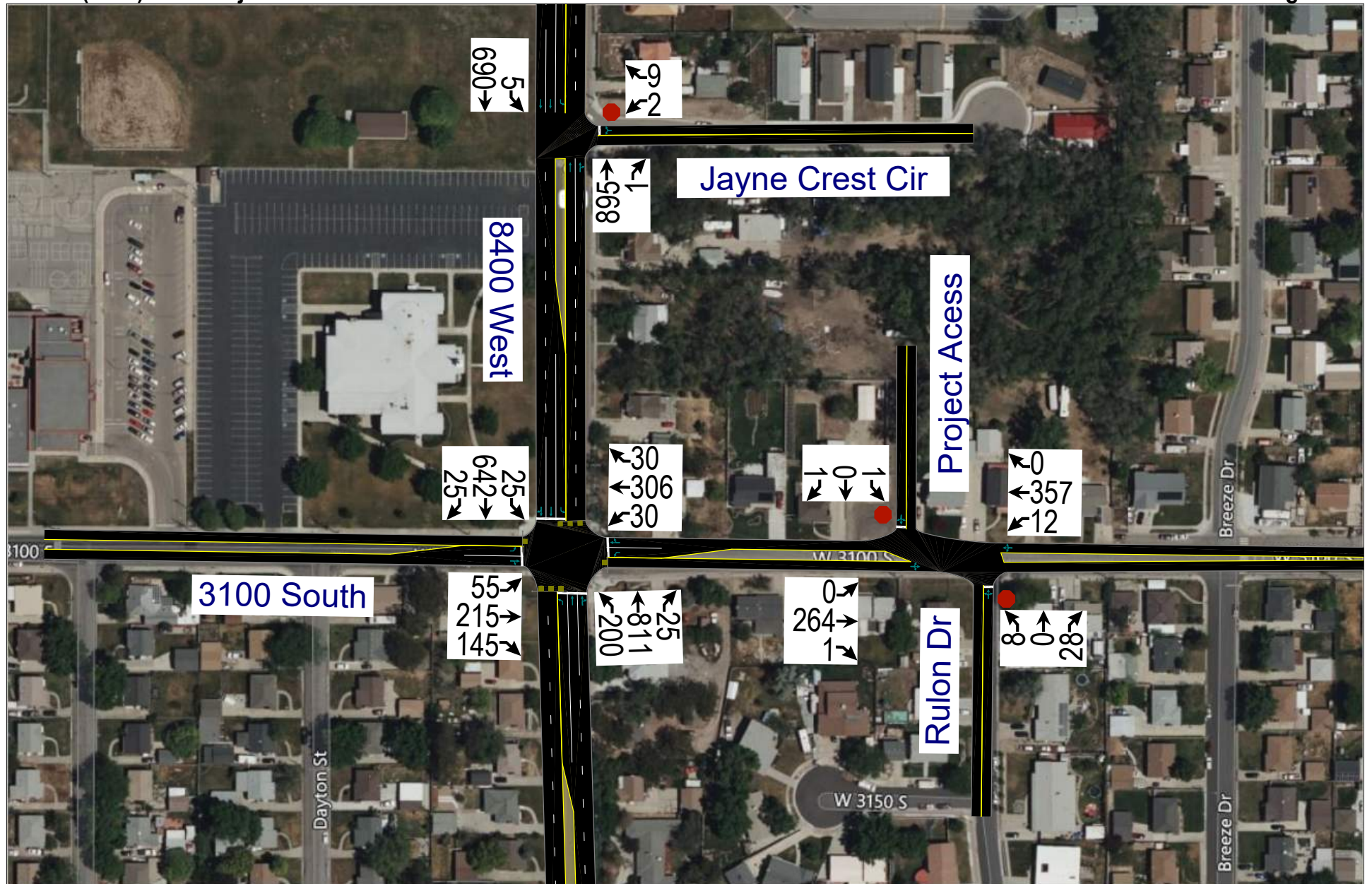
Source: Hales Engineering, September 2023

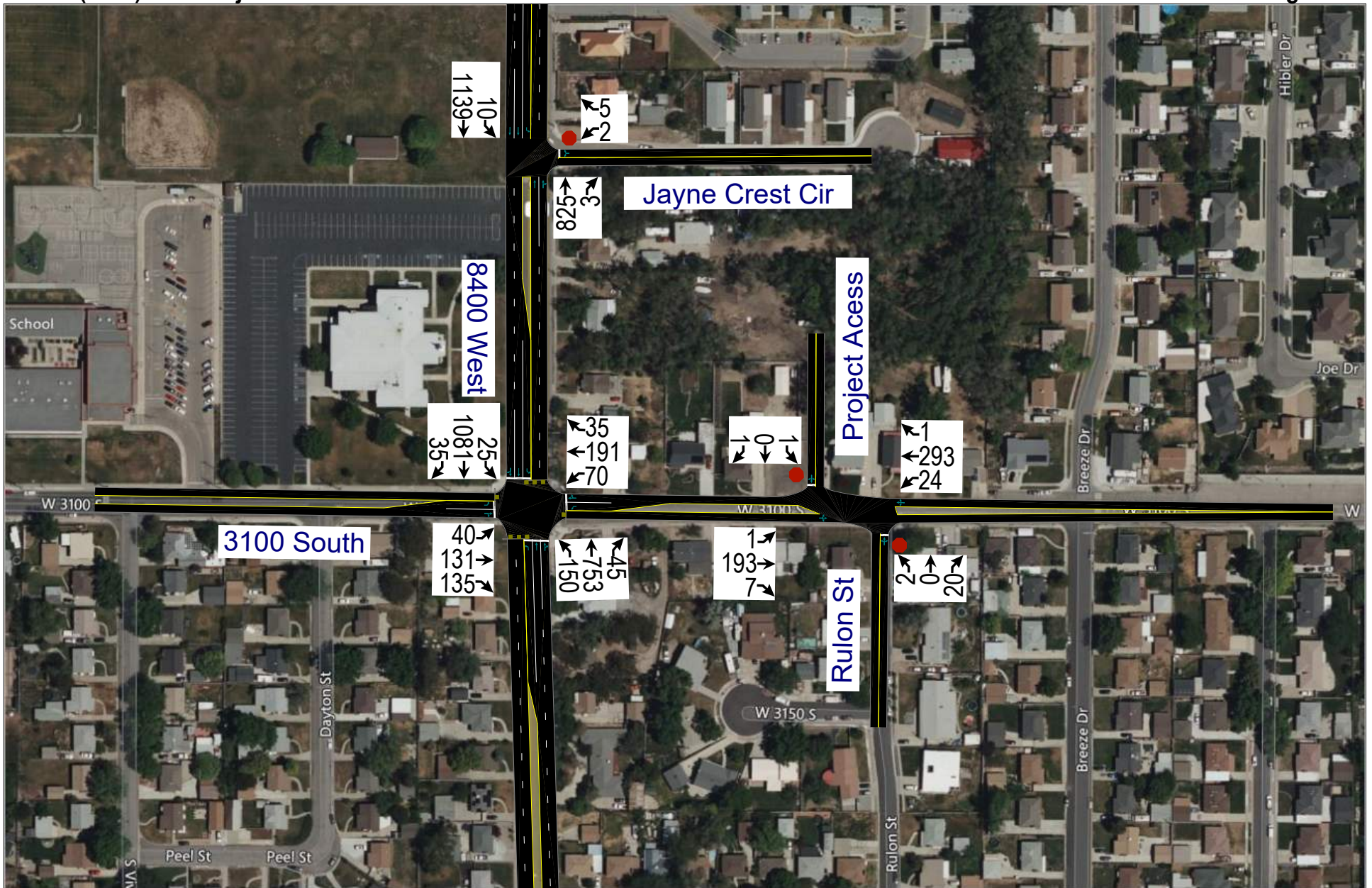
D. Queuing Analysis

Hales Engineering calculated the 95th 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

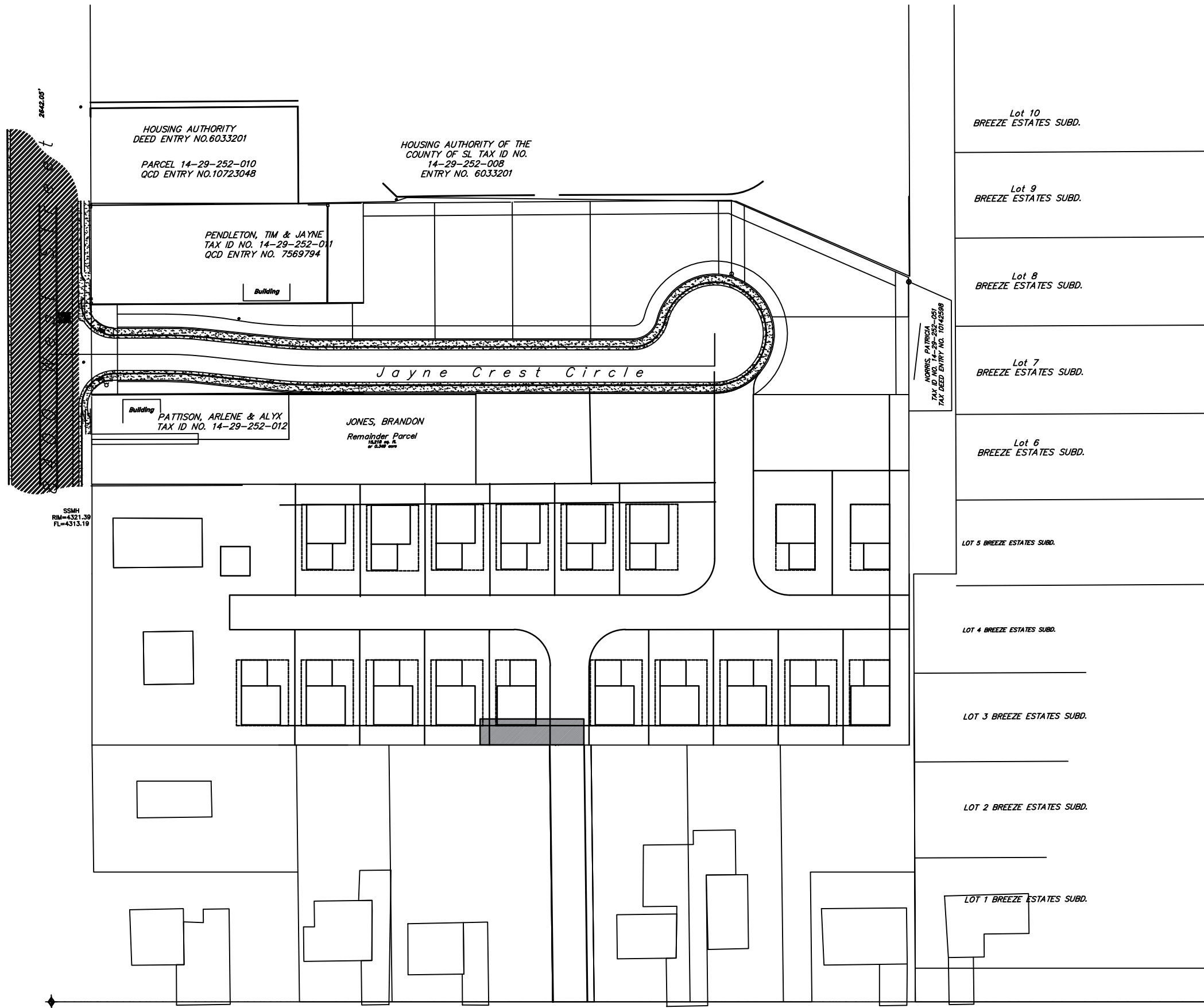
Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2040) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 10. Intersections shown 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		
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																		

APPENDIX A

Site Plan



HOUSING AUTHORITY
DEED ENTRY NO.6033201

PARCEL 14-29-252-010
QCD ENTRY NO.10723048

HOUSING AUTHORITY OF THE
COUNTY OF SL TAX ID NO.
14-29-252-008
ENTRY NO. 6033201

PENDLETON, TIM & JAYNE
TAX ID NO. 14-29-252-011
QCD ENTRY NO. 7569794

Building

Jayne Crest Circle

Building
PATTISON, ARLENE & ALYX
TAX ID NO. 14-29-252-012

JONES, BRANDON
Remainder Parcel
14.29-252-012
w/ 0.34 ac.

HOUSING AUTHORITY OF THE
COUNTY OF SL
TAX ID NO. 14-29-252-008
DEED ENTRY NO. 6033201

Lot 10
BREEZE ESTATES SUBD.

Lot 9
BREEZE ESTATES SUBD.

Lot 8
BREEZE ESTATES SUBD.

Lot 7
BREEZE ESTATES SUBD.

Lot 6
BREEZE ESTATES SUBD.

LOT 5 BREEZE ESTATES SUBD.

LOT 4 BREEZE ESTATES SUBD.

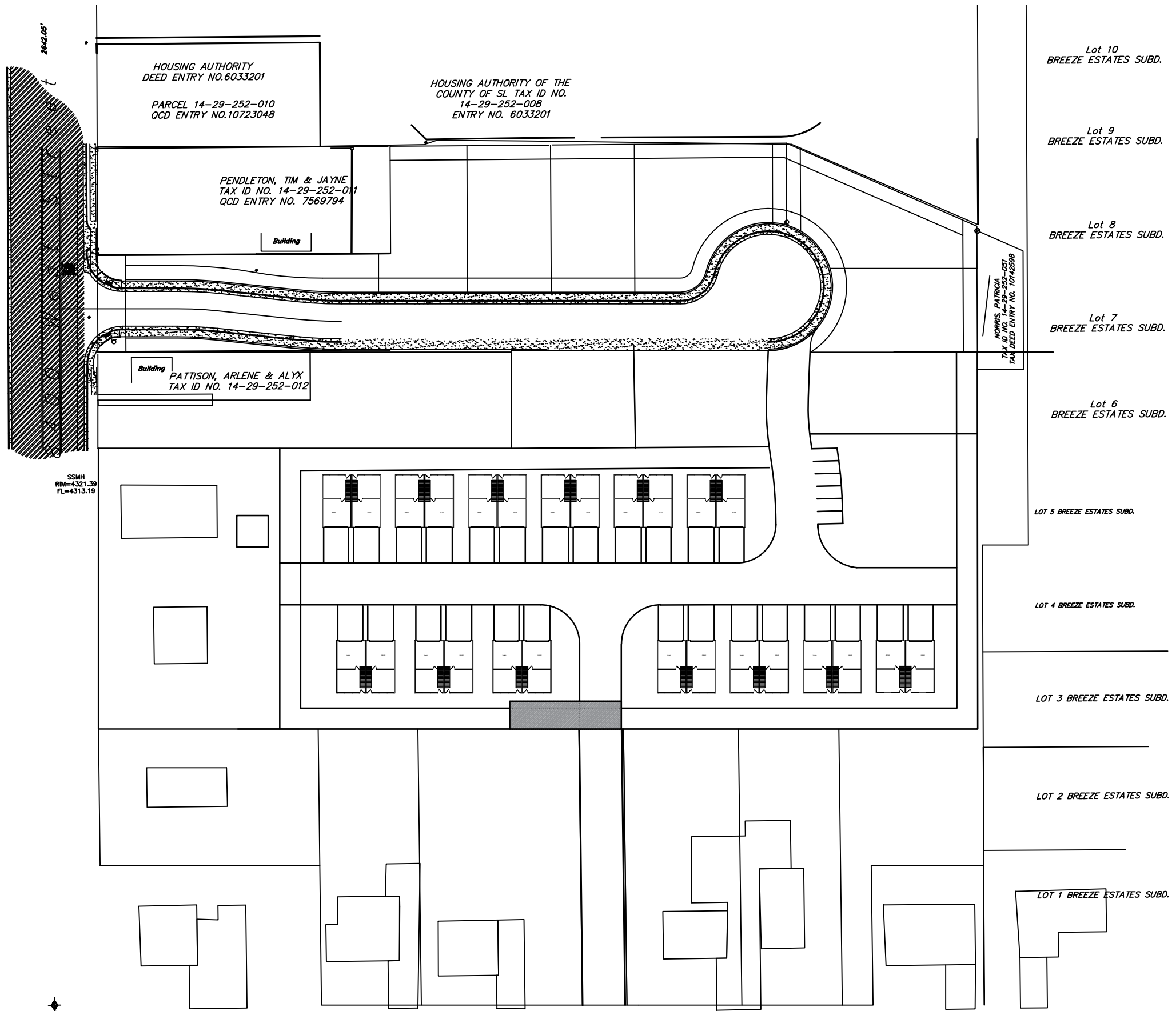
LOT 3 BREEZE ESTATES SUBD.

LOT 2 BREEZE ESTATES SUBD.

LOT 1 BREEZE ESTATES SUBD.

SSMH
R14=4321.39
FL=4313.19





APPENDIX B

Turning Movement Counts

Intersection Turning Movement Summary

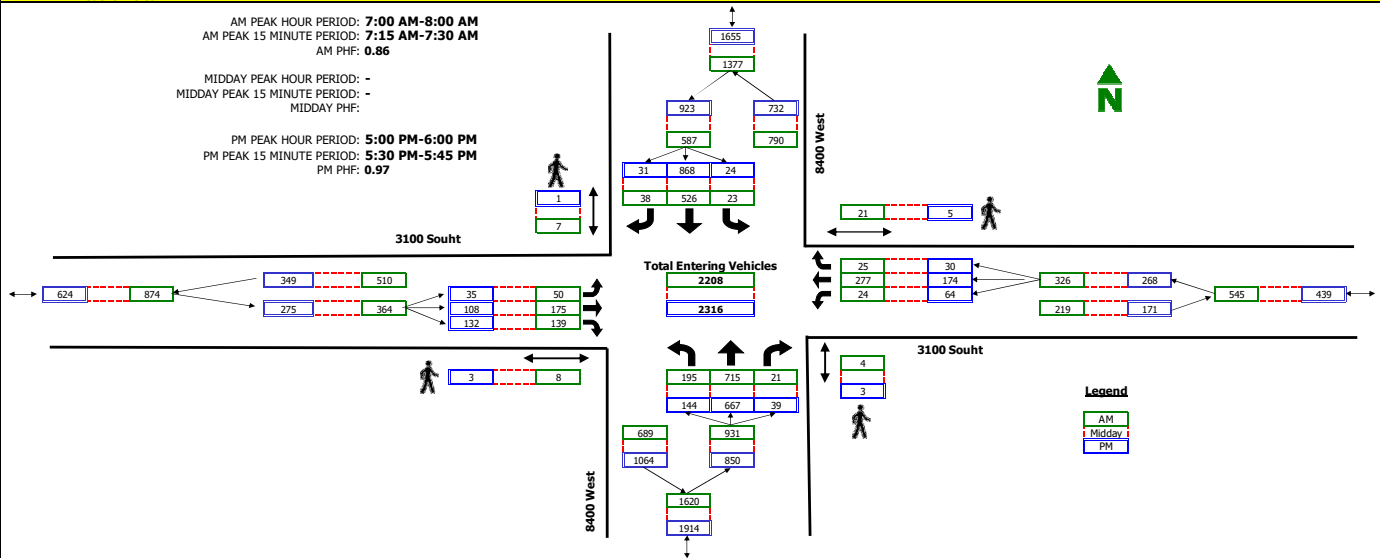
Intersection: 8400 West / 3100 South
North/South: 8400 West
East/West: 3100 South
Jurisdiction: Magna
Project Title: Magna Pendleton TIS
Project No: UT23-2612
Weather: Clear

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	
AM PERIOD COUNTS																	
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
MIDDAY PERIOD COUNTS																	
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
PM PERIOD COUNTS																	
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

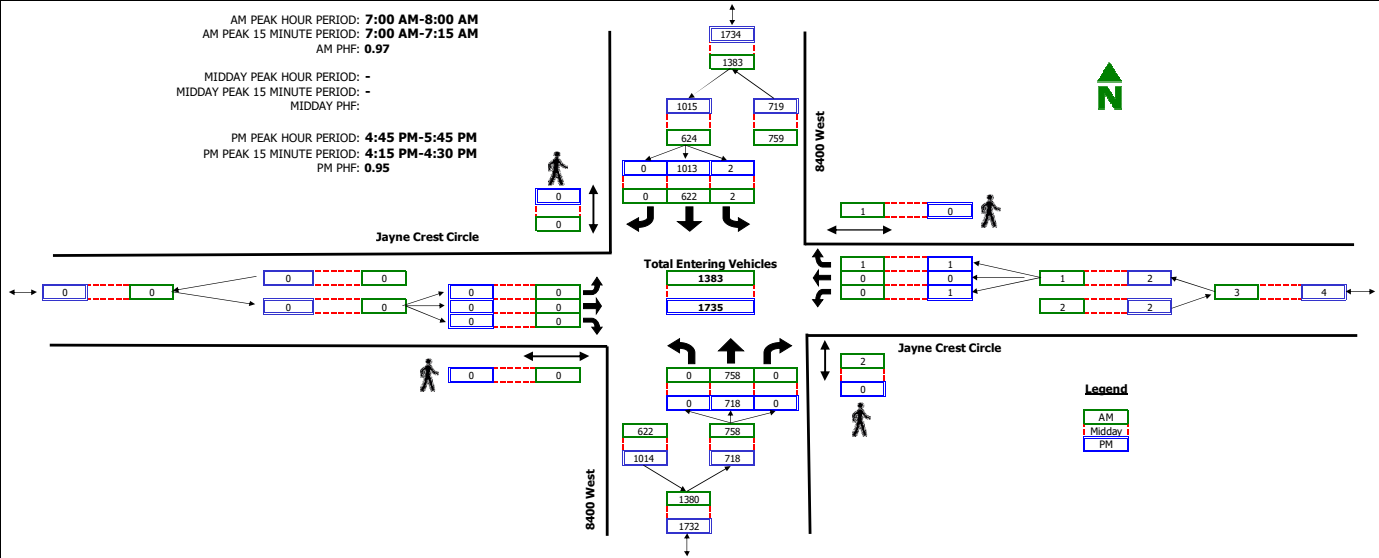
Intersection: 8400 West / Jayne Crest Circle
North/South: 8400 West
East/West: Jayne Crest Circle
Jurisdiction: Magna
Project Title: Magna Pendleton TIS
Project No: UT23-2612
Weather: Clear

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	
AM PERIOD COUNTS																	
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	0	1	162	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
MIDDAY PERIOD COUNTS																	
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
PM PERIOD COUNTS																	
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

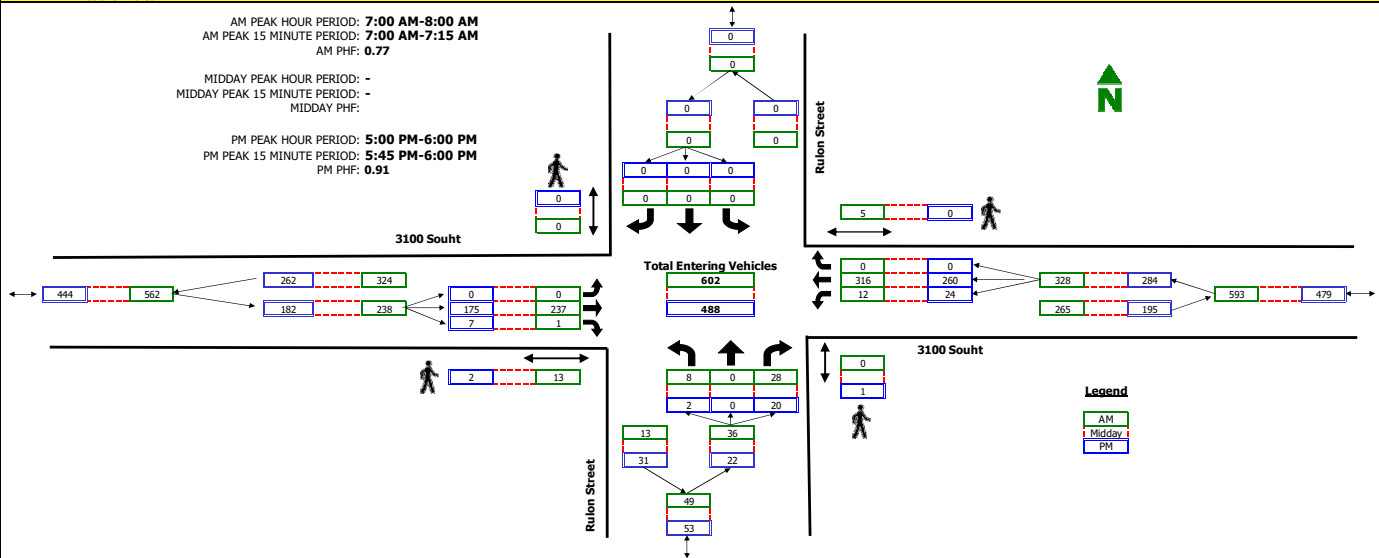
Intersection: Rulon Street / 3100 Souht
North/South: Rulon Street
East/West: 3100 Souht
Jurisdiction: Magna
Project Title: Magna Pendleton TIS
Project No: UT23-2612
Weather: Clear

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	
AM PERIOD COUNTS																	
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
MIDDAY PERIOD COUNTS																	
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
PM PERIOD COUNTS																	
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

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
Total		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
SB	L	2	2	100	9.7	A
	T	622	629	101	1.2	A
	Subtotal	624	631	101	1.2	A
WB	R	1	0	0		
	Subtotal	1				
Total		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
NB	L	8	8	97	6.8	A
	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
Total		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
Total		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
Total		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
NB	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
Total		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
Total		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	L	2	1	50	36.1	E
	R	9	10	108	14.0	B
	Subtotal	11	11	100	16.0	C
Total		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
NB	L	8	8	97	13.9	B
	R	28	30	108	5.3	A
	Subtotal	36	38	106	7.1	A
SB	L	1	0	0	6.9	A
	R	1	1	100		
	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
Total		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
Total		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
Total		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
NB	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	
Total		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
Total		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
Total		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
Total		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
Total		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
Total		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
NB	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
Total		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
Total		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
Total		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
NB	L	8	6	73	9.1	A
	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
Total		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
Total		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
Total		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
NB	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
Total		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
Total		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
WB	L	2	1	50	12.7	B
	R	9	10	108	7.7	A
	Subtotal	11	11	100	8.2	A
Total		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
NB	L	8	9	109	15.0	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
	Total	672	672	100	2.1	A

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
Total		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	L	2	2	100	23.3	C
	R	5	5	100	5.4	A
	Subtotal	7	7	100	10.5	B
Total		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
NB	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
Total		544	543	100	1.4	A

APPENDIX D

95th Percentile Queue Length Reports

MAGNA METRO TOWNSHIP

Ordinance No. 2023-O-09

Date: November 28, 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 28th 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

Voting:

Mayor Peay Vote _____
Council Member Barney Vote _____
Council Member Prokopis Vote _____
Council Member Hull Vote _____
Council Member Pierce Vote _____

Date ordinance summary was posted on the Utah Public Notice Website:

Effective date of ordinance: _____

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

On the 28th 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. The official zoning map of Magna Metro Township is maintained by the Municipal Services District of Greater Salt Lake and is available for viewing at MSD.utah.gov.



Planning and Development Services

2001 S. State Street N3-600 • Salt Lake City, UT 84190-4050

Phone: (385) 468-6700 • Fax: (385) 468-6674

msd.utah.gov

File #REZ2023-000979

Rezone Summary and Recommendation

Public Body: Magna Metro Township Council

Meeting Date: November 28th, 2023

Parcel ID: 14-21-402-002-0000; 14-21-402-003-0000

Current Zone: A-1/zc

Proposed Zone: M-2

Property Address: 7415 W UTWO O ONE HWY

Request: Rezone

Planner: Shad Cook

Planning Staff Recommendation: Approval

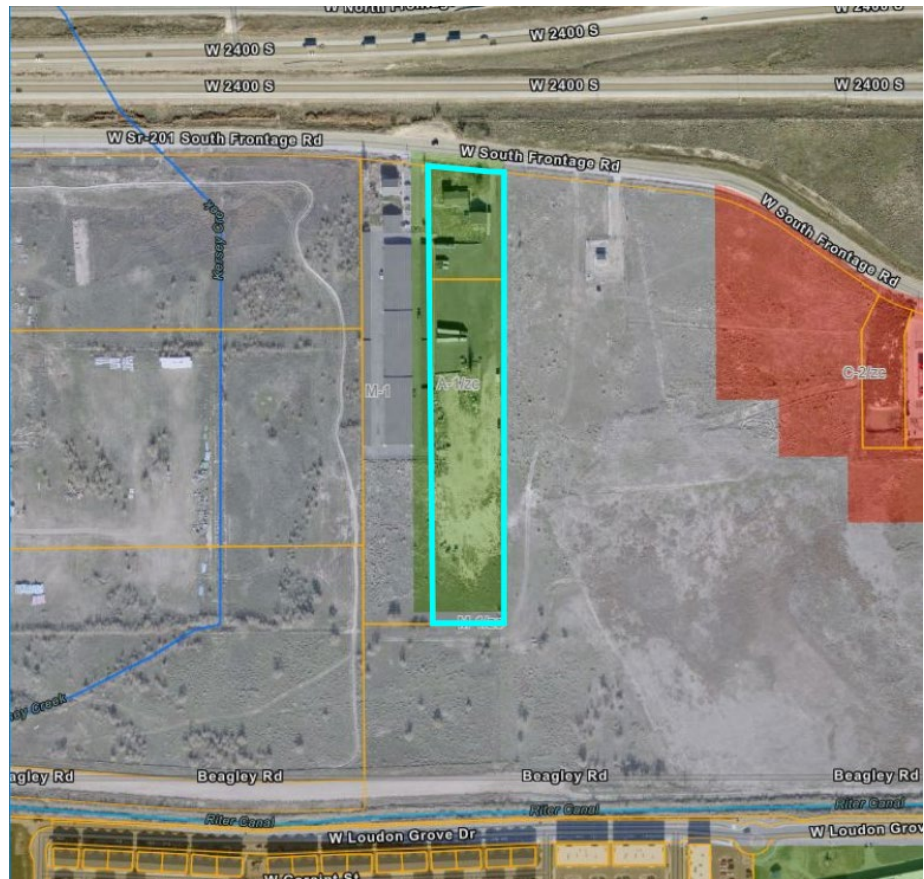
Applicant Name: Dan Ford

PROJECT DESCRIPTION

The applicant, Dan Ford, is requesting to rezone the property at 7415 W UTWO O ONE HWY. The property is currently zoned A-1/zc, with zoning conditions related to agricultural uses. The applicant hopes to rezone the property to M-2 to facilitate a large-scale vehicle repair operation. The M-1 zone was originally considered, as that zone also allows vehicle repair use. The proposed scale of the project, however, exceeds the accessory outdoor storage limitations. As such, the storage yard use will be required in conjunction with the vehicle repair use. The storage yard use is only allowed in the M-2 zone.

SITE & VICINITY DESCRIPTION

The property is located south of the U201 freeway and fronts on South Frontage



Road. The parcel is currently zoned A-1 Agricultural, though aerial photography shows that the property has been utilized at some point for industrial uses - namely the storage of trucking equipment. The parcel is surrounded by M-1 zoning, with the closest commercial and residential zones being approximately 500 feet away. This property is adjacent to an existing storage facility and is near the new FedEx facility. Kersey Creek is approximately 500 feet to the west of this project. The Riter Canal is about 450 feet to the south.

GENERAL PLAN CONSIDERATIONS

Planning Area 2 – The Northeast Neighborhoods Area

The area north of the Riter Canal and south of SR-201 is prime industrial and commercial development property. This area has been marketed as a new employment center that will bring additional jobs and customer base to Magna.

The SR201 corridor is a major industrial and commercial corridor in the Salt Lake valley. Frontage roads along SR-201 provide access from the 7200 and 8000 West intersections to industrial and commercial properties in this area of Magna. Most properties within Magna along the corridor are underutilized compared to properties further east along the corridor in West Valley and Salt Lake cities.

General Plan Recommendation:

The Magna General Plan, which was adopted in 2021, recognizes the industrial potential of this area. This rezone application is consistent with the general plan considerations for future land use.

LAND USE CONSIDERATIONS

Aerial photography shows that the property has been used at some point in a small capacity for equipment and truck storage – albeit without a land use permit. That use is not currently allowed in the A-1 zone.

While this rezone application is separate from the future vehicle repair and storage yard applications, the current proposed use includes a large-scale vehicle repair operation. Foreign cars will generally be imported from Canada. The instrument cluster will be changed from metric to imperial, and then the cars will be moved and sold off-site.

Any new land use application at this site will be reviewed based on the new Title 19 code. This includes updated landscaping, screening, and surfacing requirements.

ISSUES OF CONCERN/PROPOSED MITIGATION

No issues of concern have been identified at this time.

PLANNING COMMISSION RESPONSE

The Magna Metro Township Planning Commission heard this item at the November 9th, 2023 meeting. The Planning Commission voted unanimously to forward a recommendation of approval to the Magna Council. The Planning Commission’s recommendation comes with a condition of approval that a zoning condition be

implemented to restrict the use of the property to the vehicle repair/storage yard use(s), as proposed by the applicant or prospective buyer.

NEIGHBORHOOD RESPONSE

No neighborhood responses have been recorded at this time.

REVIEWING AGENCIES RESPONSE

This rezone application has been sent to the following agencies to verify compliance based on the Magna Township Code of Ordinances and other adopted standards. The reviewing agencies have considered a rezone to both the M-1 and M-2 zone.

AGENCY: Geology DATE: 10.27.23
RECOMMENDATION: Approval

AGENCY: Grading DATE: 10.26.23
RECOMMENDATION: Approval

AGENCY: Urban Hydrology DATE: 10.27.23
RECOMMENDATION: Approval

AGENCY: Traffic DATE: 10.27.23
RECOMMENDATION: Approval

AGENCY: Boundary DATE: 10.17.23
RECOMMENDATION: Approval

AGENCY: Unified Fire Authority DATE: 10.16.23
RECOMMENDATION: Approval

AGENCY: Building DATE: 10.16.23
RECOMMENDATION: Approval

PLANNING STAFF RECOMMENDATION

The MSD Planning Staff will implement a rezone from the A-1/zc zone to the M-2 zone with the zoning condition recommended by the planning commission if approved by the Council. However, zoning conditions that exclude a few undesirable, higher-impact uses rather than limiting the site to one or two allowed land uses are generally preferred. If there are concerns about specific uses or impacts, staff recommends that the Council consider zoning conditions tailored to those concerns based on the general plan, existing conditions, and development potential for the area. Alternatively, if the Council is confident that the site development and specific use standards in the recently adopted Title 19 update adequately address concerns with this site, staff would also support a Council decision to rezone this property to M-2 with no specific zoning conditions.

Attachments:

Narrative

Preliminary Layout Plan

Ordinance

Dear Planning Department,

I am writing to request a zone change for the 4.49 acre property located at 7415 Highway 201 in Magna Utah. The current zoning designation for this property is A-1, but I am seeking approval to change it to M-2 zoning. This change aligns with uses in the area.

The primary motivation behind this zone change request is to bring the property in line with the established zoning patterns in the area, promoting a harmonious and cohesive environment. This proposed change is crucial for us to utilize the property in a manner that is consistent with the M-2 zone, which is more suited to our intended use.

We believe that this zone change is not only in line with the town's comprehensive plan but is also consistent with the existing land use patterns in the area. It will not result in any adverse impacts on the surrounding properties or the community as a whole.

I have attached all the required documents, including a site plan, legal descriptions, and other necessary materials, to support this zone change application.

I kindly request the city planning department's consideration and support for this zone change application, as it aligns with the surrounding uses and zones.

Thank you for your time and attention to this matter. I look forward to your positive response.

Sincerely,

Dan Ford, MBA

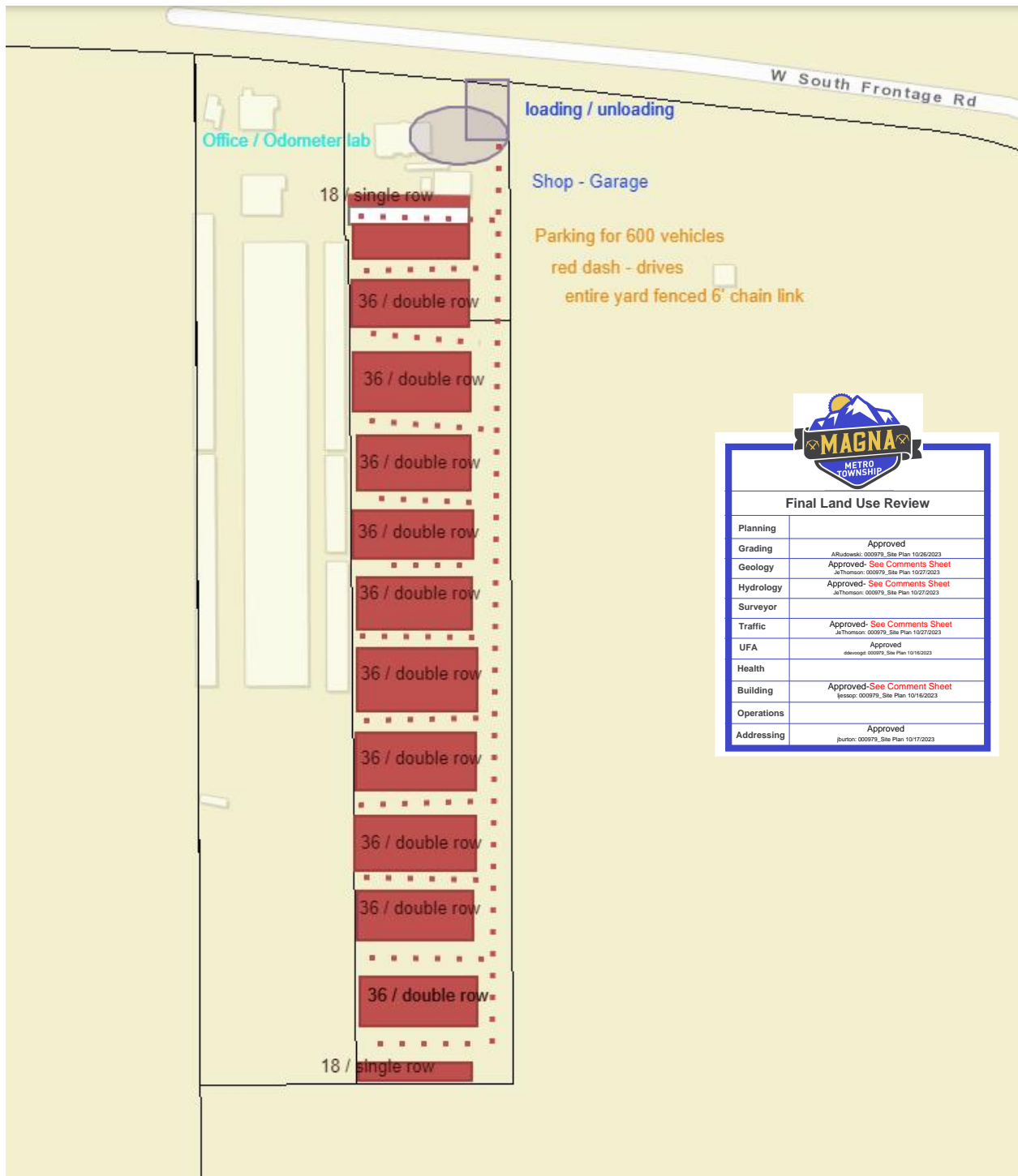
Senior Vice President | Utah

dan.ford@colliers.com | [View my profile](#)

Direct: +1 801 666 5502 | Mobile: +1 801 420 0137

2100 Pleasant Grove Blvd. Suite 200 | Pleasant Grove, Utah 84062 | USA

Proposed Site plan for 7415 West South side of 201 Hwy.




Final Land Use Review

Planning	Approved
Grading	Approved <small>ARudowski: 000979, Site Plan 10/26/2023</small>
Geology	Approved- See Comments Sheet <small>JLThompson: 000979, Site Plan 10/27/2023</small>
Hydrology	Approved- See Comments Sheet <small>JLThompson: 000979, Site Plan 10/27/2023</small>
Surveyor	
Traffic	Approved- See Comments Sheet <small>JLThompson: 000979, Site Plan 10/27/2023</small>
UFA	Approved <small>dklevogel: 000979, Site Plan 10/16/2023</small>
Health	
Building	Approved-See Comment Sheet <small>Jessep: 000979, Site Plan 10/16/2023</small>
Operations	
Addressing	Approved <small>Junon: 000979, Site Plan 10/17/2023</small>

**MAGNA METRO TOWNSHIP
ORDINANCE**

ORDINANCE NO. 2023-O-10

November 28, 2023

**AN ORDINANCE OF THE MAGNA METRO TOWNSHIP COUNCIL
AMENDING THE ZONING MAP TO CHANGE THE ZONING OF A
CERTAIN PROPERTY LOCATED IN MAGNA METRO TOWNSHIP
FROM THE A-1/zc (AGRICULTURAL) TO THE M-2
(MANUFACTURING) ZONE.**

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 A-1/zc (Agriculture) Zone to the M-2 (Manufacturing) Zone for the subject parcels located at: 7415 West UTWO O ONE Hwy; 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:

Section 1: Section, 19.14.020, The Zoning Map of the Magna Metro Township, Magna Municipal Code of Ordinances 2023, is hereby amended, as follows:

The property described in application **REZ2023-000979** filed by Dan Ford and located at 7415 West UTWO O ONE HWY, within Magna Metro Township, is hereby reclassified from the A-1/zc zone to M-2 zone, said property being described as follows:

PARCELS #:14-21-402-002-0000; 14-21-402-003-0000

LEGAL DESCRIPTION:

PARCEL 1:
BEGINNING AT A POINT on the Southerly right of way of the freeway known as project no. 018-1, said point being South 89°58'32" West 1306.25 feet and South 00°02'02" East

198.78 feet from the Northeast corner of the Southeast quarter of Section 21, Township 1 South, Range 2 West, Salt Lake base & meridian and running; thence South 00°02'02" East 254.09 feet; thence South 89°45'14" West 177.81 feet; thence North 00°09'13" West 88.52 feet; thence South 89°50'47" West 3.97 feet; thence North 00°09'13" West 185.47 feet to a point on the Southerly right of way of said freeway known as project no. 018-1, said point being on a non-tangent 5699.60 foot radius curve to the right; thence along said 5699.60 foot radius curve 118.38 feet (chord bears South 84°13'20" East 118.37 feet); thence along said Southerly right of way South 83°37'38" East 64.99 feet to the point beginning.

PARCEL 2:

BEGINNING AT A POINT South 89°58'32" West 1306.25 feet and South 00°02'02" East 452.87 feet from the Northeast corner of the Southeast quarter of Section 21, Township 1 South, Range 2 West, Salt Lake base and meridian and running; thence South 00°02'02" East 834.33 feet; thence South 89°56'20" West 176.06 feet; thence North 00°09'13" West 833.75 feet; thence North 89°45'14" East 177.81 feet to the point of beginning.

CONTAINS 4.49 ACRES IN AREA

The properties included in this zoning map amendment are subject to the following zoning condition (ZC) for the M-2 Zone:

1. Allowed land uses are limited to the Vehicle & Equipment Repair use and the Storage Yard use, subject to the development and specific use standards in Title 19. Any other land use is prohibited.

Section 2: The map showing such change shall be filed with the Magna Metro Township Planning Commission in accordance with Section 19.14.020 of the Magna Municipal Code of Ordinances, 2023.

Section 3: This Ordinance will take effect immediately upon posting and publication as required by law.

PASSED AND ADOPTED this 28th day of November 2023.

MAGNA METRO TOWNSHIP COUNCIL

Dan W. Peay, Mayor

ATTEST:

Lannie Chapman, Clerk/Recorder
Salt Lake County

APPROVED AS TO FORM:

PAUL ASHTON,
METRO TOWNSHIP ATTORNEY

Voting:

Mayor Dan Peay	voting	___
Council Member Steve Prokopis	voting	___
Council Member Trish Hull	voting	___
Council Member Eric Barney	voting	___
Council Member Audrey Pierce	voting	___

Date ordinance summary was posted on the Utah Public Notice Website:

Effective date of ordinance:

SUMMARY OF

**MAGNA METRO TOWNSHIP
ORDINANCE NO. 2023-O-10**

On November 28th, 2023 the Magna Metro Township Council enacted Ordinance No. 2023-O-10, amending the zoning map, changing the zoning for the property located at 7415 West UTWO O ONE HWY from A-1/zc (Agricultural) to the M-2 (Manufacturing Zone).

A complete copy of Ordinance No. [2023-O-10] is available in the office of the Magna Township Clerk, 2001 South State Street, N2-700, Salt Lake City, Utah. The official zoning map of Magna Metro Township is maintained by the Municipal Services District of Greater Salt Lake and is available for viewing at MSD.utah.gov.



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

Planning and Development Services

2001 S. State Street N3-600 • Salt Lake City, UT 84190-4050

Phone: (385) 468-6700 • Fax: (385) 468-6674

msd.utah.gov

Files # REZ2023-001001

Conditional Use Summary

Public Body: Magna Township Council

Meeting Date: November 28, 2023

Parcel ID: 14-29-276-026-0000

Current Zone: A-1/zc

Property Address: 8020 W 3100 S

Request: Rezone from A-1/zc to R-2-6.5

Applicant Name: Carlos Diaz

MSD Planner: Justin Smith

Magna Planning Commission Recommendation: Approval

PROJECT SUMMARY

The applicant, Carlos Diaz, is applying for a rezone from A-1/zc to R-2-6.5. The applicant intends to build a twin home on the lot.

SITE & ZONE DESCRIPTION

This property is located on the corner of 8000 W and 3100 S. The A-1/zc is zoned as A-1 with a zoning condition prohibiting duplexes and group dwellings. The west side of 8000 W is zoned A-1/zc and is mostly single-family homes. To the east across 8000 W is the Shadow Run Estates subdivision, which is zoned R-1 -7. To the west there is one lot that is zoned A-1/zc and behind that lot is the C.W. Farms subdivision, which is R-1-7/zc. To the south, across 3100 S, is the Oquirrh Canyon subdivision, which is zoned R-1-6. To the southeast, across the 8000 W 3100 S intersection the properties are zoned R-2-6.5 and there are several duplexes.

There is medium and high density housing along the 8000 W corridor, including duplexes on the 8000 W 3100 S intersection and further south along 8000 W. Closer to 3500 S, there is a mixture of dwelling groups, duplexes, and the Copperfield Place condominiums.

The Wasatch Front Regional Council (WFRC) long range plan shows a buffered bike lane being placed along 3100 S from 8400 W to 7200 W. This would run right in front of this property. The applicant has been made aware that there is a possible requirement to dedicate a portion of the front yard and is prepared to do so. The site plan supplied by the applicant assumes that a portion of the front yard would be dedicated in order to match the property lines that exist along 3100 S to the east of 8000 W and match the rear boundary of the C.W. Farms subdivision.

Review Criteria

The Planning Commission makes recommendations to the Township Council for rezones. The Township Council is the decision making body for rezones and will weigh the recommendation of the Planning Commission.

MSD staff has reviewed the application and has found that the proposal is consistent with the surrounding land uses as well as the general plan. Full compliance with required ordinances and policies will be verified through the subsequent technical review process before the issuance of the Land Use permit, and building inspection process. Staff finds that the application meets, or will meet with conditions, all required standards of the ordinance necessary for the rezone.

PLANNING STAFF RECOMMENDATION

Based on the findings stated above, the Magna Planning Commission recommends that the Magna Township Council recommend approval for the rezone from A-1/zc to R-2-6.5.

ATTACHMENTS:

- A. Site Plan
- B. Legal description
- C. Narrative
- D. Zoomed out Parcel view

NARRATIVE

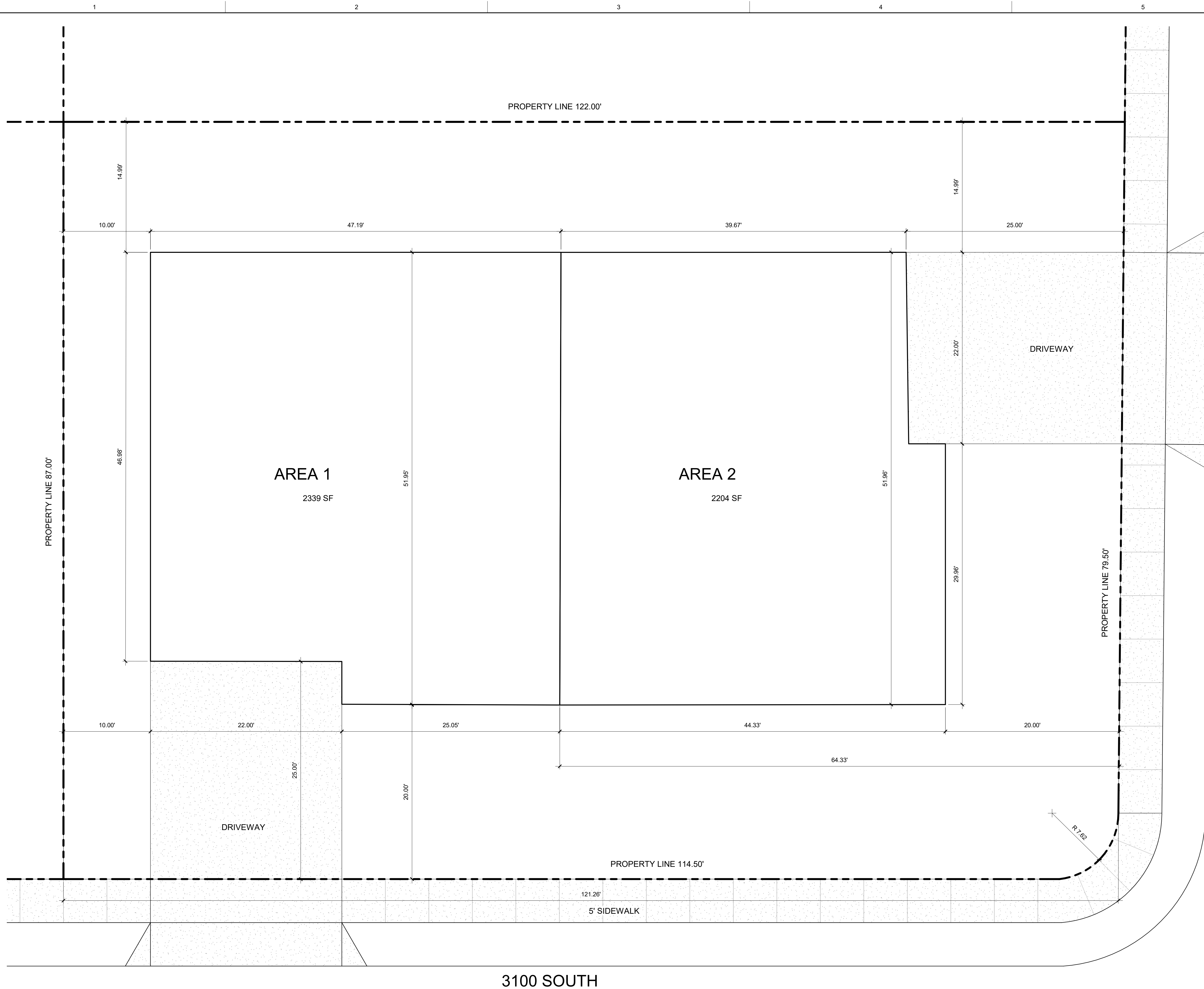
Our plan is to build a twin home in this lot. The current zoning is A-1. According to our site plan is a big lot for a single house.

Please see site plan for more details.

Thanks

Carlos

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REFERENCE NOTES

Final Land Use Review	
Planning	
Grading	
Geology	Approved- See Comments Sheet JH/Thomson: 8/22/23 & 9/10/23 & Duplex 10/23/2023
Hydrology	Approved- See Comments Sheet JH/Thomson: 8/22/23 & 9/10/23 & Duplex 10/23/2023
Surveyor	
Traffic	Approved- See Comments Sheet JH/Thomson: 8/22/23 & 9/10/23 & Duplex 10/23/2023
UFA	Approved JH/Thomson: 8/22/23 & 9/10/23 & Duplex 10/11/2023
Health	
Building	
Operations	
Addressing	

SITE LEGEND

PROPERTY LINE AND CONSTRUCTION LIMIT LINE



PRIVATE RESIDENCE
 8020 W 3100 S MAGNA, UT 78712
 CARLOS DIAZ
 SCHEMATIC DESIGN

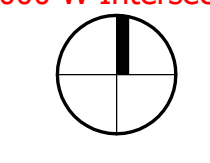
DATE	REVISION

PROJECT NUMBER 230901
 FILE
 DRAWN BY AC
 CHECKED BY
 SCALE 3/16" = 1'-0"
ARCH. SITE PLAN

A001

A1 ARCH. SITE PLAN
 SCALE: 3/16" = 1'-0"

UFA Note:
 Existing fire hydrant located on the SE corner of the 3100 S 8000 W Intersection.

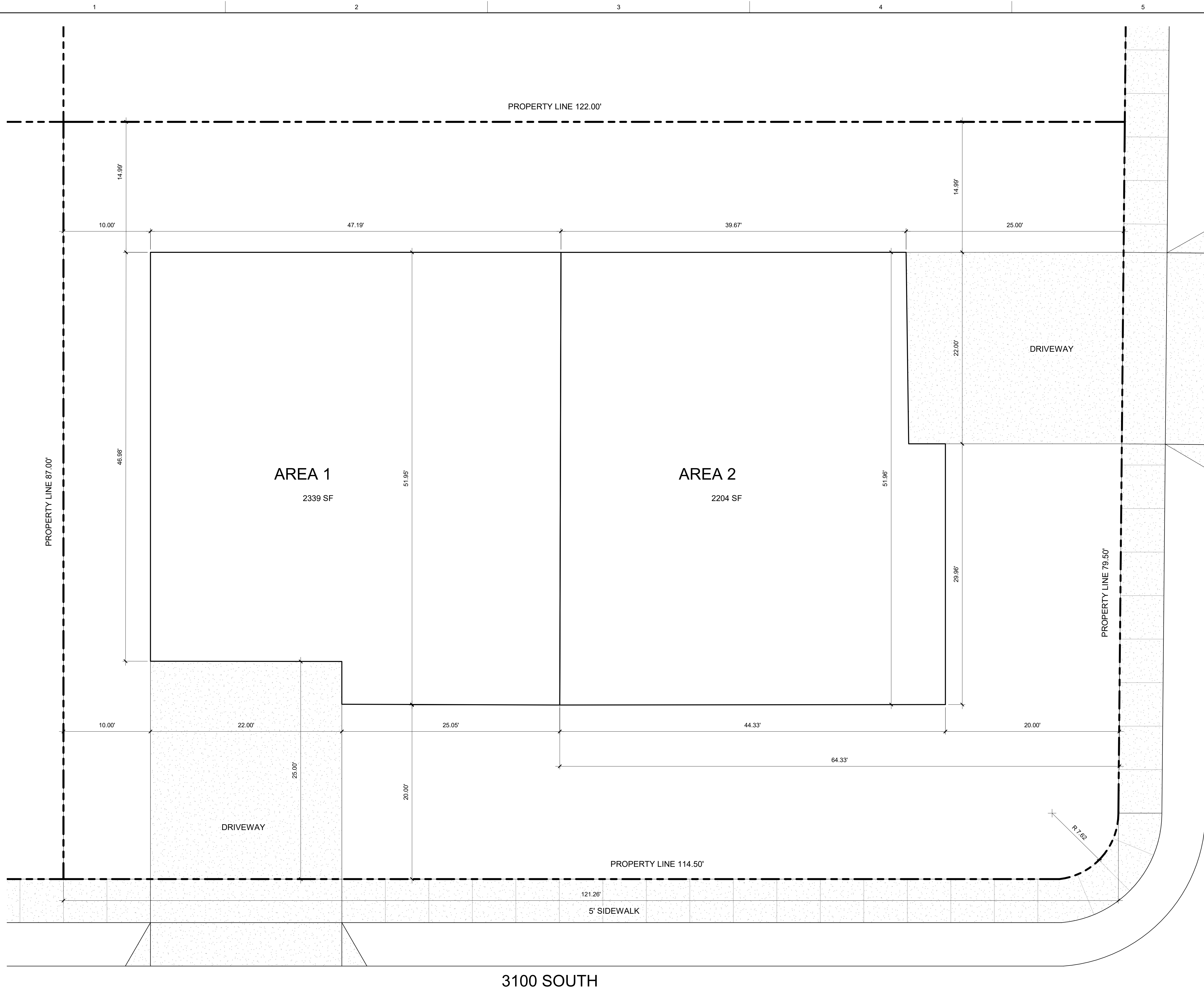


LEGAL DESCRIPTION

8020 W 3100 S MAGNA

BEG N 89°17'23" W 73.11 FT FR E 1/4 COR OF SEC 29, T 1S, R 2W, SLM; N 89°17'23" W 58.89 FT M OR L; N 00°42'37" E 110.5 FT; S 89°17'23" E 132 FT; S 00°51'05" W 82.67 FT M OR L; N 89°42'25" W 33 FT; S 74°04'38" W 41.65 FT; S 00°42'37" W 15.67 FT TO BEG. 0.29 AC. 08922-6953 10740-8424

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REFERENCE NOTES

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SITE LEGEND

PROPERTY LINE AND CONSTRUCTION LIMIT LINE

PRIVATE RESIDENCE
8020 W 3100 S MAGNA, UT 78712
CARLOS DIAZ
SCHEMATIC DESIGN

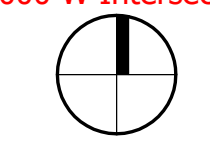
DATE	REVISION

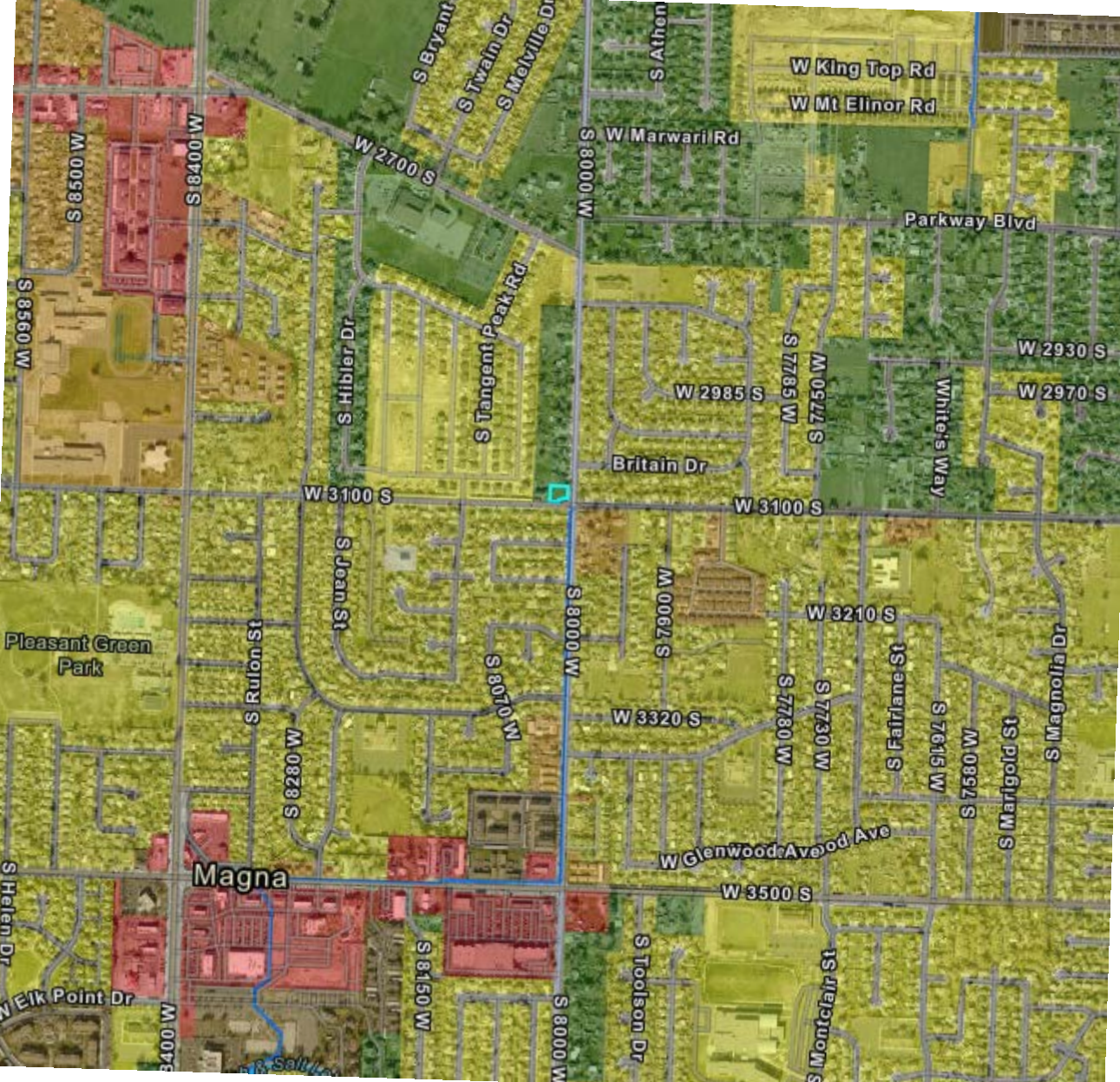
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SCALE 3/16" = 1'-0"
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A001

A1 ARCH. SITE PLAN
SCALE: 3/16" = 1'-0"

UFA Note:
Existing fire hydrant located on the SE corner of the 3100 S 8000 W Intersection.





Magna

W King Top Rd
W Mt Elinor Rd

Parkway Blvd

W 2930 S
W 2970 S

White's Way

Britain Dr

W 3100 S

W 3210 S

Pleasant Green
Park

S Rulon St

S Jean St

S 8070 W

S 8000 W

W 7900 S

W 3320 S

S 7780 W

S 7730 W

S Fairlane St

S 7635 W

W 0827 S

S Marigold St

S Magnolia Dr

W Glenwood Ave
W 3500 S

W 3500 S

S Toolson Dr

S Montclair St

S 8150 W

S 8000 W

W 0000 S

S 8560 W

S 8500 W

S 8400 W

W 2700 S

S Bryant

S Twain Dr

S Melville Dr

S Athen

W 0009 S

W Marwari Rd

S 7785 W

M 0572 S

W 3100 S

S Hibler Dr

S Tangent Peak Rd

W 2985 S

W 2970 S

NARRATIVE

Our plan is to build a twin home in this lot. The current zoning is A-1. According to our site plan is a big lot for a single house.

Please see site plan for more details.

Thanks

Carlos

MAGNA METRO TOWNSHIP

ORDINANCE No. 2023-O-11

Date: November 28, 2023

**AN ORDINANCE OF THE MAGNA METRO TOWNSHIP COUNCIL
AMENDING THE ZONING MAP TO CHANGE THE ZONE OF THE
PROPERTY LOCATED AT 8020 W 3100 S FROM A-1 (AGRICULTURAL) TO
R-2-6.5 (RESIDENTIAL)**

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);

WHEREAS, the 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 appropriate to amend its zoning map in order to accommodate the use of the land for industrial purposes, which is adjacent to another lot owned by the applicant and currently zoned M-2; 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 19.06.020, The Zoning Map of the Magna Metro Township hereby amended as follows:

The property described in application # [REZ2023-001001] filed by CARLOS DIAZ, and located at 8020 W 3100 S within the MAGNA METRO TOWNSHIP, is hereby reclassified from A-1 (Agricultural) to R-2-6.5 (Residential) said property being described as follows:

PARCEL #: 14-29-276-026-0000

LEGAL DESCRIPTION: BEG N 89°17'23" W 73.11 FT FR E 1/4 COR OF SEC 29, T 1S, R 2W, SLM; N 89°17'23" W 58.89 FT M OR L; N 00°42'37" E 110.5 FT; S 89°17'23"

E 132 FT; S 00°51'05" W 82.67 FT M OR L; N 89°42'25" W 33 FT; S 74°04'38" W 41.65 FT; S 00°42'37" W 15.67 FT TO BEG. 0.29 AC. 08922-6953 10740-8424

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.

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

PASSED AND ADOPTED this 28th day of November 2023.

MAGNA METRO TOWNSHIP COUNCIL

Dan W. Peay, Mayor

ATTEST:

Lannie Chapman, Clerk/Recorder
Salt Lake County

APPROVED AS TO FORM:

PAUL ASHTON,
METRO TOWNSHIP ATTORNEY

Voting:

Mayor Dan Peay voting ___
Council Member Steve Prokopis voting ___
Council Member Trish Hull voting ___
Council Member Eric Barney voting ___
Council Member Audrey Pierce voting ___

Date ordinance summary was posted on the Utah Public Notice Website:

Effective date of ordinance: _____

SUMMARY OF
MAGNA METRO TOWNSHIP
ORDINANCE NO. 2023-O-11

On November 28th, 2023 the Magna Metro Township Council enacted Ordinance No. 2023-O-11, amending the zoning map, changing the zoning for the property located at 8020 W 3100 S from A-1 (Agricultural) to R-2-6.5 (Medium Density Residential).

A complete copy of Ordinance No. [2023-O-11] is available in the office of the Magna Township Clerk, 2001 South State Street, N2-700, Salt Lake City, Utah. The official zoning map of Magna Metro Township is maintained by the Municipal Services District of Greater Salt Lake and is available for viewing at MSD.utah.gov.

Request for Contracted Services

To: Magna Metro Township Council

From: David R. Brickey, City Manager

Date: Nov 23, 2023

Objective: To provide comprehensive administrative support and enhance operational efficiency in key areas for Magna Metro Township through contracted services.

Overview: The proposed contract services aim to streamline administrative functions within Magna Metro Township through meticulous attention to meeting management, records maintenance, website enhancement, public notices management, communication strategies, seasonal engagements, claims management, and the preparation of a Website Request for Proposal (RFP).

Scope of Services: The areas of service are specific to long term needs that the Township is in need of securing, to wit:

1. Meeting Management:

- Prepare, organize, and post meeting agendas, resolutions, ordinances, and agreements as required.
- Ensure timely distribution of meeting materials to relevant stakeholders.

2. Records Management:

- Conduct thorough indexing maintenance of records, including Resolutions, Ordinances, Agreement/Contracts, and Official Records.

3. Municipal Code Audit:

- Perform a comprehensive Municipal Code Audit to ensure accurate codification of all ordinances.

4. Website Enhancement:

- Upgrade the current city website, focusing on transparency by adding official records such as Resolutions, Ordinances, Public Notices, RFPs, Minutes, Packets, Planning Commission Meeting Packets, and Minutes.

5. Public Notices Management:

- Manage and oversee public notices for the township, including election notices.

6. Communication and Public Relations:

- Undertake Public Information Officer duties, including enhancing City branding through stationery, business cards, and communication channels.
- Implement distribution strategies, including postcards, and manage social media accounts.

- Publish events on the website and social media platforms with visual content to engage residents and improve public relations.

7. Seasonal Engagement:

- Organize and distribute seasonal greetings such as Christmas cards and other community-oriented projects as deemed necessary.

8. Management of Claims:

- Collaborate with Travelers and the ULGT to efficiently manage Insurance Claims.

9. Website RFP:

- Prepare a detailed and comprehensive Request for Proposal (RFP) for the website design and implementation project.

Deliverables:

- Monthly progress reports detailing completed tasks and milestones.
- Comprehensive documentation of Municipal Code Audit findings and actions taken.
- Finalized Website RFP for vendor selection.

Negotiation of Service Costs:

While the proposed budget for the contracted services has been outlined, I acknowledge the importance of ensuring cost-effectiveness and maximizing value for the Magna Metro Township. My intent is to establish a mutually beneficial arrangement that aligns with both parties' interests while maintaining the highest quality of service delivery.

The negotiation process will be conducted in a transparent and professional manner, aiming to foster a partnership that values efficiency, quality, and cost-effectiveness.

Any adjustments made during the negotiation phase will be documented and incorporated into the final contract, ensuring clarity and mutual agreement on revised terms and conditions.

Conclusion: The proposed contract services encompass a holistic approach to meet the administrative needs of the Magna Metro Township, aiming for enhanced efficiency, transparency, and community engagement. We eagerly anticipate the opportunity to collaborate and contribute to the continued improvement of the Magna Metro Township's operations.

I look forward to answering any questions the Council may have regarding this request.

2024

Fee Schedule for the Magna Metro Township

adopted December 12, 2023,

effective date January 1, 2024

2024



GREATER SALT LAKE
**Municipal Services
District**



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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 ^a ; <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

^a 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
Administrative Citation	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
----------	-------------	--------

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
Short-term Rental License Fee – homeowner	Short-term rental license for homeowners renting their primary residence. Includes verification of zoning compliance.	\$500.00

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 ^a
Building Permit - addition or remodel	See below for valuation schedules	Varies ^a

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 ^b
Retaining Wall Permit		Varies ^c
Demolition Permit		Varies ^d
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 ^d
Reroofing Permit Fees		
Reroofing – residential roof with sheathing	Includes inspection of sheathing or decking.	\$140.00 <u>125.00</u>
Reroofing – residential roof without sheathing	Shingles only; no decking or sheathing.	\$70.00 <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.	\$300.00 <u>175.00</u>
Reroofing – large commercial	Commercial roof project \$50,000 valuation or higher.	\$500.00 <u>250.00</u>
Solar Power System Permit Fees		
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.	\$70.00 <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 ^e
Battery Storage System	Assumes that inspector is already on site for inspection of installation.	\$2.00 per battery
Additional Inspection Fees		
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
Administrative Fees		
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)

^a 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.

- ^b Permit fees for grading are based on the number of cubic yards of earth cut or filled.
- ^c Permit fees for retaining walls are based on the size of the project in lineal feet.
- ^d Permit fees for demolition and window/door replacement are based on declared valuation.
- ^e 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 ^{a, b, c}

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 ^d	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	\$24.00 As provided in the ICC valuation table footnote above
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.	\$150.00 <u>175.00</u>
Card File Plan Check Fee – multi-family residential		\$1,000.00 <u>350.00</u>
Plan Check Fee – hourly		\$120 <u>80.00</u> per hour

Stormwater Review & Stormwater Pollution Prevention Plans (SWPPP)

Stormwater Review SWPPP Fees

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

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
Building permit site plan	Over-the-counter staff review. Permitted uses not requiring separate land use permit.	\$110.00
Change of Use Permit	Over-the-counter staff review. Includes tenant changes and uses subordinate to an existing Conditional Use Permit.	\$110.00
Sign Permit	Over-the-counter staff review.	\$110.00
Business license review	Over-the-counter staff review.	\$110.00
Accessory Dwelling Unit	Includes limited agency technical review	\$175.00 535.00
Site Plan Review (less than 3 acres)	Includes agency review meeting staff review and technical review.	\$990.00 1,070.00
Site Plan Review (3 acres or more)	Includes agency review meeting, technical review and Planning Commission meeting.	\$1,640.00
Minor Site Plan Amendments	Limited agency review	\$175.00
Residential Development (FCOZ)	Includes agency review meeting an staff review and technical review.	\$990.00 1,070.00

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

Subdivision and Land Development Permits

Fee Type	Description	Amount
Minor Subdivision (<5 lots)	Includes agency review meeting and technical review.	\$990.00
Major Subdivision (Single Phase)	Includes agency review meeting, technical review and Planning Commission meeting.	\$1,640.00
Major Subdivision with Multiple Phases (Includes Preliminary Plat and First Phase Final Plat (Multiple Phases))	Includes agency review meeting, technical review and Planning Commission Meeting	\$1,640.00 1,405.00
Final Plat Approval for Phases Two and Beyond (Phased Development)	Includes Technical Review	\$535.00
Planned Unit Development (Preliminary approval and First Phase Final Approval/Plat)	Includes agency review meeting, technical review and Planning Commission meeting.	\$1,640.00
Final Planned Unit Development Approval for Phases Two and Beyond (additional phases)	Includes Technical Review	\$535.00
Subdivision amendments	Includes agency review meeting and technical review. In some cases, a Mayor meeting and Planning Commission and/or Mayors meeting is required. These fees will be added as needed based on the applicable fees in this fee schedule.	\$990.00 1,755.00
Lot Line Adjustments	Includes limited staff review.	\$175.00
Extension of Time	Includes review by Director.	\$275.00

Ordinance Adjustments

Fee Type	Description	Amount
Text Change	Includes Planning Commission meeting and Council meeting.	\$765.00
Zoning Map Change – minor	Changes less than 3 acres. Includes limited staff review, Planning Commission meeting and Council meeting.	\$940.00
Zoning Map Change – small	Changes 3 up to 10 acres. Includes limited agency review meeting, staff review, Planning Commission meeting and Council meeting.	\$940.00 1,755.00
Zoning Map Change – medium	Changes over 10 up to 50 acres. Includes agency review meeting, limited staff review, Planning Commission meeting, Council meeting, and General Plan fees.	\$2,440.00 1,755.00 plus \$200 per acre
Zoning Map Change – large	Changes over 50 up to 100 acres. Includes agency review meeting, limited staff review, Planning Commission meeting, Council meeting, and General Plan fees.	\$2,440.00 1,755.00 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.
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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^a</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>

^a 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
Civil Penalty	Violations of zoning regulations.	As provided in Section 19.94.070
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>
Post Compliance Penalty	Penalties based on number of days.	
Parking violation - minor	Violations under section 11.20.070, 11.20.080, 11.20.090 or 11.20.140	\$75.00 per violation
Parking violation - major	Violations under section 11.20.050, 11.20.060 11.20.110, 11.20.120, 11.20.130 or 11.20.135	\$150.00 per violation
Short-Term Rental Violations		
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

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 ^a
Deferred Curb and Gutter		Varies ^b
Bond Reinspection	Inspections required for partial bond release or if applicant fails bond inspections twice.	\$100.00
Overtime/After-hours Inspection		\$120.00

^a Based on bond amount.

^b 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.	\$ 120 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

^a Development agreements will be determined between local government agency and Applicant prior to acceptance of the application.

^b Customer will be charged actual costs of materials per MSD Records and Access and Management Policy.

^c 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 ^a
Amended Subdivision Plat		\$350.00 400.00
Non-Subdivision Development		\$150 upon submittal then Calculated ^b
Other Fees		Amount
Road Dedication (non-subdivision development)	Where required for street widening and improvements.	\$150.00

Street Sign	Includes sign and installation by MSD or contracted service provider	\$200.00
Geology/Natural Hazard Review Fees		Amount
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 third-party review plus \$300.00 agency review
Traffic Impact Review Fees		Amount
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 third-party review plus \$100 agency review

^a 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.

^b 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.

Special Event Permit Fees (for municipalities within the District)	
# of Participants	Fee per day
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.

MAGNA METRO TOWNSHIP

RESOLUTION NO.: 23-11-02

DATE: November 28, 2023

A RESOLUTION OF THE MAGNA METRO TOWNSHIP
COUNCIL APPROVING AND ADOPTING THE 2024 MAGNA
METRO TOWNSHIP COUNCIL REGULAR MEETING
SCHEDULE

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

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

WHEREAS, pursuant to the Utah Open and Public Meetings Act (the “Act”), the Council must adopt and post an annual regular meeting schedule of the Council; and

WHEREAS, the 2024 Magna Metro Township Council Regular Meeting Schedule, hereinafter known as Attachment “A” fulfills the requirements of the Act;

THEREFORE, BE IT RESOLVED, by the Magna Metro Township Council, the Council approves and adopts the attached 2024 Magna Metro Township Regular Meeting Schedule hereinafter to be known as Attachment “A” to this resolution, for the benefit of Magna.

APPROVED and ADOPTED in the Magna Metro Township, Salt Lake County, State of Utah on this 28th Day of November 2023.

MAGNA METRO TOWNSHIP COUNCIL

Dan W. Peay, Mayor

ATTESTED:

LANNIE CHAPMAN
SALT LAKE COUNTY CLERK
METRO TOWNSHIP CLERK/RECORDER

APPROVED AS TO FORM:

Paul H. Ashton
Metro Township Attorney

Voting:

Mayor Peay voting _____
Council Member Hull voting _____
Council Member Barney voting _____
Council Member Pierce voting _____
Council Member Prokopis voting _____

ATTACHMENT “A”

Behind this page



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	dan.cripps@magnacity.org	3	1/31/2024
2	Magna	Todd Richards	todd.richards@magnacity.org	1	1/31/2025
3	Magna	Mark Elieson	mark.elieson@magnacity.org	3	1/31/2024
4	Magna	Sara VanRoosendaal**	sara.vanroosendaal@magnacity.org	1	1/31/2024
5	Magna	Aaron Weight*	aaron.weight@magnacity.org	3	1/31/2025
6	Magna	Ammon Lockwood	ammon.lockwood@magnacity.org	2	1/31/2025
7	Magna	Vacant		1	1/31/2024
Alternate	Magna	Jed Taylor	jed.taylor@magnacity.org	1	1/31/2024
Alternate	Magna	Vacant			
		* = chair	* = chair.chair@city.org		
		** = vice chair	** = vice.chair@city.org		

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	Vacant			
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5	Magna	Aaron Weight*	aaron.weight@magnacity.org	3	1/31/2025
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Alternate	Magna	Jed Taylor	jed.taylor@magnacity.org	1/31/2024
Alternate	Magna	Vacant		
		* = chair	* = chair.chair@city.org	
		** = vice chair	** = vice.chair@city.org	

No more than two consecutive terms. Each term is 3 years.
 Chair and vice chair sit for one year terms.