Unified Fire Authority

Battalion Chief Jon Wilde

Q3 Stats

QUARTER 3

UNIFIED FIRE AUTHORITY QUARTERLY REPORT

CITY OF MILLCREEK

JUL. 1, 2025 - SEPT. 30, 2025

QUARTER 3

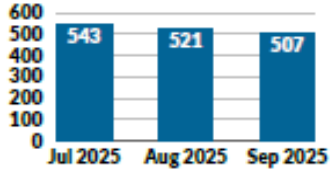
Call Volume

1,571
TOTAL INCIDENTS

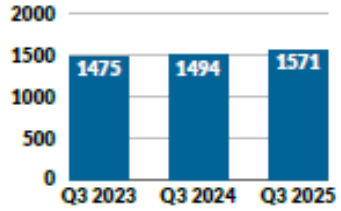
557
EMERGENT

35%
% EMERGENT

Q3 Monthly Incident Counts



Q3 Yearly Total Incident Counts



Call Type

TOP FIRE CALLS

Structure Fire	8
Vegetation Fire	7
Outside Rubbish Fire	5
Fire, Other	4
Special Outside Fire	2

TOP EMS CALLS

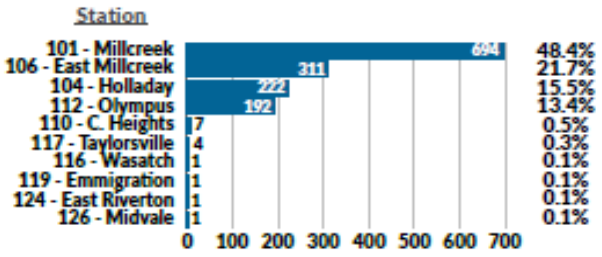
Short Fall	120
Sick Person	99
Head Injury	65
Breathing Problem	59
Seizure	57

TOP OTHER CALLS

Mutual Aid From Outside Agency	82
Public Service Assistance	63
Unintentional Detector	49
False Alarm/False Call	31
Detector Malfunction	23

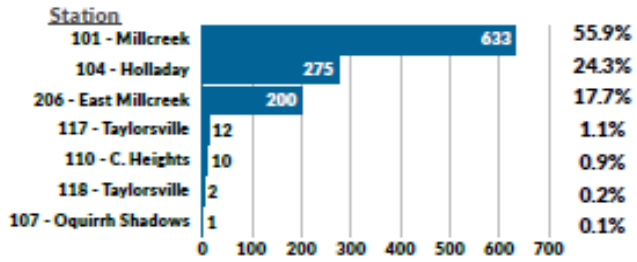
Incoming Units

Top Engine/Truck Responses



1,434
TOTAL UNIT RESPONSES

Top Ambulance Responses



1,133
TOTAL UNIT RESPONSES

Emergent Total Time

04:34
50th PERCENTILE

06:55
90th PERCENTILE

**Dispatch to Arrival (does not include call processing time)*

Current Updates

- Low Acuity Unit: 123 calls since August
- UFA Recruit Camp 60 hitting the field in November
- 4 New Paramedics hit the field in September

FF Chili Cook-Off

UFA's Sultry Poultry

- Best Booth Award
- People's Choice for Best Chili Award
- Over $70K raised for Burn Camp

Current Updates

2025 UFA Award Ceremony
Unit Citation
Willow Glen Fire

Medic Ladder 117
Medic Engine 125

Current Updates

2025 UFA Award Ceremony

Firefighter of the Year

Engineer Dustin Smith

Medic Ladder 106

Current Updates

- Wildland Update-Prescribed Burn Season

  - Burn Piles in Upper Millcreek Canyon on the Wasatch Crest (Forest Service)
  - Burn Piles in Corner Canyon (Draper City)
  - Prescribed Burning in Camp Williams (UFA)

2025 Season Summary

TOTAL FIRES	TOTAL ACRES
1,136	164,700
Human	Human
684 Total fires	10,231 Total Acres
Natural	Natural
362 Total Fires	56,007 Total Acres
Unknown	Unknown
90 Total Fires	98,463 Total Acres

Utah Fire Info Website: https://utah-fire-info-utahdnr.hub.arcgis.com/

Safety Tip

Carbon Monoxide (CO)

- Colorless, Odorless, slightly lighter than air
- Caused by malfunctioning gas appliances

CO Detectors

- Every Level
- Replace Batteries 2 x a year
- Replace detector every 7 years

Station 101 790 East 3900 South

- Medic Engine 101 (ME101)
- Medic Ambulance 101 (MA101)
- Battalion Chief 11 (BC11)
- Low Acuity Unit 101 (LU101)

Station 101 B Platoon

Medic Engine 101

- Captain
- Engineer
- Paramedic
- Firefighter

Station 101 B Platoon

Medic Ambulance 101

- Paramedic
- Firefighter

Station 101 B Platoon

Low Acuity Unit 101

- 2 Firefighters

Station 101 B Platoon

Reserve Ladder

Battalion Chief Wagon

QUESTIONS

Millcreek City Hall
1330 E Chambers Ave
Millcreek, Utah 84106
millcreekut.gov

Planning & Zoning
(801) 214-2700
planner@millcreekut.gov

ZM-25-007

City Council Staff Report – Updated 23 October 2025

Meeting Date:	**10/27/2025**
Applicant:	**Matt Wilcox**
Re:	**Request to Rezone into the City Center Overlay Zone - Development Agreement for the purpose of a townhome development**
Property Address:	**1265 E Villa Vista Ave**
Zone:	**CCOZ (City Center Overlay Zone) / C (Commercial)**
Prepared By:	**Carlos Estudillo, Planner II**
Scope of Decision:	**Discretionary.** This is a legislative matter, to be decided by the Millcreek City Council upon receiving a recommendation from the Community Council(s) and the Millcreek Planning Commission. Your recommendation can be broad in scope, but should consider prior adopted policies, especially the Millcreek General Plan.

REQUEST AND SYNOPSIS

The applicant is seeking approval for rezone into the City Center Overlay – Development Agreement Zone (CCOZ -DA) at a property approximately located at 1265 E Villa Vista Ave, to accommodate an eighteen (18) unit townhome (rowhouse) residential project, with the intention of subdividing them for owner occupancy.

The Development Agreement (CCOZ-DA) Zone is to allow flexibility in the strict application of the City Center Overlay Zone Design standards given particular site conditions and opportunities for additional development of public benefits such as additional public parking or open space or the provision of affordable housing, while adhering to the goals of the City Center Master Plan. This development agreement will accompany this application to ensure that the proposed site plan is executed as approved. Conditions to be subjected to Community Council and Planning Commission's recommendations for the City Council to consider.

EXISTING CONDITIONS & FINDINGS:

- The Subject Property involves a parcel comprising approximately .68 acres (29,765 sf). The subject property contains existing residential structures along with other accessory structures, all of which will be removed if approved for further development of the property.

- **Land Use Designation.** The Subject Property is within the "City Center" category in the General Plan, and is a part of the City Center Master Plan:

    - The "Mixed-use 1" land use designation envisions retail in walkable, mixed-use configuration, professional uses, restaurant, and similar arts and entertainment uses that attract visitors from around the City and region. As well as multifamily condominiums or apartments, hospitality, civic and public facilities, health services, as well as plazas, squares, pocket parks, community gardens, and other gathering spaces.

- **Zoning**. The Subject Property is currently within the C (commercial) Zone. Properties within the vicinity surrounding the Subject Property are within the C (commercial zone) to the North, South, and East, as well as R-M (Residential Mixed) to the north and west.

- **Surrounding Uses.** Properties surrounding the Subject Property consist of large-scale multi-family housing, and first-floor commercial stock. The envisioned uses for the City Center Overlay Zone.

- **Densities.** The City Center Overlay zone allows a building height range from 2 to 6 stories. The project offers eighteen (18) units. For comparison, the building directly south (The Richmond) contains 330 units, whereas the nearby building to the East (Cottonwood Highland) contains 250 units.

- **Proposal.**

    - The applicant is proposing eighteen (18) residential units that will consist of three buildings accessed through Villa Vista Avenue (only).

        - Building One: Six (6) units. Four Bedroom units with Elevator on each unit.

        - Building Two: Six (6) units. Four Bedroom units with Elevator on each unit.

        - Building Three: Six (6) units. Three Bedroom units without elevator.

    - The proposed building heights and lengths are as follows:

        - Building One: 46 feet in height. 127.7' in length.

        - Building Two: 46 feet in height. 127.7' in length.

        - Building Three: 47 feet in height. 127.7' in length.

    - Exterior materials of a durable and resilient nature such as brick, stone, architectural metal panel, composite materials, or other materials of similar quality, hardiness, and low

maintenance characteristics are proposed in the design of the proposal. Nearly 61% of the fade is comprised of Brick (in different colors, hardy board and sliding).

- As per MKZ 18.47.070, the developer would be required to provide a 20-foot stepback along the street-facing facade between the top of the first story and the top of the third and upper stories. The applicant is requesting a CCOZ-DA modification in part to waive this requirement on Villa Vista Avenue façade of building

.

  - All windows are doors are indented into the façade, to prevent a flat street-facing façade.
  - A copper waterspout between each unit is introduced to give the allusion of separation of each unit at the façade.
  - Different color bricks are also applied in this façade to differentiate it from the rest of the proposal.
  - The top floor on building one (1) and two (2) includes a rooftop patio, breaking the front-facing façade, while adding a tower that is used to access the forementioned patio. This is also an effort to provide articulation to the building.
  - A break between the corner units on building one (1) and two (2) and the central four units also provides articulation at the final height of the building.

- As per MKZ 18.47.070, for any building over 40 feet in height, A five-foot (5') stepback along a façade facing the rear property line is required between the top of the first story and the top of the third story and upper stories. The applicant is requesting a CCOZ-DA modification to waive this requirement on the Villa Vista Ave façade of building 3.

  - The top floor on building one (1) and two (2) proposes a rooftop patio, breaking the front-facing façade, while adding a tower that is used to access the aforementioned patio. This is also an effort to provide articulation to the building.

- As per MKZ 18.47.070, a 10-foot stepback along a façade facing a side property line is required between the top of the first story and the top of the third story and upper stories. The applicant is requesting a CCOZ-DA modification to waive this requirement.

  - Cementitious fiber board bump-outs are introduced into building three (3) to not only provide with a style of bay windows, but to provide articulation to the building that otherwise would require a stepback.
  - Additionally, all windows are doors are indented into the façade, to prevent a flat street-facing façade.
  - Dormers at the fourth level provide an architectural break on the at the top of the building.

- For street-facing building facades, exterior building materials used shall consist of a minimum of 75 percent brick or stone excluding windows. The applicant is requesting a CCOZ-DA modification to waive this requirement, as the applicant is proposing 61% brick along the Villa vista street facing façade and 55% brick along Richmond Street-facing façade.

    - Due to articulation concerns, and lack of setbacks, the applicant managed creative solutions to articulate the building by adding features that required more flexible materials, such as hardy board paneling and siding. By meeting this requirement, the proposal loses flexibility in material use to mitigate any design concerns on articulation and stepbacks.

- Windows shall constitute at least 50 percent of first story street-facing facades, and windows shall be at least 50 percent transparent. The current proposal does not meet the glassing requirements set forth in MKZ 18.44.080, as this requirement may apply to first-floor commercial buildings, rather than rowhouse townhomes. The applicant is requesting a CCOZ-DA modification to waive this requirement; however, the applicant is proposing the following:

    - Building 1 & 2: 20% of first story street-facing facades.

    - Building 3: 18% of first story street-facing façade.

- Landscaping to be subject to MKZ 18.64 (Landscape standards). Proposal currently meets the requirement of allocating, at least, 30% of the overall lot size as open space.

- Parking is subject to MKZ 18.63 (Parking and Mobility Standards).

    - The Project shall have at least thirty-six (36) parking stalls, which shall be contained within the eighteen individual two-car garages.

    - Additionally, as per the prescribed cross section for **neighborhood streets**, depicted in Figure 18.47.7 and in Table 18.47-8 within MKZ **18.47.060** (CCOZ Design Standards), the project will include seven (7) on street parking stalls and one (1) ADA parking stall, which will be dedicated to the City as part of the Right-of-way.

    - Millcreek will require five (5) guest parking spaces [18 (units) x 0.25 (spaces per unit for visitor parking) = 4.5 stalls, rounded to five. These stalls will be located within the forementioned on street stalls, which may be used as shared parking serving Villa Vista Ave. When striped public parking spaces are present along the street frontage of a site, those spaces may contribute to the minimum parking requirement, subject to the following criteria:

        - Striped on-street parking spaces must abut the frontage of a given site. Parking spaces on the opposite side of the street may not contribute to the required parking.

        - Striped on-street spaces may contribute up to 50 percent of the parking minimum requirement.

- In the case that street parking is constructed as an improvement in conjunction with an approved site plan, the striped on-street spaces may contribute up to 75 percent of the parking minimum requirement.

- These spaces may not be used for community parking credits.

- The Subject Property has one access from Villa Vista Ave to the site, measuring 25' in width, meeting the 2019 Transportation Master plan. Access has been reviewed and accepted by Unified Fire.

- The CCOZ/C Zone does not require owner occupied housing however the applicant has verbally mentioned that they intend to create a "for sale" product which may help Millcreek meet certain house goals. This will require a subdivision application and approval. As part of the development agreement, staff and the Planning Commission recommended that half of the units be subject to a deed restriction requiring owner occupancy for at least five years.

- **Commercial Requirements**: Live/Work Units shall consist of a ground story that is limited to commercial uses that are allowed in the City Center Overlay Zone. A commercial aspect shall be proposed to meet the mixed-use requirements of the CCOZ.

- **Right-of-way improvements.** The Developer shall provide a ten-foot (10') wide public easement parallel to and abutting Villa Vista Avenue right-of-way. Additionally, The developer shall provide a five-foot (5') wide public easement parallel to and abutting Richmond St. The Developer shall also install frontage improvement to the abutting right of way (including but not limited to curb, gutter, sidewalk, landscaped park strip, asphalt, and utilities).

- **Ditch Maintenance:** Irrigation improvements shall meet the requirements of the Lower Millcreek Canal Company, in an effort to mitigate historic flooding in the neighborhood

- **Development Agreement:** A development agreement may best ensure the type, scale, orientation, dedication, utilities easements, access, phasing, and other aspects pertaining to the future development of these properties, where the underlying zoning and land use ordinances may be insufficient; Therefore, a development agreement may be considered to ensure development design and layout of the property. Staff would like the Community Council to discuss the following, potential development agreement items:

  - Uses.
  - Ownership
  - Density
  - Length and Height.
  - Owner Occupancy and deed restrictions.
  - Setbacks.
  - Landscaping
  - Parking.
  - Materials.
  - Irrigation ditch cleanouts
  - Right-of-way improvements, streetscape and maintenance.

- Stepbacks

PUBLIC MEETINGS

- The developer held a Neighborhood meeting, in which five (5) residents showed up. Mostly voicing concerns about the left turn from Villa Vista to Richmond, and an irrigation ditch.

- The Millcreek Community Council held a meeting on September 2nd, 2025, whereupon five of the seven (5-2) members made a recommendation approving the City Center Overlay – Development Agreement Zone, with some conditions, such as:

  - The inclusion of irrigation and clean-outs to address historical flooding issues

- On October 7th, 2025, The Millcreek Community Council requested an amendment to their previous recommendation, knowing that the proposal was returning as a continuation to the October Planning Commission. Five of the six (5-1) Millcreek Community Council members made a recommendation approving the City Center Overlay – Development Agreement Zone. The Millcreek Community Council recommended the following:

  - "*The community council voted five in favor, and one opposed to this proposal with the following recommendations to be considered: Place a closed clean out box with a metal lid on the northeast side of Richmond and the northwest side of the property at 3055-3061 Richmond Street where the current irrigation ditch is open to eliminate debris from entering the pipes. A cleanout box marker should then be placed on the Survey Map. The developer is placing his building closer to Richmond Street so the council requests that he give an additional five foot right of way so that a "suicide lane" can be created between Villa Vista and Elgin Avenue."*

- On September 17th, 2025, This application was Presented to the Planning Commission. Staff recommended continuance due to incorrect noticing, and to come to an agreement with the developer on a deed restriction to be written into the proposed development agreement. The Planning Commission unanimously approved a motion to recommend continuance. The Planning Commission held a meeting on October 15th, whereupon a majority of commissioners recommended approval of the proposed development agreement, as discussed below:

FINDINGS AND PLANNING COMMISSION RECOMMENDATION:

- The project qualifies for a CCOZ-DA by proposing buildings that do not exceed 150 feet in length or 100 feet in depth.

- Any proposed building with a height greater than thirty-six feet (36'), excluding height projection allowances as set forth in MKZ 18.72.040 will be subjected to a Conditional Use Permit.

- A subdivision plat will be required for owner occupancy. A Plat shows all existing and proposed shared access, parking, and utility easements, which will be recorded as part of the subdivision plat; along with all other private governing documents commonly associated with condominium (i.e., bylaws, CC&R's, etc.).

- **Restrictive-Use Agreement – Covenants and Deed Restriction.** Staff and the Planning Commission recommend that a deed restriction be imposed on 9 of the 18 units, and this provision is included in the development agreement in the form of a covenant to be imposed as part of the development's CC&Rs, as well as a deed restriction. The proposed deed restriction is included in Exhibit D of the development agreement, and there are two options:

    - Option 1 is the Planning Commission recommended deed restriction, which includes some additional technical corrections made by the City Attorney after the Planning Commission's recommendation. This is substantially similar to the form that Millcreek used for deed restrictions on developments recently approved by the City Council. Option 1 would be recorded on 9 specific lots within the subdivision.

    - Option 2 is the Applicant's proposed alternative deed restriction. This draft was provided to staff after the initial staff report was sent to the City Council. The applicant's alternative essentially memorializes the covenant in the form of a deed restriction, requiring the property owner to seek the approval of the homeowners association before leasing the unit, and setting the terms by which the homeowners association would grant an approval for a lease. Presumably, this form would be recorded on all lots within the subdivision. Additionally, Option 2 removes the provision where Millcreek a right of refusal to purchase the property during the option period if the city finds that the terms of the deed restriction are violated. The City Attorney has not had time to review Option 2.

  Staff recommends adoption of a development agreement inclusive of a deed restriction that follows the form and structure of Option 1, as this is the form and structure the city used with other similar applicants and it is the form that the Planning Commission reviewed and recommended.

- All development will be required to meet the minimum zoning and land use ordinances; to which the concept plan may likely evolve from what is currently presented for this rezone application.

- The project is subject to further review and final approval.

Planning Commission Recommendation:

The Millcreek Planning Commission held a meeting on October 15th, 2025, whereupon six of the seven members present made a recommendation approving the City Center Overlay – Development Agreement Zone, with some conditions, such as:

- The development agreement clarifies that the proposed on-street parking is compliant and in harmony with the standards set forth on MKZ 18.63 (Parking and Mobility Standards) despite unclear language located in **18.63.020 (Vehicle Parking Requirements)**. The language reads as follows:

    - *"In the case that street parking is constructed as an improvement in conjunction with an approved site plan, the striped on-street spaces may contribute up to 75 percent of the parking minimum requirement."*

- Clarify Language on Notice and Declaration of Deed Restrictions, pertaining to:

- *"NOW, THEREFORE, in consideration of the mutual covenants and conditions contained herein, the parties agree as follows:*
  - *e. The owner cannot sell the Property within one year for fair market value."*

- Live/Work Units shall consist of a ground story that is limited to commercial uses that are allowed in the City Center Overlay Zone.
- The 1300 East Right-of-Way and any required dedication shall be determined by the ALTA survey submitted as part of the applicant's subdivision plat.
- Irrigation improvements shall meet the requirements of the Lower Millcreek Canal Company.
- At least 50% of the units shall be subject to a deed restriction, requiring owner occupancy for a period of five years, on a form approved by the City Attorney.

SUPPORTING DOCUMENTS

- **Application package**
- **Development Agreement Draft**
- **Draft Planning Commission Meeting Minutes – 15 October 2025**

City Center Overlay Zone (CCOZ) Pre-Application and Checklist

Millcreek City Hall
1330 East Chambers Avenue
Millcreek, Utah 84106
801-214-2700
millcreekut.gov

All boxes and fields below must be completed		
Date of Application Submission: 10.14.2025	Property Address: 1265 Villa Vista Dr. Millcreek, UT 84106	
Parcel Number(s): 16-29-281-011-000		
Name of Proposed Development: Villa Vista Townhomes		Square Feet: 54,886

Description of Proposed Development:

1265 Villa Vista Townhomes is a proposal for an 18-unit townhome project located along Villa Vista Dr. The project consists of three (3) buildings located on three parcels that total 0.8 acres. Currently the parcel is vacant and is being used for construction staging and parking for the apartment building to the South. These townhomes will be owner-occupied. Buildings one and 2 will be 3 stories with a rooftop patio and building 3 will be fours stories. Building 1 along villa vista will have two (2) live work units.

All development located in the City Center Overlay Zone (CCOZ) shall submit a completed City Center Overlay Zone (CCOZ) Checklist and Application. Applications that fail to adequately address all city requirements will not be accepted and processed. All applications deemed a conditional use permit are subject to the procedures and requirements found in 18.15.030 Administrative Decisions – Other Land Use Decisions (A) and must also fill out the Conditional Use Supplementary Questions and Standards of Approval forms.

Verify the information below has been submitted with application per 18.15.030 Administrative Decisions – Other Land Use Decisions (A)

Contact Information: Name, address, telephone number, e-mail.

The property owner's name, address, e mail, and telephone number, if different than the applicant, and the property owner's signed consent to the filing of the application.

The current zoning classification, zoning district boundaries, and present use of the subject property.

A site plan or plans, drawn to scale, including sketches of the types of buildings proposed, floor plans, elevations of proposed buildings, materials, landscaping, parks, plazas, pedestrian pathways, parking, low impact design stormwater techniques to be applied to the site, known faultlines and recommended setbacks, oblique sketches of the project to show any view related issues (Valley and Mountains), and conceptual street cross sections using the requirements of Section **18.47.060 Design Standards.**

✓ if Yes	Site Plans Shall Include the Following Below:	*Staff Use Only*	
■	Owner name and all addresses of the proposed development	☐	☐
■	Location and name of streets	☐	☐
■	Property boundaries and dimensions including any known survey monuments	☐	☐
■	Location and footprints of any proposed structures	☐	☐

■	Location and stall counts of all proposed parking including any on-street parking	☐	☐
■	Precise location of existing and proposed driveways or entry ways	☐	☐
■	Location of existing and proposed fencing	☐	☐
■	Location of proposed waste container and enclosure	☐	☐
■	Utility plans, including additional water and sewer service. Identify location of any irrigation canals or ditches.	☐	☐
☐	Location of any proposed signs	☐	☐
■	Location of existing and proposed easements, including all easements within 50 feet on abutting properties	☐	☐
■	Location of any streams or waterways, if applicable	☐	☐
■	Tabulation table identifying percentage of land use allocation on the site (building coverage, open space, landscaping,parking)	☐	☐
■	A written explanation of the project that describes the thematic elements of the project, the place making concepts, one or more signature features, commercial and mixed-use designs (if applicable), potential tenants, its' relationship to the goals for the City Center and other details that will provide reasons that the development will create a long term benefit to the City and proposed techniques to mitigate any anticipated detrimental effects.	☐	☐
■	A site-specific geologic hazard study and report, if required per Chapter **18.61 Sensitive Lands.**	☐	☐
■	A summary table / tabulation box showing: floor area by use, provided parking by use, materials percentages, percentages of doors and windows, residential amenities if required, and open space requirements.	☐	☐
■	Other information or documentation the City may deem necessary, as described on the application form, for proper review and analysis of a particular application and its potential detrimental effects.	☐	☐
■	**Millcreek Land Use Application and Owner Affidavit (Signed and Notarized)**	☐	☐

CCOZ Pre-Application Compliance Matrix

Checkmark and Complete <u>All</u> boxes and fields below

CCOZ District		Building Elevations	
Neighborhood ☐		12-26 feet ☐	40-75 feet ☐
Mill Center ■		12-38 feet ☐	48-75 feet ☐
MarketPlace ☐		24-50 feet ■	
Building Type		**Adjacent Streets and Types**	
Mixed-Use ☐	Multi-Family ☐	Highland Drive ☐	Millcreek Common ☐

Office/Comm/Civic Mixed ☐	Townhome ■	Richmond/1300 East ■	Laneway ☐
Adaptive Reuse ☐		3300 South ☐	Woonerf ☐
Commercial Single Purpose ☐		Neighborhood Street ☐	Corner Lot ☐

Parking Stalls by Use					Shared Parking, EV and ADA	
USE TYPE	√ IF YES	UNIT #	STALLS REQ.	STALLS PROVIDED	SHARED PARKING: YES ☐ NO ■ N/A ☐	
STUDIO	☐				REQUIRED SPACES BEFORE SHARED PARKING TABLE:	
1 BEDROOM	☐				SPACES PROVIDED AFTER SHARED PARKING TABLE: 36	
2 BEDROOM	☐				EV SPACES WITH 220 VOLT CHARGING STATION:	
3 OR MORE BEDROOM	■			44	EV SPACES WITH 220 VOLT INFRASTRUCTURE:	
GUEST (.25)	☐				ADA SPACES PROVIDED: 1	
COMMERCIAL	☐				**On-Street Parking Stalls**	
SERVICE	☐				HOW MANY SPACES:	8
OFFICE	☐				STREET NAME(S):	Villa Vista Dr.
TOTAL:					STREET NAME(S):	

Please be as specific as possible and verify plan set type, page and sheet number are correct. FOR PROJECT DETAILS, DO NOT LEAVE BLANK, WRITE N/A, UNAVAILABLE, OR COMING SOON.

CATEGORY	CCOZ REQUIREMENT	PROJECT DETAILS (Provide page and sheet number in plans identifying requirement is satisfied.)		REVIEW NOTES (*Office Only*)
Use Requirements				
Commercial Uses	Required for ground floor facades.	PLAN SET TYPE: ARCHITECTURAL SHEETS	PAGE #: 70	REQUIREMENT SATISFIED: YES ■ NO ☐
Streetscape Requirements				
Street Type	List applicable street type and illustrate correct right-of-way	PLAN SET TYPE: CIVIL SHEETS	PAGE #: 61	REQUIREMENT SATISFIED: YES ■ NO ☐
		PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED

Street Tree Plan	Depends on street type. See Millcreek Urban Forestry Standards.	LANDSCAPE SHEETS	68	YES ■ NO □
Dedication	May be required based on street type. Is correct right-of-way dedication illustrated.	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		CIVIL SHEETS	61	YES ■ NO □
Street Furnishing, Light Poles	Required based on street type. Are all furnishings and lightpoles labeled correctly. Refer to CCOZ light pole plan.	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		LANDSACPE AND SITE ELECTRICAL SHEETS	66 & 68	YES ■ NO □
Bulk Requirements				
Build to Zone	0 to 10 feet – subject to new street standard	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		CIVIL SHEETS	61	YES ■ NO □
Minimum Side Yard Setbacks	10 feet between buildings. Note: greater setbacks may be required where walls containing residential windows are adjacent to another building with residential windows.	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		CIVIL SHEETS	61	YES ■ NO □
Minimum Rear Yard Setbacks	10 feet, or 25 feet if adjacent to residential zoning.	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		CIVIL SHEETS	61	YES ■ NO □
		PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED

Building Height	Maximum height to be established per the height map in the CCOZ. Applicant to verify by survey the property location to determine the allowable height.	ARCHITECTURAL SHEETS	71 & 73	YES ■ NO □
Height Transitions	Required for projects within 100 feet of an R-1 or R-2 zone	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		ARCHITECTURAL SHEETS	71 & 73	YES ■ NO □
Minimum Lot Coverage	50 percent	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		CIVIL SHEETS	61	YES ■ NO □
Maximum Lot Coverage	80 percent	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		CIVIL SHEETS	61	YES ■ NO □
Off-Street Parking	Must be located to the side or rear of building or structure	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		ARCHITECTURAL & CIVIL SHEETS	61, 70 & 72	YES ■ NO □
Design Standards				
Entrances	First floor entrances must face street.	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		ARCHITECTURAL & CIVIL SHEETS	61, 70 & 72	YES ■ NO □
		PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED

Building step-backs	20' foot street or common facing stepback required between first and third stories.			YES ☐ NO ■
Windows	50 percent of street facing facades, and 25 percent of upper story facades. Windows must be designed to standards described in the graphic.	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		ARCHITECTURAL SHEETS	71 & 73	YES ☐ NO ■
Landscaping	Specific street trees required. Submit plan for non-public spaces. See Millcreek Urban Forestry Standards.	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		LANDSCAPE SHEETS	68	YES ■ NO ☐
Garbage and Recycling	May not be closer than 10 feet from a property line, unless in a parking structure. Enclosures are required for waste containers outside of buildings.	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		CIVIL SHEETS	61	YES ■ NO ☐
Building Materials	Stucco and EIFS are prohibited for use as materials on any façade visible from a right-of-way. Stone or brick must be 50 percent of ground floor, excluding windows, or 75 percent of ground floor, excluding windows, if the project is in the Mill Center District	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		ARCHITECTURAL SHEETS	71 & 73	YES ■ NO ☐
Building Length	No single building may exceed 300 feet in length.	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		ARCHITECTURAL SHEETS	71 & 73	YES ■ NO ☐
		PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED

Building Separation	Buildings must be separated by at least 10 feet. Note: greater setbacks may be required where walls containing residential windows are adjacent to another building with residential windows.	CIVIL SHEETS	61	YES ■ NO □
Facade Articulation	Rooflines shall vary every 100 feet. 3 foot depth façade depth variation requires for buildings longer than 100' feet. 2' foot other sides.	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		ARCHITECTURAL SHEETS	71 & 73	YES ■ NO □
Plaza	Sites greater than one acre must have a plaza on the front, corner side, or side of the building.	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		CIVIL SHEETS	61	YES ■ NO □
Open Space	Defaults to lot coverage requirements. Residential open space to be 20 percent not including private balconies. May be reduced with a fee-in- lieu, under certain circumstances	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		CIVIL SHEETS	61	YES ■ NO □
Commercial Frontage	100% of a ground floor along and facing Mill Common 50% of a ground floor facing a street outside of Mill Common area	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		ARCHITECTURAL SHEETS	70	YES □ NO ■
		PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED

Residential Amenities	3 required per 19.44.050 (11)	CIVIL SHEETS	61	YES ■ NO ☐
Rooftop Gardens	Allowed, subject to design standards. A ten-foot setback is required for any amenity feature on a roof deck, except for solar panels	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		ARCHITECTURAL SHEETS	70	YES ■ NO ☐
Balconies	All units must have a balcony of 60 sf and 6' depth.	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		ARCHITECTURAL SHEETS	70 & 72	YES ■ NO ☐
Utilities	Utilities must be buried underground.	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		CIVIL & SITE ELECTRICAL SHEETS	63 &64	YES ■ NO ☐
Management	24 hour onsite management required. 19.44.050 (E) (17)	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
				YES ☐ NO ■
Electric Vehicle Charging	Parking structures shall include one 220V electric vehicle charging station per each 10 stalls. 1 per garage in Townhouses	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
		SITE ELECTRICAL SHEETS	64 &65	YES ■ NO ☐
		PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED

Unit Storage	Each unit must provide 100 cubic feet of unit storage. 19.44.050 (E)(17)	ARCHITECTURAL SHEETS	70 & 72	YES ■ NO □
Energy Efficiency	Rooftops must include solar for at least 50% of rooftop area or building shall be designed to exceed the energy efficiency standards of the current state-adopted International Energy Conservation Code and ASHRAE standards by at least 5%.	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
				YES ■ NO □

Parking

	MKZ 19.80 PARKING AND MOBILIZATION	PLAN SET TYPE	PAGE #	REQUIREMENT SATISFIED
Minimum Parking Requirement	1.0 spaces per studio unit	ARCHITECTURAL & CIVIL SHEETS	61, 70 & 72	YES ■ NO □
	1.0 space per one bedroom unit			
	1.5 spaces per two-bedroom unit			
	2 spaces per unit for units with three or more bedrooms			
	0.25 spaces per unit for visitor parking			
	Restaurant - 1 space per 150 square feet of seating area			
	Profession Office - 1 space per 400 square feet			
	Retail - 1 space per 300 square feet of gross floor area			

Submit this application with all required documents to the Planning Department for review.

Additional Comments:

UNIFIED FIRE AUTHORITY

FIRE PREVENTION DIVISION

Fire Code Modification Request Application

FIRE CODE MODIFICATIONS

Modifications. Whenever there are practical difficulties involved in carrying out the provisions of this code, the *fire code official* shall have the authority to grant modifications for individual cases, provided the *fire code official* shall first find that special individual reason makes the strict letter of this code impractical and the modification is in compliance with the intent and purpose of this code and that such modification does not lessen health, life and fire safety requirements. The details of action granting modifications shall be recorded and entered in the files of the department of fire prevention. [2021 IFC 104.9]

Alternative materials, design and methods of construction and equipment. The provisions of this code are not intended to prevent the installation of any material or to prohibit any method of construction not specifically prescribed by this code, provided that any such alternative has been *approved*. The *fire code official* is authorized to approve an alternative material or method of construction where the *fire code official* finds that the proposed design is satisfactory and complies with the intent of the provisions of this code, and that the material, method or work offered is, for the purpose intended, at least the equivalent of that prescribed in this code in quality, strength, effectiveness, *fire resistance*, durability and safety. [2021 IFC 104.10]

Fire Code modifications must be in compliance with the intent and purpose of the fire code so that any approved modification does not lessen health, life, and fire safety requirements. Fire Code Modifications are not a variance. Instead, a modification requires approval which will likely involve City or County Code Officials as well. Code modifications are only approved for where or when adherence to the strict letter of the International Fire Code is impractical in the opinion of the Code Officials.

PLEASE DO NOT ASSUME THAT A REQUEST FOR A CODE MODIFICATION WILL BE AUTOMATICALLY APPROVED!

Application for Fire Code Modification

I (we) Kensington Home Company are requesting that the

Please print the name of the property owners and person making this request.

Unified Fire Authority (Per IFC 104.9) grants the following fire code modification(s). This request is based upon the specific practical difficulties described herein and the fact of not being able to carry out the provisions of the fire code. It is understood that the fire code official has the authority to grant or deny this request. The fire code official must find that special individual reasons make the strict letter of the fire code impractical, and that this request is in compliance with the intent and purpose of the fire code. This modification shall not lessen health, life and/or fire safety requirements. If approved, (or not) these documents will be entered in the files of the fire department pertaining to the project described. A copy will be provided to the applicant.

Name: Matt Wilcox

Your Present Address: 650 S 500 W Suite #250 Salt Lake City, UT 84101

Phone: 3012720194, Cell 3012720194

Property Owner Name if Different than Above: CC Archer, LLC

Property Address: 3055-3061 S. Richmond ST, 1265 E Villa Vista Ave, Millcreek, UT 84601

Parcel Number if Applicable: 16-29-281-011, 16-29-281-012, and 16-29-281-013

City or County Reference Number if Applicable: _____

Instructions:

On the attached page, please describe the reasons why you are requesting a fire code modification. Note that the reason or reasons must comply with the information stated above. The Unified Fire Authority does not assume any liability for installation different that what is described or for the maintenance of the described fire code modification. The Unified Fire Authority does reserve the right to approve or deny this request and/or the continued maintenance thereof. Attach any additional pages or plans as necessary.

Code Modification Request:

We are requesting acceptance of the alternative means and methods detailed in the attached documents. Site constraints do not allow for fire apparatus access to the long side of all three townhome buildings in the proposed plan. There is no practical way to redesign the site to allow for apparatus access to all of the units. Also, keeping the townhome units limited to 30' parapet height is not practical for the price points that the subject site will demand. We believe that the combination of fire safety approaches designed into each of the three buildings provide multiple safe methods for access and providing emergency assistance.

Signature: _____ Date: July 18, 2025

Please submit additional material if needed. If you have questions contact the Unified Fire Authority Fire Prevention Bureau at 801-743-7230.

For Office Use Only

Date: July 22 2025, ***Building Official Signature***: _____

Approved: ☑ Denied: ☐ Notes: _____

Date: 07/23/2025, ***Fire Code Official Signature***: _____

Approved: ☑ Denied: ☐ Notes: Documents to be included with construction plans

[APPROVAL IS REQUIRED FROM BOTH THE BUILDING AND FIRE CODE OFFICIALS]

Buildings require a fire sprinkler & alarm system.

- *Report of fire access and sprinklers to be provided sent to city on 7/18/2025.*

Buildings over 30'-0" high will have additional fire code requirements.

- *Conversations have started with the fire marshal and will be designed to accommodate fire code requirements.*

A code modification may be requested when practical difficulties limit code compliance.

- *Report of fire access and sprinklers to be provided sent to city on 7/18/2025.*

Building Stepbacks:

Building Stepbacks along Streets and Property Frontages: For any building or development that is over 40 feet in height or located on properties fronting on the Millcreek Common, 3300 South, Richmond and/or with frontage on Highland Drive, a 20-foot stepback of the building façade, facing any street, is required between the top of the first story and the top of the third story and upper stories. This building stepback shall incorporate one of the two stepback variations:

A segmented stepback, such as, a 10-foot initial stepback between the first and second stories followed by an additional 10-foot stepback between the second and third stories as depicted in Figure 18.47.13, or;

A full stepback of 20 feet between the first and third stories, that is utilized as a usable space for building tenants or businesses occupying the building, as depicted in Figure 18.47.14.

- *No longer applies to building 1 and 2, but we do not comply with Villa Vista facing façade of building 3.*

Building Stepbacks along Side and Rear Property Lines: For any building over 40 feet in height, the following building stepbacks apply:

Rear Property Line. A five-foot (5') stepback along a façade facing the rear property line is required between the top of the first story and the top of the third story and upper stories. Building setbacks greater than 15 feet in depth from a rear property line are not required to provide a five-foot (5') building stepback.

- *No longer applies to building 1 and 2, but we do not comply with Villa Vista facing façade of building 3.*

Side Property Line. 10-foot stepback along a façade facing a side property line is required between the top of the first story and the top of the third story and upper stories. Building setbacks greater than 15 feet in depth from a side property line are not required to provide a 10-foot building stepback.

Stepback Exceptions:
Exception for Buildings with Corner Plazas. For buildings on corners where a corner plaza is required by MKZ 18.47.070 (A), facades within 30 feet of the edge of the corner plaza are not required to include a building stepback.
Exception for Commercial Single-Purpose Buildings. Commercial single-purpose buildings are exempt from Stepbacks along Streets and Property Frontages so long as the proposed building is no greater in length than one hundred feet, no greater in depth than eighty feet, has a ground story footprint that is eight-thousand square feet or less, is no greater than 40 feet in building height, and the following additional design standards are met:

- *No longer applies to building 1 and 2, but we do not comply with Villa Vista facing façade of building 3.*

For street-facing building facades, exterior building materials used shall consist of a minimum of 75 percent brick or stone excluding windows, and 25 percent of the exterior building materials may consist of composite materials, or other materials of similar quality, hardiness, and low maintenance characteristics excluding windows. Stucco and EIFS are prohibited for use as materials on any façade visible from a right-of-way.

- *Currently do not meet the 75% brick requirement. Current max percentage is 61% brick along Villa Vista and 55% Brick along Richmond.*

First story and ground stories shall be at least 12 feet in height.
Buildings must have a minimum of at least one entrance to the first story and shall front on the street. Entrance locations fronting the street shall be further articulated by a change in composition materials, color, texture, or pattern, and shall be recessed or projected.

- *This is saying that all first levels must be 12 feet in height, not just the corner units like we are currently planning for and showing for the live/work units.*

Windows shall constitute at least 50 percent of the first story street-facing facades, and 25 percent of all upper story facades.

- *We don't comply. 50% glazing requirement for this product type does aid to the design or usability of internal spaces. Current max glazing along Villa Vista is 20% and 18% along Richmond.*

Windows shall be at least 50 percent transparent. Interior lighting is required. Street facing windows that are not on the façade as the main building entrance, may cover the first story windows with non-advertising window films using a mountain, mill, orchard, or mountain related sports theme.

- *No window coverings will be added other than potential tint and interior shades.*

Living screens may replace up to 50 percent of the window requirement for the lowest anticipated pedestrian traffic frontage.

- *We will not be screening the windows on the first level or any level above.*

Mirrored windows are not allowed. Any east or west facing windows above the third story shall be non-reflective to prevent glare.

- *Owner may want to tint upper windows but not likely. No mirrored applications will be applied.*

For any building opposing a residential bedroom window, buildings shall provide window blinds for each opposing window, or reduce the opacity of the window to prevent one side from viewing the other. In no case shall any balconies have a separation from an opposing balcony of less than 10 feet.

- *Owner will likely not want frosted glass or one sided glazing. All buildings do not have balconies. Interior of windows will have blinds or shades chosen by the owner.*

Building Massing and Façade Articulation: All buildings shall be designed to have at least three of the following.

- Visual breaks along the street-facing façade such as horizontal articulation in the plane of the façade by at least two feet (2').
- Change in height at the top of the building by at least 10 feet for every 100 feet of façade length.
- Changes in materials, color, texture, or pattern for greater than 50 percent of the building façade.
- Indentations/recesses at least 10 feet in depth along the street facing facades at 100-foot intervals.
- Usable terraces (a larger balcony intended as a private resident leisure space) at least 10 feet in depth along the street facing facades.
- Covered walkways on the south, east or west facing facades on the street(s) other than Millcreek Common Street.
- Except for Millcreek Common facing buildings, columns, or pilasters with a minimum four-inch (4") horizontal depth from the plane of the façade and spaced at a minimum interval of 50 feet.

- Water rights. Where the irrigation water comes from?
From the existing ditch pipe.
Clean up box.

Villa Vista New Development – Neighborhood Meeting (07/31/2025)

*Correct Lot Size

Name	Signature	Comments
FRANCIS LUCY		
Hamid Adib		hamid@adibs.com
Lukas, Steffen		
JACK GIBSON		
LYNN GIBSON		IRRIGATION WATER (DITCH) LMIC
JOAN C. JONES		Owner Occupant Restrictions
		SUICIDE TURN LANE ON RICHMOND
		STREET - EASY ON TO VILLA VISTA
		FROM RICHMOND ST. ?

AGEC
Applied GeoTech

GEOTECHNICAL INVESTIGATION

MC29 DEVELOPMENT

NORTHEAST CORNER OF
VILLA VISTA WAY AND RICHMOND STREET

MILLCREEK, UTAH

PREPARED FOR:

SOAR REALTY
3660 EAST COVE POINT DRIVE
SALT LAKE CITY, UT 84109

ATTENTION: RUSS SORENSEN

PROJECT NO. 1210369

JUNE 16, 2021

600 West Sandy Parkway • Sandy, Utah 84070 • (801) 566-6399 • www.agecinc.com

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APPENDIX

FIGURES FROM AGEC PROJECT NO. 1180222

EXECUTIVE SUMMARY

1. Approximately 5 inches of asphaltic concrete overlying approximately 13 inches of granular fill was encountered in Boring B-2. Approximately ½ foot of topsoil was encountered in Boring B-1. Approximately 2½ to 4½ feet of natural lean clay was encountered below the fill and topsoil overlying gravel which extends to depths of 12 to 21 feet. Lean Clay and interlayered lean clay and silty sand was encountered below the gravel and extends the maximum depth investigated, approximately 45½ feet.

2. Subsurface water was encountered in the slotted PVC pipe installed in Boring B-1 at a depth of approximately 35 feet when checked 8 days after drilling. No subsurface water was encountered in Boring B-2 to the depth investigated when checked.

3. The proposed buildings may be supported on spread footings bearing at a depth of at least 20 feet below the ground surface on the undisturbed natural soil or on compacted structural fill extending down to the undisturbed natural soil. Foundation recommendations including bearing pressures, thickness of structural fill and estimated settlements for the assumed building loads are presented in the report.

4. Construction difficulties can be expected when the fine-grained soil is very moist to wet, such as in the winter, spring or at times of prolonged rain fall or where excavation extends down to the very moist to wet soil. When the subgrade consists of very moist to wet clay, it may be necessary to excavate down to granular soil or to place 1 to 2 feet of granular borrow above the subgrade in areas of construction traffic to provide site access and a working surface for construction of the pavement.

5. A site-specific liquefaction evaluation was conducted for the site. The subsurface conditions encountered at the site to the depth investigated consist primarily of lean clay below the water level. Based on the subsurface conditions encountered at the site to the depth investigated and the site specific liquefaction analysis conducted, it is our professional opinion that liquefaction is not a hazard at this site.

6. Geotechnical information related to foundations, subgrade preparation, pavement design and materials is included in the report.

SCOPE

This report presents the results of a geotechnical investigation for the proposed MC29 development to be located along the northeast corner of Villa Vista Way and Richmond Street in Millcreek, Utah. The report presents the subsurface conditions encountered, laboratory test results and recommendations for foundations and pavement. The study was conducted in general accordance with our proposal dated May 7, 2021.

Field exploration was conducted to obtain information on the subsurface conditions. Samples obtained from the field investigation were tested in the laboratory to determine physical and engineering characteristics of the on-site soil. Information obtained from the field and laboratory investigations was used to define conditions at the site for our engineering analysis and to develop recommendations for the proposed foundations and pavements.

This report has been prepared to summarize the data obtained during the study and to present our conclusions and recommendations based on the proposed construction and the subsurface conditions encountered. Design parameters and a discussion of geotechnical engineering considerations related to construction are included in the report.

PREVIOUS STUDY

We previously conducted a geotechnical investigation for the eastern portion of this block development and presented our findings and recommendations in a report dated May 3, 2018 under AGEC Project No. 1180222. Information presented in the referenced report was used to augment information obtained from this study and to development recommendations for the proposed construction. Figures from the prior investigtion are included in the appendix of this report.

SITE CONDITIONS

At the time of our field study the site contained two single-family residences, two apartment buildings and a vacant retail building. The apartment buildings along the west side of the site are single-story, masonry structures with slab on grade. The residences are one to two-story, wood-frame structures with basements. The retail building (prior residence) is a single story structure with a basement. The apartment buildings along the east side fo the site are two-story structures with slab on grade and partial depth basements.

The ground surface for most of the site slopes gently down toward the west. Vegetation at the site consists of small areas of grass landscaping, shrubs and trees.

Richmond Street borders the west side of the property. Villa Vista Way (previously known as Gunn Avenue) extends along the south side of the site. There are some apartments and a self-storage facility to the north of the site. The area to the east of the site is currently under construction. A below-grade level concrete parking structure has been constructed.

FIELD STUDY

The field study was conducted on May 24, 2021. Two borings were drilled at the approximate locations indicated on Figure 1 using 8-inch diameter hollow-stem auger powered by a truck-mounted drill rig. The borings were logged and soil samples obtained by a representative of AGEC. Logs of the subsurface conditions encountered in the borings are graphically shown on Figure 2 with legend and notes on Figure 3.

SUBSURFACE CONDITIONS

Approximately 5 inches of asphaltic concrete overlying approximately 13 inches of granular fill was encountered in Boring B-2. Approximately ½ foot of topsoil was encountered in Boring B-1. Approximately 2½ to 4½ feet of natural lean clay was encountered below the

fill and topsoil overlying gravel which extends to depths of 12 to 21 feet. Lean Clay and interlayered lean clay and silty sand was encountered below the gravel and extends the maximum depth investigated, approximately 45½ feet.

A description of the various materials encountered in the borings follows:

Fill - The fill consists of lean clay with sand. It is moist, mottled and dark brown.

Topsoil - The topsoil consists of lean clay. It is moist, dark brown and contains roots and organics.

Lean Clay - The clay contains small amounts of sand and occasional coarse sand and gravel. The clay is medium stiff to stiff, moist to wet and reddish brown to gray.

Laboratory tests conducted on samples of the clay indicate that it has natural moisture contents ranging from 29 to 30 percent and natural dry densities ranging from 88 to 95 pounds per cubic foot (pcf).

Test results indicate that a sample of clay tested has an unconfined compressive strength of 2,695 pounds per square foot (psf).

Consolidation tests conducted on samples of the clay indicate that it will compress a small to moderate amount with the addition of light to moderate loads. Results of the consolidation tests are presented on Figure 4.

Interlaryered Lean Clay and Silty Sand - The interlayered soil is medium stiff/medium dense, moist to wet and reddish brown with iron oxide staining.

Laboratory tests conducted on a sample of the interlayered soil indicate that it has a natural moisture content of 25 percent and a natural dry density of 100 pcf.

A consolidation test conducted on a sample of the interlayered soil indicates that it will compress a small to moderate amount with the addition of light to moderate loads. Results of the consolidation test are presented on Figure 5.

Poorly-graded Gravel with Clay and Sand - The gravel is dense to very dense, slightly moist to moist and reddish brown.

Poorly-graded Gravel with Silt and Sand - The gravel contains small to moderate amounts of silt and sand. It is dense to very dense, slightly moist to moist and reddish brown.

Laboratory tests conducted on a sample of the gravel indicate that it has a natural moisture content of 1 percent and a natural dry density of 121 pcf.

Results of the laboratory tests are summarized on Table I and are included on the logs of the exploratory borings, Figure 2.

SUBSURFACE WATER

Subsurface water was encountered in the slotted PVC pipe installed in Boring B-1 at a depth of approximately 35 feet when checked 8 days after drilling. No subsurface water was encountered in Boring B-2 to the depth investigated when checked.

Fluctuations in the water level will occur over time. Generally, water levels are expected to be highest in the spring and summer and lowest in the fall and winter months. An evaluation of fluctuations in subsurface water level is beyond the scope of this report.

PROPOSED CONSTRUCTION

We understand that the existing buildings and pavements will be removed. The proposed development will likely consist of five stories of wood-frame apartments overlying two stories of concrete retail and mixed-used space overlying two stories of a concrete parking structure. We understand that the lower parking level will extend at least 20 feet below the existing grade. We have assumed building loads consisting of wall loads up to 15 kips per lineal foot and column loads up to 900 kips.

We have assumed traffic conditions for pavement within the apartment development to consist of relatively light passenger vehicles, two delivery trucks per day and five trucks per day. The traffic conditions assume one-way traffic with an average gross weight of 20 kips for trucks.

If the proposed construction, building loads or traffic is significantly different from what is described above, we should be notified so that we can reevaluate our recommendations.

RECOMMENDATIONS

Based on the subsoil conditions encountered, laboratory test results, and the proposed construction, the following recommendations are given:

A. Site Grading

We anticipate that excavation for the below-grade portions of the structures will extend to depths of up to approximately 20 feet below the existing ground surface.

1. Subgrade Preparation

Prior to placing grading fill or base course, the organics, topsoil, unsuitable fill, debris and other deleterious material should be removed. The subgrade should be proof-rolled to identify soft areas. Soft areas should be removed and replaced with compacted granular borrow consisting predominantly of gravel with less than 15 percent passing the No. 200 sieve. If the subgrade is very moist to wet, the subgrade should not be proof-rolled but cut to undisturbed natural soil below the topsoil and fill and a sufficient thickness of granular borrow placed to provide construction equipment access.

The upper soil and soil at the assumed lower floor elevation consist primarily of clay, which may result in access difficulties for rubber-tired construction equipment when the clay is very moist to wet. Care should be taken not to disturb the natural soil to remain below the proposed building and pavement. When the subgrade consists of very moist to wet clay, placement of 1 to 2 feet of granular borrow in areas of construction traffic can improve site access and provide a working surface for construction of the pavement. A support fabric may be placed between the clay and fill to facilitate construction.

2. Excavation

Excavation at the site can be accomplished with heavy-duty excavation equipment. Consideration should be given to using excavation equipment with a flat cutting edge when excavating for building foundations in clay to minimize disturbance of the bearing soil.

a. Unretained Cut Slopes

Temporary unretained cut slopes up to approximately 20 feet in clay may be constructed at 1 horizontal to 1 vertical or flatter. Temporary excavation slopes in granular soil may be constructed at 1 ½ horizontal to 1 vertical or flatter. It is the responsibility of the contractor to

provide appropriate slopes to assure safe working conditions and stability of adjacent facilities. Additional evaluation of excavation slopes by a qualified engineer may be required during the construction process.

b. Shoring

Care should be taken to maintain the stability of excavations during construction. Proper side slopes or shoring should be provided for safety of workers and to support adjacent pavements, structures or utilities. Shoring should be designed to restrain the soil mass along with the surcharge from construction equipment spoil piles and other loads.

Active lateral loads may be calculated using an equivalent fluid weight of 50 and 40 pcf above the water table for cohesive and granular soils, respectively. The lateral load calculation should include the effect of sloping backfill, surcharge and other loading conditions, which are not included in the values given above. An appropriate factor of safety should be used in design for the shoring system.

3. Materials

Materials used as fill for the project are anticipated to consist of imported fill and the on-site soil. Recommendations for these materials are shown below.

a. Imported Fill

Listed below are materials recommended for imported structural fill.

Fill Location	Recommendation
Below Footings	Non-expansive granular soil Passing No. 200 Sieve <35% Liquid Limit < 30% Maximum size 4 inches
Below Floor Slabs (Upper 4 inches)	Sand and/or Gravel Passing No. 200 Sieve <5% Maximum size 2 inches
Below Floor Slabs (Deeper than 4 inches)	Non-expansive granular soil Passing No. 200 Sieve <50% Liquid Limit <30% Maximum size 6 inches

b. On-Site Soil

The natural sand and gravel exclusive of oversized particles, debris and other deleterious materials may be considered for use as structural fill if it meets the requirements outlined above for imported structural fill or as site grading fill or utility trench backfill.

The clay and fill consisting of clay are not recommended for use as structural fill but may be considered for use as site grading fill, utility trench backfill and retaining wall backfill outside the proposed building areas, if the organics, debris and other deleterious materials are removed.

Depending on the moisture content of the soil at the time of construction, the soil may require wetting or drying prior to use as fill. Drying of the soil may not be practical during cold or wet times of the year.

4. Compaction

Compaction of materials placed at the site should equal or exceed the minimum densities as indicated below when compared to the maximum dry density as determined by ASTM D 1557.

Fill To Support	Compaction Criteria
Foundations	≥ 95%
Concrete Slabs	≥ 90%
Pavement	
Base Course	≥ 95%
Fill placed below Base Course	≥ 90%
Landscaping	≥ 85%
Retaining Wall Backfill	85 - 90%

5. Compaction Methods

To facilitate the compaction process, fill should be compacted at a moisture content within 2 percent of optimum.

Fill should be placed in lifts with thicknesses appropriate to allow for proper compaction. The lift thickness should be based on the material type, size and type of compaction equipment available and the contractor's ability to demonstrate adequate compaction throughout the lift. Typically, the lift thickness should not exceed 4 inches where relatively small or hand operated compaction equipment is used. The lift thickness should not exceed 12 inches where relatively large "riding" compaction equipment is used.

To facilitate the compaction process, the fill should be compacted at a moisture content within 2 percent of the optimum moisture content.

Fill and pavement materials placed for the project should be frequently tested for compaction.

B. Foundations

1. Bearing Material

With the proposed construction and the subsurface conditions encountered, the proposed buildings may be supported on spread footings bearing at a depth of approximately 20 feet below the original ground surface on the undisturbed natural soil or on compacted structural fill extending down to the undisturbed natural soil. Structural fill should extend out away from the edge of the footings at least a distance equal to the depth of fill beneath footings.

The topsoil, unsuitable fill, debris and other deleterious materials should be removed from below footing areas.

2. Bearing Pressure, Structural Fill and Estimated Settlements

The following table presents estimated total settlement for the structural loads, bearing pressures and structural fill thickness indicated for conditions indicated.

Structural Loads	Allowable Net Bearing Pressure (psf)	Thickness of Structural Fill (ft)	Estimated Total Settlement (inches)
≤ 900 kip column	1,500	none	≤1¼
	3,500	6	≤1
≤ 15 klf wall	1,500	none	1
	2,500	2	≤1

Care should be taken to avoid disturbing the natural soil to remain below foundations so that settlement can be maintained within tolerable limits.

Footings should have a minimum width of 2 feet and a minimum depth of embedment of 1 foot.

3. Temporary Loading Conditions

The allowable bearing pressure may be increased by one-half for temporary loading conditions such as wind or seismic loads.

4. Frost Depth

Exterior footings and footings beneath unheated areas should be placed at least 30 inches below grade for frost protection.

5. Foundation Base

The base of footing excavations should be cleared of loose or deleterious material prior to structural fill or concrete placement.

6. Construction Observation and Testing

A representative of the geotechnical engineer should observe footing excavations prior to structural fill or concrete placement. Fill placed for the project should be frequently tested for compaction.

7. Mat Foundation

A mat foundation may be used to support the structure. The allowable bearing pressure will depend on the settlement considered acceptable. A subgrade modulus for mat foundations is estimated to be on the order of 10 to 25 pounds per cubic inch. The modulus can be refined once the proposed loading conditions are better defined.

8. Soil Improvement

Consideration may be given to improving soil conditions using aggregate piers extending to depths on the order of 15 to 25 feet. The structure would be supported on spread footings bearing on structural fill extending down to aggregate piers. This may allow for the use of allowable bearing pressures of 5,000 to 6,000 psf.

C. Concrete Slab-on-Grade

1. Slab Support

   Concrete slabs may be supported on the undisturbed natural soil or on compacted structural fill extending down to the undisturbed natural soil.

   Topsoil, organics, unsuitable fill, debris and other deleterious materials should be removed from below proposed floor slab areas.

2. Underslab Sand and/or Gravel

   A 4-inch layer of free-draining sand and/or gravel (less than 5 percent passing the No. 200 sieve) should be placed below the concrete slabs for ease of construction and to promote even curing of the slab concrete.

3. Vapor Barrier

   A vapor barrier should be placed under the concrete floor if the floor will receive an impermeable floor covering. The barrier will reduce the potential for water vapor passing from below the slab to the floor covering.

D. Underdrain Systems

We understand that the proposed construction is planned to extend two levels below the adjacent final grade. Below-grade floors should be protected from perched water and subsurface water by a permanent underdrain system. The underdrain system should consist of at the least the following items:

1. The underdrain system should consist of a perforated pipe installed in a gravel filled trench around the perimeter of the subgrade floor portion of the building. A geotextile drain could be considered for the portion of the drain that extends up the foundation walls.

2. The flow line of the pipe should be placed at least 18 inches below the finished floor level and should slope to a sump or outlet where water can be removed by pumping or by gravity flow.

3. If placing the gravel and drain pipe requires excavation below the bearing level of the footing, the excavation for the drain pipe and gravel should have a slope no steeper than 1 horizontal to 1 vertical so as not to disturb the soil below the footing.

4. A filter fabric should be placed between the natural soil and the drain gravel. This will help reduce the potential for fine-grained material filling in the void spaces of the gravel.

5. The subgrade floor slab should have at least 6 inches of free-draining gravel placed below it and the underslab gravel should connect to the perimeter drain.

6. Consideration should be given to installing cleanouts to allow access into the perimeter drain should cleaning of the pipe be required in the future.

E. Lateral Earth Pressures

1. <u>Lateral Resistance for Footings</u>

   Lateral resistance for spread footings placed on the natural soil or on compacted structural fill is controlled by sliding resistance between the footing and the foundation soil. Friction values of 0.35 and 0.45 may be used in design for ultimate lateral resistance for footings bearing on fine-grained and granular soils, respectively.

2. Subgrade Walls and Retaining Structures

The following equivalent fluid weights are given for design of subgrade walls and retaining structures. The active condition is where the wall moves away from the soil. The passive condition is where the wall moves into the soil and the at-rest condition is where the wall does not move. The values listed below assume a horizontal surface adjacent the wall.

Soil Type	Active	At-Rest	Passive
Clay & Silt	50 pcf	65 pcf	250 pcf
Sand & Gravel	40 pcf	55 pcf	300 pcf

3. Seismic Conditions

Under seismic conditions, the equivalent fluid weight should be increased by 46 and 31 pcf for active and at-rest conditions, respectively, and decreased by 46 pcf for the passive condition. This assumes a peak horizontal ground acceleration of 0.70g, which represents a 2 percent probability of exceedance in a 50-year period (ICC, 2017).

4. Safety Factors

The values recommended above assume mobilization of the soil to achieve the assumed soil strength. Conventional safety factors used for structural analysis for such items as overturning and sliding resistance should be used in design.

F. Seismic Design Considerations

1. Building Code Parameters

Listed below is a summary of the site parameters that may be used with the 2018 International Building Code:

Description	Value[1]
Site Class	D[2]
S_s - MCE_R ground motion (period = 0.2s)	1.41g
S_1 - MCE_R ground motion (period = 1.0s)	0.52g
F_a - Site amplification factor at 0.2s	1.0
F_v - Site amplification factor at 1.0s	1.78
PGA - MCE_G peak ground acceleration	0.64g
PGA_M - Site modified peak ground acceleration	0.70g

[1]Values obtained from information provided by the Applied Technology Council at https://hazards.atcouncil.org

[2]Site Class D (not Default D) was selected based on the subsurface conditions encountered to the depth investigated, our experience in the area and published geologic literature.

2. Faulting

No active faults are mapped as being located on the property. The nearest surface trace of a mapped active fault is that of the Wasatch fault, approximately 375 feet southwest of the southwest corner of the property (Utah Geological Survey, 2021).

3. Liquefaction

Much of the site is located in an area mapped as having a "moderate" potential for liquefaction (Salt Lake County, 2002). The eastern portion of the site is located in an area mapped as having a “very low” potential for liquefaction. The moderate potential represents a greater than 50 percent probability that the soil may be subjected to seismic ground shaking sufficient to result in liquefaction in a 100-year time period. Research indicates that the soil type most susceptible to liquefaction during a large magnitude earthquake is loose, clean sand. In order for liquefaction to occur, the soil must be saturated. The liquefaction potential for soil tends to decrease with an increase in fines content and density.

A site-specific liquefaction analysis was conducted for the site. The soil encountered below the water level in Boring B-1 consists of interlayered lean clay and silty. Based on the subsurface conditions encountered, it is our professional opinion that liquefaction is not a significant hazard at this site.

G. Water Soluble Sulfates

One sample of the natural soil was tested in the laboratory for water soluble sulfate content. The sample tested was found to have less than 0.1 percent water soluble sulfates indicating negligible sulfate attack potential on concrete. No special cement type is required for concrete placed in contact with the natural soil. Other conditions may dictate the type of cement to be used in concrete for the project.

H. Pavement

Based on the subsoil conditions encountered, laboratory test results and the assumed traffic indicated in the Proposed Construction section of the report, the following pavement recommendations are given:

1. Subgrade Support

   The near surface soil consists primarily of lean clay. A California Bearing Ratio (CBR) value of 3 percent was used in the analysis which assumes a clay subgrade.

2. Pavement Thickness

   Based on the subsoil conditions encountered at the site, assumed traffic as described in the Proposed Construction section of the report, a design life of 20 years for flexible pavement and 30 years for rigid pavement and methods presented by the AASHTO, a flexible pavement section consisting of 3 inches of asphaltic concrete overlying 8 inches of high quality base course is calculated. Alternatively a rigid pavement section consisting of 5 inches of Portland cement concrete may be used.

The base course thickness may be reduced to 6 inches in areas with no truck traffic and in areas where at least 6 inches of granular fill is placed below the pavement section.

Thicker pavement sections may be considered for areas of concentrated traffic or heavier vehicles such as near entry ways and adjacent trash enclosures. A concrete approach slab consisting of 6½ inches of Portland cement concrete overlying 4 inches of base course is recommended at trash enclosures.

3. Pavement Materials and Construction

a. Flexible Pavement (Asphaltic Concrete)

The pavement materials should meet the specifications for the applicable jurisdiction. The use of other materials may result in the need for different pavement material thicknesses.

b. Rigid Pavement (Portland Cement Concrete)

The rigid pavement thickness given above assumes that the pavement will have aggregate interlock joints and that a concrete shoulder or curb will be provided.

The pavement materials should meet the specifications for the applicable jurisdiction. The pavement thickness indicated above assumes that the concrete will have a 28-day compressive strength of 5,000 pounds per square inch. Concrete should be air entrained with approximately 6 percent air. Maximum allowable slump will depend on the method of placement but should not exceed 4 inches.

4. Jointing

Joints for concrete pavement should be laid out in a square or rectangular pattern. Joint spacings should not exceed 30 times the thickness of the slab.

The joint spacings indicated should accommodate the contraction of the concrete and under these conditions steel reinforcing will not be required. The depth of joints should be approximately one-fourth of the slab thickness.

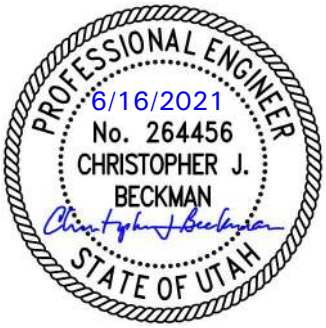
I. Preconstruction Meeting

A preconstruction meeting should be held with representatives of the owner, project architect, geotechnical engineer, general contractor, earthwork contractor and other members of the design team to review construction plans, specifications, methods and schedule.

LIMITATIONS

This report has been prepared in accordance with generally accepted soil and foundation engineering practices in the area for the use of the client for design purposes. The conclusions and recommendations included within the report are based on the information obtained from the borings drilled, the data obtained from laboratory testing and our experience in the area. Variations in the subsurface conditions may not become evident until additional exploration or excavation is conducted. If the subsurface conditions or groundwater level is found to be significantly different from what is described above, we should be notified to reevaluate our recommendations.

APPLIED GEOTECHNICAL ENGINEERING CONSULTANTS, INC.



Christopher J. Beckman, P.E.

Reviewed by Douglas R. Hawkes, P.E., P.G.

CJB/rs

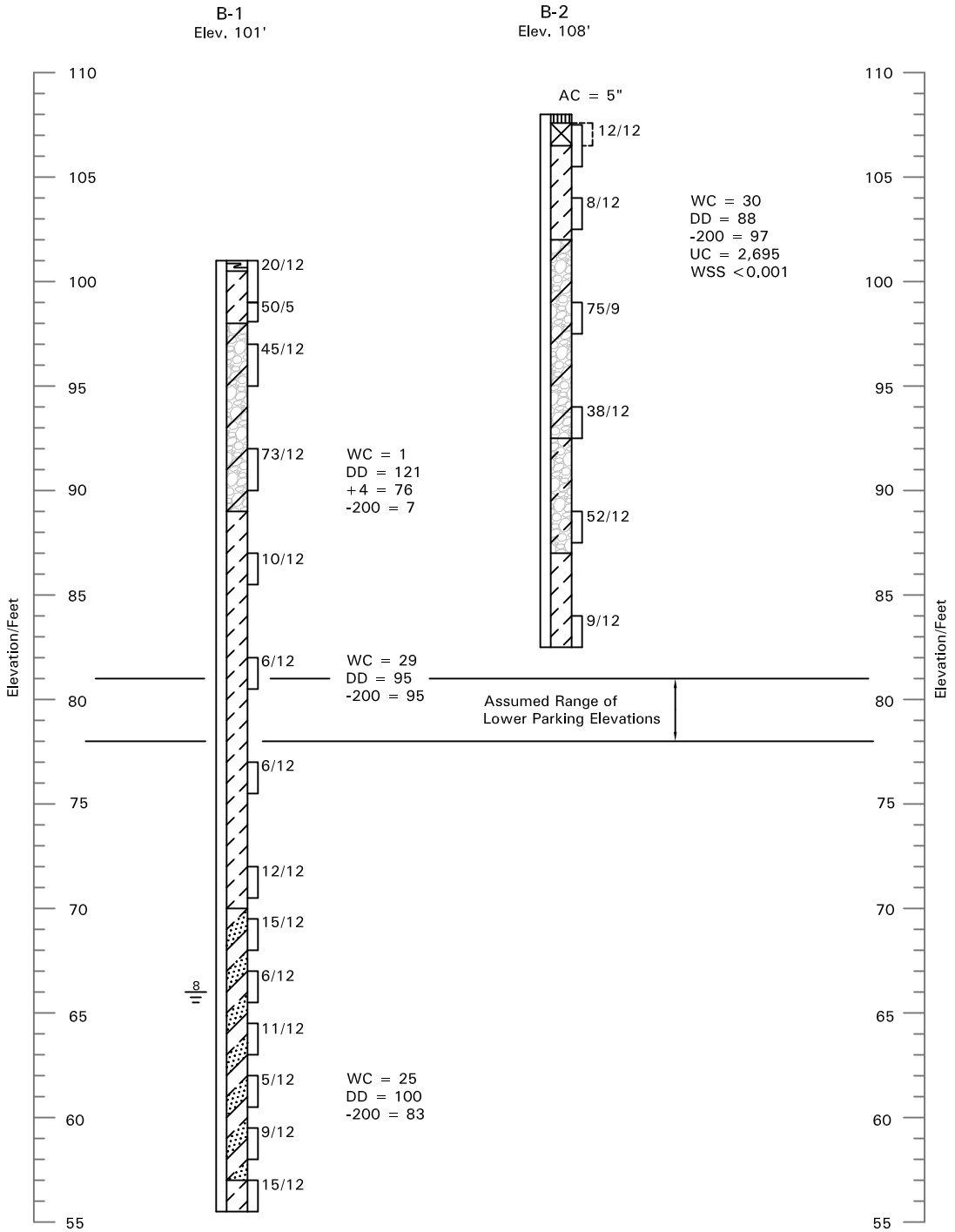
REFERENCES

International Code Council, 2017; 2018 International Building Code. Inc. Falls Church, Virginia.

Salt Lake County, 2002; Surface Rupture and Liquefaction Potential Special Study Areas Map, Salt Lake County, Utah, adopted March 31, 1989, updated March 2002, Salt Lake County Public Works - Planning Division, 2001 South State Street, Salt Lake City, Utah.

Utah Geological Survey, 2018; Utah Quaternary Fault and Fold Database, http://geology.utah.gov/resources/apps/qfaults/ accessed May 25, 2021.

1210369	AGEC	Exploratory Boring Locations	Figure 1



Approximate Vertical Scale 1" = 8'

See Figure 3 for Legend and Notes

1210369	AGEC	Exploratory Boring Logs	Figure 2

LEGEND:

Asphaltic Concrete.

Fill; lean clay with sand, moist, mottled, dark brown.

Topsoil; lean clay, moist, dark brown, roots and organics.

Lean Clay (CL); small amounts of sand, occasional coarse sand and gravel, medium stiff to stiff, moist to wet, reddish brown to gray.

Interlayered Lean Clay and Silty Sand (CL/SM); medium stiff/medium dense, moist to wet, reddish brown with iron oxide staining.

Poorly-graded Gravel with Clay and Sand (GP-GC); dense to very dense, slightly moist to moist, reddish brown.

Poorly-graded Gravel with Silt and Sand (GP-GM); small to moderate amounts of silt and sand, slightly moist to moist, reddish brown to gray.

California Drive sample taken. The symbol 10/12 indicates that 10 blows from a 140-pound automatic hammer falling 30 inches were required to drive the sampler 12 inches.

Indicates slotted 1½-inch PVC pipe installed in the boring to the depth shown.

Indicates the depth to free water and number of days after drilling the measurement was taken.

NOTES:

1. The borings were drilled on May 24, 2021 with 8-inch-diameter hollow-stem auger.
2. Locations of the borings were measured approximately by pacing from features shown on the site plan provided.
3. Elevations of the borings were measured by automatic/hand level and refer to the benchmark shown on Figure 1. //determined by interpolating between contours shown on the site plan provided.
4. The boring locations and elevations should be considered accurate only to the degree implied by the method used.
5. The lines between materials shown on the boring logs represent the approximate boundaries between material types and the transitions may be gradual.
6. The water level readings shown on the logs were made at the time and under the conditions indicated. Fluctuations in the water level will occur with time.
7. WC = Water Content (%);
   DD = Dry Density (pcf);
   +4 = Percent Retained on the No. 4 Sieve;
   -200 = Percent Passing the No. 200 Sieve;
   UC = Unconfined Compressive Strength (psf);
   WSS = Water Soluble Sulfates (%);
   AC = Asphaltic Concrete Thickness.

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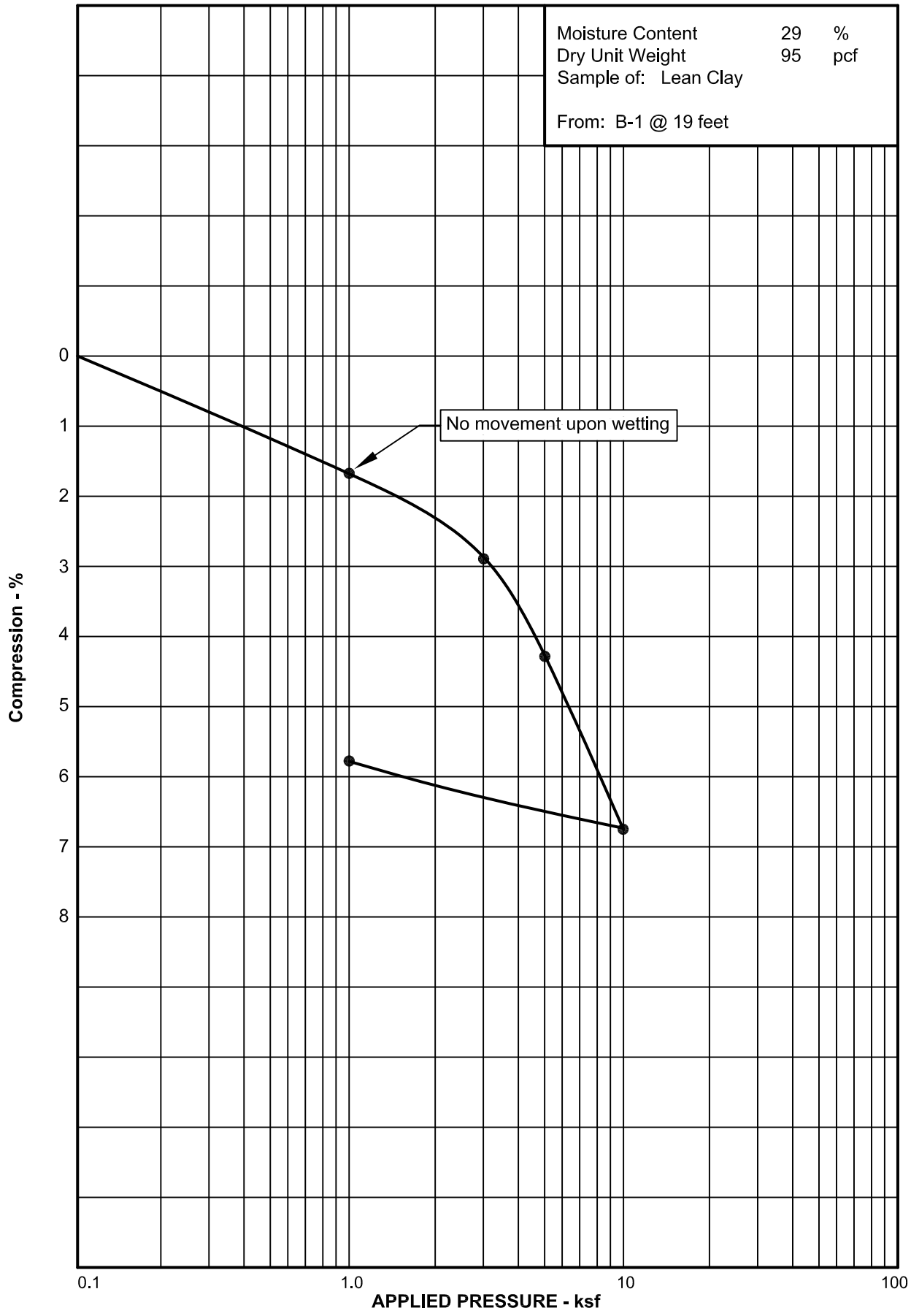
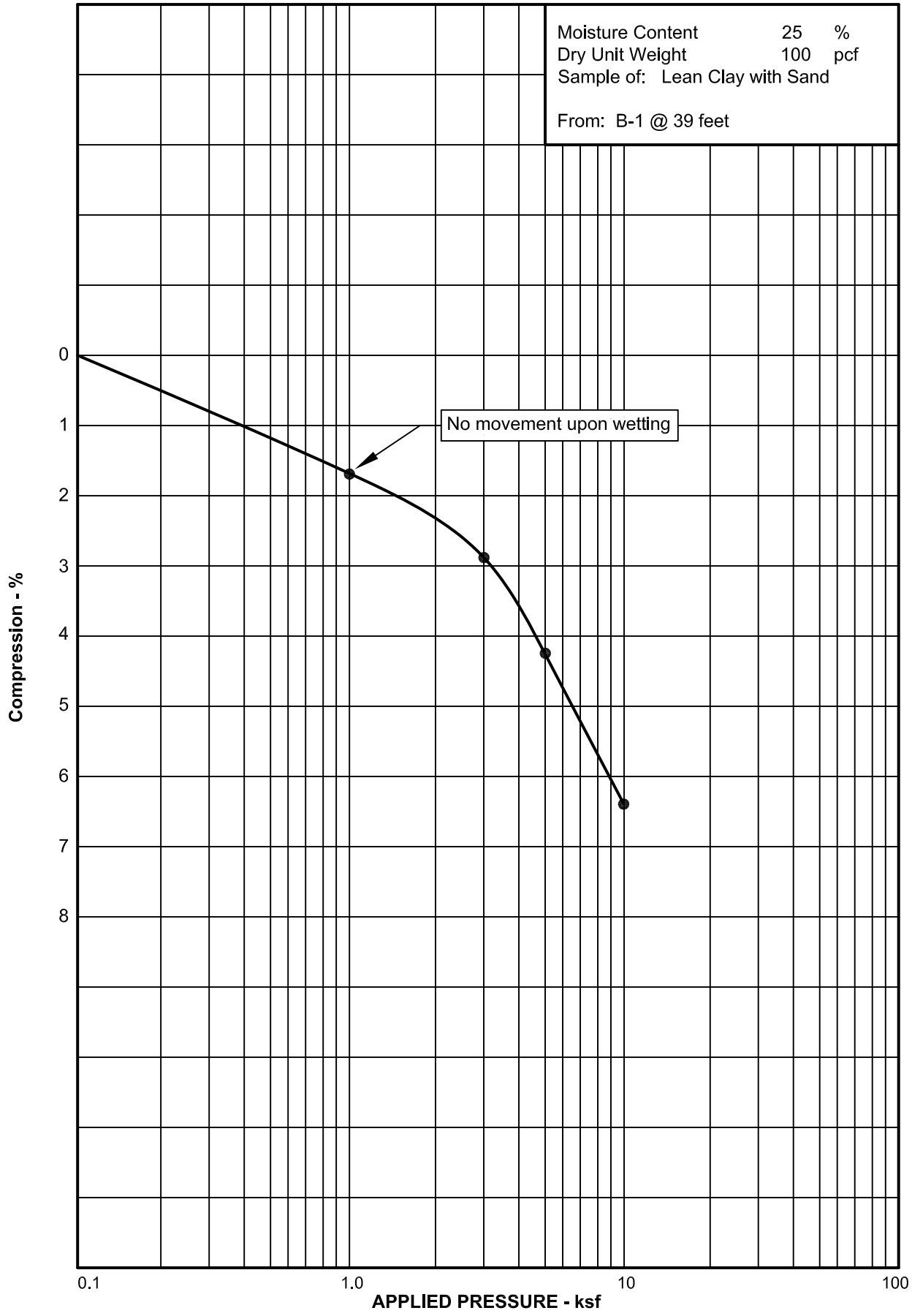


Project No. 1210369 **CONSOLIDATION TEST RESULTS** **Figure 4**

Applied Geotechnical Engineering Consultants, Inc.



Project No. 1210369 **CONSOLIDATION TEST RESULTS** **Figure 5**

APPLIED GEOTECHNICAL ENGINEERING CONSULTANTS, INC.

TABLE I
SUMMARY OF LABORATORY TEST RESULTS

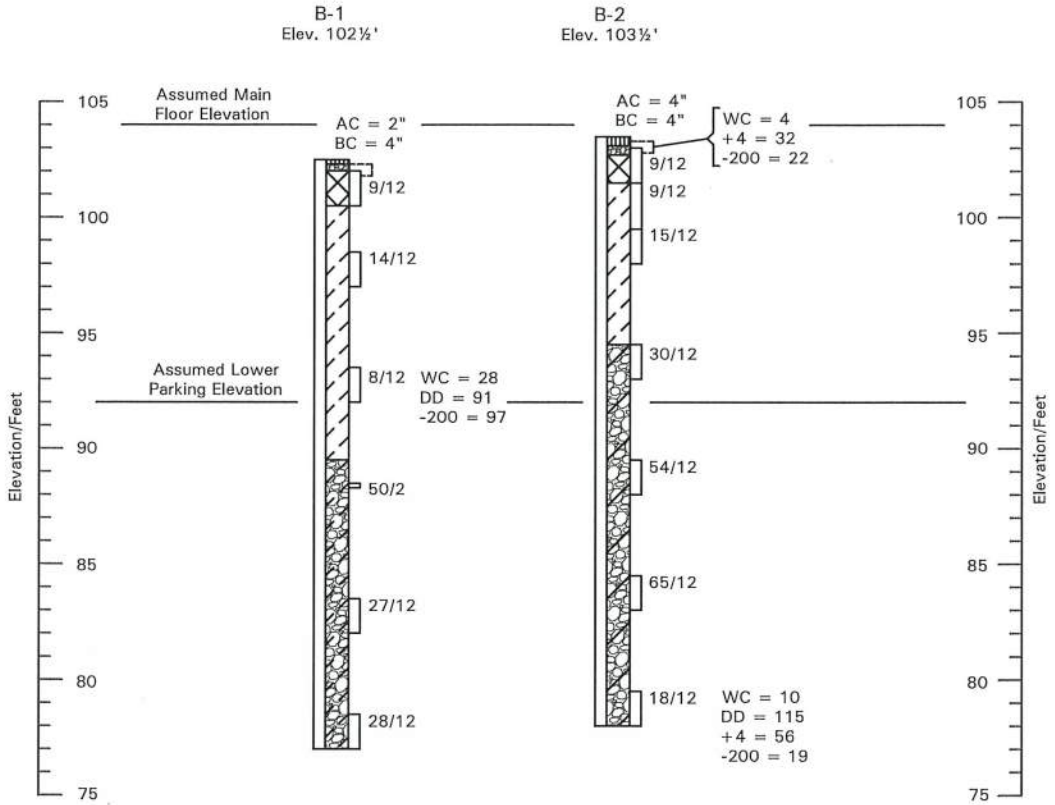
PROJECT NUMBER: 1210369

SAMPLE LOCATION		NATURAL MOISTURE CONTENT (%)	NATURAL DRY DENSITY (PCF)	GRADATION			ATTERBERG LIMITS		UNCONFINED COMPRESSIVE STRENGTH (PSF)	WATER SOLUBLE SULFATE (%)	SAMPLE CLASSIFICATION
BORING	DEPTH (FEET)			GRAVEL (%)	SAND (%)	SILT/ CLAY (%)	LIQUID LIMIT (%)	PLASTICITY INDEX			
B-1	9	1	121	76		7					Poorly-graded Gravel with Silt and Sand (GP-GM)
	19	29	95			95					Lean Clay (CL)
	39	25	100			83					Lean Clay with Sand (CL)
B-2	4	30	88			97			2,695	<0.001	Lean Clay (CL)

APPENDIX

FIGURES FROM AGEC PROJECT NO. 1180222

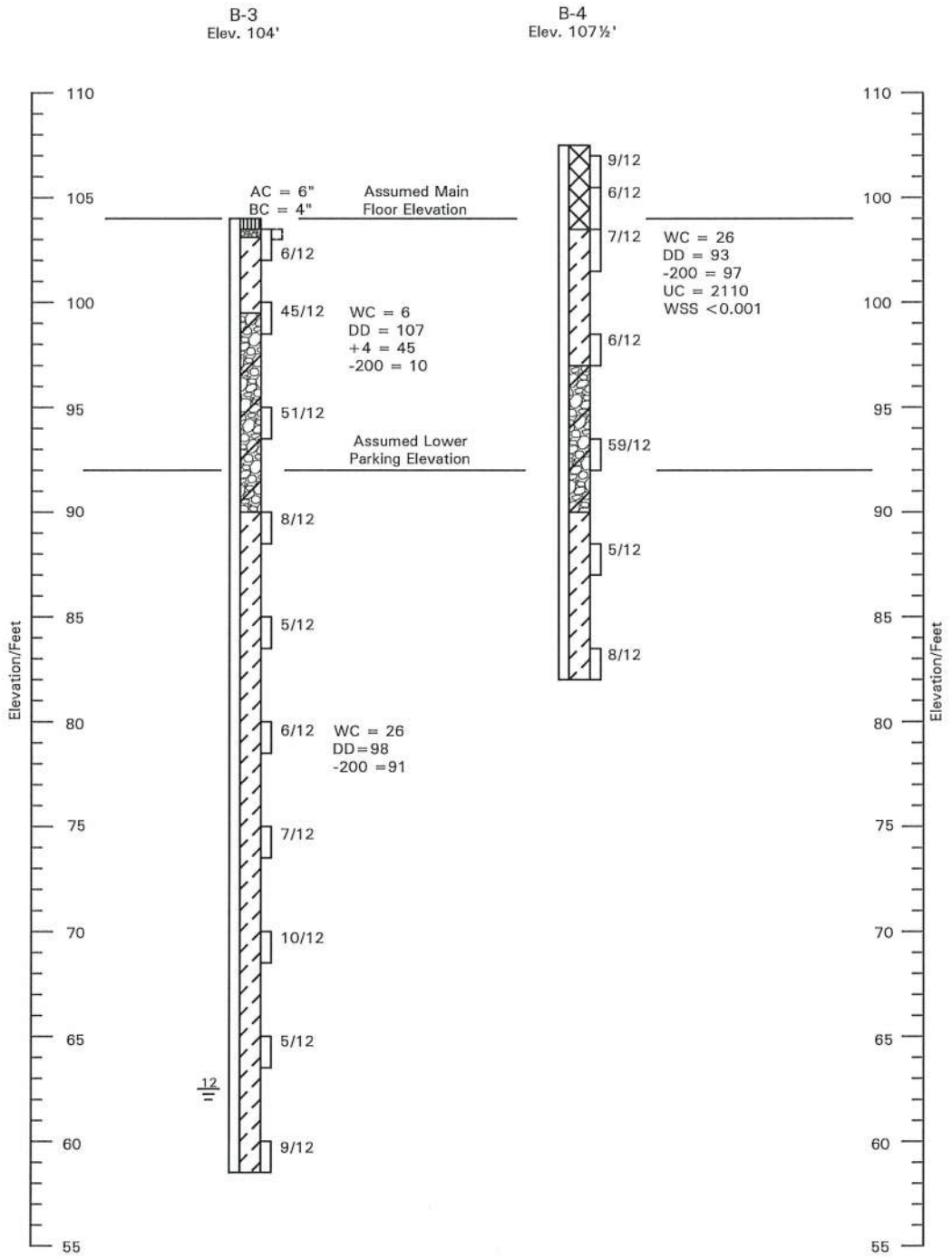
1180222	AGEC	Exploratory Boring Locations	Figure 1



Approximate Vertical Scale 1" = 8'

See Figure 4 for Legend and Notes

1180222	AGEC	Exploratory Boring Logs	Figure 2



Approximate Vertical Scale 1" = 8'

See Figure 4 for Legend and Notes

1180222	AGEC	Exploratory Boring Logs	Figure 3

LEGEND:

Asphaltic Concrete.

Base Course; silty and clayey sand with gravel, slightly moist, brown to light brown.

Fill; lean clay with some sand and gravel, moist, mottled, dark brown.

Lean Clay (CL); small amounts of sand, occasional silty sand layers, medium stiff to stiff, moist to wet, reddish brown to brownish gray.

Clayey Gravel with Sand (GC); medium dense to dense, moist, reddish brown to gray.

Well and poorly-graded Gravel with Silt and Sand (GP-GM); small to moderate amounts of silt and sand, medium dense to dense, moist, reddish brown to brownish gray.

10/12 California Drive sample taken. The symbol 10/12 indicates that 10 blows from a 140 pound automatic hammer falling 30 inches were required to drive the sampler 12 inches.

Indicates disturbed sample taken.

Indicates 1 ½-inch slotted PVC pipe installed in the boring to the depth shown.

12 Indicates the depth to free water and the number of days after drilling the measurement was taken.

NOTES:

1. The borings were drilled on April 6, 2018 with 8-inch diameter hollow-stem auger.
2. Locations of the borings were measured approximately by pacing from features shown on the site plan provided.
3. Elevations of the borings were measured by automatic/hand level and refer to the benchmark shown on Figure 1.
4. The boring locations and elevations should be considered accurate only to the degree implied by the method used.
5. The lines between materials shown on the boring logs represent the approximate boundaries between material types and the transitions may be gradual.
6. Water level readings shown on the logs were made at the time and under the conditions indicated. Fluctuations in the water level will occur with time.
7. WC = Water Content (%);
   DD = Dry Density (pcf);
   +4 = Percent Retained on the No. 4 Sieve;
   -200 = Percent Passing the No. 200 Sieve;
   UC = Unconfined Compressive Strength (psf);
   WSS = Water Soluble Sulfates (%);
   AC = Asphaltic Concrete Thickness;
   BC = Base Course Thickness.

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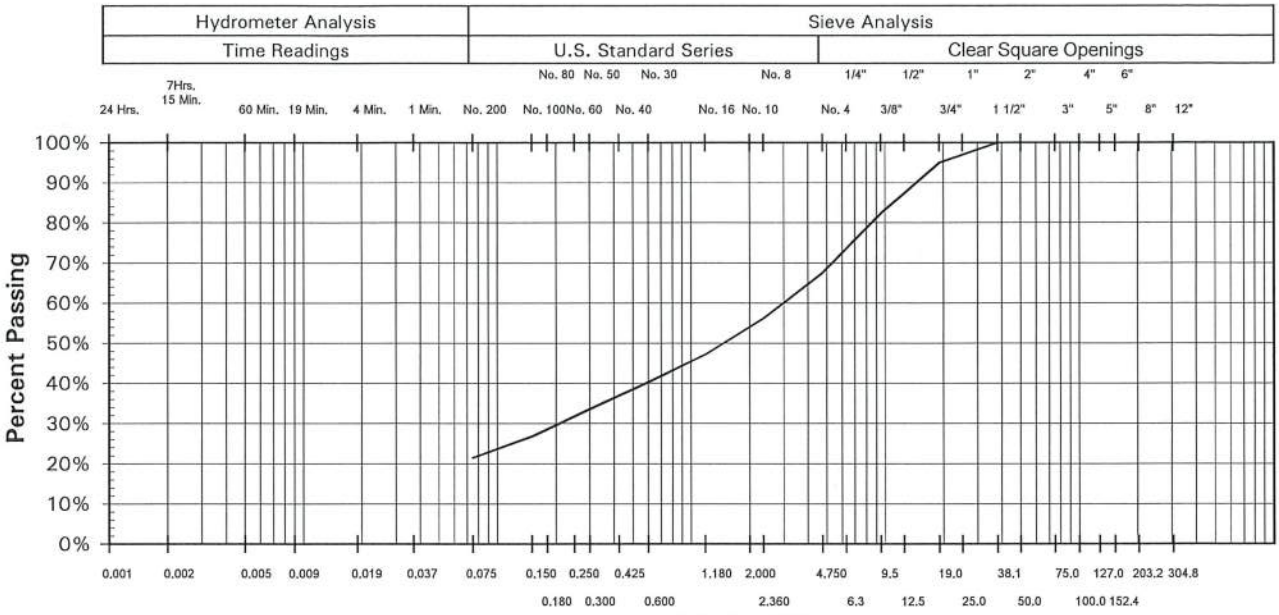
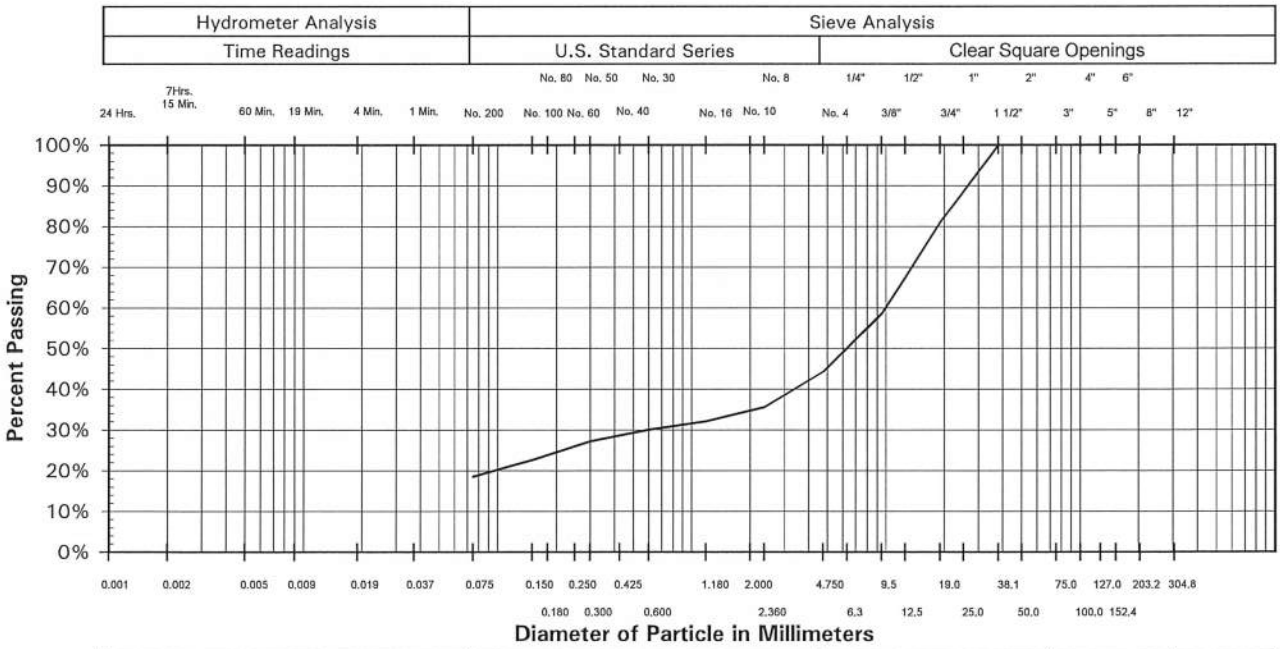


Clay to Silt	Sand			Gravel		Cobbles	Boulders
	Fine	Medium	Coarse	Fine	Coarse		

Gravel	32%	Liquid Limit	-
Sand	46%	Plasticity Index	-
Silt and Clay	22%	Sample Location	B-2 @ 4-8 inches
Sample Description	Base Course; Clayey Sand with Gravel		

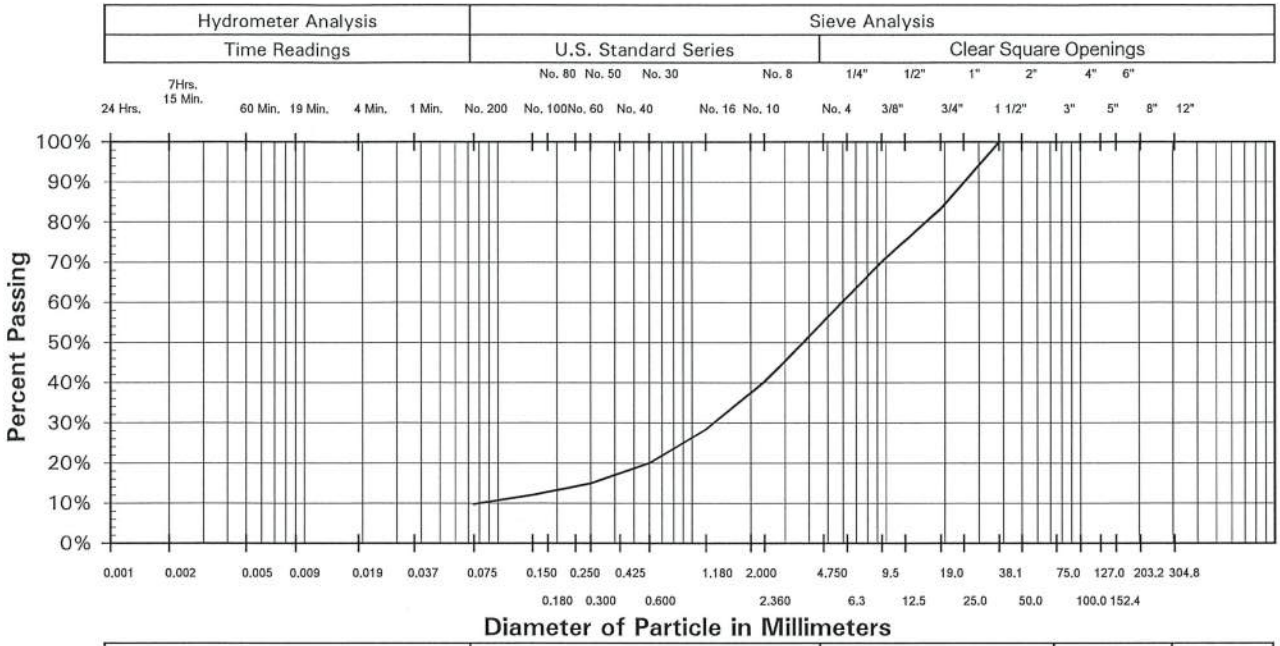


Clay to Silt	Sand			Gravel		Cobbles	Boulders
	Fine	Medium	Coarse	Fine	Coarse		

Gravel	56%	Liquid Limit	-
Sand	25%	Plasticity Index	-
Silt and Clay	19%	Sample Location	B-2 @ 24 feet
Sample Description	Clayey Gravel with Sand (GC)		

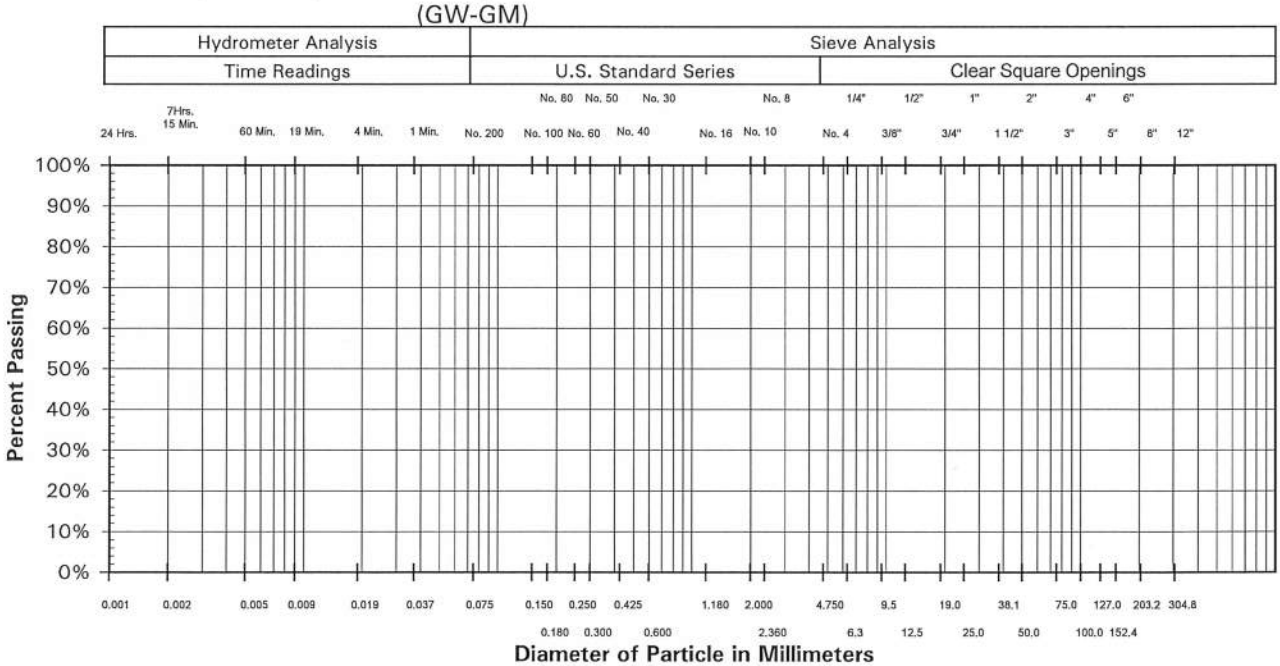
Project No. 1180222 **GRADATION TEST RESULTS** Figure 5

APPLIED GEOTECHNICAL ENGINEERING CONSULTANTS, INC.



Clay to Silt	Sand			Gravel		Cobbles	Boulders
	Fine	Medium	Coarse	Fine	Coarse		

Gravel	45%	Liquid Limit	-
Sand	45%	Plasticity Index	-
Silt and Clay	10%	Sample Location	B-3 @ 4 feet
Sample Description	Well-graded Gravel with Silt and Sand (GW-GM)		

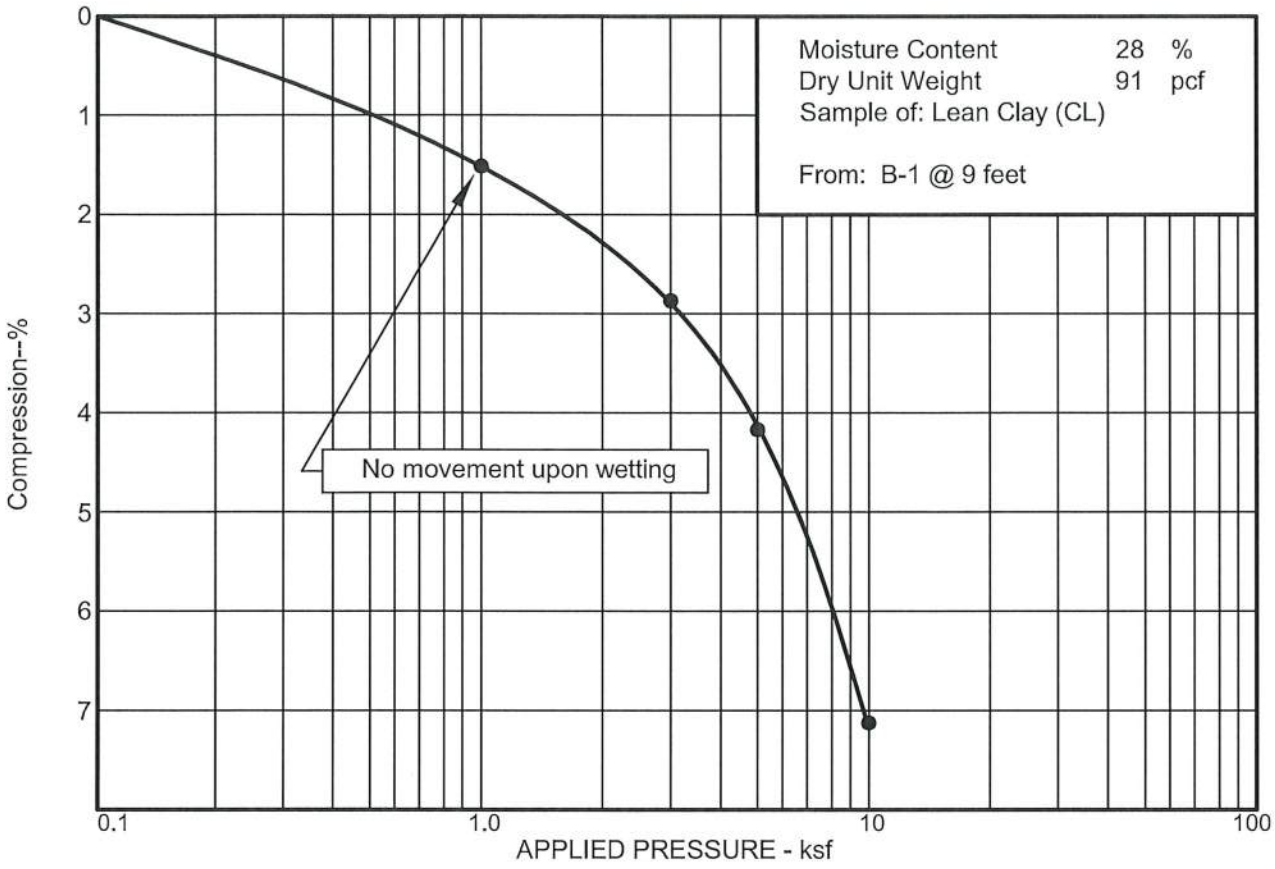


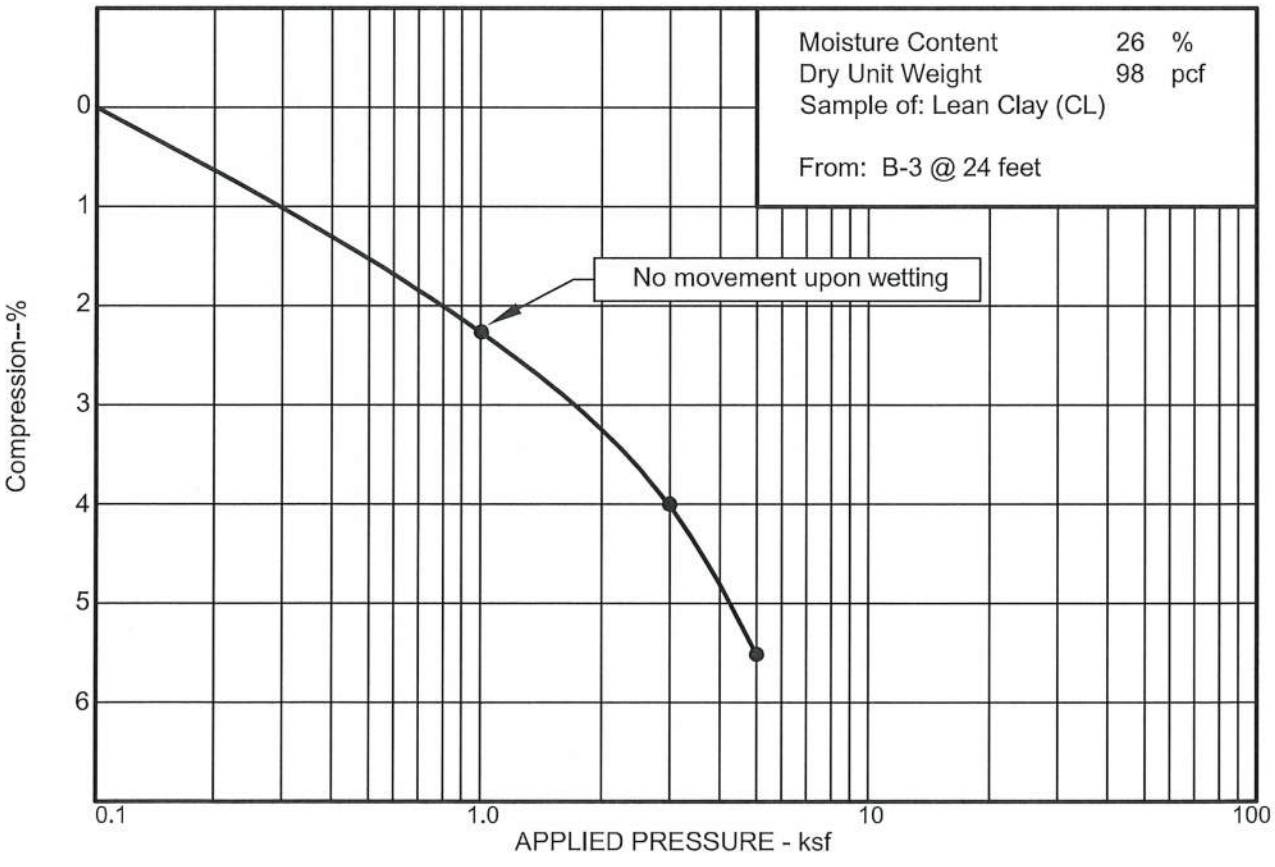
Clay to Silt	Sand			Gravel		Cobbles	Boulders
	Fine	Medium	Coarse	Fine	Coarse		

Gravel	-	Liquid Limit	-
Sand	-	Plasticity Index	-
Silt and Clay	-	Sample Location	
Sample Description			

Project No. 1180222 **GRADATION TEST RESULTS** Figure 6

Applied Geotechnical Engineering Consultants, Inc.





Project No. 1180222 **CONSOLIDATION TEST RESULTS** **Figure 7**

APPLIED GEOTECHNICAL ENGINEERING CONSULTANTS, INC.

TABLE I

SUMMARY OF LABORATORY TEST RESULTS

PROJECT NUMBER: 1180222

SAMPLE LOCATION		NATURAL MOISTURE CONTENT (%)	NATURAL DRY DENSITY (PCF)	GRADATION			ATTERBERG LIMITS		UNCONFINED COMPRESSIVE STREGTH (PSF)	WATER SOLUBLE SULFATE (%)	SAMPLE CLASSIFICATION
BORING	DEPTH (FEET)			GRAVEL (%)	SAND (%)	SILT/ CLAY (%)	LIQUID LIMIT (%)	PLASTICITY INDEX (%)			
B-1	9	28	91			97					Lean Clay (CL)
B-2	4"	4		32	46	22					Base Course; Clayey Sand with Gravel
	24	10	115	56	25	19					Clayey Gravel with Sand (GC)
B-3	4	6	107	45	45	10					Well-graded Gravel with Silt and Sand (GW-GM)
	24	26	98			91					Lean Clay (CL)
B-4	4	26	93			97			2110	<0.001	Lean Clay (CL)

VILLA VISTA TOWNHOMES

Located in the heart of Millcreek, Utah, this new owner-occupied townhome community is designed to meet the growing demand for high-quality, attainable housing while reinforcing the character and vitality of the neighborhood. With a strong commitment to community, livability, and longevity, the project offers a thoughtful solution that aligns with Millcreek's goals for sustainable growth and improved housing diversity.

This townhome project is rooted in the principle of owner occupancy. Homeowners have a long-term investment in their neighborhoods, resulting in greater stewardship and stronger community ties. By prioritizing owner occupancy, the development creates pride for it's owners and encourages active participation in the city of Millcreek.

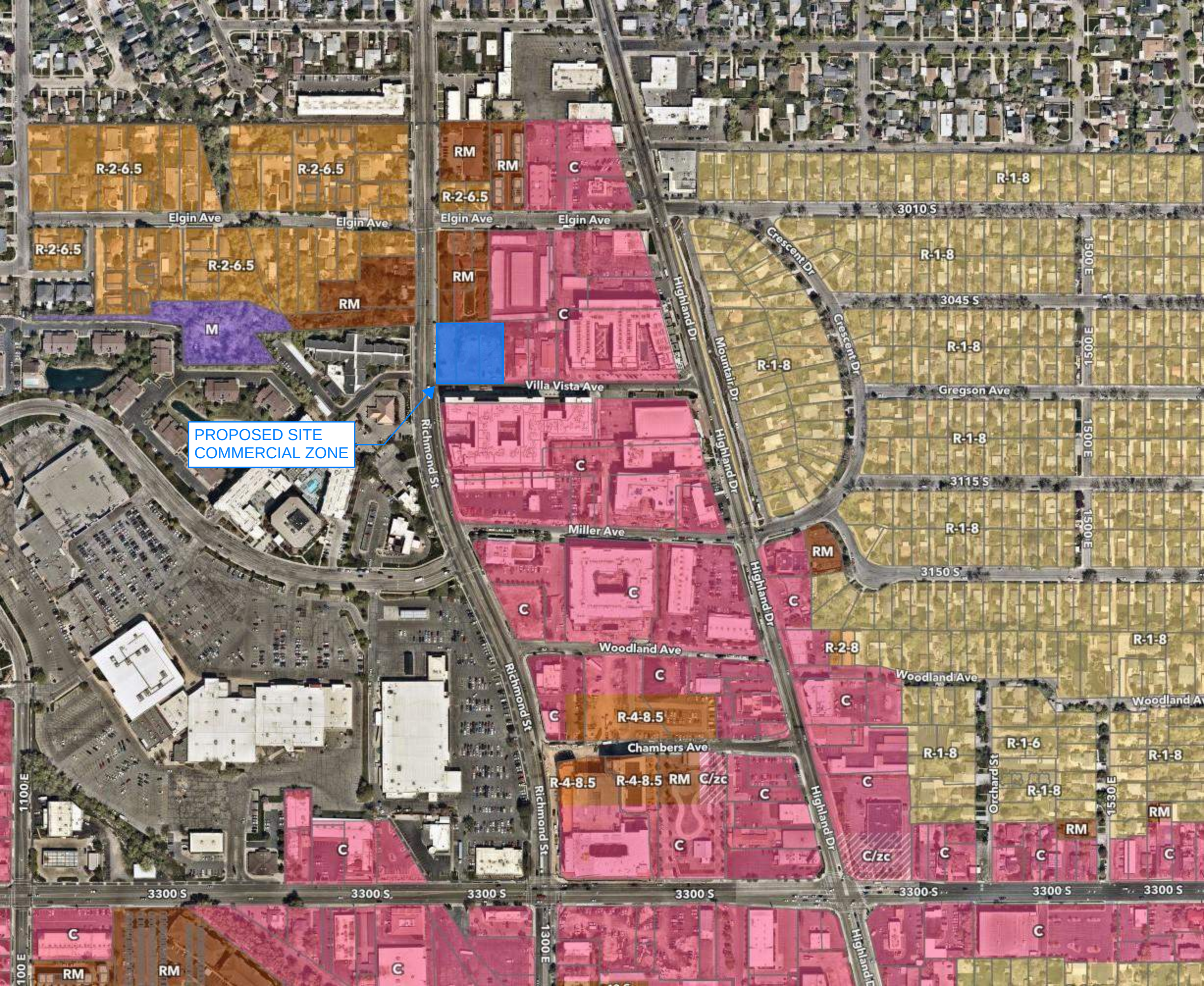
Architecturally, the townhomes draw from timeless design principles that complement the existing character of Millcreek's residential neighborhoods. Clean lines, durable materials, and refined details ensure that the townhomes will age gracefully, maintaining their aesthetic and functional appeal over generations.

The construction will utilize durable, low-maintenance materials such as brick, fiber cement, and quality metal finishes, chosen not only for their longevity but also for their ability to withstand Utah's diverse climate. These homes are built to last, minimizing future maintenance burdens on homeowners and reducing environmental impact over time.

Millcreek is experiencing steady growth, and with it, an increased demand for housing that serves a range of life stages and income levels.

Each home is designed with functional and efficient floor plans, private entrances, and private outdoor space, helping residents enjoy a high quality of life within walking distance off all downtown Millcreek has to offer. Landscaping, and pedestrian-friendly walkways support both livability and integration with the surrounding neighborhood.

MINT
ARCHITECTURE


PROPOSED SITE
COMMERCIAL ZONE
R-2-6.5
R-2-6.5
R-2-6.5
R-2-6.5
RM
M
RM
RM
C
R-2-6.5
RM
C
C
C

ALTA / NSPS LAND TITLE SURVEY

A SURVEY LOCATED IN THE NORTHEAST QUARTER OF SECTION 29,
TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE & MERIDIAN.

ZONING REPORT

16. RIGHT OF WAY AND EASEMENT GRANT IN FAVOR OF MOUNTAIN FUEL SUPPLY COMPANY, A CORPORATION OF THE STATE OF UTAH RECORED AUGUST 16, 1987 AS ENTRY NO. 4438745 IN BOOK 5904 AT PAGE 2085 OF OFFCIAL RECORDS.

NOTE: THE LEGAL DESCRITPION ATTACHED TO SAID EASEMENT AFFECTS THE HEREIN DESCRIBED PROPERTY. BUT APPEARS TO BE IN ERROR. [ITEM AS DESCRIBED DOES NOT CROSS NOR TOUCH THE SUBJECT PROPERTY]

17. UTILITY LINES AND POLES ALONG THE SOUTHERLY PORTION OF THE HEREINE DESCRIBED PROPERTIES AS DISCLOSED BY A VISUAL INSPECTION. [PLOTTED HEREON, ITEM LIES ALONG THE SOUTH PROPERTY LINE]

18. MATTERS DISCLOSED BY THAT CERTAIN SURVEY CERTIFICATE & TOPOG, DATED SEPTEMBER 5, 1995, PREPARED BY BUSH AND GUDGELL, INC., AS JOB NO. 43552, CERTIFIED BY STEPHEN WILSON, LICENSE NO. 166443, INCLUDING, BUT NOT LIMITED TO THE FOLLOWING:

IRRIGATION DITCH OVER THE NORTHERLY PORTION OF THE PROPERTIES. TELEPHONE LINE OVER THE NORTHERLY PORTION OF THE PROPERTIES.

FENCE LINES OVER THE NORTHERLY PORTION OF THE PROPERTIES MAY NOT MATCH EXISTING RECORDED BOUNDARY LINE..
[PLOTTED HEREON, ITEMS LIE ALONG THE NORTH PROPERTY LINE]

SIGNIFICANT OBSERVATIONS

(1) BUILDING OVER PROPERTY LINE 1.4' MORE OR LESS, AS SHOWN HEREON.

NARRATIVE

THE SURVEY WAS REQUESTED BY SOLSTICE DEVELOPMENT FOR THE PURPOSE OF ESTABLISHING THE CORNERS OF THE PROPERTY LOCATED AT 1275 GUNN AVENUE. THE BASIS OF BEARING IS SHOWN HEREON.

ZONING REPORT

SURVEYOR WAS NOT PROVIDED WITH A ZONING REPORT PURSUANT TO TABLE "A" ITEMS 6A & 6B.

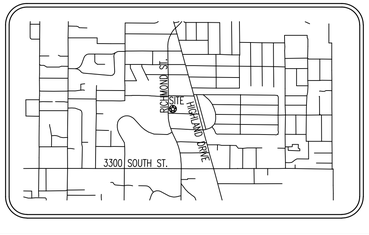
GENERAL NOTES

1. ADDRESS AS OBSERVED: 1265, 1275, GUNN AVE & 3055 RICHMOND ST.
2. AT THE TIME OF SURVEY, THERE WAS NO EVIDENCE OF NEW CONSTRUCTION OR ROAD WIDENING. A CALL TO PUBLIC SERVICES, ENGINEERING ASSISTANT, VERIFIED THE ABOVE STATEMENT. PUBLIC SERVICES OFFICE CONTACT NUMBER IS 801-270-2400.
3. AT THE TIME OF SURVEY, THERE WAS NO OBSERVABLE EVIDENCE OF SITE USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL, BUILDING ADDITIONS, EARTH MOVING. THERE WAS NO OBSERVED EVIDENCE OF CEMETERIES / BURIAL GROUNDS ON THE SUBJECT PROPERTY. ALSO, AT THE TIME OF SURVEY, THERE WAS NO OBSERVABLE EVIDENCE OF RECENT SIDEWALK CONSTRUCTION OR REPAIR.
4. SUBJECT PROPERTY HAS DIRECT PUBLIC ACCESS TO RICHMOND STREET, AND GUNN AVENUE, BOTH PUBLIC RIGHTS OF WAYS.
5. IN THE PROCESS OF CONDUCTING FIELDWORK NO WETLANDS/MARKERS WERE LOCATED.

FLOOD NOTE

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE X OF THE FLOOD INSURANCE RATE MAP, COMMUNITY NO. 490350C0303G WHICH BEARS AN EFFECTIVE DATE OF SEPTEMBER 25, 2009 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA. AS SHOWN ON THE FEMA WEBSITE (HTTP://MSC.FEMA.GOV) WE HAVE LEARNED THIS COMMUNITY DOES CURRENTLY PARTICIPATE IN THE PROGRAM. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE. AND A FLOOD ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THIS DETERMINATION OR APPLY FOR A VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

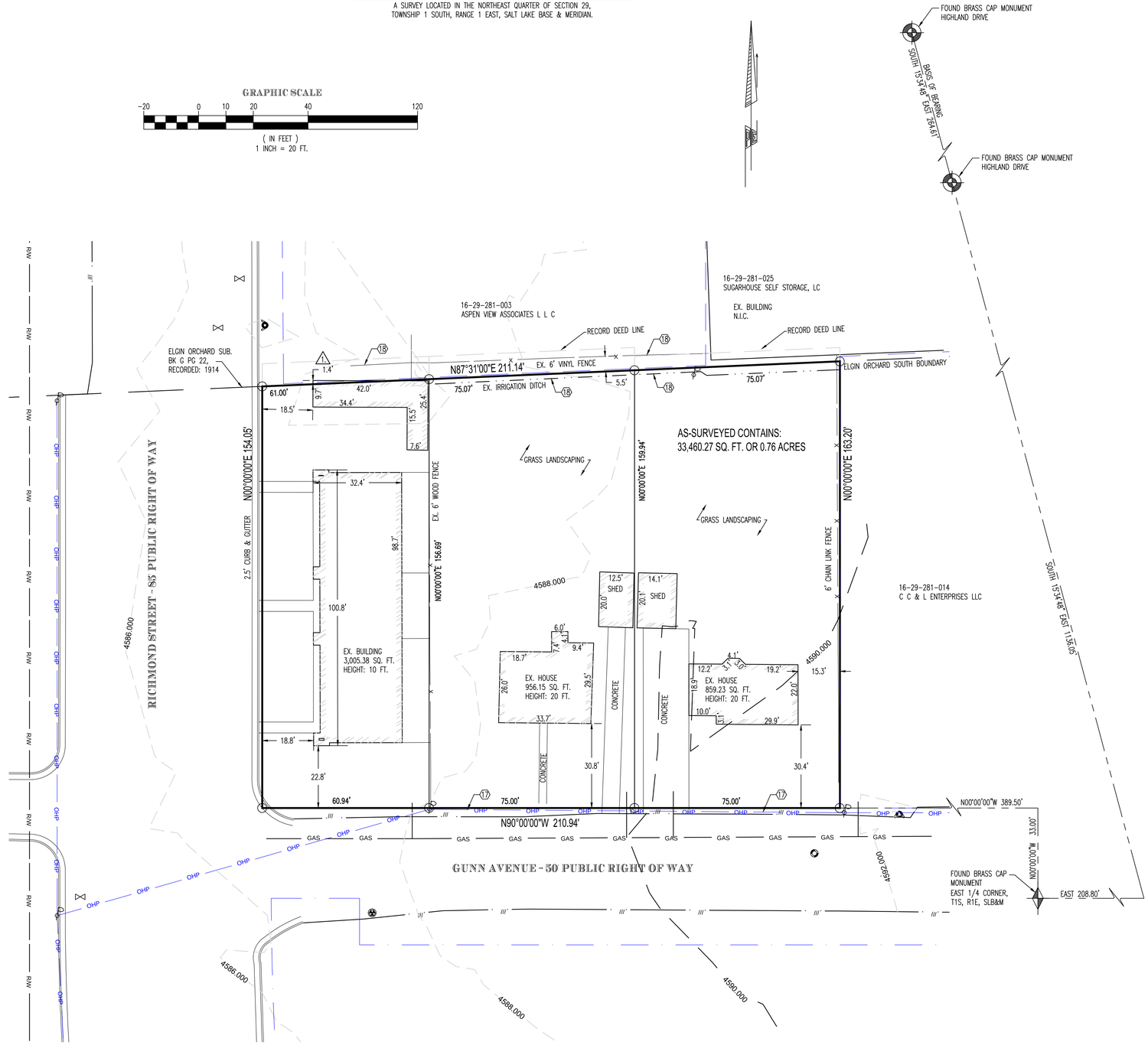
VICINITY MAP SCALE 1" = 2000"



GRAPHIC SCALE

-20 0 10 20 40 120

(IN FEET)
1 INCH = 20 FT.



RECORD DESCRIPTION

PARCEL 1:
BEGINNING AT A POINT 2 RODS NORTH AND 539.5 FEET WEST OF THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE NORTH 165 FEET MORE OR LESS TO THE NORTH LINE OF LANDS CONVEYED TO SEVERN NIELSEN BY DEED FROM HENRY JOHNSON DATED JULY 24, 1878, AND RECORDED ON SAID DATE IN BOOK "M" OF DEEDS AT PAGES 964-6, THENCE SOUTH 87.5' WEST 61 FEET, MORE OR LESS TO THE EAST LINE OF RICHMOND STREET, THENCE SOUTH 165 FEET, MORE OR LESS ALONG THE EAST LINE OF SAID RICHMOND STREET TO THE NORTH LINE OF GUNN AVENUE, THENCE EAST ALONG THE NORTH LINE OF SAID GUNN AVENUE 61 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.
PARCEL IDENTIFICATION NUMBER 16-29-281-011

PARCEL 2:
BEGINNING AT A POINT 2 RODS NORTH AND 464.5 FEET WEST FROM THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 1 SOUTH; RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN; AND RUNNING THENCE WEST 75 FEET; THENCE NORTH 10 RODS, MORE OR LESS TO THE NORTH LINE OF LANDS CONVEYED TO SEVERN NIELSEN BY DEED FROM HENRY JOHNSON DATED JULY 24, 1878, AND RECORDED ON SAID DATE IN BOOK "M" OF DEEDS AT PAGES 964-6; THENCE ALONG SAID LINE DESCRIBED IN SAID DEED, NORTH 87° 30' EAST 75 FEET, MORE OR LESS, TO A POINT DUE NORTH OF BEGINNING; THENCE SOUTH 10 RODS, MORE OR LESS TO THE POINT OF BEGINNING.
PARCEL IDENTIFICATION NUMBER 16-29-281-012.

PARCEL 3:
BEGINNING AT A POINT 33 FEET NORTH AND 389.5 FEET WEST FROM THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN; AND RUNNING THENCE WEST 75 FEET; THENCE NORTH 10 RODS, MORE OR LESS TO THE NORTH LINE OF LANDS CONVEYED TO SEVERN NIELSEN BY DEED FROM HENRY JOHNSON DATED JULY 24, 1878, AND RECORDED ON SAID DATE IN BOOK "M" OF DEEDS AT PAGES 964-6; THENCE ALONG SAID LINE DESCRIBED IN SAID DEED, NORTH 87° 30' EAST 75 FEET, MORE OR LESS TO A POINT DUE NORTH OF BEGINNING; THENCE SOUTH 10 RODS, MORE OR LESS TO THE POINT OF BEGINNING.
PARCEL IDENTIFICATION NUMBER 16-29-281-013.

THE LANDS SURVEYED, SHOWN AND DESCRIBED HEREON ARE THE SAME LANDS AS DESCRIBED IN THE TITLE COMMITMENT PROVIDED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NO. 84458, DATED SEPTEMBER 16, 2019.

AS-SURVEYED DESCRIPTION

BEGINNING AT A POINT ON THE NORTH RIGHT OF WAY LINE OF GUNN AVENUE. SAID POINT BEING NORTH 33.00 FEET NORTH AND WEST 389.50 FEET OF THE EAST QUARTER CORNER OF SECTION 29, TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN; THENCE WEST ALONG THE RIGHT OF WAY OF GUNN AVENUE 210.94 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF RICHMOND STREET; THENCE ALONG SAID RIGHT OF WAY NORTH 154.05 FEET TO A POINT ON THE SOUTH LINE OF ELGIN ORCHARD SUBDIVISION; THENCE NORTH 87°31'00" EAST 211.14 FEET, THENCE SOUTH 163.20 FEET TO THE POINT OF BEGINNING.

LINE TABLE

EXCEPTION		RAIL ROAD	
PARKING STRIPE		EDGE OF ASPHALT	
CURB & GUTTER		FENCE	X
RIGHT OF WAY	R/W	WALL	[]
TIES		ATLAS PLAT TIES	
GAS LINE	GAS	ATLAS PLAT LOT	
POWER LINE	OHP	ATLAS PLAT BLOCK	R/W
SEWER LINE	SS	INTERIOR BOUNDARY	
STORM SYSTEM	SD	BOUNDARY	
WATER LINES	W	BUILDING	

LEGEND OF SYMBOLS AND ABBREVIATIONS

TEST STATION	IRRIGATION BOX	SIGHT LIGHT
POWER POLE	WATER VALVE	STORM MANHOLE
COMM./ELEC. MANHOLE	FIRE HYDRANT	STORM INLET
ELECTRIC METER / BOX	WATER MANHOLE	CURB STORM INLET
CABLE BOX	WATER METER PIT	SANITARY SEWER
WATER METER	GAS METER	GAS MANHOLE
INDICATES HANDICAPPED PARKING	AIR CONDITIONER UNIT	CORNER SET
(6) SCHEDULE B EXCEPTION	(6) PARKING STALL COUNT	CORNER NOT SET
XXXX' DISTANCE TO NEAREST INTERSECTION	ACCESS ACCESS TO PUBLIC RIGHT OF WAY	
SECTION CORNER	MONUMENT	

SURVEYOR'S CERTIFICATION

SOLSTICE DEVELOPMENT
1265, 1275, GUNN AVE & 3055 RICHMOND ST.

COMMITMENT NO. 84458
EFFECTIVE DATE: SEPTEMBER 16, 2019

TO: SOLSTICE DEVELOPMENT, FIRST AMERICAN TITLE INSURANCE COMPANY, HANSOL2, LLC.:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6A, 6B, 7A, 7B1, 8, 9, 13, 14, 16, AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON SEPTEMBER 11, 2019.

DAVID D. PETERSON
REGISTRATION NO. 295720
IN THE STATE OF UTAH
DATE OF SURVEY: OCTOBER 2, 2019
DATE OF LAST REVISION: NONE

REGISTERED LAND SURVEYOR
DAVID D. PETERSON
10/2/19
295720
STATE OF UTAH

Project #: A-18-001
Drawn : K.Ogilvie
Checked: D. Peterson

PETERSON ENGINEERING, P.C.
CONSULTING ENGINEERS & LAND SURVEYORS
7107 SOUTH 400 WEST #1 MIDVALE UTAH 84047
801-255-3508

SOLSTICE DEVELOPMENT
1275 GUNN AVE

ALTA / NSPS LAND TITLE SURVEY

VILLA VISTAS RESIDENTIAL

4580 SOUTH 2300 EAST
SALT LAKE CITY, UTAH 84106

AUGUST 14, 2025

LEGEND

- PROPERTY LINE
- EASEMENT LINE
- 4240.0 PROPOSED GRADE CONTOURS
- 4240.0 EXISTING GRADE CONTOURS
- EXISTING CURB
- PROPOSED CURB AND GUTTER
- PROPOSED CURB WALL
- REVERSE PAN CURB & GUTTER
- SS EXISTING SEWER
- SS PROPOSED SEWER
- W EXISTING WATER
- W PROPOSED WATER
- F EXISTING FIRE LINE
- F PROPOSED FIRE LINE
- SD EXSITING STORM DRAIN
- SD PROPOSED STORM DRAIN
- RD PROPOSED ROOF DRAIN
- G EXISTING GAS
- G PROPOSED GAS
- OHP EXISTING OVERHEAD POWER
- UGP EXISTING UNDERGROUND POWER
- UGP PROPOSED UNDERGROUND POWER
- T EXISTING TELEPHONE LINE
- T PROPOSED TELEPHONE LINE
- FO EXISTING FIBER OPTIC LINE
- FO PROPOSED FIBER OPTIC LINE
- PROPOSED CONCRETE
- PROPOSED ASPHALT
- PROPOSED LANDSCAPING

- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- EXISTING STREET LIGHT
- PROPOSED STREET LIGHT
- PROPOSED PARKING LOT LIGHT
- EXISTING WATER METER
- WV EXISTING WATER VALVE
- GV EXISTING GATE VALVE
- EXISTING OVERHEAD POWER POLE
- **TBC** TOP BACK CONCRETE
- **FF** FINISHED FLOOR
- **HW** HIGH WATER
- **TOG** TOP OF GRATE
- **TOL** TOP OF LID
- **IE** INVERT ELEVATION
- **EX** EXISTING
- **NG** NATURAL GROUND
- **TA** TOP OF ASPHALT
- **TC** TOP OF CONCRETE
- **EC** EDGE OF CONCRETE
- **EA** EDGE OF ASPHALT
- **TOW** TOP OF WALL
- **TG** TOP OF GRAVEL
- **TL** TOP OF LANDSCAPING
- **TS** TOP OF SIDEWALK
- **PROP** PROPOSED
- 380 TBC CALLOUT UNLESS OTHERWISE DESIGNATED

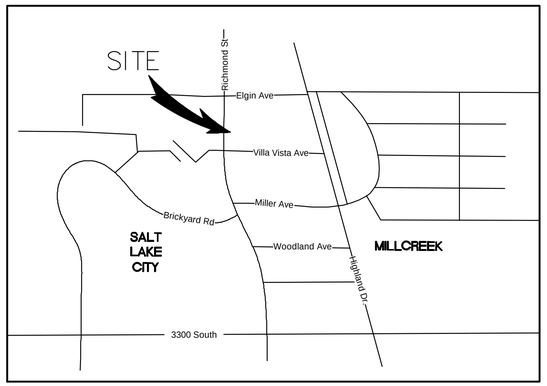
Legal Description

Parcel 1:
Beginning at a point 2 rods North and 539.5 feet West of the Southeast corner of the Northeast Quarter of Section 29, Township 1 South, Range 1 East, Salt Lake Base and Meridian; and running thence North 165 feet, more or less, to the North line of lands conveyed to Severn Nielsen by deed from Henry Johnson, dated July 24, 1878, and recorded .on said date in Book "M" of Deeds, at Pages 964-6; thence South 87 1/2Â° West 61 feet, more or less, to the East line of Richmond Street; thence South 165 feet, more or less, along the East line of said Richmond Street to the North line of Gunn Avenue; thence East along the North line of said Gunn A venue 61 feet, more or less, to the place of beginning.
Tax I.D. 16-29-281-011-0000

Parcel 2:
Commencing at a point 2 rods North and 464.5 feet West from the Southeast Corner of the Northeast Quarter of Section 29, Township 1 South, Range 1 East, Salt Lake Meridian; and running thence West 75 feet; thence North 10 rods, more or less, to the North line of lands conveyed to Severen Nielsen by Deed from Henry Johnson dated July 24, 1878 and recorded on said date in Book "M" of Deeds at Pages 964-6; thence along said line described in said Deed North 87 degrees 30 minutes East 75 feet to a point due North of beginning; thence South 10 rods, more or less, to the place of beginning.

Together with a right of way over the following:
Commencing at the Southwest comer of the Northwest Quarter of Section 28, Township 1 South, Range 1 East, Salt Lake Meridian; and running thence East 14 rods, more or less, to the center line of County Road; thence North 15 degrees 30 minutes West 33.3 feet to a point due East of the Southeast Comer of lands decreed to Niels C. Nielsen by Decree of Distribution In the Matter of the Estate of Severen Nielsen, deceased, in the Third Judicial District Court of the State of Utah; thence West 76 rods to Salt Lake City Canal; thence South 41 degrees East to the East and West Quarter Section Line; thence East 61.75 rods to the place of beginning.
Tax I.D 16-29-281-012-0000

Parcel 3:
Commencing at a point 33 feet North and 389.5 feet West of the Southeast Corner of the Northeast Quarter of Section 29, Township 1 South, Range 1 East, Salt Lake Meridian, and running thence West 75 feet; thence North 10 rods, more or less, to the North line of property conveyed to Severin Nielsen by Deed from Henry Johnson, recorded in the Office of the County Recorder of Salt Lake County, Utah in Book "M" of Deeds, Pages 964-6; thence along said line described in said deed, North 87°30' East 75 feet, more or less, to a point due North of Beginning; thence South 10 rods, more or less to the place of beginning.
Tax I.D 16-29-'281-013-0000



VICINITY MAP
NOT TO SCALE

SHEET INDEX

CV	COVER SHEET
C0.1	EXISTING SITE/DEMOLITION PLAN
C1.0	SITE PLAN
C2.0	GRADING & DRAINAGE PLAN
C3.0	UTILITY PLAN

PROJECT CONSTRUCTION NOTES:

1. CONTRACTOR TO NOTIFY BLUE STAKES PRIOR TO CONSTRUCTION, 1-800-662-4111.
2. CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
3. SEE SOILS REPORT FOR PAVEMENT SECTION DETAILS, INSTALLATION SPECIFICATIONS AND ALL SITE EARTHWORK REQUIRMENTS.
4. ALL CONSTRUCTION SHALL CONFORM TO CITY STANDARDS AND SPECIFICATIONS. IF A CONFLICT BETWEEN THESE PLANS AND THE CITY STANDARDS AND SPECIFICATIONS OCCURS, THE CITY STANDARDS AND SPECIFICATIONS SHALL GOVERN.
5. ALL HANDICAP PARKING STALLS TO BE INSTALLED PER ADA STANDARDS. SLOPE ON ANY ADA STALL IS TO BE LESS THAN 2% IN ALL DIRECTIONS.
6. CONTRACTOR TO VERIFY PRIOR TO ANY CONSTRUCTION THAT THE BUILDING AND BUILDING LOCATION SHOWN ON CIVIL DRAWINGS MATCHES THE ARCHITECTURAL PLANS.
7. CONTRACTOR TO VERIFY, WITH ARCHITECT, THAT THE LEVEL 1 PARKING F.F. ELEVATION SHOWN ON CIVIL PLANS EQUALS THE ARCHITECTS 100.0' ELEVATION.
8. CONTRACTOR TO REPLACE IN KIND ANY AREAS THAT ARE DAMAGED DURING CONSTRUCTION.
9. INSTALL ALL SIDEWALKS PER CITY STANDARDS OR APWA PLAN NO. 231, 235, AND 236 WHERE APPLICABLE.
10. INSTALL ALL CONCRETE PAVEMENT JOINTS PER CITY STANDARDS OR APWA PLAN NO. 261.
11. ALL STORM DRAIN AND WATER PIPES SHALL BE BACKFILLED WITH SELECT GRANULAR FILL PER CITY AND APWA STANDARDS AND SPECIFICATIONS.
12. ALL CATCH BASINS AND MANHOLES TO BE INSTALLED PER CITY STANDARDS.
13. ALL STORM DRAIN PIPING TO BE CUT OFF FLUSH WITH INSIDE WALL OF DRAINAGE BOX. INSIDE WALL TO BE GROUTED SMOOTH WITH A NON-SHRINK GROUT.
14. FOR STORM DRAIN INLET BOXES AND MANHOLES THE I.E. IN AND I.E. OUT ELEVATIONS ARE THE SAME UNLESS OTHERWISE CALLED OUT ON THE PLANS.
15. ALL WATER LINES TO HAVE A MINIMUM 4' OF COVER WITH A MINIMUM VERTICAL CLEARANCE OF 1' OF COVER BETWEEN OTHER UTILITY LINES (1.5' VERTICAL SEPARATION WITH SEWER).
16. THRUST BLOCKS TO BE INSTALLED PER APWA PLAN NO'S 561 AND 562. SEE DETAIL SHEETS.
17. CONTRACTOR SHALL COORDINATE CONSTRUCTION AND INSTALLATION OF ELECTRICAL, TELEPHONE, NATURAL GAS AND CABLE TV SERVICES WITH THE RESPECTIVE UTILITY COMPANY.
18. THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITY PIPES, LINES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED AND SHOWN FROM SURVEYED INFORMATION AND EXISTING UTILITY LOCATIONS PROVIDED BY OTHERS. THERE IS NO GUARANTEE THAT ALL EXISTING UTILITY INFORMATION IS SHOWN ON THESE PLANS. CONTRACTOR IS RESPONSIBLE FOR CONTACTING BLUE STAKES AND FIELD VERIFYING THE LOCATION AND ELEVATION OF ALL EXISTING UTILITY PIPES, LINES AND STRUCTURES, PRIOR TO CONSTRUCTION.
19. ANY OFF SITE DAMAGE TO EXISTING ASPHALT, CURB & GUTTER, LANDSCAPING AND ALL UTILITIES TO BE REPLACED IN KIND.
20. ALL SANITARY SEWER INSTALLATION TO BE DONE PER MT. OLYMPUS IMPROVEMENT DISTRICT'S STANDARDS AND SPECIFICATIONS.
21. ALL WATER LINE AND FIRE LINE INSTALLATION TO BE DONE PER SALT LAKE CITY PUBLIC UTILITIES STANDARDS AND SPECIFICATIONS.
22. ALL STORM DRAIN INSTALLATION TO BE DONE PER MILLCREEK CITY STANDARDS AND SPECIFICATIONS.

FIRE DEPARTMENT NOTES:
1. FIRE HYDRANTS SHALL BE EQUIPPED WITH ONE 4½", AND 2½" OUTLETS, WHICH HAS NATIONAL STANDARD THREADS (NST).
2. FIRE HYDRANTS SHALL BE INSTALLED SO THAT THE CENTER LINE OF THE LOWEST CAP, NUT SHALL NOT BE CLOSER THAN 18" FROM THE FINISHED GRADE.
3. FIRE HYDRANTS SHALL HAVE THE 4½" BUTT FACING THE FIRE ACCESS ROADWAY.
4. UNDERGROUND PIPING SHALL BE TESTED AT 200 PSIA FOR TWO HOURS. TEST CERTIFICATE SHALL BE PROVIDED TO FIRE DEPARTMENT OFFICE.
5. BURNING OF TRASH, SCRAP WOOD OR OTHER MATERIALS IS A VIOLATION OF CITY ORDINANCE.
6. A 3 FOOT CLEARANCE SHALL BE MAINTAINED AT ALL TIMES AROUND FIRE EQUIPMENT TO INCLUDE BUT NOT LIMITED TO HYDRANTS, FIRE DEPARTMENT CONNECTIONS AND FIRE SUPPRESSION CONTROL VALVES.
7. NEW FIRE HYDRANTS SHALL BE COLOR CODED AND BE DIRECTED BY PUBLIC UTILITIES AS TO THE COLOR AND SHADE OF THE HYDRANT BONNET.
8. FIRE HYDRANTS SHALL BE EQUIPPED WITH AN INDEPENDENT LATERAL CONTROL VALVE PLACED AT THE BASE INLET OF THE FIRE HYDRANT.
9. FIRE DEPARTMENT ACCESS ROADS AND FIRE HYDRANTS SHALL BE INSTALLED PRIOR TO CONSTRUCTION OF THE FOOTINGS AND FOUNDATIONS OF ANY STRUCTURE. FIRE HYDRANTS SHALL BE ACCESSIBLE, OPERATIONAL AND MAINTAINED IN THAT CAPACITY.
10. WATER LATERALS WHICH ARE 16 FOOT IN LENGTH OR LONGER SHALL BE PROVIDED WITH CONTROL VALVES AT THE TAP OF THE WATER MAIN AND AT THE FIRE HYDRANT.
11. WATER LATERALS WHICH SUPPLY WATER BASED FIRE PROTECTION SHALL BE FERROUS PIPE WHEN PASSING UNDER OR THROUGH FOOTINGS OR FOUNDATION WALLS.
12. FIRE LANE MARKINGS AND SIGNS TO BE INSTALLED AS DIRECTED BY FIRE MARSHALL.

CIVIL ENGINEER:
CIR
ENGINEERING, L.L.C.
10718 SOUTH BECKSTEAD LANE, STE. 102
SOUTH JORDAN, UT 84095 - PH: 801-949-6296

ARCHITECT:
MINT ARCHITECTURE
7585 SOUTH UNION PARK AVE. STE. 100
SANDY, UT 84047
CONTACT PERSON: JORDAN DEJARNETT
PH: (801) 996-3646

NO.	REVISIONS	BY	DATE

DESIGNER: TLH PROJECT ENGINEER: TLH

CIR CIVIL ENGINEERING + SURVEYING
10718 SOUTH BECKSTEAD LANE, STE. 102
SOUTH JORDAN, UT 84095 - 801-949-6296

VILLA VISTA RESIDENTIAL
1265 EAST VILLA VISTA AVENUE, SALT LAKE CITY, UT 84106
COVER SHEET

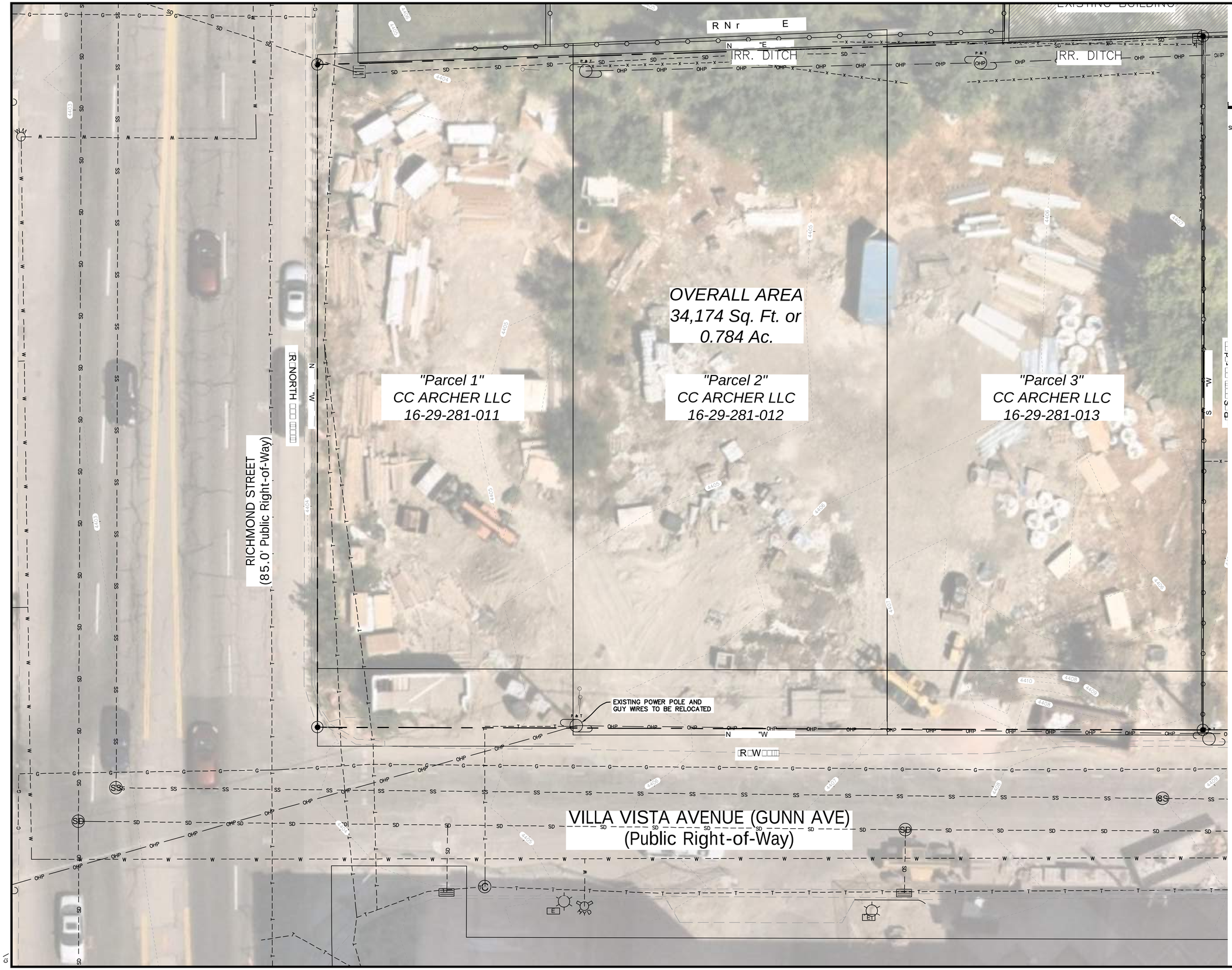
PROFESSIONAL ENGINEER
No. 12072623
TREVOR L HODGSON
STATE OF UTAH

CALL BEFORE YOU DIG!
BLUE STAKES 1-800-662-4111

SHEET NO.
CV

PROJECT ID	DATE:
E25-073	08/14/25
FILE NAME: PRJ-MVV	SCALE:

C:\



N

10 20 30

Scale In Feet

SEE COVER SHEET FOR PROJECT LEGEND

NOTE:
CONTRACTOR IS RESPONSIBLE FOR VISITING THE SITE AND FIELD VERIFYING ALL NECESSARY DEMOLITION AND/OR RELOCATION OF UTILITIES AND STRUCTURES PRIOR TO PROVIDING BID NUMBERS.

CONTRACTOR TO COORDINATE WITH UTILITY COMPANIES PRIOR TO REMOVAL AND/OR RELOCATION OF EXISTING GAS, POWER, AND TELECOMMUNICATIONS LINES AND STRUCTURES.

NO.	REVISIONS	BY	DATE

DESIGNER: TLH PROJECT ENGINEER: TLH

CIR CIVIL ENGINEERING + SURVEYING
10718 SOUTH BECKSTEAD LANE, STE. 102
SOUTH JORDAN, UT 84095 - 801-949-6296

VILLA VISTA RESIDENTIAL

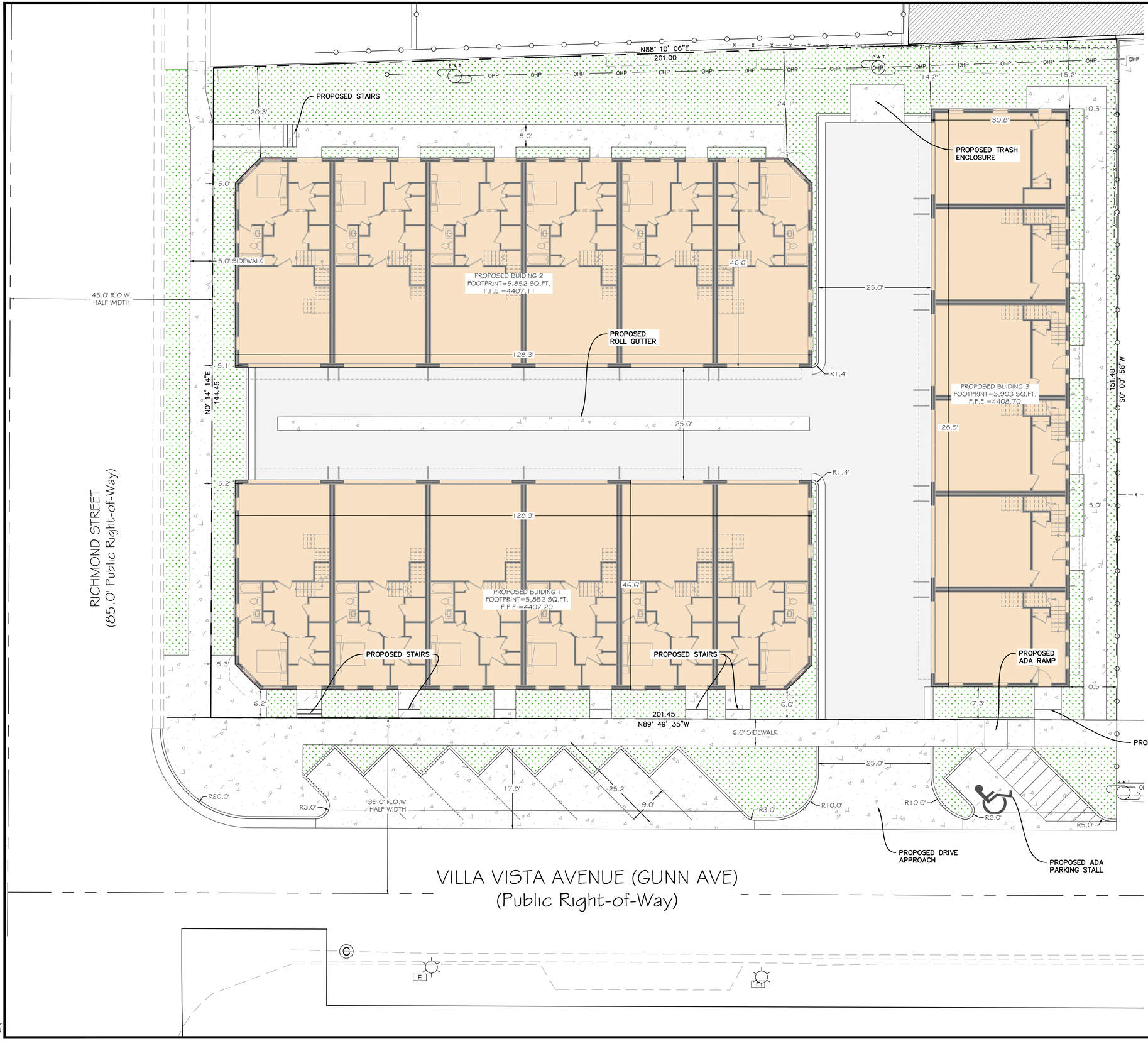
1265 EAST VILLA VISTA AVENUE, SALT LAKE CITY, UT 84106

EXISTING SITE/DEMOLITION PLAN

PROFESSIONAL ENGINEER
No. 12072623
TREVOR L HODGSON
STATE OF UTAH

CALL BEFORE YOU DIG!
IT'S THE LAW
BLUE STAKES 1 800 662 4111

SHEET NO.	
C0.1	
PROJECT ID	DATE:
E25-073	08/14/25
FILE NAME: PRJ-MVV	SCALE: 1"=10'



0 10 20 30

Scale in Feet

SEE COVER SHEET FOR PROJECT LEGEND

LOT AREAS:

		SQ. FT.	/	ACRES.
	LOT	29,765	/	0.683
	BUILDING FOOTPRINT	15,863	/	0.364
	ASPHALT	5,912	/	0.136
	LANDSCAPING	5,268	/	0.121
	CONCRETE	2,722	/	0.062

LOT PARKING REQUIREMENTS:

	UNITS	CITY REQ'T	
MULTI-HOUSEHOLD DWELLING	18	36	2 PER UNIT
VISITOR PARKING	18	5	0.25 PER UNIT
TOTAL REQUIRED	41		
TOTAL PROVIDED	44		
ACCESSIBLE SPACES	1	(1 REQ'D 1 TO 25)	
BICYCLE SPACES	10	2 SPACES PER 4 UNITS	

NO	REVISIONS	BY	DATE
	DESIGNER: TLH	PROJECT ENGINEER: TLH	

CIR CIVIL ENGINEERING + SURVEYING
10718 SOUTH BECKSTEAD LANE, STE. 102
SOUTH JORDAN, UT 84095 - 801-949-6296

VILLA VISTA RESIDENTIAL

1265 EAST VILLA VISTA AVENUE, SALT LAKE CITY, UT 84106

SITE PLAN

PROFESSIONAL ENGINEER
No. 12072623
TREVOR L HODGSON
STATE OF UTAH

CALL BEFORE YOU DIG! IT'S THE LAW BLUE STAKES 1 800 662 4111

SHEET NO.	
C1.0	
PROJECT ID	DATE:
E25-073	10/08/25
FILE NAME: PRJ-MVV	SCALE: 1"=10'

EXISTING IRRIGATION DITCH/PIPE

PROPOSED STORM DRAIN INLET BOX

PROPOSED BUIDING 2
FOOTPRINT=5,876 SQ.FT.
F.F.E.=4407.11

PROPOSED STORM DRAIN INLET BOX. EMERGENCY OVERFLOW TO BE PROVIDED IN THIS BOX BY A WEIR WALL, DIRECTING STORM WATER TOWARDS THE ROAD. ORIFICE PLATE TO BE PROVIDED TO RESTRICT FLOW FROM THE SITE.

PROPOSED BUIDING 2
FOOTPRINT=3,903 SQ.FT.
F.F.E.=4408.70

PROPOSED STORM DRAIN MANHOLE

PROPOSED STORM DRAIN INLET BOX

PROPOSED STORM WATER TREATMENT DEVICE

PROPOSED UNDERGROUND DETENTION SYSTEM TO BE DESIGNED TO DETAIN THE 10-YR 24-HR STORM EVENT AND RELEASE TO THE CITY STORM DRAIN SYSTEM AT 0.2 CFS/ACRE

PROPOSED BUIDING 1
FOOTPRINT=5,852 SQ.FT.
F.F.E.=4407.20

PROPOSED STORM DRAIN INLET BOX

PROPOSED STORM DRAIN INLET BOX

PROPOSED STORM DRAIN MANHOLE

RICHMOND STREET
(85.0' Public Right-of-Way)

VILLA VISTA AVENUE (GUNN AVE)
(Public Right-of-Way)

N

0 10 20 30

Scale In Feet
SEE COVER SHEET FOR PROJECT LEGEND

LAND DISTURBANCE NOTE:
A LAND DISTURBANCE AND GRADING PERMIT MUST BE OBTAINED FROM MILLCREEK PRIOR TO DISTURBING ANY VEGETATION OR MOVING MORE THAN ANY SOIL GREATER THAN 1' OF DEPTH OR AREAS OVER 1-ACRE.

NO.	REVISIONS	BY	DATE

DESIGNER: TLH
PROJECT ENGINEER: TLH

CIR CIVIL ENGINEERING + SURVEYING
10718 SOUTH BECKSTEAD LANE, STE. 102
SOUTH JORDAN, UT 84095 - 801-949-6296

VILLA VISTA RESIDENTIAL
1265 EAST VILLA VISTA AVENUE, SALT LAKE CITY, UT 84106

GRADING & DRAINAGE PLAN

PROFESSIONAL ENGINEER
No. 12072623
TREVOR L HODGSON
STATE OF UTAH

CALL BEFORE YOU DIG! IT'S THE LAW BLUE STAKES 1-800-662-4111

SHEET NO.
C2.0

PROJECT ID	DATE:
E25-073	08/14/25
FILE NAME: PRJ-MVV	SCALE: 1"=10'

PROPOSED 3/4" WATER LATERALS AND METERS INSTALLED IN METER GANG ASSEMBLY

PROPOSED 2" WATER LATERAL

PROPOSED 4" SEWER LATERAL TO EACH UNIT (TYP.)

PROPOSED SEWER MANHOLE

PROPOSED BUIDING 2
FOOTPRINT=5,876 SQ.FT.
F.F.E.=4407.11

PROPOSED 4" SEWER LATERAL TO EACH UNIT (TYP.)

PROPOSED SEWER MANHOLE

PROPOSED BUIDING 2
FOOTPRINT=3,903 SQ.FT.
F.F.E.=4408.70

PROPOSED 8" SEWER

PROPOSED BUIDING 1
FOOTPRINT=5,852 SQ.FT.
F.F.E.=4407.20

PROPOSED SEWER MANHOLE

PROPOSED FIRE HYDRANT

PROPOSED 4" SEWER LATERAL TO EACH UNIT (TYP.)

PROPOSED 3/4" WATER LATERALS AND METERS INSTALLED IN METER GANG ASSEMBLY

PROPOSED 3/4" WATER LATERALS AND METERS INSTALLED IN METER GANG ASSEMBLY

EXISTING POWER POLE AND GUY WIRES

PROPOSED 2" WATER LATERAL

PROPOSED 2" WATER LATERAL

RICHMOND STREET
(85.0' Public Right-of-Way)

VILLA VISTA AVENUE (GUNN AVE)
(Public Right-of-Way)

EXISTING FIRE HYDRANT

N

0 10 20 30

Scale In Feet
SEE COVER SHEET FOR PROJECT LEGEND

ROW ENCROACHMENT NOTE:
A RIGHT-OF-WAY ENCROACHMENT PERMIT MUST BE OBTAINED FROM MILLCREEK PRIOR TO DOING ANY WORK IN THE RIGHT-OF-WAY. CONTACT REBECCA HANSEN AT 801-214-2749.

NO.	REVISIONS	BY	DATE
DESIGNER: TLH	PROJECT ENGINEER: TLH		

CIR CIVIL ENGINEERING + SURVEYING
10718 SOUTH BECKSTEAD LANE, STE. 102
SOUTH JORDAN, UT 84095 - 801-949-6296

VILLA VISTA RESIDENTIAL

1265 EAST VILLA VISTA AVENUE, SALT LAKE CITY, UT 84106

UTILITY PLAN

PROFESSIONAL ENGINEER
No. 12072623
TREVOR L HODGSON
STATE OF UTAH

CALL BEFORE YOU DIG
IT'S THE LAW
BLUE STAKES 1 800 662 4111

SHEET NO.	
C3.0	
PROJECT ID	DATE:
E25-073	08/14/25
FILE NAME: PRJ-MVV	SCALE: 1"=10'

LIGHT FIXTURE SCHEDULE

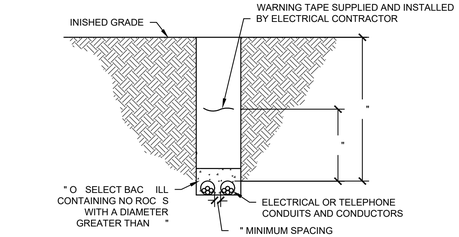
TYPE	MANUFACTURER	CATALOG NO.	VOLTAGE	LAMPING	CONTROL	MOUNTING	LOAD(VA)	DESCRIPTION
OP2	CYCLONE	AZALEACLE17T4D	MVOLT	LED 100000 LUM 4000 K	0-10V	POLE	85.3	CITY STREET LIGHT FIXTURE. COORDINATE WITH THE CITY STREETS DEPARTMENT.
OW1	ALW	K3RL	100-277 V	LED 1300 LUM 4000 K	0-10V	WALL	11.9	EXTERIOR WALL SCONCE.
OW2	LITHONIA	WDGE2 LED	MVOLT	LED 2278 LUM 4000 K	-	WALL	19	TRAPEZOIDAL WALL PACK. P2 PERFORMANCE PACKAGE, TYPE 4 MEDIUM OPTIC.

NOTES:

1. ALL LIGHT FIXTURES SHOWN HALF SHADED SHALL BE PROVIDED WITH AN EMERGENCY BATTERY PACK CAPABLE OF PROVIDING 90 MIN. OF EGRESS ILLUMINATION.

2. ALL LIGHTING VALUE ENGINEERING PROVIDED FOR THIS PROJECT SHALL BE SUBMITTED TO THE ELECTRICAL ENGINEER FOR REVIEW AND APPROVAL AFTER THE PROJECT HAS BEEN BID AND AWARDED. ANY CREDITS FOR VE SHALL INCLUDE TIME TO COMPENSATE OUR OFFICE FOR ENGINEERING REVIEW AND VERIFICATION OF BRANCH CIRCUIT LOADING AND/OR ENERGY CODE COMPLIANCE. NO VE SUBMITTALS WILL BE APPROVED WITHOUT THIS PROCESS IN PLACE. VE SUBMITTALS SHALL INCLUDE PHOTOMETRIC ANALYSIS TO ENSURE NEW LIGHT FIXTURES PROVIDE COMPARABLE LIGHT LEVELS TO THOSE ORIGINALLY DESIGNED.

3. PRIOR APPROVALS SHALL BE SUBMITTED TO OUR OFFICE NO LESS THAN 5 BUSINESS DAYS OF THE PROJECT BID DATE. ANYTHING SUBMITTED AFTER THIS TIME FRAME WILL NOT BE REVIEWED AND WILL BE CONSIDERED NON-APPROVED FOR BIDDING PURPOSES. ALL LIABILITY ASSOCIATED WITH NON-APPROVED FIXTURES THAT DO NOT MEET THE PROJECT REQUIREMENTS WILL REST SOLELY WITH THE CONTRACTOR.

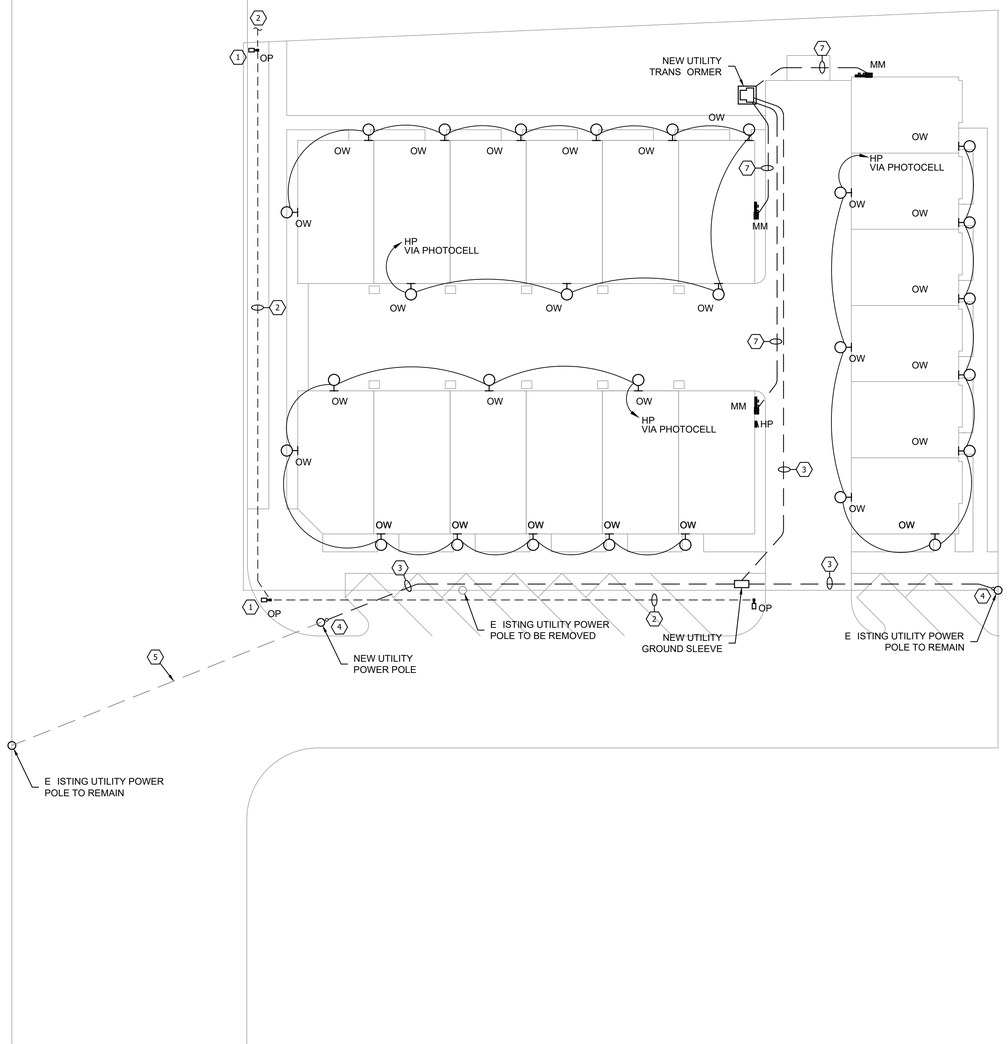


NOTES

ELECTRICAL SERVICE CONDUIT AND CONDUCTORS ARE TO BE PROVIDED AND INSTALLED BY THE ELECTRICAL CONTRACTOR BURIAL DEPTH SHALL BE PER NEC TABLE
TELEPHONE SERVICE CONDUIT SHALL BE PROVIDED BY THE ELECTRICAL CONTRACTOR
TELEPHONE SERVICE CABLING SHALL BE PROVIDED BY THE LOCAL TELEPHONE COMPANY COORDINATE WITH LOCAL TELEPHONE COMPANY OR ANY SPECI IC REQUIREMENTS
THE QUANTITY SIZE O CONDUITS AND OR CONDUCTORS SHALL BE AS CALLED OUT ON THE ELECTRICAL DRAWINGS COORDINATE WITH THE ELECTRICAL ENGINEER
WHERE TELECOMMUNICATIONS AND ELECTRICAL SHARE THE SAME TRENCH A MINIMUM " CLEARANCE SHALL BE MAINTAINED BETWEEN CONDUITS

4 / E001 UNDERGROUND CONDUIT DETAIL

NO SCALE



1 / E001 ELECTRICAL SITE PLAN

SCALE: 1" = 20'-0"

N

KEYED NOTES

CITY STREET LIGHT TO BE VERI IED WITH THE MILLCREE CITY STREETS DEPARTMENT
PROVIDE "C WITH AWG CU CONDUCTORS AND AWG CU GND BETWEEN CITY POLE LIGHTS
COORDINATE CIRCUIT TIE IN LOCATION WITH THE MILLCREE STREETS DEPARTMENT PRIOR TO CONSTRUCTION
PROVIDE "C WITH PULL STRING BURIED " BELOW GRADE PROVIDE A RED MAGNETIC MAR ING TAPE BURIED " DIRECTLY ABOVE CONDUIT COORDINATE WITH RMP PRIOR TO CONSTRUCTION
E ISTING PH UTILITY POWER POLE PRIMARY CONDUIT
E TENDING POWER TO UTILITY TRANS ORMER SHALL BE ROUTED UP THE POWER POLE USING UL LISTED " STAND O BRAC ETS COORDINATE RISER INSTALLATION WITH RMP
E ISTING OVERHEAD POWER LINES TO REMAIN
PROVIDE "C ROM THE UTILITY TRANS ORMER TO THE BUILDING MODULAR METERING MAIN DISCONNECT CONDUITS SHALL BE BURIED IN ACCORDANCE WITH NEC TABLE

GENERAL NOTES

A ALL SITE ELECTRICAL SHALL BE BURIED IN ACCORDANCE WITH NEC TABLE UNLESS OTHERWISE NOTED ALL UTILITY POWER CONDUITS SHALL BE BURIED AT " BELOW GRADE ALL UTILITY TELECOMMUNICATION CONDUITS SHALL BE BURIED AT " BELOW GRADE
B ALL ELBOWS TO BE GRC SWEEP ELBOWS UNLESS OTHERWISE NOTED
C ALL SITE ELECTRICAL SHALL BE AWG CU CONDUCTORS UNLESS OTHERWISE NOTED EC TO VERI Y VOLTAGE DROP ON ALL RUNS BASED ON ACTUAL CONDUIT LENGTHS CONDUCTORS SHALL BE UP SIZED ACCORDINGLY IN ACCORDANCE WITH NEC A IN ORMATIONAL NOTE AND NEC A IN ORMATIONAL NOTE

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ELECTRICAL ENGINEERS
#25076

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MAR			

VILLA VISTA RESIDENTIAL
Approx. 1250 E Villa Vista Avenue
Salt Lake City, Utah 84106

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ISSUE DATE

ELECTRICAL SITE PLAN

SHEET

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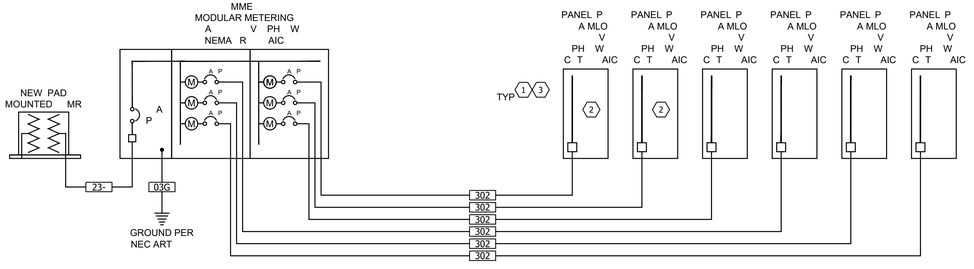
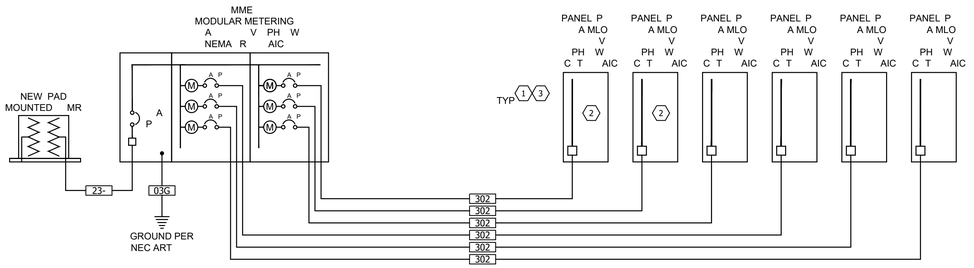


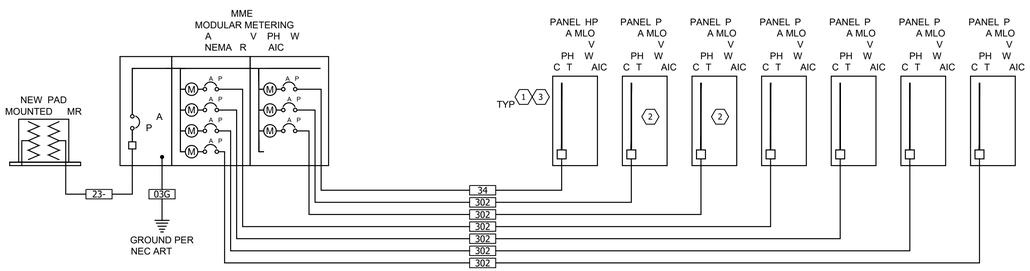
1 E502 MME3 ONE-LINE DIAGRAM

NO SCALE



2 E502 MME2 ONE-LINE DIAGRAM

NO SCALE



3 E502 MME1 ONE-LINE DIAGRAM

NO SCALE

CONDUIT/CONDUCTOR SCHEDULE

MARK	AMPS	CONDUIT	CU/AL	CONDUCTORS (TOTAL) PHASE	NEUTRAL	GROUND	NOTES
34		"	AL				
302		"	AL				
03G			AL				
23-		"					

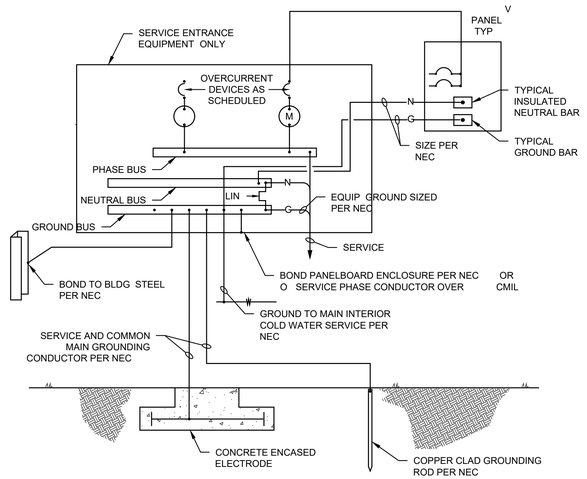
NOTES
CONDUCTOR INSULATIONS TO BE RATED THWN THHN C
GROUNDING ELECTRODE CONDUCTOR TO BE BONDED TO ALL AVAILABLE GROUNDING ELECTRODES
CONTRACTOR TO PROVIDE SERVICE LATERAL CONDUIT ROM THE TRANS ORMER TO THE METER CONDUCTORS ARE TO BE PROVIDED INSTALLED AND TERMINATED BY RMP

KEYED NOTES

PROVIDE A NAME PLATE ON EACH ELECTRICAL PANEL AND SERVICE DISCONNECT WITH AVAILABLE AULT CURRENT AND THE DATE WHICH THE CALCULATIONS WERE PER ORMED PER NEC
ALL UNIT PANELS WITHIN " O MODULAR METER BAN MME TO BE RATED AT AIC
WHERE A HOUSE PANEL IS REQUIRED PROVIDE A METER AND NEMA R RATED PANEL WITH A LOC ABLE COVER NE T TO THE METERING EQUIPMENT RE ER TO THE SITE PLAN OR MORE IN ORMATION

GENERAL NOTES

A COORDINATE MOUNTING HEIGHTS O ALL EQUIPMENT WITH ARCHITECTURAL DRAWINGS AND MILL WOR CONTRACTOR PRIOR TO ROUGH IN
B VERI Y AND COORDINATE E ACT ELECTRICAL REQUIREMENTS O ALL EQUIPMENT WITH MANU ACTURER S RECOMMENDATIONS PRIOR TO INSTALLATION O EQUIPMENT
C MANU ACTURER EC TO PROVIDE AN ADD ALTERNATE PRICE TO INCLUDE AN ARC LASH STUDY I WHERE A STUDY IS REQUIRED



NOTE
CONTRACTOR TO BOND ALL METAL PIPING SYSTEMS WITHIN THE BUILDING CONTRACTOR TO PROVIDE GROUND BUSHINGS ON ALL CONDUITS CONNECTED TO PANELBOARDS TRANS ORMERS ETC

4 E502 TYPICAL GROUNDING/BONDING DETAIL

NO SCALE

Typical Unit A	2025 sf
General Lighting	6075 VA
Small Appliance	3000 VA
Laundry	1500 VA
Range	8000 VA
Electric Vehicle Charger	7200 VA
Dryer	5000 VA
	30775 VA
1st 10KVA at 100%	10000 VA
Remaining at 40%	8310 VA
	18310 VA
Electric Heat	8634 VA
Total Dwelling Unit Load	26944 VA
	129.5 Amps

Typical Unit B	2550 sf
General Lighting	7650 VA
Small Appliance	3000 VA
Laundry	1500 VA
Range	8000 VA
Electric Vehicle Charger	7200 VA
Dryer	5000 VA
	32350 VA
1st 10KVA at 100%	10000 VA
Remaining at 40%	8940 VA
	18940 VA
Electric Heat	9421 VA
Total Dwelling Unit Load	28361 VA
	136.4 Amps

Meter Bank (MM1) (per Optional Calc.NEC 220.84)	
Unit A	0 units
Unit B	6 units
Total	6 units
General Lighting	45900 VA
Small Appliance	18000 VA
Laundry	9000 VA
Range	48000 VA
EV Vehicle Charger	45000 VA
Dryer	30000 VA
HVAC	56526 VA
	252426 VA
6 Units Total	
Demand per NEC Table 220-84	0.44 %
	111067.44 VA
Apartments @ 1 ph, 120/240V	462.8 Amp
Size Service for 600Amps, 120/240V, 1 Phase	

Meter Bank (MM2) (per Optional Calc.NEC 220.84)	
Unit A	0 units
Unit B	6 units
Total	6 units
General Lighting	45900 VA
Small Appliance	18000 VA
Laundry	9000 VA
Range	48000 VA
EV Vehicle Charger	45000 VA
Dryer	30000 VA
HVAC	56526 VA
	252426 VA
6 Units Total	
Demand per NEC Table 220-84	0.44 %
	111067.44 VA
Apartments @ 1 ph, 120/240V	462.8 Amp
Size Service for 600Amps, 120/240V, 1 Phase	

Meter Bank (MM3) (per Optional Calc.NEC 220.84)	
Unit A	6 units
Unit B	0 units
Total	6 units
General Lighting	36450 VA
Small Appliance	18000 VA
Laundry	9000 VA
Range	48000 VA
EV Vehicle Charger	45000 VA
Dryer	30000 VA
HVAC	51804 VA
	238254 VA
6 Units Total	
Demand per NEC Table 220-84	0.44 %
	104831.76 VA
Apartments @ 1 ph, 120/240V	436.8 Amp
Size Service for 600Amps, 120/240V, 1 Phase	

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MAR	ISSUE DESCRIPTION	ISS DATE	REV DESCRIPTION	REV DATE

VILLA VISTA RESIDENTIAL
Approx. 1250 E Villa Vista Avenue
Salt Lake City, Utah 84106

NOT FOR CONSTRUCTION

ISSUE DATE

ELECTRICAL DETAILS

SHEET

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KEYED NOTES

(#)

CITY STREET LIGHT TO BE VERI IED WITH THE MILLCREE CITY STREETS DEPARTMENT

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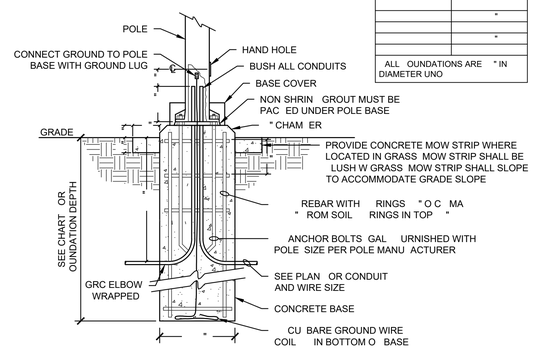
S	L	QTY	M r r	C	D r	N r L	L O	I P r
▭	OW		L L	WDGE LED P CRI T M	WDGE LED WITH P PER ORMANCE PAC AGE CRI TYPE MEDIUM OPTIC			
○	OW		L Gr I L Gr		AQUA d r r r			
○	OP		C L	CLE T D GC T P	A			

S

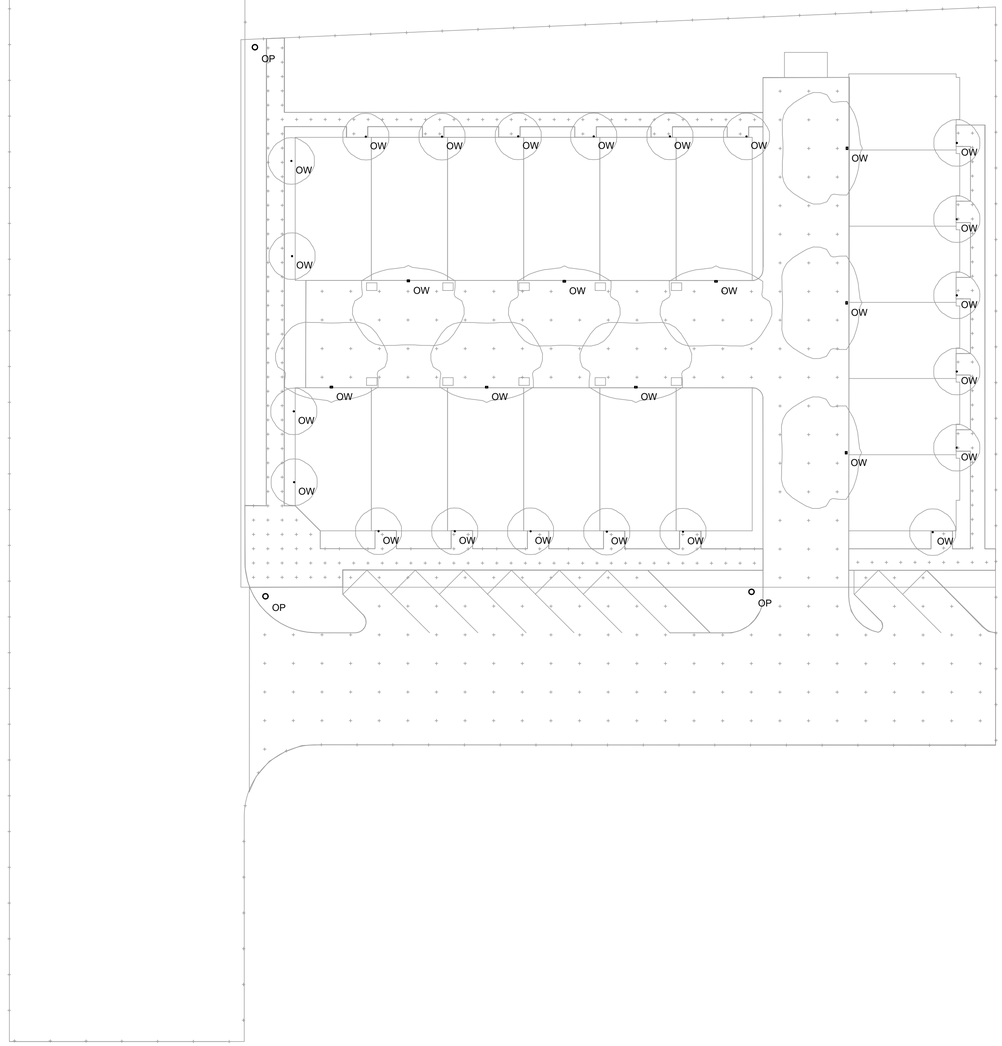
D r	S	A	M	M	M M	A M
Pr r L	+				N A	N A
W A	+				N A	N A
W B	+				N A	N A
P r L	+				N A	N A

POLE OUNDATION DEPTH	
POLE HEIGHT	LUSH TO " ABOVE GRADE
	"
	"
	"
	"
ALL OUNDATIONS ARE " IN DIAMETER UNO	



2 / ES001 LIGHT POLE BASE DETAIL

NO SCALE



1 / ES001 PHOTOMETRIC SITE PLAN

SCALE: 1" = 20'-0"

S UNION PAR AVE STE
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Approx. 1250 E Villa Vista Avenue
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PHOTOMETRIC SITE PLAN

SHEET

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WDGE2 LED

Architectural Wall Sconce
Visual Comfort Optic

Catalog Number

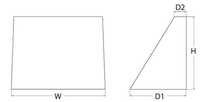
Notes

Type OW

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

Depth (D1): 7"
Depth (D2): 1.5"
Height: 9"
Width: 11.5"
Weight: (without options) 13.5 lbs



design select — Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect. *See ordering tree for details

Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing a true site-wide solution. Embedded with nLight® AIR wireless controls, the WDGE family provides additional energy savings and code compliance.

WDGE2 delivers up to 6,000 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. When combined with multiple integrated emergency battery backup options, including an 18W cold temperature option, the WDGE2 becomes the ideal wall-mounted lighting solution for pedestrian scale applications in any environment.

WDGE LED Family Overview

Luminaire	Optics	Standard/EM, 0°C	Cold EM, -20°C	Sensor	Approximate Lumens (4000K, 80CRI)					
					P0	P1	P2	P4	P5	P6
WDGE1 LED	Visual Comfort	4W	--	--	750	1,200	2,000	--	--	--
WDGE2 LED	Visual Comfort	10W	18W	Standalone / nLight	--	1,200	2,000	3,000	4,500	6,000	--
WDGE2 LED	Precision Refractive	10W	18W	Standalone / nLight	700	1,200	2,000	3,200	4,200	--	--
WDGE3 LED	Precision Refractive	15W	18W	Standalone / nLight	6,000	7,500	8,500	10,000	12,000	--	--
WDGE4 LED	Precision Refractive			Standalone / nLight	--	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE2 LED P3 40K 80CRI VF MVOLT SRM DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE2 LED	P1[1] P15W P2[1] P25W P3[1] P35W P4[1] Door with small window (SW) is required to accommodate sensors. See page 2 for more details. P5	27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K[2] 5000K	80CRI 90CRI	VF Visual comfort forward throw VW Visual comfort wide	MVOLT 347[3] 480[3]	**Shipped included** SRM Surface mounting bracket ICW Indirect Canopy/Ceiling Washer bracket (dry/damp locations only)[4] **Shipped separately** AWS 3/8inch Architectural wall spacer[5] PBBW Surface mounted back box (top, left, right conduit entry). Use when there is no junction box available.[5]

Options

E4WH	Emergency battery backup, Certified in CA Title 20 MAUDBS (4W, 0°C min)	**Standalone Sensors/Controls** (only available with P15W, P25W & P35W)	DDBXD Dark bronze
E10WH	Emergency battery backup, Certified in CA Title 20 MAUDBS (10W, 0°C min)	PIR 8-level (100/15%) motion sensor for 8-15' mounting heights. Intended for use on switched circuits with external dusk to dawn switching.	DBLXD Black
E20WC	Emergency battery backup, Certified in CA Title 20 MAUDBS (10W, -20°C min)	PIRH 8-level (100/15%) motion sensor for 15-30' mounting heights. Intended for use on switched circuits with external dusk to dawn switching.	DNAXD Natural aluminum
PE	Photocell, Button Type[6]	PIR1FC3V 8-level (100/15%) motion sensor for 8-15' mounting heights with photocell pre-programmed for dusk to dawn operation.	DWHXD White
DS	Dual switching (comes with 2 drivers and 2 light engines; see page 3 for details)[7]	PIRH1FC3V 8-level (100/15%) motion sensor for 15-30' mounting heights with photocell pre-programmed for dusk to dawn operation.	DSSXD Sandstone
DMG	0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)[8]	**Networked Sensors/Controls** (only available with P15W, P25W & P35W)	DDBTXD Textured dark bronze
BCE	Bottom conduit entry for back box (PBBW). Total of 4 entry points.	NLTAIR2 PIR Embedded wireless controls by nLight with Passive Infrared Occ sensor and on/off photocell for 8-15' mounting heights.	DBLBXD Textured black
DSLE	Dual Switching (1 Driver, 2 Light Engines)	NLTAIR2 PIRH Embedded wireless controls by nLight with Passive Infrared Occ sensor and on/off photocell for 15-30' mounting heights.	DNATXD Textured natural aluminum
CCI	Coastal Construction[9]	NLTAIRE2 PIR Embedded wireless controls by nLight with ULI924 listed emergency operation, Passive Infrared Occ sensor and on/off photocell for 8-15' mounting heights[9]	DWHGXD Textured white
		NLTAIRE2 PIRH Embedded wireless controls by nLight with ULI924 listed emergency operation, Passive Infrared Occ sensor and on/off photocell for 15-30' mounting heights[9]	DSSTXD Textured sandstone
		See page 4 for out of box functionality	

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AQUA 300 ROUND LX SCONCE

ALW

PROJECT

Job
Type OW
Part #

Notes

SPECIFICATIONS

Source Xicato XTM LED module - up to 3000 source lumens
CCT 2700K, 3000K, 3500K or 4000K
Color Consistency 1x2 SDCM (MacAdam) along BBL, CCT +/- 40K to 70K, Duv +/- .001
CRI (Ra) 83 or 98
Driver / Location Integral / premium drivers must be remote mounted
Dimming 0-10V or phase to 10% standard; Ecosystem, DALI, DMX and 1% available
Input Voltage 100 to 277VAC (347VAC consult factory), phase dimmable versions are 120VAC only
Power Up to 35 watts max, depending on LED module / driver
Reflector 10°, 20°, 40°, 60° & optical accesories
Materials Tamper resistant design, stainless steel hardware, metal reflectors
Finish Powder coat - Exterior grade TGIC polyester, optional marine-grade finish
Weight 7.0 lb. (3.2 kg)
Location Listed for Wet location, tested to IP66 per IEC 60529
Approvals ETL Listed to UL 1598, 2108, 8750 and CSA C22.2# 9 & #250.0
L70 Life > 55,000 hours at 70% lumen maintenance, LM80 / TM-21, see pg 2
Warranty Lifetime Limited Warranty - see warranty for details
IES Files LM-79-08 IES files available
Modifications Any modification or customization is possible - consult factory

LED · INDOOR OUTDOOR · WET LOCATION · IP66 · DIMMABLE · LISTED XICATO · TITLE 24 · ETL Intertek

ORDERING LOGIC

Model	Driver Location	Dimming	Output Direction	Output	CRI	CCT	Reflector	Optical Accessory	Shell Color
K3RL -									
K3RL	N=Integrated R=Remote	N=None P=Phase, 10% V=0-10V, 10%	D = Down U = Up * * includes reflector cover	07=700 lm 10=965 lm 13=1300 lm 20=2000 lm 30=3000 lm* *available in 83CRI only	83=83 98=98	27=2700K 30=3000K 35=3500K 40=4000K	10=10° 20=20° 40=40° 60=60° *1300 lm max	NN=None DF=Diffuser Lens LS=Spread Lens WW=Wall Wash FT=Forward Throw HL=Hex Louver* *down direction only	XX=v2 color *see pg 4* ZZ=Custom add +MF for Marine Finish

premium drivers (REMOTE location only):
Z1=eldoLED 0-10V, 0%
Z2=eldoLED DALI, 0%
Z3=eldoLED DMX, 0%
Z4=Lutron Hi-Lume™ LDE1, 0-10V, 0%
Z5=Lutron Hi-Lume™ LTEA, Phase, 1%
Z6=Lutron 5-Series™ LDE5, 0-10V, 5%

Example Part Number: **K3RL-NVD-30832720NN-L1**
K AQUA 300 Round LX Sconce - N Integrated Driver, 0-10V Dim - D own, 300 lm, 83 CRI, 2700K, 20°, NN No Accessory - L1 Gloss White

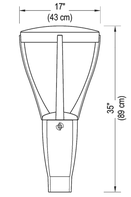
A 1035 22nd Avenue, Unit 1 · Oakland, CA 94606 P 510.489.2530 E TalkToUs@alwusa.com W alwusa.com

rev 191209

cyclone

Azalea CLE17T4D
Approval – Specification

Project:
Qty: Luminaire:
Order:
Type: OP



Frame and fitter module: Round shape, cast A356 aluminum monobloc that includes the four (4) arms and the upper ring welded to the base module. The base is self-leveling and restrained using (4) 3/8-16 UNC set screws. It fits on a tenon of 4" (10cm) outer diameter by 3" (7cm) long.

Door module: Made of cast A356 aluminum. The opening system allows access to the connector block (18-6 AWG) and to the driver module.

Head module: Made of molded A356 aluminum, round shape, it's mechanically secured to the heat sink.

Optical module: The molded A384.0-F aluminum heat sink is designed to minimize the temperature of the LEDs, increasing their longevity and efficiency. The high efficiency Orion LED optical engine is mechanically assembled on the heat sink. The optical lenses are cured directly on the LED board and offer an IP66 ingress protection rating. The lifetime of the LEDs is 100,000 hours. It is based on the LM-80 test and extrapolated with TM-21. This data is calculated when 50% of the LEDs produce 70% of their initial luminous flux (L70). The minimum color rendering index (CRI) is 70. The optical lenses are made of acrylic and designed to illuminate only where needed while achieving excellent uniformity with maximum spacing. Produce 0% uplight. The combination of two distribution types (backward optics) is also available in the same optical module. Tempered clear (FCG) or frosted (FGF) flat glass lenses are attached to a cast aluminum frame. With the No Lens (NL) option, a white decorative acrylic protection plate is mechanically assembled under the optical module. The available light distribution types are T1, T1A, T1AHS, T2, T2HS, T2M, T2MHS, T3, T3HS, T3M, T3MHS, T4, T4HS, T5. The crosswalk optic (TCW) for pedestrian crossing is also available.

Driver module: Class 1 (P70 to P110) or Class 2 (P10 to P60). Primary tension is of 120 to 480VAC Volts, 50/60Hz, THD max 20% with a high-power factor of 90%. Operating temperature is -40°F (-40°C) to 113°F (45°C). The regulator offers an output of 0-10 Volts and is ROHS compliant. Assembled with pull-out connectors. Complete with 10kV/5kA or 20kV/10kA tripolar surge protection for live-MALT, live-neutral and neutral-MALT lines according to IEEE/ANSI C62.41 2002 C.

Wiring / Hardware: Type TEWT 14-7 AWG, 12" (30.5cm) minimum exceeding luminaire. All electrical connections between the modules are provided with quick-disconnect connectors for easy maintenance. All outside accessible hardware is made of 304 stainless steel.

Color: All Cyclone colors are available in textured (TX) or smooth (SM) finish. A durable polyester powder coating is applied and meets the AAMA 2604 requirements (5 years exposure to all weather conditions). The finish meets the ASTM G7, B117, D1654 and D2247 requirements relative to salt spray and humidity resistance. **Cyclone recommends a textured finish for this product.**

Warranty: 5-year limited warranty. Complete warranty terms located at: http://www.cyclonelighting.com/assets/Legal/Cyclone-Sales-TermsConditions-en.pdf

EPA: 0.73 ft² **Weight:** 36.2 lbs / 16.4 kg

Stamp/Approval:
Name: Date:

Name:
Date:

Cyclone Lighting: 2175 Des Entreprises Blvd, Terrebonne (QC) Canada J6Y 1W9 www.cyclonelighting.com
Phone: 1-866-436-5500 - info@cyclonelighting.com
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Rev. 2024/06

5 UNION PAR AVE STE
SANDY UT
PHONE
d

elemental ELECTRICAL ENGINEERS
#25076

DRAWN BY
MS N ES

ISSUE DESCRIPTION	ISS DATE	REV DESCRIPTION	REV DATE
MAR			

VILLA VISTA RESIDENTIAL
Approx. 1250 E Villa Vista Avenue
Salt Lake City, Utah 84106

NOT FOR CONSTRUCTION

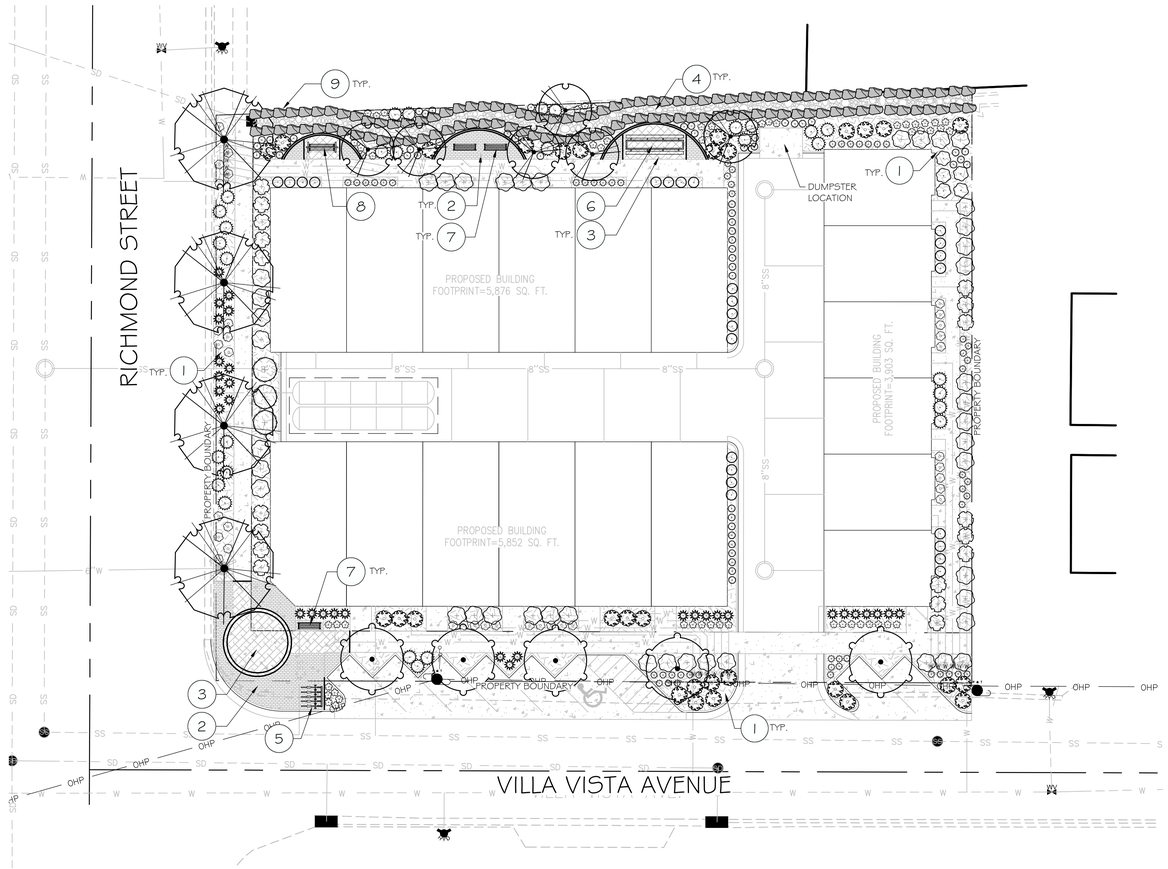
ISSUE DATE

PHOTOMETRIC DETAIL

SHEET

ES002

PRINTED



PLANT SCHEDULE VILLA VISTA RESIDENTIAL

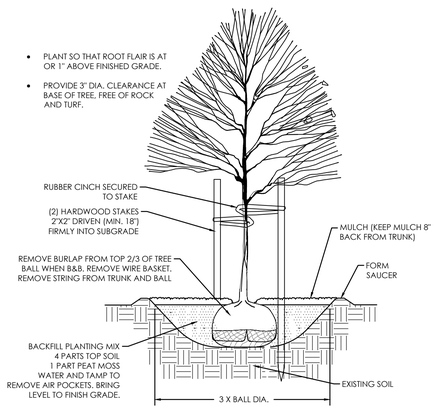
SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY
TREES					
	AG	Acer griseum	Paperbark Maple	1.5" Cal.	5
	CO	Cercis occidentalis	Western Redbud	1.5" Cal.	6
	GS	Gleditsia triacanthos inermis `Skycole`	Skyline Honey Locust	1.5" Cal.	4
SHRUBS					
	BTC	Berberis thunbergii `Rose Glow`	Rose Glow Barberry	5 gal.	5
	DR	Daphne cneorum 'Ruby Glow'	Ruby Glow Garland Daphne	2 gal.	54
	MAC	Mahonia aquifolium `Compacta`	Compact Oregon Grape	5 gal.	25
	PMM	Pinus mugo 'Mops'	Mops Mugo Pine	5 gal.	30
	RMW	Rosa Meidiland `White`	White Meidiland Rose	5 gal.	30
	SBA	Spiraea x bumalda `Anthony Waterer`	Anthony Waterer Bumald Spiraea	5 gal.	18
	ST	Spiraea x vanhouttei	Bridal Wreath Spirea	5 gal.	3
	TD	Taxus x media `Densiformis`	Dense Anglo-Japanese Yew	5 gal.	43
ORNAMENTAL GRASSES					
	HSS	Helictotrichon sempervirens `Sapphire`	Sapphire Blue Oat Grass	1 gal.	32
	PVS	Panicum virgatum `Shenandoah`	Shenandoah Switch Grass	1 gal.	54
	PAH	Pennisetum alopecuroides `Hameln`	Hameln Fountain Grass	1 gal.	50
PERENNIALS					
	LAM	Lavandula angustifolia 'Munstead'	Munstead English Lavender	1 gal.	35

REFERENCE NOTES SCHEDULE VILLA VISTA RESIDENTIAL

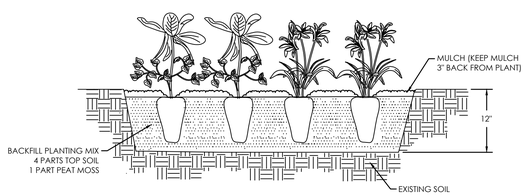
SYMBOL	CODE	DESCRIPTION	QTY
	1	WOOD MULCH	5,766 sf
	2	PAVERS	793 sf
	3	STAMPED COLORED CONCRETE	649 sf
	4	DECORATIVE COBBLE	1,081 sf
	5	BIKE RACK	1
	6	TABLE	1
	7	BENCH	3
	8	TWO PERSON COVERED SWING	1
	9	BOULDER	114

LANDSCAPE NOTES

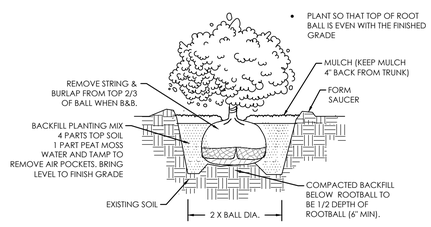
1. TOP DRESS ALL SHRUB BED AREAS AND OTHER AREAS LABELED ROCK MULCH WITH 4" DEEP OF ROCK TYPE(S) SPECIFIED IN THE REFERENCE NOTE SCHEDULE. PLACE ROCK OVER DEWITT PRO-5 WEED BARRIER FABRIC. FABRIC SHALL BE INSTALLED AFTER PRE-EMERGENT HAS BEEN APPLIED.
2. CONTRACTOR TO CONDUCT THEIR OWN QUANTITY TAKE-OFFS IN THE PLAN AND VERIFY ANY DISCREPANCIES WITH THE LANDSCAPE ARCHITECT.
3. CONTRACTOR SHALL VERIFY ALL UTILITIES SHOWN ON THE PLANS AS WELL AS HAVE THE SITE UTILITIES LOCATED ON THE GROUND PRIOR TO THE START OF CONSTRUCTION ACTIVITIES. IN THE EVENT THAT THE CONTRACTOR DISCOVERS AN UNDERGROUND UTILITY THAT IS NOT REPRESENTED WITHIN THE CONSTRUCTION DOCUMENTS OR AS MARKED ON THE SITE, HE SHALL IMMEDIATELY CONTACT THE OWNERS REPRESENTATIVE TO DETERMINE NEXT STEPS PRIOR TO ANY CONSTRUCTION ACTIVITIES WITHIN THE AREA OF THE NEWLY DISCOVERED UNDERGROUND UTILITY.
4. THE CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE THROUGHOUT CONSTRUCTION ACTIVITIES FOR THE PROJECT. ACCUMULATION OF STANDING WATER WILL NOT BE PERMITTED.



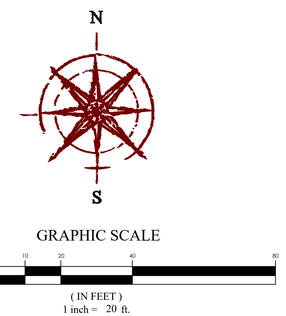
A TREE PLANTING & STAKING
NOT TO SCALE



B PERENNIAL PLANTING
NOT TO SCALE



C SHRUB PLANTING
NOT TO SCALE



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FOR REVIEW ONLY

VILLA VISTA RESIDENTIAL
MILLCREEK CITY, UTAH
LANDSCAPE PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
4	----	----
5	----	----
6	----	----

LANDSCAPE PLAN

Scale:	1"=20'	Drawn:	SB
Date:	08/14/2025	Job #:	25-0159
Sheet:	L1.0		

Z:_2025\25-0159 Villa Vista Residential\design 25-0159\dwg\sheets\L1.0 LANDSCAPE PLAN.dwg

N

S

GRAPHIC SCALE

(IN FEET)
1 inch = 10 ft.

VILLA VISTA RESIDENTIAL

MILLCREEK CITY, UTAH
8/14/2025
25-0159

MINT ARCHITECTURE
7265 S. UNION PARK AVE., STE. 100
MIDVALE, UT 84047
PHONE: 801.990.3646
www.mintarchitecture.com

DRAWN BY	MARK	ISSUE DESCRIPTION	ISS. DATE	#	REV. DESCRIPTION	REV. DATE
DC						

VILLA VISTA TOWNHOMES
1265 East Villa Vista Avenue
Millcreek, UT 84106

DEVELOPER APPROVAL

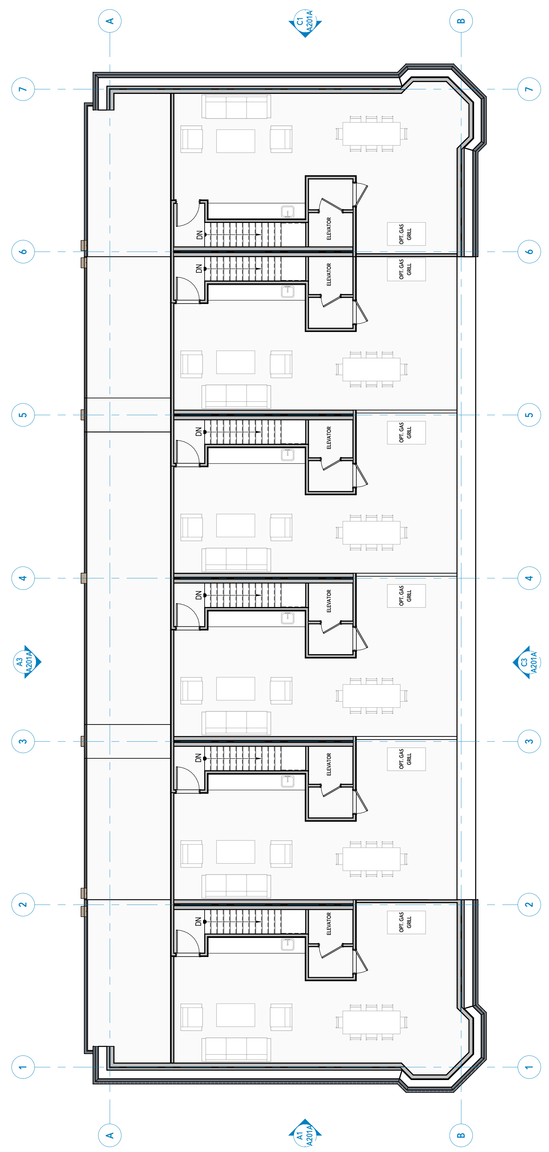
SIGNATURE DATE

NOT FOR CONSTRUCTION

ISSUE DATE 08.08.25

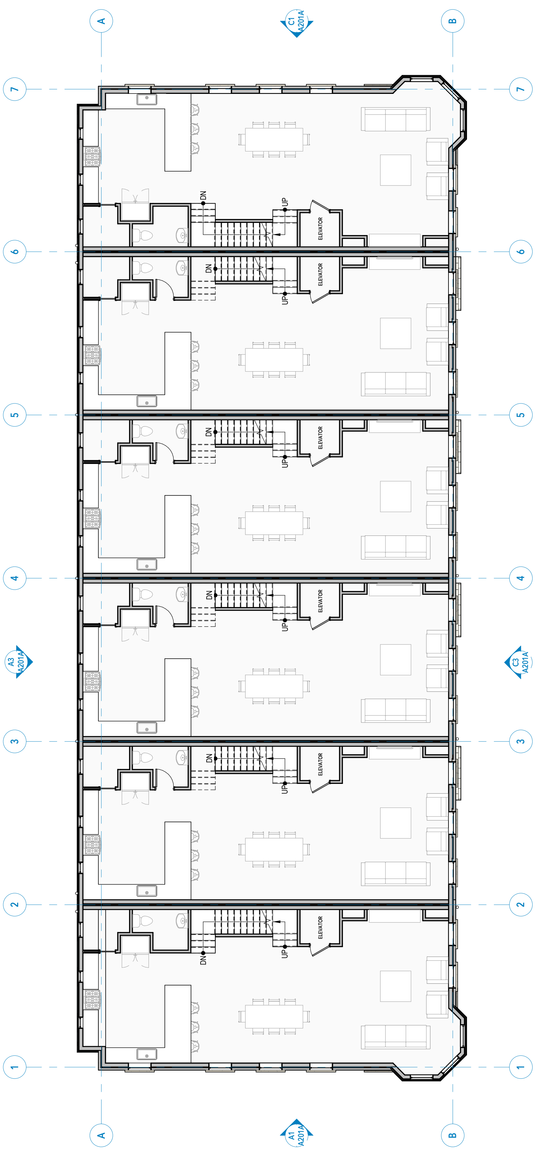
BUILDING 1 & 2 FLOOR PLANS

SHEET A101A

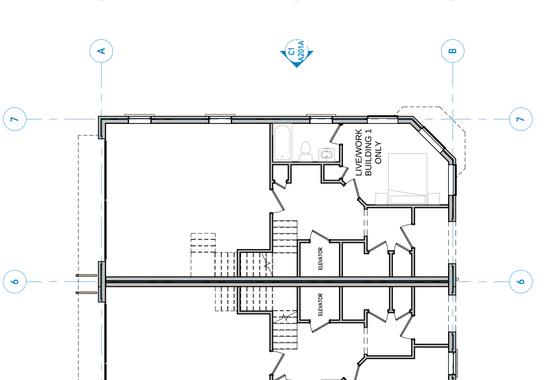


C4 A101A BUILDING 1 & 2 - FLOOR PLAN - LEVEL 4 1/8" = 1'-0"

C1 A101A BUILDING 1 & 2 - FLOOR PLAN - LEVEL 3 1/8" = 1'-0"



A4 A101A BUILDING 1 & 2 - FLOOR PLAN - LEVEL 2 1/8" = 1'-0"



A1 A101A BUILDING 1 & 2 - FLOOR PLAN - LEVEL 1 1/8" = 1'-0"

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EAST ELEVATION EXTERIOR MATERIAL LEGEND

- BRICK COLOR 1 | 1,161 SF (55%)
- HARDIE BOARD PANEL | 393 SF (19%)
- GLAZING | 384 SF (18%)
- HORIZONTAL SIDING PANEL | 195 SF (9%)

SOUTH ELEVATION EXTERIOR MATERIAL LEGEND

- BRICK COLOR 1 | 937 SF (19%)
- HARDIE BOARD PANEL | 486 SF (10%)
- GLAZING | 1,015 SF (20%)
- BRICK COLOR 2 | 2,106 SF (42%)
- HORIZONTAL SIDING PANEL COLOR 1 | 472 SF (9%)
- HORIZONTAL SIDING PANEL COLOR 2 | 472 SF (9%)

C1 A201A BUILDING 1 & 2 - EAST ELEVATION 3/16" = 1'-0"

C2 A201A BUILDING 1 & 2 - SOUTH ELEVATION 3/16" = 1'-0"

WEST ELEVATION EXTERIOR MATERIAL LEGEND

- BRICK COLOR 1 | 1,161 SF (54%)
- HARDIE BOARD PANEL | 393 SF (19%)
- GLAZING | 384 SF (18%)
- HORIZONTAL SIDING PANEL | 195 SF (9%)

NORTH ELEVATION EXTERIOR MATERIAL LEGEND

- BRICK COLOR 1 | 404 SF (9%)
- HARDIE BOARD PANEL COLOR 1 | 735 SF (17%)
- GLAZING | 495 SF (11%)
- BRICK COLOR 2 | 331 SF (8%)
- HARDIE BOARD PANEL COLOR 2 | 1,541 SF (35%)
- HORIZONTAL SIDING PANEL COLOR 1 | 559 SF (13%)
- STANDING SEAM ROOF SYSTEM | 34 SF (1%)
- HORIZONTAL SIDING PANEL COLOR 2 | 266 SF (6%)

A1 A201A BUILDING 1 & 2 - WEST ELEVATION 3/16" = 1'-0"

A3 A201A BUILDING 1 & 2 - NORTH ELEVATION 3/16" = 1'-0"

MINT ARCHITECTURE
7565 S UNION PARK AVE., STE 100
SANDY, UT 84047
PHONE: 801.996.3646
www.buildwithmint.com

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DC

MARK	ISSUE DESCRIPTION	ISS. DATE
	REV. DESCRIPTION	REV. DATE

VILLA VISTA TOWNHOMES
1265 East Villa Vista Avenue
Millcreek, UT 84106

DEVELOPER APPROVAL
SIGNATURE
DATE

NOT FOR CONSTRUCTION

ISSUE DATE
08.08.25

BUILDING 1 & 2 EXTERIOR ELEVATIONS

SHEET
A201A

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ARCHITECTURE
MINT
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MIDVALE, UT 84047
PHONE: 801.990.3646
www.mintarchitecture.com

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Author

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Millcreek, UT 84106

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BUILDING 3
FLOOR PLANS

SHEET
A101

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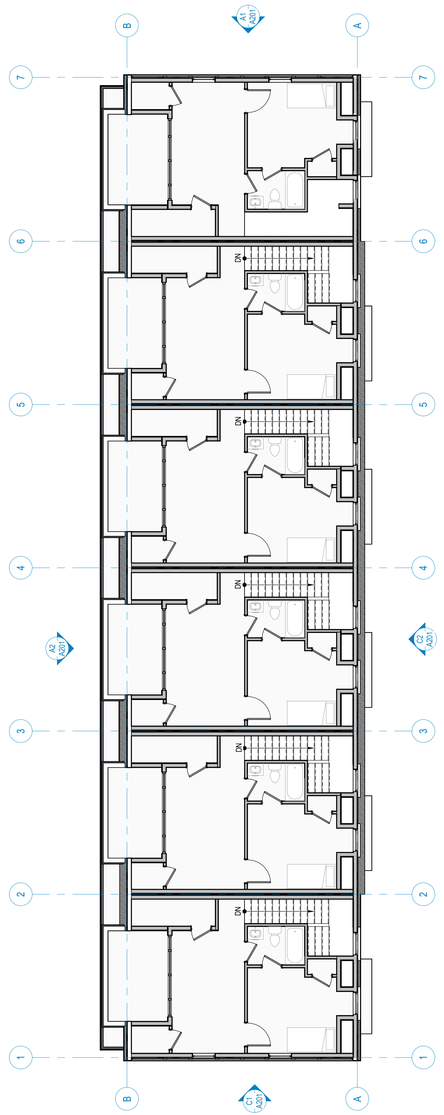
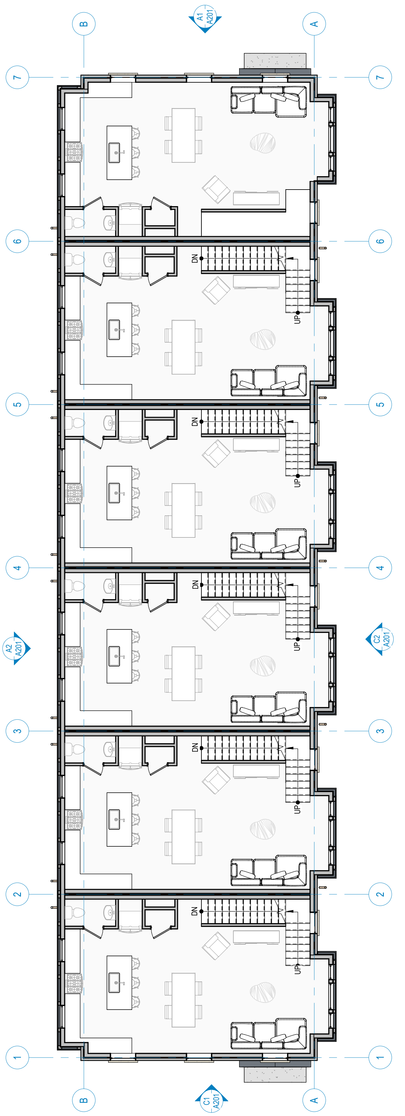
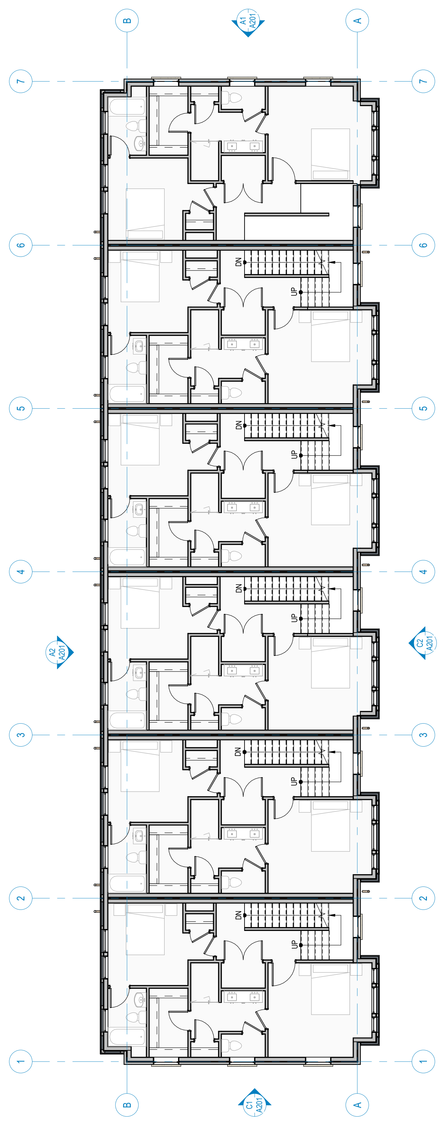


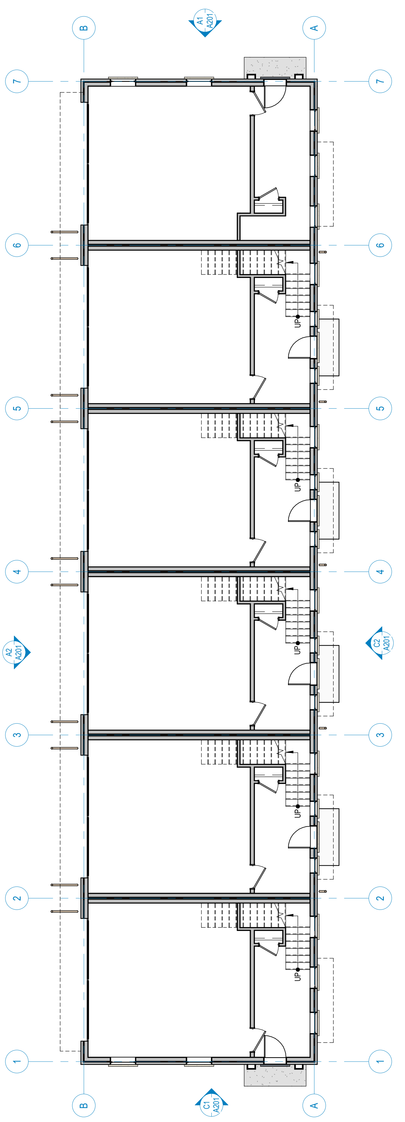
C1 BUILDING 3 - FLOOR PLAN - LEVEL 4
A101 1/8" = 1'-0"



A1 BUILDING 3 - FLOOR PLAN - LEVEL 2
A101 1/8" = 1'-0"



C2 BUILDING 3 - FLOOR PLAN - LEVEL 3
A101 1/8" = 1'-0"



A2 BUILDING 3 - FLOOR PLAN - LEVEL 1
A101 1/8" = 1'-0"

EAST ELEVATION EXTERIOR MATERIAL LEGEND

- **BRICK COLOR 1** | 857 SF (58%)
- **HARDIE BOARD PANEL** | 447 SF (30%)
- **GLAZING** | 181 SF (12%)

SOUTH ELEVATION EXTERIOR MATERIAL LEGEND

- **BRICK COLOR 1** | 2,242 SF (38%)
- **HARDIE BOARD PANEL** | 1,307 SF (22%)
- **GLAZING** | 1,059 SF (18%)
- **ROOFING** | 1,325 SF (22%)

C1 A201 BUILDING 3 SOUTH ELEVATION
3/16" = 1'-0"

C2 A201 BUILDING 3 EAST ELEVATION
3/16" = 1'-0"

WEST ELEVATION EXTERIOR MATERIAL LEGEND

- **BRICK COLOR 1** | 857 SF (58%)
- **HARDIE BOARD PANEL** | 447 SF (30%)
- **GLAZING** | 181 SF (12%)

NORTH ELEVATION EXTERIOR MATERIAL LEGEND

- **BRICK COLOR 1** | 591 SF (11%)
- **HARDIE BOARD PANEL** | 2,760 SF (53%)
- **GLAZING** | 846 SF (26%)
- **ROOFING** | 1,057 SF (20%)

A1 A201 BUILDING 3 NORTH ELEVATION1
3/16" = 1'-0"

A2 A201 BUILDING 3 WEST ELEVATION
3/16" = 1'-0"

MINT ARCHITECTURE
7585 S UNION PARK AVE., STE 100
SANDY, UT 84047
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REV.	DATE	REV. DESCRIPTION

ISS.	DATE	ISSUE DESCRIPTION

VILLA VISTA TOWNHOMES
1265 East Villa Vista Avenue
Millcreek, UT 84106

DEVELOPER APPROVAL
SIGNATURE
DATE

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ISSUE DATE
08.08.25

BUILDING 3 EXTERIOR ELEVATIONS

SHEET
A201

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C:\Users\dsomejo\Documents\VILLA VISTA_Building 3_R24_dsomejo.RVT

PRINTED AT 8/8/2025 1:51:40 PM

When recorded, return to:

Millcreek
Attn: Mayor
1330 E Chambers Ave
Millcreek, UT 84106

DEVELOPMENT AGREEMENT

This Development Agreement (this "Agreement") is entered into this ___ day of _____, 2025, by and between _____ ("Developer"), for the land to be included in or affected by the project located at approximately 1265 East Villa Vista Avenue, in Millcreek Utah, a municipal corporation of the State of Utah ("City"). The Developer and the City are sometimes called the "Parties."

RECITALS

WHEREAS, the Developer owns approximately 0.68 acres of real property located at 1265 East Villa Vista in Millcreek, Utah ("Property"). A legal description of the Property is attached hereto as Exhibit "A." The Parties desire that the Property be developed (the "Project") in a unified and consistent fashion pursuant to the terms and conditions of this Agreement; and

WHEREAS, the Property is located in the Commercial "C" Zone and the City Center Overlay Zone ("CCOZ"), and

WHEREAS, the Developer desires to rezone the entirety of the Property, as described in Exhibit "A," from the City Center Overlay Zone ("CCOZ") to the City Center Overlay – Development Agreement Zone ("CCOZ-DA"), and

WHEREAS, the Developer intends to develop the Property consistent with the certain design criteria as identified in Exhibit "B" and with the concept plans as shown in Exhibit "C" and

WHEREAS, Developer hereby represents to the Millcreek Council that it is voluntarily entering into this Agreement; and

WHEREAS, Developer is willing to restrict the Property in a manner that is in harmony with the objectives of the City's General Plan and long-range development objectives, and which addresses the more specific development issues set forth in this Agreement, and is willing to abide by the terms of this Agreement; and

WHEREAS, the City and Developer acknowledge that the terms of this Agreement shall be enforceable and the rights of the Developer relative to the Property shall vest only if the City Council, in its sole legislative discretion, approves the rezone and this Agreement; and

WHEREAS, the City, acting pursuant to its authority under the Utah Municipal Land Use, Development, and Management Act, Utah Code Ann. §10-9a-101, *et seq*., and its ordinances, resolutions, and regulations, and in furtherance of its land-use policies, has made certain determinations with respect to the proposed Project, and, in the exercise of its legislative discretion, has elected to approve this Agreement;

NOW, THEREFORE, in consideration of the mutual covenants and conditions contained herein, the parties agree as follows:

1. **Affected Property**. The legal description of the Property contained within the Project boundaries is attached as Exhibit "A." No additional property may be added to or removed from this description for this Agreement except by written amendment to this Agreement executed and approved by the Developer and the City.

2. **Reserved Legislative Powers**. Nothing in this Agreement shall limit the future exercise of police power by the City in enacting zoning, subdivision, development, transportation, environmental, open space, and related land-use plans, policies, ordinances, and regulations after the date of this Agreement.

3. **Vested Rights.** Except as provided below, the Parties intend that this Agreement grants the Developer the right to develop the Project to fulfill this Agreement.

3.1 **Exceptions.** The vesting, as specified above, is subject to the following exceptions:

3.1.1. City's future laws/ordinances that the Developer gives the City notice of its intent to comply with City's future laws/ordinances. If the Developer provides notice of its intent to abide by the City's future laws/ordinances, then such future laws/ordinances shall apply to the Project for the remaining duration of the entire Project;

3.1.2 State and Federal Compliance. City's future laws, which are generally applicable to all properties in the City, and which are required to comply with State and Federal laws and regulations affecting the Project;

3.1.3 Codes. City development standards, engineering requirements and supplemental specifications for Public Works and any new editions or replacement thereof and any City's future laws that are updates or amendments to existing building, plumbing, mechanical, electrical, dangerous buildings, drainage, or similar construction or safety related codes, such as the International Building Code, the APWA Specifications, AAHSTO Standards, the Manual of Uniform Traffic Control Devices or similar standards that are generated by a nationally or statewide recognized construction/safety organization, or by the State or Federal governments and are required to meet legitimate concerns related to public health, safety or welfare;

3.1.4 Taxes. Taxes, or modifications thereto, so long as such taxes are lawfully

imposed and charged uniformly by the City to all properties, applications, persons, and entities similarly situated; or,

3.1.5 Fees. Changes to the fees for processing development applications that are generally applicable to all development within the City (or a portion of the City as specified in the lawfully adopted fee schedule) and which are adopted pursuant to State law.

3.1.6 Impact Fees. Impact Fees or modifications thereto which are adopted and imposed by the City.

3.1.7 Compelling, Countervailing Interest. Laws, rules, or regulations that the City's land use authority finds on the record are necessary to avoid jeopardizing a compelling, countervailing public interest pursuant to Utah Code Ann. § 10-9a-509(1)(a)(i) (2019).

4. **Compliance with City Ordinances and Standards**. The Developer acknowledges and agrees that nothing in this Agreement shall be deemed to relieve it from the obligation to comply with all applicable city ordinances and requirements necessary for the development of the Project, including the payment of fees and compliance with applicable City standards.

5. **Specific Design Conditions**. The Project shall be developed and constructed as set forth in the specific design conditions/criteria set forth in Exhibit "B." The Project shall also comply with all requirements set forth in the minutes of the Millcreek Planning Commission and Millcreek meetings.

6. **Agreement to Run With the Land**. This Agreement shall be recorded in the Office of the Salt Lake County Recorder, shall be deemed to run with the Property, and shall encumber the same; and shall be binding on and inure to the benefit of all successors and assigns of Developer in the ownership or development of any portion of the Property. This Agreement supersedes any and all development agreements that have been executed concerning the Property.

7. **Assignment.** Neither this Agreement nor any of the provisions, terms, or conditions hereof can be assigned to any other party, individual, or entity without the other party's consent. This Agreement shall be binding upon any successors and assigns. This restriction on assignment is not intended to prohibit or impede the sale by the Developer.

8. **No Joint Venture, Partnership, or Third-Party Rights**. This Agreement does not create any joint venture, partnership, undertaking, or business arrangement between the parties or any rights or benefits to third parties except as expressly provided herein.

9. **Integration, Modification and Entire Agreement**. This Agreement contains the entire agreement between the parties with respect to the subject matter hereof and integrates all prior conversations, discussions, or understandings of whatever kind or nature and may only be modified by subsequent writing duly executed and approved by the parties hereto. Exhibits A and B are hereby incorporated into this Agreement.

10. **Notices.** Any notices, requests, or demands required or desired to be given hereunder shall be in writing and should be delivered personally to the party for whom it intended, or, if mailed by certified mail, return receipt requested, postage prepaid to the parties as follows:

TO DEVELOPER:

TO CITY: Millcreek

Jeff Silvestrini, Mayor
1330 E Chambers Ave
Millcreek, Utah 84106

Any party may change its address by giving written notice to the other party in accordance with the provisions of this section.

11. **Choice of Law and Venue**. Any dispute regarding this Agreement shall be heard and settled under the laws of the State of Utah. Any Utah litigation regarding this Agreement shall be filed in the Third District Court in Salt Lake City, Utah. Any federal litigation regarding this Agreement shall be filed in the United States District Court for the District of Utah in Salt Lake City, Utah.

12. **Severability.** If any provision of this Agreement is held to be invalid or unenforceable, the remaining provisions shall remain valid and binding upon the parties. One or more waivers of any term, condition, or other provision of this Agreement by either party shall not be construed as a waiver of a subsequent breach of the same or any other provision.

13. **Limitation on Recovery for Default – No Damages.** No party shall be entitled to any claim for any monetary damages as a result of any breach of this Agreement, and each Party waives any claims thereto. The sole remedy available to the Developer or assignee shall be specific performance. Notwithstanding such limitation, the City may withhold all further reviews, approvals, licenses, building permits, and/or other permits for the development of the Project in the case of a default by Develop or any assignee.

14. **Term of Agreement.** This Agreement shall run with the land and shall continue in full force and effect until all obligations hereunder have been fully performed and all rights hereunder fully exercised; provided, however, that unless the Parties mutually agree to extend the

term, this Agreement shall not extend further than a period of ten years from its date of recordation in the official records of the Salt Lake County Recorder's Office.

15. **Force Majeure.** Neither party shall be liable or deemed to be in default for any delay, failure, or interruption in performance under the Agreement resulting, directly or indirectly, from acts of God, acts of civil or military authority, acts of public enemy, war, accidents, fires, explosions, earthquakes, floods, failure of transportation, machinery or supplies, vandalism, strikes or other work interruptions, or any other cause beyond the control of either party. Both Parties, however, agree to make good faith efforts to perform under this Agreement in the event of any such circumstance.

16. **Construction.** The Parties stipulate that this Agreement and all agreements or documents incorporated herein shall not be subject to the rule of construction that a written agreement is construed against the Party preparing or drafting that Agreement.

17. **Headings**. The descriptive headings of the paragraphs of this Agreement are inserted for convenience only and shall not control or affect the meaning or construction of any of the provisions hereof.

18. **No Waiver**. The failure of either Party to exercise in any respect a right provided for in this Agreement shall not be deemed a subsequent waiver of the same right or any other right.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year first above written.

Millcreek ATTEST:

Jeff Silvestrini, Mayor Elyse Sullivan, MMC, City Recorder

CITY ACKNOWLEDGMENT

STATE OF UTAH)
: ss
COUNTY OF SALT LAKE)

On the _____ day of _____, 2025, personally appeared before me _____, who being by me duly sworn, did say that he is the Mayor of Millcreek, a political subdivision of the State of Utah, and that said instrument was signed on behalf of the City by authority of its City Council and said Mayor acknowledged to me that the City executed the same.

DEVELOPER

By: _____

Title: _____

OWNER/DEVELOPER ACKNOWLEDGMENT

STATE OF UTAH)
: ss.
COUNTY OF SALT LAKE)

On the _____ day of _____, 2025, personally appeared before me _____, who being by me duly sworn, did say that he is the Managing Member of the '_____, Limited Liability company and that the foregoing instrument was

duly authorized by the company at a lawful meeting held by authority of its bylaws and signed in behalf of said company.

Exhibit A

Legal Descriptions

16-29-281-011-0000
3055-3061 S Richmond St

BEG 2 RD N & 539.5 FT W FR E 1/4 COR SEC 29 T 1S R 1E SL MERW 61 FT N 10 RD N 87^30' E TO PT DUE N OF BEG S 10 RD M OR LTO BEG BEING IN LOT 15 BLK 27 10 AC PLAT A BIG FIELD SUR 0.27 AC, M OR L 4656-1283 5866-1939 6066-0280 6147-2591 6276-1959 6585-0624 10231-9877 10365-3359 11226-3008 11427-5664

16-29-281-012-0000
1265 E Villa Vista Ave

COM 2 RD N & 464.5 FT W FR E 1/4 COR SEC 29 T 1S R 1E SL MERW 75 FT N 10 RD M OR L TO S LINE OF ELGIN ORCHARD SUB N 87^30' E TO A PT DUE N OF BEG S 10 RD M OR L TO BEG 0.28 AC BEING IN LOT 15 BLK 27 10 ACRE PLAT A BIG FIELD SUR 5768-0157 8064-2031 8064-2034 09339-7471 11196-9751

16-29-281-013-0000
1275 E Villa Vista Ave

COM 2 RD N & 389.5 FT W FR E 1/4 COR SEC 29 T 1S R 1E SL MERW 75 FT N 10 RD M OR L TO S LINE OF ELGIN ORCHARD SUB N 87^30' E TO A PT DUE N OF BEG S 10 RD M OR L TO BEG 0.28 AC BEING IN LOT 15 BLK 27 10 ACRE PLAT A BIG FIELD SUR 6334-0371 6426-1007 6655-1112 6661-1007 7219-180,182 8681-3586 09153-7704 11196-9715

Exhibit B
Design and Improvement Criteria

The Developer shall develop the Project consistent with the design and improvement criteria as identified below:

1. **Uses.** The Project shall consist of no more than eighteen (18) residential units within three (3) buildings, as described below and as depicted in Exhibit C.
    - Building One (South Building): Six (6) units. Four (4) Bedroom Townhomes.
    - Building Two (North Building): Six (6) units. Four (4) Bedroom Townhomes.
    - Building Three (East Building): Six (6) units. Three (3) Bedroom Townhomes.
2. **Commercial Requirements**: The units identified as Live/Work Units shall consist of a ground story that is limited to permitted commercial uses allowed in the City Center Overlay Zone. The Live/Work Units shall be located inside Building One and Building Two. The location of the commercial uses shall be arranged as depicted in the floor plans of Buildings One and Two, Exhibit C.
3. **Ownership.** Prior to the City issuing a final Site Plan/Conditional Use Permit approval, the Developer shall obtain preliminary subdivision approval from the Planning Commission.
    - The Developer shall record a final subdivision plat within one year of the date of approval of the Site Plan/Conditional Use Permit to create individual lots for each of the eighteen (18) units.
    - To ensure owner occupancy, the Developer agrees that nine (9) of the eighteen (18) units shall be owner-occupied. Before the issuance of any building permits with respect to the Project, a subdivision plat to create eighteen (18) separate lots capable of individual ownership, common areas, property line alignments, right of way dedication (if any) and all easements for access, utilities, shared parking, shared open space, etc. along with a Notice and Declaration of Deed Restriction in and a Restrictive-Use-Agreement as described below the office of the Salt Lake County Recorder including in the form as set forth in item **No. 13 of Exhibit B**
4. **Height.** The height of all buildings shall be measured from the lowest elevation point of original grade (TBD), as depicted in the attached ALTA/NSPS Land Title & Topography Survey, Exhibit C. Height shall be described below and as depicted in Exhibit C.
    - **Building 1 & 2:** No higher than 45 feet.
    - **Building 3:** No higher than 47 feet.

5. **Setbacks.** The minimum building setbacks shall be in accordance with the current City Center Overlay Zone (CCOZ) and as depicted in Exhibit C.

6. **Landscaping.** Landscaping shall comply with the requirements of MKZ 18.64 (Landscape standards) and the Millcreek City Center Urban Forestry Standard, as depicted in Exhibit C. Landscaping materials shall include native or endemic groundcovers. Turf grass is prohibited for use as a ground cover.

7. **Length:** All buildings shall not exceed 128 feet in length, as depicted in Exhibit C.

8. **Parking.** The Project shall have at least thirty-six (36) parking stalls, which shall contain no less than eighteen individual two-car garages. Additionally, as per the prescribed cross section for neighborhood streets, depicted in Figure 18.47.7 and in Table 18.47-8 within MKZ 18.47.060 (CCOZ Design Standards), the Project will include seven (7) on-street parking stalls and one (1) ADA parking stall, which will be dedicated to the City as part of the Right-of-way, as depicted in Exhibit C.

9. **Materials.** The building's facades shall consist of high-quality, durable, low-maintenance materials (e.g., composite siding and trellises, brick, stone, stucco, glass, and metal) in accordance with the City Center Overlay Zone (CCOZ) ordinance. The materials and windows shall be arranged according to the elevation sheets, as depicted in Exhibit C.

10. **Right-of-way improvements.** The Developer shall provide a ten-foot (10') wide public easement parallel to and abutting Villa Vista Avenue right-of-way as depicted in Exhibit C. Additionally, the Developer shall provide a five-foot (5') wide public easement parallel to and abutting Richmond St. The Developer shall also install frontage improvement to the abutting right of way (including but not limited to curb, gutter, sidewalk, landscaped park strip, asphalt, and utilities).

11. **Streetscape and Dedication.** The streetscape along Villa Vista and Richmond shall be installed as depicted in Exhibit C, following the cross sections identified in Figure 18.47.7 and in Table 18.47-8 within MKZ 18.47.060 (CCOZ Design Standards).

12. **Ditch Agreement.** Irrigation improvements shall meet the requirements of the Lower Millcreek Canal Company.

13. **Restrictive-Use Agreement**. The Developer shall cause the following language to be included in a declaration of covenants, conditions, and restrictions (CC&Rs) against the Property, which is to be recorded by the Developer as set forth above:

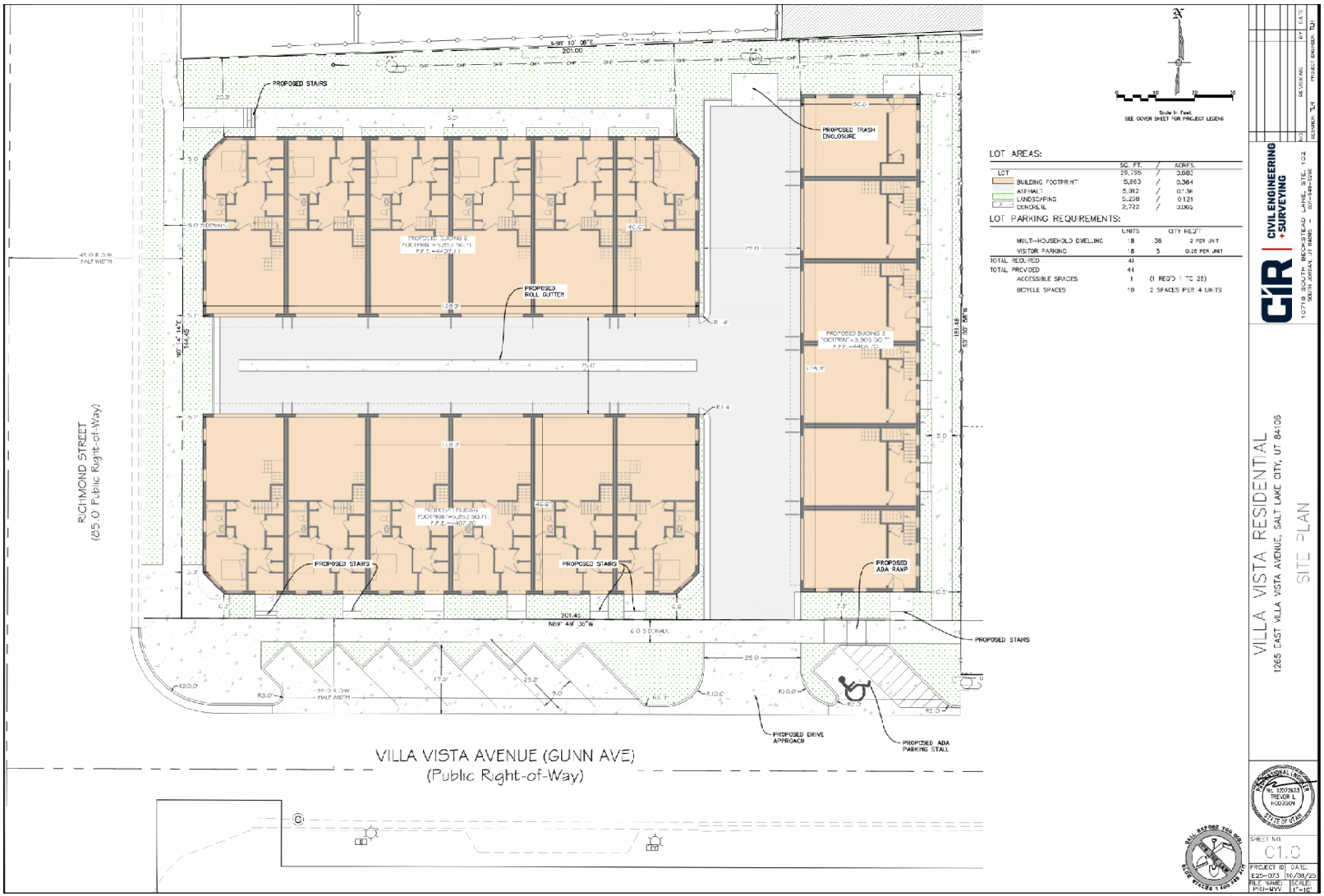
    1. Each of the nine (9) units is intended to be owner-occupied, including occupancy by the owner's immediate family members (including parents, siblings, children, and grandchildren) and unrelated persons, so long as the owner remains in occupancy.

    2. The foregoing restriction shall not apply, however, to:

a) Any of the unit owners who have a bona fide, temporary absence of 3 years or less for activities such as military service, temporary job assignments, sabbaticals, or voluntary service (indefinite periods of absence from the dwelling shall not qualify for this exception);
b) All of the unit owners who are placed in a hospital, nursing home, assisted living facility, or similar facility that provides regular medical care, except retirement living facilities or communities.
c) All of the unit owners who establish a financial hardship, using clear and convincing evidence, that would prevent the owner from continuing to occupy the Property;
d) All of the unit owners who rent the Property to their children, stepchildren, parents, grandparents, or grandchildren.
e) All of the unit owners who cannot sell the Property within one year for fair market value;
f) An owner whose employer has relocated the owner for two (2) years or less;
g) Any unit owned by an entity that is occupied by an individual who:
    i. has voting rights with respect to the entity and
    ii. has at least 25% ownership of the entity; or

h) Any unit owned by a trust or other entity created for estate planning purposes, if the trust or other estate planning entity was created for the estate of:
    i. a current resident of the unit; or
    ii. the parent, child, or sibling of the current resident of the unit;

Exhibit C
(Site plan and Elevations)



Scale in Feet
SEE COVER SHEET FOR PROJECT LEGEND

LOT AREAS:

	SQ. FT.	/	ACRES
LOT	29,795	/	0.683
BUILDING FOOTPRINT	15,663	/	0.364
ASPHALT	5,912	/	0.136
LANDSCAPING	5,298	/	0.121
CONCRETE	2,722	/	0.063

LOT PARKING REQUIREMENTS:

	UNITS		QTY REQ'T
MULTI-HOUSEHOLD DWELLING	18	36	2 PER UNIT
VISITOR PARKING	18	5	0.25 PER UNIT
TOTAL REQUIRED		41	
TOTAL PROVIDED		44	
ACCESSIBLE SPACES		1	(1 REQ'D FOR 25)
BICYCLE SPACES		10	2 SPACES PER 4 UNITS

CIVIL ENGINEERING + SURVEYING
10718 SOUTH BECKSTEAD LANE, STE. 102
SOUTH JORDAN, UT 84095 - 801-495-2500

NO.	REVISIONS	BY	DATE
	DESIGNED: TLH	PROJECT ENGINEER: TLH	

VILLA VISTA RESIDENTIAL

1265 EAST VILLA VISTA AVENUE, SALT LAKE CITY, UT 84105

SITE PLAN

PROFESSIONAL ENGINEER
No. 12072623
TREVOR L. HODGSON
STATE OF UTAH

SHEET NO.
C1.0

PROJECT ID	DATE
E25-073	10/08/25
FILE NAME	SCALE
P25-MVV	1"=10'

ALTA / NSPS LAND TITLE SURVEY

A SURVEY LOCATED IN THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE & MERIDIAN

ZONING REPORT

16. RIGHT OF WAY AND EASEMENT GRANT IN FAVOR OF MOUNTAIN FUEL SUPPLY COMPANY, A CORPORATION OF THE STATE OF UTAH RECORD AUGUST 14, 1987 AS ENTRY NO. 4458725 IN BOOK 5604 AT PAGE 2085 OF OFFICIAL RECORDS

NOTE: THE LEGAL DESCRIPTION ATTACHED TO SAID EASEMENT AFFECTS THE HEREIN DESCRIBED PROPERTY, BUT APPEARS TO BE IN ERROR. ITEM AS DESCRIBED DOES NOT CROSS NOR TOUCH THE SUBJECT PROPERTY

17. UTILITY LINES AND POLES ALONG THE SOUTHERLY PORTION OF THE HEREINE DESCRIBED PROPERTIES AS DISCLOSED BY A VISUAL INSPECTION. PLOTTED HEREON, ITEM LIES ALONG THE SOUTH PROPERTY LINE]

18. MATTERS DISCLOSED BY THAT CERTAIN SURVEY CERTIFICATE & TOPOG, DATED SEPTEMBER 5, 1965, PREPARED BY BUSH AND GUDDELL, INC., AS JOB NO. 47552, CERTIFIED BY STEPHEN WILSON, LICENSE NO. 166443, INCLUDING, BUT NOT LIMITED TO THE FOLLOWING:

IRRIGATION DITCH OVER THE NORTHERLY PORTION OF THE PROPERTIES. TELEPHONE LINE OVER THE NORTHERLY PORTION OF THE PROPERTIES.

FENCE LINES OVER THE NORTHERLY PORTION OF THE PROPERTIES MAY NOT MATCH EXISTING RECORDED BOUNDARY LINE.
[PLOTTED HEREON, ITEMS 16 ALONG THE NORTH PROPERTY LINE]

SIGNIFICANT OBSERVATIONS

⚠ BUILDING OVER PROPERTY LINE 1.4' MORE OR LESS, AS SHOWN HEREON.

NARRATIVE

THE SURVEY WAS REQUESTED BY SOLSTICE DEVELOPMENT FOR THE PURPOSE OF ESTABLISHING THE CORNERS OF THE PROPERTY LOCATED AT 1275 GUNN AVENUE. THE BASIS OF BEARING IS SHOWN HEREON

ZONING REPORT

SURVEYOR WAS NOT PROVIDED WITH A ZONING REPORT PURSUANT TO TABLE "A" ITEMS 6A & 6B.

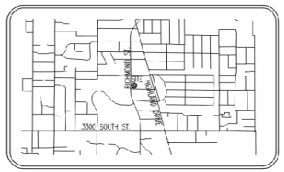
GENERAL NOTES

1. ADDRESS AS OBSERVED: 1265, 1275, GUNN AVE & 3055 RICHMOND ST.
2. AT THE TIME OF SURVEY, THERE WAS NO EVIDENCE OF NEW CONSTRUCTION OR ROAD WIDENING. A CALL TO PUBLIC SERVICES ENGINEERING ASSISTANT, ASHRED THE ABOVE STATEMENT. PUBLIC SERVICES OFFICE CONTACT NUMBER IS 801-279-2400.
3. AT THE TIME OF SURVEY, THERE WAS NO OBSERVABLE EVIDENCE OF SITE USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL. BUILDING ADDITIONS, EARTH MOVING, THERE WAS NO OBSERVED EVIDENCE OF CEMETERIES / BURIAL GROUNDS ON THE SUBJECT PROPERTY. ALSO, AT THE TIME OF SURVEY, THERE WAS NO OBSERVABLE EVIDENCE OF RECENT SIDEWALK CONSTRUCTION OR REPAIR.
4. SUBJECT PROPERTY HAS DIRECT PUBLIC ACCESS TO RICHMOND STREET, AND GUNN AVENUE, BOTH PUBLIC RIGHTS OF WAYS.
5. TO THE PROCESS OF CONDUCTING FIELDWORK NO WETLANDS/MARKERS WERE LOCATED

FLOOD NOTE

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE X OF THE FLOOD INSURANCE RATE MAP, COMMUNITY NO. 490330C0336 WHICH BEARS AN EFFECTIVE DATE OF SEPTEMBER 25 2009 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA, AS SHOWN ON THE FEMA WEBSITE (HTTP://MSC.FEMA.GOV). WE HAVE CONTACT THIS COMMUNITY DOES CURRENTLY PARTICIPATE IN THE PROGRAM. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE. AND A FLOOD ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THIS DETERMINATION OR APPLY FOR A VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

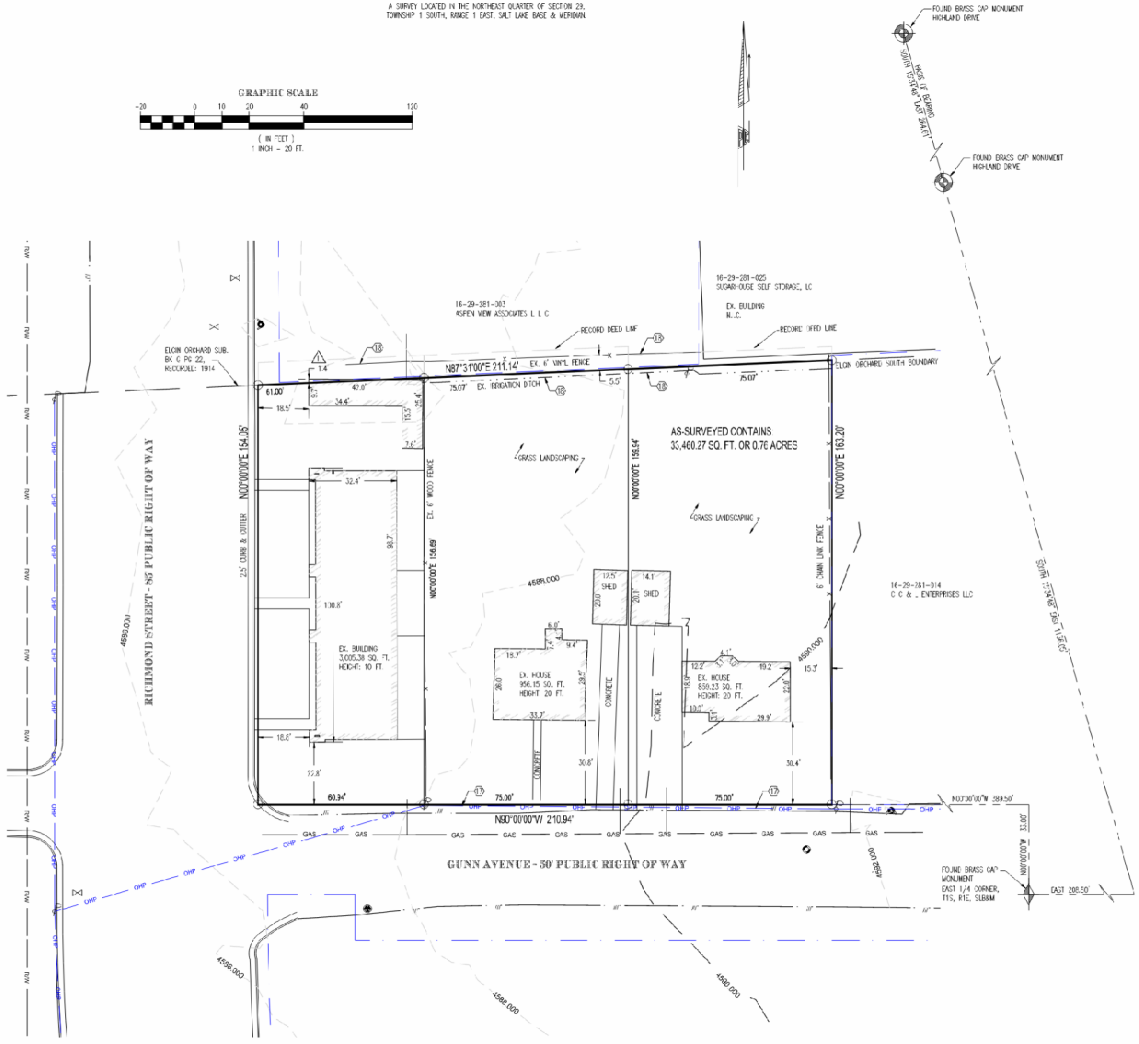
VICINITY MAP SCALE 1" = 2000'



GRAPHIC SCALE

-20 0 10 20 40 100

(IN FEET)
1 INCH = 20 FT.



RECORD DESCRIPTION

PARCEL 1
BEGINNING AT A POINT 2 RODS NORTH AND 539.5 FEET WEST OF THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE NORTH 135 FEET MORE OR LESS TO THE NORTH LINE OF LANDS CONVEYED TO SEVERN NIELSEN BY DEED FROM HENRY JOHNSON DATED JULY 24, 1878, AND RECORDED IN SAID DATE IN BOOK "M" OF DEEDS AT PAGES 964-6, THENCE SOUTH 67.5' WEST 61 FEET, MORE OR LESS TO THE EAST LINE OF RICHMOND STREET, THENCE SOUTH 165 FEET MORE OR LESS ALONG THE EAST LINE OF SAID RICHMOND STREET TO THE NORTH LINE OF GUNN AVENUE, THENCE EAST ALONG THE NORTH LINE OF SAID GUNN AVENUE 161 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.
PARCEL IDENTIFICATION NUMBER 16-29-281-011

PARCEL 2
BEGINNING AT A POINT 2 RODS NORTH AND 484.5 FEET WEST FROM THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE WEST 75 FEET; THENCE NORTH 10 RODS, MORE OR LESS TO THE NORTH LINE OF LANDS CONVEYED TO SEVERN NIELSEN BY DEED FROM HENRY JOHNSON DATED JULY 24, 1878, AND RECORDED ON SAID DATE IN BOOK "M" OF DEEDS AT PAGES 964-6; THENCE ALONG SAID LINE DESCRIBED IN SAID DEED, NORTH 87° 30' EAST 75 FEET, MORE OR LESS, TO A POINT DUE NORTH OF BEGINNING; THENCE SOUTH 10 RODS, MORE OR LESS TO THE POINT OF BEGINNING.
PARCEL IDENTIFICATION NUMBER 16-29-281-012

PARCEL 3
BEGINNING AT A POINT 33 FEET NORTH AND 388.5 FEET WEST FROM THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SECTION 29, TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN; AND RUNNING THENCE WEST 75 FEET; THENCE NORTH 10 RODS, MORE OR LESS TO THE NORTH LINE OF LANDS CONVEYED TO SEVERN NIELSEN BY DEED FROM HENRY JOHNSON DATED JULY 24, 1878, AND RECORDED ON SAID DATE IN BOOK "M" OF DEEDS AT PAGES 964-6; THENCE ALONG SAID LINE DESCRIBED IN SAID DEED, NORTH 87° 30' EAST 75 FEET, MORE OR LESS TO A POINT DUE NORTH OF BEGINNING; THENCE SOUTH 10 RODS, MORE OR LESS TO THE POINT OF BEGINNING.
PARCEL IDENTIFICATION NUMBER 16-29-281-013

THE LANDS SURVEYED, SHOWN AND DESCRIBED HEREON ARE THE SAME LANDS AS DESCRIBED IN THE TITLE COMMITMENT PROVIDED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NO. 84458, DATED SEPTEMBER 16, 2019.

AS-SURVEYED DESCRIPTION

BEGINNING AT A POINT ON THE NORTH RIGHT OF WAY LINE OF GUNN AVENUE, SAID POINT BEING NORTH 33.00 FEET NORTH AND WEST 339.50 FEET OF THE EAST QUARTER CORNER OF SECTION 29, TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN; THENCE WEST ALONG THE RIGHT OF WAY OF GUNN AVENUE 211.14 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF RICHMOND STREET; THENCE ALONG SAID RIGHT OF WAY NORTH 154.05 FEET TO A POINT ON THE SOUTH LINE OF ELGIN ORCHARD SUBDIVISION; THENCE NORTH 87°31'00" EAST 211.14 FEET; THENCE SOUTH 153.23 FEET TO THE POINT OF BEGINNING.

LINE TABLE

	EXCEPTION		RAIL ROAD
	PARKING STRIPE		EDGE OF ASPHALT
	CURB & GUTTER	X	FENCE
R/W	RIGHT OF WAY		WALL
	TIES		ATLAS PLAT TIES
GAS	GAS LINE		ATLAS PLAT LOT
OHP	POWER LINE	R/W	ATLAS PLAT BLOCK
SS	SEWER LINE		INTERIOR BOUNDARY
SD	STORM SYSTEM		BOUNDARY
W	WATER LINES		BUILDING

LEGEND OF SYMBOLS AND ABBREVIATIONS

TEST STATION	IRRIGATION BOX	SIGHT LIGHT
POWER POLE	WATER VALVE	STORM MANHOLE
COMM./ELEC. MANHOLE	FIRE HYDRANT	STORM INLET
ELECTRIC METER / BOX	WATER MANHOLE	CURB STORM INLET
CABLE BOX	WATER METER PIT	SANITARY SEWER
WATER METER	GAS METER	GAS MANHOLE
INDICATES HANDICAPPED PARKING	AIR CONDITIONER UNIT	CORNER SET
SCHEDULE B EXCEPTION	PARKING STALL COUNT	CORNER NOT SET
DISTANCE TO NEAREST INTERSECTION	ACCESS TO PUBLIC RIGHT OF WAY	
SECTION CORNER	MONUMENT	

SURVEYORS CERTIFICATION

SOLSTICE DEVELOPMENT
1245, 1275, GUNN AVE & 3055 RICHMOND ST.

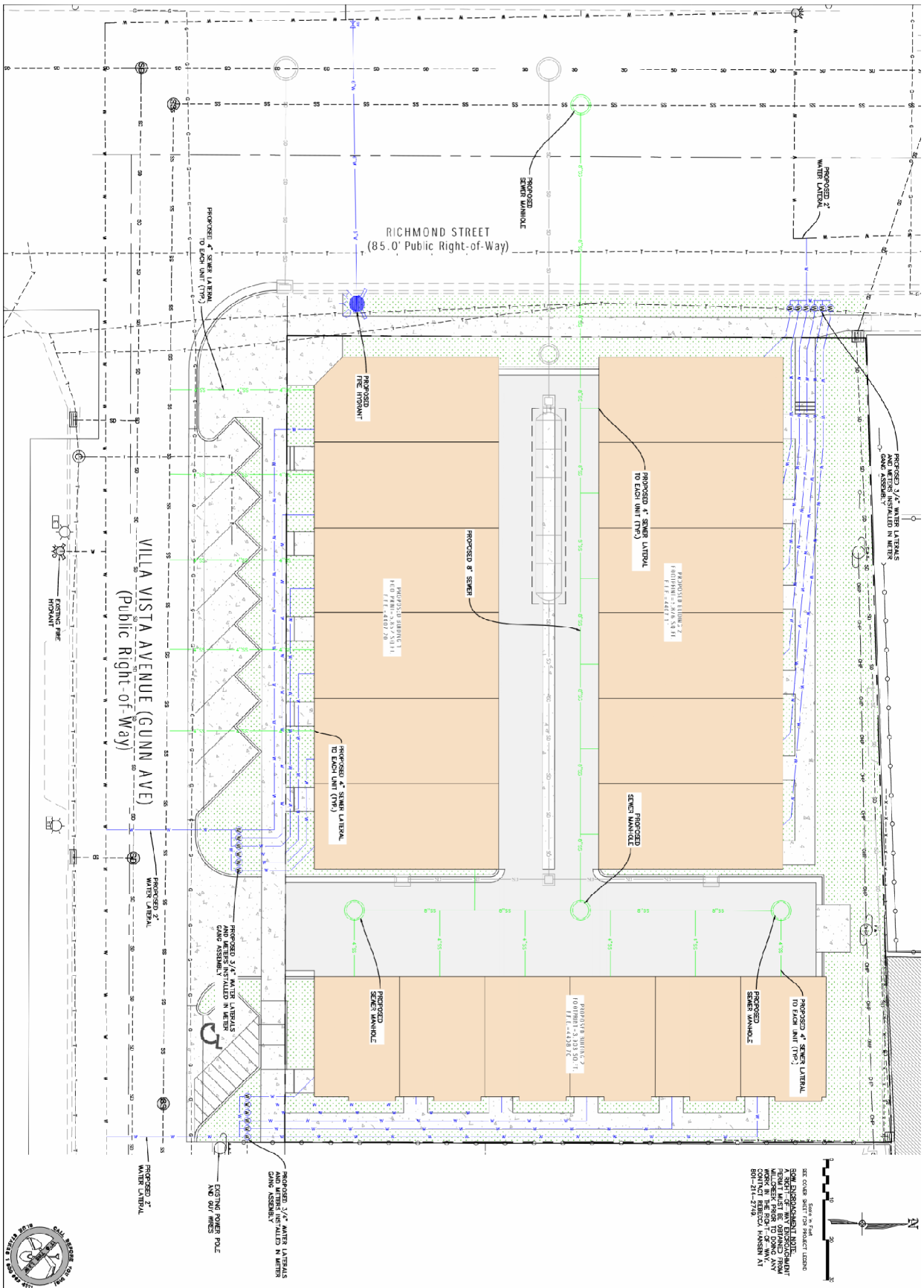
COMMITMENT NO. 84458
EFFECTIVE DATE: SEPTEMBER 16, 2019

TO: SOLSTICE DEVELOPMENT, FIRST AMERICAN TITLE INSURANCE COMPANY, HANSON,2, LLC.:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6A, 6B, 7A, 7B1, 8, 9, 13, 14, 16, AND 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON SEPTEMBER 11, 2019.

DAVID J. PETERSON
REGISTRATION NO. 294723
IN THE STATE OF UTAH
DATE OF SURVEY: OCTOBER 2, 2019
DATE OF LAST REVISION: NONE

REGISTERED LAND SURVEYOR
DAVID J. PETERSON
10/16/20
STATE OF UTAH



VILLA VISTA RESIDENTIAL

1265 EAST VILLA VISTA AVENUE, SALT LAKE CITY, UT 84106

UTILITY PLAN

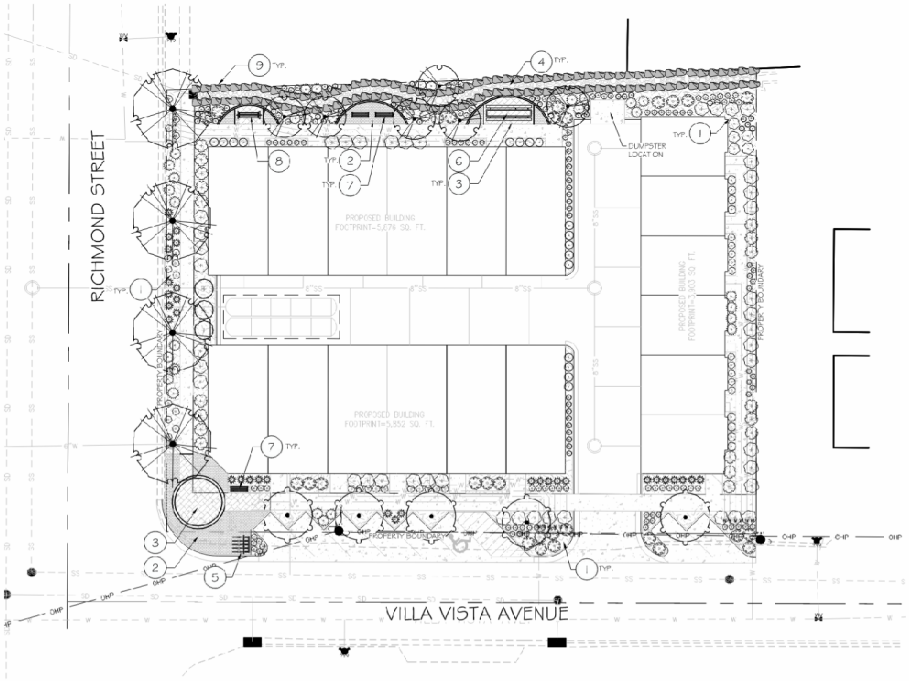
CIR CIVIL ENGINEERING + SURVEYING
10718 SOUTH BECKSTEAD LANE, STE. 102
SOUTH JORDAN, UT 84095 - 801-448-6298

SHEET NO. C3.0

PROJECT ID: DATE: PRELIMINARY NOT FOR CONSTRUCTION SCALE: 1"=20'

NO.	REVISIONS	BY	DATE

DESIGNER: TJH PROJECT ENGINEER: TJH



PLANT SCHEDULE VILLA VISTA RESIDENTIAL

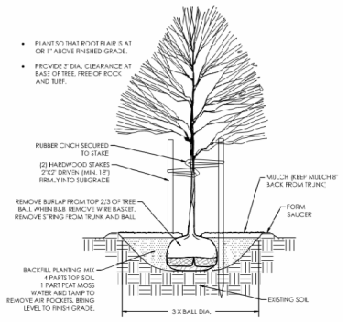
SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY
TREES					
	AG	Acer griseum	Paperbark Maple	1.5" Cal.	5
	CO	Cercis occidentalis	Western Redbud	1.5" Cal.	6
	GO	Gleditsia triacanthos inermis 'Skycole'	Skyline Honey Locust	1.5" Cal.	4
SHRUBS					
	BTC	Berberis thunbergii 'Rose Glow'	Rose Glow Barberry	5 gal.	5
	DR	Daphne cneorum 'Kaby Glow'	Kaby Glow Garland Daphne	2 gal.	54
	MAC	Mahonia aquifolium 'Compacta'	Compact Oregon Grape	5 gal.	25
	PMM	Pinus mugo 'Mops'	Mops Mugo Pine	5 gal.	30
	RMW	Rosa Meidiland 'White'	White Meidiland Rose	5 gal.	30
	SBA	Spiraea x bumalda 'Anthony Waterer'	Anthony Waterer Bumald Spiraea	5 gal.	18
	SV	Spiraea x vanhouttei	Bridal Wreath Spirea	5 gal.	3
	TD	Taxus x media 'Densiformis'	Dense Anglo-Japanese Yew	5 gal.	43
ORNAMENTAL GRASSES					
	HSS	Helictotrichon sempervirens 'Sapphire'	Sapphire Blue Oat Grass	1 gal.	32
	PVS	Panicum virgatum 'Shenandoah'	Shenandoah Switch Grass	1 gal.	54
	PAH	Pennisetum alopecuroides 'Hameln'	Hamch Fountain Grass	1 gal.	50
PERENNIALS					
	LAM	Lavandula angustifolia 'Munstead'	Munstead English Lavender	1 gal.	35

REFERENCE NOTES SCHEDULE VILLA VISTA RESIDENTIAL

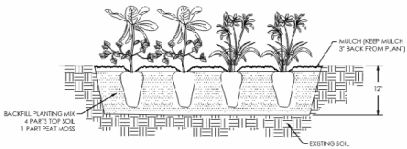
SYMBOL	CODE	DESCRIPTION	QTY
	1	WOOD MULCH	5,766 sf
	2	PAVERS	793 sf
	3	STAMPED COLORED CONCRETE	649 sf
	4	DECORATIVE COBBLE	1,061 sf
	5	BIKE RACK	1
	6	TABLE	1
	7	BENCH	3
	8	TWO PERSON COVERED SWING	1
	9	BOULDER	114

LANDSCAPE NOTES

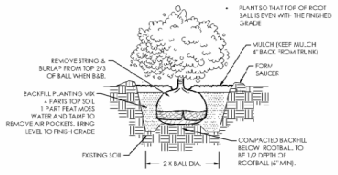
1. "OP DRESS ALL SHRUB BED AREAS AND OTHER AREAS LABELED ROCK MULCH WITH 4" DEEP 0" ROCK TYPE(S) SPECIFIED IN THE REFERENCE NOTE SCHEDULE. PLACE ROCK OVER DEWITT PRO-5 WEED BARRIER FABRIC. FABRIC SHALL BE INSTALLED AFTER PRE-EMERGENT HAS BEEN APPLIED.
2. CONTRACTOR TO CONDUCT THEIR OWN QUANTITY TAKE-OFFS IN THE PLAN AND VERIFY ANY DISCREPANCIES WITH THE LANDSCAPE ARCHITECT.
3. CONTRACTOR SHALL VERIFY ALL UTILITIES SHOWN ON THE PLANS AS WELL AS HAVE THE SITE UTILITIES LOCATED ON THE GROUND PRIOR TO THE START OF CONSTRUCTION ACTIVITIES. IN THE EVENT THAT THE CONTRACTOR DISCOVERS AN UNDERGROUND UTILITY THAT IS NOT REPRESENTED WITHIN THE CONSTRUCTION DOCUMENTS OR AS MARKED ON THE SITE, HE SHALL IMMEDIATELY CONTACT THE OWNERS REPRESENTATIVE TO DETERMINE NEXT STEPS PRIOR TO ANY CONSTRUCTION ACTIVITIES WITHIN THE AREA OF THE NEWLY DISCOVERED UNDERGROUND UTILITY.
4. THE CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE THROUGHOUT CONSTRUCTION ACTIVITIES FOR THE PROJECT. ACCUMULATION OF STANDING WATER WILL NOT BE PERMITTED.



A TREE PLANTING & STAKING
NOT TO SCALE



B PERENNIAL PLANTING
NOT TO SCALE

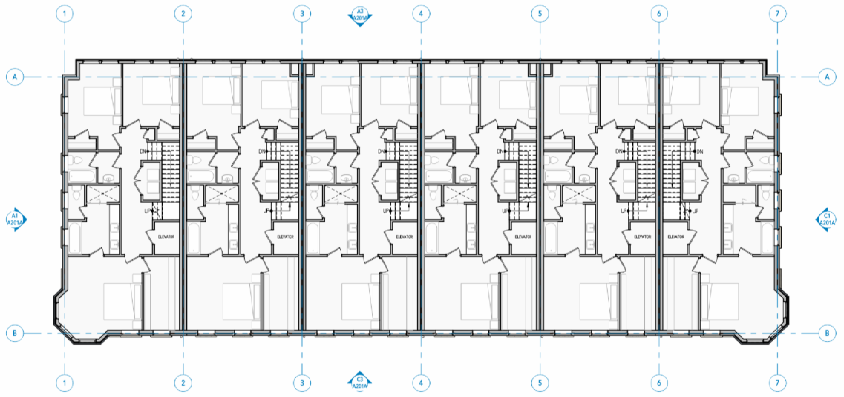


C SHRUB PLANTING
NOT TO SCALE

GRAPHIC SCALE

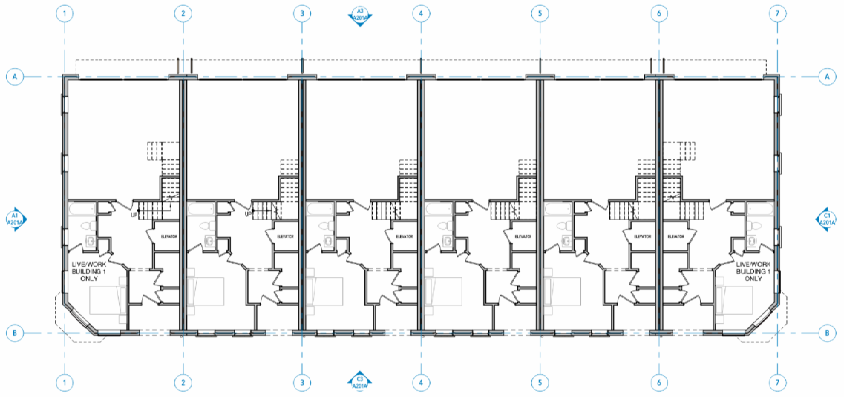
(IN FEET)
1 inch = 20 ft.

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

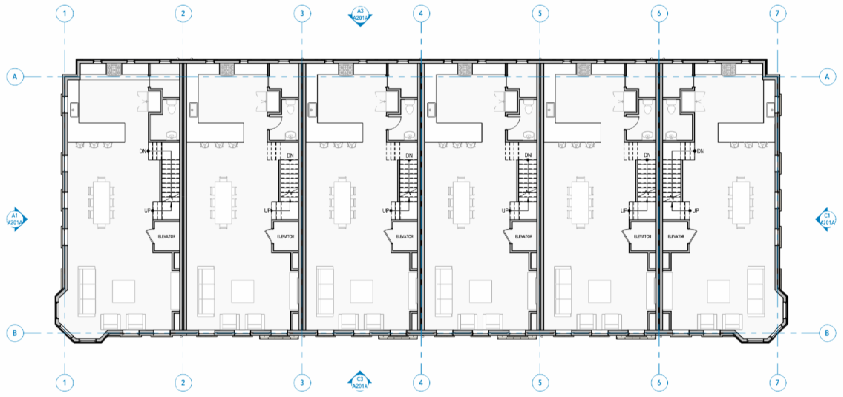


BUILDING 1 & 2 - FLOOR PLAN - LEVEL 3

BUILDING 1 & 2 - FLOOR PLAN - LEVEL 4



BUILDING 1 & 2 - FLOOR PLAN - LEVEL 1



BUILDING 1 & 2 - FLOOR PLAN - LEVEL 2

MINT ARCHITECTURE
568 ILLINOIS PHYSICAL, STE 130
DRAFT, UT 84647
PHONE: 801.330.3553
www.mintarchitecture.com

DRAWN BY
DC

MARK	ISSUE DESCRIPTION	ISS. DATE	REV. DESCRIPTION	REV. DATE

VILLA VISTA TOWNHOMES
1265 East Villa Vista Avenue
Millcreek, UT 84106

NOT FOR CONSTRUCTION

DEVELOPER APPROVAL

DATE

ISSUE DATE
06.09.25

BUILDING 1 & 2
FLOOR PLANS

SHEET
A101A

This drawing, as an instrument of service is and shall remain the property of MINT ARCHITECTURE LLC, whether or not used, unless or until, in any case expressly otherwise permitted or so noted in an agreement with MINT ARCHITECTURE, LLC. Unauthorized use of or copying this work without the express written permission of the Architect is prohibited by law. Copyright © 2025 MINT ARCHITECTURE, LLC.

EAST ELEVATION EXTERIOR MATERIAL LEGEND

BRICK COLOR 1 | 1,151 SF (55%)
HARDIE BOARD PANEL | 369 SF (18%)
GLAZING | 384 SF (18%)
HORIZONTAL SIDING PANEL | 195 SF (9%)

A201A BUILDING 1 & 2 - EAST ELEVATION
3/16" = 1'-0"

SOUTH ELEVATION EXTERIOR MATERIAL LEGEND

BRICK COLOR 1 | 1,151 SF (55%)
BRICK COLOR 2 | 2,100 SF (32%)
HARDIE BOARD PANEL | 484 SF (7%)
HORIZONTAL SIDING PANEL COLOR 1 | 422 SF (6%)
GLAZING | 1,269 SF (20%)
HORIZONTAL SIDING PANEL COLOR 2 | 472 SF (8%)

A201A BUILDING 1 & 2 - SOUTH ELEVATION
3/16" = 1'-0"

WEST ELEVATION EXTERIOR MATERIAL LEGEND

BRICK COLOR 1 | 1,151 SF (55%)
HARDIE BOARD PANEL | 369 SF (18%)
GLAZING | 384 SF (18%)
HORIZONTAL SIDING PANEL | 195 SF (9%)

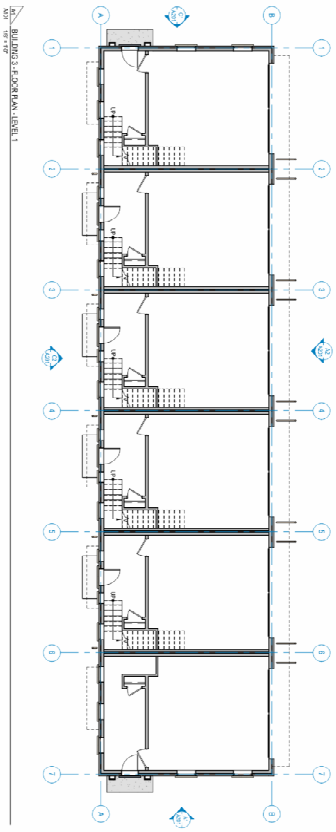
A201A BUILDING 1 & 2 - WEST ELEVATION
3/16" = 1'-0"

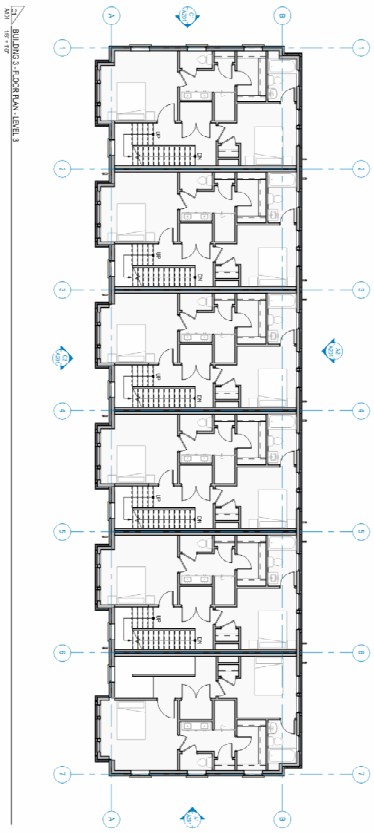
NORTH ELEVATION EXTERIOR MATERIAL LEGEND

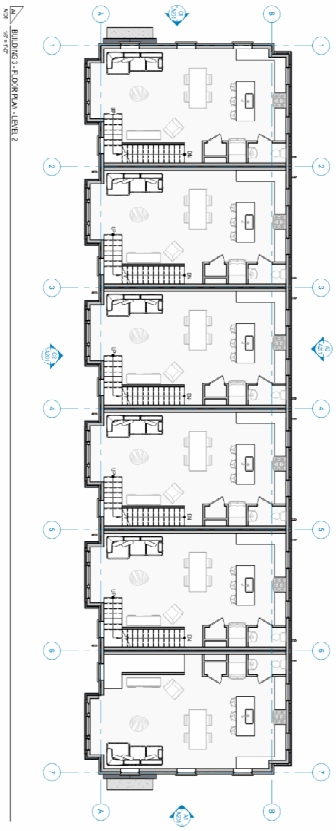
BRICK COLOR 1 | 1,151 SF (55%)
BRICK COLOR 2 | 939 SF (45%)
HARDIE BOARD PANEL COLOR 1 | 725 SF (7%)
HARDIE BOARD PANEL COLOR 2 | 1,341 SF (30%)
STANDING SEAM ROOF SYSTEM | 34 SF (1%)
GLAZING | 491 SF (11%)
HORIZONTAL SIDING PANEL COLOR 1 | 198 SF (3%)
HORIZONTAL SIDING PANEL COLOR 2 | 266 SF (6%)

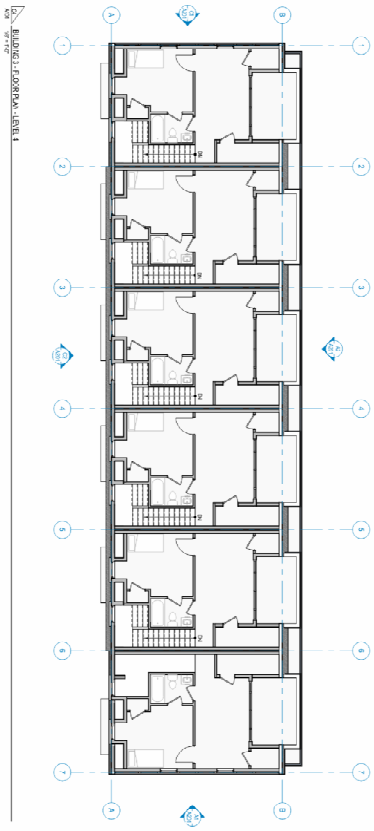
A201A BUILDING 1 & 2 - NORTH ELEVATION
3/16" = 1'-0"

NOT FOR CONSTRUCTION


1 BUILDING 3 - FLOOR PLAN - LEVEL 1
SCALE: 1/8" = 1'-0"


2 BUILDING 3 - FLOOR PLAN - LEVEL 3
SCALE: 1/8" = 1'-0"


3 BUILDING 3 - FLOOR PLAN - LEVEL 2
SCALE: 1/8" = 1'-0"


4 BUILDING 3 - FLOOR PLAN - LEVEL 4
SCALE: 1/8" = 1'-0"

EAST ELEVATION EXTERIOR MATERIAL LEGEND

BRICK COLOR 1 | 857 SF (58%)

HARDIE BOARD PANEL | 447 SF (30%)

GLAZING | 181 SF (12%)

SOUTH ELEVATION EXTERIOR MATERIAL LEGEND

BRICK COLOR 1 | 2,241 SF (58%)

HARDIE BOARD PANEL | 1,367 SF (35%)

GLAZING | 1,059 SF (3%)

ROOFING | 1,125 SF (22%)

BUILDING 1 SOUTH ELEVATION

A2.1 3/32" = 1'-0"

BUILDING 3 EAST ELEVATION

A2.1 3/32" = 1'-0"

WEST ELEVATION EXTERIOR MATERIAL LEGEND

BRICK COLOR 1 | 857 SF (58%)

HARDIE BOARD PANEL | 447 SF (30%)

GLAZING | 181 SF (12%

NORTH ELEVATION EXTERIOR MATERIAL LEGEND

BRICK COLOR 1 | 591 SF (15%)

HARDIE BOARD PANEL | 2,709 SF (70%)

GLAZING | 566 SF (15%)

ROOFING | 1,697 SF (29%)

BUILDING 1 NORTH ELEVATION1

A2.1 3/32" = 1'-0"

BUILDING 3 WEST ELEVATION

A2.1 3/32" = 1'-0"

NOT FOR CONSTRUCTION

Exhibit D – Option 1 (Planning Commission Recommendation – City Attorney Edits)

NOTICE AND DECLARATION OF DEED RESTRICTIONS

This Notice and Declaration of Deed Restrictions ("Declaration/Deed Restriction") is made by Company ("Property Owner") for the benefit of Millcreek ("City" and collectively the "Parties"). This Declaration/Deed Restriction is based on the following facts:

A. Property Owner is the sole owner of record of that certain real property situated in the County of Salt Lake, State of Utah, located at 1265 E Villa Vista Avenue, that is more particularly described in the attached Exhibit "A." Such real property and all improvements, or any individual residence constructed thereon, are collectively called "Property."

B. Property Owner applied to the City to obtain a City Center Overlay Zone Development Agreement at the property, allowing more flexibility in terms of Design Standards. The City agreed to grant the development agreement zone and allow increased deviations from certain design standards in consideration of this Deed Restriction.

C. The Parties desire to enter into and record this Declaration/Deed Restriction to give notice of this Declaration/Deed Restriction to successors in interest and others who may obtain an interest in the Property or any portion thereof.

D. Property Owner further desires by this Declaration/Deed Restriction to acknowledge that the City has the authority to enforce the restrictions declared herein as restrictions running with the land that shall bind Property Owner and all successors in interest to the Property.

NOW, THEREFORE, in consideration of the mutual covenants and conditions contained herein, the parties agree as follows:

1. The Property must be owner-occupied. Owner-occupied shall mean real estate that is both owned and is currently used as the owner's primary residence. The owner is not required to use the Property as its primary residence if:

   a. The owner has a bona fide, temporary absence of 3 years or less for activities such as military service, temporary job assignments, sabbaticals, or voluntary service (indefinite periods of absence from the dwelling shall not qualify for this exception); or

   b. The owner is placed in a hospital, nursing home, assisted living facility, or similar facility that provides regular medical care, except retirement living facilities or communities.

   c. The owner establishes a financial hardship, using clear and convincing evidence, that would prevent the owner from continuing to occupy the Property.

d. The owner rents the Property to their children, stepchildren, parents, grandparents, or grandchildren.

e. The owner cannot sell the Property within one year for fair market value.

f. An owner whose employer has relocated the owner for two (2) years or less.

g. Any unit owned by an entity that is occupied by an individual who has voting rights with respect to the entity and has at least 25% ownership of the entity.

h. Any unit owned by a trust or other entity created for estate planning purposes, if the trust or other estate planning entity was created for the estate of a current resident of the unit, or the parent, child, or sibling of the current resident of the unit.

If there is any dispute about the foregoing, the matter shall be referred to the City's Land Use Hearing Officer. The owner shall have the burden of proceeding and proving that one of the above-claimed exceptions applies.

2. Property Owner understands that failure to comply with the owner-occupancy requirement by it or its successors as to each unit of the Property shall constitute a breach of this Declaration/Deed Restriction and shall be enforceable by the City at its option. Enforcement may also include the revocation of applicable permits, zoning certificates, and other necessary approvals, as well as specific performance.

3. Property Owner grants to the City, until the termination date (as defined below, such period being referred to as the "Option Period"), the right and privilege to purchase the Property as set forth in this paragraph. At any time during the Option Period, the City may exercise its option to purchase the Property for a price equal to the fair market value of the Property as determined by a disinterested appraiser that is acceptable to the City ("Purchase Price"). The Purchase price shall be reduced by the aggregate of all liens and encumbrances encumbering the Property. This option shall be exercised, if at all, on or before the expiration of the Option Period by the City providing the current owner of the Property with written notice of its intent to exercise the option. This transaction/option shall be closed on a date scheduled by the City. The closing will be held in the offices of a title company selected by the City. Preserve, and the current owner of the Property will execute and deliver all documents required by the title company to convey the title to Property to the City free and clear of all liens and encumbrances.

4. The City is hereby designated as a beneficiary of this Declaration/Deed Restriction and shall have the right, but not the obligation, to enforce the provisions herein.

5. In the case of a violation of the owner-occupancy requirement where no exception applies, the current owner agrees that all costs incurred to enforce these restrictions shall be paid by the then-current owner of the Property.

6. This Declaration/Deed Restriction shall run with the land and be binding upon, and enforceable against, Property Owner and all heirs, assigns, future owners, and successors in

interest to the Property. If the Property or any portions thereof is conveyed to any other person or entity, the instrument that conveys title or any interest in or to said Property, or any portion thereof, shall contain the owner-occupancy limitation pursuant to the terms of this Declaration/Deed Restriction. If at any time these restrictions are determined by a court of competent jurisdiction not to constitute a covenant running with the land, Declarant intends that these restrictions shall form an equitable servitude on the Property, be binding on Property Owner and successors in interest, and remain in effect during the term of this Declaration/Deed Restriction.

7. This Declaration/Deed Restriction shall encumber the Property for a period of five (5) years from the date this Deed Restriction is executed ("Termination Date"). Upon the Termination Date, this Declaration/Deed Restriction shall automatically terminate without requiring any documentation, notice, or recording materials. The Parties shall promptly cooperate and sign the documents they deem necessary to terminate this Declaration/Deed Restriction.

8. The City and Property Owner do not, by this Declaration/Deed Restriction in any way or for any purpose, become partners or joint venturers.

9. The following provisions are also an integral part of this Declaration/Deed Restriction:

    a. This Declaration/Deed Restriction shall be binding upon and shall inure to the benefit of the successors and assigns of the respective parties hereto.
    b. The provisions of this Declaration/Deed Restriction are severable, and should any provision hereof be void, voidable, unenforceable, or invalid, such void, voidable, unenforceable, or invalid provision shall not affect the other provisions of this Declaration/Deed Restriction.
    c. Any waiver by either party of any breach of any kind or character whatsoever by the other, whether direct or implied, shall not be construed as a continuing waiver of or consent to any subsequent breach of this Declaration/Deed Restriction.
    d. This Declaration/Deed Restriction may not be modified except by an instrument in writing signed by the parties hereto.
    e. This Declaration/Deed Restriction shall be interpreted, construed, and enforced according to the substantive laws of the state of Utah.
    f. If either party brings any action or proceeding regarding this Declaration/Deed Restriction, the prevailing party shall be entitled to recover its costs and reasonable attorneys' fees, whether such sums are expended with or without a suit, at trial, or on appeal.
    g. Time is the essence of this Declaration/Deed Restriction.

This Notice and Declaration is effective on the date of its recording with the Salt Lake County Recorder.

By: _____
Signature

Notary Acknowledgement

STATE OF UTAH)
: ss
COUNTY OF SALT LAKE)

On this _____ day of _____, in the year 2025, before me _____, a notary public, personally appeared _____, proved on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to in the foregoing Declaration/Deed Restriction and acknowledge he/she/they executed the same.

Commission Number _____
My Commission Expires _____

_____
Print Name: _____
A Notary Public Commissioned in Utah

MILLCREEK

By: _____
Signature

ATTEST:

_____
Elyse Sullivan, City Recorder

Notary Acknowledgement

STATE OF UTAH)
:ss
COUNTY OF SALT LAKE)

On this _____ day of _____, in the year 2025, before me _____, a notary public, personally appeared _____, proved on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to in the foregoing Declaration/Deed Restriction and acknowledge he/she/they executed the same.

Commission Number _____
My Commission Expires _____

Print Name: _____
A Notary Public Commissioned in Utah

Exhibit D – Option 2 (Applicant's Proposed Alternative Deed Restriction – Redlined Version from City Standard Form)

(following pages)

When recorded, return to:

Millcreek
Attn: Jeff Silvestrini
1330 E Chambers Ave
Millcreek, UT 84106

NOTICE AND DECLARATION OF DEED RESTRICTIONS

This Notice and Declaration of Deed Restrictions ("Declaration/Deed Restriction") is made by Company ("Property Owner") for the benefit of Millcreek ("City" and collectively the "Parties"). This Declaration/Deed Restriction is based on the following facts:

A. ~~A.~~ Property Owner is the sole owner of record of that certain real property situated in the County of Salt Lake, State of Utah ~~("Fry")~~, located at 1265 E Villa Vista Avenue, that is more particularly described in the attached Exhibit "A." Such real property and all improvements, or any individual residence constructed thereon, are collectively called "Property."

B. Property Owner intends to construct a townhome project on the Property including three (3) buildings containing a total of eighteen (18) lots/townhomes ("Lots").

C. The name of the townhome project is ~~Villa Vista Townhomes~~Brookline. The townhome project shall be governed by a homeowners association (the "Association").

D. Property Owner applied to the City to obtain a City Center Overlay Zone Development Agreement zone at the Property allowing more flexibility in terms of Design Standards. The City agreed to grant the development agreement zone and allow increased deviations from certain design standards in consideration of this Deed Restriction.

E. The Parties desire to enter into and record this Declaration/Deed Restriction to give notice of this Declaration/Deed Restriction to successors in interest and others who may obtain an interest in the Property or any portion thereof.

F. Property Owner further desires by this Declaration/Deed Restriction to acknowledge that the City has the authority to enforce the restrictions declared herein as restrictions running with the land that shall bind the Property Owner and all successors in interest to the Property.

~~B. Property Owner applied to the City to obtain a City Center Overlay Zone Development Agreement zone at the property allowing more flexibility in terms of Design Standards. The City agreed to grant the development agreement zone and allow increased deviations from certain design standards in consideration of this Deed Restriction.~~

C. The Parties desire to enter into and record this Declaration/Deed Restriction to give notice of this Declaration/Deed Restriction to successors in interest and others who may obtain an interest in the Property or any portion thereof.

D. Property Owner further desires by this Declaration/Deed Restriction to acknowledge that the City has the authority to enforce the restrictions declared herein as restrictions running with the land that shall bind Fry the Property Owner and all successors in interest to the Property.

NOW, THEREFORE, in consideration of the mutual covenants and conditions contained herein, the Pparties agree as follows:

1. Owner-Occupancy Requirement.

When the townhome project is completed, aAt least fifty percent (50%) of the UnitsLots which have been sold by the original developer within the Community shall be owner-occupied at all times ("Leasing Cap"). "Owner-occupied" means that propertythe owner of record of the Lot ("Lot Owner") that is both owned by the record owner andoccupies the usedLot as the owner's primary residence. If the Lot Owner is an entity, "Owner-occupied" means that the Lot is occupied by an individual who has voting rights in the entity and who has a twenty-five percent (25%) or greater share of ownership in the entity.

Prior to leasing a UnitLot, the Property OwnerLot Owner shall notify apply to the Association in writing for approval and shall provide a copy of the proposed lease. The Association shall verify that the lease will not cause the number of leased Units to exceed the fifty percent (50%) limitationexceed the Leasing Cap. If the lease will not andexceed the Leasing Cap, the Association shall provide an approval letter to the Property OwnerLot Owner. If the lease will exceed the Leasing Cap, the Association shall deny the lease unless the lease falls into the exceptions listed below. Any lease entered into in violation of this restriction shall be voidable by the Association and subject to enforcement by the City of Millcreek pursuant to recorded covenants.

For purposes of calculating the fifty percent (50%) limitation, Units leased to an Owner's immediate family (children, stepchildren, parents, grandparents, or grandchildren) shall not be considered leased Units.

Notwithstanding the fifty percent (50%) rental capLeasing Cap, an Lot Owner shall be allowed to rentlease their their Lotunit if:

1. The Property must be owner-occupied. Owner-occupied shall mean real estate that is both owned and is currently used as the owner's primary residence. The owner is not required to use the Property as its primary residence if:

a. The Lot Owner ~~owner~~ has a bona fide, temporary absence of three (3) years or less for activities such as military service, temporary job assignments, sabbaticals, or voluntary service (indefinite periods of absence from the ~~dwelling~~ Lot shall not qualify for this exception); or,

b. The Lot O~~o~~wner is placed in a hospital, nursing home, assisted living facility, or similar facility that provides regular medical care, except retirement living facilities or communities; or,~~.~~

c. The Lot Owner~~owner~~ establishes a financial hardship, using clear and convincing evidence, that would prevent the Lot Owner ~~owner~~ from continuing to occupy the ~~Property~~Lot; or,~~.~~

d. The Lot O~~o~~wner ~~rents the Property~~leases the Lot to the Lot Owner's~~eir~~ children, stepchildren, parents, grandparents, or grandchildren; or,~~n.~~

e. The ~~owner~~Lot Owner could not reasonably sell the ~~home~~Lot after one (1) year of active listing on the MLS for at a price a) no less than the original purchase price and b) no more than the appraised market value. ~~The owner cannot sell the Property within one year for fair market value.~~

A Lot Owner who desires to lease their Lot pursuant to any of these exceptions shall first notify the Association and provide any relevant information requested by the Association to allow the Association to determine that an exception does exist.

If there is any dispute about ~~the foregoin~~whether an exception does exist~~s~~, the matter shall be referred to the City's Land Use Hearing Officer. The Lot O~~o~~wner shall have the burden of proceeding and proving that one (1) of the above-claimed exceptions applies.

Any lease entered into in violation of the Owner-Occupancy Requirement shall be voidable by the Association and subject to enforcement by the City of Millcreek pursuant to recorded covenants.

~~**2.**~~ 2.Property Owner understands that failure to comply with the O~~o~~wner-O~~o~~ccupancy R~~r~~equirement by it or its successors as to each ~~unit~~ Lot ~~of the Property~~ shall constitute a breach of this Declaration/Deed Restriction and shall be enforceable by the City at its option. Enforcement may also include revocation of applicable permits, zoning certificates, other necessary approvals, and specific performance.

~~**3. Property Owner grants to the City, until the termination date (as defined below, such period being referred to as the "Option Period"), the right and privilege to purchase the Property as set forth in this paragraph. At any time during the Option Period, the City may exercise its option to purchase the Property for a price equal to the fair market values of the Property as determined by a disinterested appraiser that is acceptable to**~~

~~the City ("Purchase Price"). The Purchase price shall be reduced by the aggregate of all lien and encumbrances encumbering the Property. This option shall be exercised, if at all, on or before the expiration of the Option Period by the City providing the Preserve and the current owner of the Property with written notice of its intent to exercise the option. This transaction/option shall be closed on a date scheduled by the City. The closing will be held in the offices of a title company selected by the City. Preserve, and the current owner of the Property will execute and deliver all documents required by the title company to convey the title to Property to the City free and clear of all liens and encumbrances.~~

34. The City is hereby designated as a beneficiary of this Declaration/Deed Restriction and shall have the right, but not the obligation, to enforce the provisions herein.

45. In the case of a violation of the Oowner-Occupancy Rrequirement where no exception applies, the ~~current owner~~Lot Owner agrees that all costs incurred to enforce these restrictions shall be paid by the ~~then-current owner of the Property~~Lot Owner.

56. This Declaration/Deed Restriction shall run with the land and be binding upon, and enforceable against, ~~Fry~~ Property Owner and all heirs, assigns, future owners, and successors in interest to the Property, including all Lot Owners. If the Property or any portions thereof is conveyed to any other person or entity, the instrument that conveys title or any interest in or to said Property, or any portion thereof, shall contain the Oowner-Occupancy Requirement ~~limitation~~ pursuant to the terms of this Declaration/Deed Restriction or shall reference this Declaration/Deed Restriction. If at any time these restrictions are determined by a court of competent jurisdiction not to constitute a covenant running with the land, ~~Declarant~~ the Parties intend~~s~~ that these restrictions shall form an equitable servitude on the Property, be binding on ~~Fryand~~ the Property Owner and successors in interest, and remain in effect during the term of this Declaration/Deed Restriction.

67. This Declaration/Deed Restriction shall encumber the Property for a period of five (5) years from the date this Declaration/Deed Restriction is ~~executed~~ recorded in the Office of the Salt Lake County Recorder ("Termination Date"). Upon the Termination Date, this Declaration/Deed Restriction shall automatically terminate without requiring any documentation, notice, or recording materials. However, t~~T~~he Parties ~~shall~~ may ~~promptly cooperate~~prepare, ~~and~~ sign, and/or record any documents acknowledging or notifying others of the ~~the documents they deem necessary to terminate~~ termination of this Declaration/Deed Restriction after the Termination Date.

78. The City and Property Oowner ~~do not~~are not, by this Declaration/Deed Restriction in any way or for any purpose, ~~become~~ partners or joint venturers.

89. The following provisions are also an integral part of this Declaration/Deed Restriction:

a. This Declaration/Deed Restriction shall be binding upon and shall inure to the benefit of the successors and assigns of the respective parties hereto.

b. The provisions of this Declaration/Deed Restriction are severable, and should any provision hereof be void, voidable, unenforceable, or invalid, such void, voidable, unenforceable, or invalid provision shall not affect the other provisions of this Declaration/Deed Restriction.

c. Any waiver by either Pp~~p~~arty of any breach of any kind or character whatsoever by the other, whether direct or implied, shall not be construed as a continuing waiver of or consent to any subsequent breach of this Declaration/Deed Restriction.

d. This Declaration/Deed Restriction may not be modified except by an instrument in writing signed by the ~~parties hereto~~Parties.

e. This Declaration/Deed Restriction shall be interpreted, construed, and enforced according to the substantive laws of the state of Utah.

f. If either Pp~~p~~arty brings any action or proceeding regarding this Declaration/Deed Restriction, the prevailing Pp~~p~~arty shall be entitled to recover its costs and reasonable attorneys' fees, whether such sums are expended with or without a suit, at trial, or on appeal.

g. This Declaration/Deed Restriction is effective as of the date of its recording with the Salt Lake County Recorder.

~~f.~~

~~Time is the essence of this Declaration/Deed Restriction.~~

[SIGNATURES TO FOLLOW]

~~g.~~

IN WITNESS WHEREOF, the Parties hereby consent to the terms, restrictions and obligations of this Declaration/Deed Restriction. ~~This Notice and Declaration is effective on the date of its recording with the Salt Lake County Recorder.~~

~~The~~ Property Owner:

By: _____

Name: _____

Title: _____

~~By: _____~~

~~Signature~~

Notary Acknowledgement

STATE OF UTAH)
: ss
COUNTY OF SALT LAKE)

On this _____ day of _____, in the year 2025, before me _____, a notary public, personally appeared _____, proved on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to in the foregoing Declaration/Deed Restriction and acknowledge he/she/they executed the same.

Commission Number _____
My Commission Expires _____

_____
Print Name: _____
A Notary Public Commissioned in Utah

MILLCREEK

By: _____
Signature

ATTEST:

_____
Elyse Sullivan, City Recorder

Notary Acknowledgement

STATE OF UTAH)
:ss
COUNTY OF SALT LAKE)

On this _____ day of _____, in the year 2025, before me _____, a notary public, personally appeared _____, proved on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to in the foregoing Declaration/Deed Restriction and acknowledge he/she/they executed the same.

Commission Number _____
My Commission Expires _____

_____
Print Name: _____
A Notary Public Commissioned in Utah

Exhibit A
(attach legal)

Millcreek City Hall
1330 E Chambers Ave
Millcreek, Utah 84106
millcreekut.gov

Planning & Zoning
(801) 214-2700
planner@millcreekut.gov

GP-25-002

Staff Report

Meeting Date:	**October 27, 2025**
Applicant:	**Millcreek**
Re:	**Adoption of the Meadowbrook & Millcreek Station Area Plan**
Prepared By:	**Sean Murray & Francis Lilly**
Scope of Decision:	**Discretionary.** This is a legislative matter, to be decided by the Millcreek City Council upon receiving a recommendation from the Community Council and the Millcreek Planning Commission.

REQUEST AND SYNOPSIS

In 2022, the Utah state legislature passed House Bill 462, which requires all Utah municipalities that have fixed guideway transit systems (train stations) to create stations area plans for the immediate surrounding area. These plans should be designed to help identify areas for more affordable housing, help promote sustainable environmental conditions, enhance economic opportunities, and increase transportation choices and connections.

The Meadowbrook & Millcreek Station Area Plan (SAP) focuses on two TRAX stations. While both of these stations fall within South Salt Lake City (SSLC), Meadowbrook station sits on the border of Millcreek and SSLC necessitating Millcreek's involvement with the plan. Areas within ½ mile of each station are the focus area for the plans. A map of these areas can be found on the next page. Millcreek, SSLC, and UTA worked with Design Workshop, a land use and planning consultant, to draft the station area plan. The final plan envisions policy goals, infrastructure improvements, and land use considerations that will help boost ridership on the TRAX and create a unique sense of place around each of the stations.

Similarly to the Murray North station area plan adopted in 2024, the Meadowbrook & Millcreek SAP enhances goals and policies already in place in the area. Mixed use, transit-oriented development is already a defined goal in the area and is reflected in the future land use map and throughout the general plan. This SAP helps create more consistency across new projects in the area and helps tie together areas in SSLC and Millcreek.

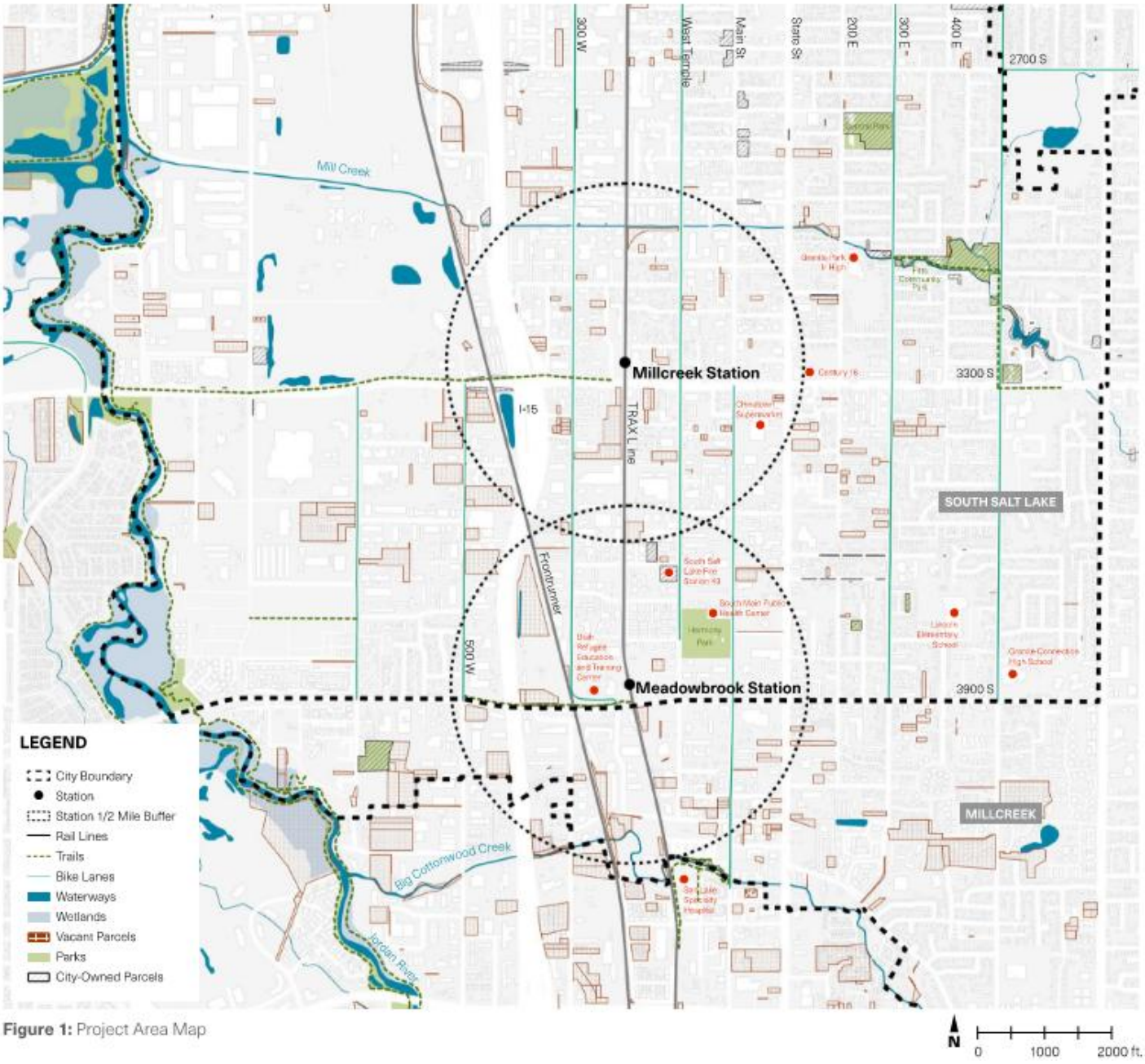


Figure 1: Project Area Map

GENERAL PLAN CONSIDERATIONS

Millcreek's General Plan discusses creating a better sense of place for Millcreek's west side, known as the Meadowbrook area. Goal GP-6, found in the vibrant gathering places section of the general plan, focuses on growing and supporting the Meadowbrook area and Mian Street corridor. All three of the strategies listed under this goal can be found in this station area plan.

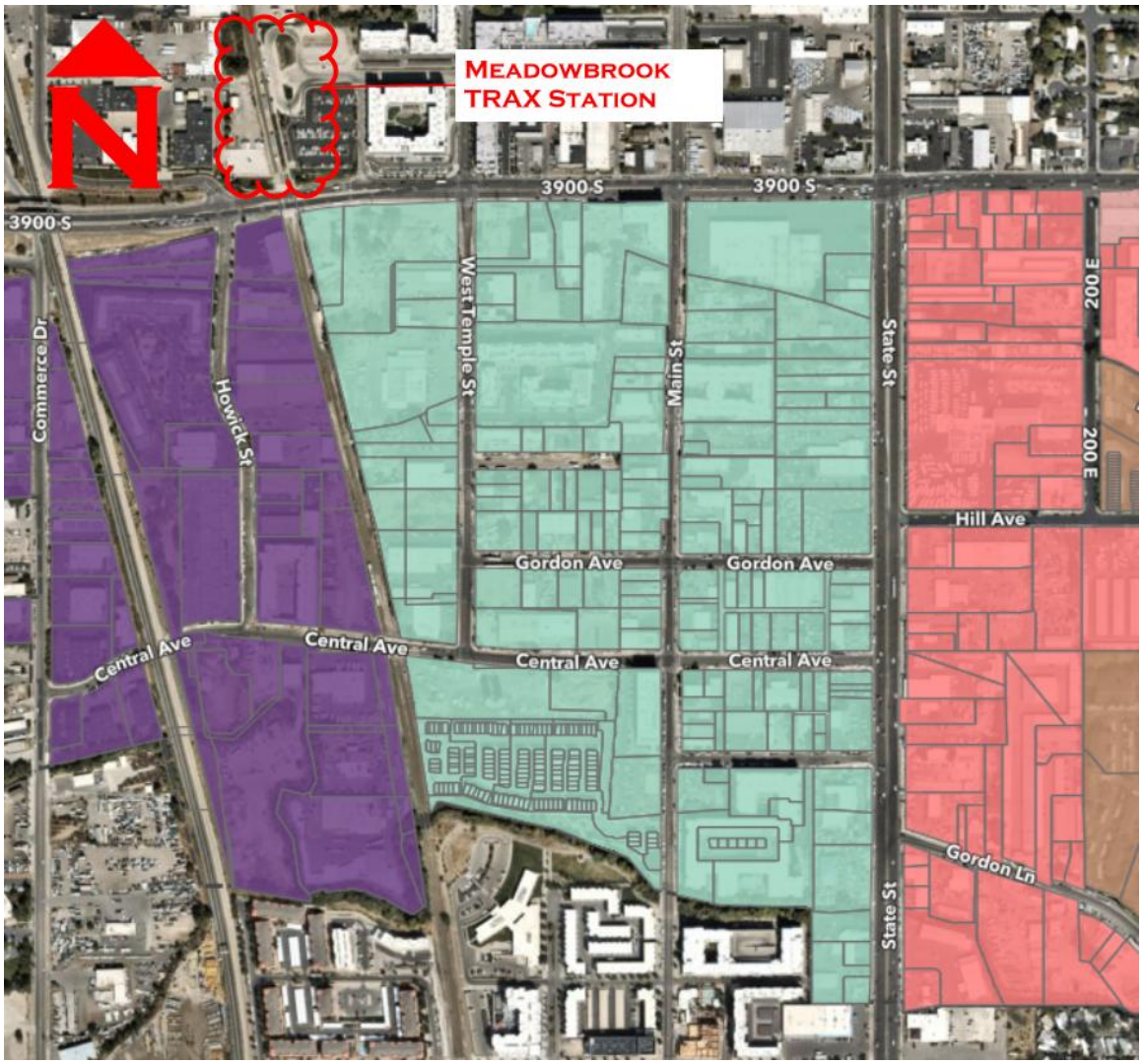
> -Strategy 6.1: Continue to develop new transit oriented development (TOD) and mixed use supportive base zoning and/or overlays to support the continued development and redevelopment of key corridors and centers.

-Strategy 6.2: Coordinate with neighboring municipalities of Murray and South Salt Lake City as development projects are proposed for the center.

-Strategy 6.3: Continue to encourage the development of flex uses in the Meadowbrook area.

The Meadowbrook & Millcreek SAP was drafted in conjunction with SSLC to ensure that the goals aligned across municipal boundaries. Transportation corridors for pedestrians, cyclists, and motorists have been planned to align between the municipalities to make sure that these connections are consistent, easy to use, and safe.

The Mixed Development (MD) Zone is the highest density zone permitted by Millcreek and is only allowed on the west side of the city. This zoning is permitted in the "Meadowbrook Center" as shown on the future land use map below (teal-colored parcels). The MD allows for residential, commercial, and mixed use projects with the caveat that "Non-residential use or residential use that is convertible (built to City commercial building code standards) is required for at least 50% of the ground story facing a public street.". This language plans for flex space that can be converted as market forces change in the area.



STATION AREA PLAN DETAILS

The SAP discusses a wide range of goals in the area from increasing access to affordable housing to infrastructure improvements along public roadways. The goals outlined in the plan are listed below:

- Identify the economic potential of the area.
- Focus on catalytic projects that will trigger change.
- Explore a variety of housing opportunities and increase the availability and affordability of housing for various age groups.
- Promote sustainable environmental conditions.
- Improve safety around the stations.
- Increase transportation choices and connections.
- Explore Housing and Transit Reinvestment Zones (HTRZ) funding opportunities for the station areas.
- Involve key stakeholders including UTA, UDOT, WFRC, property owners, business owners, and residents.

Existing Conditions

One of the first steps in the plan was to identify the existing conditions surrounding the stations to better understand the starting point. To do this, the team looked at market analysis of existing land use types in both cities as well as transportation and parking, current and future land use, demographics, and infrastructure. This section of the plan can be found on pages 8-15 of the attached document with additional info in the appendix.

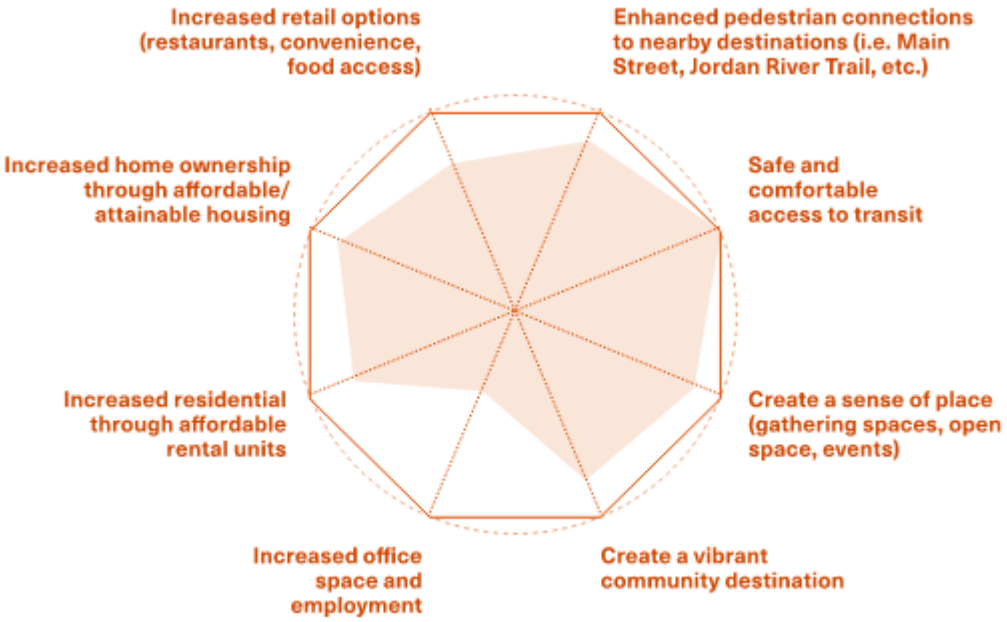
The takeaways from these analysis show that the areas have a younger population that heavily rents their housing. Diversity is higher in these areas than many of the other communities within Salt Lake County. Incomes in the area are moderate when compared to Millcreek and SSLC as a whole.

Since the area has historically been focused on industrial uses, bike and pedestrian connections are limited as are trees and green space. Current land use is still largely industrial with some new residential developments sporadically coming online in both Millcreek and SSLC. Current and future land use for both cities have mixes of residential and commercial uses near the stations.

The existing conditions show that areas near both stations have excess parking and can accommodate more connections for bicycles and pedestrians to the station platforms. Infill opportunities would help increase ridership at both stations, especially Meadowbrook.

Community Engagement

Engagement for this plan took place in multiple forms and in both SSLC and Millcreek. Pop-ups on both station platforms helped the team engage with transit riders in the area. The team also held a pop-up event at the SSLC mural fest. These pop-up events allowed for spontaneous engagement with residents that frequent the areas under consideration in this plan. Some of the preferences voiced by residents can be found in the graphic below:



Two design charrettes were held in June that included community members, city officials, business owners, property owners, and other stakeholders to help identify opportunities and constraints in the station areas. Results from these charrettes helped guide the vision for each station area.

Online surveys were used to interact with community members that use the TRAX line and that live near both stations. For these surveys, respondents were shown draft versions of the plan and could comment on what they did and did not like in the plan. For the Meadowbrook station, the biggest takeaways were the addition of a pedestrian connection over the TRAX line, new community centers/open space, and a green buffer running along the east side of the TRAX line. More details about the results of these online surveys can be found on pages 22 & 23 of the attached plan.

Station Area Vision

Using the existing conditions and input from residents and officials, the team was able to make a general vision for each station area. These visions are not to be all encompassing of improvement and changes, but rather an idea of what each area could look like as growth continues in the area. Each station area had different goals and therefore different outcomes. For Meadowbrook, the main goals were to create a mixed income and generation neighborhood, incorporate health and social services into the area, orient development to face 3900 South, promote Main Street as a mixed-use corridor, and develop regional trail connections.

Visions for both areas aim to include improved connections for cyclists and pedestrians, added greenways, gateways to the area, and new parks. To achieve these goals, both cities need to make some policy changes to ensure future development in the area is complimentary to the plan. For Millcreek, the proposed changes include adding medium density transition areas near the stations to accommodate 3-4 story residential projects and better standards that help activate ground floor retail in the area. The plan also calls for Millcreek to add overlays for park space to support development of a new community park on West Temple. More detail on these proposed changes can be found on pages 34 & 35 of the attached plan.

Below is a rendering of the Meadowbrook station area with new development and infrastructure included. Since this station straddles the border of both cities, a zoomed in version of the Millcreek side is located on the next page to better see how the plan envisions the Millcreek area of the Meadowbrook SAP.

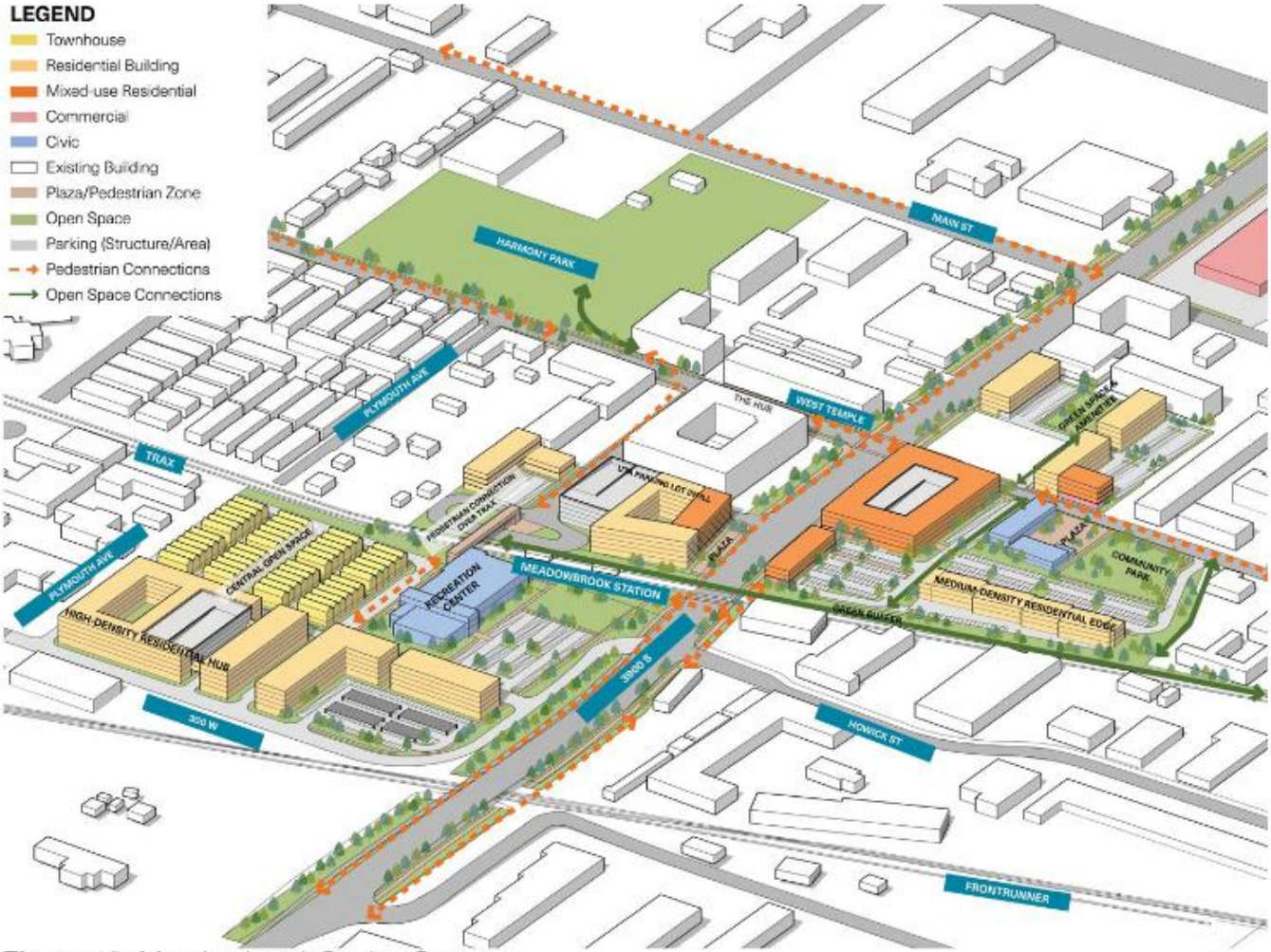


Figure 19: Meadowbrook Station Concept

Meadowbrook SAP Vision (Millcreek Zoom in)

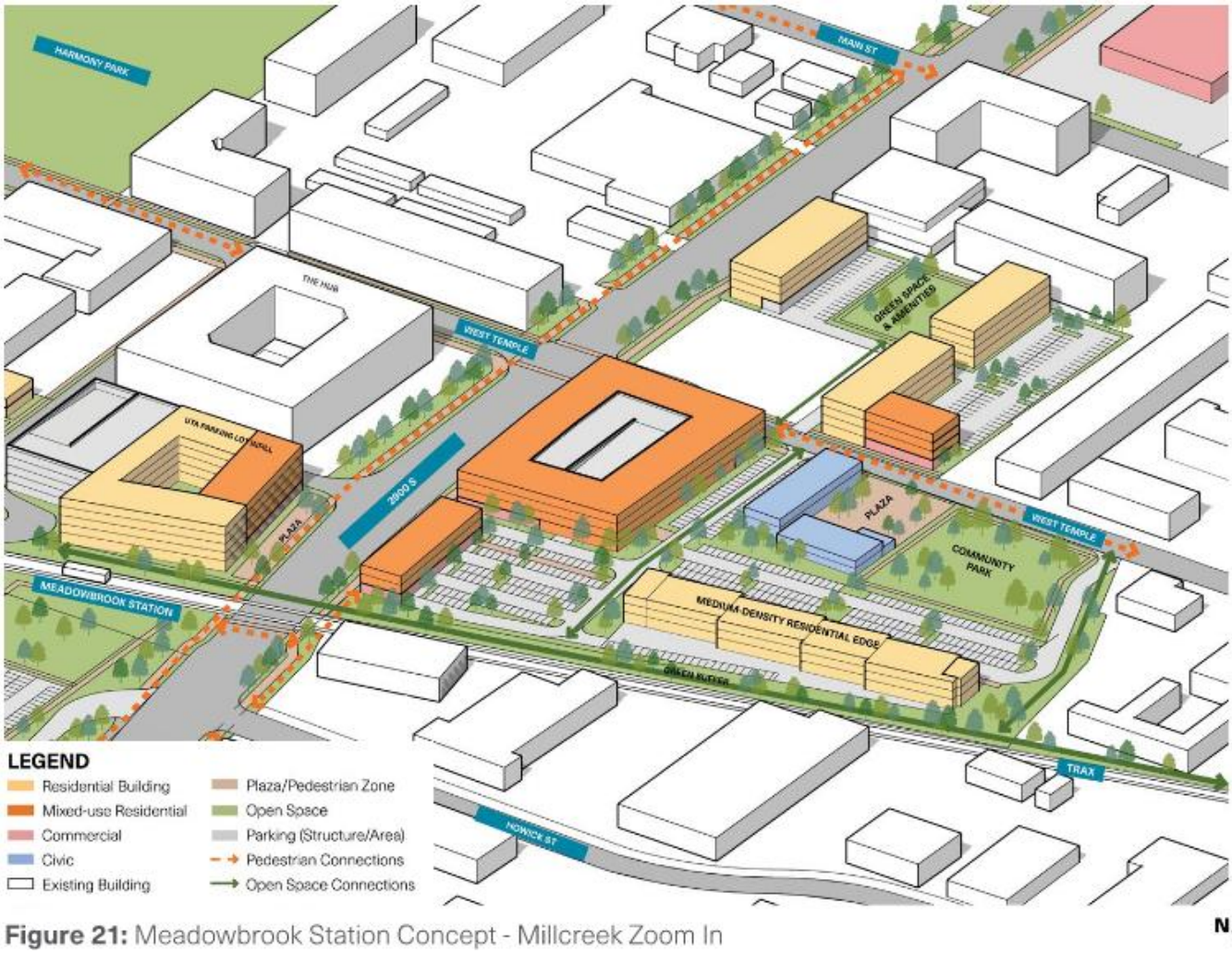


Figure 21: Meadowbrook Station Concept - Millcreek Zoom In

Many of the concepts discussed with residents and officials can be found in the rendering above such as the green buffer, added park space, and improved connections.

The plan envisions West Temple becoming a north-south bike corridor connecting Central Ave in Millcreek, north into SSLC. Putting bike infrastructure along West Temple was chosen since Main Street is instead focused more on foot traffic than cyclist traffic. West Temple also has more space to fit new bike infrastructure and would connect well with existing bike infrastructure found in SSLC along West Temple.

A green buffer along the TRAX line is seen in the rendering above that is to continue south to Central Ave in Millcreek. This connection would then connect to the trail that runs along the Big Cottonwood Creek and into Murray. If fully constructed, this green buffer would allow walking and/or biking from the Meadowbrook Station all the way to the Murray North Station.

This green buffer would also connect to a newly proposed park on West Temple. Residents in the area have frequently raised the issue that while Harmony Park in SSLC is nearby, it is still far enough to be inconvenient

and dangerous to access when crossing 3900 South. Due to this, a park to serve Millcreek residents has been included south of 3900 S so that residents can access a park safely that is closer to home. Connecting this park to the green buffer allows for safe access to and from the park by residents nearby without having to travel along busy roads.

To accompany the park, increased activation along West Temple is also envisioned. By making infrastructure improvements and fronting buildings/businesses along West Temple, the plan sees West Temple becoming an important north south connection between the Murray North Station Area and the Meadowbrook Station Area.

The plan calls out the corner of 3900 S and State Street as an ideal location for adaptive commercial reuse with the ideal tenant being a medium sized grocer. In surveys with residents in the area, the issue of a significant food desert has come up time and time again. This area has proven to be difficult to land a grocer over the past few years. Having this language in the plan will help the city ensure that this site will remain commercial and potentially house a grocer in the near future.

3900 South is also envisioned to have new infrastructure improvements and upgrades. A concept cross section of this can be found below:

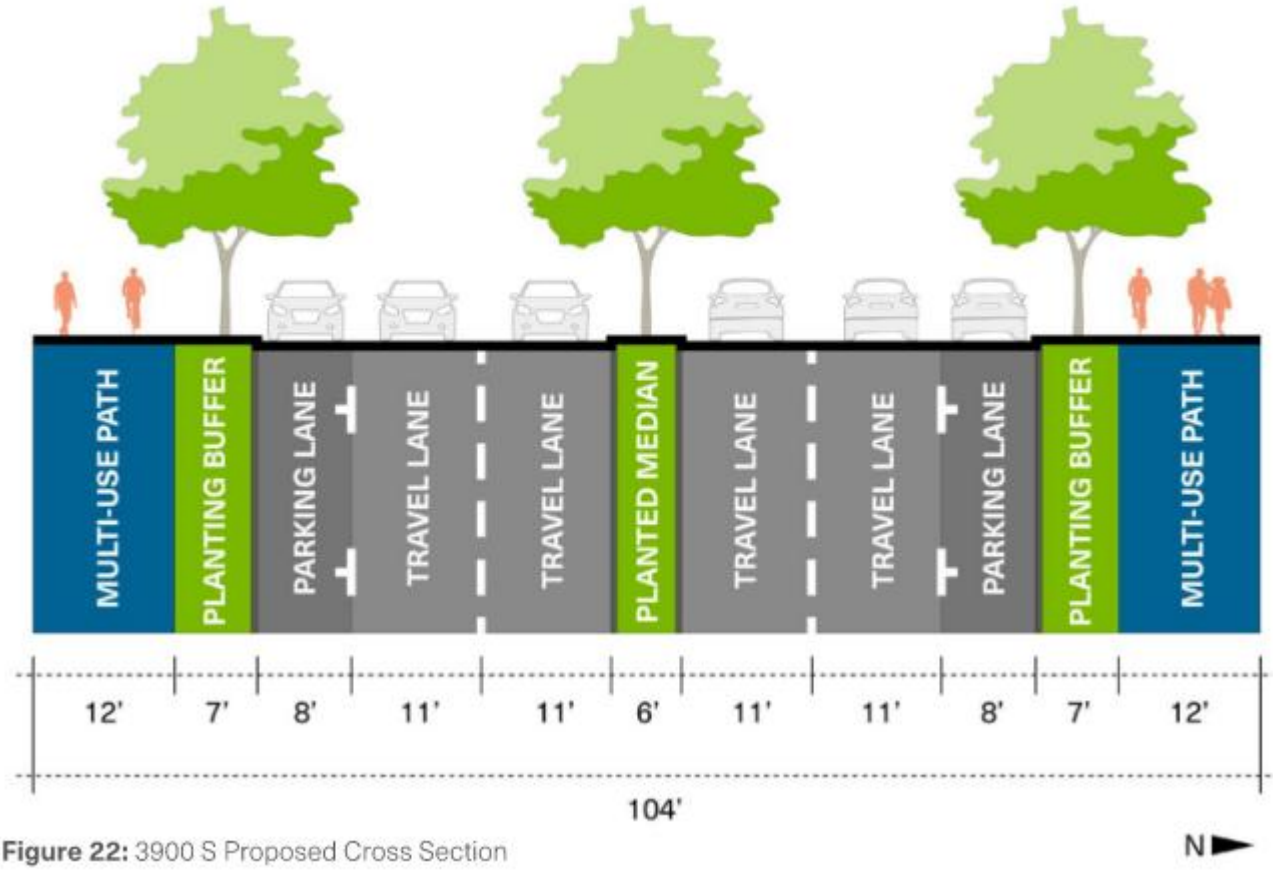


Figure 22: 3900 S Proposed Cross Section

The improvements to 3900 South would see a narrowing of travel lanes to 11 feet wide to slow traffic flow and free up space for new planted medians and multi-use paths. Parking lanes would be 8 feet wide on each side of the road. Planting buffers between the parking lanes and multi-use paths would help create a better experience for pedestrians and create a safety buffer for pedestrians.

Along 3900 South, multi-use trails flank both side of the road creating access to the Jordan River Trail and east across the valley floor. These trails are already part of UDOT's Utah Trail Network plan which would see in this area multi-use trails connecting the Jordan River Trail east across I-15 and the train tracks all the way to 1300 E depending on funding opportunities.

PUBLIC NOTICE, RESIDENT, AND PROPERTY OWNER INPUT

Notice was sent to all residents within the area outlined in the SAP. In total, this mean roughly 615 notices were mailed to residents in Millcreek and SSLC combined. At the time of writing this report, staff only received one phone call asking about the plan. A handful of Millcreek and SSLC residents were present at the Millcreek Community Council meeting on October 7th.

Of the residents that came to the MCC meeting, only a few were Millcreek residents within the station area. Some were SSLC residents that were wondering about the scope of the plan and if it was a different plan for each city. Staff assured these SSLC residents that the plan was the same between the municipalities and both cities and other agencies (UTA, UDOT, etc.) worked in conjunction on the plan. Issues of policy, administration, and implementation of the plan for SSLC residents would have to be answered by SSLC officials.

For the Millcreek residents, they were concerned that this plan forced rezones of their property. Staff assured them that that was not the case as this plan is a framework for when property owners choose to develop or rezone their land. Property owners must take this step, meaning that the city will not be conducting rezones or redevelopment of private property without the express written consent of the private property owners.

COMMUNITY COUNCIL RECOMMENDATIONS

The Millcreek Community Council met on October 7th and heard a short presentation by staff about the station area plan. After outlining the project and speaking with residents (summarized above), council members asked questions about the plan and area. Concerns about food accessibility and green space were discussed at length. The need for new food suppliers, whether a big box store, or a small market, are needed in the area for residents of Millcreek and neighboring municipalities. With this, the council motioned to recommend the station area plan as proposed with the inclusion that the plan clearly state that private property owners must initiate rezones of their land, that Millcreek create a committee to address food insecurity and incentivize development of a new grocery store, and that Millcreek begins the process of finding a location for a new park in the Meadowbrook area. This motion passed 6-0.

PLANNING COMMISSION RECOMMENDATION

The Millcreek Planning Commission met on October 15th and heard from planning staff, the Design Workshop consultant, and residents. The commission received a brief on the project, adoption timeline, and integration with existing plans from Francis Lilly, and then a detailed presentation by the Design Workshop team. After some initial questions between staff, the consultant, and commissioners, the commission heard from a resident in the station area that had concerns that this plan would push out economically viable businesses that exist in the area. These concerns were addressed by staff and were incorporated into an updated version of the SAP.

When discussing this plan at the meeting, the Millcreek planning staff and commission agreed with many of the recommendations made by the Millcreek Community Council and residents. Due to this, their final

motion and recommendation echoes that of the Millcreek Community Council. The Planning Commission forwarded a positive recommendation to the City Council to adopt the Meadowbrook & Millcreek Station Area Plan with the inclusion that the plan shows that the multi-use trail on 3900 S extends east past the station area outlined in the plan, that the Millcreek City Council should work aggressively to acquire open space within the plan area, the Millcreek City Council should prioritize a strategy to resolve the current food and medical desert in the area, that rezones need to be initiated by the property owner, and that the Millcreek City Council should consider the economic conditions of the area and proposed use when considering rezones. This motion passed unanimously.

Since this meeting, the plan has been updated to include these additions, and they can be found in numerous areas of the plan.

PLANNING STAFF RECOMMENDATIONS AND FINDINGS

Planning staff recommends that the City Council review the plan and ask questions at the upcoming meeting on October 27th. Staff believes this plan aligns with numerous city goals and objectives. The plan also meets the requirements found in Utah code 10-9a-403.1 which outlines the necessity of municipalities to create station area plans for areas within a half mile of fixed rail transit stations.

Findings:

- The proposed SAP includes areas within a half mile of the Meadowbrook station on Millcreek's west side;
- The Meadowbrook & Millcreek SAP was drafted in coordination with SSLC;
- The plan addresses housing attainability, transportation connections and choices, enhancing opportunities for businesses, and promotes sustainable environmental conditions;
- The plan incorporates concepts found in the Murray North SAP;
- The plan includes maps and implementation strategies; and
- The plan was drafted after collecting input from stakeholders in the SAP area.

Conclusions:

- The proposed plan meets the requirements outlined in Utah code 10-9a-403.; and
- The proposed plan aligns with city goals, policies, and strategies found in the Millcreek Together General Plan.

SUPPORTING DOCUMENTS

- **Meadowbrook & Millcreek Station Area Plan**

MEADOWBROOK & MILLCREEK

STATION AREA PLAN

Prepared For Wasatch Front Regional Council, South Salt Lake and Millcreek

OCTOBER 2025

ACKNOWLEDGEMENTS

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INTRODUCTION

ABOUT THE PLAN

WHAT IS A STATION AREA PLAN?

Utah has hundreds of miles of rail lines and nearly seventy stations across the Wasatch Front. In 2022, state leaders decided this transit system should play a larger role in addressing some of the state's critical issues, including housing diversity and affordability, air quality, and traffic congestion. As part of that effort, a new law (HB462) was passed that requires cities with rail stations to create Station Area Plans for land within close proximity to transit stations. A station area plan looks at the area within half a mile (or about a 10-minute walk) of a light rail station. It focuses on how people get to and from the station and how the area around it could grow in the future. The main goal is to make it easier for people to walk, bike, or use public transportation—while encouraging more housing, jobs, and things to do nearby, so people don't need to rely on cars as their main mode of transportation.

The Meadowbrook and Millcreek Station Area Plan fulfills the requirements of Utah Code 10-9a-403.1 by providing a comprehensive strategy for land within one-half mile of the TRAX stations, consistent with the State's mandate under HB462. The plan identifies opportunities for increased housing diversity and affordability, improved walkability and multimodal connectivity, and integration of land use with transit service . It documents existing conditions, evaluates zoning and infrastructure, and proposes future land use changes that support transit-oriented development and reduce reliance on automobiles . In addition, the plan emphasizes open space, environmental quality, and community engagement —all aligning with the statutory goals of promoting sustainable growth, better air quality, and enhanced mobility options around Utah's major transit investments.

PROJECT AREA

The station areas identified for the Millcreek and Meadowbrook stations are located within the cities of South Salt Lake and Millcreek. The study area spans roughly from Mill Creek to the north to Big Cottonwood Canyon Creek to the south, and from 500 W to the west to 200 E to the east. This is an area that encompasses residential neighborhoods, commercial corridors, and industrial yards, coming together to form a diverse urban context for these stations.

Millcreek Station

Located north of 3300 S between 300 W and West Temple, Millcreek Station sits at a gateway between I-15 and South Salt Lake. The most prominent landmark in this station area is the Chinatown Supermarket, a major cultural hotspot for the area.

Meadowbrook Station

Located north of 3900 S between 300 W and West Temple, Meadowbrook Station is primarily surrounded by new housing development and older industrial lots. This station area is home to the former Salt Lake Community College (SLCC) campus and Harmony Park, the only park within the study area.

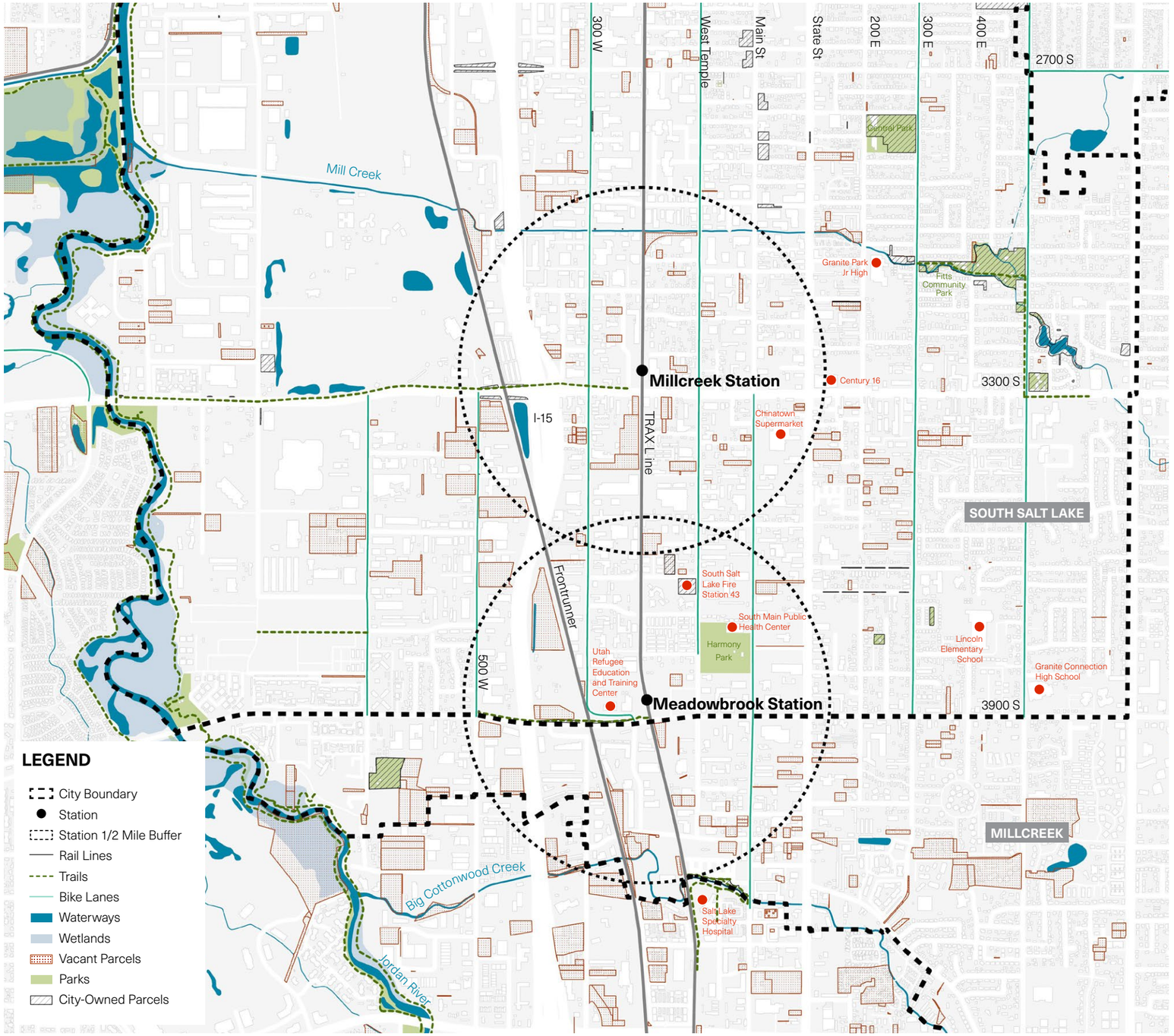


Figure 1: Project Area Map

PROJECT PROCESS

PROJECT STATEMENT

Together, the Millcreek and Meadowbrook Station areas represent one of the most culturally diverse neighborhoods along the Wasatch Front. This diversity is embodied through the populations of South Salt Lake and Millcreek, but is also reflected in the character of neighborhoods, businesses, and amenities that define this combined project area.

South Salt Lake and Millcreek have a unique opportunity to create catalyst nodes for growth around the Millcreek and Meadowbrook Station Areas, creating new opportunities for housing, commerce, and community uses, re-thinking the public realm, and increasing walkability and transit connectivity, all while focusing on opportunity sites and implementation to prepare a successful future for these stations.

PROJECT BACKGROUND

Assets such as access to I-15, the Chinatown Supermarket development, local theaters, established commercial corridors, and two creeks - Mill Creek and Big Cottonwood Creek - flowing out of the iconic Wasatch Mountains provide a framework from which to imagine what the future may hold for the station areas. South Salt Lake and Millcreek share a vision for the Millcreek and Meadowbrook Station Areas as diverse, vibrant, and walkable centers anchored by transit-oriented development.

While many aspects of these neighborhoods are already thriving, the Millcreek and Meadowbrook Station Areas include multiple Wasatch Front Regional Council (WFRC) Equity Focus Areas that point to the need for an equitable, community-focused approach to development. These areas have higher percentages of low-income and zero-car households than surrounding communities, which further emphasizes the importance of building accessible cultural, housing, and transportation amenities. To support the vision for a thriving cultural district, this plan needs to tackle the topics of housing, health, and safety.

PROJECT GOALS

The following goals were established at the beginning of the process to give direction to the design team and address key issues that need to be addressed around the three station areas.

Identify the economic potential of the area

Focus on catalytic projects that will trigger change

Explore a variety of housing opportunities and increase the availability and affordability of housing for various age groups

Promote sustainable environmental conditions

Improve safety around the stations

Increase transportation choices and connections

Explore Housing and Transit Reinvestment Zones (HTRZ) funding opportunities for the station areas

Involve key stakeholders, including UTA, UDOT, WFRC, property owners, business owners, and residents

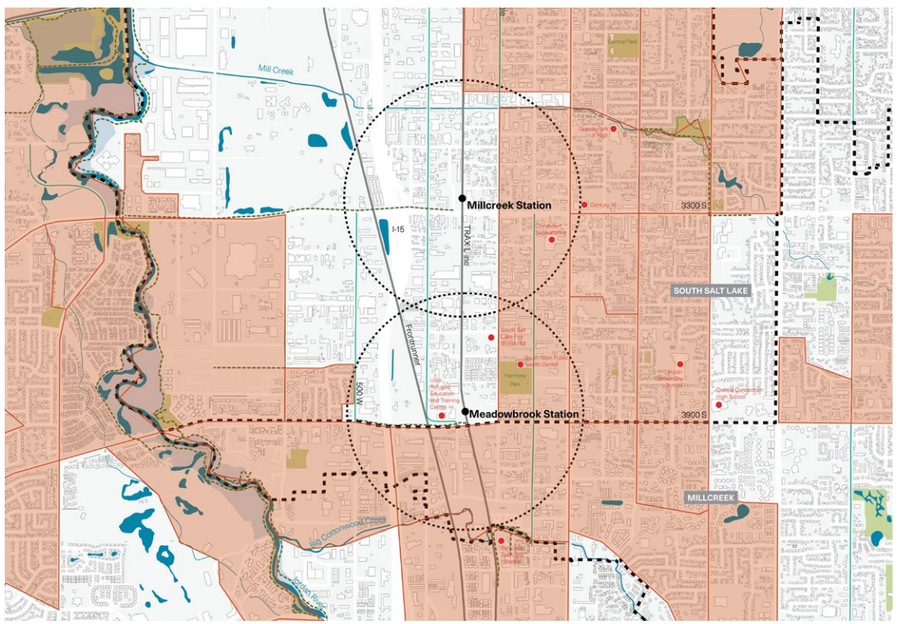


Figure 2: WFRC Equity Focus Areas

Data Source: WFRC

TIMELINE

The Meadowbrook and Millcreek Station Area Plan began in March 2025 and concluded in October 2025 with the adoption of the plan. Throughout the course of the project, the project team met with key stakeholder, city staff and elected officials, and members of the community through a design charrette, public open houses, station pop-ups, and an online survey, further detailed in the Community Engagement section of this plan. The input from these engagement opportunities directly informed the vision, concepts, and implementation components of the final plan.

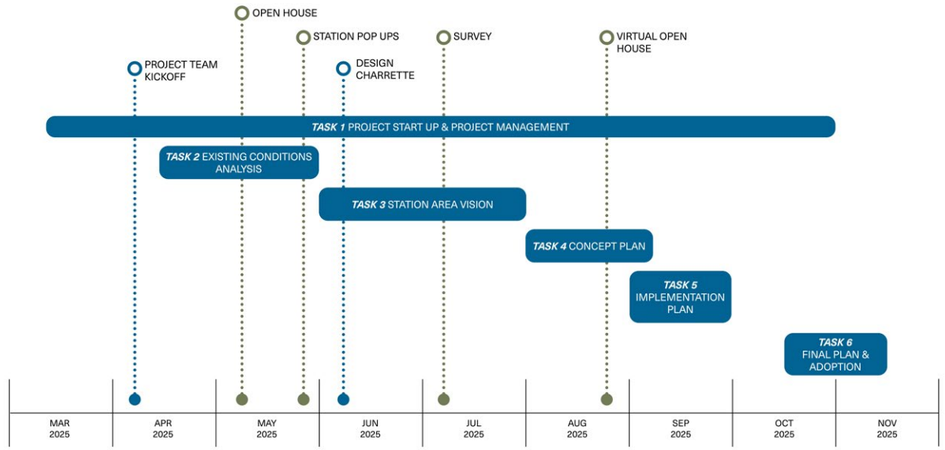


Figure 3: Project Timeline

EXISTING CONDITIONS

ANALYSIS APPROACH

The overall analysis process consisted of reviewing existing conditions for the two station areas, including zoning and future land use designations, demographic and market trends, transportation and parking systems, and existing plans from both cities, WFRC, and UTA.

This chapter summarizes the key takeaways from the analysis which informed the vision for the station areas. The full analysis memos can be found in **Appendices A-F**.

DEMOGRAPHIC & SOCIOECONOMIC TRENDS

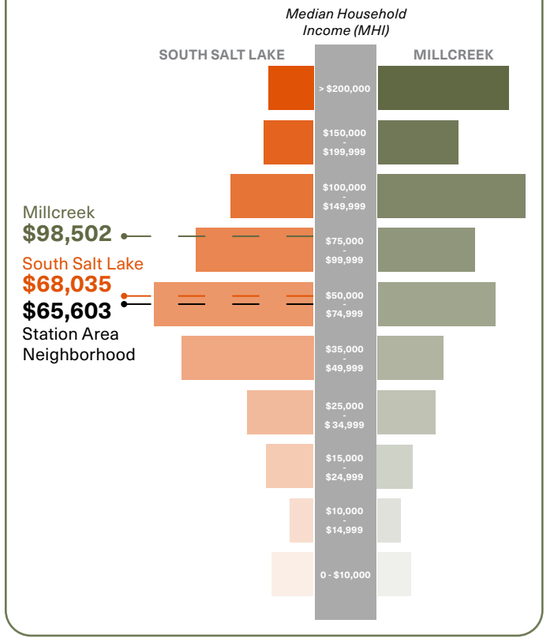
Demographic and socioeconomic conditions and projections were analyzed for Millcreek, South Salt Lake, the Millcreek/Meadowbrook Station Area, Salt Lake County, and the State of Utah. Key findings are summarized here. Refer to the appendix for full analysis details.

AVERAGE HOUSEHOLD SIZE (2023)

2.45 MILLCREEK

In 2023, Millcreek had an average household size of 2.45, a decrease (1.6%) compared to 2.49 in 2019. South Salt Lake's household size decreased by 6% (from 2.49 to 2.34) for the same time.

MEDIAN HOUSEHOLD INCOME



KEY TAKEAWAYS

- The Meadowbrook Millcreek Station Area has a young population, with a median age of 30.8, and a high share of renters, with nearly 75% of housing units renter-occupied.
- The area also has a large daytime worker population, meaning most people present during the day are employees rather than residents.
- Station area household incomes are moderate compared to the broader city, with many households earning between $50,000 and $75,000.
- Although Millcreek has an overall higher median household income than South Salt Lake, the socioeconomic trends within the Meadowbrook Station Area are very similar across both cities
- Overall, population demographics indicate that the station areas are both younger and more diverse than most places in Salt Lake County.

MEDIAN AGE

36.5 MILLCREEK

32.5 SOUTH SALT LAKE

PROJECTED HOUSEHOLD GROWTH (2025-2029)

3% MILLCREEK

6% SOUTH SALT LAKE

LAND USE & INFRASTRUCTURE ANALYSIS

ZONING

Zoning in the area within a 0.5-mile radius of the two stations reflects a diverse and transitional land use structure. South Salt Lake's zoning includes industrial-commercial zones west of Main Street and mixed-use or corridor commercial zoning eastward, particularly along 3300 S. Millcreek's zoning near the station edges includes medium-density residential and some commercial overlays. The presence of transit-oriented zoning near both stations appears limited but provides a significant opportunity for upzoning and infill redevelopment. Opportunities for overlay districts or form-based codes could enable better integration of land use, housing, and transportation goals.

KEY TAKEAWAYS

- The station areas have historically been primarily industrial and commercial zones.
- Corridor zoning has aimed to strengthen important commercial corridors on 3300 S, 3900 S, and State Street.

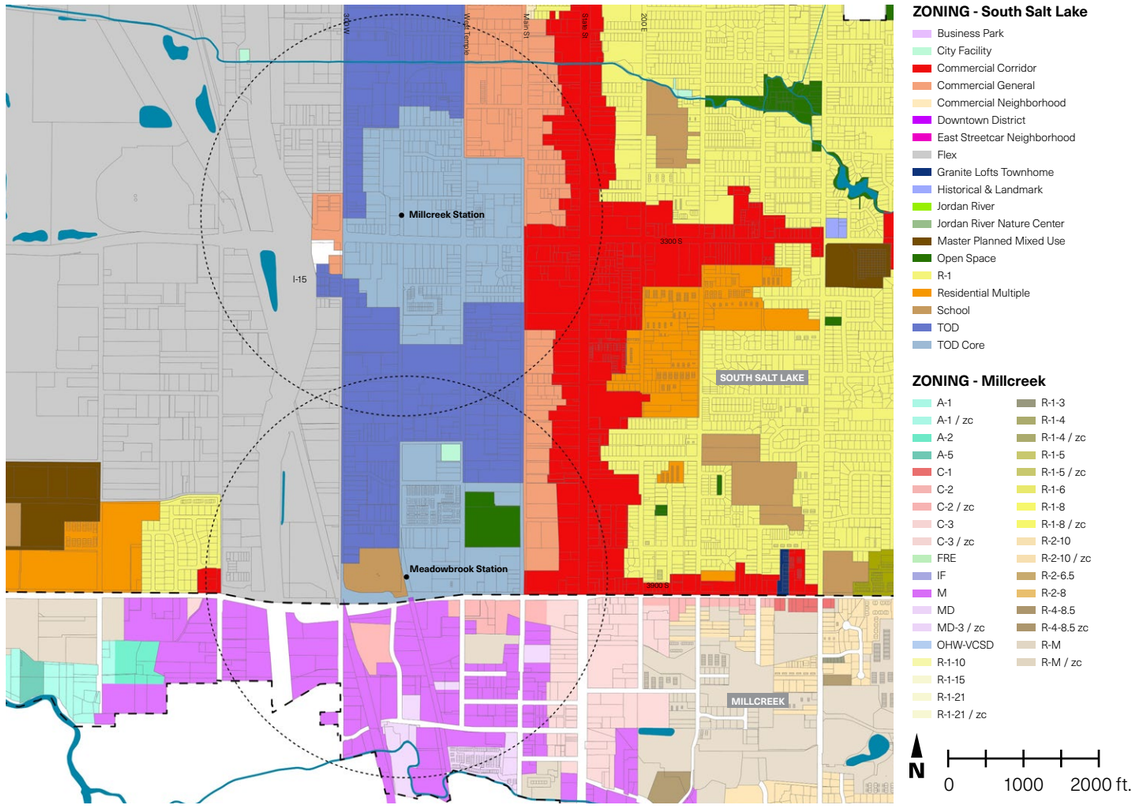


Figure 4: Existing Zoning

FUTURE LAND USE

The future land use plans for the Millcreek and Meadowbrook TRAX station areas reflect a shared vision by Millcreek and South Salt Lake to foster transit-oriented, mixed-use communities within the station areas. Millcreek's plan emphasizes developing vibrant mixed-use centers that integrate residential, commercial, and office spaces, aiming to create walkable neighborhoods while preserving existing residential character and enhancing parks and open spaces. Similarly, South Salt Lake's strategy focuses on promoting higher-density residential and commercial development near transit hubs, with an emphasis on creating mixed-use centers that combine housing, retail, and office spaces to stimulate economic development and community engagement. Both cities prioritize diversifying housing options, including affordable housing initiatives, to support inclusive growth, and enhancing connectivity to improve pedestrian and bicycle infrastructure linking neighborhoods with transit stations and commercial areas.

KEY TAKEAWAYS

- Mixed use and walkable centers near transit are desired by both Millcreek and South Salt Lake.
- Housing, retail, and office use are all possible future uses.
- Pedestrian and bicycle connectivity should complement future land uses.

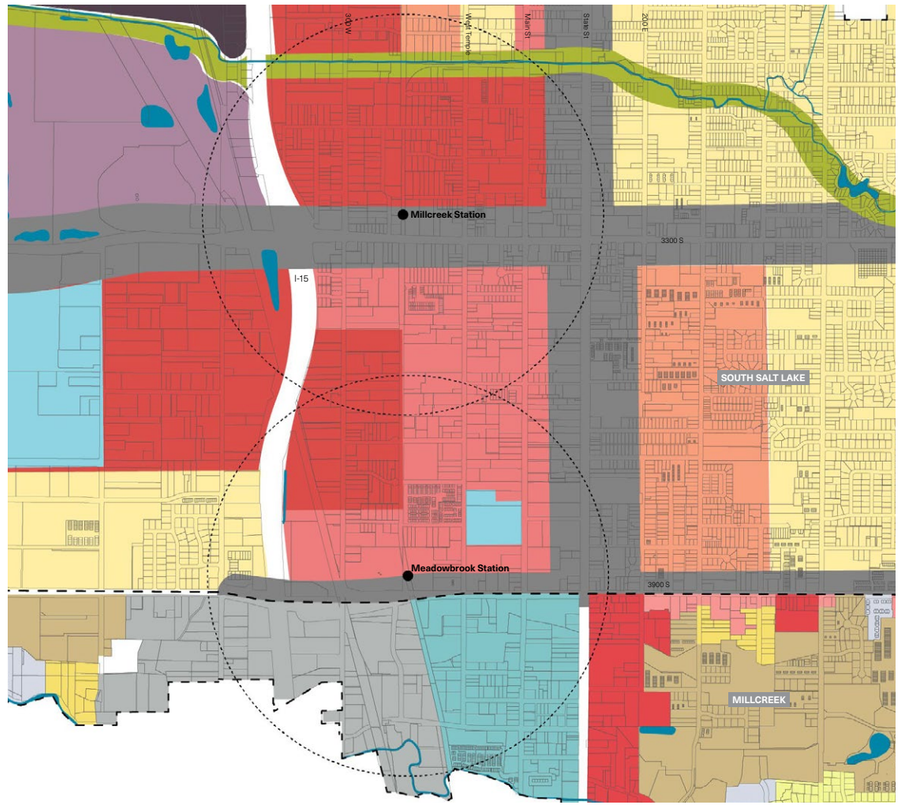


Figure 5: Future Land Use

ENVIRONMENT AND OPEN SPACE

The areas surrounding the Millcreek and Meadowbrook TRAX stations are characterized by an urban landscape with limited green space and fragmented connectivity. Harmony Park serves as the primary open space for both neighborhoods, while connections to the Jordan River, Mill Creek, and Big Cottonwood Creek are sparse and poorly integrated. The partially constructed Meadowbrook Trail is intended to connect the Meadowbrook TRAX station to the Jordan River Parkway Trail, improving pedestrian and cyclist access; however, its incomplete segments currently limit its effectiveness. Additionally, the area has a sparse tree canopy and a shortage of accessible parks, impacting environmental quality and residents' well-being.

KEY TAKEAWAYS

- Only one park currently exists within the station area 1/2 mile radii.
- Mill Creek, Big Cottonwood Canyon Creek, and the Jordan River are major trail corridors that are currently underutilized.
- A lack of trees throughout the station areas negatively impacts comfort for pedestrians moving through the neighborhood.

These conditions highlight a pressing need for strategic improvements to green infrastructure and open space access around the transit stations.

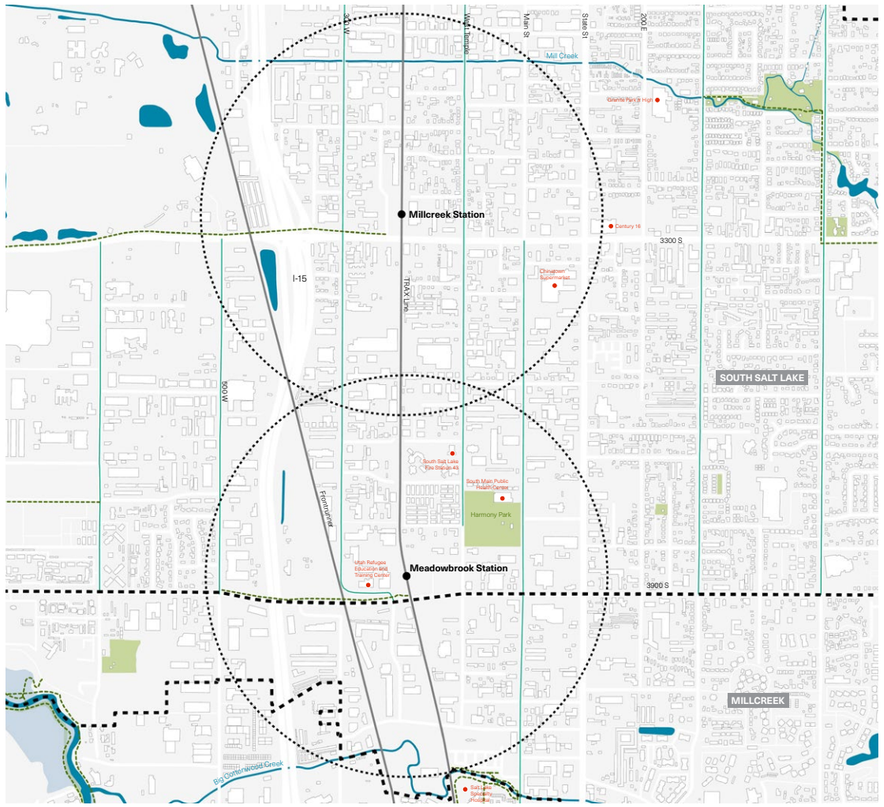


Figure 6: Existing Parks, Trails, and Open Spaces

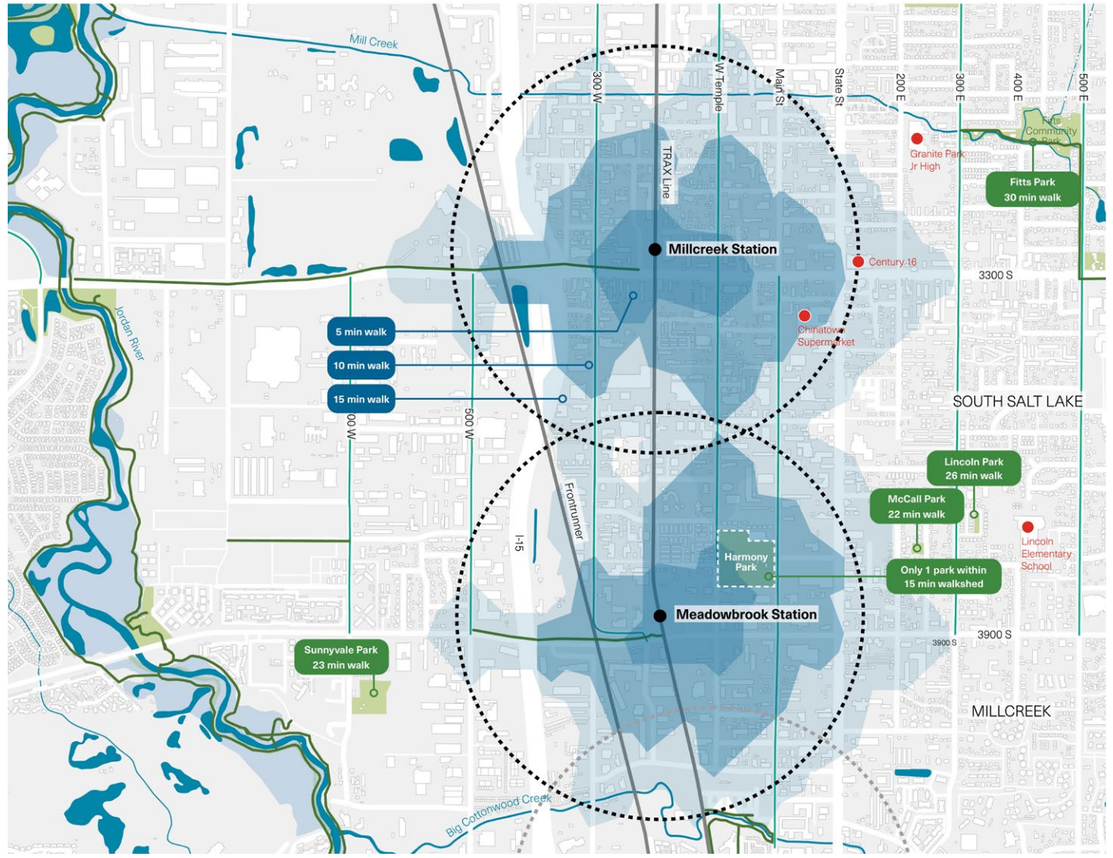


Figure 7: Existing Walkshed

EXISTING WALKSHED

Evaluating the current walkshed of the station areas highlights several key challenges for pedestrian and cyclist mobility surrounding Millcreek Station and Meadowbrook Station. Only one park (Harmony Park) lies within a 15-minute walk of either TRAX station. Other parks like Sunnyvale Park, McCall Park, Lincoln Park, and Fitts Park are beyond a 15-minute walk—ranging from 22 to 30 minutes away. This shows a clear challenge in accessing green space for residents near the stations, especially Meadowbrook. Additionally, the walkshed is irregularly shaped and asymmetrical, indicating barriers such as highways, rail lines, and possibly poor or incomplete pedestrian infrastructure.

- City Boundary
- Station
- Station 1/2 Mile Buffer
- Station 1/2 Mile Buffer (Out of Scope)
- Rail Line
- Waterway
- Wetland
- Existing Park
- Existing Trail/Multi-Use Path
- Existing Bike Lane
- 5-minute walkshed (0.25 miles)
- 10-minute walkshed (0.5 miles)
- 15-minute walkshed (0.75 miles)

MARKET ANALYSIS

Market trends are summarized here. Refer to the appendix for full analysis details.

ViA Apartments | 3808 S West Temple St., Source: CoStar

RESIDENTIAL

Millcreek and South Salt Lake's projected housing demand will require 7,488 housing units by 2045 with 3,421 in Millcreek and 4,067 in South Salt Lake. The Station Areas' projected housing demand will require 2,246 housing units by 2045. If HTRZ is a goal for the city, the best fit for the Station Areas will be mid-rise and high-density multifamily developments (20+ unit buildings), providing a mix of units suited for professionals, young families, and downsizing homeowners. This development typology is consistent with the existing product mix distribution within the area. With market rents averaging $1,420 per unit and projected 3% annual growth, pricing must balance premium market-rate offerings with affordable units capped at $1,272 for moderate-income households and $955 for lower-income households per HTRZ requirements.

Wilmington Flats | 1235 E Wilmington Ave., Source: CoStar

RETAIL

The 2024 retail leakage analysis for the Meadowbrook Millcreek Station Areas shows clear gaps in food and beverage retail ($39 million) and clothing and accessories ($9.2 million). Given the Station Areas' demographics, future retail should focus on meeting everyday needs for a younger, more diverse, and middle-income population. Food and beverage options like coffee shops, casual restaurants, and small specialty markets would likely perform well. Affordable clothing stores, active wear shops, and stores that offer value pricing would also help capture some of the $9.2 million in retail leakage in clothing and accessories. Retailers should emphasize convenience, affordability, and accessibility to fit the needs of a commuter-heavy, renter-dominated community.

South City Building 1 | 2200 S Main St., Source: CoStar

OFFICE

The Station Areas' office market has performed well in spite of the recent pandemic. Vacancy rates have decreased since 2015 and market and asking rental rates have increased. Limited deliveries within the last five years have allowed the market to stabilize and consistently outperform the surrounding areas. Given these existing conditions, office space may be a viable option for development within the Station Areas.

Springhill Suites | 3662 S 2400 W., Source: CoStar

HOSPITALITY

Although the Station Area market has recovered from the pandemic, there are likely sufficient hotel offerings within the market to meet the needs of visitors to the area. The Station Areas' proximate location to public transit is better served by addressing the increasing population of the Station Areas and surrounding communities by providing housing opportunities.

Riverfront Industrial Building 1 | 3678 S 700 W., Source: CoStar

INDUSTRIAL

The Station Areas' industrial market has outperformed Salt Lake County over the last ten years with lower average vacancies, quicker absorption, and higher rental rates. Much of the industrial space in the area is outdated, class C space. Approximately 57% of the properties in the market are under 10,000 square feet. There is an opportunity to introduce smaller scale, higher quality industrial space into the Station Area market.

TRANSPORTATION AND PARKING ANALYSIS

The transportation and parking analysis considered key roadways, active transportation connections, planned roadway projects, traffic volumes, existing transit and transit projects, sidewalks and curbs, planned active transportation projects, connectivity, network completeness, and access to opportunities. Parking supply and demand were also analyzed using multiple methodologies to ensure park and ride facilities are right-sized.

The transportation networks surrounding each station present challenges, each shaped by distinct local conditions. While these obstacles are significant, they are not insurmountable with focused effort and thoughtful planning. There are numerous opportunities for transportation improvements in each station area, with some of the most immediate outlined below. Some of the core constraints and opportunities for each station area are shown here. Refer to the appendix for full analysis details.

Millcreek TRAX Constraints

- **Missing segments of sidewalks**
- **Limited east-west connections aside from 3300 South**
- **3300 South & I-15 interchange have high vehicle traffic**
- **Pedestrian crossings for 3300 South aren't near the TRAX station**

Meadowbrook TRAX Constraints

- **Sidewalk access across the south side of 3900 South**
- **Limited connection directly south of the station**
- **Limited east-west connections aside from 3900 South**

Millcreek TRAX Opportunities

- **Proposed protected bike lane along West Temple can provide more comfortable access to active transportation users**
- **A pedestrian hybrid beacon for crossing 3300 South would provide safer access close to the station**
- **Improve active transportation connections along 3300 South, particularly to the west**
- **Curb extensions to enhance pedestrian safety at intersections and provide more guidance for vehicles**
- **Consistent north-south connections**

Meadowbrook TRAX Opportunities

- **Large parking lot with low utilization offers redevelopment opportunities for new uses**
- **Planned shared use path can improve the comfortability of active users on 3900 South**
- **Planned pedestrian crossing on 3900 South near TRAX railroad can decrease risky pedestrian decisions**
- **Higher connectivity index for areas directly south and east of the station**
- **Ensure new developments contribute to building out the active transportation facilities**

KEY TAKEAWAYS

- **Multimodal Connectivity Barriers:** Walking and biking access to both stations is hindered by disconnected street networks, railway infrastructure cutting off roadways, missing sidewalk segments, and high-speed & high-volume roadways. East-west connectivity is particularly poor outside of the busy 3300 South and 3900 South corridors.
- **Parking Capacity:** Manual counts indicate that both Millcreek and Meadowbrook stations have excess parking capacity. The Park and Ride Right-Sizing Tool supports this finding for Meadowbrook Station, but it suggests that Millcreek's current parking supply generally meets demand. Excess space at Meadowbrook could potentially be used for development.
- **Potential for Infrastructure Enhancements:** Filling sidewalk gaps and improving crossing infrastructure would greatly enhance station access.
- **Transit Ridership:** Ridership levels at Millcreek are relatively high, and ridership levels at Meadowbrook are average. This indicates a need for better first/last-mile connections and other improvements to make stations more attractive to riders, as well as an opportunity for ridership to grow at Meadowbrook as the station area develops and transportation facilities improve.

EXISTING PLANS

As part of the analysis process, adopted planning documents were reviewed to understand the past community goals, what projects and ideas the City is already pursuing, and create a framework for the Station Area Plans. Summaries and highlights from these plans are listed here, and a full previous plan review can be found in the Appendix.

The following plans were reviewed as part of this process:

1. South Salt Lake General Plan Update
2. Moderate Income Housing Plan and Needs Assessment for South Salt Lake
3. South Salt Lake Strategic Mobility Plan
4. South Salt Lake Parks, Open Space, Trails, and Community Centers Master Plan
5. City of South Salt Lake Lighting Master Plan
6. Central Pointe Station Area Plan (South Salt Lake Downtown Connect) - DRAFT
7. Millcreek Together General Plan
8. Millcreek Sidewalks and Trails Master Plan - DRAFT
9. Millcreek Housing Report
10. Murray North Station Area Plan
11. UTA Five-Year Service Plan
12. UTA Moves 2050 Long Range Transit Plan
13. UTA Transit Parking Strategy Guidebook and Tool
14. WFRC Regional Transportation Plan

1 South Salt Lake General Plan Update | City of South Salt Lake, 2021

South Salt Lake's General Plan aims to guide growth and opportunities in the city for the next 10 years. The plan covers a comprehensive range of recommendations including the topics of land use, transportation & connectivity, and housing. The plan places a large emphasis on equity and community values, aligning with South Salt Lake's goals to foster accessibility, safety, resiliency, and health citywide.

2 Moderate Income Housing Plan and Needs Assessment for South Salt Lake | James Wood, 2023

This update of South Salt Lake's Moderate Income Housing Plan emphasizes the need for an increased stock of affordable renter and owner-occupied housing units. The priority for new affordable housing stock should be on owner-occupied units, but there is also a need for affordable renter-occupied units in the 30-50% AMI range.

3 South Salt Lake Strategic Mobility Plan | City of South Salt Lake, 2022

This plan provides a comprehensive, citywide plan designed to enhance the South Salt Lake transportation system for the next 10 years. It assesses the current state of mobility, demography, and employment within the city, then sets recommendations, goals, and strategies, and provides a framework of catalytic projects that could improve the transportation system of the city.

4 South Salt Lake Parks, Open Space, Trails, and Community Centers Master Plan | City of South Salt Lake, 2015

This plan outlines the importance of parks, open spaces, trails, and community centers to the South Salt Lake community, and the need to expand and enhance these public spaces for community use. As a diverse and community-focused city, South Salt Lake relies on these spaces for programming and improved quality of life for residents, but the current supply is low and expansion is limited by current and future development patterns. The City's trail network is one of its strengths, and filling in the gaps in this network can help meet the need for more outdoor public spaces.

5 City of South Salt Lake Lighting Master Plan | Clanton & Associates 2018

The Lighting Master Plan aims to guide South Salt Lake in creating an enjoyable and safe nighttime environment using lighting. The primary goals of the plan include improved lighting design and sustainability, improved operations and maintenance, and improvements to existing conditions.

6 Central Pointe Station Area Plan (South Salt Lake Downtown Connect) | Arcadis, 2024

The Central Pointe Station Area Plan provides recommendations that aim to link the Central Pointe TRAX station and South Salt Lake (SSL) Main Street S Line station to downtown SSL. The plan includes recommendations for district identities, a network of parks and open spaces, public realm improvements, and new housing, retail and office space. These recommendations collectively represent a vision to transform the Central Pointe station area into a vibrant hub of activity for SSL's Downtown.

7 Millcreek Together General Plan | Logan Simpson, Felsburn Holt & Ullevig, 2022

The Millcreek Together General Plan outlines a robust vision for the future of the city. The plan ranges from placemaking and urban design implementations to new and revised policy recommendations all aimed at improving the cohesiveness and quality of life within Millcreek.

8 Millcreek Sidewalks and Trails Master Plan - DRAFT | City of Millcreek, 2025

The Millcreek Sidewalks and Trails Master Plan is a comprehensive guide focused on enhancing pedestrian and cyclist infrastructure citywide.

9 Millcreek Housing Report | Zion Public Finance, 2025

The Millcreek Housing Report was reviewed as part of the market analysis to assess residential demand. Findings informed the evaluation of housing needs and trends in the area and were incorporated into the formulation of recommendations for residential uses.

10 Murray North Station Area Plan | GSBS Consulting, 2024

The Murray North Station Area Plan aims to foster accessibility and community in a neighborhood that appeals to both visitors and residents. Strategies used to achieve this vision are land use diversification, connectivity, quality of life, safety, and urban design. The plan proposes several opportunity sites and other improvements that overlap with the southern boundary of the Meadowbrook station area.

11 UTA Five-Year Service Plan | Utah Transit Authority, 2024

The Utah Transit Authority (UTA) Five-Year Service Plan defines UTA's approach to addressing increasing transit demand driven by regional growth. Updated every two years, the plan provides an overview of planned service adjustments, incorporating insights from both regional and local plans. Its goals are to align transit services with revenue forecasts, adapt to shifting travel patterns, enhance reliability, and foster community engagement.

12 UTA Moves 2050 Long Range Transit Plan | Utah Transit Authority, 2023

The UTA Moves 2050 Long-Range Transit Plan includes a phased strategy for the future of public transportation in the UTA service area, with an emphasis on addressing the region's rapid growth and expanding access to key destinations like schools, job centers, and essential services through the implementation of its "Vision Network."

13 UTA Transit Parking Strategy Guidebook and Tool | Utah Transit Authority, 2025

The Transit Parking Strategy Guidebook and the Right-Sizing Parking Tool provide strategies for park-and-ride facilities by considering demographic, land-use, and transportation infrastructure factors that influence parking demand. The Guidebook's major goals are to optimize parking at station areas, incentivize active transportation connections, improve air quality, reduce parking lot footprint, and promote equitable and affordable access to transit.

14 WFRC Regional Transportation Plan | Wasatch Front Regional Council, 2023

The 2023-2050 Regional Transportation Plan (RTP) provides a long-term vision for transportation investment across the Wasatch Front. It emphasizes transit-oriented development, improved station access, and multimodal connectivity. The RTP programs integrated roadway, transit, and active transportation improvements across three fiscally constrained phases (Phase 1: 2023-2032, Phase 2: 2033-2042, and Phase 3: 2043-2050).

COMMUNITY ENGAGEMENT

APPROACH

Community engagement for this plan followed a three-step process to engage city leaders, staff and key stakeholders in identifying priorities, then gaining public input on potential scenarios to inform the ultimate station area plan. The overall goal of engagement was to gain public input on the station area plans to best address the needs of the community now and in the future.

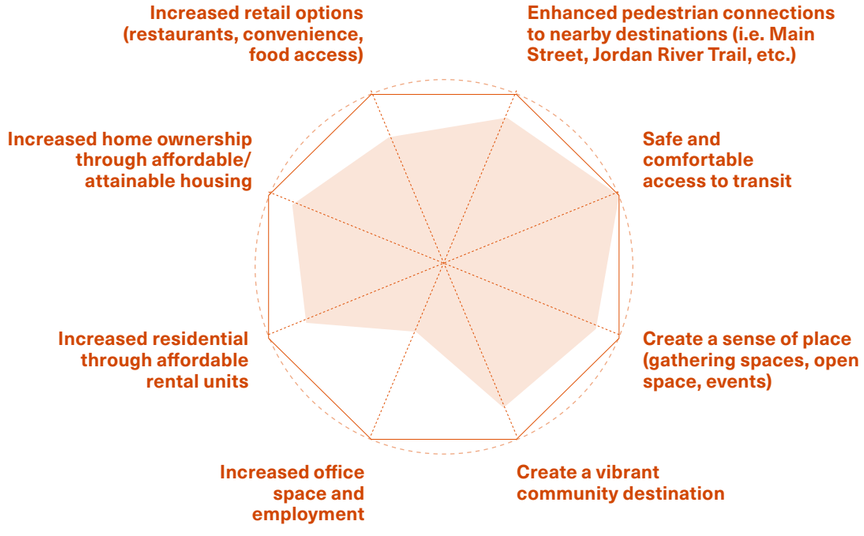
Engagement Window 1 focused on creating project awareness, meeting key stakeholders, understanding current conditions, and confirming project goals. Activities in this window included attending Mural Fest and Station Pop-Ups to gain public feedback on priorities for the plan.

Engagement Window 2 focused on gaining stakeholder and community input on different conceptual scenarios. In this window, the project team met with city councils and planning commissions, led a design charrette with key stakeholders, conducted an online survey, and held an online meeting to share the preferred scenario.

Engagement Window 3 focused on presenting the plan and gaining final buy-in from the community and local leaders. The project team attended Planning Commission and City Council meetings for both cities to move the plan towards adoption, and shared the plan with the community.

370+ PARTICIPANTS

12 MEETINGS & EVENTS



STATION POP-UP TAKEAWAYS

Overall rating of the level of importance (from “not important” to “very important”)

ENGAGEMENT SUMMARY

MURAL FEST

The Project Team engaged with about 40 community members at South Salt Lake’s Annual Mural Fest on May 10, 2025. Participants were asked to prioritize planning concepts, vote on preferred land use, transportation, and public space options, and share general feedback. Some of the most popular concepts and options included improved bike and pedestrian infrastructure, mixed use development, and increased open space

Members of the public engage with boards at Mural Fest

STATION POP-UPS

The team next facilitated on-site engagement pop-ups at Millcreek and Meadowbrook Stations during the week of May 19. Both pop-ups were scheduled during the peak evening travel time from 4-6 p.m. Participants were asked to prioritize planning concepts, vote on preferred land use, transportation, and public space options, and share general feedback. The participants at both stations represented a diverse range of demographics and many viewpoints were heard. There were consistent requests for improved transit service, more grocery stores, more restaurants and more housing, as well as restroom and drinking water facilities.

Transit user stop to provide feedback at Meadowbrook Station

DESIGN CHARRETTE

The Meadowbrook & Millcreek Station Area Plan project team hosted a two-day Design Charrette for key stakeholders, local property owners, developers, advocacy groups, and representatives from South Salt Lake, Millcreek, Wasatch Front Regional Council and UTA. Those in attendance participated in design activities and provided valuable feedback about the area’s needs. Stakeholders were invited to a work session on June 5 and then were invited to review progress at a pin-up on June 6.

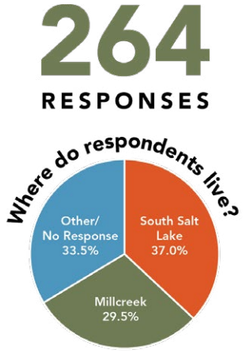
Design charrette participants work with the Project Team to generate ideas for the station areas

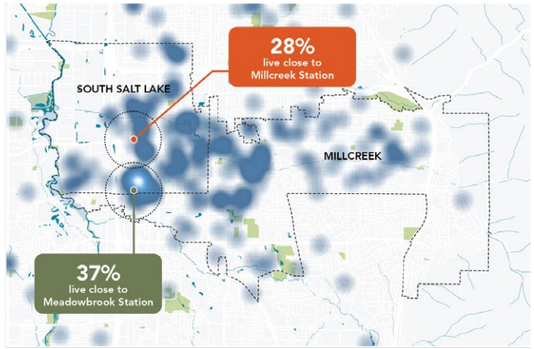
INTERVIEWS & SMALL GROUP MEETINGS

Following the Design Charrette, the Project Team reached out to additional stakeholders for one-on-one feedback related to identified opportunities and challenges. City leaders and property owners shared their input on the current conditions of the station areas, opportunities for change, and plan priorities.

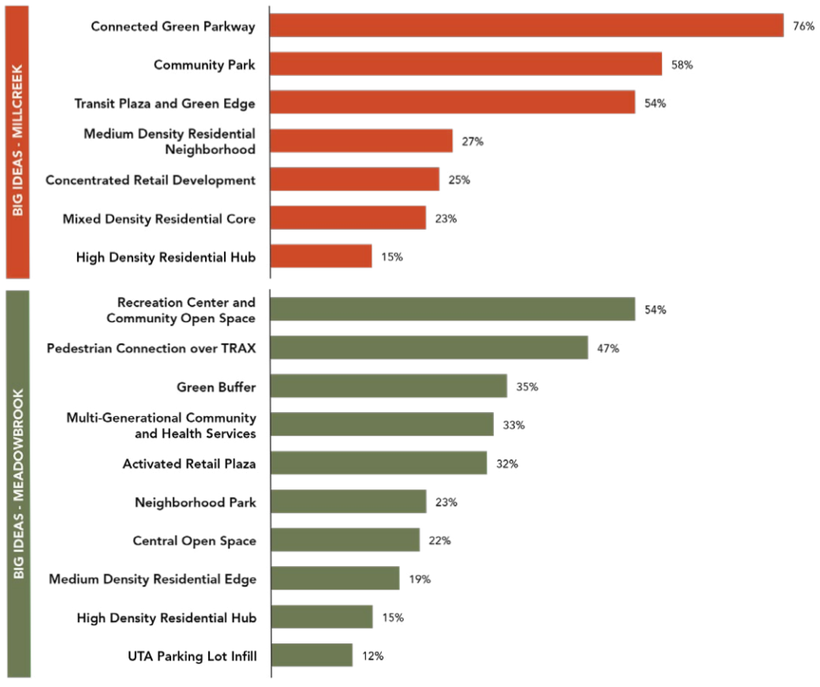
ONLINE SURVEY

The Meadowbrook & Millcreek SAP Survey was conducted from July 11 through July 30, 2025. The survey consisted of 15 multiple choice and fill-in-the-blank questions and was available in both English and Spanish. The questions asked respondents for input on land uses, key concepts, and overall preferences related to the alternative concepts prepared for each station. The survey was advertised on the project StoryMap and through social media channels for both South Salt Lake and Millcreek. The survey received 264 complete responses. Feedback from the survey was then used to develop a preferred alternative for each station.





Survey participants represented South Salt Lake and Millcreek residents, and many were from near the station areas.



Respondents ranked the "big ideas" from each concept alternative.

MILLCREEK STATION TOP 3 BIG IDEAS

1. Connected Green Parkway
2. Community Park
3. Transit Plaza and Green Edge

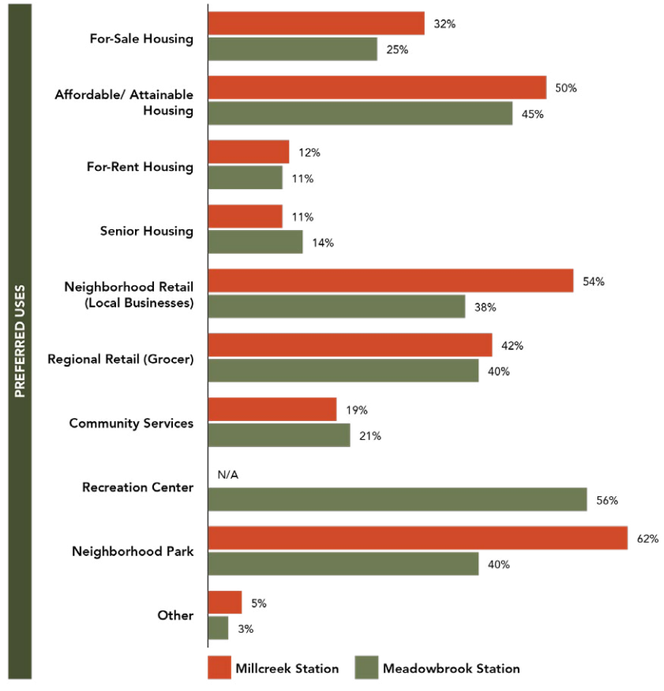
MEADOWBROOK STATION TOP 3 BIG IDEAS

1. Recreation Center and Community Open Space
2. Pedestrian Connection over TRAX
3. Green Buffer

VIRTUAL OPEN HOUSE

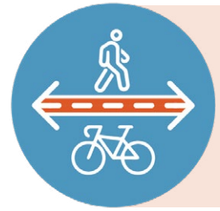
The project team hosted an online open house for stakeholders and representatives from South Salt Lake and Millcreek. Those in attendance were asked to respond virtually to questions about the presented concepts and provided valuable feedback about the area's needs. The meeting began with a presentation detailing the planning process to date, then a concept for each station was shown. Participants were asked to provide feedback on each concept using Mentimeter.

For more information about the community engagement process for this plan, see **Appendix G: Community Engagement Summary**.



Respondents ranked their preferred land uses for each station.

SURVEY RESPONSE THEMES



Improve connectivity for pedestrians and cyclists

Increase access to retail and grocery stores

Prioritize green space, trees, and environmental resilience

Enhance safety and traffic calming

Support affordable housing development

STATION AREA VISION

PROJECT VISION

GUIDING PRINCIPLES

The following guiding principles establish a framework to guide growth and future development within the Millcreek and Meadowbrook Station areas. Each station is envisioned as a vibrant, connected, and inclusive hub that supports the community's needs through thoughtful urban design, infrastructure improvements, and strategic land use.

While the Millcreek Station focuses on increasing housing diversity, enhancing connectivity along the 3300 South corridor and creating active, community-oriented spaces, the Meadowbrook Station emphasizes inclusive neighborhood development, community services integration, and regional trail connections.

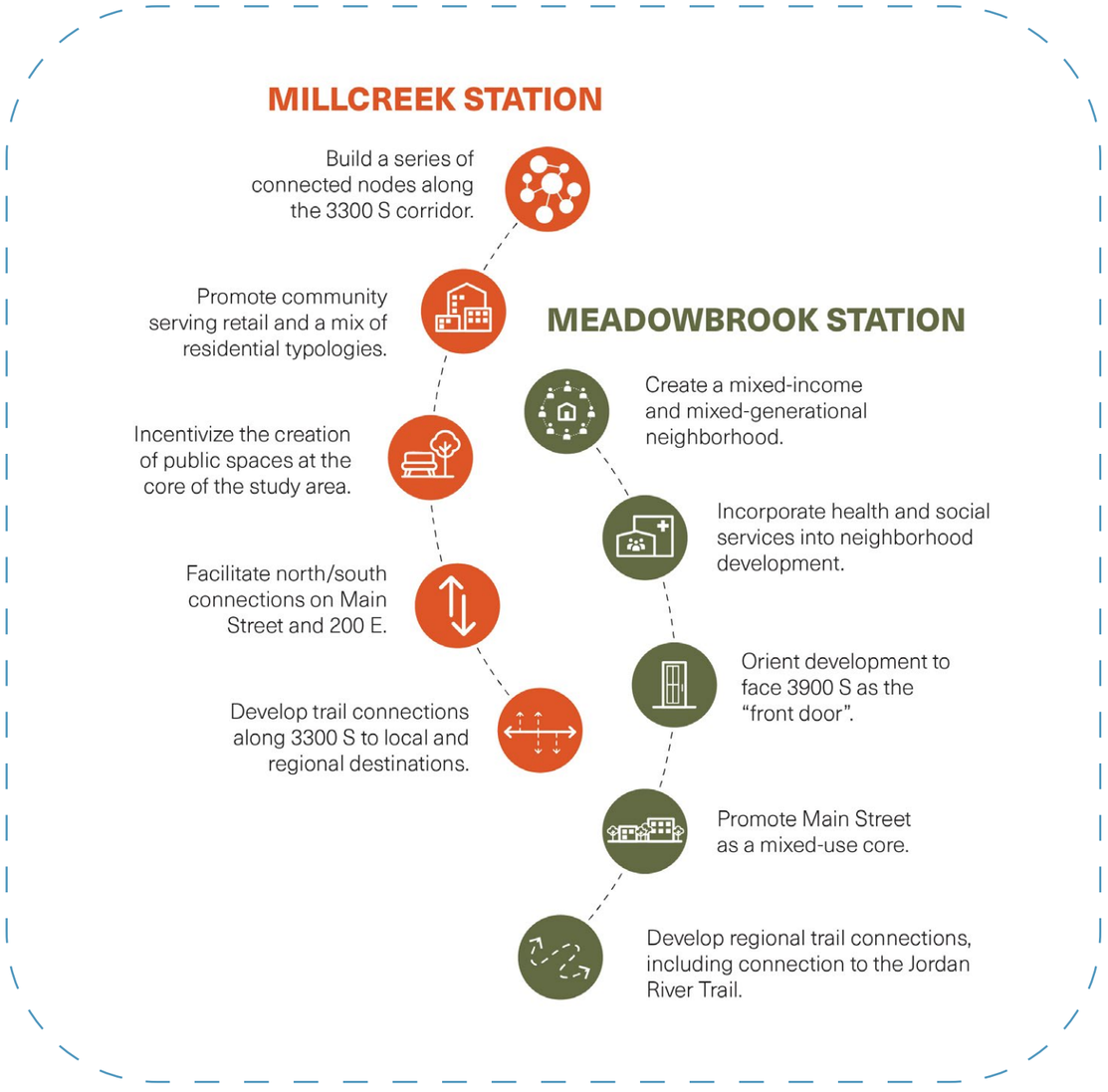


Figure 8: Guiding Principles

REGIONAL CONNECTIVITY

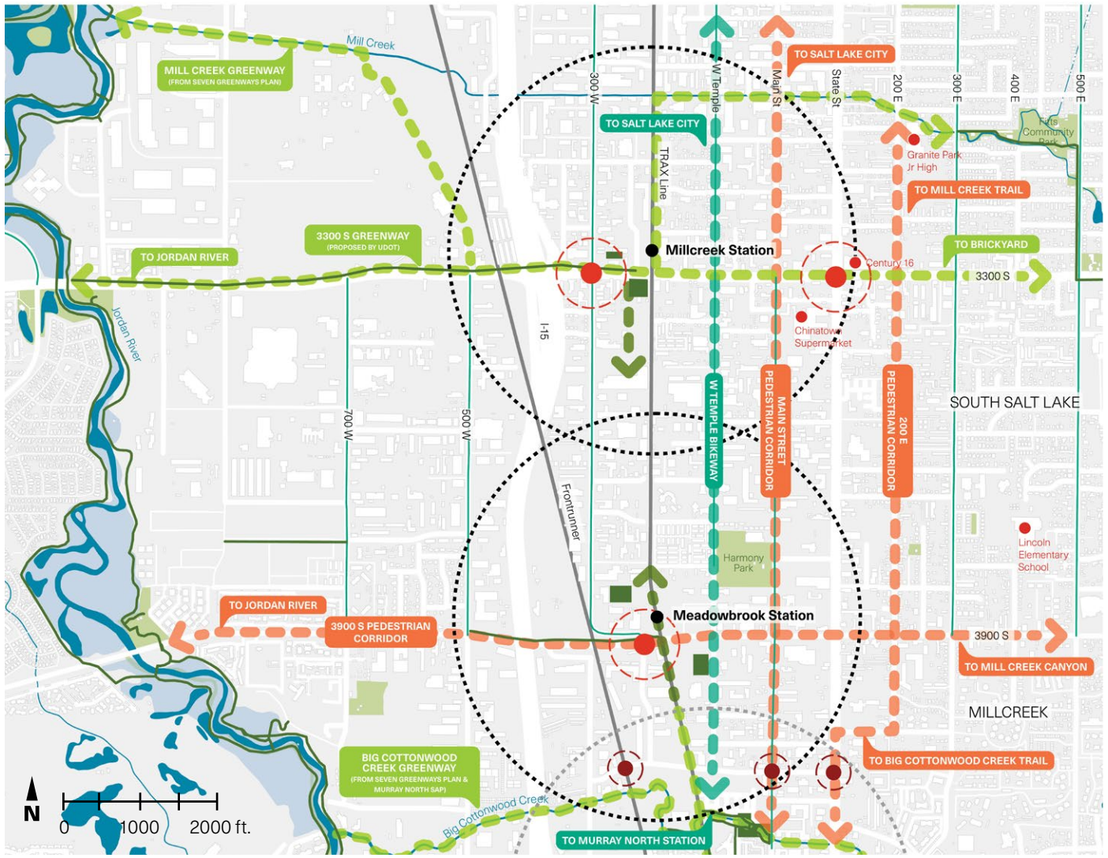


Figure 9: Station Areas Connectivity Vision

STATION AREA CONNECTIONS

The proposed mobility and greenway connectivity plan for the area builds on existing plans to create a robust multi-modal network. Additionally, opportunity sites were identified as locations that can help catalyze improvements in the area and are further developed in the following concepts.

Some of the key ideas incorporated into this network are:

- Expanding the greenway networks proposed by UDOT and the Murray North SAP and connecting them to these stations
- Strengthen key north-south pedestrian corridors
- Improve connectivity to the stations
- Implement gateways

GREENWAYS

Greenways are major pedestrian and bicycle routes that connect people to regional destinations along corridors enhanced with green space, wayfinding, and improved infrastructure. A variety of typologies can be implemented based on the context of the urban environment.

Urban Edge: Where greenways pass through urban areas, such as along existing roads, planting buffers, large sidewalks, and wayfinding can help delineate these corridors from surrounding pedestrian infrastructure.

Natural Edge: Where greenway corridors parallel a creek, such as along Mill Creek and Big Cottonwood Creek, more natural trails may be appropriate and provide a significant amount of green space to the public realm.

TRAX Corridor: In areas where it is appropriate and safe, greenways parallel to a TRAX line can improve north/south connectivity in the core of the station area. Planted buffers, lighting, and wayfinding are especially important in this context to aid in comfort and safety.

DRAWING FROM PREVIOUS PLANS

MURRAY NORTH STATION AREA PLAN

The Murray North Station Area Plan intersects with a portion of the Meadowbrook Station Area in Millcreek. To provide a unified vision for these areas and enhance connectivity throughout the chain of station areas, recommendations from the Murray North SAP have been integrated into the Meadowbrook & Millcreek regional connectivity plan. Recommendations from the Murray North station area included green corridors along TRAX and Big Cottonwood Canyon Creek, and gateways at key locations such as along Central Ave at the TRAX crossing, Main Street, and State Street. These public realm improvements have been extended into the Meadowbrook station area to create a seamless network.

SEVEN GREENWAYS PLAN

The Seven Greenways Plan proposes improvements to the seven creek corridors flowing out of the Wasatch Front. The plan highlights Mill Creek and Big Cottonwood Canyon Creek as two important trail corridors, as well as catalytic projects that fall within the Millcreek, Meadowbrook, and Murray North station areas. These improvements have been worked into the connectivity network to improve the connection between transportation and open space.

UDOT 3300 SOUTH CORRIDOR

UDOT has plans to improve the 3300 S corridor. Collaboration between UDOT and the Cities can help shape the future of this corridor.

PEDESTRIAN CORRIDORS

MAIN STREET, 200 EAST, AND 3900 SOUTH

Pedestrian corridors are characterized as public streets that feature improved pedestrian infrastructure to encourage walking to destinations along that corridor. These corridors have been identified along roadways with less traffic or where roads are controlled by the Cities. Expanded sidewalks, planting buffers, medians, and other traffic calming measures can be utilized to increase pedestrian comfort. These routes have also been located to maximize connectivity to important destinations, such as retail centers, schools, and parks. Each pedestrian corridor identified in this plan also ties in to an adjacent greenway - Mill Creek to the north, Big Cottonwood Canyon Creek to the south, or the Jordan River to the west. Existing multi-use trails such as the one along 3900 S should be extended to the east to enhance multi-modal connections.

BIKEWAYS

WEST TEMPLE

Bikeways feature many of the same improvements as pedestrian corridors, but put an additional emphasis on bicycle infrastructure. Within the station areas, West Temple has been identified as a potential bikeway due to current plans and connection to the stations and other regional destinations. This corridor has the opportunity to separate the bike lane from the vehicular roadway and allow cyclists to travel on a multi-use path next to pedestrian traffic. Additional improvements such as bike racks, shelters, and bike signals should also be considered along this corridor to further improve cyclist mobility.

GATEWAYS

Gateways signal to vehicles, pedestrians, and cyclists that they are entering a new district of the city. These gateways can take on a variety of forms, but typically contribute to the area's brand and wayfinding.

3300 South & 300 West: This gateway marks the entrance to South Salt Lake from the west, particularly for those exiting from I-15. This corner is adjacent to two opportunity sites, and is a block away from the Millcreek TRAX station.

3300 South & State Street: This gateway marks the entrance to the station area from the east and is located along two major retail corridors. It is also a block away from the Chinatown Supermarket.

3900 South & 300 West: This gateway is located at the heart of the Meadowbrook station area between two opportunity sites. It signals the center of the growing Meadowbrook neighborhood.

PARKS AND OPEN SPACES

HARMONY PARK

Harmony Park is a key component of the overall connectivity vision. As the only established park within either the Millcreek or Meadowbrook station areas, it is an important gathering space and public amenity. Running bikeways and pedestrian corridors along the east and west edges of the park help connect people to this asset through safer routes.

PROPOSED PARKS

The parks proposed by this plan additionally reinforce the pedestrian and cyclist networks. While opportunity to develop a large park is limited, locating smaller pocket and linear parks throughout the station area creates places for pedestrians and cyclists to rest, recreate, and interact with nature along their route.

PROPOSED FUTURE LAND USE MAP ADJUSTMENTS

The proposed Future Land Use revisions create a framework that will allow both station areas to transition away from industrial and large-scale commercial zoning (like Medium Density Corridor and Business District) toward transit-oriented and mixed-use development. They will allow Millcreek Station to become a large residential hub, with diverse typologies and strong open space connections, while Meadowbrook becomes a mixed-use node with civic focus.

The proposed adjustments focus on creating a TOD Core at each station, changing car-centered areas into more pedestrian-oriented districts that support future redevelopment and incorporate new civic and public space anchors. Some of the key strategies that are incorporated into the revised Future Land Use map for each station include:

1 Eliminate Rail Serviced Commercial around the Millcreek Station area and replace it with a TOD Core and Medium Density Mixed Use.

2 Incentivize redevelopment around Millcreek Station with a Land Use designation that replaces the Business District one and supports a more diverse and walkable environment.

3 Incorporate a Land Use category that supports mixed-use development along key TOD Corridors: 3900 S and West Temple, creating active mixed-use streets.

4 Introduce Civic and Public Spaces around both stations, especially at Millcreek to help address the current lack of access to parks.

5 Consider future transition zones to buffer TOD from heavy industrial/light manufacturing uses, and / or create transitions to lower scale residential neighborhoods.

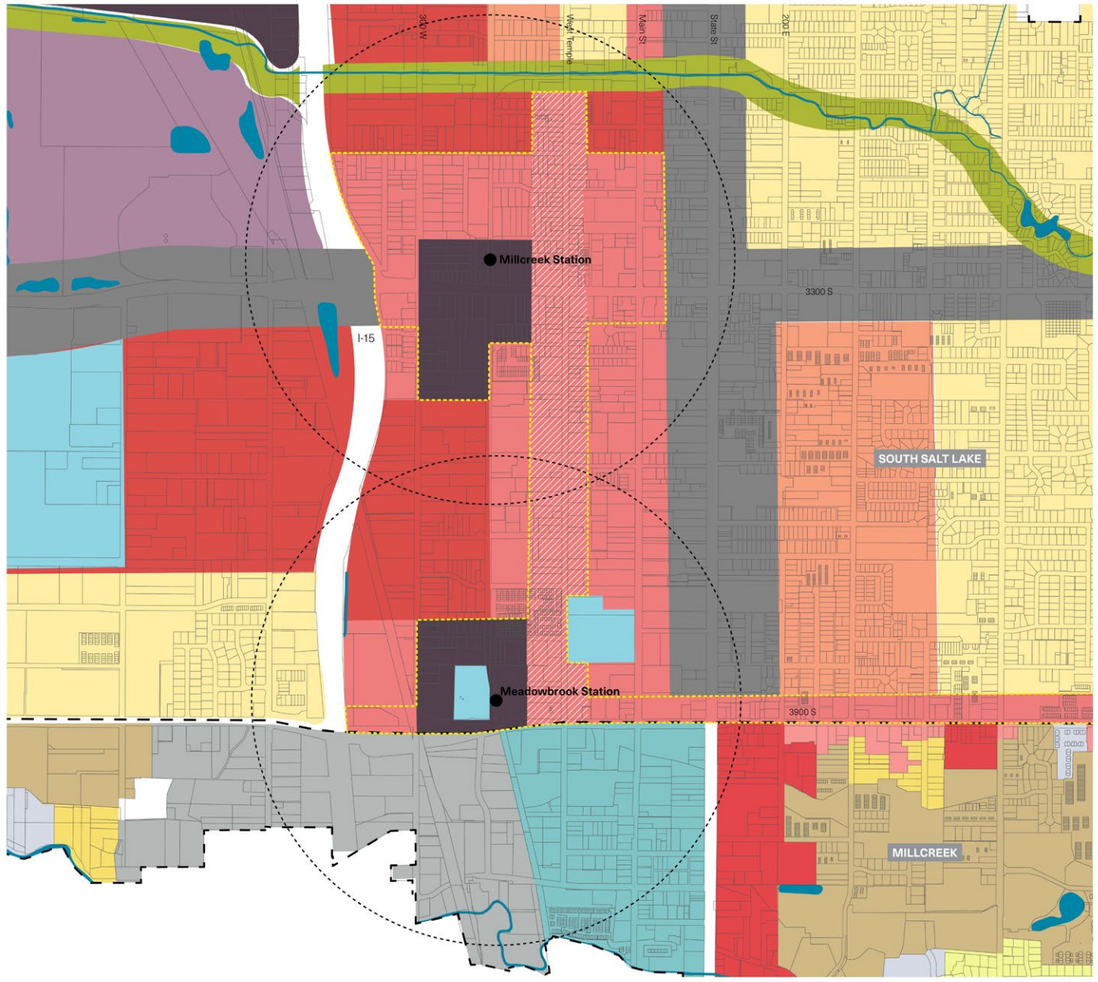


Figure 10: Proposed Future Land Use Map

KEY PROPOSED CHANGES

Millcreek Station Area (South Salt Lake)

- Add a TOD Core designation that reflects proposed higher density development, mixed-use and services in the area immediately next to the station.
- Extend the Medium Density Mixed Use area or create a new TOD Corridor Land Use category along West Temple that promotes walk-up retail, active first floor uses, and medium density residential to strengthen the role of West Temple as neighborhood connector.
- Replace Medium Density Corridor along 3300 S in areas next to the station to support a more pedestrian oriented type of development.
- Expand the Medium Density Mixed Use area across 3300 S and north of the station to allow for walkable, mixed-use development redevelopment and a transition to the Business District area (located to the north).
- Add an Open Space Connector Overlay to require pedestrian/bike corridors that connect Millcreek Station to the Jordan River Parkway.
- Incorporate a Parks & Recreation use to integrate green spaces around the station.

Meadowbrook Station Area (South Salt Lake)

- Introduce a TOD Core land use that allows higher-density residential, ground-floor retail, and pedestrian-oriented design in the area immediately next to the station.
- Expand Medium Density Mixed Use to fully encompass the Meadowbrook Station core (focus around 3900 S and along Main Street/West Temple, consistent with the station area concept).
- Change Medium Density Corridor along 3900 S to Medium Density Mixed Use or a new land use designation that encourages pedestrian-oriented retail (rather than auto-oriented) and supports the new vision for 3900 S.
- Introduce the Institutional designation in the area next to the station to support the development of a future recreation center.
- Consider Transition Zones in the area east of State Street to buffer adjacent single-family neighborhoods.

Meadowbrook Station Area (Millcreek)

- Revise the Urban Transit Center area to require first floor activation, screened parking or parking areas located behind buildings, and build form that supports public realm activation.
- Create a new TOD Corridor Land Use category along West Temple that promotes walk-up retail, active first floor uses, and medium density residential to strengthen the role of West Temple as neighborhood connector and align with the Land Use category defined by South Salt Lake for this corridor.
- Add Medium Density Residential Transition around the Urban Transit Center area, supporting townhouses and 3–4 story small multifamily as shown in the concept.
- Consider incorporating a Parks and Recreation category along West Temple to support the development of a new Community Park.
- Consider an Open Space Connector Overlay to require pedestrian/bike corridors that connect Meadowbrook Station to the Murray North station area.
- Any future rezoning within the Millcreek portion of the plan area to align with these land use recommendations should be initiated by the developer.
- Prior to any rezoning, the economic conditions of the area and of the proposed use should be reviewed by City Council.

LOCATION / FEATURE	CURRENT FUTURE LAND USE	PROPOSED FUTURE LAND USE
Meadowbrook Station Core	Medium Density Corridor / Urban Transit Center	TOD Core/ Urban Transit Center revised – 4–6 story multifamily, ground-floor retail/services, structured parking or parking behind buildings
3900 South Corridor	Medium Density Corridor/ Urban Transit Center/ Employment/ Commercial	TOD Corridor or Medium Density Mixed Use – walkable, mixed-use street with active retail and pedestrian amenities
Business District parcels near Millcreek station	Business District	Medium Density Mixed Use – smaller grain, pedestrian oriented, walk-up commercial
Station Center (plaza area)	Unspecified (Commercial / Transit Center)	Civic / Public Space – plaza or recreation/community facility anchor
Millcreek Station Core	Medium Density Corridor	TOD Core/ Urban Transit Center revised – 4–6 story multifamily, ground-floor retail/services, structured parking or parking behind buildings
Millcreek Station surrounding edges	Medium Density Mixed Use (limited extent)	Expanded Medium Density Mixed Use around station
West Temple Corridor	Business District / Medium Density Corridor/ Medium Density Mixed-Use	TOD Corridor or Medium Density Mixed Use – walkable, mixed-use street with active retail and pedestrian amenities

Table 1: Future Land Use Changes – Meadowbrook & Millcreek Stations

MILLCREEK STATION PLAN

Millcreek Station will evolve into a vibrant, walkable neighborhood that prioritizes housing diversity, green space, and safe connections—transforming from an industrial hub into a community linked by trails and active nodes along 3300 South.

OPPORTUNITY SITE CONCEPTS

The Millcreek Station Area Plan envisions a dynamic transformation of the area into a residential neighborhood, with retail and services that create a hub for the community. By redeveloping underutilized industrial parcels into human-scale blocks, the plan aims to create a more attractive environment that offers a balanced mix of housing, neighborhood-serving retail, and community facilities. The proximity to transit supports walkability and active transportation.

The plan focuses on expanding the development of multi-family residential and community uses on the north side of 3300 South, with a diversity of residential densities and local serving retail to the south of 3300 South and west of West Temple. The residential areas include a mix of town homes and apartments with increased density and a variety of housing types, as well as new open space to serve the growing neighborhood. Open spaces are located in the center of the blocks to create a more welcoming environment that separates visitors from 3300 South, while providing a connection to the station through a linear park. A series of smaller parks, plazas, and open spaces will provide needed access to green spaces while fostering gathering and social interaction. Bicycle connectivity will be improved to further enhance mobility, with new north-south connections and expanded access to the Mill Creek and Jordan River trails, and a new proposed pedestrian crossing located on the west side of the train track barrier will allow for safe pedestrian mobility between the station and the new development. Supporting all of this is a commitment to sustainability, with goals to integrate green building practices, manage stormwater on-site, and provide shade to residents and visitors.

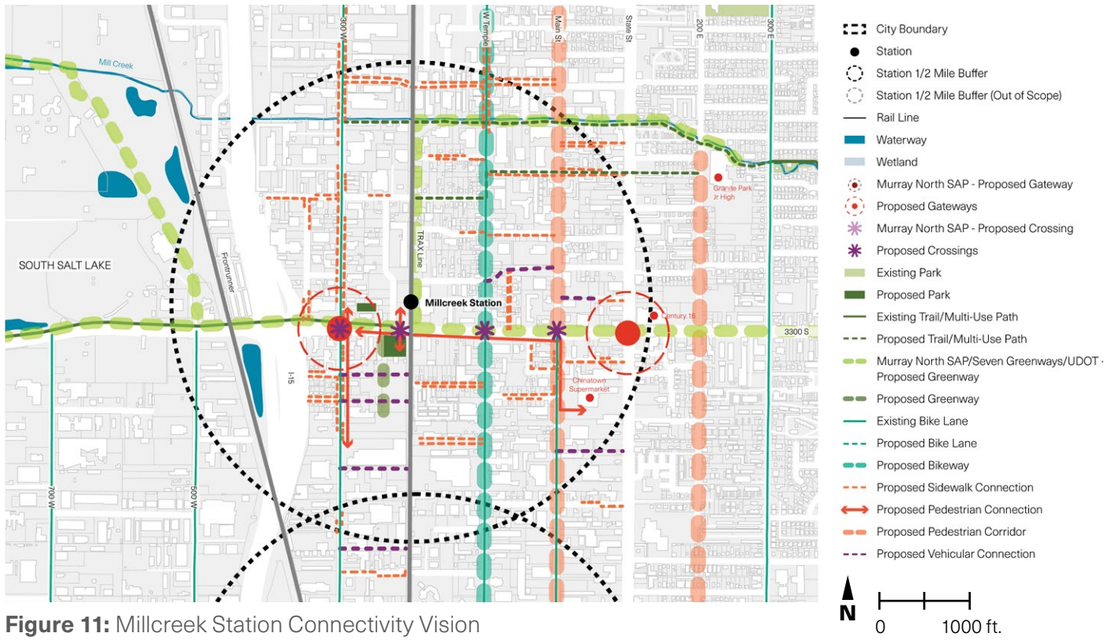


Figure 11: Millcreek Station Connectivity Vision

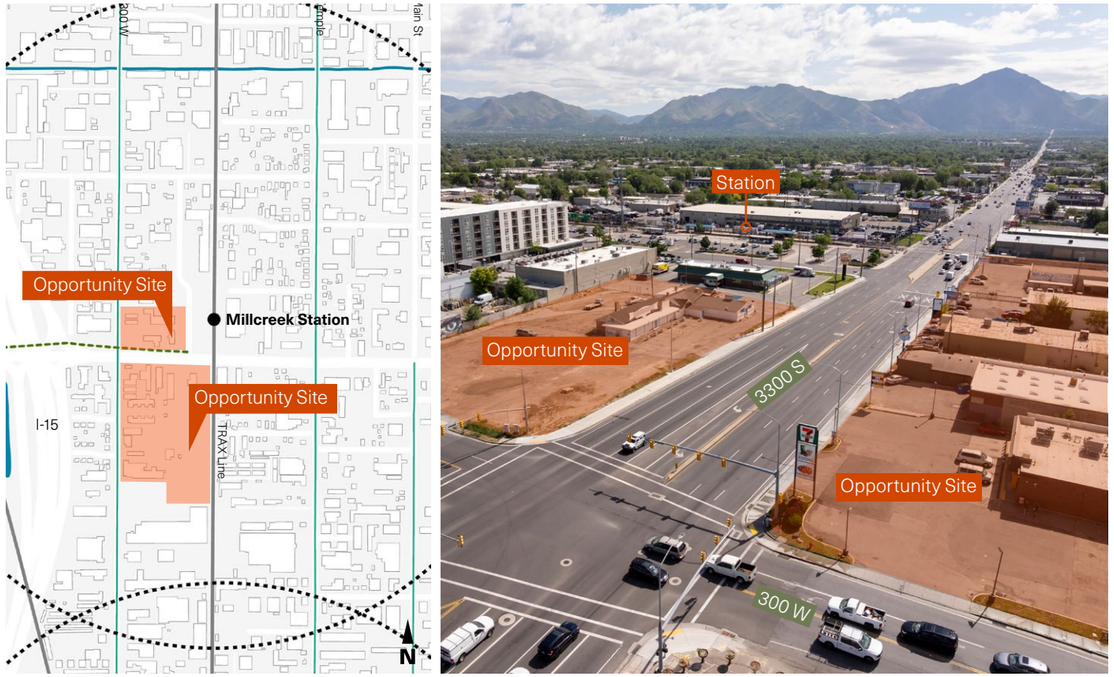


Figure 12: Millcreek Station Opportunity Sites

QUALITY OF LIFE - PUBLIC SPACES

Transit Plaza

To enhance the sense of arrival and support transit-oriented development, the plan proposes a Transit Plaza adjacent to Millcreek Station. This public space creates a welcoming environment for riders and improves first/last mile connectivity. The Plaza is connected to future development on the south side of 3300 S by a new pedestrian crossing. This plaza will become a central gathering space, with a flexible design that can also accommodate community events, pop-up markets, public art, and seasonal activities. These elements help to create a sense of place and identity for the neighborhood while encouraging consistent use throughout the day and year.

Linear Park

A central recommendation of the plan is the establishment of a linear park that provides highly needed access to green spaces in the area and links key destinations within the district. This park serves as a multi-functional green spine, providing space for walking, biking, and passive recreation while also supporting environmental goals such as improved stormwater management and heat island effect management. Lined with trees and open space connections, it promotes active transportation and enhances the overall character of the neighborhood.

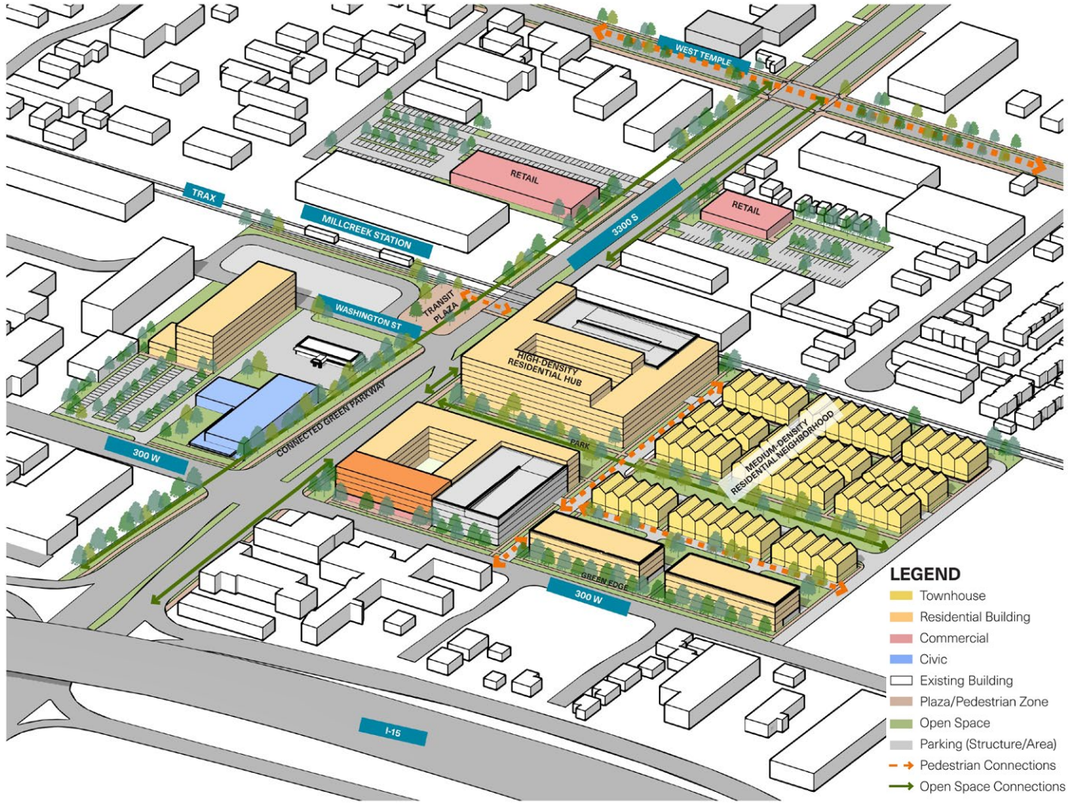
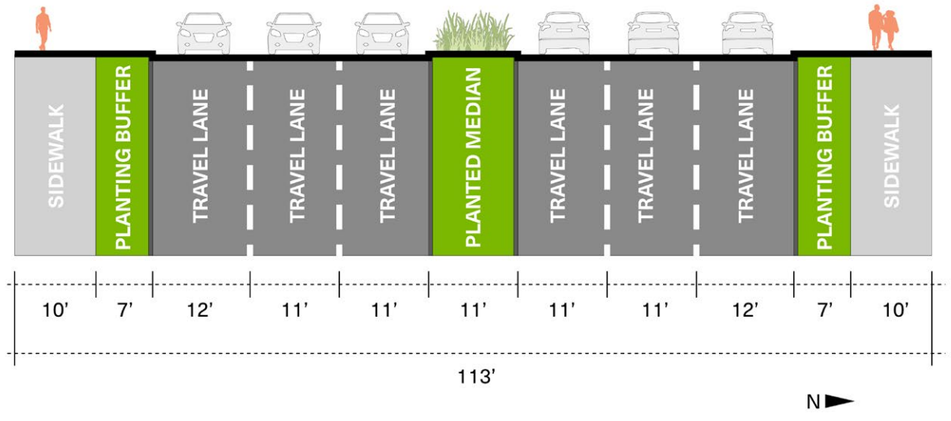


Figure 13: Millcreek Station Concept Plan



*Public Right of Way is 103'. An additional 10' is needed from adjacent land use to make sidewalks 10' wide.

Figure 14: 3300 S Proposed Cross Section

Connected Green Parkway

To support a more walkable and inviting environment, the plan recommends the creation of a Green Edge on the north side of 3300 South that serves as a landscaped buffer between pedestrians and vehicle traffic. This green corridor will incorporate street trees, planting strips, bioswales, and a multiuse path, all of which contribute to a safer, more comfortable, and attractive pedestrian experience. The Green Edge will help improve overall corridor aesthetics around the station and provide a more inviting pedestrian experience while mitigating noise and the visual impact from traffic. It can also incorporate low impact development strategies, like bioswales, to help address stormwater management in a sustainable way. By prioritizing pedestrian comfort and safety, the Green Edge also encourages foot traffic to and from nearby retail nodes, transit facilities, and public spaces. As part of the broader vision for this area, the Green Edge supports the transformation of the street from a car-dominated thoroughfare into a complete street—one that balances the needs of all users and reinforces the identity of Millcreek Station as a people-centered place.

A smaller network of plazas, open spaces, and pedestrian connections strategically placed throughout the neighborhood, is proposed to activate public life and enhance connectivity. New pedestrian paths will offer safe and inviting connections to and from the station, laying the foundation for a more walkable type of development around Millcreek Station.

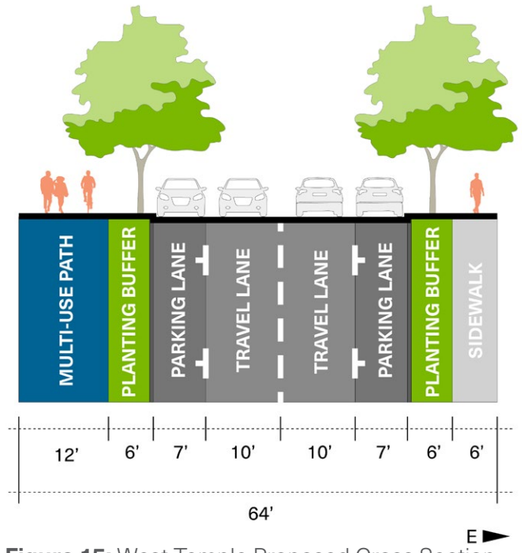


Figure 15: West Temple Proposed Cross Section

West Temple as a Major North-South Pedestrian Corridor

Another key recommendation of the Millcreek Station Area Plan is to reimagine West Temple as a major north-south pedestrian-friendly corridor that strengthens neighborhood connectivity and supports walkable urban development. West Temple has the potential to become a spine for active transportation, linking the Millcreek Station area to surrounding neighborhoods and community destinations.

The plan calls for comprehensive streetscape improvements along West Temple, including wider sidewalks, shade trees, pedestrian-scale lighting, street furniture, and dedicated bike lanes. These enhancements aim to slow traffic, increase safety, and make walking and biking more appealing for people of all ages and abilities. Special attention will be given to intersection improvements to increase safety for pedestrians.

In addition to infrastructure upgrades, ground-floor activation along West Temple is encouraged through mixed-use development and strategically located civic and commercial spaces. This approach supports both mobility and placemaking, turning West Temple into a walkable and vibrant street and a link to the Meadowbrook Station area to the south, and Mill Creek to the north.

West Temple bikeway

With relatively lower average daily traffic than parallel streets, West Temple is an ideal location for the creation of a bikeway. Narrowing the vehicle travel lanes allows for an off-street multi-use path that allows for comfortable travel for both pedestrians and cyclists. Wider park strips also allow for the planting of trees for added comfort and shade for those using the bikeway.

LAND USES – HOUSING DIVERSITY

High Density Residential Hub

At the core of the redevelopment is a High-Density Residential Hub, located near Washington Street and 3300 South. This area is planned for larger-scale residential buildings that can offer diverse and affordable housing options, accommodating various demographics within close proximity to the transit station. The increased density will support transit ridership and create opportunities for neighborhood retail and services on the ground floor. Its placement along the new linear park allows easy access to this amenity and incentivizes social interaction.

Medium Density Residential Neighborhood

The concept introduces a Medium-Density Residential Neighborhood south of 3300 S and west of the TRAX line. This area is envisioned as a walkable, human-scaled district with a mix of townhouses and smaller apartment buildings or condominiums, maintaining a more intimate neighborhood feel. The layout includes strong pedestrian connections and green space integration, reinforcing the area's livability and provides a transition to the smaller scale of adjacent neighborhoods in that area.

Activation through Retail

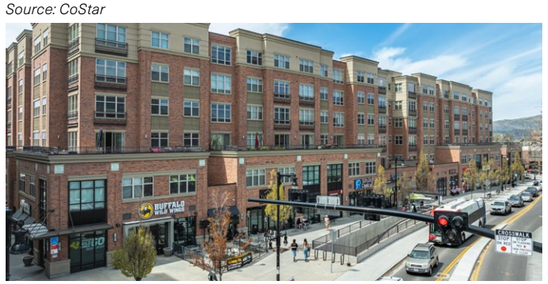
One of the key recommendations is the integration of neighborhood-serving retail along 3300 South. This area would be well connected to the station by the Green Parkway and would respond to the need of small-scale commercial uses while helping solve the current food desert. Retail along 3300 S plays a critical role in defining the character of the area, transitioning from auto-oriented uses to a more pedestrian-friendly, human-scale corridor. These new retail edges can help create a more lively and welcoming atmosphere that encourages residents and visitors to linger, gather, and engage. Ground-floor activation should also be a priority in the future, particularly around the new Transit Plaza, Green Parkway, and along major pedestrian corridors. Creating more active residential frontages will help transform this area into a more walkable and welcoming destination.

Supporting Community Services

A key principle of the Millcreek Station Area Plan is to create a neighborhood that serves diverse populations and demographics. To that end, the plan recommends integrating community services—such as health clinics, childcare centers, or senior services, —within walking distance of the station. These amenities will complement the increased housing and density, supporting a neighborhood where residents can access daily needs without depending on a car. This approach also supports aging in place, young families, and lower-income households, strengthening a diverse and inclusive community.

High Density Residential | The Focal at 447 W 4800 S
Source: CoStar

Medium Density Residential | Hawthorne Townhomes at 3852 S West Temple St.
Source: CoStar



Neighborhood Retail | The View at Sugar House Crossing at 2120 S Highland Dr.
Source: CoStar

TRANSPORTATION & CONNECTIVITY

The Millcreek TRAX Station is served by the UTA Blue and Red TRAX lines as well as bus routes 33 and 35. The current transportation infrastructure is characterized by a lack of east-west connections and is bisected by 3300 S, causing a physical divide in the neighborhood. The following recommendations aim to improve connectivity and allow for the integration of new land uses.

Redesign 3300 South

A redesigned 3300 South (Figure 12) allows for the improvement of pedestrian and cyclist spaces without removing lanes for motorists. Existing travel lanes are 12-13' wide. By narrowing the lanes on the roadway, wider sidewalks can be added on both sides of the road to improve the pedestrian experience and allow off-street cycling. A park strip on the south side of the street and a landscaped median inject green space into the environment. To achieve 10-foot-wide sidewalks on both sides of the street, some right-of-way will be needed from the owners of adjacent properties as the land is redeveloped.

Enhance Crossings at Major Intersections

There are major crossings in the station area along 3300 South as the road intersects with 300 W, West Temple, and Main Street. The following enhancements are recommended to make the intersections safer for both pedestrians and motorists:

- Implement centerline hardening to prevent high-speed turns through the intersections;
- Construct pedestrian refuge islands on 3300 South; and
- Introduce perpendicular curb cuts to assist in crossing for those with mobility impairments.

Improve East-West connections

Network connectivity surrounding the station is generally poor, but with potential for improvement. There are many short segments of pedestrian-scaled streets, but they do not connect to each other or to the station. The following enhancements would improve east-west connections:

- Construct a new roadway that connects Walton Avenue to Miller Avenue;
- Extend Granite Avenue west to Main Street to create an additional connection between State Street and Main Street; and
- Creation of a multi-use trail or byway along Mill Creek from 300 West eastward.

Complete Sidewalk Network

Many roads within the station area are lacking sidewalks. Constructing sidewalks within the station area can improve pedestrian comfort and safety. The following areas are in most need of sidewalks:

- 300 West along the entire length of the station area;
- East-west connector streets throughout the station area; and
- 2950 South between 300 West and Main Street.

Figure 16: Millcreek Station Concept Rendering

MEADOWBROOK STATION PLAN

Meadowbrook Station will grow into a vibrant and inclusive neighborhood with mixed-income housing, supportive services, and strong connections to nature and transit.

OPPORTUNITY SITE CONCEPTS

The Meadowbrook Station Area Plan envisions the transformation of the neighborhood into a vibrant and inclusive community that blends mixed-income housing, services, access to open spaces, and high-quality transit connections. The concept plan proposes increased density and transit-oriented-development centered around the existing Meadowbrook TRAX station, including various types of housing (townhouses, apartments, senior housing) that will respond to different demographic groups and income levels.

Supporting community services are proposed as part of the plan to strengthen the character of the area and respond to needs of future and existing residents, and various green spaces will provide access to recreation and social gathering. The area is designed to prioritize pedestrians and cyclists, with walkable streets and direct connections to the transit station that reduce reliance on cars and promote a healthier, more sustainable lifestyle.

Overall, the Meadowbrook Station Area Plan reflects an approach to urban development that emphasizes inclusivity, connectivity, and livability. By integrating housing, services, green space, and mobility in a cohesive and community-focused design, Meadowbrook is poised to become a model for equitable, transit-oriented growth in the region.

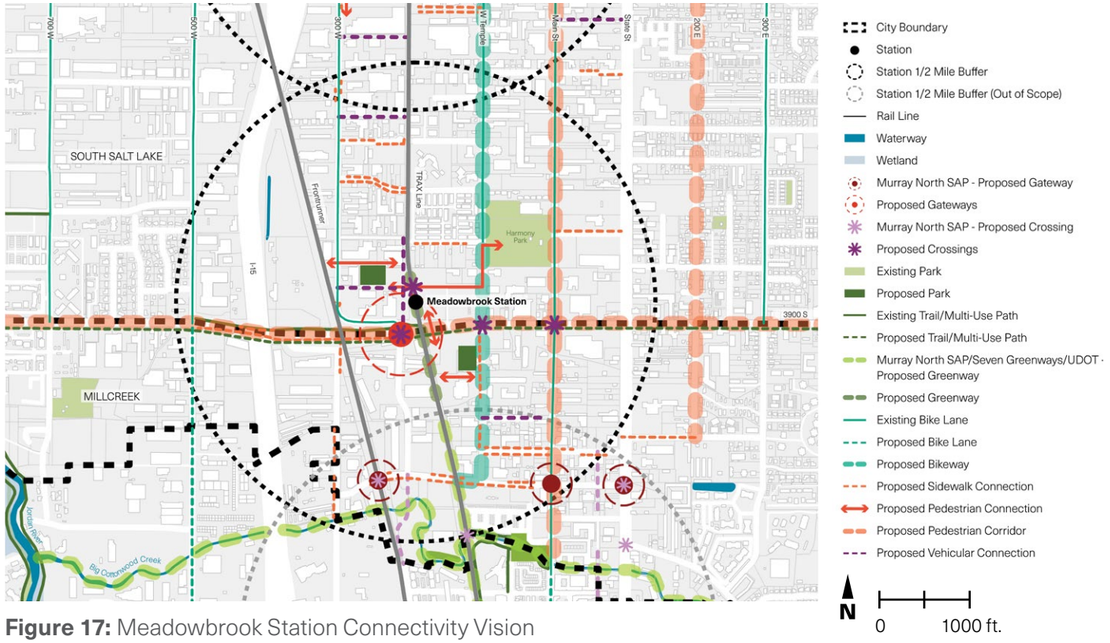


Figure 17: Meadowbrook Station Connectivity Vision

Figure 18: Meadowbrook Station Opportunity Sites

QUALITY OF LIFE – PUBLIC SPACES

Recreation Center Park

The Meadowbrook Station Area Plan includes a thoughtfully designed new park adjacent to a proposed future Recreation Center, envisioned as a vibrant and accessible green space that complements the active uses of the center and creates opportunities to connect recreation center users to Harmony Park. The new park will include flexible lawn spaces that can accommodate various activities (like community events, picnics, fitness classes, and other social gatherings), shaded seating areas, walking paths and pedestrian connections that will link the park to surrounding neighborhoods and nearby transit stops. The park's design can also integrate sustainable landscaping features such as stormwater management elements to capture and filter runoff, native planting, and increased tree shade. By placing this park next to the recreation center, this area will become a community hub with indoor and outdoor recreation opportunities.

Community Park along West Temple

The Community Park proposed along West Temple on the Millcreek side of the station is a central open space designed to serve as a welcoming, multifunctional gathering place for residents, visitors, and the broader community, that will reinforce West Temple's identity as a people-oriented street. This park will act as both a neighborhood anchor for new residential development and a green gateway, offering access to recreation, nature, and social connection within a short walk of surrounding homes and transit. It can include play structures for children and more flexible lawn areas where different types of programming can occur and will include clear pedestrian connections to nearby residential areas and the Meadowbrook TRAX Station. By incorporating natural landscaping, stormwater features, and tree canopy, the park also supports environmental goals.

Pedestrian Connection over TRAX

A new proposed pedestrian bridge over the TRAX light rail line is designed to improve neighborhood connectivity and knit together both sides of the station area. Currently, the TRAX corridor acts as a physical barrier, limiting safe and convenient east-west movement, particularly for pedestrians and cyclists. The proposed pedestrian overpass is located to align with the high-density residential hub north of 3900 S and will create a safe, direct, and accessible crossing that links future residential development, the station platform, community amenities like the Recreation Center, and green spaces like Harmony Park and the new proposed Recreation Center Park.

The proposed pedestrian bridge over the TRAX line is designed not only to link the immediate neighborhood but also to establish a clear, safe connection to Harmony Park.

This new connection transforms what is currently a disconnected and vehicle-oriented area into a continuous pedestrian network, making Harmony Park more accessible to residents west of the TRAX corridor. This new connection includes a dedicated multi-use path that extends from the eastern landing of the bridge directly into the park. By linking the station area to Harmony Park, the plan reinforces the role of open space as an essential community infrastructure, supporting health, recreation, and social interaction, and the overall strategy of transforming the area around Meadowbrook Station into a complete, transit-oriented neighborhood where people can easily and safely move between homes, transit, services, and parks.

LAND USES – HOUSING DIVERSITY

Recreation Center

One of the central strategies in the Meadowbrook Station Area Plan is the inclusion of a Recreation Center, which will serve as a development catalyst and trigger new interest and vitality in the area. With a strategic location near medium and high-density housing and transit, it creates a new hub for South Salt Lake that supports the plan's commitment to equity and inclusivity and can help create a sense of place within the neighborhood. It can function as a hub for youth programs, fitness activities, community events, and social services, that helps strengthen community ties and reduce barriers to healthy living—especially for lower-income residents or those without access to recreation options. And at the same, time support goals of walkability and activation for the station area.

Mixed Density Residential Hub

The Mixed-Density Residential Hub located on the north side of 3900 South is a key element of the Meadowbrook Station Area Plan, designed to create a compact, walkable, and transit-supportive neighborhood core. Located directly across from the Meadowbrook TRAX Station, this residential hub will maximize proximity to transit, services, and open space, allowing for a mixed-income and mixed-density residential development that can accommodate various groups of South Salt Lake's increasing population. The residential buildings are organized around internal courtyards and pedestrian pathways, creating a sense of community while connecting it to adjacent services like the future Recreation Center or Park.

A medium density residential edge frames services and community spaces, acting as a transition zone between higher-intensity uses at the TRAX station core and the surrounding lower-density single family neighborhoods. It incorporates an intermediate scale with townhouses and three to four story buildings that maintain a smaller neighborhood character with smaller blocks and walkable streets that connect with the station, green spaces, and plazas. The design should emphasize active street frontages, human-scale architecture, and pedestrian friendly streets that contribute to a livable environment. By concentrating density near transit and community services, the Mixed-Density Residential Hub serves as the anchor of a truly transit-oriented, inclusive neighborhood, supporting diverse households while reinforcing the Meadowbrook Station Area's vision for equitable, connected growth.

Mixed Use Node

A mixed-use node is proposed flanking 3900 South, east of the TRAX line, concentrating density and retail at the heart of the plan and directly adjacent to the Meadowbrook TRAX station platform. This area will include taller buildings (up to 6 stories) with an activated ground level and creating an active connection between the station and West Temple. It will serve as an activity hub for the station area, complementing the new Recreation Center to the north and becoming a new cluster with uses like retail, dinning, and services, while helping establish critical needed density in the station area. The active first floor uses will support the transformation of 3900 S into a more pedestrian friendly street and help activate the public realm in the area. In short, the Mixed-Use Node is the vibrant, transit-oriented core: a dense, multi-functional district that anchors the Meadowbrook Station area, supports transit ridership, and creates a lively community hub.

The proposed infill development within the UTA parking lot adjacent to the Meadowbrook TRAX Station is also part of this hub and optimizes an underutilized area to support a more vibrant, transit-oriented community. Currently dominated by underutilized surface parking, this area is expected to evolve into a mixed-use node with connections to the station, new amenities, and green spaces. By incorporating ground-floor commercial or community spaces, it will create an active edge that phases 3900 South and supports the re-imagined corridor as a more welcoming street for pedestrians and cyclists. This approach marks a move toward transit-oriented infill—putting housing, neighborhood retail, and community spaces where they make the most sense: right next to high-capacity transit.

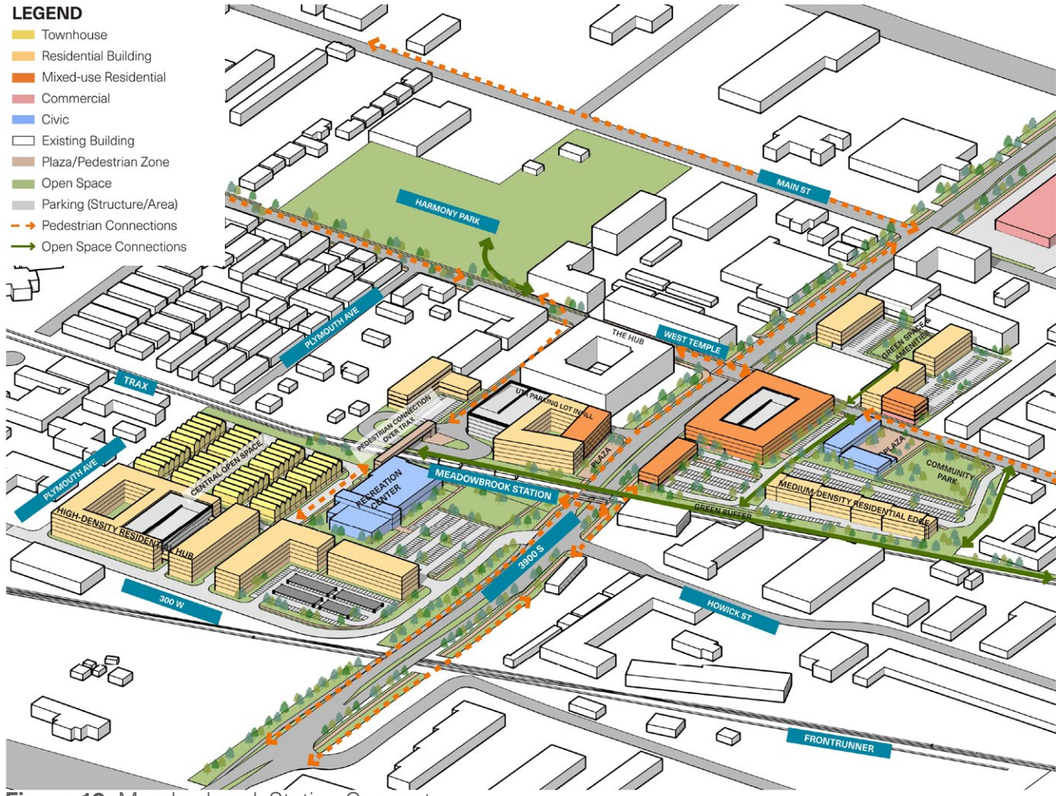


Figure 19: Meadowbrook Station Concept

West Temple Activation

Currently characterized by low-intensity land uses and limited pedestrian activity, West Temple is reimagined as part of the Meadowbrook Station Area Plan as an active spine that connects housing, transit, open space, and community amenities through streetscape improvements. This transformation includes a detached multi-use path on the west side of the street, planted buffers with street trees, and on-street parking on both sides to promote a more walkable environment and act as a key north-south connector to areas like Murray North and the Millcreek Station area.

Revitalization of State Street and 3900 S Corner

The commercial property at the intersection of State Street and 3900 South represents an opportunity for commercial redevelopment. Currently characterized by aging strip-commercial buildings and auto-oriented uses, this corner has significant potential to be repositioned as neighborhood serving retail and potentially incorporate a new grocery store for the area. Revitalization efforts should focus on adaptive reuse of existing structures is feasible and a pedestrian friendly edge towards 3900 S.

TRANSPORTATION AND CONNECTIVITY

The Meadowbrook TRAX Station is served by the UTA Blue and Red TRAX Lines as well as bus route 39. The station is surrounded by a mix of apartment buildings and light industrial development, with some vacant lots. A shared-use path is already planned along 3900 South as part of UDOT's Utah Trail Network, and a dedicated pedestrian crossing across 3900 South by the railway is recommended.

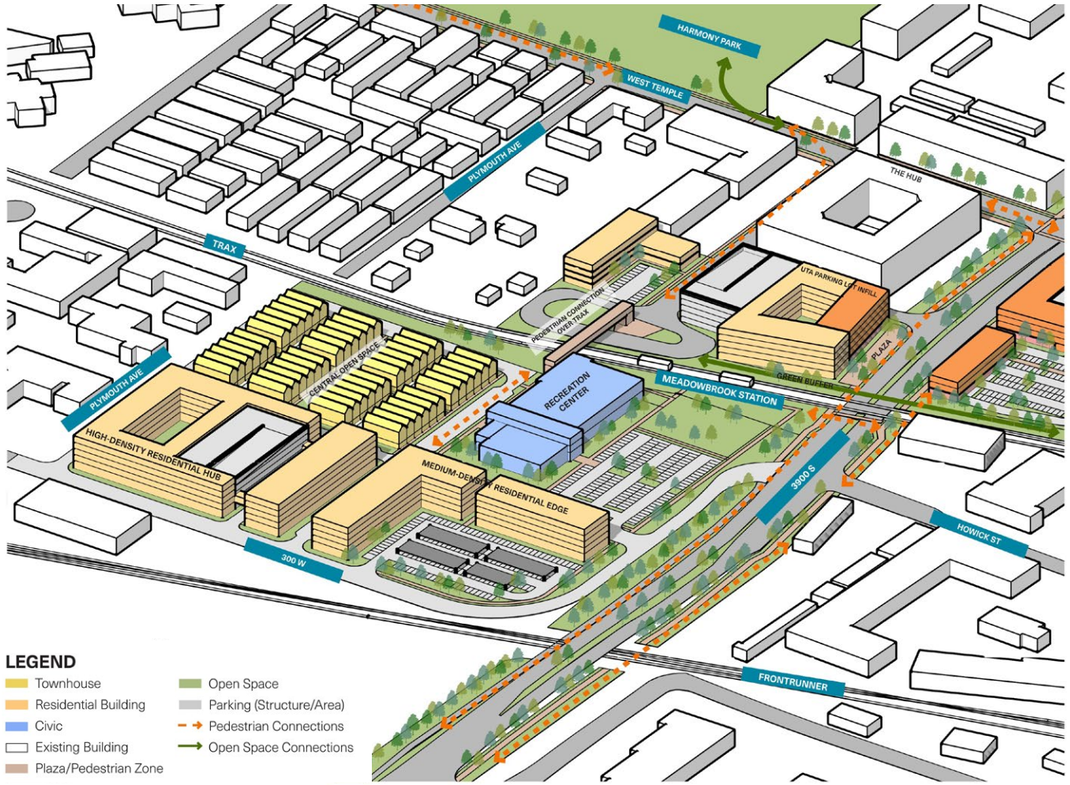


Figure 20: Meadowbrook Station Concept - South Salt Lake Zoom In

Network connectivity surrounding the station is mixed. There is limited connectivity north and west of the station, but improved connections south and east of the station. There are roadway segments without sidewalks and a lack of east-west connections other than 3900 South.

Improvements to 3900 S

As part of the Meadowbrook Station Area Plan, 3900 South is envisioned to be transformed from a vehicle-dominated corridor into a complete, pedestrian-friendly street, by introducing a multi-use path on both sides of the road. This path will be buffered from traffic by planting areas that will include street trees changing the overall aesthetics of the corridor and providing new pedestrian amenities.

The street also includes on-street parking lanes adjacent to the planting buffer, providing convenient short-term parking for future retail while further buffering pedestrians from moving vehicles. The central roadway maintains four travel lanes (each 11 feet wide) to accommodate east-west traffic, with a 6-foot-wide planted median that serves multiple purposes: calming traffic, improving safety for turning vehicles, and introducing more greenery to the corridor. Together, these elements work to reclaim 3900 South as a multimodal corridor—one that encourages walking and biking, supports transit-oriented development, and improves the overall livability of the neighborhood. The emphasis on wide sidewalks, green infrastructure, and a comfortable pedestrian experience aligns with the broader goals of the Meadowbrook Station Area Plan: to create a connected, inclusive, and people-centered urban district.

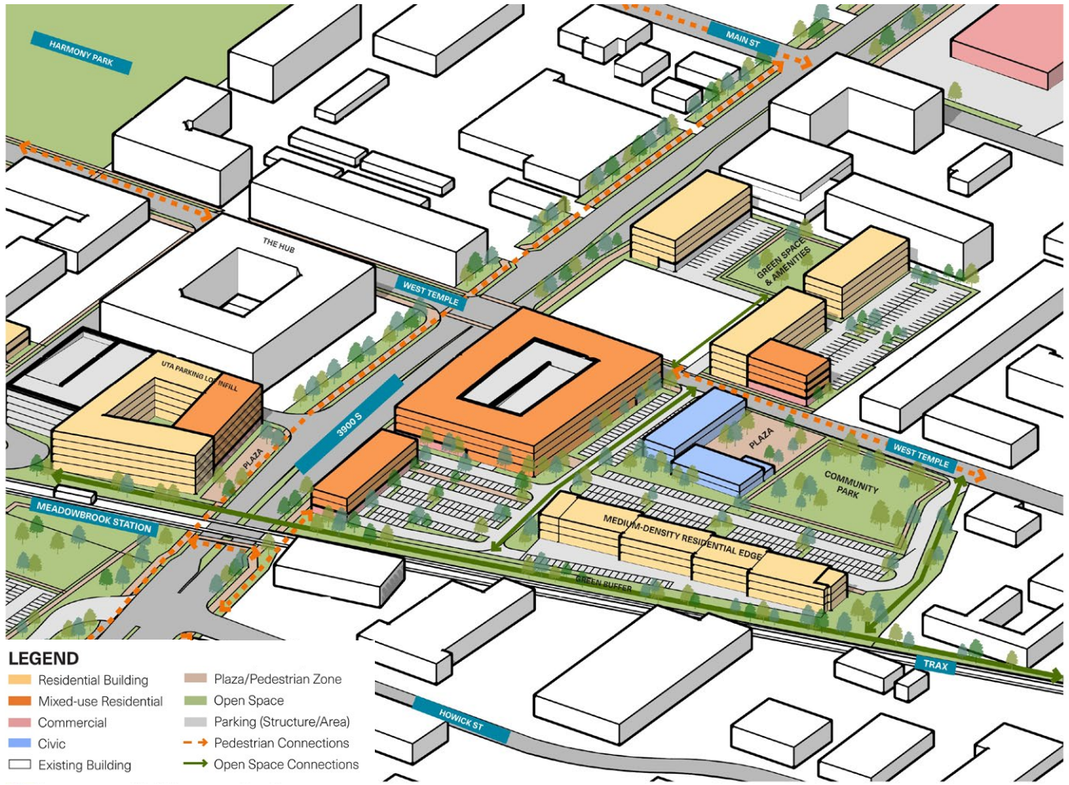


Figure 21: Meadowbrook Station Concept - Millcreek Zoom In

Redesign 3900 South

3900 South currently runs through this station area, creating a physical divide between the north and south. Improving the pedestrian and cyclist infrastructure along this corridor will lessen this north-south divide and bring more cohesion to the station area. Improvements to 3900 South could include:

- Narrow travel and parking lanes to make space for improved pedestrian facilities;
- Construct 12-foot-wide sidewalks on both sides of the street for both pedestrian and cyclist use (on the south side, this would include the Utah Trail Network facility); and
- Construct a landscaped median and wider park strips to create green space and allow for the planting of trees to create shade, improving the pedestrian environment.

Enhance Crossings at Major Intersections

There are major crossings in the station area along 3900 South as the road intersects with 300 W, West Temple, and Main Street. The following enhancements are recommended to make the intersection safer for both pedestrians and motorists:

- Implement centerline hardening to prevent high-speed turns through the intersections;
- Construct a protected intersection at West Temple to coincide with the West Temple bikeway and improve safety and comfort for pedestrians and cyclists;
- Construct pedestrian refuge islands on 3900 South; and
- Introduce perpendicular curb cuts to assist in crossing for those with mobility impairments.

Create Active Transportation Connections

The station area's current disjointed active transportation network can be improved by adding connections between existing and proposed bike lanes and trails, including:

- Complete construction of multi-use path on 3900 South to connect north-south connections.
- Extend bike lanes on 500 West south of 3900 South to connect with the proposed Murray North Station area plan
- Construct a greenway along the TRAX route south of Meadowbrook Station.

Improve East-West Connections

Network connectivity surrounding the station is generally poor, especially north and west of the station. Like the Millcreek Station area, there are short segments of pedestrian-scaled streets, but they do not connect to each other or to the station. The following enhancements would improve east-west connections:

- Construct new roadways west of the station that connect 300 West to the Meadowbrook TRAX Station and the proposed multi-use train along the rail lines;
- Extend Weston Avenue to Main Street to create an additional connection between West Temple and Main Street; and
- Construct a complete sidewalk network to improve pedestrian comfort and safety, especially along east-west connections on Central Avenue and Gordon Avenue.

Right Size Parking

The Meadowbrook Station Area currently has more parking than necessary to accommodate the parking needs of UTA TRAX riders. UTA estimates that only 34% of available parking is being used. This underutilization of parking creates an opportunity to reduce the number of parking stalls in favor of other land uses.

West Temple Bikeway

As mentioned in the recommendations for the Millcreek Station Area, this bikeway would extend through both the Millcreek and Meadowbrook Station areas to allow for greater connectivity across the region.

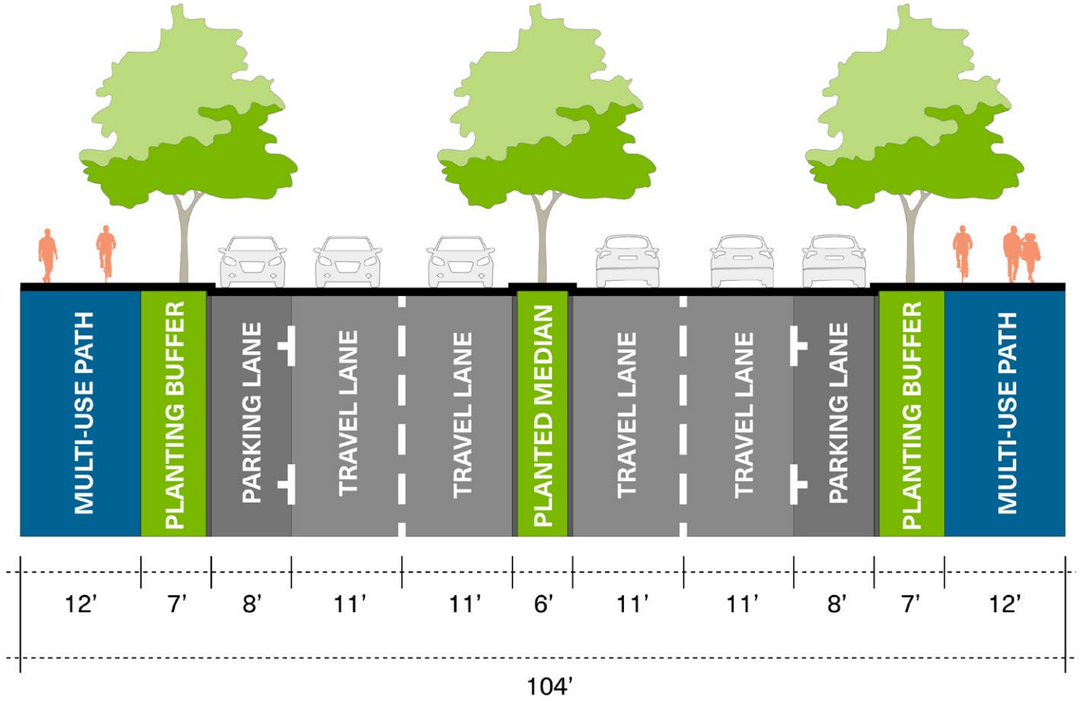


Figure 22: 3900 S Proposed Cross Section

Figure 23: Meadowbrook Station Concept Rendering

IMPLEMENTATION PLAN

This chapter outlines a clear path for translating the vision of the station area plans into action. An overall phasing strategy describes a path for implementation, while the Implementation Matrix identifies key actions and investments needed to realize the plan's goals, ranging from transit and street improvements to housing development and public space enhancements.

Each action item is organized by overall phasing and includes responsible organizations, and potential funding sources. By aligning public and private efforts, the matrix serves as a practical tool for the cities to prioritize next steps, secure funding, and phase implementation in a way that is responsive to community needs and opportunities.

MILLCREEK STATION PHASING STRATEGY

PHASE 1 (0 TO 5 YEARS) –WEST TEMPLE IMPROVEMENTS

Initial efforts at Millcreek Station should focus on creating a high-quality transit plaza on UTA property and making streetscape upgrades along West Temple. These near-term investments will set the foundation for a more inviting station environment, improve pedestrian and bicycle access, and create momentum for transit-oriented redevelopment.

PHASE 2 (5 TO 10 YEARS) – TRANSIT PLAZA, 3300 SOUTH CORRIDOR IMPROVEMENTS, AND NEW PEDESTRIAN CROSSING

The second phase should focus on creating a high-quality transit plaza on UTA property and extending improvements to 3300 South. This investment in a new public space together with upgraded sidewalks, landscaping, crosswalks, and multimodal connections along 3300 S will strengthen east–west connectivity, reinforce access to the station, and create a more inviting station environment helping position adjacent parcels for mixed-use infill and higher-intensity development over time. Working with UDOT and UTA this phase should include a new pedestrian crossing across 3300 S that will help with overall area connectivity and safety

HTRZ FUNDING

Pursuing Housing and Transit Reinvestment Zone (HTRZ) funding for the Millcreek Station area offers a great opportunity to align redevelopment with community goals of inclusive and affordable housing. Millcreek Station is already a strong transit hub which means new development can leverage existing infrastructure and maximize ridership without new transit investments. Redevelopment around established stations tends to create higher value through density, walkability, and reduced car dependence.

At the same time, as the entire Wasatch Front is seeing more demand for a variety of housing options, HTRZ funding could become a tool to support new affordable and income-restricted housing around the Millcreek station and help enable the type of development and mix of uses the station area plan vision describes.

The HTRZ funds can be invested in public amenities like the new Transit Plaza, sidewalk, landscaping, and street improvements along 3300 S, and a new pedestrian crosswalk across 3300 S, making the district more attractive, safe, and connected and creating a catalyst for redevelopment. Pursuing HTRZ also demonstrates alignment with Utah's broader policy priorities around housing and transit-oriented growth, and it can open the door to additional regional and state support.

The best opportunity to ensure the provision of affordable housing at Millcreek Station lies in the high-density Residential Hub, located near Washington Street and 3300 S as well as the medium-density Residential Neighborhood south of 3300 S and west of the TRAX line. These areas can allow for approximately 580 new residential units, and development should strive to meet the 20% affordable housing share while allowing for economic diversity.

PROPOSED DENSITY

PROPOSED DENSITY	PROPOSED RESIDENTIAL UNITS
55 du/ac	582

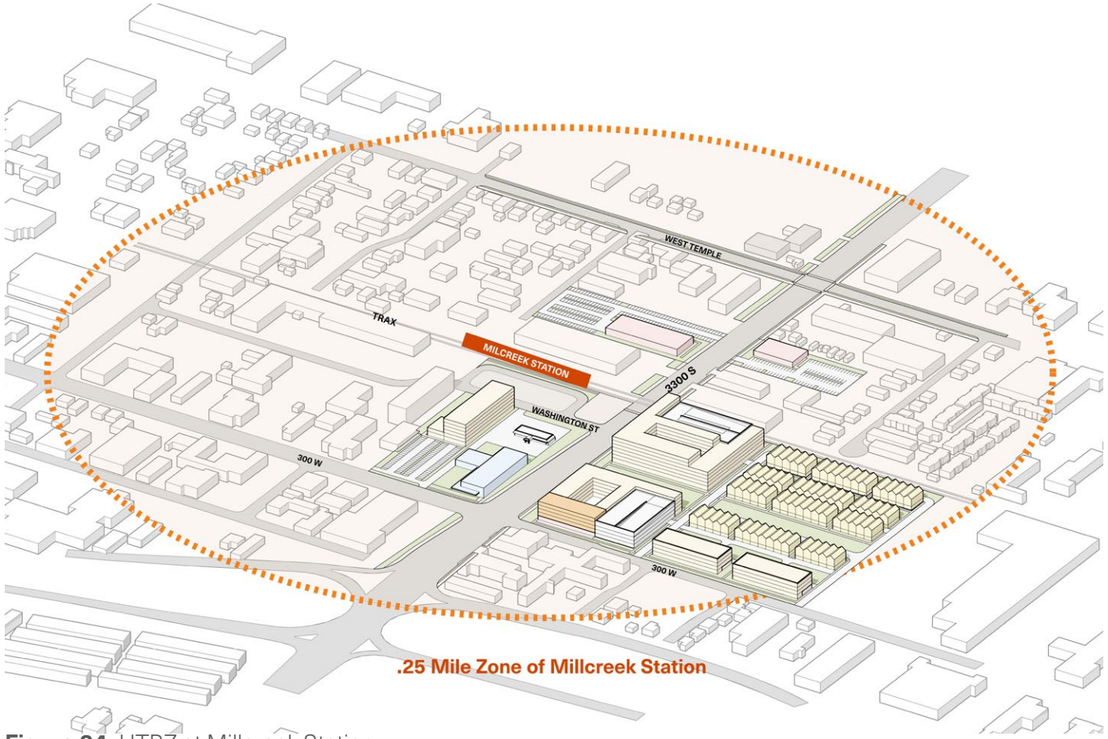


Figure 24: HTRZ at Millcreek Station

MEADOWBROOK STATION PHASING STRATEGY

PHASE 1 (0 TO 5 YEARS) – WEST TEMPLE IMPROVEMENTS, UTA PARCEL ACTIVATION, AND RECREATION CENTER PARTNERSHIP

The early-phase efforts at Meadowbrook Station should prioritize West Temple enhancements to improve multimodal safety and comfort, paired with redevelopment of the UTA-owned parcel immediately adjacent to the station. Together, these steps will provide both public-realm upgrades and new housing or mixed-use activity that activates the station area. Code amendments that support inclusive redevelopment in the area should also be incorporated during this first Phase as a way to incentivize redevelopment while achieving the Station Area Plan goals.

PHASE 2 (5 TO 10 YEARS) – 3900 SOUTH IMPROVEMENTS AND GREEN BUFFER

Subsequent investments should extend to 3900 South, with upgraded sidewalks, crossings, and landscaping that transform this key corridor into a more pedestrian- and transit-friendly street. During this phase the green buffer along the TRAX line should be established to provide for screening between future residential areas and the rail line, and also as a key pedestrian north-south connector that will bring environmental and community benefits to the station area. Conversations with the County should start on the short/mid-term to secure the location for a new Recreation Center in the former Salt Lake Community College site.

PHASE 3 (10+ YEARS) – RECREATION CENTER CONSTRUCTION AND PEDESTRIAN BRIDGE

The final phase should include construction of the new Recreation Center at the former Salt Lake Community College site which will become a node for integrated community services and new inclusive development. The redevelopment of this catalyst parcel will bring new activity to the area, while providing access to health, services, and community gathering. Partnering with local agencies, the new pedestrian bridge connection across the TRAX line should be developed to better link both sides of the rail line and provide access to the new facilities from the east side. HTRZ funding should also be pursued during this phase.

HTRZ FUNDING

For the Meadowbrook Station, pursuing Housing and Transit Reinvestment Zone (HTRZ) would help consolidate the area into a more connected, livable, and affordable transit-oriented community, with additional housing opportunities, services, and new pedestrian connections to surrounding uses. It aligns with the goals of an inclusive and accessible neighborhood that serves all demographics and groups in the community. With existing developments in the area, the required density could be achieved, and HTRZ funds can be used for streetscape improvements and the new pedestrian bridge across the TRAX line. These funds can also help bridge the financial gaps that often hold back mixed-use, higher-density projects, including land costs, site preparation, and structured parking. Aligning Meadowbrook's redevelopment with the state's HTRZ program can help unlock new opportunities while ensuring that growth delivers public benefits in affordability, sustainability, and neighborhood connectivity.

The best opportunity to ensure the provision of affordable housing at the Meadowbrook Station lies in the UTA parcel, South Salt Lake Community College site, and parcels south of 3900 S on the Millcreek side. These parcels combined can allow for approximately 820 new residential units, and development should strive to meet the 20% affordable housing share while allowing for economic diversity.

PROPOSED DENSITY

PROPOSED DENSITY	PROPOSED RESIDENTIAL UNITS
59 du/ac	821

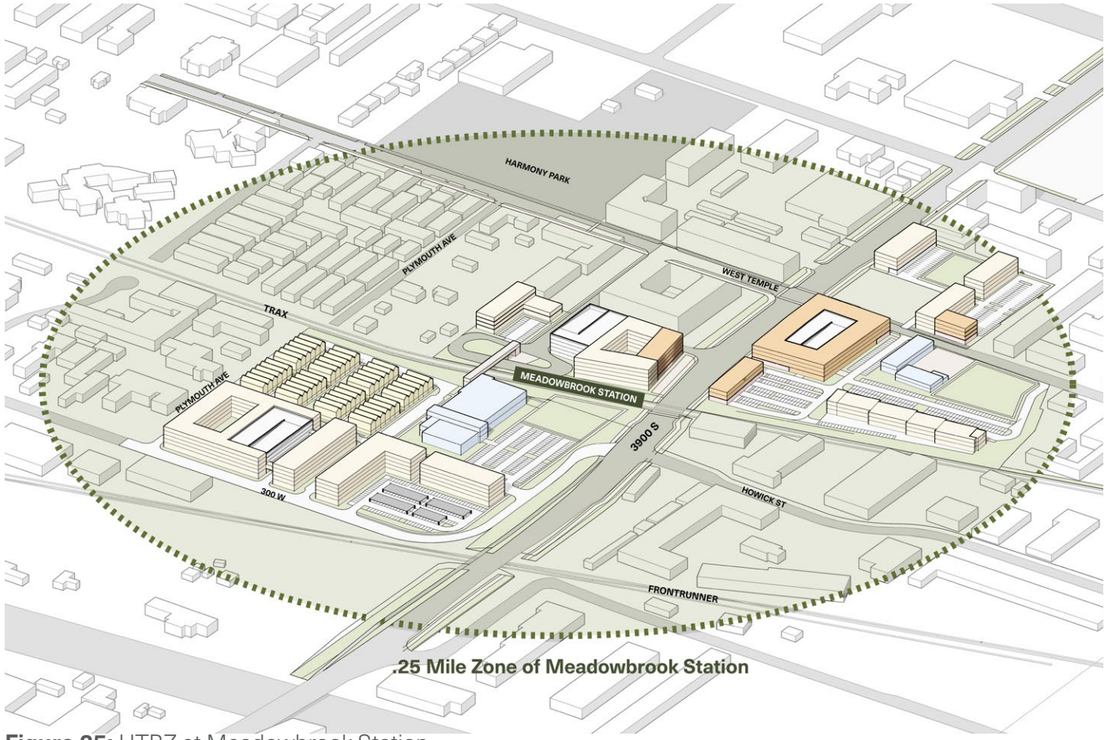


Figure 25: HTRZ at Meadowbrook Station

IMPLEMENTATION MATRIX

MILLCREEK STATION

	ACTION ITEM	RESPONSIBLE PARTY*				FUNDING/ FINANCING
		SOUTH SALT LAKE	MILLCREEK	UTA	OTHER	
1	Prepare a multi-jurisdictional design to implement right-of-way changes on West Temple including new bikeways	X	X			Local general funds; CRP, CMAQ or TAP funds via UDOT/WFRC; South Salt Lake CIP
2	Review current Land Use map and incorporate suggested revisions to support redevelopment	X				
3	Collaborate with UDOT to implement selected intersection improvements along 3300 South and changes to 3300 South cross-section	X			UDOT	State and Federal Funds; Utah Trail Network (UDOT; Community Improvement District (CID); STP, CRP, CMAQ or TAP funds via UDOT/ WFRC
4	Pursue HTRZ funding	X				
5	Prepare park-and-ride demand estimates to allow for redevelopment of the existing park-and-ride surface parking area to incorporate a Transit Plaza	X		X		TIF, Community Improvement District (CID); General Fund
6	Update zoning to require larger setback on north side of 3300 South that will allow for connectivity improvements and Green Parkway	X			Developers	Development agreements with private property owners as parcels redevelop; local general funds; CRP, CMAQ or TAP funds via UDOT/WFRC
7	Design and construct Transit Plaza on the south-west corner of UTA's parking lot	X		X		South Salt Lake CIP; Federal Funds; IHTRZ
8	Study incentives to support redevelopment of identified opportunity sites	X			Property Owners	
9	Study 3300 South Greenway and trail connectivity	X	X		UDOT Seven Canyons Trust	Utah Trail Network (UDOT)
10	Explore potential land acquisitions to secure new green public space in the area	X				

MILLCREEK STATION

	ACTION ITEM	RESPONSIBLE PARTY*				FUNDING/ FINANCING
		SOUTH SALT LAKE	MILLCREEK	UTA	OTHER	
11	Study potential greenway along TRAX line to connect to Meadowbrook Station	X	X	X	UDOT	Utah Trail Network (UDOT)
12	Construct new roadway connections at Walton Avenue and Granite Avenue	X				Local General Funds
13	Implement multi-use trail or byway on Mill Creek east of 300 West, in collaboration with regional partners like Salt Lake County	X			Salt Lake County	Local general funds; Salt Lake County Transportation Choice funds; CMAQ or TAP funds via UDOT/WFRC
14	Add missing sidewalks on 300 West	X			UDOT	STP; CRP, CMAQ or TAP funds via UDOT/WFRC
15	Add missing sidewalks on streets throughout both station areas, on both local and UDOT roads	X	X			Local general funds; STP; CRP, CMAQ or TAP funds via UDOT/WFRC
16	Add missing sidewalks on 2950 S	X				Local general funds; STP; CRP, CMAQ or TAP funds via UDOT/WFRC
17	Consider adding Inclusionary Zoning Requirements to existing code to incorporate affordable and senior housing in the station area	X				
18	Study incentives (density, parking, fee waivers) to align future redevelopment with station area plan goals of inclusivity and housing options for various demographics and socioeconomic groups	X				
19	Review current zoning requirements for the Commercial Corridor zone related to minimum parcel size of one acre for non-residential uses, setbacks, and parking requirements (especially along 3300 S and 3900 S)	X				
20	Incorporate public realm dedications in current zoning to support incorporating green spaces as part of new redevelopment in the area	X				

Surface Transportation Program (STP), Carbon Reduction Program (CRP), Congestion Mitigation/Air Quality (CMAQ), and Transportation Alternatives Program (TAP)

Surface Transportation Program (STP), Carbon Reduction Program (CRP), Congestion Mitigation/Air Quality (CMAQ), and Transportation Alternatives Program (TAP)

MEADOWBROOK STATION

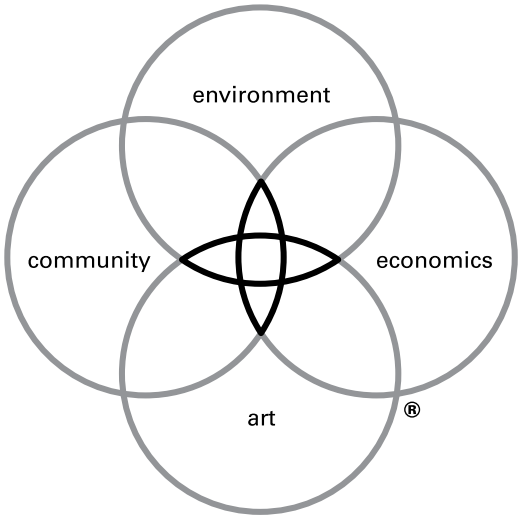
	ACTION ITEM	RESPONSIBLE PARTY*				FUNDING/ FINANCING
		SOUTH SALT LAKE	MILLCREEK	UTA	OTHER	
21	Design right-of-way improvements to 3900 South	X	X			TIF, Community Improvement District (CID); Local General Funds; CRP, CMAQ or TAP funds via UDOT/ WFRC
22	Prepare a multi-jurisdictional design to implement right-of-way changes on West Temple including new bikeways	X	X			Local General Funds; CRP, CMAQ or TAP funds via UDOT/WFRC
23	Review current Land Use map and incorporate suggested revisions to support redevelopment	X	X			
24	Start conversations with Salt Lake Community College and Salt Lake County for new Recreation Center	X			SLCC Salt Lake County	
25	Pursue HTRZ funding	X	X			
26	Study feasibility of new pedestrian crossing across 3900 South by rail barriers	X	X	X	UDOT	State and Federal Funds; Utah Trail Network (UDOT); Community Improvement District (CID); General Fund
27	Prepare park-and-ride demand estimates to allow for redevelopment of the existing park-and-ride surface parking area	X		X		TIF
28	Prepare RFP for development of UTA parking lot for infill development.	X		X		TIF
29	Study incentives to support redevelopment of identified opportunity sites	X	X		Property Owners	
30	Design pedestrian bridge connecting west and east sides of the station area	X		X	FRA Union Pacific WFRC	State and Federal Funds; HTRZ
31	Add missing sidewalks throughout the Meadowbrook Station Area on both local and UDOT roads	X	X		UDOT	Local general funds; STP; CRP, CMAQ or TAP funds via UDOT/WFRC
32	Construct a greenway parallel to TRAX near Meadowbrook Station in partnership with UTA and other regional partners such as Salt Lake County that can potentially connect to Murray North and Millcreek Station	X	X	X	X	Local General Funds in partnership with Murray City; Salt Lake County Transportation Choice funds; CRP, CMAQ or TAP funds via UDOT/ WFRC

Surface Transportation Program (STP), Carbon Reduction Program (CRP), Congestion Mitigation/Air Quality (CMAQ), and Transportation Alternatives Program (TAP)

MEADOWBROOK STATION

	ACTION ITEM	RESPONSIBLE PARTY*				FUNDING/ FINANCING
		SOUTH SALT LAKE	MILLCREEK	UTA	OTHER	
33	Study overall trail improvements and connections to Big Cottonwood Creek and Jordan River	X	X		Seven Canyons Trust	Utah Trail Network (UDOT)
34	Implement intersection improvements on 3900 South	X	X	X		Local general funds; STP, CRP, CMAQ or TAP funds via UDOT/WFRC; HTRZ
35	Complete path connections on 3900 South, tying into UTN facilities, and extend the existing multi-use trail to the east	X	X	X		Local General Funds; Utah Trail Network program funds via UDOT; CRP, CMAQ or TAP funds via UDOT/ WFRC
36	Extend bike lanes on 500 West and Main Street		X			Local General Funds; CRP, CMAQ or TAP funds via UDOT/WFRC
37	Create new a roadway connection at Weston Avenue		X		X	Local General Funds
38	Consider adding Inclusionary Zoning Requirements to existing code to incorporate affordable and senior housing in the station area	X	X			
39	Study incentives (density, parking, fee waivers) to align future redevelopment with station area plan goals of inclusivity and housing options for various demographics and socioeconomic groups	X	X			
40	Actively pursue open space aquisition in the plan area		X			
41	Review the proposed land use recommendations from this plan together with the Murray North SAP to create a cohesive land use strategy		X		Murray	
42	Prioritize a strategy to resolve the current food and medical deserts in the area		X		X	
43	Create a task force for the Meadowbrook Station Area to facilitate cross-jurisdictional implementation	X	X			

Surface Transportation Program (STP), Carbon Reduction Program (CRP), Congestion Mitigation/Air Quality (CMAQ), and Transportation Alternatives Program (TAP)



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MILLCREEK, UTAH
ORDINANCE NO. 25-45

AN ORDINANCE OF MILLCREEK VACATING THE EASTERLY PORTIONS OF THE 2700 EAST PUBLIC STREET OR RIGHT OF WAY, GENERALLY LOCATED BETWEEN 3450 AND 3550 SOUTH

WHEREAS, the Millcreek City Council ("Council") met in a regular meeting on October 27, 2025, to consider, among other things, approving the vacation of the easterly portion of the 2700 East public street or right of way, generally located between 3450 and 3550 South, as described in the below legal description; and

WHEREAS, Utah Code Section 72-5-105 provides in part that all public streets or roads shall continue to be public streets or roads until formally abandoned by ordinance of a highway authority having jurisdiction and the ordinance has been duly recorded in the of the county recorder where the street or road is located; and

WHEREAS, Utah Code Section 10-9a-609.5 provides in part that the City Council may approve a petition to vacate a public street in accordance with the requirements of Utah Code Section 10-9a-609.5; and

WHEREAS, on or about the month of September 2025, Millcreek City Staff petitioned to vacate a portion of the 2700 East public street or right of way which included all the elements required by Utah Code, Section 10-9a-609.5; and

WHEREAS, Utah Code Section 10-9a-609.5 provides that if a petition is submitted containing a request to vacate some or all of a public street or municipal utility easement, the legislative body shall hold a public hearing in accordance with Utah Code Section 10-9a-208 and determine whether good cause exists for the vacation and neither the public interest nor any person will be materially injured by the proposed vacation; and

WHEREAS, Millcreek Code Section 18.15.020.G.4. requires a formal public engagement process in the form of a public hearing, held by Millcreek's Planning Commission as a recommending body, and a public meeting held by the City Council as the Land Use Authority, for public street or municipal utility easement vacations; and

WHEREAS, on September 27, 2025, the City Staff gave notice of the date, place, and time of the required public hearing as required by Utah Code Section 10-9a-208; and

WHEREAS, both Planning Commisison and Staff have advised the Council that good cause exists for the vacation because, among other things, removing the historic wall from the right of way also removes the city (Millcreek taxpayers) from ongoing maintenance and liability, while also preserving the historic wall along the east edge of asphalt; and

WHEREAS, neither the public interest nor any person will be materially injured by the vacation, provided that an easement is recorded securing public access on the portion of sidewalk

being vacated, and that an agreement is in place with the abutting property owner regarding the maintenance of the retaining wall; and

WHEREAS, the vacation of portions of the 2700 East will result in a more favorable alignment of the east edge of the 2700 East public street or right of way; and

WHEREAS, based on the public hearings and staff report and subject to a public access easement over the existing parkstrip, sidewalk, and historic wall, in conjunction with a maintance agreement with the adjacent property for maintenance thereof, the Council finds that good cause exists for the vacation and that neither the public interest nor any person will be materially injured by the proposed vacation.

NOW, THEREFORE, BE IT ORDAINED by the Council that the portion of the 2700 East public street or right of way generally located between 3450 East and 3550 South, is hereby vacated subject to a public access easement over the existing parkstrip, sidewalk, and historic wall, in conjunction with a maintance agreement with the adjacent property, area being vacated is described and depicted within **Exhibit A**. The same is no longer necessary as a public street, alley, or right of way. The Mayor and Recorder are hereby directed to record a copy of this ordinance in the Office of the Salt Lake County Recorder.

PASSED AND APPROVED this 27th day of October 2025.

MILLCREEK COUNCIL

By: _____
Jeff Silvestrini, Mayor

ATTEST:

_____
Elyse Sullivan, City Recorder

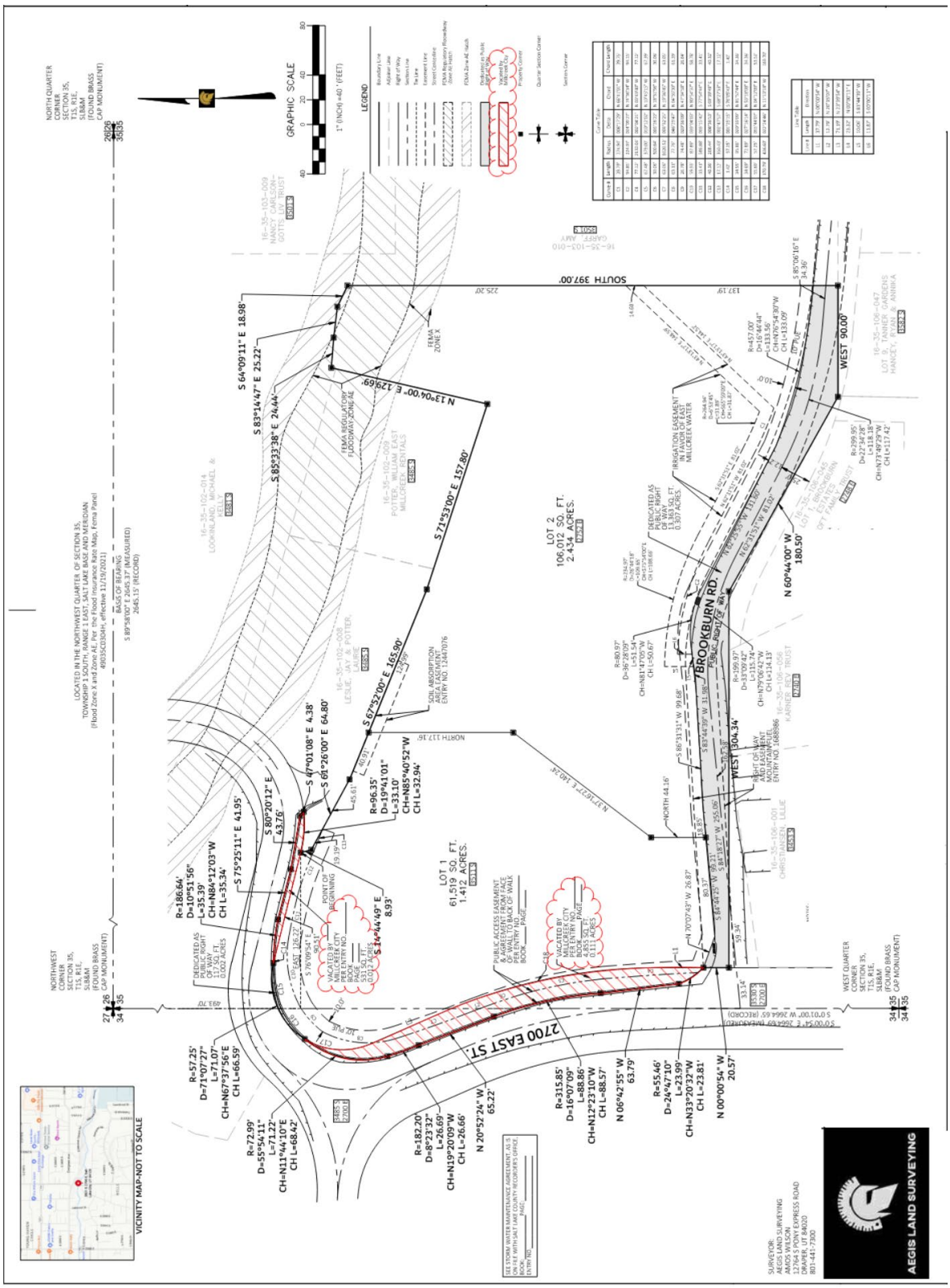
Roll Call Vote:		
Silvestrini	Yes	No
Catten	Yes	No
DeSirant	Yes	No
Jackson	Yes	No
Uipi	Yes	No

CERTIFICATE OF POSTING

I, the duly appointed recorder for Millcreek, hereby certify that:
ORDINANCE 25-45: AN ORDINANCE OF MILLCREEK VACATING THE EASTERLY PORTIONS OF THE 2700 EAST PUBLIC STREET OR RIGHT OF WAY, GENERALLY LOCATED BETWEEN 3450 AND 3550 SOUTH was adopted the 27th day of October 2025 and that a copy of the foregoing Ordinance 25-45 was posted in accordance with Utah Code 10-3-711 this ____ day of October, 2025.

_____
Elyse Sullivan, City Recorder

EXHIBIT A



Legal Description

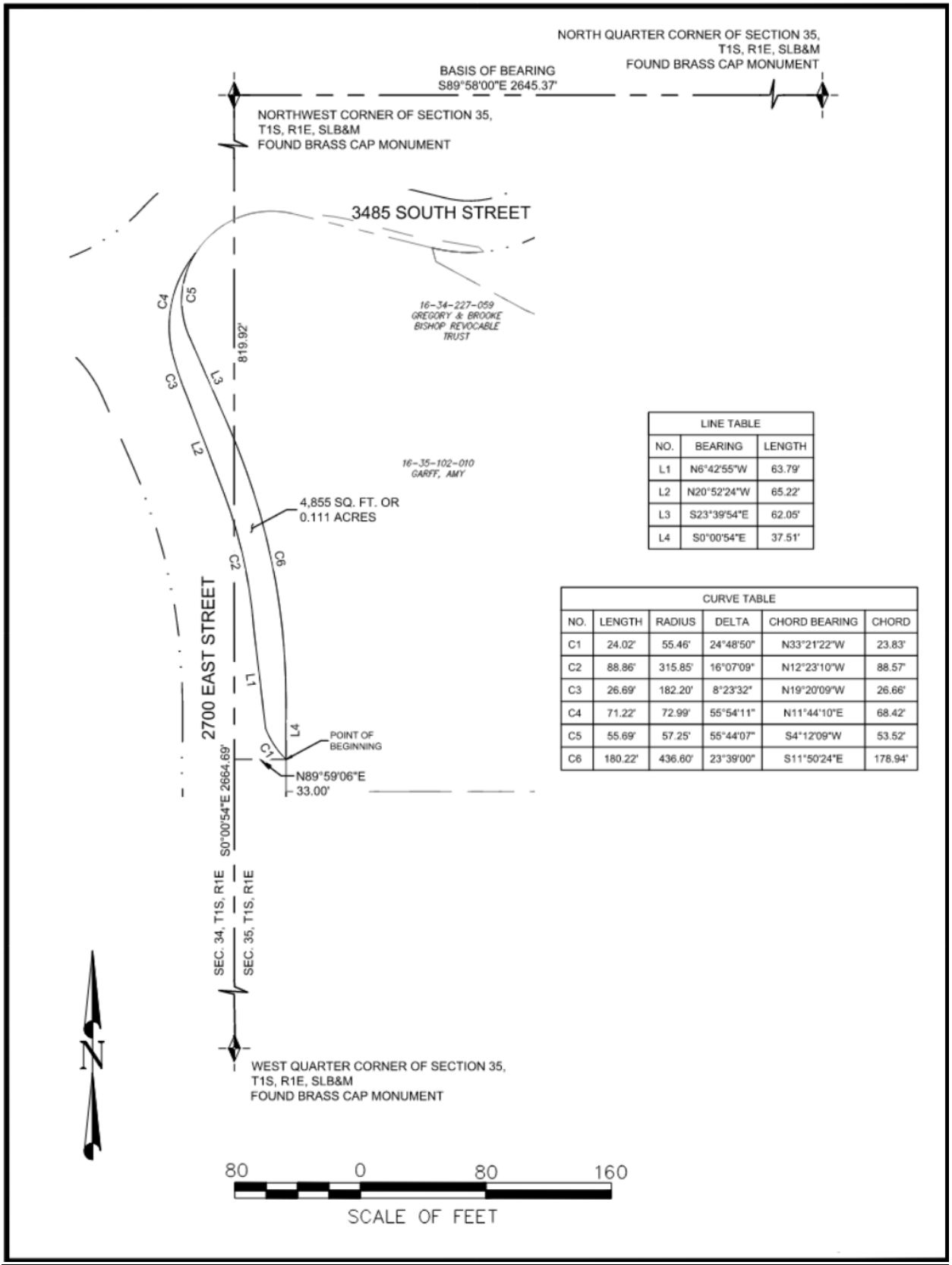
(Vacated Area)

PROPOSED RIGHT-OF-WAY EXPANSION OF 2700 EAST STREET FROM MILLCREEK CITY

A part of the Northeast Quarter of Section 34 and the Northwest Quarter of Section 35, Township 1 South, Range 1 East, Salt Lake Base and Meridian, Millcreek City, Salt Lake County, Utah, more particularly described as follows:

Beginning at a point on the existing easterly right-of-way line of 2700 East Street, said point being 819.92 feet South 0°00'54" East along the Section Line; and 33.00 feet North 89°59'06" East from the Northwest Corner of said Section 35; and running thence along the easterly right-of-way line the following six (6) courses: (1) northwesterly 24.02 feet along the arc of a 55.46 foot radius curve to the right, through a central angle of 24°48'50", chord bears North 33°21'22" West 23.83 feet, (2) North 6°42'55" West 63.79 feet, (3) northerly 88.86 feet along the arc of a 315.85 foot radius curve to the left, through a central angle of 16°07'09", chord bears North 12°23'10" West 88.57 feet, (4) North 20°52'24" West 65.22 feet, (5) northerly 26.69 feet along the arc of a 182.20 foot radius curve to the right, through a central angle of 8°23'32", chord bears North 19°20'09" West 26.66 feet, (6) northerly 71.22 feet along the arc of a 72.99 foot radius compound curve to the right, through a central angle of 55°54'11", chord bears North 11°44'10" East 68.42 feet to a point being on the proposed easterly right-of-way line of said 2700 East Street; thence along said proposed easterly right-of-way line the following four (4) courses: (1) southerly 55.69 feet along the arc of a 57.25 foot radius non-tangent curve to the left, through a central angle of 55°44'07", chord bears South 4°12'09" West 53.52 feet (2) South 23°39'54" East 62.05 feet, (3) southerly 180.22 feet along the arc of a 436.60 foot radius curve to the right, through a central angle of 23°39'00", chord bears South 11°50'24" East 178.94 feet, (4) South 0°00'54" East 37.51 feet to the Point of Beginning.

Contains 4,855 sq. ft. or 0.111 acres



LINE TABLE		
NO.	BEARING	LENGTH
L1	N6°42'55"W	63.79'
L2	N20°52'24"W	65.22'
L3	S23°39'54"E	62.05'
L4	S0°00'54"E	37.51'

CURVE TABLE					
NO.	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD
C1	24.02'	55.46'	24°48'50"	N33°21'22"W	23.83'
C2	88.86'	315.85'	16°07'09"	N12°23'10"W	88.57'
C3	26.69'	182.20'	8°23'32"	N19°20'09"W	26.66'
C4	71.22'	72.99'	55°54'11"	N11°44'10"E	68.42'
C5	55.69'	57.25'	55°44'07"	S4°12'09"W	53.52'
C6	180.22'	436.60'	23°39'00"	S11°50'24"E	178.94'

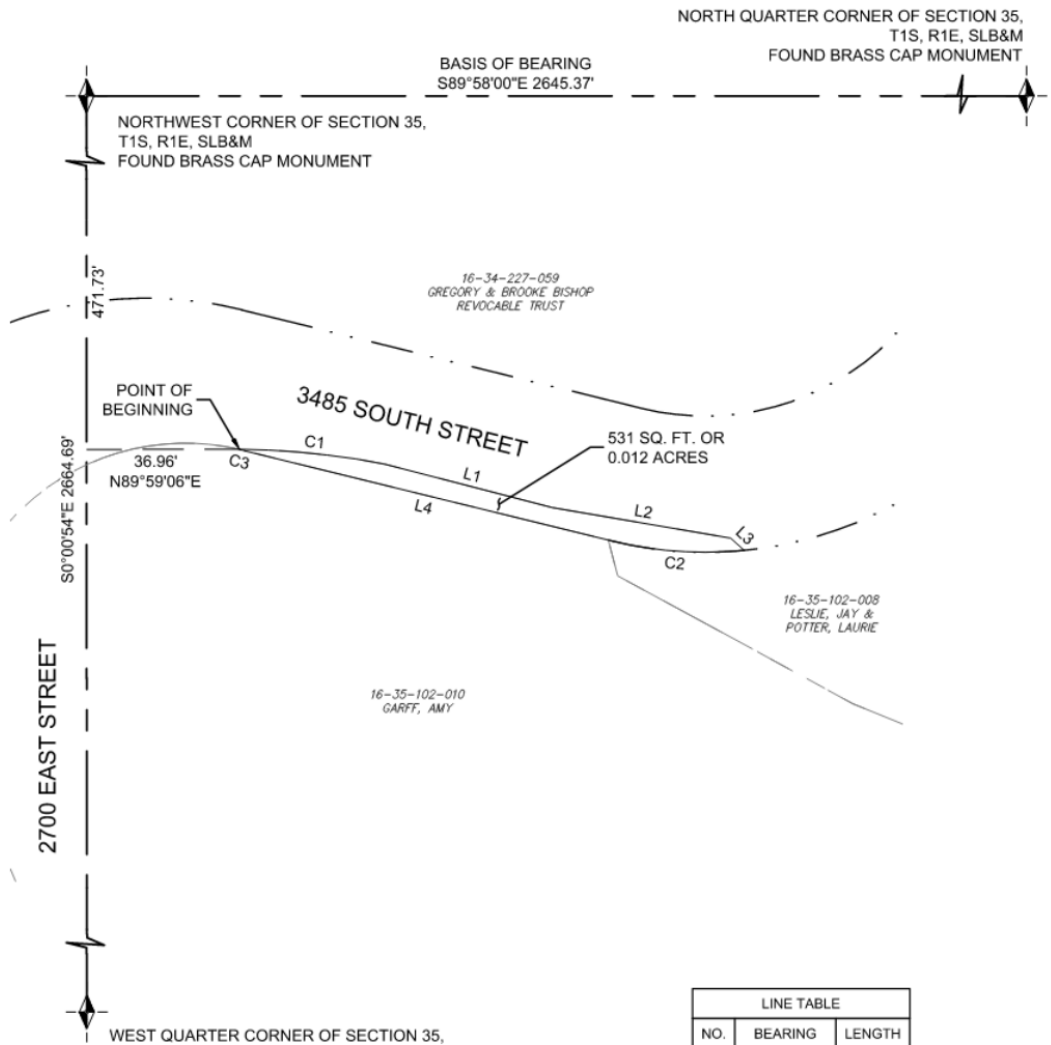
PROPOSED RIGHT-OF-WAY EXPANSION OF 3485 SOUTH STREET

FROM MILLCREEK CITY

A part of the Northwest Quarter of Section 35, Township 1 South, Range 1 East, Salt Lake Base and Meridian, Millcreek City, Salt Lake County, Utah, more particularly described as follows:

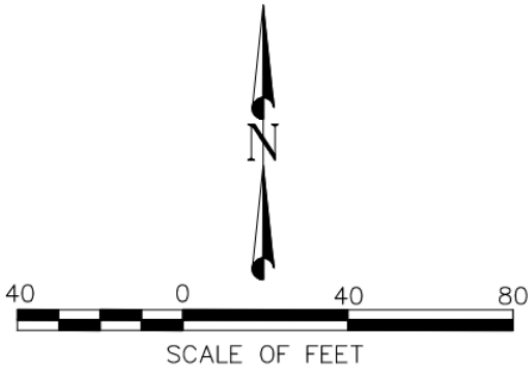
Beginning at a point on the existing southerly right-of-way line of 3485 South Street, said point being 471.73 feet South 0°00'54" East along the Section Line; and 36.96 feet North 89°59'06" East from the Northwest Corner of said Section 35; and running thence along said existing right-of-way line of 3485 South Street the following four (4) courses: (1) easterly 35.39 feet along the arc of a 186.64 foot radius curve to the right, through a central angle of 10°51'56", chord bears South 84°12'03" East 35.34 feet (2) South 75°25'11" East 41.95 feet; (3) South 80°20'12" East 43.76 feet; and (4) South 47°01'08" East 4.38 feet to a point being on the proposed right-of-way line of said 3485 South Street; thence along said proposed southerly right-of-way line the following three (3) courses: (1) westerly 33.10 feet along the arc of a 96.35 foot radius non-tangent curve to the right, through a central angle of 19°41'01", chord bears North 85°40'52" West 32.94 feet, (2) North 76°09'54" West 90.51 feet, (3) westerly 1.42 feet along the arc of a 57.25 foot radius curve to the left, through a central angle of 1°25'15, chord bears North 76°05'43" West 1.42 feet to the Point of Beginning.

Contains 531 sq. ft. or 0.012 acres



LINE TABLE		
NO.	BEARING	LENGTH
L1	S75°25'11"E	41.95'
L2	S80°20'12"E	43.76'
L3	S47°01'08"E	4.38'
L4	N76°09'54"W	90.51'

CURVE TABLE					
NO.	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD
C1	35.39'	186.64'	10°51'56"	S84°12'03"E	35.34'
C2	33.10'	96.35'	19°41'01"	N85°40'52"W	32.94'
C3	1.42'	57.25'	1°25'15"	N76°05'43"W	1.42'



Millcreek City Hall
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millcreekut.gov

Planning & Zoning
(801) 214-2700
planner@millcreekut.gov

SV-25-001

City Council Staff Report

Meeting Date:	**10/27/2025**
Applicant:	**Chris Bick**
Re:	**A petition to vacate portion of the 2700 East public street/right of way**
Property Address:	**2700 East (between 3450 & 3550 South)**
Prepared By:	**Brad Sanderson, Current Planning Manager**
Scope of Decision:	**Discretionary. This is a legislative matter, to be decided by the Millcreek City Council upon receiving a recommendation from the Millcreek Planning Commission. Your recommendation can be broad in scope, but should consider prior adopted policies, especially the Millcreek General Plan and Master Transportation Plan.**

REQUEST AND SYNOPSIS

Proposal:
Chris Bick, on behalf of the Garff family, has file a petition requesting that Millcreek vacate portions of the east edge of 2700 East, between Brookburn Road and the "S" curve. There is a retaining wall of historic significance, which currently abuts the edge of asphalt or travel lane along the east edge of 2700 East. Due to the close proximity of the wall to the travel lanes and the narrowness and tightness of the "S" curve, vehicles occasionally make contact with the face of the wall, requiring frequent maintenance.

The applicant is in process of subdividing their property which is abutting 2700 East, into a two-lot subdivision. The subdivision process requires installation of public improvements along the abutting right-of-way, according to certain standards found in Millcreek code and Millcreek's Master Transportation Plan (MTP). Because Millcreek's MTP does not include or support a retaining wall within such close proximity to the travel lanes, the historic retaining wall would need to be removed and replaced with new curb, gutter, sidewalk, and park strip as part of the 2-lot subdivision improvements.

Staff has been working with the applicant on an agreement to vacate portions of the 2700 East right-of-way

located east of, and including, the historic retaining wall, in exchange for a public access easement and agreement over and across the existing park strip/sidewalk areas.

The vacation would remove the historic wall from the right-of-way, allowing it to be preserved intact, in its current location, while eliminating maintenance and liability for Millcreek. The easement would allow ongoing pedestrian access over and across the sidewalk and park stirp area. The agreement would ensure continual maintenance of the wall, sidewalk and park strip, by the abutting property owner, as has been done in years past.

FINDINGS:

1. The Garff property recently received the Planning Directors preliminary approval in September 2025 enabling the property to be subdivided into a two-lot subdivision.
2. Previously, only Utah State Code required the vacation of a public street or municipal utility easement vacation applications to be viewed by the City Council however, as part of the 2025 Millcreek Code Update, Millcreek Code 18.15.020.G.4. now requires; 1) the Planning Commission [to] hold a public hearing and make a recommendation; and 2) the City Council [to] hold a public meeting and [to] be the land use authority for public street or municipal utility easement vacation applications.".
3. According to Millcreek Code Millcreek Code 18.15.020.G.5; "public streets or municipal utility easements may not be vacated unless, the following criteria are met:
    a. The vacation does not deprive abutting properties of adequate legal access to existing or proposed public utilities or drainage installations;
    b. The vacation is consistent with the General Plan and other adopted policies and plans, including any adopted transportation plan or streets/roadway plan;
    c. The land to be vacated is no longer necessary for public use and convenience;
    d. The right-of-way is no longer needed for public transportation purposes;
    e. The vacation will not adversely impact the use of the right-of-way for public utility and/or drainage purposes;
    f. Access to lots or properties surrounding the plat will not be adversely affected, and the vacation will not leave any land-locked properties or deprive abutting properties of adequate legal access;
    g. The vacation will not adversely impact the health, safety, and/or welfare of the general community, or reduce the quality of public facilities or services provided to any property, including but not limited to police/fire protection, access, and utility service;
    h. The vacation satisfies the requirements of MKC 14.52;
    i. Good cause exists for the vacation; and
    j. The public interest or any person will not be materially injured by the proposed vacation.".
4. Pertaining to the approval criteria (above):
    a. No other property would have legal access as the Garff property is the only parcel abutting the areas to be vacated.

b. A public utility easement will be granted, by way of plat, along the east edge of the 2700 East right-of-way.

c. Removing the historic retaining wall from the public right-of-way only further brings the right of way into compliance.

d. There will be no physical change to the land or right of way to be vacated whereupon; the area can still be utilized by the public by means of a public access easement thus maintaining public access, transportation, utility, and drainage purposes.

e. The Gaff property has access from Brookburn Road and will continue to have the same access from 2700 East as historically occurred.

5. Utah Code **10-9a-609.5** allows the Municipal Land Use Authority, as a legislative body, adopt an ordinance granting a petition to vacate some or all of a public street or municipal utility easement if the legislative body finds that:

(a) good cause exists for the vacation; and

(b) neither the public interest nor any person will be materially injured by the vacation.

CONCLUSIONS:

1. Good cause for the vacation exists as removing the historic wall from the right of way also removes the city (Millcreek and taxpayers) from ongoing maintenance and liability, while also preserving the historic wall by way of a perpetual maintenance agreement.

2. Neither the public interest nor any person will be materially injured by the vacation, provided that an easement is recorded securing public access on the portion of sidewalk being vacated, and that an agreement is in place with the abutting property owner regarding the maintenance of the retaining wall.

3. A public notice was posted on the property and city website as well as sent out to all affected entities and property owners abutting and within 500 feet of the proposed vacated area.

4. Primary utility providers have supplied letters stating they are not affected and/or opposed to the proposed vacation or right-of-way subject to the public utility access easement.

5. The vacation will not adversely impact the health, safety, and/or welfare of the general community, or reduce the quality of public facilities or services provided to any property, including but not limited to police/fire protection, access, and utility service.

6. The proposal meets all other approval criteria prescribed by Utah Code and Millcreek Code.

7. The proposal does not conflict with the Goals and Strategies (specifically the Master Transportation Plan, as listed within the city's Adopted General Plan.

RECOMMENDATIONS:

Planning Commission Recommendation - On 10/15/2025 The Millcreek Planning Commission took comments during a public hearing and made a unanimous recommendation in favor of application file number SV-25-001, vacating portions of 2700 East to better align the edge of the public right-of-way, as presented.

Staff Recommendation - Based on the findings and conclusions listed above, Staff recommends that the City Council take public comments and approve of application file number SV-25-001, vacating portions of 2700 East to better align the edge of the public right-of-way, as presented, unless during the hearing facts are presented that contradict these findings or new facts are presented, either of which would warrant further investigation by Staff.

MODEL MOTION

Based on the findings, conclusions and Staff's recommendations, (listed above):

I move that the City Council take public approve application file number SV-25-001 to vacate, by ordinance, portions of the 2700 East public right-of-way, as depicted within the attached Plat and as described within a certain ordinance.

SUPPORTING DOCUMENTS

- **Plat depicting area of right-of-way to be vacated**
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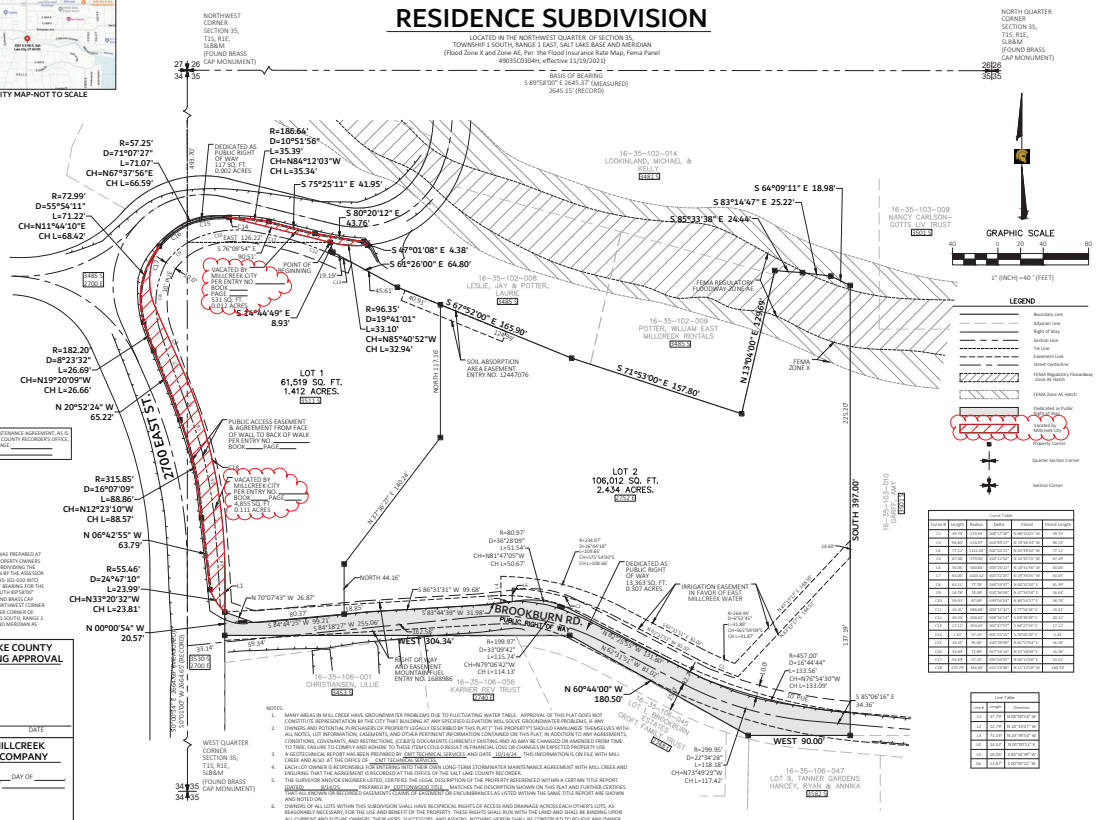
GARFF MILLCREEK RESIDENCE SUBDIVISION

LOCATED IN THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN
(Flood Zone X and Zone AE, Per the Flood Insurance Rate Map, Fema Panel 49035C0304H, effective 11/19/2021)

VICINITY MAP-NOT TO SCALE



Curve Table					
Curve #	Length	Radius	Delta	Chord	Chord Length
C1	35.39'	174.64'	10°24'17"	N 84°55'01" W	35.34'
C2	46.80'	110.97'	024°09'27"	N 79°56'54" W	46.45'
C3	77.12'	110.97'	039°48'42"	N 45°49'46" W	75.57'
C4	67.38'	179.64'	021°29'32"	N 10°45'57" W	67.00'
C5	82.26'	320.64'	014°42'12"	N 18°51'42" W	82.04'
C6	83.98'	320.64'	015°00'32"	N 33°56'55" W	83.74'
C7	63.03'	57.25'	063°04'47"	N 09°56'58" E	59.89'
C8	26.78'	70.00'	021°55'04"	N 07°58'54" E	26.62'
C9	10.02'	70.00'	008°12'00"	N 03°05'02" W	10.01'
C10	18.93'	47.00'	023°04'50"	N 05°45'57" E	18.79'
C11	51.41'	166.00'	017°44'42"	N 17°54'42" E	51.21'
C12	83.56'	166.00'	028°50'51"	N 40°37'08" E	82.67'
C13	17.13'	320.64'	003°03'57"	N 58°37'56" E	17.13'
C14	1.41'	57.00'	001°25'14"	S 89°58'41" E	1.41'
C15	44.55'	95.84'	026°37'58"	N 82°41'56" E	44.14'
C16	51.60'	71.00'	037°18'14"	N 72°48'05" E	50.70'
C17	51.60'	57.00'	051°52'05"	N 70°57'05" E	49.91'
C18	170.79'	166.00'	058°56'48"	N 31°14'58" E	163.35'

Line Table		
Line #	Length	Direction
L1	47.76'	N 06°06'54" W
L2	52.79'	N 45°55'55" W
L3	75.24'	N 23°09'45" W
L4	24.62'	N 06°58'51" E
L5	19.66'	S 80°58'38" W
L6	21.87'	S 00°00'54" W

NARRATIVE:
THE SUBDIVISION PLAT WAS PREPARED AT THE REQUEST OF THE PROPERTY OWNERS FOR THE PURPOSE OF SUBDIVIDING THE PARCEL OF LAND KNOWN BY THE ASSESSOR AS PARCEL NUMBER 16-35-102-010 INTO TWO LOTS. THE BASIS OF BEARING FOR THIS SUBDIVISION PLAT IS S89°58'00"E EAST BETWEEN THE FOUND BRASS CAP MONUMENTS AT THE NORTHWEST CORNER AND THE NORTH QUARTER CORNER OF SECTION 35, TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN AS SHOWN.

NOTES:
1. MANY AREAS IN MILL CREEK HAVE GROUNDWATER PROBLEMS DUE TO FLUCTUATING WATER TABLE. APPROVAL OF THIS PLAT DOES NOT CONSTITUTE REPRESENTATION BY THE CITY THAT BUILDING AT ANY SPECIFIED ELEVATION WILL SOLVE GROUNDWATER PROBLEMS, IF ANY.
2. OWNERS AND POTENTIAL PURCHASERS OF PROPERTY LEGALLY DESCRIBED BY THIS PLAT ("THE PROPERTY") SHOULD FAMILIARIZE THEMSELVES WITH ALL NOTES, LOT INFORMATION, EASEMENTS, AND OTHER PERTINENT INFORMATION CONTAINED ON THIS PLAT, IN ADDITION TO ANY AGREEMENTS, CONDITIONS, COVENANTS, AND RESTRICTIONS, (CC&R'S) DOCUMENTS CURRENTLY EXISTING AND AS MAY BE CHANGED OR AMENDED FROM TIME TO TIME. FAILURE TO COMPLY AND ADHERE TO THESE ITEMS COULD RESULT IN FINANCIAL LOSS OR CHANGES IN THE EXPECTED PROPERTY USE.
3. ALL LOTS WILL BE SERVED BY MILLCREEK CITY WATER, SEWER, GAS, ELECTRICAL SERVICE, AND DATA. ____ THIS INFORMATION IS ON FILE WITH MILL CREEK AND ALSO AT THE OFFICE OF ____ CMT TECHNOLOGIES, INC.
4. EACH LOT OWNER IS RESPONSIBLE FOR ENTERING INTO THEIR OWN LONG-TERM STORMWATER MAINTENANCE AGREEMENT WITH MILL CREEK AND ENSURING THAT THE AGREEMENT IS RECORDED AT THE OFFICE OF THE SALT LAKE COUNTY RECORDER.
5. THE SURVEYOR AND/OR ENGINEER LISTED, CERTIFIES THE LEGAL DESCRIPTION OF THE PROPERTY REFERENCED WITHIN A CERTAIN TITLE REPORT ENTITLED, ____ 8/14/25 ____ PREPARED BY, COTTONWOOD TITLE ____ MATCHES THE DESCRIPTION SHOWN ON THIS PLAT AND FURTHER CERTIFIES THAT ALL KNOWN OR RECORDED EASEMENTS, CLAIMS OF EASEMENT OR ENCUMBRANCES AS LISTED WITHIN THE SAME TITLE REPORT ARE SHOWN AND NOTED ON.
6. OWNERS OF ALL LOTS WITHIN THIS SUBDIVISION SHALL HAVE RECIPROCAL RIGHTS OF ACCESS AND DRAINAGE ACROSS EACH OTHER'S LOTS, AS REASONABLY NECESSARY, FOR THE USE AND BENEFIT OF THE PROPERTY. THESE RIGHTS SHALL RUN WITH THE LAND AND SHALL BE BINDING UPON ALL CURRENT AND FUTURE OWNERS, THEIR HEIRS, SUCCESSORS, AND ASSIGNS. NOTHING HEREIN SHALL BE CONSTRUED TO RELIEVE ANY OWNER FROM COMPLIANCE WITH CITY ORDINANCES, SUBDIVISION REQUIREMENTS, OR OTHER RECORDED AGREEMENTS, CONDITIONS, COVENANTS, AND RESTRICTIONS (CC&RS) APPLICABLE TO THE PROPERTY.

SURVEYOR'S CERTIFICATE

I, AMOS R. WILSON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH AND THAT I HOLD LICENSE NO. 12600794, IN ACCORDANCE WITH TITLE 58, CHAPTER 22, OF THE PROFESSIONAL ENGINEERS AND LAND SURVEYORS ACT; I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS I HAVE COMPLETED A SURVEY AND HAVED THE PLAT AS RECORD OF SURVEY No. S_____ 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 RETRACE OR RESTABLISH THIS PLAT; AND THAT THE INFORMATION SHOWN HEREIN IS SUFFICIENT TO ACCURATELY ESTABLISH THE LATERAL BOUNDARIES OF THE HEREIN DESCRIBED TRACT OF REAL PROPERTY; AND THAT THIS PLAT OF

"GARFF MILLCREEK RESIDENCE SUBDIVISION"

IN MILLCREEK, SALT LAKE COUNTY, UTAH 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 RECORDERS OFFICE.

SIGNED THIS _____ DAY OF _____, 20___

PROFESSIONAL LAND SURVEYOR
9/17/25
No. 12600794
AMOS R. WILSON
STATE OF UTAH

BOUNDARY DESCRIPTION

A PARCEL OF LAND LOCATED IN THE NORTHWEST CORNER OF SECTION 35, TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH RIGHT OF WAY LINE OF 2700 EAST STREET, SAID POINT BEING SOUTH 0°00'54" EAST 493.70 FEET AND EAST 126.22 FEET FROM THE NORTHWEST CORNER OF SECTION 35 AND RUNNING;

THENCE SOUTH 14°44'49" EAST 8.93 FEET;
THENCE SOUTH 61°26'00" EAST 64.80 FEET;
THENCE SOUTH 67°52'00" EAST 165.90 FEET;
THENCE SOUTH 71°53'00" EAST 157.80 FEET;
THENCE NORTH 13°00'00" EAST 126.69 FEET MORE OR LESS TO THE CENTER OF MILL CREEK;
THENCE ALONG SAID CENTER OF MILLCREEK THE FOLLOWING THREE(3) COURSES; SOUTH 85°33'38" EAST 24.44 FEET; THENCE SOUTH 83°14'47" EAST 25.22 FEET; THENCE SOUTH 64°09'11" EAST 18.98 FEET;
THENCE SOUTH 397.00 FEET;
THENCE WEST 90.00 FEET;
THENCE NORTH 60°44'00" WEST 180.50 FEET;
THENCE WEST 304.34 FEET TO THE EAST LINE OF SAID 2700 EAST STREET;
THENCE NORTH 0°00'54" WEST 20.57 FEET ALONG SAID EAST LINE FEET TO A POINT OF CURVATURE;
THENCE 23.99 FEET ALONG THE ARC OF A 55.46 FOOT RADIUS CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 24°47'10", HAVING A LONG CHORD BEARING NORTH 33°20'32" WEST 23.81 FEET TO A POINT ON AN EXISTING ROCK WALL;
THENCE ALONG THE FACE OF A ROCK WALL THE FOLLOWING FIVE 30 COURSES; NORTH 06°42'55" WEST 63.79 FEET TO A POINT OF CURVATURE; THENCE 88.86 FEET ALONG THE ARC OF A 315.85 FOOT RADIUS CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 16°07'09", HAVING A LONG CHORD BEARING NORTH 12°23'10" WEST 88.57 FEET; THENCE NORTH 20°52'24" WEST 65.21 FEET TO A POINT OF CURVATURE; THENCE 26.69 FEET ALONG ARC OF A 182.20 FOOT RADIUS CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 08°23'32", HAVING A LONG CHORD BEARING NORTH 19°20'09" WEST 26.66 FEET; THENCE 71.22 FEET ALONG THE ARC OF A 72.99 FOOT RADIUS CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 55°54'11", HAVING A LONG CHORD BEARING NORTH 11°44'10" EAST 68.42 FEET; THENCE 71.07 FEET ALONG THE ARC OF A 57.25 FOOT RADIUS CURVE TO THE RIGHT; HAVING A CENTRAL ANGLE OF 71°07'27", HAVING A LONG CHORD BEARING NORTH 67°13'56" EAST 66.59 FEET; THENCE 35.39 FEET ALONG THE ARC OF A 186.64 FOOT RADIUS CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 10°51'56", HAVING A LONG CHORD BEARING SOUTH 84°12'03" EAST 35.34 FEET; THENCE SOUTH 75°25'11" EAST 41.95 FEET; THENCE SOUTH 80°20'12" EAST 43.76 FEET; THENCE SOUTH 47°01'08" EAST 4.38 FEET TO THE SOUTH RIGHT OF WAY LINE OF 2700 EAST STREET;
THENCE 33.10 FEET ALONG THE ARC OF A 96.35 FOOT RADIUS CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 19°41'01", HAVING A LONG CHORD BEARING NORTH 85°40'52" WEST 32.94 FEET ALONG SAID SOUTH RIGHT OF WAY LINE TO THE POINT OF BEGINNING.

PARCEL CONTAINS 186,397 SQ. FT. 4.278 ACRES.

OWNER'S DEDICATION

KNOWN ALL BY THESE PRESENT THAT WE/I THE UNDERSIGNED OWNER(S) OF THE DESCRIBED TRACT OF LAND ABOVE, HAVING CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS, AND STREETS TO HEREAFTER BE KNOWN AS

GARFF MILLCREEK RESIDENCE SUBDIVISION

DO HEREBY DEDICATE FOR PERPETUAL USE OF THE PUBLIC ALL PARCELS OF LAND SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE, AND WARRANT, DEFEND, AND SAVE THE CITY HARMLESS AGAINST ANY EASEMENT OR OTHER ENCUMBRANCES ON THE DEDICATED STREETS WHICH WILL INTERFERE WITH THE CITY'S USE, OPERATION, AND MAINTENANCE OF THE STREETS AND DO FURTHER DEDICATE THE EASEMENT AS SHOWN FOR HI USE BY ALL SUPPLIERS OF UTILITY OR NECESSARY SERVICES.

IN WITNESS WHEREOF, WE HAVE HERETO SET ASIDE OUR HANDS THIS _____ DAY OF _____, A.D. 20____.

_____
AUTHORIZED REPRESENTATIVE

_____
AUTHORIZED REPRESENTATIVE

ACKNOWLEDGMENT

STATE OF _____]
: SS
COUNTY OF _____]

ON THE _____ DAY OF _____, 20___ PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR THE COUNTY OF _____ IN THE STATE OF _____ WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE/SHE IS THE _____ SIGNING THE FORGOING OWNER'S DEDICATION WHO DULY ACKNOWLEDGED BEFORE ME THAT HE/SHE DID EXECUTE THE SAME FREELY AND VOLUNTARILY AND FOR THE PURPOSES THEREIN MENTIONED.

MY COMMISSION EXPIRES: _____ A NOTARY PUBLIC COMMISSION IN UTAH RESIDING IN _____ COUNTY

MY COMMISSION NO. _____ PRINTED FULL NAME OF NOTARY

CITY ACKNOWLEDGMENT

STATE OF _____]
: SS
COUNTY OF _____]

ON THE _____ DAY OF _____, 20___ PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR THE COUNTY OF _____ IN THE STATE OF _____ WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE/SHE IS ITHE _____ SIGNING THE FORGOING OWNER'S DEDICATION WHO DULY ACKNOWLEDGED BEFORE ME THAT HE/SHE DID EXECUTE THE SAME FREELY AND VOLUNTARILY AND FOR THE PURPOSES THEREIN MENTIONED.

MY COMMISSION EXPIRES: _____ A NOTARY PUBLIC COMMISSION IN UTAH RESIDING IN _____ COUNTY

MY COMMISSION NO. _____ PRINTED FULL NAME OF NOTARY

GARFF MILLCREEK RESIDENCE SUBDIVISION

LOCATED IN THE NORTHWEST QUARTER OF SECTION 35,
TOWNSHIP 1 SOUTH, RANGE 1 EAST,
SALT LAKE BASE AND MERIDIAN

SALT LAKE COUNTY ADDRESSING APPROVAL

SIGNED DATE

EAST MILLCREEK WATER COMPANY

APPROVED THIS _____ DAY OF _____ A.D. 20 _____ BY WATER DEPARTMENT

CANAL/IRRIGATION COMPANY

UNIFIED FIRE AUTHORITY

APPROVED THIS _____ DAY OF _____ A.D. 20 _____ BY THE UNIFIED FIRE AUTHORITY.

UNIFIED FIRE AUTHORITY

UTILITY APPROVAL

COMMUNICATIONS/CABLE CO. DATE

POWER COMPANY DATE

FUEL/ENERGY COMPANY DATE

OTHER DATE

SALT LAKE COUNTY HEALTH DEPARTMENT

APPROVED THIS _____ DAY OF _____ A.D. 20 _____ BY THE SALT LAKE COUNTY HEALTH DEPARTMENT.

DIRECTOR, HEALTH DEPARTMENT

MILLCREEK ENGINEERING DEPARTMENT

APPROVED THIS _____ DAY OF _____ A.D. 20 _____ BY MILLCREEK ENGINEERING DEPARTMENT.

MILLCREEK ENGINEER

MILLCREEK MAYOR

PRESENTED TO THE MAYOR AND MILLCREEK COUNCIL THIS _____ DAY OF _____ A.D., 20 ____ AT WHICH TIME THIS SUBDIVISION WAS APPROVED AND ACCEPTED.

MAYOR ATTEST:CITY RECORDER

SURVEYOR:
AEGIS LAND SURVEYING
AMOS WILSON
12764 S PONY EXPRESS ROAD
DRAPER, UT 84020
801-441-7300

OWNER:
AMY GARFF
3501 SOUTH 2700 EAST
MILLCREEK, UT

AEGIS LAND SURVEYING

MT. OLYMPUS SEWER DISTRICT

APPROVED THIS _____ DAY OF _____ A.D. 20 _____ BY SEWER DEPARTMENT

SEWER DEPARTMENT

MILLCREEK PLANNING COMMISSION

APPROVED THIS _____ DAY OF _____ A.D. 20 _____ BY MILLCREEK PLANNING COMMISSION.

MILLCREEK PLANING AND ZONING DIRECTOR

MILLCREEK PLANNING AND ZONING DEPARTMENT

APPROVED THIS _____ DAY OF _____ A.D. 20 _____ BY MILLCREEK PLANNING DEPARTMENT.

MILLCREEK PLANING AND ZONING DIRECTOR

APPROVAL AS TO FORM

APPROVED THIS _____ DAY OF _____ A.D. 20 _____

MILLCREEK ATTORNEY

RECORD OF SURVEY

R.O.S. NO. _____

SIGNED DATE

SALT LAKE COUNTY RECORDER

ENTRY NO._____
FEE PAID _____ FILED FOR RECORD AND RECORDED, _____ AT _____ IN BOOK _____ PAGE _____ OF OFFICIAL RECORD.
RECORDED FOR: _____

SALT LAKE COUNTY RECORDER

MILLCREEK, UTAH
ORDINANCE NO. __

AN ORDINANCE OF MILLCREEK VACATING THE EASTERLY PORTIONS OF THE 2700 EAST PUBLIC STREET OR RIGHT OF WAY,t GENERALLY LOCATED BETWEEN 3450 AND 3550 SOUTH.

WHEREAS, the Millcreek City Council ("Council") met in a regular meeting on November, XX 2025, to consider, among other things, approving the vacation of the easterly portion of the 2700 East public street or right of way, generally located between 3450 & 3550 South, as described in the below legal description; and

WHEREAS, Utah Code Section 72-5-105 provides in part that all public streets or roads shall continue to be public streets or roads until formally abandoned by ordinance of a highway authority having jurisdiction and the ordinance has been duly recorded in the of the county recorder where the street or road is located; and

WHEREAS, Utah Code Section 10-9a-609.5 provides in part that the City Council may approve a petition to vacate a public street in accordance with the requirements of Utah Code Section 10-9a-609.5 and

WHEREAS, on or about the month of September Millcreek City Staff petitioned to vacate a portion of the 2700 East public street or right of way which included all the elements required by Utah Code, Section 10-9a-609.5; and

WHERAS, Utah Code Section 10-9a-609.5 provides that if a petition is submitted containing a request to vacate some or all of a public street or municipal utility easement, the legislative body shall hold a public hearing in accordance with Utah Code Section 10-9a-208 and determine whether good cause exists for the vacation and neither the public interest nor any person will be materially injured by the proposed vacation; and

WHERAS, Millcreek Code Section 18.15.020.G.4. requires a fomal public engagement process in the form of a public hearing, held by Millcreek's Planning Commission as a recommending body, and a public meeting held by the City Council as the Land Use Authority, for public street or municipal utility easement vacations; and

WHERAS, on September 27, 2025, the City Staff gave notice of the date, place, and time of the required public hearing as required by Utah Code Section 10-9a-208; and

WHEREAS, both Planning Commisison and Staff have advised the Council that good cause exists for the vacation because, among other things, removing the historic wall from the right of way also removes the city (Millcreek taxpayers) from ongoing maintenance and liability, while also preserving the historic wall along the east edge of asphalt; and

WHEREAS, Neither the public interest nor any person will be materially injured by the vacation, provided that an easement is recorded securing public access on the portion of sidewalk being vacated, and that an agreement is in place with the abutting property owner regarding the maintenance of the retaining wall, and

WHEREAS, The vacation of portions of the 2700 East will result in a more favorable alignment of the east edge of the 2700 East public street or right of way; and

WHEREAS, based on the public hearings and staff report and subject to a public access easement over the existing parkstrip, sidewalk, and historic wall, in conjunction with a maintance agreement with the adjacent property for maintenance thereof, the Council finds that good cause exists for the vacation and that neither the public interest nor any person will be materially injured by the proposed vacation.

NOW, THEREFORE, BE IT ORDAINED by the Council that the portion of the 2700 East public street or right of way generally located between 3450 East and 3550 South, is hereby vacated subject to a public access easement over the existing parkstrip, sidewalk, and historic wall, in conjunction with a maintance agreement with the adjacent property, area being vacated is described and depicted within **Exhibit A**. The same is no longer necessary as a public street, alley, or right of way. The Mayor and Recorder are hereby directed to record a copy of this ordinance in the Office of the Salt Lake County Recorder.

PASSED AND APPROVED this _____day of November 2025.

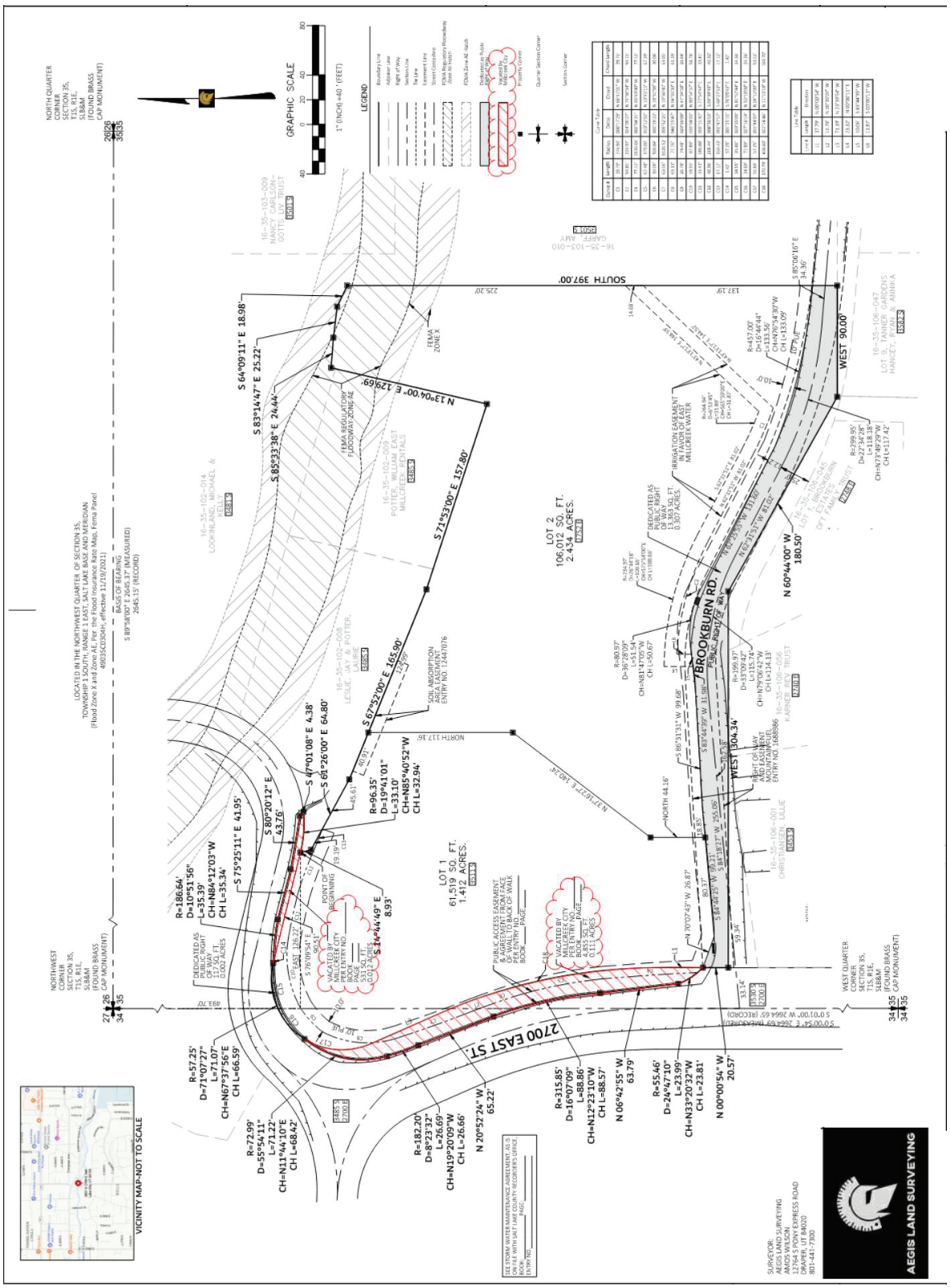
MILLCREEK COUNCIL

By: _____
Mayor

ATTEST:

_____
Elyse Sullivan, City Recorder

EXHIBIT A


BROOKBURN RD.
2700 EAST ST.
SOUTH 397.00'
WEST 304.34'
WEST 90.00'
N 60°44'00" W 180.50'
LOT 1 61,519 SQ. FT. 1.412 ACRES.
LOT 2 106,012 SQ. FT. 2.434 ACRES.
DEDICATED AS PUBLIC RIGHT OF WAY 13,365 SQ. FT. 0.307 ACRES.
DEDICATED AS PUBLIC RIGHT OF WAY 117,561 SQ. FT. 2.699 ACRES.
VACATED BY MILLCREEK CITY RESOLUTION PER ENTRY NO. BOOK PAGE 531 SQ.FT. 0.012 ACRES
VACATED BY MILLCREEK CITY RESOLUTION PER ENTRY NO. BOOK PAGE 6,655 SQ.FT. 0.153 ACRES
PUBLIC ACCESS EASEMENT & MAINTENANCE AGREEMENT OF WALL TO BACK OF WALK ENTRY NO. BOOK PAGE
SOIL ABSORPTION EASEMENT ENTRY NO. 12847076
IRRIGATION EASEMENT MILLCREEK WATER
RIGHT OF WAY MILLCREEK CITY ENTRY NO. 14680986
POINT OF BEGINNING
POINT OF COMMENCEMENT
BASIS OF BEARING S 89°58'00" E 2645.37' (MEASURED) 2645.15' (RECORD)
LOCATED IN THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN (Flood Zone X and Zone AE. Per the Flood Insurance Rate Map, Ferma Panel 49035C0504H, effective 11/19/2021)
NORTHWEST CORNER SECTION 35, T1S, R1E, SLB&M (FOUND BRASS CAP MONUMENT)
WEST QUARTER CORNER SECTION 35, T1S, R1E, SLB&M (FOUND BRASS CAP MONUMENT)
GRAPHIC SCALE
1" (INCH) =40' (FEET)
LEGEND
VICINITY MAP-NOT TO SCALE
SURVEYOR: AEGIS LAND SURVEYING AMOS WILSON 12244 SOUTH EXPRESS ROAD DRAPER, UT 84020 801-441-7300
AEGIS LAND SURVEYING

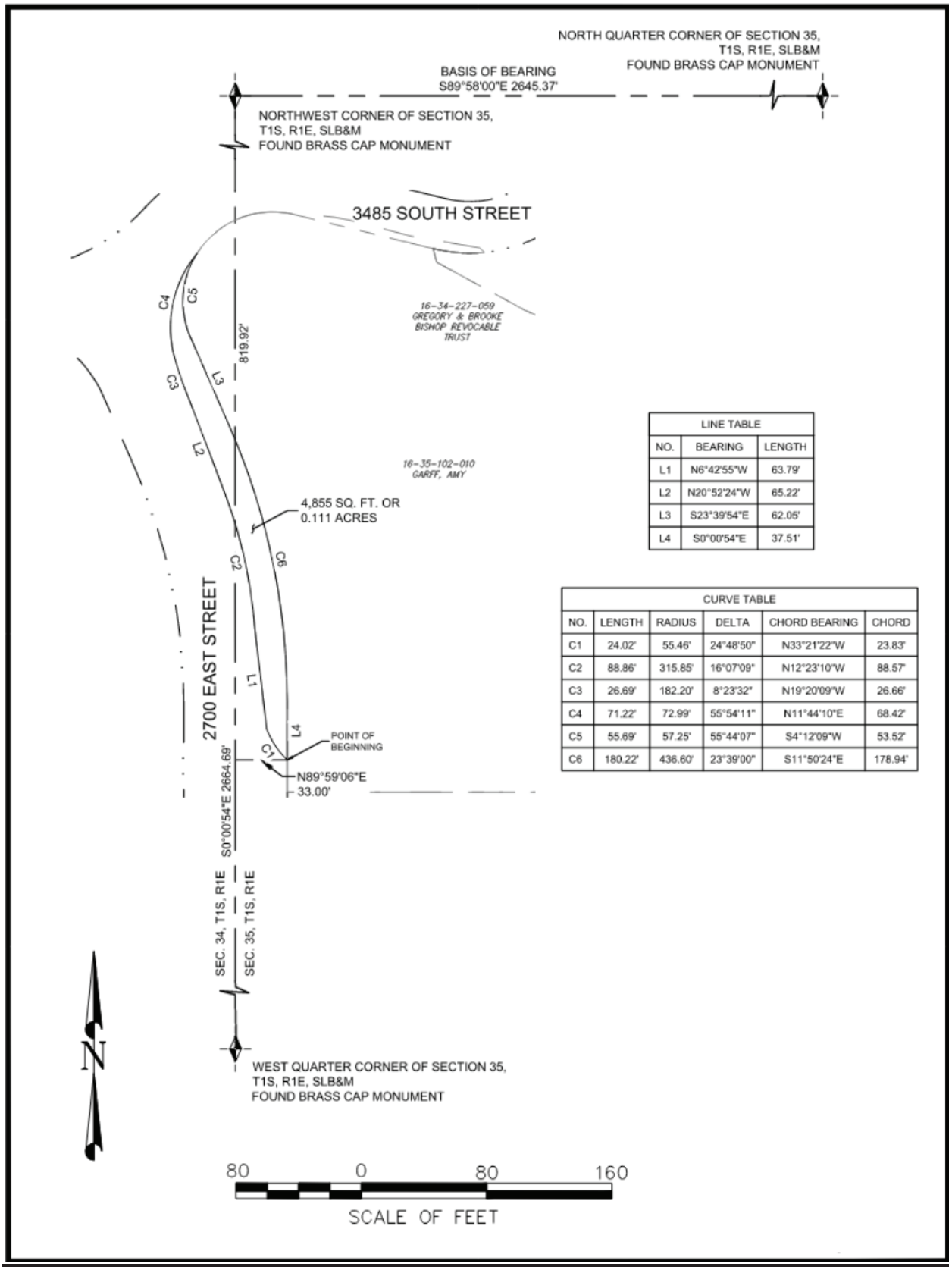
Legal Description
(Vacated Area)

PROPOSED RIGHT-OF-WAY EXPANSION OF 2700 EAST STREET FROM MILLCREEK CITY

A part of the Northeast Quarter of Section 34 and the Northwest Quarter of Section 35, Township 1 South, Range 1 East, Salt Lake Base and Meridian, Millcreek City, Salt Lake County, Utah, more particularly described as follows:

Beginning at a point on the existing easterly right-of-way line of 2700 East Street, said point being 819.92 feet South 0°00'54" East along the Section Line; and 33.00 feet North 89°59'06" East from the Northwest Corner of said Section 35; and running thence along the easterly right-of-way line the following six (6) courses: (1) northwesterly 24.02 feet along the arc of a 55.46 foot radius curve to the right, through a central angle of 24°48'50", chord bears North 33°21'22" West 23.83 feet, (2) North 6°42'55" West 63.79 feet, (3) northerly 88.86 feet along the arc of a 315.85 foot radius curve to the left, through a central angle of 16°07'09", chord bears North 12°23'10" West 88.57 feet, (4) North 20°52'24" West 65.22 feet, (5) northerly 26.69 feet along the arc of a 182.20 foot radius curve to the right, through a central angle of 8°23'32", chord bears North 19°20'09" West 26.66 feet, (6) northerly 71.22 feet along the arc of a 72.99 foot radius compound curve to the right, through a central angle of 55°54'11", chord bears North 11°44'10" East 68.42 feet to a point being on the proposed easterly right-of-way line of said 2700 East Street; thence along said proposed easterly right-of-way line the following four (4) courses: (1) southerly 55.69 feet along the arc of a 57.25 foot radius non-tangent curve to the left, through a central angle of 55°44'07", chord bears South 4°12'09" West 53.52 feet (2) South 23°39'54" East 62.05 feet, (3) southerly 180.22 feet along the arc of a 436.60 foot radius curve to the right, through a central angle of 23°39'00", chord bears South 11°50'24" East 178.94 feet, (4) South 0°00'54" East 37.51 feet to the Point of Beginning.

Contains 4,855 sq. ft. or 0.111 acres



LINE TABLE		
NO.	BEARING	LENGTH
L1	N6°42'55"W	63.79'
L2	N20°52'24"W	65.22'
L3	S23°39'54"E	62.05'
L4	S0°00'54"E	37.51'

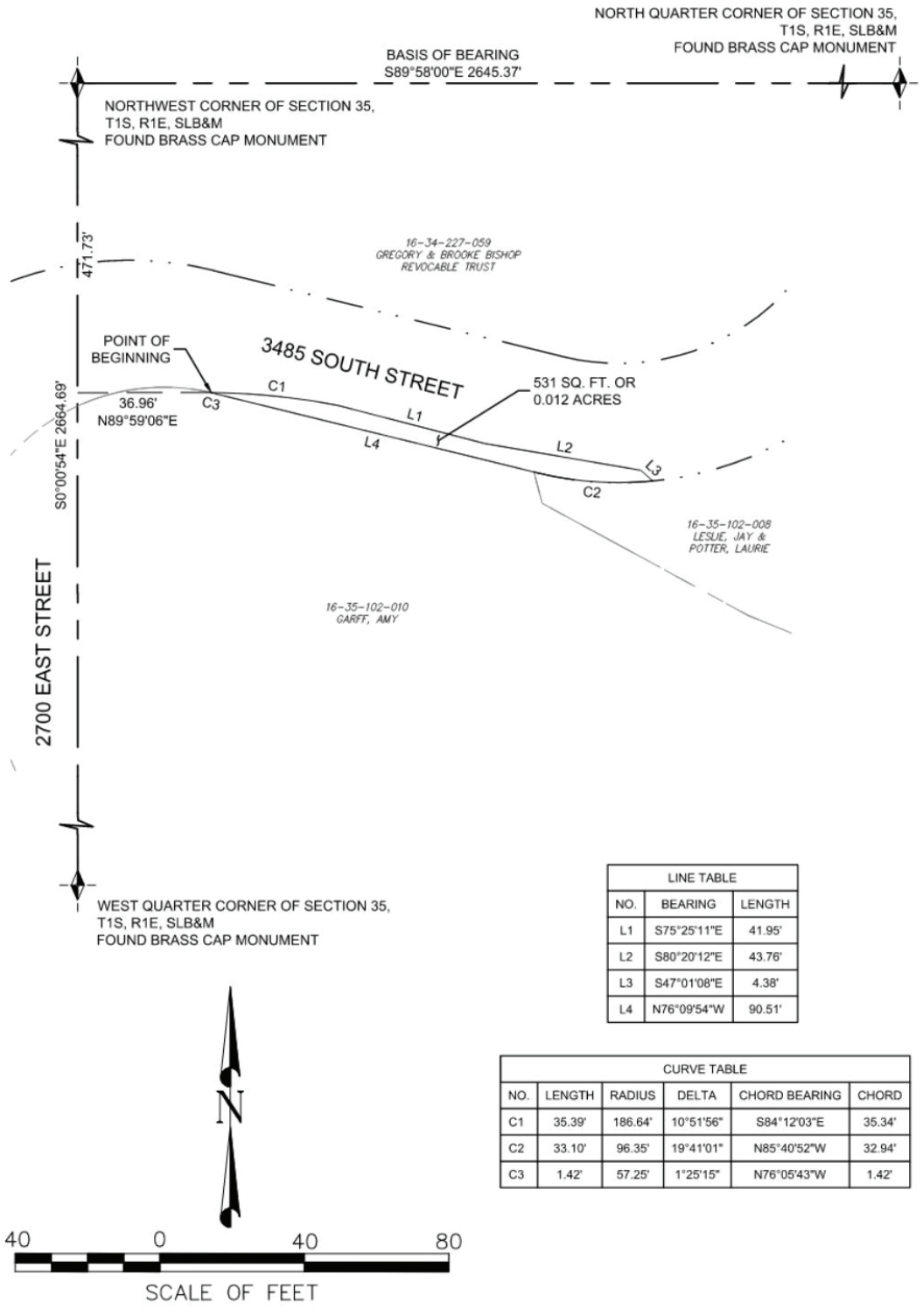
CURVE TABLE					
NO.	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD
C1	24.02'	55.46'	24°48'50"	N33°21'22"W	23.83'
C2	88.86'	315.85'	16°07'09"	N12°23'10"W	88.57'
C3	26.69'	182.20'	8°23'32"	N19°20'09"W	26.66'
C4	71.22'	72.99'	55°54'11"	N11°44'10"E	68.42'
C5	55.69'	57.25'	55°44'07"	S4°12'09"W	53.52'
C6	180.22'	436.60'	23°39'00"	S11°50'24"E	178.94'

PROPOSED RIGHT-OF-WAY EXPANSION OF 3485 SOUTH STREET FROM MILLCREEK CITY

A part of the Northwest Quarter of Section 35, Township 1 South, Range 1 East, Salt Lake Base and Meridian, Millcreek City, Salt Lake County, Utah, more particularly described as follows:

Beginning at a point on the existing southerly right-of-way line of 3485 South Street, said point being 471.73 feet South 0°00'54" East along the Section Line; and 36.96 feet North 89°59'06" East from the Northwest Corner of said Section 35; and running thence along said existing right-of-way line of 3485 South Street the following four (4) courses: (1) easterly 35.39 feet along the arc of a 186.64 foot radius curve to the right, through a central angle of 10°51'56", chord bears South 84°12'03" East 35.34 feet (2) South 75°25'11" East 41.95 feet; (3) South 80°20'12" East 43.76 feet; and (4) South 47°01'08" East 4.38 feet to a point being on the proposed right-of-way line of said 3485 South Street; thence along said proposed southerly right-of-way line the following three (3) courses: (1) westerly 33.10 feet along the arc of a 96.35 foot radius non-tangent curve to the right, through a central angle of 19°41'01", chord bears North 85°40'52" West 32.94 feet, (2) North 76°09'54" West 90.51 feet, (3) westerly 1.42 feet along the arc of a 57.25 foot radius curve to the left, through a central angle of 1°25'15, chord bears North 76°05'43" West 1.42 feet to the Point of Beginning.

Contains 531 sq. ft. or 0.012 acres



LINE TABLE		
NO.	BEARING	LENGTH
L1	S75°25'11"E	41.95'
L2	S80°20'12"E	43.76'
L3	S47°01'08"E	4.38'
L4	N76°09'54"W	90.51'

CURVE TABLE					
NO.	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD
C1	35.39'	186.64'	10°51'56"	S84°12'03"E	35.34'
C2	33.10'	96.35'	19°41'01"	N85°40'52"W	32.94'
C3	1.42'	57.25'	1°25'15"	N76°05'43"W	1.42'

MILLCREEK, UTAH
RESOLUTION NO. 25-36

A RESOLUTION OF THE MILLCREEK COUNCIL APPROVING AN INTERLOCAL COOPERATIVE AGREEMENT WITH THE UTAH DEPARTMENT OF TRANSPORTATION ("UDOT") FOR CONSTRUCTION AND MAINTENANCE OF A MULTI-USE FACILITY FOR PEDESTRIAN AND BICYCLE ACCESS WITHIN THE RIGHT-OF-WAY OF I-215 ALONG THE WEST SIDE OF WASATCH BOULEVARD FROM 4500 SOUTH TO 3800 SOUTH

WHEREAS, the Millcreek Council ("*Council*") met in regular session on October 27, 2025, to consider, among other things, approving an Interlocal Cooperative Agreement with UDOT for the construction and maintenance of a multi-use facility for pedestrian and bicycle access within the right-of-way of I-215 along the west side of Wasatch Boulevard from 4500 South to 3800 South; and

WHEREAS, the Utah Local Cooperative Act (Utah Code Ann. § 11-13-101, *et seq.*) (the "*Act*") provides that two or more entities are authorized to enter into agreements with each other for joint or cooperative action; and

WHEREAS, UDOT and Millcreek are public agencies, as contemplated in the Act, and the services contemplated are joint and cooperative actions, as contemplated in the Act; and

WHEREAS, Millcreek has determined that it is in the best interests of the inhabitants of Millcreek to enter into an interlocal cooperative agreement with UDOT for the construction and maintenance of a multi—use facility for pedestrian and bicycle access within the right-of-way of I-215 along the west side of Wasatch Boulevard from 4500 South to 3800 South; and

WHEREAS, an interlocal cooperative agreement for such construction and maintenance has been prepared for approval, which sets forth the purpose thereof, the extent of participation of the parties, and the rights, duties, and responsibilities of the parties. A copy of the interlocal cooperative agreement for such services is attached hereto.

NOW, THEREFORE, **BE IT RESOLVED** that the attached interlocal cooperative agreement is approved, and the Mayor and Recorder are hereby authorized and directed to execute and deliver the same.

This Resolution assigned No. 25-36, shall take effect immediately on passage.

PASSED AND APPROVED by the Millcreek Council this 27th day of October 2025.

MILLCREEK COUNCIL

By: _____
Jeff Silvestrini, Mayor

ATTEST:

_____

Elyse Sullivan, City Recorder

Roll Call Vote:		
Silvestrini	Yes	No
Catten	Yes	No
DeSirant	Yes	No
Jackson	Yes	No
Uipi	Yes	No

CONSTRUCTION AND MAINTENANCE AGREEMENT

MILLCREEK
Wasatch Blvd Multi-Use Path

THIS PERMIT AGREEMENT (the “Agreement”), is made and entered into this_____day of_____, 2025 by and between the **UTAH DEPARTMENT OF TRANSPORTATION**, hereafter referred to as "**UDOT**” and **MILLCREEK**, **a body corporate and politic of the State of Utah**, herein after referred to as the “**CITY**.”

RECITALS

WHEREAS, UDOT owns the property that forms the right-of-way for Interstate 215 (I-215”), and the CITY wishes to install and maintain a multi-use path facility for pedestrian and bicycle access within the right-of-way of I-215 in Salt Lake County, Utah along the west side of Wasatch Boulevard from 4500 South to 3800 South; and

WHEREAS, UDOT is willing to grant a permit for CITY's installation and maintenance of the multi-use path facility improvements at the location in the project site area and in accordance with the multi-use path facility plans as set forth in “Exhibit A” attached hereto and incorporated herein, and in accordance with the terms and conditions of this Agreement (the “Multi-Use Path Facility”); and

WHEREAS, this permit is made to set forth the terms and conditions whereunder said work shall be performed and to establish the terms of the CITY's ongoing responsibilities for its Multi-Use Path Facility, which shall by operated by CITY and shall not be operated jointly with UDOT.

NOW THEREFORE, in consideration of the mutual promises set forth herein, UDOT and CITY hereby agree as follows:

1. UDOT hereby grants this permit to the CITY to conduct construction and maintenance for the Multi-Use Path Facility on the State Right-of-Way for I-215 that is shown on Exhibit “A” for the sole purpose of installing the Multi-Use Path Facility features and conducting continued maintenance and repairs.

2. The CITY agrees to the following requirements.

    a. The CITY may not utilize any lanes or ramps for construction and maintenance access. Equipment shall not be allowed within the travel lanes, shoulders or ramps of I-215, and it shall not in any way hinder the free flow of traffic. The CITY is expressly prohibited from entering onto or using any I-215 right-of-way outside of that which is shown on Exhibit A.

b. No rocks, trees, signs, berms, or other non-moveable objects shall be placed in the “clear zone” of I-215, as defined by the American Association of State Highway and Transportation Officials (“AASHTO”) Roadside Design Guide, including trees, shrubbery, etc., which may cause sight problems for highway users.

c. Use of I-215 through traffic lanes, ramps or across the no-access line for construction of the Multi-Use Path Facility shall be allowed only by a permit issued by UDOT to the CITY. The CITY, and its contractor, will obtain the permit and abide by all conditions for policing and other controls in conformance with Utah Administrative Codes R-930-6 and R-930-7, as amended.

d. Maintenance access to the Multi-Use Path Facility shall not be permitted from the I-215 through traffic lanes, ramps or across the no-access line of I-215. Any such necessary access will be from non-interstate access points approved by UDOT and FHWA. Servicing of the Multi-Use Path Facility shall be allowed only by a permit issued by UDOT to the CITY. The CITY, and its contractor, will obtain the permit and abide by all conditions for policing and other controls in conformance with Utah Administrative Codes R-930-6 and R-930-7, as amended.

e. Utilities, which may be affected by the Multi-Use Path Facility, shall be relocated and or protected in place by the CITY in compliance with all applicable law concerning those utilities as if the work had been performed by UDOT. Further, if impacts to the utilities cannot be avoided, they shall be moved at the CITY's expense. This Agreement does not hinder or modify public or private utilities, including UDOT, from entering upon the said right-of-way to construct, reconstruct, repair or inspect their facilities.

f. UDOT will not be held responsible for damage to the Multi-Use Path Facility caused by snow removal operations, including, but not limited to, snow storage and the spreading of salt or any other chemical solutions used for anti-icing or ice removal within UDOT's right-of-way.

g. The CITY shall abide by all applicable state and federal laws, and UDOT rules and regulations, pertaining to safety and traffic control particularly, but not limited to, AASHTO Roadside Design Guide and the Manual of Uniform Traffic Control Devices in the construction, maintenance and repair work of the installation. The CITY shall maintain the Multi-Use Path Facility improvements in good working order.

h. Graffiti on any Multi-Use Path Facility improvements must be removed by the CITY within 72 hours of the CITY receiving notification from UDOT or from any other person or entity. The CITY must maintain a legible sign with contact

information for graffiti removal. This sign must not be readable by the motorist along the traveled way.

i. UDOT personnel have the right, but not the obligation, to monitor the construction and maintenance of the Multi-Use Path Facility improvements. UDOT also has the right, but not the obligation, to reject any improvements or maintenance performed by or on behalf of the CITY if the improvements performed deviate from the approved construction drawings for the Multi-Use Path Facility, and to require CITY's compliance with all applicable laws.

j. "Minor Damage" means cosmetic damage that does not impair the safe functioning or usage of the Multi-Use Path Facility improvement. "Major Damage" means damage that substantially impairs the safe functioning or usage of the Multi-Use Path Facility improvement. CITY will provide repairs for Minor Damages to the Multi-Use Path Facility within 72 hours of CITY receiving notification from UDOT or from any other person or entity, regardless of who was responsible for the damage (including damage from any third party accidents). Within 48 hours of receiving written notification from UDOT or from any other person or entity regarding Major Damage, CITY will provide UDOT with a written submittal detailing how CITY plans to repair the Major Damage and thereafter CITY will promptly pursue an approved plan to completion.

k. CITY shall not allow any gates or openings from public or private property to UDOT right-of-way from the Multi-Use Path Facility.

l. CITY will routinely clean up litter and keep the Multi-Use Path Facility clear of debris.

m. The CITY will be responsible for all costs incurred with respect to all construction, maintenance or other work related to the Multi-Use Path Facility. Such costs shall include, without limitation, the costs of any modifications or restoration to UDOT's Right-of-Way, resulting from the construction or maintenance of the Multi-Use Path Facility. The CITY, at its cost, will be responsible for mowing, weed control, snow removal, graffiti removal, and all other costs related to the maintenance of the Multi-Use Path Facility including the right-of-way fence and retaining wall that the fence is atop of.

3. UDOT shall remain the owner of the real property on which Multi-Use Path Facility improvements are installed. Further, if UDOT determines it must use any property for transportation purposes, UDOT will not reimburse the CITY for the costs to remove the Multi-Use Path Facility improvements. Furthermore, IF UDOT DETERMINES THAT THE Multi-Use Path Facility BECOMES A HAZARD, IT WILL BE REMOVED AT THE CITY'S EXPENSE. Before the CITY makes any changes to the area where the Multi-Use Path

Facility is installed or to the Multi-Use Path Facility itself, CITY will notify the UDOT Region Two permits office for review and approval.

4. Each party represents that it has the authority to enter into this Agreement.

5. Liability and Indemnification.

    a. Both Parties are governmental entities as defined in the Utah Governmental Immunity Act (the "Act"). Nothing in this Agreement shall be deemed as a waiver by either or both Parties of any defenses or protections provided by the Act. CITY shall indemnify, defend, and hold harmless UDOT against all claims that UDOT must defend or pursue and all sums that UDOT must pay in connection with this Agreement, including, but not limited to, in connection with the design, construction, presence, maintenance, or use of the Multi-Use Path Facility. CITY agrees that if CITY's obligations under in this paragraph are not met, UDOT, in its sole discretion, may terminate this Agreement and require the removal of the Multi-Use Path Facility at CITY's expense. Nothing in this Agreement is intended to create any rights in favor of third parties. This obligation is limited to the dollar amounts set forth in the Governmental Immunity Act, provided the Act applies to the action or omission giving rise to the protections of this paragraph. This provision shall survive the termination of this Agreement.

    b. The CITY shall obtain and keep in force a policy of liability insurance in the amount of $2,000,000, which shall be in a form acceptable to UDOT, or CITY shall have self-insurance coverage sufficient to meet its obligations hereunder consistent with applicable law.

6. Termination. The initial term of this Agreement will be 10 years; then at the end of the 10 year period it will be automatically renewed by 10 year increments unless the Parties enter into a new agreement. If CITY does not comply with the terms of this Agreement, UDOT may terminate the Agreement after giving CITY reasonable opportunity to cure the breach. If the Agreement is terminated for any reason, CITY, at its cost, will remove the Multi-Use Path Facility before the date of termination and UDOT will not compensate the CITY for any of the costs of restoring the area to its original condition.

    CITY agrees, as a condition of entering this Agreement, that UDOT retains all property interests in the property that is the subject of this permit. Among other things, UDOT is not abandoning and has no authority to abandon any rights or interests in connection with its transportation purposes, as defined in Utah Code Section 72-5-102. If UDOT requires use of its right-of-way area for transportation purposes, and such use is not compatible with the Multi-Use Path Facility, UDOT will give the CITY 30 day's written notice of the termination of this Agreement.

If the CITY ceases to use the Multi-Use Path Facility, this Agreement shall automatically terminate.

The Parties intend to request the appropriation of funds necessary to fulfill the terms of this Agreement. Upon thirty days written notice delivered to the non-terminating Party, this Agreement may be terminated in whole or in part if the terminating Party reasonably determines that: (i) a change in federal or state legislation or applicable laws materially affects the ability of either party to perform under the terms of this Agreement; or (ii) that a change in the available funds affects the terminating Party's ability to pay under this Agreement. A change of available funds as used in this paragraph includes, but is not limited to, a change in federal, state, or Millcreek City funds, whether as a result of legislative act or by order of the chief executive. Said termination shall not be construed as a breach of this Agreement or any event of default under this Agreement and said termination shall be without penalty, whatsoever, and no right of action for damages or other relief shall accrue to the benefit of the non-terminating Party, its successors, or its assigns, as to this Agreement, or any portion thereof, which may terminate and become null and void.

7. No Assignment. This Agreement is not assignable.

8. Written Notice: All notices to be given under this Agreement shall be made in writing and shall be deemed given upon the third business day following the day sent if sent postage prepaid by certified or registered mail, return receipt requested, to the parties at the following addresses (or to such other address or addresses as shall be specified in any notice given):

CITY:	Millcreek City 1330 East Chambers Avenue Millcreek, Utah 84106
UDOT:	UDOT Region Two Utility Division 2010 South 2760 West Salt Lake City, Utah 84104

9. Entire Agreement. This Agreement shall constitute the entire agreement and understanding of the Parties with respect to this permit, and shall supersede all offers, negotiations and other agreements with respect thereto. The Recitals are hereby incorporated into this Agreement. This Agreement shall be governed by the laws of the State of Utah both as to interpretation and performance. This Agreement does not create any type of agency relationship, joint venture, or partnership between UDOT and CITY. Any amendment to this Agreement must be in writing and executed by the authorized representatives of each party. Each Party represents that it has the authority to enter into this Agreement. This Agreement may be executed in any number of counterparts and by

each of the parties hereto on separate counterparts, each of which when so executed and delivered shall be an original, but all such counterparts shall together constitute but one and the same instrument. Any signature page of this Agreement may be detached from any counterpart and reattached to any other counterpart hereof. The facsimile transmission of a signed original of this Agreement or any counterpart hereof and the retransmission of any signed facsimile transmission hereof shall be the same as delivery of an original.

IN WITNESS WHEREOF, the parties hereto have caused this permit agreement to be executed by its duly authorized officers as of the day and year first above written.

Millcreek City			**Utah Department of Transportation**		
By	Jeff Silvestrini Mayor	Date	By		Date
By	Approved to Form John Brems City Attorney	Date	By		Date
By		Date	By		Date
By		Date	By		Date

EXHIBIT A

481+50.00
N 416482.299
E 557010.817

I-215

I-415 (OFF. REV.) RT.
CONTROL LINE
N29°59'59"E 881.10'

482+00 | 483+00 | 484+00 | 485+00 | 486+00 | 487+00 | 488+00

T.2S. S.L.B. & M. T.1S. R.1E.

SW1/4 NE1/4 SEC. 2

Exist. N/A Line

QUARTER SECTION LINE 1/4

BEGIN RW & N/A LINE
BEGIN ABANDON RW & L/A LINE
482+06.02
170.00 RT

482+06.02
170.00 RT

52.41'

482+32.03
215.50 RT

FILL

N/A

N/A LINE

262.82'

287B1
:A2Q

484+94.00
194.50 RT

844.06'

40 ACRE LINE

40

WASATCH BOULEVARD

CENTERLINE
S23°07'21"W 1501.30'

CENTERLINE
R = 2291.83'
Δ = 10°56'50"
L = 437.89'
CH = N28°35'46"E
CL = 437.22'

PC
N 416594.848
E 557357.199

SEE SHEET RW-17A-1

NW1/4 SE1/4 SEC. 2

NE1/4 SE1/4 SEC. 2

SE1/4 NE1/4 SEC. 2

50 25 0 50
SCALE IN FEET

REVISIONS

NO.	DATE	APPROVED BY	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION
WALL CONSULTANT GROUP

DRAWN BY: RAM
QC CHECKED BY: DRW

APPROVED
04/30/25
DATE
PROFESSIONAL LAND SURVEYOR

PROJECT: SOUTHEAST BELT ROUTE
2000 EAST TO 4500 SOUTH

PROJECT NUMBER: I-415-9(4)297
PIN 990415

RIGHT OF WAY PLAN

SALT LAKE
COUNTY

194Q
SHEET NO. RW-16A-2

DGN File: pw://udot-pw.ben1eju.comudot-pw-01/Documents/UDOT Projects/Region 2 Projects/21295_S.BIRCH.DRIVE-UPLAND.DRIVE-10.3900.SOUTH/0 Temp/WCG Working/Wasatch Blvd Path/990415_I-415-9(4)297_RW-16A-2.dgn
21-JUL-2025

EXHIBIT A

481+50.00
N 416482.299
E 557010.817

I-215

I-415 (OFF. REV.) RT.
CONTROL LINE
N29°59'59"E 881.10'

482+00 | 483+00 | 484+00 | 485+00 | 486+00 | 487+00 | 488+00

T.2S. R.1E. S.L.B. & M.

SW1/4 NE1/4 SEC. 2

40 ACRE LINE

Exist. N/A Line

BEGIN RW & N/A LINE
BEGIN ABANDON RW & L/A LINE
482+06.02
170.00 RT

482+06.02
170.00 RT

52.41'

QUARTER SECTION LINE

482+32.03
215.50 RT

262.82'

N/A LINE

N/A

844.06'

FILL

n/a

SEE SHEET RW-17A-1

287B
:A2Q

484+94.00
194.50 RT

WASATCH BOULEVARD

CENTERLINE
S23°07'21"W 1501.30'

CENTERLINE
R = 2291.83'
Δ = 10°56'50"
L = 437.89'
CH = N28°35'46"E
CL = 437.22'

PC
N 416594.848
E 557357.199

NW1/4 SE1/4 SEC. 2

NE1/4 SE1/4 SEC. 2

SE1/4 NE1/4 SEC. 2

50 25 0 50
SCALE IN FEET

REVISIONS

NO.	DATE	APPROVED BY	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION
WALL CONSULTANT GROUP

DRAWN BY: RAM
QC CHECKED BY: DRW
APPROVED
04/30/25
DATE
PROFESSIONAL LAND SURVEYOR

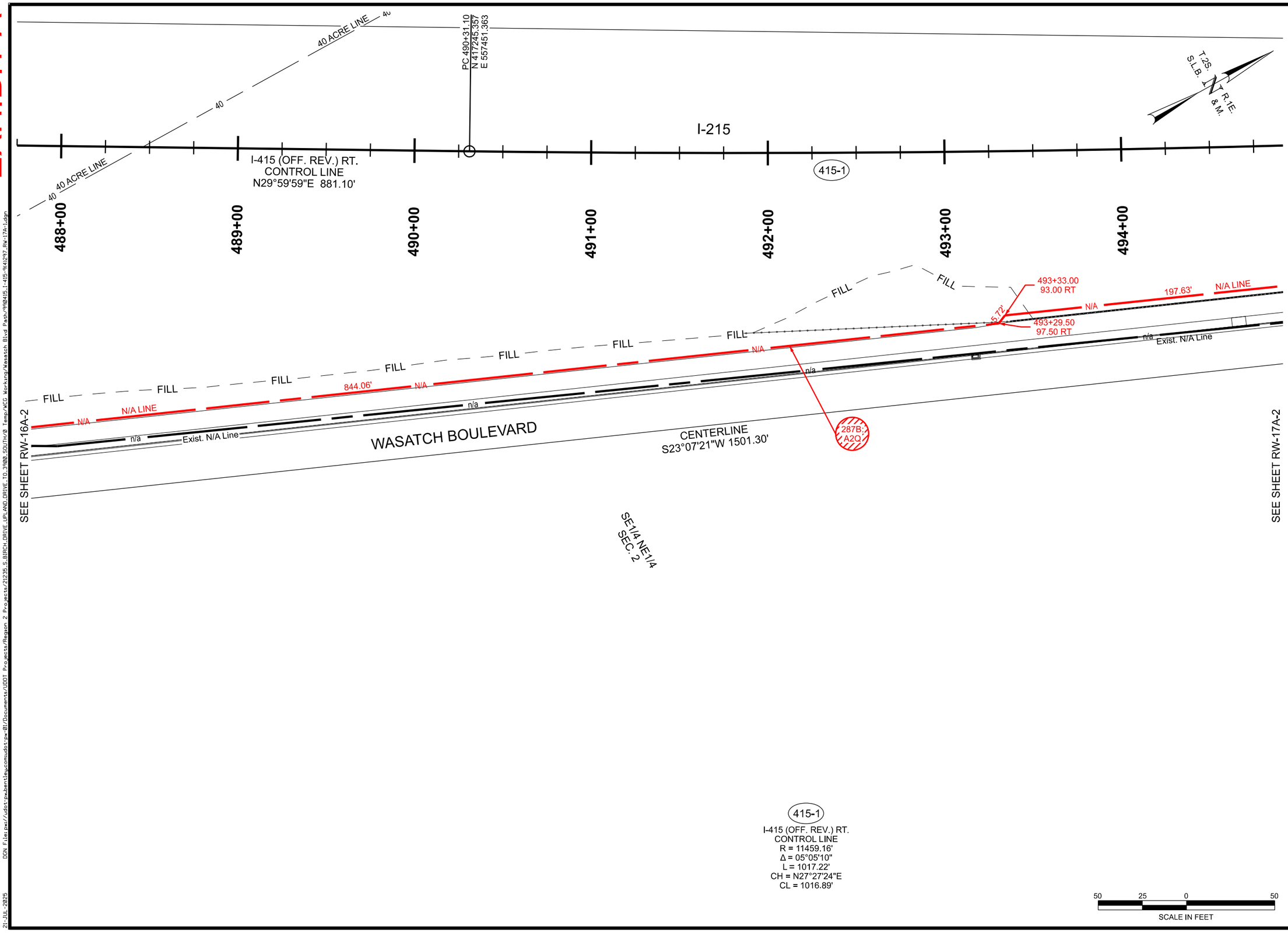
PROJECT: SOUTHEAST BELT ROUTE
2000 EAST TO 4500 SOUTH
PROJECT NUMBER: PIN 990415
I-415-9(4)297

RIGHT OF WAY PLAN

SALT LAKE
COUNTY
194Q
SHEET NO. RW-16A-2

DGN File: pw:\\udot-pw.bentley.com:udot-pw-01\Documents\UDOT Projects\Region 2 Projects\21235_S_BIRCH_DRIVE_UPLAND_DRIVE_TO_3900_SOUTH\WCG Working\Wasatch Blvd Path\9902+15_I-415-9(4)297_RW-16A-2.dgn
21-JUL-2025

EXHIBIT A



REVISIONS

NO.	DATE	APPROVED BY	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION
WALL CONSULTANT GROUP

DRAWN BY: RAM
CHECKED BY: QC
DRW.

APPROVED

04/30/25
DATE

PROFESSIONAL LAND SURVEYOR

PROJECT: SOUTHEAST BELT ROUTE
2000 EAST TO 4500 SOUTH

PROJECT NUMBER: I-415-9(4)297
PIN 990415

RIGHT OF WAY PLAN

SALT LAKE
COUNTY

194Q

SHEET NO. RW-17A-1

DGN Files:pw://udot-pw.bentley.com:udot-pw-01/Documents/UDOT Projects/Region 2 Projects/21235_S.BIRCH.DRIVE.(UPLAND.DRIVE)/Working/Wasatch Blvd Path/990415_I-415-9(4)297_RW-17A-1.dgn
21-JUL-2025

EXHIBIT A

21-JUL-2025 DGN File: pw://udot-pw.bentley.com:udot-pw-01/Documents/UDOT Projects/Region 2 Projects/21235_S_BIRCH_DRIVE_UPLAND_DRIVE_TO_3900_SOUTH/0 Temp/WCG Working/Wasatch Blvd Path/990415_I-415-9(4)297_RW-17A-1.dgn

SHEET NO. 194Q RW-17A-1	COUNTY SALT LAKE	PROJECT	SOUTHEAST BELT ROUTE	UTAH DEPARTMENT OF TRANSPORTATION		REVISIONS	
			2000 EAST TO 4500 SOUTH	WALL CONSULTANT GROUP			
		PROJECT NUMBER	I-415-9(4)297 PIN 990415	APPROVED	DRAWN BY RAM		
			RIGHT OF WAY PLAN	PROFESSIONAL LAND SURVEYOR 04/30/25 DATE	QC CHECKED BY DRW	NO. DATE APPROVED BY REMARKS	

EXHIBIT A

POB I-415 (OFF. REV.) 500+67.92 =
I-415 (OFF.REV.) RT. 500+48.32 LT 20.00
N 418156.128
E 557902.087

POE I-415 (OFF.REV.) RT. 500+48.32 =
I-415 (OFF.REV.) 500+67.92 RT 20.00
N 418147.703
E 557920.225

T.2S.
S.L.B. & M.
R.1E.

40 ACRE LINE

415-1

415-2

495+28.50
76.50 RT

495+66.50
78.00 RT

497+07.50
69.00 RT

497+27.50
69.00 RT

499+29.50
60.50 RT

501+28.50
84.00 RT

501+32.00
88.00 RT

495+00

496+00

497+00

498+00

499+00

500+00

501+00

LOT 1
SEC. 2

197.63' N/A LINE 38.29' N/A 142.19' 20.12' N/A 203.32' N/A LINE 181.39' 5.33' FILL 72.75' N/A

Exist N/A Line

n/a

Exist N/A Line

N/A LINE

WASATCH BOULEVARD

CENTERLINE
S23°07'21"W 1501.30'

CENTERLINE
R = 5729.58'
Δ = 06°57'48"
L = 696.33'
CH = S26°36'15"W
CL = 695.91'

PC
N 417975.546
E 557946.754

287B:
A2Q

SEE SHEET RW-17A-1

SEE SHEET RW-17A-3

OAKVIEW DRIVE

40

40 ACRE LINE

SE1/4 NE1/4
SEC. 2

415-1
I-415 (OFF. REV.) RT.
CONTROL LINE
R = 11459.16'
Δ = 05°05'10"
L = 1017.22'
CH = N27°27'24"E
CL = 1016.89'

415-2
I-415 (OFF. REV.)
CONTROL LINE
R = 3819.72'
Δ = 24°54'08"
L = 1660.15'
CH = N12°27'45"E
CL = 1647.11'

50 25 0 50
SCALE IN FEET

REVISIONS

NO.	DATE	APPROVED BY	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION
WALL CONSULTANT GROUP

DRAWN BY | RAM
QC CHECKED BY | DRW

APPROVED

04/30/25
DATE

PROFESSIONAL LAND SURVEYOR

PROJECT: SOUTHEAST BELT ROUTE
2000 EAST TO 4500 SOUTH

PROJECT NUMBER: I-415-9(4)297
PIN 990415

RIGHT OF WAY PLAN

SALT LAKE
COUNTY

194Q
SHEET NO. RW-17A-2

24-JUL-2025

DGN File: pw://udot-pw.bentleycomudot.pw-01/Documents/UDOT Projects/Region 2 Projects/21235_S_BIRCH_DRIVE_UPLAND_DRIVE_10_3902_SOUTH/0 Temp/WCG Working/Wasatch Blvd Path/990415_I-415_9(4)297_RW-17A-2.dgn

EXHIBIT A

24-JUL-2025 DGN File: pw://udot-pw.bentley.com:udot-pw-01/Documents/UDOT Projects/Region 2 Projects/21235_S_BIRCH_DRIVE_UPLAND_DRIVE_TO_3900_SOUTH/0 Temp/WCG Working/Wasatch Blvd Path/990415_I-415-9(4)297_RW-17A-2.dgn

SHEET NO. 194Q. RW-17A-2	COUNTY: SALT LAKE	PROJECT: SOUTHEAST BELT ROUTE	UTAH DEPARTMENT OF TRANSPORTATION	REVISIONS	
		2000 EAST TO 4500 SOUTH	WALL CONSULTANT GROUP		
		PROJECT NUMBER: I-415-9(4)297 PIN: 990415	APPROVED	DRAWN BY: RAM	NO. / DATE / APPROVED BY / REMARKS
		RIGHT OF WAY PLAN	PROFESSIONAL LAND SURVEYOR — DATE: 04/30/25	QC CHECKED BY: DRW	

EXHIBIT A

T.2S.
S.L.B. & M.
R.1E.

415-2

502+00 503+00 504+00 505+00 506+00 507+00 508+00

BEGIN ABANDONED R/W & N/A LINE
502+91.42 83.73'

Exist. N/A Line
n/a
N/A
72.75'
N/A LINE
CUT
95.61
CUT
20.52
FILL
N/A
Exist. R/W & N/A Line
r/w n/a
n/a
FILL
323.10
FILL
r/w n/a
n/a
N/A
FILL
219.44'
FILL
39.85
FILL
FILL
N/A
215.83
N/A LINE
Exist. R/W & N/A Line
236.00'
n/a
r/w n/a
Exist. N/A Line

502+03.00
91.50 RT

502+96.00
99.00 RT

503+16.00
99.00 RT

CENTERLINE
R = 5729.58'
Δ = 06°57'48"
L = 696.33'
CH = S26°36'15"W
CL = 695.91'

287B:
A2Q

BEGIN ABANDONED R/W LINE
506+67.44 141.81'

506+26.00
145.00 RT

506+64.00
150.50 RT

PT
N 418597.771
E 558258.396

CENTERLINE
S30°05'09"W 304.03'

SEE SHEET RW-17A-2

SEE SHEET RW-17A-4

LOT 1
SEC. 2

415-2
I-415 (OFF. REV.)
CONTROL LINE
R = 3819.72'
Δ = 24°54'08"
L = 1660.15'
CH = N12°27'45"E
CL = 1647.11'

50 25 0 50
SCALE IN FEET

REVISIONS

NO.	DATE	APPROVED BY	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION
WALL CONSULTANT GROUP

DRAWN BY: RAM
CHECKED BY: QC
DRW
DATE: 04/30/25
APPROVED
PROFESSIONAL LAND SURVEYOR

PROJECT: SOUTHEAST BELT ROUTE
2000 EAST TO 4500 SOUTH
PROJECT NUMBER: I-415-9(4)297
PIN 990415
RIGHT OF WAY PLAN

SALT LAKE
COUNTY
194Q
SHEET NO. RW-17A-3

24-JUL-2025
DGN File:pw:\\adot-pwdenile1pw.com.udot.utah.gov:adot-pwdenile1pw-01:Documents\UDOT Projects\Region 2 Projects\21235_S.BIRCH.DRIVE_UPLAND.DRIVE_TO_3980_SOUTH\0_Temp\WCG Working\Wasatch Blvd Path\9904115_I-415-9(4)297_RW-17A-3.dgn

EXHIBIT A

SHEET NO. 194Q RW-17A-3	COUNTY SALT LAKE	PROJECT	SOUTHEAST BELT ROUTE	UTAH DEPARTMENT OF TRANSPORTATION		REVISIONS	
			2000 EAST TO 4500 SOUTH	WALL CONSULTANT GROUP			
		PROJECT NUMBER	I-415-9(4)297 PIN 990415	APPROVED	DRAWN BY RAM		
			RIGHT OF WAY PLAN	PROFESSIONAL LAND SURVEYOR 04/30/25 DATE	QC CHECKED BY DRW	NO. DATE APPROVED BY REMARKS	

EXHIBIT A

SEE SHEET RW-17A-3

T.2S., R.1E.
S.L.B. & M.

TOWNSHIP LINE

T.1S., R.1E.
S.L.B. & M.

415-2

509+00 510+00 511+00 512+00 513+00 514+00 515+00

171.10'

PC
N 419089.546
E 558294.516

Exist. N/A Line
n/a
n/a
Exist. N/A Line

Exist. R/W & N/A Line
r/w n/a

508+65.50
197.50 RT

N/A LINE
215.83'
FILL
Exist. R/W Line
N/A
64.74'
r/w
FILL
509+24.50
215.50 RT
FILL
245.01'
FILL
N/A
r/w
N/A LINE
FILL
Exist. R/W Line

287B:
A2Q

RAMP F-3

R = 184.82'
Δ = 91°48'23"
L = 296.15'
CH = S63°02'07"W
CL = 265.47'

r/w n/a
Exist. R/W & N/A Line

END
RE-ESTABLISHED
N/A LINE
511+48.39 273.00'

END ABANDONED
R/W LINE AND R/W &
N/A LINE
511+46.71 281.06'

CENTERLINE
S30°05'09"W 304.03'

WASATCH BOULEVARD

PC
N 418860.841
E 558410.805

LOT 1
SEC. 2

T.2S., R.1E.
S.L.B. & M.

T.1S., R.1E.
S.L.B. & M.

HERMES DRIVE

415-2
I-415 (OFF. REV.)
CONTROL LINE
R = 3819.72'
Δ = 24°54'08"
L = 1660.15'
CH = N12°27'45"E
CL = 1647.11'

TOWNSHIP LINE

PT
N 419209.921
E 558531.125

35.52'

N 419198.393
E 558564.723

r/w n/a

r/w n/a

R

R

R

END ABANDONED N/A LINE
506+67.44 141.81'

BEGIN ABANDONED R/W & N/A LINE
BEGIN RE-ESTABLISHED R/W & N/A LINE
512+55.36 RT 230.24

SE1/4 SE1/4
SEC. 35

R = 229.82'
Δ = 18°34'04"
L = 74.48'
CH = N77°06'49"E
CL = 74.15'

512+56.95 RT 305.28
BEGIN ABANDONED R/W
LINE
END ABANDONED R/W &
N/A LINE

512+78.87 RT 300.00
END RE-ESTABLISHED R/W & N/A LINE
END RE-ESTABLISHED R/W LINE

FILL
r/w n/a
FILL
r/w

R = 229.82'
Δ = 03°05'18"
L = 12.39'
CH = N66°17'07"E
CL = 12.39'

5:TAQ

512+84.67 RT 310.68
BEGIN RE-ESTABLISHED R/W LINE
END ABANDONED R/W LINE

CENTERLINE
R = 1909.86'
Δ = 29°37'20"
L = 987.41'
CH = N15°16'29"E
CL = 976.45'

50 25 0 50
SCALE IN FEET

REVISIONS

NO.	DATE	APPROVED BY	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION
WALL CONSULTANT GROUP

APPROVED 04/30/25
PROFESSIONAL LAND SURVEYOR DATE

DRAWN BY RAM
CHECKED BY QC DRW

PROJECT: SOUTHEAST BELT ROUTE
2000 EAST TO 4500 SOUTH

PROJECT NUMBER: PIN 990415
I-415-9(4)297

RIGHT OF WAY PLAN

SALT LAKE
COUNTY

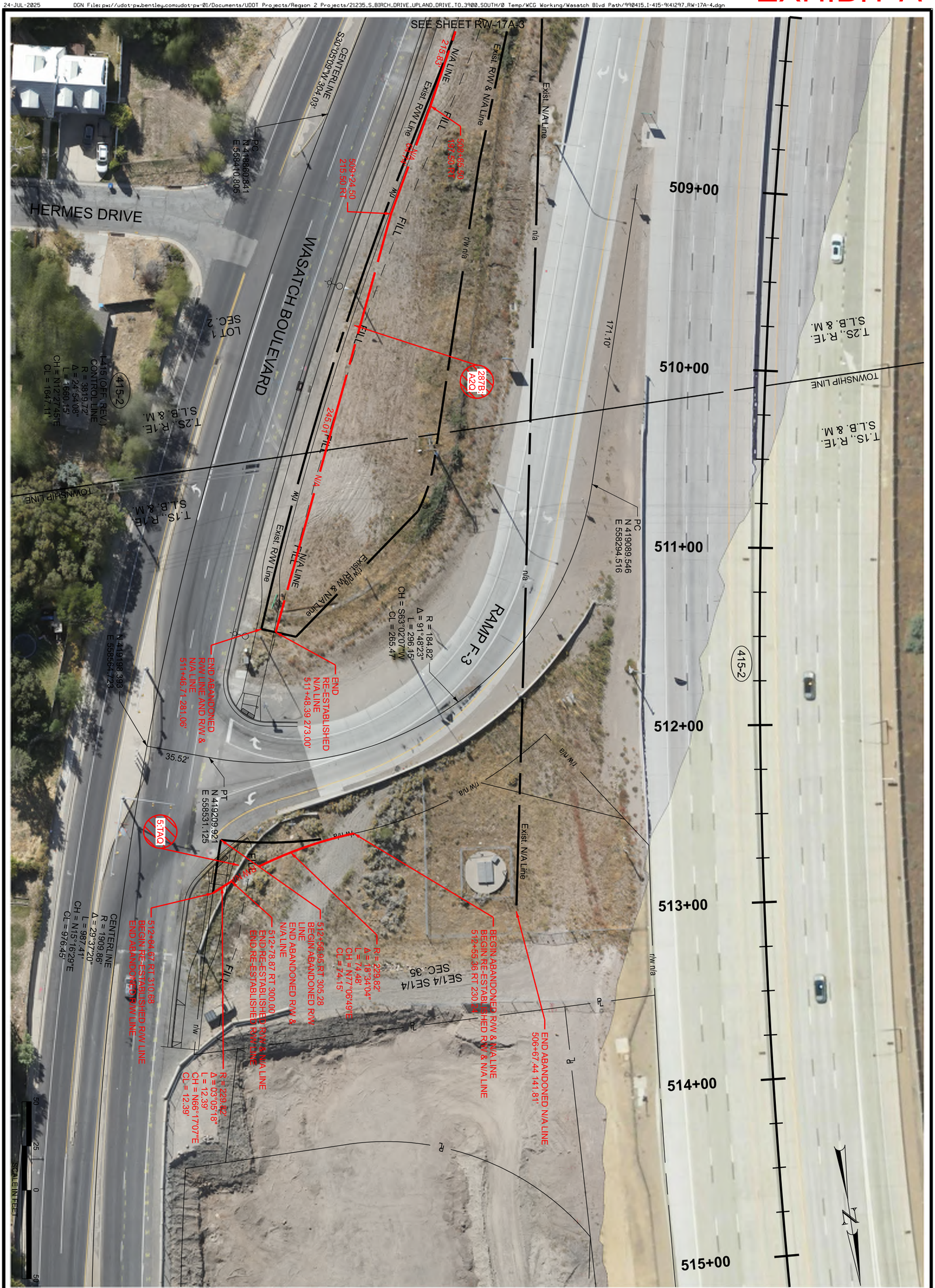
194Q
SHEET NO. RW-17A-4

24-JUL-2025

DGN File: pw://ddot.pw.bentleycomudot.pw-01/Documents/UDOT Projects/Region 2 Projects/21295_S.BIRCH_DRIVE_UPLAND_DRIVE_TO_3900_SOUTH/0 Temp/WCG Working/Wasatch Blvd Path/990415_1-415-9(4)297_RW-17A-4.dgn

EXHIBIT A

24-JUL-2025 DGN File: pw://udot-pw.bentley.com:udot-pw-01/Documents/UDOT Projects/Region 2 Projects/21235_S_BIRCH_DRIVE_UPLAND_DRIVE_TO_3900_SOUTH/0 Temp/WCG Working/Wasatch Blvd Path/990415_I-415-9(4)297_RW-17A-4.dgn



SHEET NO. 194Q. RW-17A-4	COUNTY SALT LAKE	PROJECT SOUTHEAST BELT ROUTE	UTAH DEPARTMENT OF TRANSPORTATION	REVISIONS	
		2000 EAST TO 4500 SOUTH	WALL CONSULTANT GROUP		
		PROJECT NUMBER I-415-9(4)297 PIN 990415	APPROVED	DRAWN BY RAM	NO. DATE APPROVED BY REMARKS
		RIGHT OF WAY PLAN	PROFESSIONAL LAND SURVEYOR 04/30/25 DATE	QC CHECKED BY DRW	

EXHIBIT A

I-415 (OFF. REV.)
CONTROL LINE
N00°00'41"E 1207.94'

I-215

40 ACRE LINE

523+00 524+00 525+00 526+00 527+00 528+00 529+00 530+00

r/w n/a

N 420644.896
E 558313.698

RAMP F-5

NE1/4 SE1/4
SEC. 35

N 420781.288
E 558450.703

R = 136.42'
Δ = 269°45'56"
L = 642.31'
CH = N45°07'43"E
CL = 193.32'

3900 SOUTH STREET

CENTERLINE
S89°45'15"E 853.52'

T.1S. R.1E. S.L.B. & M.

415-3

PC 529+36.01
N 420972.359
E 558257.769

SEE SHEET RW-18A-4

338.92'

415-3
I-415 (OFF. REV.)
CONTROL LINE
R = 5729.58'
Δ = 09°55'08"
L = 991.89'
CH = N04°58'15"E
CL = 990.65'

END RE-ESTABLISHED R/W & N/A LINE
END ABANDONED R/W LINE
527+40.41 328.00'

311:
A5Q

BEGIN ABANDONED R/W
& N/A LINE
BEGIN RE-ESTABLISHED
R/W & N/A LINE
524+69.97 362.50'

526+84.50
362.50 RT

65.70'

214.53'

FILL

R/W & N/A LINE

Exist. R/W & N/A Line

Exist. R/W Line

BEGIN ABANDONED N/A LINE
528+20.25 368.82'

R/W LINE

END ABANDONED R/W & N/A LINE
BEGIN ABANDONED R/W LINE
527+40.25 368.19'

N 420816.321
E 558676.245

WASATCH BOULEVARD

CENTERLINE
S00°27'49"W 1013.56'

CENTERLINE
S00°27'49"W 716.46'

SECTION LINE

SCALE IN FEET 50 25 0 50

DGN: File:pw://udot-pw.bentley.com:udot-pw-01/Documents/UDOT Projects/Region 2 Projects/21235.S.BIRCH.DRIVE.UPLAND.DRIVE.TO.3980.SOUTH/@ Temp/WCG Working/Wasatch Blvd Path/990415_I-415-9(4)297_RW-18A-3.dgn

24-JUL-2025

REVISIONS

NO.	DATE	APPROVED BY	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION
WALL CONSULTANT GROUP

DRAWN BY: RAM
QC CHECKED BY: DRW

APPROVED
04/30/25
DATE

PROFESSIONAL LAND SURVEYOR

PROJECT: SOUTHEAST BELT ROUTE
2000 EAST TO 4500 SOUTH

PROJECT NUMBER: PIN 990415
I-415-9(4)297

RIGHT OF WAY PLAN

SALT LAKE
COUNTY

194Q
SHEET NO. RW-18A-3

EXHIBIT A

DGN File: pw://ddot-pw.bentleycomudot-pw-01/Documents/UDOT Projects/Region 2 Projects/21295_S.BIRCH.DRIVE.UPLAND.DRIVE_TO_3900_SOUTH/0 Temp/WCG Working/Wasatch Blvd Path/990415_I-415_9(4)297_RW-18A-3.dgn

24-JUL-2025

523+00 524+00 525+00 526+00 527+00 528+00 529+00 530+00

40 ACRE LINE

I-415 (OFF. REV.)
CONTROL LINE
N00°00'41"E 1207.94'

I-215

T.1S. R.1E.
S.L.B. & M.

415-3

N 420644.896
E 558313.698

PC 529+36.01
N 420972.359
E 558257.769

r/w n/a

RAMP F-5

NE1/4SE1/4
SEC. 35

N 420781.288
E 558450.703

3900 SOUTH STREET

SEE SHEET RW-18A-4

338.92'

R = 136.42'
Δ = 269°45'56"
L = 642.31'
CH = N45°07'43"E
CL = 193.32'

END RE-ESTABLISHED R/W & N/A LINE
END ABANDONED R/W LINE
527+40.41 328.09'

311.1'
A5Q

CENTERLINE
S89°45'15"E 853.52'

BEGIN ABANDONED R/W
& N/A LINE
BEGIN RE-ESTABLISHED
R/W & N/A LINE
524+69.97 362.50'

526+84.50
362.50 RT

65.70'

FILL

R/W & N/A LINE

211.53'

Exist. R/W & N/A Line

Exist. R/W Line

BEGIN ABANDONED N/A LINE
528+20.25 368.82'

R/W LINE

END ABANDONED R/W & N/A LINE
BEGIN ABANDONED R/W LINE
527+40.25 368.19'

N 420816.321
E 558676.245

WASATCH BOULEVARD

CENTERLINE
S00°27'49"W 1013.56'

CENTERLINE
S00°27'49"W 716.46'

SECTION LINE

SCALE IN FEET 50 25 0 50

REVISIONS			
NO.	DATE	APPROVED BY	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION
WALL CONSULTANT GROUP

APPROVED

PROFESSIONAL LAND SURVEYOR

DRAWN BY RAM
QC CHECKED BY DRW
04/30/25
DATE

PROJECT: SOUTHEAST BELT ROUTE
2000 EAST TO 4500 SOUTH

PROJECT NUMBER: I-415-9(4)297
PIN 990415

RIGHT OF WAY PLAN

SALT LAKE
COUNTY

SHEET NO. 194Q RW-18A-3

EXHIBIT A

I-215

415-3

T.1S. R.1E. S.L.B. & M.

530+00 | 531+00 | 532+00 | 533+00 | 534+00 | 535+00 | 536+00

PC 529+36.01
N 420972.372
E 558257.769

r/w n/a

SEE SHEET RW-18A-3

SEE SHEET RW-18A-5

NE1/4 SE1/4
SEC. 35

415-3
I-415 (OFF. REV.)
CONTROL LINE
R = 5729.58'
Δ = 09°55'08"
L = 991.89'
CH = N04°58'15"E
CL = 990,65'

UPLAND DRIVE

N 421585.085
E 558487.257

CENTERLINE
N00°19'49"E 301.65'

I-215 NB ONRAMP

CENTERLINE
S74°57'46"E 552.56'
201.69'

311:
A7Q

r/w n/a

Exist. R/W & N/A Line

R/W & N/A LINE
62.39'

CUT

END ABANDONED N/A & R/W LINE
BEGIN RE-ESTABLISHED N/A & R/W LINE
536+09.28 293.08'

END ABANDONED N/A LINE
534+60.08 351.13'

R/W LINE

FILL

BEGIN ABANDONED N/A & R/W LINES
536+00.68 348.48'

END ABANDONED R/W LINE
END RE-ESTABLISHED N/A & R/W LINE
536+48.27 343.44'

WASATCH BOULEVARD

CENTERLINE
S00°27'49"W 716.46'

CENTERLINE
S00°27'49"W 1372.31'

SEC

SECTION LINE

N 421532.758
E 558682.041

50 25 0 50
SCALE IN FEET

REVISIONS

NO.	DATE	APPROVED BY	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION
WALL CONSULTANT GROUP

DRAWN BY: RAM
CHECKED BY: DRW
QC
APPROVED
DATE: 04/30/25

PROFESSIONAL LAND SURVEYOR

PROJECT: SOUTHEAST BELT ROUTE
2000 EAST TO 4500 SOUTH

PROJECT NUMBER: I-415-9(4)297
PIN: 990415

RIGHT OF WAY PLAN

SALT LAKE COUNTY
194Q
SHEET NO. RW-18A-4

24-JUL-2025

DGN File:pw:\\dot-pwbentleyconnectdot-pw-01\Documents\UDOT Projects\Region 2 Projects\21235_S_BIRCH_DRIVE_UPLAND_DRIVE_TO_3900_SOUTH\0 Temp\WCG Working\Wasatch Blvd Path\990415_I-415-9(4)297_RW-18A-4.dgn

EXHIBIT A

24-JUL-2025 DGN File: pw://udot-pw.bentley.com:udot-pw-01/Documents/UDOT Projects/Region 2 Projects/21235_S_BIRCH_DRIVE_UPLAND_DRIVE_TO_3900_SOUTH/0 Temp/WCG Working/Wasatch Blvd Path/990415_I-415-9(4)297_RW-18A-4.dgn

SHEET NO. 194Q RW-18A-4	SALT LAKE COUNTY	PROJECT	SOUTHEAST BELT ROUTE	UTAH DEPARTMENT OF TRANSPORTATION		REVISIONS	
			2000 EAST TO 4500 SOUTH	WALL CONSULTANT GROUP		NO.	DATE / APPROVED BY / REMARKS
		PROJECT NUMBER	I-415-9(4)297 PIN 990415	APPROVED	DRAWN BY RAM		
			RIGHT OF WAY PLAN	PROFESSIONAL LAND SURVEYOR 04/30/25 DATE	QC CHECKED BY DRW		

EXHIBIT A

CENTER QUARTER CORNER
SEC 35 T.1S. R.1E. S.L.B.M.
N 421710.935
E 556065.064

536+74.16
N 421708.424
E 558305.391

542+00.00
N 422227.321
E 558390.529

T.1S. R.1E. S.L.B. & M.

415-3

537+00 538+00 539+00 540+00 541+00 542+00 543+00

QUARTER SECTION LINE 1/4

S89°56'13"E 2618.40'

378.06'

PT 539+27.90
N 421959.297
E 558343.606

I-415 (OFF.REV.)
CONTROL LINE
N09°55'49"E 272.10'

CENTERLINE
R = 4583.66'
Δ = 08°10'00"
L = 653.33'
CH = S04°24'49"W
CL = 652.78'

I-215 NB ONRAMP

CENTERLINE
N00°19'49"E 301.65'

SEE SHEET RW-18A-4

NE1/4 SE1/4
SEC. 35

SE1/4 NE1/4
SEC. 35

1/4

r/w n/a

END ABANDONED N/A & R/W LINE
BEGIN RE-ESTABLISHED N/A & R/W LINE
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BEGIN ABANDONED N/A & R/W LINES
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CENTERLINE
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WASATCH BOULEVARD

175.31'
SEC SECTION LINE

EAST QUARTER CORNER SEC 35
T.1S. R.1E. S.L.B.M
N 421708.048
E 558683.458

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SCALE IN FEET

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WALL CONSULTANT GROUP

DRAWN BY	CHECKED BY	QC	DRW	RAM

APPROVED 04/30/25
PROFESSIONAL LAND SURVEYOR DATE

PROJECT: SOUTHEAST BELT ROUTE
2000 EAST TO 4500 SOUTH

PROJECT NUMBER: I-415-9(4)297
PIN 990415

RIGHT OF WAY PLAN

SALT LAKE COUNTY

194Q
SHEET NO. RW-18A-5

24-JUL-2025
DGN File: pw://udot.pwbentleycomudot-pw-01/Documents/UDOT Projects/Region 2 Projects/21235 S.BIRCH.DRIVE.UPLAND.DRIVE.TO.3980.SOUTH/0 Temp/WCG Working/Wasatch Blvd Path/390415_I-415-9(4)297 RW-18A-5.dgn

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SEE SHEET RW-18A-4

r/w n/a

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82.39'

CUT

CUT

CUT

CUT

QUARTER SECTION LINE

1/4

N/A

N/A

N/A

CENTERLINE
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RIGHT OF WAY PLAN

SALT LAKE
COUNTY

194Q
SHEET NO. RW-18A-5

24-JUL-2025
DGN File: pw://udot.pwbentleycomudot-pw-01/Documents/UDOT Projects/Region 2 Projects/21295_S_BIRCH_DRIVE_UPLAND_DRIVE_TO_3900_SOUTH/0 Temp/WCG Working/Wasatch Blvd Path/9%20415_I-415-9(4)297_RW-18A-5.dgn

MILLCREEK, UTAH
RESOLUTION NO. 25-37

A RESOLUTION OF THE MILLCREEK COUNCIL SUSPENDING RULE 7.1 OF THE COUNCIL RULES OF PROCEDURE (REGARDING THE REQUIREMENT THAT EVERY COUNCIL MEMBER WHO IS IN THE CHAMBERS SHALL VOTE) FOR ONLY THE NOVEMBER 3, 2025, COUNCIL MEETING

WHEREAS, the Millcreek Council ("Council") met in a regular meeting on October 27, 2025, to consider, among other things, suspending Rule 7.1 of the Council Rules of Procedure (regarding the requirement that every council member who is in the chambers shall vote) for only the November 3, 2025, council meeting; and

WHEREAS, Council Rules of Procedure ("Rules") state that any Council member may propose revisions to the Rules provided that the proposed revision is in written form, provided to the Council members, and a majority of all Council members shall be required to adopt the revision; and

WHEREAS, after careful consideration, the Council has determined that it is in the best interest of the health, safety, and welfare of the residents of Millcreek to suspend Rule 7.1 of the Council Rules of Procedure (regarding the requirement that every council member who is in the chambers shall vote).

NOW, THEREFORE, BE IT RESOLVED by the Council that, only for the November 3, 2025, Council meeting, Rule 7.1 of the Council Rules of Procedure (regarding the requirement that every council member who is in the chambers shall vote) is hereby suspended.

This Resolution assigned No. 25-37, shall take effect immediately.

PASSED AND APPROVED by the Millcreek Council this 27th day of October, 2025.

MILLCREEK

_____
Jeff Silvestrini, Mayor

ATTEST:

_____
Elyse Sullivan, City Recorder

Roll Call Vote:

Silvestrini	Yes	No
Catten	Yes	No
DeSirant	Yes	No
Jackson	Yes	No
Uipi	Yes	No

Utah Renewable Communities
Fall 2025 Update

UTAH
RENEWABLE
COMMUNITIES

100% Committed to Clean Energy

Outline

- What is Utah Renewable Communities (URC)?
- How did our community get involved?
- What will the URC program mean for RMP customers in our community?
- Detailed look at URC development, structure, and status
- Upcoming milestones and estimated program launch sequence
- Next steps for our community and upcoming decision points

Key takeaways:

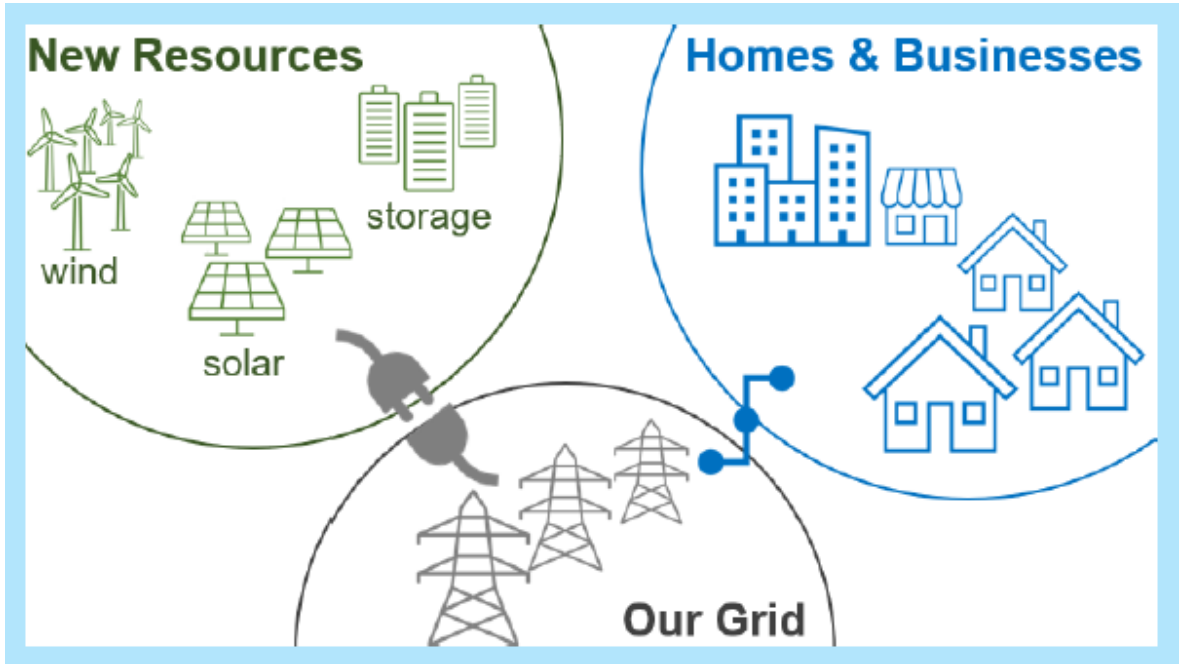
- Virtual or in-person attendance encouraged at URC hearing at the Public Service Commission: December 16th
- PSC approval could come as early as January 2026
- We will have 90 days following approval to decide whether to adopt the approved program via Ordinance

What is the Utah Renewable Communities (URC)?

- URC is a coalition of 19 cities and counties pioneering a new option for clean energy for homes and businesses in our communities
- The primary goal is to make net-100% clean electricity available to homes and businesses in participating communities by 2030
- This goal will be accomplished by acquiring clean energy to match 100% of annual energy consumed on an annual basis – this makes it a "net-100%" goal
- Development of the URC program is possible thanks to the Utah Community Renewable Energy Act passed in 2019 (since changed to Community "Clean" Energy Act)

How would this work?

- The clean energy counting towards the URC program is proposed to come from both **existing clean energy** on the grid plus **new clean energy projects** built to serve URC customers
- These resources are and will be part of the PacifiCorp grid. PacifiCorp is RMP's parent company whose grid serves 6 states, including Utah
- The URC program is in collaboration with RMP and all URC participants remain RMP customers

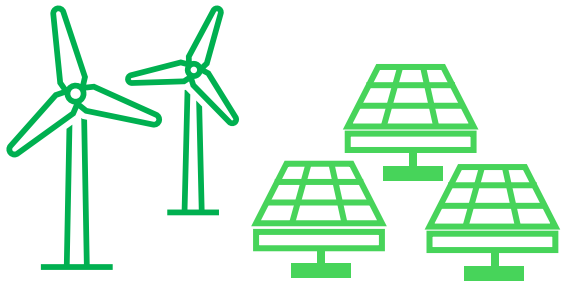


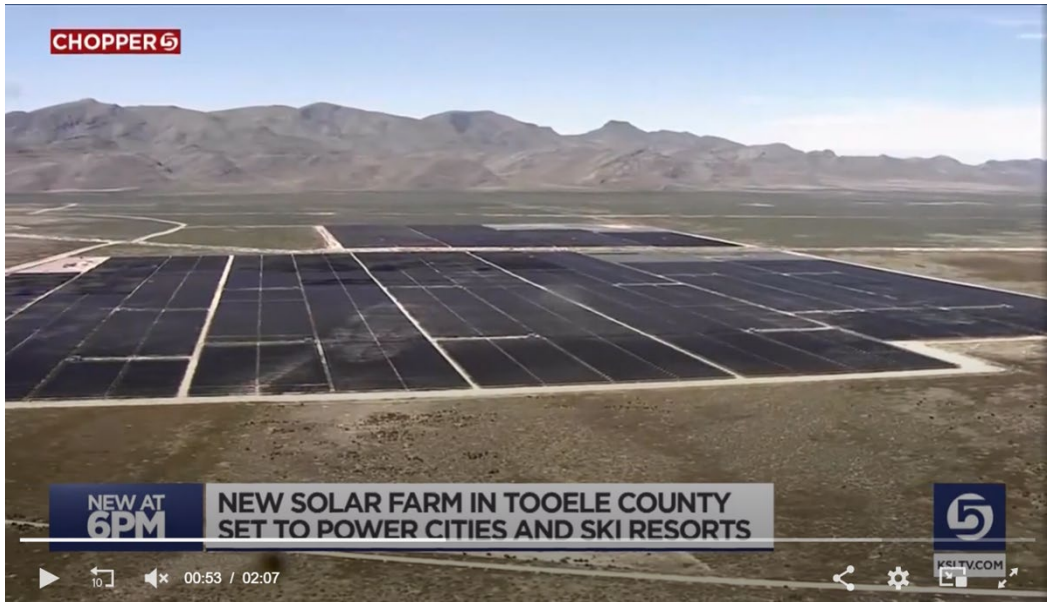
Our involvement in URC

- We joined the Community Renewable Energy Agency (aka the URC board) and subsequently made our financial contributions to the Agency's budget, which was proportional to our community's population and energy load
- We signed the Utility Agreement along with all the other participating communities in time to be included in the initial Program Application filing in January 2025
- After the PSC approves the program (possibly as early as January 2026) we will have a final decision whether to adopt the Program Ordinance

Why develop this new clean energy option?

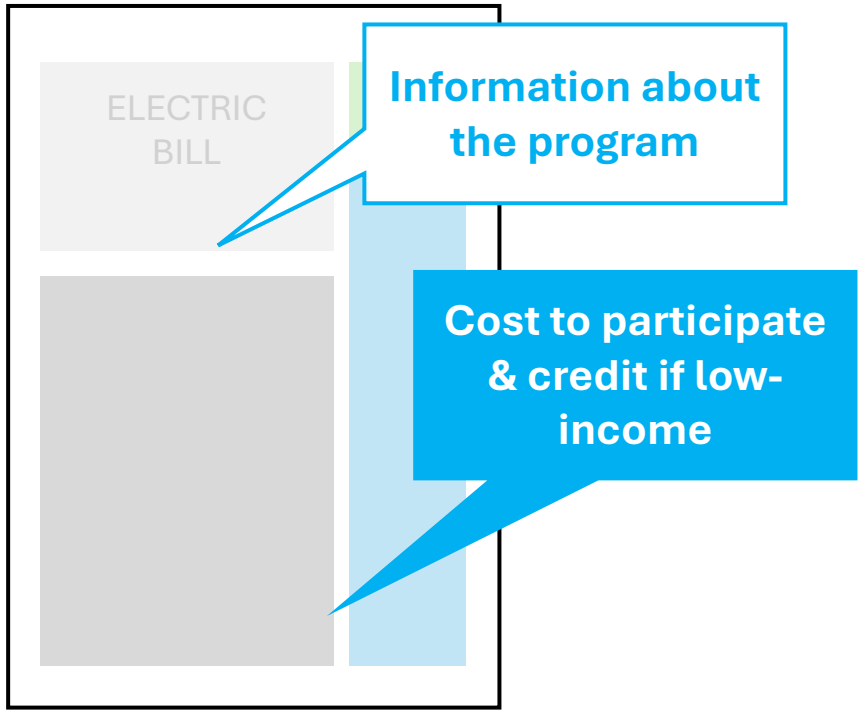
- Scale: we have a unique opportunity to drive investment in new clean energy at scale: as a collective, URC represents about 25% of RMP's electricity sales in Utah
- Choice: the URC program offers homes and businesses in our community a new option of where their electricity comes from through RMP
- Investment: clean energy investment supports jobs and economies, often in rural areas
- Health and environment: clean energy helps to avoid pollution from other energy sources





What URC is anticipated to look like for customers

- Upon program launch, customers will be automatically enrolled with the choice to opt-out
    - A customer's desire to support and use clean energy and the estimated impact on their bill will likely be factors influencing their decision
- There will be no cost to opt-out initially, after that, there will be a fee to terminate participation
- The URC board's position is that the program increase the average household's electric bill by no more than $3-4/month
- Low-income customer* provisions:
    - Ongoing outreach and engagement
    - Monthly bill credit to cover the monthly increase
    - Waived termination fee (if they decide to opt-out later in the program)
    - Like all customers, can always choose to opt-out



*These provisions will apply to customers enrolled in RMP Schedule 3 Home Electric Lifeline Plan (HELP)

URC program development process

1 Enabling Legislation and Rules Adopted

Utah legislature and PSC

Established requirements & defined pathway to develop program

2 Net-100% Resolution Adopted

23 communities adopted

Established net-100% goal for initial Program eligibility. No longer required

3 Governance Agreement Signed

19 communities signed

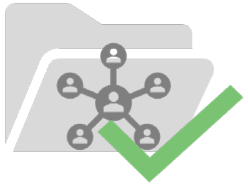
Maintains eligibility and outlines URC interlocal cooperative arrangement and governance structure

4 Utility Agreement Signed

All communities sign & RMP to sign

Outlines roles and responsibilities to take effect upon program approval and launch

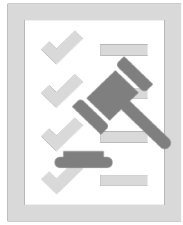
5 Program Application Submitted



Filed by RMP with significant URC involvement

Details how URC program will work, including projected rates to participate

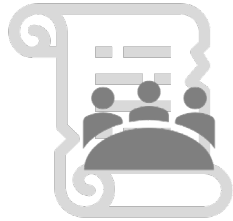
6 Program Approval



Utah PSC reviews and rules on URC Program

Program approved, changed, or denied and initial rates finalized

7 Participation Ordinance



Each community adopts Program

Within 90 days of PSC approval, decide whether to adopt approve program

2019	Mar-Dec 2019	2021 – 2024	2023 - 2024	Nov 2024; Jan and Jun 2025	*As soon as Jan. 2026*	*Within 90 days of approval*

URC structure

URC

- 19 member interlocal cooperative
- Outside counsel: Phil Russell
- Technical consultants: Energy Strategies
- Monthly board meetings
- Officers:
  - Chair: Dan Dugan, Salt Lake City
  - Vice-Chair: Angela Choberka, Ogden
  - Secretary: Emily Quinton, Summit County
  - Treasurer & anchor location for meetings: Millcreek
- Budget funded through:
  - Member contributions upon joining
  - Bid fees
  - Donation from Stewardship Utah
  - Other grant funding

Program Design Committee

Springdale, Ogden, Summit County, Park City, Millcreek, Holladay, Salt Lake City

- Has coordinated and negotiated with RMP and other state Agencies on details in the Program Application
- Overseeing RFP for program resources with consultants

Low-Income Plan Committee

Ogden, Cottonwood Heights, Park City, Kearns, Summit County, Salt Lake City, Castle Valley

- Has assisted board and member communities in planning for how to support lower income participating customers
- Will support outreach upon program launch

Communications Committee

Alta, Moab, Cottonwood Heights, Salt Lake City, Midvale

- Manages and publishes website, newsletters, press releases, and social media posts
- Offers outreach resources for member communities to use

Status of URC program development

Years of negotiation led to RMP filing two "dockets" with the Public Service Commission, (1) regarding solicitation of program resources in November 2024 and (2) the remaining full Program Application in January and June 2025

(1) RFP

- Solicitation process approved by PSC in May 2025
- Launched RFP with bids due July 10; received 14 qualifying bids
- Following several rounds of scoring and evaluation, the Program Design Committee forwarded top 6 bids (the "Initial Short List") to PacifiCorp for the next stage of evaluation in September 2025

(1) Program Application

- URC filed its testimony into the docket in July 2025 and testimony from other parties, including the Office of Consumer Services and Division of Public Utilities, was filed by October 10
- Rounds of rebuttal and surrebuttal through early December
- PSC hearing scheduled for December 16

-
Aug 19 • 2 min read

URC Closes the Call for Clean Energy Resources & the Response Was…

On May 22nd, Utah Renewable Communities opened our request for proposals (RFP) to market , inviting…

Deep dive: upcoming milestones

Item	Docket/Process	Date	Our role
RMP begins system benefit modeling of top bids ("Initial short list") selected by URC	RFP	9/29/25	Monitor and support through participation in Agency activities
Direct testimony of other parties due to PSC	Program Application	10/10/25	
Deadline for entities to become intervening parties in the docket	Program Application	10/24/25	
Rebuttal testimony due	Program Application	11/13/25	
RMP system benefit modeling due	RFP	~12/6/25	
Surrebuttal testimony due	Program Application	12/11/25	
PSC hearing	Program Application	12/16/25	**Virtual or in-person attendance encouraged**
System benefit and indicative costs discussion	RFP	TBD	Monitor and support through participation in Agency activities
“Final short list” selected by URC	RFP	TBD	
PSC approves, modifies, or rejects program	Program Application	~Jan 2026	
Councils vote to adopt ordinances	Implementation	Within 90 days of PSC approval	**Consider, schedule, and hold vote on Program Ordinance**
Execute PPAs	RFP into Implementation	~Winter/spring 2026	**Supporting outreach to supplement notices that will be sent by RMP**
Program launch	Implementation	~Late 2026	

Key takeaways & action items

Upcoming

- PSC hearing: beginning at 9am on Tuesday, December 16th, 2025
  - Heber M. Wells Building 160 East 300 South, Salt Lake City
  - Virtual or in-person attendance is encouraged

On the horizon

- Possible PSC approval: as early as January 2026
  - It is important to be aware that the PSC has the final say, which includes ruling on items that are not currently resolved, such as how program resources are valued and how estimated costs to get the program up and running should be covered
- 90-day window to consider Program Ordinance following PSC approval
- Approving the Ordinance would:
  - Adopt the Program for our community
  - Obligate us to reimburse RMP for sending out two rounds of notices to customers
  - Encourage us to coordinate with the other participating communities to help spread the word about the program

Learn more and follow the URC

- All meeting materials are posted to the Utah Public Notice website
- @UtahRenewableCommunities on Instagram, Facebook, YouTube
- Online at https://www.utahrenewablecommunities.org/
- Subscribe to the URC e-newsletter

Millcreek City – September 2025

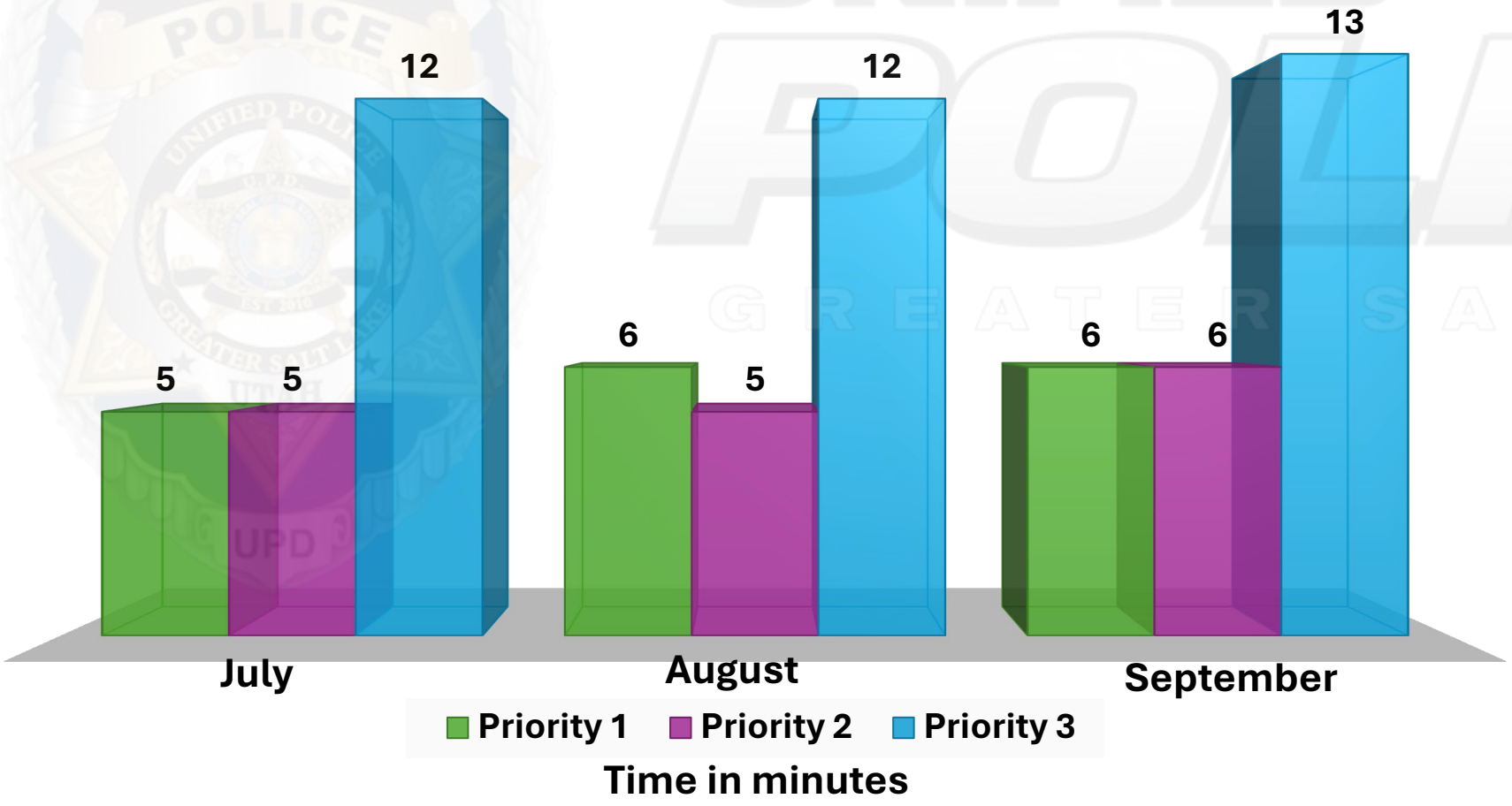
UNIFIED POLICE GREATER SALT LAKE

Millcreek City-UPD Current Staffing September 2025

- **True Vacancies** **1**
- **Allocated to Millcreek** **4**
  (FTO/Academy/Future Start Date)
- **Vacant Patrol Positions** **5**
- **Vacant Specialty Positions** **0**
  (Traffic/Investigations)

Updated 10/12/2025

Police Response Times
Millcreek



Salt Lake City Response Times

- **Priority 1: 7:32**
- **Priority 2: 10:44**
- **Priority 3: 27:03**

***September 2025**

- **Priority 1 (Emergency)**

Immediate threats to life, safety, or serious property damage.

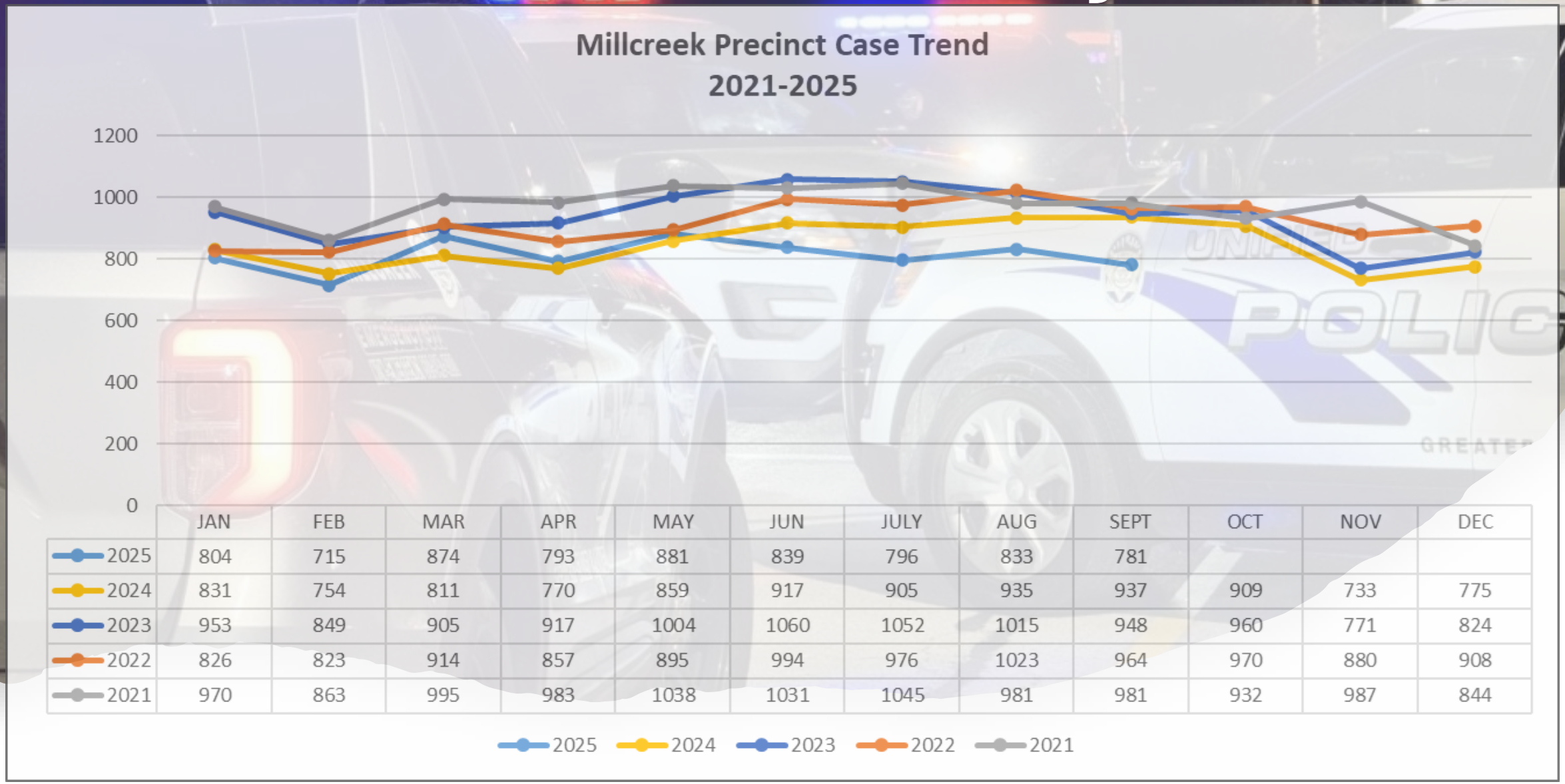
- **Priority 2: (Urgent)**

Situations requiring a quick response but not posing an immediate danger to life.

- **Priority 3: (Routine)**

Non-urgent calls that do not involve immediate risks.

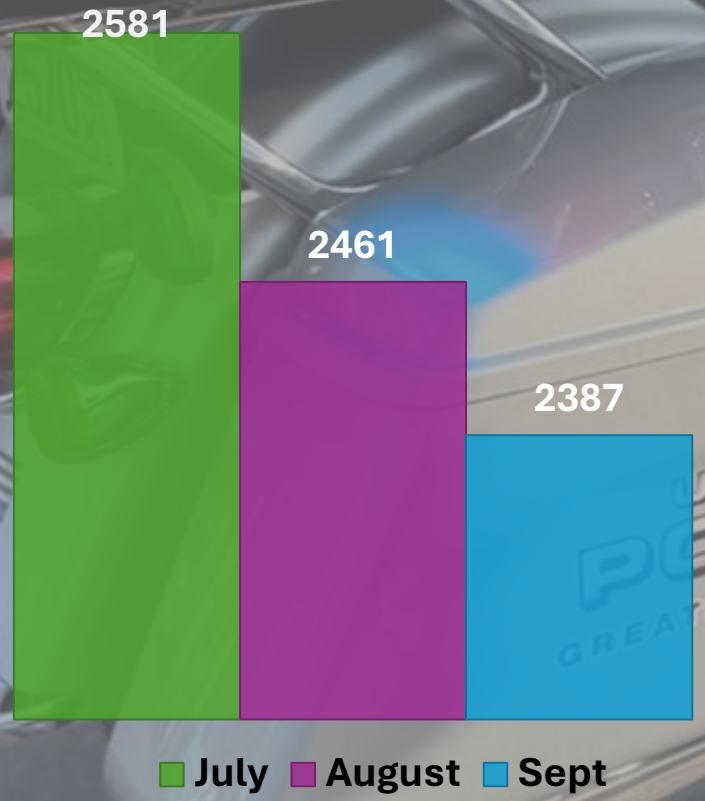
Millcreek City



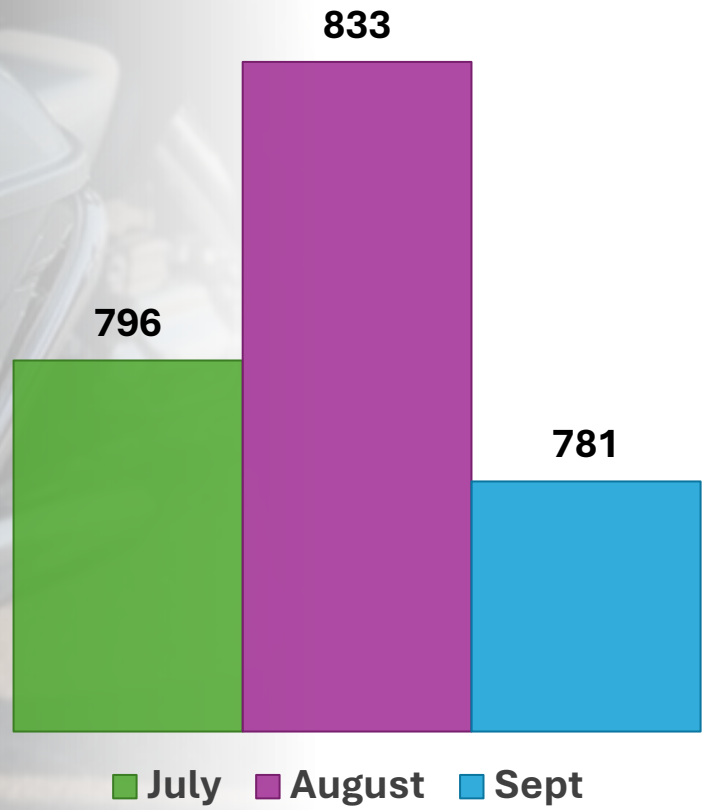
	JAN	FEB	MAR	APR	MAY	JUN	JULY	AUG	SEPT	OCT	NOV	DEC
2025	804	715	874	793	881	839	796	833	781			
2024	831	754	811	770	859	917	905	935	937	909	733	775
2023	953	849	905	917	1004	1060	1052	1015	948	960	771	824
2022	826	823	914	857	895	994	976	1023	964	970	880	908
2021	970	863	995	983	1038	1031	1045	981	981	932	987	844

Millcreek City

Calls for Service



New Police Reports



Millcreek Unified Police
September 2025

TRANSIENT CALLS

Transient	34

Unified Police Community Oriented Policing Detectives , in coordination with Salt Lake County Public Works, removed 700 lbs of garbage from beneath the 3900 South and 300 West bridge. This area will continue to be monitored by UPD COP officers and South Salt Lake PD Homeless Resource Officers to maintain safety and cleanliness.

Millcreek Unified Police
September 2025

MENTAL HEALTH CALLS

Mental Health Calls	61

The Mental Health Unit has been working with a 67-year-old female who has been a long-term resident of Millcreek for over 15 years. In early July, the client was informed that her rent would exceed what she could afford, effectively forcing her to leave the home and community she had built over the past decade and a half.

Recognizing the urgency of the situation, the Mental Health Unit intervened and was able to locate and secure a new housing option for the client. The new residence charges only 30% of her income, making it both affordable and sustainable.

This outcome represents a significant success; not only was the client able to remain housed, but she also gained some financial relief during a time when so many are struggling with housing instability.

In a challenging housing market, this case highlights the importance and impact of coordinated support services in helping vulnerable community members maintain stability and dignity.

Millcreek Unified Police
September 2025

Directed Enforcement Unit (DEU)

Operational Summary

20 Arrests

18 Search Warrants

4 Stolen Vehicles

SIEZED

3 Firearms

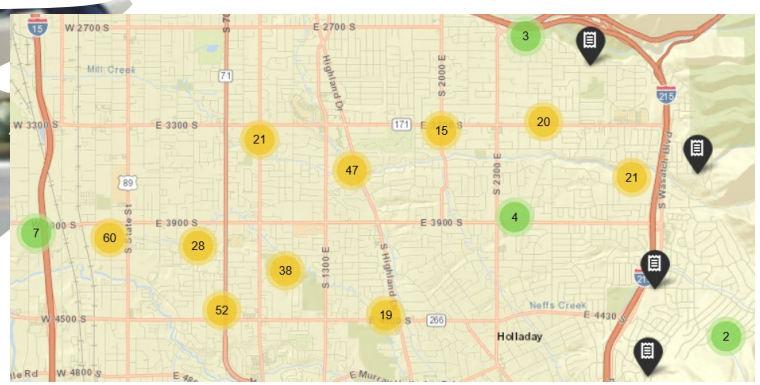
23.3g Marijuana

September 25th - a child went missing when sent with an acquaintance to a local store. Hours later, the parent contacted law enforcement after being unable to reach them. Officers initially attempted contact and phone tracking without success. Due to the acquaintance's concerning history, **multiple units—including SVU, VCU, DEU, K9, and Drone teams**—responded. **DEU Detectives** located the child and the individual in Salt Lake City, safely reuniting the child with their parents and taking the acquaintance into custody for questioning. The investigation is ongoing, highlighting effective multi-unit coordination and rapid police response.

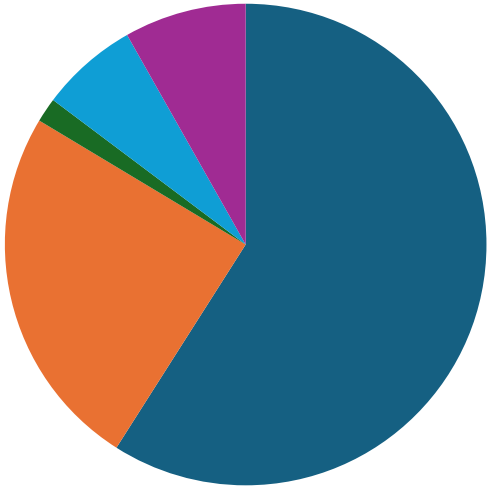
Millcreek City-UPD Traffic Stats
September 2025

	Aug 25	Sep 25
• Traffic Stops	296	258
• Citations Issued	179	215
• Warnings Issued	75	99
• DUI Arrests	9	6
• Accidents Reported	71	82
• Pedestrian/Bicycle	3	5

Traffic Stop Locations (Sep 2025)



Citation Heat Map



Unified Police Investigations
September 2025
Millcreek Precinct

NEW CASES

Assault	36	Homicide	0
Burglary	14	Larceny	73
Drug Offenses	15	Robbery	0
Family Offense	65	Sex Offense	4
Fraud	21	Stolen Vehicles	14

During the month of September, Millcreek Precinct detectives were **assigned 45** cases, and **6** of those cases were submitted for charges to Holladay Justice Court or 3rd District

Minutes of the
Millcreek City Council
October 13, 2025
5:30 p.m.
Work Meeting
7:00 p.m.
Regular Meeting

The City Council of Millcreek, Utah, met in a public work meeting and regular meeting on October 13, 2025, at City Hall, located at 1330 E. Chambers Avenue, Millcreek, UT 84106. The meeting was recorded for the City's website and had an option for online public comment.

PRESENT:

Council Members
Jeff Silvestrini, Mayor
Silvia Catten, District 1 (excused)
Thom DeSirant, District 2
Cheri Jackson, District 3
Bev Uipi, District 4

City Staff
Francis Lilly, Assistant City Manager
Elyse Sullivan, City Recorder
Kurt Hansen, Facilities Director
Mike Winder, City Manager
Lisa Dudley, HR-Finance Director
John Brems, City Attorney
Rita Lund, Communications Director
Jim Hardy, Building Official
Brian Busch, Senior GIS Analyst

Attendees: Deborah Lin, County Council Member Laurie Stringham, Mike Rush, Chief Petty-Brown, Chief Jon Wilde, Fire Marshal Wade Watkins

WORK MEETING – 5:30 p.m.
TIME COMMENCED: 5:31 p.m.

Mayor Silvestrini called the work meeting to order.

1. **FY2025 Fraud Risk Assessment; Lisa Dudley, HR-Finance Director**
   Mayor Silvestrini said the fraud risk assessment is an evaluation that the city's finance team does to ensure that the city has good financial controls and that the risk of fraud is minimized as much as possible.

   Lisa Dudley reported that the fraud risk assessment was developed by the State Auditor's Office in response to frequent inquiries about preventing fraud and misuse of public funds at the local government level. The key to minimizing this risk lies in strong internal controls specifically, updated policies, procedures, and practices, including the city's recently overhauled policy and employee handbooks. These updates reflect new legislative requirements, such as those from the 2024 session, and emphasize critical elements like separation of duties, especially in handling cash. The assessment, based on an all-or-nothing

scoring system, evaluates whether policies and procedures are fully in place, with a significant emphasis on ethical commitments, which are annually collected in writing from all staff and officials. Although these pledges were collected earlier in the year, the presentation to the council had been delayed and is now being rectified. Additional measures include maintaining a trained and qualified workforce, with staff holding relevant accounting degrees, providing training for both employees and elected officials, and implementing a public fraud hotline. While the city conducts periodic internal audits, it lacks a formal internal audit function, which remains the only area where points are still being lost. Millcreek's current fraud risk score has improved from 300 to 375, moving the city from a low to a very low risk category. This report will be submitted to the State Auditor's Office. She expressed appreciation for the council's ongoing support in strengthening financial controls and improving governance.

2. **HB48 & the Utah Wildland Urban Interface Code/Map Discussion; Jim Hardy, Building Official**

Mayor Silvestrini said House Bill 48, passed last legislative session, requires cities to adopt wildland urban interface maps. Some residents along the urban interface where there is fire risk, will be required to pay a fee, which will be collected by Salt Lake County. This process is designed to let people know that they are in a risk zone so they can take measures to protect their property and create defensible space. Life and property are primary concerns, but the city also wants to satisfy state requirements to keep fire insurance premiums as low as possible.

UFA Fire Marshal Wade Watkins presented the requirements and responsibilities related to the adoption of the 2006 International Fire Code and the Wildland Urban Interface (WUI) map, as mandated by Utah's 2025 House Bill 48. This legislation aims to reduce wildfire risks in WUI areas and introduces new standards, homeowner responsibilities, and potential fees. A key deadline is January 1, 2026, by which municipalities must adopt a specific version of the International Fire Code tied to local risk data. Marshal Watkins emphasized that the WUI map is based on a scoring system (1–10), with areas scoring 5 or above subject to stricter building requirements, including defensible space and fire-resistant materials (e.g., prohibiting shake shingle roofing). These requirements apply to new construction and redevelopment, while existing properties may only be retroactively affected by defensible space rules, though those regulations are still pending and will be issued by the county. Marshal Watkins noted Millcreek is well-positioned, having already engaged GIS and building departments and developed a strong draft map. He praised Millcreek's proactive approach, even using it as a model for other communities. Finally, he advised against making assumptions about upcoming property assessments until the county releases the finalized rules, assuring that communication will be clear and timely once they are available.

Council Member Uipi asked about defensible space. Marshal Watkins said the definition came from the International Fire Code.

Brian Busch presented two maps to the council. He clarified that the mapping work currently underway is solely intended to support local building code implementation and is not connected to the state's high-risk wildfire mapping for its own use. Although both the city and the state rely on the same underlying datasets from the Utah Division of Forestry, Fire, and State Lands, the city's map is independently developed. He explained that two maps are being utilized: one displays the complete raster dataset with risk levels categorized at breakpoints of 5, 6, and 7, while the other simplifies this data into general polygon categories for easier

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interpretation and application in local planning. He noted the city's firework restriction lands were not part of the map. The multi-colored map referenced is the one used by the state to determine wildfire risk scores, based on a 30-meter pixel raster dataset—each pixel representing approximately 98 square feet. Due to the scale and nature of the dataset, there is significant variation in the data. The state's method involves grouping structures with similar risk scores: if a building with a score of 7 is within 250 meters of another building also scored as 7, the area is combined into a larger zone scored as 7. This same approach is applied to scores of 5 and 6, resulting in polygon groupings. Additionally, it was clarified that when properties fall into two different scoring zones, the higher score will always take precedence for regulatory purposes.

Marshal Watkins said as outlined in the URAP map, the primary metric used for wildfire risk assessment is the Structure Exposure Score (SES), which is closely tied to ember casting—how far embers can travel and ignite new fires, considering factors like slope and terrain (e.g., uphill or downhill spread). While various risk maps may present different assessments, this specific metric is what the state relies on for its evaluations. Most communication and data interpretation related to wildfire risk will be based on this SES metric. Only areas with a score of 5 or higher are considered for inclusion in the WUI map; scores below 5 are excluded. In Millcreek, this typically means the mapped WUI areas will start at a score of 5 and extend upward into higher-risk zones, primarily along the mountain slopes. Properties outside of those zones will not be subject to the WUI-related building code requirements.

Busch asked if the council wanted to keep generalized polygons or use easily definable geographic boundaries. The council discussed the question. During the discussion, it was emphasized that cities have some discretion in defining their WUI map boundaries, though it is strongly recommended that these maps align with state data, specifically SES of 5 to 10. The SES is the primary metric used by the state, representing wildfire risk based on ember cast potential and terrain features. While municipalities are not required to use a specific road or landmark, using clearly defined boundaries like roads (e.g., Jupiter Drive) can make the map easier for residents to interpret. However, there is concern that including broader or more subjective areas could increase building costs due to stricter code requirements, particularly for properties on the boundary of higher-risk zones.

It was clarified that the state-assessed wildfire risk fees will be based on SES scores directly from state data, not the locally adopted WUI map—though there will likely be significant overlap. The city may revise its map in the future if needed, particularly if changes in state policy or unintended impacts emerge. City staff were encouraged to have clear guidance from the council on handling edge cases, especially when properties fall near the threshold between risk zones.

Residents can also use the state's online URAP portal to look up their property's wildfire risk and get information on defensible space. Initial drafts of Millcreek's WUI map captured about 1,800 parcels using natural and infrastructure boundaries (e.g., Fortuna to Jupiter, Mill Creek Canyon to Wasatch Blvd), compared to about 1700 parcels strictly meeting the SES 5 threshold. However, the city intentionally excluded areas across I-215, recognizing that physical barriers like highways mitigate wildfire spread—an example of local discretion being applied. Finally, it was noted that SES scores affect the level of building code restrictions,

with higher scores (like 7s) requiring more stringent fire-resistant construction measures than areas scored at 5.

Jim Hardy explained the specific building code requirements for new construction and remodels in high-risk areas. The code regulates roof coverings, eaves, exterior walls, cantilevers, decks, windows, attic vents, and exterior doors. Existing buildings/conditions are allowed to keep their use and occupancy. Different ignition resistance ratings are discussed, with class 1 being the highest and class 3 being the lowest. The council considers the cost implications of these requirements and the need for clear communication with residents. The importance of meeting state requirements and ensuring public safety is highlighted. The council agrees to adopt a WUI map that includes areas with scores of 5 and above and to follow the state's guidelines and adopt the 2006 code to meet the intent of House Bill 48.

The group planned for public engagement, proposing a postcard mailing and educational meetings before a public hearing on November 24, to ensure community members understand the changes and have opportunities to provide input. Throughout, officials deferred to state mandates while considering the most practical approaches to map adoption and communication, aiming to finalize maps and codes by the December council meeting pending additional state guidance on specific requirements.

3. Staff Reports
There were none.

4. Discussion of Agenda Items, Correspondence, and/or Future Agenda Items
There was none.

Council Member Uipi to adjourn the work meeting at 6:38 p.m. Council Member DeSirant seconded. Mayor Silvestrini called for the vote. Council Member DeSirant voted yes, Council Member Jackson voted yes, Council Member Uipi voted yes, and Mayor Silvestrini voted yes. The motion passed unanimously.

REGULAR MEETING – 7:00 p.m.
TIME COMMENCED: 7:03 p.m.

1. Welcome, Introduction and Preliminary Matters

1.1 Pledge of Allegiance
Mayor Silvestrini called the meeting to order and led the pledge of allegiance. He excused Council Member Catten.

1.2 Millcreek Photo Contest Winners Recognition
Mayor Silvestrini announced the winners of the Globetrotting Millcreekers' Photo Contest and presented them with certificates. The photographs were hung in Millcreek City Hall.

George A. Williams - "Everest"
Michael J. McPharlin - "Show Me The Way"
David Fantle - "Ladder and Door"

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Sara Javoronok - "Calm of Night"
Jacquelyn Thiel - "Feels Like Home"
Koen Thiel - "Sunrise at Lake Chelan"
Samiu Tukuafu - "Sunset in the Sahara"
Judy Tukuafu - "Phenomenal Hike in Little Horse Canyon"
Allayne C. Orr - "Spring in Assisi"
Darris Howe - "Through the Arch"
Ashlee McDonald - "Bustle in Burma"
Lindsay Daniels - "Golden Hour in Paris"

Council Member Uipi moved to reorder the agenda to move item 3.1 next before public comment. Council Member DeSirant seconded. Mayor Silvestrini called for the vote. Council Member DeSirant voted yes, Council Member Jackson voted yes, Council Member Uipi voted yes, and Mayor Silvestrini voted yes. The motion passed unanimously.

3. Business Matters

3.1 Discussion and Consideration of Resolution 25-33, Encouraging and Promoting the Mission of the Statewide Initiative of "A Bolder Way Forward" to Help More Utah Women, Girls, and Families Thrive

Mayor Silvestrini read the resolution.

Council Member Uipi moved to approve item 3.1, Resolution 25-33, Encouraging and Promoting the Mission of the Statewide Initiative of "A Bolder Way Forward" to Help More Utah Women, Girls, and Families Thrive. Council Member Jackson seconded.
Council Member Uipi thanked the mayor for supporting women through his leadership and expressed her gratitude for the other women on the council.
The Recorder called for the vote. Council Member DeSirant voted yes, Council Member Jackson voted yes, Council Member Uipi voted yes, and Mayor Silvestrini voted yes. The motion passed unanimously.

Deborah Lin, Utah Women in Leadership Project, said Dr. Susan Madsen's research is what this is based on and that Dr. Madsen had founded the Utah Women Leadership Project. Millcreek is the eighth municipality in the state to pass the resolution. She emphasized Dr. Madsen's commitment to closing gaps, increasing opportunities, and reducing violence against women and children, emphasizing the importance of raising awareness as a first step to addressing these issues. She acknowledged the significance of having a majority-women city council and congratulated the leadership, while also reminding them that many women, girls, and families in the city continue to face challenges. She praised the inclusive mindset that "when the tide rises, all boats are lifted," and expressed enthusiasm for future collaboration to support and uplift those in need. Additionally, Laurie Stringham, present at the meeting, was recognized as both a member of the Salt Lake County Council and a representative of the Salt Lake County Coalition and the "Build a Way Forward" initiative.

1.3 Public Comment

Mike Rush, Canyon Rim Citizens Association, expressed collective association concerns about the growth and building heights within the city's overlay area. While not speaking to any specific project or application, the association emphasized the importance of

preserving sightlines to the mountains, an iconic feature represented on the city seal, city apparel, and visible from civic spaces. As the city moves into phase two of Millcreek Common development, intended to become a central gathering space, the association urged the city council to prioritize maintaining views, which are closely tied to the city's identity and name. He expressed appreciation for future planning efforts and looked forward to continued engagement in shaping the city's development.

2. Financial Matters

2.1 Public Hearing to Consider a Monetary Contribution of Up to $2,500 for the Friends of Millcreek Senior Center

Mayor Silvestrini said the Millcreek Senior Center, located on Evergreen Avenue, provides essential programming and services for the city's senior population, which represents a significant portion of the community. The city council has consistently supported the center's efforts, as well as those of the Holladay Lions Senior Center—also located in Millcreek despite its name. This contribution marks at least the third year of support for the center. In accordance with state law, the city commissioned a study to determine whether allocating taxpayer funds to the center aligns with the health and general welfare of Millcreek residents. The study, included in the meeting packet and available on the city's website, confirms that the contribution is appropriate and beneficial to the community's well-being.

Council Member Uipi moved to open the public hearing. Council Member Jackson seconded. Mayor Silvestrini called for the vote. Council Member DeSirant voted yes, Council Member Jackson voted yes, Council Member Uipi voted yes, and Mayor Silvestrini voted yes. The motion passed unanimously.

There were no comments.

Council Member Uipi moved to close the public hearing. Council Member DeSirant seconded. Mayor Silvestrini called for the vote. Council Member DeSirant voted yes, Council Member Jackson voted yes, Council Member Uipi voted yes, and Mayor Silvestrini voted yes. The motion passed unanimously.

2.2 Discussion and Consideration of Ordinance 25-44, Approving a Monetary Contribution of Up to $2,500 for the Friends of Millcreek Senior Center

Council Member Uipi moved to approve item 2.2, Ordinance 25-44, Approving a Monetary Contribution of Up to $2,500 for the Friends of Millcreek Senior Center. Council Member Jackson seconded. Council Member Uipi noted the average senior population in the state is about 20% but it is 29% in Millcreek. **The Recorder called for the vote. Council Member DeSirant voted yes, Council Member Jackson voted yes, Council Member Uipi voted yes, and Mayor Silvestrini voted yes. The motion passed unanimously.**

3. Business Matters Continued

3.2 Discussion and Consideration of Resolution 25-34, Approving an Interlocal Cooperative Agreement with UDOT for the Construction and Maintenance of a Safe Sidewalk for 700 East, at Various Locations from 3720 South to 3435 South

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Mayor Silvestrini said the council strives to complete sidewalks, especially on corridors. The resolution is for a grant from UDOT to construct sidewalks along 700 E.

Council Member DeSirant moved to approve Resolution 25-34, Approving an Interlocal Cooperative Agreement with UDOT for the Construction and Maintenance of a Safe Sidewalk for 700 East, at Various Locations from 3720 South to 3435 South. Council Member Jackson seconded. The Recorder called for the vote. Council Member DeSirant voted yes, Council Member Jackson voted yes, Council Member Uipi voted yes, and Mayor Silvestrini voted yes. The motion passed unanimously.

3.3 Discussion and Consideration of Resolution 25-35, Accepting a Gift of a Painting of Mill Wheel on Millcreek Generously Donated by Reid School

Mayor Silvestrini noted the painting was already hanging on the 6th floor of city hall. The Reid School closed and was being demolished for single family housing, a permitted use on the property. Gardner Reid facilitated the gift and valued the painting at $10,000.

Council Member Jackson moved to adopt Resolution 25-35, Accepting a Gift of a Painting of Mill Wheel on Millcreek Generously Donated by Reid School. Council Member Uipi seconded. The Recorder called for the vote. Council Member DeSirant voted yes, Council Member Jackson voted yes, Council Member Uipi voted yes, and Mayor Silvestrini voted yes. The motion passed unanimously.

4. Reports

4.1 Mayor's Report

Mayor Silvestrini reported on his midterm vacancy and the process for finding a replacement. He reported that he met with Utah House Representative Mike Schultz about the Promise Program initiatives in partnership with the United Way.

4.2 City Council Member Reports

Council Member DeSirant reported on attending recent meetings, conferences, and fundraising events. Council Member Uipi reported on her attendance with Asian American and Pacific Islanders boards and conferences. Council Member Jackson reported she attended a Youth Council meeting.

4.3 Staff Reports

Francis Lilly reported the Planning Department hosted, "Chat with a Planner" events to discuss the future of the 900 East corridor. These sessions were prompted by previous development applications along the corridor that did not align well with the city's General Plan, leading the council to initiate a broader public engagement effort. Outreach included a survey, mailers to 1,600 addresses, and notices in both printed and electronic newsletters. While in-person attendance was low, with fewer than 20 participants across both meetings, the survey received more robust engagement. Early feedback from the sessions indicated that residents were less concerned about density and more focused on traffic and safety issues, particularly how difficult and unsafe the corridor feels for both drivers and pedestrians. Every attendee shared concerns about navigating 900 East, whether driving or entering from side streets or driveways. The planning team is now analyzing the collected input and considering further steps, including gathering multi-year crime data from Unified Police and possibly engaging a traffic consultant to assess

whether public perception aligns with actual conditions. Public opinion on development in the area remains mixed, with no clear consensus, some residents support change, while others prefer maintaining the current character of the neighborhood. A full report on the public input will be released in the near future.

5. Consent Agenda

5.1 Approval of September 22, 2025 Work Meeting and Regular Meeting Minutes

Council Member Uipi moved to approve item 5.1. Council Member DeSirant seconded. Mayor Silvestrini called for the vote. Council Member DeSirant voted yes, Council Member Jackson voted yes, Council Member Uipi voted yes, and Mayor Silvestrini voted yes. The motion passed unanimously.

6. New Items for Subsequent Consideration

There was none.

7. Calendar of Upcoming Meetings

- Planning Commission Mtg., 10/15/25, 5:00 p.m.
- City Council Mtg. 10/27/25 7:00 p.m.

Council Member Jackson moved to go into closed session per Utah Code 52-4-205 (a) discussion of the character, professional competence, or physical or mental health of an individual, and (c) strategy sessions to discuss pending or reasonably imminent litigation. Council Member Uipi seconded. The Recorder called for the vote. Council Member DeSirant voted yes, Council Member Jackson voted yes, Council Member Uipi voted yes, and Mayor Silvestrini voted yes. The motion passed unanimously.

Council Member DeSirant moved to go back into the open meeting. Council Member Uipi seconded. The Recorder called for the vote. Council Member DeSirant voted yes, Council Member Jackson voted yes, Council Member Uipi voted yes, and Mayor Silvestrini voted yes. The motion passed unanimously.

ADJOURNED: Council Member Uipi moved to adjourn the meeting at 8:11 p.m. Council Member Jackson seconded. Mayor Silvestrini called for the vote. Council Member DeSirant voted yes, Council Member Jackson voted yes, Council Member Uipi voted yes, and Mayor Silvestrini voted yes. The motion passed unanimously.

APPROVED: _____ **Date**
Jeff Silvestrini, Mayor

_____
Attest: Elyse Sullivan, City Recorder

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