



**NOTICE OF A MEETING OF THE
CITY OF HOLLADAY CITY COUNCIL
THURSDAY, JUNE 4, 2026**

Holladay Council Chambers - 3330 S 1300 E

5:30 p.m. **Council Dinner** – *Council members will be eating dinner. No city business will be discussed.*

PUBLIC NOTICE IS HEREBY GIVEN that the Holladay City Council will hold a Council meeting on **Thursday, June 4, 2026 at 6:00 pm.** Members of the Council may participate by electronic means if needed. The Council Chambers shall serve as the anchor location.

** Agenda items may be moved in order, sequence and time to meet the needs of the Council*

All documents available to the City Council are accessible on the City's website or in this agenda. Interested parties are encouraged to watch the **live video stream** of the meeting - [agendas/https://holladayut.gov/government/agendas_and_minutes.php](https://holladayut.gov/government/agendas_and_minutes.php)

To provide a public comment or make a comment during any public hearing, may do so in the following ways:

1. **In-person attendance:** at Holladay City Hall
2. **Email** your comments by 5:00 pm on the date of the meeting to scarlson@holladayut.gov

AGENDA

I. ***Welcome*** – *Mayor Fotheringham*

II. ***Public Comments***

Any person wishing to comment on any item not otherwise on the agenda may provide their comment via email to the Council before 5:00 p.m. on the day of the meeting to scarlson@holladayut.gov with the subject line: Public Comment. Comments are subject to the Public Comment Policy set forth below

III. ***Public Hearing on Proposed Rezone at 6037, 6048 and 6051 Highland Dr and 1995 E 6060 S***
(changes the zoning designation from R-2-10 (Highland Drive parcels) (residential two-family) and R-1-10 (6060 S. parcel) (residential single-family) to R-M (residential multi-family).

IV. ***Public Hearing on Proposed Budget Amendments for Fiscal Year 2025-2026***

V. ***Public Hearing on Proposed Fiscal Year 2026-27 Budgets***

VI. ***Public Hearing on Proposed Changes to the City's Compensation Schedule for the City's Elected, Appointed and Statutory Officers, including Executive Municipal Officers and all other Municipal Officers for the 2026-2027 Fiscal Year***

VII. ***Public Hearing on Proposed Amendments to the Consolidated Fee Schedule***

VIII. ***Holladay Staff Service Awards***

IX. ***Reports***

a. UPD Quarterly Report – Chief Hoyal

- b, ***UFA Quarterly Report – Capt. Brown***
- X. ***City Manager Report – Gina***
- XI. ***Council Report & District Issues***
- a. ***Calendar***
Council Meetings – June 11, July 16, 2026
- XII. ***Recess to Work Meeting***
- a. ***Review of Block E Schematic - Gina***
- b. ***Discussion on Public Hearings – rezone, budget amendments***
- c. ***Discussion on Proposed Changes to the Employee Manual - Gina***
- d. ***Sidewalk Management Policy - Gina***
- e. ***Discussion on Tentative Budget***
UPD
- UFA
Tree Committee
Non-Departmental
Unresolved Issues/Budget Changes
- XIII. ***Closed Session For the Purpose(s) Described in U.C.A. 52-4-204 and 205***

XIV. Adjourn

Public Comment Policy & Procedure: During each regular Council Meeting there will be a Public Comment Time. The purpose of the Public Comment Time is to allow citizen's access to the Council. Citizens requesting to address the Council will be asked to complete a written request form and present it to the City Recorder. In general, the Chairman will allow an individual three minutes to address the Council. A spokesman, recognized as representing a group in attendance, may be allowed up to five minutes. Comments which cannot be made within these time limits should be submitted in writing to the City Recorder prior to noon the day before the meeting so they can be copied and distributed to the Council. At the conclusion of the Citizen Comment time, the Chairman may direct staff to assist the citizen on the issue presented; direct the citizen to the proper administrative department(s); or take no action. This policy also applies to all Public Hearings.

CERTIFICATE OF POSTING

I certify that the above agenda notice was posted at Holladay City Hall, the City website www.holladayut.gov, the Utah Public Notice website www.utah.gov/pmn, and the Holladay Library.

DATE POSTED: Monday, June 1, 2026 at 11:00 am

*Stephanie N. Carlson, MMC, City Recorder
City of Holladay*

Reasonable accommodation for individuals with disabilities or those needing language interpretation services can be provided upon request. For assistance, please call the City Recorder's office at 272-9450 at least three days in advance. TTY/TDD number is (801)270-2425 or call Relay Utah at #7-1-1



CITY OF HOLLADAY

EST. 1849 INC. 1999

ZONE MAP AMENDMENT: R-2-10 AND R-1-10 TO R-M
AT 6037 S., 6049 S., 6051 S. HIGHLAND DR. AND 1995 E 6060 S.
Carrie Marsh – Senior Planner

June 5, 2026

Department: Community and Economic Development

Staff Report Type: Planning Commission Recommendation

Action for Council: Legislative action; Amendment to the Zone Map

Decision Type

Legislative. Zone Map amendments are to be reviewed and considered during a public hearing prior to a motion of final decision/action.

Executive Summary

The applicant, Kasey Kershaw, representing the current property owners of all parcels, is requesting to change the zone designation of four parcels from their current zones, as designated below, to the Residential Multi-family (R-M) zone.

1. 6037 S. Highland Drive (*two-family, R-2-10 zone; .30 acres, 13,068 sq. ft*)
2. 6049 S. Highland Drive (*two-family, R-2-10 zone; .30 acres, 13,068 sq. ft*)
3. 6051 S. Highland Drive (*two-family, R-2-10 zone; .25 acres, 10,890 sq. ft*)
4. 1995 E. 6060 S. (*single-family, R-1-10 zone; .39 acres, 16,988.4 sq. ft*)

The parcels total 1.24 acres (54,014.4 sq. ft). **Actual survey area may be closer to 1.25 acres (54,4450 sq. ft).*

The R-M zone provides flexibility in being able to construct single-family detached units, two-family attached units, or multi-family attached units. Minimum lot areas by type are as follows:

	R-2-8	R-2-10	R-M
Minimum lot area:			
Each single-family detached dwelling	5,000 sq. ft.	6,250 sq. ft.	5,000 sq. ft.
Each unit in an attached two- family	4,000 sq. ft.	5,000 sq. ft.	4,000 sq. ft.



CITY OF HOLLADAY

EST. 1849 INC. 1999

dwelling			
Each unit in a multi-family dwelling	n/a	n/a	2,722.5 sq. ft.

With 54,014.14 sq. ft of land, the rezone could allow:

- 10 single family dwelling units
- 12 twin/attached dwelling units and 1 single family home (7 total structures)
- 19 multi-family dwelling units (3 or more units per structure; range of 1-6 structures)
 - Area as per survey could increase this to 20 dwelling units

The applicant has conceptually proposed up to 20 dwelling units but acknowledges that various site development constraints could result in fewer units. The applicant is seeking a layout of a multi-family structure that would remove three driveway access points on the existing one-way Highland Drive bypass road and consolidate access for all units to 6060 S.

Eliminating necessary residential access on the Highland Drive bypass would enable the City to modify the existing one-way bypass road, to increase vehicular safety, reconfigure intersections, and/or allow for potential conversion to a multi-modal (biking and walking) path with green space. All future decisions regarding the existing right-of-way would be determined by the City Council in consultation with the City Engineer.

Recommendation

The Planning Commission has forwarded a recommendation to approve the amendment to the zone map as proposed by the applicant with a vote of five in favor and two opposed.

The Planning Commission included the following findings in their recommendation:

1. The proposed amendment is compliant with the Purpose of the Land Development Code by promoting and facilitating the orderly growth and development within the City of Holladay.
2. The proposed amendment is consistent with goals, objectives and policies of the Highland Drive Master Plan
3. The proposed amendment is consistent with goals, objectives and policies of the General Plan
4. The proposed amendment is harmonious with the overall character of existing development in the vicinity,
5. As zoning standards in the proposed zone are applied, the proposed amendment is not foreseen to adversely affect abutting properties.
6. The facilities and services intended to serve the subject property, such as, roadways, parks and recreation facilities, police and fire protection, schools, storm water



CITY OF HOLLADAY

EST. 1849 INC. 1999

drainage systems, environmental hazard mitigation measures, water supply, and wastewater and refuse collection are adequate.

Staff is in favor of the rezone application, as the identified zone has been analyzed to be in line with multiple goals and policies in the General Plan. A detailed General Plan analysis is provided as an attachment to this report.

1. Recommendation Overview

The applicant's proposal to rezone these four parcels is supported extensively by goals and strategies within the 2025 Holladay General Plan. The R-M zone is considered appropriate due to proximity to the more intense Holladay Crossroads zone to the south. R-M zoning would function as a transition of intensity between the HCR zone and less intense R-2 zoning, aligning with fundamental planning and land use principles that recommend compatible or transitional intensity land uses between more intense and less intense land uses. Further, zoning that was put into place over twenty-five years ago is not always the best fit for the current or intended future context of an area.

Staff analyzed an alternative zoning scenario where the front three parcels were rezoned to R-M and the parcel on 6060 S. was rezoned to R-2-8 and found that it would result in a difference of three fewer units within the project. The R-M zone applied to all four parcels gives the property owner slightly more flexibility in creating a cohesive design as an R-M zone allows more than two units to be attached in a structure throughout the project. Singular zoning and also creates simplicity in regulation.

Three additional units is a minor impact and would enable smaller units, in a key location close to transit and essential commercial services, which helps the City achieve goals of providing a variety of housing options for current and future residents at a more affordable price. Allowing more units results in the production of not only more housing units, but housing units that are naturally smaller due to natural constraints of setbacks and allowed height within the zone. Additionally, the development proposal enables the City with an option to reconfigure a roadway that would no longer be needed for access, which could result in outcomes that improve overall safety for pedestrians and vehicles.

Allowed **building heights and setbacks are the same** for both the R-M and R-2 zones.

2. Analysis

Staff reviewed both current and historical zoning of the four parcels in addition to surrounding parcels and the presence of legal non-conforming duplexes on 6060 S.



CITY OF HOLLADAY

EST. 1849 INC. 1999

The three parcels on the one-way segment of Highland Drive are currently zoned as R-2-10 and all three have enough land area to allow for an attached twin home/duplex on each property. The landowners could, at any time, add on to or divide the existing structures and rent two units separately under the existing zone, if they are not doing so already. These types of conversions are not always utilized by property owners because of individual preferences, costs, or other significant challenges that come with existing structure, but the rights to use the property in this



way is already entitled under the existing zone and all properties can currently be utilized in this way.

The parcel that is on 6060 S. is currently zoned as R-1-10. 6060 is a dead-end road that serves a total of eleven residential parcels and two commercial parcels.

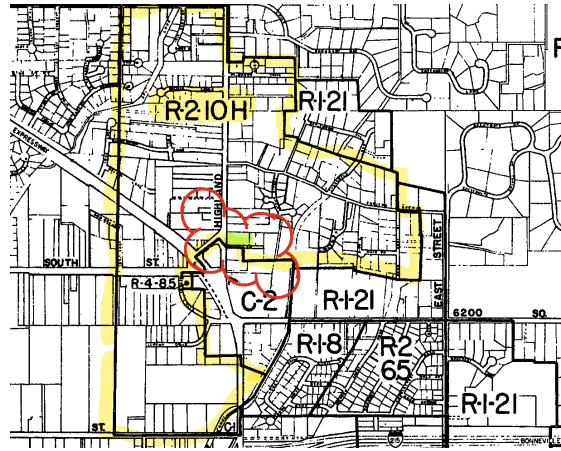
- Eight residential parcels on 6060 S. are zoned as R-1-10.
 - Four of those eight are legal, non-conforming duplexes/twin homes.
 - Two of the three parcels on the south side of 6060 S. are duplexes; and
 - The two parcels directly to the east of the subject property are two sides of a twin home built in 1987 (*an attached home, subdivided into two separately owned parcels*).
- East of the R-1-10 zone on 6060 S. are 3 newer homes that are zoned as R-2-8.



CITY OF HOLLADAY

EST. 1849 INC. 1999

- Each lot is over 8,000 square feet and could have been developed as duplexes, creating six total units. The developer opted to forgo the allowed density of the zone by half.
- Owners of these properties do have enough land to split their existing living space into two separate legal units, however this may not be feasible or desired as the structures that were built may not easily facilitate conversion to two units.
- East of the three newer homes in the R-2-8 zone is the Cottonwood Village Development, twin homes, zoned as R-2-10.
- North of all four subject parcels, and all of the properties zoned as R-1-10 on 6060 S. is the Highland Pointe Village PUD, which is zoned as R-2-10. This development was approved in 1997.
- Directly south of 6060 S. is a C-2 zone, all of which is identified as the Holladay Crossroads Small Area, created in 2017, allowing any properties in the small area plan boundaries the ability to rezone to the HCR zone.



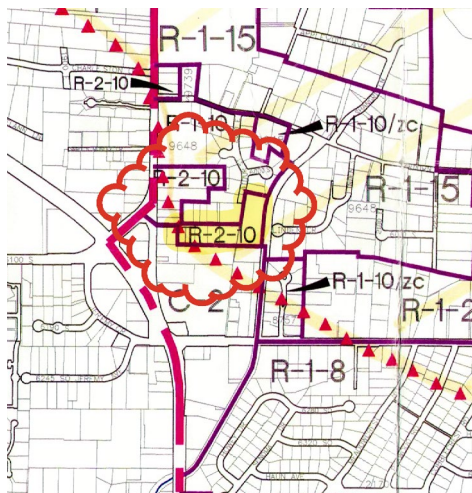
Historical zoning maps prior to and shortly after incorporation provide insight into how the legal non-conforming duplexes were created.

Prior to Holladay's incorporation in December 1999, Salt Lake County zoning maps show that all of 6060 S. was zoned as R-2-10H (*Figure 1, right*).

Highland Point Village was able to be developed under the existing R-2 zoning in 1997.

Initial maps from January 2000 show the south side of 6060 S. retaining R-2-10 zoning while the north side of the street is R-1-10 (*Figure 2, below*).

Figure 1



In May of 2000, both sides of 6060 S. are shown as R-1-10 (*Figure 3, right*).





CITY OF HOLLADAY

EST. 1849 INC. 1999

Figure 3

It is possible that with incorporation there was an idea that Fardown Ave. could connect through to 6060 S., however both Fardown and 6060 S. remain as individual dead ends with homes on Fardown having a different context than the homes on 6060 S., many of which have always been duplexes.

In summary, R-1-10 zoning on 6060 S. is an island and the existing R-1-10 zoning is somewhat of an anomaly. Parcels on all sides of the eight parcels on 6060 S. zoned as R-1-10 are higher intensity and half of the properties zoned as R-1-10 on 6060 S. do not conform to the zone.

While the 1995 E. 6060 S. parcel is designated as low density residential on the future use map, the overall context of 6060 S., in addition to the longer-term history and current non-conforming uses, does not align with a low-density residential future land use.

It is due to this context, in addition to the application of planning principles that recommend transitioning zoning from high intensity to lower intensity, and guidance from multiple portions of the General Plan that the applicant, with the guidance and support of professional planning staff, has proposed the RM zone for all four parcels.

Attachments

- General Plan analysis detailing related goals and policies in support of this rezone
- Zone map
- Aerial view of parcels and vicinity
- Applicant narrative and supporting documentation

Fiscal Impact

The rezone leaves the option to the City to alter the existing bypass lane, which could come with some financial impact for any alterations and future maintenance. The bypass lane could also continue to be maintained in its current form with existing maintenance costs.

Figure 2

Suggested Motion

[Suggested motion notes.]



CITY OF HOLLADAY

EST. 1849 INC. 1999

GENERAL PLAN APPLICATION/ANALYSIS:

Implementing zone regulations to anticipate growth needs/goals is an important land use decision. As a legislative action, this decision is guided by the community standards in the City of Holladay General Plan and is supported by Title 13 of the Land Use Ordinances of Holladay. The General plan was updated in 2025 and involved significant community input and through multiple forms of community engagement. The general plan takes the desires of the larger community across various ages, socioeconomic statuses, and businesses into consideration and translates what was heard by the community into a visioning document.

The General Plan acknowledges the challenge of balancing growth for the future with maintaining the small-town character that draws people to Holladay. It addresses and provides goals for transportation of all types, housing, water, the local economy, and growth.

This section highlights specific elements within the General Plan. The public and Commission is encouraged to review the document [available on the City's website](#) in addition to exploring the online portal linked within the General Plan document.

HOLLADAY GENERAL PLAN (2025)

Chapter 2: Future Land Use (map: page 29; medium density residential category: page 36; low density residential)

Description Medium Density: *"This land use category accommodates a mix of housing types with access to major roadways, goods and services, and pedestrian connections to commercial or public spaces. These areas maintain key characteristics that make Holladay unique, including contiguous tree canopy, quality landscaping, and parks. This category is not intended to support mixed land use types, but these areas are naturally located near commercial and mixed-use nodes that can serve denser populations."*

- 7-20 units per acre, R-1-4, R-2-8, R-2-10, RM

Description Low Density: *"This land use category supports low-density residential neighborhoods whose distinct design characteristics reflect the decades of patchwork development that makes the City so unique. Generally, these neighborhoods have limited connectivity with surrounding neighborhoods and are not immediately accessible via major roadways. They may have strong internal pedestrian connections, especially to parks and schools except where historic development and limitations to road infrastructure make these connections challenging. Uses are limited to low density residential and civic uses including schools and parks that make neighborhood spaces to grow and gather. These areas have historically supported small scale commercial and higher density housing that are dispersed throughout neighborhoods. While the future land use is anticipated to be primarily low residential density these uses should be allowed to continue but only to the scale and extent that they have existed in neighborhoods historically."*

- 2-6 units per acre, R-1-21, R-1-15, R-1-10, R-1-8



CITY OF HOLLADAY

EST. 1849 INC. 1999

Areas of Opportunity- Directly adjacent to Holladay Crossroads (page 49)

*"Each neighborhood in Holladay has a distinct character. These neighborhoods emerged over decades of development and each pocket of the City contains elements of different eras, showing that incremental change. The scale and unique elements in these neighborhoods should be maintained but **infill should be readily allowed, with careful consideration** for the existing development pattern, especially the height and scale of new buildings. Infill development is intended to closely align with the scale and quality of existing neighborhoods but **may include additional density** or changes in uses **that do not significantly alter the surrounding neighborhoods** and should **preserve pockets of non-conforming higher density residential where they already exist.**"*

Chapter 3: A City with Distinct Character (page 51)

Land Uses: *"...most of the City is residential and single-family homes dominate taking up almost 63% of the area. Medium density and multi-family housing represent a smaller 8% of the City. ... The land uses highlight the City's strong residential character and limited commercial footprint, which has implications for housing diversity, economic development, and land use balance. Holladay residents continue to support and relate to their residential neighborhoods and prefer smaller mixed-use nodes that support local or smaller scale businesses."*

Urban Design Characteristics: *"a key component of the Vision. Community feedback emphasized a strong desire to preserve Holladay's historic charm and small-town feel, which includes resistance to over development, high-density housing, and building scale that is out of sync with existing community character. Residents consistently advocate for development that respects the scale and character of existing neighborhoods, favoring small to medium-sized buildings that blend with the community's established look and feel. ... Within public spaces, feedback emphasized enhancing walkability and pedestrian infrastructure. Requests for more sidewalks, safe walking paths, and improved pedestrian safety reflect a community-wide goal to make Holladay more connected and accessible."*

DC GOAL 1: Reinforce Holladay's established neighborhood character.

DC Policy 1.1. *Prioritize compatible development patterns in existing residential areas, while acknowledging trade-offs when changes occur.*

DC Policy 1.3. *Maintain the established development pattern and neighborhood character by guiding the scale and form of new construction to reflect the existing context.*

DC Policy 1.4. *Support the creation and improvement of public green spaces and community gathering areas within all neighborhoods to foster neighborhood identity and connection.*

DC GOAL 2: Guide new construction and renovations to contribute positively to the visual and functional quality of the City.

DC Policy 2.2. *Ensure site design considers privacy, light access, and transitions or buffers between different land uses.*



CITY OF HOLLADAY

EST. 1849 INC. 1999

DC GOAL 3: Sustain and enhance natural features and green infrastructure.

DC Policy 3.1. *Prioritize enhanced sustainability practices of mature trees, preservation of open spaces, and effective landscape buffers that contribute to neighborhood identity.*

DC GOAL 4: Support community-oriented design through the creation of gathering spaces and shared amenities.

DC Policy 4.1. *Encourage the integration of plazas, courtyards, and small parks into development projects.*

DC Action 4.1.i. *Identify opportunities within parks and other public spaces where these may be developed and prioritize potential improvements based on park visitation, feasibility of development, potential funding or partnerships for improvements, and other relevant factors.*

DC Policy 4.2. *Promote flexible spaces that support community events, recreation, and informal gathering.*

DC Action 4.2.i. *Identify underserved neighborhoods for prioritized investment in new public gathering spaces.*

Chapter 4: A City of Quality Neighborhoods (page 57)

"This section outlines strategies that will guide the City in supporting housing opportunities for a range of income levels while reinforcing the qualities that make Holladay unique. These approaches include exploring zoning adaptations, expanding housing diversity, enhancing transportation and commercial linkages, and encouraging context-sensitive development."

Current Housing Stock: *"Holladay's housing is also significantly larger than other housing units in Salt Lake County. On average, a single-family home in Holladay is nearly two times the size of the average in the County. The size and quality of Holladay's housing stock and its desirable central location make Holladay more expensive than surrounding cities. ... Over the last decade, development has continued to skew toward both detached single-family and apartments with relatively fewer middle options (like duplexes, condos and townhomes, and other housing types)"*

Housing Affordability and Attainability: *"According to the 2023 ACS 5-Year Estimates, the median home price in Holladay has escalated to \$700,000, reflecting a 45% increase since 2010. Rising property values and the scarcity of affordable housing are emerging as major challenges."*

Housing Gaps: *"Holladay currently needs an additional 1,800 affordable housing units to meet the needs of low- to moderate-income households. This shortage not only affects current residents' ability to remain in the community but also influences who can move into Holladay. Community feedback has emphasized concerns about whether younger generations will be able to afford to live in Holladay as adults, given rising housing costs and trends toward building higher-end units. ... Housing development and planning efforts must respond to both the current shortfall in affordable units and the projected demand as the population continues to grow."*

QN GOAL 1. Provide the opportunity for housing adapted to different ages, lifestyles, and incomes.



CITY OF HOLLADAY

EST. 1849 INC. 1999

QN GOAL 2. Accommodate new housing by allowing flexibility within Holladay's existing residential neighborhoods that both addresses the existing neighborhood character and allows for incremental changes.

QN Policy 2.1. (Strategy F): *Zone or rezone for higher density or moderate-income residential development commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers. §10-9a403(2)(b)(iii)(F)*

QN GOAL 3 . Facilitate housing development and preservation in the City's mixed-use centers, encouraging new housing in areas that can provide for daily needs within walking distance.

QN Policy 3.1. (Strategy H): *Amend land use regulations to eliminate or reduce parking requirements for residential development where a resident is less likely to rely on the resident's own vehicle, such as residential development near major transit investment corridors or senior living facilities. §10-9a- 403(2)(b)(iii) (H)*

Chapter 5: Walkable and Connected Community (page 67)

"Holladay prioritizes enhancement of the existing transportation network to incorporate bicycle, pedestrian, and transit connections that unite regional destinations and the City's gathering spaces, businesses, neighborhoods, and recreation".

CC Goal 5: Support sustainable growth through compact, mixed-use, and transit-friendly development as identified in the Future Land Use Map.

CC Policy 5.1. *Incentivize compact, mixed-use development along key corridors and near transit stops to encourage walkability and reduce vehicle trips.*

Public Transit and Regional Connections: *"The transit system in the Salt Lake Valley is connected, requiring collaboration between agencies and surrounding cities. Agencies including UTA and WFRC have extensive plans for transit expansion and development surrounding transit corridors that have the potential to more efficiently connect the entire valley to key destinations".*

Active Transportation: *"The City's ongoing focus on walkability, trails, and bicycle infrastructure is expanding recreational options in meaningful ways. Throughout the planning process, residents expressed a strong and consistent desire to enhance connections for pedestrians and cyclists between neighborhoods and beyond."*

Holladay's Pedestrian Network: *"The primary goal of the City's Pedestrian Network is to improve walkability and connectivity among neighborhoods, schools, parks, places of worship, commercial centers, places of employment, commerce, education, recreation, housing and other local destinations to ensure the safety, health, and comfort of pedestrians throughout Holladay. ... The City's Pedestrian Network is intended to support the development of walkable centers in important locations throughout the City. This goal requires the development of pedestrian connections within and outside of key areas of activity"*

Pedestrian Priority Areas: *"1. Within Mixed-use nodes 2. Near schools and public parks 3. Neighborhood pedestrian connections"*



CITY OF HOLLADAY

EST. 1849 INC. 1999

Major Corridors: *“Highland Drive: Recent planning initiatives, such as the Holladay Crossroads Zone, aim to transform portions of Highland Drive into a more pedestrian-friendly environment with mixed-use developments”*

CC GOAL 1 . Design, operate, and maintain streets that are safe, comfortable, and welcoming for all users, including people walking, biking, rolling, riding transit, and driving.

CC Policy 1.1. *Incorporate Complete Street design principles on the primary City roadway network to improve safety and comfort for pedestrians, bicyclists, transit riders, and drivers.*

CC Policy 1.3. *Improve high-crash locations with data-driven improvements such as crosswalk enhancements, traffic calming, and intersection redesign.*

CC Policy 1.4. *Prioritize Safe Routes to Schools and community locations to create connections to safe and direct walking and bicycle routes which will provide safety benefits for all residents, benefitting children and families.*

CC GOAL 3. Create a seamless transportation network that links neighborhoods to community destinations.

CC Policy 3.2. *Eliminate gaps in pedestrian and bicycle networks within a comfortable walking and biking distance of parks, schools, civic spaces, and community facilities.*

CC Action 3.2.i. *Identify and address pedestrian and bicycle infrastructure gaps within a half mile radius of parks, schools, and civic facilities. Incorporate infrastructure needs into the annual budget and regular capital improvement program (CIP) planning.*

CC Policy 3.5. *Improve transit service and connectivity in areas with strong ridership potential and connections to housing, education, employment, recreation, and shopping.*

CC GOAL 4. Create a high-quality public realm with attractive, accessible, and safe spaces for everyone.

CC Policy 4.1. *Expand the City’s sidewalk network prioritizing areas lacking pedestrian infrastructure or with high pedestrian potential.*

CC Action 4.1.i. *Identify zones lacking pedestrian infrastructure, then prioritize projects in areas with the highest pedestrian potential.*

CC Action 4.1.ii. *Identify specific neighborhoods where sidewalks are not present and identify feasibility of sidewalk installation in these areas.*

CC Policy 4.2. *Encourage wide sidewalks with a landscape buffer, where possible, that support City-preferred tree species on pedestrian-priority corridors as identified in the network vision map. Encourage wider sidewalks in higher traffic areas.*



CITY OF HOLLADAY

EST. 1849 INC. 1999

CC Action 4.2.i. *Require 6ft minimum sidewalks, landscaping buffers, and dark sky-friendly pedestrian-scale lighting for new developments along pedestrian-priority corridors. Provide cross sections and/or design manuals to developers.*

CC Policy 4.3. *Enhance character elements that improve the aesthetics and functionality of major corridors such as landscaping, public art, and undergrounding utilities.*

CC Policy 4.4. *Support development patterns that activate the streetscapes, including buildings fronting sidewalks, mixed-use zoning, and accentuated street crossings.*

CC Policy 4.5. *Safely manage vehicle access to promote walking, biking, and transit in activity centers.*

CC GOAL 5. Support sustainable growth through compact, mixed-use, and transit-friendly development as identified in the Future Land Use Map.

CC Policy 5.1. *Incentivize compact, mixed-use development along key corridors and near transit stops to encourage walkability and reduce vehicle trips.*

CC Action 5.1.i. *When aligned with the policy direction in the Quality Neighborhoods Chapter, offer density bonuses for developments located within a quarter mile of a transit stop that also provide transit-accessible and pedestrian-friendly design elements, such as pathways for direct transit access or bicycle infrastructure such as secure bicycle lockers.*

Chapter 6: A Strong Local Economy (page 85)

Holladay Crossroads: *“The Holladay Crossroads area is the second largest economic district within the City by gross sales, generating \$26 million in 2023. Food and beverage businesses, including grocery stores, are the primary drivers in this area. Holladay Crossroads also has redevelopment potential located at a key intersections between Highland Drive and I-215.”*

Highland Drive *“The Highland Drive small area is the third largest economic district within the City by gross sales, generating \$23 million in 2023. Within the area, food service is the number one sales generator followed closely by repair and maintenance businesses. This district is one that may see change within the life of the plan because of underutilized properties, planned improvements to Highland Drive, and its proximity to growth in the adjacent City of Millcreek.”*

LE GOAL 1. Collaborate to enhance existing commercial property values and promote new development while maintaining neighborhood stability.

LE Policy 1.3. *Continue to support existing neighborhood development patterns and incremental density increases to maintain Holladay’s unique character.*

LE Action 1.3. ii. *Consider allowing additional density in transition areas surrounding the City’s most active nodes, especially Holladay Village, Holladay Crossroads, and Holladay Hills. Additional housing units in these areas are*



CITY OF HOLLADAY

EST. 1849 INC. 1999

located to allow for more active transportation to commercial nodes, potentially strengthening businesses and providing opportunities for affordability.

LE Policy 1.4. *Enhance connectivity from Holladay's residential neighborhoods to its primary commercial nodes to promote accessibility, increase trip-chaining, and sales capture.*

Chapter 8: Responsible Renewal and Infill (page 103)

"Holladay is committed to growing thoughtfully balancing the needs of a dynamic, evolving community with the values that make it a desirable and livable place. As infill and redevelopment opportunities arise, it is essential that new growth integrates cohesively with existing neighborhoods, enhances community character, and supports long-term sustainability."

RI GOAL 1. Maintain the overall established pattern and quality of development in the City.

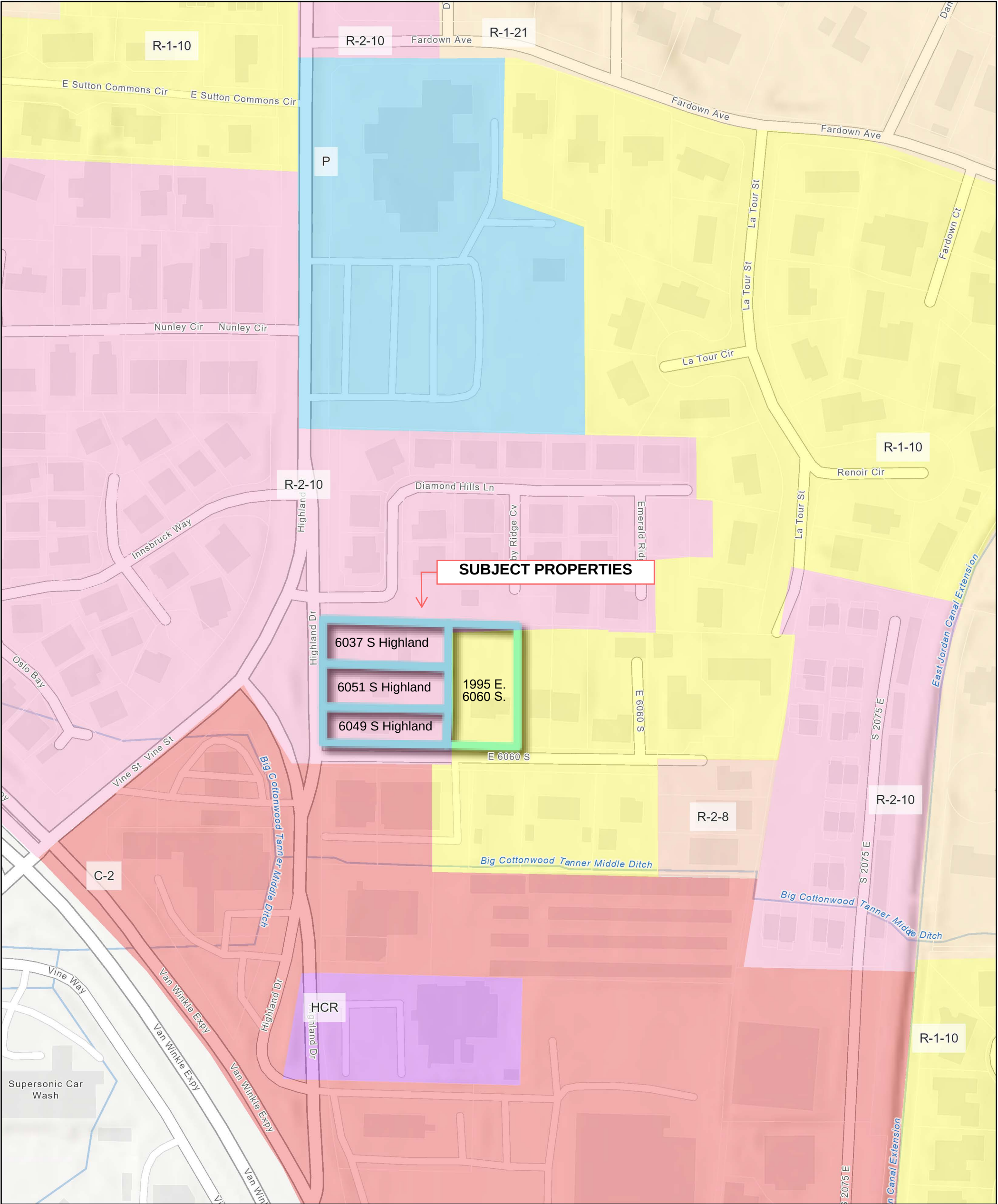
RI Policy 1.1. *Maintain and update standards for new development that include high quality layouts and sustainable tree canopy, provide connectivity to local amenities, are energy efficient and provide amenities for current and future residents of Holladay.*

RI Policy 1.2. *Support infill and redevelopment projects that enhance and protect surrounding neighborhoods.*

RI Action 1.2.i. *Encourage and support redevelopment projects that provide accessible neighborhood/community amenities, such as local and regional trail connections, public plazas or gathering spaces, pedestrian access to public or commercial activity centers, or development of public open space.*

Responsible Infill Action 1.3.i. *Establish, enhance, and maintain appropriate land use, architectural and/or landscape buffers to protect neighborhoods from encroachment where uses transition or have incompatible characteristics.*

Rezone R-2 and R-1 to R-M



4/17/2026

Zones

P

C-2

HCR

R-1-10

R-2-10

R-1-21

R-2-8

Parcel Boundaries

1:2,054

00.020.040.07 mi

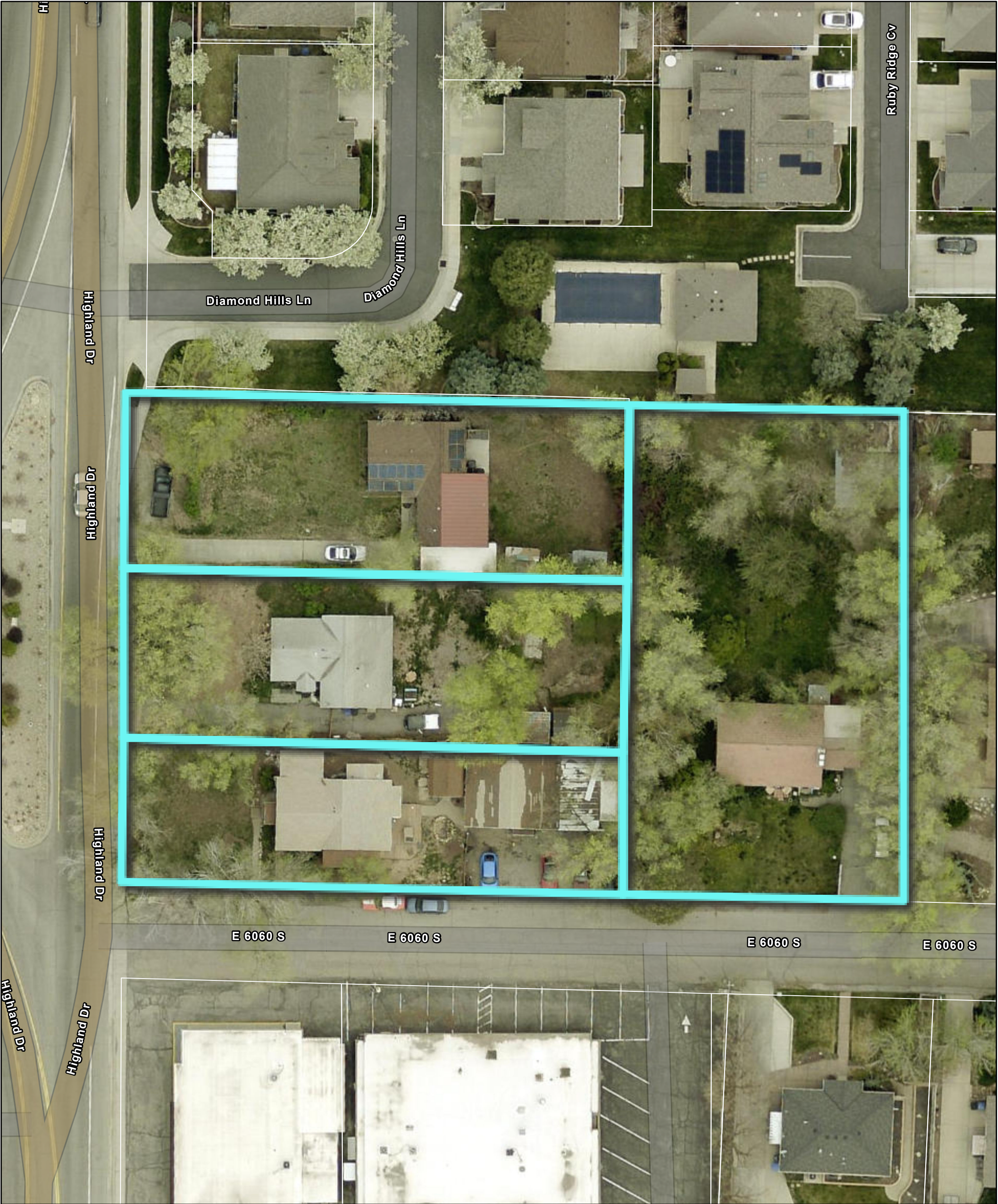
00.030.060.11 km

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Vantor, Airbus DS, USGS, NASA,

Rezone R-2 and R-1 to R-M



Rezone R-2 and R-1 to R-M



Project Description.

The intent of this project is to redevelop the 4 existing lots (currently Zoned R-2) into a new townhome project, requiring RM Zoning. The units will be sold off individually to enable new homeownership in Holladay City.

Adjacent Zoning to the South allows for very high density (5 stories). 6060 South has current R-2 zoning for the subject property, as well as new construction builds on the East end of the Street. The adjacent property to the East of subject parcels is a twin home... very similar to proposed development for this site. There are duplexes and rental homes on 6060 South. Adjacent property to the North is a medium density PUD project, Diamond Hills. The request to change zoning from R-2 to RM would create an excellent transition zone between the very high-density zone to the South, and lower density to the North.

Parcels to include:

6037 S Highland Drive

6049 S Highland Drive

6051 S Highland Drive

1995 E 6060 S

TOTAL SIZE: 1.25 acres.

Residents on 6060 South and the homeowners in the adjacent project to the North (Diamond Hills Subdivision) have ingress / egress issues caused in large part by the speed of traffic heading North on the one lane bypass road that fronts 6037 / 6049 / 6051 S Highland Drive homes. The proposed project will eliminate the drive approaches from these homes onto Highland Drive. By removing those access points, Holladay City is then able to eliminate the one lane bypass road in front of these homes. This will allow Holladay City to restructure traffic flows around the current pocket park island and fix access issues plaguing 6060 South and Diamond Hills Residents. The suggestion is to incorporate this abandoned section of Highland drive with the existing pocket park to create an attractive, useable, dramatic entrance to Holladay City on the South end of town, thereby creating a new walkable and bike-friendly section of the City. This enables the developer of the proposed project to retain the large trees on the West boundary of the project, providing shade for the park and a more attractive entrance. Trees will be limbed, trimmed, beautified, and maintained by developer.

PARK CONCEPTUAL IDEA



Holladay City would design the park to their spec, but hopefully neighbors in the area would have some say in the matter. Eliminating this section of Highland Drive and enhancing the park will be a huge benefit to Diamond Hills homeowners and residents on 6060 South.

Basic townhome specs:

2,300-2,600sf.

2-4 bedrooms each.

More useable main level living options for buyers.

2 car garage each.

Less than 30' max height.

Private yards for each unit.

Higher quality finishes than current townhome projects in the city.

Village design, in line with Holladay standards.

Access off 6060 South. Center isles with rear load garages, hidden from the street.

1.25 acres allows for up to 20 townhomes. Design constraints may dictate less.

Pricing:

It is anticipated that the townhomes will sell for approximately \$850-880,000 each.

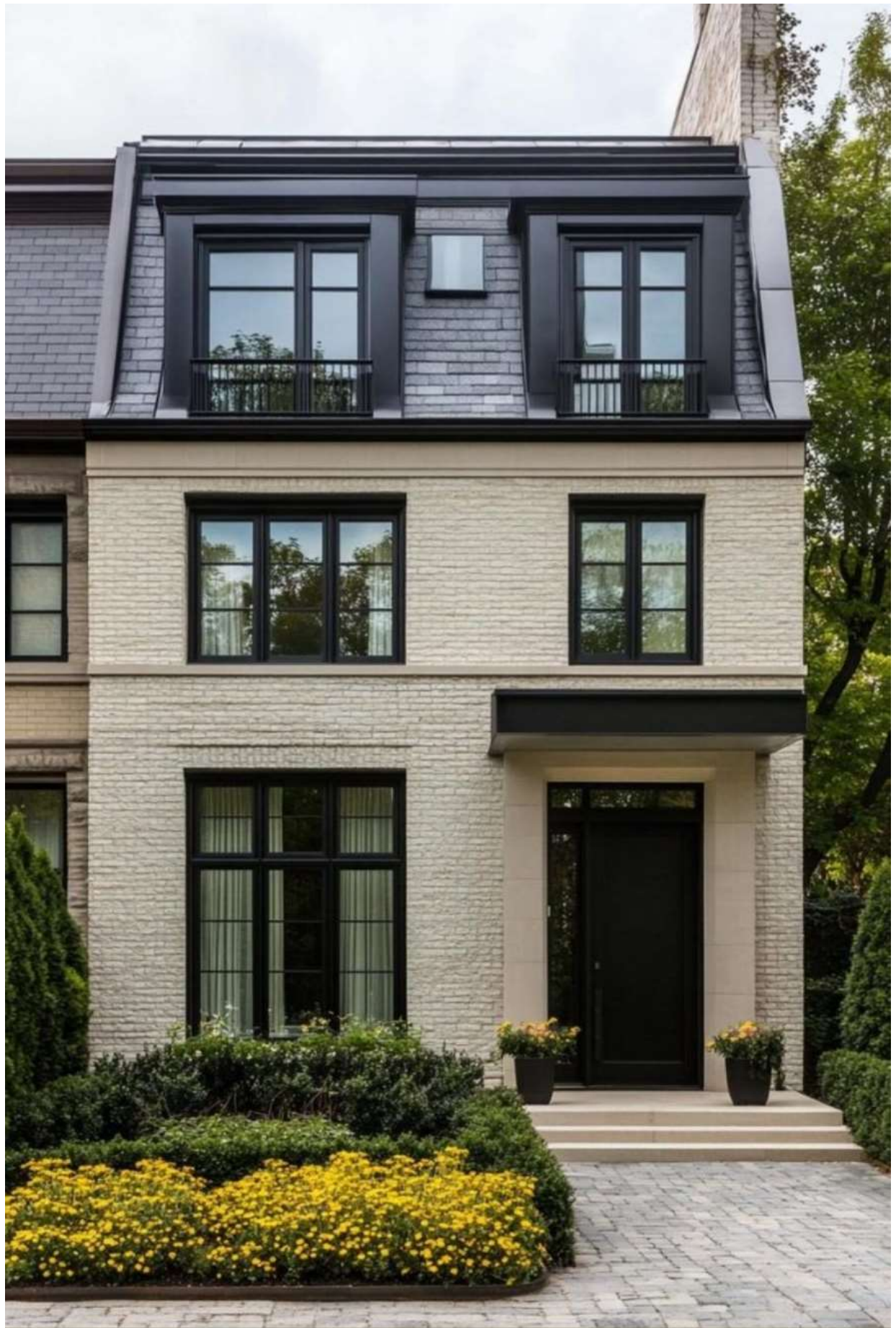
GOALS:

Fix traffic patterns in the area. Create a more dramatic and beautiful entrance to Holladay City. Build high quality townhomes with “village” design. Provide new homeownership opportunities in Holladay City.

Design Images:









Carrie Marsh

From: Dina Roberson
Sent: Tuesday, April 21, 2026 10:54 AM
To: Carrie Marsh
Subject: Opposition to Proposed Zoning Change from R 2-10 to R-M

Categories: Public Comments

[External Email - Use Caution]

Dear Members of the Planning Commission,

I am writing to formally oppose the proposed zoning change from R 2-10 to R-M for the parcel adjacent to our neighborhood located at 6037 – 6051 Highland Dr. and at 1995 E. 6060 S.

This request raises serious concerns regarding traffic safety, infrastructure capacity, neighborhood compatibility, and overall community impact. Taken together—especially in combination with nearby development, this proposal represents a level of density that the current area is neither designed nor equipped to support.

1. Traffic Safety and Hazardous Access Conditions

Traffic conditions in this area are already unsafe. Vehicles travel at high speeds along Highland Drive, and residents entering and exiting our neighborhood routinely experience near-miss situations when attempting to enter traffic.

The road serving our development is narrow and visibility is limited. On a weekly basis, I and others experience situations where it is difficult and unsafe to safely pull in or out.

Adding a 24-unit, three-story development—on top of the nearly completed 83-unit project nearby—will significantly increase traffic volume and alter traffic patterns in a way that will make exiting our neighborhood even more dangerous, and potentially unmanageable during peak times.

There is no feasible way to widen or significantly improve this roadway. Without meaningful infrastructure upgrades that do not make it travel worse (such as closing off this flow), this proposal will exacerbate an already unsafe situation and increase the likelihood of accidents.

2. Infrastructure Constraints and Cumulative Impact

This proposal cannot be evaluated in isolation. The cumulative impact of multiple high-density developments on a constrained road network is substantial.

The addition of another 24 units, combined with the nearby 83-unit development, will place demand on infrastructure that already lacks the capacity to support current and anticipated use. This includes:

- Roadway capacity
- Traffic flow and access
- Emergency response times

Approving this zoning change risks creating long-term infrastructure strain without viable mitigation options.

3. Inconsistency and Lack of Transparency

The developer previously communicated to our HOA that the project would consist of approximately 12 units. The current proposal now reflects 24 units—double the originally stated density.

This significant change raises concerns about the reliability of information presented to both residents and the Commission. Decisions of this scale should be based on consistent, transparent, and accurate representations.

4. Incompatibility with Existing Neighborhood Character

The current R 2-10 zoning reflects the intended density and character of this area. Transitioning to R-M zoning introduces a scale and intensity of development that is not compatible with the surrounding neighborhood.

A three-story, 24-unit structure adjacent to lower-density homes creates a clear mismatch in:

- Building height and mass
- Population density
- Parking demand and congestion
- Noise and activity levels

Zoning changes should reinforce, not disrupt, the established character of residential communities.

5. Light Pollution and Privacy Impacts

A multi-story development will introduce significant light spill into adjacent homes from parking areas, exterior lighting, and elevated residential units.

This will negatively impact residents' ability to enjoy their homes, reduce nighttime privacy, and alter the character of the neighborhood environment—particularly given the increased height and proximity of the proposed structure.

6. Property Value Concerns

Homeowners in this neighborhood made purchasing decisions based on the existing zoning, infrastructure, and density. A substantial increase in density—without corresponding improvements—can negatively affect the desirability and value of surrounding properties.

7. Public Safety and Service Demand

Higher-density developments increase population concentration, which in turn increases demand on public services, including law enforcement and emergency response.

In an area already constrained by limited road access, this raises legitimate concerns about:

- Emergency vehicle access and response times
- Increased service demand without infrastructure support
- Overall neighborhood safety and livability

These impacts are particularly concerning given the cumulative growth already underway in this immediate area.

For the reasons outlined above, I respectfully urge the Planning Commission to deny the requested zoning change from R 2-10 to R-M.

At a minimum, this proposal should not be considered without comprehensive, independent analysis of:

- Traffic and access safety (including turning movements onto Highland Drive)

- Infrastructure capacity and cumulative development impact
- Lighting and neighborhood compatibility impacts

The current proposal places an unreasonable burden on an already constrained area and introduces avoidable safety and quality-of-life risks for existing residents.

Given the existing constraints and the scale of development already underway in this area, the proposed zoning change cannot be responsibly evaluated without a comprehensive, independent analysis of its cumulative impacts.

At a minimum, the following must be completed before any consideration of approval:

- **Traffic and Access Safety Analysis:** A professional traffic study evaluating current conditions and projected impacts, including turning movements onto Highland Drive, sight distance, vehicle speeds, queueing, and safe ingress/egress from adjacent neighborhoods.
- **Infrastructure Capacity and Cumulative Impact Study:** An assessment of roadway capacity, emergency vehicle access, and the combined impact of this proposal alongside the nearby 83-unit development and any other planned or approved projects in the area.
- **Lighting and Neighborhood Compatibility Review:** A detailed evaluation of building height, placement, and exterior lighting to assess light spill, privacy impacts, and consistency with surrounding residential character.

Short-Term Recommended Actions (Prior to Any Approval)

To ensure public safety and responsible planning, I respectfully request that the Commission:

1. Defer any zoning decision until the above independent studies are completed and made publicly available.
2. Require a traffic impact study by a third-party engineer, not solely developer-provided analysis.
3. Conduct a site-specific safety review of Highland Drive access points, including real-world observation of peak traffic conditions.
4. Evaluate cumulative development impacts, rather than reviewing this proposal in isolation.
5. Consider interim safeguards, such as limiting density, building height, and unit count until infrastructure capacity can support additional development.

Thank you for your time, consideration, and commitment to responsible community planning.

Sincerely,

Dina Roberson
6008 S. Ruby Ridge Cove
Holladay, UT 84121

Carrie Marsh

From: Shelley Mangum
Sent: Wednesday, April 22, 2026 12:53 PM
To: Carrie Marsh
Subject: Proposed Rezone

Categories: Public Comments

[External Email - Use Caution]

Ms. Marsh,

I hope this message finds you well. I am writing to share my strong opposition to the proposed rezoning of the properties at 6037, 6049, and 6051 Highland Drive, as well as 1995 East 6060 South, which would allow for the construction of 18-20 townhomes instead of the originally planned 12. I believe the current zoning is appropriate, especially considering both the nature of the existing roadway and the 83-unit apartment/condo building nearing completion just 2-3 blocks south. Additionally, the Holladay Hills development, less than two miles north, is already contributing a significant number of new residential units, including townhomes, to the area.

My primary concern centers on the increased traffic this project would generate, especially when combined with the nearby 83-unit development. The single-lane road serving Highland Pointe Village, where I live, is already hazardous due to high-speed, high-volume traffic. Adding more residents would exacerbate these risks, heightening the danger as we slow down to enter our neighborhood and increasing the likelihood of rear-end collisions. Tragically, there have been fatal accidents in this area in the past.

I am also worried about a potential rise in crime, as our community already feels crowded and additional housing could strain law enforcement, resources, and local infrastructure. Lastly, the introduction of more housing units threatens the privacy and tranquility that current residents value.

Thank you for considering my perspective. I hope you will weigh these concerns carefully and, at the very least, address roadway and traffic issues before approving further housing in this area.

Best regards,

Shelley Mangum
6019 Diamond Hills Lane

April 22, 2026

Dear Ms. Marsh,

My name is Carmen Diaz, and I live in the Highland Point Village, just north of the proposed site for rezoning. Those properties include 6037, 6049, and 6051 Highland Dr. and 1995 E 6060 S. At our original meeting with Kasey Kershaw, we were told he wants to build 10-12 townhomes, followed by the decision for 18-20 townhomes, which I imagine, more as he accumulates more property. I am adamantly opposed to any of what Mr. Kershaw is proposing.

I assume the planning commission is well aware of the traffic problems we must endure daily, and this is before the 83-unit apartment complex is complete and filled with tenants. Entering and exiting Diamond Hills Lane is difficult and dangerous each time, due to the excessive speed people drive down Highland where it meets Van Winkle, as well as the inordinate number of vehicles in the area. There is a definite mismatch between higher-density building and traffic planning in the area, only adding to the congestion and dangerous situations.

The one lane area of Highland Drive already cannot accommodate 83 more units and people trying to exit their underground parking, 6060 S, and those of us trying to enter and exit Diamond Hills Lane, not to mention those trying to get in and out of the gated subdivision on the west side of Highland. Slowing down to enter Diamond Hills Lane, as people are traveling at high rates of speed, only invites a rear end collision, to add to the other traffic accidents of the past.

I am hopeful the city will NOT allow any further high density building in the area until the city has figured out a way to handle the traffic in an already congested area. Therefore, it is my hope that those properties involved will remain in the R-2-10 and R-1-10 zones.

Thank you for your time and consideration.

Carrie Marsh

From: TIM KRISTY FOX
Sent: Wednesday, April 22, 2026 6:39 PM
To: Carrie Marsh
Subject: Public Comment Strongly Opposing Proposed Zone Change and Development

Categories: Public Comments

[External Email - Use Caution]

Dear Ms. Marsh,

I am writing to submit my formal public comment regarding the proposed zone change for the properties located at 6037, 6049, and 6051 Highland Drive, and 1995 E. 6060 S., from R-2-10 and R-1-10 zones to the R-M zone.

I strongly oppose this project.

Traffic conditions along Highland Drive and the surrounding neighborhood are already strained and, at times, unsafe. Approving additional high-density zoning (20-40 units, previously 10-12) in this area will significantly worsen congestion, increase delays when entering and exiting neighborhoods, and elevate the risk of accidents. Residents already experience difficulty navigating this corridor during peak hours; further intensification is not appropriate for this location.

This situation is about to be exacerbated by the high-density apartment development consisting of 83 units that is expected to begin impacting traffic within the next month. That project alone will place substantial pressure on Highland Drive and will directly affect residents' ability to safely and reliably leave the neighborhood. Proceeding with yet another high-density development before the real-world traffic impacts of the 83-unit project, just south of our development, are even understood is irresponsible and short-sighted.

In addition, higher-density development inevitably leads to parking overflow. Increased on-street parking will reduce visibility, create safety hazards, and impede access for emergency vehicles. These are not minor inconveniences—they are serious public safety concerns.

The proposed rezoning will also place added strain on existing infrastructure, including road capacity, utilities, and public services, none of which appear adequately prepared for this level of increased demand.

Equally important, this proposal is fundamentally inconsistent with the established character of the neighborhood. This area has long been defined by low-density residential use, and a shift to R-M zoning represents a significant and incompatible change that will negatively impact the livability and expectations of current residents.

For these reasons, I urge the Planning Commission and City Council to reject this proposal. At a minimum, no additional high-density approvals should be considered until the full traffic and infrastructure impacts of the pending 83-unit development have been evaluated and addressed.

Thank you for your time and consideration.

Sincerely,
Kristy Fox
1991 E. Diamond Hills Ln.
Holladay, UT 84121

Carrie Marsh

From: Kathleen Norton
Sent: Wednesday, April 22, 2026 7:14 PM
To: Carrie Marsh
Subject: Proposed zone changes

Categories: Public Comments

[External Email - Use Caution]

Dear Ms. Marsh,

I am a resident of Highland Pointe Village and would like to address the proposed zone change to the property to our south. In the 22 years I have lived here, the traffic has obviously increased because of all of the buildings up and down Highland Drive. However, it has become dangerous, making the exit from Diamond Hills Lane to Highland Drive scary. With the proposed development next door, plus the 83-unit apartment complex soon to be completed, it will only add to the congestion and danger. I am strongly opposed to any more high density building, especially with the faulty traffic flow in our area.

Thank you for your consideration.

Kathy Norton
6017 Ruby Ridge Cove
Holladay, Utah

Carrie Marsh

From: Tim Fox
Sent: Wednesday, April 22, 2026 7:20 PM
To: Carrie Marsh
Cc:
Subject: Opposition to Proposed Zone Change and Development
Categories: Public Comments

[External Email - Use Caution]

Dear Carrie Marsh,

I am writing to formally express my opposition to the proposed zone change and associated development referenced in the recent notice regarding properties on Highland Drive.

I am a **long-term resident of Holladay and a disabled veteran**. I take great pride in this community and have a strong interest in preserving the quality of life, safety, and infrastructure stability that residents depend on.

My primary concerns center on the significant strain this development would place on existing infrastructure, which I believe is already operating near capacity:

Infrastructure Concerns

Sewer and Utilities

- Increased density will add substantial load to **aging sewer systems and utility networks**
- Risk of system overcapacity, backups, and costly future upgrades borne by residents

Stormwater Management

- Additional impervious surfaces will increase **runoff and drainage challenges**
- Potential for localized flooding and environmental impacts if not properly mitigated

Traffic Congestion

- Highland Drive and surrounding roads already experience **significant congestion**
- Added residential density will worsen traffic flow, increase delays, and impact safety for drivers, pedestrians, and cyclists

Community

- The proposed change from lower-density zoning to higher-density residential (R-M) represents a **substantial shift in neighborhood character**
- This type of development may not align with the established nature and expectations of long-term residents

Personal Perspective

As a disabled veteran, accessibility, safety, and predictability of infrastructure are especially important to me. Increased congestion, strain on services, and potential disruptions could have a **direct and meaningful impact on my daily life and well-being**.

I respectfully urge the Planning Commission and City Council to:

- Carefully evaluate the **capacity and readiness of infrastructure systems**
- Require comprehensive impact studies and mitigation plans
- Consider the long-term effects on existing residents before approving any zoning changes

At this time, I strongly encourage you to **deny or significantly reconsider** this proposed zone change.

Thank you for your time and consideration.

Sincerely,

Timothy Fox

1991 E Diamond Hills Lane

Long-Term Holladay Resident

Active Voter and Tax Payor in the Community

Carrie Marsh

From: Daniele Gatti
Sent: Thursday, April 23, 2026 11:48 AM
To: Carrie Marsh
Cc: Nancy Kau
Subject: Highland Drive Proposed Rezone

Importance: High

Categories: Public Comments

[External Email - Use Caution]

Ms. Marsh,

I hope this message finds you well. I am writing to share my strong opposition to the proposed rezoning of the properties at 6037, 6049, and 6051 Highland Drive, as well as 1995 East 6060 South, which would allow for the construction of 18-20 townhomes instead of the originally planned 12. I believe the current zoning is appropriate, especially considering both the nature of the existing roadway and the 83-unit apartment/condo building nearing completion just 2-3 blocks south. Additionally, the Holladay Hills development, less than two miles north, is already contributing a significant number of new residential units, including townhomes, to the area.

My primary concern centers on the increased traffic this project would generate, especially when combined with the nearby 83-unit development. The single-lane road serving Highland Pointe Village, where we live, is already hazardous due to high-speed, high-volume traffic. Adding more residents would exacerbate these risks, heightening the danger as we slow down to enter our neighborhood and increasing the likelihood of rear-end collisions. Tragically, there have been fatal accidents in this area in the past.

I am also worried about a potential rise in crime, as our community already feels crowded and additional housing could strain law enforcement, resources, and local infrastructure. Lastly, the introduction of more housing units threatens the privacy and tranquility that current residents value.

Thank you for considering our perspective. I hope you will weigh these concerns carefully and, at the very least, address roadway and traffic issues before approving further housing in this area.

Daniele and Nancy
6011 S Diamond Hills Ln

Carrie Marsh

From: Stacie Pearce
Sent: Friday, April 24, 2026 12:59 PM
To: Carrie Marsh
Subject: Building plans 6065 south highland

Categories: Public Comments

[External Email - Use Caution]

Hey there !

My name is Stacie Pearce and I own and operate renew rx which is in the same building as Diamond Custom Jewelers

I am writing to say I am in full support of any building plans of the much needed renovated housing to the north of our building.

Thank you!!!

Stacie Pearce, NP

Renew Rx

6065 S Highland Dr.



me Apr 27



As property owner at 6065 S. Highland Dr. I completely endorse the new build ideas that I am aware of through the proposal I have seen. I have been at my location for 31 years and have seen the subdivision across the street built, the subdivision by the proposed location built, and very little new besides that anywhere close. The (2) properties by my building currently to the north are huge eye sores. The garage is attracting homeless and looks like it did 30 years ago. The owner supplied mice feed to the tenants renting. So yes on new construction. The street 6060 is a dead end to 3 brand new homes at the end. Also some built their homes they are in. " I'm unaware of 6060 revamping anything for this to happen but the new build entries and exits to the proposed condo's." Our properties need to stay accessible to 6060. We just are finishing up having roads shut off and on for 2 years while Elara apts. were built. We as property owners here and homeowners here understand to date what we have seen proposed to take place," it leaves 6060 with the entry and exit for the property owners on 6060 as before the new construction."

Dianne Hazen

Diamond's Custom Jewelers

6075 S. Highland Dr.

Carrie Marsh

From: Cottonwood Garage
Sent: Tuesday, April 28, 2026 8:42 AM
To: Carrie Marsh
Subject: 6037, 6049, 6051 Highland Dr. & 1995 East / 6060 S

Categories: Public Comments

[External Email - Use Caution]

As the owners of Cottonwood Garage, located at 2049 East 6200 South, we endorse the new build ideas of a parking garage or condos at 6037, 6049, 6051 Highland Dr. and 1995 East and 6060 South. The (2) properties currently there are huge eye sores and don't appear to be properly maintained. We believe it is in the best interest of the community of Holladay.

--

Kindest regards,

Scott Johnson & Amy Anastasion-Johnson

Business Owners

Cottonwood Garage

2049 East 6200 South

Holladay, Utah 84121

(801) 278-1432

www.cottonwoodgarage.net

Carrie Marsh

From: Paul
Sent: Saturday, April 25, 2026 11:07 AM
To: Carrie Marsh
Subject: Re: Highland Pointe HOA

Categories: Public Comments

> [External Email - Use Caution]

Hi Carrie,
> My name is Paul Knott and I live in the Highland Pointe HOA on 6010 S Diamond Hills drive. In our HOA meeting there were several concerns about rezoning that you are discussing on April 28th, but the largest concern is about traffic. We would like to understand if there has been a full traffic study and what the proposed traffic solution will be after adding all of this housing. We live t every day trying to exit our neighborhood and the dangers of cars speeding down the one way street sec. on of Highland Drive. We would ask that this be completed and a solution and investment from the city agreed upon prior to issuing the rezoning. I am fearful someone is going to be killed on that road with the new apartments coming to completion and this new proposed additional townhomes with more people and cars entering and exiting highland drive.

>

> Thank you!

> Paul Knott

> 891-651-1115

6010 S Diamond Hills Ln
Holladay UT 84121

Carrie Marsh

From: Jay Mirrafie <jmirrafie@gmail.com>
Sent: Monday, April 27, 2026 11:39 AM
To: Carrie Marsh
Subject: Re: Support for Mr. Kershaw's Project on Highland Dr

Categories: Public Comments

[External Email - Use Caution]

Hello Ms. Marsh,
My name is Jay Mirrafie, and I own the property at 6049 S Highland Dr. I am writing to express my support for Mr. Kershaw's project.
Thank you for your time and consideration.
6049 S Highland Dr Holladay, Utah 84121

Thank you,

Jay Mirrafie, GRI, CCIM
Real Estate Advisor
RP Commercial
Realtypath-Preferred
801-558-8900
jmirrafie@gmail.com

The highest compliment my clients can give me is the referral of their friends & family.

Good Thoughts, Good Words, Good Deeds

Carrie Marsh

From: Angie Meredith
Sent: Monday, April 27, 2026 11:27 AM
To: Carrie Marsh
Subject: Re: Rezoning comment Meeting 4/28

Categories: Public Comments

[External Email - Use Caution]

Hello,

I am writing to you from the 19 home PUD community to your north.

I have met with Kasey Kershaw the developer of this proposal.

I am thrilled that he wants to clean up this area on the corner with the three houses 6037, 6049, and 6051 Highland Dr. it has been a mess for years. The properties are not well kept. Fences have caved in, the trees are overgrown, branches are growing into the street.

I support the development, with two concerns:

1. Traffic coming out of our street, Diamond Hills Lane, 6060 South onto Highland and the construction that will be taking place.
2. The construction of the 83 unit apartments to our south was poorly maintained, often pieces of plastic and debris from site would blow out onto Highland Dr.

I am in favor of this proposal, I am still not clear if these townhomes are to rent or for sell to own. How many townhomes?

Thank you,

Angie Meredith
2005 E. Diamond Hills Lane
Holladay, UT 84121
Highland Pointe Village HOA
Landscaping

Carrie Marsh

From: Dan Lawler
Sent: Monday, April 27, 2026 11:21 AM
To: Carrie Marsh
Cc: Kasey Kershaw
Subject: Zoning Change 6037, 6049, 6051 Highland Dr.

Categories: Public Comments

[External Email - Use Caution]

Carrie Marsh,

My wife and I are homeowners in the Highland Point PUD. We are aware of a potential development requiring a zoning change on the south boarder of our PUD. We have lived here since 2011. The three rundown homes to the south of our entrance have been an eye sore. We have requested that they maintain their landscaping and have complained to the city. The home at 6037 S. Highland had a tree that was cracking our concrete fence, and he refused to cut it down. Our HOA paid to have it taken down and had to pay him for a replacement. It was cheaper than taking him to court. They also park vehicles on the lawn. I retired from being a Realtor after 30 years and believe the current properties are lowering the value of our homes.

The proposals I have seen from Kasey Kershaw with IDI Real Estate will do a number of things for our PUD. The development will remove a number of eye sores properties, slow down traffic, by the city vacating to current bypass road and creating a small park like entrance to the city of Holladay. The development will also add more homeowners rather than renters to our area.

We are in favor of the proposed development of townhouses.

6018 Emerald Ridge Cove
Holladay, UT 84121
801-560-9427

April 25,2026

To: Holladay City Planning Commission

From: Joni Wilson (1995 E. 6060 So)

Re: IDI Real Estate development, Highland Drive and 6060 South

I have been a Holladay resident for the past 34 years and have witnessed a lot of growth in our cherished little nook nestled at the foot of the Cottonwood Canyons. Some of the growth has been by design and some of it has just been happenstance, coupled with the upsurge in general growth across the Wasatch front and Utah in general. I recall as a child shopping at the old Cottonwood Mall and later as a young adult, even working at the Cottonwood Mall, and now it is a site for modern development with multipurpose design. In Holladay, I like to think that we hold our community up to a standard of excellence in many ways; excellence in the building developments, our care and keeping of our free spaces and with the businesses that serve our community.

This standard seems to hold true in the plans that IDI Real Estate has for our small little area bordering Highland Drive and 6060 South. When we first purchased our home and plot of land, it came with a blue book dating back to the original land deeds, showing that originally our home sat on a plot of land that belonged to Wilford Woodruff and he had sold it to his first wife for \$1. This always reminded me of the historic legacy of the small piece of land that I have cared for and tended for the past 34 years. Now, IDI Real Estate stands ready to further edify the legacy of my plot of land and make it newly updated with housing to serve incoming residents as well as a small green space. IDI is also looking at the impact on traffic, lifestyle and aesthetics of our area and seems to be planning for a development that will both update and beautify one of the main southern access routes into Holladay along Highland Drive.

While I am deeply sentimental about passing over my little plot of land, I believe I am passing it into the right hands and project that will both honor the city of Holladay and the legacy of the area.

Sincerely,

Joni Wilson

Carrie Marsh

From: Hunter Bergamasco
Sent: Saturday, April 25, 2026 6:21 PM
To: Carrie Marsh
Subject: Re: Concerns about re-zoning

Categories: Public Comments

> [External Email - Use Caution]

>

> Hi,

>

> I am a homeowner in the Willows of Holladay and have many concerns about the proposed re-zoning. The area around Highland and Van Winkle is already so congested it's difficult for me to get in my community. To avoid having to cut across double yellow lines I'm already forced to go down through other neighborhoods and make a u-turn because none of the streets down Highland actually loop back to same road. Many accidents occur here because so many people cut across the double yellow lines to get to their homes. In addition to there being no center turn lanes the sidewalks in this area are very dangerous and right on the road. Moreover there aren't any bike lanes in the area. Adding high density housing and commercial developments will only exacerbate the problems. There is a brand new apartment complex opening right next to these lots and we haven't even seen the impact of this increased population, how are we already considering adding even more people? Normally I would be a fan of increasing available housing but this is just adding more people into an already congested area without the proper infrastructure.

>

> Thank you,

>

> Hunter Bergamasco
6004 S Albertville Pl
Holladay UT 84121

Carrie Marsh

From: Kasey Kershaw
Sent: Tuesday, April 28, 2026 2:53 PM
To: Carrie Marsh
Cc: Jonathan Teerlink
Subject: Re: Support for Proposed development

[External Email - Use Caution]

From: Kasey Kershaw
Sent: Tuesday, April 28, 2026 2:44 PM
To: Carrie Marsh ; [Jonathan Teerlink](#)
Subject: Fwd: Support for Proposed development

[External Email - Use Caution]

Kasey Kershaw
IDI REAL ESTATE
Mobile: (801)953-6004

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

From: Rob Jones <
Date: Tue, Apr 28, 2026, 2:35 PM
Subject: Support for Proposed development
To: Kasey Kershaw

Hello Kasey,

I am writing to express my support for the proposed development currently under review. I believe this project aligns well with the city's long-term vision and will provide meaningful benefits to the community, while accommodating growth, enhancing property values, and overall livability.

Sincerely,
Rob Jones

6037 S Highland Dr

From: [Carmen Diaz](#)
To: [Stephanie Carlson](#)
Subject: Proposed Rezone
Date: Saturday, May 30, 2026 7:42:36 PM

[External Email - Use Caution]

My name is Carmen Diaz and I live at 6007 S. Ruby Ridge Cove in Highland Pointe Village. My hope is that the City Council will actually take the time to read the emails sent to them and that this is not a lesson in futility, as the Planning Zone meeting was. It was very apparent that the committee already had made their decision before hearing any comments. Afterall, had they listened to their constituents, they would not have voted the way they did. (Thank you to the two members who cared and voted nay). So, maybe Holladay City simply does not care. Maybe money, money, money is their only driving force catering to developers who are only interested in making their money, despite the hardship this will bring onto those of us already in an established neighborhood. Welcome to *Sugar House*.

It was laughable listening to some on the committee talking about how Highland Drive can handle all of the traffic that flows, dangerously, in our area. When was that last traffic review done? Years ago? What will it take, besides more accidents and deaths for the city to understand that there is a definite mismatch between higher-density building and traffic planning in the area??

I assume the City Council is well aware of the traffic problems we must endure daily, and this is before the 83-unit apartment complex is complete and filled with tenants. Entering and exiting Diamond Hills Lane is difficult and dangerous each time, due to the excessive speed people drive down Highland where it meets Van Winkle, as well as the inordinate number of vehicles in the area.

The one lane area of Highland Drive already cannot accommodate 83 more units and people trying to exit their underground parking, 6060 S, and those of us trying to enter and exit Diamond Hills Lane, not to mention those trying to get in and out of the gated subdivision on the west side of Highland. Slowing down to enter Diamond Hills Lane, as people are traveling at high rates of speed, only invites a rear end collision, to add to the other traffic accidents of the past. And it should be very interesting as those at the apartments take off slowly from underground parking, make a sharp right turn, to be met by drivers going 50 mph driving north on Highland. But I guess the city wasn't concerned about that either when they agreed to that.

Holladay used to be the city that cared about their constituents, cared about the quality of life, cared about the beauty, the trees, etc. Now it appears that they only care about developers and the money they will bring to the city. I suppose this is why Kasey Kershaw talked as though he had it in the bag, saying how everyone on the City Council was for it, and making it sound like the city would ever do anything about the horrendous traffic pattern we must endure daily, always holding our breaths, hoping not to be rear ended or t-boned.

I am adamantly opposed to the rezoning for the 1.24 acres!! I think it is time for the Holladay City Council to start listening to their constituents. If not, why pretend and hold meetings???

From: [Dina Roberson](#)
To: [Stephanie Carlson](#)
Subject: Re: Proposed Zoning Change — 6037–6051 Highland Dr. and 1995 E. 6060 S.
Date: Friday, May 29, 2026 12:01:27 PM

[External Email - Use Caution]

Dear Members of the Planning Commission,

I am writing again in opposition to the proposed zoning change from R 2-10 to R-M for the parcel located at 6037–6051 Highland Dr. and 1995 E. 6060 S.

I submitted detailed written comments prior to the previous hearing. Those concerns — covering traffic safety, infrastructure capacity, neighborhood compatibility, and cumulative development impact — were not substantively addressed at that meeting. I am respectfully asking this body to engage with the specific issues raised here rather than treating resident concerns as procedural rather than substantive. These are real safety and quality-of-life issues that deserve a real response before any approval is granted.

1. The Independent Studies Requested at the Prior Hearing Have Not Been Completed

At the previous hearing, residents requested that the following independent analyses be completed before any vote:

- A professional traffic impact study evaluating current conditions, projected impacts, turning movements onto Highland Drive, sight distance, vehicle speeds, queueing, and safe ingress and egress from adjacent neighborhoods
- An infrastructure capacity and cumulative impact study assessing roadway capacity, emergency vehicle access, and the combined effect of this proposal alongside the nearby 83-unit development
- A lighting and neighborhood compatibility review evaluating building height, placement, and exterior lighting impacts on adjacent residents

To my knowledge, none of these studies have been completed or made publicly available. Proceeding to a vote without them is not responsible planning — it is precisely the kind of incremental approval that creates long-term problems the City and its residents are left to manage after the fact.

I respectfully ask that no decision be made on this proposal until these studies are complete, independent, and publicly available for resident review.

2. Highland Drive — Awareness of the City's Plan and Its Limitations

I am aware that the City has identified Highland Drive as part of its long-range planning considerations. I want to be direct: to date, no meaningful improvements to Highland Drive have been committed, funded, or scheduled. There is no timeline. There is no guarantee.

Approving additional high-density development now — in advance of infrastructure improvements that may or may not materialize — places the burden of inadequate planning squarely on the people who already live here. Existing residents should not be asked to absorb the

safety and quality-of-life consequences of development that outpaces the infrastructure intended to support it.

If the City's plan for Highland Drive is meaningful and imminent, I would ask the Commission to present that plan — with timelines and funding commitments — at this hearing. If it cannot be presented in concrete terms, it should not be offered as justification for approval.

3. Traffic Safety — An Already Unsafe Situation

Traffic conditions on Highland Drive are currently unsafe. Vehicles travel at high speed. Visibility at our neighborhood's access point is limited. Residents experience near-miss situations on a regular basis when attempting to enter or exit traffic. This is not a theoretical concern — it is a daily reality.

The addition of 24 units, on top of the nearly completed 83-unit development nearby, will materially increase traffic volume and alter traffic patterns in ways that will make the existing access point more dangerous, not less. There is no feasible way to significantly widen or reconfigure this roadway without disrupting traffic flow further.

Without a professional traffic study and a credible mitigation plan, approving this proposal is approving a known safety hazard.

4. Cumulative Impact Cannot Be Ignored

This proposal cannot be evaluated in isolation. The 83-unit development nearby is nearly complete. Adding another 24 units compounds the pressure on a road network that already lacks capacity for current and anticipated use.

The cumulative impact of these two developments alone includes increased roadway demand, degraded traffic flow, extended emergency response times, and concentrated parking pressure — none of which have been studied or mitigated in any meaningful way.

Approving projects one at a time without assessing their combined effect is how communities end up with infrastructure crises that are expensive and difficult to reverse.

5. Transparency and Consistency of Representation

The developer previously communicated to our HOA that the project would consist of approximately 12 units. The current proposal reflects 24 units — double what was represented to residents.

This Commission should weigh that discrepancy carefully. When a developer misrepresents the scope of a project to the community it will directly impact, it raises legitimate questions about the reliability of other representations made in support of the application.

6. Neighborhood Compatibility, Privacy, and Property Values

The existing R 2-10 zoning reflects the intended density and character of this area. A three-story, 24-unit structure adjacent to lower-density single-family homes is not compatible with that character. The mismatch in building height, mass, density, parking demand, noise, and activity levels is significant and will be permanent.

Residents of this neighborhood made purchasing decisions based on existing zoning, density, and infrastructure. A substantial upzoning — without corresponding improvements — affects the desirability and value of surrounding properties and the quality of life of the people who live here.

Additionally, a multi-story development at this proximity will introduce significant light spill into adjacent homes from parking areas, exterior lighting, and elevated residential units — reducing nighttime privacy and altering the character of the neighborhood in ways that cannot be undone. It is worth acknowledging that the existing structures on this parcel are not without their own issues — including what residents have observed as regular open burning in the rear of the property, the smoke and byproducts of which regularly drift into our neighborhood. Residents who would welcome the removal of those structures should understand, however, that a three-story building brings its own intrusions. Exchanging illegal backyard burning for elevated units with direct sightlines into neighboring homes, the pool, permanent exterior lighting, and increased noise is not an improvement — it is a different set of problems at a larger and more permanent scale.

My Requests to the Commission

I respectfully ask the Commission to:

1. **Defer any vote** until independent traffic, infrastructure, and compatibility studies have been completed and made publicly available — studies commissioned independently, not solely by the developer. If one exists then share it with us - the impacted homeowners.
2. **Present the City's plan for Highland Drive** in concrete terms — with timelines and committed funding — or acknowledge that no such plan exists in actionable form.
3. **Evaluate this proposal in the context of cumulative development**, not as a standalone application.
4. **Address the discrepancy** between the 12-unit representation made to the HOA and the 24-unit proposal now before the Commission.
5. **Engage substantively** with the concerns raised by residents at the prior hearing and in this letter before rendering a decision.

The residents of this neighborhood are not opposed to thoughtful development. We are opposed to density that outpaces infrastructure, that was misrepresented to the community, and that is being advanced without the independent analysis needed to make an informed and responsible decision.

Thank you for your time and your commitment to the community you serve.

Respectfully submitted,

Sincerely,

Dina Roberson
6008 S. Ruby Ridge Cove
Holladay, UT 84121

City of Holladay Proposed Budget Amendment				
General Ledger Account Description	FY26 Original Budget	Proposed Change	FY26 Proposed Amended Budget	Description
General Fund				
Revenues				
General Sales & Use Tax	(6,900,000)	(220,000)	(7,120,000)	Increase based on projected sales tax estimate
Appropriated Fund Balance	(226,252)	(1,184,502)	(1,410,754)	Increase based on projected sales tax estimate
TOTAL RECOMMENDED REVENUE BUDGET				
ADJUSTMENTS - GENERAL FUND	\$ (7,126,252)	\$ (1,404,502)	\$ (8,530,754)	
Expenditures				
Relocation costs	-	45,100	45,100	Moving expenses to temporary City Hall
Rent of Temporary City Hall	-	54,746	54,746	Operating expense City Hall lease
City Hall Construction Site Utilities	-	20,000	20,000	Rocky Mountain Power, Enbridge
Portable Trailer 4580S 2300E	-	1,609	1,609	Portable Trailer for events and onsite city staff
Translator Fees	17,000	6,000	23,000	Increase frequency of translator required cases
Unified Fire/Paramedic Contr.	3,198,058	2,047	3,200,105	Adjustment compared to UFA adopted budget
Salaries & Wages - Full Time	584,043	(15,000)	569,043	Third party inspection services
Building Inspection Contract	90,000	15,000	105,000	Third party inspection services
Engineering Contract-Forsgren	70,000	6,500	76,500	Right of way permitting and inspection
Credit Card Processing Fees	30,000	9,500	39,500	Credit card processing fees
Transfer to CP	-	1,200,000	1,200,000	Highland Drive enhancements
Transfer to CP	1,335,155	59,000	1,394,155	Vehicle replacement/ Unrestricted CP
TOTAL RECOMMENDED EXPENDITURE BUDGET				
ADJUSTMENTS - GENERAL FUND	\$ 5,324,256	\$ 1,404,502	\$ 6,728,758	
Arts Fund				
Revenues				
Art Sales	(14,000)	(11,339)	(25,339)	Recognition of actuals in excess of budget
Miscellaneous Revenues	(3,000)	(8,000)	(11,000)	Recognition of actuals in excess of budget
TOTAL RECOMMENDED REVENUE BUDGET				
ADJUSTMENTS - ARTS FUND	\$ (17,000)	\$ (19,339)	\$ (36,339)	
Expenses				
Employee Benefits	39,301	(10,000)	29,301	Reallocating budget based on actuals
Adm - Musical Licensing	11,100	6,700	17,800	Reallocating budget based on actuals
Concessions / Refreshments	1,400	1,600	3,000	Reallocating budget based on actuals
Individual Artist Payments	25,800	7,198	32,998	Reallocating budget based on actuals
Advertising / Public Relations	12,150	(4,000)	8,150	Reallocating budget based on actuals
Musician Payments	4,500	5,900	10,400	Reallocating budget based on actuals
Facility Rental	16,500	4,200	20,700	Reallocating budget based on actuals
Special Projects	6,000	6,500	12,500	Public art utility box wrap
Increase in Fund Balance	4,000	1,241	5,241	Increase in contribution to fund balance
TOTAL RECOMMENDED EXPENSE BUDGET				
ADJUSTMENTS - ARTS FUND	\$ 120,751	\$ 19,339	\$ 140,090	
Grants Fund				
Revenues				
Appropriated Fund Balance	(336,469)	(2,848)	(339,317)	Increase use of fund balance
TOTAL RECOMMENDED REVENUE BUDGET				
ADJUSTMENTS - GRANTS FUND	\$ (336,469)	\$ (2,848)	\$ (339,317)	
Expenditures				
CP Trellis Columns/ Skatepark	75,000	2,848	77,848	Correction for overage
TOTAL RECOMMENDED EXPENDITURE BUDGET				
ADJUSTMENTS - GRANTS FUND	\$ 75,000	\$ 2,848	\$ 77,848	

Capital Projects Fund				
Revenues				
Transfer from General Fund	(1,335,155)	(1,259,000)	(2,594,155)	Transfer from GF for Unrestricted CP / Vehicle Replacement / Highland Drive Enhancements
Interest Earnings	(400,000)	(209,914)	(609,914)	Interest revenue actuals greater than budget
Approp Fund Balance	(7,513,217)	1,288,473	(6,224,744)	Reduction in use of fund balance
TOTAL RECOMMENDED REVENUE BUDGET				
ADJUSTMENTS - CAPITAL PROJECTS FUND	\$ (9,248,372)	\$ (180,441)	\$ (9,428,813)	
Expenditures				
Leasehold Improvements City Hall	-	180,441	180,441	Leasehold Improvements City Hall
TOTAL RECOMMENDED EXPENDITURE BUDGET				
ADJUSTMENTS - CAPITAL PROJECTS FUND	\$ -	\$ 180,441	\$ 180,441	
Stormwater Fund				
Expenditures				
MS4 Monitoring & Compliance	5,000	(5,000)	-	Reallocating to curb and gutter repair
Curb & Gutter Repair	100,000	5,000	105,000	Reallocating from MS4 Monitoring
Contingency on projects	360,000	(48,223)	311,777	Reducing contingency project
Corrugated Metal Pipe Replac	907,319	48,223	955,542	Increasing Corrugated Pipe Replacement
TOTAL RECOMMENDED EXPENDITURE BUDGET				
ADJUSTMENTS - STORMWATER FUND	\$ 1,372,319	\$ -	\$ 1,372,319	

Changes Since May 7th

City of Holladay Changes from Tentative Budget to Budget Adoption FY2027			
Account Description	Proposed Tentative Budget	Proposed	Change
General Fund			
*General Property Taxes	(8,567,446)	(8,567,446)	(0)
General Sales & Use Tax	(7,150,000)	(7,217,937)	(67,937)
Total Revenue Change	(15,717,446)	(15,785,383)	(67,937)
Rent of Temporary City Hall	150,726	212,060	61,334
Unified Police Services	8,401,399	8,393,914	(7,485)
Park restroom janitorial	4,200	5,600	1,400
Liab.,Surety Bds,Works Comp (Admin)	37,659	41,587	3,928
Liab.,Surety Bds,Works Comp (Parks / Facilities)	7,761	5,415	(2,346)
Liab.,Surety Bds,Works Comp (CED)	16,350	17,643	1,293
Liab.,Surety Bds,Works Comp (Public Services)	11,553	13,232	1,679
Liab.,Surety Bds,Works Comp (Justice Court)	6,843	4,878	(1,965)
Liability Insur & Surety Bond (City Council)	22,656	28,703	6,047
Computer Software (Admin)	97,167	97,554	387
Computer Software (CED)	152,624	152,790	166
Computer Software (Justice Court)	9,215	9,380	166
Computer Software (City Attorney)	12,273	12,439	166
Computer Software (Public Services)	45,019	45,185	166
Transfer to Arts Fund for Programs	18,415	21,415	3,000
Total Expenditure Change	8,993,858	9,061,795	67,937
Arts Fund			
Transfer from GF for Programs	(18,415)	(21,415)	(3,000)
Total Revenue Change	(18,415)	(21,415)	(3,000)
Admin - Professional Develop	750	3,750	3,000
Total Expenditure Change	750	3,750	3,000

**General Property Taxes: Changes from the Tentative Budget are pending final certification and will be incorporated prior to budget adoption.*

CITY OF HOLLADAY COMPENSATION PAY PLAN

FISCAL YEAR 2027

ELECTED OFFICIALS SALARIES

POSITION

SALARY

MAYOR

\$38,959.46

COUNCIL

\$22,951.60

EMPLOYEE PAY PLAN

Hourly Pay Rates

Per Pay Period

Annual Pay Rates

Positions	GR	Pay Range			Pay Range			Pay Range				
		Min	Mid	Max	Min	Mid	Max	GR	Min	Mid	Max	Rng
City Manager	75	80.64	100.80	120.96	6,451.37	8,064.21	9,677.05	75	167,735.56	209,669.45	251,603.34	0.50
Assistant City Manager	71	68.93	84.24	99.55	5,514.66	6,739.47	7,964.29	71	143,381.06	175,226.33	207,071.60	0.44
Finance Director	69	63.73	79.67	95.60	5,098.61	6,373.26	7,647.91	69	132,563.86	165,704.82	198,845.79	0.50
Community & Economic Development Director	68	61.28	76.60	91.92	4,902.51	6,128.14	7,353.76	68	127,465.24	159,331.56	191,197.87	0.50
Public Services Director	67	58.92	73.66	88.39	4,713.95	5,892.44	7,070.93	67	122,562.73	153,203.42	183,844.11	0.50
Judge	67	58.92	73.66	88.39	4,713.95	5,892.44	7,070.93	67	122,562.73	153,203.42	183,844.11	0.50
City Prosecutor	62	48.43	60.54	72.65	3,874.52	4,843.16	5,811.79	62	100,737.64	125,922.05	151,106.45	0.50
Building Official	60	44.78	55.97	67.17	3,582.22	4,477.77	5,373.32	60	93,137.63	116,422.03	139,706.44	0.50
Assistant City Engineer	61	46.57	58.21	69.85	3,725.50	4,656.88	5,588.26	61	96,863.12	121,078.89	145,294.67	0.50
Court Administrator	59	43.93	53.82	63.70	3,514.73	4,305.55	5,096.36	59	91,383.07	111,944.25	132,505.44	0.45
Economic Develop/Housing Manager	58	42.24	51.75	61.25	3,379.55	4,139.95	4,900.35	58	87,868.34	107,638.71	127,409.08	0.45
City Recorder	57	40.62	49.76	58.90	3,249.57	3,980.72	4,711.87	57	84,488.77	103,498.76	122,508.75	0.45

Communications & Engagement Manager	52	32.97	40.39	47.80	2,637.42	3,230.84	3,824.26	52	68,572.89	84,001.79	99,430.68	0.45
Emergency Manager	29	36.30	44.47	52.63	2,903.92	3,557.30	4,210.68	29	75,501.85	92,489.75	109,477.66	0.45
Senior Planner	29	36.30	44.47	52.63	2,903.92	3,557.30	4,210.68	29	75,501.85	92,489.75	109,477.66	0.45
Arts & Culture Manager	27	34.39	42.12	49.86	2,750.81	3,369.74	3,988.68	27	71,521.09	87,613.33	103,705.58	0.45
Engineering Technician	24	30.29	37.11	43.92	2,423.23	2,968.46	3,513.69	24	63,004.07	77,179.98	91,355.90	0.45
Parks Supervisor	23	29.05	35.59	42.12	2,324.12	2,847.05	3,369.97	23	60,427.13	74,023.23	87,619.33	0.45
Public Health Coordinator	22	27.90	34.17	40.45	2,231.73	2,733.86	3,236.00	22	58,024.88	71,080.49	84,136.09	0.45
Accountant	21	26.77	32.80	38.82	2,141.84	2,623.76	3,105.69	21	55,687.83	68,217.84	80,747.85	0.45
Planner I	20	25.68	31.46	37.24	2,054.50	2,516.76	2,979.02	20	53,416.96	65,435.78	77,454.59	0.45
Judicial Assistant II	19	25.51	30.61	35.71	2,040.71	2,448.85	2,856.99	19	53,058.44	63,670.14	74,281.84	0.40
Business License Official	19	25.51	30.61	35.71	2,040.71	2,448.85	2,856.99	19	53,058.44	63,670.14	74,281.84	0.40
Prosecution Assistant	17	23.43	28.15	32.88	1,874.42	2,252.27	2,630.11	17	48,734.97	58,558.98	68,382.98	0.40
Planning Coordinator and Technician	17	23.43	28.15	32.88	1,874.42	2,252.27	2,630.11	17	48,734.97	58,558.98	68,382.98	0.40
Admin Asst	17	23.43	28.15	32.88	1,874.42	2,252.27	2,630.11	17	48,734.97	58,558.98	68,382.98	0.40
Parks Maintenance II	16	22.53	27.04	31.54	1,802.34	2,162.81	2,523.28	16	46,860.87	56,233.05	65,605.22	0.40
Judicial Assistant I	15	21.62	25.94	30.27	1,729.46	2,075.35	2,421.24	15	44,965.92	53,959.10	62,952.29	0.40
Parks Maintenance I	14	20.72	24.86	29.01	1,657.43	1,988.92	2,320.41	14	43,093.27	51,711.93	60,330.58	0.40

Holladay Consolidated Fee Schedule Draft

DESCRIPTION	ORD.	CURRENT FEE	PROPOSED FEE-2026
BUILDING PERMIT FEES - ACCORDING TO THE 1997 UBC			
Permit Types			
Building Permit	15.08.020	*Based on 1997 UAC Valuation Table	
Demolition Permit	15.08.020	\$75.00	
Mechanical, Electrical, Plumbing Permits (Circuit, Electrical Service Charge, Power to Panel, Temporary Panel, Furnace/AC, Ductwork, Water Heater, Re-Pipe, etc.)	15.08.020	\$75.00	
Additional Appliances per Fixtures, etc.	15.08.020	\$0.00	
Commercial Grading Permit	15.08.020	\$150.00	
Residenital Grading Permit	15.08.020	\$75.00	
Retaining Wall Permit	15.08.020	\$75.00	
Waterway Permit	15.08.020	\$75.00	
Manufactured Home Permit	15.08.020	*Based on current ICC Valuation Table	
Solar Permits			
Base Solar Permit (Charged with KWA Fee)	15.08.020	\$225.00	
Plan Review Fee (Solar)	15.08.020	\$146.00	
Re-Roof Permits			
Re-roof (Residential)	15.08.020	\$75.00	
Re-roof (Commercial)	15.08.020	\$150.00	
Window and Door (Replacement only with no other work) Permits			
Window and Door (Residential)	15.08.020	\$75.00	
Window and Door (Commercial)	15.08.020	\$150.00	
Plan Review/Inspection Fees			
Plan Review Fee	15.08.020	65% of Building Permit Fee	
Sign Review	15.08.020	200	
Zoning Review: Trees, Fencing, Livestock, Accessory Bldg. <200sqft	15.08.020	75.00	
Special Inspection Fees			
Re-inspection	15.08.020	\$75.00	
Overtime/After Hour/Same Day Requests	15.08.020	\$105.00	
Administrative Fees			
Canceled Building Permit Fee - refund amount	15.08.020	40% of Building Permit Fee	
Building without Permit Penalty	15.08.020	100% of Building Permit Fee	
Permit Re-instatement Fee	15.08.020	150.00	
State Surcharge			
Applicable State Surcharge on all permits	UCA 15a-1-209	1% of Building Fee	
*BUILDING PERMIT AND PLAN/INSPECTION FEES VALUATION TABLE *1997 UBC Table 3-A Building Fee Data			
Value of Project			
\$1.00 to \$500		\$24.00	
\$501.00 to \$2,000.00		\$24.00 for the first \$500.00 plus \$3.05 for each additional \$100.00, or fraction thereof, to and including \$2,000.00	
\$2,001.00 to \$25,000.00		\$69.25 for the first \$2,000.00 plus \$14.00 for each additional \$1,000.00, or fraction thereof, to and including \$25,000.00	
\$25,001.00 to \$50,000.00		\$391.25 for the first \$25,000.00 plus \$10.10 for each additional \$1,000.00, or fraction thereof, to and including \$50,000.00	

DESCRIPTION	ORD.	CURRENT FEE	PROPOSED FEE-2026
\$50,001.00 to \$100,000.00	1997 UBC Table1-A	\$643.75 for the first \$50,000.00 plus \$7.00 for each additional \$1,000.00, or fraction thereof, to and including \$100,000.00	
\$100,001.00 to \$500,000.00		\$993.75 for the first \$100,000.00 plus \$5.60 for each additional \$1,000.00, or fraction thereof, to and including \$500,000.00	
\$500,001.00 to \$1,000,000.00		\$3,233.75 for the first \$500,000.00 plus \$4.75 for each additional \$1,000.00, or fraction thereof, to and including \$1,000,000.00	
Over \$1,000,001		\$5,608.75 for the first \$1,000,000.00 plus \$3.15 for each additional \$1,000.00, or fraction thereof	
BUSINESS LICENSE FEES			
Annual Business Licensing Fees (new business license or annual renewals) *Current Schedule			
Automotive	5.06	\$325.00	
Banking/credit union	5.06	\$625.00	
Bed and breakfast, Short Term Rental	5.06	\$250.00	
Business, professional and contracted services	5.06	\$225.00	
Convenience store/gas	5.06	\$1,750.00	
Daycare, Commercial	5.06	\$375.00	
Department store	5.06	\$2,975.00	
Educational services, public & Private	5.06	\$300.00	
Entertainment, recreational	5.06	\$725.00	
Fireworks Stand, sales	5.06	\$350.00	
Grocery stores	5.06	\$1,050.00	
Hotels	5.06	\$199.00 base \$12.00 per room	
Manufacturing	5.06	\$1,050.00	
Movie theaters	5.06	\$2,925.00	
Personal services	5.06	\$300.00	
Nursing, residential and personal care	5.06	\$200.00 base \$44.00 per resident	
Restaurant/fast food/cafe without liquor	5.06	\$700.00	
Restaurant/cafe with liquor	5.06	\$1,100.00	
Retail/wholesale/distribution	5.06	\$250.00	
Salon/Personal Service booth rental:	5.06	\$100.00	
Seasonal sales/temporary	5.06	\$225.00	
Mobile food truck or trailer (commissaries within city boundary)	5.06	\$275.00	
Mobile food court	5.06	\$225.00	
Smoke/E-cigarettes shops	5.06	2,050.00	
Pharmacy/drugstore	5.06	1,400.00	
Social/Fraternal club (dual with Club)	5.06	1,550.00	
Trade schools	5.06	3,325.00	
Home occupation –CUP application	5.06	\$75.00	
Home occupation daycare	5.06	\$200.00	
4+ unit apartment complexes	5.06	\$111.00 base, plus	
	5.06	\$10.00 per unit	
Home Occupation Non-Regulated	5.06	\$25.00	
Solicitor	5.06	\$275.00	
Establishment name change	5.06	\$25.00	
New location transfer	5.06	\$35.00	
Off premises beer retailer	5.06	\$283.00	

DESCRIPTION	ORD.	CURRENT FEE	PROPOSED FEE-2026
On premises beer retailer	5.06	\$383.00	
On premises banquet and catering	5.06	\$383.00	
Club (under 50 percent food sales)	5.06	\$523.00	
Special event alcohol	5.06	\$100.00	
Club (over 50 percent food sales)	5.06	\$433.00	
Restaurant; full service	5.06	\$433.00	
Restaurant; limited service	5.06	\$383.00	
Brewery	5.06	\$383.00	
Special event permit	5.06	\$100.00	
Cleanup bond; special event permit	5.06	\$2,000.00	
License renewal (estate sales and auction.)	5.06	\$25.00	
Annual Business Licensing Fees (new business license or annual renewals) *new schedule pending adoption with a January 1st 2027 implementation			
LRB STUDY - 2026			
New Businesses	Base Fee	Disproportionate Fee	Combined License Fee
3+ Apartment Complex	\$111.00	\$10.00	\$111 Base + \$10 per unit
Short Term Rental	\$472.00	\$0.00	\$472.00
Home Occupation Daycare	\$369.00	\$0.00	\$369.00
Home Occupation NRU	\$25.00	\$0.00	\$25.00
Commercial	Base	Disproportionate Fee	Combined License Fee
Automotive	\$298.00	\$0.00	\$298
Banking/Credit Union	\$298.00	\$644.00	\$942
Billboards	\$298.00	\$0.00	\$298
Business, Professional and Contracted Services	\$298.00	\$0.00	\$298
Convenience Store/Gas	\$298.00	\$3,062.00	\$3,360
Daycare	\$298.00	\$0.00	\$298
Educational Services	\$298.00	\$238.00	\$536
Entertainment	\$298.00	\$606.00	\$904
Grocery Stores	\$298.00	\$3,943.00	\$4,241
Hotels	\$298.00	\$61.00	\$298.00 Base + \$61.00 per room
Manufacturing	\$298.00	\$0.00	\$298
Nursing, Residential, and Personal Care	\$330.00	\$187.00	\$330.00 Base + \$187.00 per bed
Personal Services	\$298.00	\$0.00	\$298
Pharmacy/Drugstore	\$298.00	\$2,921.00	\$3,219
Seasonal	\$298.00	\$0.00	\$298
Smoke Shops	\$298.00	\$1,055.00	\$1,353
Solicitor	\$508.00	\$0.00	\$508
Beer License	\$318.00	\$408.00	\$726
Food Truck	\$318.00	\$0.00	\$318
Massage	\$373.00	\$0.00	\$373
Alcohol Related	Base	Disproportionate Fee	Combined License Fee
Restaurant with Liquor	\$318.00	\$408.00	\$726
Restaurant/Fast Food Without Liquor	\$318.00	\$183.00	\$501
Retail/Wholesale/Distribution	\$298.00	\$0.00	\$298
Renewal	Base	Disproportionate Fee	Combined Renewal Fee
3+ Apartment Complex	111.00	10.00	\$111.00 Base + \$10.00 per unit
Short Term Rental	87.00	0.00	87.00
Home Occupation Daycare	87.00	0.00	87.00
Home Occupation NRU	25.00	0.00	25.00
Home Occupation Regulated	87.00	0.00	87.00

DESCRIPTION	ORD.	CURRENT FEE	PROPOSED FEE-2026
Commercial	Base	Disproportionate Fee	Combined Renewal Fee
Automotive	\$87.00	\$0.00	\$87.00
Banking/Credit Union	\$87.00	\$644.00	\$731.00
Billboards	\$87.00	\$0.00	\$87.00
Business, Professional and Contracted Services	\$87.00	\$0.00	\$87.00
Convenience Store/Gas	\$87.00	\$3,062.00	\$3,149.00
Daycare	\$87.00	\$0.00	\$87.00
Educational Services	\$87.00	\$238.00	\$325.00
Entertainment	\$87.00	\$606.00	\$693.00
Grocery Stores	\$87.00	\$3,943.00	\$4,030.00
Hotels	\$87.00	\$61.00	\$87.00 Base + \$61.00 per room
Manufacturing	\$87.00	\$0.00	\$87.00
Nursing, Residential, and Personal Care	\$87.00	\$187.00	\$87.00 Base + \$187.00 per bed
Personal Services	\$87.00	\$0.00	\$87.00
Pharmacy/Drugstore	\$87.00	\$2,921.00	\$3,008.00
Seasonal	\$87.00	\$0.00	\$87.00
Smoke Shops	\$87.00	\$1,055.00	\$1,142.00
Solicitor	\$87.00	\$0.00	\$87.00
Beer License	\$87.00	\$408.00	\$495.00
Food Truck	\$87.00	\$0.00	\$87.00
Massage	\$87.00	\$0.00	\$87.00
Alcohol Related	Base	Disproportionate Fee	Combined License Fee
Restaurant with Liquor	\$87.00	\$408.00	\$495.00
Restaurant/Fast Food Without Liquor	\$87.00	\$183.00	\$270.00
Retail/Wholesale/Distribution	\$87.00	\$0.00	\$87.00
PUBLIC WORKS FEES			
Administrative Fees - Public Works (PW)			
Street vacation	14.48	\$300.00	
Road cut permits	14.16	Paving cut by any permittee - \$0.50 per square foot (\$250.00 minimum); nonpaving cut by any permittee - \$0.25 per square foot (\$150.00 minimum)	
Curb, gutter and sidewalk permit	14.16	\$75.00	
Road Closures			
Full road closure - right of way 66 feet or greater	14.16	\$400.00 per day or portion thereof	
Partial road closure - right of way 66 feet or greater	14.16	\$125.00 per day or portion thereof (no fee for single lane closure of less than 4 hours in duration)	
Full road closure - right of way less than 66 feet	14.16	\$100.00 per day or portion thereof	
Partial road closure - right of way less than 66 feet	14.16	\$40.00 per day or portion thereof (no fee for single lane closure of less than 4 hours in duration)	
Excavation bond	14.16.040	No less than \$3,000.00 (allowance for surety/letter of credit)	
Right of Way Fees			
Right of Way Excavation or Closure without permit	14.16.150	Five (5) times applicable fee amount	
Failure to remove unlawful installations	14.16.150	\$ 40.00/day	
Abatement of unlawful installations	14.16.150	\$10.00/day	
Special event application	5.91.120	\$100.00	
Street identification change	13.10a	\$250.00	
LAND USE FEES			

DESCRIPTION	ORD.	CURRENT FEE	PROPOSED FEE-2026
Permitted Uses (Administrative, Staff Decisions)			
<i>General Administrative Staff Reviews:</i>			
Home Occupation - regulated / as part of the CUP application process	13.08.040	\$75.00	
Special Exceptions:	13.08.140	\$600.00	
Change of Use	13.08.130	\$100.00	
Property Line Adjustment	13.10a	\$650.00	
<i>Planning Commission Reviews</i>			
Subdivision	13.10a	2000 +100/lot	
Subdivision Amendment	13.10a	\$500	
Condominium plat	13.10a	1000 +100/lot	
Condominium Conversion	13.10a	50/unit	
Site Plan Permitted uses	13.08.080	\$600	
Site Plan Review for Conditional Uses	13.08.080	\$600	
Site Plan amendment	13.08.080	\$300	
Conditional Use Commercial	13.08.040	1,000 + 35/acre	
Conditional Use Residential	13.08.040	900 + 50/unit	
Conditional Use Amendment	13.08.040	\$250	
Special Exceptions:	13.08.140	\$600	
Historic site Designation	13.07.050	\$600	
Rezone, General Plan Amendment	13.07.020	\$900.00 + \$85.00/acre	
Ordaince Amendment	13.07.30	\$600	
<i>Planning and Engineering Checking Fee for Subdivision Development:</i>			
Engineering Review Fee for Subdivision Development	13.10a	6% of Engineering bond	
Planning Review Fee for Subdivision Development	13.10a	6% of Landscape bond	
APPEALS FEES			
Appeal Hearing Officer Review			
Appeals of an Adminstrative Decision	13.09	\$500.00	
Variances - Residenital	13.09	\$500.00	
Variances - Commercial	13.09	\$750.00	
Appeal of a final decision on a Subdivision	13.09	\$500.00	
Double Fee (if construction has started)	13.09		
Appeal City Council Review			
Appeals of Conditional Use Decisions	13.09	150.00	
Appeals of a zoning decision or interpretation	13.09	150.00	
Double Fee (if construction has started)	13.09		
Appeal Planning Commission Review			
Appeals of a zoning decision or interpretation	13.09	500.	
Double Fee (if construction has started)	13.09		
STORMWATER QUALITY FEE, PENALTY, AND FINE SCHEDULES			
Permit Fees			
Working without a SWPPP permit	Utah Code 19-5-108.3	500/daily	
Tracking mud on road	Utah Code 19-5-108.3	300/daily	
Failure to clean up or report spills	Utah Code 19-5-108.3	250/daily	
conduct storm water inspections	Utah Code 19-5-108.3	100/daily	
maintain storm water reords	Utah Code 19-5-108.3	100/daily	

DESCRIPTION	ORD.	CURRENT FEE	PROPOSED FEE-2026
failure to use general best management practices	Utah Code 19-5-108.2	500/daily	
Illicit Discharge Fine (By Vilation) Stormwater violation schedule for illicit discharges common to construction and maintenance activities. It is a violation to discharge pollutants. The presence of BMP's does not excuse an illicit discharge. Illicit discharges are divided into the following			
non-hazardous/ non-toxic	Utah Admin Code R317-1-8	\$500-\$2,000/daily	
hazardous/ toxic	Utah Admin Code R317-1-8	\$2,000-\$7,000/daily	
Documented public health effect/ significant environmental damage	Utah Admin Code R317-1-8	up to \$10,000/daily	
Stormwater Utility Fee, as per city's Storm Water Fee Policy Manual.*current (will change come Jan 2027)			
Class 1 - Residential customers in Area A	1 ERU	\$6.50	7.50
Class 2 - Residential customers in Area B	2.5 ERU	\$16.25	7.50
Class 2 - Non-Residential customers in both Areas A and B	1 ERU / 5,200 SF of Imperviousness (rounded up to nearest 0.5 & not less than 1.0)	\$6.50 / ERU	
Impact Fees			
Fire	13.2.050	Sqft / 1,970 (ERU) x \$242.01	
Police - Single Family	13.2.050	65.83/unit	
Police - Multi Family	13.2.050	43.31/unit	
Police - Hotel Motel	13.2.050	23.24/room	
Police - Nursing Home	13.2.050	15.32/bed	
Police - Business/Institutional	13.2.050		
Commerical (%20 FAR)	13.2.050	\$128.58/1,000sqft	
Office (28% FAR)	13.2.050	\$40.94/1,000sqft	
Church (15% FAR)	13.2.050	\$8.32/1000sqft	
Parks and Recreation - Single Family Residential	13.2.050	2504.	
Parks and Recreation - Multi-Family	13.2.050	2127.	
Stormwater - Storm Water Runoff (CFs) shall be determiend by the city engineer	13.2.050	\$13,294.91 x Storm Water Runoff(CFS)	
MISCELLANEOUS FEES			
Labor costs for GRAMA requests			
Commensurate Services Rendered - Salary of the lowest paid employee who has the necessary skill and training to perform the request		First 15 minutes frdd	
Audio, video, photographs, or other media		actual cost	
Thumb drive/CD		20	
Copies (Including copies for GRAMA requests)			
Copies - Black & White (up to 11x17)		0.15/per page	
Copies - Color (up to 11x17 in)		\$5.00	
Copies - Black & White (larger than 11x17in)		\$5.00	
Copies - Color (larger than 11x17 in)		\$5.00	
Plotter copies (Bond paper)		\$2.00/sq.	
Election Fees			
Candidate Declaration Filing Fee (includes write-ins) - May be waived with Affidavit of		\$50.00	
Nomination Petition Filing Fee - May be waived with Affidavit of Impecuniosity		\$50.00	
Miscellaneous Fees			
Postage		actual cost	
thumb drive		actual cost	
FACILITY FEES			
Permits			

DESCRIPTION	ORD.	CURRENT FEE	PROPOSED FEE-2026
Special Event Permits	Title 2	\$100	
Spring Lane Sports Fields (restricted by facility use agreement)	Title 2	80/day	
City Park Ballfields (restricted by facility use agreement)	Title 2	50/day	
Storage Unit - city park (restricted by facility use agreement)	Title 2	600/annually	
Refundable sports season deposit	Title 2	\$500	
Knudsen Park (Pavillion & Outdoor classroom)	Title 2	75/day	
VIOLATION FINES PENALTIES			
Civil Penalties for Violation of Zoning Regulations (Warning Period: 28 Days for All Violations)			
Residential Zones R-1, R-2, FR			
Conditional use without a permit & Other Violations	13.94	\$25 / day after warning period	
Nonpermitted use; Violation of permit or approval	13.94	\$50 / day after warning period	
Mixed Zones: R-M, R-M/U, HV, LU, P			
Conditional use without a permit & Other Violations	13.94	\$50 / day after warning period	
Nonpermitted use; Violation of permit or approval	13.94	\$100 / day after warning period	
Commercial C-1, C-2, PO, NC			
Conditional use without a permit & Other Violations	13.94	\$100 / day after warning period	
Nonpermitted use; Violation of permit or approval	13.94	\$200 / day after warning period	
Overlay Zones FCOZ, WUI			
Violation of provisions	13.94	\$100 / day after warning period	
CODE ENFORCEMENT			
Occupancy violation	IBC	\$50/person/day - Max Civil; 2,500/person	
Illegal Dwelling Unit	13.14	\$50/day - Mx. Civil: 2,500/day	
Junked or inoperable vehicles	5.74	\$60/vehicle/day - Max. Civil 3,000/vehicle	
Snow removal	14.32.100	60/day - Max. Civil 3,000/vehicle	
Landscaping, weeds, refuse, rat control, trash, litter, junk, dumping	Title 9	60/day - Max. Civil 3,000/vehicle	
No building permit	15.08.020	See Building Permits	
No Business License	5.06	\$60/day - Max. Civil 3,000/day	
Tree removal	13.77.080	\$500/tree	
Parking- oversized, commercial vehicles on private property	11.5.060	\$60/vehicle/day - Max. Civil 3,000/vehicle	
Nuisances, as defined	13.08	60/day - Max. Civil 3,000/day	
Failure to Comply with AAO, PC order	13.09	60/day - Max. Civil 6,000/day	



UNIFIED
POLICE
GREATER SALT LAKE

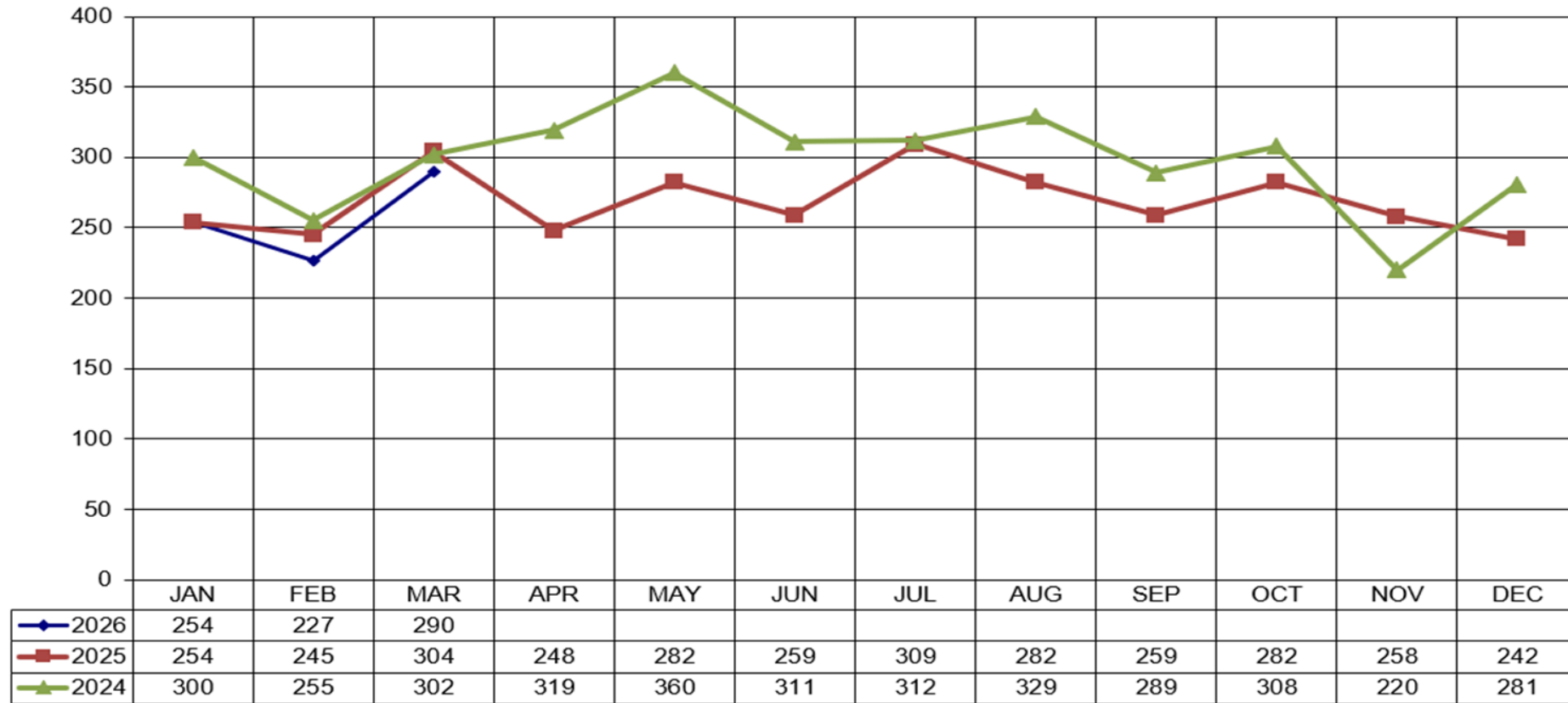


Unified Police Department City of Holladay Precinct

**First Quarter Report
January – March 2026**



City of Holladay Crime Trend
2024-2026





Holladay City General Offenses First Quarter 2026

Offense	2025	2026	Difference
ARSON	1		#SPILL!
ASSAULT	22	32	10
BURGLARY	10	16	6
BURGLARY ALARM	44	64	20
CIVIL RIGHTS			
CONSERVATION	2	1	-1
COUNTERFEITING			
CRIMES AGNST PER			
DAMAGED PROP	18	19	1
DRUG COURT			
DRUGS	11	6	-5
EMBEZZLEMENT			
ENTICEMENT			
ESCAPE (WARRANT)	8	8	0
EXPLOITATION			
EXTORTION			
FAMILY OFFENSE	77	55	-22
FORGERY		1	1
FRAUD	31	33	2
GAMBLING			
HEALTH/SAFETY	2	1	-4
HOMICIDE			
INV OF PRIVACY	15	24	9
JUVENILE OFF	1		-1

Offense	2025	2026	Difference
KIDNAP		1	1
LARCENY	44	42	-2
LIQUOR	2	3	1
MORALS			
OBSCENITY			
OBST JUDICIAL		2	2
OBST POLICE		3	3
PROACTIVE ENF			
PROPERTY CRIME			
PROSTITUTION			
PUBLIC ORDER	181	157	-24
PUBLIC PEACE	168	156	-12
ROBBERY	2		-2
ROBBERY ALARM	8	7	-1
RUNAWAY	6	1	-5
SEX ASSAULT	4	5	1
SEX EXPLOIT			
SEX OFFENSE	8	7	-1
STOLEN PROP			
STOLEN VEHICLE	12	11	-1
TRAFFIC	123	118	-5
WEAPON OFFENSE	3	2	-1
(blank (no ncic yet))			
TOTAL	803	775	-28



Holladay City Traffic Offenses First Quarter 2026

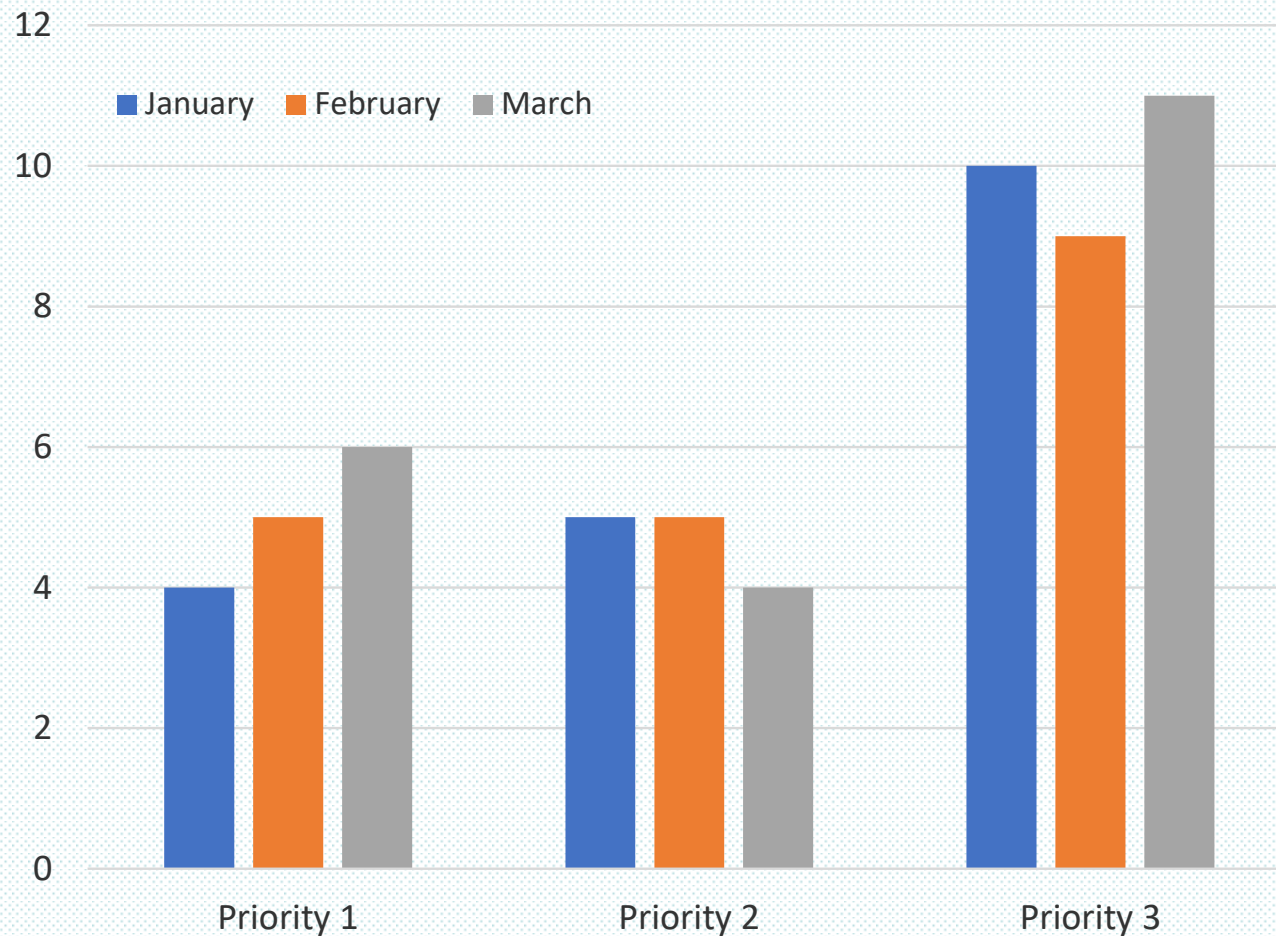
Traffic Statistics	Jan	Feb	Mar
TRAF-CANYON VEHICLE ASSIST	1		
TRAF-COMMERCIAL VEH INSP			
TRAF-DRIVING UNDER .05 ALCOHOL			1
TRAF-DRIVING UNDER DRUGS/CL A			
TRAF-DRUGS IN & ABOUT VEHICLE	1	1	
TRAF-DRIVING UNDER DRUGS/CL B			1
TRAF-DRIVING UNDER ALCOHOL/CLB		1	
TRAF-ALCOHOL IN OR ABOUT A VEH			
TRAF-INJ ACC ALCOHOL INVOLVED			
DUI-2 OR MORE CONV IN 10 YRS			
TRAF-FLEEING	1	1	
TRAF-FREE TXT	1	1	1
TRAF-HIT AND RUN	7	3	4
TRAF-IMPOUND/ABAND VEH	5	1	3
TRAF-MOVING TRAFFIC VIOLA	3	2	1
TRAF-NON MOVING TRAFFIC VIOLAT			3
TRAF-ACCIDENT INVOL PEDESTRIAN			
TRAF-OFFICER INVOLVED ACCIDENT	1		
TRAF-NON-REPORTABLE ACCIDENT	6	8	7
TRAF-REPORTABLE ACCIDENT	18	15	20
Total Traffic Cases	44	33	41

Holladay City Citations & Booking Arrests

	J	F	M
Booking Arrests	16	13	14
Citations	189	150	135



Holladay Patrol Response Times





Holladay City Council District 1 - First Quarter 2026

JANUARY 2026	
ASSAULT	2
BURGLARY	3
BURGLARY ALARM	4
DAMAGED PROP	5
ESCAPE	3
FAMILY OFFENSE	4
FORGERY	1
FRAUD	4
FRAUD ELDERLY	1
INV OF PRIVACY	2
LARCENY	3
PUBLIC ORDER	16
PUBLIC PEACE	7
ROBBERY ALARM	1
TRAFFIC	20
TOTAL	76

FEBRUARY 2026	
ASSAULT	3
BURGLARY ALARM	5
DAMAGED PROP	2
DRUGS	1
FAMILY OFFENSE	4
FRAUD	2
INV OF PRIVACY	2
KIDNAP	1
LARCENY	2
OBST JUDICIAL	2
PUBLIC ORDER	17
PUBLIC PEACE	12
ROBBERY ALARM	2
STOLEN VEHICLE	2
TRAFFIC	13
TOTAL	70

MARCH 2026	
ASSAULT	6
BURGLARY	1
BURGLARY ALARM	10
ESCAPE	1
FAMILY OFFENSE	4
FRAUD	1
FRAUD ELDERLY	1
INV OF PRIVACY	1
LARCENY	3
PUBLIC ORDER	16
PUBLIC PEACE	25
ROBBERY ALARM	1
SEXUAL ASLT	1
SEXUAL OFFENSE	1
STOLEN VEHICLE	2
TRAFFIC	11
WEAPON OFFENSE	1
TOTAL	86



Holladay City Council District 2 - First Quarter 2026

JANUARY 2026	
BURGLARY	1
BURGLARY ALARM	3
FAMILY OFFENSE	3
FRAUD	2
LARCENY	2
OBST POLICE	1
PUBLIC ORDER	6
PUBLIC PEACE	13
SEXUAL OFFENSE	1
TRAFFIC	3
TOTAL	35

FEBRUARY 2026	
ASSAULT	1
BURGLARY	1
BURGLARY ALARM	3
FAMILY OFFENSE	1
FRAUD ELDERLY	1
INV OF PRIVACY	2
PUBLIC ORDER	6
PUBLIC PEACE	6
SEXUAL ASLT	2
TRAFFIC	3
TOTAL	26

MARCH 2026	
ASSAULT	1
BURGLARY	1
BURGLARY ALARM	6
DAMAGED PROP	1
DRUGS	3
FAMILY OFFENSE	4
FRAUD	2
INV OF PRIVACY	1
LARCENY	1
LIQUOR	1
PUBLIC ORDER	10
PUBLIC PEACE	11
SEXUAL ASLT	1
STOLEN VEHICLE	1
TRAFFIC	10
TOTAL	54



Holladay City Council District 3 - First Quarter 2026

JANUARY 2026	
ASSAULT	2
BURGLARY	3
BURGLARY ALARM	2
ESCAPE	2
FAMILY OFFENSE	5
FRAUD	1
LARCENY	2
LIQUOR	1
PUBLIC ORDER	20
PUBLIC PEACE	17
TRAFFIC	6
WEAPON OFFENSE	1
TOTAL	62

FEBRUARY 2026	
ASSAULT	6
BURGLARY ALARM	4
DAMAGED PROP	1
ESCAPE	2
FAMILY OFFENSE	7
FRAUD	3
FRAUD ELDERLY	1
INV OF PRIVACY	1
LARCENY	4
PUBLIC ORDER	12
PUBLIC PEACE	9
ROBBERY ALARM	1
RUNAWAY	1
SEXUAL ASLT	1
SEXUAL OFFENSE	1
STOLEN VEHICLE	2
TRAFFIC	7
TOTAL	63

MARCH 2026	
ASSAULT	5
BURGLARY	1
BURGLARY ALARM	3
DAMAGED PROP	3
DRUGS	1
FAMILY OFFENSE	13
FRAUD	4
HEALTH/SAFETY	1
INV OF PRIVACY	3
LARCENY	5
LIQUOR	1
OBST POLICE	1
PUBLIC ORDER	7
PUBLIC PEACE	18
SEXUAL OFFENSE	2
STOLEN VEHICLE	2
TRAFFIC	8
TOTAL	78



Holladay City Council District 4 - First Quarter 2026

JANUARY 2026	
ASSAULT	1
DAMAGED PROP	2
FAMILY OFFENSE	1
INV OF PRIVACY	1
LARCENY	3
PUBLIC ORDER	6
PUBLIC PEACE	3
TRAFFIC	3
TOTAL	20

FEBRUARY 2026	
DAMAGED PROP	1
FAMILY OFFENSE	1
FRAUD ELDERLY	1
LARCENY	1
PUBLIC ORDER	3
PUBLIC PEACE	4
TRAFFIC	3
TOTAL	14

MARCH 2026	
ASSAULT	1
BURGLARY ALARM	1
CONSERVATION	1
FAMILY OFFENSE	1
FRAUD	1
INV OF PRIVACY	1
LARCENY	1
PUBLIC ORDER	7
PUBLIC PEACE	4
TRAFFIC	2
TOTAL	20



Holladay City Council District 5 - First Quarter 2026

JANUARY 2026	
ASSAULT	2
BURGLARY	2
BURGLARY ALARM	5
DAMAGED PROP	2
FAMILY OFFENSE	4
FRAUD	2
INV OF PRIVACY	6
LARCENY	9
PUBLIC ORDER	10
PUBLIC PEACE	9
ROBBERY ALARM	1
STOLEN VEHICLE	1
TRAFFIC	12
TOTAL	65

FEBRUARY 2026	
ASSAULT	2
BURGLARY	1
BURGLARY ALARM	10
DAMAGED PROP	1
DRUGS	1
FAMILY OFFENSE	2
FRAUD	3
FRAUD ELDERLY	1
INV OF PRIVACY	1
LARCENY	2
OBST POLICE	1
PUBLIC ORDER	11
PUBLIC PEACE	9
SEXUAL OFFENSE	2
TRAFFIC	7
TOTAL	54

MARCH 2026	
BURGLARY	2
BURGLARY ALARM	8
DAMAGED PROP	1
FAMILY OFFENSE	1
FRAUD	2
INV OF PRIVACY	3
LARCENY	4
PUBLIC ORDER	10
PUBLIC PEACE	9
ROBBERY ALARM	1
STOLEN VEHICLE	1
TRAFFIC	10
TOTAL	52



Cases of Note

- On March 9, 2026, we received calls of two different residential burglaries. During the course of an investigation, it was learned the listed suspects were involved in multi-state thefts. Today Det. Aposhian was alerted by the victim the suspects were in the area again. He and Det. Story utilized investigative techniques and found the suspects to be traveling south on I-15, various agencies were notified. Detectives located and stopped the vehicle in the Santaquin area. Det. Aposhian and Story transported the suspects back to the Holladay Precinct where they garnered full confessions, along with thousands of dollars in recovered property.
- On March 19, 2026, officers responded to an address in Holladay on a hit & run auto pedestrian accident. The victim was walking and pulling a baby stroller with kids inside. The suspect truck hit the victim from behind and then drove off. The kids were not injured in this incident. UFA treated and released the victim at the scene. Officer Gavin worked hard to identify the suspect vehicle and did so the following day. He located the driver and pursued charges against him for the hit and run.
- On March 2, 2026, officers responded to a traffic accident at the above address. Vehicle #1 was traveling southbound on Vanwinkle Expy through the intersection when it collided with vehicle #2 which then struck vehicle #3, who was stopped vehicle on 5600 S. The passenger in vehicle #1 was riding unrestrained in the cargo area of vehicle #1 and suffered severe injuries. He was transported to the hospital with serious injuries. Due to the seriousness of the injuries, the UPD Crash, Analysis and Reconstruction (CAR) Unit was called out to investigate. The investigation is still ongoing.



UNIFIED
POLICE
GREATER SALT LAKE



Intermountain Health – LDS Hospital

- March 8, 2026, LDS Hospital became a full partner to the UPD and part of the Holladay Precinct.
- Two full time officers assigned at the hospital daily from 7:00 pm to 7:00 am.
- Officers are responsible for police action on the entire campus.
- Holladay will see cost savings as LDS Hospital pays for a portion of supervision, office coordinator and victim advocate. In addition, they pay their share of shared services and have full access to all resources.



HOLLADAY

36 Sworn
3 Civilian

Precinct Chief

Lieutenant

Office Coordinator

Patrol

5 Sergeants
15 Officers

Investigations

25 Sergeant
2 PC Detectives
3 SRO Detectives
1 Victim Advocate

HOLLADAY ADD ONS

Mental Health Unit

1 Detective
1 P/T L.C.S.W.

Traffic

2 Motors

DEU EAST

.5 Detective

Code Enforcement

1 Detective

Bailiff

1 Detective

BRIGHTON

.20 Chief
.20 Lieutenant
.20 Office Coord
.20 Victim Advocate
.75 Sergeant
6 Officers

LDS Hospital

.05 Chief
.20 Lieutenant
.05 Office Coord
.05 Victim Advocate
2 Officers



UNIFIED FIRE AUTHORITY
QUARTERLY REPORT

CITY OF HOLLADAY

QUARTER 1

JAN. 1, 2026 - MAR. 31, 2026

CITY OF HOLLADAY LIAISON

Captain Dan Brown
(801) 403-0787
dbrown@unifiedfireut.gov



QUARTER 1



UNIFIED FIRE AUTHORITY QUARTERLY REPORT

CITY OF HOLLADAY

JAN. 1, 2026 - MAR. 31, 2026



QUARTER 1

Call Volume

511

TOTAL INCIDENTS

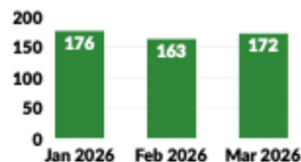
70

EMERGENT

14%

% EMERGENT

Q1 Monthly Incident Counts



Q1 Quarterly Total Incident Counts



Call Type



TOP FIRE CALLS

Trash Fire	4
Structural Involvement Fire	1
Other Outside Fire	1
Utility Fire	1
Confined Cooking/ Appliance Fire	1



TOP EMS CALLS

Fall	86
Sick Person	60
Motor Vehicle Crash	21
Breathing Problem	21
Unconscious Person	16



TOP OTHER CALLS

Fire Alarm/Smoke Alarm	22
Lift Assist	19
Accidental Alarm	14
Alarm Malfunction	10
No Incident Upon Arrival	7

Incoming Units

Top Engine/Truck Responses

Station	Responses	Percentage
104 - Holladay	308	64.0%
110 - C. Heights	57	11.9%
112 - Olympus	46	9.6%
101 - Millcreek	27	5.6%
106 - East Millcreek	24	5.0%
116 - Wasatch	15	3.1%
126 - Midvale	3	0.6%
108 - Brighton	1	0.2%

481

TOTAL UNIT RESPONSES

Top Ambulance Responses

Station	Responses	Percentage
104 - Holladay	274	70.3%
110 - C. Heights	54	13.9%
206	33	8.5%
101 - Millcreek	26	6.7%
126 - Midvale	3	0.8%

390

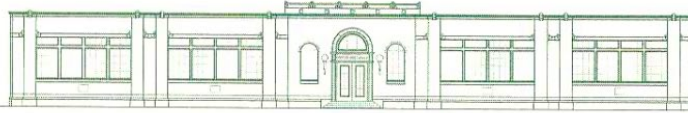
TOTAL UNIT RESPONSES

Emergent Total Time

08:09

90th PERCENTILE

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



City of Holladay
CITY COUNCIL

CITY OF HOLLADAY COUNCIL STAFF REPORT

MEETING DATE: June 4, 2025

SUBJECT: Affordable Housing Agreement – Block E Schematic

SUBMITTED BY: Gina Chamness, City Manager

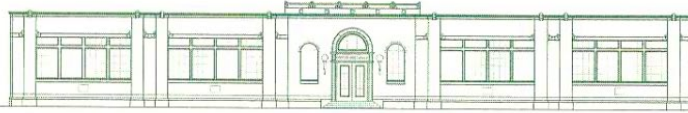
SUMMARY: When the Cottonwood Mall Urban Renewal Project Area was created in 2008, the Taxing Entity Committee for the project area, which included representatives of all the taxing entities who assess property tax in this taxing district, passed a resolution that included several conditions on the collection of tax increment in the project area. Among these conditions was a commitment by Holladay that the City would agree to provide 100 units of affordable housing at or below 80% of Area Median Income (AMI). Options for these 100 units included new construction, purchase and rehabilitation, rehabilitation of existing housing, and/or the development of rent to own units. Units must remain affordable for 20 years.

In exchange for 20% of the annual project area property tax increment reserved for affordable housing by statute, the City and RDA's existing Agreement to Develop Land (ADL) with KMW assigns the responsibility for the development of 50 of the 100 units to the developer, with the responsibility for the remaining 50 remaining with the City.

The 100 affordable housing units must be completed within 10 years after the Redevelopment Agency after increment is first collected. The RDA began to collect increment on this parcel in tax year 2020, with final payment received in March 2021. Given that, we believe the deadline for completion of the units is March of 2031.

In January of 2026, the City, the RDA, and KMW entered into an affordable housing agreement to commit 100 units of the anticipated Block E of the Holladay Hills/ Cottonwood Mall Project





City of Holladay
CITY COUNCIL

Area to fulfill the requirement of the TEC committee. 100 units would be deed restricted for 25 years, exceeding the expiration of the project area in tax year 2038. Because these units are yet to be built, the agreement includes several deadlines to ensure that units are available by 2031. The first of those deadlines, June 30, 2026 is approaching. Below is the language from the agreement:

1. Pre-Construction Review/ Pre-Construction Termination.

- (a) Unit Mix. Beginning the month after the Effective Date, RDA and Developer shall meet periodically to review concepts for the development of that project on Block E that will include the Affordable Units. By June 30, 2026, the Parties shall have agreed upon the schematics for the units that will comprise the Affordable Units. Thereafter, Exhibits A, B, and C shall be updated to reflect the agreed-upon schematics for such Affordable Units. For the avoidance of doubt, as of the Effective Date, Exhibits A, B, and C are examples only and will be updated pursuant to this Section 2(a).

KMW has submitted the attached presentation for Council discussion.

RECOMMENDATION: Staff recommends City Council review the proposed information with representatives of KMW. If the Council wishes to proceed, the Council and the RDA will update the agreement as detailed above at their June 11, 2026 meeting.

ATTACHMENTS: KMW presentation.





BLOCK E AFFORDABLE HOUSING

BACKGROUND

- Holladay Hills Developer has signed the Lifetime Fitness and Arhaus leases anticipating the development and **commenced construction of the initial phase of the parking structure**. The Developer intends to finance the TIF agreement with the PID To fund the parking structure in the fall of 2026 or spring of 2027.
- In the Fall of 2025 The developer and the city entered into an affordable housing agreement requiring the following:
 - 100 units of housing to be deed restricted at 80% of the Area Median Family Income as reported by HUD (or its replacement) for Salt Lake County (Salt Lake City, UT HUD Metro FMR Area is the report name).
 - The term of the agreement is for a period of 20 years from the earlier of the first date of certificate of occupancy in block E or 36 months after the commencement of construction.
 - **The City has Termination rights in the pre-construction phase where by June 30th 2026 we have to agree upon updated schematic drawings that detail the number of units to be developed in block E and to update exhibits A, B, and C to match the new plans.**
 - Review of development plans in December of 2026, if the Developer has materially deviated from the schematic drawings as per affordable units.
 - Failure of the developer to commence construction of Block E project by May 1, 2028
 - On December 31, 2033 the RDA has the right to exercise an early termination of the affordable housing agreement where the developer will return \$5.5M to the RDA in 10 equal annual payments with 4.5% interest.
- Any Pre-Construction termination would require the developer to repay the City the \$2,000,000 and the \$500,000 currently being held by the City
- The developer will accrue and pay to the city interest on the \$2.5M at the cities Public Treasurers Investment Fund Rate until the delivery of the affordable units.
- On December 31, 2026 the RDA has the right to exercise an early termination of the affordable housing agreement where the developer will return \$5.5M to the RDA in 10 equal annual payments with 4.5% interest.
- In Return the RDA will remit \$2.5M immediately to the developer, and will provide all of the affordable housing TIF collected in the project area to the Developer annually when it is received by the RDA.

BACKGROUND

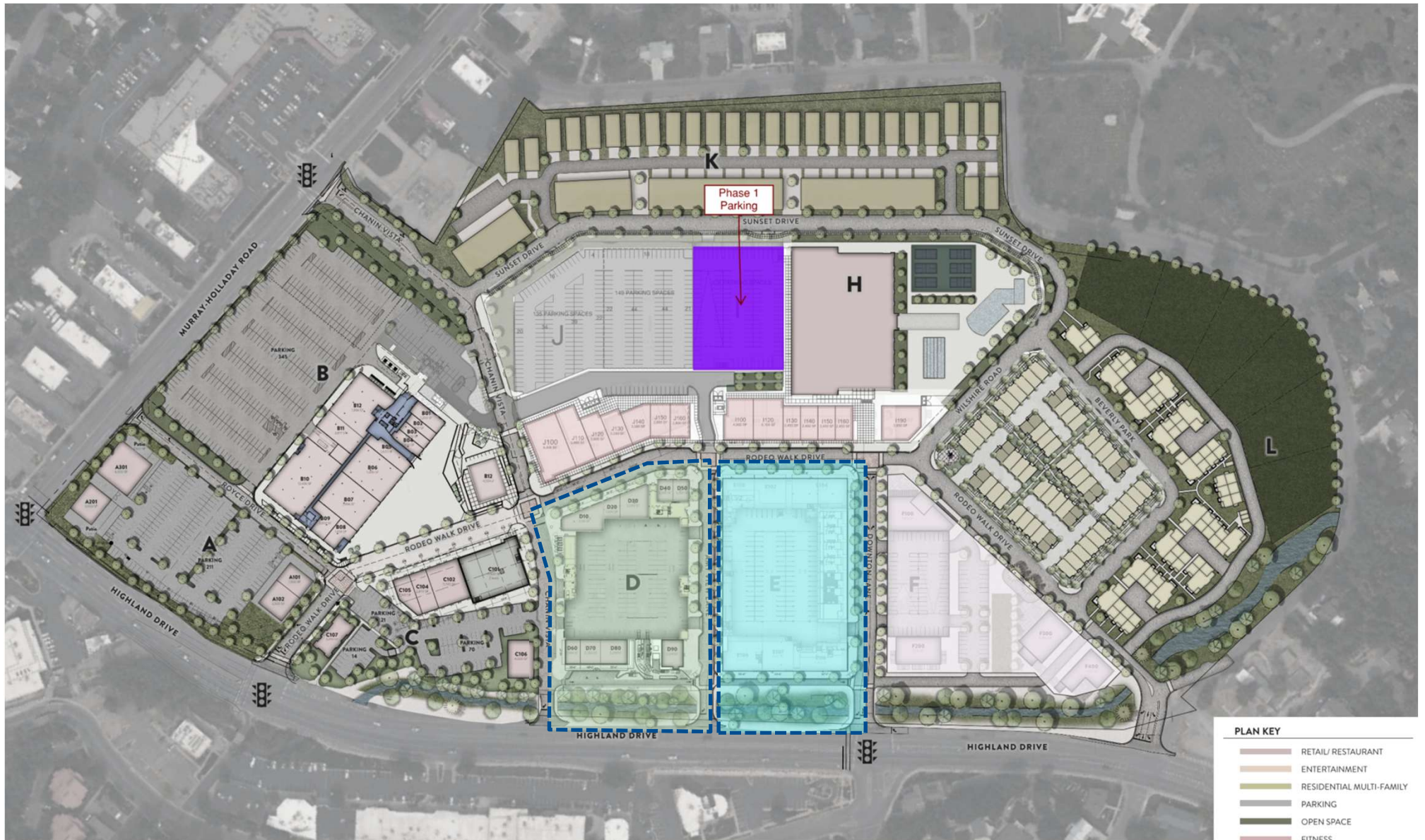
- Developer Proposing a change to the Unit mix that was approved in the original agreement. Block D (Grandeur) had an average unit size of 766 sf / unit. Moreover, Block D had an overall unit mix that heavily emphasized Studio apartments and Junior one-bedroom apartments.
- The current design intent for Block E is to include significantly more 2-bedroom units, which would grow our average unit size to 808sf/Unit. We believe that the existing market for efficient 2-bedroom units in a class A amenity rich environment is not being met and that the community and average turnover ration would improve.

	Proposed Block E		Block D		
	Units	Mix	Units	Mix	Change
Studio / Jr one Bed	26	13%	53	27%	-14%
One Bedroom	91	45%	107	54%	-8%
2 Bedroom	85	42%	40	20%	22%
	202	100%	200	100%	

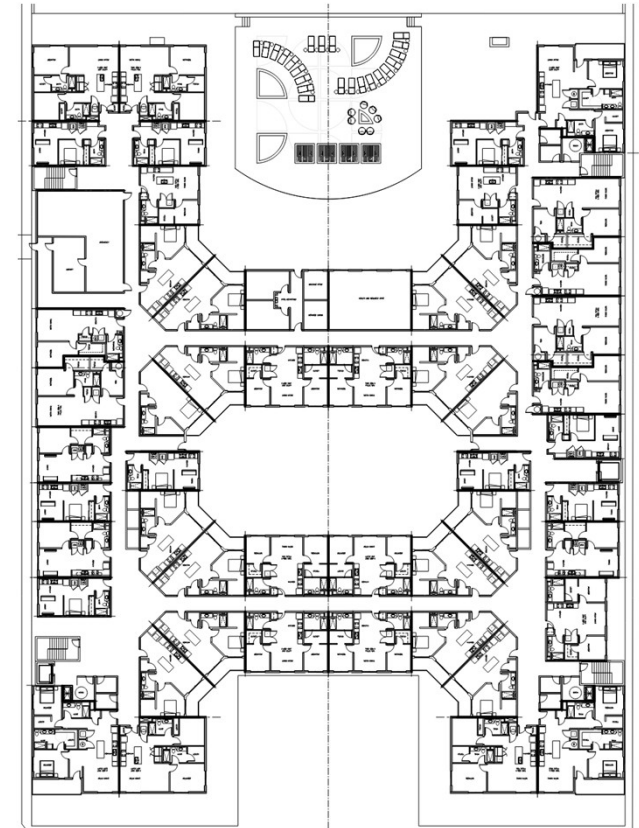
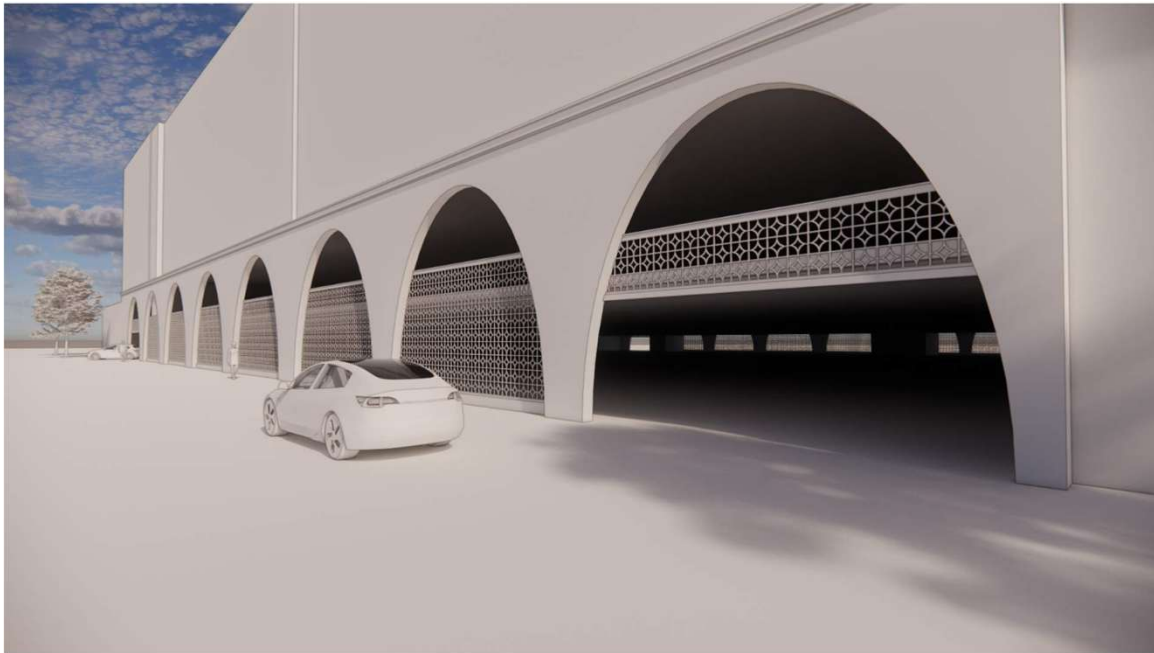
- This change would require us to change the affordable housing unit tables that are used for compliance as we are developing very different types of units in different quantities.
- We need to know whether this will be a challenge?** If so, we can modify the design and go back to the existing unit mix and unit types and keep the existing table.

2026 ASSET OVERVIEW

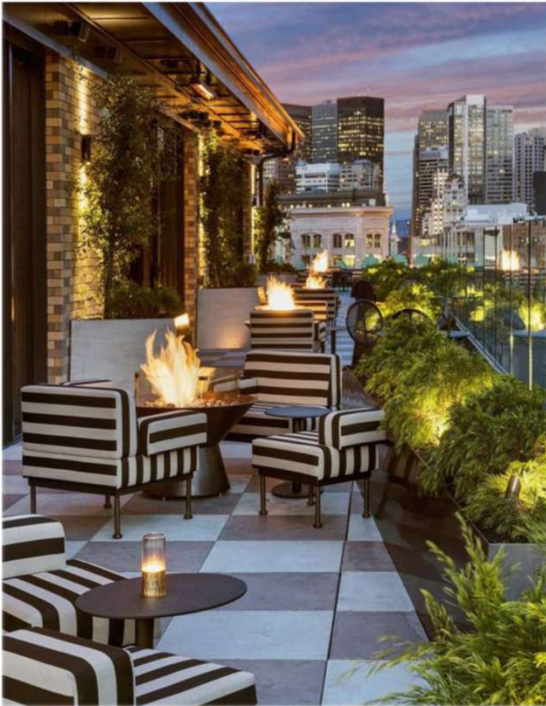
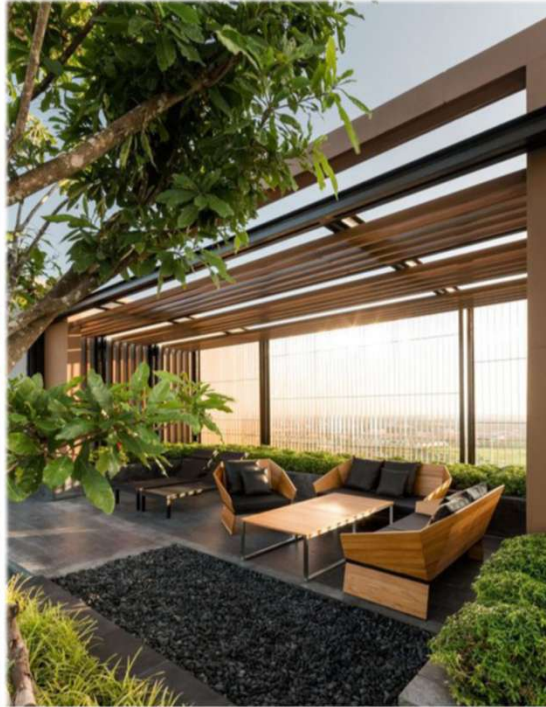
DEVELOPMENT SITE PLAN



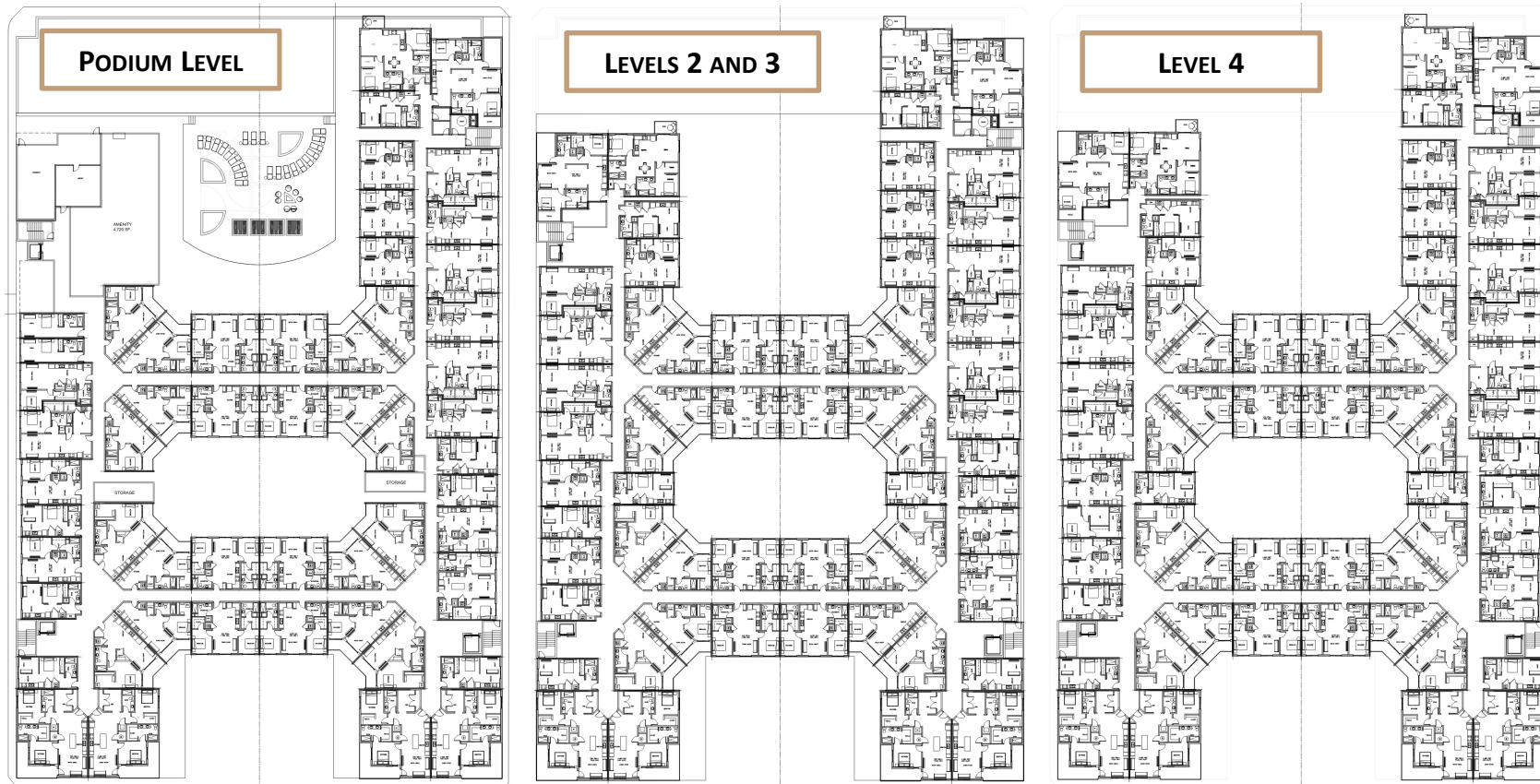
PROJECT OVERVIEW



CLASS A AMENITIES



BREAKDOWN OF UNIT PRICING (APRIL 2026 COMPARED TO AFFORDABLE 2026 RATES)



	Units			SF per Unit	SF Total	Market Rent		Affordable Rent		Diff	% Diff
	Total	Affordable	Remaining			\$Mo/Unit	\$Mo	\$Mo/Unit	\$Mo		
Studio	12	10	2	486	5,832	1,346	13,459	1,457	14,573	111	7.64%
Studio +	2	1	1	486	972	1,446	1,446	1,590	1,590	144	9.06%
Junior 1 Bedroom	9	9	-	554	4,986	1,520	13,684	1,678	15,103	158	9.39%
Junior 1 Bedroom +	3	1	2	554	1,662	1,570	1,570	1,836	1,836	265	14.46%
1 Bedroom	12	10	2	653	7,836	1,757	17,572	1,987	19,869	230	11.56%
1 Bedroom +	2	1	1	605	1,210	1,844	1,844	2,097	2,097	253	12.05%
1 Bedroom Lrg	11	10	1	788	8,668	1,994	19,940	2,270	22,704	276	12.18%
1 Bedroom Lrg +	4	2	2	788	3,152	2,243	4,486	2,560	5,121	317	12.38%
1 Bedroom Corner	46	22	24	694	31,924	2,044	44,964	2,346	51,613	302	12.88%
1 Bedroom Corner +	16	2	14	694	11,104	2,144	4,287	2,497	4,995	354	14.17%
2 Bedroom 1 Bath	15	12	3	996	14,940	2,595	31,146	3,001	36,015	406	13.52%
2 bedroom	25	20	5	862	21,550	2,443	48,852	3,001	60,025	559	18.61%
2 bedroom Lrg	22	-	22	987	21,720	2,660	-	3,329	-	669	20.09%
2 bedroom Lrg +	20	-	20	1,190	23,805	3,280	-	3,758	-	478	12.72%
2 Bedroom Premium	3	-	3	1,257	3,771	3,739	-	4,944	-	1,205	24.38%
Total	202	100	102	808	163,132	2,033	203,251	2,355	235,540		

REVENUE LOST DURING AFFORDABLE PERIOD

Block D	
Vacancy Loss	5.00%
Revenue Loss	10,268,540
Discount Rate	4.75%
NPV of Revenue Loss	5,701,054

Block E (Extra 25 Years)	
Vacancy Loss	5.00%
Revenue Loss	12,726,693
Discount Rate	4.75%
NPV of Revenue Loss	6,586,417

Affordable HH	500,000
NPV HH TIF (20%)	3,000,000
Affordable City	2,000,000
Resource	5,500,000

Affordable HH	500,000
NPV HH TIF (20%)	3,000,000
Affordable City	2,000,000
Resource	5,500,000

201,054

1,086,417

20 Year Affordable	Y0	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10	Y11	Y12	Y13	Y14	Y15	Y16	Y17	Y18	Y19	Y20	Y21	Y21	Y21	TOTAL
Studio	-	-	-	1,276	10,388	21,701	34,129	47,766	54,978	56,078	57,199	58,343	59,510	60,700	61,914	63,152	64,415	65,704	67,018	68,358	69,725	-	-	-	922,355
Studio +	-	-	-	30	822	2,031	3,360	4,818	5,587	5,698	5,812	5,929	6,047	6,168	6,292	6,417	6,546	6,677	6,810	6,946	7,085	-	-	-	93,074
Junior 1 Bedroom	-	-	-	150	7,120	18,553	31,118	44,910	52,169	53,213	54,277	55,363	56,470	57,599	58,751	59,926	61,125	62,347	63,594	64,866	66,163	-	-	-	867,715
Junior 1 Bedroom +	-	-	-	-	17	874	2,291	3,848	4,655	4,748	4,843	4,940	5,039	5,140	5,242	5,347	5,454	5,563	5,675	5,788	5,904	-	-	-	75,369
1 Bedroom	-	-	-	-	3,876	18,015	34,034	51,626	60,828	62,044	63,285	64,551	65,842	67,159	68,502	69,872	71,269	72,695	74,149	75,632	77,144	-	-	-	1,000,523
1 Bedroom +	-	-	-	-	309	1,749	3,427	5,271	6,234	6,359	6,486	6,615	6,748	6,883	7,020	7,161	7,304	7,450	7,599	7,751	7,906	-	-	-	102,272
1 Bedroom Lrg	-	-	-	-	3,081	18,510	36,649	56,573	66,974	68,313	69,680	71,073	72,495	73,945	75,424	76,932	78,471	80,040	81,641	83,274	84,939	-	-	-	1,098,013
1 Bedroom Lrg +	-	-	-	-	609	4,018	8,096	12,576	14,913	15,211	15,516	15,826	16,143	16,465	16,795	17,131	17,473	17,823	18,179	18,543	18,914	-	-	-	244,230
1 Bedroom Corner	-	-	-	-	4,205	36,669	77,472	122,296	145,645	148,558	151,529	154,560	157,651	160,804	164,020	167,300	170,646	174,059	177,540	181,091	184,713	-	-	-	2,378,758
1 Bedroom Corner +	-	-	-	-	86	2,597	6,469	10,725	12,932	13,191	13,455	13,724	13,998	14,278	14,564	14,855	15,152	15,455	15,764	16,080	16,401	-	-	-	209,726
2 Bedroom 1 Bath	-	-	-	-	1,577	22,179	50,378	81,361	97,468	99,417	101,406	103,434	105,502	107,612	109,765	111,960	114,199	116,483	118,813	121,189	123,613	-	-	-	1,586,356
2 bedroom	-	-	-	-	-	1,799	34,921	82,636	107,000	109,140	111,323	113,549	115,820	118,136	120,499	122,909	125,367	127,875	130,432	133,041	135,702	-	-	-	1,690,149
2 bedroom Lrg	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2 bedroom Lrg +	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2 Bedroom Premium	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	-	1,455	32,089	148,696	322,346	524,407	629,383	641,970	654,810	667,906	681,264	694,889	708,787	722,963	737,422	752,171	767,214	782,558	798,209	-	-	-	10,268,540

25 Year Affordable (from 20 Year)	Y0	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10	Y11	Y12	Y13	Y14	Y15	Y16	Y17	Y18	Y19	Y20	Y21	Y22	Y23	TOTAL
Studio	-	-	-	-	-	21,701	34,129	47,766	54,978	56,078	57,199	58,343	59,510	60,700	61,914	63,152	64,415	65,704	67,018	68,358	69,725	71,120	72,542	73,993	1,128,346
Studio +	-	-	-	-	-	2,031	3,360	4,818	5,587	5,698	5,812	5,929	6,047	6,168	6,292	6,417	6,546	6,677	6,810	6,946	7,085	7,227	7,372	7,519	114,341
Junior 1 Bedroom	-	-	-	-	-	18,553	31,118	44,910	52,169	53,213	54,277	55,363	56,470	57,599	58,751	59,926	61,125	62,347	63,594	64,866	66,163	67,487	68,836	70,213	1,066,981
Junior 1 Bedroom +	-	-	-	-	-	874	2,291	3,848	4,655	4,748	4,843	4,940	5,039	5,140	5,242	5,347	5,454	5,563	5,675	5,788	5,904	6,022	6,142	6,265	93,781
1 Bedroom	-	-	-	-	-	18,015	34,034	51,626	60,828	62,044	63,285	64,551	65,842	67,159	68,502	69,872	71,269	72,695	74,149	75,632	77,144	78,687	80,261	81,866	1,237,461
1 Bedroom +	-	-	-	-	-	1,749	3,427	5,271	6,234	6,359	6,486	6,615	6,748	6,883	7,020	7,161	7,304	7,450	7,599	7,751	7,906	8,064	8,226	8,390	126,643
1 Bedroom Lrg	-	-	-	-	-	18,510	36,649	56,573	66,974	68,313	69,680	71,073	72,495	73,945	75,424	76,932	78,471	80,040	81,641	83,274	84,939	86,638	88,371	90,138	1,360,079
1 Bedroom Lrg +	-	-	-	-	-	4,018	8,096	12,576	14,913	15,211	15,516	15,826	16,143	16,465	16,795	17,131	17,473	17,823	18,179	18,543	18,914	19,292	19,678	20,071	302,662
1 Bedroom Corner	-	-	-	-	-	36,669	77,472	122,296	145,645	148,558	151,529	154,560	157,651	160,804	164,020	167,300	170,646	174,059	177,540	181,091	184,713	188,407	192,175	196,019	2,951,155
1 Bedroom Corner +	-	-	-	-	-	2,597	6,469	10,725	12,932	13,191	13,455	13,724	13,998	14,278	14,564	14,855	15,152	15,455	15,764	16,080	16,401	16,729	17,064	17,405	260,838
2 Bedroom 1 Bath	-	-	-	-	-	22,179	50,378	81,361	97,468	99,417	101,406	103,434	105,502	107,612	109,765	111,960	114,199	116,483	118,813	121,189	123,613	126,085	128,607	131,179	1,970,650
2 bedroom	-	-	-	-	-	1,799	34,921	82,636	107,000	109,140	111,323	113,549	115,820	118,136	120,499	122,909	125,367	127,875	130,432	133,041	135,702	138,416	141,184	144,008	2,113,757
2 bedroom Lrg	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2 bedroom Lrg +	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2 Bedroom Premium	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	-	-	-	148,696	322,346	524,407	629,383	641,970	654,810	667,906	681,264	694,889	708,787	722,963	737,422	752,171	767,214	782,558	798,209	814,174	830,457	847,066	12,726,693

Change	-	-	-	(1,455)	(32,089)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	814,174	830,457	847,066	2,458,153
--------	---	---	---	---------	----------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---------	---------	---------	-----------

AFFORDABLE COMPLIANCE CERTIFICATE

APPROVED PRICING PER UNIT TYPE

UPDATED PRICING PER UNIT

2025 AFFORDABLE HOUSING COMPLIANCE CERTIFICATION

Salt Lake County Median Family Income
80% of AMI

126,100
100,880

UPDATED FOR 2026A AFI

2026 AFFORDABLE HOUSING COMPLIANCE CERTIFICATION

Salt Lake County Median Family Income
80% of AMI

126,100
100,880

Weight	Income Ratio	80% AMI by Occupant
1	70.04%	70,655
2	95.02%	95,859
3	115.01%	116,018
4	134.99%	136,178
5	163.04%	164,473
6	196.04%	197,760

Occupants	Income Ratio	80% AMI by Occupant
1	70.04%	70,655
2	95.02%	95,859
3	115.01%	116,018
4	134.99%	136,178
5	163.04%	164,473
6	196.04%	197,760

Unit Type	Weight	80% AMI by Unit	Maximum Annual Rent	Maximum Monthly Rent
1 Studio	0.825	58,290	17,487	1,457
2 Studio +	0.900	63,590	19,077	1,590
3 Junior 1 Bedroom	0.950	67,122	20,137	1,678
4 Junior 1 Bedroom +	1.110	73,427	22,028	1,836
5 1 Bedroom	1.150	74,436	22,331	1,861
6 1 Bedroom +	1.460	82,249	24,675	2,056
7 1 Bedroom Lrg	1.800	90,818	27,245	2,270
8 1 Bedroom Lrg +	2.050	96,867	29,060	2,422
9 1 Bedroom Lrg ++	2.550	106,946	32,084	2,674
10 1 Bedroom Corner	3.600	128,114	38,434	3,203
11 2 bedroom	3.200	120,050	36,015	3,001
12 2 bedroom Lrg	3.800	132,146	39,644	3,304
13 2 bedroom Lrg +	4.500	150,325	45,098	3,758
14 2 Bedroom Premium	6.000	197,760	59,328	4,944

Unit Type	Occupant Capacity	80% AMI by Unit	Maximum Annual Rent	Maximum Monthly Rent	Old to New Change
1 Studio	0.825	58,290	17,487	1,457	-
2 Studio +	0.900	63,590	19,077	1,590	-
3 Junior 1 Bedroom	0.950	67,122	20,137	1,678	-
4 Junior 1 Bedroom +	1.110	73,427	22,028	1,836	-
8 1 Bedroom	1.350	79,476	23,843	1,987	126 NEW
8 1 Bedroom +	1.525	83,887	25,166	2,097	41 NEW
7 1 Bedroom Lrg	1.800	90,818	27,245	2,270	-
8 1 Bedroom Lrg +	2.325	102,410	30,723	2,560	139 NEW
9 1 Bedroom Corner	1.920	93,842	28,153	2,346	(328) NEW
10 1 Bedroom Corner +	2.200	99,891	29,967	2,497	(706) NEW
11 2 Bedroom 1 Bath	3.200	120,050	36,015	3,001	3,001 NEW
12 2 bedroom	3.200	120,050	36,015	3,001	-
13 2 bedroom Lrg	3.850	133,154	39,946	3,329	25
14 2 bedroom Lrg +	4.500	150,325	45,098	3,758	-
15 2 Bedroom Premium	6.000	197,760	59,328	4,944	-

- Proposal includes adding more one bedroom and 2-bedroom units that would require a change in the unit pricing that was approved. Where we only had 8 normal 2-bedroom units in block D, the block E update would include 25. Further Block E would introduce another unit that is a large format 2-bedroom 1 bathroom unit that could also be effectively priced at the affordable level.

AFFORDABLE COMPLIANCE CERTIFICATE

20 Year Deed Restriction

2025 AFFORDABLE HOUSING COMPLIANCE CERTIFICATION

Salt Lake County Median Family Income	126,100
80% of AMI	100,880

	Income	[A] 80% AMI
Weight	Ratio	by Occupant
1	70.04%	70,655
2	95.02%	95,859
3	115.01%	116,018
4	134.99%	136,178
5	163.04%	164,473
6	196.04%	197,760

EXAMPLE: 2026 AFFORDABLE HOUSING COMPLIANCE CERTIFICATION

2026 AFFORDABLE HOUSING COMPLIANCE CERTIFICATION

Salt Lake County Median Family Income	126,100
80% of AMI	100,880

	Income	[A] 80% AMI
Occupants	Ratio	by Occupant
1	70.04%	70,655
2	95.02%	95,859
3	115.01%	116,018
4	134.99%	136,178
5	163.04%	164,473
6	196.04%	197,760

Unit Type	Weight	80% AMI by Unit	Maximum Annual Rent	Maximum Monthly Rent
1 Studio	0.825	58,290	17,487	1,457
2 Studio +	0.900	63,590	19,077	1,590
3 Junior 1 Bedroom	0.950	67,122	20,137	1,678
4 Junior 1 Bedroom +	1.110	73,427	22,028	1,836
5 1 Bedroom	1.350	79,476	23,843	1,987
6 1 Bedroom +	1.525	83,887	25,166	2,097
7 1 Bedroom Lrg	1.800	90,818	27,245	2,270
8 1 Bedroom Lrg +	2.325	102,410	30,723	2,560
9 1 Bedroom Corner	1.920	93,842	28,153	2,346
10 1 Bedroom Corner +	2.200	99,891	29,967	2,497
11 2 Bedroom 1 Bath	3.200	120,050	36,015	3,001
12 2 bedroom	3.200	120,050	36,015	3,001
13 2 bedroom Lrg	3.850	133,154	39,946	3,329
14 2 bedroom Lrg +	4.500	150,325	45,098	3,758
15 2 Bedroom Premium	6.000	197,760	59,328	4,944

Units included

Unit Type	Units Available	Market Units	Affordable Units
1 Studio	12	2	10
2 Studio +	2	1	1
3 Junior 1 Bedroom	9	-	9
4 Junior 1 Bedroom +	3	2	1
5 1 Bedroom	12	2	10
6 1 Bedroom +	2	1	1
7 1 Bedroom Lrg	11	1	10
8 1 Bedroom Lrg +	4	2	2
9 1 Bedroom Corner	46	24	22
10 1 Bedroom Corner +	16	14	2
11 2 Bedroom 1 Bath	15	3	12
12 2 bedroom	25	5	20
13 2 bedroom Lrg	22	22	-
14 2 bedroom Lrg +	20	20	-
15 2 Bedroom Premium	3	3	-
TOTALS	202	102	100
Ratio		50.5%	49.5%

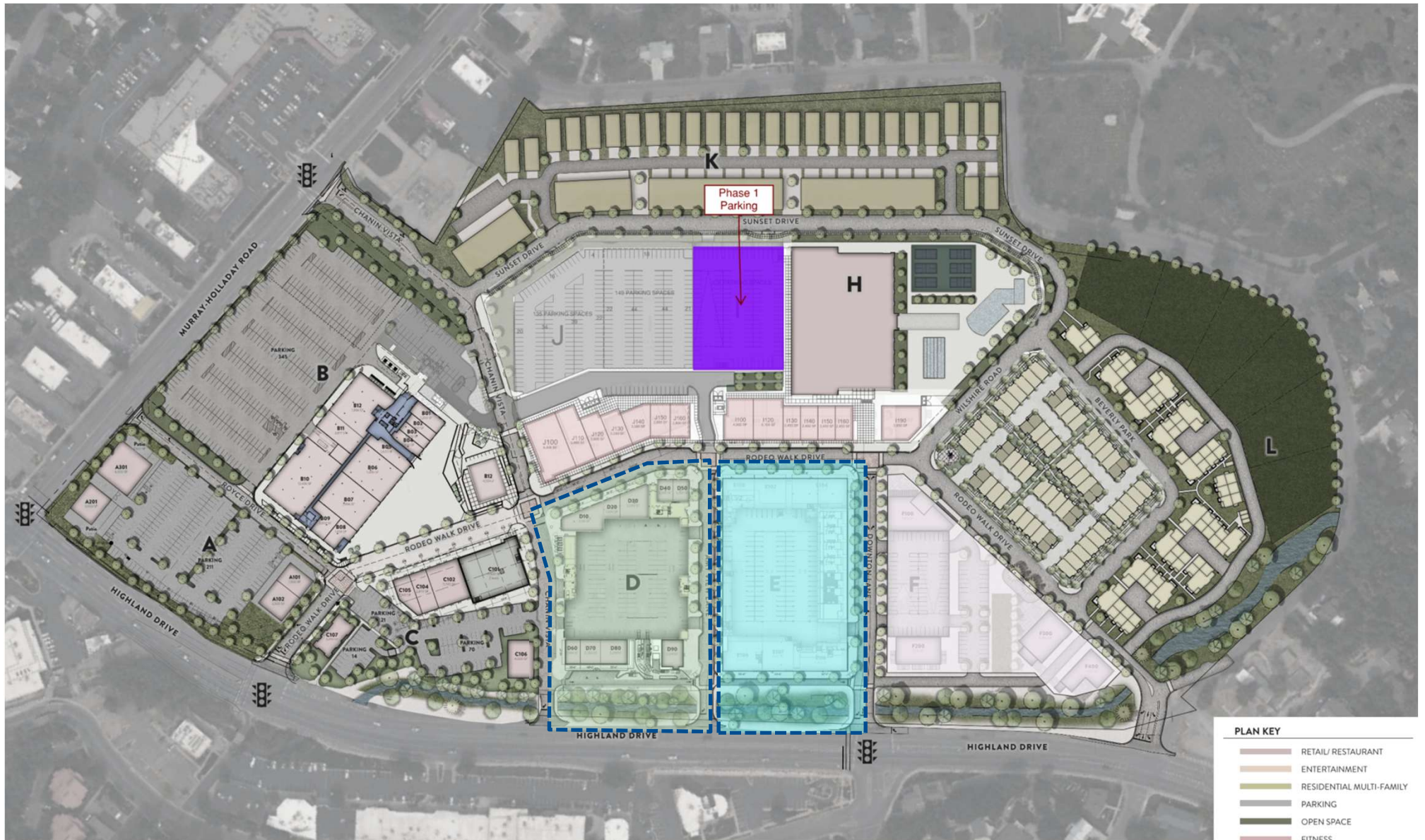
Unit Type	Occupant Capacity	80% AMI by Unit	Maximum Annual Rent	Maximum Monthly Rent
1 Studio	0.825	58,290	17,487	1,457
2 Studio +	0.900	63,590	19,077	1,590
3 Junior 1 Bedroom	0.950	67,122	20,137	1,678
4 Junior 1 Bedroom +	1.110	73,427	22,028	1,836
5 1 Bedroom	1.350	79,476	23,843	1,987
6 1 Bedroom +	1.525	83,887	25,166	2,097
7 1 Bedroom Lrg	1.800	90,818	27,245	2,270
8 1 Bedroom Lrg +	2.325	102,410	30,723	2,560
9 1 Bedroom Corner	1.920	93,842	28,153	2,346
10 1 Bedroom Corner +	2.200	99,891	29,967	2,497
11 2 Bedroom 1 Bath	3.200	120,050	36,015	3,001
12 2 bedroom	3.200	120,050	36,015	3,001
13 2 bedroom Lrg	3.850	133,154	39,946	3,329
14 2 bedroom Lrg +	4.500	150,325	45,098	3,758
15 2 Bedroom Premium	6.000	197,760	59,328	4,944

Units included

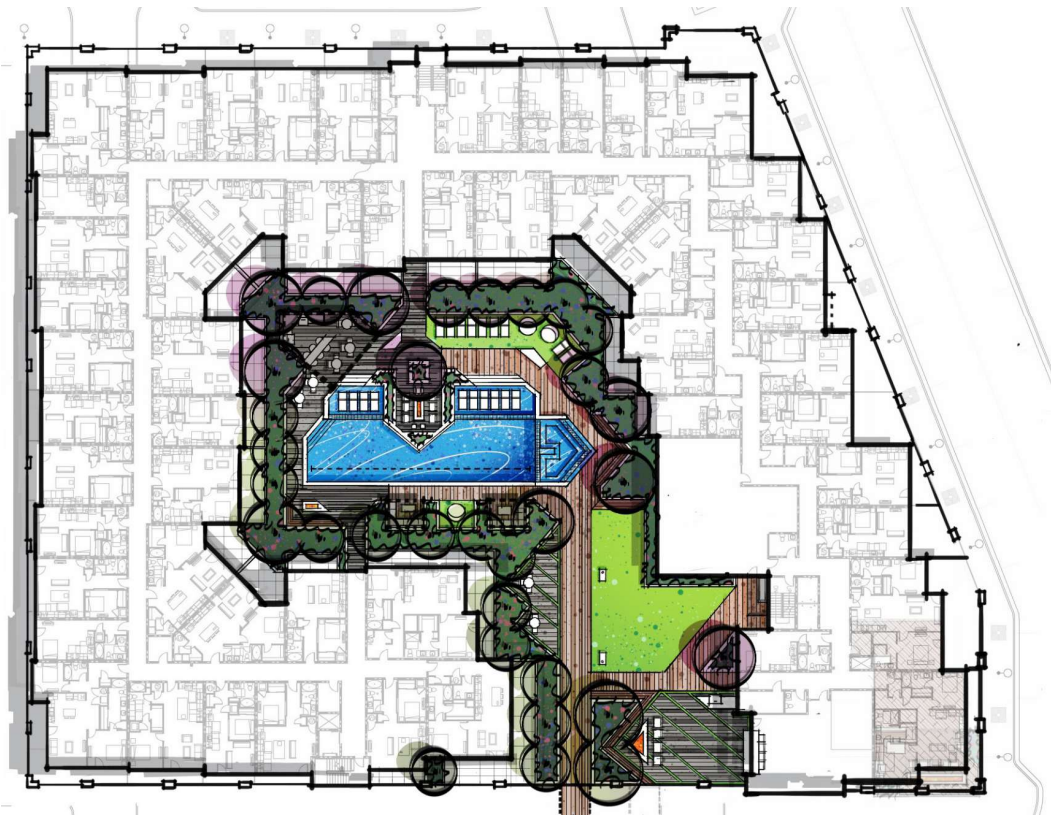
Unit Type	Units Available	Market Units	Affordable Units
1 Studio	12	12	-
2 Studio +	2	2	-
3 Junior 1 Bedroom	9	9	-
4 Junior 1 Bedroom +	3	3	-
5 1 Bedroom	12	12	-
6 1 Bedroom +	2	2	-
7 1 Bedroom Lrg	11	11	-
8 1 Bedroom Lrg +	4	4	-
9 1 Bedroom Corner	46	46	-
10 1 Bedroom Corner +	16	16	-
11 2 Bedroom 1 Bath	15	15	-
12 2 bedroom	25	25	-
13 2 bedroom Lrg	22	22	-
14 2 bedroom Lrg +	20	20	-
15 2 Bedroom Premium	3	3	-
TOTALS	202	202	-
Ratio		100.0%	0.0%

APPENDIX – DECEMBER 2025 PRESENTATION ASSET OVERVIEW

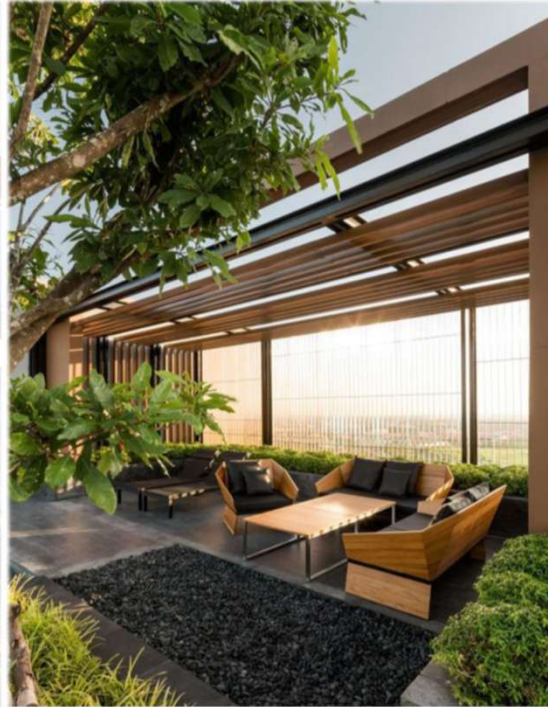
DEVELOPMENT SITE PLAN



CLASS A AMENITIES

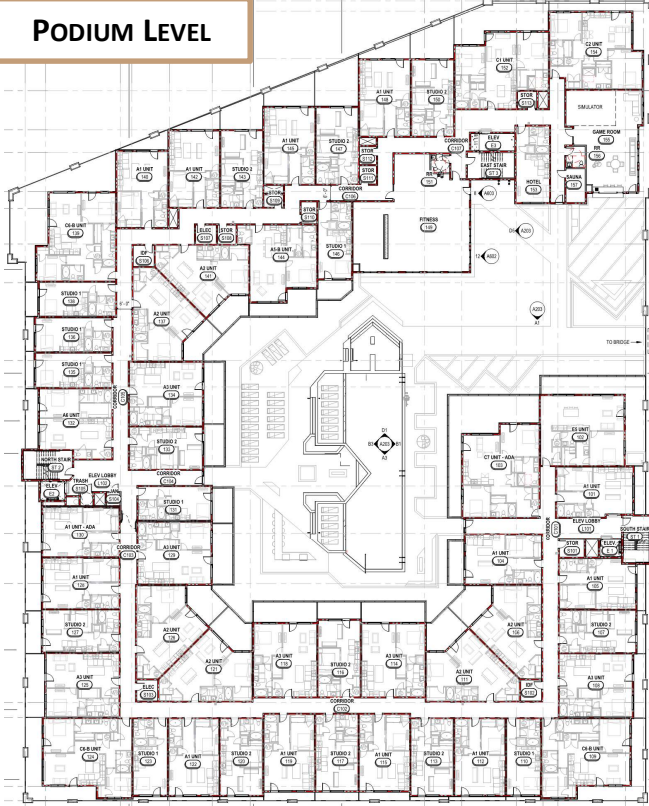


CLASS A AMENITIES

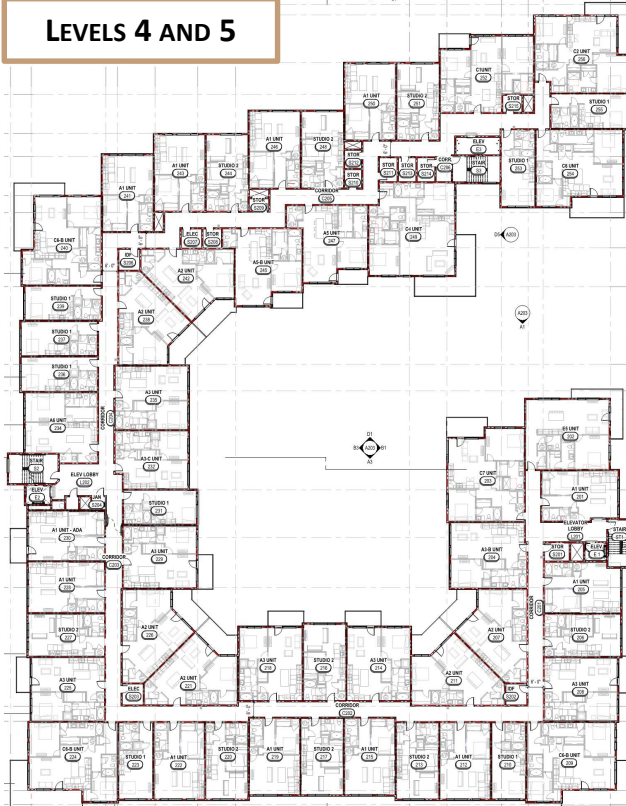


BREAKDOWN OF UNIT PRICING (OCTOBER 2025 COMPARED TO AFFORDABLE)

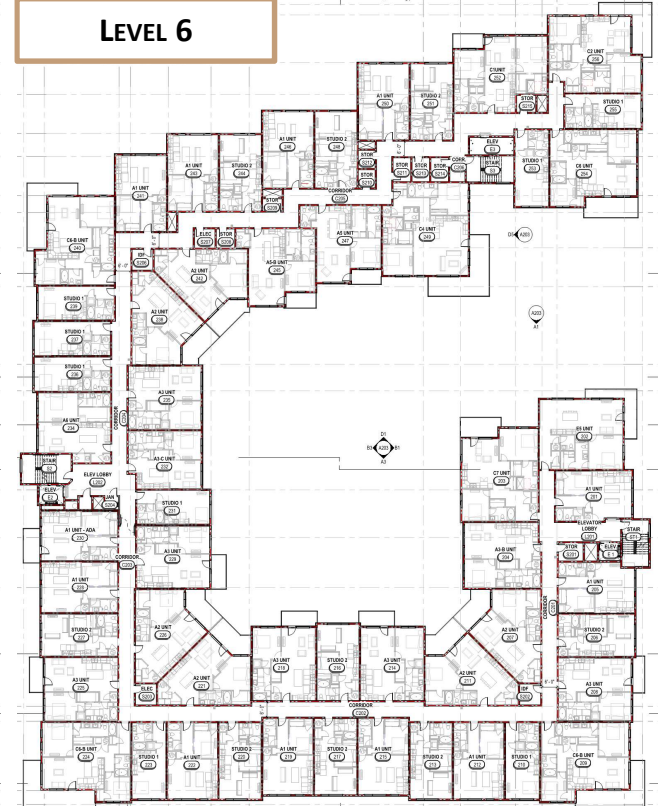
PODIUM LEVEL



LEVELS 4 AND 5



LEVEL 6



20 Year Affordable	Units					Market Rent		Affordable Rent		Diff	% Diff
	Total	Affordable	Remaining	SF per Unit	SF Total	\$Mo/Unit	\$Mo	\$Mo/Unit	\$Mo		
Studio	17	17	-	448	7,616	1,301	22,122	1,418	24,105	117	8.23%
Studio +	9	6	3	448	4,032	1,422	8,533	1,547	9,281	125	8.06%
Junior 1 Bedroom	15	15	-	571	8,564	1,499	22,485	1,633	24,492	134	8.20%
Junior 1 Bedroom +	12	7	5	573	6,872	1,602	11,215	1,786	12,503	184	10.31%
1 Bedroom	21	21	-	674	14,158	1,647	34,590	1,811	38,025	164	9.03%
1 Bedroom +	22	9	13	670	14,733	1,782	16,040	2,001	18,007	219	10.92%
1 Bedroom Lrg	7	7	-	821	5,745	1,903	13,324	2,209	15,465	306	13.84%
1 Bedroom Lrg +	23	5	18	808	18,590	2,018	10,088	2,356	11,782	339	14.37%
1 Bedroom Lrg ++	30	3	27	800	24,000	2,220	6,660	2,602	7,805	381	14.66%
1 Bedroom Corner	4	-	4	995	3,980	2,648	-	3,116	-	469	15.05%
2 bedroom	8	8	-	1,033	8,266	2,644	21,149	2,920	23,363	277	9.48%
2 bedroom Lrg	7	2	5	1,034	7,235	2,904	5,809	3,215	6,429	310	9.65%
2 bedroom Lrg +	19	-	19	1,097	20,842	3,086	-	3,657	-	571	15.61%
2 Bedroom Premium	6	-	6	1,423	8,535	4,048	-	4,811	-	763	15.86%
Total	200	100	100	766	153,168	1,720	172,016	1,913	191,257		

REVENUE LOST DURING AFFORDABLE PERIOD

Block D	
Vacancy Loss	5.00%
Revenue Loss	10,217,627
Discount Rate	4.75%
NPV of Revenue Loss	5,703,481

Block E (Extra 3 Years)	
Vacancy Loss	5.00%
Revenue Loss	12,603,519
Discount Rate	4.75%
NPV of Revenue Loss	6,548,464

Affordable HH	500,000
NPV HH TIF (20%)	3,000,000
Affordable City	2,000,000
Resource	5,500,000

Affordable HH	500,000
NPV HH TIF (20%)	3,000,000
Affordable City	2,000,000
Resource	5,500,000

203,481

1,048,464

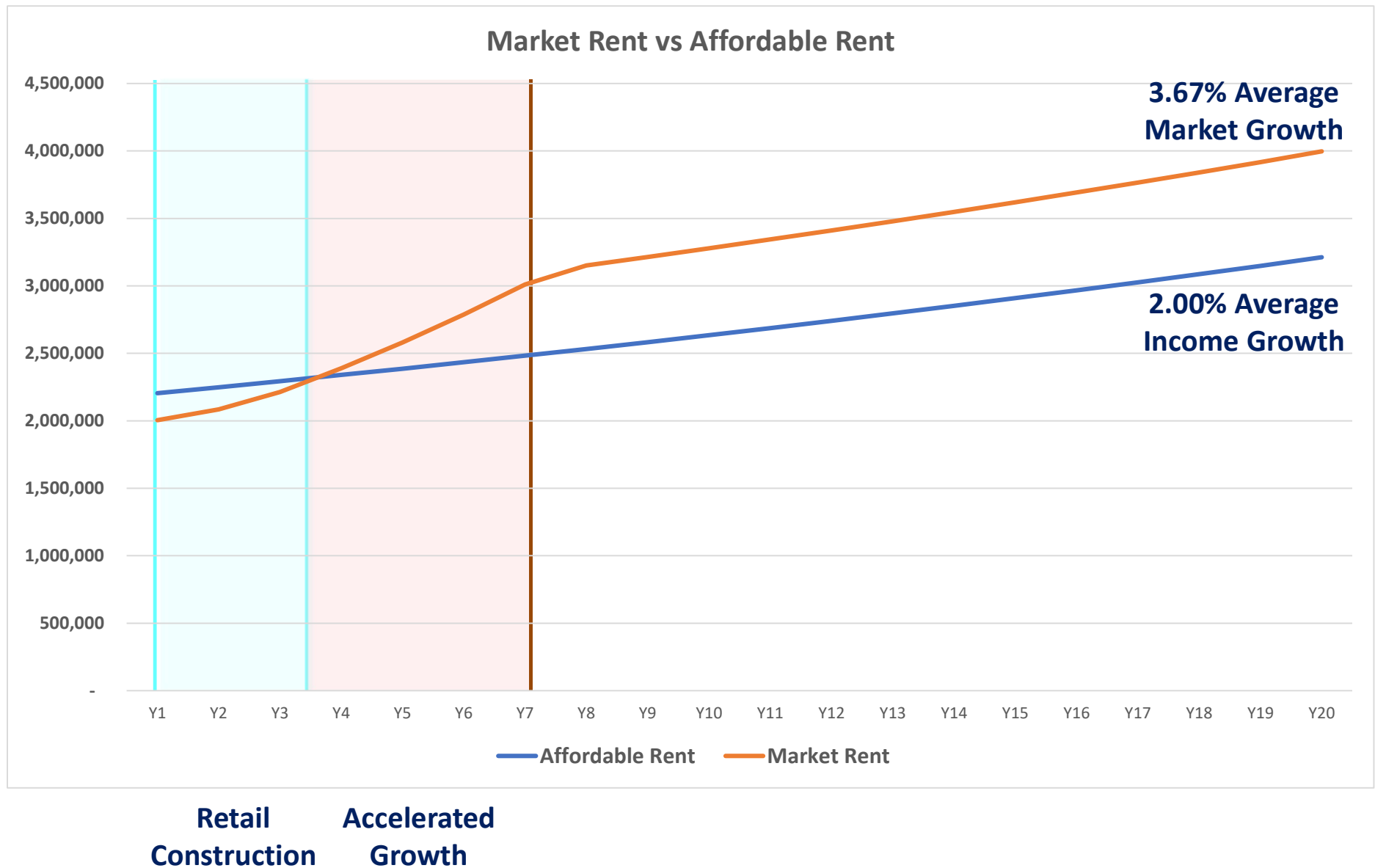
20 Year Affordable	Y0	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10	Y11	Y12	Y13	Y14	Y15	Y16	Y17	Y18	Y19	Y20	Y21	Y22	Y23	TOTAL
Studio	-	-	-	391	12,430	31,111	51,640	74,172	86,040	87,761	89,516	91,306	93,132	94,995	96,895	98,833	100,809	102,826	104,882	106,980	109,119	-	-	-	1,432,837
Studio +	-	-	-	203	5,007	12,217	20,140	28,836	33,419	34,087	34,769	35,464	36,174	36,897	37,635	38,388	39,155	39,939	40,737	41,552	42,383	-	-	-	557,002
Junior 1 Bedroom	-	-	-	426	12,747	31,736	52,605	75,509	87,575	89,326	91,113	92,935	94,794	96,690	98,623	100,596	102,608	104,660	106,753	108,888	111,066	-	-	-	1,458,647
Junior 1 Bedroom +	-	-	-	-	2,982	12,241	22,577	33,928	39,871	40,669	41,482	42,312	43,158	44,021	44,901	45,799	46,715	47,650	48,603	49,575	50,566	-	-	-	657,049
1 Bedroom	-	-	-	51	15,366	44,495	76,511	111,659	130,130	132,732	135,387	138,095	140,857	143,674	146,547	149,478	152,468	155,517	158,627	161,800	165,036	-	-	-	2,158,430
1 Bedroom +	-	-	-	-	3,116	15,972	30,726	46,929	55,398	56,506	57,636	58,789	59,964	61,164	62,387	63,635	64,907	66,205	67,530	68,880	70,258	-	-	-	910,000
1 Bedroom Lrg	-	-	-	-	66	6,942	19,070	32,401	39,304	40,090	40,892	41,709	42,544	43,395	44,262	45,148	46,051	46,972	47,911	48,869	49,847	-	-	-	635,472
1 Bedroom Lrg +	-	-	-	-	-	4,351	13,516	23,591	28,799	29,375	29,962	30,562	31,173	31,796	32,432	33,081	33,742	34,417	35,106	35,808	36,524	-	-	-	464,235
1 Bedroom Lrg ++	-	-	-	-	-	2,548	8,587	15,232	18,663	19,036	19,417	19,806	20,202	20,606	21,018	21,438	21,867	22,304	22,750	23,205	23,669	-	-	-	300,349
1 Bedroom Corner	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2 bedroom	-	-	-	-	8,006	25,788	45,335	66,796	78,060	79,621	81,214	82,838	84,495	86,184	87,908	89,666	91,460	93,289	95,155	97,058	98,999	-	-	-	1,291,870
2 bedroom Lrg	-	-	-	-	2,050	6,926	12,291	18,182	21,272	21,698	22,132	22,575	23,026	23,487	23,956	24,435	24,924	25,423	25,931	26,450	26,979	-	-	-	351,735
2 bedroom Lrg +	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2 Bedroom Premium	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	-	1,071	61,770	194,325	352,999	527,234	618,530	630,901	643,519	656,389	669,517	682,907	696,565	710,497	724,707	739,201	753,985	769,065	784,446	-	-	-	10,217,627

23 Year Affordable	Y0	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10	Y11	Y12	Y13	Y14	Y15	Y16	Y17	Y18	Y19	Y20	Y21	Y22	Y23	TOTAL
Studio	-	-	-	-	-	31,111	51,640	74,172	86,040	87,761	89,516	91,306	93,132	94,995	96,895	98,833	100,809	102,826	104,882	106,980	109,119	111,302	113,528	115,798	1,760,643
Studio +	-	-	-	-	-	12,217	20,140	28,836	33,419	34,087	34,769	35,464	36,174	36,897	37,635	38,388	39,155	39,939	40,737	41,552	42,383	43,231	44,095	44,977	684,096
Junior 1 Bedroom	-	-	-	-	-	31,736	52,605	75,509	87,575	89,326	91,113	92,935	94,794	96,690	98,623	100,596	102,608	104,660	106,753	108,888	111,066	113,287	115,553	117,864	1,792,179
Junior 1 Bedroom +	-	-	-	-	-	12,241	22,577	33,928	39,871	40,669	41,482	42,312	43,158	44,021	44,901	45,799	46,715	47,650	48,603	49,575	50,566	51,578	52,609	53,661	811,915
1 Bedroom	-	-	-	-	-	44,495	76,511	111,659	130,130	132,732	135,387	138,095	140,857	143,674	146,547	149,478	152,468	155,517	158,627	161,800	165,036	168,337	171,704	175,138	2,658,191
1 Bedroom +	-	-	-	-	-	15,972	30,726	46,929	55,398	56,506	57,636	58,789	59,964	61,164	62,387	63,635	64,907	66,205	67,530	68,880	70,258	71,663	73,096	74,558	1,126,202
1 Bedroom Lrg	-	-	-	-	-	6,942	19,070	32,401	39,304	40,090	40,892	41,709	42,544	43,395	44,262	45,148	46,051	46,972	47,911	48,869	49,847	50,844	51,861	52,898	791,008
1 Bedroom Lrg +	-	-	-	-	-	4,351	13,516	23,591	28,799	29,375	29,962	30,562	31,173	31,796	32,432	33,081	33,742	34,417	35,106	35,808	36,524	37,254	37,999	38,759	578,248
1 Bedroom Lrg ++	-	-	-	-	-	2,548	8,587	15,232	18,663	19,036	19,417	19,806	20,202	20,606	21,018	21,438	21,867	22,304	22,750	23,205	23,669	24,143	24,626	25,118	374,236
1 Bedroom Corner	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2 bedroom	-	-	-	-	-	25,788	45,335	66,796	78,060	79,621	81,214	82,838	84,495	86,184	87,908	89,666	91,460	93,289	95,155	97,058	98,999	100,979	102,998	105,058	1,592,900
2 bedroom Lrg	-	-	-	-	-	6,926	12,291	18,182	21,272	21,698	22,132	22,575	23,026	23,487	23,956	24,435	24,924	25,423	25,931	26,450	26,979	27,518	28,069	28,630	433,902
2 bedroom Lrg +	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2 Bedroom Premium	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	-	-	-	194,325	352,999	527,234	618,530	630,901	643,519	656,389	669,517	682,907	696,565	710,497	724,707	739,201	753,985	769,065	784,446	800,135	816,137	832,460	12,603,519

Change	-	-	-	(1,071)	(61,770)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	800,135	816,137	832,460	2,385,992
--------	---	---	---	---------	----------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---------	---------	---------	-----------



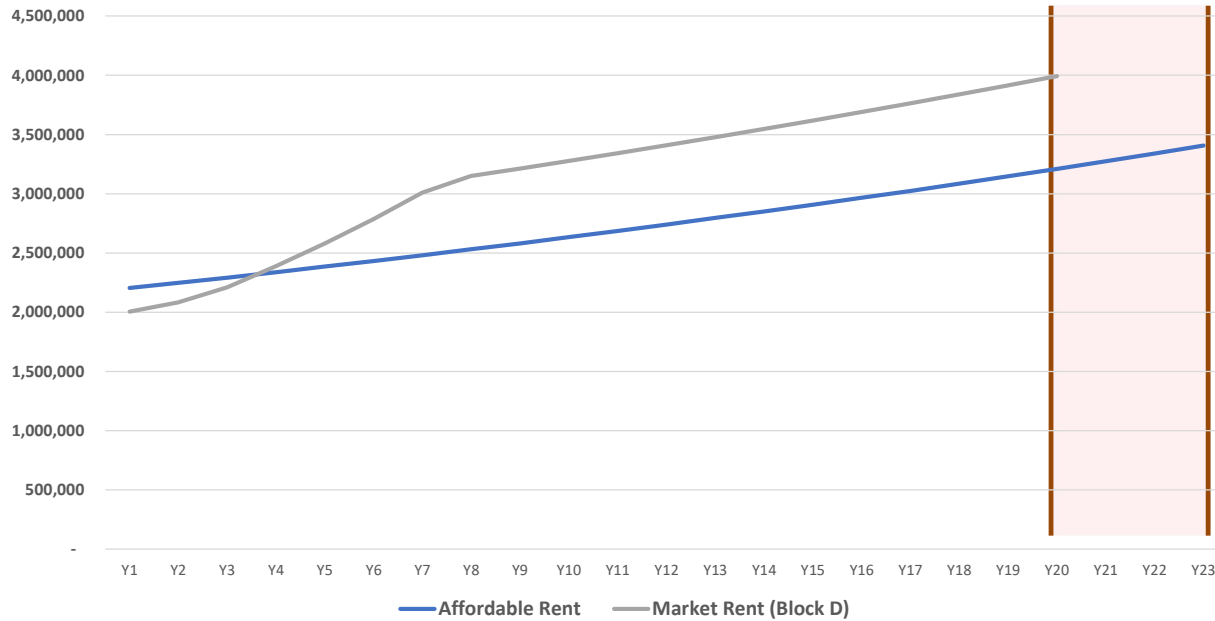
REVENUE LOST DURING AFFORDABLE PERIOD



This works because of the assumption that Incomes will continue to grow slower than the cost of living over the next 20 years.

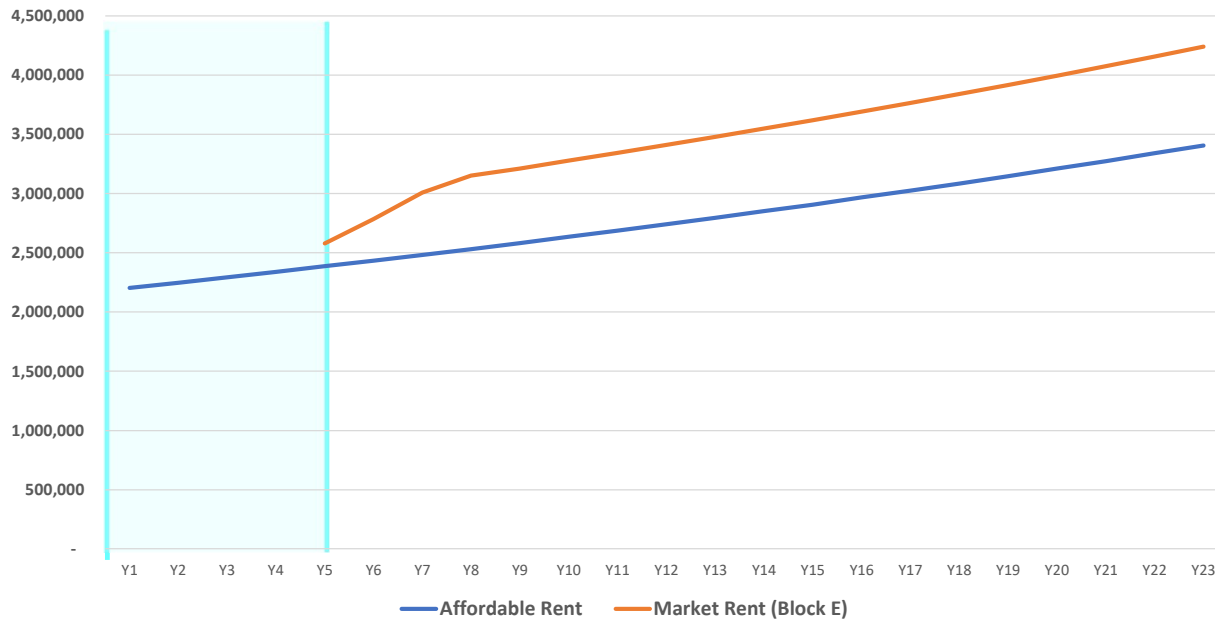
REVENUE LOST DURING AFFORDABLE PERIOD

Block D
Market Rent vs Affordable Rent



Gaining The additional years at the end of the deed restriction period significantly increases the subsidy to the city.
An increase of \$2.3M or 1.5M (NPV today)

Block E
Market Rent vs Affordable Rent



AFFORDABLE COMPLIANCE CERTIFICATE

2025 AFFORDABLE HOUSING COMPLIANCE CERTIFICATION

Salt Lake County Median Family Income	122,700
80% of AMI	98,160

Weight	Income Ratio	[A] 80% AMI by Occupant
1	70.04%	68,750
2	95.02%	93,274
3	115.01%	112,890
4	134.99%	132,506
5	163.04%	160,038
6	196.04%	192,428

2026 AFFORDABLE HOUSING COMPLIANCE CERTIFICATION

Salt Lake County Median Family Income	-
80% of AMI	-

Occupants	Income Ratio	[A] 80% AMI by Occupant
1	70.04%	-
2	95.02%	-
3	115.01%	-
4	134.99%	-
5	163.04%	-
6	196.04%	-

Unit Type	Weight	80% AMI by Unit	Maximum Annual Rent	Maximum Monthly Rent
1 Studio	0.825	56,719	17,016	1,418
2 Studio +	0.900	61,875	18,563	1,547
3 Junior 1 Bedroom	0.950	65,313	19,594	1,633
4 Junior 1 Bedroom +	1.110	71,448	21,434	1,786
5 1 Bedroom	1.150	72,429	21,729	1,811
6 1 Bedroom +	1.460	80,031	24,009	2,001
7 1 Bedroom Lrg	1.800	88,369	26,511	2,209
8 1 Bedroom Lrg +	2.050	94,255	28,276	2,356
9 1 Bedroom Lrg ++	2.550	104,063	31,219	2,602
10 1 Bedroom Corner	3.600	124,660	37,398	3,116
11 2 bedroom	3.200	116,813	35,044	2,920
12 2 bedroom Lrg	3.800	128,583	38,575	3,215
13 2 bedroom Lrg +	4.500	146,272	43,882	3,657
14 2 Bedroom Premium	6.000	192,428	57,728	4,811

Unit Type	Occupant Capacity	80% AMI by Unit	Maximum Annual Rent	Maximum Monthly Rent
1 Studio	0.825	-	-	-
2 Studio +	0.900	-	-	-
3 Junior 1 Bedroom	0.950	-	-	-
4 Junior 1 Bedroom +	1.110	-	-	-
5 1 Bedroom	1.150	-	-	-
6 1 Bedroom +	1.460	-	-	-
7 1 Bedroom Lrg	1.800	-	-	-
8 1 Bedroom Lrg +	2.050	-	-	-
9 1 Bedroom Lrg ++	2.550	-	-	-
10 1 Bedroom Corner	3.600	-	-	-
11 2 bedroom	3.200	-	-	-
12 2 bedroom Lrg	3.800	-	-	-
13 2 bedroom Lrg +	4.500	-	-	-
14 2 Bedroom Premium	6.000	-	-	-

Units included

Unit Type	Units Available	Market Units	Affordable Units
1 Studio	17	-	17
2 Studio +	9	3	6
3 Junior 1 Bedroom	15	-	15
4 Junior 1 Bedroom +	12	5	7
5 1 Bedroom	21	-	21
6 1 Bedroom +	22	13	9
7 1 Bedroom Lrg	7	-	7
8 1 Bedroom Lrg +	23	18	5
9 1 Bedroom Lrg ++	30	27	3
10 1 Bedroom Corner	4	4	-
11 2 bedroom	8	-	8
12 2 bedroom Lrg	7	5	2
13 2 bedroom Lrg +	19	19	-
14 2 Bedroom Premium	6	6	-
TOTALS	200	100	100
Ratio		50.0%	50.0%

Units included

Unit Type	Units Available	Market Units	Affordable Units
1 Studio	17	-	17
2 Studio +	9	3	6
3 Junior 1 Bedroom	15	-	15
4 Junior 1 Bedroom +	12	5	7
5 1 Bedroom	21	-	21
6 1 Bedroom +	22	13	9
7 1 Bedroom Lrg	7	-	7
8 1 Bedroom Lrg +	23	18	5
9 1 Bedroom Lrg ++	30	27	3
10 1 Bedroom Corner	4	4	-
11 2 bedroom	8	-	8
12 2 bedroom Lrg	7	5	2
13 2 bedroom Lrg +	19	19	-
14 2 Bedroom Premium	6	6	-
TOTALS	200	100	100
Ratio		50.0%	50.0%

Proposed updates to the Employee Manual:

1. Revise vacation accrual hours to match with Bamboo:

Full-time employee (effective July 1, 2019):

<u>Completed Years of Service</u>	<u>Annual time off with Pay</u>
<5	12 days (96 hours, .69)
5 +	15 days (120 hours, 4.61)
10 +	18 days (144 hours, 5.53)
15 +	21 days (168 hours, 6.46)
20 +	24 days (192 hours, 7.38)

2. Change Juneteenth to June 19 to align with state
3. Replaced Retirement Health Savings Acct with Sick leave conversion contribution to 401K Plan
4.
Sick Leave Conversion Contribution – 401K/457(b) Plan - Deferred Compensation Sick Leave Conversion Contribution – All eligible employees participate in the City’s deferred compensation plan established under Internal Revenue Code Section 401K/457(b). The City may convert certain accrued sick leave balances into employer contributions to the plan in accordance with the provisions below.
 - a. Contribution Source and Amounts - Sick leave converted in accordance with this policy will be contributed by the City as an employer contribution to the employee’s 401K/457(b) deferred compensation plan account.
 - b. Transition Sick Leave Conversion - Employees with accrued sick leave balances exceeding one hundred eighty (180) hours as of June 30, 2026, shall be eligible for a one-time sick leave conversion contribution.

The one-time contribution shall be calculated as follows:

- i. Total accrued sick leave hours in excess of 180 hours as of June 30, 2026

- ii. multiplied by fifty percent (50%),
- iii. multiplied by the employee's hourly rate of pay as of June 30, 2026.

The resulting amount shall be contributed by the City to the employee's 401K/457(b) deferred compensation plan account.

Following this one-time conversion:

- i. The employee's sick leave balance shall be reduced to 180 hours; and
- ii. No future annual sick leave conversion contributions shall be made under this policy.

c. Maximum Sick Leave Accrual - Effective July 1, 2026, employees may continue to accrue sick leave; however, any accrued sick leave balance in excess of one hundred eighty (180) hours as of June 30 of any year shall be forfeited and removed from the employee's accrued sick leave balance.

No cash payment or deferred compensation contribution shall be made for forfeited hours.

d. Separation of Service Conversion - Upon separation from service, the City will contribute an amount equal to ten percent (10%) of the employee's accrued sick leave balance, multiplied by the employee's final hourly rate of pay, to the employee's 401K/457(b) deferred compensation plan account.

Sick leave hours in excess of one hundred eighty (180) hours are not eligible for conversion upon separation from service.

e. Contribution Limits - All contributions made under this policy are subject to applicable Internal Revenue Service contribution limits. If the calculated contribution exceeds applicable annual limits, the contribution shall be reduced to the maximum amount permitted under federal law.

Sidewalk Management Policy

Purpose

The purpose of the City of Holladay’s sidewalk management policy is to establish a proactive, systematic approach to ensure sidewalks are safe, accessible, and compliant with applicable standards and laws. This policy is designed to improve public safety, support ADA compliance, reduce liability exposure and extend the life of sidewalk infrastructure.

Scope

This policy applies to all sidewalks, curb ramps, pedestrian pathways, crosswalks, and pedestrian-related concrete infrastructure owned, operated, or maintained by the city, including:

- Public rights-of-way
- Parks and other public facilities
- Parking lots
- Trails and shared-use paths

Policy

During FY 2026-27, all sidewalks and pedestrian assets will be mapped and inventoried by segment using GIS. Each segment should include:

- Location
- Length and width
- Surface type
- Age (if known)
- Adjacent land use
- ADA features (ramps, landings, detectable warnings)

Inspections: Beginning in FY 2026-27, sidewalks will be inspected on a defined cycle based on risk level:

Area Type	Inspection Frequency
Holladay Village, schools, transit stops, parks	1–2 times per year

Area Type	Inspection Frequency
Residential neighborhoods	Every 2–3 years
Pedestrian pathways/trails /parking lots	Every 3–5 years
After major storms or construction	As needed

Inspections will document any vertical displacement (lips, cracks, heaving), surface defects, ADA compliance (cross slope, running slope, ramp condition), Obstructions (vegetation, poles, utility conflicts), drainage and ponding, and utility access covers, water meter and manhole covers.

Each sidewalk segment will be assigned a reduces liability exposure based on:

- Size of defect
- Trip hazard severity
- Pedestrian exposure
- ADA impact
- History of complaints or claims

Ratings will fall into:

- Priority 4 – <.25” of variation - No action required
- Priority 3 – .25-1” of variation - Monitor and schedule repair if between .5”-1”
- Priority 2 – 1-2” of variation - Repair required
- Priority 1 – >2” of variation - Immediate hazard; temporary mitigation required

Repairs: Subject to annual appropriations of the City Council, repairs will follow established engineering and accessibility standards including:

- [ADA](#) and [PROWAG](#) requirements
- Local sidewalk design standards, particularly in Holladay Village

Projects will be prioritized using a risk-based model that considers:

- Safety risk (Priority 1 followed by Priority 2)

- Within 24 hours:
 - Clearly mark with safety yellow paint or close and barricade section.
 - Schedule for immediate repair/replacement as soon as possible
- ADA non-compliance
- Pedestrian volume
- Proximity to schools, transit, and public buildings
- Cost vs. benefit

This ensures funding is spent where it reduces the greatest risk and improves accessibility the most.

Tracking:

All hazards, inspections, and repairs will be tracked in a centralized system.

The City of Holladay maintains a reporting system to allow the public to submit sidewalk concerns. Complaints are logged, inspected within 24 hours, assigned a risk level, and tracked through resolution.



City of Holladay

**Tentative Budget Presentation
Fiscal Year 2026-2027**



City of Holladay

1



**UNIFIED
POLICE**

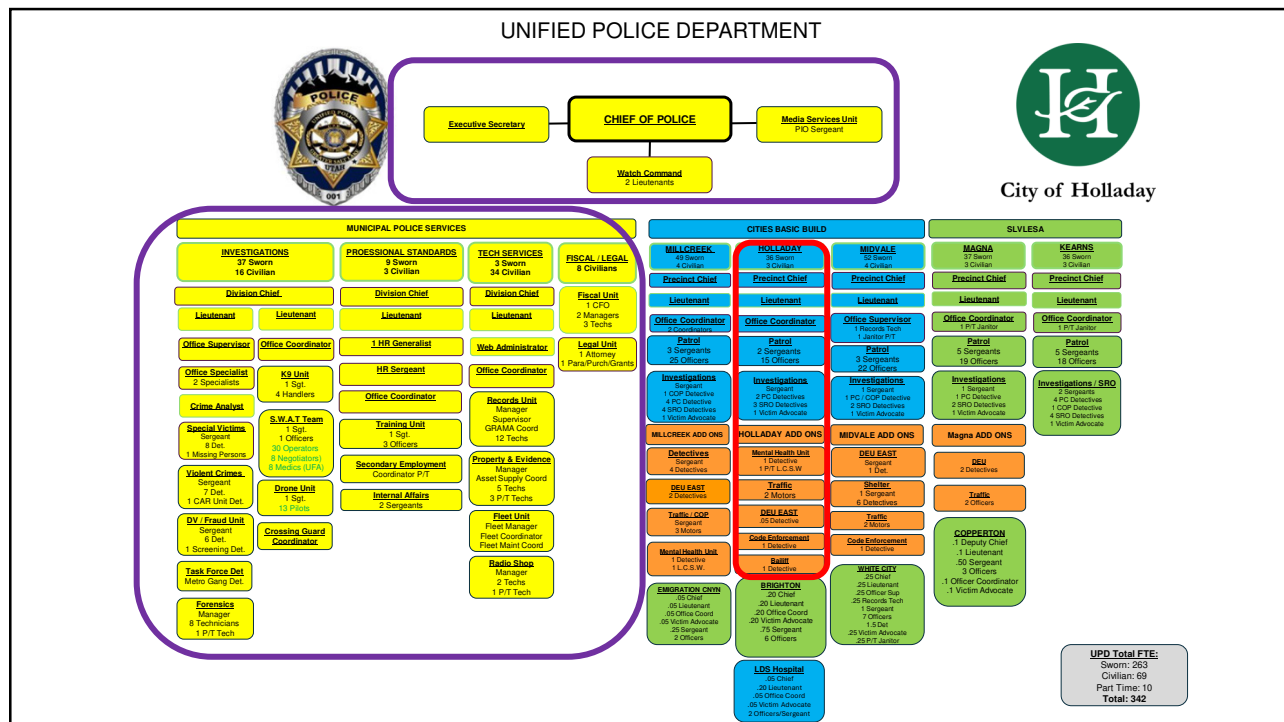
Key Points of the UPD Tentative Budget

- The UPD Board adopted/approved the tentative budget May 21, 2026.
- The UPD Board had given direction of a 3.5% PBIM, with a goal of less than 3%.
- The budget includes and overall (UPD wide) increase of 1.39% that includes these key points:
 - 2.5% COLA for all employees
 - 12% increase in health insurance premiums
 - Civilian market study wage increases
 - 1 FTE / Lieutenant - Watch Commander
 - 1 FTE Officer – Crash, Analysis, Reconstruction Investigator
 - Reorganization in Administration, Human Resources and Professional Standards Division
 - Additional revenues – Granite School District (\$15,000 increase per SRO, with \$2,500 per year increase for four years)

City of Holladay

- The overall cost increase for Holladay was 2.31%
 - This includes the cost sharing of a new FTE – Sergeant to supervise the traffic officers. This is split with the City of Millcreek.
 - Minimal day to day operational budget increase.
 - New revenues for Olympus High, Olympus Junior High and Bonneville Junior High where we have SROs.

2



3

UNIFIED POLICE

City of Holladay Direct Precinct Staffing

- Precinct Chief - .75 (.20 Brighton, .05 LDS Hospital)
- Lieutenant / Executive Officer - .60 (.20 Brighton, .20 LDS Hospital)
- Office Coordinator - .75 (.20 Brighton, .05 LDS Hospital)
- Victim Advocate - .75 (.20 Brighton, .05 LDS Hospital)
- Detective/Administrative Sergeant - .25 (.75 Brighton)
- Patrol Sergeants (5) - .33 (.66 Millcreek)
- Traffic Sergeant - .33 (.66 Millcreek)
- Patrol Officers, Detectives, Traffic Officers, Bailiff, Code Enforcement, SRO's – 25.5 (.5 DEU)

City of Holladay Total – 30.58

Sworn members – 29.08
Civilian Members – 1.5

4

 UNIFIED POLICE							
UPD Wide Tentative Budget Tentative Budget Overview							
Precinct Specific Operations	Millcreek	Holladay	Midvale	SLVLESA Cities	Total	IH	Overall Total
Precinct Revenues	(240,000)	(180,000)	(155,000)	(1,004,712)	(1,579,712)	-	(1,579,712)
Precinct Operations	951,996	600,249	1,061,377	2,195,186	4,808,808	79,431	4,888,239
Precinct Sworn Wages	4,827,981	2,911,934	4,250,575	9,812,471	21,802,962	265,102	22,068,064
Precinct Civilian Wages	273,407	160,511	154,694	525,190	1,113,803	7,494	1,121,297
Precinct Part Time Wages	-	-	-	-	-	-	-
Precinct Crossing Guard Wages	269,076	174,786	160,053	740,185	1,344,100	-	1,344,100
Precinct Overtime	220,000	75,000	245,000	424,100	964,100	20,000	984,100
Precinct Benefits	2,904,521	1,733,001	2,460,568	5,585,974	12,684,063	145,209	12,829,271
Total Precinct Operating Expenses	9,446,981	5,655,481	8,332,268	19,283,106	42,717,835	517,236	43,235,071
Total Precinct Expenses Less Revenue	9,206,981	5,475,481	8,177,268	18,278,394	40,015,124	517,236	40,532,359
<i>Previous Year Including Use of Fund Balance</i>	<i>8,989,637</i>	<i>5,309,606</i>	<i>7,837,017</i>	<i>18,264,626</i>	<i>40,400,886</i>	<i>511,536</i>	<i>40,912,422</i>
Precinct Increase	217,344	165,874	340,251	13,769	737,238	5,700	742,937
Shared Services Operations - SS Formula Rate	28.51%	11.41%	23.84%	35.24%	98.99%	1.011%	100.00%
Shared Services Revenues	(470,737)	(188,384)	(393,657)	(581,922)	(1,634,700)	-	(1,634,700)
Shared Services Operations	2,972,434	1,189,540	2,485,721	3,674,502	10,322,198	105,455	10,427,652
Shared Services Sworn Wages	1,580,937	792,752	1,656,574	2,448,820	6,879,082	70,279	6,949,361
Shared Services Civilian Wages	1,299,954	520,229	1,087,097	1,606,994	4,514,274	46,119	4,560,393
Shared Services Part Time Wages	30,882	12,359	25,826	38,177	107,244	1,096	108,339
Shared Services Overtime	233,530	93,456	195,291	288,688	810,965	8,285	819,250
Shared Services Benefits	1,590,133	636,356	1,329,761	1,965,711	5,521,961	56,414	5,578,375
Total Shared Operating Expenses	8,107,870	3,244,693	6,780,269	10,022,892	28,155,723	287,648	28,443,371
Total Shared Services Expenses Less Revenue	7,637,133	3,056,308	6,386,611	9,440,970	26,521,023	287,648	26,808,671
<i>Previous Year</i>	<i>7,465,470</i>	<i>3,029,853</i>	<i>6,313,039</i>	<i>9,208,888</i>	<i>26,017,250</i>	<i>270,000</i>	<i>26,287,250</i>
Shared Service Increase	171,663	26,456	73,572	232,082	503,773	17,648	521,420
Total FY26-27 Total UPD Budget Expenditures	16,844,114	8,531,789	14,563,879	27,719,364	67,659,146	804,883	68,464,030
<i>Previous Year</i>	<i>16,455,107</i>	<i>8,339,459</i>	<i>14,150,056</i>	<i>27,473,513</i>	<i>66,418,136</i>	<i>-</i>	<i>66,418,136</i>
Overall Budget Increase Prior to Use of Fund Balance	389,007	192,330	413,823	245,851	1,241,010	804,883	2,045,894
Overall % Increase Prior to Use of Fund Balance	2.36%	2.31%	2.92%	0.89%	1.87%	2.99%	3.08%
FY2026-2027 Budgetary Use of Fund Balance	(800,000)	-	-	(323,000)	(1,123,000)	-	(1,123,000)
Total Overall Budget Increase After Use of Fund Balance	(410,993)	192,330	413,823	(77,149)	118,010	804,883	922,894
Total FY26-27 Member Assessment After Use of Fund Balance	16,044,114	8,531,789	14,563,879	27,396,364	66,536,146	804,883	67,341,030
Total Overall % Increase After Use of Fund Balance	(2.50%)	2.31%	2.92%	(0.28%)	0.18%	2.99%	1.39%

5

UNIFIED

POLICE

UPD Shared Services Formula

FY2026-2027 SHARED SERVICE FORMULA											
2025 DATA											
Member	Cases Assigned			Population*			Tax Value 2025			Total	Share of New SS Rate
	Cases	%	70%	Population	%	20%	Tax Value	%	10%	%	IH Rate Less IH Share
Holladay	3,612	8.95%	6.26%	30,588	14.52%	2.90%	6,585,682,636	23.58%	2.36%	11.52%	11.41%
Midvale	10,950	27.12%	18.98%	36,219	17.19%	3.44%	4,635,627,777	16.60%	1.66%	24.08%	23.84%
Millcreek	11,064	27.40%	19.18%	64,217	30.49%	6.10%	9,828,405,076	35.19%	3.52%	28.80%	28.51%
SLVLESA	14,752	36.54%	25.58%	79,624	37.80%	7.56%	6,878,937,949	24.63%	2.46%	35.60%	35.24%
Total	40,378	100.00%	70.00%	210,648	100.00%	20.00%	27,928,663,438	100.00%	10.00%	100.00%	98.99%
SLVLESA	Cases Assigned			Population*			Tax Value 2025			Total	Share of New SS Rate
	Cases	%	25.68%	Population	%	7.66%	Tax Value	%	2.46%	%	IH Rate Less IH Share
Kearns	6,530	44.26%	11.32%	39,398	49.48%	3.74%	2,426,879,997	35.28%	0.87%	15.93%	15.77%
Magna	6,354	43.07%	11.02%	31,381	39.41%	2.98%	2,789,807,695	40.56%	1.00%	14.99%	14.84%
White City	521	3.53%	0.90%	5,918	7.43%	0.56%	454,010,027	6.60%	0.16%	1.63%	1.61%
Copperton	125	0.85%	0.22%	889	1.12%	0.08%	69,073,246	1.00%	0.02%	0.33%	0.32%
Emigration	186	1.26%	0.32%	1,572	1.97%	0.15%	436,255,284	6.34%	0.16%	0.63%	0.62%
Brighton	1,036	7.02%	1.80%	466	0.59%	0.04%	702,911,700	10.22%	0.25%	2.09%	2.07%
SLVLESA Total	14,752	100.00%	25.58%	79,624	100.00%	7.56%	6,878,937,949	100.00%	2.46%	35.60%	35.24%
Member	Cases Assigned			FY26 Member FTE's			Tax Value 2025			Total	
	Cases	%	70%	FTE's	%	100%	Tax Value	%	10%	%	
Intermountain Health	-	0.00%	0.00%	2.35	1.011%	1.011%	-	0.00%	0.00%	1.011%	
*Population estimates from Annual Estimates of the Residential Population for Incorporated Places in Utah: April 1, 2020 to July 1, 2024 from U.S. Census Bureau, Population Division, Release Date May 2025											

6



City of Holladay

Unified Fire Authority Budget FY26/27 for the City of Holladay

HOLLADAY ANCHOR METRICS // FY26/27 Member Fee: \$3,267,531 // YOY Increase: 2.11% // UFA System Share: 4.11%

NotebookLM

City of Holladay FY26/27 UFA Member Fee & Performance

\$3,267,531

**FY26/27
Member Fee
(Post-Credit)**



+\$67,426



**Year-Over-Year
Cost Increase**

+2.11%



**Percentage
Increase**

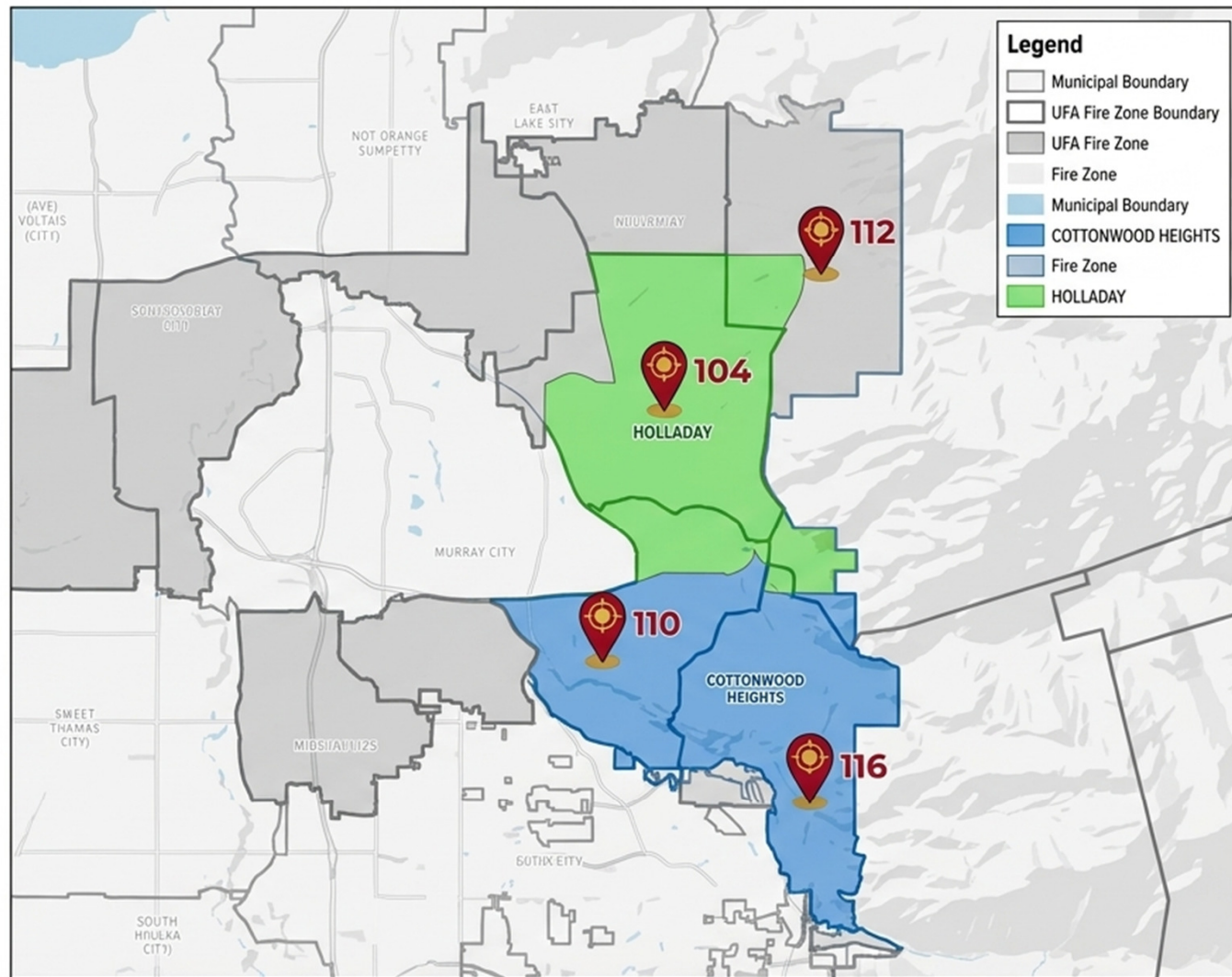
**The lowest rate increase
among all UFA
municipalities for FY26/27.**

Includes an applied Fund Balance Credit of \$100,670 from the previous fiscal year's under-expenditure.

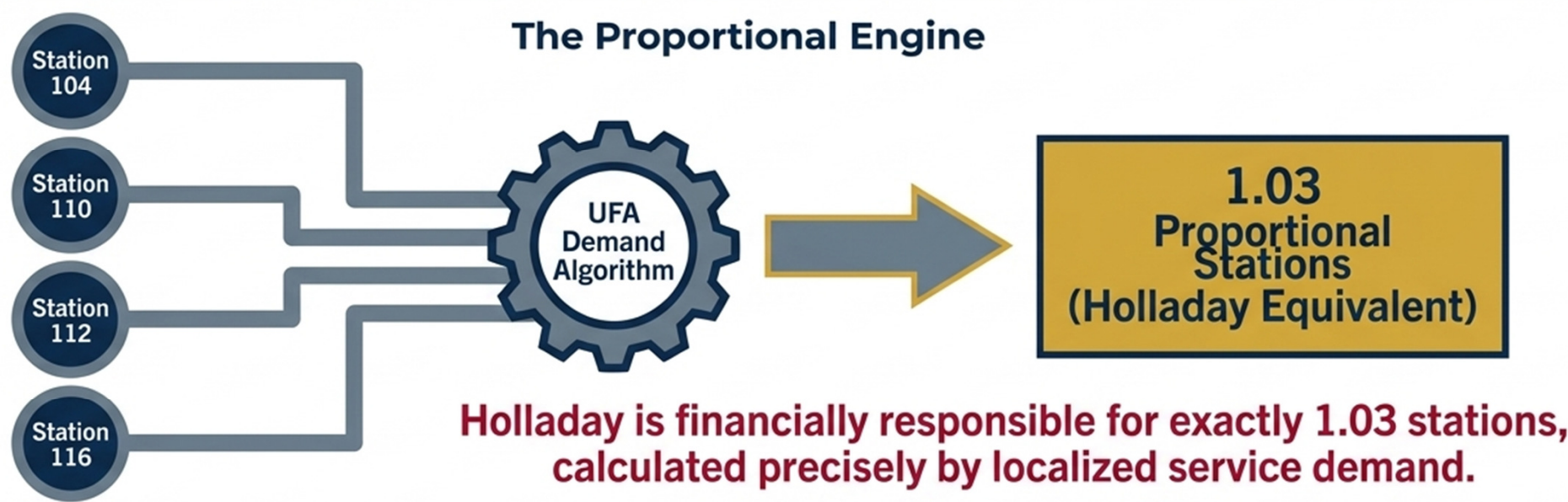
	COTTONWOOD HEIGHTS	HOLLADAY	HERRIMAN	RIVERTON	UFSA	TOTAL
Number of stations with "first due"	3	4	3	3	23	
Proportional # of stations	1.71	1.03	1.84	2.11	19.32	26.00
Percent of total member fee	6.21%	3.98%	7.18%	8.26%	74.37%	100.00%
Member Fee for FY26/27	\$5,094,419	\$3,267,531	\$5,890,706	\$6,772,677	\$60,993,127	\$82,018,461
Percent Increase from FY25/26	4.28%	2.11%	3.62%	3.84%	5.95%	5.34%
Cost Increase from FY25/26	\$209,180	\$67,426	\$205,556	\$250,685	\$3,423,257	\$4,156,105

The Geographic Footprint: First Due Coverage

Holladay is serviced by a network of four fire stations. Because emergency response algorithms prioritize closest unit, Holladay shares operational capacity with Cottonwood Heights and Millcreek.



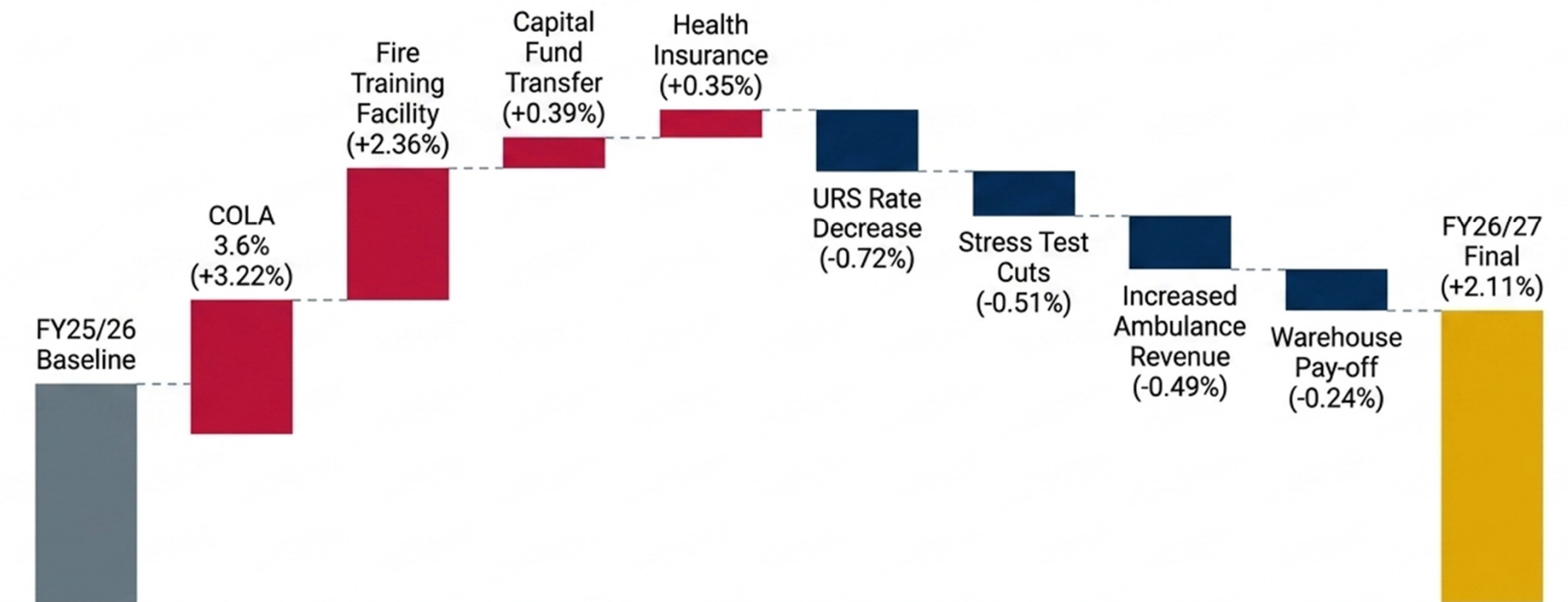
The Civic Dashboard: Proportional Demand & Cost Allocation



Station Demand Matrix			
Station 104	Station 110	Station 112	Station 116
Holladay (66.55%)	C. Heights (86.14%)	UFSA (82.85%)	C. Heights (84.40%)
UFSA (33.45%)	Holladay (13.30%)	Holladay (17.04%)	UFSA (9.77%)
	UFSA (0.56%)	C. Heights (0.10%)	Holladay (5.83%)

FY26/27 Budget Drivers: The Cost Waterfall

System-wide inflationary pressures were aggressively mitigated by internal cuts, debt payoffs, and increased transport revenues, capping Holladay's member fee increase at just 2.11%.





GENERAL FUND CAPITAL PLAN (FINANCE): APRIL 9, 2026

GENERAL FUND	Inventory				FY28/29		FY31/32		FY34/35		FY37/38		FY40/41	
9 YEAR FINANCING														
APPARATUS	# From Line	# Reserve	Current Cost	Life Span	#	0	#	0	#	0	#	0	#	0
Type 1 Engine	14	5	\$1,108,055	9/12	5	\$5,540,275	4	\$4,764,637	4	\$5,097,053	5	\$6,796,837	4	\$5,761,886
Type 1/3 Engine	5	1	\$761,345	9/12	2	\$1,522,690	2	\$1,636,892		\$0	2	\$1,865,295	2	\$1,979,487
Type 6 Engine	13	5	\$290,000	12/15	2	\$580,000	2	\$623,500	2	\$667,000		\$0	2	\$754,000
Tractor Drawn Aerial (TDA)	5	0	\$2,363,490	9/12	2	\$4,726,980	1	\$2,540,752	3	\$8,154,041	3	\$8,695,826		\$0
Straight Quirt Aerial	2	3	\$1,800,000	9/12		\$0	2	\$3,870,000		\$0		\$0	2	\$4,680,000
Ambulance	20	7	\$415,000	9/12	7	\$2,905,000	5	\$2,230,625	7	\$3,340,750	5	\$2,541,875	7	\$3,776,500
Heavy Rescue	2	0	\$1,415,000	18/21	1	\$1,415,000		\$0		\$0		\$0		\$0
Haz Mat	2	0	\$1,300,000	18/21	1	\$1,300,000		\$0	1	\$1,495,000		\$0		\$0
Air / Light	1	0	\$1,000,000	18/21		\$0		\$0		\$0		\$0		\$0
Tender	4	0	\$550,000	18/21		\$0	1	\$991,290		\$0		\$0		\$0
WLD Duty Truck	1	0	\$117,000	9		\$0	1	\$125,775		\$0		\$0	1	\$152,390
Mechanic Trucks	4	1	\$148,000	9		\$0		\$0	4	\$680,800		\$0		\$0
Vans	4	0	\$70,000	9	1	\$70,000	1	\$75,250	1	\$80,500		\$0	1	\$91,000
Bomb Truck	2	0	\$300,000	9	1	\$300,000	1	\$322,500		\$0	1	\$367,500	1	\$380,000
Field Communication Trucks	2	0	\$195,000	9	2	\$390,000		\$0		\$0	2	\$477,750		\$0
Golf Carts	2	0	\$9,500	NA		\$0		\$0		\$0		\$0		\$0
ATV's	8	0	\$15,000	NA	3	\$45,000	3	\$48,375	3	\$51,750	3	\$55,125	3	\$58,500
UTV's	17	0	\$34,000	NA	3	\$102,000	3	\$109,650	3	\$117,300	3	\$124,950	3	\$132,600
Fork Lifts	3	0	\$40,000	NA		\$0		\$0		\$0		\$0		\$0
Aerial Lifts	2	0	\$34,000	NA		\$0		\$0		\$0		\$0		\$0
Mobile Vehicle Lifts	1	0	\$100,000	9/12		\$0	1	\$107,500		\$0		\$0		\$0
Enclosed Trailers	19	0	\$20,000	NA	2	\$40,000	2	\$43,000		\$0		\$0		\$0
Heavy Haul trailer	1	0	\$125,000	NA		\$0		\$0		\$0		\$0		\$0
Haz Mat Trailer - Decon	1	0	\$150,000	18/21		\$0		\$0		\$0		\$0		\$0
Flatbed Trailers	8	0	\$12,000	15	1	\$12,000	1	\$12,900		\$0		\$0		\$0
Dump Trailer	1	0	\$18,000	15		\$0		\$0		\$0		\$0	1	\$23,400
Fire Safety Trailer	1	0	\$180,000	15		\$0		\$0		\$0		\$0	1	\$234,000
First Aid Events Trailer	1	0	\$30,000	NA		\$0		\$0		\$0		\$0		\$0
Driver Training Simulator	1	0	\$80,000	NA		\$0		\$0		\$0		\$0		\$0
Bomb Disposal Trailer	1	0	\$14,000	NA		\$0		\$0		\$0		\$0		\$0
Haz Mat Box Truck	1	0	\$160,000	18/21		\$0	1	\$172,000		\$0		\$0		\$0
Heavy Haul Tractor	1	0	\$225,000	18/21		\$0		\$0		\$0		\$0		\$0
Decon Trailer Tractor	1	0	\$150,000	18/21		\$0		\$0		\$0		\$0		\$0
Mini Excavator	1	0	\$66,000	18/21	1	\$66,000		\$0		\$0		\$0		\$0
Compact Track Loader	1	0	\$125,000	18/21		\$0		\$0		\$0		\$0		\$0
Total Apparatus Cost (9 Years)						\$19,014,945		\$17,274,605		\$19,684,194		\$20,905,158		\$18,033,483
GENERAL FUND	Inventory				FY28/29		FY31/32		FY34/35		FY37/38		FY40/41	
9 YEAR FINANCING														
EQUIPMENT	# From Line	# Reserve	Current Cost	Life Span	#	0	#	0	#	0	#	0	#	0
SCBA Breathing Apparatus	221	43	\$6,800	15	250	\$1,700,000		\$0		\$0		\$0		\$0
SCBA Cylinder, 60 minute	55	20	\$1,810	15	100	\$181,000		\$0		\$0		\$0		\$0
SCBA Cylinder, 45 minute	485	40	\$1,475	15	500	\$737,500		\$0		\$0		\$0		\$0
SCBA Face piece	577	100	\$542	15	550	\$298,100		\$0		\$0		\$0		\$0
Breathing Air Compressors	12	0	\$97,250	15	2	\$194,500	2	\$209,088	1	\$111,838	2	\$238,263	2	\$252,850
Mechanical CPR Device	23	0	\$20,000	9	23	\$460,000		\$0		\$0	23	\$563,500		\$0
AED	10	0	\$1,200	9/12	10	\$12,000		\$0		\$0		\$0		\$0
Extrication Set, eTools	7	1	\$48,450	9	3	\$145,350	3	\$156,251	2	\$111,435		\$0	2	\$125,870
Extrication Set, eTools - HR	4	0	\$48,450	9	2	\$96,900	2	\$104,168		\$0		\$0	2	\$125,870
Mobile Radios DB	36	10	\$6,500	NA		\$0	10	\$69,875	10	\$74,750	10	\$79,625	10	\$84,500
Mobile Radios SB	145	40	\$5,000	NA	21	\$105,000	10	\$53,750	10	\$57,500	10	\$61,250	10	\$65,000
Stretchers	26	10	\$36,315	9	10	\$363,150	8	\$312,309	10	\$417,623	10	\$444,839	10	\$472,095
Stair Chair	25	0	\$5,100	9	25	\$127,500		\$0		\$0	25	\$156,188		\$0
Stretcher Powerload	25	0	\$32,350	9/12	5	\$161,750	5	\$173,881	5	\$186,013	5	\$198,144	5	\$210,275
Filtered Water/Ice Machines	29	1	\$5,000	9	29	\$145,000		\$0		\$0	29	\$177,625		\$0
PPE Washer	2	0	\$7,950	9		\$0	1	\$8,546		\$0		\$0	1	\$10,315
HazMat ID, Spectrometry	2	0	\$75,000	9/12	1	\$75,000		\$0		\$0		\$0	1	\$97,500



GENERAL FUND		Inventory			FY28/29		FY31/32		FY34/35		FY37/38		FY40/41	
9 YEAR FINANCING														
APPARATUS	# From Line	# Reserve	Current Cost	Life Span	#		#		#		#		#	
Confined space comms kit	1	0	\$22,000	15		\$0		\$0		\$0		\$0		\$0
Airbag kit, high pressure	8	0	\$9,270	15		\$0	4	\$39,861		\$0	4	\$45,423		\$0
Airbag controllers/values	11	0	\$7,150	15		\$0		\$0		\$0	2	\$17,518		\$0
Hydra Fusion Kit	4	0	\$6,000	15		\$0		\$0	4	\$27,600		\$0		\$0
Low Pressure Airbag Kit	2	0	\$7,600	15		\$0		\$0		\$0	4	\$37,240		\$0
Multi-force Airbag Kit	4	0	\$9,000	15		\$0		\$0		\$0	4	\$44,100		\$0
Bomb Suits	2	0	\$37,000	9		\$0	2	\$79,550		\$0		\$0	2	\$96,200
Bomb Robot	1	0	\$351,000	15		\$0		\$0		\$0		\$0		\$0
Total Equipment Cost (9 Years)						\$4,802,750		\$1,207,279		\$986,758		\$2,063,733		\$1,540,695
6 YEAR FINANCING														
Thermal Imagers	64	11	\$5,630	6		\$0	75	\$453,919		\$0	75	\$517,256		\$0
Cardiac Monitors	44	4	\$56,000	6		\$0	48	\$2,889,600		\$0	48	\$3,292,800		\$0
Staff Vehicles	55	6	\$60,000	6	13	\$780,000	13	\$818,500	13	\$897,000	13	\$955,500	13	\$1,014,000
Portable Radios DB Admin	43	0	\$5,450	6	43	\$234,350		\$0	43	\$269,503		\$0	43	\$304,855
Portable Radios DB FF	41	0	\$6,100	6	41	\$250,100		\$0	41	\$287,615		\$0	41	\$325,130
Portable Radio SB	301	0	\$4,800	6	301	\$1,444,800		\$0	301	\$1,661,520		\$0	301	\$1,878,240
GPH & X Portable BK	71	0	\$3,800	6	71	\$269,800		\$0	71	\$310,270		\$0	71	\$350,740
GPH Mobile DMH BK	24	0	\$3,500	6	24	\$84,000		\$0	24	\$96,600		\$0	24	\$108,200
Total Equipment Cost (6 Years)						\$3,063,050		\$4,182,019		\$3,522,508		\$4,765,556		\$3,981,965
GENERAL FUND		Inventory			FY28/29		FY31/32		FY34/35		FY37/38		FY40/41	
FACILITIES			Current Cost		#		#		#		#		#	
Search & Rescue Prop	1	0	\$85,000	18/21		\$0		\$0	1	\$97,750		\$0		\$0
Flashover Prop	1	0	\$105,000	12		\$0		\$0	1	\$120,750		\$0		\$0
Live Fire Prop - Tuna Can	1	0	\$42,500	12		\$0		\$0	1	\$48,875		\$0		\$0
Live Fire Prop - Basement Fire	1	0	\$42,500	12		\$0	1	\$45,688		\$0		\$0		\$0
Total Facilities Cost (9 Years)						\$0		\$45,688		\$267,375		\$0		\$0
Amount to be Financed (9 Years)						\$23,817,695		\$18,527,571		\$20,938,326		\$22,968,891		\$19,574,178
Amount to be Financed (6 Years)						\$3,063,050		\$4,182,019		\$3,522,508		\$4,765,556		\$3,981,965
Total Amount to be Financed						\$26,880,745		\$22,709,590		\$24,460,834		\$27,734,447		\$23,556,143
Rate						4.00%		4.00%		4.00%		4.00%		4.00%
9 year Annual Interest						\$556,902.52		\$276,869.83		\$312,895.35		\$343,239.43		\$292,509.98
6 year Annual Interest						\$73,804.91		\$132,961.64		\$111,993.37		\$151,534.43		\$126,601.20
9 year Annual payment						\$ 3,203,313		\$ 2,335,489		\$ 2,639,376		\$ 2,895,338		\$ 2,467,419
6 year Annual payment						\$ 584,313		\$ 829,965		\$ 699,078		\$ 945,774		\$ 790,262
Total Payment						\$ 3,787,626		\$ 3,165,454		\$ 3,338,454		\$ 3,841,112		\$ 3,257,681

Three lease payments would be included at any one time in the annual UFA budget. Estimated payment is determined using simple interest.
 Plan includes a 2.5% per year inflation rate for estimated costs.
 The Capital Replacement Fund will receive funding from the sale of surplus and any additional appropriations during the budget process. This fund will provide some capital purchases with cash to reduce the dependence on loans and to allow some "off cycle" capital purchases.



GENERAL FUND CAPITAL REPLACEMENT PLAN (CASH): APRIL 9, 2026

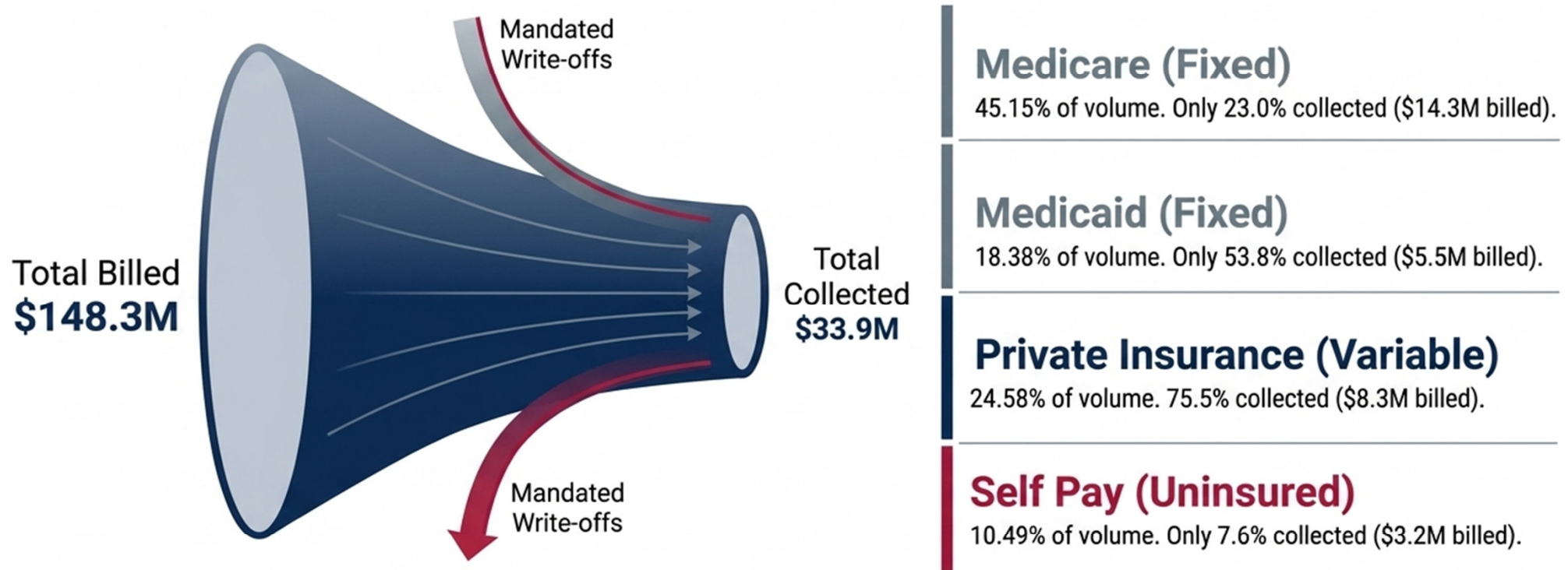
GENERAL FUND - CASH					FY26/27	FY27/28	FY28/29	FY29/30	FY30/31	FY31/32	FY32/33	FY33/34
Inventory												
Asset Line	Expense	Current Cost	Life Span									
APPARATUS												
Battalion/Engine Truck	4	1	\$165,000	5	\$0	\$0	\$0	\$0	\$226,000	\$0	\$0	\$0
Facilities Service Body Trucks	2		\$25,000	5	\$0	\$0	\$38,750	\$0	\$87,500	\$0	\$86,250	\$0
Total Apparatus Cost					\$0	\$0	\$78,750	\$0	\$808,500	\$0	\$86,250	\$0
GENERAL FUND - CASH												
Inventory					FY26/27	FY27/28	FY28/29	FY29/30	FY30/31	FY31/32	FY32/33	FY33/34
Asset Line	Expense	Current Cost	Life Span									
EQUIPMENT												
Non-Capital Equipment (Engines/Trucks)	27	2	\$15,000	NA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tireouts - Clean for Dirty Program	250		\$4,250	10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Search & Rescue Prop. Phase II	1		\$85,000	NA	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Dump Trailer	1		\$18,000	NA	\$18,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Wood Chippers	2		\$70,000	5	\$0	\$0	\$73,500	\$0	\$77,000	\$0	\$87,250	\$0
Video Laryngoscopes	45	5	\$1,800	5	\$0	\$0	\$86,625	\$0	\$0	\$0	\$74,750	\$0
Controlled Substance Sales	82	4	\$1,535	10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Servers	33		\$22,750	5	\$22,750	\$89,000	\$21,000	\$75,350	\$75,000	\$26,714	\$78,410	\$83,132
Storage Area Network (SAN)	1		\$170,000	5	\$170,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Firewall Hardware/Replacement/Software	1		\$147,839	NA	\$0	\$0	\$155,250	\$0	\$0	\$0	\$0	\$0
Storage Devices	5		\$80,750	5	\$80,750	\$31,539	\$32,288	\$33,036	\$33,825	\$34,584	\$35,351	\$36,131
Network Devices	6		\$15,000	4	\$0	\$31,080	\$32,700	\$0	\$34,320	\$35,100	\$0	\$36,080
Cable Network System	2		\$100,000	NA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Mobile Data Terminals (MDT)	340		\$4,800	3	\$54,800	\$150,675	\$154,350	\$158,025	\$161,700	\$0	\$798,900	\$0
LTE Antenna Upgrade	1		\$45,000	NA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Distributed Antenna Upgrade	3		\$32,606	NA	\$32,606	\$0	\$0	\$0	\$0	\$0	\$0	\$0
USDD Station Upgrade	1		\$35,430	NA	\$35,430	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cradle Point NCC	340		\$107,100	7	\$0	\$189,767	\$0	\$0	\$0	\$0	\$0	\$0
APC Uninterruptable Power at Station	1		\$14,000	7	\$0	\$0	\$0	\$0	\$0	\$25,750	\$0	\$0
EOC Upstream Switch	1		\$15,000	7	\$0	\$0	\$0	\$0	\$0	\$36,875	\$0	\$0
PPS Drying Cabinet	1		\$15,000	8	\$0	\$0	\$0	\$0	\$0	\$0	\$17,250	\$0
Battery Operated Fans	7		\$5,300	5	\$0	\$0	\$17,865	\$0	\$0	\$0	\$0	\$0
Flower Equipment	1		\$90,000	NA	\$0	\$51,250	\$0	\$51,250	\$0	\$66,250	\$0	\$58,750
Level A Suits	12	4	\$3,300	15	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Handheld Breath Test	1		\$24,000	NA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Handheld Power Tool Kits	2		\$32,500	NA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Disaster Recovery Improvements	1		\$32,500	NA	\$0	\$33,513	\$0	\$0	\$0	\$0	\$0	\$0
Station Network Improvements	1		\$32,000	NA	\$0	\$33,500	\$0	\$0	\$0	\$0	\$0	\$0
Ambulance Stretcher	1		\$36,500	NA	\$36,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HFE Station 312	1		\$235,000	NA	\$0	\$0	\$0	\$251,325	\$0	\$0	\$0	\$0
Total Equipment Cost					\$540,468	\$598,343	\$557,213	\$549,261	\$381,854	\$235,283	\$994,681	\$293,915
Total General Fund Cost					\$540,468	\$598,343	\$635,963	\$549,261	\$1,190,354	\$235,283	\$1,080,931	\$293,915

Plan includes a 2.5% per year inflation rate for estimated costs.

Cost Mitigation: Shielding Municipalities from Inflation

Macro Economic Pressures (Upward)	Active Management Offsets (Downward)
Wage Competitiveness COLA implemented at 3.6% for all employees, plus market adjustments for sworn/civilian staff.	Pension Efficiencies Leveraged a \$560k systemic drop in URS (Utah Retirement Systems) rates.
Capital Modernization \$1.83M debt service initiated for the highly anticipated Fire Training Facility.	Operational Pruning Executed \$394k in Stress Test Cuts to lean out the operating model.
Healthcare Costs 3.7% renewal rate for health insurance (9.9% for dental); HRA benefit expansion.	Debt Retirement Eliminated the Warehouse Loan payment, freeing up \$184k system-wide.

Emergency Transport Revenue: The Fixed-Payer Ceiling



While ambulance revenue offsets \$380,000 of budget pressure this year, over 63% of our payer mix consists of Medicare/Medicaid, where uncollected balances are mandated write-offs, capping this revenue stream.

Allocation Breakdown: Where Holladay's Assessment Goes

4.11% proportional share applied across UFA divisions (Pre-Credit Total).



The Fractional Value: Maximum Readiness, Shared Burden

Holladay Contributes 3.98%

\$3.26M Post-Credit Member Fee.



Holladay Accesses 100%



- Immediate access to the 9-Year Capital Replacement Plan (\$66.8M in rotating apparatus).
- Built-in specialized divisions impossible to fund locally (USAR, Specialized Wildland Teams, Heavy Logistics, Advanced Technology Infrastructure).

By funding exactly 1.03 equivalent stations, Holladay secures the localized coverage of 4 physical stations and the absolute backing of an \$84.5 million regional emergency network.