SANDY CITY COMMUNITY DEVELOPMENT

JAMES SORENSEN
COMMUNITY DEVELOPMENT
DIRECTOR

MONICA ZOLTANSKI
MAYOR

SHANE E. PACE
CHIEF ADMINISTRATIVE
OFFICER

Staff Report Memorandum

July 17, 2025

To:	Planning Commission	
From:	Community Development Department	
Subject:	Smith's Fuel Center # 153, preliminary commercial site plan review 10305 S. 1300 E. St. [Community # 17, Willow Canyon]	SPR11112024-006885 CC Zoning District Approximately 2 acres disturbed area, 14 fueling stations, 233 sq. ft. building

Public Meeting Notice: This item has been noticed to property owners within 500 feet of the subject area, on public websites, at public locations, and a sign posted on site.

Request

The applicants, Julaine Gibson and James Copeland, P.E., representing Anderson, Wahlen Associates engineers, and Brian Palmer, as the property owner's representative of Smith Food and Drug, Inc. (Kroger) are requesting preliminary commercial site plan review of a property located at 10305 S. 1300 E. St. The site plan approval is necessary to locate a new Smith's Fuel Center facility on a new lot located in the southwest corner of the existing commercial shopping center site. The site plan also proposes to build a new driveway connection for the shopping center to 1300 E. St. and alter the current traffic lanes and raised center median islands on 1300 E. St to allow a signalized intersection for the driveway. Both the fuel center facility and the new driveway will require significant re-grading of this portion of the shopping center site to create a building pad for the fuel center and to remove some existing trees and cut into the existing hill slope along the east side of 1300 E. Finally, a reduction in the number of required vehicle parking spaces is being sought. (Please see the referenced Exhibits attached to the end of this report.)

Property Case History	
Case Number	**Case Summary**
SPR 82-27	Alpha-Beta grocery store site plan review approved in 1982.
CUP 90-05	Extended hours for Smith's Food and Drug to 24/7, approved in 1990.
SPR 93-10	Earnst Home Center store site plan review, approved in 1993.
SUB 4-19-5646	Alta View Commercial Subdivision, five lots, 19.855 acres, included entire shopping center site, P.C. approved on Nov. 7, 2019. Plat recorded April 1, 2020.
CUP02152023-006484	Extended hours to 24/7 for EOS Fitness in former Earnst Home Center site, approved in 2023.
SUB07202021-006108	Alta View Commercial Plat, Amended, amending lots #3 and #4 to create a total of seven lots, P.C. preliminarily approved the amendment on September 2, 2021. Plat was not finalized to recording.

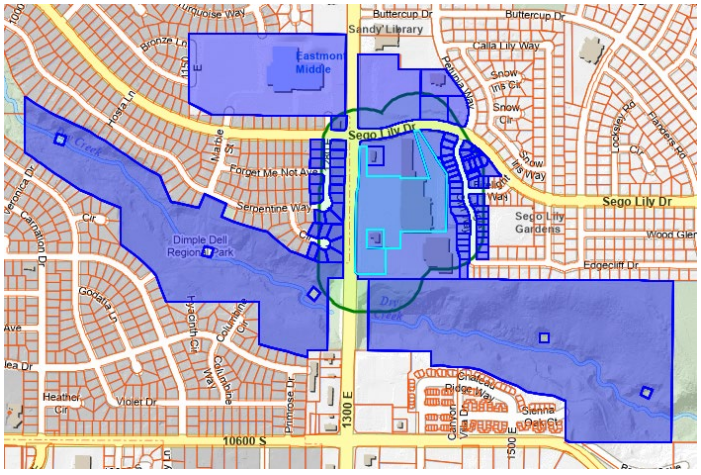
Background

City staff has been in discussions with Smith's representatives and AWA Engineers on this proposed fuel center addition to the shopping center site since July of 2020. The addition of the fuel center to the existing parking lot in the southwest portion of the shopping center presents complex problems that need to be worked through and resolved. The addition of the fuel center operation to this location is vital to the continued financial operations of this food and drug store, which serves the eastern one-half of the Sandy City residential neighborhoods. The complications of this endeavor will generate substantial near-site or off-site transportation related infrastructure cost to the applicant and /or the city. These issues and their proposed solutions will be discussed in the analysis portion of this staff report.

As this 40-year-old shopping center progresses, modifications are both necessary and expected. This conversion of an existing parking lot area that is seldom used by shoppers lends itself to the addition of a new business. It is expected to generate additional customers to the fuel center use and generate more shoppers for the existing food and drug store. Surrounding land uses and zoning in the area are well established and there is no need to change anything surrounding the shopping center area. (Please see attached Exhibit A, Vicinity Plan and Air Photo)

Public Notice and Outreach

Notices were mailed to property owner located within 500 feet of the subject shopping center subdivision property. The notice for the planning commission meeting was posted in public places and on various public websites. Additionally, a notice sign was posted on the property, near where the proposed fuel center will be located. No neighborhood meeting was required nor was one held.



Analysis

The analysis portion of this report is separated into three sections as follows: (1) Site planning for the fuel center addition to the shopping center site; (2) Required vehicle parking reduction request; and (3) Off-site traffic impact mitigation on abutting public street.

Site Planning for the Fuel Center Project. City staff has reviewed several versions of the proposed site plan over the past 5 years. The land use as a self-service fueling station is permitted in the CC zone, provided the use is 250 feet or more away from residential zoning or if separated from residential zoning by an arterial street, which is the case here. The current site plan meets all the preliminary level department requirements and city development code provisions, for landscaping, parking stall sizes, driveway widths, and on-site maneuvering for fuel delivery and garbage pickup, as well as for emergency vehicles. The fuel center will have a fuel island canopy that meets City requirements located as shown on the proposed site plan with a small employee occupied cashier kiosk building with and convenience items for sale located partially under the fuel island canopy. The building and the canopy meet the city architectural design requirement. (Please see the attached Exhibit B for the site plan.)

New Driveway on 1300 E. St. One of Smith's operational requirements to add the fuel center to this location is to provide more visible and more directly accessible driveway access from 1300 E. St. to the fuel center facility. Hence the proposed new "Mid-block" T-intersection location on the north side of the new lot #6. This location has been approved by city engineers and studies have been conducted to determine the justification for traffic control signalization to provide more centrally located full access on 1300 E. and safer turning and merging movements in the area. This driveway and its location and geometrics are approvable as proposed.

Site Re-grading. To provide a generally level site for the fuel center and to accommodate the new driveway, the proposed disturbed area will need to be extensively re-graded. The current site is moderately sloped from east to west across the existing parking lot between the commercial buildings and 1300 E. St., but this parking area is about 20 feet above the street level of 1300 E. St. There is currently a steeply sloped grass hillside with many mature trees located between the sidewalk and the parking lot. There will need to be new retaining walls between the proposed "benching" of the current parking lot and the new driveway and on-site existing driveways to make this all work. This proposed site grading has been preliminarily approved by the city engineers in Public Works and Public Utilities departments. (Please see attached Exhibit C for the grading plan. Please see Exhibits C-1 for cross sections through the fuel center pad site.)

Removal of Existing Mature Trees to Facilitate Site Re-grading. Because of the age of this shopping center, there are approximately 60 mature trees located on the full shopping center site (19.885 acres). Many of these trees have reached the end of their life expectancy or have been damaged by insects or disease. Because of the proposed re-grading of the site to create the new pad site and to make the new driveway connection to 1300 E. St., Some of this existing tree vegetation will need to be removed from the site. City staff requested that the applicant provide a tree inventory study of the whole shopping center site, which was performed by a licensed landscape Architect/arborist and is presented on plan sheet L1.3 (Please see the attached Exhibit D.

Additionally, staff requested that the City Forester, Britt Bingham, from the City's Parks and Recreation Department review the inventory and conduct his own assessment of the trees present on site. The results of these combined studies indicate the following actions as to tree removals from the site: (1) Eight trees are to be removed due to re-grading the parking lot for the new parking lot; (2) Five trees will need to be removed for the new driveway entrance; (3) One tree is to be removed for the new ADA access ramp; and nine trees need to be removed because they are dead or nearly dead.

The trees to be removed total 23 trees of the 60 trees present on the overall site. All 23 trees will be replaced one for one with appropriate species and sized new trees, according to the proposed landscape plan as shown on plan sheet L1.1. Other suggested tree care recommendations will also be required as specified in the tree inventory and City Forester's reports. (Please see attached Exhibit E, Landscape plans.)

Fuel Center's Fuel Island Canopy and Cashier's Kiosk Building Architectural Design and Materials. The proposed fuel island canopy meets the city requirements for location, materials, heights and canopy facia signage limitations. The Kiosk building will also meet the building materials and other requirements of the City Code Section 21-23-18. (See Exhibit F, attached for details on the building and canopy.)

Off-Street Vehicle Parking Stall Requirements Reduction Request. The current 19.855-acre shopping center site has a shared parking agreement covering all the buildings and all the lots in the subdivision, which will continue. Because some existing parking stalls will be removed to make way for the fuel center pad and the driveway re-grading, approximately 151 existing parking stalls will be removed from the site by the proposed new construction. However, the existing site is over-parked by current city parking requirement, based upon the uses and the square footage of the existing buildings. Current parking requirements for existing buildings total 867 stalls, although 934 stalls currently exist.

In considering a parking reduction request, the city only needs to consider requested reductions from the currently required parking stall count. The proposed overall site parking number, after the addition of the new fuel center facility, is 783 stalls. The proposed stalls represent an 84 parking stall reduction below the City Code required number (867) which represents a 9.68 percent reduction. The City Community Development Director can approve up to a 10 percent reduction in required parking and the planning commission can approve up to a 25 percent reduction, based upon the satisfaction of from one to four of the analysis and mass transit criteria stated in the city ordinance section21-24-3 (c) (1). Please see attached Exhibit I for existing parking count map and Exhibit J for the proposed parking count map,)

The applicant's consulting transportation engineer has prepared both a Parking Study (*Parking Demand Analysis*) (See attached Exhibit G) and a Traffic Impact Analysis study for this project. Much of the Traffic Impact Analysis information has to do with the proposed new driveway connection on 1300 S. St. and the median island and turn bay designs on 1300 E. St., associated with the proposed traffic signal. Also, Smith's/Kroger has provided a real estate based *Market Demand Analysis* related to this project (See attached Exhibit H). Staff has reviewed these analysis studies and finds that the evidence provided meets the criteria of two of the four criteria and therefore would justify up to a 15 percent reduction in required parking. The applicant is requesting just under 10 percent reduction, which only requires one of the four criteria to be met. Staff has reviewed the *Parking Demand Analysis* and the *Parking Market Analysis* and finds that they satisfy two of the four provisions of the ordinance as justification for a parking reduction of up to 15 percent. Staff supports the requested granting of the up to 10 percent reduction in required parking for this shopping center project area.

Off-Site Traffic Impact Mitigation on Abutting Public Streets. As stated previously much of the discussion with City staff over the past 5 years has centered around the public street traffic control infrastructure requirements that will be imposed by the City on the applicants, in response to the intersection/driveway request and the anticipated impacts both to the shopping center and to the public street infrastructure needs and the public safety. That discussion is on-going with the City Engineers' staff. The plans presented to the City as part of the site plan review include much detail in design and specification along the 1300 E. St. frontage of the overall shopping center site and certainly have reached the level of preliminary approval. There will need to be further refinement to these plans and details during the final Site Plan Review process.

Very recently, the City Engineering division has proposed some turning movement restrictions and raised median and painted turn lane queuing improvements for Sego Lily Drive, abutting the site on the north. The applicants have not had time to respond to these proposed restrictions and requirements for Sego Lily Drive, which is currently where the grocery delivery truck and semi-trailer rigs enter and exit the rear of the grocery store and other shop buildings. The applicant is very concerned with this possible turning movement restriction and its possible impact on the truck and semi-trailer rigs' on-site maneuvering. The applicant team is proposing that additional traffic study modeling and on-site monitoring can

reduce or eliminate the need for turning movement restriction on existing to Sego Lily Dr. but needs further time to study this. Planning staff is suggesting that the issues of Sego Lily Dr. restrictions be continued beyond the preliminary site plan review approval by the planning commission, to be resolved after further study and discussions with the City Engineer during final site plan review approval by City staff. If a mutually agreeable solution between the applicant and the City Engineer can't be reached after submitting additional study by the applicant's consulting transportation and professional engineers, then this portion of the site plan review would be returned to the planning commission for decision at a future meeting. This would allow the project to be finalized, and construction started during this calendar year.

Staff Concerns

Planning staff does not have any concerns about the planning commission approving the proposed site plan, granting the ten percent reduction in required off-street vehicle parking and requiring the off-site traffic related infrastructure improvement on 1300 E. St. Staff reasons that it is appropriate for the applicant's team and the City Engineer to further study and resolve any issues related to the Sego Lily Dr. restrictions or infrastructure improvement requirements to be imposed by Sandy City. If a mutually acceptable agreement can't be reached during the final site plan review process with staff, any remaining issue can be scheduled for planning commission review and action at a future planning commission meeting.

Recommendation

Staff recommends that the Planning Commission approve the following:

1) The preliminary site plan review of the proposed Smith's Fuel Center #153 project, as proposed;
2) The requested ten percent reduction request in the number of required on-site vehicle parking stalls, as requested;
3) The required off-site vehicle traffic impact mitigation improvements on abutting 1300 E. St., including the proposed traffic signal at the new driveway location; and
4) That the potentially required vehicle traffic mitigation improvements or restrictions on abutting site Sego Lily Dr. be further studied by the applicant's engineering team and the City Engineering Division during the final site plan review process with city staff, to the point of mutual agreement on what will be required or restricted. If the applicant's engineering team and the City Engineering Division cannot reach a mutually acceptable agreement as to requirements or restrictions, to be installed within the public way of Sego Lily Dr., then staff will bring that issue back to the planning commission for determination at a future meeting,

For this project, as described in this staff report, for the property located at 10305 S. 1300 E. St., based on the following findings and subject to the following conditions:

Findings:

1. The addition of the fueling center will have a positive impact on this aging shopping center site. It will bring new customers to the fueling center and also bring additional customers to the grocery store and the fuel station on a combined trip to the site. The viability of the continued grocery store operation will be improved by the addition of the fueling station to the site.

2. The proposed site within the context of the overall shopping center, will occupy existing hard surfaced parking lot area that is seldom used for vehicle parking.

3. The new driveway and T-intersection with signalization, located mid-site, will improve the visibility of the shopping center site and help facilitate better and safer access from 1300 E. to both the shopping center and the county horse trailhead facility on the neighboring Dry Creek open space area.

Conditions:

1. That the applicant proceeds through the final site plan review process with city staff to the completion of the process.

2. That all requirements of the reviewing city department and division be complied with to the satisfaction of city staff as reflected in the final site plan and building permit processes.

3. That the area of disturbance for the fuel center and driveway project be enclosed in a temporary 6-foot-high chain-link type fence with fabric screening to help limit blowing dust from the excavation work.

4. That the companion subdivision amendment plat be finalized and recorded with the county recorder prior to certificate of occupancy for the fuel center operation.

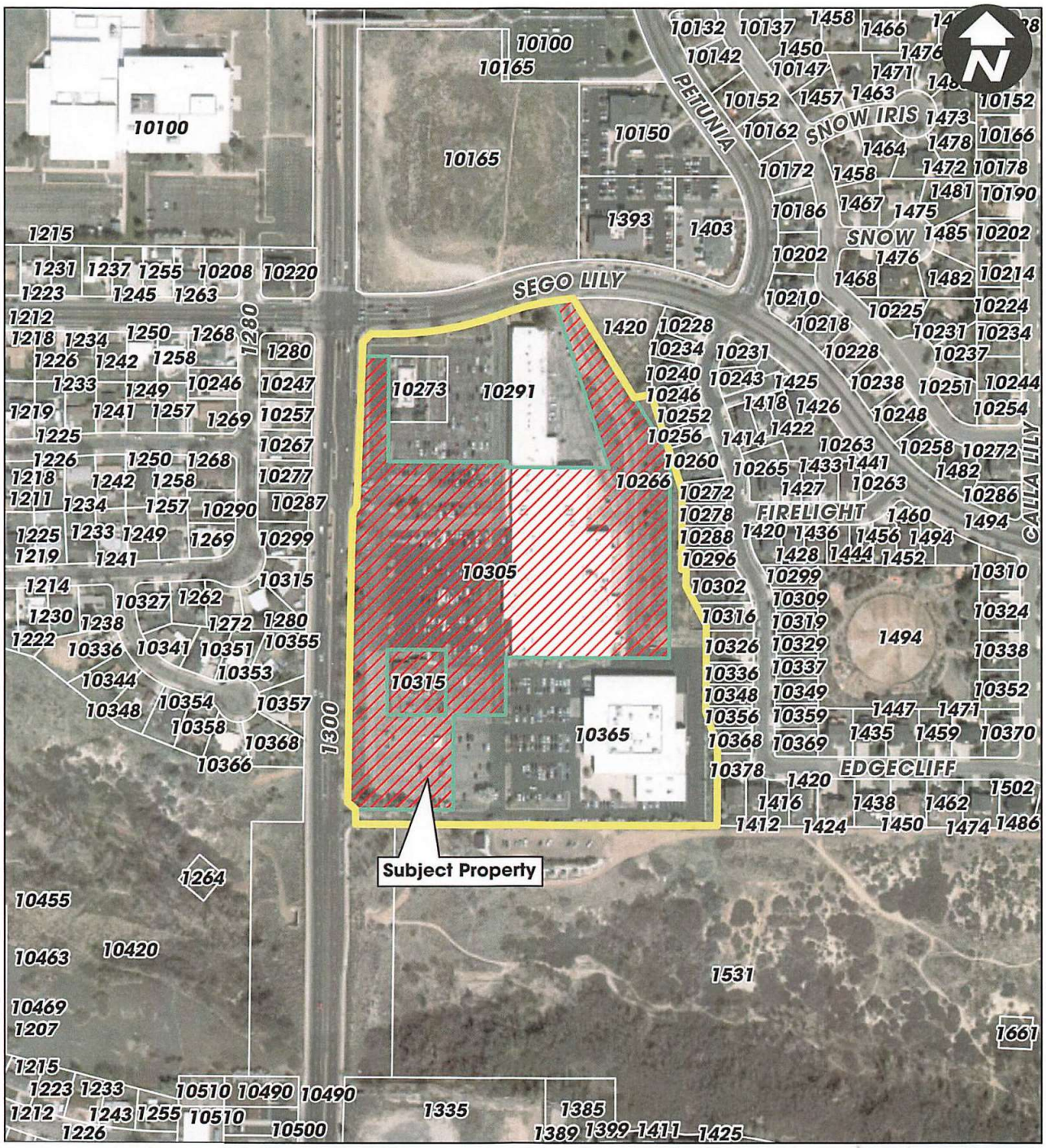
Planner:

Douglas L Wheelwright

Douglas L. Wheelwright
Development Services Manager

File Name: S:\USERS\PLN\STAFFRPT\TEMPLATE\STAFF REPORT\2024\SPR11112024-006885

Exhibit "A"

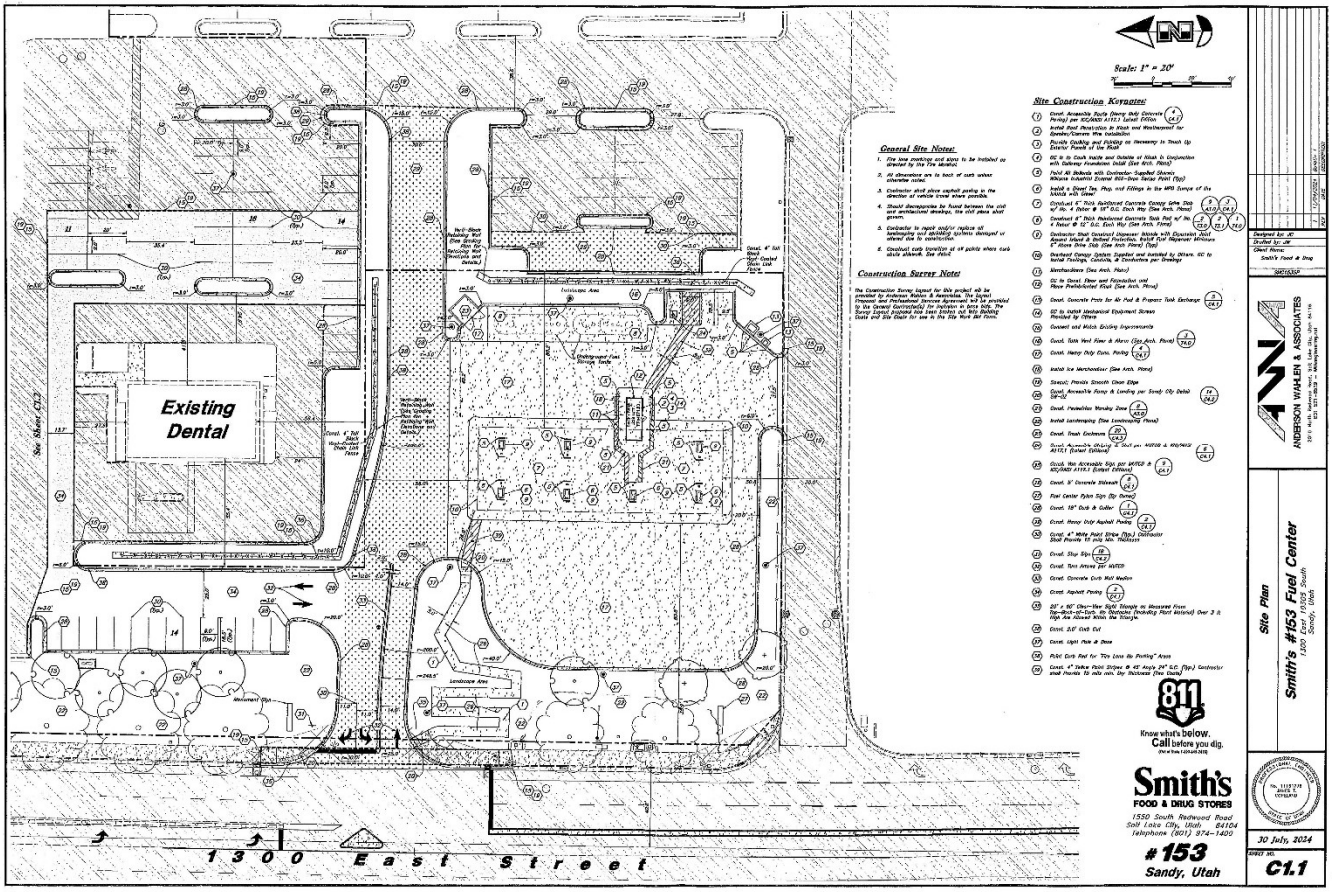


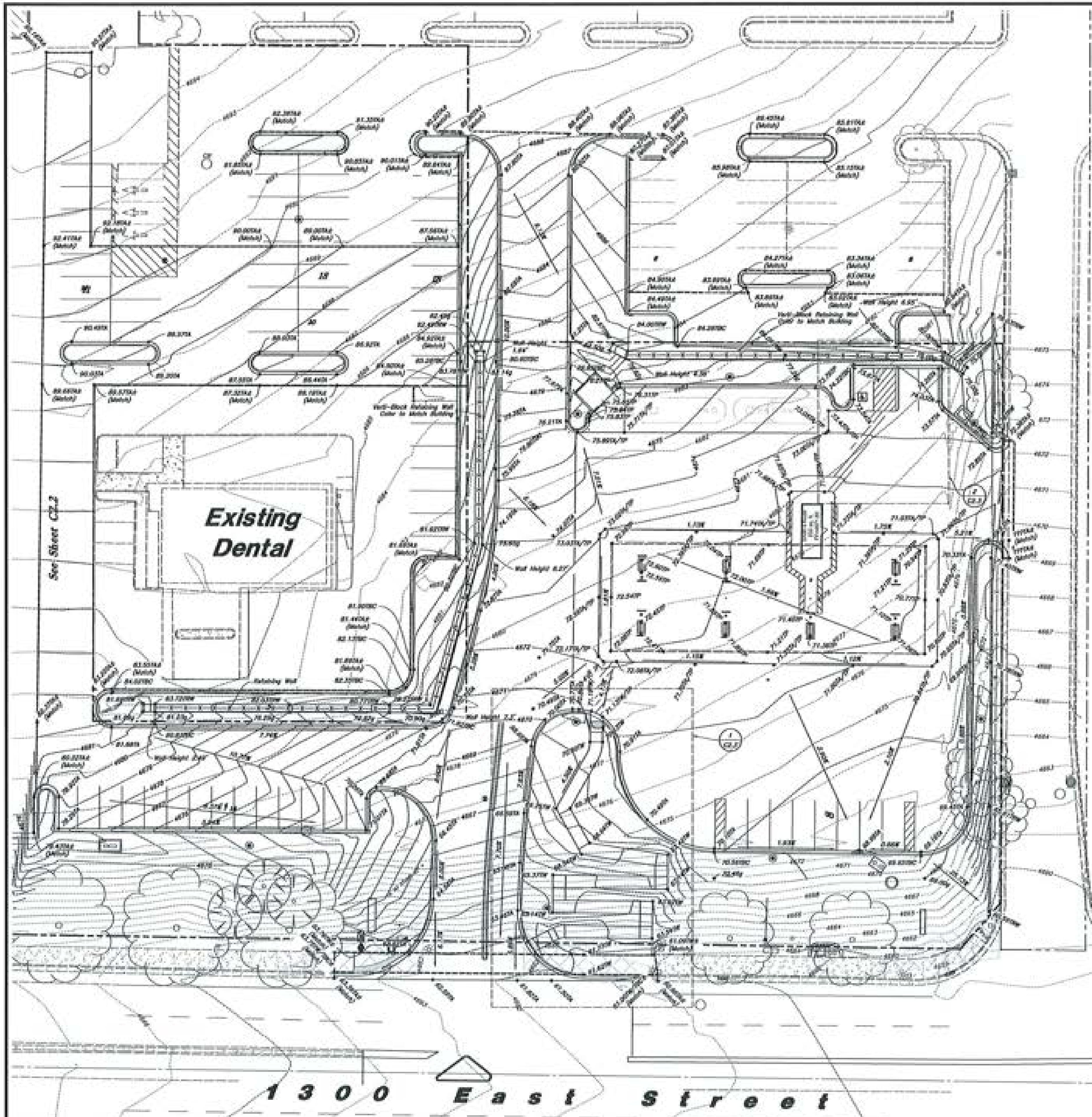
Smith's Fuel Center #153
Alta View Subdivision Amendment
10305 S 1300 E
Lots 3 and 4
SPR11112024-006885
SUB07202021-006108

Sandy
COMMUNITY DEVELOPMENT

0 75 150 300 450 600 750 Feet

Exhibit "B"


Existing Dental
1300 East Street
Site Plan
Smith's #153 Fuel Center
Sandy, Utah
Smith's
FOOD & DRUG STORES
#153
Sandy, Utah
30 July, 2024
C1.1



Scale: 1" = 20'

General Grading Notes:

1. All grading shall be in accordance with the project geotechnical study.
2. Cut slopes shall be no steeper than 2 horizontal to 1 vertical.
3. Fill slopes shall be no steeper than 2 horizontal to 1 vertical.
4. Fills shall be compacted per the recommendations of the geotechnical report prepared for the project and shall be certified by a Geotechnical Engineer.
5. Areas to receive fill shall be properly prepared and approved by a Geotechnical Engineer prior to placing fill.
6. Fills shall be benched into competent material as per specifications and geotechnical report.
7. All trench backfill shall be tested and certified by a Geotechnical Engineer.
8. A geotechnical engineer shall perform periodic inspections and submit a complete report and map upon completion of the rough grading.
9. The final compaction report and certification from a Geotechnical Engineer shall contain the type of field testing performed. Each test shall be identified with the method of obtaining the in-place density, whether sand cone or drive ring and shall be so noted for each test. Sufficient maximum density determinations shall be performed to verify the accuracy of the maximum density curves used by the field technician.
10. Dust shall be controlled by watering.
11. The location and protection of all utilities is the responsibility of the permittee.
12. Approved protective measures and temporary drainage provisions must be used to protect adjoining properties during the grading process.
13. All public roadways must be cleared daily of all dirt, mud and debris deposited on them as a result of the grading operation. Cleaning is to be done to the satisfaction of the City Engineer.
14. The site shall be cleared and grubbed of all vegetation and deleterious matter prior to grading.
15. The contractor shall provide shoring in accordance with OSHA requirements for trench walls.
16. Aggregate base shall be compacted per the geotechnical report prepared for the project.
17. The recommendations in the following Geotechnical Engineering Report by Terracon Consultants, Inc. are included in the requirements of grading and site Preparation. The Report is titled "Revised Geotechnical Engineering Report Smith's #153 Fuel Center Sandy, Utah"

    Project No.: 61185229
    Dated: November 6, 2019
18. As part of the construction documents, owner has provided contractor with a topographic survey performed by manual or aerial means. Such survey was prepared for project design purposes and is provided to the contractor as a courtesy. It is expressly understood that such survey may not accurately reflect existing topographic conditions.
19. If Contractor observes evidence of hazardous materials or contaminated soils he shall immediately contact the project engineer to provide notification and obtain direction before proceeding with disturbance of said materials or contaminated soil.
20. Contractor will be responsible to phase the construction development so that storm water improvements and storm water facilities including detention or retention improvement facilities are constructed and functional prior to an offsite storm water release and take necessary construction precautions so that no offsite flooding will occur.
21. Contractor shall grade paving in the direction of vehicle travel where possible.
22. The Contractor shall immediately notify the Engineer in writing of any discrepancies, conflicts, or conditions encountered during construction that may affect the work, schedule, or cost. Work in the affected area shall not proceed until directed by the Engineer.

Benchmark

Aluminum Cap for the Northwest Corner of the Smith's Subdivision
Elevation = 5043.53, City of Riverton Coordinates and Elevation
Observed December 12, 2018

Flood Zone

This property lies entirely within Flood Zone X as designated on FEMA Flood Insurance Rate Map for Fremont County, Wyoming and Incorporated Areas Map Number 56013C2475E dated 16 September, 2011. Flood Zone X is defined as "areas where there are possible but undetermined flood hazards, as no analysis of flood hazards has been conducted."

Retaining Wall Notes

A PROFESSIONAL ENGINEER, CURRENTLY LICENSED IN UTAH, SHALL INSPECT DURING CONSTRUCTION, AND APPROVE AFTER CONSTRUCTION, ANY RETAINING WALLS THAT ARE 4.0 FEET HIGH OR HIGHER, FROM TOP OF WALL TO BOTTOM OF FOOTING. SAID ENGINEER SHALL SUBMIT A LETTER, STAMPED, WITH THE STAMP SIGNED AND DATED, AND INDICATING THAT THE WALL WAS INSTALLED ACCORDING TO THE APPROVED DESIGN, TO THE SANDY CITY ENGINEER, PRIOR TO RELEASE OF THE GUARANTEE FOR IMPROVEMENTS.

Importing Off-Site Material Note:

Importing fill material from an off-site location without prior written approval from the Kroger Project Manager is strictly prohibited. Identification of offsite borrow locations and material must be coordinated and documented with the SWPPP. A Kroger approved testing firm must verify the suitability of all off-site material. This includes an analysis to insure that no environmental contamination is present. If any material is brought on site without prior written approval of the Kroger Project Manager, the contractor will bear all costs associated with removing the material, testing for contamination, monitoring the clean-up operation, disposal in an approved landfill, and certifying that the Kroger site is environmentally clean.

If requested, the Kroger Project Manager or Kroger's consultants must be granted unfettered access to any and all borrow sites.

Curb and Gutter Construction Notes:

1. Open face gutter shall be constructed where drainage is directed away from curb.
2. Open face gutter locations are indicated by shading and notes on the grading plan.
3. It is the responsibility of the surveyor to adjust top of asphalt grades to top of curb grades at the time of construction staking.
4. Refer to the typical details for a standard and open face curb and gutter for dimensions.
5. Transitions from open face to standard curb and gutter are to be smooth. Hand form these areas if necessary.

For Review
06/05/2025 3:13:04 PM

Smith's
FOOD & DRUG STORES
1550 South Redwood Road
Salt Lake City, Utah 84104
Telephone (801) 974-1400

#153
Sandy, Utah

REV	DATE	DESCRIPTION
1	11/04/2024	Bulletin 1

Designed by: JC
Drafted by: JW
Client Name:
Smith's Food & Drug

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
801 521-8529 • awaengineering.net

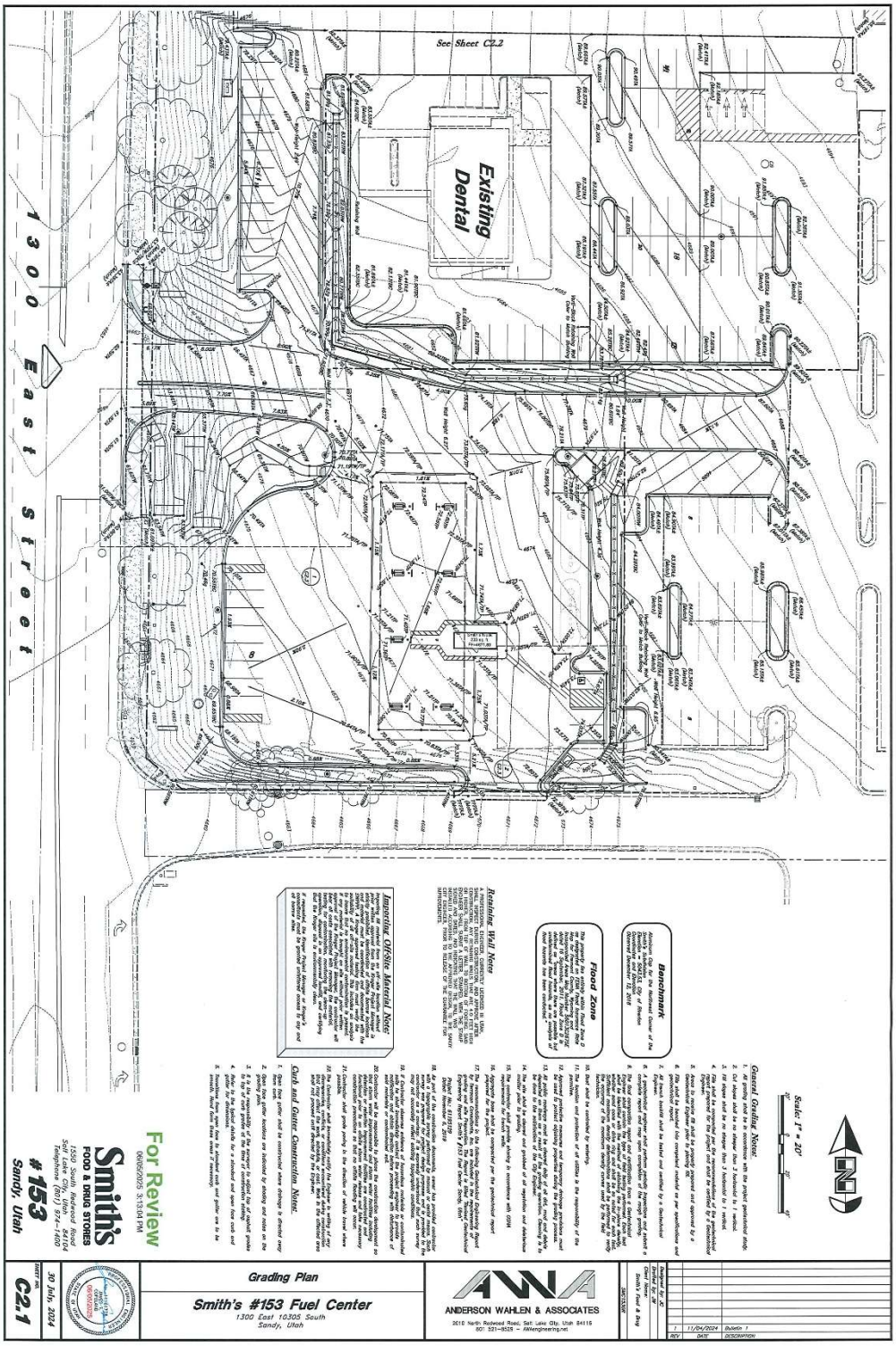
Grading Plan

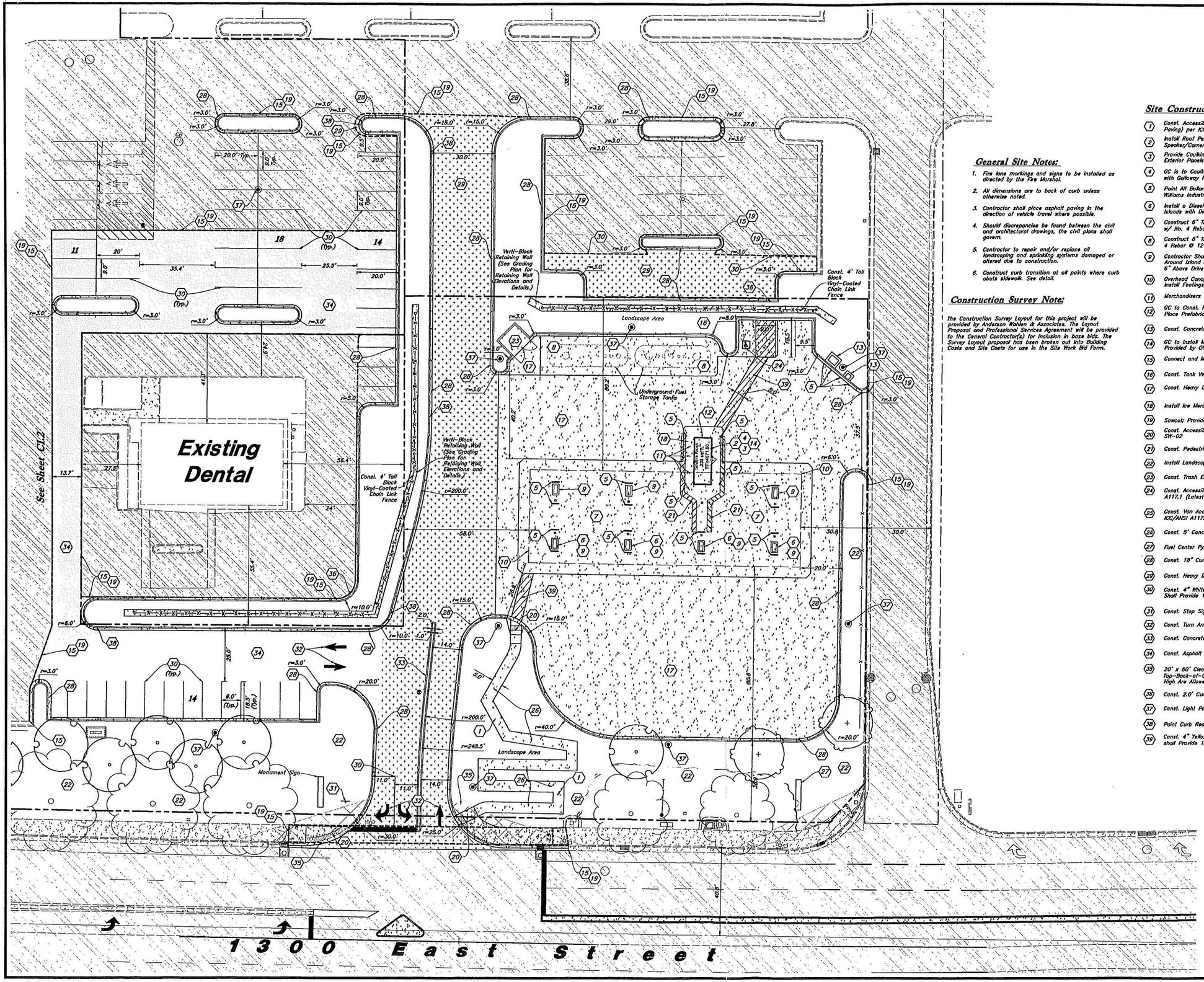
Smith's #153 Fuel Center
1300 East 10305 South
Sandy, Utah

30 July, 2024

SHEET NO.
C2.1

Exhibit "C"


1300 East Street
See Sheet C2.2
Existing Dental
Grading Plan
Smith's #153 Fuel Center
1300 East 10305 South
Sandy, Utah
ANDERSON WAHLEN & ASSOCIATES
C2.1
#153
Sandy, Utah
Smith's
FOOD & DRUG STORES
For Review
Scale: 1" = 30'
General Grading Notes
Benchmark
Flood Zone
Retaining Wall Note
Importing Off-Site Material Note
Curb and Gutter Construction Notes



Scale: 1" = 20'

20' 0 20' 40'

General Site Notes:

1. Fire lane markings and signs to be installed as directed by the Fire Marshal.
2. All dimensions are to back of curb unless otherwise noted.
3. Contractor shall place asphalt paving in the direction of vehicle travel where possible.
4. Should discrepancies be found between the civil and architectural drawings, the civil plans shall govern.
5. Contractor to repair and/or replace all landscaping and sprinkling systems damaged or altered due to construction.
6. Construct curb transition at all points where curb abuts sidewalk. See detail.

Construction Survey Note:

The Construction Survey Layout for this project will be provided by Anderson Wahlen & Associates. The Layout Proposal and Professional Services Agreement will be provided to the General Contractor(s) for inclusion in base bids. The Survey Layout proposal has been broken out into Building Costs and Site Costs for use in the Site Work Bid Form.

Site Construction Keynotes:

1. Const. Accessible Route (Heavy Duty Concrete Paving) per ICC/ANSI A117.1 Latest Edition (4 / C4.1)
2. Install Roof Penetration in Kiosk and Weatherproof for Speaker/Camera Wire Installation
3. Provide Caulking and Painting as Necessary to Touch Up Exterior Panels of the Kiosk
4. GC is to Caulk Inside and Outside of Kiosk in Conjunction with Galloway Foundation Detail (See Arch. Plans)
5. Paint All Bollards with Contractor-Supplied Sherwin Williams Industrial Enamel B66-Dvoc Series Paint (Typ)
6. Install a Diesel Tee, Plug, and Fittings in the MPD Sumps of the Islands with Diesel
7. Construct 6" Thick Reinforced Concrete Canopy Drive Slab w/ No. 4 Rebar @ 18" O.C. Each Way (See Arch. Plans) (9 / A3.0) (3 / C4.1)
8. Construct 8" Thick Reinforced Concrete Tank Pad w/ No. 4 Rebar @ 12" O.C. Each Way (See Arch. Plans) (2 / T3.0) (2 / T3.1) (1 / T4.0)
9. Contractor Shall Construct Dispenser Islands with Expansion Joint Around Island & Bollard Protection. Install Fuel Dispenser Minimum 6" Above Drive Slab (See Arch Plans) (Typ)
10. Overhead Canopy System Supplied and Installed by Others. GC to Install Footings, Conduits, & Conductors per Drawings
11. Merchandisers (See Arch. Plans)
12. GC to Const. Floor and Foundation and Place Prefabricated Kiosk (See Arch. Plans)
13. Const. Concrete Pads for Air Pod & Propane Tank Exchange (5 / C4.1)
14. GC to Install Mechanical Equipment Screen Provided by Others
15. Connect and Match Existing Improvements
16. Const. Tank Vent Riser & Alarm (See Arch. Plans) (3 / T4.0)
17. Const. Heavy Duty Conc. Paving (4 / C4.1)
18. Install Ice Merchandiser (See Arch. Plans)
19. Sawcut; Provide Smooth Clean Edge
20. Const. Accessible Ramp & Landing per Sandy City Detail SW-02 (14 / C4.2)
21. Const. Pedestrian Warning Zone (8 / A3.0)
22. Install Landscaping (See Landscaping Plans)
23. Const. Trash Enclosure (20 / C4.3)
24. Const. Accessible Striping & Stall per MUTCD & ICC/ANSI A117.1 (Latest Editions) (6 / C4.1)
25. Const. Van Accessible Sign per MUTCD & ICC/ANSI A117.1 (Latest Editions) (9 / C4.1)
26. Const. 5' Concrete Sidewalk (8 / C4.1)
27. Fuel Center Pylon Sign (By Owner)
28. Const. 18" Curb & Gutter (1 / C4.1)
29. Const. Heavy Duty Asphalt Paving (2 / C4.1)
30. Const. 4" White Paint Stripe (Typ.) Contractor Shall Provide 15 mils Min. Thickness
31. Const. Stop Sign (18 / C4.2)
32. Const. Turn Arrows per MUTCD
33. Const. Concrete Curb Wall Median
34. Const. Asphalt Paving (2 / C4.1)
35. 20' x 60' Clear-View Sight Triangle as Measured From Top-Back-of-Curb. No Obstacles (Including Plant Material) Over 3 ft High Are Allowed Within the Triangle.
36. Const. 2.0' Curb Cut
37. Const. Light Pole & Base
38. Paint Curb Red for "Fire Lane No Parking" Areas
39. Const. 4" Yellow Paint Stripes @ 45° Angle 24" O.C. (Typ.) Contractor shall Provide 15 mils min. Dry Thickness (Two Coats)

811 Know what's below. Call before you dig. (Out of State 1-800-849-3476)

Smith's FOOD & DRUG STORES
1550 South Redwood Road
Salt Lake City, Utah 84104
Telephone (801) 974-1400

#153
Sandy, Utah

REV	DATE	DESCRIPTION
1	11/04/2024	Bulletin 1

Designed by: JC
Drafted by: JW
Client Name: Smith's Food & Drug
SMC1535P

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
801 521-8529 – AWengineering.net

Site Plan

Smith's #153 Fuel Center
1300 East 10305 South
Sandy, Utah

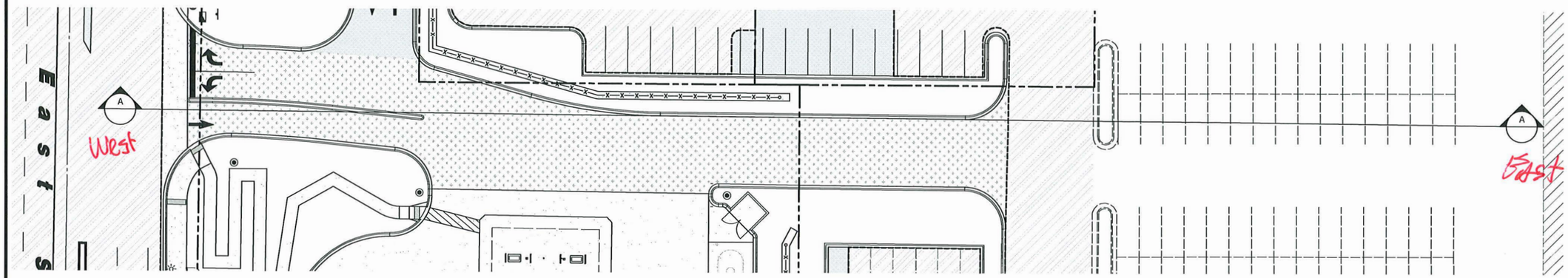
PROFESSIONAL ENGINEER No. 11161778 JAMES T. COPELAND STATE OF UTAH

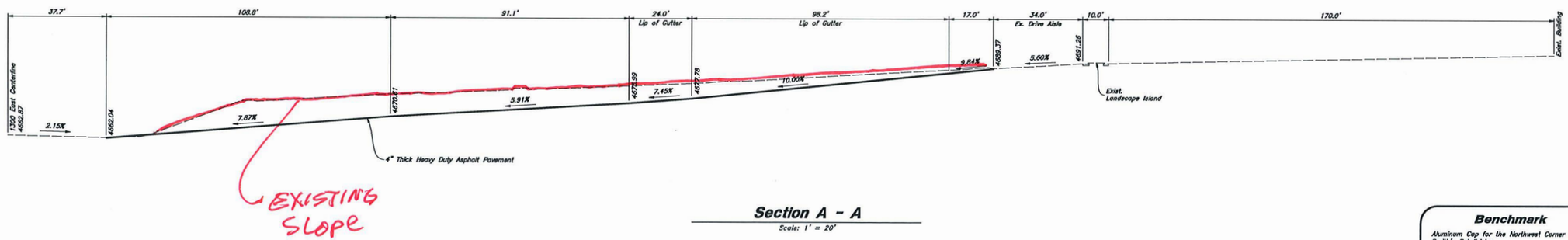
30 July, 2024

SHEET NO.
C1.1

Scale: 1" = 20'

20' 0 20' 40'





Section A - A

Scale: 1" = 20'

Benchmark

Aluminum Cap for the Northwest Corner of the Smith's Subdivision
Elevation = 5043.53, City of Riverton
Coordinates and Elevation
Observed December 12, 2018

Smith's
FOOD & DRUG STORES

1550 South Redwood Road
Salt Lake City, Utah 84104
Telephone (801) 974-1400

 # 153
Sandy, Utah

REV	DATE	DESCRIPTION
1	06/19/2025	Bulletin 1

Designed by: JC
Drafted by: JW
Client Name:
Smith's Food & Drug

SMC153CS

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 AWAengineering.net

Cross Section

Smith's #153 Fuel Center
1300 East 10305 South
Sandy, Utah

PROFESSIONAL ENGINEER
No. 11161778
JAMES T. COPELAND
STATE OF UTAH

10 July, 2025

SHEET NO.
C6.1

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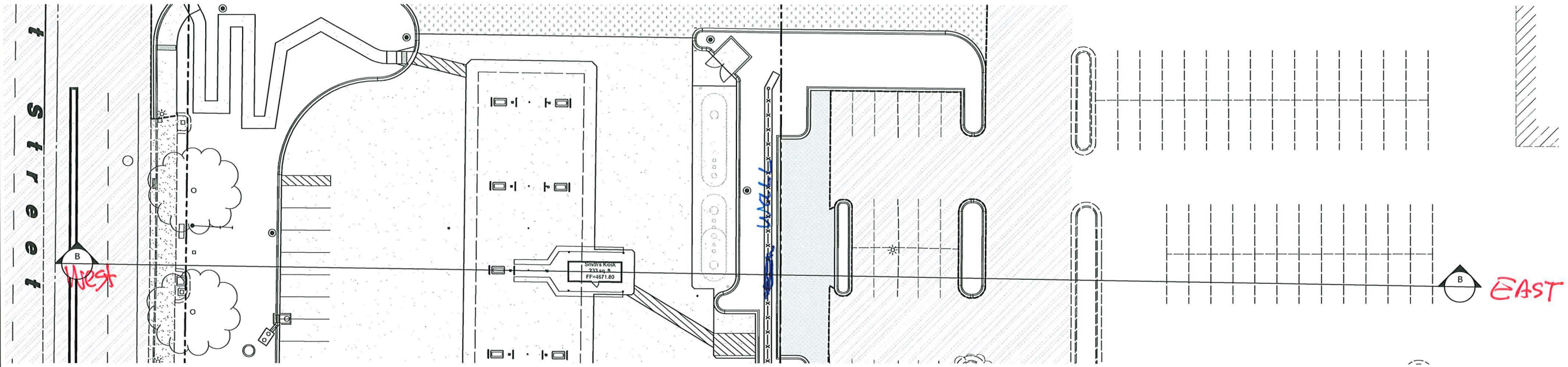

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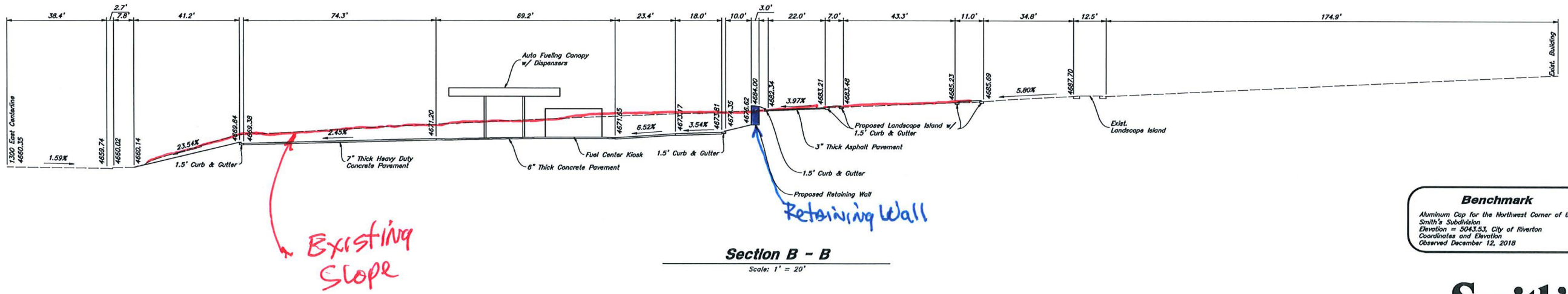

Section B - B

Scale: 1" = 20'

Benchmark

Aluminum Cap for the Northwest Corner of the Smith's Subdivision
Elevation = 5043.53, City of Riverton Coordinates and Elevation
Observed December 12, 2018

Smith's
FOOD & DRUG STORES
1550 South Redwood Road
Salt Lake City, Utah 84104
Telephone (801) 974-1400

 # 153
Sandy, Utah

REV	DATE	DESCRIPTION
1	06/19/2025	Bulletin 1

Designed by: JC
Drafted by: JW
Client Name: Smith's Food & Drug
SMC153CS

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
801 521-8529 - AWAengineering.net

Cross Section

Smith's #153 Fuel Center
1300 East 10305 South
Sandy, Utah

PROFESSIONAL ENGINEER
No. 11161778
JAMES T. COPELAND
STATE OF UTAH

10 July, 2025

SHEET NO.
C6.2

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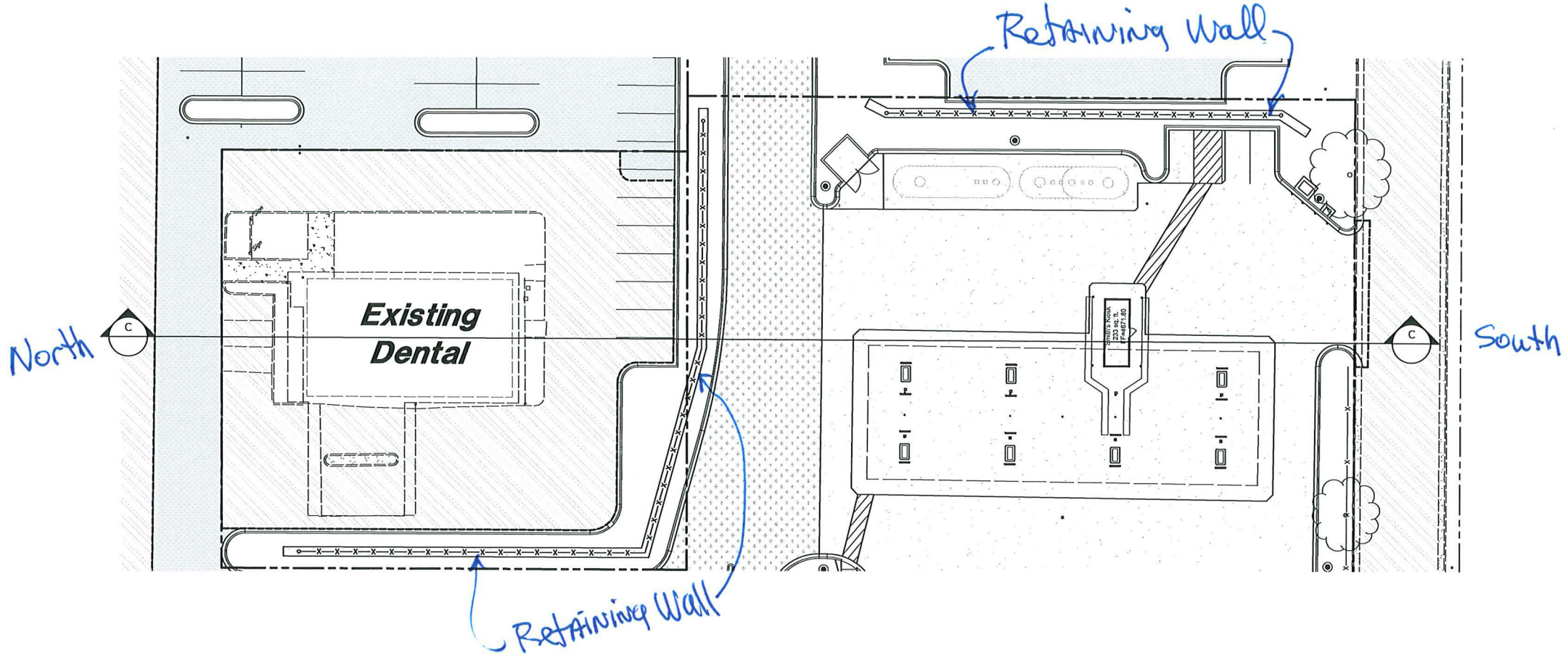

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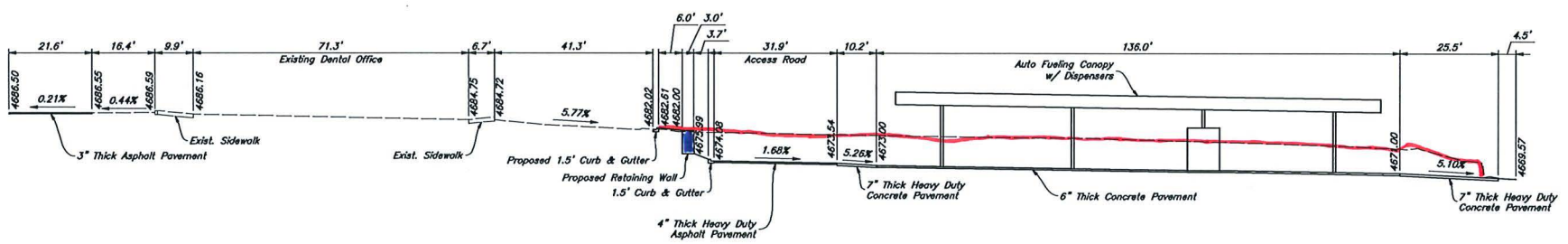


Section C - C

Scale: 1" = 20'

Benchmark

Aluminum Cap for the Northwest Corner of the Smith's Subdivision
Elevation = 5043.53, City of Riverton Coordinates and Elevation
Observed December 12, 2018

Smith's
FOOD & DRUG STORES
1550 South Redwood Road
Salt Lake City, Utah 84104
Telephone (801) 974-1400

 # 153
Sandy, Utah

REV	DATE	DESCRIPTION
1	06/19/2025	Bulletin 1

Designed by: JC
Drafted by: JW
Client Name:
Smith's Food & Drug

SMC153CS

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
801 521-8529 - AWAengineering.net

Cross Section

Smith's #153 Fuel Center
1300 East 10305 South
Sandy, Utah

PROFESSIONAL ENGINEER
No. 11161778
JAMES T. COPELAND
STATE OF UTAH

10 July, 2025

SHEET NO.
C6.3

Exhibit "D"

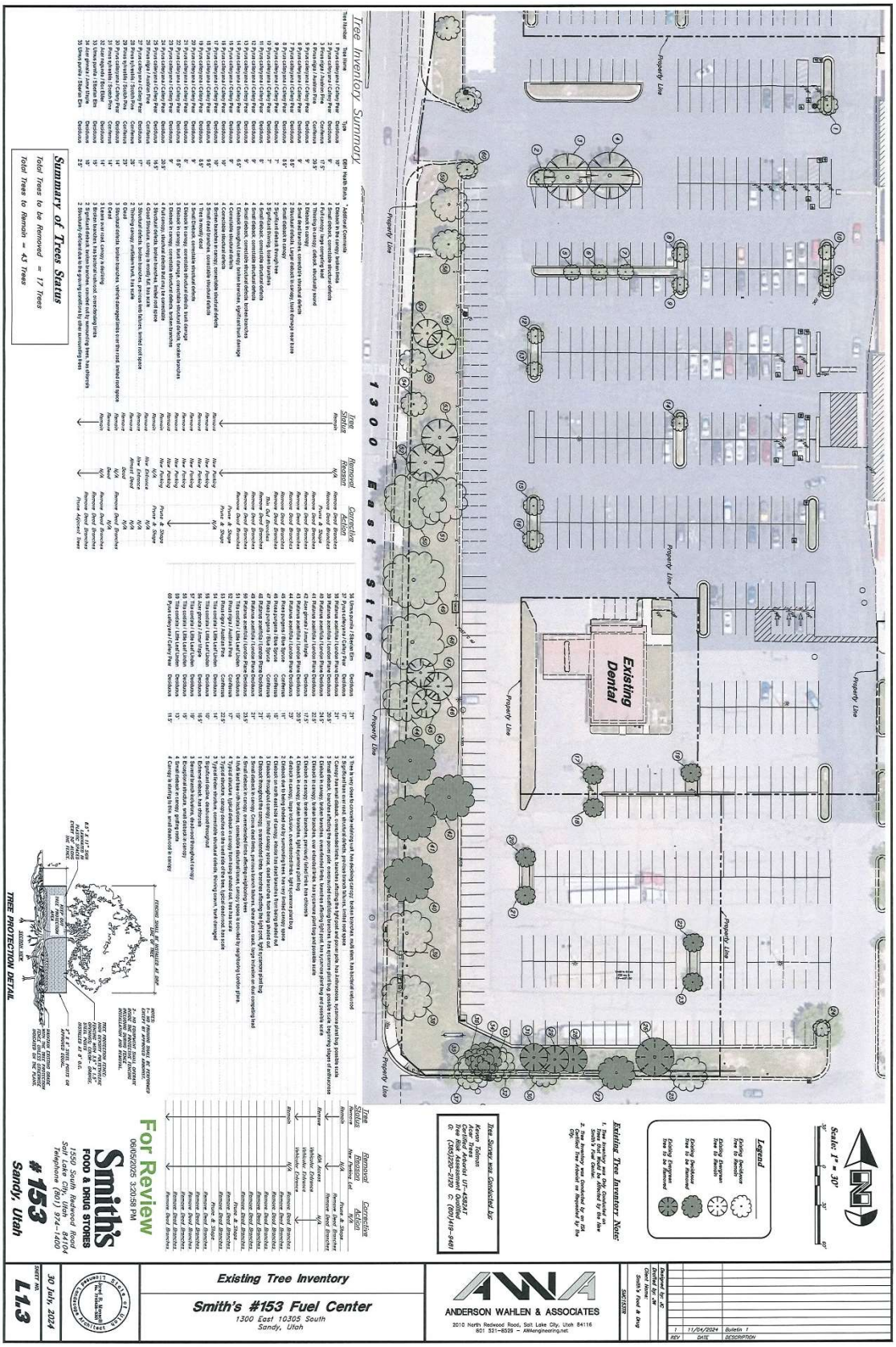
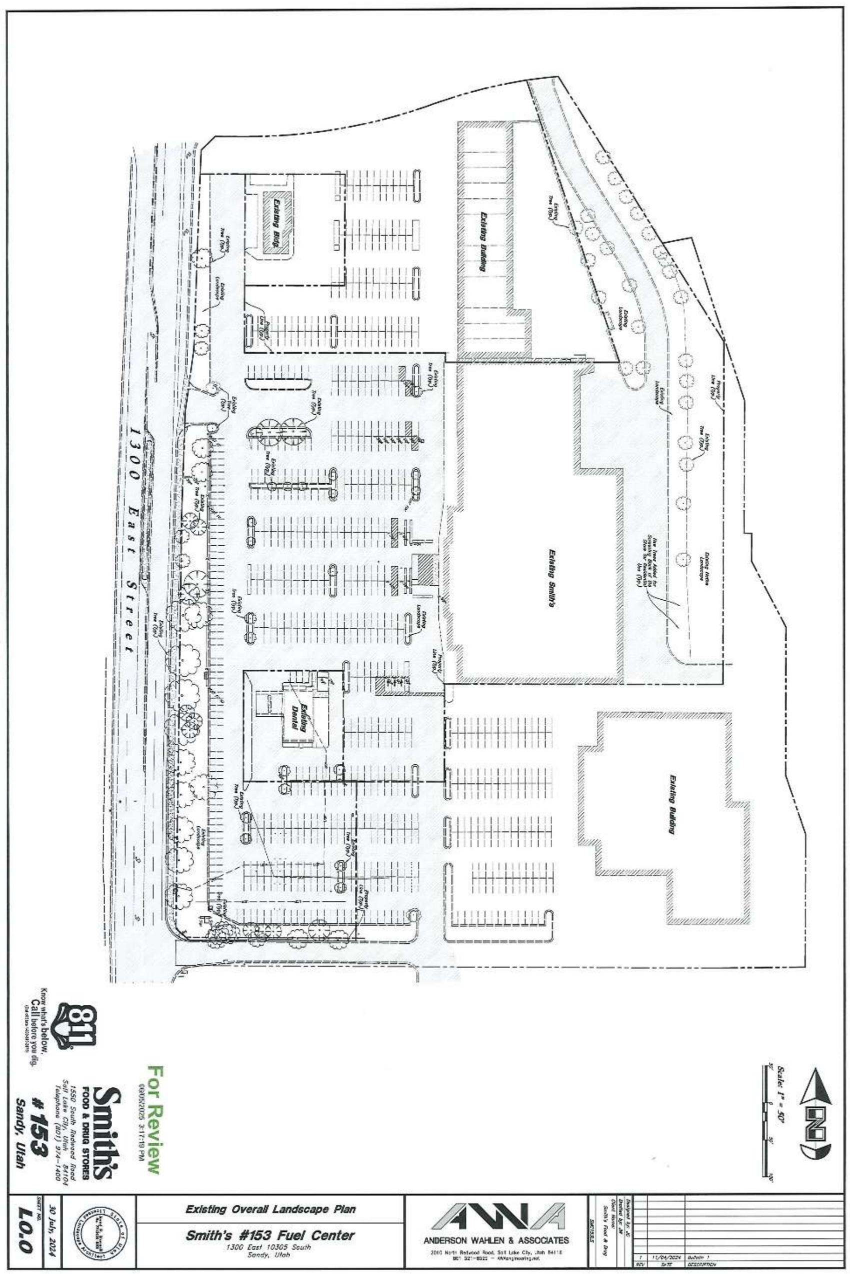
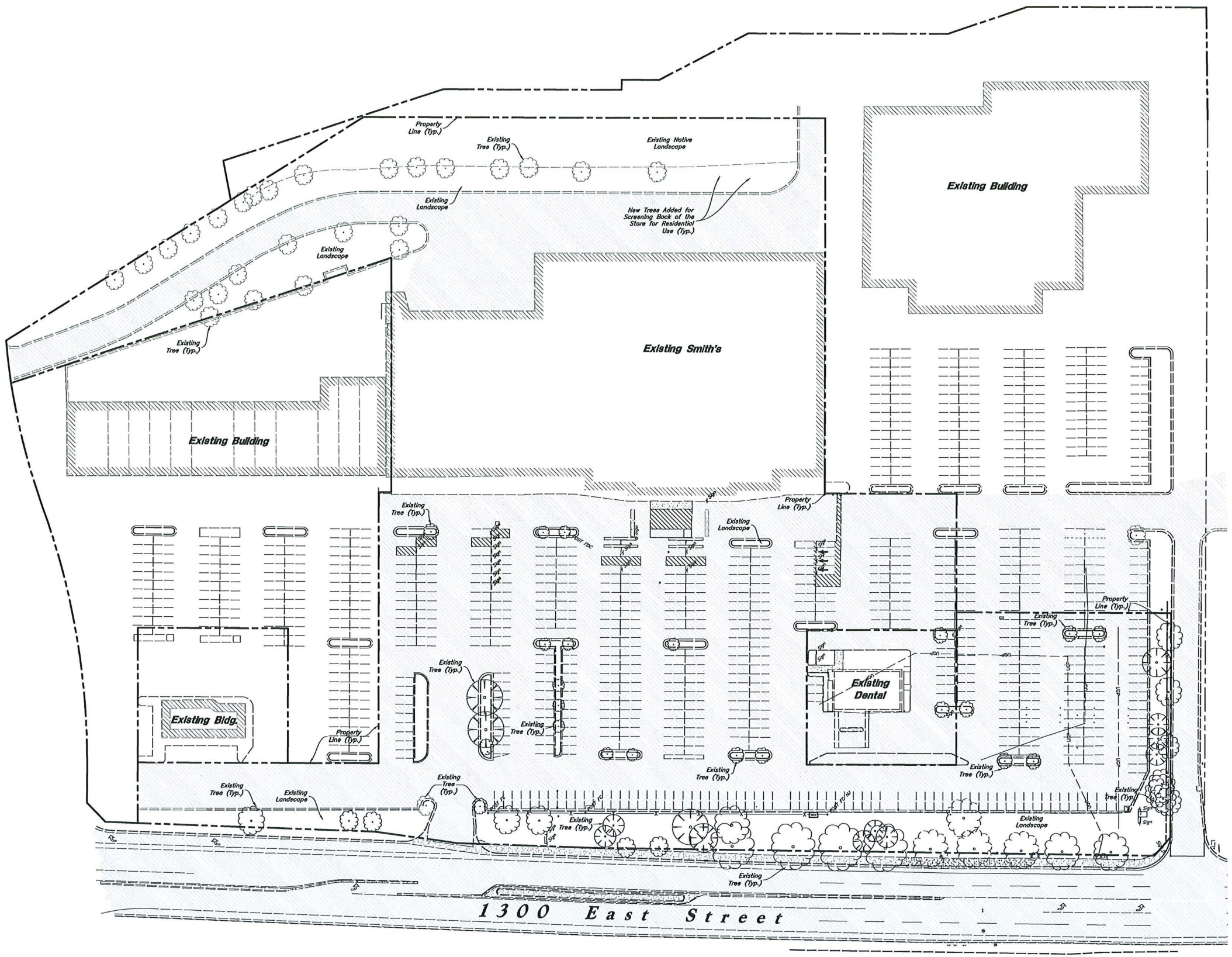

Existing Dental
1300 East street
Property Line
Scale: 1" = 30'
Legend
Existing Deciduous Tree To Remain
Existing Deciduous Tree To Be Removed
Existing Evergreen Tree To Be Removed
Existing Tree Inventory Notes:
Tree Inventory Summary
Summary of Trees Status
Total Trees to be Removed = 17 Trees
Total Trees to Remain = 43 Trees
Existing Tree Inventory
Smith's #153 Fuel Center
1300 East 10305 South
Sandy, Utah
ANDERSON WAHLEN & ASSOCIATES
For Review
08/05/2025 3:20:38 PM
Smith's
FOOD & DRUG STORES
#153
Sandy, Utah
30 July, 2024
L1.3
TREE PROTECTION DETAIL

Exhibit "E"


1300 East Street
Existing Smith's
Existing Building
Existing Bldg
For Review
Smith's FOOD & DRUG STORES
#153
Sandy, Utah
Existing Overall Landscape Plan
Smith's #153 Fuel Center
ANDERSON WAHLEN & ASSOCIATES
L0.0



Scale: 1" = 50'

50' 0 50' 100'

REV	DATE	DESCRIPTION
1	11/04/2024	Bulletin 1

Designed by: JC
Drafted by: JW
Client Name:
Smith's Food & Drug

SMC153LS

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
801 521-8529 – AWAengineering.net

Existing Overall Landscape Plan

Smith's #153 Fuel Center
1300 East 10305 South
Sandy, Utah

For Review
06/05/2025 3:17:19 PM

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(Out of State 1-800-848-2476)

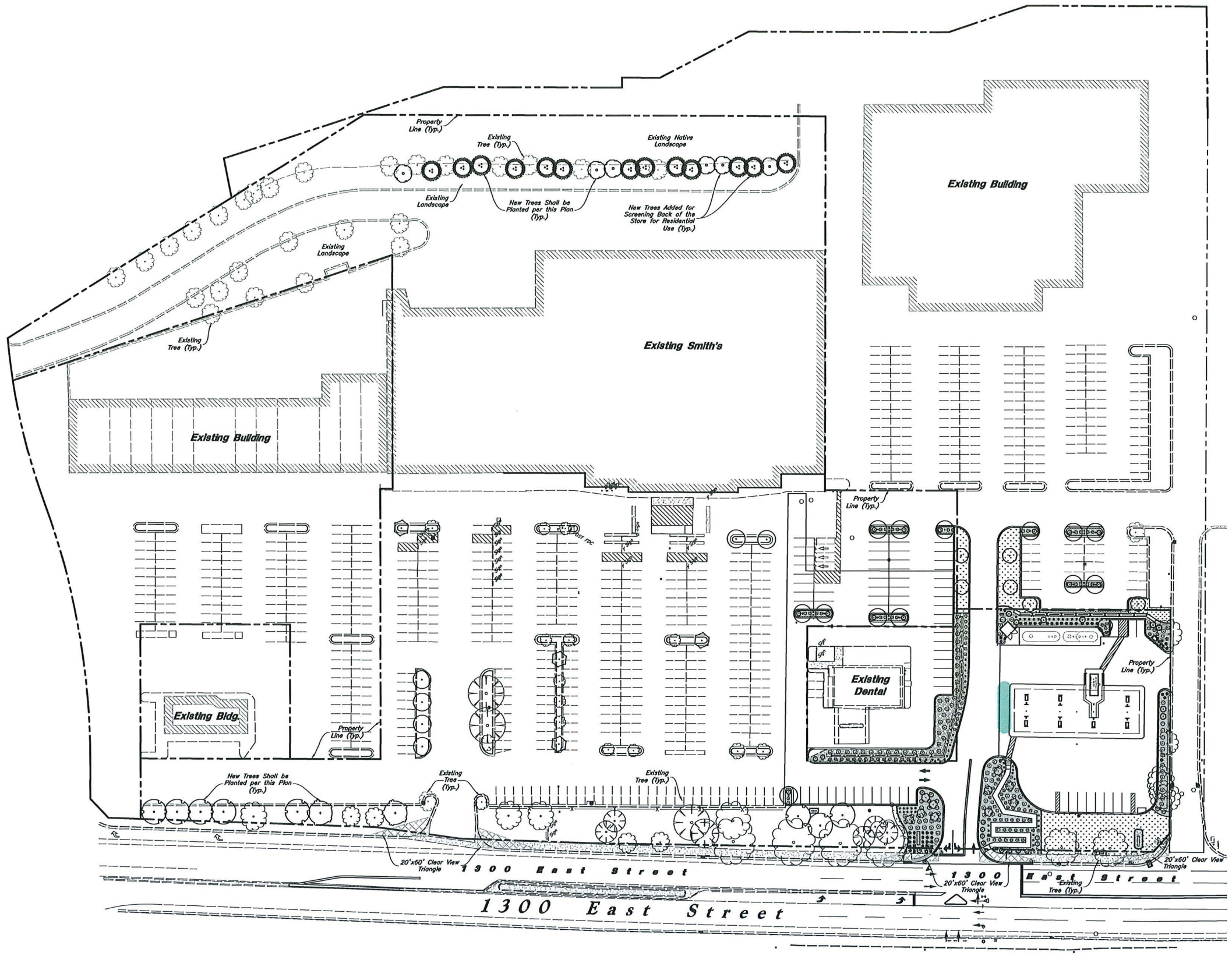
Smith's
FOOD & DRUG STORES
1550 South Redwood Road
Salt Lake City, Utah 84104
Telephone (801) 974-1400

 # 153
Sandy, Utah

State of Utah
Licensed Landscape Architect
Jared R. Mansell
No. 7740426-5301

30 July, 2024

SHEET NO.
L0.0



See Sheet L3.1 for Sandy City Notes

Scale: 1" = 50'

50' 0 50' 100'

Landscape Data

Zone: Community Commercial District (C-C)
Smith's Store/Fuel Center Site Area = 452,121 s.f. (10.4 ac.)
Smith's Store/Fuel Center Landscape Area = 96,758 s.f. (21.4%)
Existing Landscape Area = 77,912 s.f. *
Proposed Landscape Area = 18,846 s.f.
Site Trees Provided = 149 Trees (71 Existing & 78 New)
Modifed/Existing Parking Lot Area = 147,199 s.f. **
Parking Lot Landscape Required = 7,360 s.f. (5% of Parking Lot)
Parking Lot Landscape Provided = 11,330 s.f. (7.8%)
1 Tree per 30 l.f. of Roadway (1300 East) @ 935 l.f. = 32 Trees ***
1300 East Street Trees Provide = 32 Trees (21 Existing & 11 New)

* Square Footage Includes Native Landscape Areas with Grasses and Shrubs East of Smith's Store on Hillside

** Parking Lot Area Includes Modified Parking East of New Fuel Center off of Smith's Property (Landscape Surrounded by Asphalt Parking and Drive Isles)

*** Linear Footage Excludes Existing and New Vehicular Entrances

Landscape Notes:

1. See Sheet L3.1 for Planting Details.
2. All Landscape Material shall be Fully Irrigated by an Automatic Irrigation System.
3. Adjust Plant Material as Needed to Accommodate New and Existing Utilities.
4. See Sheet L3.1 for Sandy City Notes.
5. All New Landscaping Shall Provide 70% Coverage at Maturity.
6. Maximum Slope in Landscape Areas Shall be 2H:1V.
7. No Trees Shall be Planted in Public Park Strips Less Than 8 Feet Wide. Centerline of Trees Shall be Planted a Minimum of 4 Feet Away From Back of Curb and Either Side of Sidewalk.
8. All Areas Disturbed by Construction Shall Receive Some Type of Landscape Treatment and Shall Not be Left Undone. Areas in Question, Please Contact the LA.
9. See Tree Inventory Plan for Existing Trees that Need to be Removed. Dead Branches Removed, Thinned and Shaped. See Plan for Tree Protection Measures to Preserve Existing Trees.

For Review
06/05/2025 3:17:31 PM

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Smith's
FOOD & DRUG STORES
1550 South Redwood Road
Salt Lake City, Utah 84104
Telephone (801) 974-1400

153
Sandy, Utah

REV	DATE	DESCRIPTION
1	11/04/2024	Bulletin 1

Designed by: JC
Drafted by: JW
Client Name: Smith's Food & Drug
SMC153LS

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
801 521-8529 – AWengineering.net

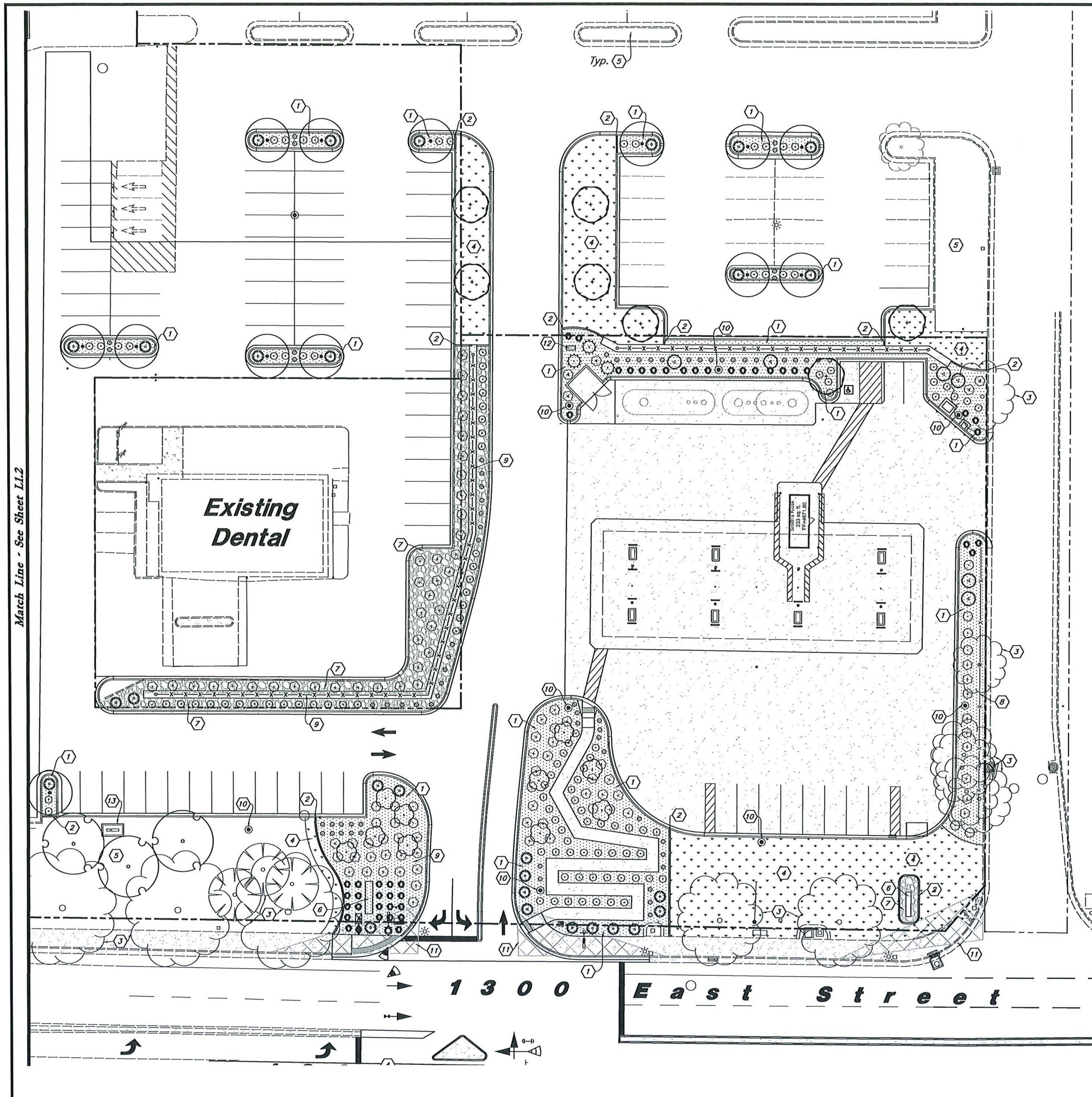
Overall Landscape Plan

Smith's #153 Fuel Center
1300 East 10305 South
Sandy, Utah

State of Utah
Jared R. Mansell
No. 7710425-5501
Licensed Landscape Architect

30 July, 2024

SHEET NO.
L1.0



Landscape Notes:

1. See Sheet L3.1 for Planting Details.
2. All Landscape Material shall be Fully Irrigated by an Automatic Irrigation System.
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Scale: 1" = 20'

Landscape Keynotes

1. Install Shrub Planter with Decorative Stone #1
2. Install Landscape Concrete Curbing
3. Existing Tree Shall Remain
4. Install Lawn
5. Existing Landscape Shall Remain and be Protected; Repair Damaged Landscape as Needed
6. New Fuel Center Sign by Seprate Permit
7. Install Shrub Planter with Decorative Stone #2
8. Existing Concrete Retaining Wall with Guardrail
9. New Retaining Wall – See Civil Plans
10. New Light Poles – See Site Elect. Plans
11. 20'x60' Clear View Triangle – No Obstacles (Including Plant Material) Over Three Feet High, as Measured From Top of Back of Curb are Allowed Within the Clear View Triangle
12. Irrigation Backflow Preventer Enclosure – Install in Shrub Area and Not in Lawn Area; See Irrigation Plan for More Info
13. Repair Lawn Adjacent to New Utility; Blend into Existing
14. Plant New Tree in Existing Parking Island or Lawn; Repair Existing Understory Landscape; Locate and Extend Existing Irrigation New Tree

PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE
DECIDUOUS TREES			
	2	Acer rubrum 'October Glory' / October Glory Red Maple	(14) Plant New Tree in Existing Parking Island or Lawn; Repair Existing Understory Landscape; Locate and Extend Existing Irrigation New Tree
	7	Carpinus betulus 'Columnaris' / Columnar European Hornbeam	2" Cal. / 6–8' Ht.
	8	Tilia cordata 'Greenspire' / Greenspire Linden	2" Cal. / 6–8' Ht.
	19	Zelkova serrata 'Musashino' / Musashino Zelkova	2" Cal. / 6–8' Ht.
EVERGREEN TREES			
	6	Picea glauca 'Pendula' / Weeping White Spruce	6–8' Ht.
	13	Pinus nigra / Austrian Black Pine	6–8' Ht.
	3	Pinus nigra 'Arnold Sentinel' / Arnold Sentinel Austrian Black Pine	6–8' Ht.
ORNAMENTAL TREES			
	10	Malus x 'Cinzam' / Cinderella Dwarf Crabapple	1 1/2" Caliper
	6	Prunus virginiana 'Canada Red' / Canada Red Chokecherry	1 1/2" Caliper
	4	Pyrus calleryana 'Chanticleer' / Chanticleer Callery Pear	1 1/2" Caliper
SHRUBS			
	28	Juniperus horizontalis 'Bar Harbor' / Bar Harbor Creeping Juniper	5 gal
	12	Ligustrum vicaryi / Golden Privet	5 gal
	9	Mahonia aquifolium 'Compacta' / Compact Oregon Grape	5 gal
	5	Prunus x cistena / Purple Leaf Sand Cherry	5 gal
	80	Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	5 gal
	45	Rosa Meidiland series 'Red' / Red Meidiland Rose	5 gal
	114	Spiraea x bumalda 'Anthony Waterer' / Anthony Waterer Spiraea	5 gal
ORNAMENTAL GRASSES			
	71	Calamagrostis x acutiflora 'Karl Foerster' / Feather Reed Grass	1 gal

SYMBOL	QTY	BOTANICAL / COMMON NAME	TYPE
LAWN			
	8,783 sf	Chanshare Desert Green Water Wise Turf / Domesticated Bluegrass Blend	sod

MATERIAL SCHEDULE

Symbol	Comments	Detail
	Decorative Stone #1 – Install a (4) Four Inch Depth over Dewitt Pro5 Weed Barrier; Stone Shall be Used in all Shrub Planters Where Shown on Plan and Washed Upon Completion of Installation; Stone Shall be 1 1/2" Inch Diameter Fractured South Town Stone From a Local Source; Submit Sample for Approval	Detail: 4/L3.1
	Decorative Stone #2 – Install a (10) Ten Inch Depth over Dewitt Pro5 Weed Barrier; Stone Shall be Used in all Shrub Planters Where Shown on Plan and Washed Upon Completion of Installation; Stone Shall be 4–8" Inch Diameter South Town Cobble From a Local Source; Submit Sample for Approval	Detail: 4/L3.1
	4" x 6" Landscape Concrete Curbing – Install Flush to all Concrete Edges between Lawn and Planting Areas; Curbing Shall be Continuous; Adjust Curbing as Needed to Avoid Existing and New Utilities	Detail: 4/L3.1

For Review
06/05/2025 3:17:43 PM

811 Know what's below. Call before you dig. (Out of State 1-800-662-4111)

Smith's
FOOD & DRUG STORES
1550 South Redwood Road
Salt Lake City, Utah 84104
Telephone (801) 974-1400
153
Sandy, Utah

REV	DATE	DESCRIPTION
1	11/04/2024	Bulletin 1

Designed by: JC
Drafted by: JW
Client Name: Smith's Food & Drug
SMC153LS

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
801 521-8529 – AWAengineering.net

Landscape Plan
Smith's #153 Fuel Center
1300 East 10305 South
Sandy, Utah

State of Utah — Jared R. Mansell — Licensed Landscape Architect

30 July, 2024

SHEET NO. L1.1

Exhibit "F"

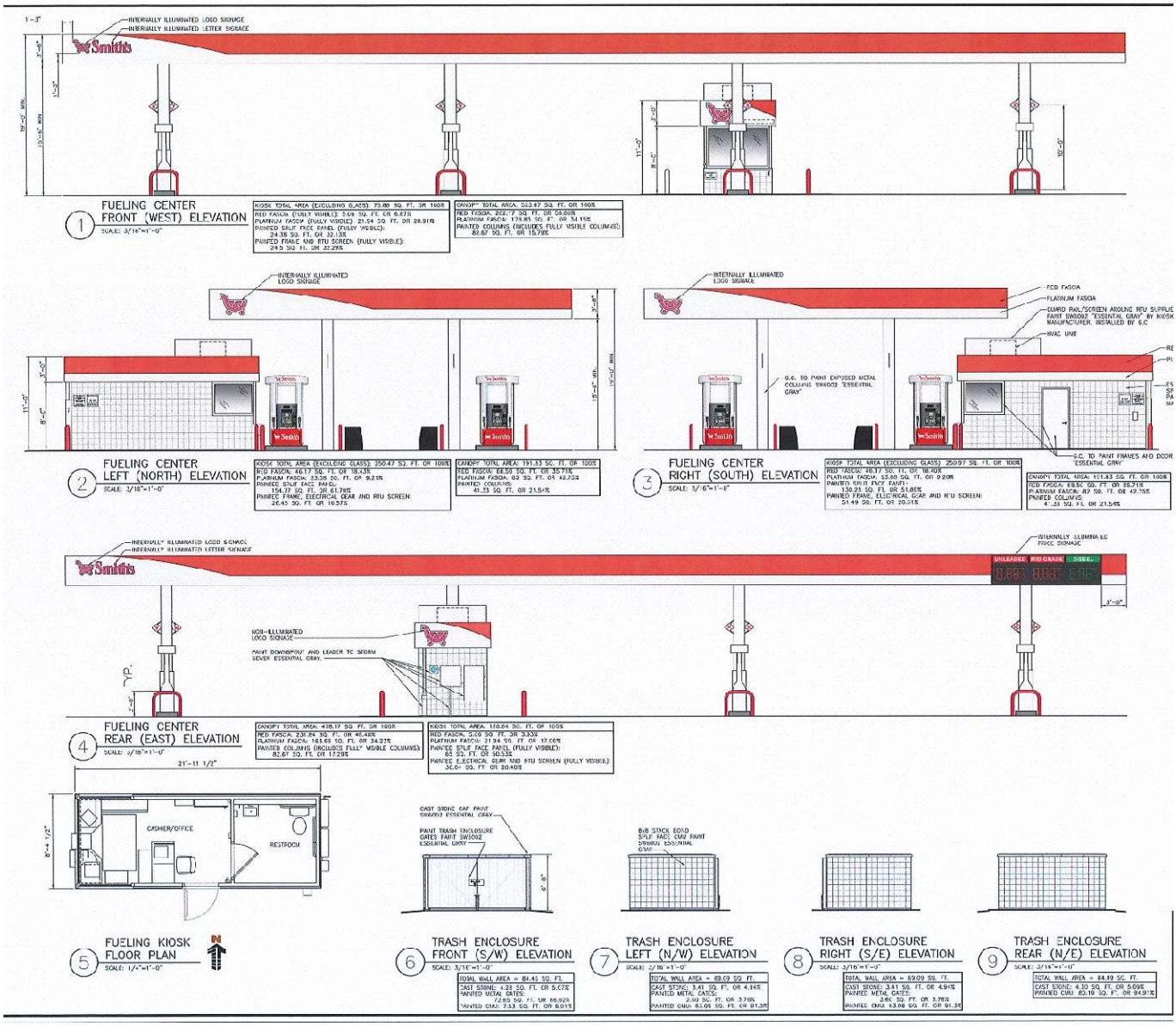
FUELING CENTER FRONT (WEST) ELEVATION
FUELING CENTER LEFT (NORTH) ELEVATION
FUELING CENTER RIGHT (SOUTH) ELEVATION
FUELING CENTER REAR (EAST) ELEVATION
FUELING KIOSK FLOOR PLAN
TRASH ENCLOSURE FRONT (S/W) ELEVATION
TRASH ENCLOSURE LEFT (N/W) ELEVATION
TRASH ENCLOSURE RIGHT (S/E) ELEVATION
TRASH ENCLOSURE REAR (N/E) ELEVATION

Exhibit "G"

Updated 7-10-25

Parking Analysis, Smith's Development, Sego Lily Drive and 1300 East Sandy, Utah

Parking Study – Smith's Fuel Center

PROFESSIONAL ENGINEER
No. 11161778
JAMES T.
COPELAND
07/10/2025
STATE OF UTAH

AWA
2010 North Redwood Road
Salt Lake City, Utah 84116
Phone: (801) 521-8529
Fax: (801) 521-9551
Date: March 2025

Parking Analysis
for
Smith's Development
Sego Lily Drive and 1300 East

Sandy, Utah

March 2025

Prepared by:
AWA
2010 North Redwood Road
Salt Lake City, Utah 84116
Phone: (801) 521-8529
Fax: (801) 521-9551

A Report Prepared for:

Smith's Food and Drug Stores
1550 South Redwood Road
Salt Lake City, UT 84104

Parking Analysis for Smith's Development
Sego Lily Drive and 1300 East
Sandy, UT

Prepared by:

Randy Wahlen

PROFESSIONAL ENGINEER
11167778
JAMES T. COPELAND
07/10/2025
STATE OF UTAH

James Copeland, P.E.

Date: March 2025
AWA Project Number: SMC153

Parking Analysis for Smith's Development
Sego Lily and 1300 East

TABLE OF CONTENTS

page

Parking Analysis for Smith's Development
Sego Lily and 1300 East

LIST OF TABLES

Traffic Signal Addition –
10330 South and 1300 East

LIST OF FIGURES

I. Introduction

The Smith's development at 1300 East and Sego Lily has been working towards the development of a fuel center and associated traffic signal on 1300 East. As part of the proposed fuel center, signal and main driveway, overall parking on the site will be reduced. This parking study aims to address the parking reduction by providing data to show that the reduction is reasonable and works within the Sandy City Parking Code.

II. Existing Parking and Land Uses

To present the parking requirements, the existing parking and land uses were assessed from aerial photography. The following land uses were measured:

- Arby's – 3,115 sf
- Dentist – 3,242 sf
- Fitness Center – 46,800 sf
- Commercial Shops – 51,200 sf
- Smith's – 66,000 sf

Total - 170,357 sf

The parking was counted from aerial maps and field visits. Refer to Figure One for land uses and parking counts.

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Parking Study for 10330 S. and 1300 E. Development

Figure One

Existing Parking Counts and Land Uses

Scale: 1" = 40'

Parking Data

Parking Required Per City Code = 867 stalls

Parking Provided = 934 stalls (5.5/1,000)

Designed by: JC
Drafted by: JM
Client Name:
Smith's Food & Drug
SMC1330 Parking Exhibit

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
801 521-8529 - desktop.awa.net

Overall Existing Parking Plan

Smith's #153 Fuel Center
1330 East 10305 South
Sandy, Utah

PROFESSIONAL ENGINEER
No. 11161178
JAMES T. COPELAND
STATE OF UTAH

30 July, 2024

SHEET NO.
EX

III. Parking Demand Analysis

Figure Two shows the site plan with the fuel center. The proposed site plan would reduce the available parking to 783 spaces. This proposed 9.68% parking reduction from the required 867 spaces to the proposed 783 available spaces requires the Parking Demand Analysis. This Parking Demand Analysis was conducted with the purpose of meeting the Sandy City Parking, Access and Circulation requirements for parking reduction, are shown in italics below. These requirements can be accessed in Title 21.24 section 21-24-2 from the Sandy City Code of Ordinances:

(c) Parking Reduction. Developments are required to provide a certain number of parking stalls, as determined by this title, based on the land uses associated with the site. In some cases, it may be appropriate to allow for less than the required amount of parking. At the time of site plan review, a Parking Plan shall be submitted showing all proposed parking spaces, the overall circulation system, and justification for requesting reductions in parking space requirements as specified below:

(1) Reduction up to Ten Percent. The Director may approve a reduction of up to ten percent of the amount of required parking upon satisfactory review of one or more of the following that applies to the request:

- *a. Parking Demand Analysis. A study provided by a licensed transportation engineer that demonstrates projected usage of residents, employees, and customers of the proposed land uses or similarly situated land uses in other locations.*
- *b. Market Demand Analysis. A study provided by a qualified real estate market analyst that estimate current market demand for a particular land use. For the purpose of this section, a real estate analyst shall be defined as a real estate professional with expertise in financial analysis in support to the financing, acquisition, marketing and leasing of real property based on the study of economic conditions and market trends.*
- *c. Walkability and Multi-Modal Design. Provide a site plan design that demonstrates walkable elements and promotes multiple modes of transportation. A study by a licensed transportation engineer shall provide a quantitative analysis of the anticipated parking demand and automobile trips based on the proposed design.*
- *d. Proximity to Transit. A site that is within a half-mile ADA route distance of existing or immediately planned local fixed mass transit station that would help reduce the number of needed parking stalls and automobile trips.*
- *e. Low to Moderate Income Housing. A housing development that is proposing to set aside at least 20 percent of their units for residents that qualify for at least 80 percent low to moderate income.*

(2) Reduction above Ten Percent. The Planning Commission may approve a reduction above ten percent of the amount of required parking. Upon satisfactory review of two or more of the criteria listed in subsection (c)(1) of this section, they may approve up to a 15 percent reduction. Upon satisfactory review of three or more of those criteria, they may approve up to a 20 percent reduction. Upon satisfactory review of four or more of those criteria, they may approve up to a 25 percent reduction.

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Parking Study for 10330 S. and 1300 E. Development

Figure Two

Parking Counts and Land Uses with Fuel Center

Scale: 1" = 40'

Parking Data

Parking Required Per ITE = 445 stalls

Parking Provided = 783 stalls (4.6/1,000)

Reduction = 9.68%

Designed by: JC

Drafted by: JW

Client Name:

Smith's Food & Drug

SMC153SP Parking Exhibit

ANDERSON WAHLEN & ASSOCIATES

2010 North Redwood Road, Salt Lake City, Utah 84116

801.521.8529 – www.awa-ut.com

Overall Proposed Parking Plan

Smith's #153 Fuel Center

1300 East 10305 South

Sandy, Utah

No. 11161778 JAMES T. COPELAND STATE OF UTAH

10 July, 2025

SHEET NO.

EX

IV. Parking Demand Methodologies

Various parking demand methodologies were reviewed including code requirements, ITE parking generation projections and existing parking counts.

A. Existing Sandy City Parking Code Requirements

This section was completed based Title 21.24, section 21-24-8. - Parking Space Requirements from the Sandy City Code of Ordinances. Table One shows the required parking spaces based on code requirements.

Parking Study for 10330 S. and 1300 E. Development
Table One
Parking Required based on Sandy City Code

Land Use Category	Land Use	Size or Employees	Code Requirement	Parking Required
Restaurant Drive-Thru	Arby's	3,115 sf	1 space per 100 sf	31 spaces
Medical and Health Care	Dentist	3,242 sf	5 spaces per 1,000 sf	16 spaces
Retail Commercial	Fitness Center	46,800 sf	5 spaces per 1,000 sf	234 spaces
Retail Commercial	Commercial Shops	51,200 sf	5 spaces per 1,000 sf	256 spaces
Retail Commercial	Smith's	66,000 sf	5 spaces per 1,000 sf	330 spaces
Total		**170,357 sf**		**867 spaces**

The table above shows that the required parking code is very close to the actual provided parking of 934 spaces. As this development was constructed over 40 years ago and as the EOS Fitness building was originally a hardware store in approximately 1997, the parking requirements at the time may have been different.

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B. Parking Demand Requirements according to ITE Parking Generation

The Institute of Transportation (ITE) Engineers Parking Generation Manual (5th Edition) was used to determine parking rates by land use. The average parking rate was used as it corresponds more closely with Sandy City Parking Code for Peak Parking. As ITE projects the peak hour of demand for the average parking rate, the ITE Percent of Peak Parking Demand was used to adjust each parking demand to the peak time of parking. As parking within this development meets the Sandy City requirement to share parking between the different land uses. The peak parking time, 4:00 pm, was found from parking and traffic counts shown in the next section.

Parking Study for 10330 S. and 1300 E. Development
Table Two
Parking Required based on ITE Parking Generation Manual

ITE Land Use	Land Use	Size	Average ITE Rate per 1,000 sf	Peak Parking	Peak Period of Parking Demand	4:00 PM %	4:00 PM Parking Estimate
934	Arby's	3,115 sf	9.61	30 spaces	11:00 am – 1:00 pm	45%	14 spaces
720	Dentist	3,242 sf	3.23	11 spaces	9:00 am – 4:00 pm	86%	10 spaces
492	Fitness Center	46,800 sf	4.73	221 spaces	5:00 pm – 7:00 pm	69%	153 spaces
820	Commercial Shops	51,200 sf	1.95	100 spaces	12:00 pm – 6:00 pm	81%	81 spaces
850	Smith's	66,000 sf	2.93	193 spaces	12:00 pm – 6:00 pm	97%	187 spaces
Total		**170,357 sf**		**555 spaces**			**445 spaces***

* From the next section, access counts and parking counts at the site indicated that the peak parking time was 4:00 pm with 438 spaces occupied.

The Table above shows that the estimated 4:00 pm parking is much lower than the parking code would require. It also shows that if 445 spaces were all that was occupied than the overall parking area would be 51% full.

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C. Parking Demand Requirements according to Actual Parking Counts

Table Three shows the access counts for all the accesses to the site for a 24-hour period starting at 9:00 pm on Tuesday, January 21, 2025. The inbound and outbound counts were summed so that these counts could be applied to parking. The access names corresponded with the traffic study and are as follows:

- Equestrian Trail Access – The southmost access onto 1300 East (on the south property line)
- Smith's Access – The access that is just north of the Smith's that connects to 1300 East.
- Sego Lily Access – The main access onto Sego Lily Drive
- Rear EOS Access – This access is also on Sego Lily Drive. It serves the rear of the shops and Smith's and is primarily used by EOS patrons.

Parking Study for 10330 S. and 1300 E. Development
Table Three
Access Counts – Inbound/Outbound Traffic

Start Time	Finish Time	Eq. Trail In	Smith's In	Sego Lily In	Rear EOS In	Total In		Eq. Trail Out	Smith's Out	Sego Lily Out	Rear EOS Out	Total Out
9:00 PM	10:00 PM	89	22	13	12	**136**		136	26	40	12	**214**
10:00 PM	11:00 PM	51	15	12	6	**84**		113	20	22	11	**166**
11:00 PM	12:00 AM	12	3	12	1	**28**		60	16	16	8	**100**
12:00 AM	1:00 AM	13	1	1	1	**16**		24	3	6	3	**36**
1:00 AM	2:00 AM	4	1	2	0	**7**		10	1	2	1	**14**
2:00 AM	3:00 AM	10	2	3	0	**15**		8	2	1	0	**11**
3:00 AM	4:00 AM	19	6	3	1	**29**		14	1	5	0	**20**
4:00 AM	5:00 AM	45	4	5	5	**59**		15	0	3	0	**18**
5:00 AM	6:00 AM	114	11	14	20	**159**		47	3	5	4	**59**
6:00 AM	7:00 AM	71	10	13	10	**104**		85	13	10	10	**118**
7:00 AM	8:00 AM	102	44	61	8	**215**		122	19	51	15	**207**
8:00 AM	9:00 AM	157	59	89	20	**325**		70	28	61	13	**172**
9:00 AM	10:00 AM	117	41	72	26	**256**		109	25	73	10	**217**
10:00 AM	11:00 AM	120	56	73	16	**265**		110	45	77	18	**250**
11:00 AM	12:00 PM	125	65	79	20	**289**		130	55	76	22	**283**
12:00 PM	1:00 PM	125	77	98	20	**320**		137	71	130	26	**364**
1:00 PM	2:00 PM	143	60	95	17	**315**		126	49	120	20	**315**
2:00 PM	3:00 PM	126	72	127	20	**345**		117	60	118	26	**321**
3:00 PM	4:00 PM	209	63	116	24	**412**		125	60	126	17	**328**
4:00 PM	5:00 PM	202	61	102	26	**391**		151	92	186	32	**461**
5:00 PM	6:00 PM	185	70	131	43	**429**		169	66	166	26	**427**
6:00 PM	7:00 PM	151	77	143	21	**392**		167	56	143	26	**392**
7:00 PM	8:00 PM	142	46	78	13	**279**		187	61	98	20	**366**
8:00 PM	9:00 PM	132	41	58	13	**244**		140	48	80	18	**286**

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The total inbound and outbound counts from Table Three are included in Table Four to develop a cumulative parking count. Table Four shows that through establishing the net inbound or outbound trips, then using actual parking counts for calibration, an accurate cumulative parking estimate was developed. It can be seen that the actual parking counts at 11:00 am, 4:00 pm and 9:00 pm on Wednesday, January 22nd are very close to the estimated cumulative total.

Parking Study for 10330 S. and 1300 E. Development
Table Four
Cumulative Parking Summary based on Access Counts and Parking Counts

Start Time	Finish Time	Total In	Total Out	Net In/Out	Actual Parking Count(1)	Cumulative Parking Estimate
					272	**272**
9:00 PM	10:00 PM	136	214	-78		194
10:00 PM	11:00 PM	84	166	-82		112
11:00 PM	12:00 AM	28	100	-72		40
12:00 AM	1:00 AM	16	36	-20		20
1:00 AM	2:00 AM	7	14	-7		13
2:00 AM	3:00 AM	15	11	4		17
3:00 AM	4:00 AM	29	20	9		26
4:00 AM	5:00 AM	59	18	41		67
5:00 AM	6:00 AM	159	59	100		167
6:00 AM	7:00 AM	104	118	-14		153
7:00 AM	8:00 AM	215	207	8		161
8:00 AM	9:00 AM	325	172	153		314
9:00 AM	10:00 AM	256	217	39		353
10:00 AM	11:00 AM	265	250	15		368
11:00 AM	12:00 PM	289	283	6	**388**	374
12:00 PM	1:00 PM	320	364	-44		330
1:00 PM	2:00 PM	315	315	0		330
2:00 PM	3:00 PM	345	321	24		354
3:00 PM	4:00 PM	412	328	84		**438(2)**
4:00 PM	5:00 PM	391	461	-70	**382**	368
5:00 PM	6:00 PM	429	427	2		370
6:00 PM	7:00 PM	392	392	0		370
7:00 PM	8:00 PM	279	366	-87		283
8:00 PM	9:00 PM	244	286	-42	**264**	241

(1) Actual parking counts were made at 9:00 pm, 11:00 am, 4:00 pm and 9:00 pm. These counts typically required at least 10 minutes, so they were not exactly on the hour. The above table shows that by using the counts, the cumulative parking estimate was made. The hours counted are reasonably consistent with counting the inbound/outbound traffic at each access.

(2) **The cumulative parking estimate shows that the parking peaked at 438 spaces between 3:00 pm and 4:00 pm.** There are two training centers in the retail space that have a lot of students, immediately north of the Ace Hardware store. These students appear to leave from 3:30 pm to 5:00 pm, hence, the peak parking demand was during this time.

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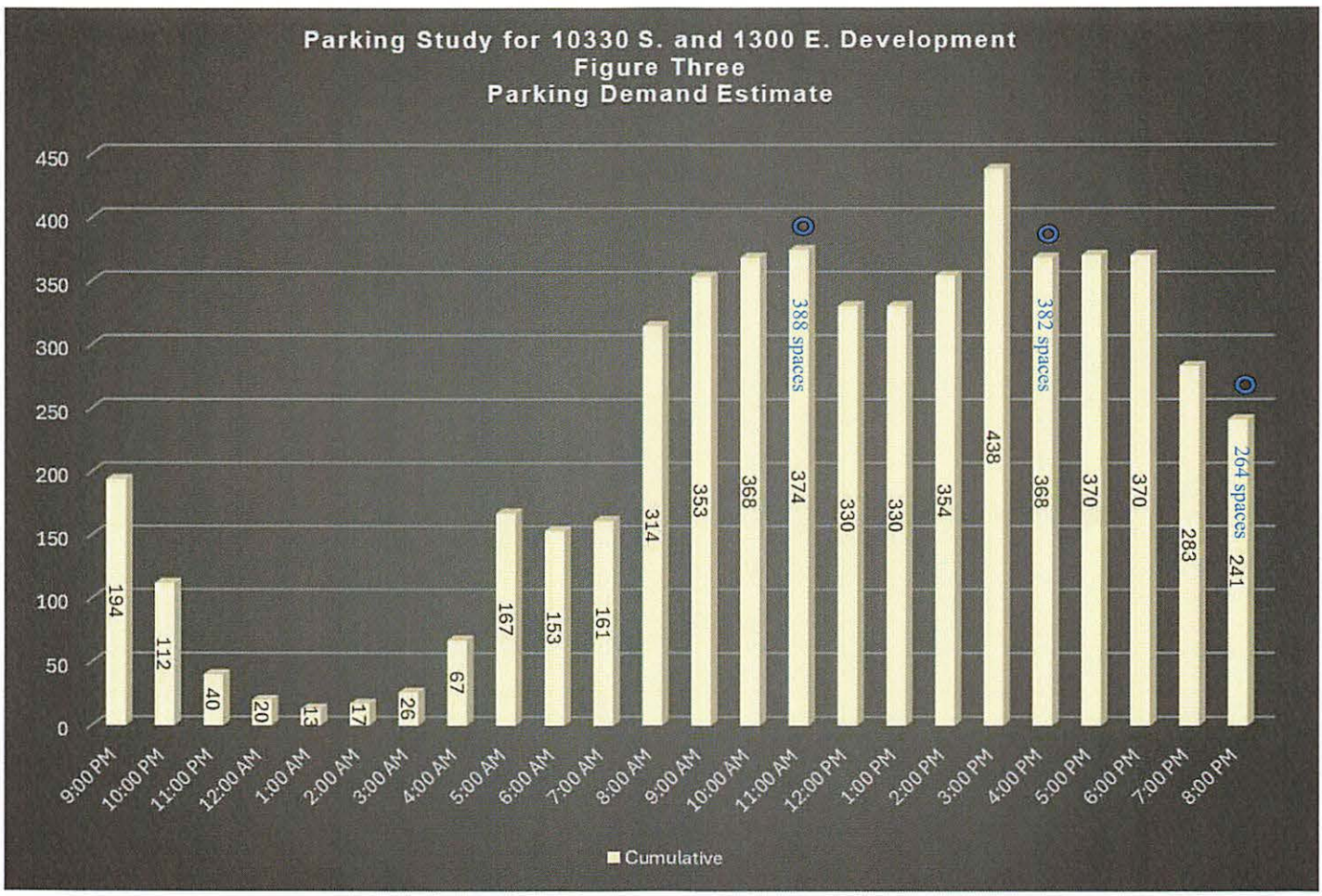
Figure Three shows the cumulative parking demand estimate from Table Four in the yellow bars. The blue circles and text indicate the calibration counts.



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D. Summary of Parking Demand Requirements

To better illustrate the results of different sections of this study, the following summary was developed. Table Five shows the summary of parking spaces supply vs. demand.

Parking Study for 10330 S. and 1300 E. Development Table Five Summary of Parking Space Supply and Parking Demand	
Methodology	**Parking Spaces**
Supply	
Existing Spaces	934
Proposed Spaces	**783**
% Reduction	9.68%
Demand	
Sandy Parking Code	867
ITE Parking Generation	445
Actual Traffic and Parking Counts	**438**
Actual Counts/Existing Supply Ratio (438/934)	47%
Actual Counts/Proposed Supply Ratio (438/783)	**56%**

VI. Recommendations/Conclusions

The report showed that the proposed parking spaces with the fuel center and signal were more than adequate for the demand on site. It is recommended that the site be approved with the proposed 783 parking spaces. The report shows that even with the space reduction that peak hour parking will only fill 56 percent of available spaces.

The report shows that this reduction is acceptable under Sandy City code for parking reduction.

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APPENDICES

Appendix A ITE Parking Generation Data

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Land Use: 492 Health/Fitness Club

Description

A health/fitness club is a privately-owned facility that primarily focuses on individual fitness or training. It typically provides exercise classes, fitness equipment, a weight room, spa, locker rooms, and a small restaurant or snack bar. This land use may also include ancillary facilities, such as a swimming pool, whirlpool, sauna, limited retail, and tennis, racquetball or handball courts. These facilities are membership clubs that may allow access to the general public for a fee. Racquet/tennis club (Land Use 491), athletic club (Land Use 493), and recreational community center (Land Use 495) are related uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (five study sites) and a Saturday (two study sites) in a general urban/suburban setting.

	Percent of Peak Parking Demand	
Hour Beginning	Weekday	Saturday
12:00–4:00 a.m.	–	–
5:00 a.m.	–	–
6:00 a.m.	–	–
7:00 a.m.	–	–
8:00 a.m.	–	80
9:00 a.m.	–	100
10:00 a.m.	62	100
11:00 a.m.	55	97
12:00 p.m.	44	79
1:00 p.m.	41	81
2:00 p.m.	36	73
3:00 p.m.	41	71
4:00 p.m.	69	70
5:00 p.m.	96	65
6:00 p.m.	100	62
7:00 p.m.	85	–
8:00 p.m.	–	–
9:00 p.m.	–	–
10:00 p.m.	–	–
11:00 p.m.	–	–

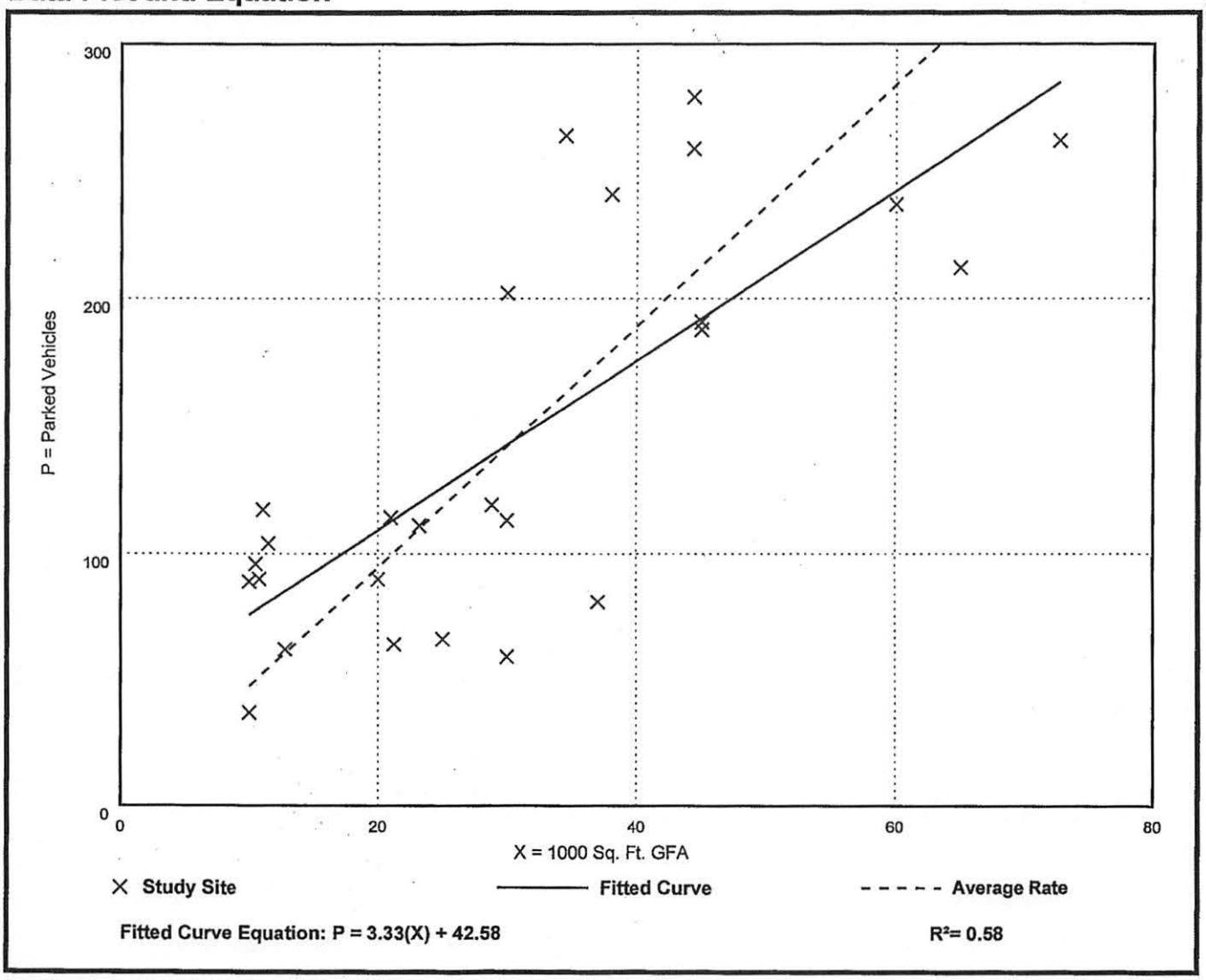
Health/Fitness Club
(492)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 5:00 - 7:00 p.m.
Number of Studies: 26
Avg. 1000 Sq. Ft. GFA: 30

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
4.73	1.97 - 10.56	3.93 / 8.87	4.00 - 5.46	1.91 (40%)

Data Plot and Equation



Fitted Curve Equation: P = 3.33(X) + 42.58

R^2= 0.58

Land Use: 720 Medical-Dental Office Building

Description

A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility. General office building (Land Use 710), small office building (Land Use 712), and clinic (Land Use 630) are related uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 27 study sites in a general urban/suburban setting and two study sites in a dense multi-use urban setting.

	Percent of Weekday Peak Parking Demand	
Hour Beginning	General Urban/Suburban	Dense Multi-Use Urban
12:00–4:00 a.m.	–	–
5:00 a.m.	–	–
6:00 a.m.	–	–
7:00 a.m.	12	–
8:00 a.m.	43	61
9:00 a.m.	88	62
10:00 a.m.	99	96
11:00 a.m.	100	56
12:00 p.m.	83	29
1:00 p.m.	74	67
2:00 p.m.	94	100
3:00 p.m.	93	82
4:00 p.m.	86	79
5:00 p.m.	54	71
6:00 p.m.	–	–
7:00 p.m.	–	–
8:00 p.m.	–	–
9:00 p.m.	–	–
10:00 p.m.	–	–
11:00 p.m.	–	–

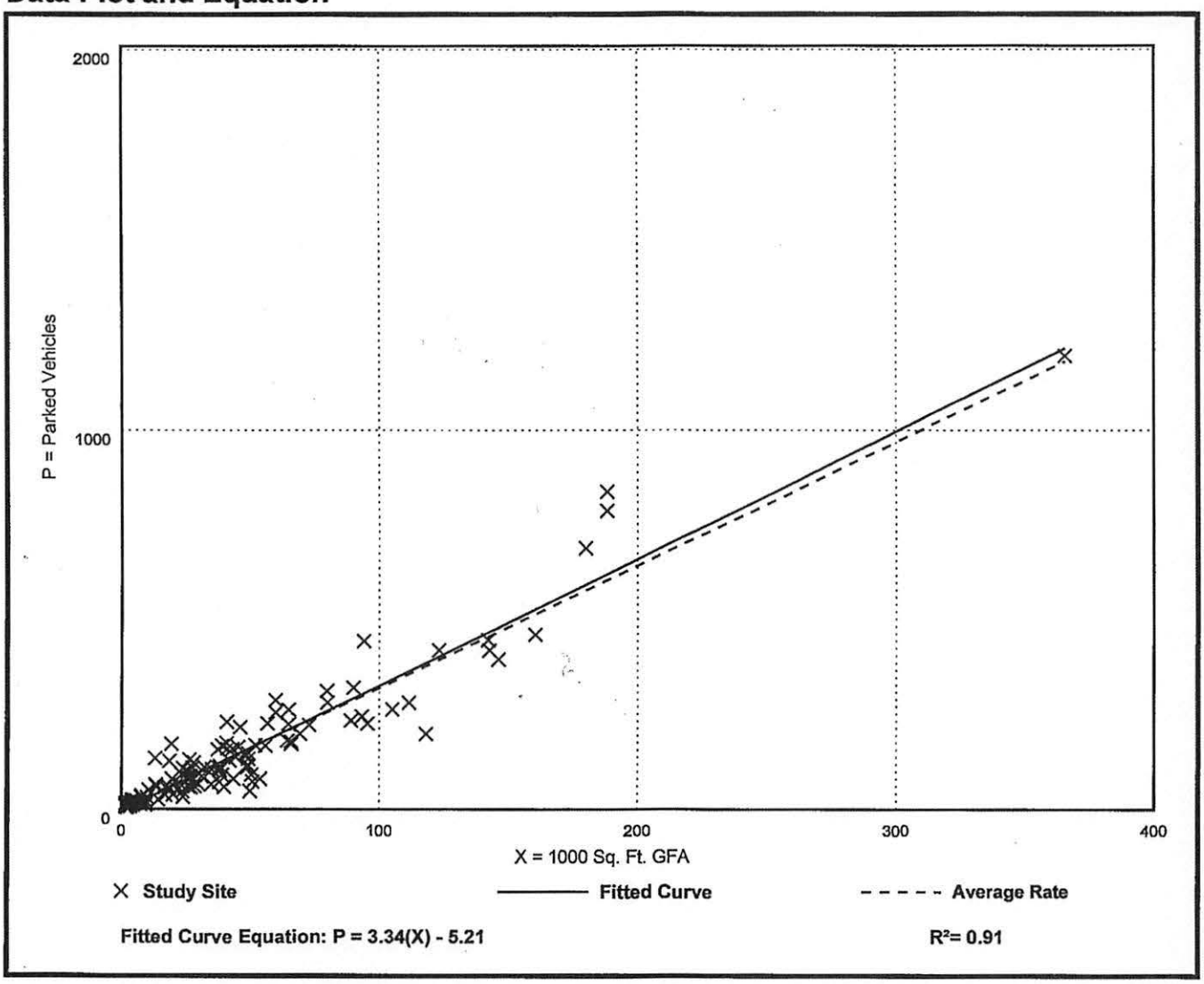
Medical-Dental Office Building
(720)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 9:00 a.m. - 4:00 p.m.
Number of Studies: 117
Avg. 1000 Sq. Ft. GFA: 46

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
3.23	0.96 - 10.27	2.73 / 4.59	3.04 - 3.42	1.05 (33%)

Data Plot and Equation



Fitted Curve Equation: P = 3.34(X) - 5.21

R^2= 0.91

P = Parked Vehicles

Land Use: 820 Shopping Center

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand **during the month of December** on a weekday (seven study sites), a Friday (eight study sites), and a Saturday (19 study sites).

	Percent of Peak Parking Demand during December		
Hour Beginning	Weekday	Friday	Saturday
12:00–4:00 a.m.	–	–	–
5:00 a.m.	–	–	–
6:00 a.m.	–	–	–
7:00 a.m.	–	–	–
8:00 a.m.	–	–	–
9:00 a.m.	–	–	–
10:00 a.m.	–	74	–
11:00 a.m.	–	87	85
12:00 p.m.	77	97	97
1:00 p.m.	100	100	98
2:00 p.m.	98	92	100
3:00 p.m.	90	85	97
4:00 p.m.	76	84	88
5:00 p.m.	82	78	77
6:00 p.m.	89	75	64
7:00 p.m.	90	63	–
8:00 p.m.	84	–	–
9:00 p.m.	–	–	–
10:00 p.m.	–	–	–
11:00 p.m.	–	–	–

The following table presents a time-of-day distribution of parking demand **during a non-December month** on a weekday (18 study sites), a Friday (seven study sites), and a Saturday (13 study sites).

	Percent of Non–December Peak Parking Demand		
Hour Beginning	Weekday	Friday	Saturday
12:00–4:00 a.m.	–	–	–
5:00 a.m.	–	–	–
6:00 a.m.	–	–	–
7:00 a.m.	–	–	–
8:00 a.m.	15	32	27
9:00 a.m.	32	50	46
10:00 a.m.	54	67	67
11:00 a.m.	71	80	85
12:00 p.m.	99	100	95
1:00 p.m.	100	98	100
2:00 p.m.	90	90	98
3:00 p.m.	83	78	92
4:00 p.m.	81	81	86
5:00 p.m.	84	86	79
6:00 p.m.	86	84	71
7:00 p.m.	80	79	69
8:00 p.m.	63	70	60
9:00 p.m.	42	–	51
10:00 p.m.	15	–	38
11:00 p.m.	–	–	–

Additional Data

The parking demand database includes data from strip, neighborhood, community, town center, and regional shopping centers. Some of the centers contain non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities.

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.

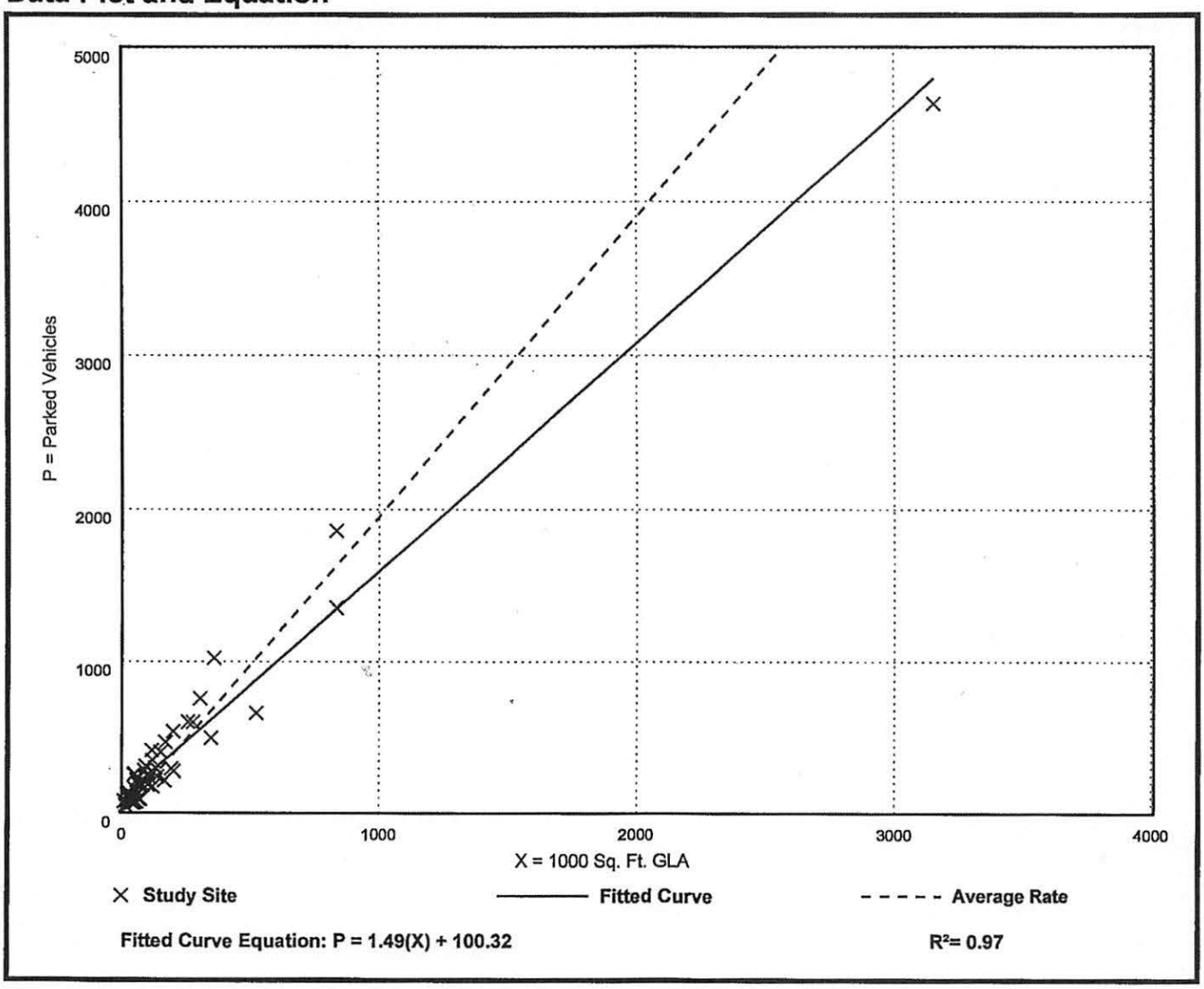
Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA
On a: Weekday (Monday - Thursday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 12:00 - 6:00 p.m.
Number of Studies: 46
Avg. 1000 Sq. Ft. GLA: 218

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.95	1.27 - 7.98	1.99 / 3.68	1.73 - 2.17	0.75 (38%)

Data Plot and Equation



Fitted Curve Equation: P = 1.49(X) + 100.32

R^2= 0.97

Land Use: 850 Supermarket

Description

A supermarket is a free-standing retail store selling a complete assortment of food, food preparation and wrapping materials, and household cleaning items. Supermarkets may also contain the following products and services: ATMs, automobile supplies, bakeries, books and magazines, dry cleaning, floral arrangements, greeting cards, limited-service banks, photo centers, pharmacies, and video rental areas. Some facilities may be open 24 hours a day.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (nine study sites), a Saturday (11 study sites), and a Sunday (one study site) in a general urban/suburban setting.

	Percent of Peak Parking Demand		
Hour Beginning	Weekday	Saturday	Sunday
12:00–4:00 a.m.	–	–	–
5:00 a.m.	–	–	–
6:00 a.m.	–	–	–
7:00 a.m.	–	–	–
8:00 a.m.	–	–	8
9:00 a.m.	–	–	22
10:00 a.m.	59	70	50
11:00 a.m.	67	96	65
12:00 p.m.	86	99	85
1:00 p.m.	87	99	77
2:00 p.m.	93	97	85
3:00 p.m.	97	96	99
4:00 p.m.	97	100	100
5:00 p.m.	100	89	53
6:00 p.m.	99	–	42
7:00 p.m.	83	–	22
8:00 p.m.	53	–	13
9:00 p.m.	38	–	9
10:00 p.m.	20	–	3
11:00 p.m.	–	–	–

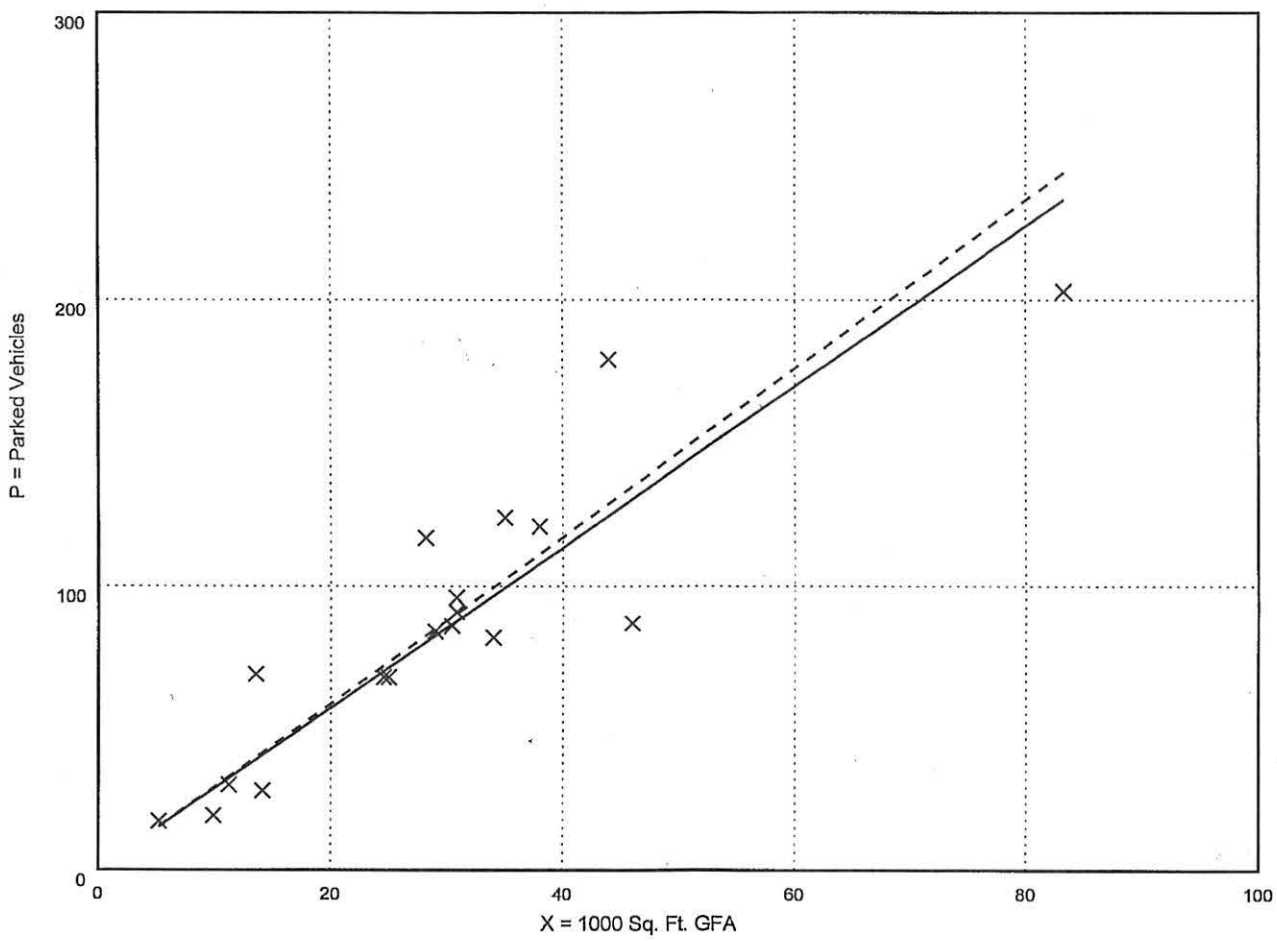
Supermarket
(850)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Weekday (Monday - Thursday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 12:00 - 6:00 p.m.
Number of Studies: 19
Avg. 1000 Sq. Ft. GFA: 29

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.93	1.89 - 5.08	2.70 / 4.07	***	0.73 (25%)

Data Plot and Equation



Fitted Curve Equation: Ln(P) = 0.99 Ln(X) + 1.08

R^2= 0.86

Land Use: 934 Fast-Food Restaurant with Drive-Through Window

Description

This category includes fast-food restaurants with drive-through windows. This type of restaurant is characterized by a large drive-through and large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. These limited-service eating establishments do not provide table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a Monday-through-Thursday weekday (four study sites) and a Saturday (one study site) in a general urban/suburban setting.

	Percent of Peak Parking Demand	
Hour Beginning	Weekday	Saturday
12:00–4:00 a.m.	–	–
5:00 a.m.	–	–
6:00 a.m.	–	–
7:00 a.m.	–	–
8:00 a.m.	–	–
9:00 a.m.	–	–
10:00 a.m.	28	31
11:00 a.m.	60	50
12:00 p.m.	100	88
1:00 p.m.	85	100
2:00 p.m.	57	75
3:00 p.m.	43	50
4:00 p.m.	45	31
5:00 p.m.	59	50
6:00 p.m.	62	69
7:00 p.m.	18	63
8:00 p.m.	–	–
9:00 p.m.	–	–
10:00 p.m.	–	–
11:00 p.m.	–	–

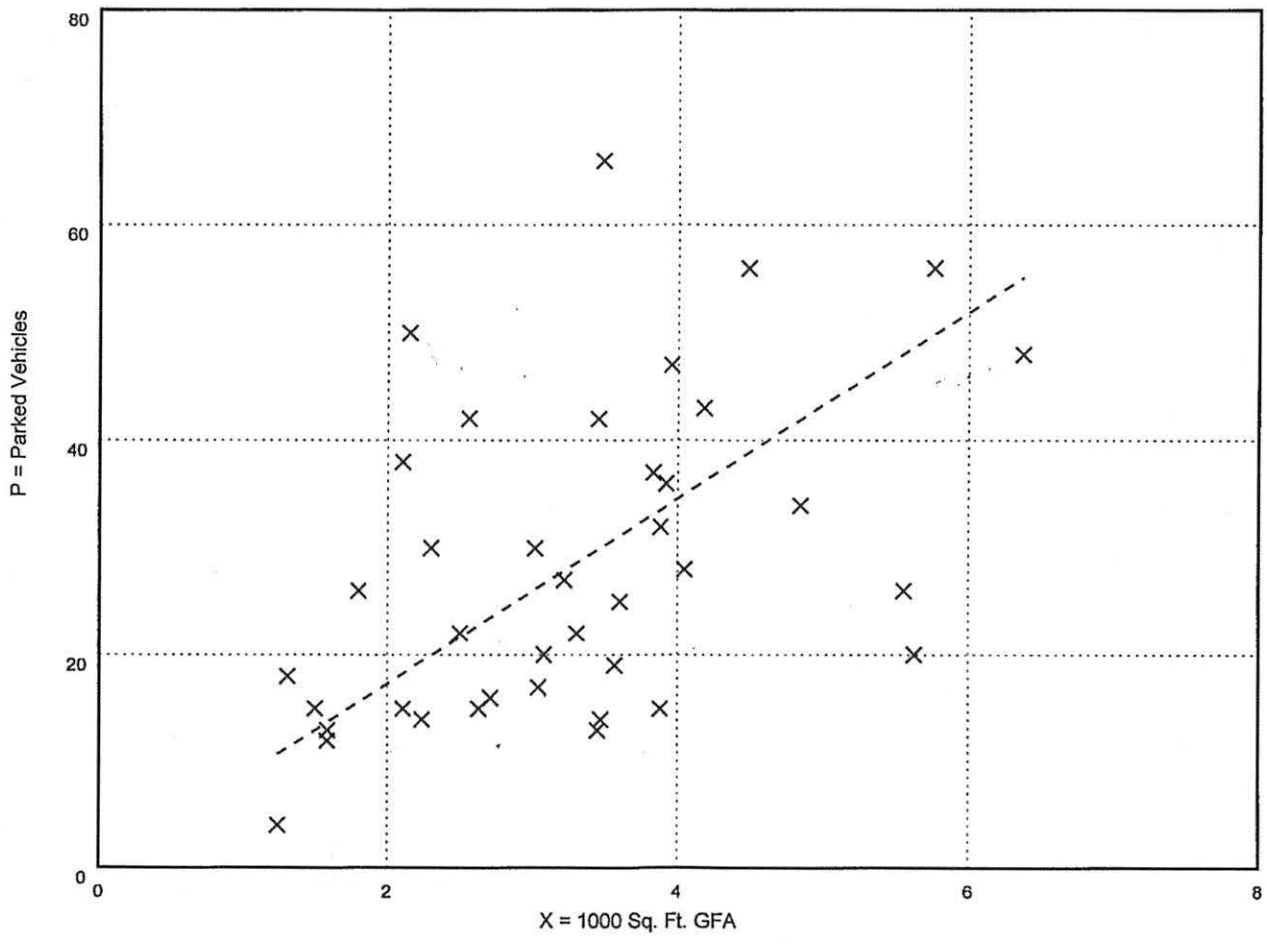
Fast-Food Restaurant with Drive-Through Window (934)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Weekday (Monday - Thursday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 12:00 - 1:00 p.m.
Number of Studies: 39
Avg. 1000 Sq. Ft. GFA: 3.3

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
8.66	3.23 - 23.26	6.71 / 13.78	7.34 - 9.98	4.22 (49%)

Data Plot and Equation



Fitted Curve Equation: ***

R^2= ***

Exhibit "H"

• KROGER CORPORATE REAL ESTATE • 1014 VINE STREET • CINCINNATI, OH 45202-1100

March 18, 2025

via Email

RE: Real Estate Market Demand Analysis and Parking Analysis (SM-153 in Sandy, UT)

The purpose of this letter is to provide a Market Demand Analysis for Alta Shopping Center in Sandy, Utah, with a particular focus on the Smith's Grocery Store. This analysis, conducted by a team of qualified real estate market analysts employed by The Kroger Co., evaluates the current market demand for commercial and grocery use within the shopping center.

Sandy, Utah, has experienced shifting population trends in recent years. According to U.S. Census Bureau data, the city's population was 96,904 in 2020. However, estimates as of July 1, 2023, indicate a decline of 5.5%, bringing the population to approximately 91,500. This trend suggests that Sandy's growth has plateaued compared to other rapidly expanding areas within the Salt Lake City metropolitan region. With limited developable land, population growth is expected to slightly decrease within the surrounding trade area of this shopping center – -0.4% Growth within 3-miles.

The transaction data for the shopping center reveals clear peak periods (shown on **Exhibit A**), with the highest volume occurring between 11:00 AM and 5:00 PM, peaking at 8,864 transactions at 5:00 PM. The hourly transaction volume during peak times, ranging from 155 to 285 transactions per hour between 12:00 PM and 6:00 PM. Market analysis indicates that the shopping center is currently sufficiently parked, with no foreseeable demand increases that would necessitate additional parking expansion.

The stable population trends in Sandy, combined with consistent transaction volumes, suggest that future parking needs will remain in line with current availability. The high turnover rate, with 82% of visitors staying for less than 30 minutes (shown on **Exhibit B**), further supports this assessment, ensuring that existing parking can efficiently accommodate shopper demand. Based on peak-hour demand at 5PM, an estimated 196 parking spaces are required to accommodate visitor traffic and dwell time distribution, with a parking ratio of 2.9 spaces per 1,000 square feet for the 67,101 Sq. Ft. of retail space (shown on **Exhibit C**).

Based on current market conditions and transaction data, Alta Shopping Center's parking capacity is well-aligned with demand, and no significant changes are anticipated in the near future. While continued efforts to improve ingress and egress access will enhance the overall shopping experience, the current parking infrastructure is expected to remain sufficient for the foreseeable future. Strategic focus should remain on optimizing access points and maintaining high-functioning traffic flow to support both customer convenience and business operations within the shopping center.

Sincerely,
Kyle Szanti
Assistant Real Estate Asset Manager
Corporate Real Estate | The Kroger Co.
Cell: 513-288-8011

Exhibit "H" continued

Exhibit A

Number of Monthly Visits Per Hour of Day

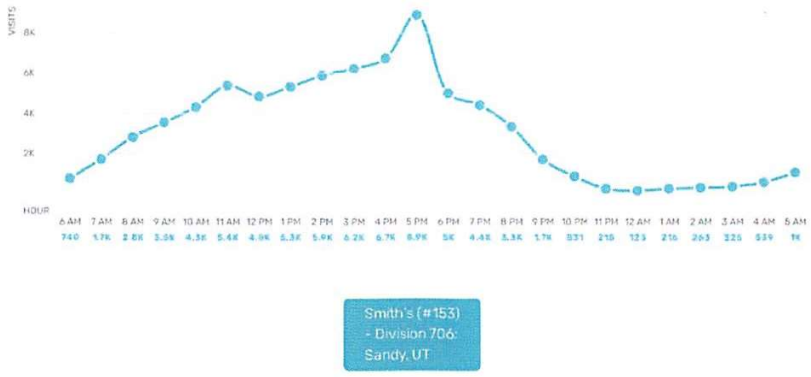


Exhibit B

Dwell Time (# of minutes spents within shopping centers per shop)

Exhibit C

Calculation of Parking Spaces Required Per 1000 Sq. Ft. (using Transacation Data)

BASED ON PEAK HOUR DEMAND OF 5PM

Dwell Time	*Transactions*	*Percentage of dwell time*	*Transactions*	*Ratio Factor*	*Parking Needed*
0-29 Mins	286	82%	234.52	0.5	117.26
30 - 44 Mins	286	4%	11.44	0.75	8.58
45 - 59 Mins	286	2%	5.72	1	5.72
60 - 74 Mins	286	1%	2.86	1.25	3.575
75 - 89 Mins	286	1%	2.86	1.5	4.29
90- 104 Mins	286	0.5%	1.43	1.75	2.5025
104 - 119 Mins	286	0.5%	1.43	2	2.86
120< Mins (Employees)	286	9%	25.74	2	51.48
				Sum of Parking Need:	196.2675
				Gross Sq. Ft. of Store:	67,101
				Sum of Parking Need:	2.9

Exhibit "I"


Scale: 1" = 40'
Parking Data
Parking Required Per ITE = 445 stalls
Parking Provided = 298 stalls (447/1000)
Reduction = 8%
Arby's
3,115 sf
Commercial
51,200 sf
Smith's
66,000 sf
Dental
3,242 sf
Gym
46,800 sf

Exhibit "J"


Parking Data
Parking Required Per City Code = 867 stalls
Parking Provided = 934 stalls (5.5/1,000)
Scale: 1" = 40'
Arby's
3,715 sf
Commercial
51,200 sf
Smith's
66,000 sf
Dental
3,242 sf
Gym
46,900 sf
Overall Existing Parking Plan
Smith's #153 Fuel Center
ANDERSON WAHLEN & ASSOCIATES