



7505 S Holden Street
Midvale, UT 84047
801-567-7200 ext. 1022
Midvale.Utah.gov

**Midvale Planning Commission Meeting
Notice and Agenda
October 22, 2025
6:00 p.m.**

Public notice is hereby given that the Midvale City Planning Commission will consider the items listed below during their regularly scheduled meeting on Wednesday, October 22, 2025, at 6:00 p.m. This meeting will be held in person at Midvale City Hall, 7505 S Holden Street, Midvale, Utah or electronically with an anchor location at Midvale City Hall, 7505 S Holden Street, Midvale, Utah. The meeting will be broadcast at the following link:
Midvale.Utah.gov/YouTube.

Midvale City Staff publishes a packet of information containing item specific details one week prior to the meeting at 6:00 p.m. on the [Planning Commission Agendas & Minutes](#) page. The QR code included on the right will also take you to this webpage.



Public comments for Public Hearing items may be done in person on the scheduled meeting date, submitted electronically on the Agendas & Minutes webpage, or by emailing planning@midvaleut.gov by 5:00 p.m. on October 21, 2025 to be included in the record.

- I. Pledge of Allegiance**
- II. Roll Call**
- III. Minutes**
 - a. Review and Approval of Minutes from the October 8, 2025 Meeting.

IV. Public Hearing

*If items marked with ** are forwarded, the City Council will hear them on November 18, 2025 at 7 p.m.*

- a. Daniel Herzog requests Preliminary Subdivision approval for a 16-lot subdivision located at 743 W Bingham Junction Blvd in the Jordan Bluffs Subareas 1-3 Development (JB 1-3, Pod C) zone. *[Jonathan Anderson, Planner II]*
- b. **Darren Nate requests a zoning code text amendment to Section 17-7-8.4(A) regarding front setback requirements for medium and high-density residential development standards in the Transit Oriented Development (TOD) zone. *[Jonathan Anderson, Planner II]*

- c. ****Midvale City Parks and Open Space Master Plan, which includes the Impact Fees Facilities Plan.** *[Adam Olsen, Community Development Director]*

V. Staff Update/Other Business

- a. Discussion on potential code language changes regarding commercial square footage in the TODO Zone (Transit Oriented Development Overlay).
- b. Planning Department Report.

VI. Adjourn

All meetings are open to the public; however, there is no public participation except during public hearings. Members of the public will be given an opportunity to address the Commission during each public hearing item. The Commission reserves the right to amend the order of the agenda if deemed appropriate. No item will be heard after 9:30 p.m. without unanimous consent of the Commission. Items not heard will be scheduled on the next agenda. In accordance with the Americans with Disabilities Act, Midvale City will make reasonable accommodations for participation in the meeting. Request assistance by contacting the Community Development Executive Assistant at (801) 567-7211, providing at least three working days' notice of the meeting.

A copy of the foregoing agenda was posted in the City Hall Lobby, the 2nd Floor City Hall Lobby, on the City's website at Midvale.Utah.gov and the State Public Notice website at <http://pmn.utah.gov>. Commission Members may participate in the meeting via electronic communication. Commission Members' participation via electronic communication will be broadcast and amplified so all Commission Members and persons present in the Council Chambers will be able to hear or see the communication.

Affected entities for **Item IV c** are invited to provide any relevant information to consider in the process of preparing, adopting, and implementing a general plan or amendment concerning: 1) impacts that the use of land proposed in the proposed general plan or amendment may have; and 2) uses of land within the municipality that the entity is considering that may conflict with the proposed general plan or amendment.



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**Midvale City
PLANNING AND ZONING COMMISSION**

Minutes

**8th Day of October 2025
Council Chambers
7505 South Holden Street
Midvale, Utah 84047**

COMMISSION CHAIR: Robyn Anderson

COMMISSION VICE CHAIR: Candice Erickson

COMMISSION MEMBERS: Dustin Snow
Michael Edwards
Shane Liedtke

STAFF: Adam Olsen, Community Development Director
Katie Thorne, Community Development Exec. Assistant
Daniel Van Beuge, Deputy City Attorney
Wendelin Knobloch, Planning Director
Elizabeth Arnold, Senior Planner
Jonathan Anderson, Planner II
Josh Short, Junior Network Administrator

REGULAR MEETING

Chair Anderson called the Planning & Zoning Commission meeting to order at 6:00 p.m. She explained how the meeting would proceed. First, the Planning Department would brief the Commission; then the applicant would speak to the Commission; the item will be opened to the public for their comments on public hearing agenda items; the Midvale Deputy City Attorney will then brief the Commission on their role on the given item; and then the Commission would deliberate and decide.

ROLL CALL

Chair Anderson	Present
Vice Chair Erickson	Present
Commissioner Tippetts	Excused
Commissioner Snow	Present
Commissioner Liedtke	Present
Commissioner Edwards	Present
Commissioner Kasparian	Excused

MINUTES**1. REVIEW AND APPROVE MINUTES OF SEPTEMBER 24, 2025.**

MOTION: Commissioner Liedtke MOVED to approve the minutes of September 24, 2025. SECONDED by Vice Chair Erickson. Chair Anderson called for a voice vote.

The motion passed unanimously with all voting in favor.

PUBLIC HEARINGS

1. Hamid Hassanzadeh requests Preliminary Subdivision approval for a 4-lot subdivision located at 7230-7240 S 525 E in the Single Family Residential 1 with Duplex Overlay (SF-1/DO) zone.

This proposal has been reviewed by all members of the Development Review Committee (Planning, Engineering, Public Works, Legal, Unified Fire Authority, and the Building Official) for compliance with the respective guidelines, policies, standards, and codes. Staff finds the proposal complies with the preliminary subdivision requirements in Midvale Municipal Code 16.02, and the lot standards of the SF-1/DO zone in Midvale Municipal Code 17-7-1.3.

These properties were previously subdivided in 2024 under the Cottages at 7240 subdivision that created the flag lot. Under the previous duplex subdivision standards in 17-7-1.3, the structures were required to be constructed before subdividing for individual ownership. The applicant has constructed the duplexes and is now subdividing each side for sale.

Public notice has been sent to property owners within 500 feet of the subject parcel. No written objections have been received as of the writing of this report.

STAFF RECOMMENDATION:

Based on compliance with the requirements of Chapter 16.02 and 17-7-1.3 of the Midvale Municipal Code demonstrated in the application, Staff recommends the Planning Commission approve the preliminary subdivision with the following findings:

Findings:

1. The application is for a preliminary subdivision for a 4-lot subdivision located at 7230-7240 S 525 E.
2. The project complies with the preliminary subdivision procedure outlined in Midvale Municipal Code 16.02 and the lot standards of 17-7-1.3.
3. The Development Review Committee has reviewed the project and forwarded the item on for the Planning Commission to render a decision.

APPLICANT:

No Comment.

PUBLIC HEARING:

No Comment.

MOTION: Vice Chair Erickson MOVED to close the public hearing. The motion was SECONDED by Commissioner Edwards. Chair Anderson called for a voice vote. The motion passed unanimously with all voting in favor.

DISCUSSION:

Vice Chair Erickson stated that the proposed subdivision appears to comply with the current requirements applicable to all developers.

MOTION: Vice Chair Erickson MOVED to approve the preliminary subdivision located at 7230-7240 S 525 E, with the findings included in the staff report. The motion

was **SECONDED** by Commissioner Liedtke. Chair Anderson called for a roll call vote. The vote was as follows:

Chair Anderson	Yes
Vice Chair Erickson	Yes
Commissioner Snow	Yes
Commissioner Liedtke	Yes
Commissioner Edwards	Yes

The motion passes unanimously.

PUBLIC HEARINGS

2. Transportation Connectivity Plan Tyler Smithson from Parametrix, who is the project manager, introduced the Planning Commission to the methodology, analysis, and recommendations of the Transportation Connectivity Plan.

This plan is a new requirement within the Transportation and Traffic Circulation Element of the General Plan the Utah Legislature created during the 2025 legislative session (Senate Bill 195); it identifies priority connections for people driving, walking, biking, and taking transit.

STAFF RECOMMENDATION:

Staff recommends approval of the Transportation Connectivity Plan with the finding that this plan complies with provisions of Utah Code 10-9a-403 and Senate Bill 195.

APPLICANT:

Tyler Smithson, a consultant with Parametrix, stated that the proposed Transportation Connectivity Plan provides a brief overview of key areas within Midvale City that could benefit significantly from its implementation. He noted that the plan is intended to be comprehensive, addressing the needs of the entire community and its residents. Mr. Smithson explained that the plan is organized

into six categories, each representing varying levels of difficulty and demand for implementation. The selected projects were identified based on a combination of factors, including results from the impediment analysis, recommendations from the steering committee, findings from previous city-led feasibility studies, available funding opportunities, and each project’s potential to enhance the health, safety, and welfare of Midvale City residents and visitors.

PUBLIC HEARING:

No comment.

MOTION: Commissioner Liedtke MOVED to close the public hearing. The motion was SECONDED by Vice Chair Erickson. Chair Anderson called for a voice vote. The motion passed unanimously with all voting in favor.

DISCUSSION:

No Comment.

3. MOTION: Commissioner Liedtke MOVED to recommend approval of the transportation connectivity element of the general plan, with the finding noted in the staff report. The motion was SECONDED by Vice Chair Erickson. Chair Anderson called for a roll call vote. The vote was as follows:

Chair Anderson	Yes
Vice Chair Erickson	Yes
Commissioner Snow	Yes
Commissioner Liedtke	Yes
Commissioner Edwards	Yes

The motion passes unanimously.

STAFF UPDATE/OTHER BUSINESS

1. Planning Department Report
 - a. Approvals from the Midvale City Council
 - i. Changes around vehicle related uses.
 - ii. Changes around Mater Planned Developments.
 - iii. The Water Use and Preservation Plan
 - b. Item Tabled by the Midvale City Council
 - i. Changes to the form-based code in relation to music, outdoor dining, signs, and other provisions.
 - c. APA Conference – Thursday and Friday, October 9-10, 2025

ADJOURN

Vice Chair Erickson made the motion to adjourn 6:29 p.m. No one opposed. The meeting adjourned at 6:29 p.m.

Katie Thorne, CD Executive Assistant

Approved this _____ day of _____ 2025.



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MIDVALE CITY PLANNING COMMISSION STAFF REPORT 10/22/2025

SUBJECT

Daniel Herzog requests Preliminary Subdivision approval for a 16-lot subdivision located at 743 W Bingham Junction Blvd in the Jordan Bluffs Subareas 1-3 Development (JB 1- 3, Pod C) zone.

SUBMITTED BY

Jonathan Anderson, Planner II

BACKGROUND AND ANALYSIS

The proposed Preliminary Subdivision is for Phase II of the Jordan Heights Condominiums project by Holmes Homes. Future amendments to the proposed subdivision will subdivide the buildings for the individual sale of the condominium units. This project previously received Site Plan Approval in August of 2022.

This proposal has been reviewed by all members of the Development Review Committee (Planning, Engineering, Public Works, Legal, Unified Fire Authority, and the Building Official) for compliance with the respective guidelines, policies, standards, and codes. Staff finds the proposal substantially complies with the preliminary subdivision requirements in Midvale Municipal Code 16.02, and the lot standards of the JB 1-3 zone in Midvale Municipal Code 17-7-10.12.10.

Public notice has been sent to property owners within 500 feet of the subject parcel. No written objections have been received as of the writing of this report.

STAFF RECOMMENDATION

Based on compliance with the requirements of Chapter 16.02 and 17-7-10.12.10 of the Midvale Municipal Code demonstrated in the application, Staff recommends the Planning Commission approve the preliminary subdivision with the following findings and conditions:

Findings:

1. The application is for a preliminary subdivision for a 16-lot subdivision located at 743 W Bingham Junction Blvd.
2. The project substantially complies with the preliminary subdivision procedure outlined in Midvale Municipal Code 16.02 and the lot standards of 17-7-10.12.10.

3. The Development Review Committee has reviewed the project and forwarded the item on for the Planning Commission to render a decision.

Conditions:

1. Name and address of the applicant and owners of the land to be subdivided is added to the Preliminary Plat. *MMC 16.02.020(K)*.
2. Any other modifications to the Preliminary Plat and Subdivision documents as required by the members of the Development Review Committee for the Preliminary Subdivision.

RECOMMENDED MOTION

I move that we approve the Preliminary Subdivision located at 743 W Bingham Junction Blvd with the findings and conditions noted in the staff report.

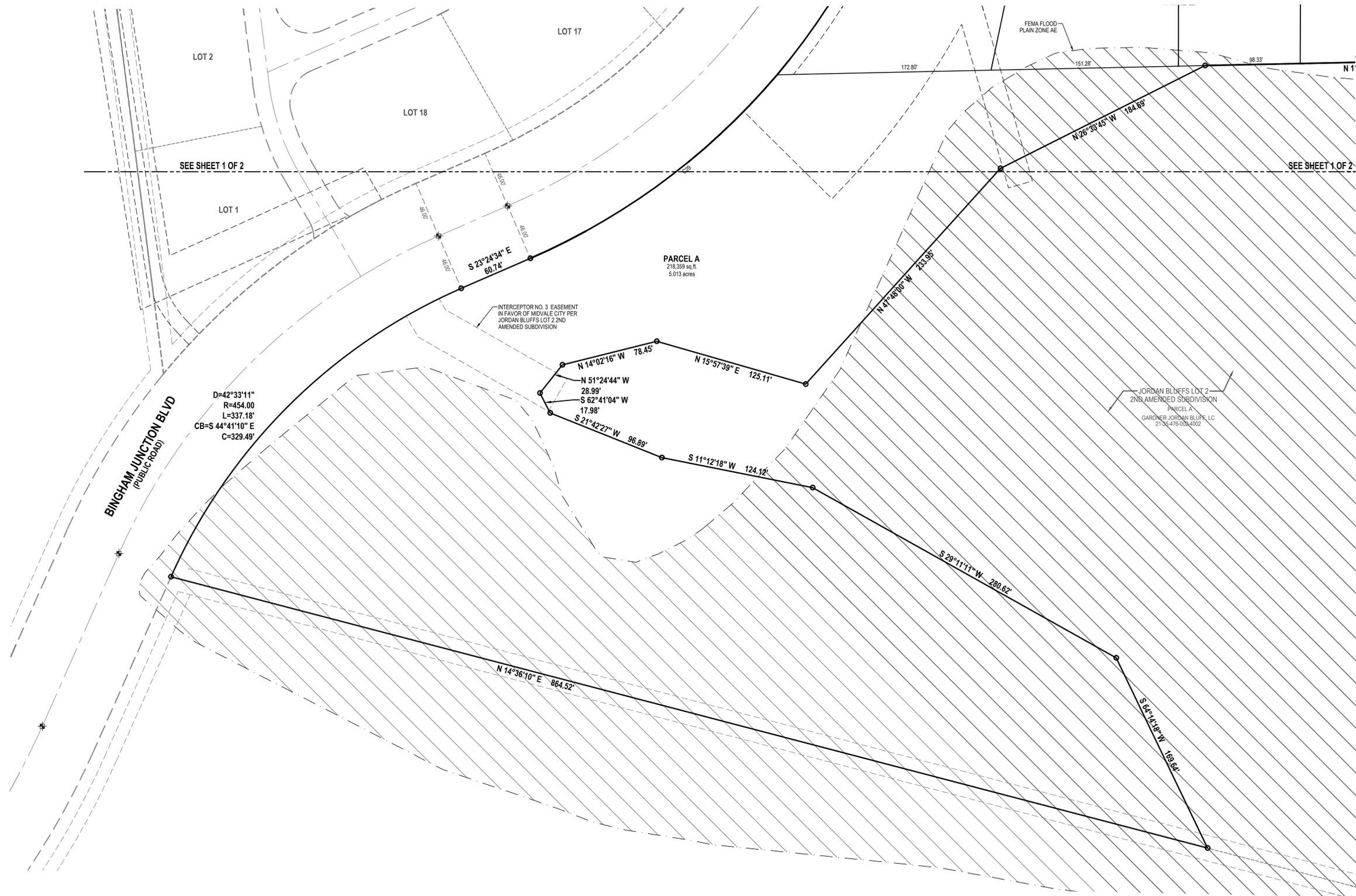
ATTACHMENTS

1. Preliminary Subdivision Documents

JORDAN HEIGHTS AT VIEW 78 PHASE 2 SUBDIVISION

AMENDING ALL OF LOT 202 OF JORDAN BLUFFS LOT 2 2ND AMENDED SUBDIVISION
 LOCATED IN THE SOUTHEAST QUARTER OF SECTION 35
 TOWNSHIP 2 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN
 MIDVALE CITY, SALT LAKE COUNTY, UTAH
 FINAL PLAT

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	546.00'	636.19'	66°45'38"	S56°47'23"E	600.81'
C2	546.00'	18.25'	1°54'54"	S86°41'10"E	18.25'
C3	546.00'	16.17'	1°41'50"	S84°52'48"E	16.17'
C4	546.00'	327.66'	34°23'00"	S66°50'23"E	322.76'
C5	28.50'	17.52'	35°13'18"	S17°40'12"W	17.25'
C6	28.50'	13.44'	27°00'54"	N13°26'54"W	13.31'
C7	28.00'	47.64'	97°29'07"	N53°11'57"E	42.10'
C8	28.00'	38.18'	78°07'00"	N38°59'59"W	35.29'
C9	28.00'	43.98'	90°00'00"	S44°56'29"E	39.60'
C10	28.00'	43.98'	90°00'00"	N45°03'31"E	39.60'
C11	28.00'	43.98'	90°00'00"	S44°56'29"E	39.60'
C12	28.00'	43.98'	90°00'00"	N45°03'31"E	39.60'
C13	28.00'	49.79'	101°53'00"	S51°00'01"W	43.48'
C14	20.50'	27.95'	78°07'00"	N38°59'59"W	25.83'
C15	28.00'	46.13'	94°23'53"	S42°44'33"E	41.09'
C16	28.00'	43.98'	90°00'00"	S45°03'31"W	39.60'
C17	28.00'	43.98'	90°00'00"	S44°56'29"E	39.60'
C18	28.00'	43.98'	90°00'00"	S45°03'31"W	39.60'
C19	28.00'	43.98'	90°00'00"	S44°56'29"E	39.60'
C20	28.00'	43.98'	90°00'00"	S45°03'31"W	39.60'
C21	28.00'	43.98'	90°00'00"	S45°03'31"W	39.60'
C22	28.00'	43.98'	90°00'00"	N44°56'29"W	39.60'
C23	28.00'	43.98'	90°00'00"	N44°56'29"W	39.60'
C24	28.00'	43.98'	90°00'00"	N45°03'31"E	39.60'
C25	28.00'	43.98'	90°00'00"	N44°56'29"W	39.60'
C26	28.00'	43.98'	90°00'00"	N45°03'31"E	39.60'
C27	500.00'	40.45'	4°38'09"	S87°51'08"E	40.44'
C28	500.00'	1.69'	0°11'39"	S85°26'14"E	1.69'
C29	546.00'	250.04'	26°14'18"	S36°31'44"E	247.86'
C30	17.00'	26.79'	90°17'54"	N45°05'20"W	24.10'



SEE SHEET 1 OF 2

SEE SHEET 1 OF 2

D=42°33'11"
 R=454.00
 L=337.18'
 CB-S 44°41'10" E
 C=329.49'

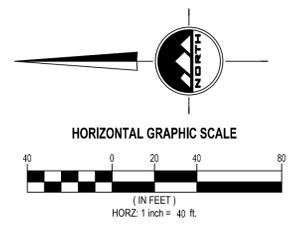
PARCEL A
 218,359 sq. ft.
 5.013 acres

JORDAN BLUFFS LOT 2
 2ND AMENDED SUBDIVISION
 PARCEL A
 GARDNER JORDAN BLUFFS, LC
 2136-475-008, 402

LEGEND

- EXISTING STREET MONUMENT
- PROPOSED STREET MONUMENT
- SECTION CORNER
- SET 5/8" REBAR WITH YELLOW PLASTIC CAP, OR NAIL STAMPED "ENSIGN ENG. & LAND SURV." AT ALL LOT CORNERS; OFFSET PINS TO BE PLACED IN BACK OF CURBS
- BOUNDARY LINE
- SECTION LINE
- CENTER LINE
- EASEMENT LINE
- FEMA FLOOD PLAIN ZONE AE

- PLAT NOTES:**
- Midvale City shall be obligated to maintain the interceptor trench located within subdivision and no private landowner within any lot shall bear any maintenance responsibility therefore.
 - Street trees and public infrastructure within and adjacent to the property shall be addressed with each site development plan.
 - The private roads on this plat are identified as such for emergency response and addressing purposes. They are not considered private roads under the Midvale City zoning ordinance.



**JORDAN HEIGHTS AT VIEW 78
 PHASE 2 SUBDIVISION**
 AMENDING ALL OF LOT 202 OF JORDAN BLUFFS LOT 2
 2ND AMENDED SUBDIVISION
 LOCATED IN THE SOUTHEAST QUARTER OF SECTION 35
 TOWNSHIP 2 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN
 MIDVALE CITY, SALT LAKE COUNTY, UTAH

SHEET 2 OF 2
 PROJECT NUMBER: 7058E
 MANAGER: BDM
 DRAWN BY: KFW
 CHECKED BY: PMH
 DATE: 9/10/25



SANDY
 45 W 10000 S, Suite 500
 Sandy, UT 84070
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 WWW.ENSIGNENG.COM

LAYTON
 Phone: 801.547.1100

TORRELE
 Phone: 435.843.3590

CEGAR CITY
 Phone: 435.965.1453

RICHFIELD
 Phone: 435.899.2983

RECORDED # _____
 STATE OF UTAH, COUNTY OF SALT LAKE, RECORDED AND FILED AT THE
 REQUEST OF: _____
 DATE: _____ TIME: _____ BOOK: _____ PAGE: _____
 FEES _____ DEPUTY SALT LAKE COUNTY RECORDER



BENCHMARK
 NORTHEAST CORNER SECTION 35, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN
 ELEVATION = 4351.14

JORDAN HEIGHTS AT VIEW 78 PHASE 2

752 WEST BINGHAM JUNCTION BOULEVARD
 MIDVALE, UTAH

FOR CONSTRUCTION

DATE PRINTED
 December 16, 2024

INDEX OF DRAWINGS

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C-104	SITE PLAN
C-105	SITE PLAN
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C-201	GRADING AND DRAINAGE PLAN
C-202	GRADING AND DRAINAGE PLAN
C-203	GRADING AND DRAINAGE PLAN
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C-302	UTILITY PLAN
C-303	UTILITY PLAN
C-304	UTILITY PLAN
C-305	FORCED MAIN AND LIFT STATION PLAN
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PP-2	ROAD PLAN AND PROFILE
PP-3	ROAD PLAN AND PROFILE
PP-4	700 WEST PLAN AND PROFILE
PP-5	700 WEST PLAN AND PROFILE
C-500	DETAILS
C-501	DETAILS
C-502	LIFT STATION DETAILS

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SHEET 1	PLANTING PLAN: PHASE 2
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SHEET 11	IRRIGATION PLAN: PHASE 2
SHEET 12	IRRIGATION PLAN: PHASE 2
SHEET 13	PLANTING SPECIFICATION
SHEET 14	IRRIGATION SPECIFICATION



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FOR:
 HOLMES HOMES
 126 SEGO LILY DRIVE
 SANDY, UT 84070

CONTACT:
 MARK GARZA
 PHONE: 801-558-9966

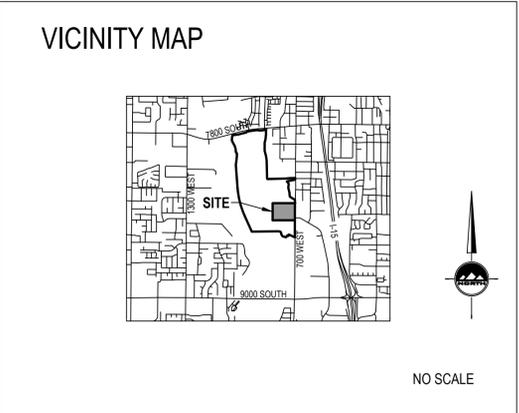
JORDAN HEIGHTS AT VIEW 78
 PHASE 2
 752 WEST BINGHAM JUNCTION BOULEVARD
 MIDVALE, UTAH



NOTICE TO CONTRACTOR

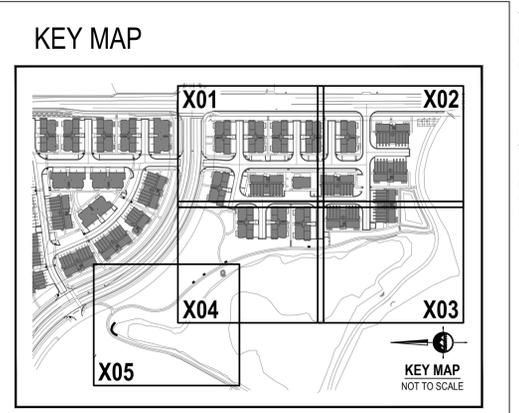
ALL CONTRACTORS AND SUBCONTRACTORS PERFORMING WORK SHOWN ON OR RELATED TO THESE PLANS SHALL CONDUCT THEIR OPERATIONS SO THAT ALL EMPLOYEES ARE PROVIDED A SAFE PLACE TO WORK AND THE PUBLIC IS PROTECTED. ALL CONTRACTORS AND SUBCONTRACTORS SHALL COMPLY WITH THE OCCUPATIONAL SAFETY AND HEALTH REGULATIONS OF THE U.S. DEPARTMENT OF LABOR AND THE STATE OF UTAH DEPARTMENT OF INDUSTRIAL RELATIONS CONSTRUCTION SAFETY ORDERS. THE CIVIL ENGINEER SHALL NOT BE RESPONSIBLE IN ANY WAY FOR THE CONTRACTORS AND SUBCONTRACTORS COMPLIANCE WITH SAID REGULATIONS AND ORDERS.

CONTRACTOR FURTHER AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB-SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE CIVIL ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR ENGINEER.



GENERAL NOTES

1. ALL WORK SHALL CONFORM TO MIDVALE CITY STANDARDS & SPECIFICATIONS.



NOTICE TO DEVELOPER/ CONTRACTOR

UNAPPROVED DRAWINGS REPRESENT WORK IN PROGRESS, ARE SUBJECT TO CHANGE, AND DO NOT CONSTITUTE A FINISHED ENGINEERING PRODUCT. ANY WORK UNDERTAKEN BY DEVELOPER OR CONTRACTOR BEFORE PLANS ARE APPROVED IS UNDERTAKEN AT THE SOLE RISK OF THE DEVELOPER, INCLUDING BUT NOT LIMITED TO BIDS, ESTIMATION, FINANCING, BONDING, SITE CLEARING, GRADING, INFRASTRUCTURE CONSTRUCTION, ETC.

UTILITY DISCLAIMER

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND / OR ELEVATIONS OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

COVER SHEET

PROJECT NUMBER: 7058E PRINT DATE: 9/12/24
 DRAWN BY: P. HUNTER CHECKED BY: M. BUDGE
 PROJECT MANAGER: B. MORRIS

C-000

JORDAN HEIGHTS AT VIEW 78 PHASE 2 SUBDIVISION

AMENDING ALL OF LOT 202 OF JORDAN BLUFFS LOT 2 2ND AMENDED SUBDIVISION
 LOCATED IN THE SOUTHEAST QUARTER OF SECTION 35
 TOWNSHIP 2 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN
 MIDVALE CITY, SALT LAKE COUNTY, UTAH
 FINAL PLAT

LEGEND

- EXISTING STREET MONUMENT
- PROPOSED STREET MONUMENT
- SECTION CORNER
-
- BOUNDARY LINE
- SECTION LINE
- CENTER LINE
- EASEMENT LINE
- FEMA FLOOD PLAIN ZONE AE



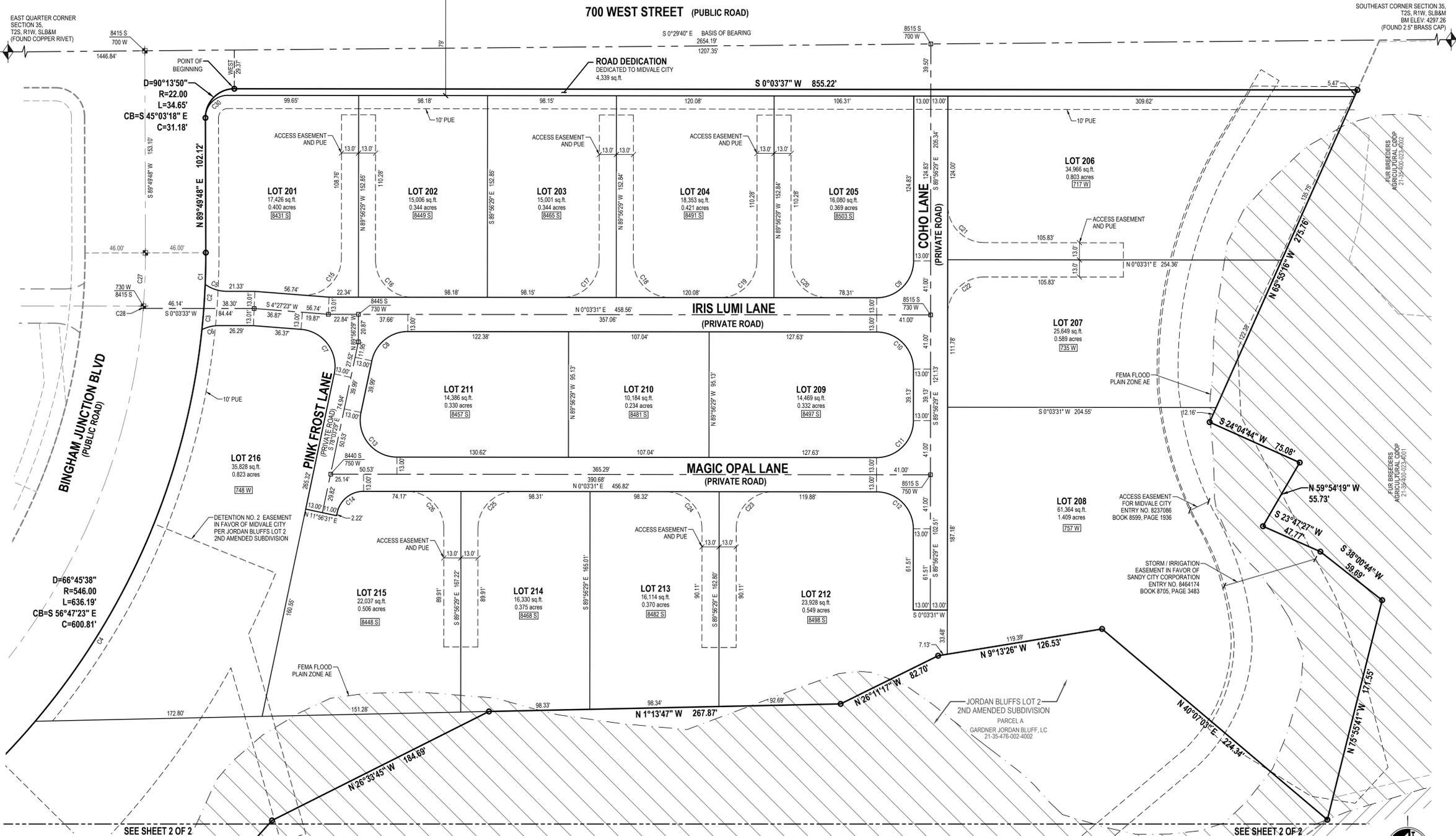
SURVEYOR'S CERTIFICATE

I, PATRICK M. HARRIS, do hereby certify that I am a Licensed Professional Land Surveyor in the State of Utah and that I hold Certificate No. 26882 in accordance with Title 58, Chapter 22, of the Professional Engineers and Land Surveyor's Act. I further certify that by authority of the Owners, I have completed a survey of the property described on this subdivision plat in accordance with Section 17-23-17 and have verified all measurements, that the reference monuments shown on this plat are located as indicated and are sufficient to accurately establish the lateral boundaries of the herein described tract of real property; and has been drawn correctly to the designated scale and is a true and correct representation of the herein described lands included in said subdivision, based upon data compiled from records of the Salt Lake County Recorder's Office. I further certify that all lots meet frontage width and area requirements of the applicable zoning ordinances.

BOUNDARY DESCRIPTION

All of Lot 202 of Jordan Bluffs Lot 2 2nd Amended Subdivision, recorded September 9, 2019 as Entry No. 13069989 in Book 2019P at Page 254 in the Office of the Salt Lake County Recorder, being more particularly described as follows:

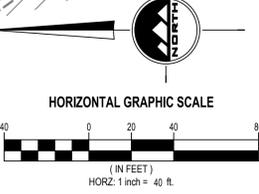
Beginning at a point on the Westerly Right-of-Way Line of 700 West Street, said point being South 00°29'40\"/>



ROCKY MOUNTAIN POWER NOTES:
 1. PURSUANT TO UTAH CODE ANN. § 54-3-27 THIS PLAT CONVEYS TO THE OWNER(S) OR OPERATORS OF UTILITY FACILITIES A PUBLIC UTILITY EASEMENT ALONG WITH ALL THE RIGHTS AND DUTIES DESCRIBED THEREIN.
 2. PURSUANT TO UTAH CODE ANN. § 17-27A-603(4)(C)(i) ROCKY MOUNTAIN POWER ACCEPTS DELIVERY OF THE PUE AS DESCRIBED IN THIS PLAT AND APPROVES THIS PLAT SOLELY FOR THE PURPOSE OF CONFIRMING THAT THE PLAT CONTAINS PUBLIC UTILITY EASEMENTS AND APPROXIMATES THE LOCATION OF THE PUBLIC UTILITY EASEMENTS, BUT DOES NOT WARRANT THEIR PRECISE LOCATION. ROCKY MOUNTAIN POWER MAY REQUIRE OTHER EASEMENTS IN ORDER TO SERVE THIS DEVELOPMENT. THIS APPROVAL DOES NOT AFFECT ANY RIGHT THAT ROCKY MOUNTAIN POWER HAS UNDER:
 2.1. A RECORDED EASEMENT OR RIGHT-OF-WAY
 2.2. THE LAW APPLICABLE TO PRESCRIPTIVE RIGHTS
 2.3. TITLE 54, CHAPTER 8A, DAMAGE TO UNDERGROUND UTILITY FACILITIES OR
 2.4. ANY OTHER PROVISION OF LAW.

Enbridge Gas Utah - Note with NO existing natural gas easement: Questar Gas Company, dba Enbridge Gas Utah, hereby approves this plat solely for the purposes of confirming that the plat contains public utility easements. Enbridge Gas Utah may require additional easements in order to serve this development. This approval does not constitute abrogation or waiver of any other existing rights, obligations or liabilities including prescriptive rights and other rights, obligations or liabilities provided by law or equity. This approval does not constitute acceptance, approval or acknowledgment of any terms contained in the plat, including those set forth in the Owner Dedication or in the Notes, and does not constitute a guarantee of particular terms or conditions of natural gas service. For further information please contact Enbridge Gas Utah's Right-of-Way Department at 800-366-8532.

PLAT NOTES:
 1. Street trees and public infrastructure within and adjacent to the property shall be addressed with each site development plan.
 2. The private roads on this plat are identified as such for emergency response and addressing purposes. They are not considered private roads under the Midvale City zoning ordinance.
 3. The sewer lift station that is installed with this project is considered private and Midvale City and Sandy Suburban Improvement District has no jurisdiction or responsibility to maintain.
 4. Ownership and maintenance of the lift station, including the forced main, sewer laterals and sewer mainline from the manhole prior to the lift station will be the responsibility of the home owners association.
 5. The sewer mainline within this phase up to and including the last manhole prior to the sewer lift station will be owned, operated and maintained by Sandy Suburban Improvement District.



UTILITY DEDICATION

By execution of this plat, the Owner(s) shown below does hereby grant and convey to the Midvale City and other public utility companies, a perpetual non-exclusive easement and right of way in and to those areas reflected on the map not covered by permanent structures, to be used for the installation, maintenance, and operation of approved public water, storm drain and public utilities and appurtenances together with right of access thereto. The Owner(s) also hereby grant a perpetual easement to Midvale City for Building and Zoning Inspections and Emergency Services Deliveries and Inspections over all "PRIVATE ROADS" and/or driveways.

OWNER'S DEDICATION

Known all men by these presents that I / we, the undersigned owner (s) of the above described tract of land, having caused same to be subdivided, hereafter known as the

JORDAN HEIGHTS AT VIEW 78 PHASE 2 SUBDIVISION

AMENDING ALL OF LOT 202 OF JORDAN BLUFFS LOT 2 2ND AMENDED SUBDIVISION

do hereby dedicate for perpetual use of the public all parcels of land shown on this plat as intended for Public use. Owner(s) hereby agree to warrant and defend the use of the public all parcels of land shown on this plat as intended for Public use. Owner(s) hereby agree to warrant and defend the use of the public all parcels of land shown on this plat as intended for Public use. Owner(s) hereby agree to warrant and defend the use of the public all parcels of land shown on this plat as intended for Public use.

Pursuant to Code 10-9a-604d the owner hereby conveys the Private Roads as indicated hereon to Association _____

In witness whereof I / we have hereunto set our hand (s) this _____ day of _____ A.D., 20____

Print Name, Title
 Company Name

LIABILITY COMPANY ACKNOWLEDGMENT

STATE OF UTAH _____ J.S.S.
 County of Salt Lake _____
 On the _____ day of _____ A.D., 20____
 personally appeared before me, the undersigned Notary Public, in and for said County of _____ in the State of Utah, who after being duly sworn, acknowledged to me that He/She is the _____ of _____ a Limited Liability Company and that He/She signed the Owner's Dedication freely and voluntarily for and in behalf of said Limited Liability Company for the purposes therein mentioned and acknowledged to me that said Corporation executed the same.

MY COMMISSION EXPIRES: _____
 NOTARY PUBLIC _____ RESIDING IN _____ COUNTY.

JORDAN HEIGHTS AT VIEW 78 PHASE 2 SUBDIVISION

AMENDING ALL OF LOT 202 OF JORDAN BLUFFS LOT 2 2ND AMENDED SUBDIVISION
 LOCATED IN THE SOUTHEAST QUARTER OF SECTION 35
 TOWNSHIP 2 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN
 MIDVALE CITY, SALT LAKE COUNTY, UTAH

SHEET 1 OF 2
 PROJECT NUMBER: 7058E
 MANAGER: BDM
 DRAWN BY: KFW
 CHECKED BY: PMH
 DATE: 12/16/24

ENSIGN
 SALT LAKE CITY
 45 W. 10000 S, Suite 500
 Sandy, UT. 84070
 Phone: 801.255.0529
 Fax: 801.255.4449
 WWW.ENSIGNENG.COM

LAYTON
 Phone: 801.541.1100
TOOLE
 Phone: 435.843.3390
CEDAR CITY
 Phone: 435.861.1633
RICHFIELD
 Phone: 435.896.2983

CITY ENGINEERING DEPARTMENT
 APPROVED THIS _____ DAY OF _____
 20____ BY THE MIDVALE CITY ENGINEER.
 MIDVALE CITY ENGINEER

CITY PLANNING
 APPROVED THIS _____ DAY OF _____
 20____ BY THE MIDVALE CITY PLANNING.
 CHAIR, PLANNING COMMISSION

BOARD OF HEALTH APPROVAL
 APPROVED THIS _____ DAY OF _____
 20____ BY THE BOARD OF HEALTH.
 SALT LAKE COUNTY HEALTH DEPT.

APPROVAL AS TO FORM
 APPROVED THIS _____ DAY OF _____
 20____ BY THE MIDVALE CITY ATTORNEY.
 MIDVALE CITY ATTORNEY

CITY COUNCIL APPROVAL
 PRESENTED TO THE MIDVALE CITY COUNCIL THIS _____ DAY OF _____
 20____ AT WHICH TIME THE SUBDIVISION
 WAS APPROVED AND ACCEPTED.
 ATTEST: MIDVALE CITY RECORDER _____ MAYOR

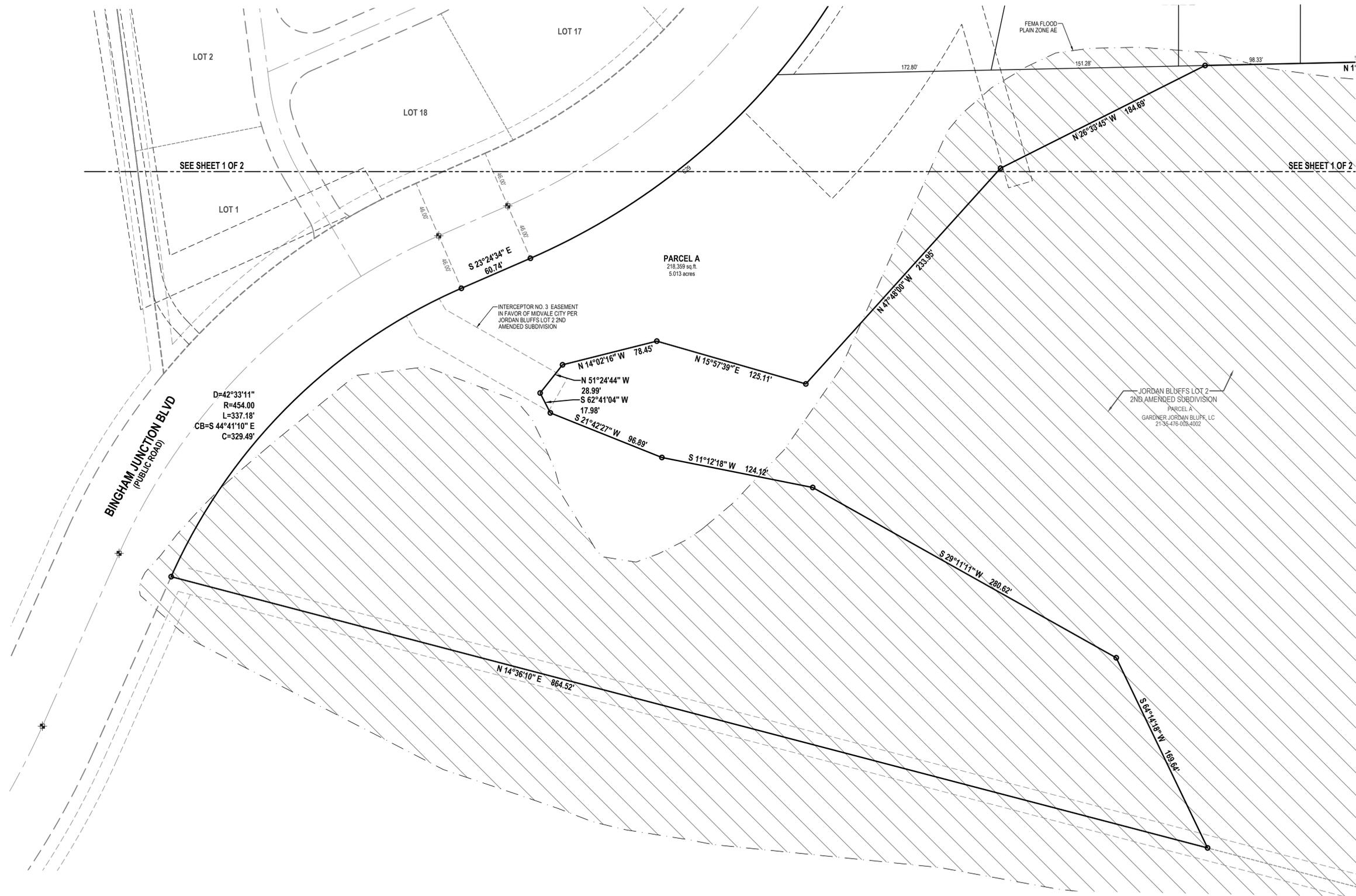
RECORD OF SURVEY
 ROS NO.: **S-2019-03-0230**
 COUNTY SURVEYOR/REVIEWER _____ DATE _____

RECORDED # _____
 STATE OF UTAH, COUNTY OF SALT LAKE, RECORDED AND FILED AT THE
 REQUEST OF: _____
 DATE: _____ TIME: _____ BOOK: _____ PAGE: _____
 FEES _____ DEPUTY SALT LAKE COUNTY RECORDER

JORDAN HEIGHTS AT VIEW 78 PHASE 2 SUBDIVISION

AMENDING ALL OF LOT 202 OF JORDAN BLUFFS LOT 2 2ND AMENDED SUBDIVISION
 LOCATED IN THE SOUTHEAST QUARTER OF SECTION 35
 TOWNSHIP 2 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN
 MIDVALE CITY, SALT LAKE COUNTY, UTAH
 FINAL PLAT

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	546.00'	636.19'	66°45'38"	S56°47'23"E	600.81'
C2	546.00'	18.25'	1°54'54"	S86°41'10"E	18.25'
C3	546.00'	16.17'	1°41'50"	S84°52'48"E	16.17'
C4	546.00'	327.66'	34°23'00"	S66°50'23"E	322.76'
C5	28.50'	17.52'	35°13'18"	S17°40'12"W	17.25'
C6	28.50'	13.44'	27°00'54"	N13°26'54"W	13.31'
C7	28.00'	47.64'	97°29'07"	N53°11'57"E	42.10'
C8	28.00'	38.18'	78°07'00"	N38°59'59"W	35.29'
C9	28.00'	43.98'	90°00'00"	S44°56'29"E	39.60'
C10	28.00'	43.98'	90°00'00"	N45°03'31"E	39.60'
C11	28.00'	43.98'	90°00'00"	S44°56'29"E	39.60'
C12	28.00'	43.98'	90°00'00"	N45°03'31"E	39.60'
C13	28.00'	49.79'	101°53'00"	S51°00'01"W	43.48'
C14	20.50'	27.95'	78°07'00"	N38°59'59"W	25.83'
C15	28.00'	46.13'	94°23'53"	S42°44'33"E	41.09'
C16	28.00'	43.98'	90°00'00"	S45°03'31"W	39.60'
C17	28.00'	43.98'	90°00'00"	S44°56'29"E	39.60'
C18	28.00'	43.98'	90°00'00"	S45°03'31"W	39.60'
C19	28.00'	43.98'	90°00'00"	S44°56'29"E	39.60'
C20	28.00'	43.98'	90°00'00"	S45°03'31"W	39.60'
C21	28.00'	43.98'	90°00'00"	S45°03'31"W	39.60'
C22	28.00'	43.98'	90°00'00"	N44°56'29"W	39.60'
C23	28.00'	43.98'	90°00'00"	N44°56'29"W	39.60'
C24	28.00'	43.98'	90°00'00"	N45°03'31"E	39.60'
C25	28.00'	43.98'	90°00'00"	N44°56'29"W	39.60'
C26	28.00'	43.98'	90°00'00"	N45°03'31"E	39.60'
C27	500.00'	40.45'	4°38'09"	S87°51'08"E	40.44'
C28	500.00'	1.69'	0°11'39"	S85°26'14"E	1.69'
C29	546.00'	250.04'	26°14'18"	S36°31'44"E	247.86'
C30	17.00'	26.79'	90°17'54"	N45°05'20"W	24.10'



D=42°33'11"
 R=454.00
 L=337.18'
 CB=S 44°41'10" E
 C=329.49'

INTERCEPTOR NO. 3 EASEMENT
 IN FAVOR OF MIDVALE CITY PER
 JORDAN BLUFFS LOT 2 2ND
 AMENDED SUBDIVISION

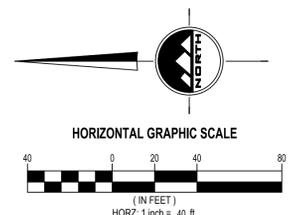
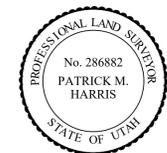
JORDAN BLUFFS LOT 2
 2ND AMENDED SUBDIVISION
 PARCEL B
 GARDNER JORDAN BLUFFS, LC
 21-36-475-003-4002

LEGEND

- EXISTING STREET MONUMENT
- PROPOSED STREET MONUMENT
- SECTION CORNER
- SET 5/8" REBAR WITH YELLOW PLASTIC CAP, OR NAIL STAMPED "ENSIGN ENG. & LAND SURV." AT ALL LOT CORNERS; OFFSET PINS TO BE PLACED IN BACK OF CURBS
- BOUNDARY LINE
- SECTION LINE
- CENTER LINE
- EASEMENT LINE
- FEMA FLOOD PLAIN ZONE AE

PLAT NOTES:

- Midvale City shall be obligated to maintain the interceptor trench located within subdivision and no private landowner within any lot shall bear any maintenance responsibility therefore.
- Street trees and public infrastructure within and adjacent to the property shall be addressed with each site development plan.
- The private roads on this plat are identified as such for emergency response and addressing purposes. They are not considered private roads under the Midvale City zoning ordinance.



JORDAN HEIGHTS AT VIEW 78 PHASE 2 SUBDIVISION
 AMENDING ALL OF LOT 202 OF JORDAN BLUFFS LOT 2 2ND AMENDED SUBDIVISION
 LOCATED IN THE SOUTHEAST QUARTER OF SECTION 35
 TOWNSHIP 2 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN
 MIDVALE CITY, SALT LAKE COUNTY, UTAH

SHEET 2 OF 2
 PROJECT NUMBER: 7059E
 MANAGER: BDM
 DRAWN BY: KFW
 CHECKED BY: PMH
 DATE: 12/16/24



SALT LAKE CITY
 45 W. 10000 S., Suite 500
 Sandy, UT, 84070
 Phone: 801.255.0529
 Fax: 801.255.4449
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LAYTON
 Phone: 801.547.1100
TOOLE
 Phone: 435.843.3590
CEDAR CITY
 Phone: 435.855.1653
RICHFIELD
 Phone: 435.896.2953

RECORDED # _____
 STATE OF UTAH, COUNTY OF SALT LAKE, RECORDED AND FILED AT THE
 REQUEST OF: _____
 DATE: _____ TIME: _____ BOOK: _____ PAGE: _____
 FEES _____ DEPUTY SALT LAKE COUNTY RECORDER

GENERAL NOTES

- ALL CONSTRUCTION MUST STRICTLY FOLLOW THE STANDARDS AND SPECIFICATIONS SET FORTH BY THE DESIGN ENGINEER, LOCAL AGENCY JURISDICTION, APWA (CURRENT EDITION), AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.). THE ORDER LISTED ABOVE IS ARRANGED BY SENIORITY. THE LATEST EDITION OF ALL STANDARDS AND SPECIFICATIONS MUST BE REFERRED TO. IF A CONSTRUCTION PRACTICE IS NOT SPECIFIED BY ANY OF THE ABOVE SOURCES, CONTRACTOR MUST CONTACT DESIGN ENGINEER FOR DIRECTION.
- CONTRACTOR TO STRICTLY FOLLOW THE MOST CURRENT COPY OF THE SOILS REPORT FOR THIS PROJECT. ALL GRADING INCLUDING BUT NOT LIMITED TO CUT, FILL, COMPACTION, ASPHALT SECTION, SUBBASE, TRENCH EXCAVATION/BACKFILL, SITE GRUBBING, AND FOOTINGS MUST BE COORDINATED DIRECTLY WITH SOILS REPORT.
- CONTRACTOR MUST VERIFY ALL EXISTING CONDITIONS BEFORE BIDDING, AND BRING UP ANY QUESTIONS BEFORE SUBMITTING BID.
- CONTRACTOR SHALL PROVIDE A CONSTRUCTION SCHEDULE IN ACCORDANCE WITH THE CITY, STATE, OR COUNTY REGULATIONS FOR WORKING IN THE PUBLIC WAY.
- CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL ACCORDING TO GOVERNING AGENCY STANDARDS. WET DOWN DRY MATERIALS AND RUBBISH TO PREVENT BLOWING.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ADJACENT SURFACE IMPROVEMENTS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY SETTLEMENT OF OR DAMAGE TO EXISTING UTILITIES.
- THE CONTRACTOR IS RESPONSIBLE TO FURNISH ALL MATERIALS TO COMPLETE THE PROJECT.
- ALL EXPOSED SURFACES WILL HAVE A TEXTURED FINISH, RUBBED, OR BROOMED. ANY "PLASTERING" OF NEW CONCRETE WILL BE DONE WHILE IT IS STILL "GREEN".
- PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
- THE LOCATIONS OF UNDERGROUND FACILITIES SHOWN ON THESE PLANS ARE BASED ON FIELD SURVEYS AND LOCAL UTILITY COMPANY RECORDS. IT SHALL BE THE CONTRACTOR'S FULL RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES TO LOCATE THEIR FACILITIES PRIOR TO PROCEEDING WITH CONSTRUCTION. NO ADDITIONAL COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR DAMAGE AND REPAIR TO THESE FACILITIES CAUSED BY HIS WORK FORCE. CONTRACTOR SHALL START INSTALLATION AT LOW POINT OF ALL NEW GRAVITY UTILITY LINES.
- ALL DIMENSIONS, GRADES, AND UTILITY DESIGN SHOWN ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE ENGINEER IF ANY DISCREPANCIES EXIST. PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES, NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO THE DIMENSIONS OR GRADES SHOWN INCORRECTLY ON THESE PLANS, IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
- NO CHANGE IN DESIGN LOCATION OR GRADE WILL BE MADE BY THE CONTRACTOR WITHOUT THE WRITTEN APPROVAL OF THE PROJECT ENGINEER.
- NATURAL VEGETATION AND SOIL COVER SHALL NOT BE DISTURBED PRIOR TO ACTUAL CONSTRUCTION OF A REQUIRED FACILITY OR IMPROVEMENT. MASS CLEARING OF THE SITE IN ANTICIPATION OF CONSTRUCTION SHALL BE AVOIDED.
- CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, MAINTAINING, OR RESTORING ALL MONUMENTS AND MONUMENT REFERENCE MARKS WITHIN THE PROJECT SITE. CONTACT THE CITY OR COUNTY SURVEYOR FOR MONUMENT LOCATIONS AND CONSTRUCTION DETAILS.
- EXISTING UTILITY INFORMATION SHOWN IS FOR INFORMATIONAL PURPOSES ONLY. IT IS DERIVED FROM ON-SITE SURVEY AND/OR UTILITY MAPPING PROVIDED TO THE ENGINEER, AND THEREFORE UTILITIES MAY NOT BE LOCATED CORRECTLY, EITHER HORIZONTALLY OR VERTICALLY, AND MAY NOT BE ALL INCLUSIVE. CONTRACTOR IS REQUIRED TO FOLLOW THE PROCEDURE OUTLINED BELOW.
 - CONTRACTOR IS REQUIRED TO LOCATE AND POT HOLE ALL EXISTING UTILITY LINES (BOTH HORIZONTALLY AND VERTICALLY) THAT AFFECT THE PROJECT CONSTRUCTION, EITHER ON-SITE OR OFF-SITE, AND DETERMINE IF THERE ARE ANY CONFLICTS WITH THE DESIGN OF THE SITE AS SHOWN ON THE APPROVED PLANS PRIOR TO ANY CONSTRUCTION. IF IT IS DETERMINED THAT CONFLICTS EXIST BETWEEN EXISTING UTILITIES AND DESIGN UTILITIES (OR ANOTHER ASPECT OF PROPOSED CONSTRUCTION) THE ENGINEER MUST BE NOTIFIED IMMEDIATELY TO CORRECT THE CONFLICTS BEFORE ANY WORK CAN BEGIN. IF THE CONTRACTOR FAILS TO FOLLOW THIS ABSOLUTE REQUIREMENT AND CONFLICTS ARISE DURING CONSTRUCTION THE CONTRACTOR WILL BEAR THE SOLE RESPONSIBILITY TO FIX THE CONFLICTS.
 - CONTRACTOR IS REQUIRED TO VERIFY THAT PROPER COVER AND PROTECTION OF EXISTING UTILITY LINES IS MAINTAINED OR ATTAINED WITHIN THE DESIGN ONCE VERIFICATION OF THE EXISTING UTILITIES IS COMPLETED AS OUTLINED IN 16.1 ABOVE.
 - IN ADDITION TO 16.1 AND 16.2 ABOVE THE CONTRACTOR WILL VERIFY DEPTHS OF UTILITIES IN THE FIELD BY "POTHOLING" A MINIMUM OF 300 FEET AHEAD OF PROPOSED PIPELINE CONSTRUCTION TO AVOID POTENTIAL CONFLICTS WITH DESIGNED PIPELINE ALIGNMENT AND GRADE AND EXISTING UTILITIES.
 - IF A CONFLICT ARISES BETWEEN EXISTING UTILITIES AND DESIGN UTILITIES (OR ANOTHER ASPECT OF PROPOSED CONSTRUCTION) AS DETERMINED UNDER 16.1, 16.2 OR 16.3 THE CONTRACTOR WILL NOTIFY THE ENGINEER IMMEDIATELY TO RESOLVE THE CONFLICT.
 - IF A CONFLICT ARISES BETWEEN EXISTING UTILITIES AND DESIGN UTILITIES (OR ANOTHER ASPECT OF PROPOSED CONSTRUCTION) RESULTING FROM THE CONTRACTOR'S NEGLIGENCE TO IDENTIFY AND/OR "POT HOLE" EXISTING UTILITIES AS REQUIRED IN 16.1, 16.2 AND 16.3 ABOVE, THE CONTRACTOR WILL BE REQUIRED TO RESOLVE THE CONFLICT WITHOUT ADDITIONAL COST OR CLAIM TO THE OWNER OR ENGINEER.
- ANY AREA OUTSIDE THE LIMIT OF WORK THAT IS DISTURBED SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT NO COST TO OWNER.
- CONSULT ALL OF THE DRAWINGS AND SPECIFICATIONS FOR COORDINATION REQUIREMENTS BEFORE COMMENCING CONSTRUCTION.
- AT ALL LOCATIONS WHERE EXISTING PAVEMENT ABUTS NEW CONSTRUCTION, THE EDGE OF THE EXISTING PAVEMENT SHALL BE SAWCUT TO A CLEAN, SMOOTH EDGE.
- ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE MOST RECENT, ADOPTED EDITION OF ADA ACCESSIBILITY GUIDELINES.
- CONTRACTOR SHALL, AT THE TIME OF BIDDING AND THROUGHOUT THE PERIOD OF THE CONTRACT, BE LICENSED IN THE STATE OF UTAH AND SHALL BE BONDABLE FOR AN AMOUNT REQUIRED BY THE OWNER.
- CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE ALL WATER, POWER, SANITARY FACILITIES AND TELEPHONE SERVICES AS REQUIRED FOR THE CONTRACTOR'S USE DURING CONSTRUCTION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ADEQUATELY SCHEDULING INSPECTION AND TESTING OF ALL FACILITIES CONSTRUCTED UNDER THIS CONTRACT. ALL TESTING SHALL CONFORM TO THE REGULATORY AGENCY'S STANDARD SPECIFICATIONS. ALL RE-TESTING AND/OR RE-INSPECTION SHALL BE PAID FOR BY THE CONTRACTOR.
- IF EXISTING IMPROVEMENTS NEED TO BE DISTURBED AND/OR REMOVED FOR THE PROPER PLACEMENT OF IMPROVEMENTS TO BE CONSTRUCTED BY THESE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING IMPROVEMENTS FROM DAMAGE. COST OF REPLACING OR REPAIRING EXISTING IMPROVEMENTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEMS REQUIRING REMOVAL AND/OR REPLACEMENT. THERE WILL BE NO EXTRA COST DUE TO THE CONTRACTOR FOR REPLACING OR REPAIRING EXISTING IMPROVEMENTS.
- WHENEVER EXISTING FACILITIES ARE REMOVED, DAMAGED, BROKEN, OR CUT IN THE INSTALLATION OF THE WORK COVERED BY THESE PLANS OR SPECIFICATIONS, SAID FACILITIES SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE WITH MATERIALS EQUAL TO OR BETTER THAN THE MATERIALS USED IN THE ORIGINAL EXISTING FACILITIES. THE FINISHED PRODUCT SHALL BE SUBJECT TO THE APPROVAL OF THE OWNER, THE ENGINEER, AND THE RESPECTIVE REGULATORY AGENCY.
- CONTRACTOR SHALL MAINTAIN A NEATLY MARKED SET OF FULL-SIZE RECORD DRAWINGS SHOWING THE FINAL LOCATION AND LAYOUT OF ALL STRUCTURES AND OTHER FACILITIES. RECORD DRAWINGS SHALL REFLECT CHANGE ORDERS, ACCOMMODATIONS, AND ADJUSTMENTS TO ALL IMPROVEMENTS CONSTRUCTED, WHERE NECESSARY. SUPPLEMENTAL DRAWINGS SHALL BE PREPARED AND SUBMITTED BY THE CONTRACTOR, PRIOR TO ACCEPTANCE OF THE PROJECT. THE CONTRACTOR SHALL DELIVER TO THE ENGINEER ONE SET OF NEATLY MARKED RECORD DRAWINGS SHOWING THE INFORMATION REQUIRED ABOVE. RECORD DRAWINGS SHALL BE REVIEWED AND THE COMPLETE RECORD DRAWING SET SHALL BE CURRENT WITH ALL CHANGES AND DEVIATIONS REDLINED AS A PRECONDITION TO THE FINAL PROGRESS PAYMENT APPROVAL AND/OR FINAL ACCEPTANCE.
- WHERE THE PLANS OR SPECIFICATIONS DESCRIBE PORTIONS OF THE WORK IN GENERAL TERMS BUT NOT IN COMPLETE DETAIL, IT IS UNDERSTOOD THAT ONLY THE BEST GENERAL PRACTICE IS TO PREVAIL AND THAT ONLY MATERIALS AND WORKMANSHIP OF THE FIRST QUALITY ARE TO BE USED.
- ALL EXISTING GATES AND FENCES TO REMAIN UNLESS OTHERWISE NOTED ON PLANS. PROTECT ALL GATES AND FENCES FROM DAMAGE.
- ALL EXISTING TREES ARE TO REMAIN UNLESS OTHERWISE NOTED ON PLANS. PROTECT ALL TREES FROM DAMAGE.
- ASPHALT MIX DESIGN MUST BE SUBMITTED AND APPROVED BY THE GOVERNING AGENCY PRIOR TO THE PLACEMENT.
- CONTRACTORS ARE RESPONSIBLE FOR ALL OSHA REQUIREMENTS ON THE PROJECT SITE.
- A UPDES (UTAH POLLUTANT DISCHARGE ELIMINATION SYSTEM) PERMIT IS REQUIRED FOR ALL CONSTRUCTION ACTIVITIES 1 ACRE OR MORE AS WELL AS A STORM WATER POLLUTION PREVENTION PLAN.
- THIS SITE IS UNDER SPECIAL CITY CODE RESTRICTIONS IN REGARDS TO ITS INCLUSION IN A SUPER FUND AREA. CONTACT MIDVALE CITY SITE COORDINATOR AT 801-567-7217 FOR DETAILED INFORMATION.

UTILITY NOTES

- ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THESE CONTRACT DOCUMENTS, CITY AND STATE REQUIREMENTS AND THE MOST RECENT EDITIONS OF THE FOLLOWING: THE INTERNATIONAL PLUMBING CODE, UTAH DRINKING WATER REGULATIONS, APWA MANUAL OF STANDARD PLANS AND SPECIFICATIONS. THE CONTRACTOR IS REQUIRED TO ADHERE TO ALL OF THE ABOVE-MENTIONED DOCUMENTS UNLESS OTHERWISE NOTED AND APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL COORDINATE LOCATION OF NEW "DRY UTILITIES" WITH THE APPROPRIATE UTILITY COMPANY, INCLUDING BUT NOT LIMITED TO: TELEPHONE & INTERNET SERVICE, GAS SERVICE, CABLE, AND POWER.
- EXISTING UTILITIES HAVE BEEN SHOWN ON THE PLANS BASED ON ON-SITE SURVEY. PRIOR TO COMMENCING ANY WORK, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE EACH UTILITY COMPANY LOCATE, IN THE FIELD, THEIR MAIN AND SERVICE LINES. THE CONTRACTOR SHALL NOTIFY BLUE STAKES AT 1-800-562-4111 48 HOURS IN ADVANCE OF PERFORMING ANY EXCAVATION WORK. THE CONTRACTOR SHALL RECORD THE BLUE STAKES ORDER NUMBER AND FURNISH ORDER NUMBER TO OWNER AND ENGINEER PRIOR TO ANY EXCAVATION. IT WILL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO DIRECTLY CONTACT ANY OTHER UTILITY COMPANIES THAT ARE NOT MEMBERS OF BLUE STAKES. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO PROTECT ALL EXISTING UTILITIES SO THAT NO DAMAGE RESULTS TO THEM DURING THE PERFORMANCE OF THIS CONTRACT. ANY REPAIRS NECESSARY TO DAMAGED UTILITIES SHALL BE PAID FOR BY THE CONTRACTOR. THE CONTRACTOR SHALL BE REQUIRED TO COOPERATE WITH OTHER CONTRACTORS AND UTILITY COMPANIES INSTALLING NEW STRUCTURES, UTILITIES AND SERVICE TO THE PROJECT.
- CARE SHOULD BE TAKEN IN ALL EXCAVATIONS DUE TO POSSIBLE EXISTENCE OF UNRECORDED UTILITY LINES. EXCAVATION REQUIRED WITHIN PROXIMITY OF EXISTING UTILITY LINES SHALL BE DONE BY HAND. CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING UTILITY LINES OR STRUCTURES INCURRED DURING CONSTRUCTION OPERATIONS AT CONTRACTOR'S EXPENSE.
- TRENCH BACKFILL MATERIAL AND COMPACTION TESTS ARE TO BE TAKEN PER APWA STANDARD SPECIFICATIONS (CURRENT EDITION), SECTION 0230 - BACKFILLING TRENCHES, OR AS REQUIRED BY THE GEOTECHNICAL REPORT IF NATIVE MATERIALS ARE USED. NO NATIVE MATERIALS ARE ALLOWED IN THE PIPE ZONE. THE MAXIMUM LIFT FOR BACKFILLING EXCAVATIONS IS DETERMINED BY THE GEOTECHNICAL RECOMMENDATIONS.
- THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONFORMING TO LOCAL AND FEDERAL CODES GOVERNING SHORING AND BRACING OF EXCAVATIONS AND TRENCHES AND FOR THE PROTECTION OF WORKERS.
- THE CONTRACTOR IS REQUIRED TO KEEP ALL CONSTRUCTION ACTIVITIES WITHIN THE APPROVED PROJECT LIMITS. THIS INCLUDES, BUT IS NOT LIMITED TO VEHICLE AND EQUIPMENT STAGING, MATERIAL STORAGE AND LIMITS OF TRENCH EXCAVATION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN PERMISSION AND/OR EASEMENTS FROM THE APPROPRIATE GOVERNING ENTITY AND/OR INDIVIDUAL PROPERTY OWNER(S) FOR WORK OR STAGING OUTSIDE OF THE PROJECT LIMITS.
- THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE, CAUSED BY ANY CONDITION INCLUDING SETTLEMENT, TO EXISTING UTILITIES FROM WORK PERFORMED AT OR NEAR EXISTING UTILITIES. THE CONTRACTOR SHALL TAKE ALL MEASURES NECESSARY TO PROTECT ALL EXISTING PUBLIC AND PRIVATE ROADWAY AND UTILITY FACILITIES. DAMAGE TO EXISTING FACILITIES CAUSED BY THE CONTRACTOR MUST BE REPAIRED BY THE CONTRACTOR AT HIS/HER EXPENSE TO THE SATISFACTION OF THE OWNER OF SAID FACILITIES.
- ALL WATER LINE AND SEWER LINE INSTALLATION AND TESTING TO BE IN ACCORDANCE WITH LOCAL GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
- ALL MANHOLES, HYDRANTS, VALVES, CLEANOUT BOXES, CATCH BASINS, METERS, ETC. MUST BE RAISED OR LOWERED TO FINAL GRADE PER APWA (CURRENT EDITION) STANDARDS AND INSPECTOR REQUIREMENTS. CONCRETE COLLARS MUST BE CONSTRUCTED ON ALL MANHOLES, CLEANOUT BOXES, CATCH BASINS, AND VALVES PER APWA STANDARDS. ALL MANHOLE, CATCH BASIN, OR CLEANOUT BOX CONNECTIONS MUST BE MADE WITH THE PIPE CUT FLUSH WITH THE INSIDE OF THE BOX AND GROUTED OR SEALED.
- CONTRACTOR SHALL NOT ALLOW ANY GROUNDWATER OR DEBRIS TO ENTER THE NEW OR EXISTING PIPE DURING CONSTRUCTION.
- SILT AND DEBRIS ARE TO BE CLEANED OUT OF ALL STORM DRAIN BOXES. CATCH BASINS ARE TO BE MAINTAINED IN A CLEANED CONDITION AS NEEDED UNTIL AFTER THE FINAL BOND RELEASE INSPECTION.
- CONTRACTOR SHALL CLEAN ASPHALT, TAR OR OTHER ADHESIVES OFF OF ALL MANHOLE LIDS AND INLET GRATES TO ALLOW ACCESS.
- EACH TRENCH SHALL BE EXCAVATED SO THAT THE PIPE CAN BE LAID TO THE ALIGNMENT AND GRADE AS REQUIRED. THE TRENCH WALL SHALL BE SO BRACED THAT THE WORKMEN MAY WORK SAFELY AND EFFICIENTLY. ALL TRENCHES SHALL BE DRAINED SO THE PIPE LAYING MAY TAKE PLACE IN DEWATERED CONDITIONS.
- CONTRACTOR SHALL PROVIDE AND MAINTAIN AT ALL TIMES AMPLE MEANS AND DEVICES WITH WHICH TO REMOVE PROMPTLY AND TO PROPERLY DISPOSE OF ALL WATER ENTERING THE TRENCH EXCAVATION.
- ALL SEWER LINES AND SEWER SERVICES SHALL HAVE A MINIMUM SEPARATION OF 10 FEET, EDGE TO EDGE, FROM THE WATER LINES. IF A 10 FOOT SEPARATION CAN NOT BE MAINTAINED, CONSTRUCT PER GOVERNING AGENCY'S MINIMUM SEPARATION STANDARDS.
- CONTRACTOR SHALL INSTALL THRUST BLOCKING AT ALL WATERLINE ANGLE POINTS AND TEES.
- ALL UNDERGROUND UTILITIES SHALL BE IN PLACE PRIOR TO INSTALLATION OF CURB, GUTTER, SIDEWALK AND STREET PAVING.
- CONTRACTOR SHALL INSTALL MAGNETIC LOCATING TAPE CONTINUOUSLY OVER ALL NONMETALLIC PIPE.

TRAFFIC CONTROL AND SAFETY NOTES

- TRAFFIC CONTROL AND STRIPING TO CONFORM TO THE CURRENT MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.).
- BARRICADING AND DETOURING SHALL BE IN CONFORMANCE WITH THE REQUIREMENTS OF THE CURRENT M.U.T.C.D.
- NO STREET SHALL BE CLOSED TO TRAFFIC WITHOUT WRITTEN PERMISSION FROM THE APPROPRIATE AGENCY, EXCEPT WHEN DIRECTED BY LAW ENFORCEMENT OR FIRE OFFICIALS.
- THE CONTRACTOR SHALL MAKE EVERY EFFORT TO PROVIDE FOR SMOOTH TRAFFIC FLOW AND SAFETY. ACCESS SHALL BE MAINTAINED FOR ALL PROPERTIES ADJACENT TO THE WORK.
- DETOURING OPERATIONS FOR A PERIOD OF SIX CONSECUTIVE CALENDAR DAYS, OR MORE, REQUIRE THE INSTALLATION OF TEMPORARY STREET STRIPING AND REMOVAL OF INTERFERING STRIPING BY SANDBLASTING. THE DETOURING STRIPING PLAN OR CONSTRUCTION TRAFFIC CONTROL PLAN MUST BE SUBMITTED TO THE GOVERNING AGENCY FOR REVIEW AND APPROVAL.
- ALL TRAFFIC CONTROL DEVICES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AT THE END OF THE WORK TO THE SATISFACTION OF THE GOVERNING AGENCY.
- TRAFFIC CONTROL DEVICES (TCDs) SHALL REMAIN VISIBLE AND OPERATIONAL AT ALL TIMES.
- ALL PERMANENT TRAFFIC CONTROL DEVICES CALLED FOR HEREON SHALL BE IN PLACE AND IN FINAL POSITION PRIOR TO ALLOWING ANY PUBLIC TRAFFIC ONTO THE PORTIONS OF THE ROAD(S) BEING IMPROVED HEREUNDER, REGARDLESS OF THE STATUS OF COMPLETION OF PAVING OR OTHER OFF-SITE IMPROVEMENTS CALLED FOR BY THESE PLANS.
- THE CONTRACTOR SHALL PROVIDE BARRICADES, SIGNS, FLASHERS, OTHER EQUIPMENT AND FLAG PERSONS NECESSARY TO INSURE THE SAFETY OF WORKERS AND VISITORS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING UTAH TRANSIT AUTHORITY (UTA) IF THE CONSTRUCTION INTERRUPTS OR RELOCATES A BUS STOP OR HAS AN ADVERSE EFFECT ON BUS SERVICE ON THAT STREET TO ARRANGE FOR TEMPORARY RELOCATION OF STOP.

DEMOLITION NOTES

- EXISTING UTILITY INFORMATION SHOWN IS FOR INFORMATIONAL PURPOSES ONLY. IT IS DERIVED FROM ON-SITE SURVEY AND MAY NOT BE LOCATED CORRECTLY AND IS NOT ALL INCLUSIVE. CONTRACTOR SHALL FIELD LOCATE ALL UTILITIES WITHIN THE PROJECT LIMITS BEFORE BEGINNING DEMOLITION/CONSTRUCTION.
- THERE MAY BE BURIED UTILITIES WITHIN THE LIMITS OF DISTURBANCE THAT ARE NOT SHOWN ON THE PLANS DUE TO LACK OF MAPPING OR RECORD INFORMATION. CONTRACTOR SHALL NOTIFY THE ENGINEER WHEN UNEXPECTED UTILITIES ARE DISCOVERED.
- THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR LOCATING AND PROTECTING FROM DAMAGE ALL EXISTING UTILITIES AND IMPROVEMENTS WHETHER OR NOT SHOWN ON THESE PLANS. THE FACILITIES AND IMPROVEMENTS ARE BELIEVED TO BE CORRECTLY SHOWN BUT THE CONTRACTOR IS REQUIRED TO SATISFY HIMSELF AS TO THE COMPLETENESS AND ACCURACY OF THE LOCATIONS. ANY CONTRACTOR PERFORMING WORK ON THIS PROJECT SHALL FAMILIARIZE HIMSELF WITH THE SITE AND SHALL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGE TO EXISTING FACILITIES RESULTING DIRECTLY, OR INDIRECTLY, FROM HIS OPERATIONS, WHETHER OR NOT SAID FACILITIES ARE SHOWN ON THESE PLANS.

GRADING AND DRAINAGE NOTES

- SITE GRADING SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE GEOTECHNICAL REPORT AND ALL RELATED ADDENDUMS.
- THE CONTRACTOR SHALL STRIP AND CLEAR THE TOPSOIL, MAJOR ROOTS AND ORGANIC MATERIAL FROM ALL PROPOSED BUILDING AND PAVEMENT AREAS PRIOR TO SITE GRADING. (THE TOPSOIL MAY BE STOCKPILED FOR LATER USE IN LANDSCAPED AREAS.)
- THE CONTRACTOR SHALL REMOVE ALL ORGANIC MATERIAL AND OTHER DELETERIOUS MATERIALS PRIOR TO PLACING GRADING FILL OR BASE COURSE. THE AREA SHOULD BE PROOF-ROLLED TO IDENTIFY ANY SOFT AREAS. WHERE SOFT AREAS ARE ENCOUNTERED, THE CONTRACTOR SHALL REMOVE THE SOIL AND REPLACE WITH COMPACTED FILL.
- ALL DEBRIS PILES AND BERMS SHOULD BE REMOVED AND HAULED AWAY FROM SITE OR USED AS GENERAL FILL IN LANDSCAPED AREAS.
- THE CONTRACTOR SHALL CONSTRUCT THE BUILDING PAD TO THESE DESIGN PLANS AS PART OF THE SITE GRADING CONTRACT, AND STRICTLY ADHERE TO THE SITE PREPARATION AND GRADING REQUIREMENTS OUTLINED IN THE GEOTECHNICAL REPORT.
- THE CONTRACTOR SHALL GRADE THE PROJECT SITE TO PROVIDE A SMOOTH TRANSITION BETWEEN NEW AND EXISTING ASPHALT, CURB AND GUTTER, AND ADJOINING SITE IMPROVEMENTS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE AND DEBRIS ON ADJACENT STREETS WHEN EQUIPMENT IS TRAVELING THOSE STREETS.
- THE CONTRACTOR SHALL BE FAMILIAR WITH ALL CONDITIONS AND RECOMMENDATIONS OUTLINED IN THE GEOTECHNICAL REPORT AND TAKE ALL NECESSARY PRECAUTIONS AND RECOMMENDED PROCEDURES TO ASSURE SOUND GRADING PRACTICES.
- THE CONTRACTOR SHALL TAKE APPROPRIATE GRADING MEASURES TO DIRECT STORM SURFACE RUNOFF TOWARDS CATCH BASINS.
- THE LOCATIONS OF UNDERGROUND FACILITIES SHOWN ON THESE PLANS ARE BASED ON ON-SITE SURVEY. IT SHALL BE THE CONTRACTOR'S FULL RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES TO LOCATE THEIR FACILITIES PRIOR TO PROCEEDING WITH CONSTRUCTION. NO ADDITIONAL COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR DAMAGE AND REPAIR TO THESE FACILITIES CAUSED BY HIS WORK FORCE.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PERFORM ALL NECESSARY CUTS AND FILLS WITHIN THE LIMITS OF THIS PROJECT AND THE RELATED OFF-SITE WORK, SO AS TO GENERATE THE DESIRED SUBGRADE, FINISH GRADES, AND SLOPES SHOWN.
- THE CONTRACTOR IS WARNED THAT AN EARTHWORK BALANCE WAS NOT NECESSARILY THE INTENT OF THIS PROJECT. ANY ADDITIONAL MATERIAL REQUIRED OR LEFTOVER MATERIAL FOLLOWING EARTHWORK OPERATIONS BECOMES THE RESPONSIBILITY OF THE CONTRACTOR.
- THE GRADING CONTRACTOR IS RESPONSIBLE TO COORDINATE WITH THE OWNER TO PROVIDE FOR THE REQUIREMENTS OF THE PROJECT STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AND ASSOCIATED PERMIT. ALL CONTRACTOR ACTIVITIES 1 ACRE OR MORE IN SIZE ARE REQUIRED TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN.
- ALL CUT AND FILL SLOPES SHALL BE PROTECTED UNTIL EFFECTIVE EROSION CONTROL HAS BEEN ESTABLISHED.
- THE USE OF POTABLE WATER WITHOUT A SPECIAL PERMIT FOR BUILDING OR CONSTRUCTION PURPOSES INCLUDING CONSOLIDATION OF BACKFILL OR DUST CONTROL, IS PROHIBITED. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FOR CONSTRUCTION WATER FROM GOVERNING AGENCY.
- THE CONTRACTOR SHALL MAINTAIN THE STREETS, SIDEWALKS, AND ALL OTHER PUBLIC RIGHT-OF-WAYS IN A CLEAN, SAFE AND USABLE CONDITION. ALL SPILLS OF SOIL, ROCK OR CONSTRUCTION DEBRIS SHALL BE PROMPTLY REMOVED FROM THE PUBLICLY-OWNED PROPERTY DURING CONSTRUCTION AND UPON COMPLETION OF THE PROJECT. ALL ADJACENT PROPERTY, PRIVATE OR PUBLIC, SHALL BE MAINTAINED IN A CLEAN, SAFE, AND USABLE CONDITION.

ABBREVIATIONS

APWA	AMERICAN PUBLIC WORKS ASSOCIATION
AR	ACCESSIBLE ROUTE
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
AHWA	AMERICAN WATER WORKS ASSOCIATION
BOS	BOTTOM OF STEP
BVC	BEGIN VERTICAL CURVE
C	CURVE
CB	CATCH BASIN
CF	CURB FACE OR CUBIC FEET
CL	CENTER LINE
CO	CLEAN OUT
COMM	COMMUNICATION
CONC	CONCRETE
CONT	CONTINUOUS
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
ELEC	ELECTRICAL
ELEV	ELEVATION
EA	EDGE OF ASPHALT
EVC	END OF VERTICAL CURVE
EW	EACH WAY
EXIST	EXISTING
FF	FINISH FLOOR
FG	FINISH GRADE
FH	FIRE HYDRANT
FL	FLOW LINE OR FLANGE
GB	GRADE BREAK
GF	GARAGE FLOOR
GV	GATE VALVE
HC	HANDICAP
HP	HIGH POINT
IRR	IRRIGATION
KR	RATE OF VERTICAL CURVATURE
LD	LAND DRAIN
LF	LINEAR FEET
LP	LOW POINT
MEX	MATCH EXISTING
MH	MANHOLE
MJ	MECHANICAL JOINT
NG	NATURAL GROUND
NC	NOT IN CONTRACT
NO	NO CENTER
OC	ON CENTER
OCEW	ON CENTER EACH WAY
OHP	OVERHEAD POWER
PC	POINT OF CURVATURE OR PRESSURE CLASS
PCC	POINT OF COMPOUND CURVATURE
PI	POINT OF INTERSECTION
PV	POST INDICATOR VALVE
PV	PROPERTY LINE
PRO	POINT OF REVERSE CURVATURE
PRO	PROPOSED
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
R	RADIUS
RD	ROOF DRAIN
ROW	RIGHT OF WAY
S	SLOPE
SS	SANITARY SEWER
SD	STORM DRAIN
SEC	SECONDARY
SS	SANITARY SEWER
STA	STATION
SW	SECONDARY WATER LINE
TBC	TOP BACK OF CURB
TOG	TOP OF GRATE
TOA	TOP OF ASPHALT
TOC	TOP OF CONCRETE
TOF	TOP OF FOUNDATION
TOW	TOP OF WALL
TOS	TOP OF STEP
TYP	TYPICAL
VC	VERTICAL CURVE
WV	WALL INDICATOR VALVE
W	WATER LINE

NOTE: MAY CONTAIN ABBREVIATIONS THAT ARE NOT USED IN THIS PLAN SET.

LEGEND

	SECTION CORNER		EXISTING EDGE OF ASPHALT
	EXISTING MONUMENT		PROPOSED EDGE OF ASPHALT
	PROPOSED MONUMENT		EXISTING STRIPING
	EXISTING REBAR AND CAP		PROPOSED STRIPING
	EXISTING WATER METER		EXISTING FENCE
	PROPOSED WATER METER		EXISTING FLOW LINE
	EXISTING WATER MANHOLE		PROPOSED FLOW LINE
	PROPOSED WATER MANHOLE		GRADE BREAK
	EXISTING WATER BOX		EXISTING STORM DRAIN LINE
	EXISTING WATER VALVE		PROPOSED STORM DRAIN LINE
	PROPOSED WATER VALVE		ROOF DRAIN LINE
	EXISTING FIRE HYDRANT		CATCHMENTS
	PROPOSED FIRE HYDRANT		HIGHWATER LINE
	PROPOSED FIRE DEPARTMENT CONNECTION		EXISTING SANITARY SEWER
	EXISTING SECONDARY WATER VALVE		PROPOSED SANITARY SEWER LINE
	PROPOSED SECONDARY WATER VALVE		PROPOSED SAN. SWR. SERVICE LINE
	EXISTING IRRIGATION BOX		EXISTING LAND DRAIN LINE
	EXISTING IRRIGATION VALVE		PROPOSED LAND DRAIN LINE
	PROPOSED IRRIGATION VALVE		PROPOSED LAND DRAIN SERVICE LINE
	EXISTING SANITARY SEWER MANHOLE		EXISTING CULINARY WATER LINE
	PROPOSED SANITARY SEWER MANHOLE		PROPOSED CULINARY WATER LINE
	EXISTING SANITARY CLEAN OUT		PROPOSED CULINARY WATER SERVICE LINE
	EXISTING STORM DRAIN CLEAN OUT BOX		EXISTING SECONDARY WATER LINE
	PROPOSED STORM DRAIN CLEAN OUT BOX		EXISTING SECONDARY WATER LINE
	EXISTING STORM DRAIN INLET BOX		PROPOSED STORM DRAIN CLEAN OUT BOX
	EXISTING STORM DRAIN CATCH BASIN		PROPOSED SEC. WATER SERVICE LINE
	PROPOSED STORM DRAIN CATCH BASIN		EXISTING IRRIGATION LINE
	EXISTING STORM DRAIN COMBO BOX		PROPOSED IRRIGATION LINE
	PROPOSED STORM DRAIN COMBO BOX		EXISTING OVERHEAD POWER LINE
	EXISTING STORM DRAIN CLEAN OUT		EXISTING ELECTRICAL LINE
	EXISTING STORM DRAIN CULVERT		EXISTING GAS LINE
	PROPOSED STORM DRAIN CULVERT		EXISTING TELEPHONE LINE
	TEMPORARY SAG INLET PROTECTION		ACCESSIBLE ROUTE
	TEMPORARY IN-LINE INLET PROTECTION		SAW CUT LINE
	ROOF DRAIN		STRAW WATTLE
	EXISTING ELECTRICAL MANHOLE		TEMPORARY BERM
	EXISTING ELECTRICAL BOX		TEMPORARY SILT FENCE
	EXISTING TRANSFORMER		LIMITS OF DISTURBANCE
	EXISTING UTILITY POLE		EXISTING WALL
	PROPOSED LIGHT		PROPOSED WALL
	EXISTING GAS METER		EXISTING CONTOURS
	EXISTING GAS MANHOLE		PROPOSED CONTOURS
	EXISTING GAS VALVE		BUILDABLE AREA WITHIN SETBACKS
	EXISTING TELEPHONE MANHOLE		PUBLIC DRAINAGE EASEMENT
	EXISTING TELEPHONE BOX		EXISTING ASPHALT TO BE REMOVED
	EXISTING TRAFFIC SIGNAL BOX		PROPOSED ASPHALT
	EXISTING CABLE BOX		EXISTING CURB AND GUTTER
	EXISTING BOLLARD		PROPOSED CURB AND GUTTER
	PROPOSED BOLLARD		PROPOSED REVERSE PAN CURB AND GUTTER
	EXISTING SIGN		TRANSITION TO REVERSE PAN CURB
	PROPOSED SIGN		CONCRETE TO BE REMOVED
	EXISTING SPOT ELEVATION		EXISTING CONCRETE
	PROPOSED SPOT ELEVATION		PROPOSED CONCRETE
	EXISTING FLOW DIRECTION		BUILDING TO BE REMOVED
	EXISTING TREE		EXISTING BUILDING
	DENSE VEGETATION		PROPOSED BUILDING

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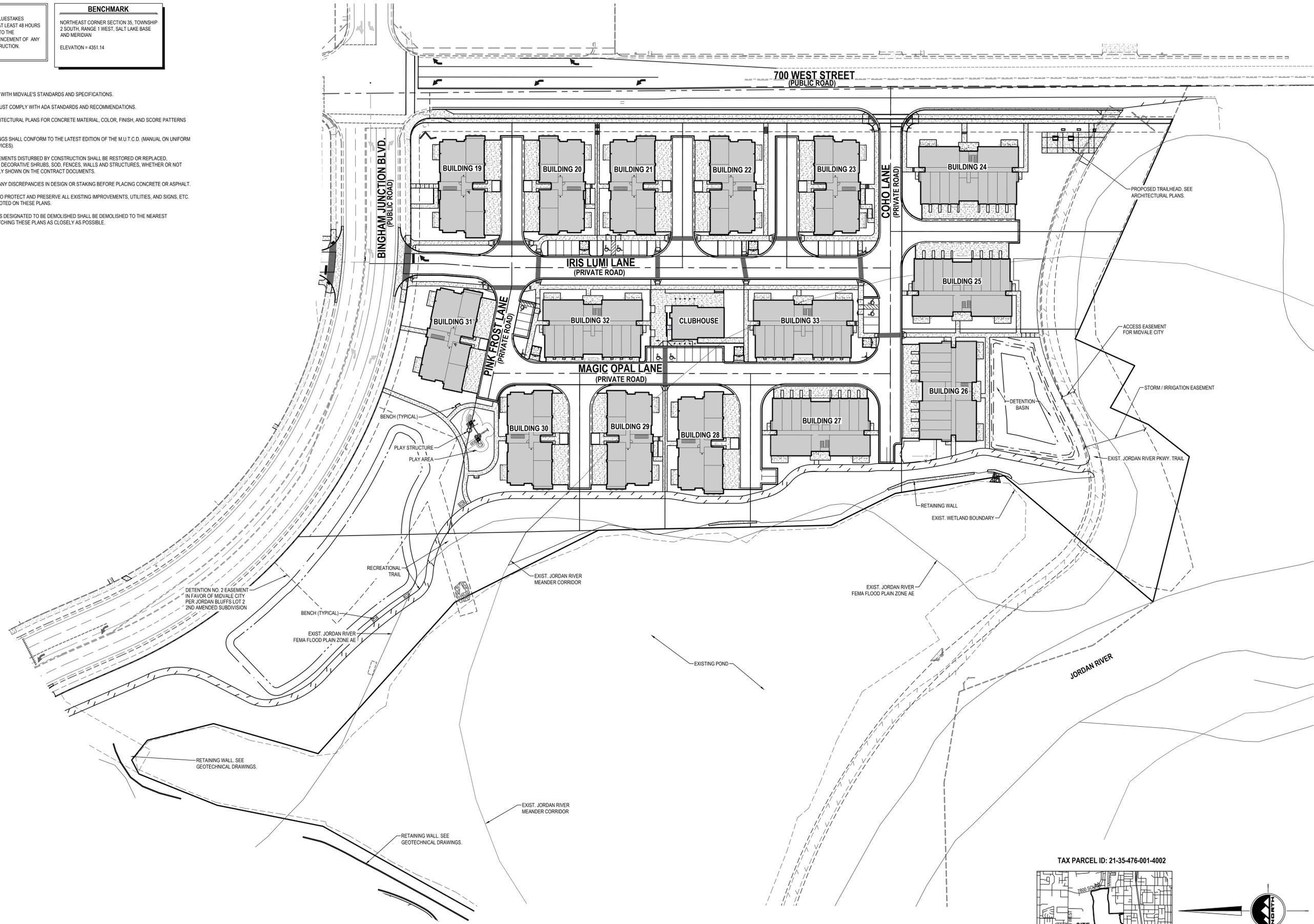
BENCHMARK

NORTHEAST CORNER SECTION 35, TOWNSHIP
2 SOUTH, RANGE 1 WEST, SALT LAKE BASE
AND MERIDIAN

ELEVATION = 4351.14

GENERAL NOTES

1. ALL WORK TO COMPLY WITH MIDVALE'S STANDARDS AND SPECIFICATIONS.
2. ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
3. SEE LANDSCAPE/ARCHITECTURAL PLANS FOR CONCRETE MATERIAL, COLOR, FINISH, AND SCORE PATTERNS THROUGHOUT SITE.
4. ALL PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE M.U.T.C.D. (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
5. ALL SURFACE IMPROVEMENTS DISTURBED BY CONSTRUCTION SHALL BE RESTORED OR REPLACED, INCLUDING TREES AND DECORATIVE SHRUBS, SOD, FENCES, WALLS AND STRUCTURES, WHETHER OR NOT THEY ARE SPECIFICALLY SHOWN ON THE CONTRACT DOCUMENTS.
6. NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE OR ASPHALT.
7. THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.
8. SIDEWALKS AND CURBS DESIGNATED TO BE DEMOLISHED SHALL BE DEMOLISHED TO THE NEAREST EXPANSION JOINT, MATCHING THESE PLANS AS CLOSELY AS POSSIBLE.



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**JORDAN HEIGHTS AT VIEW 78
PHASE 2
752 WEST BINGHAM JUNCTION BOULEVARD
MIDVALE, UTAH**

REGISTERED PROFESSIONAL ENGINEER
12-16-2024
5150016-2202
BRADEN D. MORRIS
STATE OF UTAH

OVERALL SITE PLAN

TAX PARCEL ID: 21-35-476-001-4002

PROJECT NUMBER: 7058E PRINT DATE: 9/12/24
DRAWN BY: P. HUNTER CHECKED BY: M. BUDGE
PROJECT MANAGER: B. MORRIS

C-100

VICINITY MAP
NOT TO SCALE

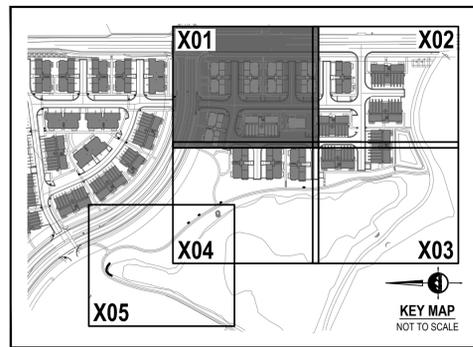
HORIZONTAL GRAPHIC SCALE
(IN FEET)
HORZ: 1 inch = 50 ft.

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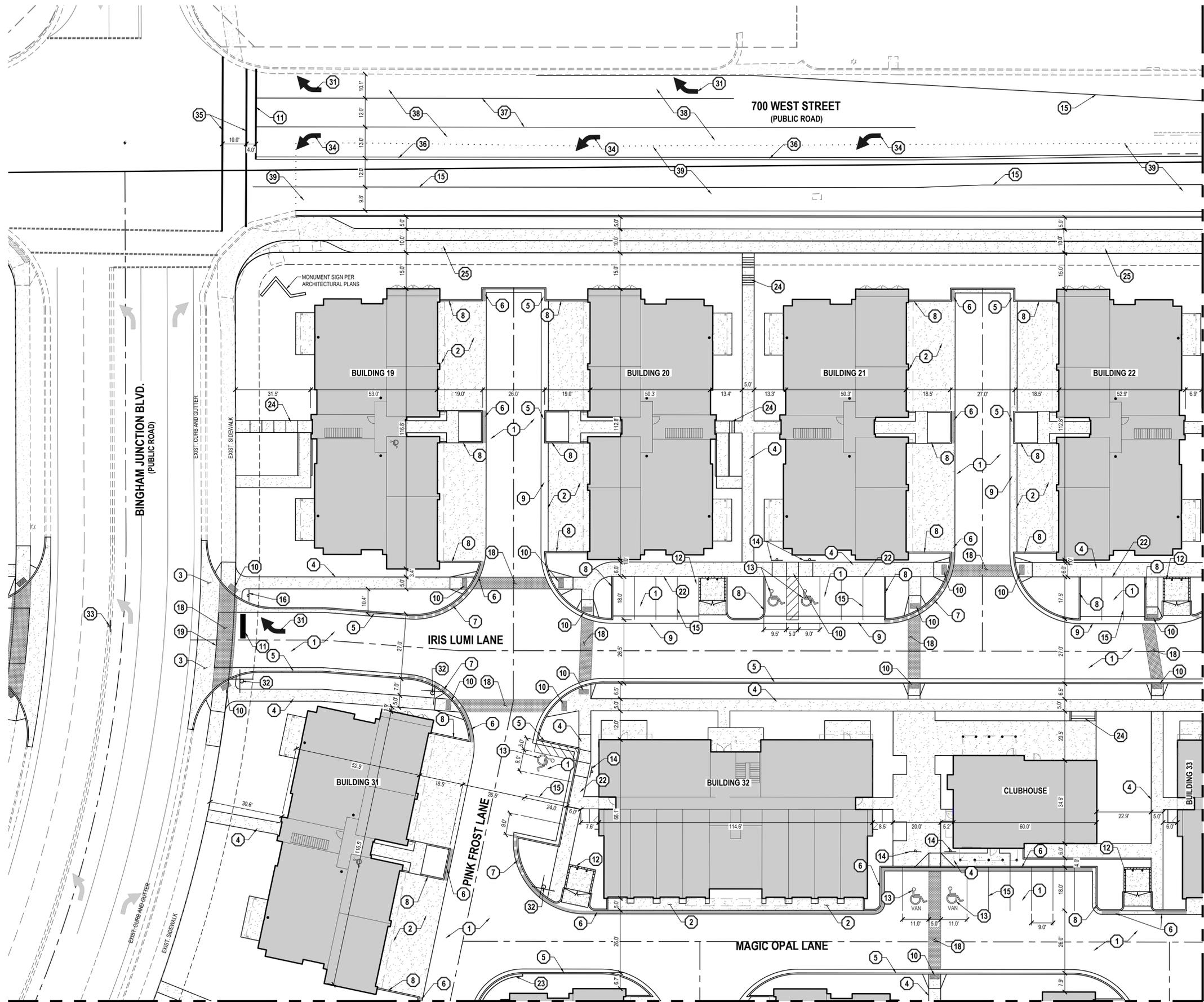
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- SCOPE OF WORK:**
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:
- ASPHALT PAVEMENT PER GEOTECHNICAL REPORT AND DETAIL 5/C-500.
 - CONCRETE PAVEMENT PER GEOTECHNICAL REPORT AND DETAIL 7/C-500.
 - WATERWAY TRANSITION STRUCTURE PER APWA STANDARD PLAN NO. 213.
 - 4" THICK CONCRETE SIDEWALK PER APWA STANDARD PLAN NO. 231.
 - 24" COLLECTION CURB AND GUTTER PER DETAIL 11/C-500.
 - 24" REVERSE PAN CURB AND GUTTER PER DETAIL 13/C-500.
 - TRANSITION BETWEEN COLLECTION CURB AND GUTTER AND REVERSE PAN CURB AND GUTTER.
 - 6" TYPE "P" CURB WALL PER APWA STANDARD PLAN NO. 209.
 - 3" WATERWAY PER DETAIL 9/C-500.
 - PEDESTRIAN RAMP PER APWA STANDARD PLAN NO. 235.1
 - 12" WIDE SOLID WHITE STOP BAR PER M.U.T.C.D. STANDARD PLANS.
 - TRASH ENCLOSURE PER DETAIL 1.2.3/C-501 WITH 6" THICK CONCRETE APRON WITH #4 REBAR @ 24" O.C. E.W. ON 6" GRAVEL BASE PER DETAIL 8/C-500.
 - PAINTED ADA SYMBOL AND ASSOCIATED HATCHING PER M.U.T.C.D. STANDARD PLANS.
 - "HANDICAP PARKING" SIGN PER M.U.T.C.D. STANDARD PLANS.
 - 4" WIDE SOLID WHITE PAVEMENT MARKING PER M.U.T.C.D. STANDARD PLANS.
 - "STOP" SIGN PER M.U.T.C.D. STANDARD PLANS.
 - PLAY AREA. SEE ARCHITECTURAL PLANS FOR DETAILS.
 - STAMPED CONCRETE CROSSWALK PER DETAIL 6/C-500.
 - 8" WATERWAY PER APWA STANDARD PLAN NO. 211.
 - 8" ASPHALT TRAIL.
 - BENCH. SEE ARCHITECTURAL PLANS FOR DETAIL.
 - 4" THICK SIDEWALK WITH MONOLITHIC CURB FACE PER DETAIL 7/C-501.
 - SEGMENTED BLOCK RETAINING WALL. SEE GRADING PLAN AND GEOTECHNICAL PLANS FOR ELEVATION INFORMATION.
 - STAIRS IN SIDEWALK. SEE GRADING PLAN FOR ELEVATION INFORMATION.
 - 10" WIDE CONCRETE SIDEWALK, PER SANDY CITY STANDARD DETAIL CG-02.
 - HANDICAP RAMP PER SANDY CITY STANDARD DETAIL AR-02.
 - DRIVEWAY APPROACH PER SANDY CITY STANDARD DETAIL CD-03.
 - 2'0" MOUNTABLE CURB AND GUTTER PER DETAIL 4/C-501.
 - ROCKERY RETAINING WALL PER DETAIL 9/C-501.
 - HILLSIDE RIP RAP PER DETAIL 12/C-500.
 - RIGHT TURN ARROW PAVEMENT MARKING PER M.U.T.C.D. STANDARDS.
 - "STREET NAME" SIGN PER M.U.T.C.D. STANDARD PLANS.
 - "RIGHT TURN ONLY" SIGN PER M.U.T.C.D. STANDARD PLANS.
 - LEFT TURN ARROW PAVEMENT MARKING PER M.U.T.C.D. STANDARDS.
 - 12" WIDE SOLID WHITE CROSS WALK PAVEMENT MARKING PER M.U.T.C.D. STANDARD PLANS.
 - 4" WIDE DOUBLE YELLOW PAVEMENT MARKING PER M.U.T.C.D. STANDARD PLANS.
 - 8" WIDE SOLID WHITE PAVEMENT MARKING PER M.U.T.C.D. STANDARD PLANS.
 - IN AREA OF NEW STRIPING, EXISTING STRIPING TO BE REMOVED BASED ON SANDY CITY STANDARD REQUIREMENTS.
 - HEAVY-DUTY ASPHALT PAVEMENT PER GEOTECHNICAL REPORT AND DETAIL 10/C-501.

SEE DRAWING C-104 SEE DRAWING C-102 SEE DRAWING C-104

JORDAN HEIGHTS AT VIEW 78
PHASE 2
MIDVALE, UTAH



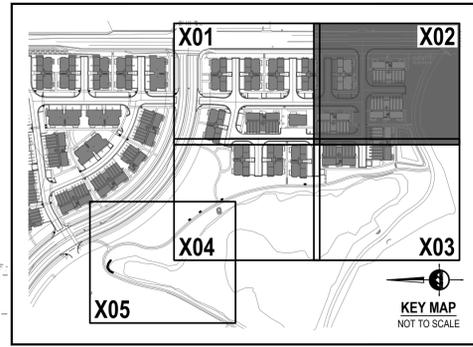
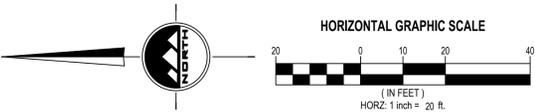
SITE PLAN

PROJECT NUMBER: 7058E PRINT DATE: 9/12/24
DRAWN BY: P. HUNTER CHECKED BY: M. BUDGE
PROJECT MANAGER: B. MORRIS

C-101

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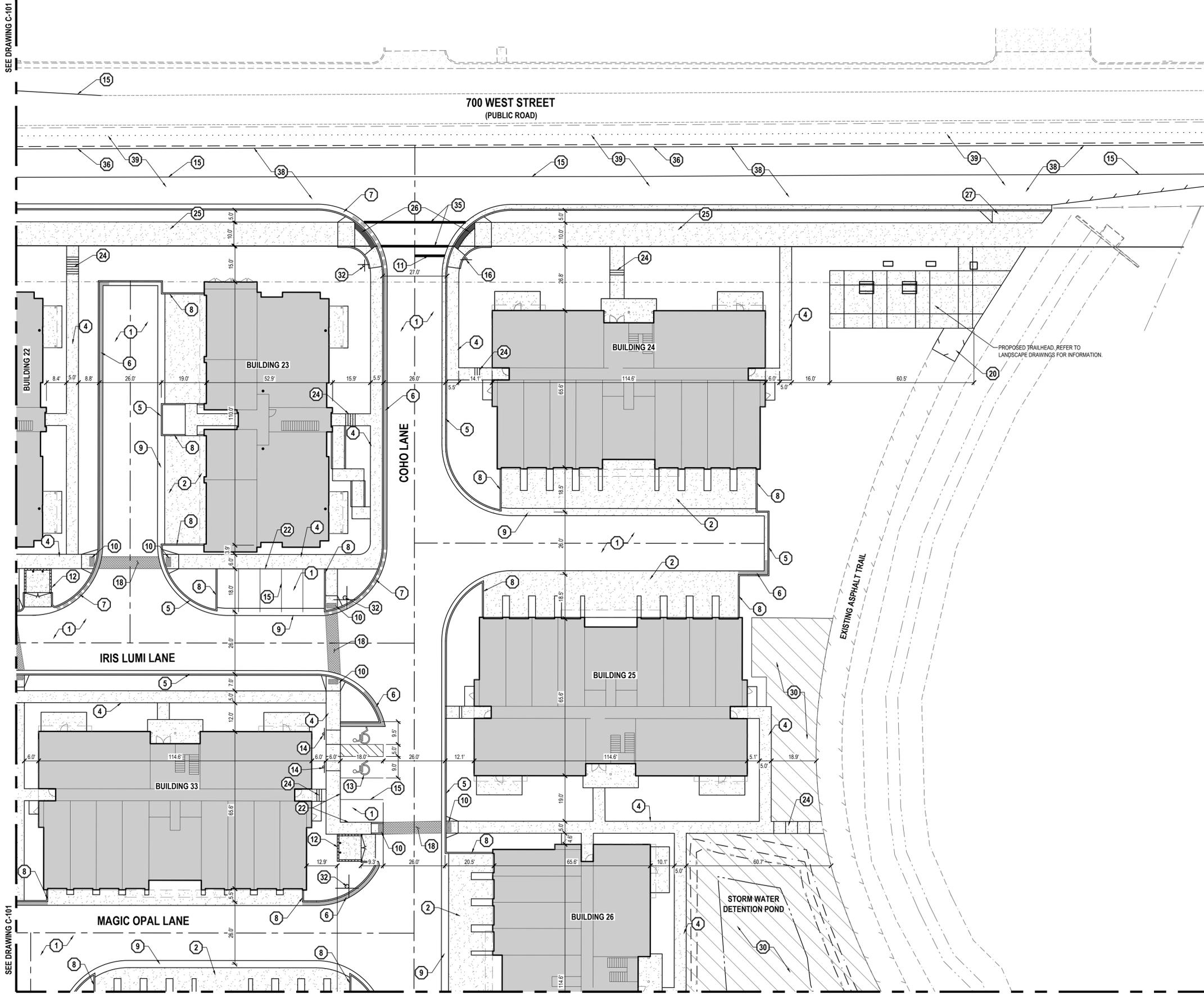
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FOR:
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126 SEGO LILY DRIVE
SANDY, UT 84070

CONTACT:
MARK GARZA
PHONE: 801-558-9966



- GENERAL NOTES**
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 - ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
 - SEE LANDSCAPE/ARCHITECTURAL PLANS FOR CONCRETE MATERIAL, COLOR, FINISH, AND SCORE PATTERNS THROUGHOUT SITE.
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 - 24" REVERSE PAN CURB AND GUTTER PER DETAIL 13/C-500.
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 - 6" TYPE "F" CURB WALL PER APWA STANDARD PLAN NO. 209.
 - 3" WATERWAY PER DETAIL 9/C-500.
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 - PAINTED ADA SYMBOL AND ASSOCIATED HATCHING PER M.U.T.C.D. STANDARD PLANS.
 - "HANDICAP PARKING" SIGN PER M.U.T.C.D. STANDARD PLANS.
 - 4" WIDE SOLID WHITE PAVEMENT MARKING PER M.U.T.C.D. STANDARD PLANS.
 - "STOP" SIGN PER M.U.T.C.D. STANDARD PLANS.
 - PLAY AREA. SEE ARCHITECTURAL PLANS FOR DETAILS.
 - STAMPED CONCRETE CROSSWALK PER DETAIL 6/C-500.
 - 8" WATERWAY PER APWA STANDARD PLAN NO. 211.
 - 8" ASPHALT TRAIL.
 - BENCH. SEE ARCHITECTURAL PLANS FOR DETAIL.
 - 4" THICK SIDEWALK WITH MONOLITHIC CURB FACE PER DETAIL 7/C-501.
 - SEGMENTED BLOCK RETAINING WALL. SEE GRADING PLAN AND GEOTECHNICAL PLANS FOR ELEVATION INFORMATION.
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 - 10" WIDE CONCRETE SIDEWALK, PER SANDY CITY STANDARD DETAIL CG-02.
 - HANDICAP RAMP PER SANDY CITY STANDARD DETAIL AR-02.
 - DRIVEWAY APPROACH PER SANDY CITY STANDARD DETAIL CD-03.
 - 2.0' MOUNTABLE CURB AND GUTTER PER DETAIL 4/ C-501.
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**JORDAN HEIGHTS AT VIEW 78
PHASE 2
752 WEST BINGHAM JUNCTION BOULEVARD
MIDVALE, UTAH**



SITE PLAN

PROJECT NUMBER: 7058E PRINT DATE: 9/12/24
DRAWN BY: P. HUNTER CHECKED BY: M. BUDGE
PROJECT MANAGER: B. MORRIS

C-102

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AND MERIDIAN
ELEVATION = 4351.14

HORIZONTAL GRAPHIC SCALE
(IN FEET)
HORZ: 1 inch = 20 ft.
SEE DRAWING C-102

KEY MAP
NOT TO SCALE

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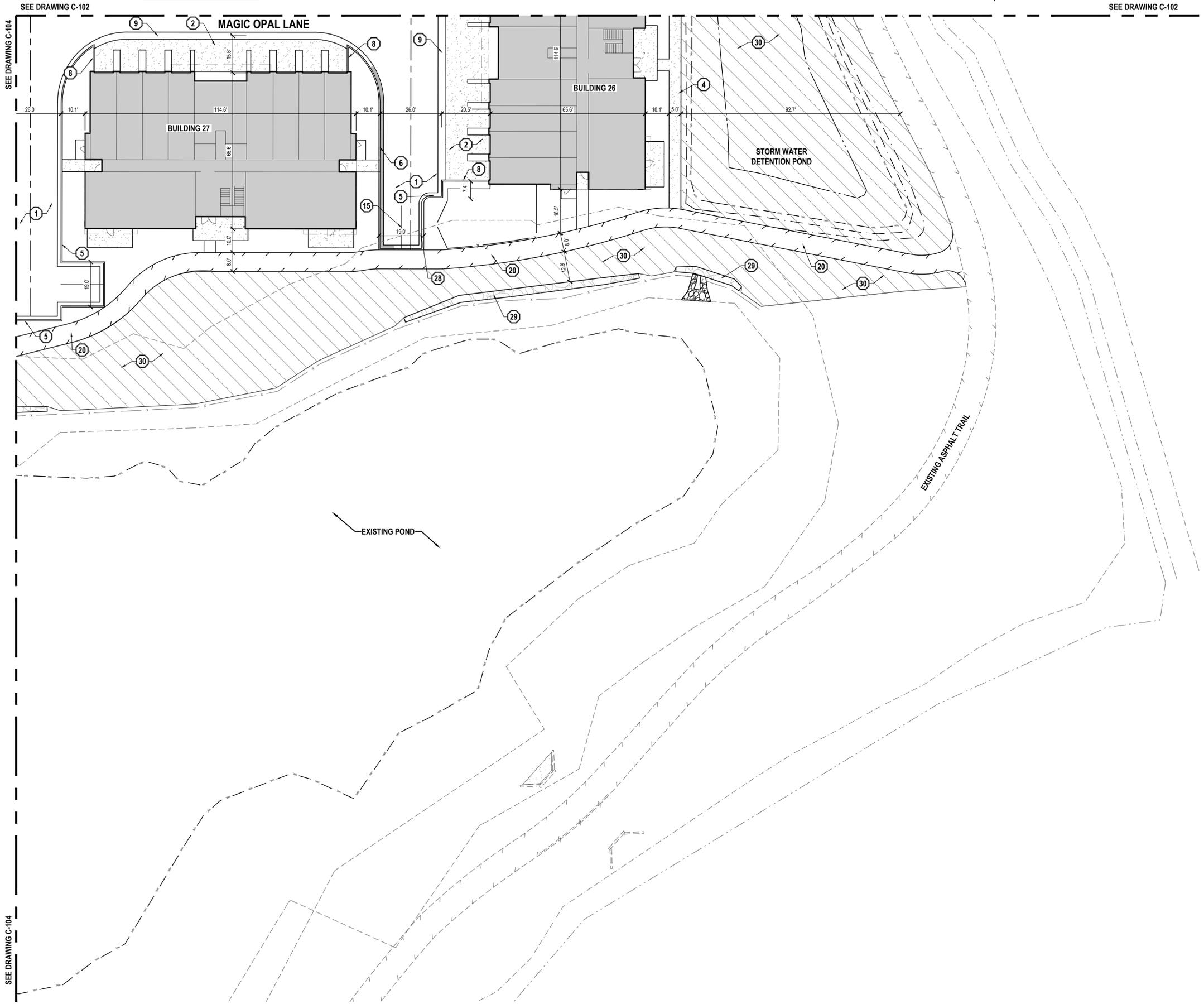
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FOR:
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126 SEGO LILY DRIVE
SANDY, UT 84070

CONTACT:
MARK GARZA
PHONE: 801-558-9966



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JORDAN HEIGHTS AT VIEW 78
PHASE 2
752 WEST BINGHAM JUNCTION BOULEVARD
MIDVALE, UTAH

REGISTERED PROFESSIONAL ENGINEER
12-16-2024
5150016-2202
BRADEN D. MORRIS
STATE OF UTAH

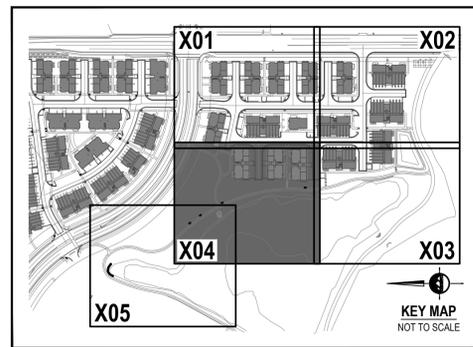
SITE PLAN

PROJECT NUMBER: 7058E PRINT DATE: 9/12/24
DRAWN BY: P. HUNTER CHECKED BY: M. BUDGE
PROJECT MANAGER: B. MORRIS

C-103

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CONTACT:
 MARK GARZA
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JORDAN HEIGHTS AT VIEW 78
PHASE 2
 752 WEST BINGHAM JUNCTION BOULEVARD
 MIDVALE, UTAH



SITE PLAN

PROJECT NUMBER: 7058E PRINT DATE: 9/12/24
 DRAWN BY: P. HUNTER CHECKED BY: M. BUDGE
 PROJECT MANAGER: B. MORRIS

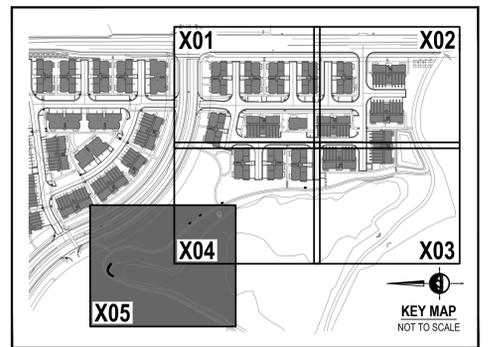
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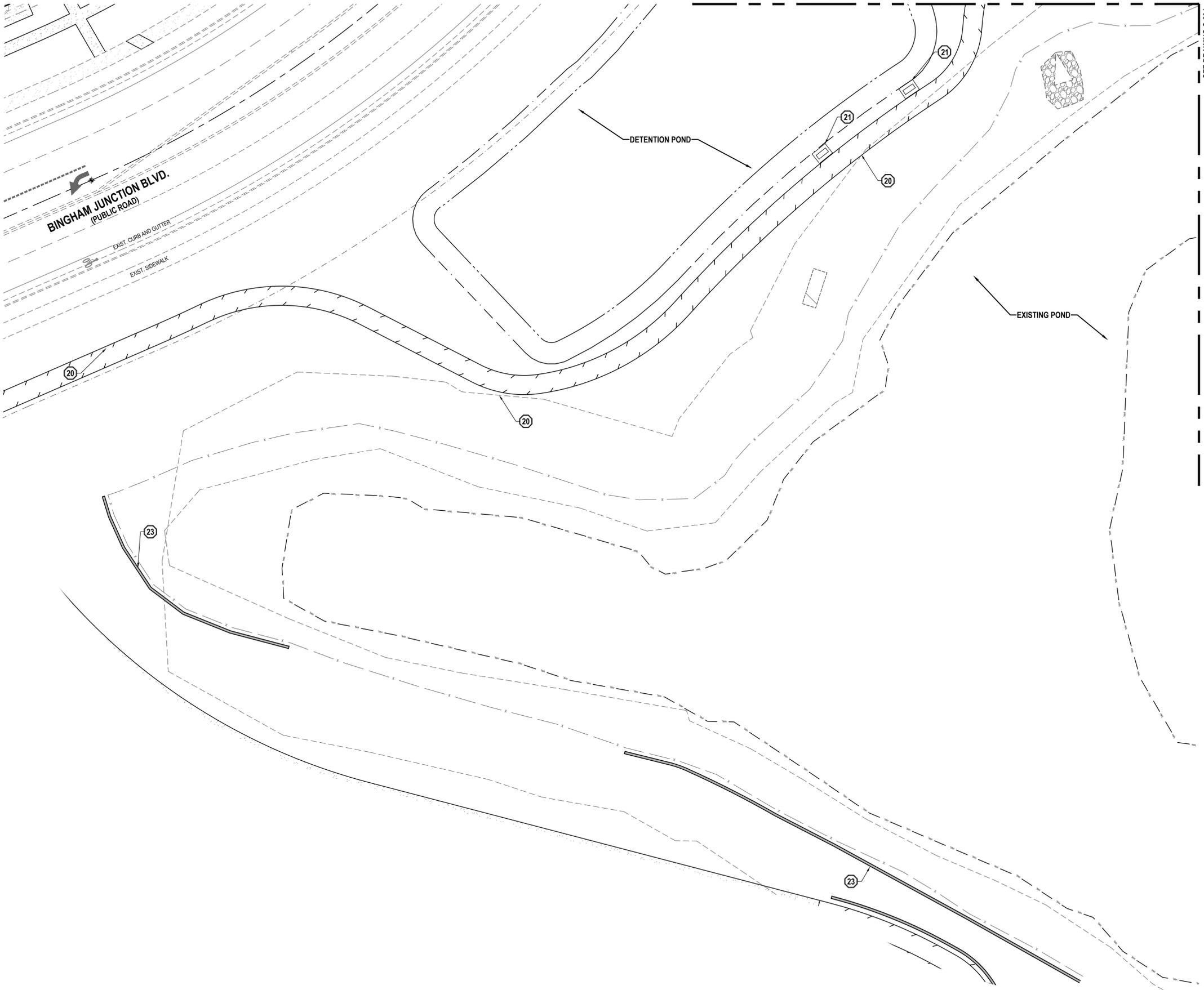
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 - 31 RIGHT TURN ARROW PAVEMENT MARKING PER M.U.T.C.D. STANDARDS.
 - 32 "STREET NAME" SIGN PER M.U.T.C.D. STANDARD PLANS.
 - 33 "RIGHT TURN ONLY" SIGN PER M.U.T.C.D. STANDARD PLANS.
 - 34 LEFT TURN ARROW PAVEMENT MARKING PER M.U.T.C.D. STANDARDS.
 - 35 12" WIDE SOLID WHITE CROSS WALK PAVEMENT MARKING PER M.U.T.C.D. STANDARD PLANS.
 - 36 4" WIDE DOUBLE YELLOW PAVEMENT MARKING PER M.U.T.C.D. STANDARD PLANS.
 - 37 8" WIDE SOLID WHITE PAVEMENT MARKING PER M.U.T.C.D. STANDARD PLANS.
 - 38 IN AREA OF NEW STRIPING, EXISTING STRIPING TO BE REMOVED BASED ON SANDY CITY STANDARD REQUIREMENTS.
 - 39 HEAVY-DUTY ASPHALT PAVEMENT PER GEOTECHNICAL REPORT AND DETAIL 10/C-501.

JORDAN HEIGHTS AT VIEW 78
PHASE 2
752 WEST BINGHAM JUNCTION BOULEVARD
MIDVALE, UTAH



SITE PLAN

PROJECT NUMBER 7058E	PRINT DATE 9/12/24
DRAWN BY P. HUNTER	CHECKED BY M. BUDGE
PROJECT MANAGER B. MORRIS	

C-105

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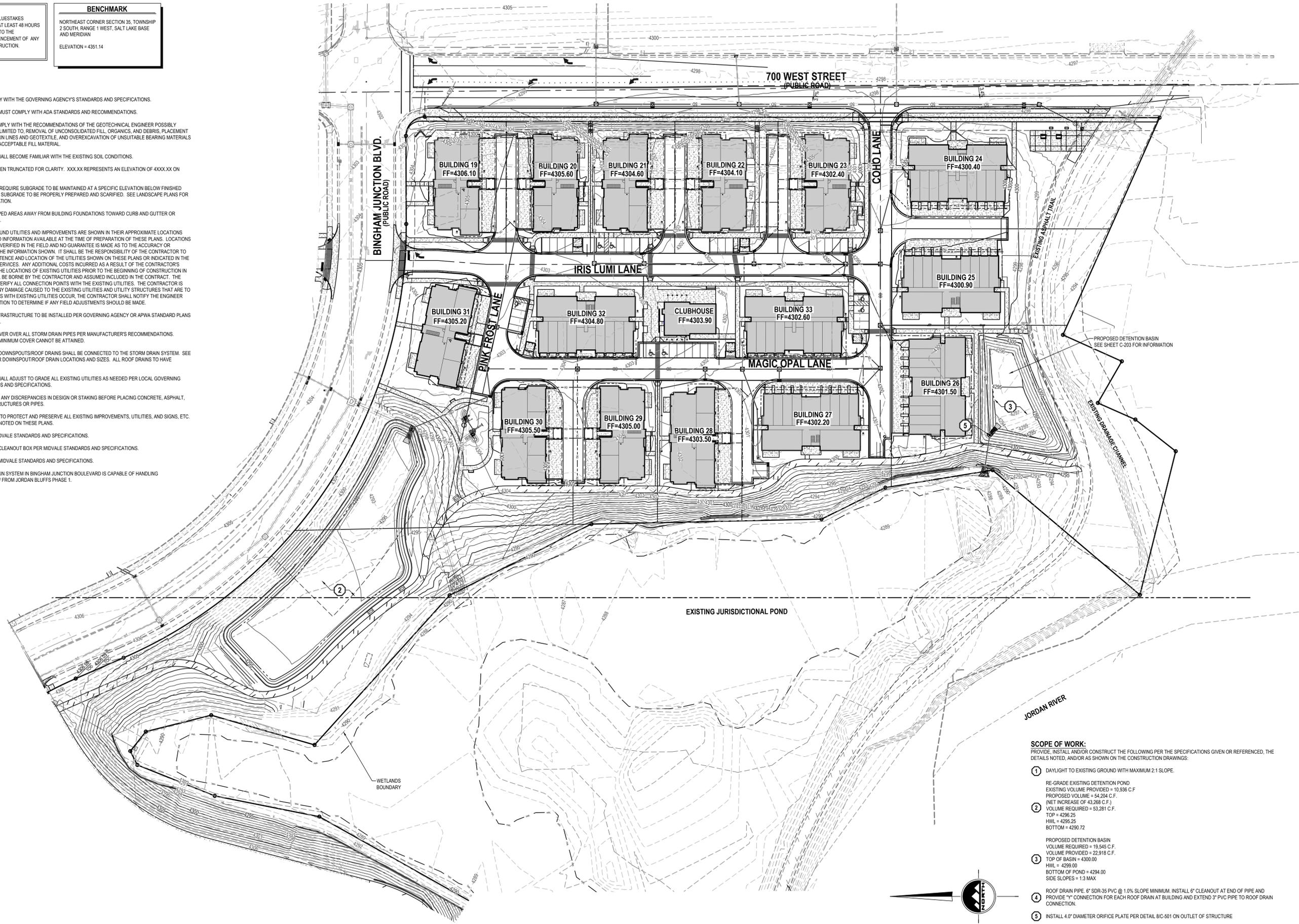
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BENCHMARK

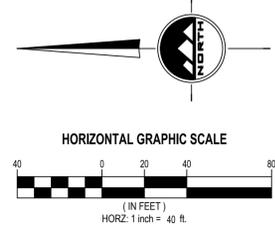
NORTHEAST CORNER SECTION 35, TOWNSHIP
2 SOUTH, RANGE 1 WEST, SALT LAKE BASE
AND MERIDIAN
ELEVATION = 4351.14

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 - INSTALL 4.0" DIAMETER ORIFICE PLATE PER DETAIL 8/C-501 ON OUTLET OF STRUCTURE



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Phone: 435.865.1453

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FOR:
HOLMES HOMES
126 SEGO LILY DRIVE
SANDY, UT 84070

CONTACT:
MARK GARZA
PHONE: 801-558-9966

**JORDAN HEIGHTS AT VIEW 78
PHASE 2
MIDVALE, UTAH**

752 WEST BINGHAM JUNCTION BOULEVARD

REGISTERED PROFESSIONAL ENGINEER
12-16-2024
5150016-2202
BRADEN D. MORRIS
BRADEN D. MORRIS
STATE OF UTAH

OVERALL GRADING AND DRAINAGE PLAN

PROJECT NUMBER: 7058E PRINT DATE: 9/12/24
DRAWN BY: P. HUNTER CHECKED BY: M. BUDGE
PROJECT MANAGER: B. MORRIS

C-200

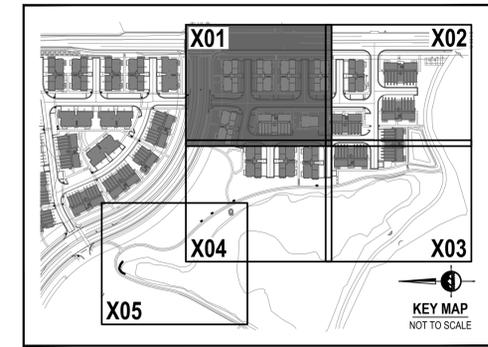
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BENCHMARK

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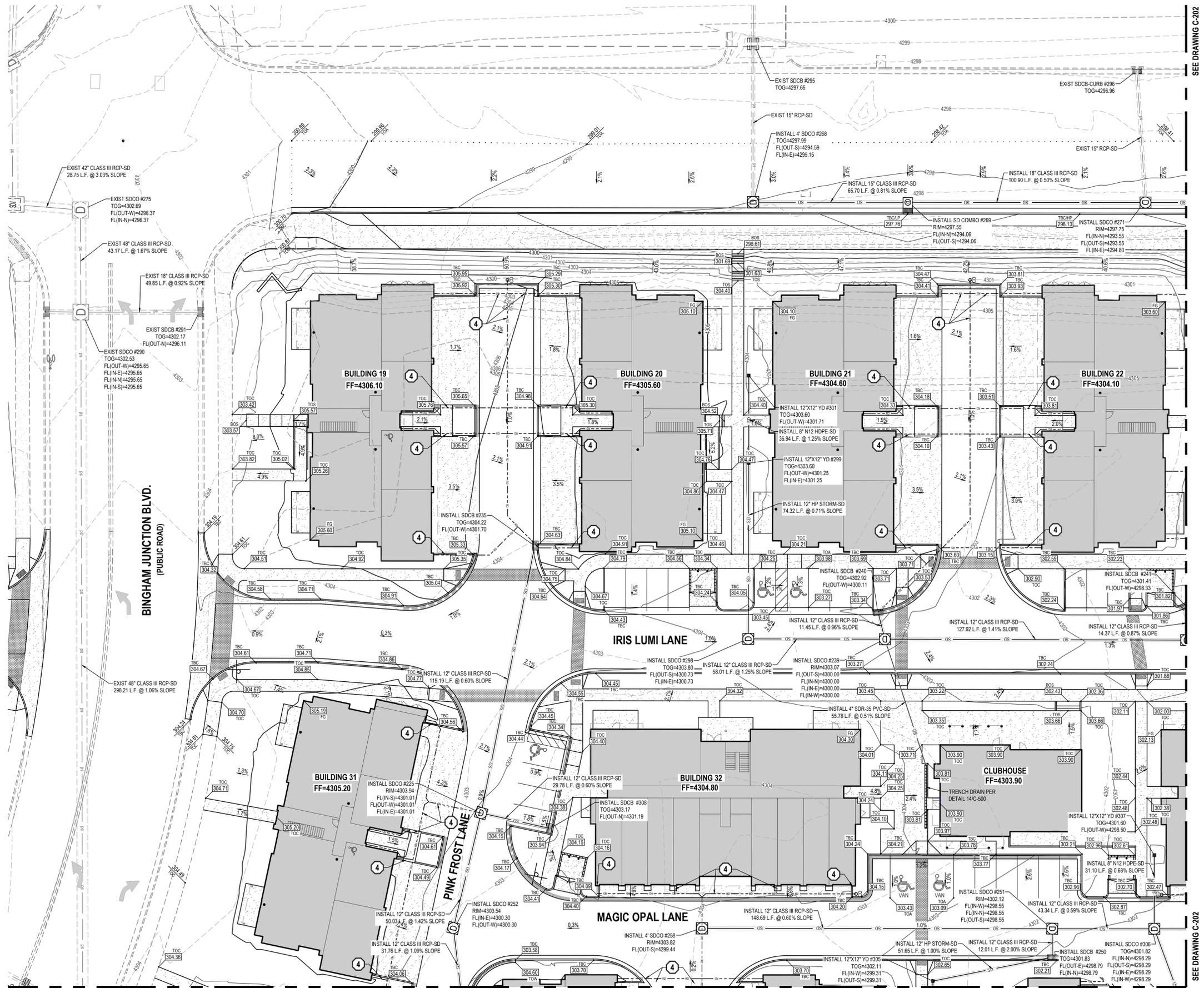
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FOR:
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126 SEGO LILY DRIVE
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SEE DRAWING C-202

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1. DAYLIGHT TO EXISTING GROUND WITH MAXIMUM 2:1 SLOPE.
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EXISTING VOLUME PROVIDED = 10,936 C.F.
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 4. INSTALL 4.0" DIAMETER ORIFICE PLATE PER DETAIL 81C-501 ON OUTLET OF STRUCTURE

SEE DRAWING C-204

SEE DRAWING C-204

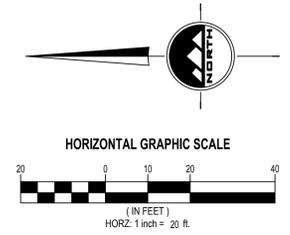
JORDAN HEIGHTS AT VIEW 78
PHASE 2
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MIDVALE, UTAH

REGISTERED PROFESSIONAL ENGINEER
12-16-2024
5150016-2202
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GRADING AND DRAINAGE PLAN

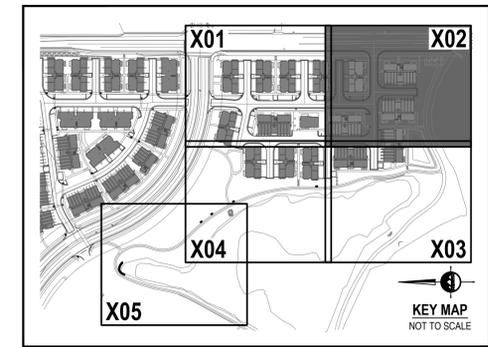
PROJECT NUMBER: 7058E PRINT DATE: 9/12/24
DRAWN BY: P. HUNTER CHECKED BY: M. BUDGE
PROJECT MANAGER: B. MORRIS

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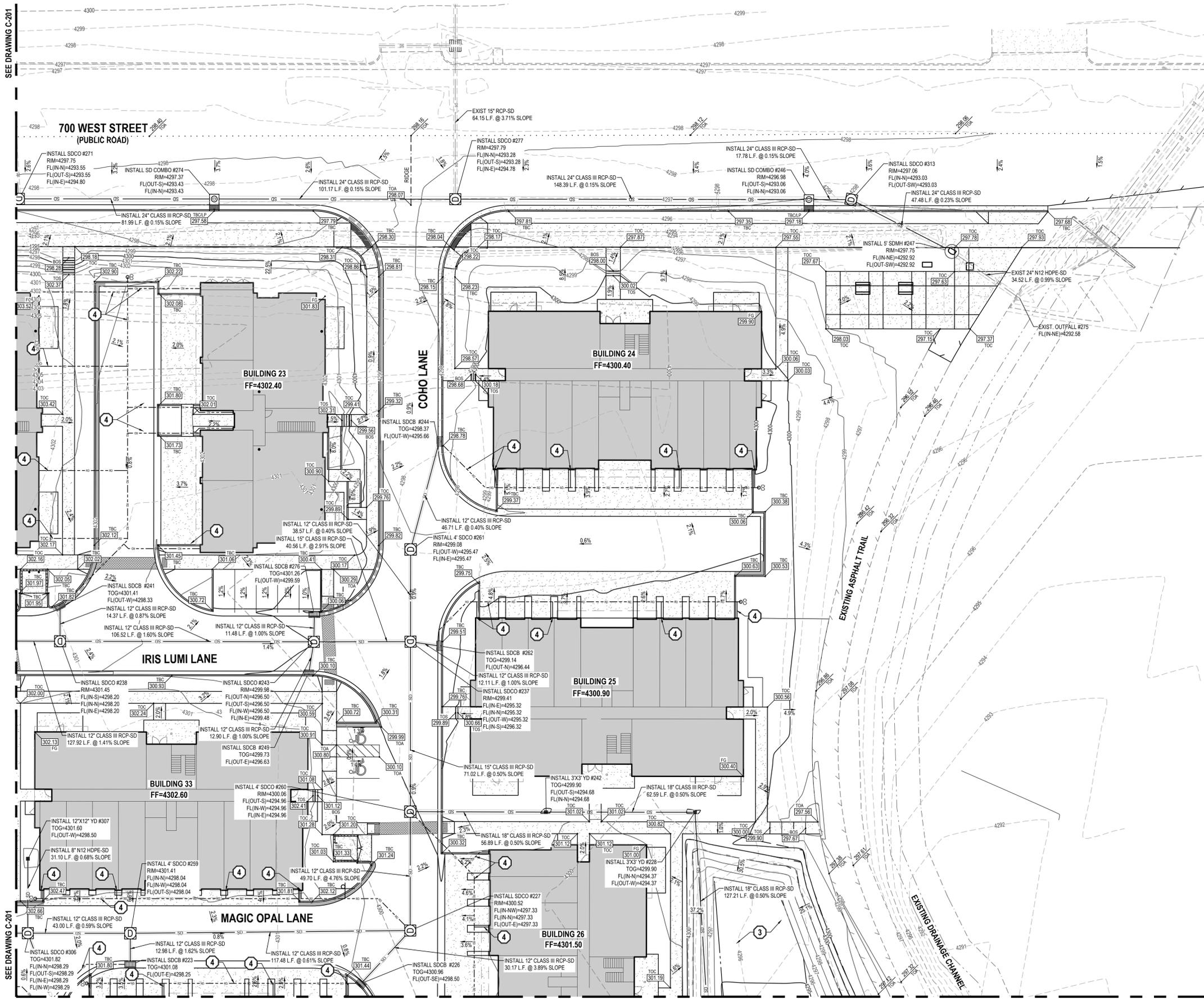
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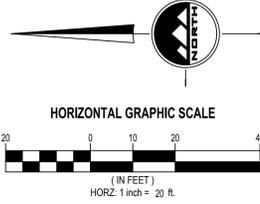
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 - INSTALL 4" DIAMETER ORIFICE PLATE PER DETAIL 8/C-501 ON OUTLET OF STRUCTURE



SEE DRAWING C-201 SEE DRAWING C-201 SEE DRAWING C-202 SEE DRAWING C-203

JORDAN HEIGHTS AT VIEW 78
PHASE 2
752 WEST BINGHAM JUNCTION BOULEVARD
MIDVALE, UTAH



GRADING AND DRAINAGE PLAN

PROJECT NUMBER: 7058E PRINT DATE: 9/12/24
DRAWN BY: P. HUNTER CHECKED BY: M. BUDGE
PROJECT MANAGER: B. MORRIS

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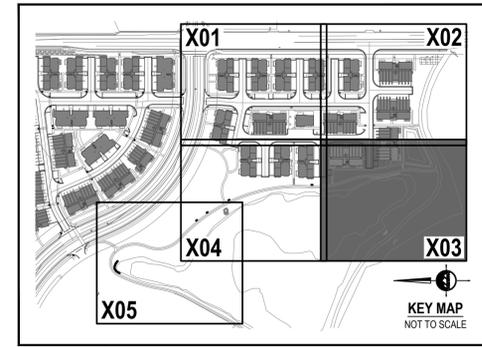
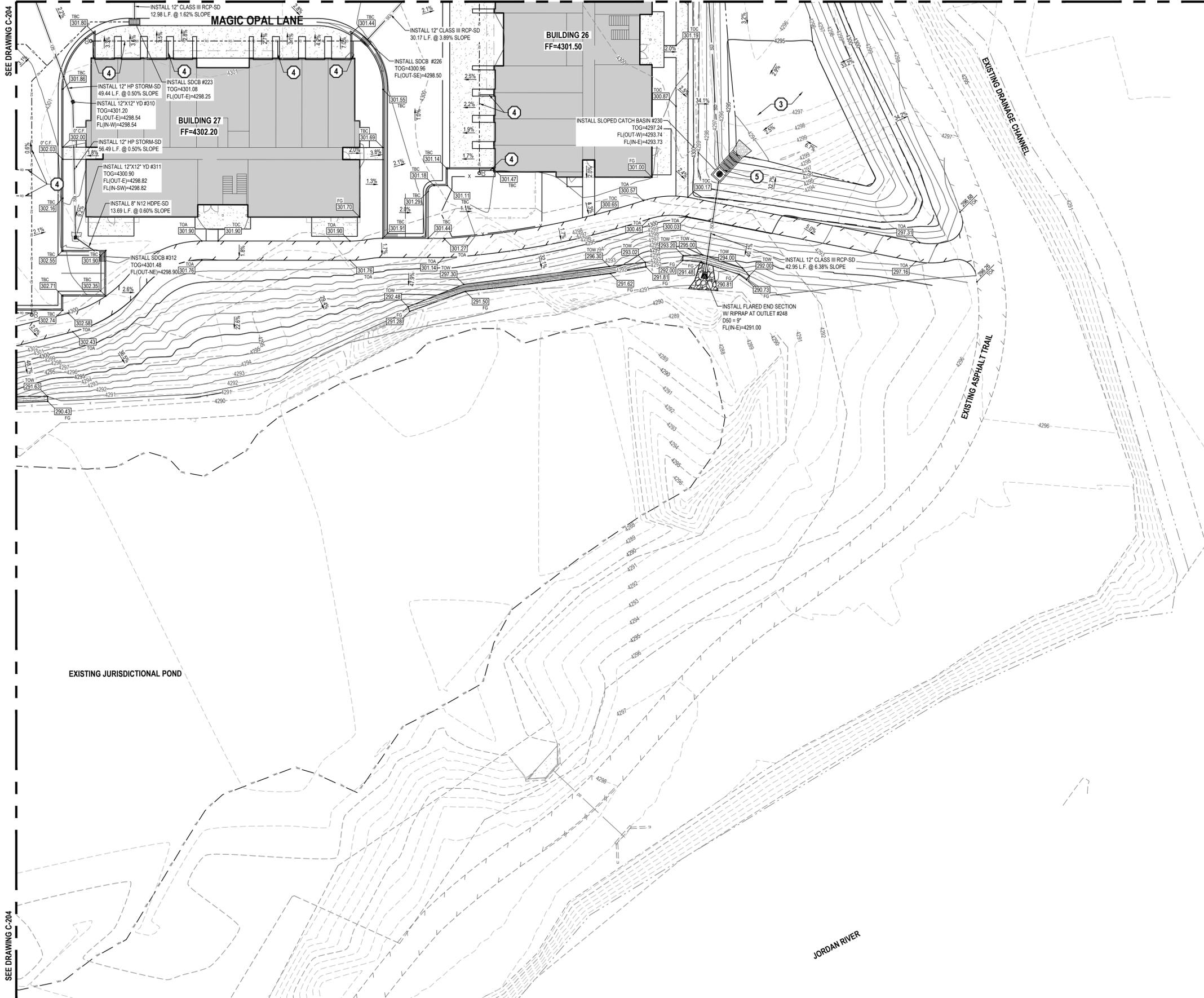
BENCHMARK

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SEE DRAWING C-202

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10. ENSURE MINIMUM COVER OVER ALL STORM DRAIN PIPES PER MANUFACTURER'S RECOMMENDATIONS. NOTIFY ENGINEER IF MINIMUM COVER CANNOT BE ATTAINED.
11. ALL FACILITIES WITH DOWNSPOUTS/ROOF DRAINS SHALL BE CONNECTED TO THE STORM DRAIN SYSTEM. SEE PLUMBING PLANS FOR DOWNSPOUT/ROOF DRAIN LOCATIONS AND SIZES. ALL ROOF DRAINS TO HAVE MINIMUM 1% SLOPE.
12. THE CONTRACTOR SHALL ADJUST TO GRADE ALL EXISTING UTILITIES AS NEEDED PER LOCAL GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
13. NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE, ASPHALT, OR STORM DRAIN STRUCTURES OR PIPES.
14. THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.
15. CATCH BASIN PER MIDVALE STANDARDS AND SPECIFICATIONS.
16. COMBINATION INLET/CLEANOUT BOX PER MIDVALE STANDARDS AND SPECIFICATIONS.
17. CLEANOUT BOX PER MIDVALE STANDARDS AND SPECIFICATIONS.
18. EXISTING STORM DRAIN SYSTEM IN BINGHAM JUNCTION BOULEVARD IS CAPABLE OF HANDLING UNRESTRICTED FLOW FROM JORDAN BLUFFS PHASE 1.

SCOPE OF WORK:

- PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:
1. DAYLIGHT TO EXISTING GROUND WITH MAXIMUM 2:1 SLOPE.
RE-GRADE EXISTING DETENTION POND
EXISTING VOLUME PROVIDED = 10,936 C.F.
PROPOSED VOLUME = 54,204 C.F.
(NET INCREASE OF 43,268 C.F.)
VOLUME REQUIRED = 53,281 C.F.
TOP = 4296.25
HWL = 4295.25
BOTTOM = 4290.72
 2. PROPOSED DETENTION BASIN
VOLUME REQUIRED = 19,545 C.F.
VOLUME PROVIDED = 22,918 C.F.
TOP OF BASIN = 4300.00
HWL = 4299.00
BOTTOM OF POND = 4294.00
SIDE SLOPES = 1:3 MAX
 3. ROOF DRAIN PIPE: 6" SDR-35 PVC @ 1.0% SLOPE MINIMUM. INSTALL 6" CLEANOUT AT END OF PIPE AND PROVIDE "Y" CONNECTION FOR EACH ROOF DRAIN AT BUILDING AND EXTEND 3" PVC PIPE TO ROOF DRAIN CONNECTION.
 4. INSTALL 4.0" DIAMETER ORIFICE PLATE PER DETAIL 8/C-501 ON OUTLET OF STRUCTURE

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RICHFIELD
Phone: 435.896.2983

WWW.ENSIGNENG.COM

FOR:
HOLMES HOMES
126 SEGO LILY DRIVE
SANDY, UT 84070

CONTACT:
MARK GARZA
PHONE: 801-558-9966

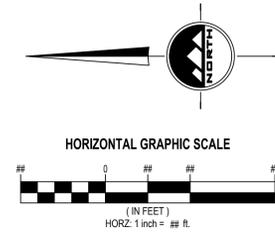
JORDAN HEIGHTS AT VIEW 78
PHASE 2
752 WEST BINGHAM JUNCTION BOULEVARD
MIDVALE, UTAH

REGISTERED PROFESSIONAL ENGINEER
12-16-2024
5150016-2202
BRADEN D. MORRIS
STATE OF UTAH

GRADING AND DRAINAGE PLAN

PROJECT NUMBER: 7058E PRINT DATE: 9/12/24
DRAWN BY: P. HUNTER CHECKED BY: M. BUDGE
PROJECT MANAGER: B. MORRIS

C-203



811

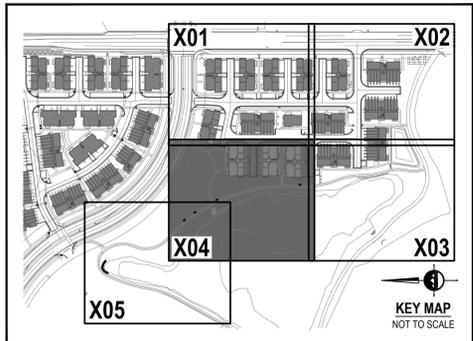
CALL BLUESTAKES @ 811 AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

BENCHMARK

NORTHEAST CORNER SECTION 35, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN
ELEVATION = 4351.14

SEE DRAWING C-201

SEE DRAWING C-201



KEY MAP NOT TO SCALE

GENERAL NOTES

- 1. ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
2. ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
3. ALL WORK SHALL COMPLY WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER...
4. THE CONTRACTOR SHALL BECOME FAMILIAR WITH THE EXISTING SOIL CONDITIONS.
5. ELEVATIONS HAVE BEEN TRUNCATED FOR CLARITY. XXX.XX REPRESENTS AN ELEVATION OF 4XXX.XX ON THESE PLANS.
6. LANDSCAPED AREAS REQUIRE SUBGRADE TO BE MAINTAINED AT A SPECIFIC ELEVATION BELOW FINISHED GRADE...
7. SLOPE ALL LANDSCAPED AREAS AWAY FROM BUILDING FOUNDATIONS TOWARD CURB AND GUTTER OR STORM DRAIN INLETS.
8. EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS...
9. ALL STORM DRAIN INFRASTRUCTURE TO BE INSTALLED PER GOVERNING AGENCY OR APWA STANDARD PLANS...
10. ENSURE MINIMUM COVER OVER ALL STORM DRAIN PIPES PER MANUFACTURER'S RECOMMENDATIONS...
11. ALL FACILITIES WITH DOWNSPOUTS/ROOF DRAINS SHALL BE CONNECTED TO THE STORM DRAIN SYSTEM...
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13. NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE, ASPHALT, OR STORM DRAIN STRUCTURES OR PIPES.
14. THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.
15. CATCH BASIN PER MIDVALE STANDARDS AND SPECIFICATIONS.
16. COMBINATION INLET/CLEANOUT BOX PER MIDVALE STANDARDS AND SPECIFICATIONS.
17. CLEANOUT BOX PER MIDVALE STANDARDS AND SPECIFICATIONS.
18. EXISTING STORM DRAIN SYSTEM IN BINGHAM JUNCTION BOULEVARD IS CAPABLE OF HANDLING UNRESTRICTED FLOW FROM JORDAN BLUFFS PHASE 1.

SCOPE OF WORK:

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INSTALL 4.0" DIAMETER ORIFICE PLATE PER DETAIL 8/C-501 ON OUTLET OF STRUCTURE

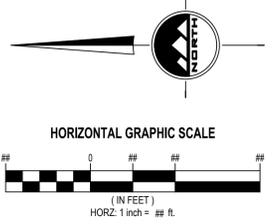
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LAYTON Phone: 801.547.1100
TOOELE Phone: 435.843.3590
CEDAR CITY Phone: 435.865.1453
RICHFIELD Phone: 435.896.2983

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FOR: HOLMES HOMES 126 SEGO LILY DRIVE SANDY, UT 84070
CONTACT: MARK GARZA PHONE: 801-558-9966

JORDAN HEIGHTS AT VIEW 78 PHASE 2 MIDVALE, UTAH
752 WEST BINGHAM JUNCTION BOULEVARD



GRADING AND DRAINAGE PLAN
PROJECT NUMBER 7058E PRINT DATE 9/12/24
DRAWN BY P. HUNTER CHECKED BY M. BUDGE
PROJECT MANAGER B. MORRIS
C-204



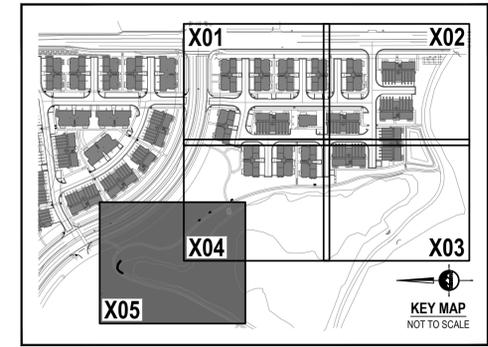
811
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@ 811 AT LEAST 48 HOURS
PRIOR TO THE
COMMENCEMENT OF ANY
CONSTRUCTION.

BENCHMARK

NORTHEAST CORNER SECTION 35, TOWNSHIP
2 SOUTH, RANGE 1 WEST, SALT LAKE BASE
AND MERIDIAN

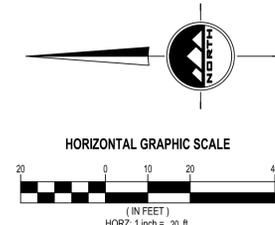
ELEVATION = 4351.14



- GENERAL NOTES**
- ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
 - ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
 - ALL WORK SHALL COMPLY WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER POSSIBLY INCLUDING, BUT NOT LIMITED TO, REMOVAL OF UNCONSOLIDATED FILL, ORGANICS, AND DEBRIS, PLACEMENT OF SUBSURFACE DRAIN LINES AND GEOTEXTILE, AND OVEREXCAVATION OF UNSUITABLE BEARING MATERIALS AND PLACEMENT OF ACCEPTABLE FILL MATERIAL.
 - THE CONTRACTOR SHALL BECOME FAMILIAR WITH THE EXISTING SOIL CONDITIONS.
 - ELEVATIONS HAVE BEEN TRUNCATED FOR CLARITY. XXX.XX REPRESENTS AN ELEVATION OF 4XXX.XX ON THESE PLANS.
 - LANDSCAPED AREAS REQUIRE SUBGRADE TO BE MAINTAINED AT A SPECIFIC ELEVATION BELOW FINISHED GRADE AND REQUIRE SUBGRADE TO BE PROPERLY PREPARED AND SCARIFIED. SEE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION.
 - SLOPE ALL LANDSCAPED AREAS AWAY FROM BUILDING FOUNDATIONS TOWARD CURB AND GUTTER OR STORM DRAIN INLETS.
 - EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.
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 - THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.
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 - COMBINATION INLET/CLEANOUT BOX PER MIDVALE STANDARDS AND SPECIFICATIONS.
 - CLEANOUT BOX PER MIDVALE STANDARDS AND SPECIFICATIONS.
 - EXISTING STORM DRAIN SYSTEM IN BINGHAM JUNCTION BOULEVARD IS CAPABLE OF HANDLING UNRESTRICTED FLOW FROM JORDAN BLUFFS PHASE 1.

- SCOPE OF WORK:**
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:
- DAYLIGHT TO EXISTING GROUND WITH MAXIMUM 2:1 SLOPE.

RE-GRADE EXISTING DETENTION POND
EXISTING VOLUME PROVIDED = 10,936 C.F.
PROPOSED VOLUME = 54,204 C.F.
(NET INCREASE OF 43,268 C.F.)
VOLUME REQUIRED = 53,281 C.F.
TOP = 4295.25
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 - PROPOSED DETENTION BASIN
VOLUME REQUIRED = 19,945 C.F.
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 - ROOF DRAIN PIPE: 6" SDR-35 PVC @ 1.0% SLOPE MINIMUM. INSTALL 6" CLEANOUT AT END OF PIPE AND PROVIDE "Y" CONNECTION FOR EACH ROOF DRAIN AT BUILDING AND EXTEND 3" PVC PIPE TO ROOF DRAIN CONNECTION.
 - INSTALL 4.0" DIAMETER ORIFICE PLATE PER DETAIL 8/C-501 ON OUTLET OF STRUCTURE



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RICHFIELD
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FOR:
HOLMES HOMES
126 SEGO LILY DRIVE
SANDY, UT 84070

CONTACT:
MARK GARZA
PHONE: 801-558-9966

**JORDAN HEIGHTS AT VIEW 78
PHASE 2
752 WEST BINGHAM JUNCTION BOULEVARD
MIDVALE, UTAH**



GRADING AND DRAINAGE PLAN

PROJECT NUMBER: 7058E PRINT DATE: 9/12/24
DRAWN BY: P. HUNTER CHECKED BY: M. BUDGE
PROJECT MANAGER: B. MORRIS

C-205

811
Know what's below.
Call before you dig.

CALL BLUESTAKES
@ 811 AT LEAST 48 HOURS
PRIOR TO THE
COMMENCEMENT OF ANY
CONSTRUCTION.

BENCHMARK

NORTHEAST CORNER SECTION 35, TOWNSHIP
2 SOUTH, RANGE 1 WEST, SALT LAKE BASE
AND MERIDIAN

ELEVATION = 4351.14

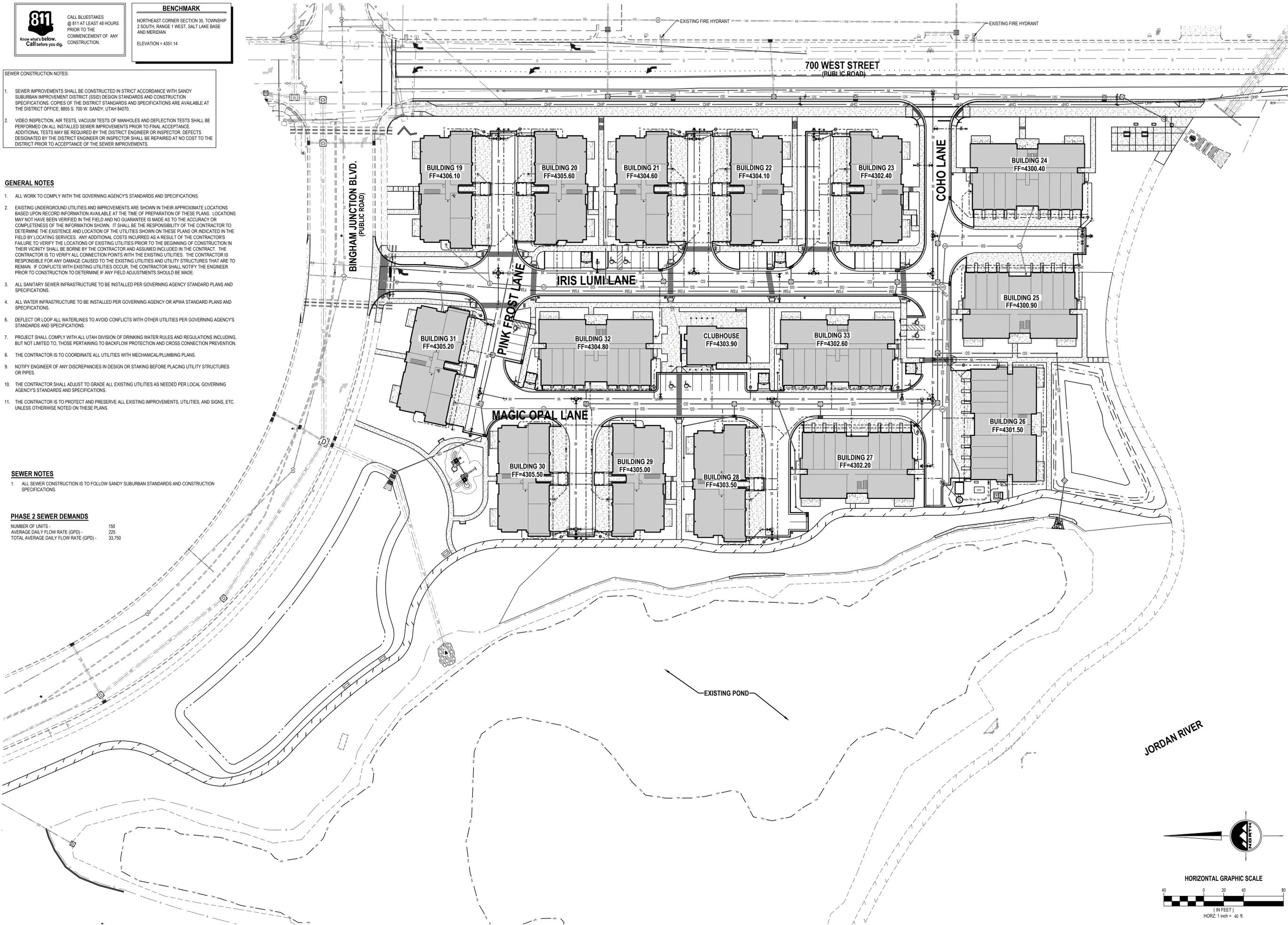
- SEWER CONSTRUCTION NOTES:**
- SEWER IMPROVEMENTS SHALL BE CONSTRUCTED IN STRICT ACCORDANCE WITH SANDY SUBURBAN IMPROVEMENT DISTRICT (SSID) DESIGN STANDARDS AND CONSTRUCTION SPECIFICATIONS. COPIES OF THE DISTRICT STANDARDS AND SPECIFICATIONS ARE AVAILABLE AT THE DISTRICT OFFICE, 8855 S. 700 W. SANDY, UTAH 84070.
 - VIDEO INSPECTION, AIR TESTS, VACUUM TESTS OF MANHOLES AND DEFLECTION TESTS SHALL BE PERFORMED ON ALL INSTALLED SEWER IMPROVEMENTS PRIOR TO FINAL ACCEPTANCE. ADDITIONAL TESTS MAY BE REQUIRED BY THE DISTRICT ENGINEER OR INSPECTOR. DEFECTS DESIGNATED BY THE DISTRICT ENGINEER OR INSPECTOR SHALL BE REPAIRED AT NO COST TO THE DISTRICT PRIOR TO ACCEPTANCE OF THE SEWER IMPROVEMENTS.

- GENERAL NOTES**
- ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
 - EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.
 - ALL SANITARY SEWER INFRASTRUCTURE TO BE INSTALLED PER GOVERNING AGENCY STANDARD PLANS AND SPECIFICATIONS.
 - ALL WATER INFRASTRUCTURE TO BE INSTALLED PER GOVERNING AGENCY OR APWA STANDARD PLANS AND SPECIFICATIONS.
 - DEFLECT OR LOOP ALL WATERLINES TO AVOID CONFLICTS WITH OTHER UTILITIES PER GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
 - PROJECT SHALL COMPLY WITH ALL UTAH DIVISION OF DRINKING WATER RULES AND REGULATIONS INCLUDING, BUT NOT LIMITED TO, THOSE PERTAINING TO BACKFLOW PROTECTION AND CROSS CONNECTION PREVENTION.
 - THE CONTRACTOR IS TO COORDINATE ALL UTILITIES WITH MECHANICAL/PLUMBING PLANS.
 - NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING UTILITY STRUCTURES OR PIPES.
 - THE CONTRACTOR SHALL ADJUST TO GRADE ALL EXISTING UTILITIES AS NEEDED PER LOCAL GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
 - THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.

- SEWER NOTES**
- ALL SEWER CONSTRUCTION IS TO FOLLOW SANDY SUBURBAN STANDARDS AND CONSTRUCTION SPECIFICATIONS.

PHASE 2 SEWER DEMANDS

NUMBER OF UNITS	150
AVERAGE DAILY FLOW RATE (GPD)	225
TOTAL AVERAGE DAILY FLOW RATE (GPD)	33,750



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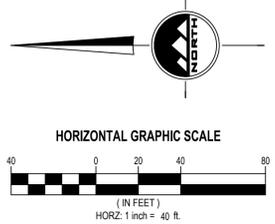
JORDAN HEIGHTS AT VIEW 78
PHASE 2
752 WEST BINGHAM JUNCTION BOULEVARD
MIDVALE, UTAH



OVERALL UTILITY PLAN

PROJECT NUMBER 7058E	PRINT DATE 9/12/24
DRAWN BY P. HUNTER	CHECKED BY M. BUDGE
PROJECT MANAGER B. MORRIS	

C-300

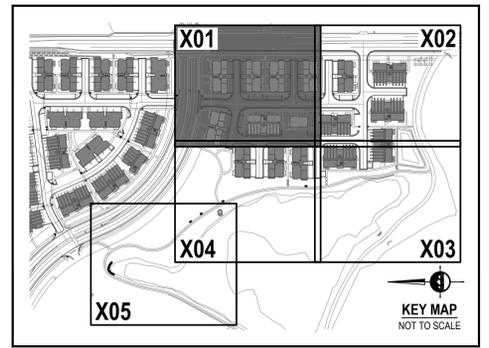




BENCHMARK
 NORTHEAST CORNER SECTION 35, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN
 ELEVATION = 4351.14

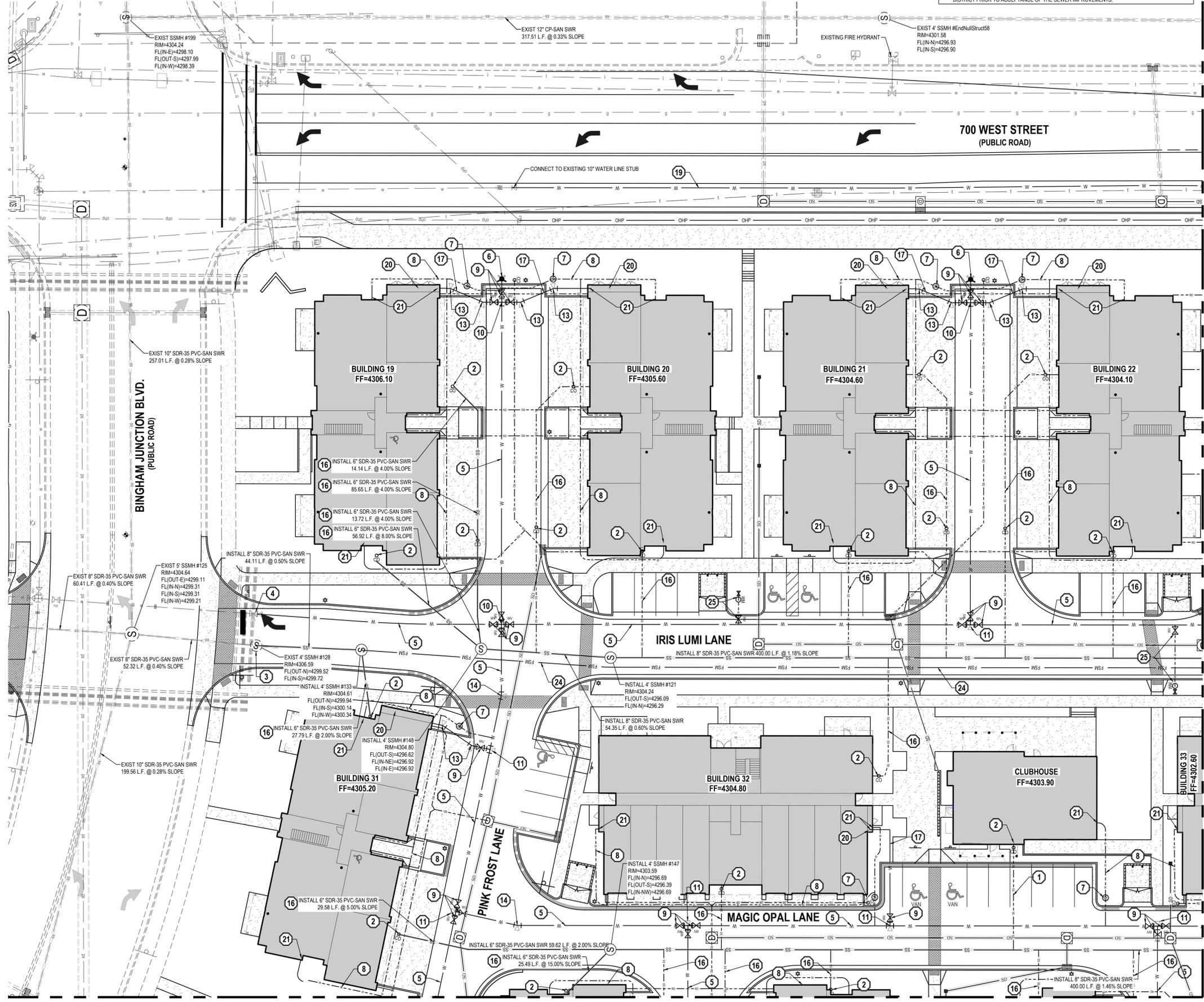
SEWER CONSTRUCTION NOTES:

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 - PROJECT SHALL COMPLY WITH ALL UTAH DIVISION OF DRINKING WATER RULES AND REGULATIONS INCLUDING, BUT NOT LIMITED TO, THOSE PERTAINING TO BACKFLOW PROTECTION AND CROSS CONNECTION PREVENTION.
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SEE DRAWING C-302

SEE DRAWING C-304



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 Sandy, UT 84070
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LAYTON
 Phone: 801.547.1100

TOOELE
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CEDAR CITY
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RICHFIELD
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FOR:
 HOLMES HOMES
 126 SEGO LILY DRIVE
 SANDY, UT 84070
 CONTRACTOR:
 MARK GARZA
 PHONE: 801-558-9966

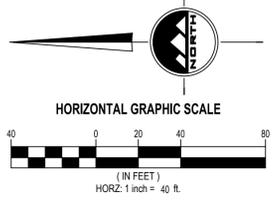
JORDAN HEIGHTS AT VIEW 78
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UTILITY PLAN

PROJECT NUMBER: 7058E
 PRINT DATE: 9/12/24
 DRAWN BY: P. HUNTER
 CHECKED BY: M. BUDGE
 PROJECT MANAGER: B. MORRIS

C-301

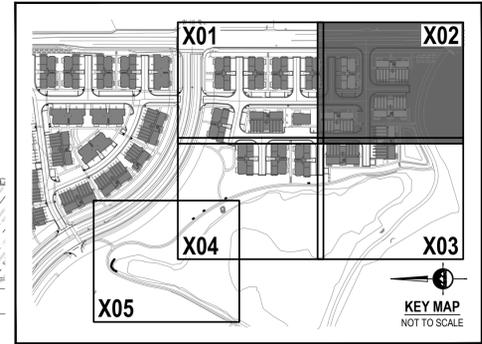


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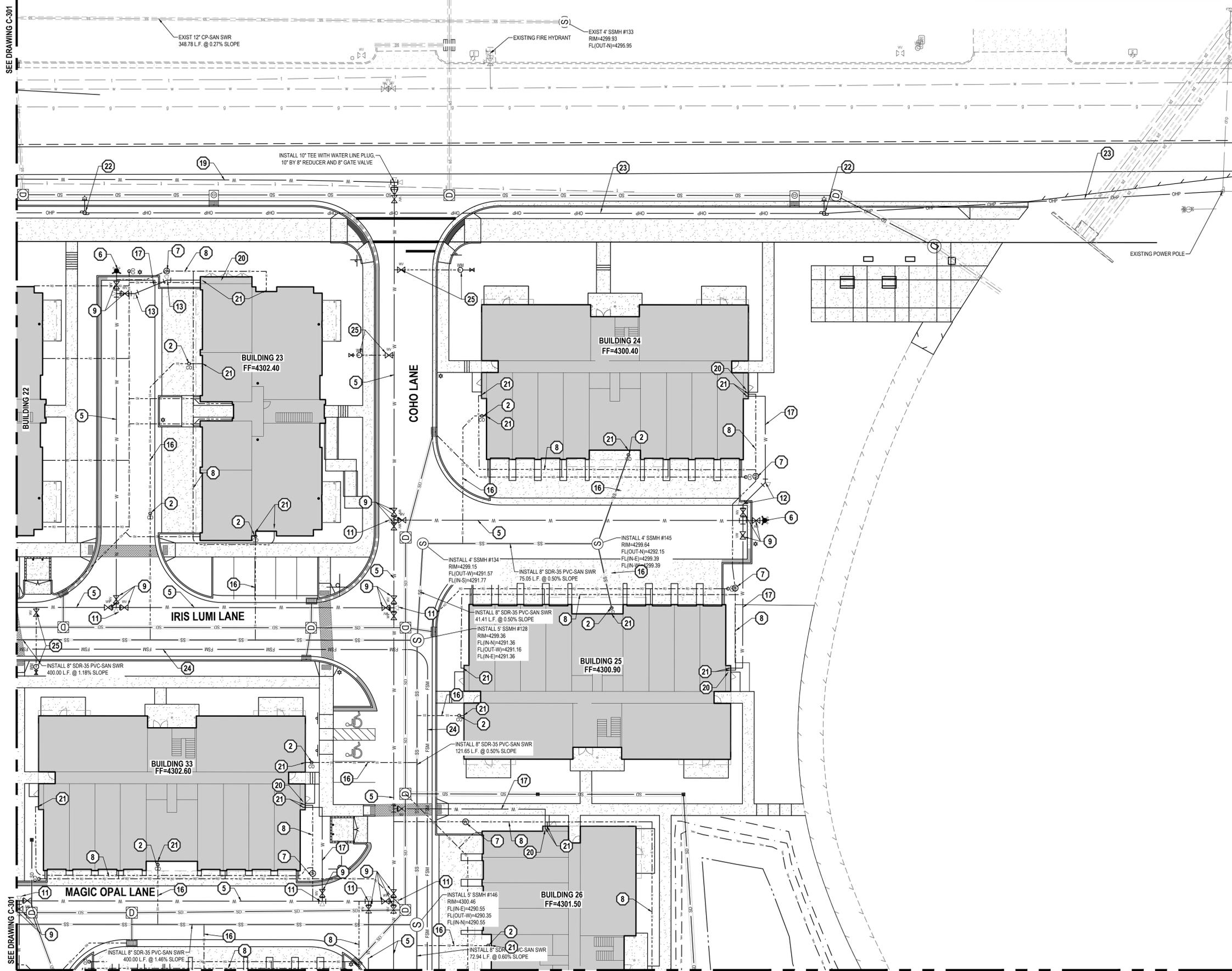
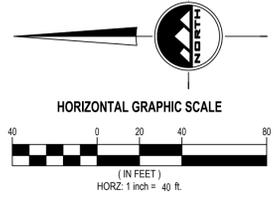
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JORDAN HEIGHTS AT VIEW 78
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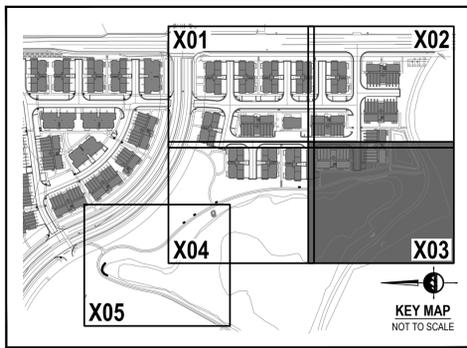
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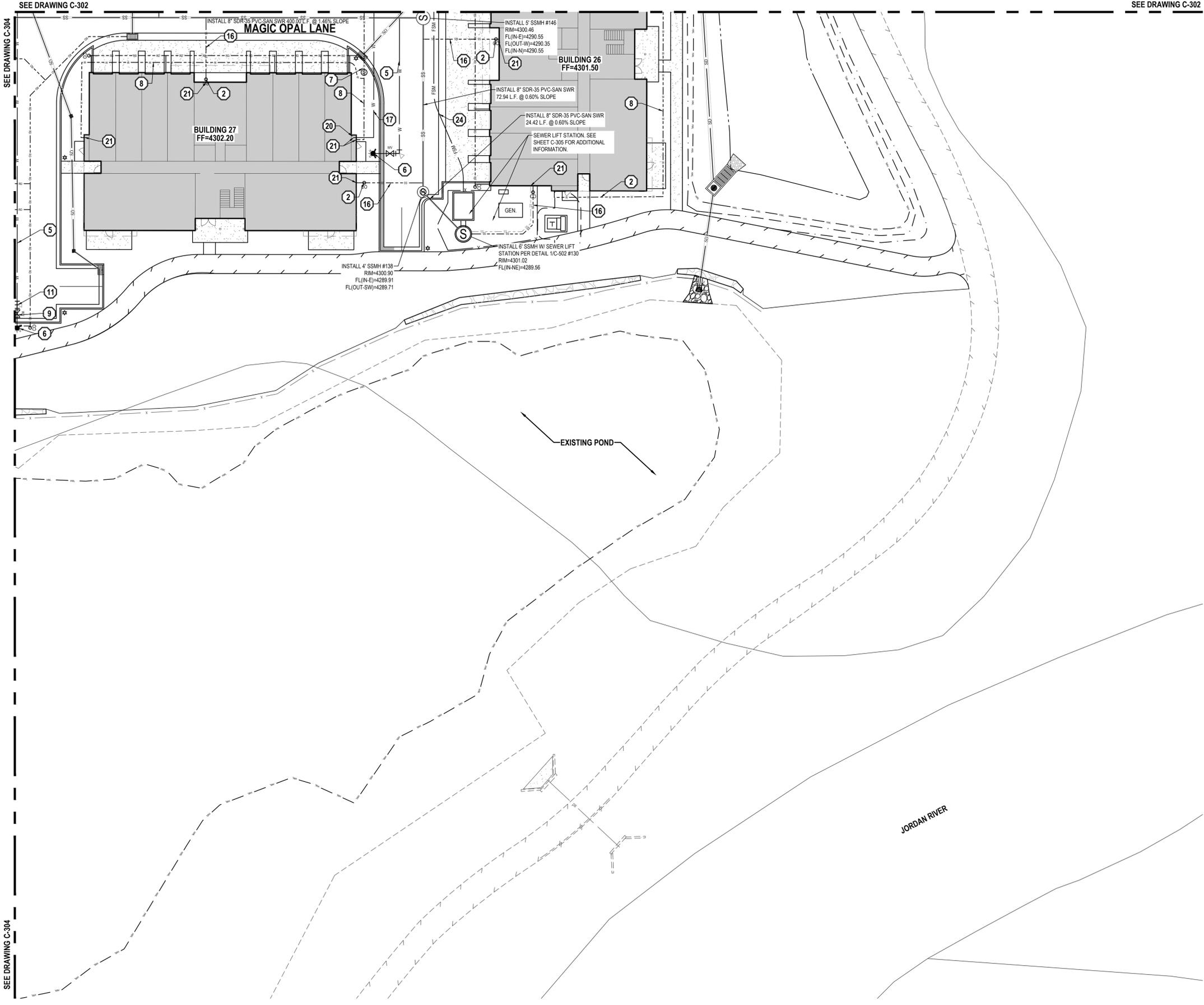
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HORIZONTAL GRAPHIC SCALE
0 20 40 80
(IN FEET)
HORZ: 1 inch = 40 ft.



JORDAN HEIGHTS AT VIEW 78
PHASE 2
752 WEST BINGHAM JUNCTION BOULEVARD
MIDVALE, UTAH

REGISTERED PROFESSIONAL ENGINEER
12-16-2024
5150016-2202
BRADEN D. MORRIS
STATE OF UTAH

UTILITY PLAN

PROJECT NUMBER: 7058E PRINT DATE: 9/12/24
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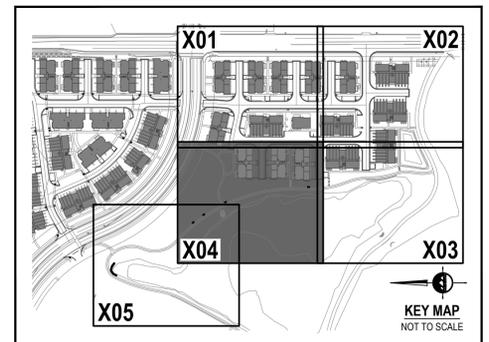
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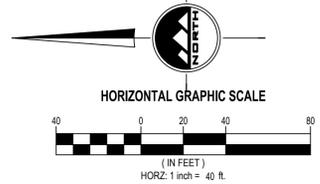
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 - THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.

- SCOPE OF WORK:**
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:
- 4" SDR 35 PVC SANITARY SEWER LATERAL @ 2.00% SLOPE MIN, INCLUDING CLEANOUTS AT MAXIMUM 100-FOOT SPACING, PER GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS. LENGTH AND SLOPE PER PLAN.
 - SANITARY SEWER CLEANOUT PER GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
 - CONNECT TO EXISTING SEWER MANHOLE PER GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
 - FIELD LOCATE AND CONNECT TO EXIST. WATERLINE STUB PER GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
 - 8" C-900 PVC POTABLE WATER LINE PER GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
 - FIRE HYDRANT ASSEMBLY COMPLETE PER MIDVALE CITY STANDARDS AND SPECIFICATIONS.
 - 1-1/2" CULINARY WATER METER AND LATERAL TO MAIN LINE PER MIDVALE CITY STANDARDS AND SPECIFICATIONS.
 - 2" CTS POLY CULINARY WATER LATERAL WITH 2" CORPORATION VALVE. INSTALLATION AND TRENCHING PER GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
 - 8" GATE VALVE PER GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
 - CROSS W/ THRUST BLOCK, TYPICAL THRUST BLOCKS PER APWA STANDARD PLAN NO. 561 AND SPECIFICATIONS.
 - TEE W/ THRUST BLOCK, TYPICAL THRUST BLOCKS PER APWA STANDARD PLAN NO. 561 AND SPECIFICATIONS.
 - 45° BEND W/ THRUST BLOCK, TYPICAL THRUST BLOCKS PER APWA STANDARD PLAN NO. 561 AND SPECIFICATIONS.
 - 22.5° BEND W/ THRUST BLOCK, TYPICAL THRUST BLOCKS PER APWA STANDARD PLAN NO. 561 AND SPECIFICATIONS.
 - 11.25° BEND W/ THRUST BLOCK, TYPICAL THRUST BLOCKS PER APWA STANDARD PLAN NO. 561 AND SPECIFICATIONS.
 - INSTALL 1.5" WATER METER WITH BACKFLOW PREVENTION DEVICE FOR IRRIGATION CONNECTION. SEE IRRIGATION PLANS FOR BACKFLOW PREVENTION DEVICE DETAILS.
 - 6" SDR 35 PVC SANITARY SEWER LATERAL @ 1.00% SLOPE MIN, INCLUDING CLEANOUTS AT MAXIMUM 100-FOOT SPACING, PER GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS. LENGTH AND SLOPE PER PLAN.
 - 6" FIRE WATER LINE PER GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
 - 10" X 8" REDUCER PER GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
 - 10" C-900 PVC POTABLE WATER LINE PER GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
 - UTILITY METER LOCATIONS. SEE MECHANICAL AND ARCHITECTURAL PLANS.
 - SEE PLUMBING PLANS FOR CONTINUATION.
 - PROPOSED POWER POLE AND STREET LIGHT. COORDINATE WITH ROCKY MOUNTAIN POWER AND SANDY CITY.
 - PROPOSED OVERHEAD POWER LINE. COORDINATE WITH ROCKY MOUNTAIN POWER.
 - INSTALL 6" DR-17 HDPE SANITARY SEWER FORCE MAIN.
 - INSTALL STOP AND WASTE VALVE AT POINT OF CONNECTION TO IRRIGATION CONNECTION. INSTALL 1.5" WATER METER WITH REQUIRED BACKFLOW PREVENTION DEVICE. SEE IRRIGATION PLANS FOR MORE INFORMATION.
 - SITE LIGHTING. SEE PHOTOMETRIC PLANS.



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CONTACT:
MARK GARZA
PHONE: 801-558-9966

JORDAN HEIGHTS AT VIEW 78
PHASE 2
752 WEST BINGHAM JUNCTION BOULEVARD
MIDVALE, UTAH

REGISTERED PROFESSIONAL ENGINEER
12-16-2024
5150016-2202
BRADEN D. MORRIS
STATE OF UTAH

UTILITY PLAN

PROJECT NUMBER: 7058E PRINT DATE: 9/12/24
DRAWN BY: P. HUNTER CHECKED BY: M. BUDGE
PROJECT MANAGER: B. MORRIS

C-304

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BENCHMARK

NORTHEAST CORNER SECTION 35, TOWNSHIP
2 SOUTH, RANGE 1 WEST, SALT LAKE BASE
AND MERIDIAN
ELEVATION = 4351.14

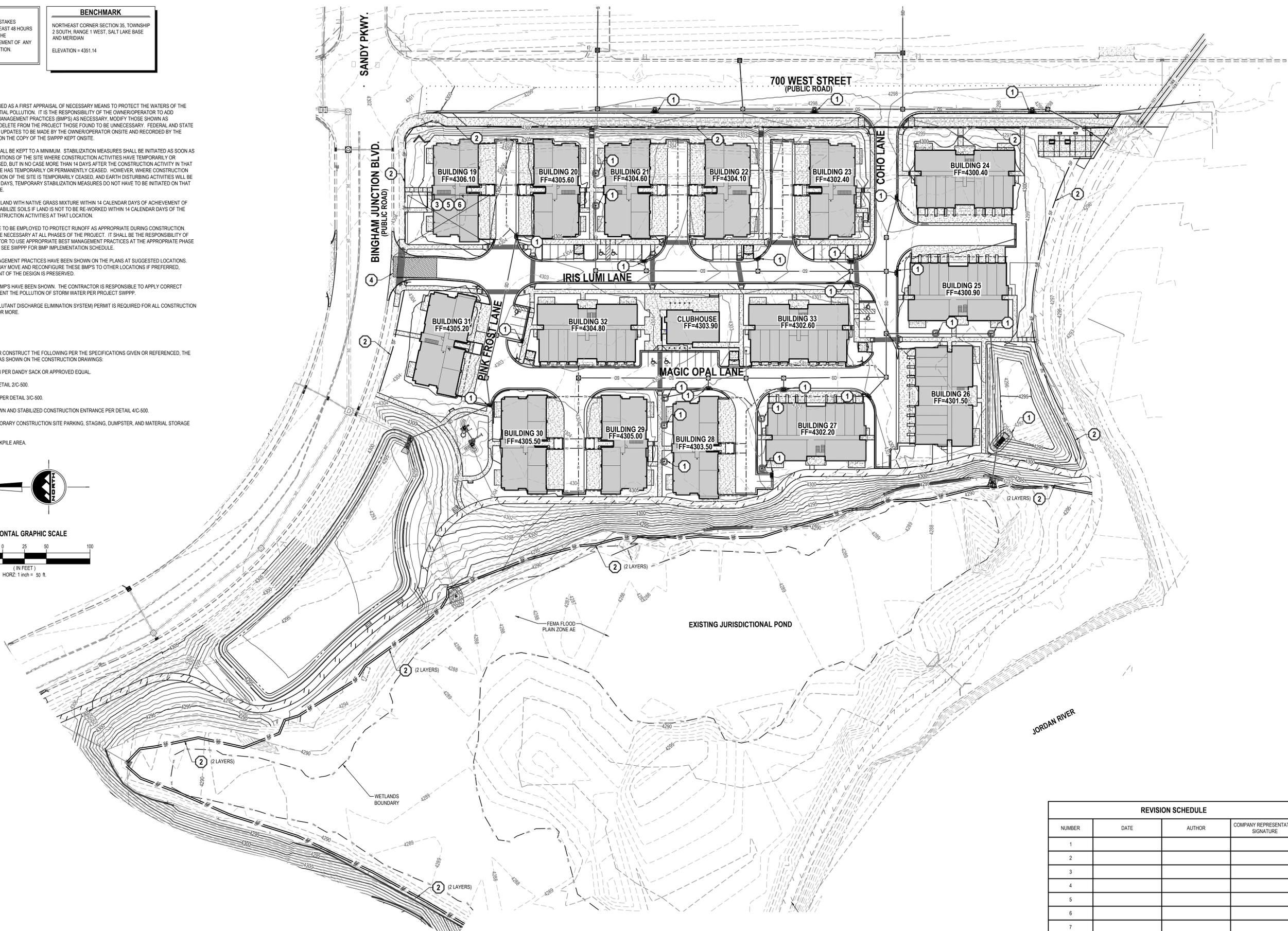
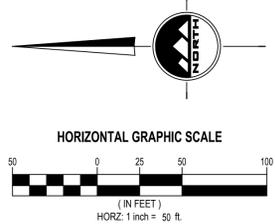
GENERAL NOTES

1. THIS PLAN IS DESIGNED AS A FIRST APPRAISAL OF NECESSARY MEANS TO PROTECT THE WATERS OF THE STATE FROM POTENTIAL POLLUTION. IT IS THE RESPONSIBILITY OF THE OWNER/OPERATOR TO ADD WARRANTED BEST MANAGEMENT PRACTICES (BMP'S) AS NECESSARY, MODIFY THOSE SHOWN AS APPROPRIATE, AND DELETE FROM THE PROJECT THOSE FOUND TO BE UNNECESSARY. FEDERAL AND STATE LAW ALLOWS THESE UPDATES TO BE MADE BY THE OWNER/OPERATOR ONSITE AND RECORDED BY THE OWNER/OPERATOR ON THE COPY OF THE SWPPP KEPT ONSITE.
2. DISTURBED LAND SHALL BE KEPT TO A MINIMUM. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED. HOWEVER, WHERE CONSTRUCTION ACTIVITY ON A PORTION OF THE SITE IS TEMPORARILY CEASED, AND EARTH DISTURBING ACTIVITIES WILL BE RESUMED WITHIN 21 DAYS, TEMPORARY STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE.
3. RESEED DISTURBED LAND WITH NATIVE GRASS MIXTURE WITHIN 14 CALENDAR DAYS OF ACHIEVEMENT OF FINISH GRADE TO STABILIZE SOILS IF LAND IS NOT TO BE RE-WORKED WITHIN 14 CALENDAR DAYS OF THE CESSATION OF CONSTRUCTION ACTIVITIES AT THAT LOCATION.
4. DETAILS SHOWN ARE TO BE EMPLOYED TO PROTECT RUNOFF AS APPROPRIATE DURING CONSTRUCTION. NOT ALL DETAILS ARE NECESSARY AT ALL PHASES OF THE PROJECT. IT SHALL BE THE RESPONSIBILITY OF THE OWNER/OPERATOR TO USE APPROPRIATE BEST MANAGEMENT PRACTICES AT THE APPROPRIATE PHASE OF CONSTRUCTION. SEE SWPPP FOR BMP IMPLEMENTATION SCHEDULE.
5. VARIOUS BEST MANAGEMENT PRACTICES HAVE BEEN SHOWN ON THE PLANS AT SUGGESTED LOCATIONS. THE CONTRACTOR MAY MOVE AND RECONFIGURE THESE BMP'S TO OTHER LOCATIONS IF PREFERRED, PROVIDED THE INTENT OF THE DESIGN IS PRESERVED.
6. NOT ALL POSSIBLE BMP'S HAVE BEEN SHOWN. THE CONTRACTOR IS RESPONSIBLE TO APPLY CORRECT MEASURES TO PREVENT THE POLLUTION OF STORM WATER PER PROJECT SWPPP.
7. A UPDES (UTAH POLLUTANT DISCHARGE ELIMINATION SYSTEM) PERMIT IS REQUIRED FOR ALL CONSTRUCTION ACTIVITIES 1 ACRE OR MORE.

SCOPE OF WORK:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

- 1 INLET PROTECTION PER DANDY SACK OR APPROVED EQUAL.
- 2 SILT FENCE PER DETAIL 2/C-500.
- 3 PORTABLE TOILET PER DETAIL 3/C-500.
- 4 VEHICLE WASHDOWN AND STABILIZED CONSTRUCTION ENTRANCE PER DETAIL 4/C-500.
- 5 SUGGESTED TEMPORARY CONSTRUCTION SITE PARKING, STAGING, DUMPSTER, AND MATERIAL STORAGE AREA.
- 6 SUGGESTED STOCKPILE AREA.



REVISION SCHEDULE			
NUMBER	DATE	AUTHOR	COMPANY REPRESENTATIVE SIGNATURE
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			



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MARK GARZA
PHONE: 801-558-9966

JORDAN HEIGHTS AT VIEW 78
PHASE 2
752 WEST BINGHAM JUNCTION BOULEVARD
MIDVALE, UTAH



EROSION CONTROL PLAN

PROJECT NUMBER: 7058E
PRINT DATE: 9/12/24
DRAWN BY: P. HUNTER
CHECKED BY: M. BUDGE
PROJECT MANAGER: B. MORRIS

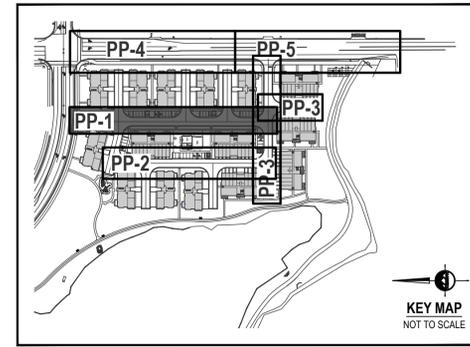
C-400



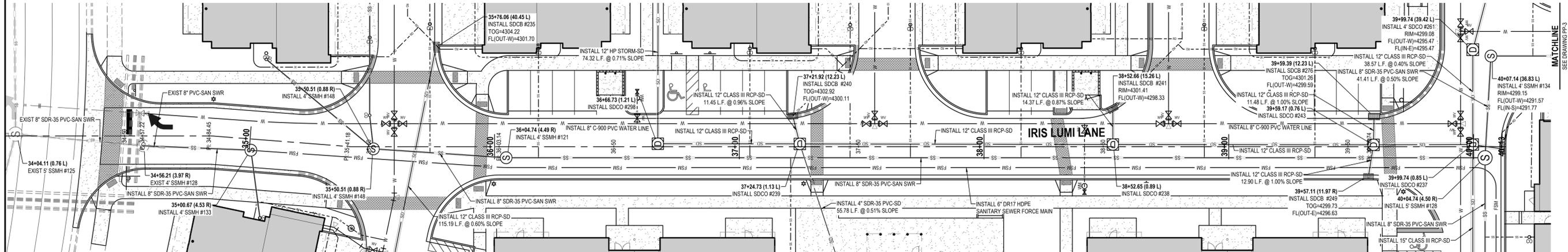
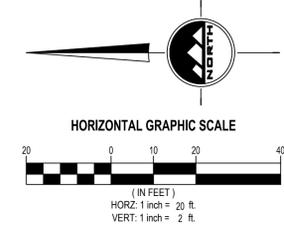
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BENCHMARK

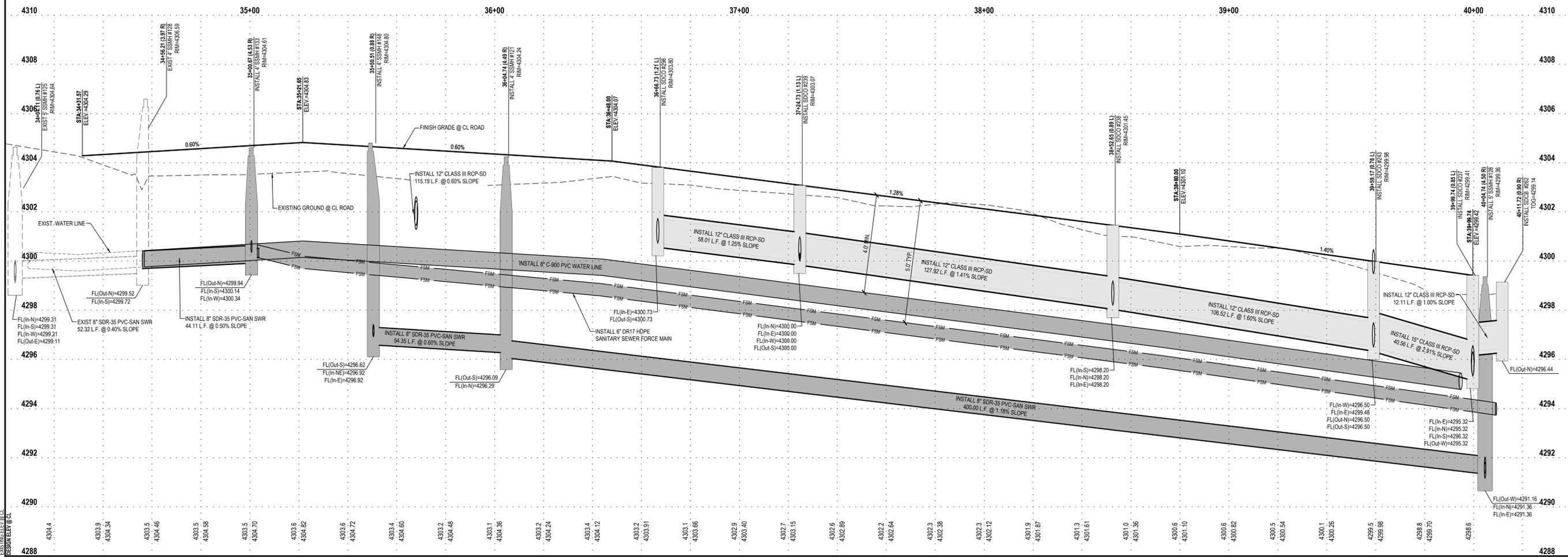
NORTHEAST CORNER SECTION 35, TOWNSHIP
2 SOUTH, RANGE 1 WEST, SALT LAKE BASE
AND MERIDIAN
ELEVATION = 4351.14



- SEWER CONSTRUCTION NOTES:
- SEWER IMPROVEMENTS SHALL BE CONSTRUCTED IN STRICT ACCORDANCE WITH SANDY SUBURBAN IMPROVEMENT DISTRICT (SSID) DESIGN STANDARDS AND CONSTRUCTION SPECIFICATIONS. COPIES OF THE DISTRICT STANDARDS AND SPECIFICATIONS ARE AVAILABLE AT THE DISTRICT OFFICE, 8855 S. 700 W. SANDY, UTAH 84070.
 - VIDEO INSPECTION, AIR TESTS, VACUUM TESTS OF MANHOLES AND DEFLECTION TESTS SHALL BE PERFORMED ON ALL INSTALLED SEWER IMPROVEMENTS PRIOR TO FINAL ACCEPTANCE. ADDITIONAL TESTS MAY BE REQUIRED BY THE DISTRICT ENGINEER OR INSPECTOR. DEFECTS DESIGNATED BY THE DISTRICT ENGINEER OR INSPECTOR SHALL BE REPAIRED AT NO COST TO THE DISTRICT PRIOR TO ACCEPTANCE OF THE SEWER IMPROVEMENTS.



IRIS LUMI LANE



JORDAN HEIGHTS AT VIEW 78
PHASE 2
752 WEST BINGHAM JUNCTION BOULEVARD
MIDVALE, UTAH



ROAD PLAN AND PROFILE

PROJECT NUMBER: 7058E
PRINT DATE: 9/12/24
DRAWN BY: P. HUNTER
CHECKED BY: M. BUDGE
PROJECT MANAGER: B. MORRIS

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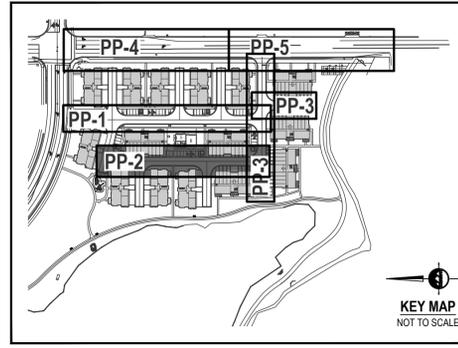
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PHONE: 801-558-9966



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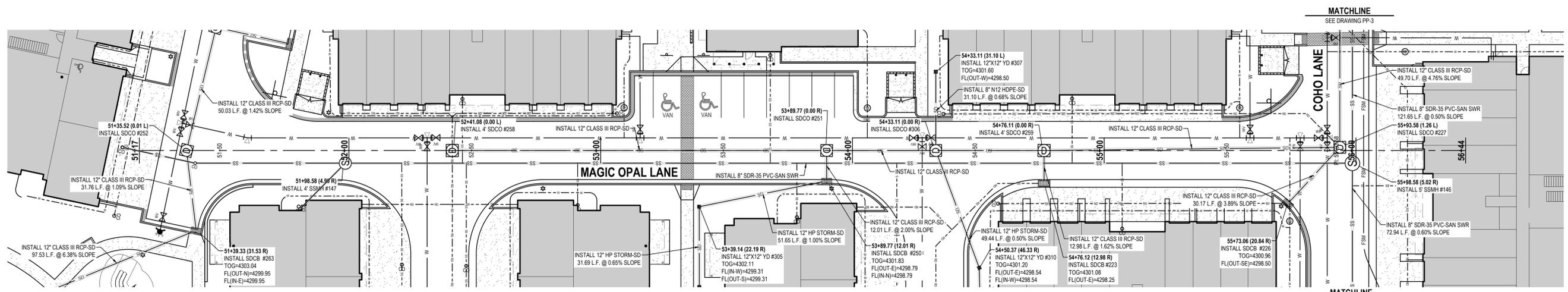
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NORTHEAST CORNER SECTION 35, TOWNSHIP
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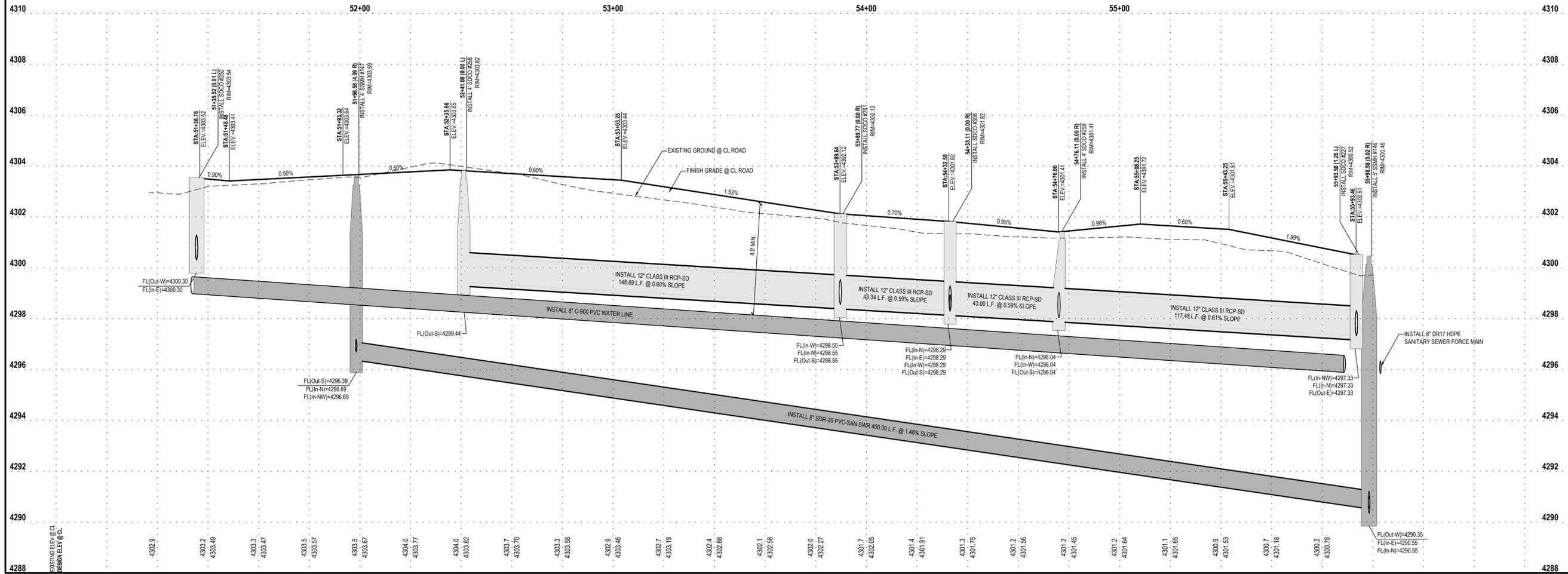


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JORDAN HEIGHTS AT VIEW 78
PHASE 2
752 WEST BINGHAM JUNCTION BOULEVARD
MIDVALE, UTAH



ROAD PLAN AND PROFILE

PROJECT NUMBER: 7058E PRINT DATE: 9/12/24
DRAWN BY: P. HUNTER CHECKED BY: M. BUDGE
PROJECT MANAGER: B. MORRIS

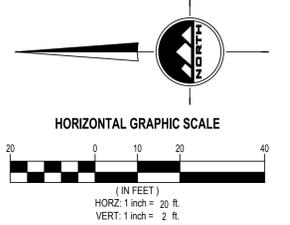
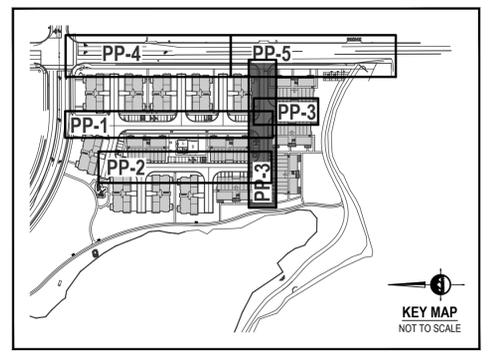
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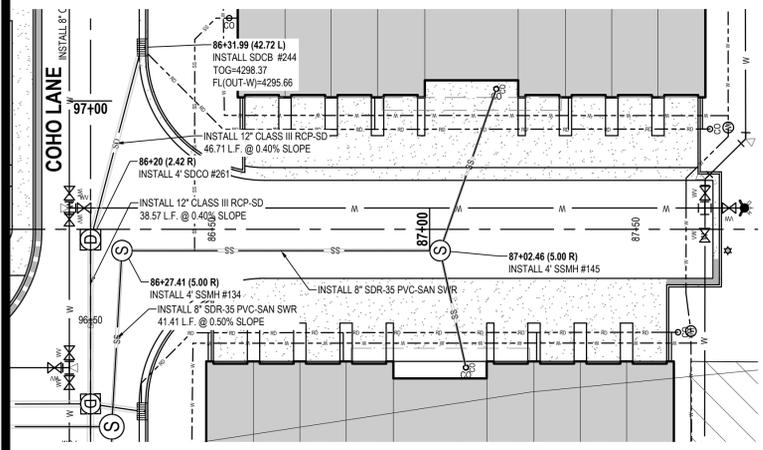
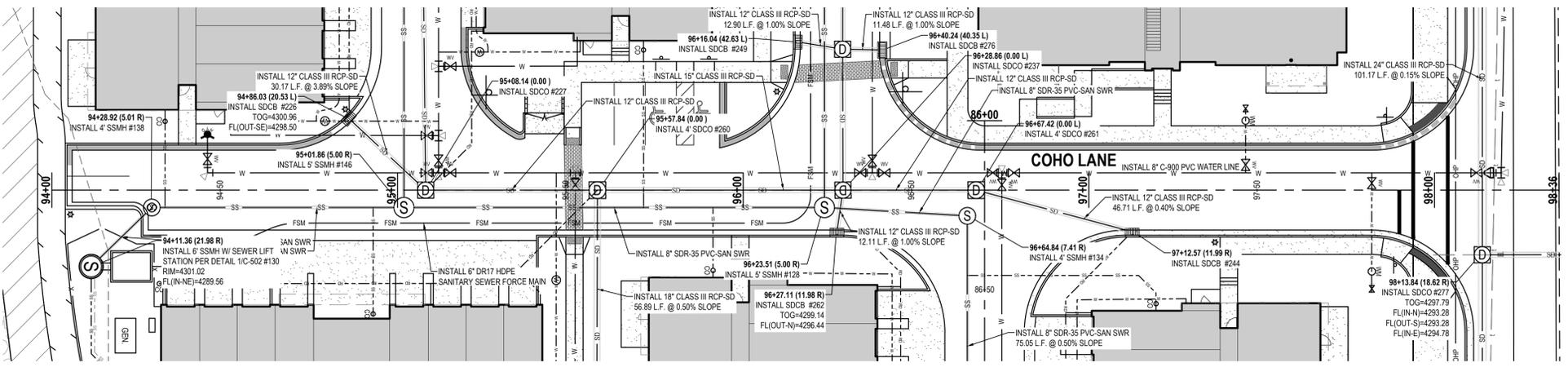
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BENCHMARK

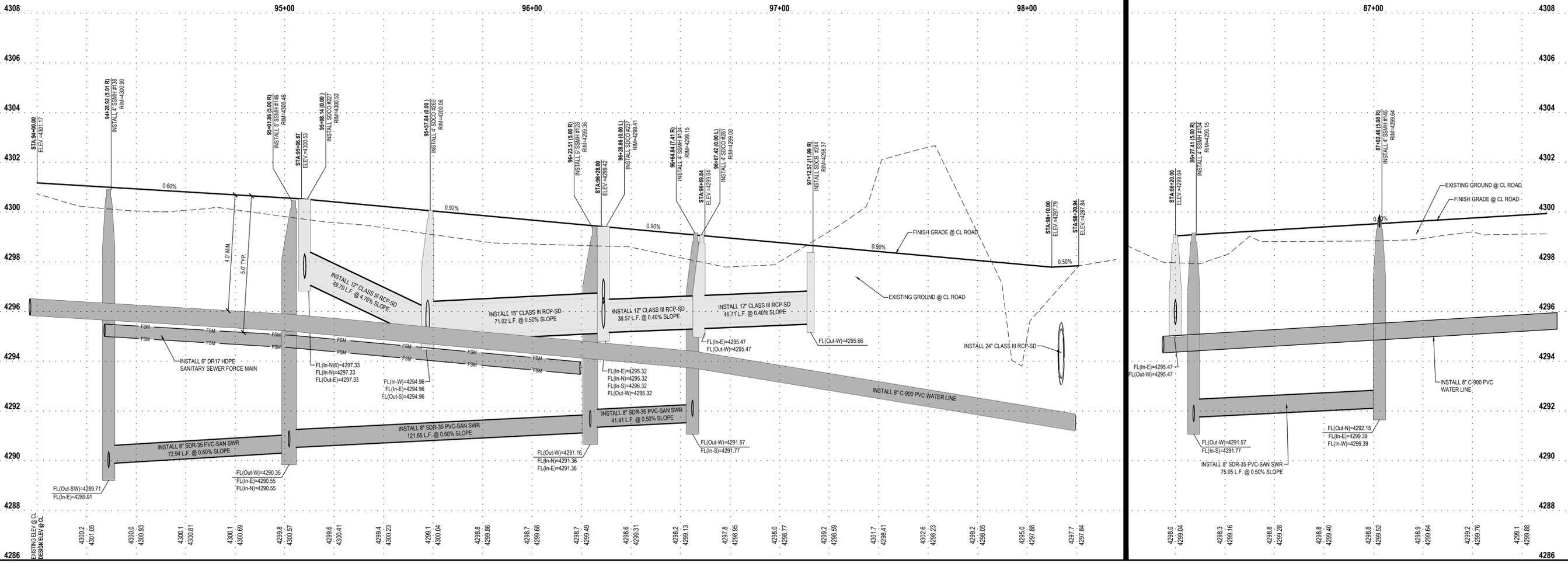
NORTHEAST CORNER SECTION 35, TOWNSHIP 2 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN
ELEVATION = 4351.14



- SEWER CONSTRUCTION NOTES:
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COHO LANE



JORDAN HEIGHTS AT VIEW 78
PHASE 2
752 WEST BINGHAM JUNCTION BOULEVARD
MIDVALE, UTAH



ROAD PLAN AND PROFILE

PROJECT NUMBER: 7058E
PRINT DATE: 9/12/24
DRAWN BY: P. HUNTER
CHECKED BY: M. BUDGE
PROJECT MANAGER: B. MORRIS

PP-3



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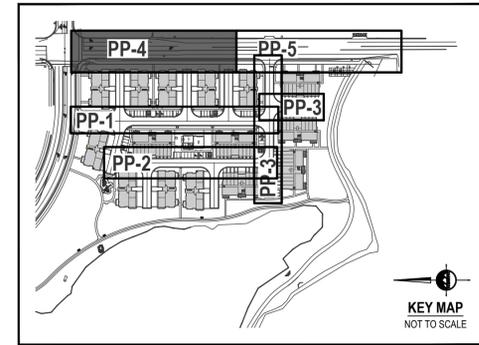
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126 SEGO LILY DRIVE
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CONTACT:
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PHONE: 801-558-9966

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NORTHEAST CORNER SECTION 35, TOWNSHIP
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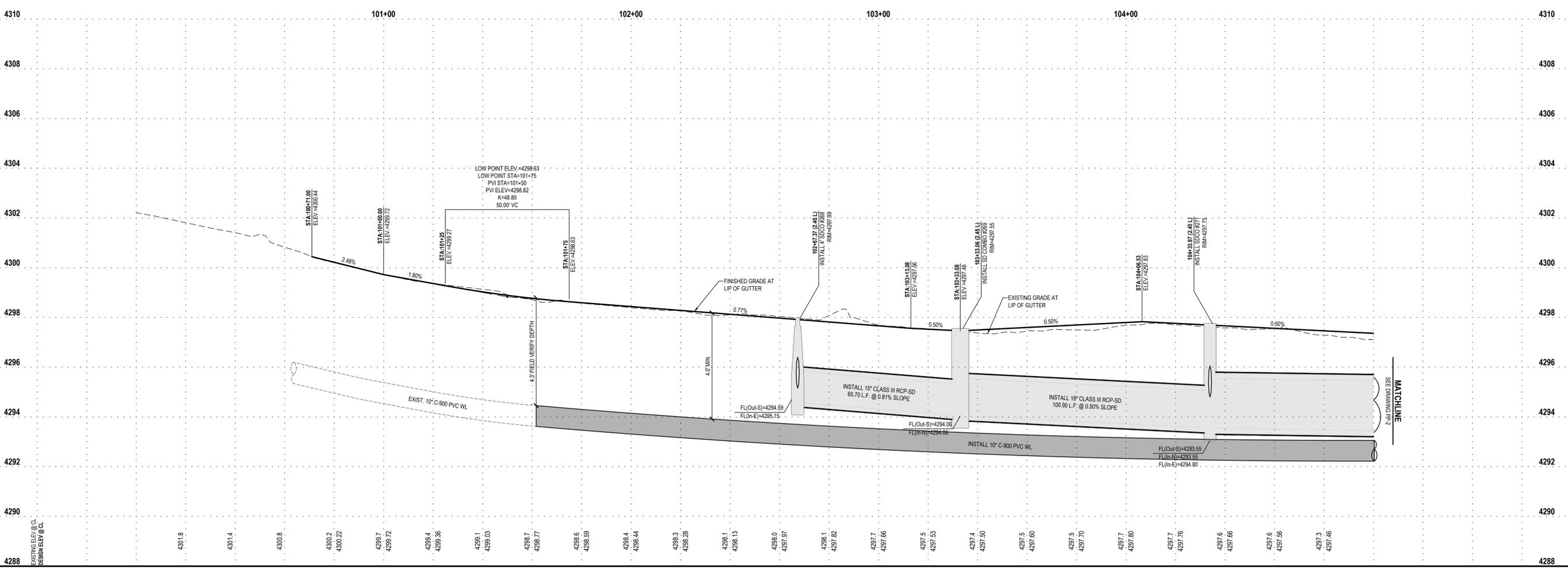
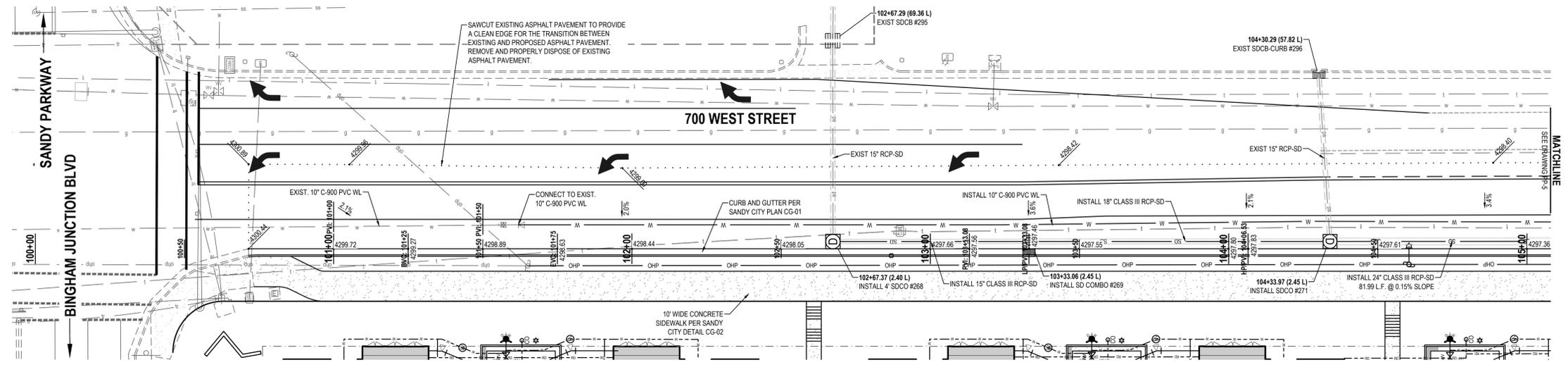
**JORDAN HEIGHTS AT VIEW 78
PHASE 2
MIDVALE, UTAH**
752 WEST BINGHAM JUNCTION BOULEVARD



**PLAN AND PROFILE
700 WEST**

PROJECT NUMBER: 7058E PRINT DATE: 9/12/24
DRAWN BY: P. HUNTER CHECKED BY: M. BUDGE
PROJECT MANAGER: B. MORRIS

PP-4



EXISTING ELEV. @ C.
BENCHMARK ELEV. @ U.C.

4288

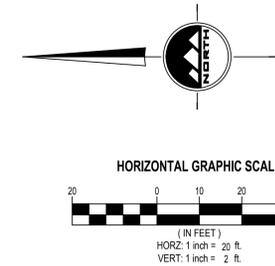
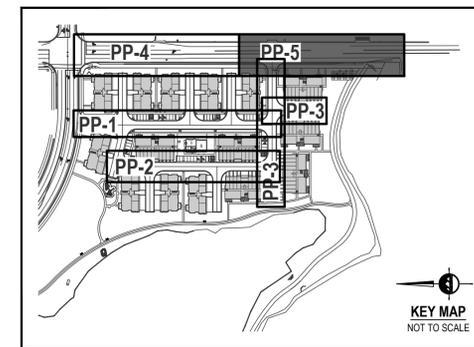
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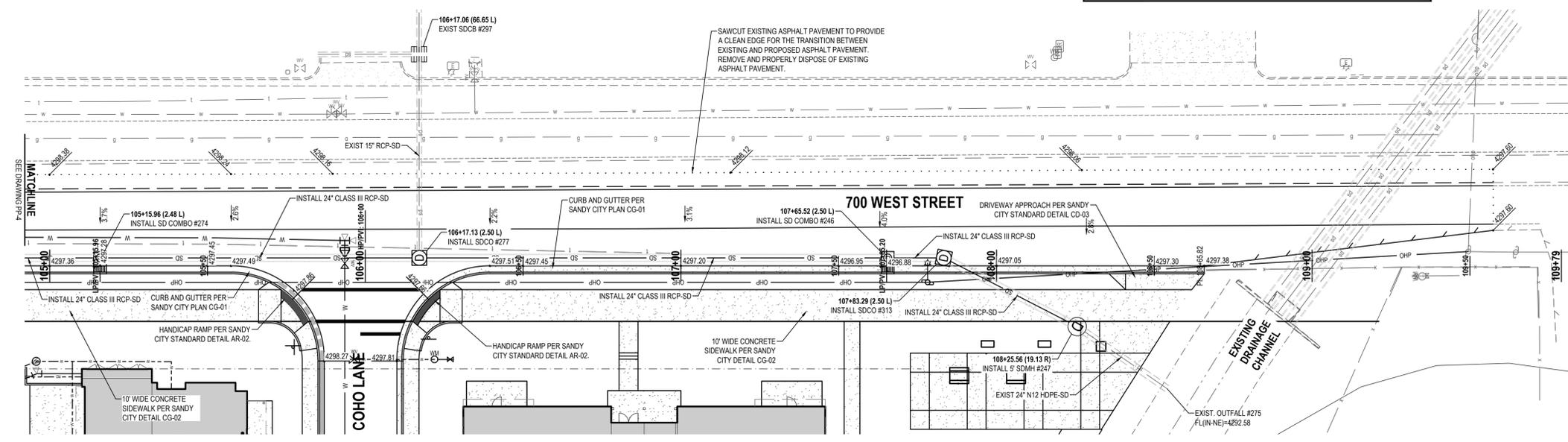
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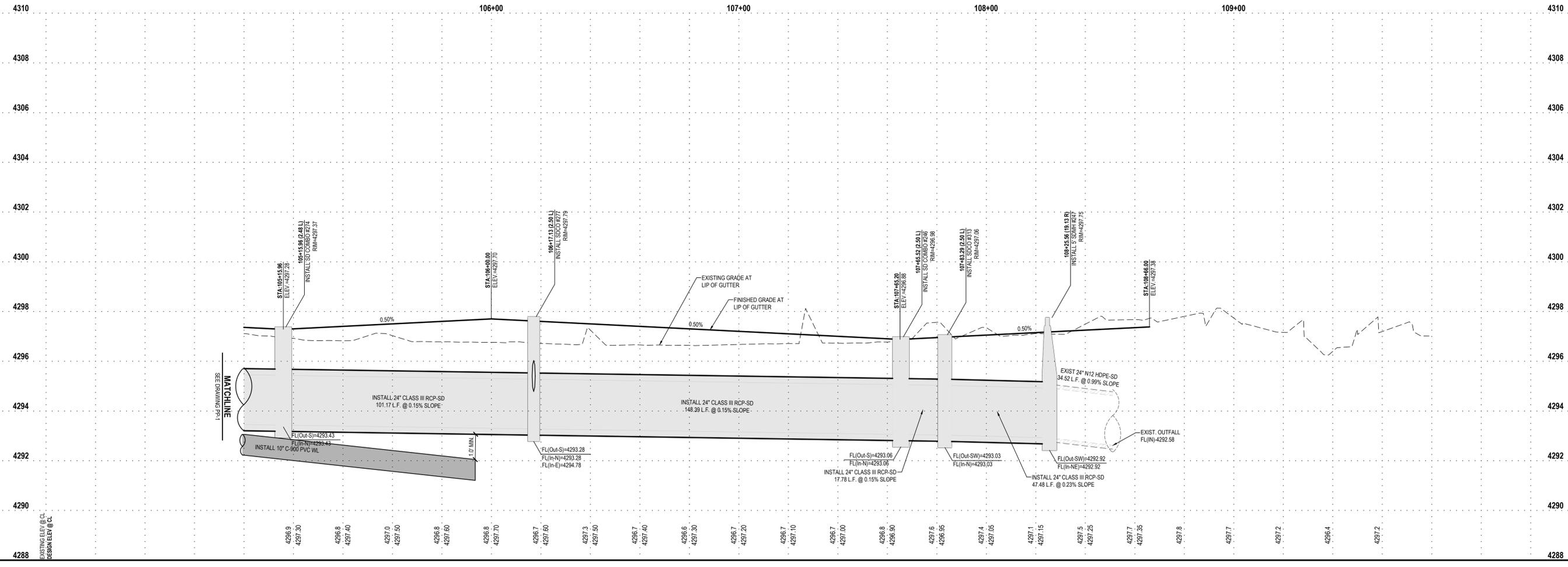
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CONTACT:
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700 WEST



JORDAN HEIGHTS AT VIEW 78
PHASE 2
MIDVALE, UTAH
752 WEST BINGHAM JUNCTION BOULEVARD



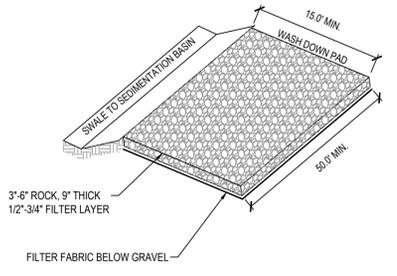
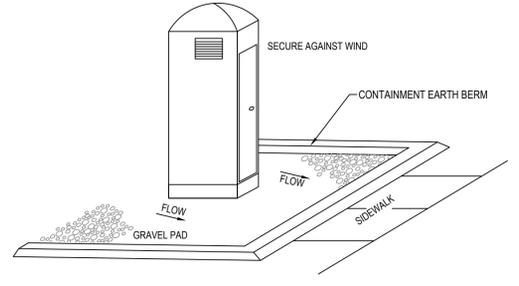
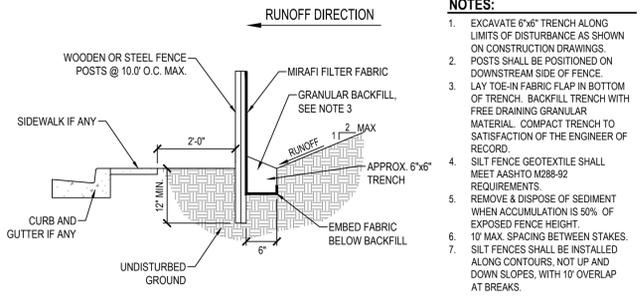
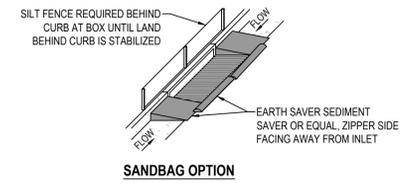
PLAN AND PROFILE
700 WEST

PROJECT NUMBER: 7058E
PRINT DATE: 9/12/24
DRAWN BY: P. HUNTER
CHECKED BY: M. BUDGE
PROJECT MANAGER: B. MORRIS

PP-5

ENGIN ELEV @ C.C.
BENCH ELEV @ U.C.

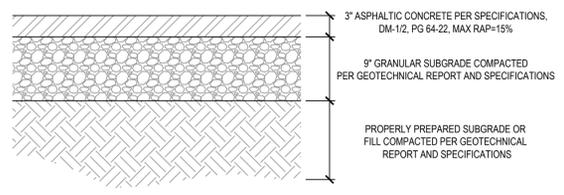
- NOTES:**
- DANDY SACKS ARE AN ACCEPTABLE ALTERNATIVE.
 - INSPECT INLET PROTECTION AFTER EVERY LARGE STORM EVENT AND AT LEAST BI-WEEKLY, OR PER SWPPP REQUIREMENTS, WHICHEVER IS MORE STRINGENT, TO ENSURE THAT SEDIMENT CONTROL IS MEETING ITS DESIGN INTENT. MAINTAIN AND/OR REPLACE AS NEEDED.
 - REMOVE SEDIMENT ACCUMULATED WHEN IT REACHES 50% OF GRAVEL BAG OR WATTLE HEIGHT.
 - CONTRACTOR MAY SUBMIT AN ALTERNATIVE METHOD OF INLET PROTECTION. THE ALTERNATIVE METHOD SHALL BE APPROVED BY THE CITY INSPECTOR AND THE ENGINEER OF RECORD.
 - BEFORE PLACEMENT OF CURB, STABILIZATION OF LAND BEHIND CURB, AND/OR PAVING. MAINTAIN TOP OF INLET AT 6" ABOVE GRADE, AND SURROUND WITH SILT FENCE FOR SEDIMENTATION AROUND BOX. MAINTAIN SILT FENCE BEHIND BOX UNTIL LAND BEHIND CURB IS STABILIZED.



- NOTE:**
- PLACE SIGN ADJACENT TO ENTRANCE "CONSTRUCTION TRAFFIC ONLY - ALL CONSTRUCTION TRAFFIC SHALL ENTER AND EXIT SITE AT THIS LOCATION"

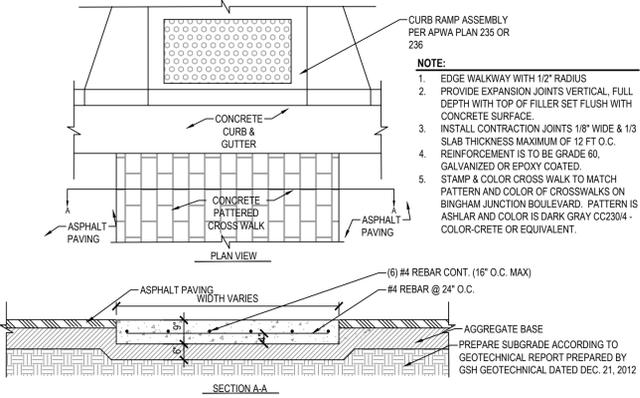
1 SAG INLET PROTECTION SCALE: NONE

- ASPHALT NOTES**
- ALL PAVING TO BE PLACED OVER PROPERLY PREPARED NATURAL SOILS AND/OR PROPERLY PREPARED EXISTING FILL SOILS AND PROPERLY COMPACTED STRUCTURAL FILL WHERE SPECIFIED.
 - ALL STRUCTURAL FILL TO BE PLACED AND COMPACTED PER THE PROJECT GEOTECHNICAL REPORT OR TO A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY THE AASHTO T-190 (D-1557) METHOD OF COMPACTION. LIFTS SHOULD BE PLACED PER GEOTECHNICAL RECOMMENDATIONS BUT SHOULD NOT EXCEED 8" IN LOOSE THICKNESS.
 - REMOVE SURFACE VEGETATION AND OTHER DELETERIOUS MATERIALS OVER THE ENTIRE SITE IN PREPARATION OF PROPOSED IMPROVEMENTS.

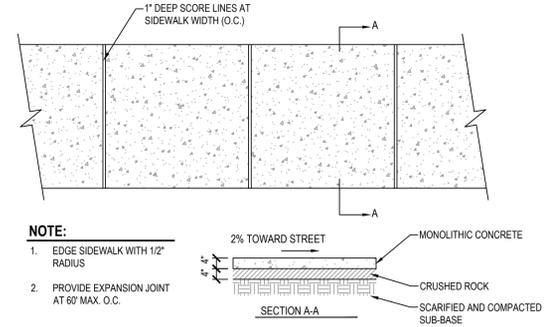


5 STANDARD ASPHALT SECTION SCALE: NONE

2 TEMPORARY SILT FENCE SCALE: NONE



6 STAMPED CROSSWALK SCALE: NONE

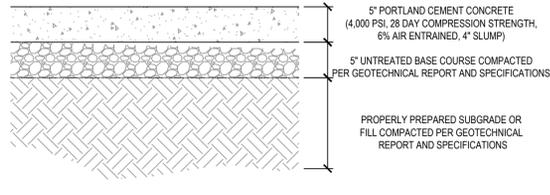


- NOTE:**
- EDGE SIDEWALK WITH 1/2" RADIUS
 - PROVIDE EXPANSION JOINT AT 60' MAX. O.C.

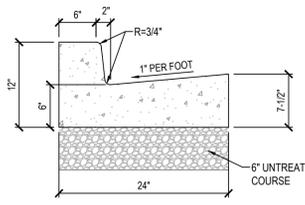
10 CONCRETE SIDEWALK SCALE: NONE

3 PORTABLE TOILET SCALE: NONE

- CONCRETE NOTES**
- ALL PAVING TO BE PLACED OVER PROPERLY PREPARED NATURAL SOILS AND/OR PROPERLY PREPARED EXISTING FILL SOILS AND PROPERLY COMPACTED STRUCTURAL FILL WHERE SPECIFIED.
 - ALL STRUCTURAL FILL TO BE PLACED AND COMPACTED PER THE PROJECT GEOTECHNICAL REPORT OR TO A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY THE AASHTO T-190 (D-1557) METHOD OF COMPACTION. LIFTS SHOULD BE PLACED PER GEOTECHNICAL RECOMMENDATIONS BUT SHOULD NOT EXCEED 8" IN LOOSE THICKNESS.
 - REMOVE SURFACE VEGETATION AND OTHER DELETERIOUS MATERIALS OVER THE ENTIRE SITE IN PREPARATION OF PROPOSED IMPROVEMENTS.

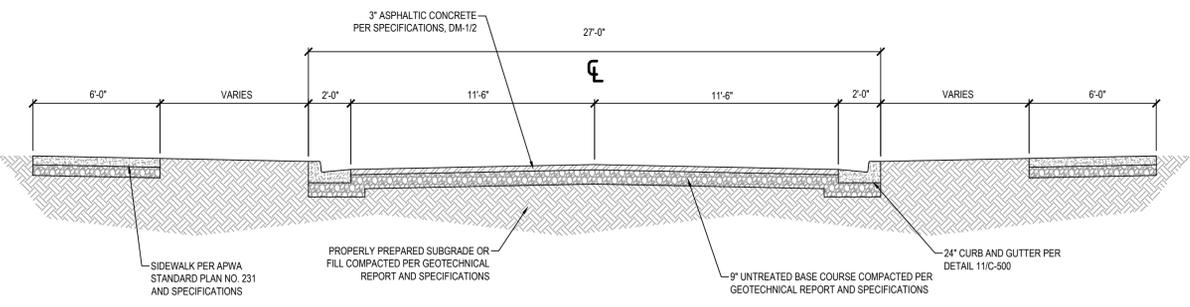


7 CONCRETE PAVEMENT SECTION SCALE: NONE



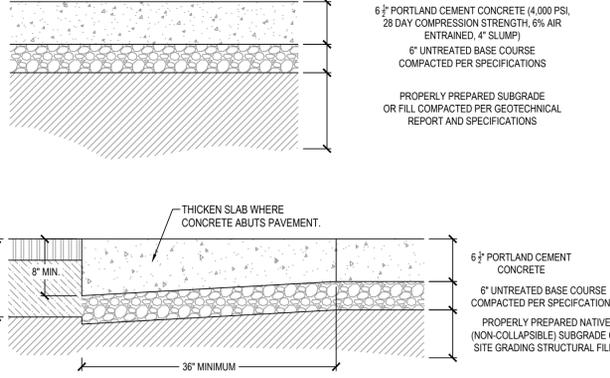
- NOTE:**
- CONSTRUCT PER NOTES AND SPECIFICATIONS ASSOCIATED WITH APWA STANDARD PLAN NO. 205.

11 24" COLLECTION CURB AND GUTTER SCALE: NONE

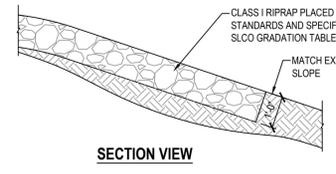


14 ROAD CROSS SECTION SCALE: NONE

4 STABILIZED CONSTRUCTION ENTRANCE SCALE: NONE



8 DUMPSTER PAD / APRON SECTION SCALE: NONE

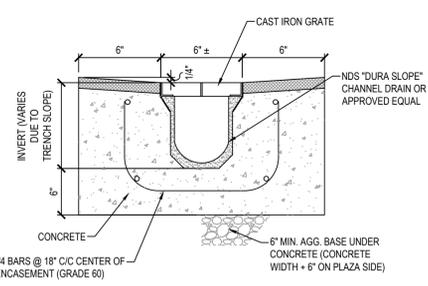


LOOSE RIPRAP GRADATIONS

RIPPRAP DESIGNATION	% SMALLER THAN GIVEN SIZE BY WEIGHT (INCHES)	D ₅₀ (INCHES)
CLASS - 1	70-100	12
	50-70	9
	35-50	6
	2-10	3

**D50 = NOMINAL PARTICLE SIZE

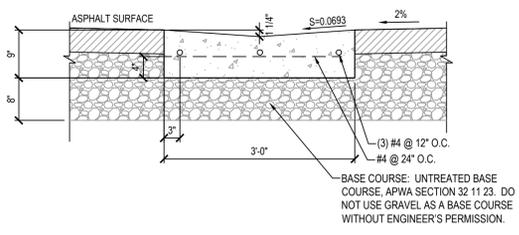
12 HILLSIDE RIP RAP DETAIL SCALE: NONE



- NOTES:**
- DRAIN UNITS SHALL BE PRE MANUFACTURED, PRE-SLOPED WITH A MINIMUM SLOPE OF 0.6%, UNLESS CONSTRUCTED ON RUNNING SLOPE.
 - INSTALL SYSTEM IN STRICT CONFORMANCE WITH MANUFACTURE'S INSTRUCTIONS.
 - ELEVATIONS SHOWN ON THE PLAN REFER TO TOP OF CHANNEL GRATE.

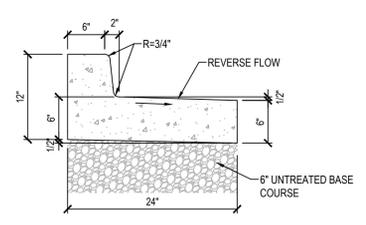
15 TRENCH DRAIN SCALE: NONE

9 3' WATERWAY SCALE: NONE

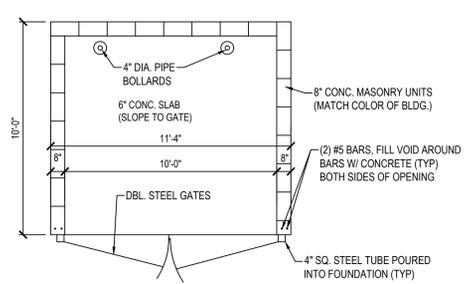


- NOTE:**
- CONSTRUCT PER NOTES AND SPECIFICATIONS ASSOCIATED WITH APWA STANDARD PLAN NO. 211.

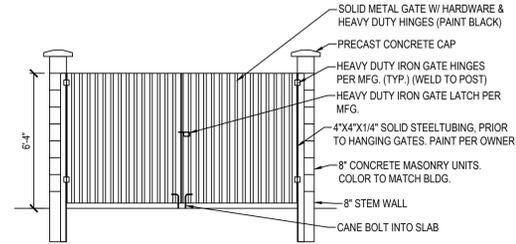
13 24" REVERSE PAN CURB AND GUTTER SCALE: NONE



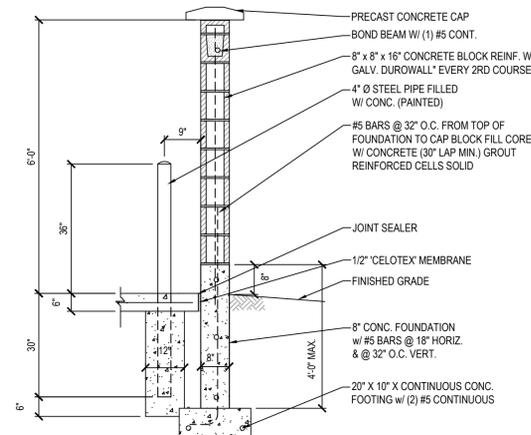
- NOTE:**
- CONSTRUCT PER NOTES AND SPECIFICATIONS ASSOCIATED WITH APWA STANDARD PLAN NO. 205.



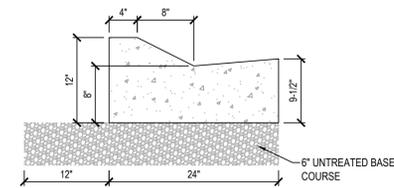
1 TRASH ENCLOSURE (TYP.) SCALE: NONE



2 TRASH ENCLOSURE ELEVATION SCALE: NONE

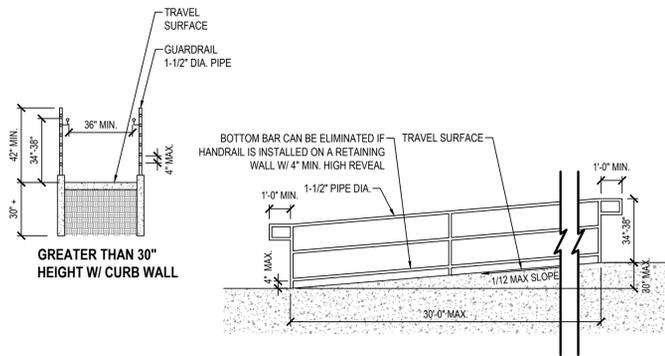


3 TRASH ENCLOSURE WALL & BOLLARD SCALE: NONE

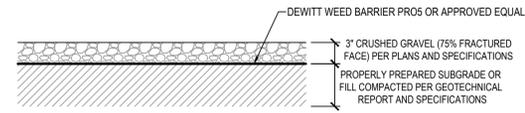


NOTE:
1. CONSTRUCT PER NOTES AND SPECIFICATIONS ASSOCIATED WITH APWA STANDARD PLAN NO. 205.

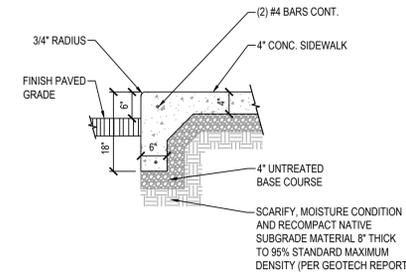
4 24" MOUNTABLE PAN CURB AND GUTTER SCALE: NONE



5 ADA RAMP AND HANDRAIL SCALE: NONE

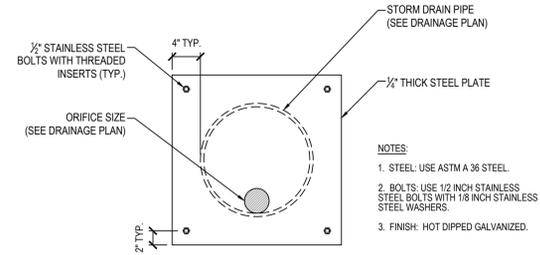


6 GRAVEL SECTION SCALE: NONE



NOTE:
1. CONSTRUCT PER NOTES AND SPECIFICATIONS ASSOCIATED WITH APWA STANDARD PLAN NO. 231.

7 MONOLITHIC CURB SCALE: NONE

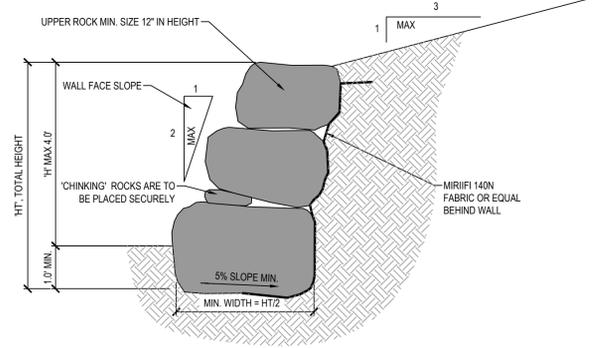


NOTES:
1. STEEL: USE ASTM A 36 STEEL
2. BOLTS: USE 1/2 INCH STAINLESS STEEL BOLTS WITH 1/8 INCH STAINLESS STEEL WASHERS.
3. FINISH: HOT DIPPED GALVANIZED.

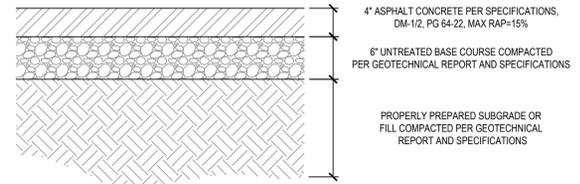
8 ORIFICE PLATE SCALE: NONE

- NOTES:
- EACH ROCK IS TO BE PLACED INDIVIDUALLY OF THE SIZE AND SHAPE SPECIFIED. ENSURE THAT EACH ROCK IS SET AND SUPPORTED BY UNDERLYING MATERIALS AND ADJACENT ROCKS. REPOSITION OR REPLACE LOOSE ROCKS.
 - UPPER ROCKS ARE TO BE SUPPORTED BY (2) ROCKS IN ROW BELOW. ROCKS ARE TO BE OFFSET SO THAT VERTICAL SEAMS ARE NOT CONSTRUCTED IN WALL.
 - PLACE BASE, FACING, AND CAP ROCKS SO THAT THEIR HEIGHT DIMENSION IS NOT GREATER THAN THEIR WIDTH. THE LONGEST DIMENSION OF THE BASE, FACING, AND CAP ROCKS IS PERPENDICULAR TO THE FACE OF ROCKERY. TYPICAL BASE DIMENSION IS 1.5 x HEIGHT OF ROCK.
 - ROCKS ARE TO BE PLACED SO THAT SLOPE BACK INTO HILLSIDE AT A MIN. OF 5%. PROVIDE 'CHINKS' AS NECESSARY BETWEEN ROCKS TO SLOPE UPPER ROCKS ADEQUATELY.
 - ALL FILL TO BE COMPACTED TO 90% MAX DRY DENSITY PLACED IN 8" LIFTS.
 - STABILITY OF TEMPORARY CUT SLOPES IS THE RESPONSIBILITY OF THE CONTRACTOR.
 - DO NOT CONSTRUCT ROCK WALLS OR SLOPES EXCEEDING THE HEIGHTS SHOWN HERE WITHOUT CONSULTING WITH ENGINEER.
 - ROCKS ARE TO BE ANGULAR TO PROVIDE ADEQUATE 'FLAT SURFACE' FOR ROCK TO ROCK CONNECTION. ROUND SHAPED ROCKS ARE NOT ACCEPTABLE.
 - ROCKS ARE TO BE QUARRIED BY NON-EXPLOSIVE METHODS. ROCKS QUARRIED BY BLASTING METHODS ARE PRONE TO CRACKING AND ARE NOT ACCEPTABLE.
 - MAINTENANCE OF ROCK-PROTECTED SLOPES WILL BE REQUIRED AS THE ROCKS SETTLE AND MOVE OVER TIME. LOCALIZED AREAS OF ROCK-PROTECTED SLOPE MAY NEED ADJUSTMENTS TO IMPROVE ROCK INTERLOCKING OVER TIME. ADEQUATE BACKFILL OR ROCK TO ROCK CONTACT SHOULD BE MAINTAINED TO PREVENT SIGNIFICANT MOVEMENT OF THE TOP ROW OF ROCKS.
 - CARE SHOULD BE TAKEN NOT TO OVER WATER THE SOIL LOCATED ABOVE AND BEHIND THE ROCK-PROTECTED SLOPES. OVER WATERING WILL LIKELY RESULT IN SOIL ERODING THROUGH THE JOINTS BETWEEN THE ROCKS. GOOD SURFACE DRAINAGE SHOULD BE PROVIDED UPSLOPE OF THE ROCK-PROTECTED SLOPES TO DIRECT RUNOFF AWAY FROM THE ROCK PROTECTED SLOPES.

9 ROCK RETAINING WALL SCALE: NONE



10 HEAVY-DUTY ASPHALT SECTION SCALE: NONE



- ASPHALT NOTES
- ALL PAVING TO BE PLACED OVER PROPERLY PREPARED NATURAL SOILS AND/OR PROPERLY PREPARED EXISTING FILL SOILS AND PROPERLY COMPACTED STRUCTURAL FILL WHERE SPECIFIED.
 - ALL STRUCTURAL FILL TO BE PLACED AND COMPACTED TO A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY THE AASHTO T-180 (D-1557) METHOD OF COMPACTION. LIFTS SHOULD NOT EXCEED 8" IN LOOSE THICKNESS.
 - REMOVE SURFACE VEGETATION AND OTHER DELETERIOUS MATERIALS OVER THE ENTIRE SITE IN PREPARATION OF PROPOSED IMPROVEMENTS.
 - THE PAVEMENT DESIGN HAS BEEN RECOMMENDED BY CMT ENGINEERING AND HAS BEEN INCLUDED IN A LETTER FROM THEM DATED 9/22/2017 TO SCOTT HOLMES.
 - RECYCLED ASPHALT PAVEMENT (RAP) CAN BE USED FOR SUB BASE LAYER. IF USED, RAP SHALL MEET APWA SPEC 32 12 16 18 WITH A GRADATION OF 100% PASSING 1.5", 90% PASSING 1" (SEE SPECIFICATION 32 12 16 18 PART 2.1).



ENSGN
THE STANDARD IN ENGINEERING

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FOR:
HOLMES HOMES
126 SEGO LILY DRIVE
SANDY, UT 84070

CONTACT:
MARK GARZA
PHONE: 801-558-9966

JORDAN HEIGHTS AT VIEW 78
PHASE 2
752 WEST BINGHAM JUNCTION BOULEVARD
MIDVALE, UTAH



DETAILS

PROJECT NUMBER: 7058E
PRINT DATE: 9/12/24

DRAWN BY: P. HUNTER
CHECKED BY: M. BUDGE

PROJECT MANAGER: B. MORRIS

C-501



7505 S Holden Street
Midvale, UT 84047
801-567-7200
Midvale.Utah.gov

MIDVALE CITY PLANNING COMMISSION STAFF REPORT 10/22/2025

SUBJECT

Darren Nate requests a zoning code text amendment to Section 17-7-8.4(A) regarding front setback requirements for medium and high-density residential development standards in the Transit Oriented Development (TOD) zone.

SUBMITTED BY

Jonathan Anderson, Planner II

BACKGROUND AND ANALYSIS

Public notice has been sent to affected entities as required in 17-3-9.B of the Municipal Code. No comments have been received as of the writing of this report.

-ZONING CODE AMENDMENT CRITERIA-

Midvale City Code 17-3-1(F) outlines the criteria necessary for amendments to the zoning code. A proposal may only be approved if it demonstrates one or more of the following:

1. The proposed amendment promotes the objectives of the general plan and purposes of this title;
2. The proposed amendment promotes the purposes outlined in Utah State Code 10-9a-102;
3. The proposed amendment more clearly explains the intent of the original language or has been amended to make interpretation more straightforward; or
4. Existing zoning code was the result of a clerical error or a mistake of fact.

Staff finds that this proposal meets the first and third criteria listed above. The proposed amendment for Center Square (125 W) would maintain consistency of the streetscape with the properties and existing sidewalk. The amendment also creates consistent sidewalk and landscaping widths rather than the current subjective standard that ranges in widths for the sidewalk and front landscaping setback requirement.

STAFF RECOMMENDATION

Staff recommends the Planning Commission to recommend approval of the zoning code text amendment with the following finding:

1. The amendment complies with Midvale City Code 17-3-1(F)(1 & 3).

RECOMMENDED MOTION

I move that we recommend approval of the zoning code text amendment as provided in the attachments, with the finding noted in the staff report.

ATTACHMENTS

1. Applicant Criteria Response Letter
2. Draft Ordinance

October 8, 2025

Midvale City Planning
7505 S Holden Street
Midvale, Utah 84047

Dear Planning Commission and City Council,

This letter accompanies our Text Amendment application regarding the front setback requirements outlined in Midvale City Development Code Section 17-7-8.4 (A)(1)(a).

The current code specifies that the front setback must include a “*sidewalk of five to six feet (at the discretion of the planning commission) and four to five feet of landscaping up to the foundation of the residential structure,*” resulting in a total distance of 9 to 11 feet. We respectfully request a Text Amendment allowing both the sidewalk and landscaping to be 5 feet each, for a combined total of 10 feet—a dimension that remains fully compliant within the established range.

As required by code, a Text Amendment must address at least one of the criteria listed in Section 17-3-1(F). We believe our request meets Criteria 1 and Criteria 3.

Criteria 1: The proposed amendment promotes the objectives of the general plan and purposes of this title.

Our request supports the intent of the code by maintaining the combined setback width of 10 feet while promoting functional and balanced pedestrian and landscape areas.

Criteria 3: The proposed amendment more clearly explains the intent of the original language or has been amended to make interpretation more straightforward.

This amendment aligns with the intent of the original language by clarifying that an evenly balanced distribution between sidewalk and landscaping still meets the design objectives.

Additionally, the proposed sidewalk along the east side of Center Square (125 W) serves only two additional parcels beyond our site before terminating. Given this limited pedestrian use, adopting the lower end of the code’s allowable range is both appropriate and consistent with neighborhood needs and future development needs.

We appreciate your time and consideration of this request and respectfully ask for your approval of the proposed Text Amendment.

Sincerely,

Darren Nate
Ryker Development

17-7-8.4 Medium and high density residential development standards.

A. The following development standards apply to new single family attached, single family detached, and multifamily development in the zone, with the exception of single family detached residential lot subdivisions (see Section [17-7-8.3](#)):

1. *Setbacks.* New development shall comply with the following setbacks:

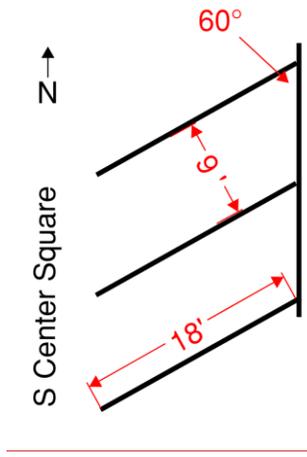
a. *Front.* The minimum front yard setback is fifteen feet, which shall include a five-foot park strip adjacent to the curb, which shall incorporate tree wells, street furniture and planter boxes; a sidewalk of five ~~to six~~ feet ~~(at the discretion of the planning commission)~~; and ~~four to~~ five feet of landscaping up to the foundation of the residential structure. With the input from the city engineer, modification to the sidewalk and park strip standard may be allowed to provide an appropriate tie-in to an adjacent neighborhood sidewalk. ~~The front yard setback is measured from the back of curb.~~

i. *Corner Lot Rule.* Corner lots have two front yards.

ii. *Projections.* Sills, cornices, chimneys, flues and ornamental features may project into the front yard up to two and one-half feet, provided they do not impede pedestrian traffic on the sidewalk. Eaves, awnings, arcades and second-story and above balconies may project into the front yard up to eight feet so long as these elements are at least eight feet above the ground and do not impede pedestrian traffic on the sidewalk.

iii. *South Center Square (125 West Street) Exception.* The front yard setback for properties with frontage on the east side of South Center Square (125 West Street) from Center Street to West Park Street shall include angled parking, a sidewalk of five feet beginning from the front edge of the sidewalk with adjacent properties, and five feet of landscaping up to the foundation of the residential structure. Each angled parking space shall be constructed at a 60 degree angle as shown in Figure 1 below.

Figure 1: South Center Square Angled Parking



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7505 S Holden Street
Midvale, UT 84047
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Midvale.Utah.gov

MIDVALE CITY PLANNING COMMISSION STAFF REPORT 10/22/2025

SUBJECT

Midvale City Parks and Open Space Master Plan, including an Impact Fees Facilities Plan (IFFP).

SUBMITTED BY

Adam Olsen, Community Development Director

BACKGROUND AND ANALYSIS

Midvale City was awarded financial assistance through a Transportation and Land Use Connection (TLC) grant for a Parks and Open Space Master Plan. This plan is the first of its kind for Midvale, providing comprehensive analysis and recommendations for the City's parks and open space network, including preparation of an Impact Fee Facilities Plan (IFFP), a required step in the preparation and implementation of a Parks Impact Fee Analysis for the collection of development impact fees for the expansion of the City's parks and open space network.

Throughout 2025, staff worked with MHTN and Zions Public Finance (consultant groups) identifying and inventorying the City's public open space and park network, along with its associated improvements and amenities. This analysis was used for preparation of the IFFP in anticipation of future park impact fees. The plan identifies areas of Midvale underserved by the park and open space network, proposing strategies for acquisition, partnership, and expansion to better serve all of Midvale.

MHTN will present the plan and its findings to the Planning Commission. Upon recommendation, the plan will be presented to the City Council.

STAFF RECOMMENDATION

Staff recommends approval of the Parks and Open Space Master Plan and its associated IFFP.

RECOMMENDED MOTION

I move that we recommend approval of the Parks and Open Space Master Plan and its associated IFFP.

ATTACHMENTS

1. Parks and Open Space Master Plan
2. Impact Fees Facilities Plan (IFFP)



MIDVALE

PARKS, TRAILS & OPEN SPACE

MASTER PLAN

OCTOBER 2025

DRAFT



ACKNOWLEDGMENTS

Thank you to all who contributed. This plan reflects the collective vision of the Midvale community.

The development of the Midvale City Parks, Trails, and Open Space Master Plan was shaped by the voices and perspectives of those who live, work, and invest in the Midvale City. We are grateful to the residents, local organizations, City staff, community leaders, and partners who shared their time, ideas, and experiences throughout this process.

The following contributed to this report:

STEERING COMMITTEE

Midvale City

Adam Olsen
Nate Rockwood
Elizabeth Arnold
Wendelin Knobloch
Jerimie Thorne
Laura Magness

WFRC

Matt Ryan

DESIGN TEAM

MHTN Architects

Ryan Wallace
Vincent Olcott
Emily Seang
Lauren Leydsman
Nelson Champion

Horrocks

Brittany Kidd
McKenna Mathis

ZPFI

Susie Becker
Jonathan Concidine

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- 04** Implementation Strategy
- AP** Appendix

GLOSSARY

Memorandums of Understanding (MOUS)

A written agreement between two or more parties that outlines shared goals, roles, and responsibilities. MOUs are not legally binding but help formalize collaboration.

Active Transportation (AT)

Refers to the movement of people or goods using non-motorized methods such as walking, biking, wheelchair use, scooters, and skateboards. Often linked to health, accessibility, and environmental benefits.

Impact Fees

Charges imposed on new development to help pay for the additional public infrastructure and services, like parks, needed to maintain existing levels of service (LOS) due to population growth.

Open Space

Land that is publicly or privately preserved for recreation, visual enjoyment, or conservation purposes. This includes parks, trails, natural areas, or undeveloped landscapes.

Active v. Passive Uses

Active uses involve programmed, high-energy activities such as sports, playgrounds, or recreation centers. Passive uses include walking trails, open lawns, or quiet natural areas intended for rest, reflection, or unstructured activity.

Impact Fee Analysis (IFA)

A study used to calculate and justify the amount of impact fees based on projected growth, infrastructure needs, and equitable cost distribution.

Parks

Designated public spaces designed for recreational use, gathering, and natural relief. Parks can range in size and function, from neighborhood playgrounds to large regional destinations.

American with Disabilities Act (ADA)

Federal legislation that ensures public spaces are accessible to individuals with disabilities by requiring accommodations such as ramps, clear path widths, and inclusive playground equipment.

Impact Fee Facilities Plan (IFFP)

A long-range planning document that identifies the future park and facility needs necessary to serve new development and helps determine appropriate impact fees.

Public-Public Partnership

A cooperative arrangement between two or more government agencies, such as a City and a County to share resources and work together on public projects or services.

Facilities

Built structures and amenities in parks and open spaces that support recreation or public use, such as restrooms, pavilions, sports courts, or lighting.

Level of Service (LOS)

A measurement used to determine how well parks and open spaces meet the community's needs. It often includes acreage per 1,000 residents, park access radius, and availability of amenities.

Recreation Facilities

Indoor or outdoor amenities that provide opportunities for organized or informal physical activities, community programming, and wellness.

High-Impact Recreation

High-impact recreation involves more intensive use, such as sports or motorized activities, which may require durable infrastructure or space.

Low-Impact Recreation

Low-impact recreation includes activities that have minimal environmental disturbance, like hiking or birdwatching.

Trails

Pathways for walking, biking, or running that connect neighborhoods, parks, and destinations. Trails enhance accessibility, promote active living, and support environmental conservation.



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EXECUTIVE SUMMARY

PLAN PURPOSE

Parks, trails, and open spaces are essential to the health and identity of a city. They support active lifestyles, provide spaces for community, and enhance the overall quality of life for Midvale residents. As the city continues to evolve, it is critical to plan intentionally for the stewardship, expansion, and activation of these public spaces. Midvale City plays a unique role in the regional parks and trails network. Its location positions it as a key connector between neighboring communities, natural areas, and regional destinations.

This Parks, Trails, and Open Space Plan outlines a comprehensive vision for how the city will invest in and care for its parks system over the upcoming 10 years and beyond. Informed by past planning efforts, community input, local conditions, and best practices, the plan identifies priorities for improving existing facilities, creating new opportunities for recreation and connection, and ensuring equitable access to nature for all residents. The plan is designed to initiate action while guiding city staff with a clear framework for decision-making and long-term planning.



Photo of Union Park playground

Source: Salt Lake County



Photo of Jordan River Parkway

Source: Salt Lake County

PLAN STRUCTURE

EXECUTIVE SUMMARY:

This section provides the purpose of this plan, a summary of each chapter, an overview of previous and current City plans and guiding documents, project guiding principles and goals, and community engagement that informed the document.

METHODOLOGY:

The chapter outlines the planning process, data sources, and methods used to inform the plan's recommendations. Park classifications, existing condition analysis, and level of service (LOS) analyses identify gaps in the parks and trails services within Midvale.

PARKS AND TRAILS

RECOMMENDATIONS:

This portion highlights system-wide and site-specific strategies to enhance and connect parks, trails, and open space across the city. Each section provides an overview of existing amenities and proposed strategies, potential areas to add to the parks and trails network, and considerations in implementation and phasing.

IMPLEMENTATION STRATEGY:

The section includes a phased roadmap for recommendations, prioritizing projects, aligning funding sources, and coordinating efforts departments and supporting partners.

Impact Fee Facilities Plan:

This chapter details on the capital improvements eligible for funding through parks and trails impact fees, ensuring alignment with legal and financial requirements.

APPENDIX:

The appendix Includes supporting materials such as survey data, charts, technical data, and background documentation referenced throughout the plan.

- **Appendix A:** Existing Parks Inventory
- **Appendix B:** Public Engagement Summary
- **Appendix C:** Impact Fee Analysis

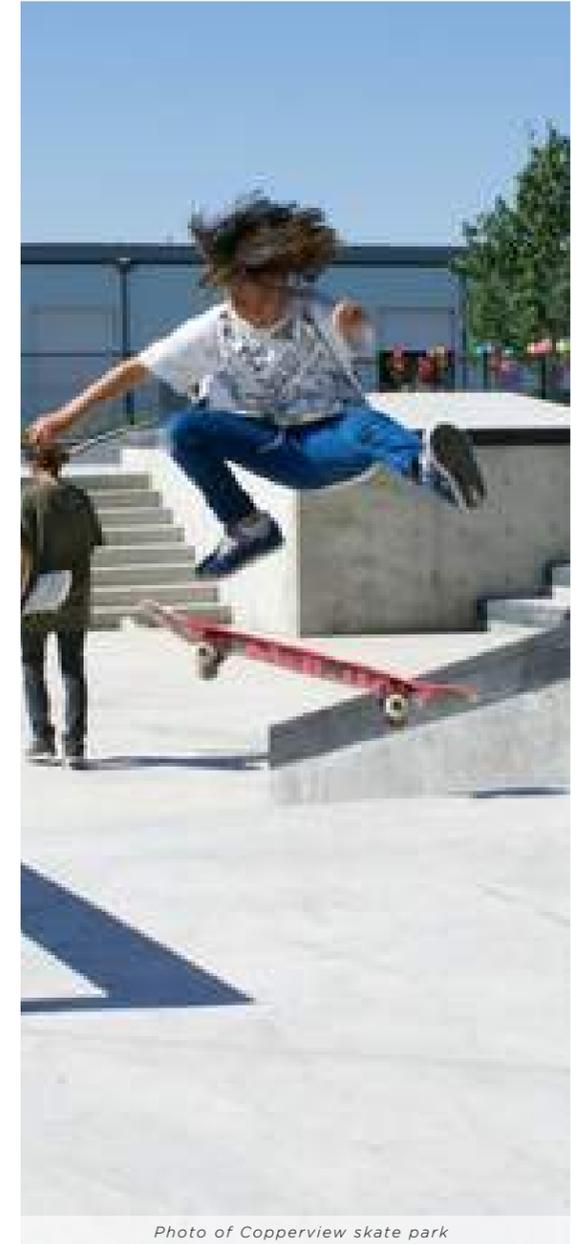


Photo of Copperview skate park

Source: Salt Lake County

GUIDING DOCUMENTS

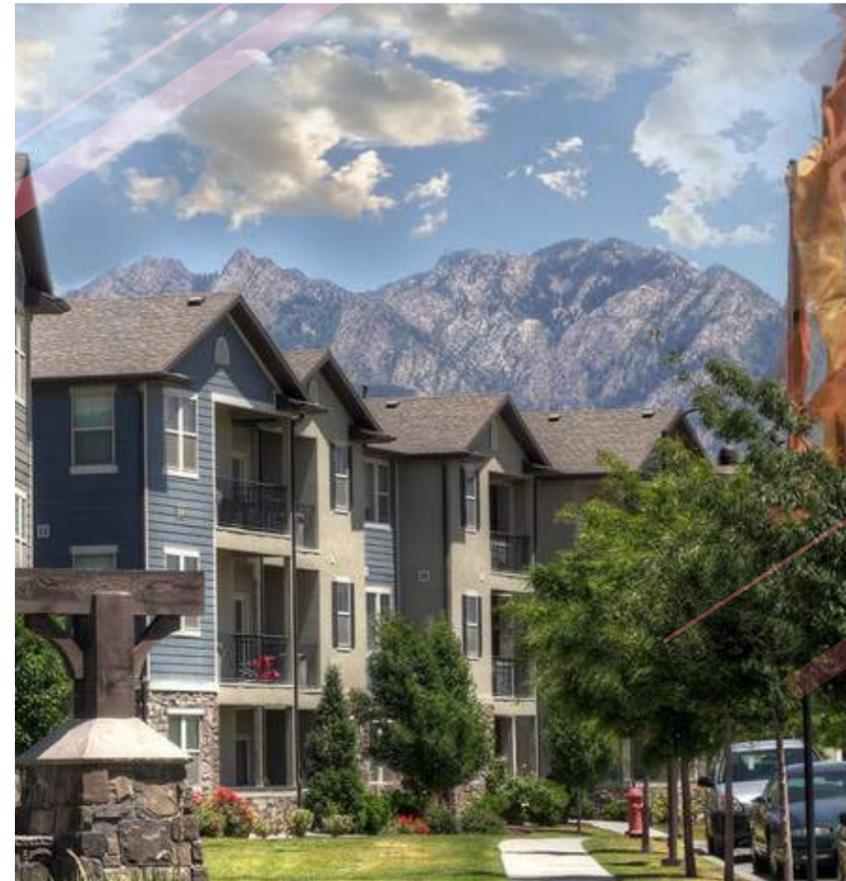
2016 Midvale City General Plan

LONG-TERM OBJECTIVES:

- Increase park, open space, and recreation facilities.
- Improve connectivity between parks and neighborhoods via walking and biking trails.

SPECIFIC GOALS:

- Add park acreage in under-served neighborhoods using vacant or underutilized land.
- Improve non-motorized access to parks with sidewalks, trails, and pedestrian ways.
- Partner with Salt Lake County and other providers for shared facilities and programs.
- Update and implement the 2004 Trails Master Plan for an interconnected trail network.
- Enhance connections to the Jordan River Parkway (e.g. Murray to the north, Jordan River Boulevard).
- Explore improved access to parks and recreation facilities outside city limits.
- Consider a new Community/Recreation Center via bonding, recreation districts, city-County partnerships, public-private partnerships, or general funds.
- Develop parks, trails, and recreation facilities in an environmentally sensitive manner.
- Require private recreation facilities in new housing developments.



MIDVALE CITY

GENERAL PLAN 2016

2022 Midvale State Street Corridor Study

PLAN GOALS:

- Celebrate Midvale's history and character through art, culture, and design standards.
- Improve safety and access for drivers, pedestrians, cyclists, and public transit riders.
- Enhance signage and create vibrant public spaces.
- Encourage reinvestment, attract new businesses, and promote lively land uses.
- Foster collaboration with residents, businesses, and stakeholders ensuring inclusivity.

KEY OBJECTIVES:

- Improve local and regional connectivity.
Create distinct districts with a strong sense of place.
- Enhance the corridor's overall aesthetic.

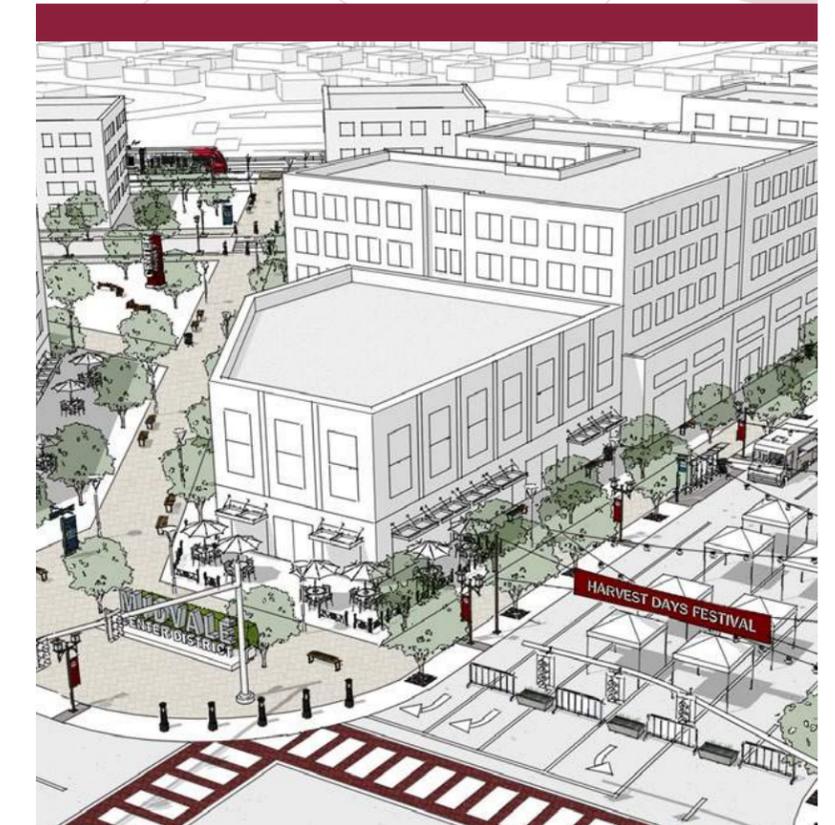
OVERALL AIM:

- Make State Street a welcoming, vibrant destination with shopping, dining, living, and entertainment options.

CHALLENGES:

- Pedestrian barriers around TRAX stations.
- Pedestrian and bicycle safety concerns.

MIDVALE STATE STREET CORRIDOR STUDY



SEPTEMBER 2022

Midvale City Transportation Master Plan, 2024

- Guides future transportation investments for residents, businesses, and visitors.
- Ensures a coordinated approach to managing the city's transportation network.
- Aims to create a more connected, inclusive, multi-modal system supporting a diverse, vibrant, and connected community.
- See the Active Transportation section in Chapter 02 Methodology for additional details.



**Midvale City
Transportation
Master Plan**
DECEMBER 2024



Fort Union Corridor Study, 2024

Analyzes Fort Union Boulevard redevelopment.

BREAKS CORRIDOR INTO THREE SEGMENTS TO ASSESS:

1. Redevelopment potential.
Active transportation improvements (separated bike facilities, midblock crossings, wider sidewalks).
2. Increased housing density near transportation hubs.
3. Explores economic conditions and how transportation and housing upgrades can further stimulate the area.

Midvale Center & Fort Union TRAX
Station Areas Plan
November 2023



Midvale Main Street Small Area Plan, 2018 & Voices of Main Street, 2024

Aims to reduce isolation caused by freeways, rail lines, and fast streets.

GOALS:

- Create a more connected, pedestrian-friendly area & neighborhood character.
- Slow traffic on key streets, improve crosswalks, and build a future walkway to the TRAX station. To improve safety and access.
- Establish active transportation connections to the Jordan River Parkway.

**MIDVALE MAIN STREET
SMALL AREA PLAN**



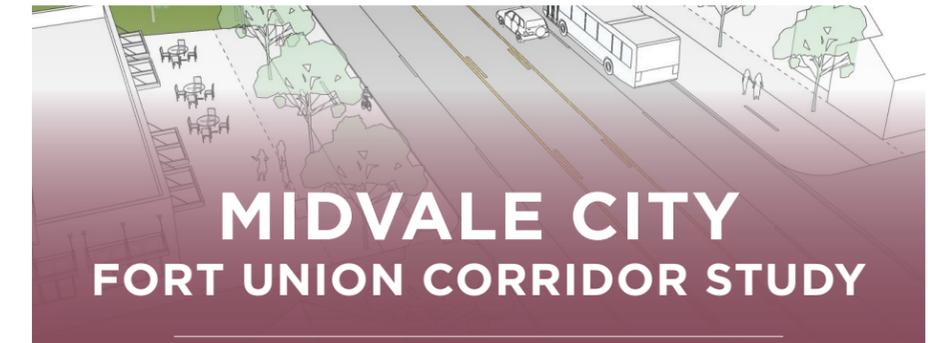
Redevelopment Agency of Midvale
December 2018

Midvale Center & Fort Union Station Area Plan, 2024

Approved by Midvale City Council to improve areas around Midvale Center and Fort Union TRAX stations.

GOALS:

- Improve design, land use, housing options, and walk/bike access.
- Enhance overall sustainability within a half-mile radius.
- Reflects community input from surveys, workshops, and discussions.
- Positions Midvale as a leader in urban redevelopment for a more livable city.



Additional Documents Reviewed

1. Jordan River Blueprint
2. Jordan Bluffs Park Master Plan
3. Mid-Valley Active Transportation Plan, 2021
4. Salt Lake County Active Transportation Plan, 2017
5. Midvale Strategic Plan, 2020
6. Canal Trail Feasibility Study, 2023
7. Entry Points Plan, 2024
8. Midvale National Community Survey, 2024

COMMUNITY ENGAGEMENT

A robust public and stakeholder engagement program supported the project throughout its duration. This effort included:

- A public webpage hosted through the existing Midvale City website, *EngageMidvale.com*.
- An online survey that provided members of the community with the opportunity to share their current thoughts, preferences, and future ideas for Midvale City's parks and open space network.
- Participation in three local tabling events and a city festival to reach a broad audience and promote opportunities for the community to engage with the project.
- Discussions at the *Los Muros on Main* event in June with over 150+ participants to gather feedback on draft scenarios, strategies, and priorities in city investments.
- Facilitation of one-on-one and focus group meetings with key stakeholders, community groups, and local agencies to gather feedback based on their goals and areas of expertise.

Community Engagement Highlights

- 234 Public Survey Responses
- 3 One-on-one meetings
- 2 Focus Group Sessions
- 3 Tabling Events
- 1 Open House Booth
- 300+ Flyers Distributed



Discussion about proposed scenarios at the *Los Muros on Main* Event



Tabling event at *Los Muros on Main*.

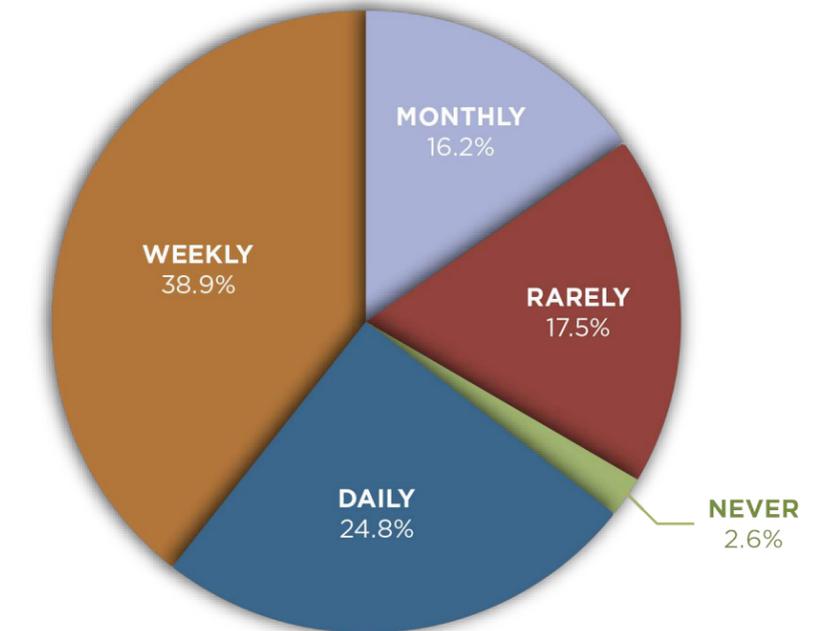
Public Survey Results

The public survey was made available from March to June 2025 and gathered community input on the current parks and open space network, satisfaction with existing infrastructure, and priorities for future investment. The 234 responses offered a wide range of feedback that directly informed the project team's recommendations. See the **Appendix** for the full survey results.

KEY TAKEAWAYS INCLUDED:

- As per the graph to the right approximately 25% of respondents use Midvale City's parks, trails or recreational spaces daily.
- The most noted barrier to park use was limited accessibility, including lack of sidewalks or safe crossings connecting to open spaces. See **page 55**.
- The most requested amenity was the addition of walking and biking trails throughout the city. See **page 56**.

How often do you or your family use Midvale's parks, trails, or recreational spaces?



What factors prevent you from using parks and recreational spaces in Midvale?



What types of amenities or features would you most like to see implemented in new or existing parks?



In-Person Tabling Events

To raise awareness about the project and encourage public participation, the Community Engagement team hosted three tabling events at Bingham Junction Park, Midvale City Park, and hosted an Open House booth at the Los Muros on Main event. Team members invited community members to take the online survey and provide a space to discuss their thoughts on the plan.

KEY TAKEAWAYS:

- Many people expressed interest in designated spaces where dogs can be off-leash and interact with other dogs (both for the convenience of dog owners and to help keep other park areas free of unleashed animals).
- The other main recurring theme was the need for improved maintenance of existing park facilities.
- Many individuals mentioned to improve the pedestrian experience and crossing conditions along major corridors like 7200 South, State Street, Center Street, and near UTA TRAX stations.
- Several residents mentioned that additional signage might encourage exploration of other parks and trail routes within Midvale City.

How do you feel the city should prioritize investment in its parks and open space?



VISION STATEMENT

Midvale City's parks and open space system will meet the City's unique needs by providing all residents safe access and strengthened connectivity to a diverse network of high-quality parks, plazas, and linear open spaces, featuring a wide variety of amenities to enhance community identity, health, and quality of life.

GUIDING PRINCIPLES

This plan's guiding principles serve as a foundation for shaping the vision, priorities, and decision-making throughout the planning process. These principles reflect shared community values—such as equity, connectivity, sustainability, and inclusivity—and are intended to guide both the development and implementation of parks, trails, and open space improvements. They are specific characteristics of success to know when the vision is realized and directly inform the goals and strategies shown in later chapters. This ensures a consistent framework from high-level visioning to clear actions.

The vision and guiding principles aim to build cohesion across departments and partners, aligns future investments with community needs, and supports unified direction for long-term success.

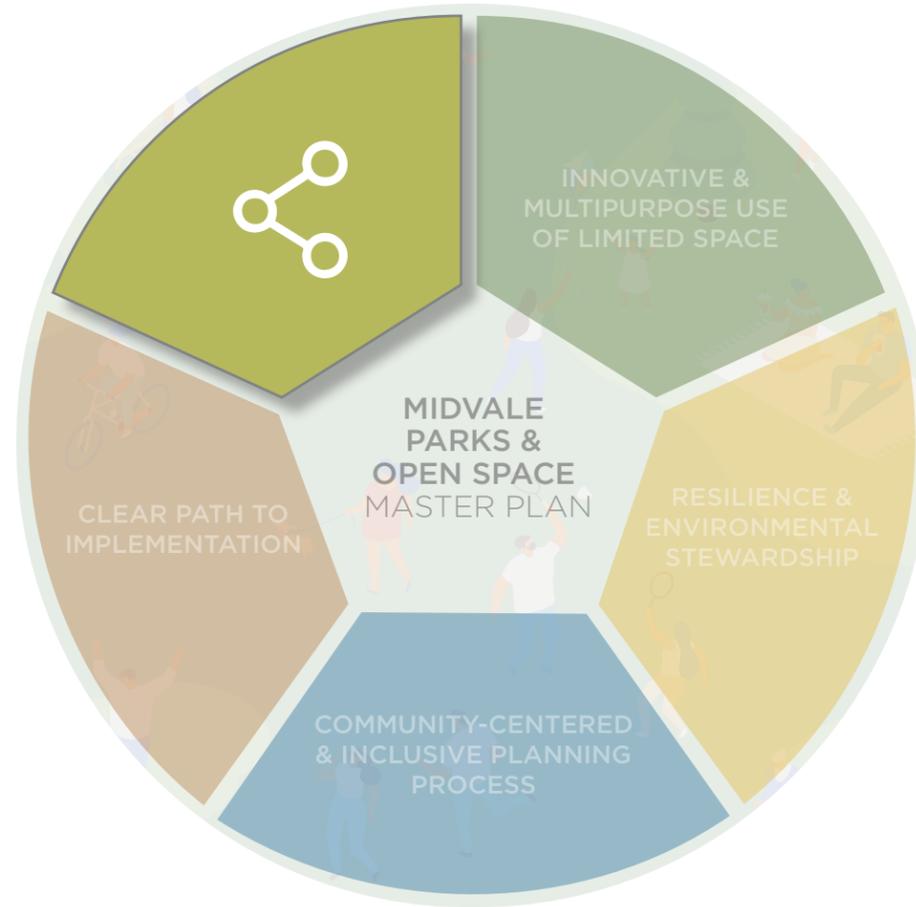


CONNECTIVITY & ACCESS

The plan will aim to develop a network of parks and open spaces connected by trails, greenways, and other linear facilities to promote access to public open spaces and parks and encourage active transportation. It will ensure that all parks and open spaces are accessible to people of all abilities, with inclusive design features that cater to diverse age groups and interests.

Goals

- Provide a safe and comfortable continuous, unbroken network.
- Improve access to be comfortable and intuitive for all abilities and age groups.
- Overcome barriers throughout the community including: highways, rail, wide streets.
- Improve signage, physical maps and digital maps to inform what parks and amenities are available and where.
- Address ADA access improvements where feasible.

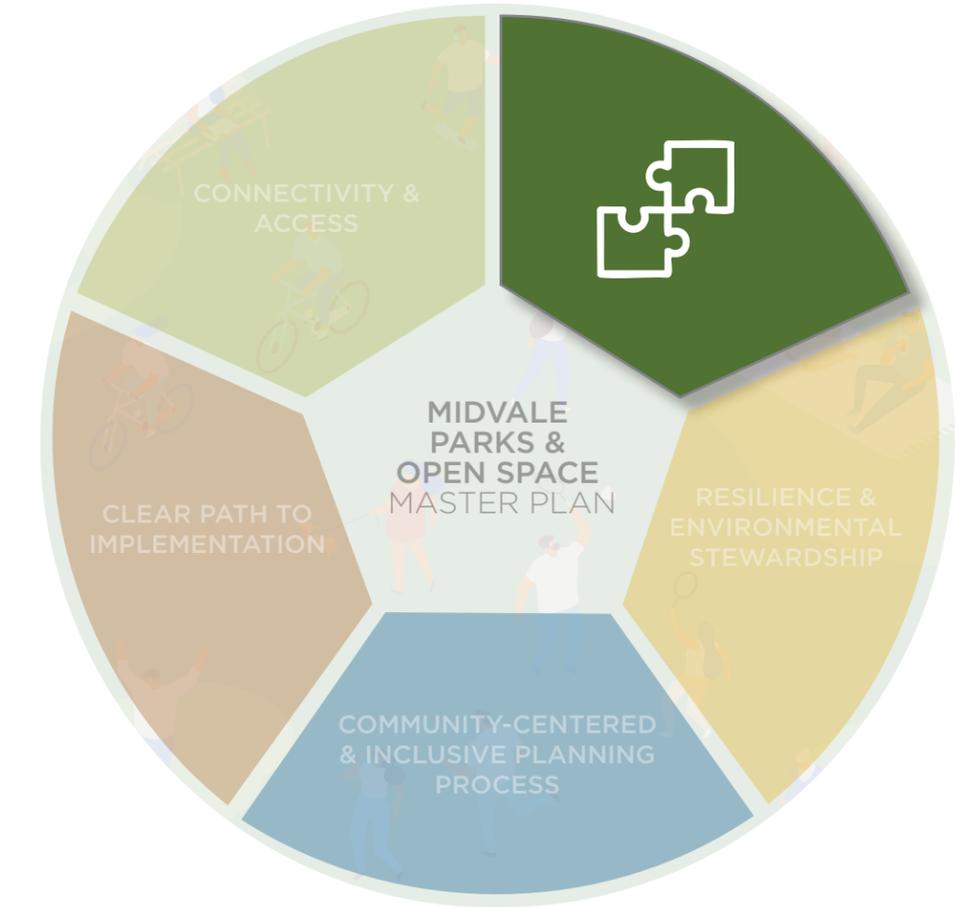


INNOVATIVE & MULTIPURPOSE USE OF LIMITED SPACE

Leveraging creative solutions to maximize the use of limited open space, this plan will involve upgrading streetscapes, utilizing underused public realm amenities, and exploring potential linear parks like canal trails. It also focuses on designing parks and open spaces to accommodate a variety of recreational activities and community events, ensuring that they can adapt to changing needs over time.

Goals

- Prioritize the needs of the community.
- Consider creative infill solutions such as rooftops and amenity decks.
- Provide a health benefit in every space.
- Develop a standardized approach to improvements within the R.O.W., such as park strips.
- Creatively use low-maintenance solutions.
- Consider a multipurpose indoor sports amenity.



RESILIENCE & ENVIRONMENTAL STEWARDSHIP

Focusing on preserving and enhancing natural landscapes and ecosystems within Midvale City, this plan incorporates sustainable practices in the development and maintenance of parks and open spaces. It includes the use of climate-adapted plants, water conservation techniques, and renewable energy sources with an emphasis on natural amenities such as the Jordan River.

Goals

- Update Midvale City’s codes to require drought resistant, water-wise, and cost efficient plant materials.
- Establish Memorandums of Understanding (MOUs) with owners and agencies to ensure that they maintain their amenities.
- Track Midvale City’s legal responsibilities and environmental regulations.
- Improve maintenance practices and make them more sustainable.
- Establish clarity on the level of maintenance for publicly-owned facilities.



COMMUNITY-CENTERED & INCLUSIVE PLANNING PROCESS

Emphasizes the importance of actively involving the community in the planning process through various engagement methods such as surveys, interviews, public workshops, and open houses. It ensures that the plan reflects the diverse needs and desires of Midvale City residents while prioritizing equitable access to parks and open spaces for all community members.

Goals

- Utilize community-based organizations as a source for volunteers and/or participants.
- Consider local religious organizations and community groups for communications/ outreach.
- Create transparency about the costs of making improvements.
- Incorporate historical landmarks and events.
- Incorporate bilingual communications.
- Improve communications and signage related to the names and locations of parks and trails.



CLEAR PATH TO IMPLEMENTATION

This plan includes developing a phased implementation plan with specific actions, anticipated timelines, and funding strategies, such as an Impact Fee Facilities Plan (IFFP) to support future acquisitions and improvements.

Goals

- Consider funding for all phases: Start-up, pre-design, design, bid/construction, maintenance, and operations.
- Improve outsourced maintenance and consider community-based support
- Secure ongoing funding by regularly applying for grants.
- Promote community buy-in (pay for ongoing initiatives).
- Track life-cycle of projects and what happens post-implementation.
- Create clear phasing and buy-in on projects with everyone on-board at the city level.
- Be mindful of future land acquisition opportunities.
- Leverage public-public partnerships where possible (collaborate with County-owned recreation center and parks, library, etc.)



GUIDING PRINCIPLES

GOALS

CONNECTIVITY & ACCESS 	Provide a safe and comfortable, continuous, unbroken network.
	Improve access to be comfortable and intuitive for all abilities and age groups.
	Overcome barriers throughout the community: highways, railroads, wide streets.
	Improve signage, physical maps and digital maps to inform what parks and amenities are available and where.
	Address ADA access improvements where feasible.
INNOVATIVE & MULTIPURPOSE USE OF SPACE 	Prioritize the needs of the community.
	Consider creative infill solutions such as rooftops and amenity decks.
	Provide a health benefit in every space.
	Develop a standardized approach to improvements within the right-of-way, such as park strips.
	Creatively use low maintenance solutions.
	Provide new amenities currently missing in Midvale.
RESILIENCE & ENVIRONMENTAL STEWARDSHIP 	Update Midvale's codes to require drought resistant, water-wise, and cost efficient plant materials.
	Establish Memorandums of Understanding (MOUs) with owners and agencies to ensure that they maintain their amenities.
	Track Midvale's legal responsibilities and environmental regulations.
	Improve maintenance practices and make them more sustainable.
	Establish clarity on the level of maintenance for publicly owned facilities.

GUIDING PRINCIPLES

GOALS

COMMUNITY-CENTERED & INCLUSIVE PLANNING PROCESS 	Utilize community-based organizations as a source for volunteers and/or participants.
	Consider local religious organizations and community groups for communications/outreach.
	Transparency about the costs of making improvements.
	Incorporate historical landmarks and events.
	Incorporate bilingual communications.
	Better communicate the names and locations of parks with signage.
CLEAR PATH TO IMPLEMENTATION 	Consider funding for all phases: Start-up, pre-design, design, bid, construction, maintenance, and operations.
	Improve outsourced maintenance and consider community-based support.
	Secure ongoing funding by regularly applying for grants.
	Promote community buy-in (pay for ongoing initiatives).
	Track life-cycle of projects and what happens post-implementation.
	Create clear phasing and buy-in on projects with everyone on-board at the city level.
	Be mindful of future land acquisition opportunities.
	Leverage public-public partnerships where possible: County-owned recreation center and parks, library, etc.



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- 01** Executive Summary
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- 03** Park & Trail Recommendations
- 04** Implementation Strategy
- AP** Appendix

INTRODUCTION

Midvale City owns and maintains approximately 86.8 acres of land across 12 parks and open spaces. With a few exceptions, most parks are small, under two acres. Additionally, several parks maintained by the City are not City-owned.

The largest park, Midvale City Park, spans over 20 acres and offers a diverse range of amenities, including courts, fields, and other improvements. Other parks feature amenities such as baseball fields, pickleball courts, and playgrounds, though these features are only available in select locations.

PARK AMENITIES DISTRIBUTION

The diagram on the next page illustrates the distribution of Midvale City's parks features across four categories:

- Active amenities (e.g., ball courts, fields, playgrounds)
- Passive amenities (e.g., lawns, benches)
- Event/flex amenities (e.g., pavilions, restrooms, parking)
- Educational amenities (e.g., signage, informational kiosks)

Overall, active amenities are the most prevalent, followed by passive, event/flex, and lastly educational amenities.



Looking at amphitheater in Midvale City Park

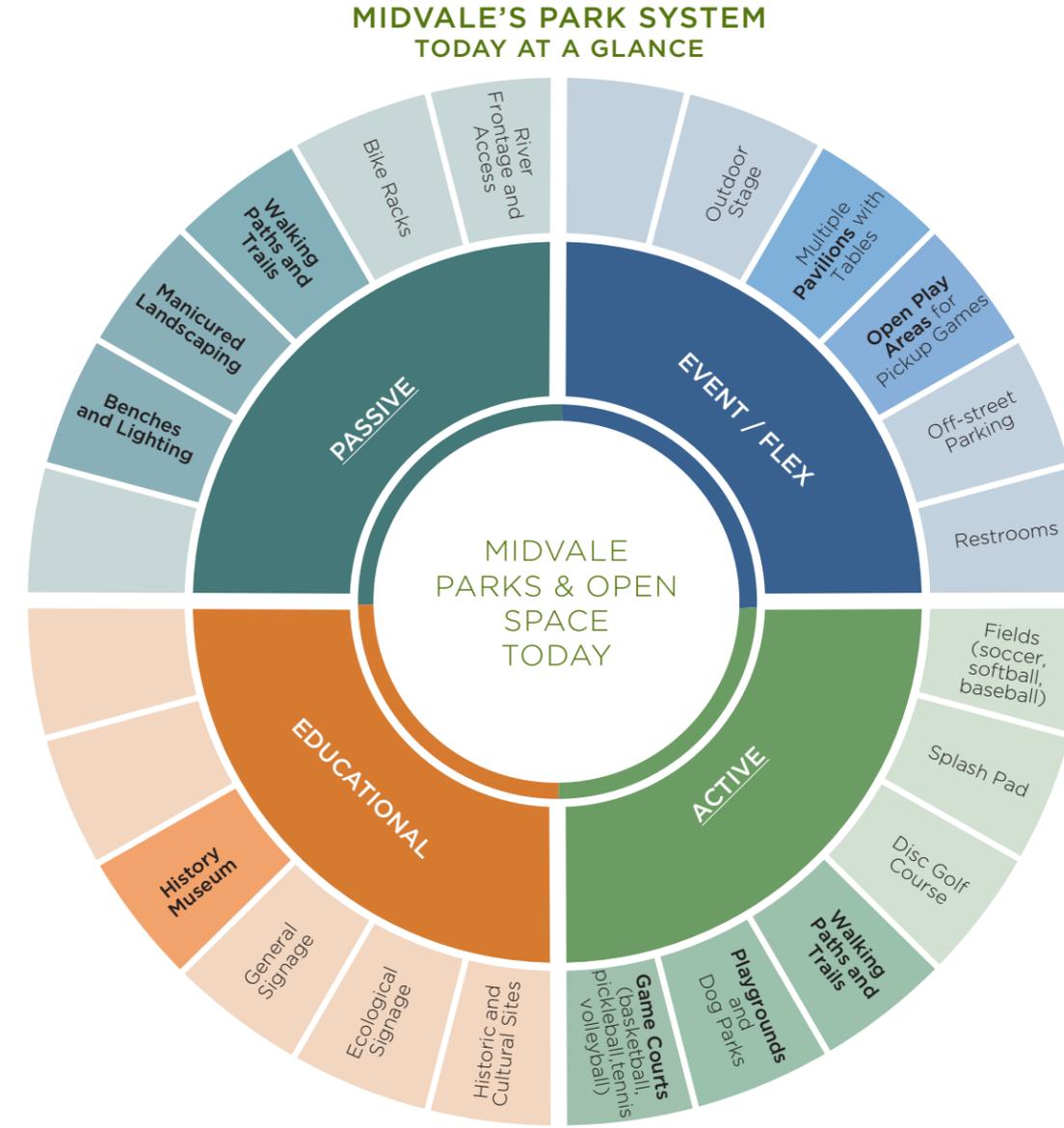
Source: <https://rent.backstageutah.com/listing/midvale-performing-arts-center/>

PARKS & PROXIMITY

Maps later in this section show the locations of Midvale City's parks in relation to schools and other recreational facilities. The following pages provide snapshots of each of the City's 12 parks, highlighting their amenities, strengths, weaknesses, opportunities, and photos.

EXISTING AMENITIES SUMMARY:

Amenity	Quantity
Pavilions / Picnic Areas	6
Playgrounds	8
Basketball Courts	2
Baseball / Softball Fields	2
Tennis Courts	2
Pickleball Courts	12
Soccer Fields	6
Volleyball Court	1
Disc Golf Course (9-hole)	1
Splash Pad	1
Outdoor Stage	1
Dog Parks	2
Restrooms	6



Parks within the City offer a range of amenities designed to serve different community needs and experiences.

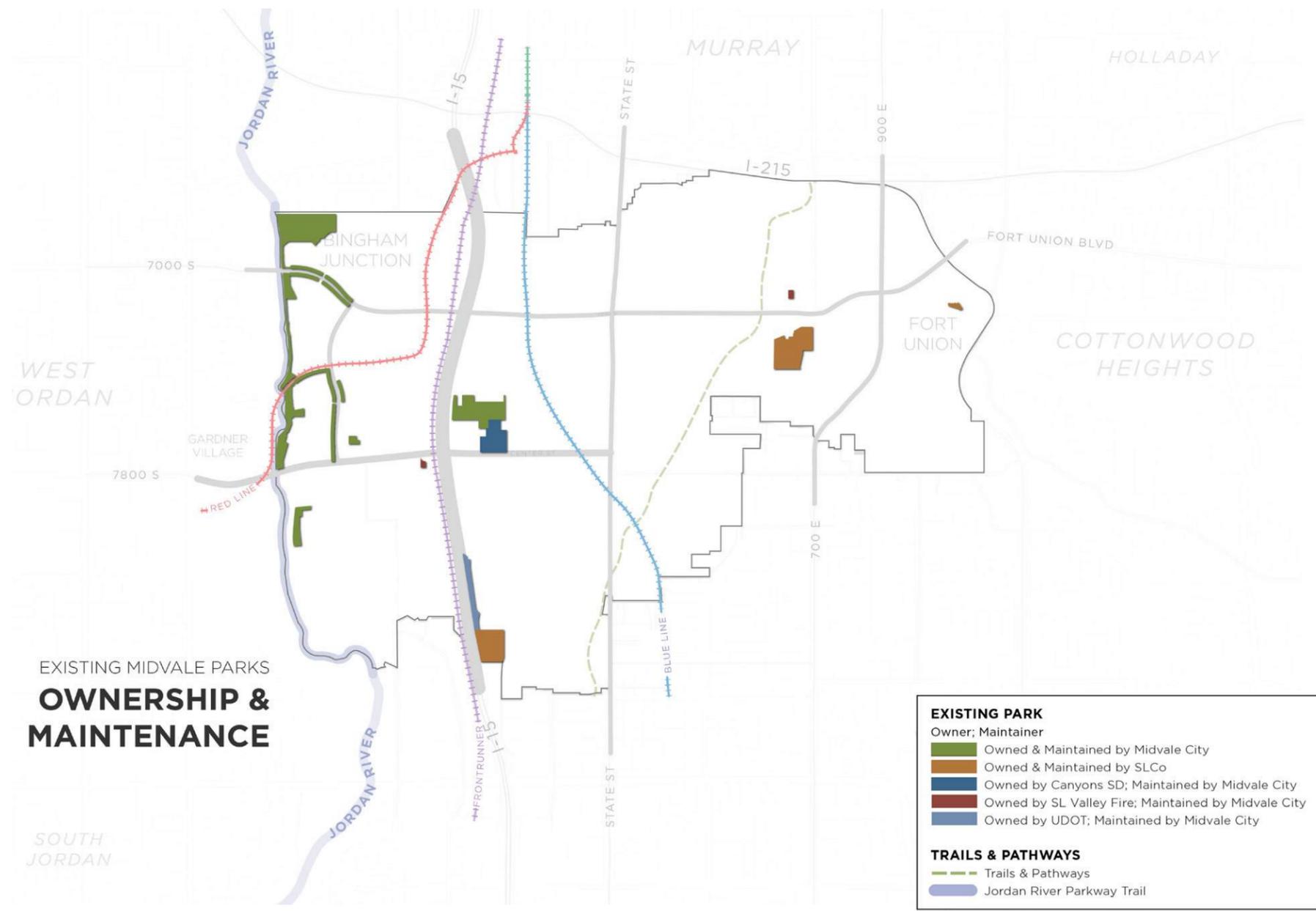
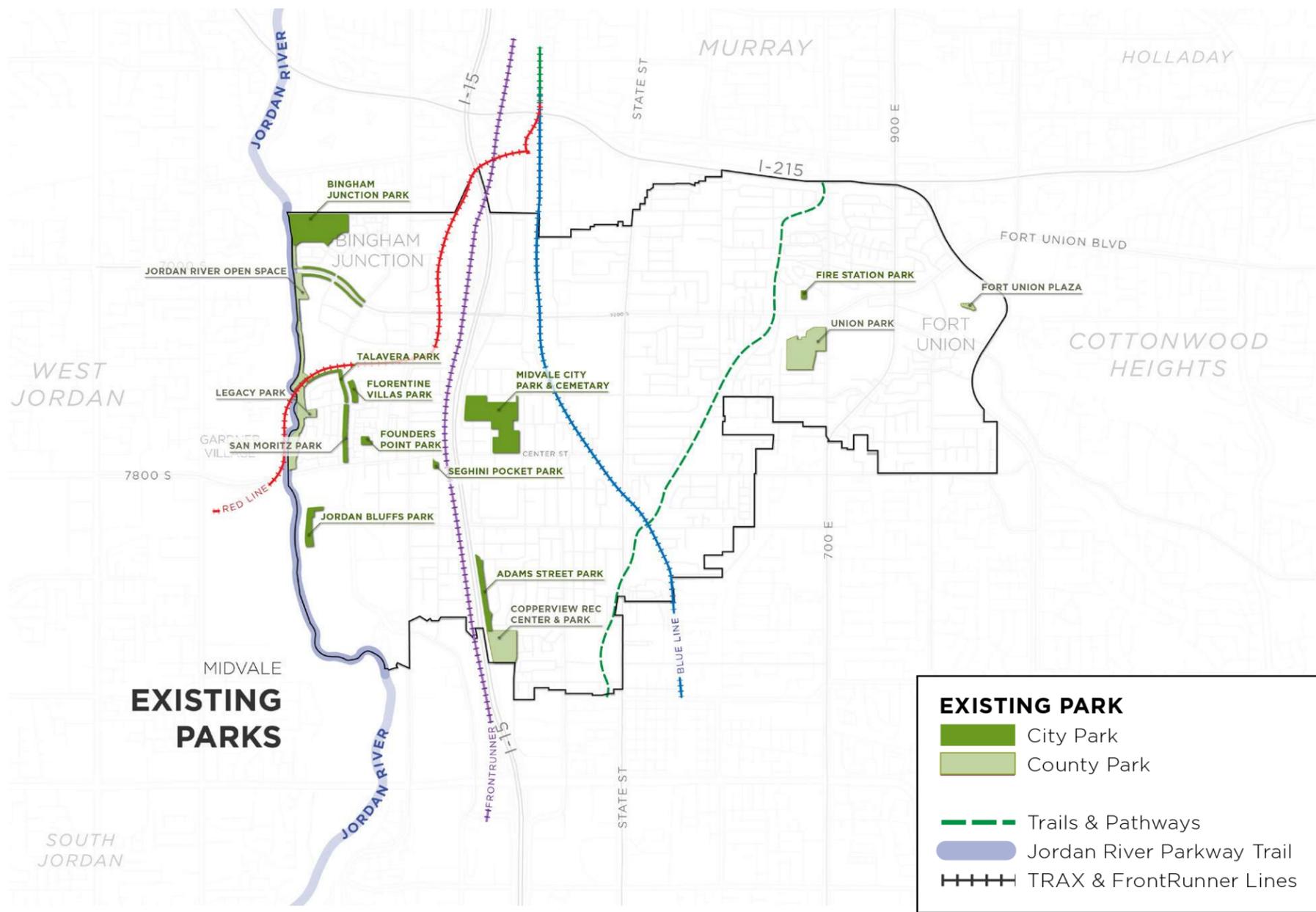
Active amenities include features such as playgrounds, sports fields, courts, and fitness equipment that support recreation.

Passive amenities focus on relaxation and connection to the environment, such as open lawns, seating areas, walking paths, and natural landscapes.

Educational amenities incorporate interpretive signage, demonstration gardens, and outdoor classrooms that promote learning and environmental awareness.

Event and flex spaces are adaptable areas—like plazas, amphitheatres, or open lawns—that can host community events, markets, performances, or informal gatherings.

Each park may serve one or more of these functions and is typically classified based on its size, service area, and purpose—ranging from small neighborhood parks to large community or regional parks that offer broader amenities and attract visitors from across the City and beyond. Highlighted section of the graphic show amenities currently existing in Midvale City park system.



PARK CLASSIFICATIONS

Local Parks are defined as **less than 2 acres** in size and have minimal amenities. Open lawn areas, picnic tables, benches, trees, and sometimes a playground are found at these types of parks. Local parks usually serve the immediate residential neighborhood and tend to be within walking distance of most residents' homes. These parks may be built by developers.



LOCAL
PARKS

Neighborhood Parks are larger than local parks, averaging **2 to 10 acres** in size, and provide a few more amenities. They typically have sport courts or fields, walking paths, trees, open turf areas, playgrounds, pavilions, picnic areas, seating and sometimes a restroom. These parks may be built by developers.



NEIGHBORHOOD
PARKS

Community Parks are the next step up in park size, typically covering **10 to 20 acres** of land. They tend to have amenities and features that draw from the wider community. Features include larger sports fields and courts, bigger playgrounds, perimeter walking trails, restrooms, trees, large open grassy areas, picnic areas, and seating. These parks are typically constructed by the City or County.

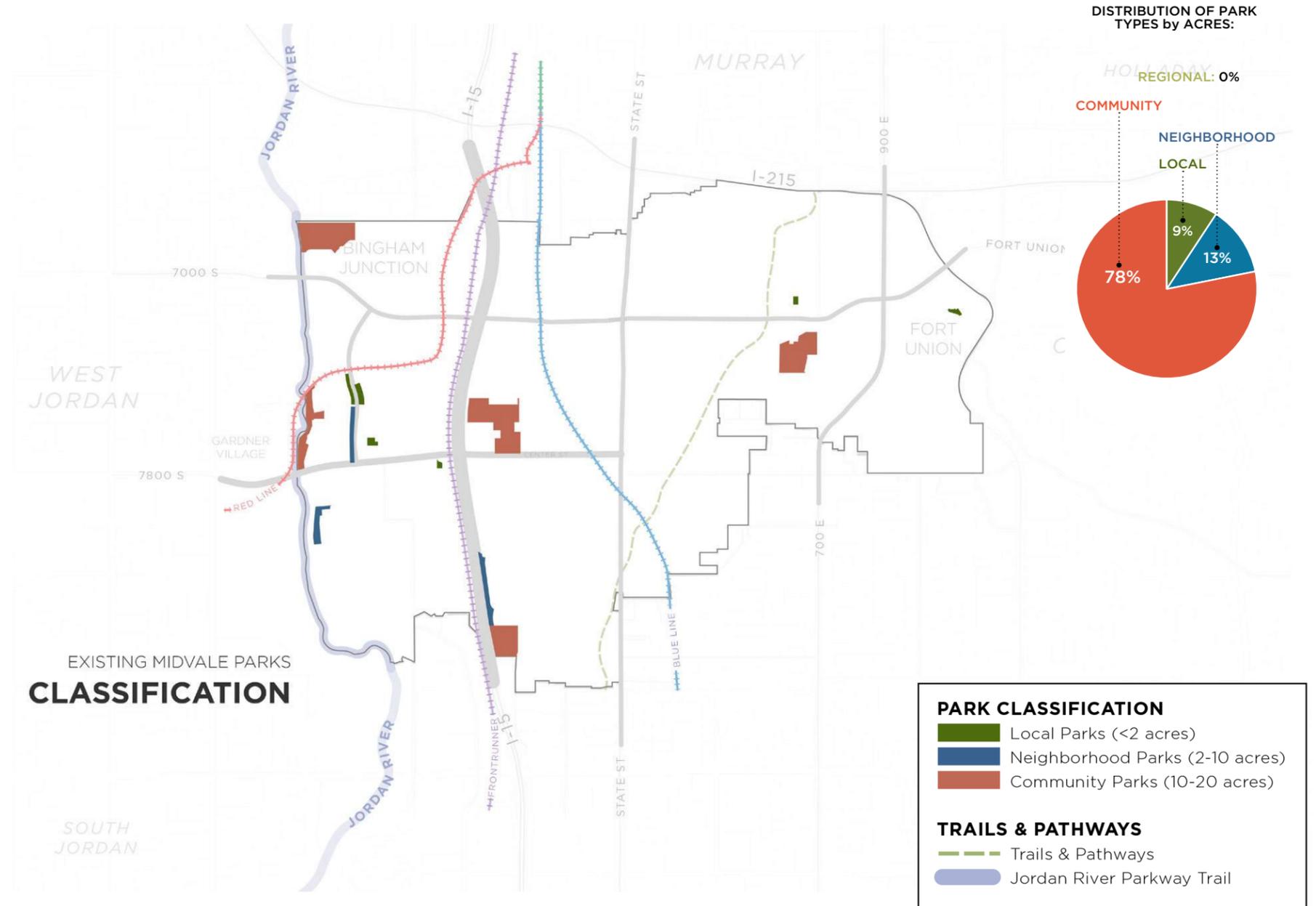


COMMUNITY
PARKS

Regional Parks are the largest parks and have a regional draw as the name indicates. These parks are designed to serve a larger area that may extend City boundaries and often have robust and specialty amenities. They are typically **20 acres or larger** and may have a sports complex, aquatics facility or splashpad/spray park as examples of specialized amenities. They also likely include any of the amenities of a community park. These parks are typically constructed by the City or County.



REGIONAL
PARKS



LOCAL PARKS

Local parks are defined as less than two acres in size and have minimal amenities. They tend to address limited, isolated, or unique recreational and aesthetic needs. They sometimes serve as a recreational and beautification space where acquisition of larger parks is not possible. Open lawn areas, picnic tables, benches, trees, and sometimes a playground or pavilion are found at these types of park. Local parks usually serve the immediate residential neighborhood and tend to be within walking distance of most residents' homes.

Local parks have less than a quarter-mile service radius.

MAINTENANCE SHOULD INCLUDE:

- Basic lawn care and landscape care.
- Landscape shrubs and vegetation.
- Playground maintenance.

THEY WILL GENERALLY INCLUDE A MINIMUM OF:

- Small play area/tot lot for young children or pavilion.
- Creative play equipment is encouraged.
- Benches or small picnic facilities.
- Manicured landscaping (i.e.. lawn, flower beds, trees).

6 LOCAL PARKS

8 PARK ACRES

1. Florentine Villas Park
2. Founders Point Park
3. Legacy Park
4. Talavera Park
5. Fire Station Park
6. Seghini Pocket Park



An example of one of Midvale City's local parks

Source: Google Earth

NEIGHBORHOOD PARKS

Neighborhood parks are larger than local parks, averaging two to ten acres in size, and provide a few more amenities. They should serve as the recreational and social focus of the neighborhood. They can provide informal, active, and reflective recreational options for all ages. These parks create a sense of place for a neighborhood.

They typically have a quarter- to half-mile service radius uninterrupted by non-residential roads or other physical barriers. Often they are connected to and by trails, sidewalks or low-volume streets and are within walking or biking distance of most residents. They should have high-visibility to surrounding streets for public safety.

MAINTENANCE SHOULD INCLUDE:

- General lawn care
- Shrubs and other vegetation care
- Court upkeep and maintenance
- Pavilion maintenance
- Playground cleaning and upkeep

THEY SHOULD GENERALLY INCLUDE:

- Medium size children's playground
- Small/medium pavilion and associated picnic table and other amenities
- Open play areas for practice or pickup games
- Manicured landscaping (i.e. lawn, flower beds and trees)
- Bike racks
- Available off-street parking spaces for five to ten acre parks. No off-street parking is required for two to five acre parks unless on-street parking is limited.

ADDITIONAL ACTIVE RECREATIONAL FEATURES MAY INCLUDE:

- Game courts including basketball courts, pickleball courts, tennis courts, and volleyball courts
- Low-impact recreation options (i.e. bocce ball, horseshoes, outdoor chess tables)
- Organized ballfields (Soccer, Baseball, Softball, etc.)

REFLECTIVE RECREATIONAL FEATURES, WHICH MAY INCLUDE:

- Internal trails, connecting to trails or City sidewalks
- Picnic/sitting areas
- Restrooms

3 NEIGHBORHOOD PARKS

11 PARK ACRES

1. Adams Street Park
2. Jordan Bluffs Park*
3. San Moritz Park

**Note: Jordan Bluffs Park is planned for future expansion to a Regional size park.*



Midvale City event at a neighborhood park

Source: Midvale Arts

COMMUNITY PARKS

Community parks are the next step up in park size, typically covering ten to twenty acres of land. They tend to have amenities and features that draw from the wider community and serve a broader purpose than a neighborhood park. Their focus should be meeting community-based recreation and gathering needs.

These parks should serve two or more neighborhoods and their service radius is one mile. They tend to be served by arterials, collector streets and trail networks; they are often geographically centered.

MAINTENANCE SHOULD INCLUDE:

- General lawn care
- Shrubs and other vegetation care
- Court upkeep and maintenance
- Pavilion maintenance
- Playground cleaning and upkeep
- Snow removal from parking lot

THEY SHOULD GENERALLY INCLUDE:

- Large play structure
- Medium/large pavilion with picnic tables
- Informal ball fields for youth play
- Game courts including basketball courts, pickleball courts, tennis courts, and volleyball courts

- Low-impact recreation options (i.e. bocce ball, horseshoes, outdoor chess tables)
- Parking lot
- Bike racks
- Information kiosks
- Restrooms
- Manicured landscaping (i.e. lawn, flower beds and trees)

THEY MAY INCLUDE:

- Organized Ballfields (Soccer, Baseball, Softball, etc.)
- Splash pads, Etc.

INFORMAL AND PROGRAMMED ACTIVE RECREATION FACILITIES, WHICH MAY INCLUDE:

- Disc golf area, climbing wall, skate park, and other similar popular activities
- Jogging trails

REFLECTIVE RECREATION FACILITIES, WHICH SHOULD INCLUDE:

- Internal trails, connecting to greenway trails or City sidewalks
- Individual and reservable group picnic/sitting areas
- General open space

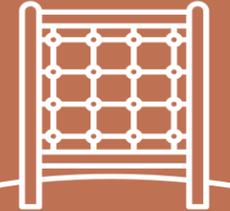
3

COMMUNITY PARKS

68

PARK ACRES

1. Bingham Junction Park
2. Midvale City Park
3. Jordan River Open Space





Source: Midvale Arts

REGIONAL PARKS

Regional parks are the largest parks and have a regional draw as the name indicates. These parks are designed to serve a region and often have robust and specialty amenities. They are typically twenty acres or larger. Regional parks typically have a two to five mile service radius. Specialty parks such as skate and bike parks are also included in this category because of their unique regional draw. They may not follow the standards below.

MAINTENANCE SHOULD INCLUDE:

- General lawn care
- Shrubs and other vegetation care
- Court upkeep and maintenance
- Pavilion maintenance
- Playground cleaning and upkeep

THEY SHOULD INCLUDE:

- Large play structures
- Multiple medium and large pavilions with picnic tables
- Restrooms
- Multiple regulation sized game courts (basketball, tennis, etc.)
- Active recreation options (i.e. baseball and soccer fields)
- Parking Lot
- Manicured landscaping (i.e. lawn, flower beds and trees)

REFLECTIVE RECREATION FACILITIES, WHICH SHOULD INCLUDE:

- Internal trails, connecting to City sidewalks and trails
- Reservable group picnic/sitting areas
- General open space

INFORMAL AND PROGRAMMED ACTIVE RECREATION FACILITIES MAY INCLUDE:

- Disc golf area, climbing wall, or other similar unique amenity
- Jogging trails

SMALLER SPECIALTY FACILITIES AND PARKS THAT SERVE THE SAME SERVICE LEVEL OF A REGIONAL PARK MAY INCLUDE:

- Facilities for outdoor concerts, plays, farmers' markets, Rodeo, and weddings
- Skate Parks
- Climbing Walls
- Splash Pads
- Ornamental Gardens
- Historic and cultural sites
- Mountain bike parks

1

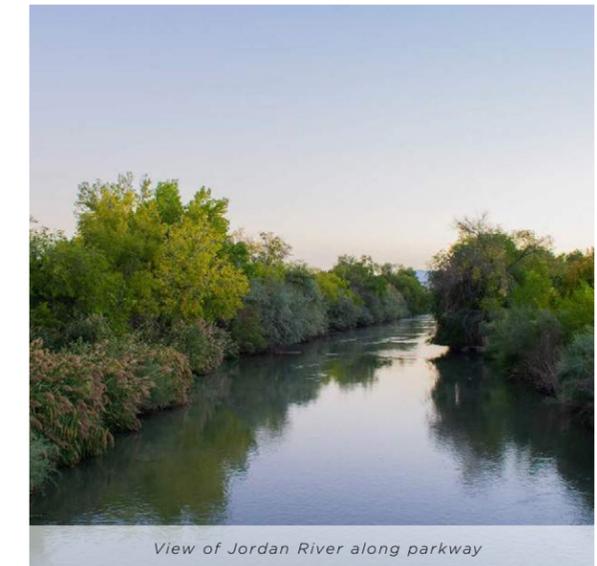
PLANNED REGIONAL PARK

0

PARK ACRES

1. Jordan Bluffs Park (future build-out per plans)





Source: DreamsTime

LEVEL OF SERVICE (LOS)

Level of Service (LOS) measures the amount of park space a City has for its residents. It helps determine if current and future park needs are being met.

HOW IT'S CALCULATED:

1. Acres-to-Population Ratio:
Total park acres divided by population, multiplied by 1,000
 - Example: Midvale City has 86.87 acres of park land and 35,500 people, resulting in 2.45 acres per 1,000 residents.
2. Geographic Distribution:
Looks at whether parks are located near where people live.

WHY DOES IT MATTER?

LOS is a useful planning tool, but it treats all parks as equal. For example:

- In dense areas, small local parks close to homes are vital.
- In places like Midvale City, where many people have backyards, larger parks with unique amenities may be more valuable.

KEY POINT:

- LOS can also be measured by park type (local, neighborhood, community, regional) to better understand if each type meets residents' needs. Overall, LOS is just one tool - cities should also consider access, quality, and amenities to best serve their communities.

EXISTING LOS CALCULATIONS

LOS is just one measure that helps the City determine whether it is meeting its residents current and future needs.

Another point to take into account is that one LOS number treats all Midvale City's parks as equal. However, LOS can be applied to park types as well. You can find that Midvale City has the following park-specific levels of service above.

EXISTING LOS CALCULATIONS



ALTERNATE LOS CALCULATIONS

In the actual use of park spaces by Midvale City residents, County-owned and Canyon School District areas should also be acknowledged to understand a more complete picture of level of service. The above calculations incorporate County parks, the full build-out of Jordan Bluffs Park as a regional park, and portions of some school grounds which are accessible to residents during summers and weekends.

ALTERNATE LOS CALCULATIONS



BEST PRACTICES

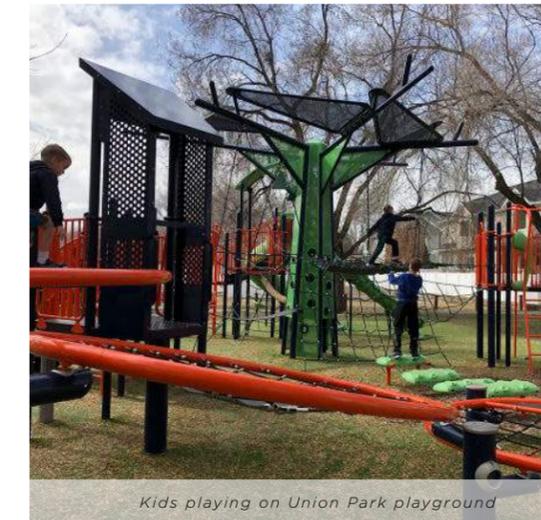
The National Recreation and Park Association (NRPA) recommends that park and recreation agencies aim for **10 acres of parkland per 1,000 residents** and offer a variety of facilities and programs to meet community needs.

FACILITY VARIETY:

Agencies should offer a mix of facilities, including playgrounds, hiking and biking trails, senior centers, sports fields, and swimming pools.

PROGRAMMING:

Offer a range of programs, such as team sports, individual sports, and other recreational activities.



Kids playing on Union Park playground

Source: Utah Adventure Family

COMMUNITY NEEDS:

Park and recreation agencies should tailor their offerings to meet the specific needs and demands of their communities.

PARK METRICS:

The NRPA uses its "Park Metrics" tool to help agencies benchmark their performance against their peers and identify areas for improvement.

NO UNIVERSAL STANDARD:

There are no longer nationally accepted standards for parks and recreation planning, and each community must determine its own standards and level of service (LOS) metrics based on its unique needs and priorities.

FOCUS ON EQUITY:

Ensure that all members of the community have access to parks and recreation opportunities.

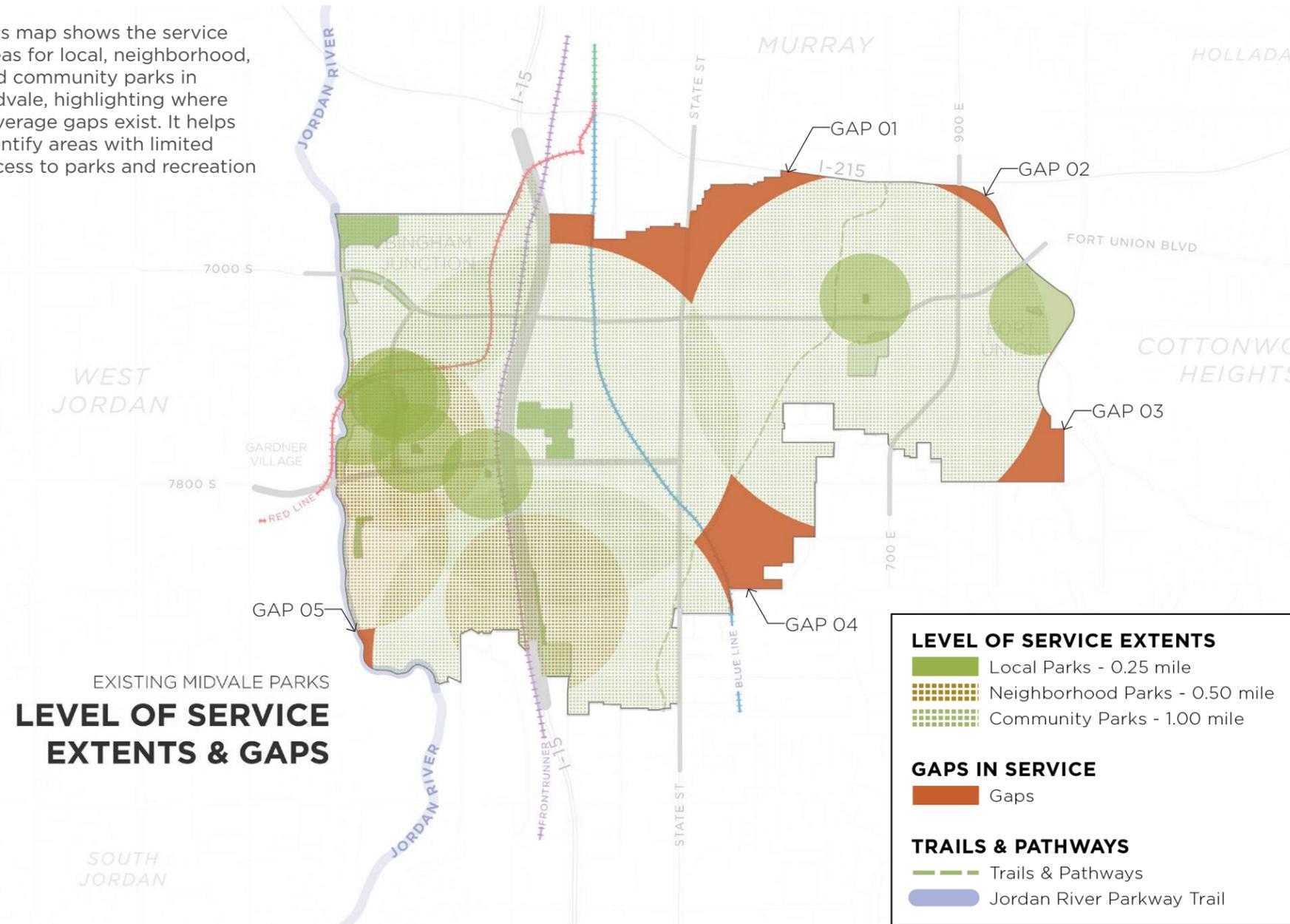
DATA COLLECTION:

Use data collection methods, such as user counts and observations, to evaluate park use and quality.



Fireworks in Midvale

This map shows the service areas for local, neighborhood, and community parks in Midvale, highlighting where coverage gaps exist. It helps identify areas with limited access to parks and recreation



This map illustrates the service areas for regional parks that serve a broader area beyond Midvale. It shows how these larger parks contribute to overall access and where gaps remain. This map was used not to determine level of service for planning purposes but to identify the areas of greatest immediate need for phasing.



ACTIVE TRANSPORTATION

Existing Active Transportation Network

Midvale City's active transportation (AT) network consists primarily of north-south trails along the Jordan River corridor with infrastructure gaps and connectivity challenges beyond the Jordan River corridor. This is due to the transportation barriers presented by numerous north-south corridors such as I-15, the Frontrunner/Union Pacific rail lines, TRAX, and canals.

Local neighborhood streets with lower speeds and traffic volumes can support pedestrians and cyclists, however, there are no dedicated AT facilities along Midvale City's commuter streets. Major north-south barriers such as I-15 and State Street also create challenges for safe, convenient and comfortable AT opportunities beyond local streets. Existing constraints signal a need to expand the City's AT network.

STRENGTHS & OPPORTUNITIES

Despite existing limitations, there is potential to develop a robust backbone network and increase multi-modal opportunities in Midvale City. Major commuter corridors, such as Center Street and 7500 South, connect neighborhoods to local and regional destinations and provide a direct route between east and west Midvale.



Street view of Center Street looking West

Source: Google Earth Street View

Main Street, TRAX and the canal corridors connect north and south regions of Midvale as well as City and neighborhood centers. Developing AT infrastructure along these corridors would fill in critical gaps, circumvent crossing barriers and create a safe, convenient and continuous AT network. The map on **page 03.17** outlines Midvale City's current and future active transportation infrastructure identified from previous studies and includes multi-use paths, buffered bike lanes, bike lanes, neighborhood byways and crossing enhancements. The map identifies network gaps and development opportunities.

NETWORK GAPS / DEVELOPMENT OPPORTUNITIES INCLUDE:

- 6790 South: Connecting Jefferson Street to 300
- 7200 S / Fort Union Boulevard
- 7500 S and Tuscany View Rd
- 7800 S from State Street east to City Limits

By addressing current network challenges, strengths and opportunities, Midvale can create a more connected, inclusive, and multimodal transportation system that supports Midvale's vision for a diverse, vibrant and connected community.

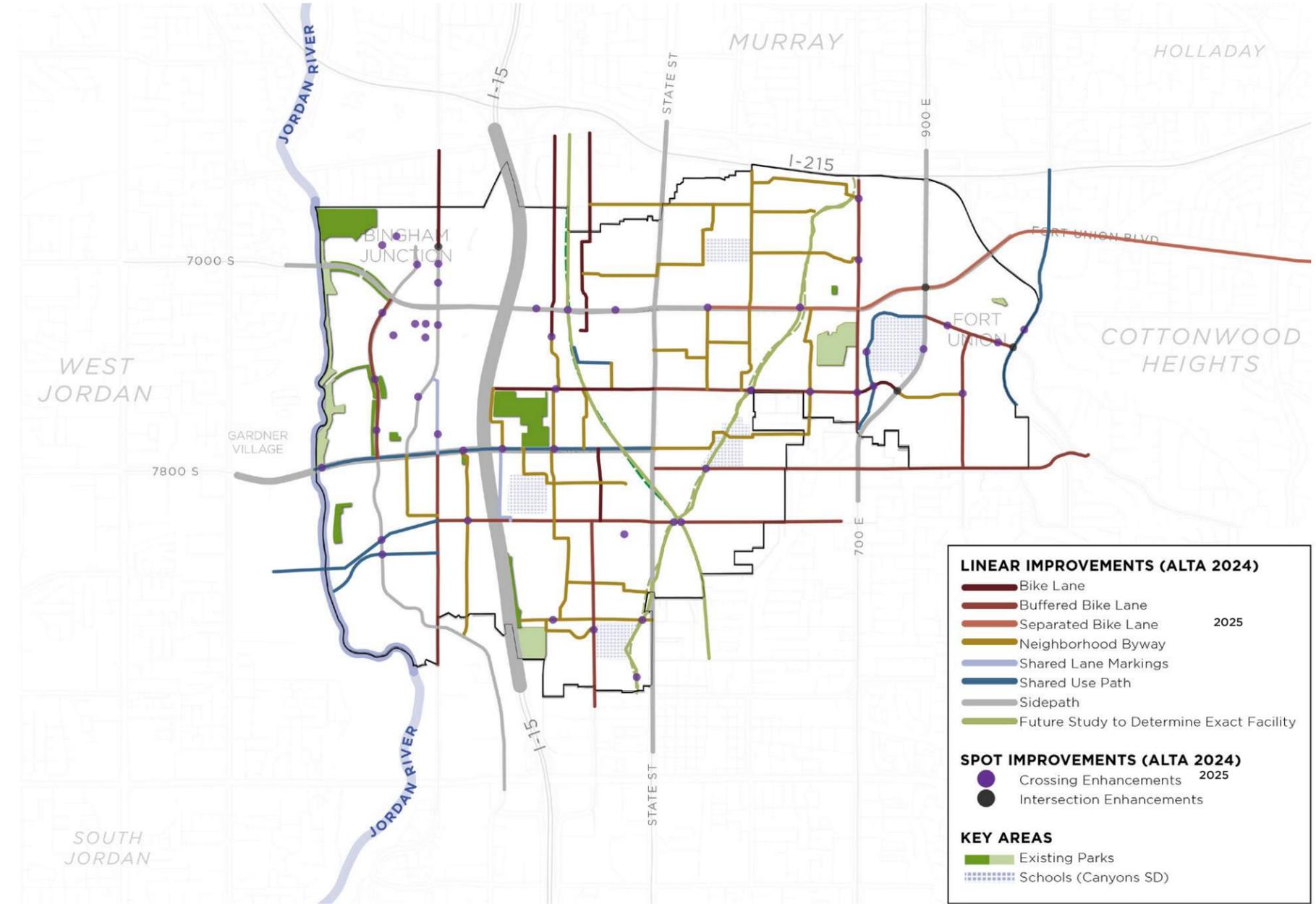




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EVALUATING SCENARIOS

Through a series of workshops, the project steering committee reviewed multiple options and worked together to prioritize key improvements and locations that align with the City's goals—particularly along important corridors, near new developments, and in areas with strong transit access. Key opportunity sites and potential trail network extensions were identified as part of previous studies, existing plans, and opportunities and challenges expressed by the public. Public feedback was gathered through the survey and engagement events, helping to shape priorities based on community needs and preferences.

The final scenario reflects a shared vision that addresses existing gaps and barriers to access, while positioning the proposed parks and trails system to support future growth and connectivity across the city.

The chapter is divided into the following sections:

- **Proposed Scenario Process**
- **Anticipated Level of Service**
- **Trail System Recommendations**
- **Existing Parks System Enhancements**
- **Proposed Parks System Recommendations**



Steering committee reviewing proposed scenario

Assets, challenges, recommendations, anticipated timelines, partnerships, estimated cost ranges, and impact are outlined throughout the chapter for each existing and proposed parks and trail improvement. From these considerations a level of priority has been designated for each improvement.

Timeframe
Short: 0-2 years
Medium: 2-5 years
Long: 5-10+ years

Cost (Public Investment)
\$: <300,000
\$\$: 300,000 - 800,00
\$\$\$: = 800,000+

Impact
Low: More public investment and resources
Medium: Moderate public investment and resources
High: Less public investment and resources

Priority
Low: Low impact and high public investment
Medium: Moderate impact and public investment
High: High impact and low public investment

RECOMMENDATION PRIORITIZATION

CRITERIA

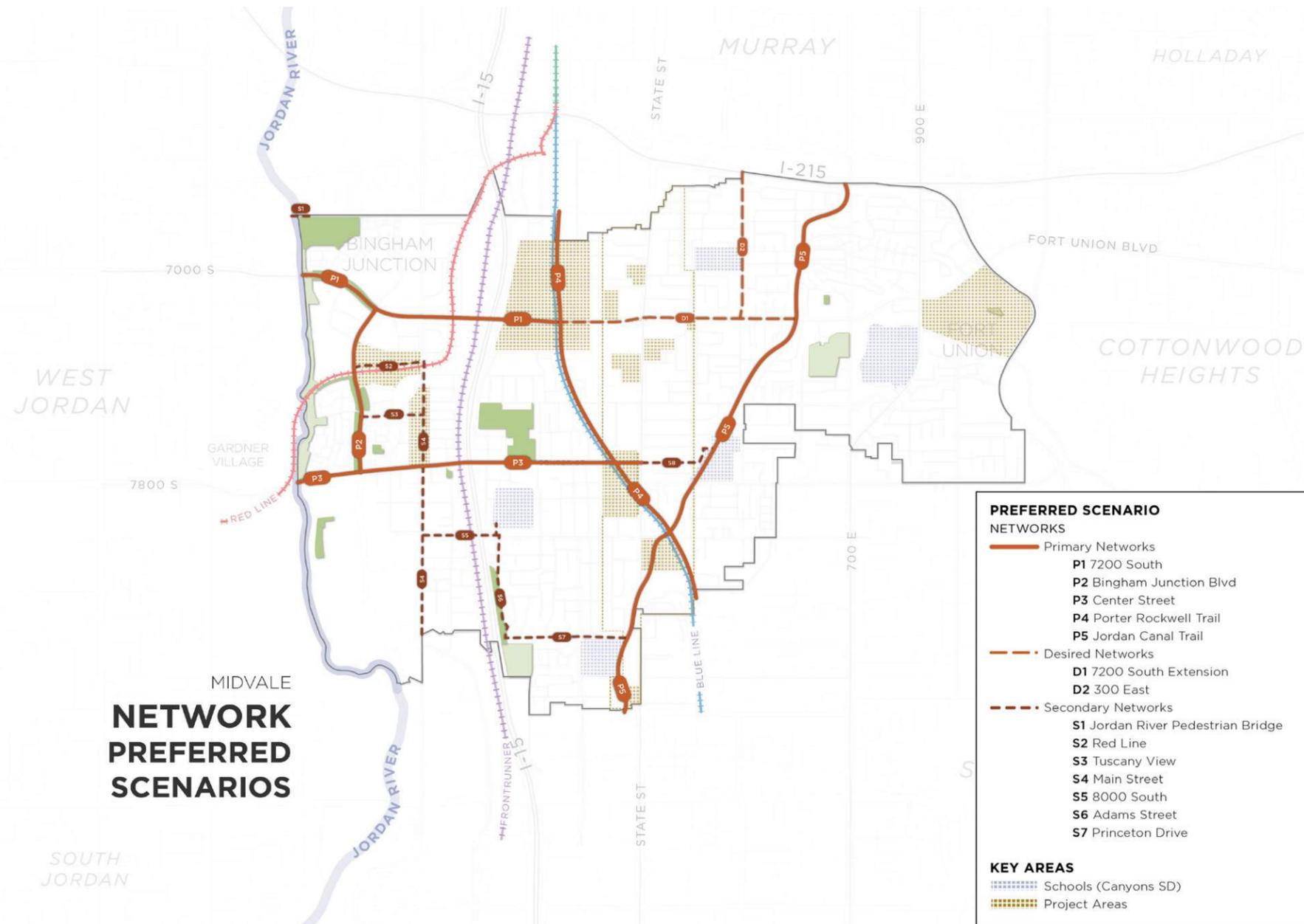
The preferred scenario for parks and trails improvements was selected using a comprehensive set of evaluation criteria designed to balance community need, feasibility, and long-term impact. Projects were assessed based on how well they addressed service gaps and improved the level of service in underserved areas, and whether the park or trail type and size aligned with the needs of the surrounding community.

The project team considered synergy with transportation and open space plans, accessibility within existing networks, and feasibility in terms of technical and regulatory attainability. Cost-effectiveness, including life cycle costs relative to impact, also played a key role. Additional considerations included land ownership and the degree of control, the extent of partnerships required, and barriers to implementation, such as legal, environmental, or logistical constraints.

Each potential improvement was evaluated as attainable, a potential opportunity, a challenge, or an area needing further exploration—ensuring that selected priorities are both strategic and actionable.

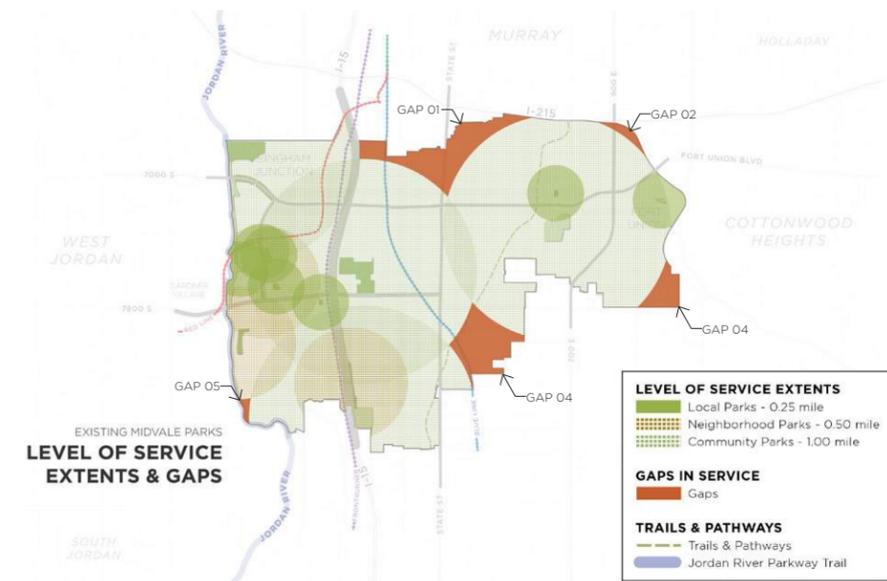
<p>SERVICE GAPS / LEVEL OF SERVICE IMPACT</p> <p>PROJECT LOCATION SERVES THE UNDERSERVED</p>	<p>PARK TYPE (or TRAIL TYPE) / SIZE</p> <p>AMENITIES MEET THE NEEDS OF THE AREA</p>
<p>SYNERGY (w/ TRANSPORTATION or OPEN SPACE)</p> <p>HOW THE PROJECT ALIGNS WITH OTHER FACTORS</p>	<p>ACCESSIBILITY</p> <p>HOW EXISTING NETWORKS CONNECT</p>
<p>FEASIBILITY</p> <p>DEGREE OF ATTAINABILITY</p>	<p>COST</p> <p>RELATIVE COST TO IMPACT / LIFE CYCLE COSTS</p>
<p>OWNERSHIP OF LAND</p> <p>DEGREE OF CONTROL OVER DEVELOPMENT</p>	<p>PARTNERSHIPS REQUIRED</p> <p>DEGREE OF CONTROL VS. OPPORTUNITY</p>
<p>BARRIERS TO IMPLEMENTATION</p> <p>DEGREE OF DIFFICULTY</p>	<p>+ ATTAINABLE ✓ POTENTIAL OPPORTUNITY</p> <p>- CHALLENGE ? EXPLORATION NEEDED</p>

ANTICIPATED LEVEL OF SERVICE (LOS)



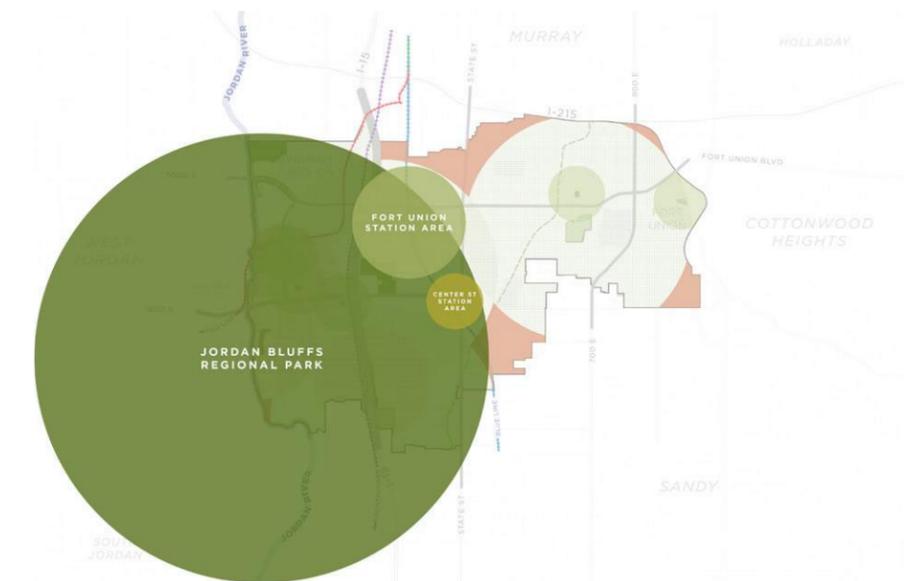
BEFORE

Prior to the proposed improvements, the city's existing park network revealed noticeable gaps in Level of Service, particularly in fast-growing residential areas and neighborhoods with limited walkable access to parks or trails. While some parts of the city benefited from a strong distribution of amenities, other areas—especially those on the urban edges or in lower-density zones—faced longer travel distances to the nearest park, limited recreational options, or a lack of connected trail infrastructure. This imbalance created inequities in access to outdoor spaces and constrained opportunities for daily physical activity, community gathering, and nature engagement across all neighborhoods.



AFTER

With the incorporation of proposed improvements and the addition of new parks and trail connections, the city's Level of Service is expected to improve significantly. The updated network is designed to close service gaps by introducing parks and flexible open spaces in underserved areas, expanding trail corridors to enhance connectivity, and diversifying amenities to meet a broader range of community needs. These changes will provide more residents with walkable access to parks, reduce barriers to recreation, and support a more equitable distribution of resources citywide. The improved LOS ensures that park access keeps pace with population growth, development trends, and the city's vision for a connected, healthy, and inclusive community.



TRAIL SYSTEM

While a trail isn't considered a park in the traditional sense, trails play an integral role in a city's park system. Trails connect parks, encourage alternative transportation and expand options to experience the outdoors. The trails highlighted in this master plan come from the *Mid-Valley Active Transportation Plan*, which is a proposed network of safe and connected alternative transportation facilities across Midvale. The trails in this plan provide critical links between existing and proposed parks as well opportunities to integrate green, "park-like" infrastructure and expand the urban tree canopy.

Different trail facilities offer different opportunities for green infrastructure and park-like features such as street trees or landscaping. The facility type is dependent on various factors including existing traffic volumes, average traffic speeds, right of way width and existing utilities. Below are a few examples of trail facilities that have potential to incorporate green infrastructure, landscaping and street trees.

SIDEPATH

A sidepath is a bi-directional trail that support various modes of non-motorized travel. It is typically located in the right-of-way and separated from the road by a landscape buffer. The buffer is a great

opportunity to integrate green infrastructure strategies such as bioswales to collect and treat stormwater runoff before it is discharged into the municipal drainage system.

PROTECTED BIKE LANE

A protected bike lane is a bike lane located in the roadway and protected from traffic by a vertical barrier. Like a sidepath, the vertical barrier may provide an opportunity for green infrastructure or landscaping.

NEIGHBORHOOD BYWAY

A neighborhood byway is a shared-street scenario where bicyclists and motorists share the roadway. A neighborhood byway

is located on a local street with low traffic volumes and speeds and is a cost-effective way to utilize the existing street network to connect local neighborhoods to the greater active transportation network.

To enhance safety and comfort, traffic calming treatments are often installed along a byway corridor. Traffic calming treatments such as curb extensions, pedestrian refuge islands and traffic circles, offer opportunities to incorporate green infrastructure, landscaping and street trees.

With careful planning and targeted investment, these trails can become a notable and functional extension of the Midvale Park system.



Separated Bike Lane with a Vegetated Buffer
Grant Avenue Promenade, Ogden, UT

Source: MGB+A Studio



Curb Extension & Street Tree Planting
The Green Line, Toronto, ON

Source: NACTO



Curb Extensions & Waterwise Landscaping
Elmwood Park, Columbia, SC

Source: Historic Elmwood Park



Pedestrian Refuge Island & Bioswale
Dix Street, Washington DC

Source: City of Detroit



Neighborhood Traffic Circle & Waterwise Landscaping
Oakland Slow Streets, Oakland, CA

Source: PGA Design Land scape Architects



Shared-Use Path & Landscaping
Cultural Trail, Indianapolis, IN

Source: The Epoch Times

7200 SOUTH SIDEPATH & PROTECTED BIKE LANE

RECOMMENDATIONS

NETWORK TYPE

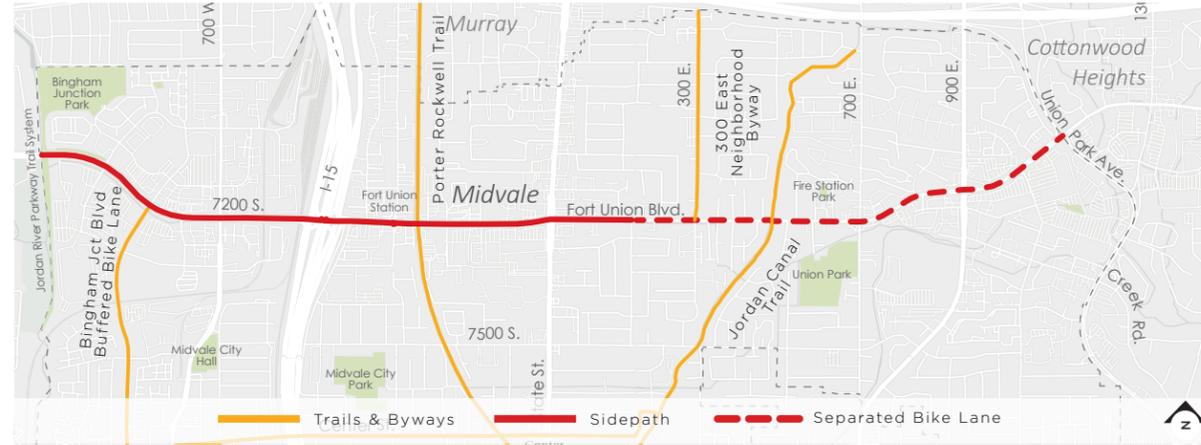
Primary

GUIDING PRINCIPLES

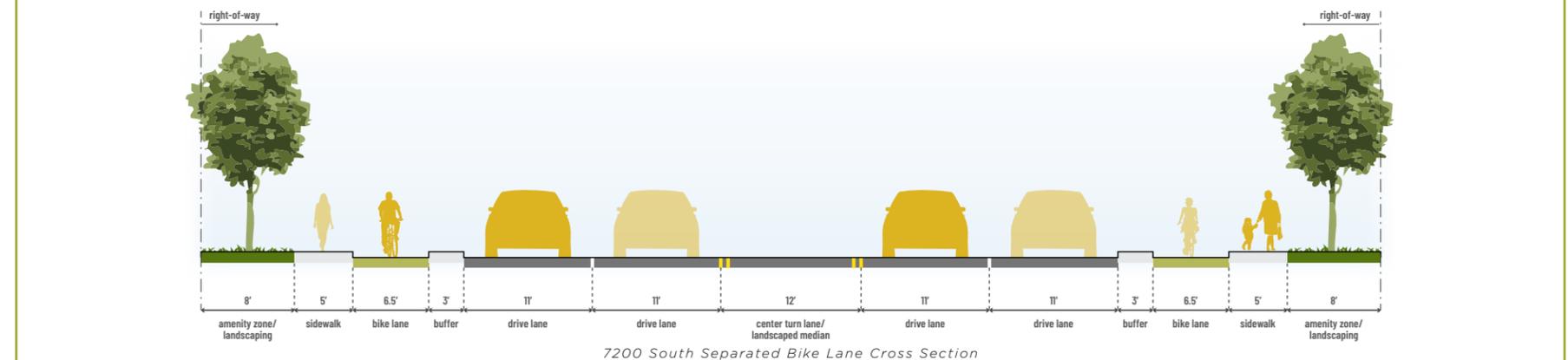
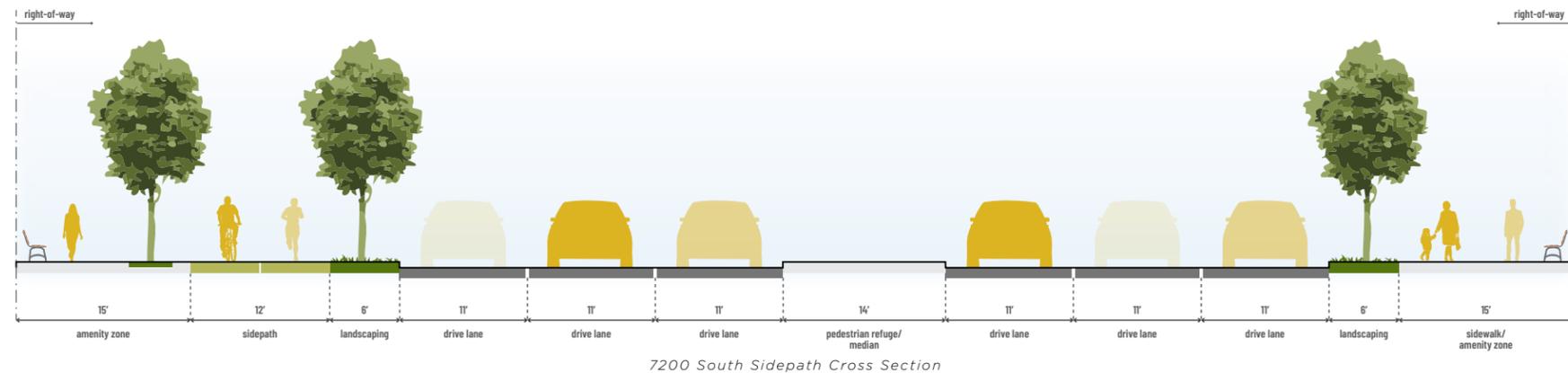


The 7200 South Trail would provide a critical east/west connection from Union and Fire Station Park to the Jordan River Trail and park system. The facility would be a sidepath from the Jordan River Trail to Ramanee Drive and transition to separated bike lanes from Ramanee Drive to Union Park Avenue.

A sidepath is a bi-directional trail that is physically separated from the roadway by a landscape buffer, while a separated bike lane is a one-way bike lane in the roadway separated from traffic by a vertical element such as a landscape buffer. Both facilities have the potential to incorporate trees and green infrastructure elements such as a bioswale.



COST	PARTNERSHIPS	TIMEFRAME	POTENTIAL FUNDING SOURCES
\$\$\$	UDOT	Long	<ol style="list-style-type: none"> 1. TIF Active 2. UTN 3. TAP 4. BUILD



Source: Alta Planning + Design

JORDAN + SALT LAKE CANAL TRAIL

NETWORK TYPE

Primary

GUIDING PRINCIPLES



RECOMMENDATIONS

The Jordan and Salt Lake Canal Trail would create a shared use path along the canal corridor and provide a critical link between two under-served areas in Midvale. The trail would also connect to several key trails like 7200 South, Porter Rockwell and Center Street, which would expand access to the greater parks and trails network of Midvale.

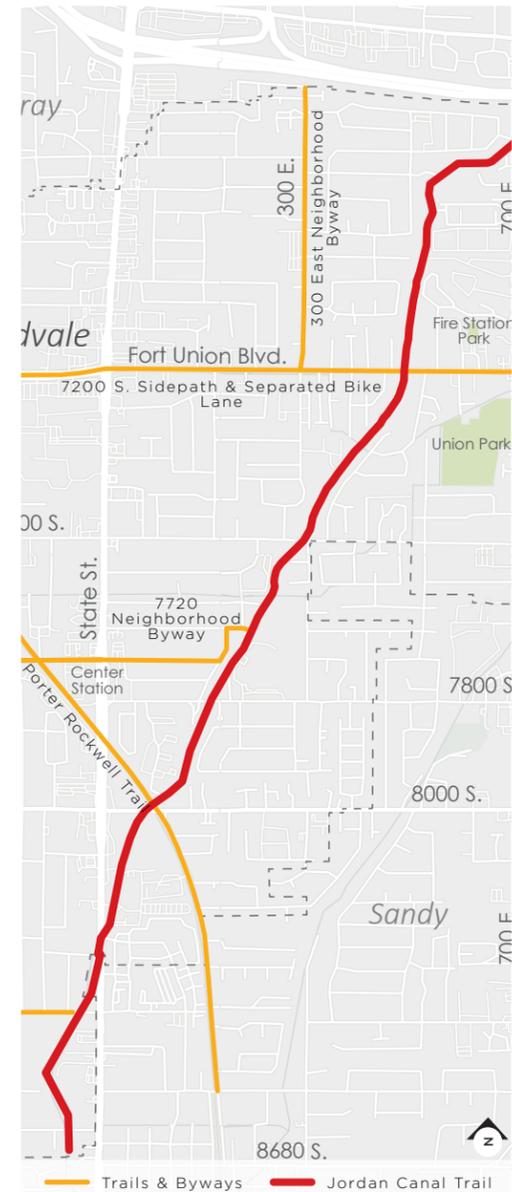
As a shared use path, the Jordan and Salt Lake Canal Trail could accommodate users of all ages and abilities and create a comfortable, trail like experience.

To accomplish this, Midvale City is working with the canal operator (SLC Public Utilities) to determine feasibility and preliminary designs.



Murdock Canal Trail in Utah County

Source: Utah State University



Trails & Byways Jordan Canal Trail

COST	PARTNERSHIPS	TIMEFRAME	POTENTIAL FUNDING SOURCES
\$\$\$	Salt Lake City Public Utilities UDOT	Long	1. TIF Active 2. TAP 3. BUILD 4. UTN

GUIDING PRINCIPLES



NETWORK TYPE

Secondary

MAIN STREET STREETScape IMPROVEMENTS

RECOMMENDATIONS

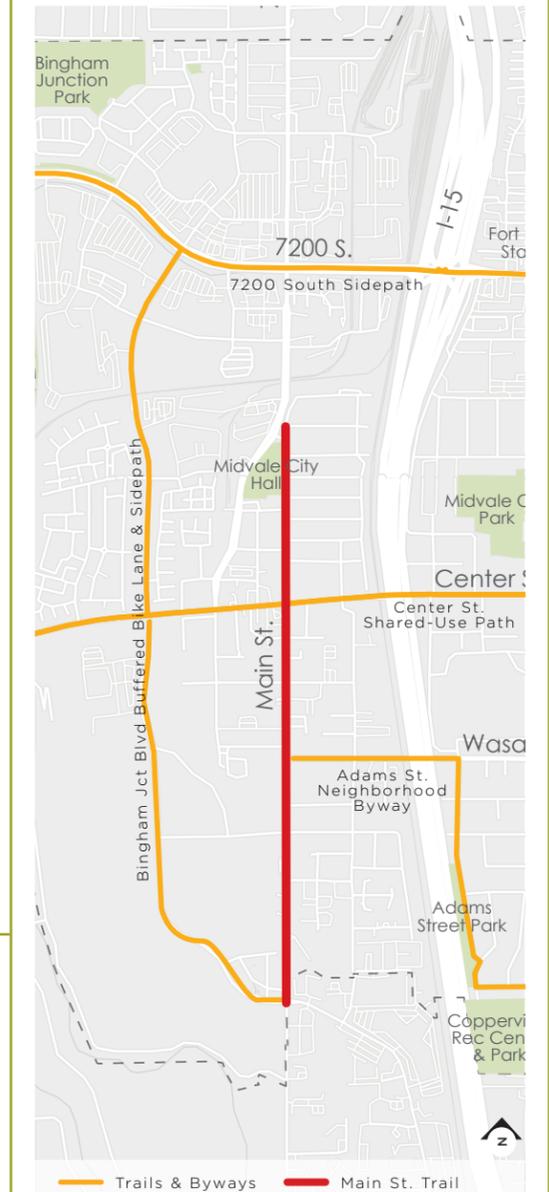
The Main Street Streetscape Improvements would provide a direct north/south connection from downtown Midvale to the Adams Street Neighborhood Byway.

Improvements would include complete streets enhancements such as buffered bike lanes, improved pedestrian crossings, curb extensions (where feasible), and enhanced street tree plantings.



Curb Extension with Tree Grate
Minneapolis, MN

Source: City of Minneapolis



Trails & Byways Main St. Trail

COST	PARTNERSHIPS	TIMEFRAME	POTENTIAL FUNDING SOURCES
\$\$\$	N/A	Medium	N/A

BINGHAM JUNCTION BLVD BUFFERED BIKE LANE & SIDEPATH

NETWORK TYPE

Primary

GUIDING PRINCIPLES



The Bingham Junction Blvd Buffered Bike Lane & Sidepath would connect users to the 7200 South, UTA Bingham Junction Station and Center Street trails. The trail would also connect to the future Jordan Bluffs Regional Park in the southwest Midvale and provide a loop from Bingham Junction through Bluffs Park to the Jordan River Parkway.

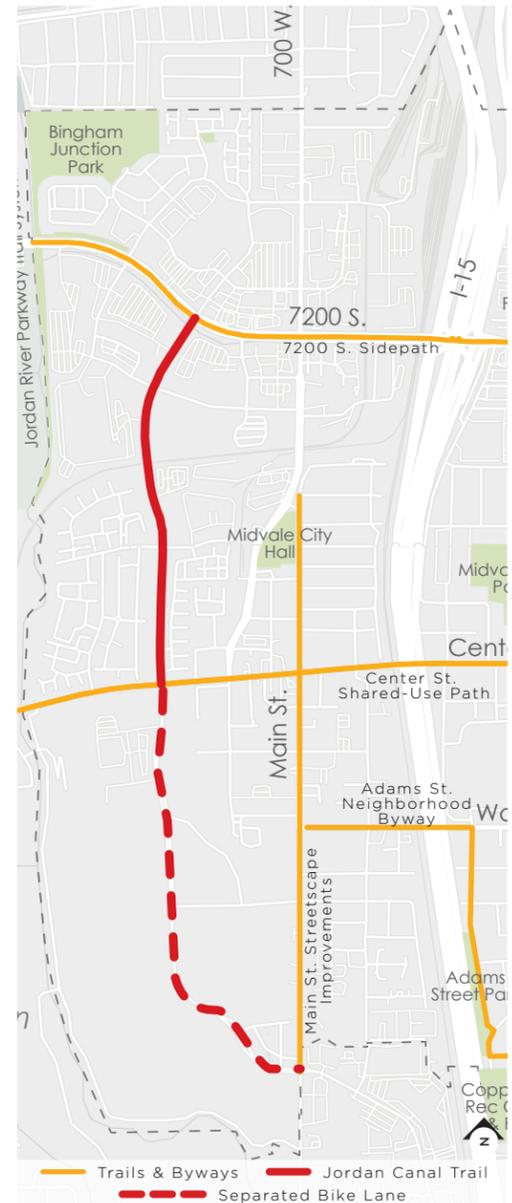
The trail facility would be a buffered bike lane from Fort Union Boulevard to Center Street. It would be located in the roadway and separated from vehicles by painted lane markings. As of summer 2025, Midvale City has secured funding for bike lane striping.

South of Center Street, the facility would transition to a shared-use path. The shared-use path would support bi-directional travel and various modes of non-motorized travel. The landscape buffer that would protect the trail from vehicular traffic could support green infrastructure improvements and the urban tree canopy.



Existing Bingham Junction Blvd

Source: Google Earth Street View



COST	PARTNERSHIPS	TIMEFRAME	POTENTIAL FUNDING SOURCES
\$\$\$	UDOT	Medium	<ol style="list-style-type: none"> 1. TIF Active 2. TAP 3. BUILD



Bingham Junction Boulevard Sidepath Rendering

Source: Alta Planning + Design

CENTER STREET SHARED-USE PATH

NETWORK TYPE

N/A

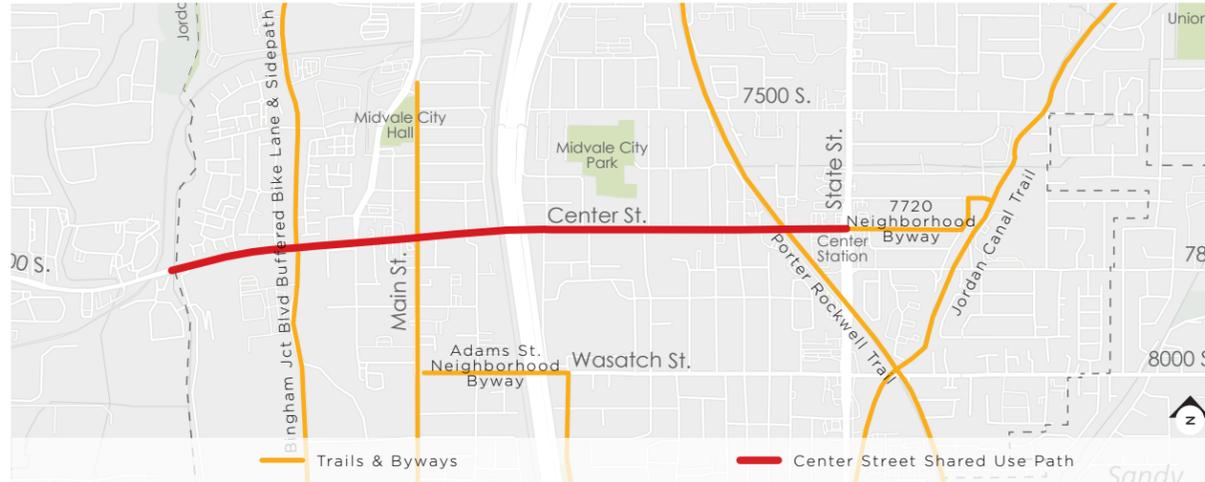
GUIDING PRINCIPLES



RECOMMENDATIONS

The Center Street Shared-Use Path would link several key destinations including Center Station, Midvale City Park, Main Street and the Jordan River Parkway. The trail would also connect to the Porter Rockwell, Main Street and Bingham Junction trails, creating a cohesive trail network across west and east Midvale.

The shared-use path would be separated from Center Street by a landscape buffer to create a high comfort experience for users of all ages and abilities similar to a linear park. As of summer 2025, Midvale City applied for and was awarded a federal RAISE grant to support the development of the Center Street Shared-Use Path.



COST	PARTNERSHIPS	TIMEFRAME	POTENTIAL FUNDING SOURCES
\$\$\$	N/A	Short	<ol style="list-style-type: none"> TIF Active UTN TAP BUILD

GUIDING PRINCIPLES



NETWORK TYPE

Primary

PORTER ROCKWELL TRAIL

RECOMMENDATIONS

The Porter Rockwell Trail would create a continuous north/south trail from Murry to Sandy City along or near the UTA TRAX Blue Line corridor. The trail would link to the existing Porter Rockwell Trail in Sandy as well as Center Station, Fort Union Station in Midvale. The trail would also connect to several key including Center Street and 7200 South.

The trail facility would likely be a combination of a shared use path and neighborhood byway. The shared use path would be located along key segments of the UTA corridor while the byways segments would take advantage of nearby neighborhood streets. Midvale City is currently conducting a study to determine the final alignment.



COST	PARTNERSHIPS	TIMEFRAME	POTENTIAL FUNDING SOURCES
\$\$\$	UTA UDOT	Long	<ol style="list-style-type: none"> TIF Active TAP BUILD UTN



ADAMS STREET NEIGHBORHOOD BYWAY

NETWORK TYPE

N/A

GUIDING PRINCIPLES



RECOMMENDATIONS

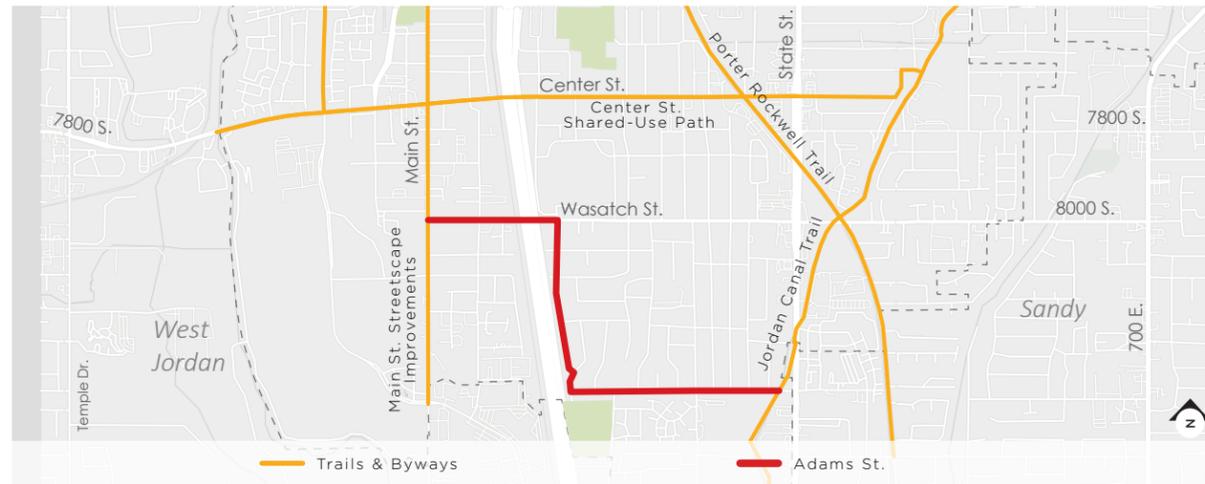
The Adams Street Neighborhood Byway would link to Adams Street Park and the Copperview Rec Center & Park and terminate at two major north/south trails in east and west Midvale. It would provide one of three trail crossings under I-15 and create a trail opportunity in a under served area in the community.

These network of streetscape improvements in conjunction with Adams Street Park would create a linear green corridor linking several community destinations. Planned improvements should include:

Wasatch Drive - buffered bike lanes, curb extensions, and enhanced street tree plantings

Adams Street - Enhanced street tree plantings

Princeton St - Neighborhood byway treatments and enhanced tree plantings.



COST	PARTNERSHIPS	TIMEFRAME	POTENTIAL FUNDING SOURCES
\$\$\$	UDOT	Medium	1. TIF Active 2. TAP 3. BUILD

GUIDING PRINCIPLES



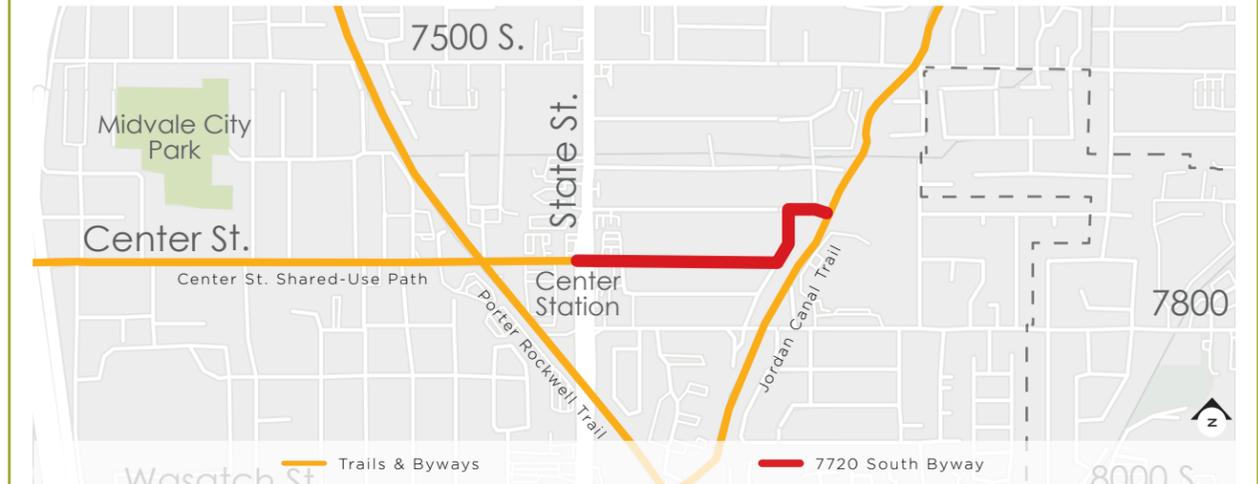
NETWORK TYPE

N/A

7720 SOUTH NEIGHBORHOOD BYWAY

RECOMMENDATIONS

The 7720 South Neighborhood Byway would link the Center Street Trail to the Jordan and Salt Lake Canal Trail as a neighborhood byway. The connection would provide access to the greater Midvale park system from the northeast to center west regions relying exclusively on the trail system.



COST	PARTNERSHIPS	TIMEFRAME	POTENTIAL FUNDING SOURCES
\$\$\$	N/A	Short	N/A

300 EAST NEIGHBORHOOD BYWAY

NETWORK TYPE

GUIDING PRINCIPLES



RECOMMENDATIONS

N/A

The 300 East Neighborhood Byway would create a north/south connection from an under served area in Midvale to the 7200 South Trail. From 7200 South, users could access the Jordan and Salt Lake Canal Trail or the Porter Rockwell Trail, which would link users to the greater park and trail network. The byway would also connect to an existing pedestrian bridge at the northern terminus, providing a safe and accessible crossing over I-215.

The 300 East Byway would take advantage of low volume and vehicular speeds to create a shared street scenario. Wayfinding and traffic calming elements may be incorporated to enhance safety and the user experience.



Curb Extension with Tree Plantings
Bloomington, IL



Neighborhood Byway
Ankeny Street, Portland, OR

COST	PARTNERSHIPS	TIMEFRAME	POTENTIAL FUNDING SOURCES
\$\$\$	N/A	Medium	N/A

EXISTING PARK SYSTEM

Midvale City's parks form the heart of the community's recreational network, offering residents access to safe, welcoming, and inclusive outdoor spaces. These parks vary in size, function, and character. From large, amenity-rich regional parks to small neighborhood pocket parks, these parks reflect the diverse needs of Midvale's residents. Together, they create an essential network of places for play, rest, gathering, and connection to nature.

As with the City's trail system, the existing park network has areas of strength as well as room for improvement. Some parks are community gathering hubs with active programming and a range of amenities, while others serve quieter roles, offering open green space or passive recreational use.

This section provides an overview of Midvale City's current park system, evaluating each park's existing conditions, strengths, challenges, and opportunities for future improvement. These evaluations help inform targeted recommendations to enhance usability, accessibility, ecological value, and community benefit across the park network. The recommendations aim to revitalize existing parks, extend their usefulness, and better align them with community needs and the latest recreational standards.

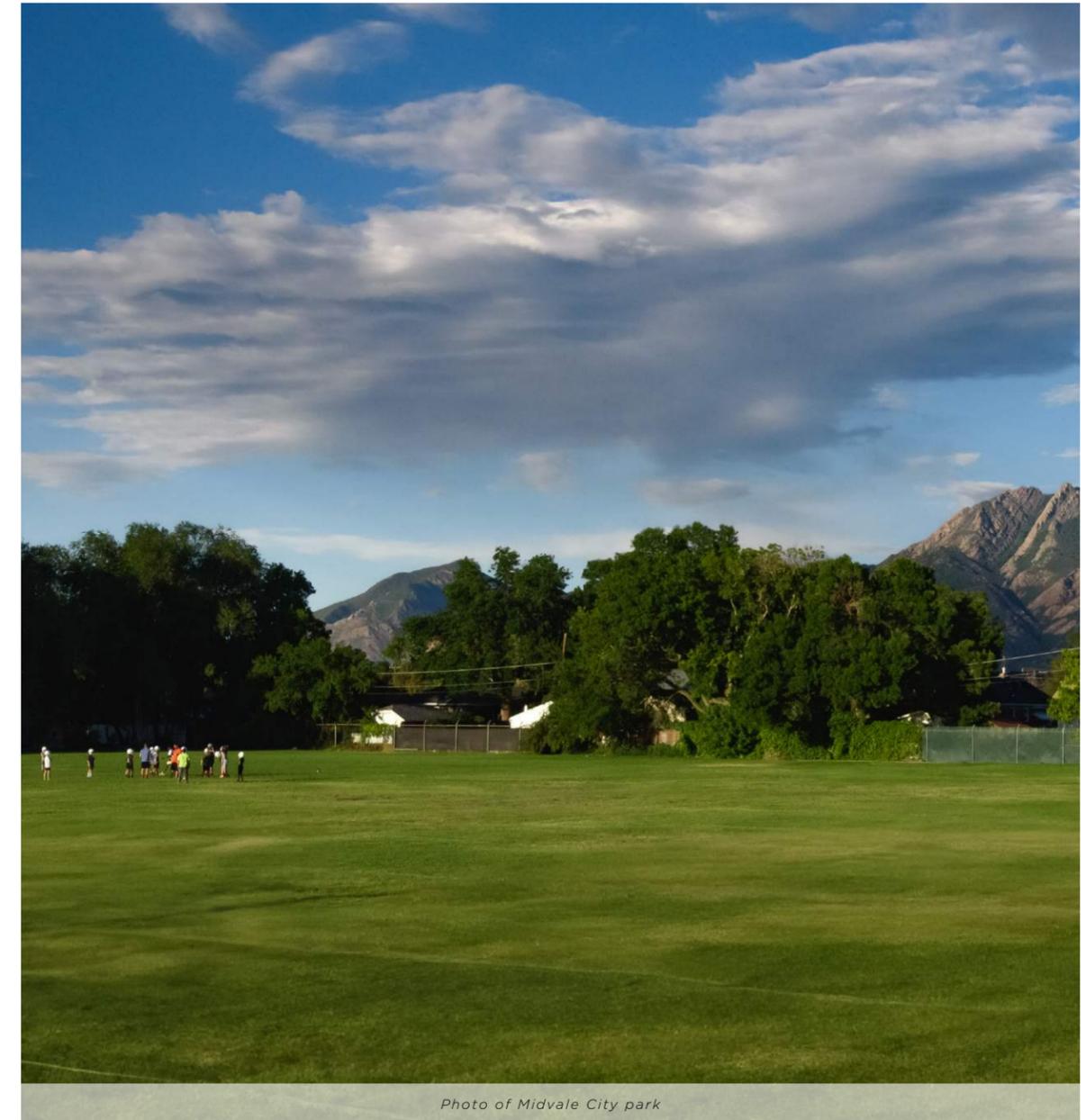
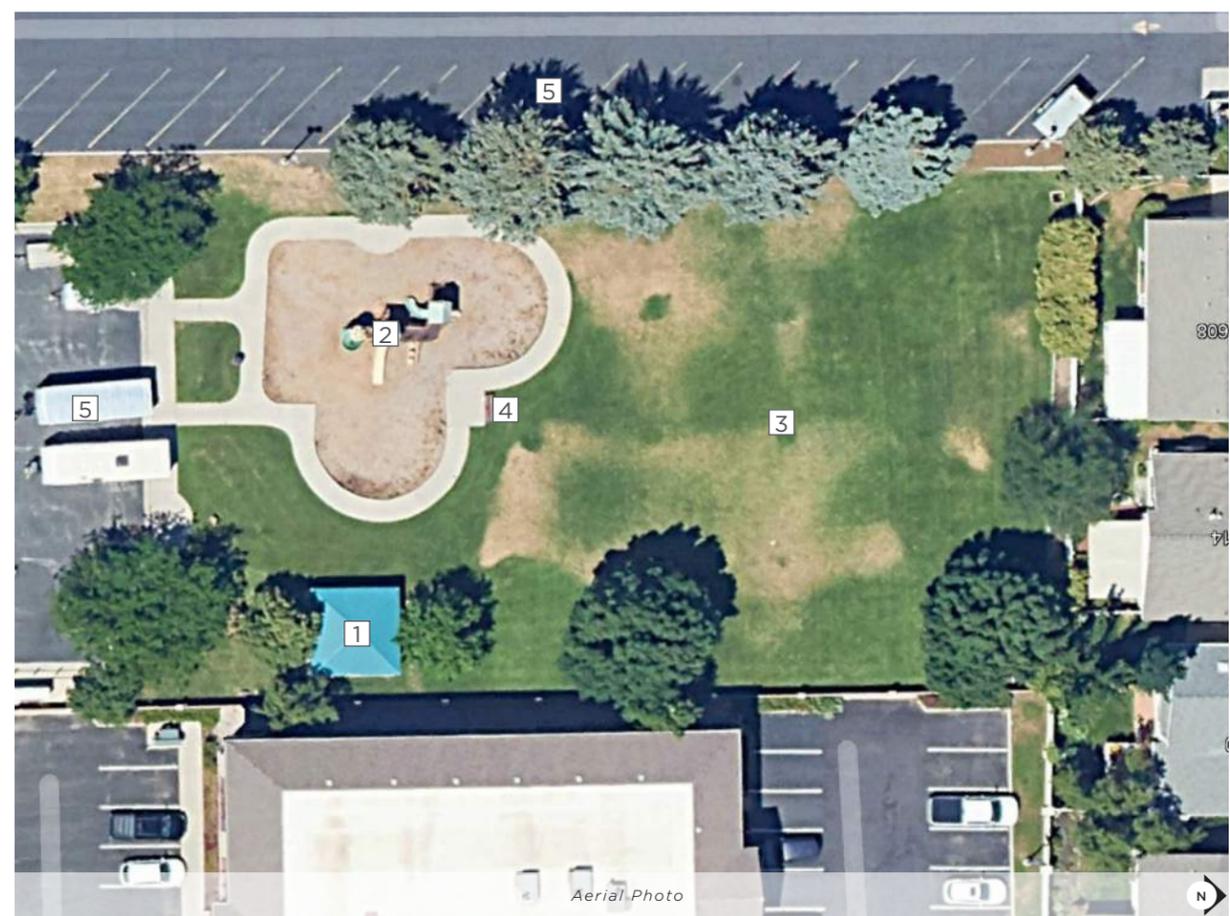


Photo of Midvale City park

Source: Midvale City

FIRE STATION PARK		ADDRESS	607 Fort Union Blvd	OWNER	Salt Lake Valley Fire Service	NOTES	Small pocket park behind Unified Fire Authority Station #126.
EXISTING CONDITIONS		SIZE	0.60 acres	MAINTAINER	Midvale City		



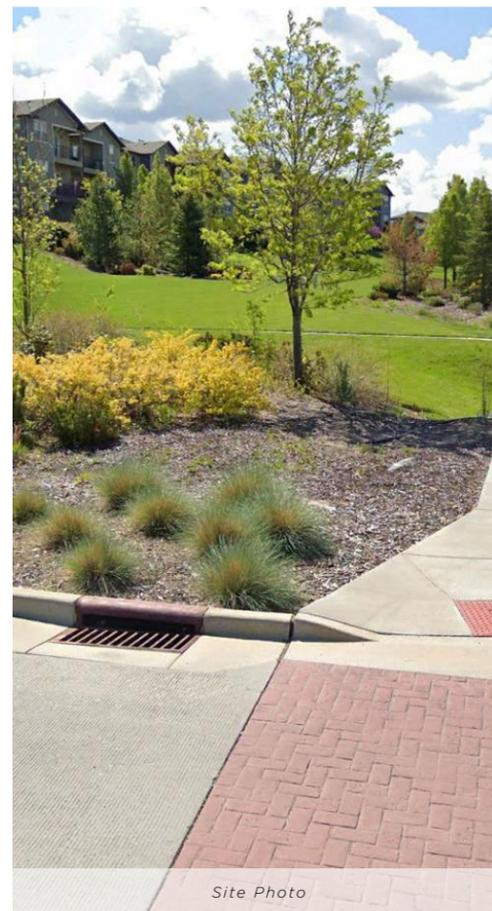
EXISTING AMENITIES	ASSETS	WEAKNESSES	OPPORTUNITIES
<ul style="list-style-type: none"> 1 Small Pavilion / Picnic Area 2 Playground 3 Grass Area 4 Signage 5 Parking 	<ul style="list-style-type: none"> • Quiet, Secluded • Mature shade trees • Hidden gem 	<ul style="list-style-type: none"> • Lack of visibility • Not well advertised • Limited expansion or improvement opportunities 	<ul style="list-style-type: none"> • Preserve as-is • Promote with the public

PROJECT TYPE	Local	TIME FRAME	Medium	PRIORITY	Medium	FIRE STATION PARK	
COST	\$\$\$	IMPACT	Medium			RECOMMENDATIONS	



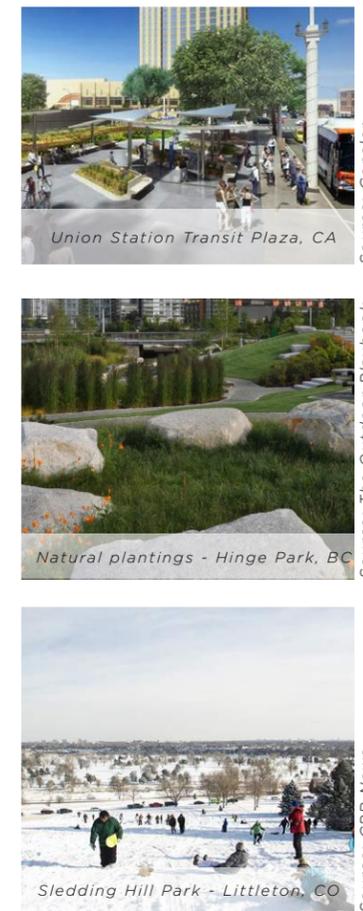
PARTNERSHIPS	GUIDING PRINCIPLES	RECOMMENDATIONS
<ul style="list-style-type: none"> • Unified Fire Authority 		<ul style="list-style-type: none"> 1 Update playground equipment. 2 Consider more trails around site. 3 More seating, tables, etc... <ul style="list-style-type: none"> • Increased signage / wayfinding. • Signage from 7200 South & 700 East.

FLORENTINE VILLAS		ADDRESS	OWNER	MIDVALE CITY	NOTES
EXISTING CONDITIONS		Tuscany View Rd & Bingham Junction Blvd			
		SIZE	MAINTAINER		Currently not a defined or named park
		1.66 acres			



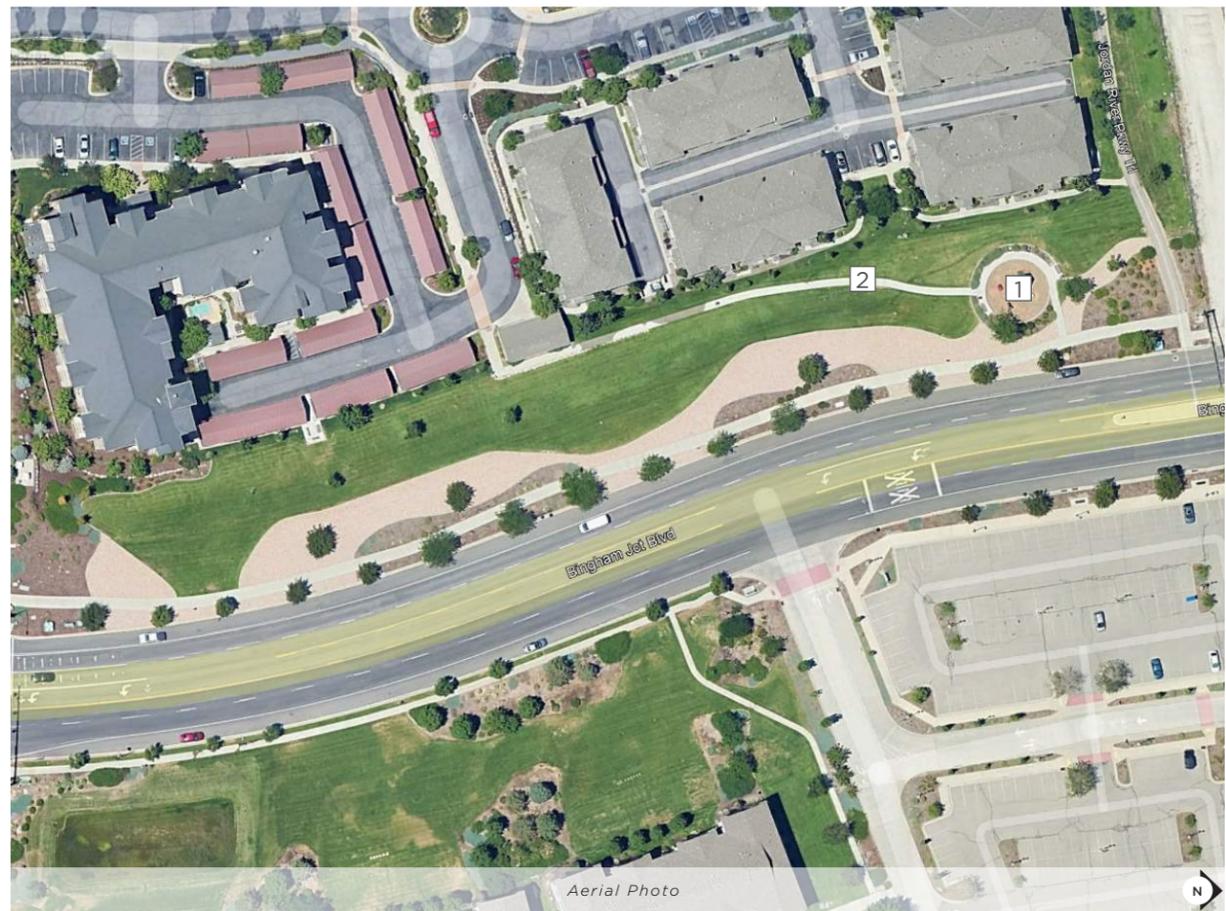
EXISTING AMENITIES	ASSETS	WEAKNESSES	OPPORTUNITIES
<ul style="list-style-type: none"> 1 Grass Area 2 Walking Path 	<ul style="list-style-type: none"> Well-maintained variety of landscape types Buffer between residential uses and Bingham Junction Blvd Used as a sledding hill when snowy 	<ul style="list-style-type: none"> Limited-to-no amenities Dominated by storm water facilities Landlocked 	<ul style="list-style-type: none"> Space to introduce more amenities

PROJECT TYPE	Local	TIME FRAME	Medium	PRIORITY	?	FLORENTINE VILLAS
COST	\$\$\$	IMPACT	Medium	RECOMMENDATIONS		



PARTNERSHIPS	GUIDING PRINCIPLES	RECOMMENDATIONS
<ul style="list-style-type: none"> Property Owners 		<ul style="list-style-type: none"> 1 Pathway around the open space area. 2 Add amenities due to proximity to transit station (i.e. seating, shade, bike repair). <ul style="list-style-type: none"> Revise the landscape to be low water-use and drought-resistant. Signage from Bingham Junction Blvd. & Center St.

TALAVERA PARK		ADDRESS	1004 Tuscany View Rd	OWNER	Midvale City	NOTES	Not a named park
EXISTING CONDITIONS		SIZE	1.79	MAINTAINER			



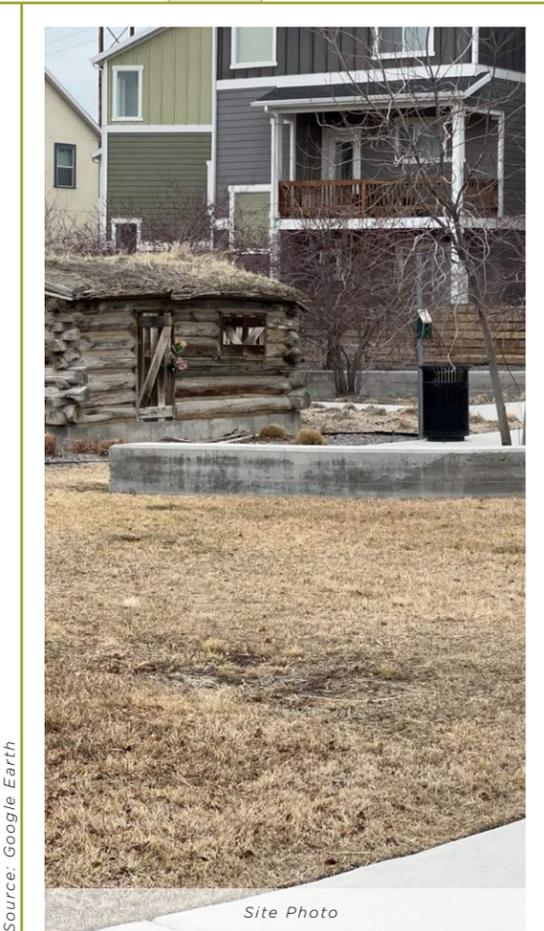
EXISTING AMENITIES	ASSETS	WEAKNESSES	OPPORTUNITIES
<ul style="list-style-type: none"> 1 Playground 2 Walking paths • Benches 	<ul style="list-style-type: none"> • Access to trail network, Bingham Junction & Jordan River 	<ul style="list-style-type: none"> • Limited amenities • Limited shade 	<ul style="list-style-type: none"> • Room to add more amenities if needed

PROJECT TYPE	Local	TIME FRAME	Long	PRIORITY	Low	TALAVERA PARK
COST	\$\$\$	IMPACT	Medium			RECOMMENDATIONS



PARTNERSHIPS	GUIDING PRINCIPLES	RECOMMENDATIONS
<ul style="list-style-type: none"> • Utah Transit Authority (UTA) 		<ul style="list-style-type: none"> 1 Consider biking amenities due to transit station proximity. 2 Add more site furnishing 3 Update/enlarge playground. 4 Replace grass from some areas. 5 Consider more trails/pathways West. <ul style="list-style-type: none"> • Address steep conditions. • Signage from Bingham Junction Blvd. & Center St. • Extend pathway to South. • Update amenities.

FOUNDERS POINT		ADDRESS	7670 Holden St	OWNER	Midvale City	NOTES	Part of a new neighborhood featuring a relocated pioneer's home.
EXISTING CONDITIONS		SIZE	1.10 acres	MAINTAINER			



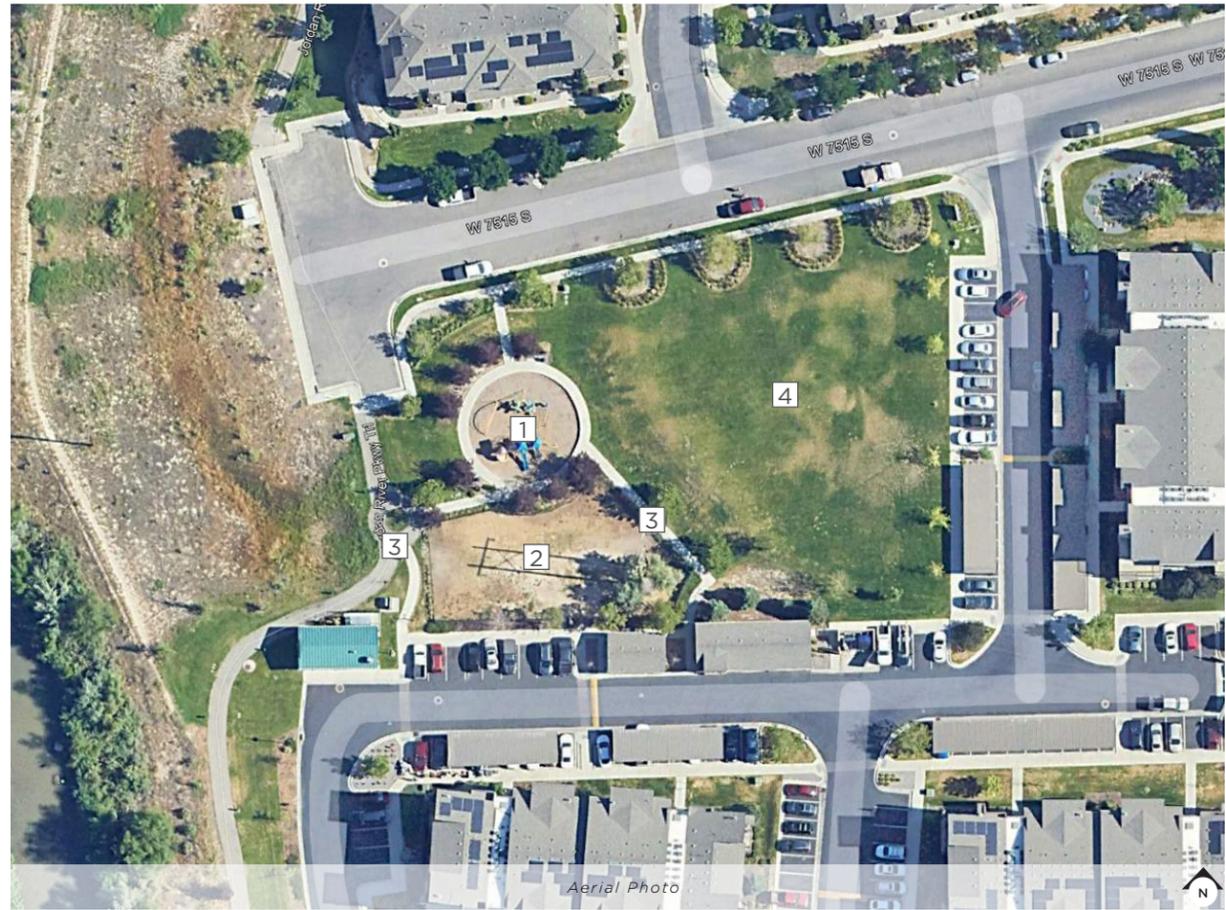
EXISTING AMENITIES	ASSETS	WEAKNESSES	OPPORTUNITIES
<ul style="list-style-type: none"> 1 Small Pavilion / Picnic Area 2 Grass Area 3 Walking Paths 4 Benches 5 Historic Feature 	<ul style="list-style-type: none"> • Well developed and design pocket park 	<ul style="list-style-type: none"> • Lack of visibility • Limited expansion or improvement opportunities 	<ul style="list-style-type: none"> • Signage / Branding

PROJECT TYPE	Local	TIME FRAME	Short	PRIORITY	Low	FOUNDERS POINT
COST	\$\$\$	IMPACT	Medium			RECOMMENDATIONS



PARTNERSHIPS	GUIDING PRINCIPLES	RECOMMENDATIONS
<ul style="list-style-type: none"> • Property Owners 		<ul style="list-style-type: none"> 1 Signage from Bingham Junction Blvd. & Center St. • Address parking availability if possible.

LEGACY PARK		ADDRESS	N/A	OWNER	Midvale City	NOTES	Not a named park
EXISTING CONDITIONS		SIZE	1.12 acres	MAINTAINER			



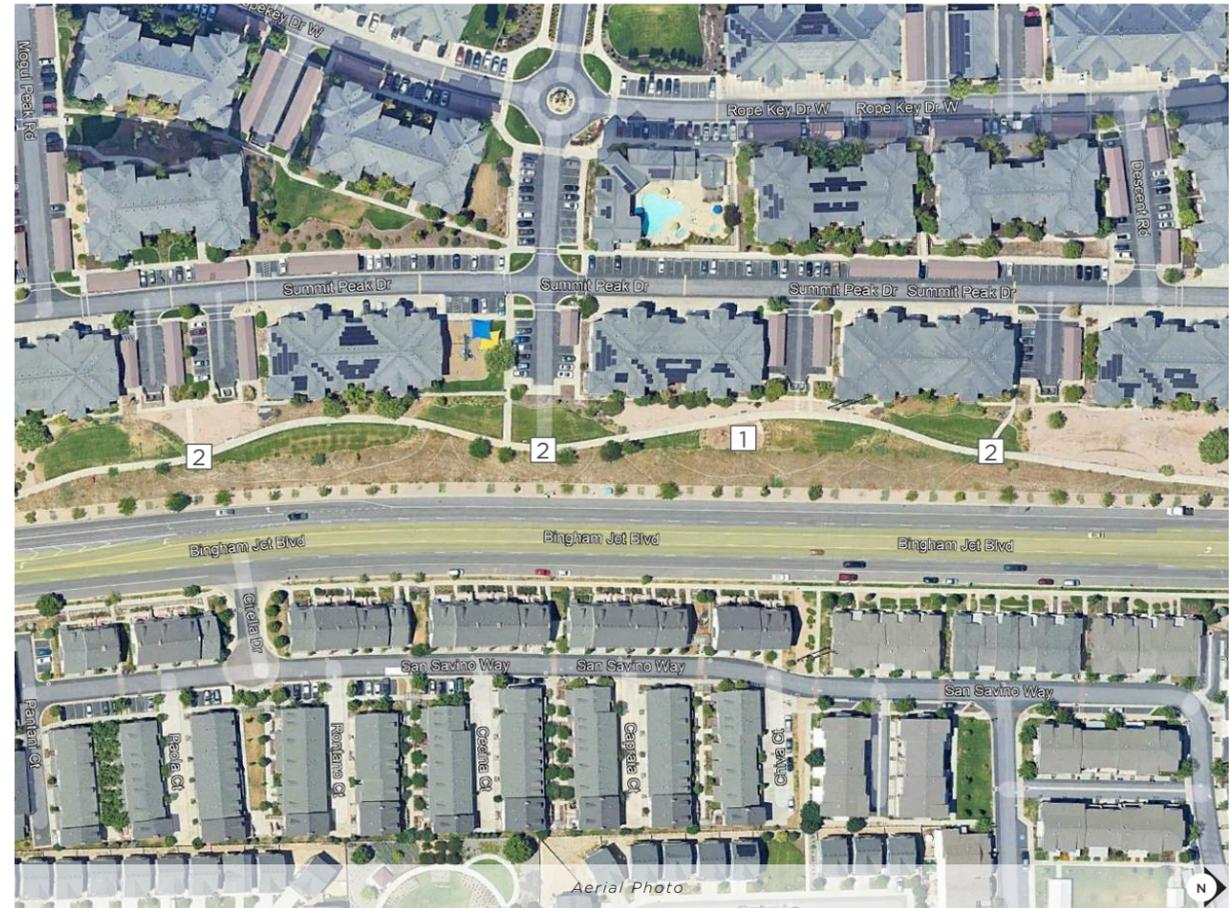
EXISTING AMENITIES	ASSETS	WEAKNESSES	OPPORTUNITIES
<ul style="list-style-type: none"> 1 Playground 2 Dog Park 3 Walking paths 4 Grass area 	<ul style="list-style-type: none"> • Variety of amenities within a small area • Adjacent to Jordan River frontage 	<ul style="list-style-type: none"> • No picnic facilities • Limited to no shade • Power lines 	<ul style="list-style-type: none"> • Additional shade • Naming and signage

PROJECT TYPE	Local	TIME FRAME	Short	PRIORITY	Low	LEGACY PARK	
COST	\$\$\$	IMPACT	Medium			RECOMMENDATIONS	



PARTNERSHIPS	GUIDING PRINCIPLES	RECOMMENDATIONS
<ul style="list-style-type: none"> • Property Owners 		<ul style="list-style-type: none"> 1 Upgrade playground equipment. 2 More dog park amenities. <ul style="list-style-type: none"> • Better access to Jordan River Trail. • Add pathway around upper lawn area. • Signage from Bingham Junction Boulevard & Center Street.

SAN MORITZ PARK		ADDRESS	902 S Ctr Sq	OWNER	Midvale City	NOTES	Not currently a named park
EXISTING CONDITIONS		SIZE	3.06 acres	MAINTAINER			



EXISTING AMENITIES	ASSETS	WEAKNESSES	OPPORTUNITIES
<ol style="list-style-type: none"> 1 Playground 2 Walking path <ul style="list-style-type: none"> • Benches 	<ul style="list-style-type: none"> • Grade change creates a buffer from Bingham Jct Blvd. 	<ul style="list-style-type: none"> • Not well known outside of adjacent neighborhood 	<ul style="list-style-type: none"> • More shade • Signage / Branding

PROJECT TYPE	Neighborhood	TIME FRAME	Medium	PRIORITY	Low	SAN MORITZ PARK	
COST	\$\$\$	IMPACT	Medium			RECOMMENDATIONS	



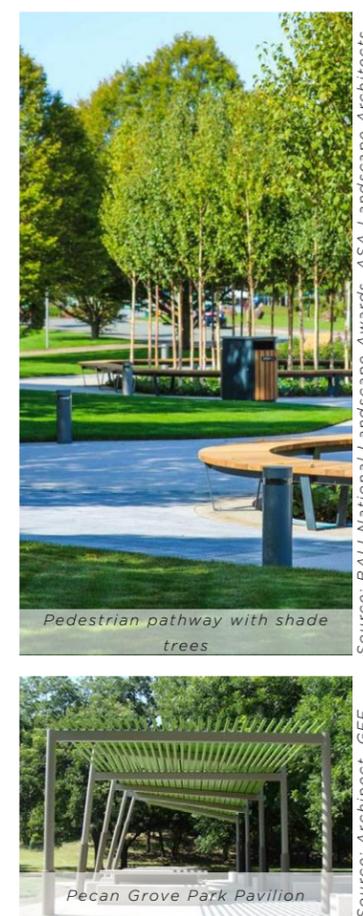
PARTNERSHIPS	GUIDING PRINCIPLES	RECOMMENDATIONS
<ul style="list-style-type: none"> • Property owners 		<ol style="list-style-type: none"> 1 Update plantings & equipment. 2 Increase seating areas.

SEGHINI POCKET PARK		ADDRESS	7744 S 600 W	OWNER	Salt Lake Valley Fire Service	NOTES
EXISTING CONDITIONS		SIZE	1.00 acres	MAINTAINER	Midvale City	



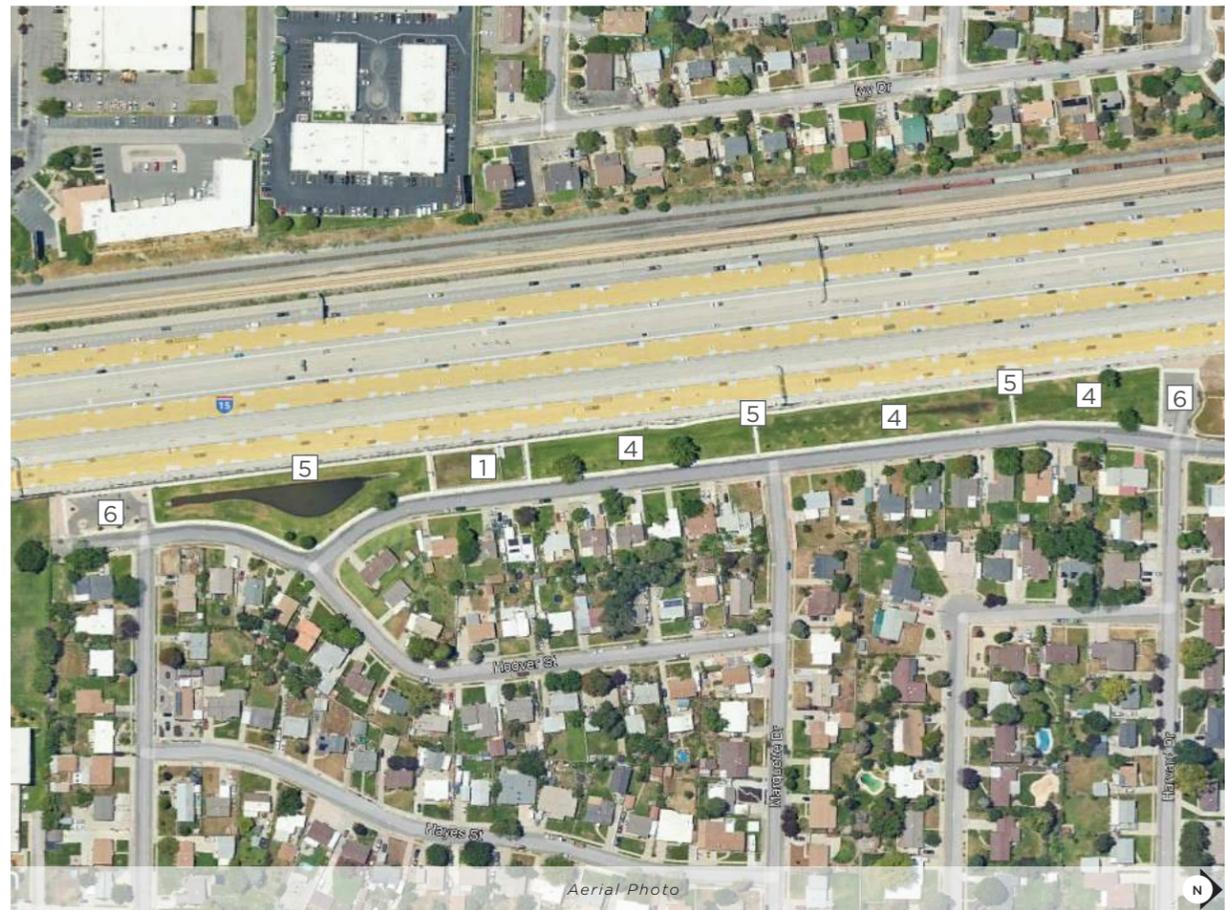
EXISTING AMENITIES	ASSETS	WEAKNESSES	OPPORTUNITIES
<ul style="list-style-type: none"> 1 Walking Paths 2 Benches & Tables 3 Grass Area 	<ul style="list-style-type: none"> • Location creates relief in a busy area on Center Street 	<ul style="list-style-type: none"> • Limited amenities • Limited shade 	<ul style="list-style-type: none"> • Room for additional amenities • Signage / Branding

PROJECT TYPE	Local	TIME FRAME	Short	PRIORITY	Low	SEGHINI POCKET PARK	
COST	\$\$\$	IMPACT	Small			RECOMMENDATIONS	



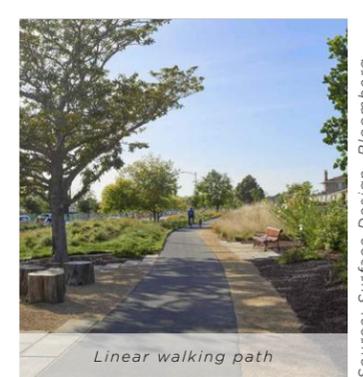
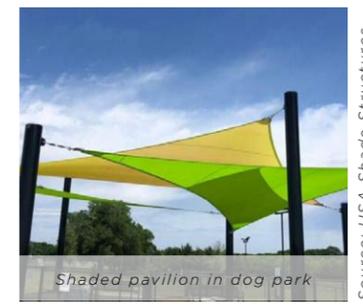
PARTNERSHIPS	GUIDING PRINCIPLES	RECOMMENDATIONS
<ul style="list-style-type: none"> • Unified Fire Authority 		<ul style="list-style-type: none"> 1 Add more shade trees. 2 Replace / reduce gravel areas to incorporate more water-wise plantings. 3 Add a pavilion. 4 Increase connecting pathways.

ADAMS STREET PARK		ADDRESS	457 Harvard Cir	OWNER	UDOT	NOTES	Linear park, once home lots that were converted to park areas with the expansion of I-15.
EXISTING CONDITIONS		SIZE	3.30 acres	MAINTAINER	Midvale City		



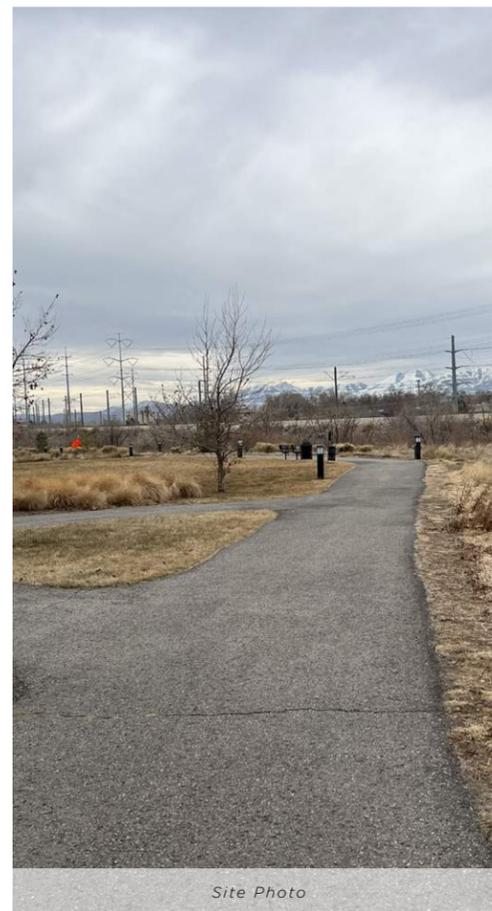
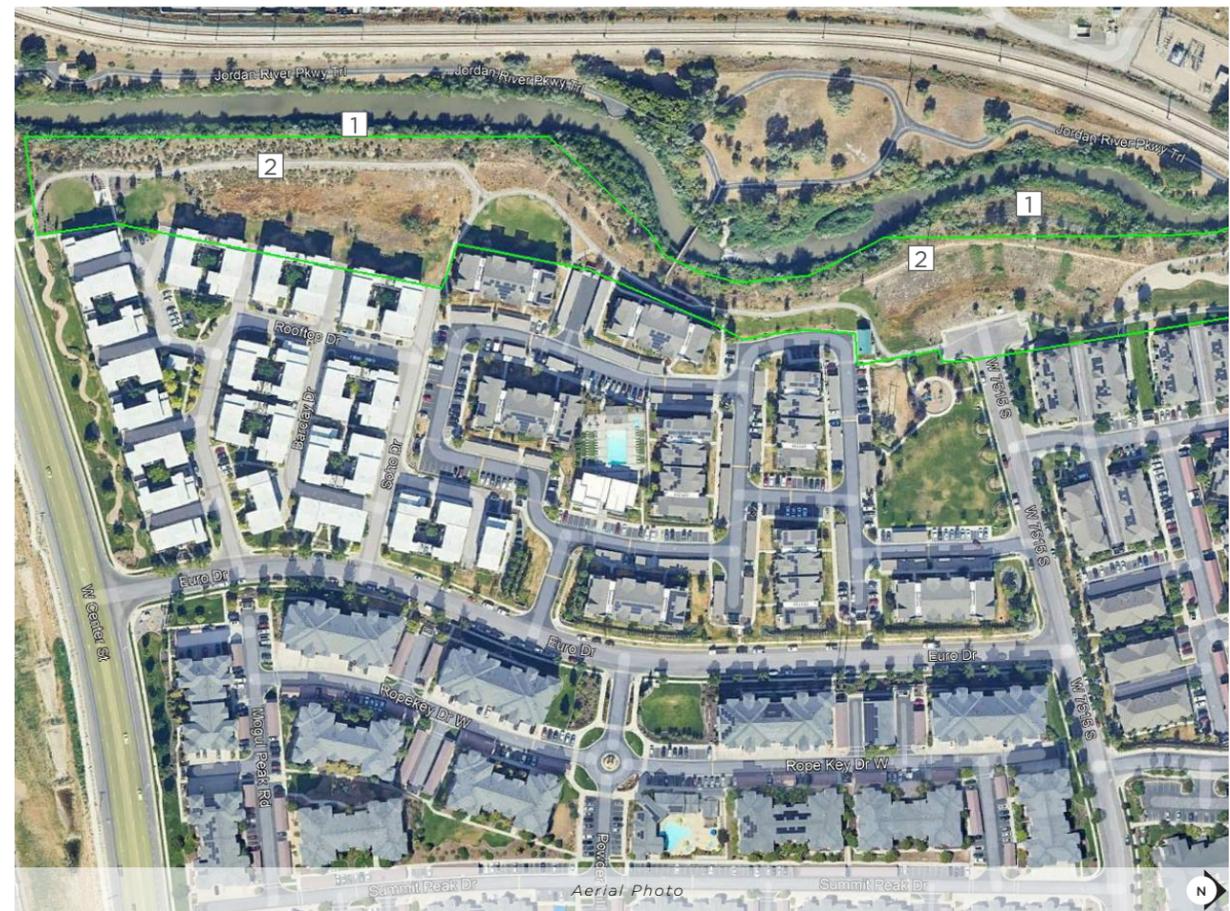
EXISTING AMENITIES	ASSETS	WEAKNESSES	OPPORTUNITIES
<ol style="list-style-type: none"> 1 Dog Park 2 Grass Areas 3 Walking Paths 4 Off-Street Parking <ul style="list-style-type: none"> • Benches • Lighting 	<ul style="list-style-type: none"> • Walking path network with benches & lighting • Ample parking • Newer dog park 	<ul style="list-style-type: none"> • Highway noise • No playground • No pavilion or shelter • Few trees 	<ul style="list-style-type: none"> • Room for additional amenities such as courts, playground, and pavilion / picnic area • Landscape improvement, shade trees

PROJECT TYPE	Neighborhood	TIME FRAME	Short	PRIORITY	Medium	ADAMS STREET PARK	
COST	\$\$\$	IMPACT	Medium			RECOMMENDATIONS	



PARTNERSHIPS	GUIDING PRINCIPLES	RECOMMENDATIONS
<ul style="list-style-type: none"> • UDOT • Salt Lake County 		<ol style="list-style-type: none"> 1 Expand & improve dog park. 2 Consider better integration with Copperview Recreation Center. 3 Add pickleball or basketball courts. 4 More tables and seating. <ul style="list-style-type: none"> • Increase sound barrier from I-15. • Add more shade trees especially along highway interface.

JORDAN RIVER OPEN SPACE		ADDRESS	N/A	OWNER	Midvale City	NOTES	An improved open space with some amenities near the Jordan River Trail
EXISTING CONDITIONS		SIZE	10.42 acres	MAINTAINER			



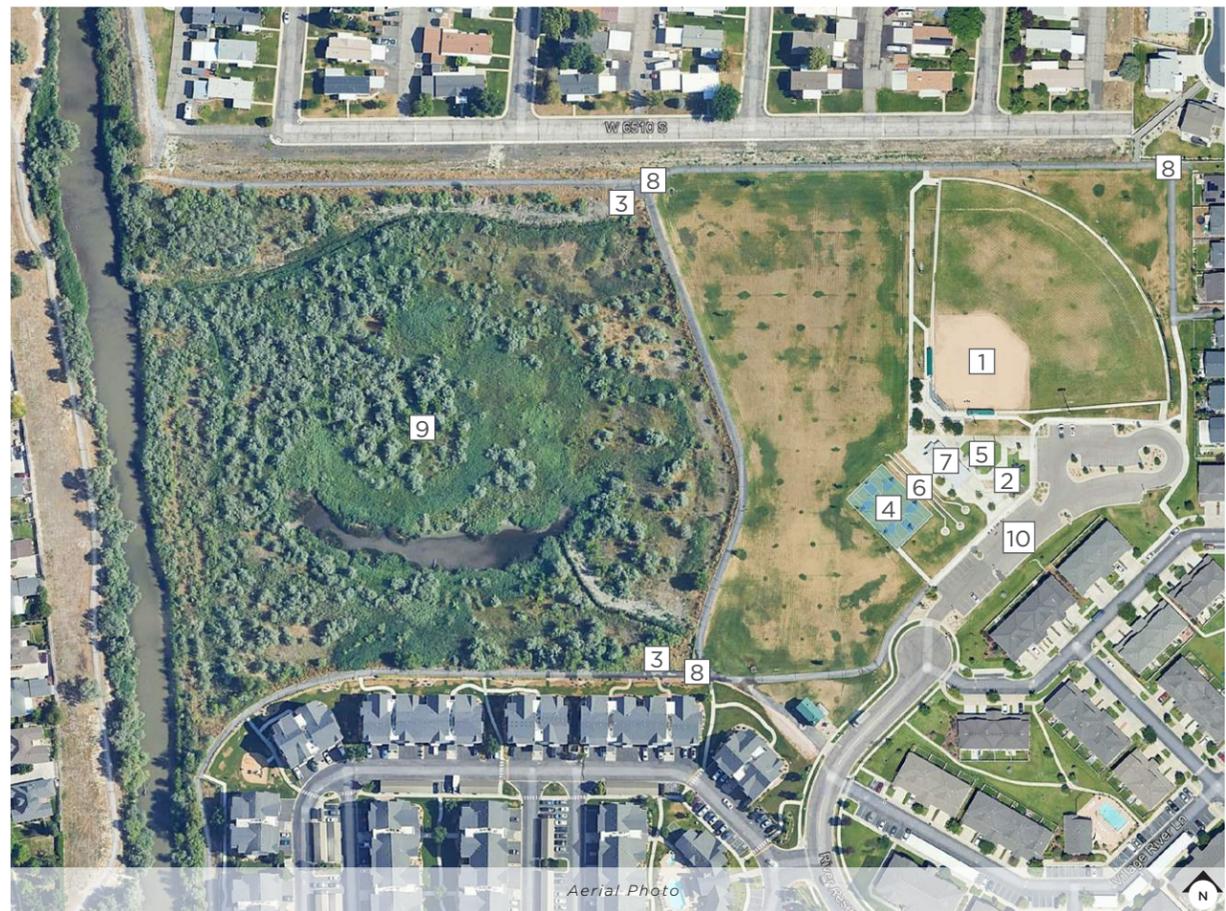
EXISTING AMENITIES	ASSETS	WEAKNESSES	OPPORTUNITIES
<ul style="list-style-type: none"> 1 Jordan River frontage 2 Walking paths 3 Benches 4 Lighting 	<ul style="list-style-type: none"> • Bridge across river to regional trail • Improved riverfront edge 	<ul style="list-style-type: none"> • No restrooms • No picnic facilities 	<ul style="list-style-type: none"> • Room for additional amenities

PROJECT TYPE	Open Space	TIME FRAME	Short	PRIORITY	Medium	JORDAN RIVER OPEN SPACE	
COST	\$\$\$	IMPACT	Medium			RECOMMENDATIONS	



PARTNERSHIPS	GUIDING PRINCIPLES	RECOMMENDATIONS
<ul style="list-style-type: none"> • Jordan River Commission 		<ul style="list-style-type: none"> 1 More amenities (exercise equipment, tables, & benches) 2 Smaller pavilions. • Better connection to Legacy Park. • More educational signage. • Include public art.

BINGHAM JUNCTION PARK		ADDRESS	6980 S. River Reserve Ct.	OWNER	Midvale City	NOTES	Features some areas of open space adjacent to the Jordan River
EXISTING CONDITIONS		SIZE	24.57 acres	MAINTAINER			



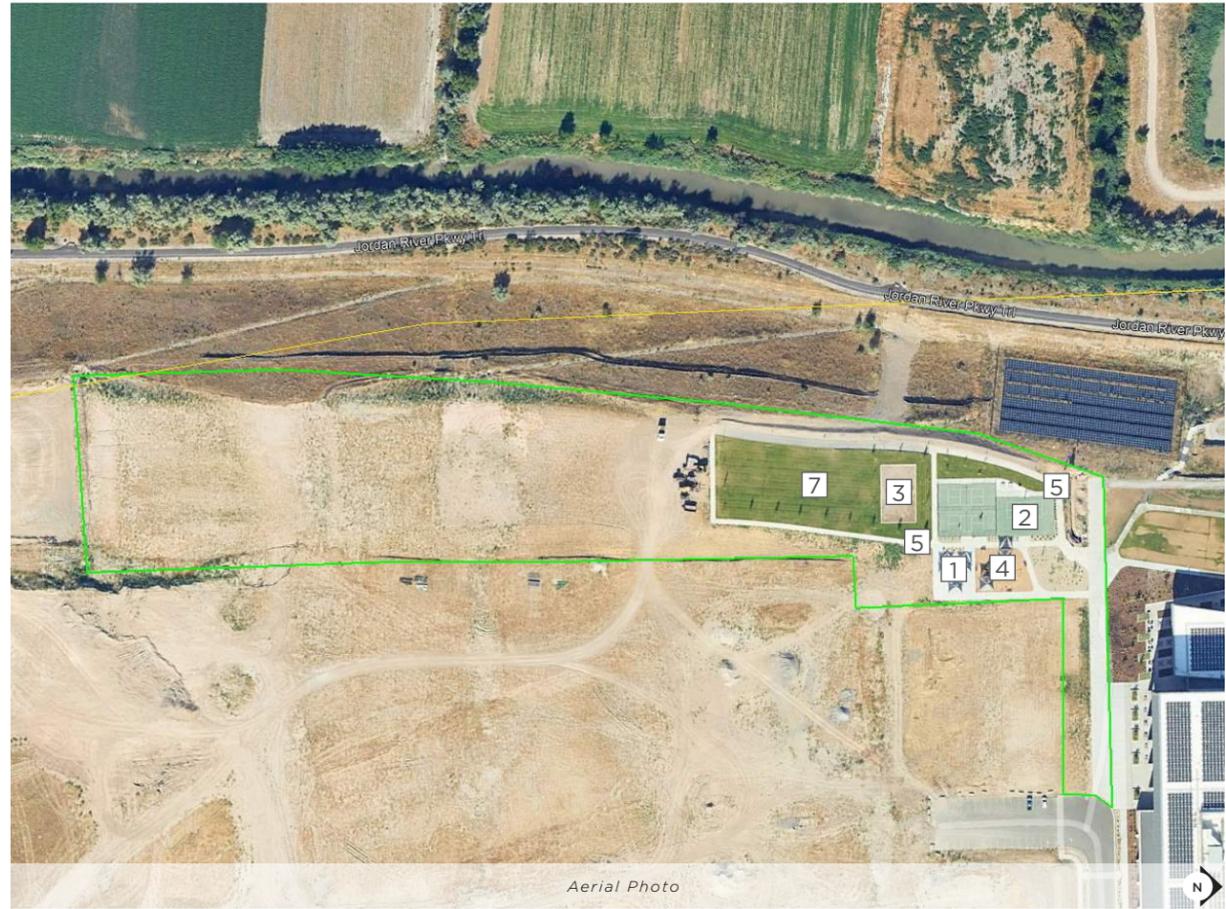
EXISTING AMENITIES		ASSETS	WEAKNESSES	OPPORTUNITIES
1	Baseball field	6	Spectator seating	<ul style="list-style-type: none"> • Bridge to regional Jordan River Trail at northwest • Landscape improvements (ie, trees and essential turf) • Wetlands open space accessibility / intensification
2	Large & small pavilions	7	Restrooms	
3	2 shelters	8	Walking trails	
4	Basketball courts	9	Open space (wetlands)	
5	Playground	10	Off-street parking	
			<ul style="list-style-type: none"> • Well used & connected with extensive trails • Upgraded baseball facility with bleachers & lighting • Large grass areas • Wetland open space 	<ul style="list-style-type: none"> • Difficult to expand (edge of city limits, wetlands, storm water detention) • Trail dead ends northwest • Few trees.

PROJECT TYPE	Neighborhood	TIME FRAME	Short	PRIORITY	High	BINGHAM JUNCTION PARK	
COST	\$\$\$	IMPACT	Medium			RECOMMENDATIONS	



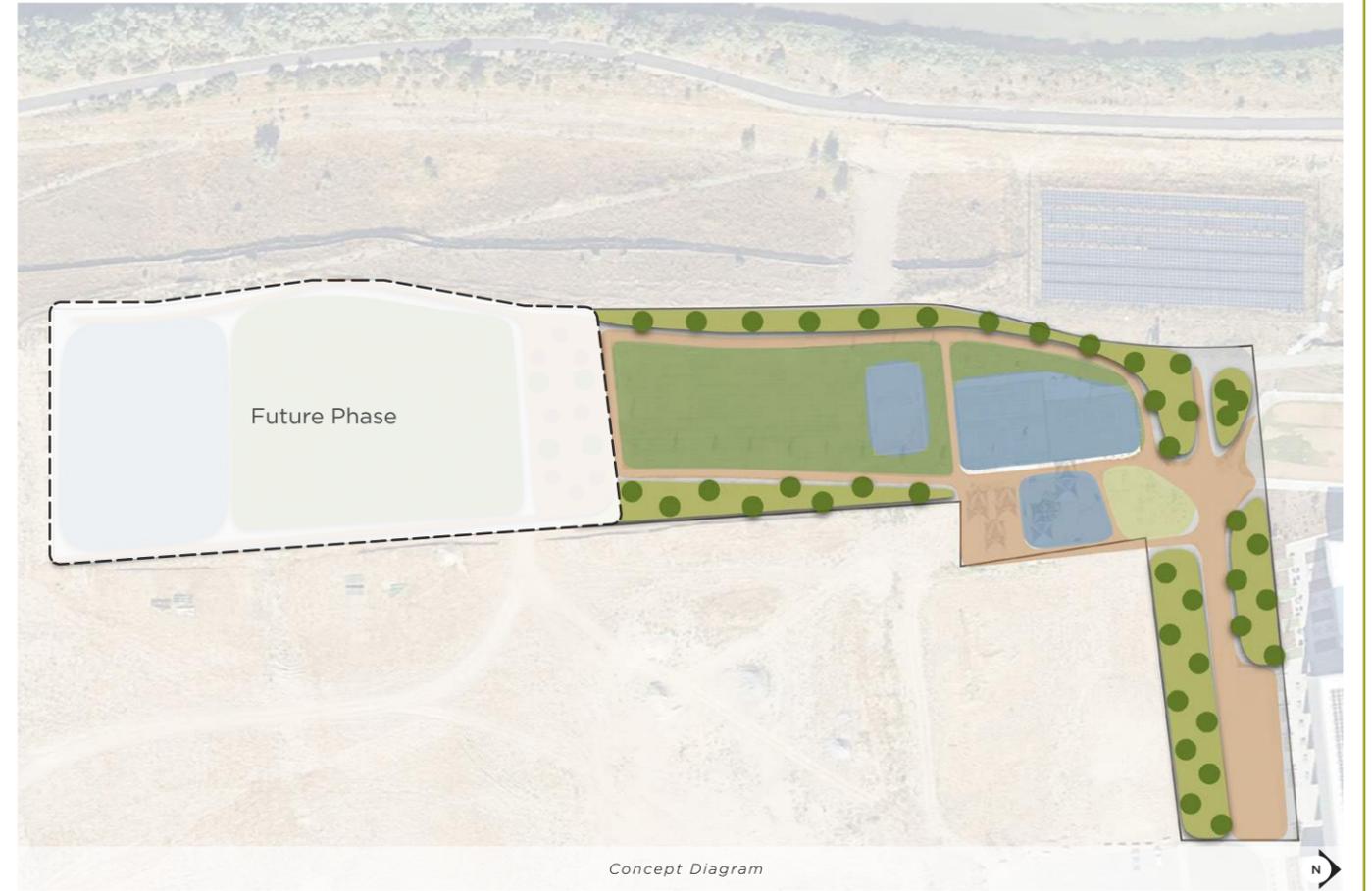
PARTNERSHIPS	GUIDING PRINCIPLES	RECOMMENDATIONS
<ul style="list-style-type: none"> • Jordan River Commission • Midvale Arts Council • Murray City • West Jordan City 		<ol style="list-style-type: none"> 1 Current amphitheater expansion. 2 Consider additional pathways/boardwalks to West following the Jordan River Trail 3 More seating. 4 Educational signage about natural areas & water. <ul style="list-style-type: none"> • Better connections to the North. • More playgrounds & sports courts. • Update restrooms and trail kiosk. • More raised trails through the wetlands. • Increase number of shade trees.

JORDAN BLUFFS PARK		ADDRESS	7998 Bingham Jct Blvd	OWNER	Midvale City	NOTES	Phase 1 is complete, with approximate 3.5 acres out of 4.55 acres. The park is planned to extend over 15 acres South.
EXISTING CONDITIONS		SIZE	3.50 acres	MAINTAINER			



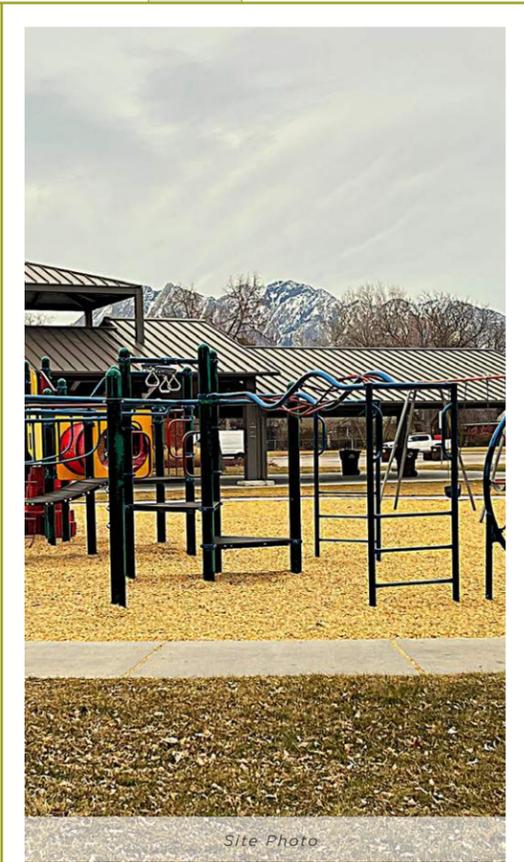
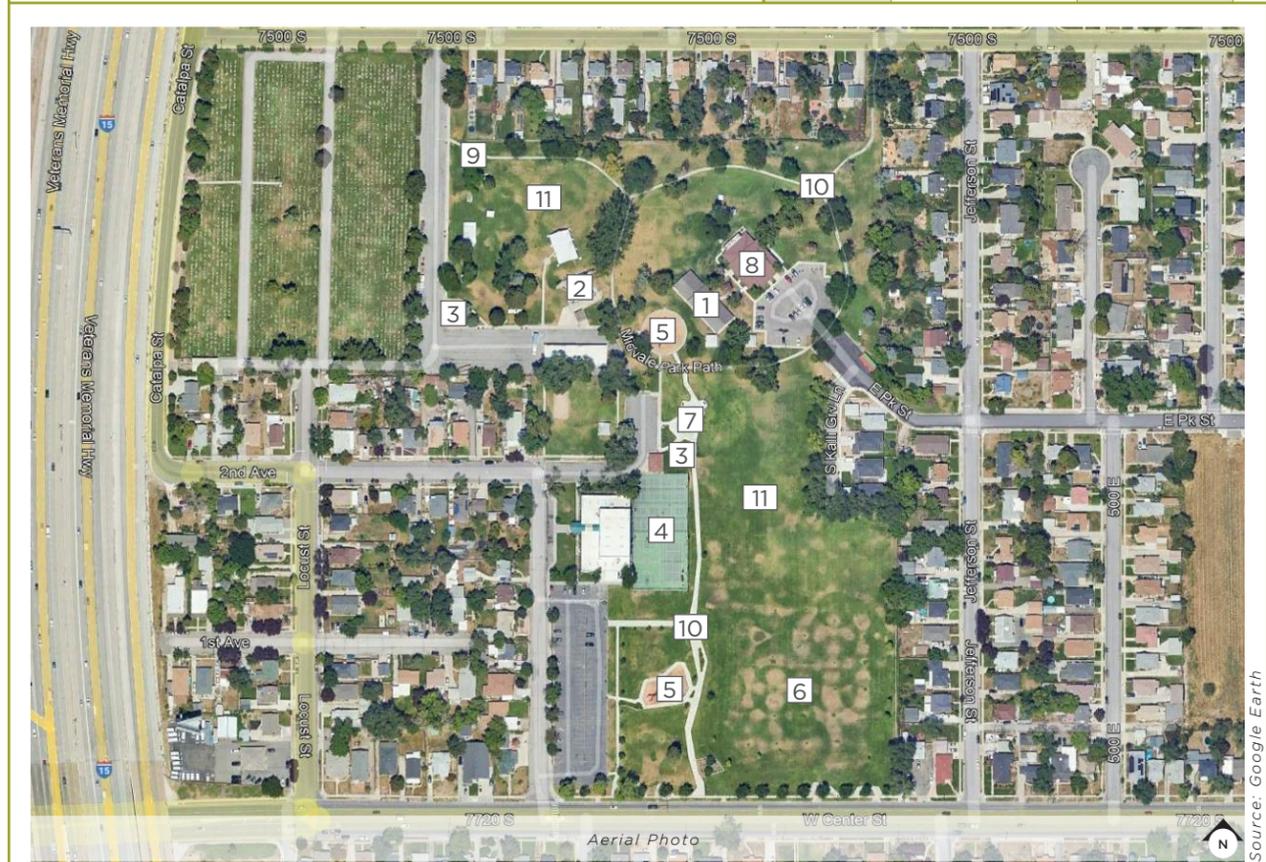
EXISTING AMENITIES		ASSETS	WEAKNESSES	OPPORTUNITIES
1 Pavilions / Picnic areas.	6 Benches	7 Grass Area	<ul style="list-style-type: none"> Views to mountain ranges East & West Jordan River frontage and trail access Room and plans for expansion 	<ul style="list-style-type: none"> Illegal dumping to the South Undeveloped edges Remote compared to other parks Dependent on future development
2 Pickleball courts				<ul style="list-style-type: none"> Potential to become a signature community / regional park
3 Volleyball court				
4 Playground				
5 Walking paths				

PROJECT TYPE	Regional	TIME FRAME	Medium	PRIORITY	High	JORDAN BLUFFS PARK	
COST	\$\$\$	IMPACT	High			RECOMMENDATIONS	



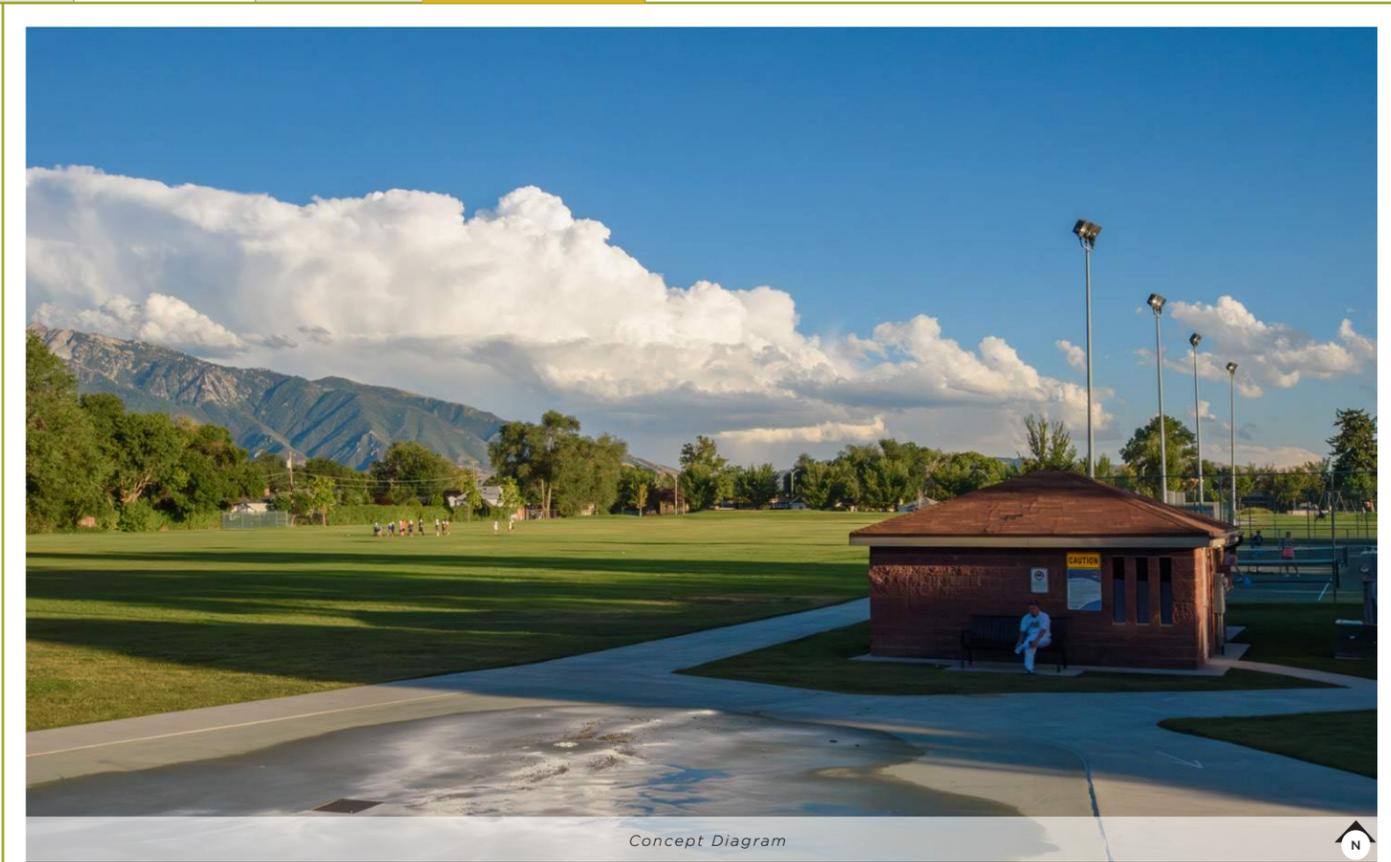
PARTNERSHIPS	GUIDING PRINCIPLES	RECOMMENDATIONS
<ul style="list-style-type: none"> Salt Lake County Midvale Arts Council Jordan River Commission 		<ul style="list-style-type: none"> Consider marketing and branding for the park once it opens. Incorporate water-wise and cost efficient plant materials. Develop consistent signage & community art throughout the park. Develop Jordan Bluffs / Jordan River community stewardship volunteer group.

MIDVALE CITY PARK		ADDRESS	425 6th Ave	OWNER	Midvale City & Canyons SD	NOTES
EXISTING CONDITIONS		SIZE	21.22 acres	MAINTAINER	Midvale City	



EXISTING AMENITIES	ASSETS	WEAKNESSES	OPPORTUNITIES
<ul style="list-style-type: none"> 1 Large & small pavilions 2 Outdoor stage 3 Restrooms 4 Tennis & pickleball courts 5 Playground (2) 6 Soccer fields 	<ul style="list-style-type: none"> 7 Splash pad 8 History museum 9 9 hole frisbee golf course 10 Walking paths 11 Grass areas 	<ul style="list-style-type: none"> • Large park with a wide variety of amenities • Links to Midvale's history 	<ul style="list-style-type: none"> • Vehicular access / circulation clarity • Some facilities are showing their age • ADA access to all areas
			<ul style="list-style-type: none"> • Consider higher and better use of storage facilities • Consider improvements to vehicular circulation

PROJECT TYPE	Regional	TIME FRAME	Long	PRIORITY	High	MIDVALE CITY PARK
COST	\$\$\$	IMPACT	High	RECOMMENDATIONS		



PARTNERSHIPS	GUIDING PRINCIPLES	RECOMMENDATIONS
<ul style="list-style-type: none"> • Canyons School District • Midvale Historical Society & Museum • Midvale Arts Council 		<ul style="list-style-type: none"> • Incorporate historical and cultural placemaking. • Improve circulation for parking, vehicles, and pedestrians. • Remove outdated, unused buildings. • Replace stage and ensure code compliance. • Upgrade restrooms and splash pad.
		<ul style="list-style-type: none"> • Increase trails / pathways. • Upgrade to ensure park meets ADA code. • Update museum. • Reroute disc golf course. • Cemetery expansion • Upgrade irrigation system. • Revise smaller pavilions locations.

PROPOSED PARK SYSTEM

As Midvale City continues to grow and evolve, so too must its park system. The proposed parks outlined in this section aim to address gaps in service, improve equity in access, and respond to emerging community needs. These sites represent opportunities to reimagine underutilized land, integrate green space into future development, and create new destinations for recreation, rest, and connection.

Each proposed park location is guided by data from existing planning efforts and community feedback. Priorities include enhancing walkability, expanding shade and tree cover, introducing amenities for transit and trail users, and improving the overall health and livability of neighborhoods. Potential areas for recreation, linear green space, and community gathering are outlined in the 2024 Midvale Center & Fort Union TRAX Station Area Plan and 2024 Midvale Fort Union Corridor Study. Additional park space will be included in the future phase of the Jordan Bluffs Park, later classifying it as a regional park.

With strategic investment and partnerships, these future park spaces can become vital assets—supporting resilience, promoting wellness, and reinforcing Midvale’s vision for a connected, inclusive, and vibrant public realm.



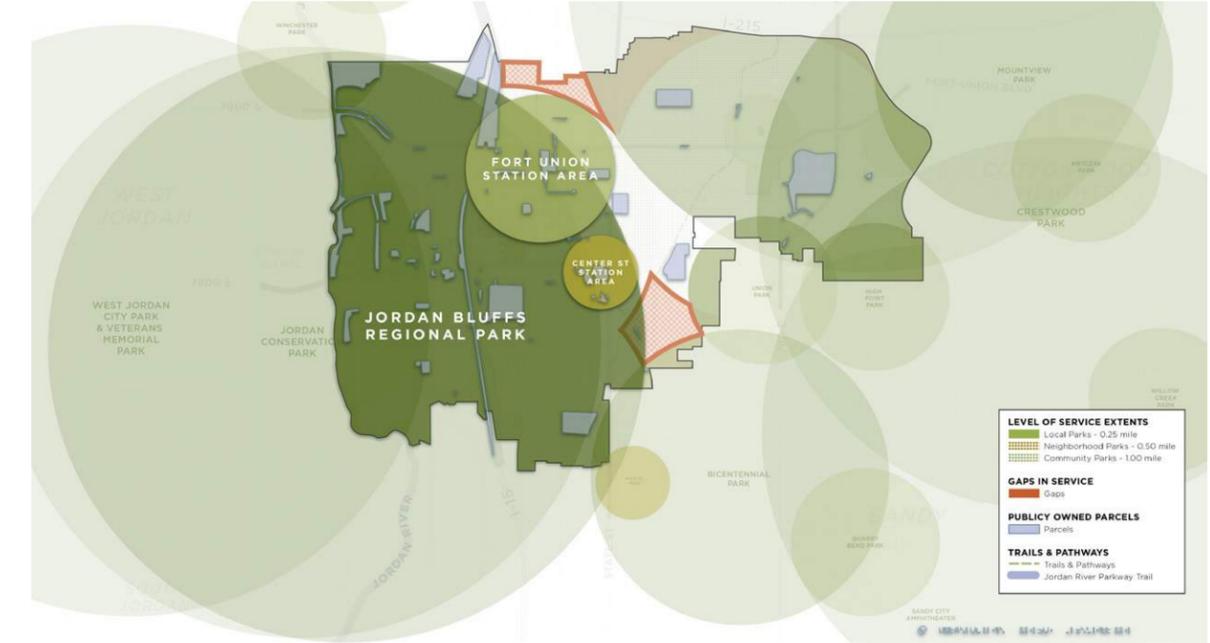
Photo of Midvale City Park

OPPORTUNITY SITES

In addition to the proposed parks, the City may consider identifying additional opportunity sites to support gaps in service within the south central and northeast central parts of Midvale City that are not covered by either local or regional parks. Potential opportunity sites near State Street, Fort Union Boulevard (7200 South) and the Jordan and Salt Lake City Canal may support park coverage in the gap areas shown in the map to the right.

PARTNERSHIPS

The City should actively pursue partnerships with landowners, adjacent local municipalities, and regional and State agencies, like UTA, UDOT, and Salt Lake County, to support the development of future parks and enhance trail and open space connectivity. These collaborations are critical for identifying strategic locations for new parks, securing land or easements, and improving access points—especially in areas with already well-established neighborhoods, anticipating new development, or along key transportation corridors. Proactive coordination can help align plans across jurisdictional boundaries, integrate parks and trails with transit infrastructure and new development, and unlock funding or technical support for joint projects.



Regional Level of Service Map with Proposed Parks and Publicly Owned Parcels

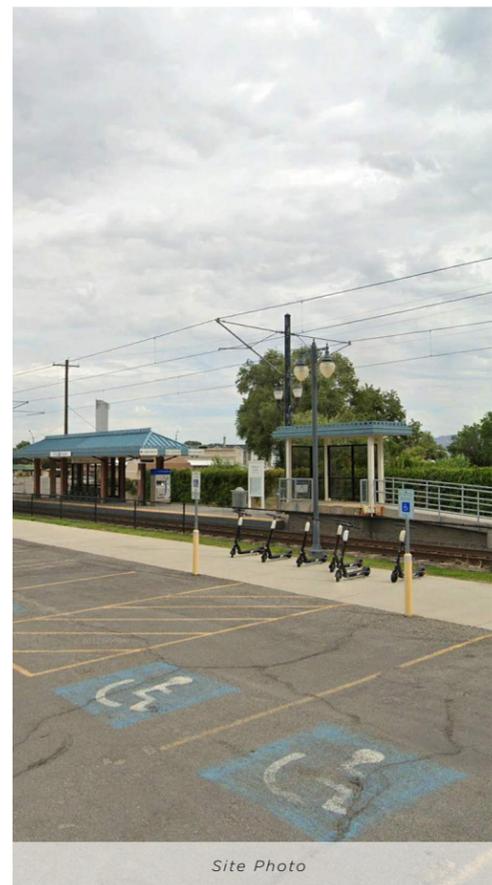
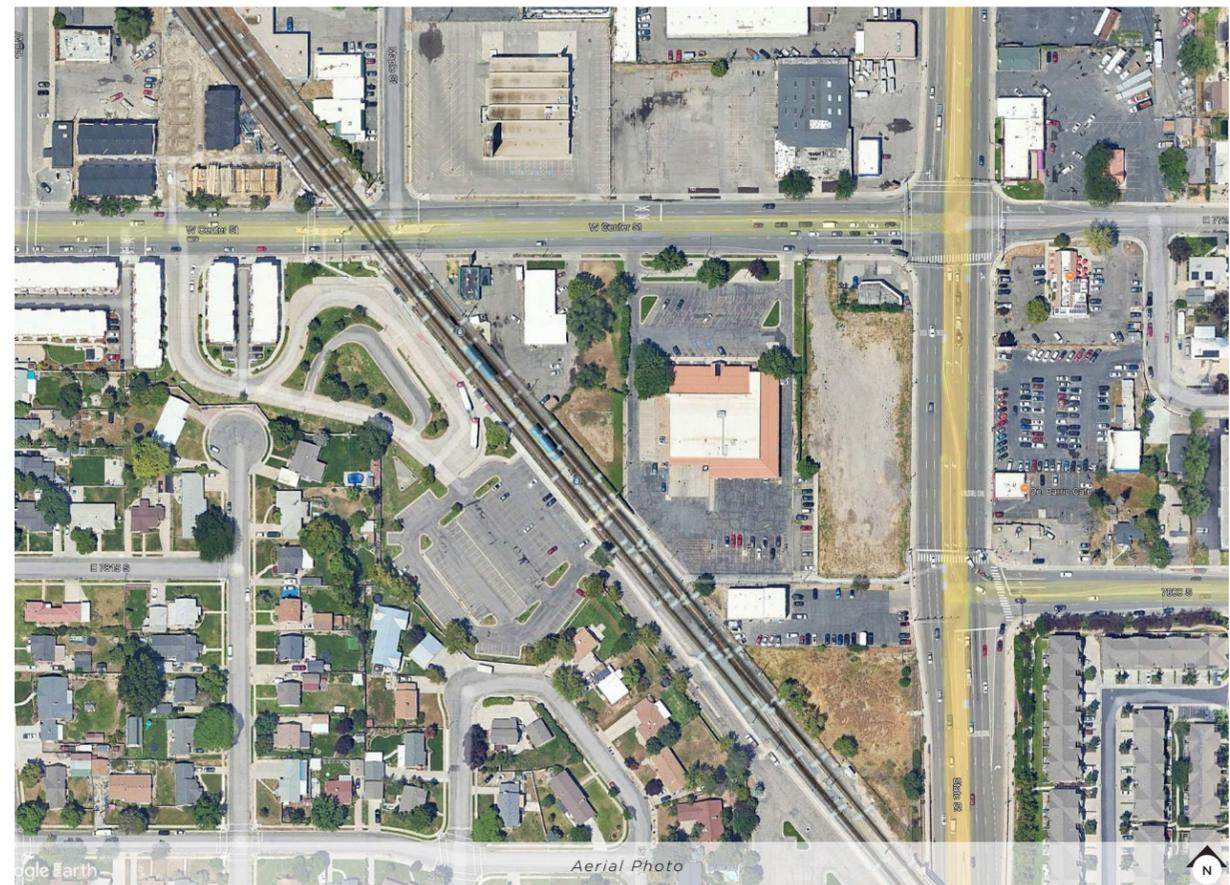
LAND AGREEMENTS STRATEGIES

As part of land negotiations, the City should consider land swaps for publicly-owned land as a tool to acquire key parcels that enhance the parks and trails system, especially where direct purchase may not be feasible. The City may also consider shared use agreements with schools, religious institutions, or other public/private property owners to allow residents access to playgrounds or fields during non-operational hours. These approaches can help increase service without the need for full acquisition.

CREATIVE LAND USE APPROACHES

To maximize limited space, the City should look for opportunities to co-locate parks and open spaces within new developments, civic buildings, or utility sites. This can improve land use efficiency and ensure recreation is integrated into growing areas and throughout the City. Reclaiming underused public land, such as wide medians or park strips, dead-end streets, or vacant rights-of-way, offers a way to create small community spaces or green infrastructure along trail connections.

MIDVALE CENTER STATION		ADDRESS	35 W Center St	OWNER	Midvale City / Landowners	NOTES	Reference the Midvale Center & Fort Union TRAX Station Area Plan
EXISTING CONDITIONS		SIZE	2 acres or less	MAINTAINER	Midvale City		



Source: Google Earth

Source: Google Earth Street View

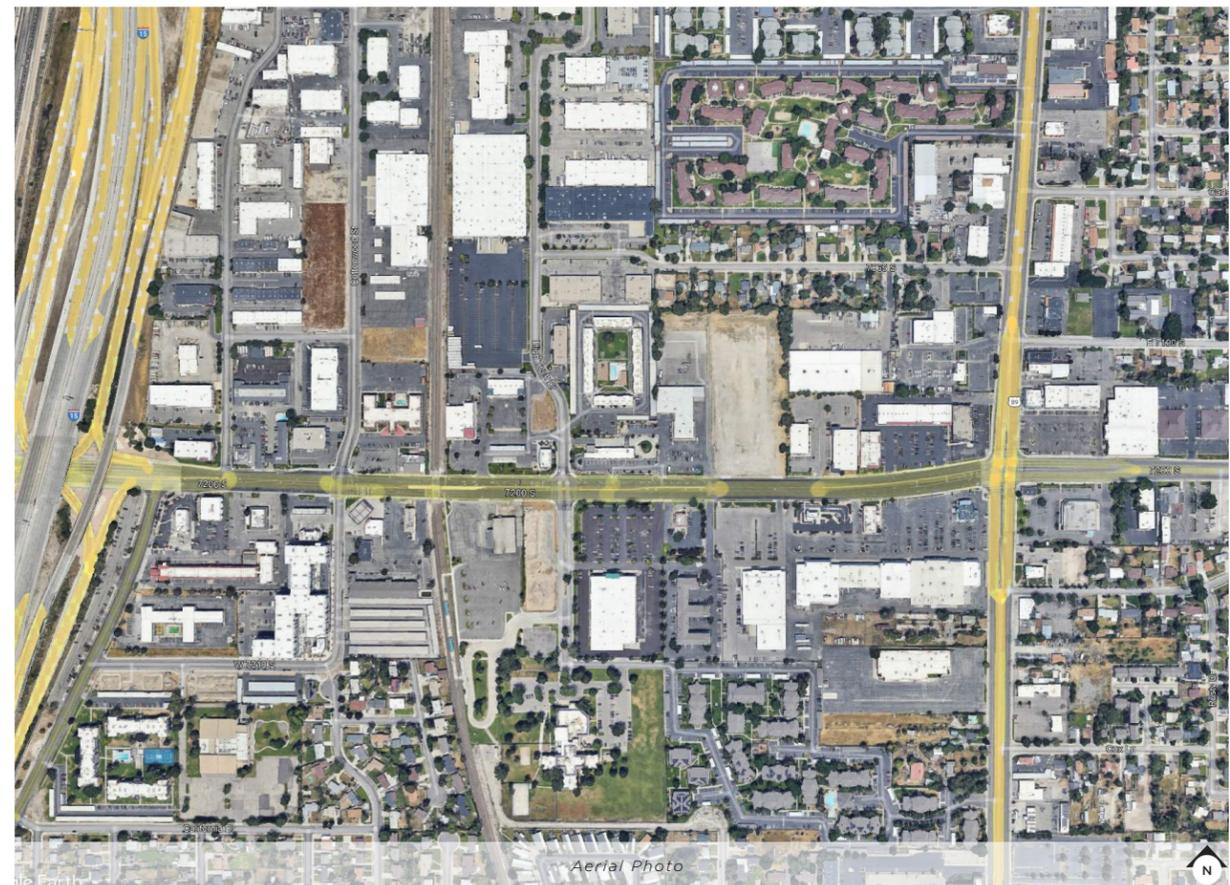
EXISTING AMENITIES	ASSETS	WEAKNESSES	OPPORTUNITIES
<ul style="list-style-type: none"> 1 Transit Station/ Shelter 2 Seating 3 Trash Receptacles 4 Bike Parking / Micro-mobility Options 5 Signage 6 Postal Services 	<ul style="list-style-type: none"> • UTA TRAX station & bus stops • Proximity to residential and access from Center Street and State Street 	<ul style="list-style-type: none"> • No existing public green space for physical activity. • Noise from major corridors • Few shade opportunities 	<ul style="list-style-type: none"> • Well connected & transit oriented • Room for additional amenities • Potential for underutilized parcels

PROJECT TYPE	Local	TIME FRAME	Long	PRIORITY	Low	MIDVALE CENTER STATION	
COST	N/A	IMPACT	Small			RECOMMENDATIONS	



PARTNERSHIPS	GUIDING PRINCIPLES	RECOMMENDATIONS
<ul style="list-style-type: none"> • Property Owners • U.S. Postal Service • UTA • UDOT 		<ul style="list-style-type: none"> • Install cohesive signage and wayfinding at key transit locations. • Incorporate public art. • Add rest areas, shade, and dog park amenities. • Provide bike parking and repair stations. • Improve connectivity along 7200 South. • Promote drought-tolerant landscaping with developers.

MIDVALE FORT UNION STATION		ADDRESS	7250 S 180 W	OWNER	Midvale City / Landowners	NOTES	Reference the Midvale Center & Fort Union TRAX Station Area Plan
EXISTING CONDITIONS		SIZE	2 - 10 acres	MAINTAINER	Midvale City		



EXISTING AMENITIES	ASSETS	WEAKNESSES	OPPORTUNITIES
<ul style="list-style-type: none"> 1 Transit Station/ Shelter 2 Seating 3 Trash Receptacles 4 Bike Parking 5 Signage 	<ul style="list-style-type: none"> • UTA TRAX station & bus stops • Proximity to residential and commercial destinations • Access to the Cottonwood Canyons 	<ul style="list-style-type: none"> • No public green space for physical activity or gathering. • Noise from 7200 South • Few shade opportunities • Excess parking lots 	<ul style="list-style-type: none"> • Well connected & transit-oriented • Room for additional amenities and internal green space and pathways

PROJECT TYPE	Local / Neighborhood	TIME FRAME	Long	PRIORITY	Medium	MIDVALE FORT UNION STATION	
COST	N/A	IMPACT	Medium			RECOMMENDATIONS	



PARTNERSHIPS	GUIDING PRINCIPLES	RECOMMENDATIONS
<ul style="list-style-type: none"> • Property owners • UTA • UDOT 		<ul style="list-style-type: none"> • Install cohesive signage and wayfinding at key transit locations. • Incorporate public art. • Add rest areas, shade, and dog park amenities. • Provide bike parking and repair stations. • Improve connectivity along 7200 South. • Promote drought-tolerant landscaping with developers. • Explore green space over parking structures.

JORDAN BLUFFS PARK (FUTURE)	PROJECT TYPE	Regional	TIME FRAME	Short	PRIORITY	High
	RECOMMENDATIONS	COST	\$\$\$	IMPACT		



PARTNERSHIPS	GUIDING PRINCIPLES	RECOMMENDATIONS
<ul style="list-style-type: none"> Developers Jordan River Commission Salt Lake County 		<ul style="list-style-type: none"> Install cohesive signage, wayfinding, and public art Additional rest areas, shade, bike parking/repair stations, and dog park amenities. Enhance connectivity and access to the Jordan River Trail Promote drought-tolerant landscaping with developers. Incorporate flexible areas for public gathering and events Consider additional sports courts

FORT UNION PLAZA

The Fort Union Plaza is a Salt Lake County-owned park within The Shops at Fort Union at 900 West 7200 South may be considered for additional park/plaza space. Due to the site's proximity to a well-utilized transit route to the Cottonwood Canyons, a high-performing commercial district, the East Canal trail, and a historical site, the City may consider including additional green space, amenities, and pathways at Fort Union Plaza, in coordination with Salt Lake County, or through partnerships with private landowners in this strategic area. Additional recommendations have been specified in the 2024 Midvale Fort Union Corridor Study and should be considered as a potential opportunity to increase park space in the east side of Midvale City.

- Reintroduce grid network with enhanced streetscape and public art
- Long-term inter-jurisdictional cooperation with a focus on connections to the Cottonwood Canyons and access to natural amenities
- Develop pedestrian-oriented linear plazas and pathways
- Include educational signage and wayfinding elements within the site
- Amenities for cyclists and transit users



Midvale City should consider coordinating with the County, associated landowners, UDOT, UTA, and Cottonwood Heights City staff to collaborate on potential enhancements.



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IMPLEMENTATION STRATEGY

The Implementation Strategy chapter outlines the path forward for turning the vision, goals, and recommendations of this plan into action. Building on the guiding principles and goals established earlier in the document, this chapter provides a framework for prioritizing improvements, aligning resources, and coordinating efforts across City departments and partners. It includes an overview of key strategies related to public outreach and branding to strengthen community awareness and engagement with the parks and trails system. The chapter also addresses practical approaches to maintenance and funding, offering tools to help the City sustain its growing network with limited resources.

Lastly, it introduces the Impact Fee Facilities Plan (IFFP), which identifies eligible capital improvements that can be funded through impact fees to support new parks, trails, and recreational facilities, as authorized under the Utah Impact Fees Act (Title 11, Chapter 36a of the Utah Code). The process includes a detailed analysis of the current Level of Service (LOS), anticipated growth patterns, and the improvements needed to maintain or enhance LOS as new development occurs. The IFFP ensures that the parks and trails system continues to meet the needs of both current and future residents without placing an undue burden on existing taxpayers, helping the City sustain a healthy growth.



Image of Midvale City Park

Source: Midvale City

CITY-WIDE STRATEGIES

OUTREACH, BRANDING, & COMMUNICATIONS

DEVELOP A UNIFIED BRAND FOR THE PARKS AND TRAILS SYSTEM

Create a consistent and recognizable identity with a logo, color palette, and tagline that can be used across all materials—from signage and brochures to social media and websites—to build trust and recognition over time.

CREATE USER-FRIENDLY AND BILINGUAL MAPS AND SIGNAGE

Design print and digital maps that highlight park amenities, trail routes, rest areas, access points, and points of interest. Wayfinding signage in parks and along trails should include clear directions, estimated distances, and safety information.

PARTNER WITH LOCAL SCHOOLS, NONPROFITS, AND BUSINESSES

Work with schools on field trips or outdoor learning programs, collaborate with nonprofits on volunteer days, and engage businesses through sponsorships, adopt-a-park programs, or co-branded events.

INCORPORATE QR CODES IN PARKS AND TRAILHEADS

Use QR codes on kiosks, benches, or trail markers to link users to interactive maps, event calendars, park history, or self-guided tours, enhancing the visitor experience with easily accessible digital content.



Image of Digital Signage at Midvale City Park

Source: Google Earth

DISTRIBUTE A SEASONAL E-NEWSLETTER

Send quarterly newsletters with upcoming events, project updates, volunteer opportunities, and educational content. Include links to park maps, reservation systems, or surveys to encourage ongoing engagement.

HOST COMMUNITY EVENTS AND POP-UPS

Plan regular events such as outdoor movies, fitness classes, cultural festivals, or nature walks to attract diverse audiences and showcase different parks and build the sense of community identity.

CREATE OPPORTUNITIES FOR FEEDBACK

Temporary pop-up installations can also highlight future improvements and gather feedback while offering high recreational value and community-building.

IMPLEMENTATION AND MAINTENANCE SUPPORT

Due to Midvale's limited staffing and maintenance capabilities, listed are a few additional strategies for maintaining and funding parks, trails, and open space.

PHASED IMPLEMENTATION

Break larger projects into manageable phases that can be built over time as funding becomes available, allowing incremental improvements without overwhelming resources.

ADOPT-A-PARK OR TRAIL PROGRAMS

Encourage local organizations, businesses, or neighborhood groups to “adopt” a park or trail segment, assisting with cleanup, maintenance, or minor enhancements.

REVENUE-GENERATING AMENITIES

Incorporate amenities like concessions, event rentals, or community gardens with user fees to offset maintenance costs and reinvest in the system.

SHARED-USE AGREEMENTS

Partner with schools, faith-based institutions, or private property owners to expand access to recreational spaces without the need for full acquisition or staffing.



Image of Jordan Bluffs Park

Source: Midvale City

CONSERVATION AND LOW-IMPACT DESIGN

Prioritize open space preservation and nature-based solutions that require minimal infrastructure and maintenance while offering high ecological and recreational value.

GRANT AND FOUNDATION SUPPORT

Regularly monitor grant opportunities from federal, state, and nonprofit sources and dedicate time to building competitive applications for capital and programmatic funding.

GUIDING PRINCIPLES	GOALS	STRATEGIES
Connectivity & Access	1. Provide a safe and comfortable, continuous unbroken network.	1A. Develop new pathways as shown in the Network/Pathways Map.
	2. Improve access for all abilities and age groups.	2A. Set pathway standards that meet or exceed industry benchmarks.
	3. Overcome barriers like highways, railroads, and wide streets.	3A. Improve crossings per map; coordinate with nearby cities and agencies.
	4. Improve signage and maps to show available parks and amenities.	4A. Create a Citywide signage and wayfinding system with visual cues.
	5. Address ADA improvements where feasible.	5A. Prioritize critical ADA compliance issues.
Innovative & Multipurpose Use of Limited Space	1. Prioritize community needs.	1A. Add amenities currently missing or limited in availability
	2. Use creative infill like rooftops and amenity decks.	2A. Develop public land near Station Areas and canals.
	3. Include health benefits in every space.	3A. Add outdoor fitness equipment, walking markers, and educational signage.
	4. Standardize improvements in public rights-of-way (ROW).	4A. Enhance park strips in existing ROW.
	5. Use low-maintenance solutions.	5A. Opt for native, xeriscape, or artificial landscaping.
	6. Add needed new amenities in Midvale.	6A. Consider an indoor multi-use recreation facility.
Resilience & Sustainability	1. Update codes to require drought-resistant, cost-effective materials.	1A. Transition high-water-use areas (like turf) to xeriscape or native options.
	2. Create MOUs to ensure others maintain their amenities.	2A. Establish a tracking and compliance system
	3. Track legal and environmental responsibilities.	3A. Use data on water, energy, and maintenance to guide decisions.
	4. Improve and sustain maintenance practices.	4A. Design for efficient resource and maintenance use.
	5. Clarify maintenance expectations for public facilities.	5A. Provide resources/training on landscape practices
Community-Centered & Inclusive Planning Process	1. Engage local organizations for volunteers and support.	1A. Encourage nonprofit and resident stewardship groups.
	2. Include religious and community groups for outreach.	2A. Host events to share initiatives and engage the community.
	3. Be transparent about improvement costs.	3A. Create a central online location for City parks information.
	4. Include cultural and historic elements.	4A. Partner to identify and preserve local landmarks.
	5. Provide bilingual signage and communication.	5A. Provide translations for physical and digital materials
	6. Improve signage for park/trail names, locations, and amenities	6A. Use wayfinding systems to improve navigation and awareness of parks and trails and their connections to key destinations.
Clear Path to Implementation	1. Plan for all project phases, from design to maintenance.	1A. Start with feasible, actionable steps.
	2. Explore community-based maintenance options.	2A. Prioritize high-impact, low-cost projects.
	3. Apply regularly for grants.	3A. Pursue grant funding and other revenue sources.
	4. Promote public support and buy-in.	4A. Keep stakeholders informed about funding needs.
	5. Track project life cycles and post-completion results.	5A. Monitor actual operations and maintenance costs.
	6. Align stakeholders on project phasing.	6A. Schedule regular check-ins for coordination.
	7. Be proactive about land acquisition.	7A. Use public land (e.g., UTA, UDOT, SL County) for shared parks.
	8. Form public-public partnerships.	8A. Leverage facilities like the new SL County HQ and others.

ANTICIPATED TIME FRAME

SHORT TERM PHASE (0-2 years)

Focuses on high-priority and readily achievable improvements such as safety upgrades, maintenance needs, small-scale park enhancements, and community programming. These actions typically require lower budgets and minimal permitting, and they lay the groundwork for broader long-term initiatives.

TRAILS

- Center Street Shared-Use Path
- 7720 South Neighborhood Byway

PARKS

- Founders Point
- Jordan River Open Space
- Adams Street
- Seghini Park
- Bingham Junction Park

STRATEGIES

- Develop a unified brand for the parks and trails system
- Develop Signage and Wayfinding Plan (Plan for community outreach)

MEDIUM TERM PHASE (2-5 years)

Targets more complex projects that may involve multi-phase construction, land acquisition, or coordination with other agencies. These efforts often depend on mid-range funding cycles, community partnerships, or planning processes and aim to build momentum from early wins.

TRAILS

- Bingham Junction Boulevard Buffered Bike Lane & Sidepath
- Main Street Streetscape Improvements
- Adams Street Neighborhood Byway
- 300 East Neighborhood Byway

PARKS

- Fire Station Park
- Florentine Villas
- San Moritz Park
- Jordan Bluffs Park

LONG TERM PHASE (5-10+ years)

Encompasses visionary goals that require significant investment, cross-department collaboration, or changes in policy or infrastructure. These projects address larger system-wide needs, such as greenway expansion, major facility construction, or regional connectivity and are guided by evolving community priorities and funding opportunities.

TRAILS

- 7200 South Sidepath & Separated Bike Lanes
- Jordan & Salt Lake Canal Trail
- Porter Rockwell Trail

PARKS

- Talavera Park
- Midvale City Park
- Midvale Fort Union Station Area
- Midvale Center Station Area

IMPACT FEE FACILITIES PLAN (IFFP)

Based on Utah Code requirements, §11-36a, a community must prepare an Impact Fee Facilities Plan (IFFP) and impact document before enacting impact fees.

Impact fees are one-time fees charged by communities to offset the capital costs associated with new development. These fees are especially useful in areas of rapid population growth. New development will place increased demand on existing park and trail facilities and therefore is responsible for contributing its fair share of the capital costs necessitated by new development. Impact fees can only be used for *system*, and not *project* facilities and must be capital facilities with a useful life of ten years or longer.

System improvements are generally interpreted to mean facilities that serve more than one development area. Therefore, facilities such as local parks are not included in the calculation of impact fees. For trails, small connections from the main trail system to neighborhoods would generally not be included. Capital facilities include a wide range of park improvements including land, park improvements (playgrounds, sport courts, irrigation systems, parking areas), trails, recreation centers, splash pads, etc. Impact fees cannot be used for operating costs.

The Midvale City Parks and Trails Impact Fee Facilities Plan (IFFP) considers only *system-wide* park and trail facilities for the purpose of calculating impact fees. *Project-wide* park and trail facilities cannot be used to establish levels of service eligible to be maintained through impact fees. Based on input from the City and the consultants, a system-wide park and trail facility is defined as a facility that serves more than one local development area. For the full Impact Fee Facilities Plan document, see the **Appendix**.

Demand for park and trail facilities comes from residential development and the associated population growth. Commercial development is not considered to create more demand on park and trail facilities and is therefore not included in the calculation of impact fees.

Projected Population Growth, 2025 - 2035

Year	Population
2025	38,017
2026	38,592
2027	39,108
2028	39,690
2029	40,208
2030	40,659
2031	41,122
2032	41,544
2033	42,024
2034	72,486
2035	42,837
Population Growth, 2025-2035	4,820

Table 1. Projected Population Growth, 2025 - 2035

Source: Midvale City, ZPF1

EXISTING AND PROPOSED LEVELS OF SERVICE AND EXCESS CAPACITY

Existing service levels are based on the 2025 levels of service in the City for parks and trails. While the City manages a total of 79.55 park acres, most of those park acres are either not owned by the City or are jointly owned by the City and another entity, thereby leaving a total of 20.67 impact-fee eligible acres. This results in a standard of 0.54 park acres per 1,000 persons.

For trails, the City has a total of 416,064 square feet of asphalt trails and 356,400 square feet of concrete trails. This means the City provides 10.94 square feet of asphalt trails per capita and 9.37 square feet of concrete trails per capita.

The City intends to at least maintain current service levels for parks and trails. The existing and proposed levels of service have been expressed in acres per 1,000 persons (parks) or square feet per capita (trails) and are then converted to a cost level per capita. Parks and trails development within the City functions as one overall recreation system designed to meet the needs and desires of residents for physical and leisure activities and therefore, the overall cost service level reflects the combined level of service for all parks and trails in Midvale.

DEMANDS ON EXISTING PUBLIC FACILITIES BY NEW DEVELOPMENT ACTIVITY AT THE PROPOSED LEVEL OF SERVICE

Table 3 shows the declining service levels that will occur in the City due to the projected population growth in the next ten years if no new facilities are added. Service levels are shown in terms of acres per 1,000 persons for parks, square feet per capita for trails and in terms of cost per capita. The City will need to acquire additional park and trail facilities in order to maintain its existing service levels.

Existing and Proposed Impact-Fee Eligible Levels of Service (LOS)

	Existing LOS	Proposed LOS
Parks (acres, with improvements per 1,000 persons)	0.54	0.54
Asphalt Trails (square feet per capita)	10.94	10.94
Concrete Trails (square feet per capita)	9.37	9.37

Table 2. Existing and Proposed Impact-Fee Eligible Levels of Service (LOS)

Impacts to Service Levels Due to New Development If No Improvements Are Made

	2025 Service Levels	2035 Service Levels	Investment LOS 2025 per Capita	Investment LOS 2035 per Capita
Parks	0.54	0.48	\$281.69	\$250.00
Asphalt Trails	10.94	9.71	\$43.78	\$38.85
Concrete Trails	9.37	8.32	\$46.87	\$46.87

Table 3. Impacts to Service Levels Due to New Development If No Improvements Are Made

After extensive internal discussions and public input, the City has identified the following types of projects that may be undertaken in the future: enhancements to existing parks and trails, new parks and trails, partnerships with stakeholder organizations, land agreements, and land use planning. For the detailed analysis, see the full Impact Fee Facilities Plan in the **Appendix**.

HOW THE GROWTH DEMANDS WILL BE MET

In order to maintain the existing level of service, the projected population growth attributed to new development over the next ten years will require the construction of new facilities in the amount of \$1,794,685.

CONSIDERATION OF REVENUE SOURCES TO FINANCE IMPACTS ON SYSTEM IMPROVEMENTS

This Impact Fee Facilities Plan includes a thorough discussion of all potential revenue sources for park and trail improvements. These revenue sources include grants, bonds, interfund loans, transfers from the General Fund, impact fees and anticipated or accepted dedications of system improvements.

New Facilities Costs Needed to Meet the Demands of New Growth, 2025-2034

Parks (acres, with improvements, per 1,000 persons)	\$1,357,750
Asphalt Trails (square feet per capita)	\$211,003
Concrete Trails (square feet per capita)	\$225,932
Total (System Parks and Trails)	\$1,794,685

Table 4. New Facilities Costs Needed to Meet the Demands of New Growth, 2025-2034

POTENTIAL REVENUE SOURCES

Grants. The City is unaware of any potential grant sources for future park and trail developments. However, should it be the recipient of any such grants, it will then look at the potential to reduce impact fees.

The City has no knowledge of any future parks or trails gifts that will be received by the City. Further, the City has conservatively excluded any gifted properties, or properties acquired through grant funds, in establishing its level of service used in the calculation of impact fees.

Bonds. The City has no outstanding bonds for parks, trails, or recreation; therefore, no credits for bonds will need to be considered in the calculation of impact fees.

Interfund Loans. The City currently has no plans to purchase park, recreation, or trail facilities through any interfund loans and has not done so in the past.

Transfer from General Fund. To the extent that the City is able to generate net revenues in its General Fund, it may choose to transfer all or a portion of the net revenues to the City's capital fund. It is most likely that, if net revenues should be generated for park facilities, they will be used to raise existing service levels rather than offset the demands generated by new development which is anticipated to be offset with impact fees.

Impact Fees. Because of the growth anticipated to occur in the City, impact fees are necessary and are a viable means of allowing new development to pay for the impacts that it places on the existing system. This IFFP is developed in accordance with legal guidelines so that an Impact Fee Analysis for Parks and Trails may be prepared and the City may charge impact fees for Parks and Trails.

Anticipated or Accepted Dedications of System Improvements. Any item that a developer funds must be included in the IFFP if a credit against impact fees is to be issued and must be agreed upon with the City before construction of the improvements.

Source: Midvale City, ZPFI

Source: Midvale City, ZPFI

Source: Midvale City, ZPFI

Source: Midvale City, ZPFI



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MIDVALE PARKS AND OPEN SPACE MASTER PLAN
**FINAL COMMUNITY ENGAGEMENT
REPORT**

PREPARED BY HORROCKS
JULY 2025

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Overview

Midvale City, in collaboration with the Wasatch Front Regional Council (WFRC), conducted a comprehensive assessment of its parks and open space. The goal of this effort was to develop a Midvale Parks and Open Space Master Plan that would guide Midvale City in the development, maintenance, and potential future acquisition of parks, trails, or recreational areas. The plan aims to enhance mobility, recreation, and access to outdoor spaces throughout Midvale.

Throughout the process, the community engagement (CE) team collaborated closely with the project team to determine the best strategies to engage members of the community. This report outlines the CE team's efforts to inform the public about the project, gather their feedback, and provide their input to the project team to be incorporated into the master plan.

Objectives

The CE team established initial objectives to help guide their outreach efforts throughout the project. These included:

- Design and distribute a comprehensive community engagement survey for the public.
- Conduct seven virtual, one-on-one interviews with key stakeholders to gather insights.
- Organize and facilitate three virtual focus groups to gather diverse feedback.
- Create and distribute collateral materials to support outreach and communication efforts.
- Present project updates and gather input during one City Council meeting and one Planning Commission meeting.
- Collect a minimum of 75 survey responses from the public.
- Compile and analyze feedback from focus groups, stakeholder interviews, and public survey responses to inform the project team's recommendations.

Collateral

(See Appendix A: Collateral)

The CE team created eight pieces of collateral throughout the project:

- Flyers (2)
 - Project Overview (English)
 - Project Overview (Spanish)
- Signs (2)
 - Project Overview (English)
 - Project Overview (Spanish)
- Event Project Labels (4)
 - Almond Granola Bar (English & Spanish)
 - Peanut Granola Bar (English & Spanish)

- Fruit Snack (English & Spanish)
- Water Bottle (English & Spanish)

Events

TABLING EVENTS

To raise awareness about the project and encourage public participation, the CE team hosted three tabling events at local community parks. Team members distributed various complimentary refreshments, such as water bottles, fruit snacks, and granola bars. Each item had a label with a QR code linking to the public survey. In addition to handing out snacks, the team provided information about the project and invited community members to share feedback by completing the public survey.

Event/Location	Date	Approximate Number of Collateral Distributed
Bingham Junction Park	May 22, 2025	40
Midvale City Park	May 29, 2025	35
Bingham Junction Park	June 6, 2025	25

MURAL FESTIVAL OPEN HOUSE

The CE team, in coordination with other project team members, participated in a tabling event at the Midvale City Mural Festival. The CE team shared project information and encouraged community members to provide feedback by completing the public survey. Attendees who completed the survey were invited to spin a prize wheel. The team also presented informational boards that highlighted initial project findings for the public to review. During this event, the team spoke with approximately 150 attendees.

Stakeholder Coordination

ONE-ON-ONE STAKEHOLDER INTERVIEWS

In collaboration with Midvale City, the CE team identified key community stakeholders who would be willing to provide input on the Midvale Parks and Open Space project. The team then organized and conducted individual meetings with each stakeholder to discuss the project's purpose, objectives, and initial findings. These conversations helped the project team gather informed feedback focused on the stakeholders' unique perspectives and local expertise.

Organization/Person	Date
Midvale Planning Commission	March 24, 2025
Midvale City Council	March 24, 2025

Organization/Person	Date
Midvale City Mayor	April 1, 2025

FOCUS GROUPS

In addition, the CE team organized two focus group meetings. Unlike the one-on-one interviews, these meetings brought together representatives from multiple organizations. The goal of these focus groups was to encourage cross-organization discussion. Each focus group reviewed the project goals and preliminary findings and offered feedback based on their respective organizations and areas of expertise.

Focus Group	Date	Organizations Represented
Youth Sports & Nonprofit Groups	March 17, 2025	<ul style="list-style-type: none"> • Cottoncrest Mountain Bike Team • Copperview Recreation Center • MoveUtah • Hillcrest Mountain Bike Team
Regional Agencies	March 24, 2025	<ul style="list-style-type: none"> • Seven Canyon Trust • Wasatch Front Regional Council (WFRC) • Jordan River Commission • Utah Transit Authority (UTA) • Utah Department of Transportation (UDOT)

Digital Tools

PUBLIC SURVEY

(See Appendix B: Public Survey)

The CE team worked closely with other project team members to develop a comprehensive public survey, which offered community members a chance to share feedback on Midvale’s parks and open space network. The survey gathered input on current conditions, safety, satisfaction with existing infrastructure, and priorities for future improvements. Questions were designed to inform Midvale City action by identifying needs, preferences, and opportunities for enhancing the city’s parks and open spaces. The survey was open from March 2025 through June 2025 and received 234 total responses.

SOCIAL MEDIA UPDATES

The CE team collaborated with Midvale City’s communications team to share project updates and promote the public survey through the City’s website and social media channels. These efforts helped broaden community awareness and increase public participation in the project.

PROJECT WEBSITE

A dedicated page on the Midvale City website served as a central resource for community members seeking more information about the project. The page featured an overview of the project, the anticipated timeline for the master plan, and a direct link to the public survey. The website was advertised on all public outreach materials along with the project hotline and email.

Appendix A: Collateral

FLYER: PROJECT OVERVIEW (ENGLISH & SPANISH)



WE WANT TO HEAR FROM YOU!



Midvale City, in collaboration with the Wasatch Front Regional Council (WFRC), is conducting a comprehensive assessment of its parks and open spaces. The goal of this assessment is to develop a Midvale Parks and Open Space Master Plan that will guide Midvale City in the development, maintenance, and potential future acquisition of parks, trails, and recreational areas. The plan will aim to enhance mobility, recreation, and access to outdoor spaces throughout Midvale.

The study is scheduled to conclude in August 2025 with a finalized Master Plan that will strengthen and expand Midvale’s existing outdoor network.

Use the QR code

or visit engagemidvale.com/parks-open-space to complete the study survey and provide your feedback.




Hotline:
385-787-7182


Email:
info@midvaleparksandopenspace.com


Website:
engagemidvale.com/parks-open-space



¿A NOS INTERESA SU OPINIÓN!



La Ciudad de Midvale, en colaboración con el Consejo Regional de Wasatch Front (WFRC), está llevando a cabo una evaluación integral de sus parques y espacios abiertos. El objetivo de esta evaluación es desarrollar un Plan Maestro de Parques y Espacios Abiertos de Midvale que sirva como guía para el desarrollo, mantenimiento y posible adquisición futura de parques, senderos y áreas recreativas. Este plan tiene como propósito mejorar la movilidad, la recreación y el acceso a los espacios al aire libre en toda la ciudad de Midvale.

El estudio está programado para concluir en agosto de 2025 con un Plan Maestro finalizado que fortalecerá y ampliará la red de espacios al aire libre existente en Midvale.

Use el código QR

o visite engagemidvale.com/parks-open-space para completar la encuesta del estudio y compartir sus comentarios.




Línea directa
385-787-7182


Correo electrónico
info@midvaleparksandopenspace.com


Sitio web
engagemidvale.com/parks-open-space

SIGN: PROJECT OVERVIEW (ENGLISH & SPANISH)



MIDVALE PARKS AND OPEN SPACE MASTER PLAN



WE WANT TO HEAR FROM YOU! → 

Midvale City is conducting a comprehensive assessment of its parks and open spaces. The goal of this assessment is to develop a Midvale Parks and Open Space Master Plan that will guide Midvale City in the development, maintenance, and potential future acquisition of parks, trails, and recreational areas.

The project is scheduled to conclude in August 2025 with a finalized Master Plan that will strengthen and expand Midvale's existing outdoor network.

Visit engagemidvale.com/parks-open-space to learn more about our planning efforts.

CONTACT US

 **Hotline:** 385-787-7182

 **Email:** info@midvaleparksandopenspace.com



PLAN MAESTRO DE PARQUES Y ESPACIOS ABIERTOS DE MIDVALE



¡NOS INTERESA SU OPINIÓN! → 

La Ciudad de Midvale está realizando una evaluación integral de sus parques y espacios abiertos. El objetivo de esta evaluación es desarrollar un Plan Maestro de Parques y Espacios Abiertos de Midvale que guíe a la ciudad en el desarrollo, mantenimiento y posible adquisición futura de parques, senderos y áreas recreativas.

El proyecto está programado para concluir en agosto de 2025 con un Plan Maestro finalizado que fortalecerá y ampliará la red de espacios al aire libre existente en Midvale.

Visite engagemidvale.com/parks-open-space para obtener más información sobre nuestros esfuerzos de planificación.

CONTÁCTENOS

 **Línea directa:** 385-787-7182

 **Correo electrónico:** info@midvaleparksandopenspace.com

LABEL: GRANOLA BAR (ALMOND & PEANUT) ENGLISH AND SPANISH

engagemidvale.com/parks-open-space | CONTACT US CONTACTANOS
info@midvaleparksandopenspace.com | 385-787-7182

CHEWY GRANOLA BAR/BARRA DE GRANOLA
PEANUT/CACHAHUATE

 MIDVALE PARKS AND OPEN SPACE MASTER PLAN
PLAN MAESTRO DE PARQUES Y ESPACIOS ABIERTOS DE MIDVALE

TAKE THE SURVEY TODAY! | ¡PARTICIPE EN LA ENCUESTA HOY!



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CHEWY GRANOLA BAR/BARRA DE GRANOLA
ALMOND/ALMENDRA

 MIDVALE PARKS AND OPEN SPACE MASTER PLAN
PLAN MAESTRO DE PARQUES Y ESPACIOS ABIERTOS DE MIDVALE

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LABEL: FRUIT SNACK

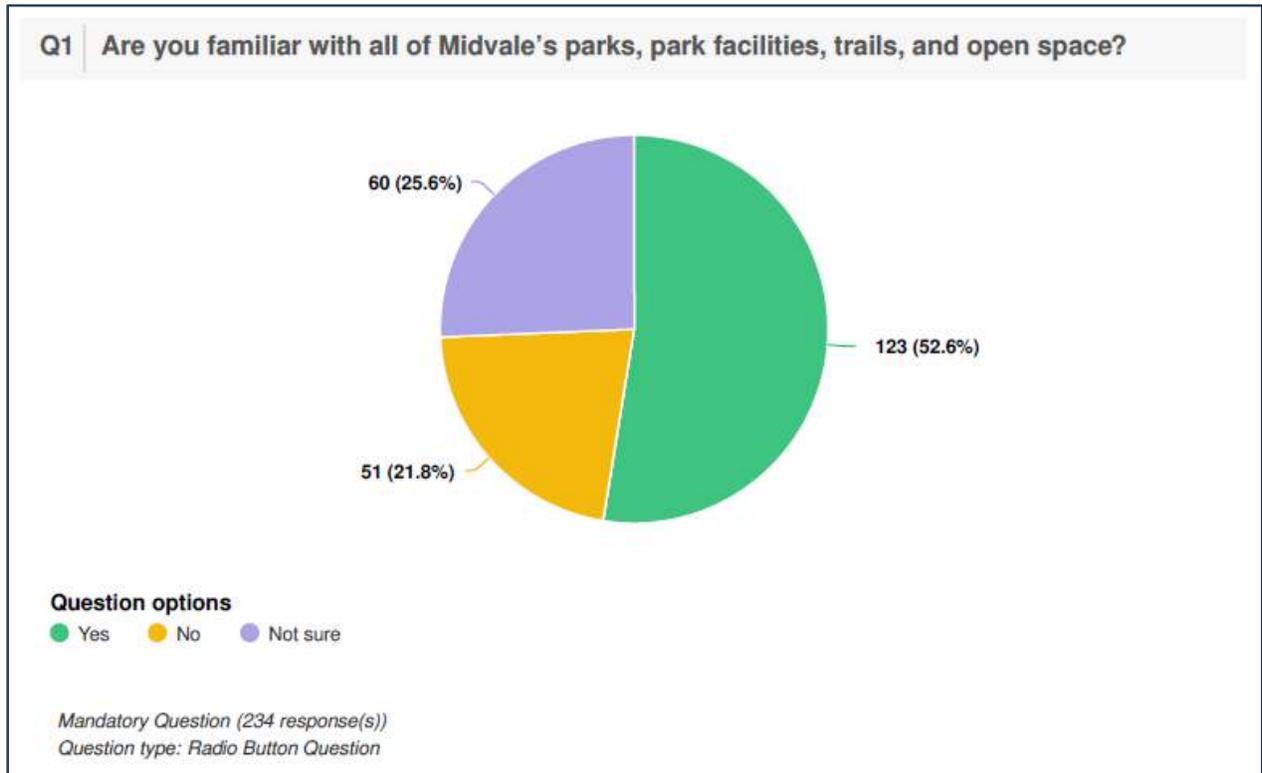


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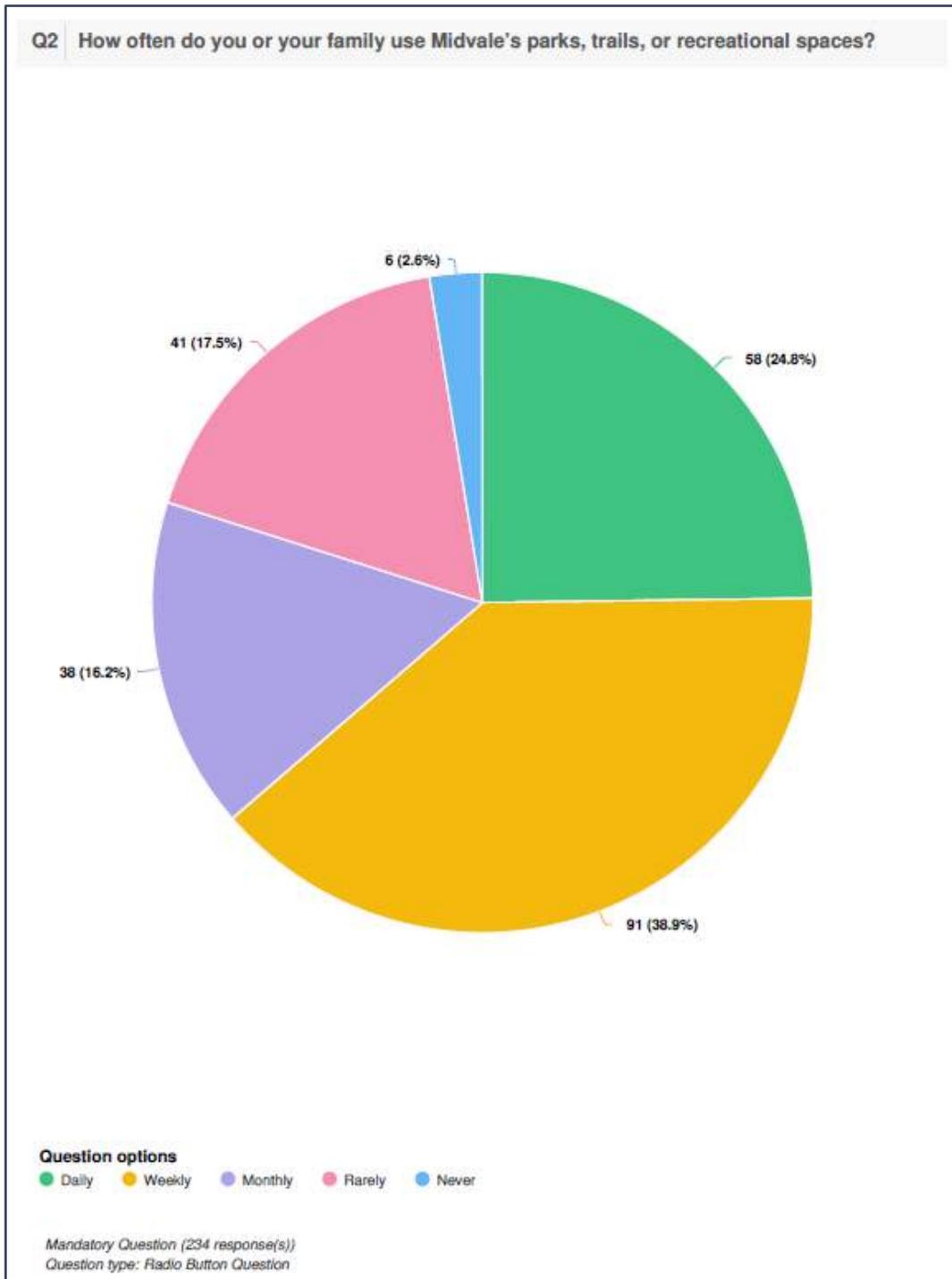


Appendix B: Public Survey

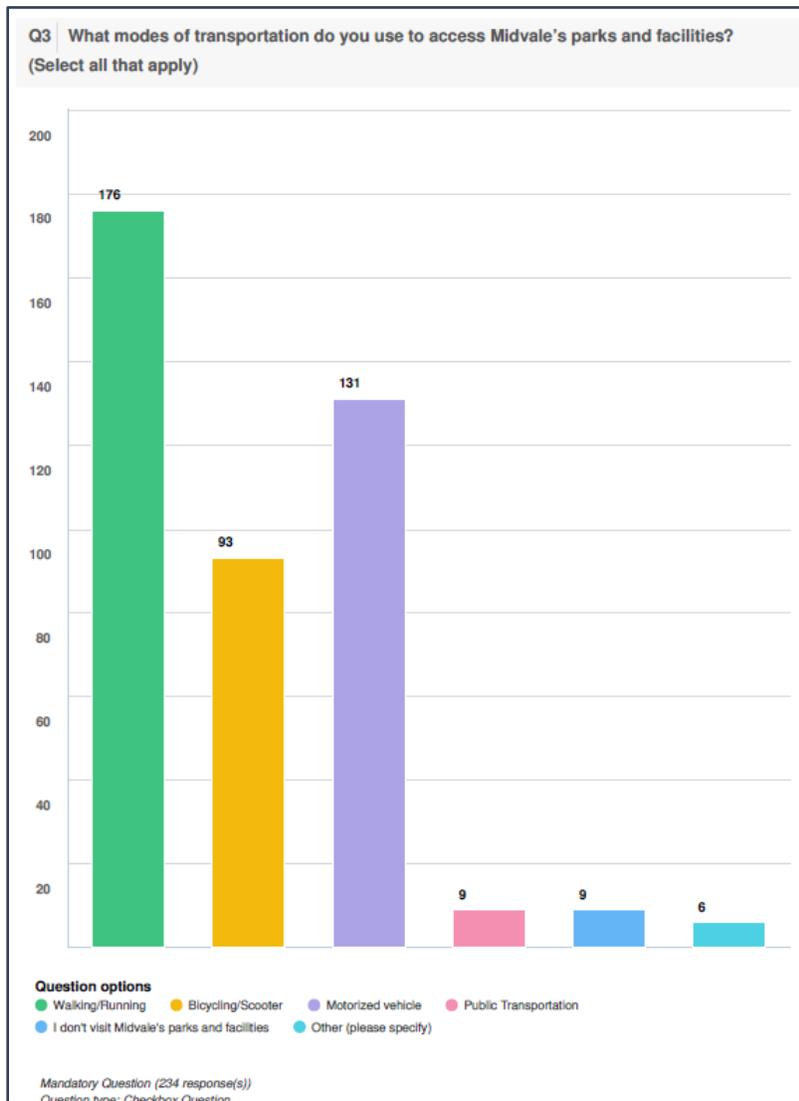
Q1: ARE YOU FAMILIAR WITH ALL OF MIDVALE’S PARKS, PARK FACILITIES, TRAILS, AND OPEN SPACE?



Q2: HOW OFTEN DO YOU OR YOUR FAMILY USE MIDVALE'S PARKS, TRAILS, OR RECREATIONAL SPACES?



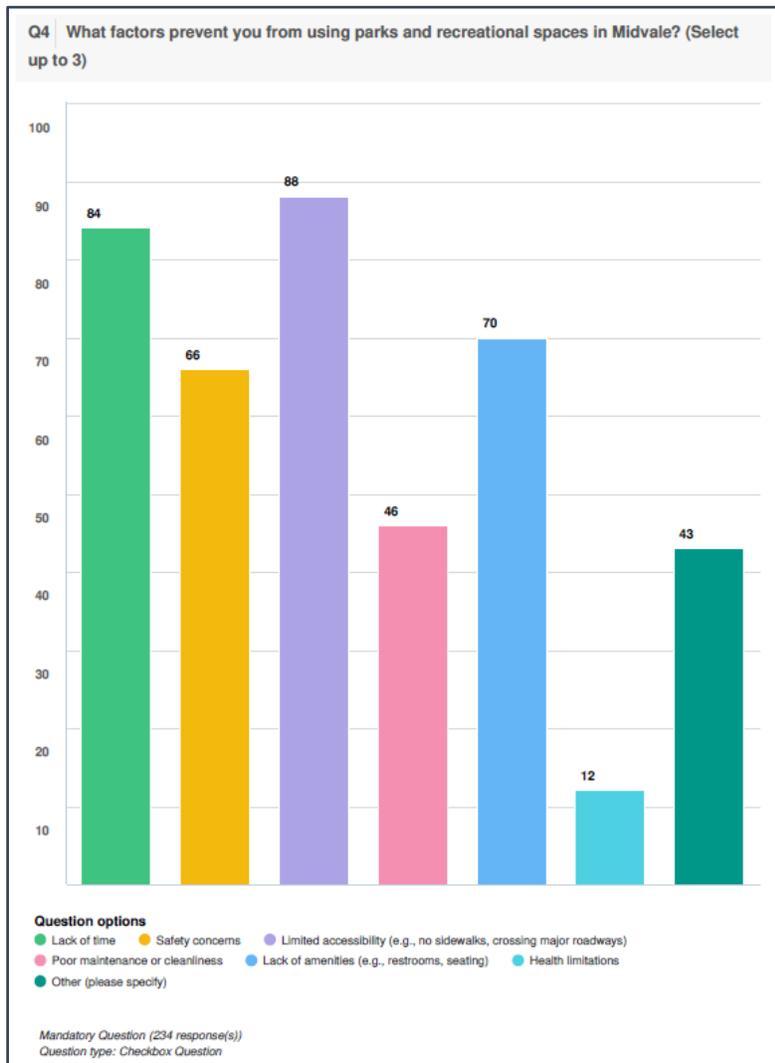
Q3: WHAT MODES OF TRANSPORTATION DO YOU USE TO ACCESS MIDVALE’S PARKS AND FACILITIES?



“Other” responses included:

- Skateboards and longboards
- Rideshare services (e.g., Uber, Lyft)
- Strollers
- Wheelchairs
- Carpooling with neighbors or family

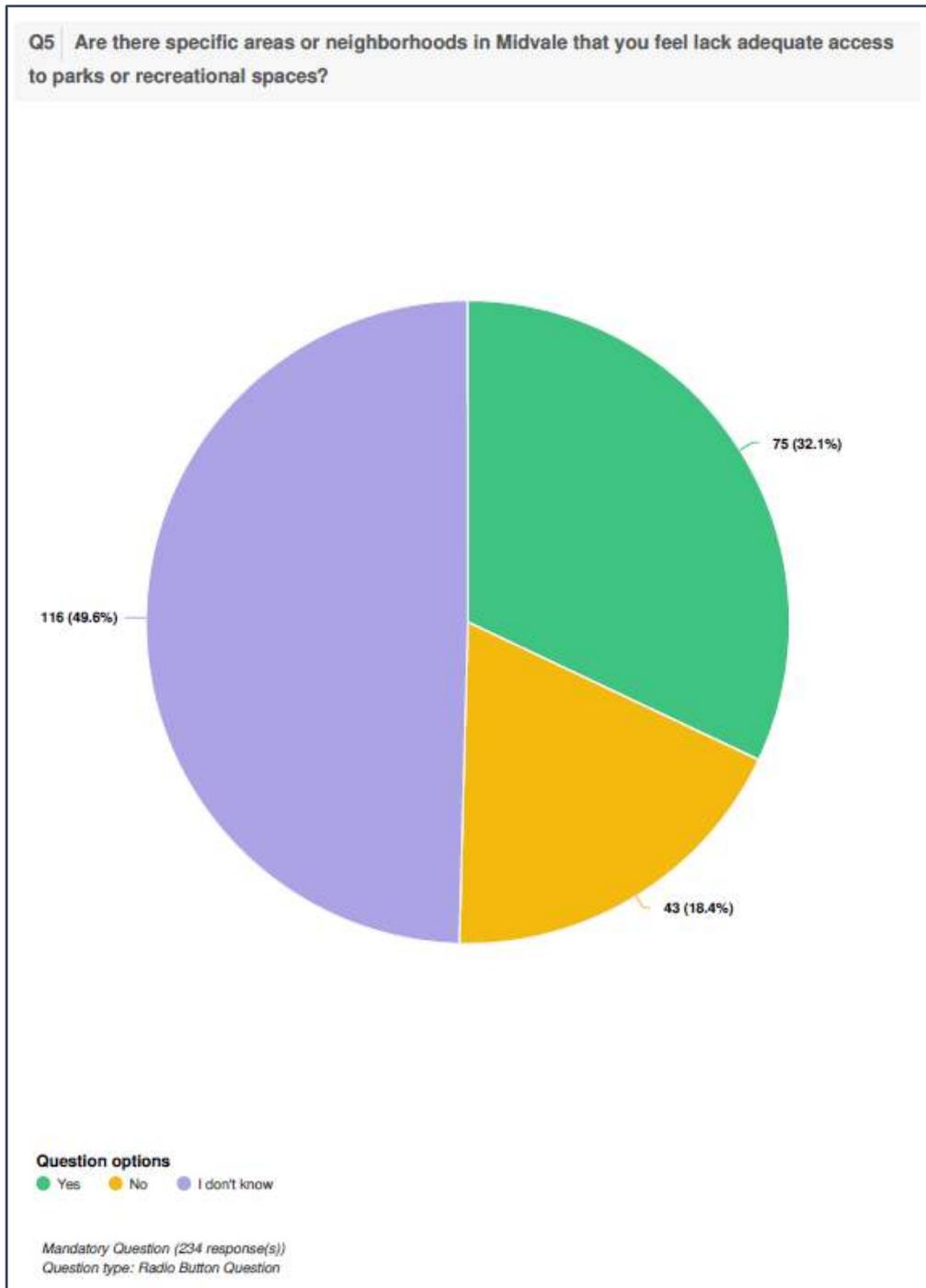
Q4: WHAT FACTORS PREVENT YOU FROM USING PARKS AND RECREATIONAL SPACES IN MIDVALE?



“Other” responses included:

- Homeless encampments or loitering near parks creating discomfort
- Lack of shade or water access, especially in summer months
- Traffic and speeding near park entrances
- Unleashed dogs and unclear leash enforcement
- Lack of inclusive or all-abilities play equipment

Q5: ARE THERE SPECIFIC AREAS OR NEIGHBORHOODS IN MIDVALE THAT YOU FEEL LACK ADEQUATE ACCESS TO PARKS OR RECREATIONAL SPACES?



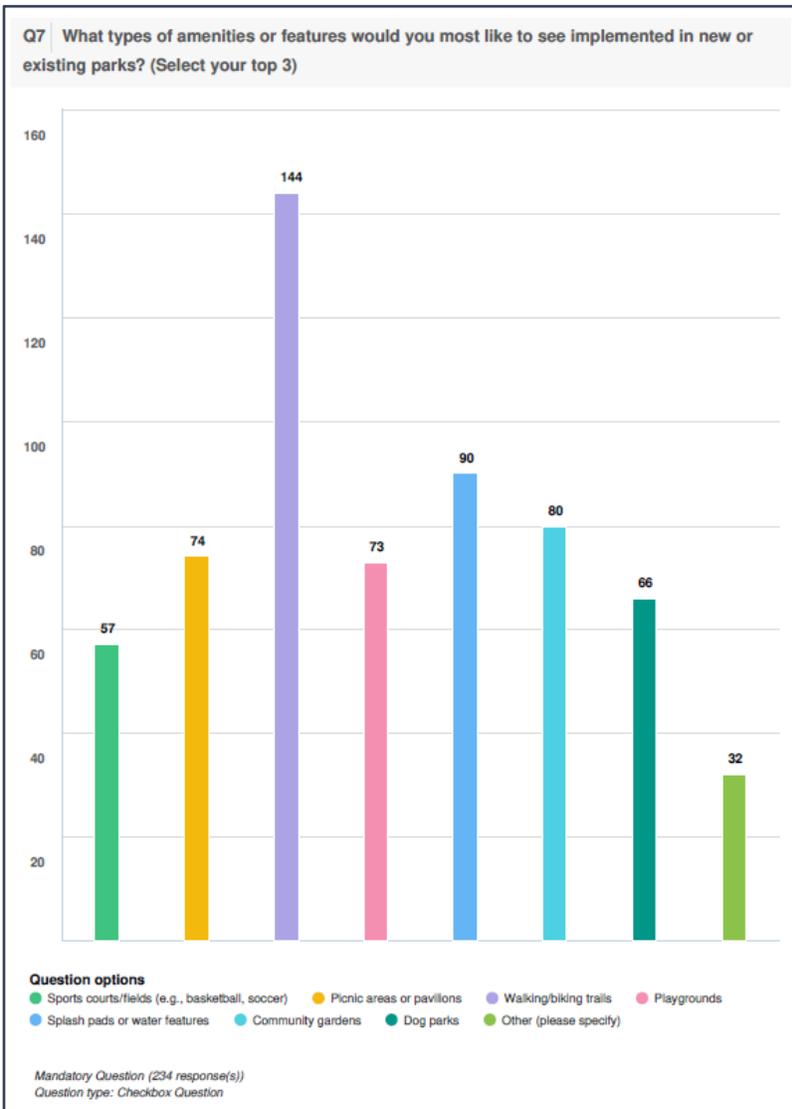
Q6: PLEASE SPECIFY. WHICH PARKS OR RECREATIONAL SPACES LACK ADEQUATE ACCESS?

This question was open response and cannot be produced as a chart or graph. Provided below is a summary of key takeaways from the open responses.

Key Takeaways

- Bingham Junction Park was the most frequently mentioned location in need of improved access. Many respondents requested a bridge connection to the Jordan River Parkway Trail, citing safety concerns and long or inconvenient routes to reach the trail.
- Several residents identified unsafe or limited pedestrian and bicycle access when considering a need to cross major roadways such as State Street, 7200 South, and 900 East.
- The following areas were repeatedly cited as underserved or lacking nearby or easily accessible recreational space:
 - East Midvale, particularly near 900 East and the Fort Union area
 - West of I-15, including Old Town, Center Street, and Main Street areas
 - Neighborhoods southeast of State Street and 7200 South
- Common themes also included the need for more crosswalks, bike lanes, and pocket parks in high-density residential areas.

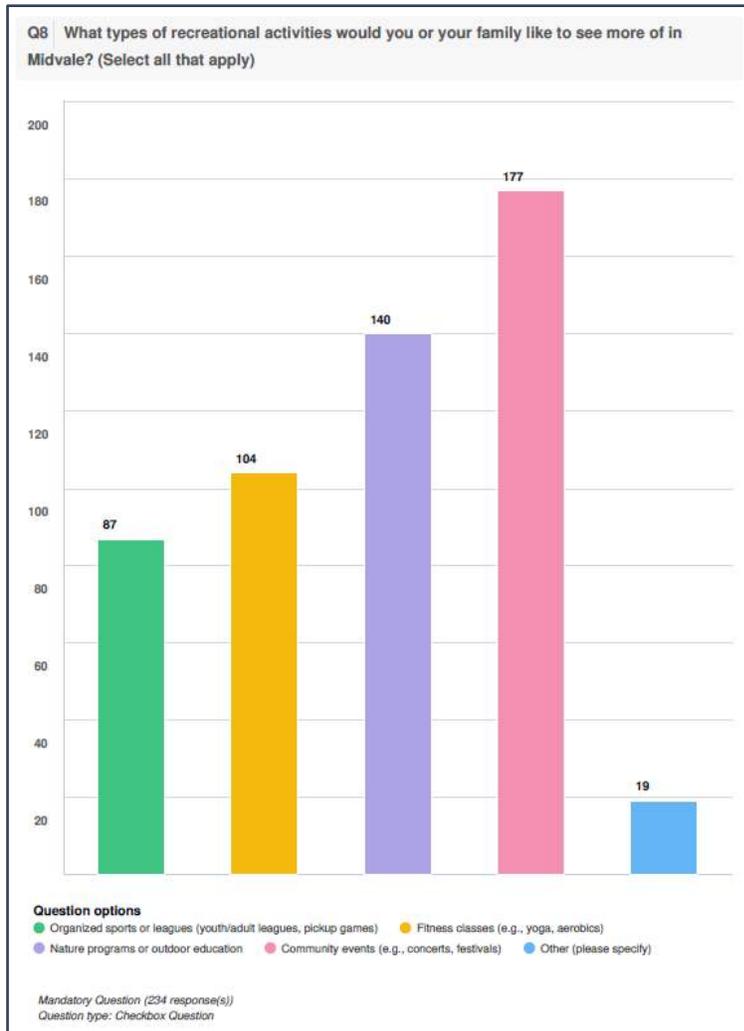
Q7: WHAT TYPES OF AMENITIES OR FEATURES WOULD YOU MOST LIKE TO SEE IMPLEMENTED IN NEW OR EXISTING PARKS?



“Other” responses included:

- Skate parks and bike pump tracks
- Shaded seating and picnic areas
- Climbing walls or more nature-integrated play structures
- Spaces for older kids and teens (e.g., hangout zones or courts)
- More restrooms and drinking fountains

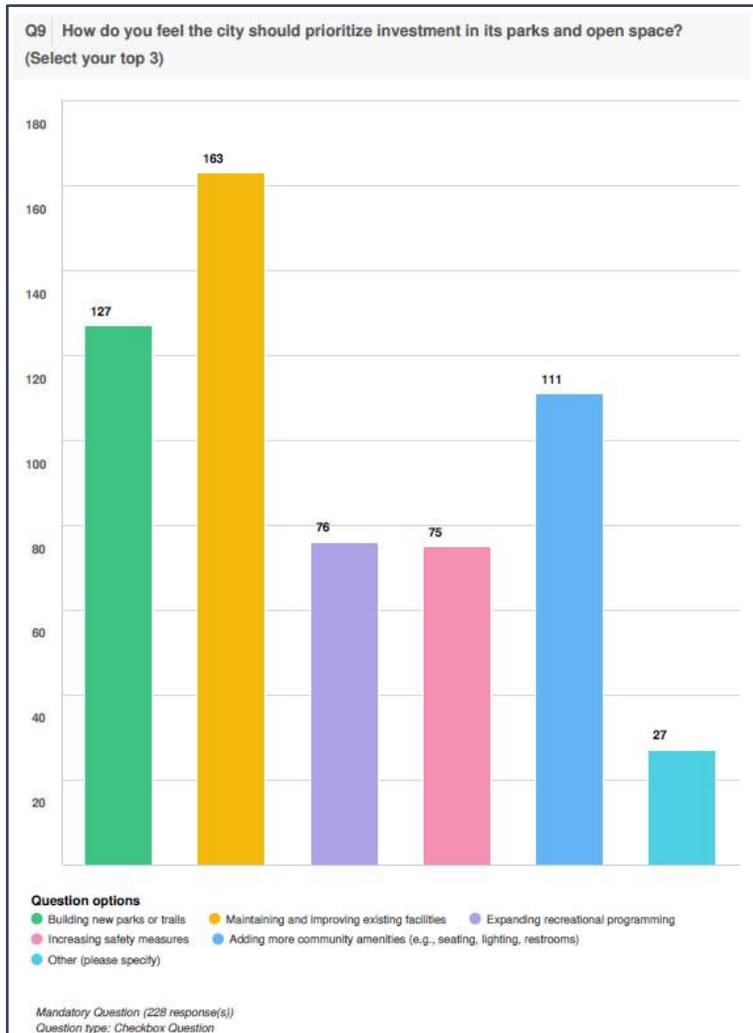
Q8: WHAT TYPES OF RECREATIONAL ACTIVITIES WOULD YOU OR YOUR FAMILY LIKE TO SEE MORE OF IN MIDVALE?



“Other” responses included:

- Arts and crafts programs or public art installations
- Environmental stewardship programs (e.g., cleanup days)
- Open gym times or indoor walking options
- Programs for seniors or multigenerational activities
- Pickleball leagues and clinics

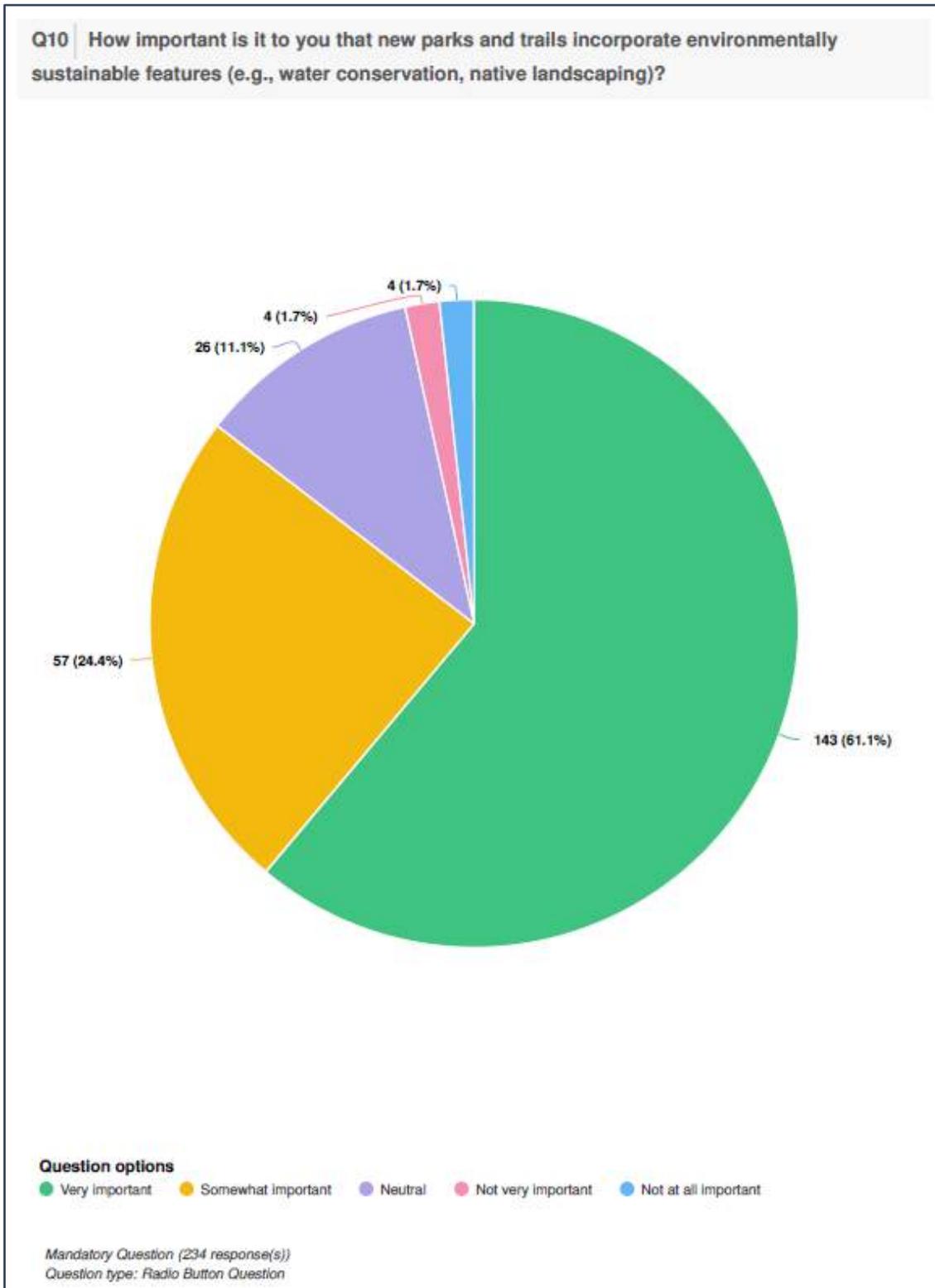
Q9: HOW DO YOU FEEL THE CITY SHOULD PRIORITIZE INVESTMENT IN ITS PARKS AND OPEN SPACE?



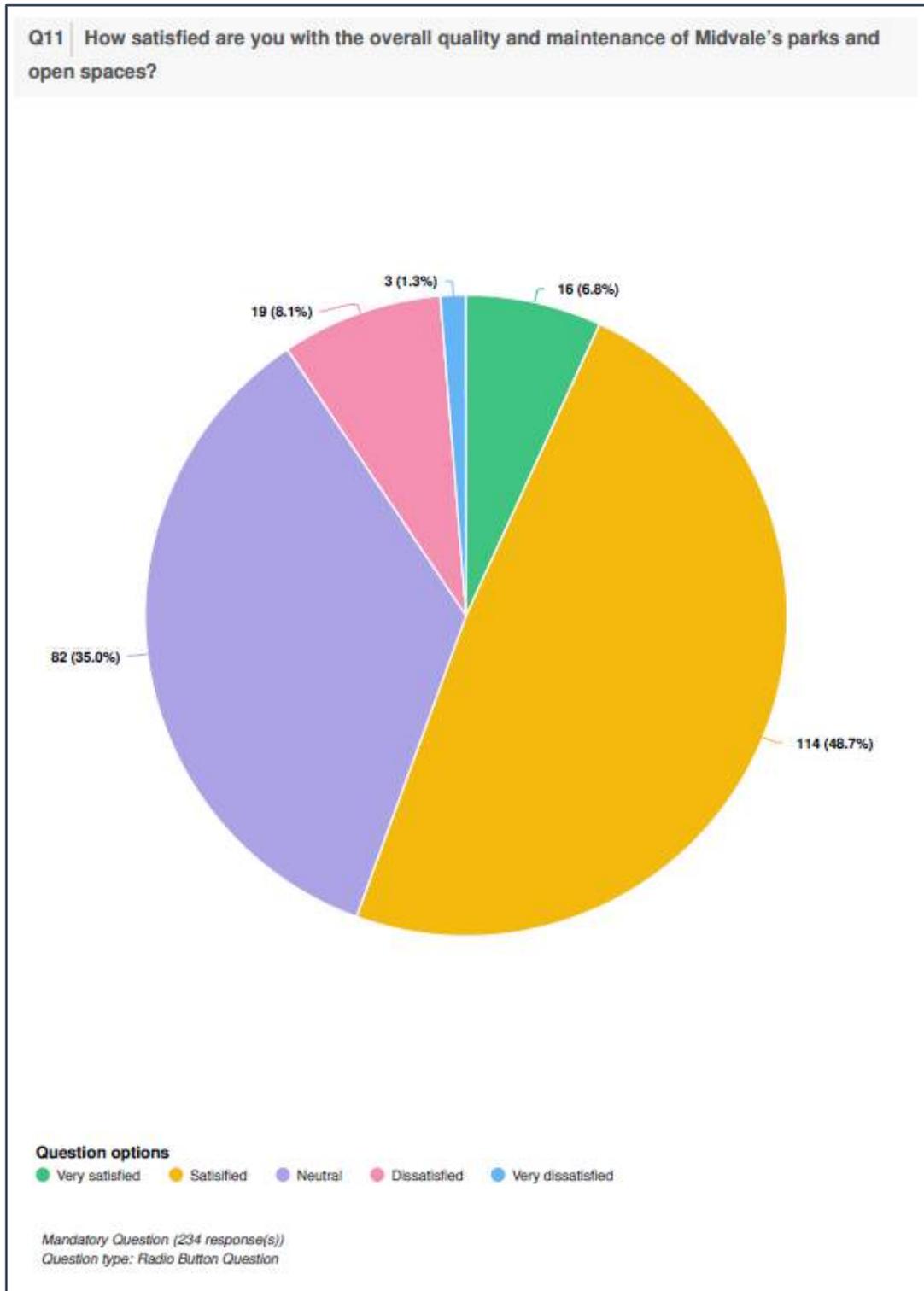
“Other” responses included:

- Improved lighting and safety at night
- Better wayfinding and signage
- More maintenance of trails and bike paths
- Increased community involvement in planning
- Park-specific programming for underserved neighborhoods

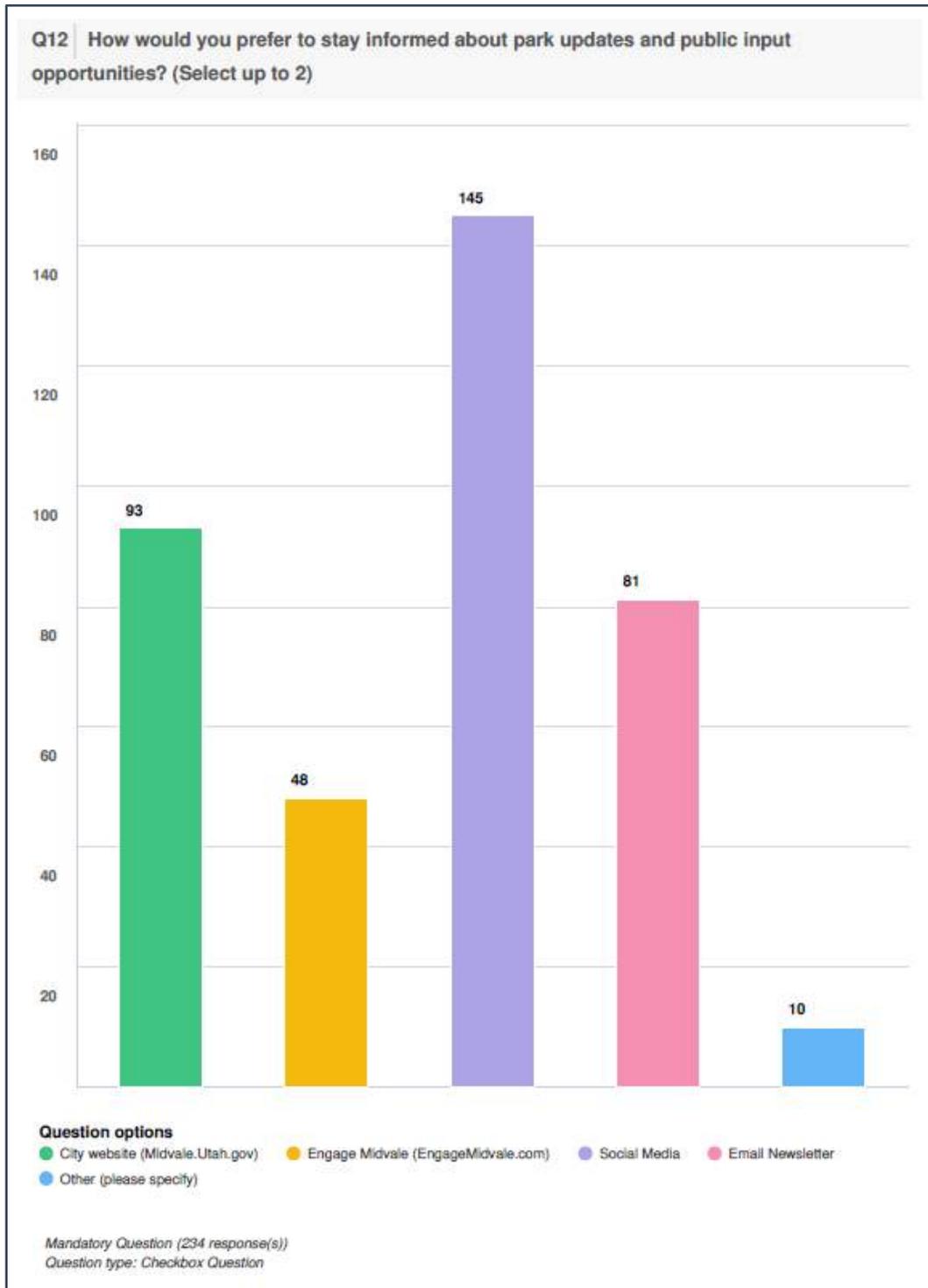
Q10: HOW IMPORTANT IS IT TO YOU THAT NEW PARKS AND TRAILS INCORPORATE ENVIRONMENTALLY SUSTAINABLE FEATURES?



Q11: HOW SATISFIED ARE YOU WITH THE OVERALL QUALITY AND MAINTENANCE OF MIDVALE’S PARKS AND OPEN SPACES?



Q12: HOW WOULD YOU PREFER TO STAY INFORMED ABOUT PARK UPDATES AND PUBLIC INPUT OPPORTUNITIES?



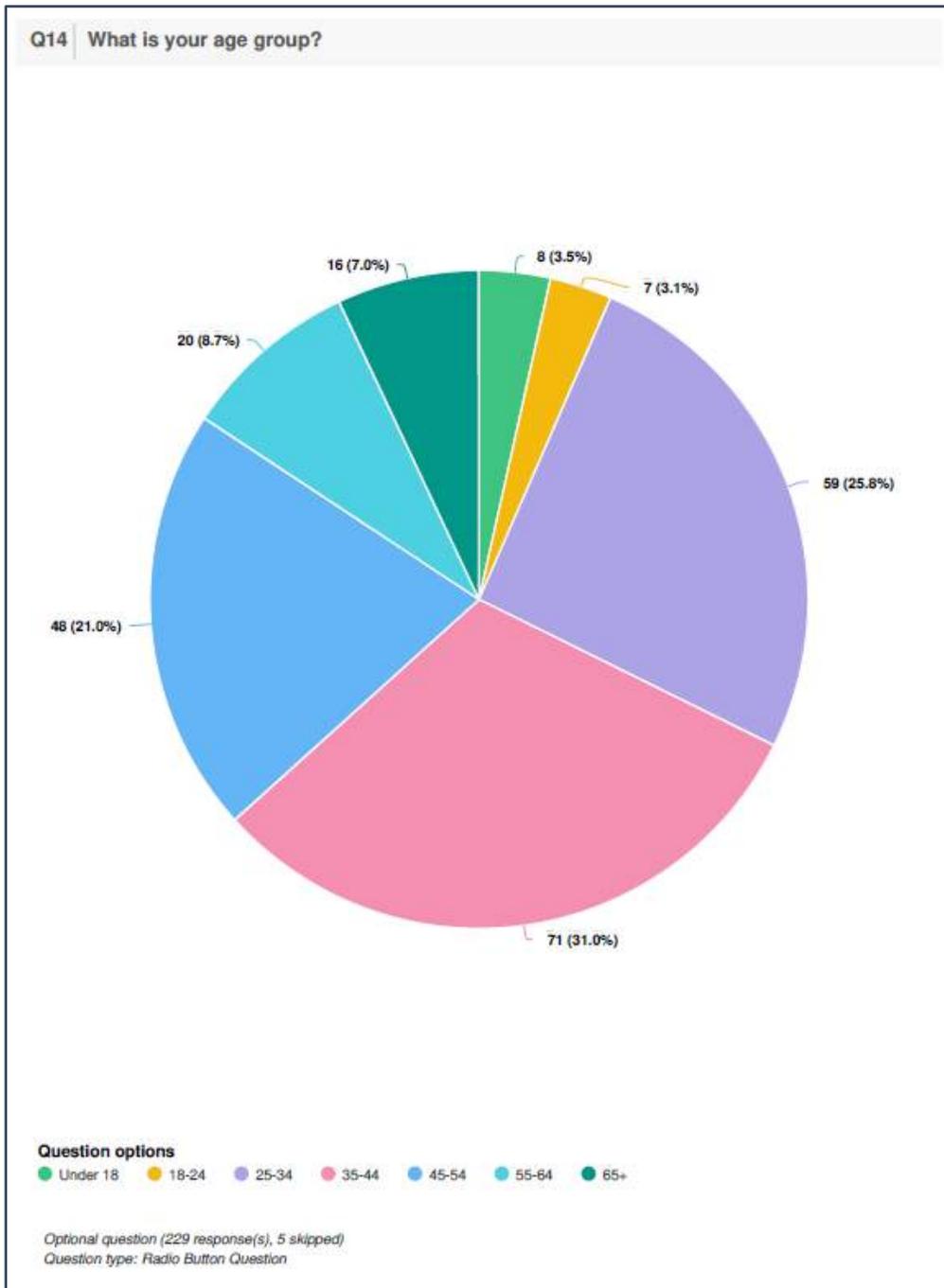
Q13: WHAT IS YOUR ZIP CODE?

This question was open response and cannot be produced as a chart or graph. Provided below is a summary of the responses received.

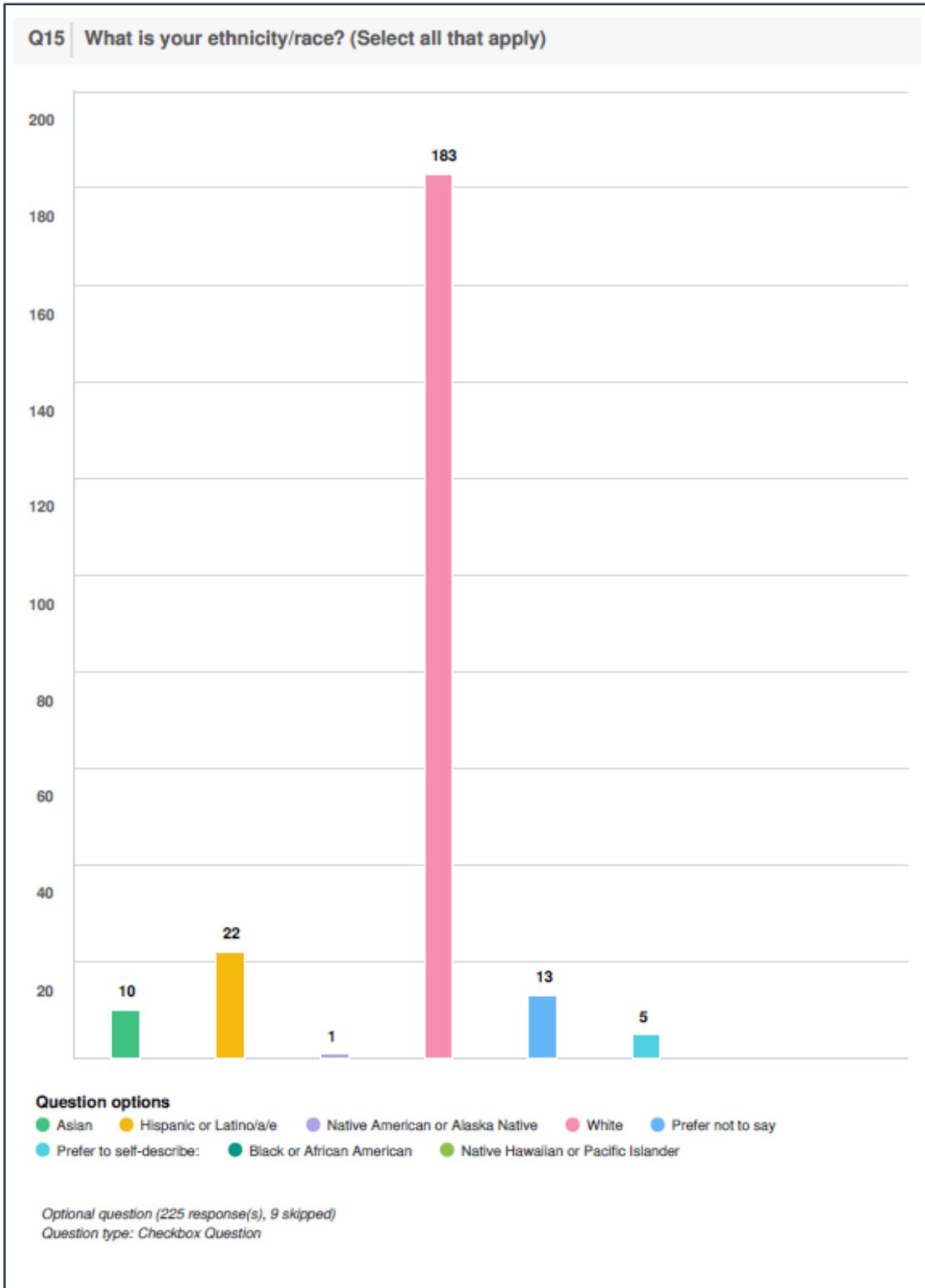
Summary

- The majority of survey respondents live in 84047, confirming that the feedback received primarily reflects the views of Midvale residents.
- A smaller portion of responses came from surrounding zip codes, such as:
 - 84123 (Murray/Taylorsville) and 84070 (Sandy)
 - Others cited zip codes included 84107, 84105, 84020, 84104, and 84119
- These responses suggest that Midvale's parks are used not only by local residents but also by those residing in neighboring communities.

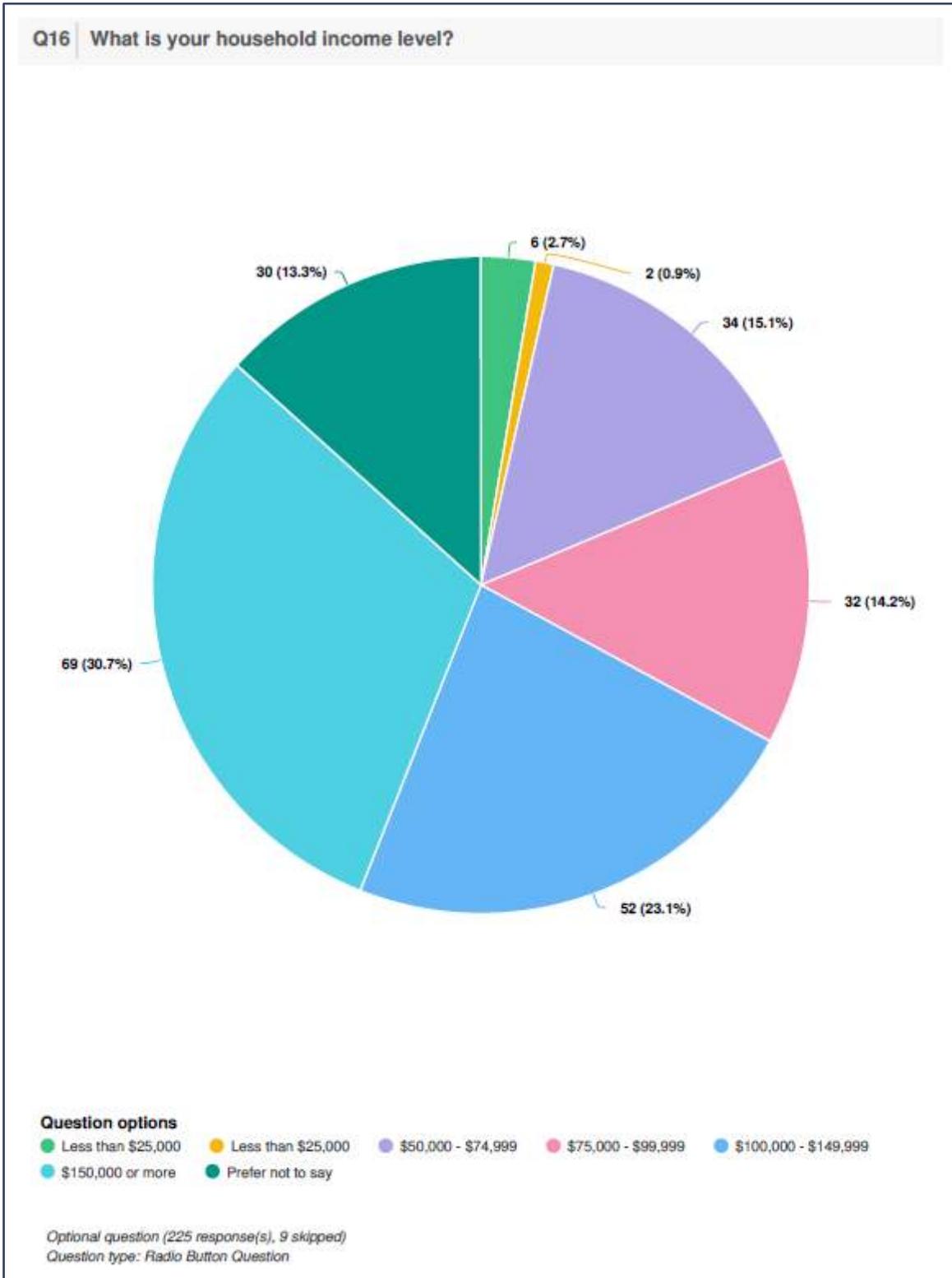
Q14: WHAT IS YOUR AGE GROUP?



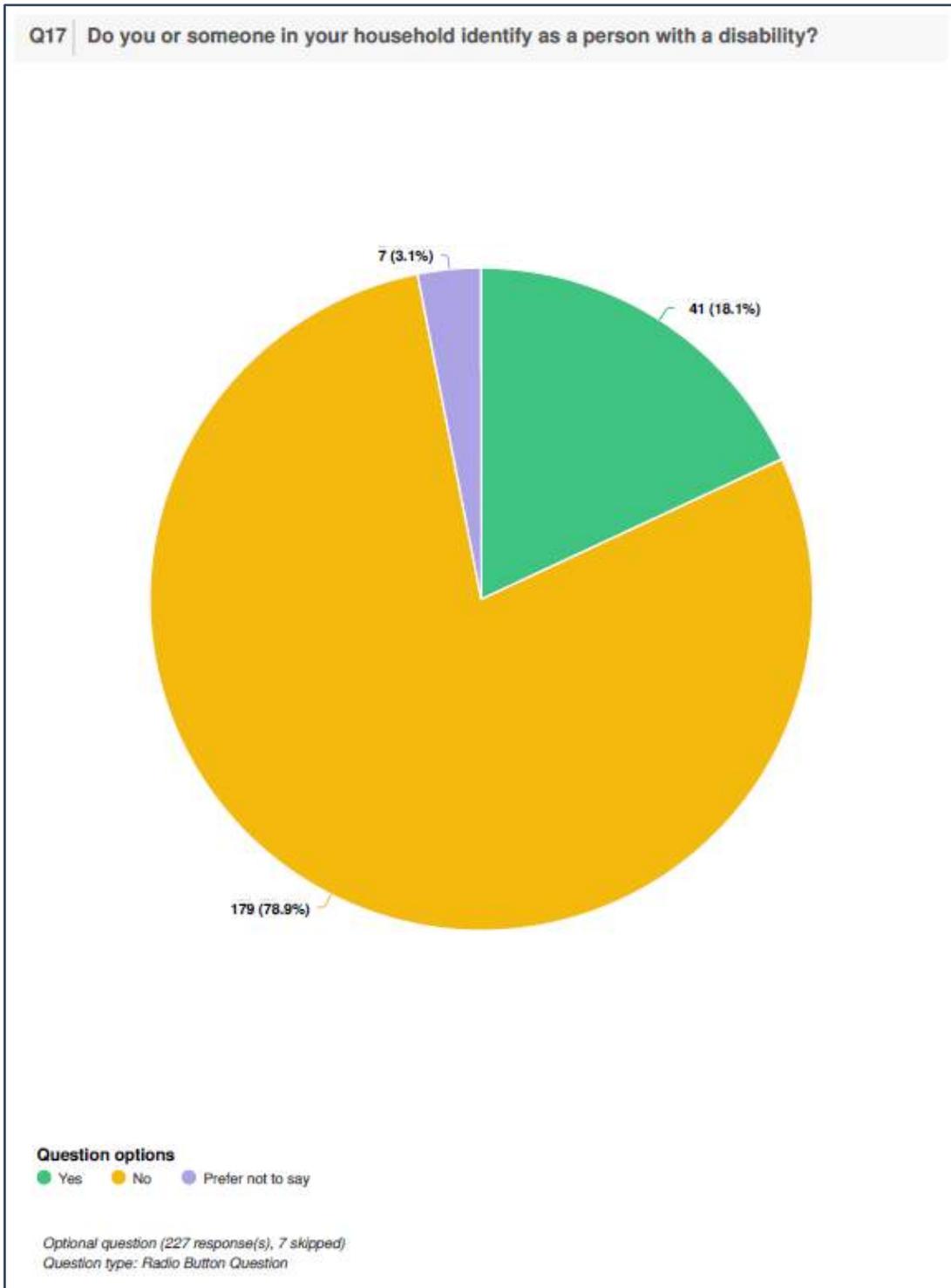
Q15: WHAT IS YOUR ETHNICITY/RACE?



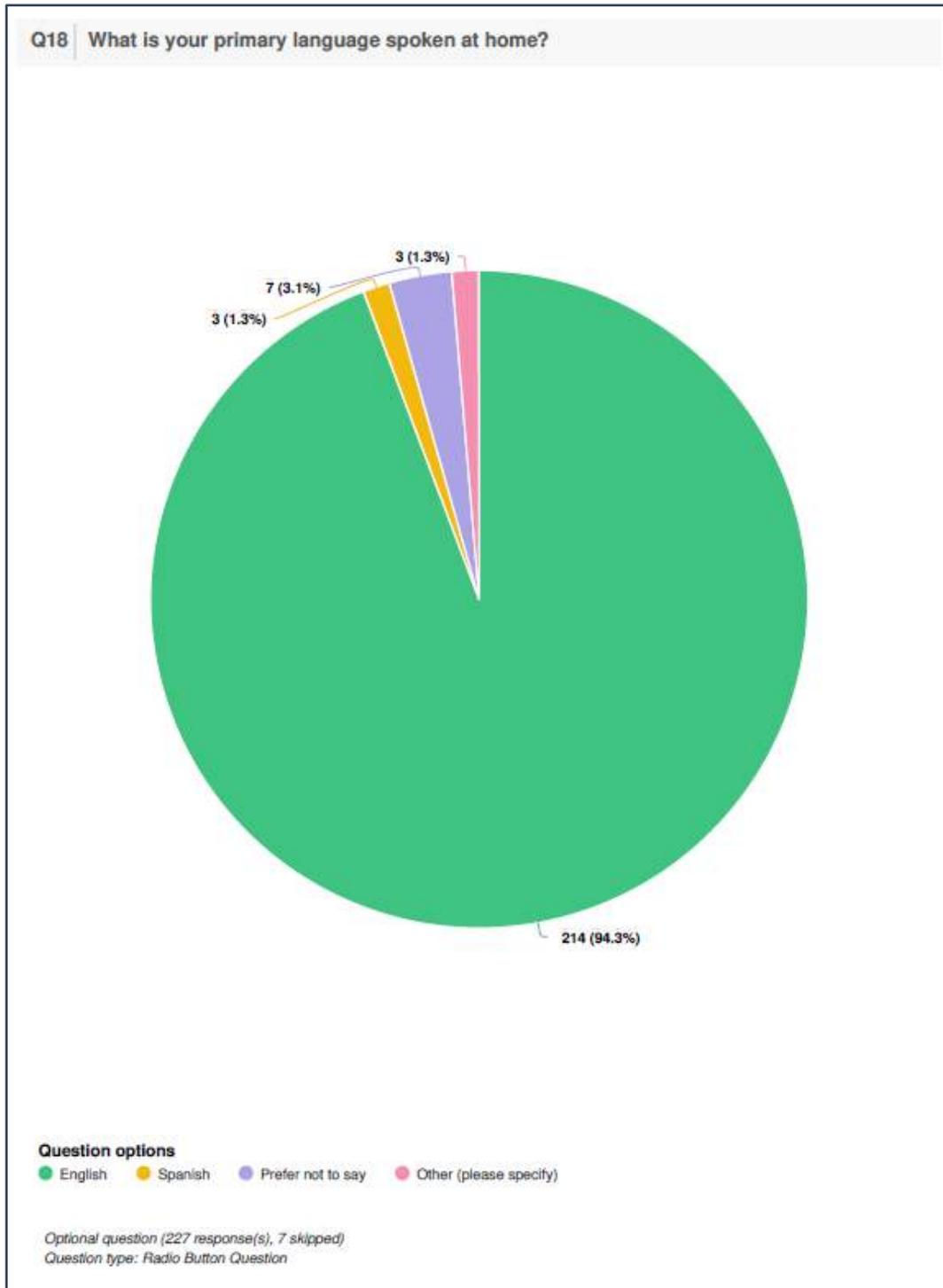
Q16: WHAT IS YOUR HOUSEHOLD INCOME LEVEL?



Q17: DO YOU OR SOMEONE IN YOUR HOUSEHOLD IDENTIFY AS A PERSON WITH A DISABILITY?



Q18: WHAT IS YOUR PRIMARY LANGUAGE SPOKEN AT HOME?



Midvale City



Parks and Trails Impact Fee Facilities Plan





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Executive Summary

Background

Midvale City, Utah (“City”) has created this Parks and Trails Impact Fee Facilities Plan in accordance with all legal requirements of Utah Code 11-36a. New development will place increased demand on existing park and trail facilities and therefore is responsible for contributing its fair share of the capital costs necessitated by new development.

Demand for park and trail facilities comes from residential development and the associated population growth. Commercial development is not considered to create more demand on park and trail facilities and is therefore not included in the calculation of impact fees. Projected population growth in Midvale is estimated as follows:

TABLE 1: PROJECTED POPULATION GROWTH, 2025-2035

Year	Population
2025	38,017
2026	38,592
2027	39,108
2028	39,690
2029	40,208
2030	40,659
2031	41,122
2032	41,544
2033	42,024
2034	42,486
2035	42,837
Population Growth, 2025-2035	4,820

Source: Midvale City; ZPFI

Identify the Existing and Proposed Levels of Service and Excess Capacity

Utah Code 11-36a-302(1)(a)(i)(ii)(iii)

The IFFP considers only *system-wide* park and trail facilities for the purpose of calculating impact fees. *Project-wide* park and trail facilities cannot be used to establish levels of service eligible to be maintained through impact fees. Based on input from the City and the consultants, a system-wide park and trail facility is defined as a facility that serves more than one local development area.

Existing service levels are based on the 2025 levels of service in the City for parks and trails. While the City manages a total of 79.55 park acres, most of those park acres are either not owned by the City or are jointly owned by the City and another entity, thereby leaving a total of 20.67 impact-fee eligible acres. This results in a standard of 0.54 park acres per 1,000 persons.

For trails, the City has a total of 416,064 square feet of asphalt trails and 356,400 square feet of concrete trails. This means the City provides 10.94 square feet of asphalt trails per capita and 9.37 square feet of concrete trails per capita.

TABLE 2: EXISTING AND PROPOSED IMPACT-FEE ELIGIBLE LEVELS OF SERVICE (LOS)

	Existing LOS	Proposed LOS
Parks (acres, with improvements, per 1,000 persons)	0.54	0.54
Asphalt Trails (square feet per capita)	10.94	10.94
Concrete Trails (square feet per capita)	9.37	9.37

Source: Midvale City; ZPFI

The City intends to at least maintain current service levels for parks and trails. The existing and proposed levels of service have been expressed in acres per 1,000 persons (parks) or square feet per capita (trails) and are then converted to a cost level per capita. Parks and trails development within the City functions as one overall recreation system designed to meet the needs and desires of residents for physical and leisure activities and therefore, the overall cost service level reflects the combined level of service for all parks and trails in Midvale.

Identify Demands Placed Upon Existing Public Facilities by New Development Activity at the Proposed Level of Service

Utah Code 11-36a-302(1)(a)(iv)

Table 3 shows the declining service levels that will occur in the City due to the projected population growth in the next ten years if no new facilities are added. Service levels are shown in terms of acres per 1,000 persons for parks, square feet per capita for trails and in terms of cost per capita.

TABLE 3: IMPACTS TO SERVICE LEVELS DUE TO NEW DEVELOPMENT IF NO IMPROVEMENTS ARE MADE

	2025 Service Levels	2035 Service Levels	Investment LOS 2025 per Capita	Investment LOS 2035 per Capita
Parks	0.54	0.48	\$281.69	\$250.00
Asphalt Trails	10.94	9.71	\$43.78	\$38.85
Concrete Trails	9.37	8.32	\$46.87	\$41.60

Source: Midvale City; ZPFI

Identify How the Growth Demands Will Be Met

Utah Code 11-36a-302(1)(a)(v)

In order to maintain the existing level of service, the projected population growth attributed to new development over the next ten years will require the construction of new facilities in the amount of \$1,794,685.

TABLE 4: NEW FACILITIES COSTS NEEDED TO MEET THE DEMANDS OF NEW GROWTH, 2025-2034

Description	Amount
Parks (acres, with improvements, per 1,000 persons)	\$1,357,750
Asphalt Trails (square feet per capita)	\$211,003
Concrete Trails (square feet per capita)	\$225,932

Total (System Parks and Trails)**\$1,794,685**

Source: Midvale City; ZPFI

Consideration of Revenue Sources to Finance Impacts on System Improvements

Utah Code 11-36a-302(2)

This Impact Fee Facilities Plan includes a thorough discussion of all potential revenue sources for park and trail improvements. These revenue sources include grants, bonds, interfund loans, transfers from the General Fund, impact fees and anticipated or accepted dedications of system improvements.

CHAPTER 1: UTAH CODE LEGAL REQUIREMENTS

Utah law requires that communities prepare an Impact Fee Facilities Plan (IFFP) before preparing an Impact Fee Analysis (IFA) and enacting an impact fee. Utah law also requires that communities give notice of their intent to prepare and adopt an IFFP. This IFFP follows all legal requirements as outlined below. The City has retained Zions Public Finance, Inc. (ZPFI) to prepare this Impact Fee Facilities Plan in accordance with legal requirements.

Notice of Intent to Prepare Impact Fee Facilities Plan

A local political subdivision must provide written notice of its intent to prepare an IFFP before preparing the Plan (Utah Code §11-36a-501). This notice must be posted on the Utah Public Notice website. The City has complied with this noticing requirement for the IFFP by posting notice on August 25, 2025. A copy of the notice is included in Appendix A.

Preparation of Impact Fee Facilities Plan

Utah Code requires that each local political subdivision, before imposing an impact fee, prepare an Impact Fee Facilities Plan. (Utah Code 11-36a-301).

Section 11-36a-302(a) of the Utah Code outlines the requirements of an Impact Fee Facilities Plan which is required to identify the following:

- (i) identify the existing level of service
- (ii) establish a proposed level of service
- (iii) identify any excess capacity to accommodate future growth at the proposed level of service
- (iv) identify demands placed upon existing facilities by new development activity at the proposed level of service; and
- (v) identify the means by which the political subdivision or private entity will meet those growth demands.

Further, the proposed level of service may:

- (i) exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or
- (ii) establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service.

In preparing an Impact Fee Facilities Plan, each local political subdivision shall generally consider all revenue sources to finance the impacts on system improvements, including:

- (a) grants

- (b) bonds
- (c) interfund loans
- (d) transfers from the General Fund
- (e) impact fees; and
- (f) anticipated or accepted dedications of system improvements.

Certification of Impact Fee Facilities Plan

Utah Code states that an Impact Fee Facilities Plan shall include a written certification from the person or entity that prepares the Impact Fee Facilities Plan. This certification is included at the conclusion of this plan.

CHAPTER 2: EXISTING SERVICE LEVELS, PROPOSED SERVICE LEVELS AND EXCESS CAPACITY

Utah Code 11-36a-302(1)(a)(i)(ii)(iii)

Growth in Demand

Impacts on park and trail facilities will come from growth in the population.

TABLE 5: PROJECTED POPULATION GROWTH, 2025-2034

Year	Population
2025	38,017
2026	38,592
2027	39,108
2028	39,690
2029	40,208
2030	40,659
2031	41,122
2032	41,544
2033	42,024
2034	42,486
2035	42,837
Growth in Population: 2025-2035	4,820

Source: Midvale City, ZPFI

Population projections are for 4,820 additional residents between 2025 and 2035.

Existing Service Levels

Parks

The City has indicated that most of the park acres within the City are either not owned by the City, have been donated to the City, have been acquired with grant funds, or are not used for recreation (as in the case of the Midvale Cemetery), and are therefore ineligible for consideration in impact fee calculations. In addition, park amenities which are located on properties where the City does not own the land may not be counted toward the calculation of an impact fee. However, the cost of park amenities can be considered for parks where the City paid for those amenities even though the land may have been donated or acquired with grant funds. Total system improvements for parks are shown in the table below as well as the parks that are eligible for impact fee calculations.

TABLE 6: SYSTEM PARK ACREAGE

Park	Address	Total Acres	Ineligible Acres
Adams Street	457 Harvard Cir	3.30	3.30
Bingham Junction	6980 S River Reserve Ct	24.57	24.57
Fire Station	607 E Fort Union Blvd	0.60	0.60
Florentine Villas	Tuscany View Rd & Bingham Jct Blvd	1.66	1.66
Founders Point	7670 Holden St	1.10	1.10
Jordan Bluffs	7998 S Bingham Junction Blvd	4.21	4.21
Jordan River Open Space	Jordan River Parkway Trail	10.42	

Park	Address	Total Acres	Ineligible Acres
Legacy	7515 S & Jordan River Parkway Trail	1.12	1.12
Midvale City	350 W Park St	20.32	10.07
San Moritz	Bingham Junction Blvd & Center St	3.06	3.06
Seghini Pocket	7744 S 600 W	1.00	1.00
Talavera at the Junction	1004 Tuscany View Rd	1.79	1.79
Cemetery	471 6 th Ave	6.40	6.40
TOTAL		79.55	58.88
	Impact-Fee Eligible Acres	20.67	

Source: Midvale City; ZPFI

The existing level of service for parks, for the purpose of calculating impact fees, is 0.54 acres per 1,000 persons, calculated by dividing the 20.67 eligible park acres by the 2025 population of 38,017 persons divided by 1,000.

Existing impact-fee eligible park improvements are summarized in the table below.

TABLE 7: SYSTEM PARK IMPROVEMENTS

Category	Total	Cost per Unit	Total Investment
Land Acres	20.67	\$200,000	\$4,134,000
Play Structures	4	\$110,000	\$440,000
Pavilions / Shade Structure	12	\$75,000	\$900,000
Trees	119	\$100	\$11,900
Basketball Courts	2	\$50,000	\$100,000
Tennis Courts	1	\$90,000	\$90,000
Pickleball Courts	8	\$65,000	\$520,000
Volleyball	1	\$21,500	\$21,500
Baseball/ Softball	1	\$20,000	\$20,000
Open Green Space (acres)	21.16	\$108,900	\$2,304,324
Tables	37	\$1,000	\$37,000
Benches	8	\$300	\$2,400
Restrooms	2	\$120,000	\$240,000
Flag Poles	1	\$3,500	\$3,500
Light Poles	31	\$2,500	\$77,500
Concrete (square feet)	10,515	\$5	\$52,575
Asphalt (square feet)	141,175	\$4	\$564,700
Parking Stalls	387	\$1,320	\$510,840
Sidewalk (linear feet)	8,251	\$55	\$453,805
Disc Golf	1	\$10,000	\$10,000
Plaza Spaces / Amphitheater	1	\$150,000	\$150,000
Splash Pad	1	\$65,000	\$65,000
TOTAL			\$10,709,044

Source: Midvale City; ZPFI

The existing level of service for parks (land and improvements) is therefore calculated by taking the total investment/value of park improvements of \$10,709,044 and dividing by the existing population of 38,017 which results in a service level of \$281.69 per capita.

Trail Improvements

The City's trail system only includes trails that are owned by Midvale City. All system trails identified were made of concrete or asphalt for a total area of 772,464 square feet. The City currently has 416,064 square feet of asphalt trails. This results in an existing service level of 10.94 square feet of asphalt trails per capita, given the City's population of 38,017. The City also currently has 356,400 square feet of concrete trails, translating to an existing service level of 9.37 square feet of concrete trails per capita.

TABLE 8: SYSTEM TRAILS

Trail Type	Square Feet	Existing Level of Service (square feet per capita)
Asphalt	416,064	10.94
Concrete	356,400	9.37

Source: Midvale City; ZPFI

Proposed Service Levels

The City has decided to at least maintain its existing service levels for park and trail facilities. Therefore, the proposed level of service for park and trail facilities for the next ten years will be at least the same as, or greater than, the existing level of service. Impact fees for park and trail facilities, however, will only be calculated based on the existing level of service. If the City chooses to increase its service levels, it will be done through funding sources other than impact fees.

Identify Excess Capacity

The City has not identified any excess capacity in any of its parks or trail facilities. In other words, the City intends to at least maintain its existing service levels for parks and trail facilities. Therefore, it will need to build additional parks and trail facilities.

CHAPTER 3: IDENTIFY DEMANDS PLACED ON EXISTING PUBLIC FACILITIES BY NEW DEVELOPMENT ACTIVITY AT PROPOSED LEVEL OF SERVICE AND HOW THOSE DEMANDS WILL BE MET

Utah Code 11-36a-302(1)(a)(iv)(v)

Demand Placed on Facilities by New Development Activity

Parks

Park service levels will decline due to population growth from new development activity, from the existing cost service level of \$281.69 to \$250.00 per person by 2035 if no new facilities are acquired or constructed. In order to maintain existing service levels, the City will need to make an investment of \$1,357,750 by 2035.

TABLE 9: PARK SERVICE LEVEL IMPACTS FROM NEW DEVELOPMENT ACTIVITY, 2025-2035

Year	Population	Population Growth	Land Acres per 1,000 Persons if No New Facilities	Additional Land Needed (acres)	Cost Service Levels per Capita if No New Facilities	Additional Investment Needed
2025	38,017		0.54		\$281.69	\$0
2026	38,592	575	0.54	0.31	\$277.49	\$161,972
2027	39,108	516	0.53	0.28	\$273.83	\$145,353
2028	39,690	582	0.52	0.32	\$269.82	\$163,944
2029	40,208	518	0.51	0.28	\$266.34	\$145,916
2030	40,659	451	0.51	0.25	\$263.39	\$127,043
2031	41,122	463	0.50	0.25	\$260.42	\$130,423
2032	41,544	422	0.50	0.23	\$257.78	\$118,874
2033	42,024	480	0.49	0.26	\$254.83	\$135,212
2034	42,486	462	0.49	0.25	\$252.06	\$130,141
	42,837	351	0.48	0.19	\$250.00	\$98,874
Total		4,820		2.62		\$1,357,750

Source: Midvale City; ZPFI

Trails - Asphalt

The existing level of service of 10.94 square feet per capita of asphalt trails would decline to 9.71 square feet per capita if no new improvements are made. In order to maintain existing service levels, the City will need to add 52,751 square feet of asphalt trails over the next 10 years, costing an estimated \$211,003 in additional investment.

TABLE 10: ASPHALT TRAIL SERVICE LEVEL IMPACTS FROM NEW DEVELOPMENT ACTIVITY, 2025-2034

Year	Population	Population Growth	Trail Square Feet per Capita	Additional Trails Needed (square feet)	Cost Service Levels per Capita if No New Facilities	Additional Investment Needed
2025	38,017		10.94		\$43.78	\$0
2026	38,592	575	10.78	6,292.89	\$43.12	\$25,172
2027	39,108	516	10.64	5,647.18	\$42.56	\$22,589
2028	39,690	582	10.48	6,369.50	\$41.93	\$25,478
2029	40,208	518	10.35	5,669.07	\$41.39	\$22,676

Year	Population	Population Growth	Trail Square Feet per Capita	Additional Trails Needed (square feet)	Cost Service Levels per Capita if No New Facilities	Additional Investment Needed
2030	40,659	451	10.23	4,935.81	\$40.93	\$19,743
2031	41,122	463	10.12	5,067.14	\$40.47	\$20,269
2032	41,544	422	10.02	4,618.43	\$40.06	\$18,474
2033	42,024	480	9.90	5,253.20	\$39.60	\$21,013
2034	42,486	462	9.79	5,056.20	\$39.17	\$20,225
2035	42,837	351	9.71	3,841.40	\$38.85	\$15,366
Total		4,820		52,750.83		\$211,003

Source: Midvale City; ZPFI

Trails - Concrete

The existing level of service of 9.37 square feet per capita of concrete trails would decline to 8.32 square feet per capita if no new improvements are made. In order to maintain existing service levels, the City will need to add 45,186 square feet of concrete trails over the next 10 years, costing an estimated \$225,932 in additional investment.

TABLE 11: TRAIL SERVICE LEVEL IMPACTS FROM NEW DEVELOPMENT ACTIVITY, 2025-2034

Year	Population	Population Growth	Trail Square Feet per Capita	Additional Trails Needed (square feet)	Cost Service Levels per Capita if No New Facilities	Additional Investment Needed
2025	38,017		9.37		\$46.87	\$0
2026	38,592	575	9.24	5,390.48	\$46.18	\$26,952
2027	39,108	516	9.11	4,837.37	\$45.57	\$24,187
2028	39,690	582	8.98	5,456.11	\$44.90	\$27,281
2029	40,208	518	8.86	4,856.12	\$44.32	\$24,281
2030	40,659	451	8.77	4,228.01	\$43.83	\$21,140
2031	41,122	463	8.67	4,340.51	\$43.33	\$21,703
2032	41,544	422	8.58	3,956.15	\$42.89	\$19,781
2033	42,024	480	8.48	4,499.88	\$42.40	\$22,499
2034	42,486	462	8.39	4,331.14	\$41.94	\$21,656
2035	42,837	351	8.32	3,290.54	\$41.60	\$16,453
Total		4,820		45,186.31		\$225,932

Source: Midvale City; ZPFI

Identify the Means by Which the Political Subdivision Will Meet the Growth Demands

The City will need to acquire additional park and trail facilities in order to maintain its existing service levels. After extensive internal discussions and public input, the City has identified the following types of projects that may be undertaken in the future:

Enhancements to existing parks and trails. The City plans to make investments in walkability, tree cover, and trail amenities to existing City facilities. The City has identified wayfinding, shade, and connectivity improvements to Midvale Center Station and Midvale Fort Union Station. In addition, the City plans to expand amenities at Jordan Bluffs Park and explore park and trail improvements at Fort Union Plaza.

New parks and trails. The City may also consider identifying additional opportunity sites to support gaps in service within the south central and northeast central parks of the City that are not currently serviced by its parks and trails system. Potential sites near State Street, Fort Union Boulevard (7200 South), and the Jordan and Salt Lake City Canal have been identified.

Partnerships with stakeholder organizations. The City plans to partner with landowners, adjacent municipalities, and regional and state agencies such as UTA, UDOT, and Salt Lake County to support the development of future parks and enhance trail and open space connectivity.

Land agreements. The City plans to consider land swaps and shared use agreements with key landowners to expand access to playgrounds or fields not owned directly by the City.

Land use planning. The City may consider co-locating parks within new developments, civic buildings, or utility sites. The City also may reclaim underutilized City land such as wide medians or park strips, dead-end streets, or vacant rights-of-way for recreational purposes.

CHAPTER 4: CONSIDERATION OF ALL REVENUE SOURCES

Utah Code 11-36a-302(2)

Grants. The City is unaware of any potential grant sources for future park and trail developments. However, should it be the recipient of any such grants, it will then look at the potential to reduce impact fees.

The City has no knowledge of any future parks or trails gifts that will be received by the City. Further, the City has conservatively excluded any gifted properties, or properties acquired through grant funds, in establishing its level of service used in the calculation of impact fees.

Bonds. The City has no outstanding bonds for parks, trails, or recreation; therefore, no credits for bonds will need to be considered in the calculation of impact fees.

Interfund Loans. The City currently has no plans to purchase park, recreation, or trail facilities through any interfund loans and has not done so in the past.

Transfer from General Fund. To the extent that the City is able to generate net revenues in its General Fund, it may choose to transfer all or a portion of the net revenues to the City's capital fund. It is most likely that, if net revenues should be generated for park facilities, they will be used to raise existing service levels rather than offset the demands generated by new development which is anticipated to be offset with impact fees.

Impact Fees. Because of the growth anticipated to occur in the City, impact fees are necessary and are a viable means of allowing new development to pay for the impacts that it places on the existing system. This IFFP is developed in accordance with legal guidelines so that an Impact Fee Analysis for Parks and Trails may be prepared and the City may charge impact fees for Parks and Trails.

Anticipated or Accepted Dedications of System Improvements. Any item that a developer funds must be included in the IFFP if a credit against impact fees is to be issued and must be agreed upon with the City before construction of the improvements.

CERTIFICATION

Zions Bank Public Finance certifies that the attached impact fee facilities plan:

1. Includes only the costs of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;

2. Does not include:
 - a. costs of operation and maintenance of public facilities;
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;

3. Offsets costs with grants or other alternate sources of payment; and

4. Complies in each and every relevant respect with the Impact Fees Act.

APPENDIX A – NOTICE OF INTENT TO PREPARE A COMPREHENSIVE AMENDMENT TO THE PARKS, TRAILS, AND OPEN SPACE IMPACT FEE FACILITIES PLAN



7505 S Holden Street
Midvale, UT 84047
801-567-7200 ext. 1022
Midvale.Utah.gov

Midvale City Notice of Intent to Prepare an Impact Fee Facilities Plan for Parks, Trails, and Open Space

Midvale City, Utah intends to commence the preparation of independent and comprehensive Impact Fee Facilities Plan for parks, trails, and open space; and therefore, pursuant to the provisions of 11-36a-501 of the Utah Code, notice is hereby provided of the intent of Midvale City to prepare an Impact Fee Facilities Plan. The impact fee service area for this analysis and the geographic area where the proposed impact fee facilities will be located includes the entire Midvale City boundaries. The impact fees to be considered will be charged to new development and used to offset the cost of capital facilities needed to serve new development. Any affected are invited to provide information to be considered in preparing the Impact Fee Facilities Plan. For information about the Impact Fee Facilities Plan, please contact Adam Olsen at 7505 S. Holden St. Midvale, UT 84047 or e-mail aolsen@midvaleut.gov. Any information received should be provided in writing.

A copy of the foregoing was posted in the City Hall Lobby, the 2nd Floor City Hall Lobby, on the City's website at Midvale.Utah.gov and the State Public Notice website at <http://pmn.utah.gov>.

APPENDIX B – PARK AMENITY IMPROVEMENTS

The following improved recreation facilities have a useful life of at least ten years.

Improvements per Park – Part 1	Land	Play Structures	Pavilions	Trees	Basketball Courts	Tennis Courts
Units	Acres	Each	Each	Each	Each	Each
Cost per Unit	\$200,000	\$110,000	\$75,000	\$100	\$50,000	\$90,000
Bingham Junction	--	2	3	48	1	--
Jordan River Open Space	10.42	--	--	--	--	--
Midvale City Park	10.25	2	9	71	1	1
TOTAL	20.67	4	12	119	2	1

Improvements per Park – Part 2	Pickleball Courts	Volleyball Pits	Baseball/Softball Dugouts & Backstops	Irrigated Green Space	Tables	Benches
Units	Each	Each	Each	Acres	Each	Each
Cost per Unit	\$65,000	\$21,500	\$20,000	\$108,900	\$1,000	\$300
Bingham Junction	--	--	1	7	8	2
Jordan River Open Space	--	--	--	--	--	--
Midvale City Park	8	1	--	14	29	6
TOTAL	8	1	1	21	37	8

Improvements per Park – Part 3	Restrooms	Flag Poles	Light Poles	Concrete	Asphalt	Parking Stalls
Units	Each	Each	Each	Square Feet	Square Feet	Each
Cost per Unit	\$120,000	\$3,500	\$2,500	\$5	\$4	\$1,320
Bingham Junction	--	--	14	10,515	29,495	75
Jordan River Open Space	--	--	--	--	--	--
Midvale City Park	2	1	17	--	111,680	312
TOTAL	2	1	31	10,515	141,175	387

Improvements per Park – Part 4	Sidewalk	Disc Golf	Amphitheater	Splash Pad
Units	Linear Feet	Each	Each	Each
Cost per Unit	\$55	\$10,000	\$150,000	\$65,000
Bingham Junction	1,235	--	--	--
Jordan River Open Space	--	--	--	--
Midvale City Park	7,016	1	1	1
TOTAL	8,251	1	1	1