

**BLUFFDALE CITY
CITY COUNCIL,
MEETING AGENDA**
City Council Chambers
Wednesday, September 23, 2026, at 5:00 p.m.



Mayor Natalie Hall
Councilmember Steve Austin
Councilmember Wendy Aston
Councilmember Greg Wilding
Councilmember Mackey Smith
Councilmember Alan Lord

Notice is hereby given that the Bluffdale City Council will hold a meeting on Wednesday, September 23, 2026, at Bluffdale City Hall, 2222 West 14400 South, Bluffdale, Utah. The meeting will begin at **5:00 PM** or as soon thereafter as possible. This meeting will also be broadcast live to the public at: www.bluffdale.gov. The public may comment at the meeting or by emailing comments to councilmeetingcomment@bluffdale.gov by **4:00 PM** the day of the meeting. Emailed comments will be submitted to the City Council but will not be read at the meeting. Notice is further given that access to this meeting by the City Council may be by electronic means.

In the event the meeting is disrupted in any way that the City in its sole discretion deems inappropriate, the City reserves the right to immediately remove the individual(s) from the meeting and, if needed, end virtual access to the meeting. Reasons for removing an individual or ending virtual access to the meeting include but are not limited to the posting of offensive pictures, remarks, or making offensive statements, disrespectful statements or actions, and any other action deemed inappropriate.

BLUFFDALE CITY COUNCIL WORK SESSION 5:00 P.M. (The work session is for identifying future items and other council discussion. In accordance with Utah Code § 52-4-201(2)(a), while the meeting may be open to the public, there will not be any opportunity for public input during the work session).

1. **Call to Order:** (Roll Call).
2. **Discussion/ Presentation Items:**
 - 2.1 Discussion- Chapel Row Development Agreement, Bret Lovell, Developer. *(Staff Presenters, Caitlyn Tubbs and Fred Donaldson)*
 - 2.2 Other Discussion items from Council. *(Staff Presenter, Grant Crowell and Caitlyn Tubbs)*
3. **Discussion.**
4. **Adjournment.**

BLUFFDALE CITY COUNCIL REGULAR BUSINESS MEETING 6:00 P.M.

1. **Call to Order:** (Roll Call, Invocation, Pledge of Allegiance*).
2. **Minute and Agenda Approval:**
 - 2.1 September 09, 2026, City Council Meeting Minutes.
 - 2.2 Approval of this meeting's agenda.
3. **Presentation Items:**
 - 3.1 Miss Bluffdale Quarterly Report. *(Presenter, Isabel Flynn)*
 - 3.2 14600 South Railroad Project update *(Staff Presenter, Tod Wadsworth)*
 - 3.3 Presentation of Environmental Feasibility Study, 14600 South Spring View Farms to Redwood Road. *(Presenter, Jeremy Searle, Wall Consultant Group)*
4. **Public Comment:** (This is a time and place for any person who wishes to comment on items **not** scheduled on the agenda for public hearing. Any person or group wishing to comment on any item not otherwise scheduled for public hearing on the agenda may address the City Council at this point by stepping to the microphone and giving his or her name for the record or by emailing councilmeetingcomment@bluffdale.gov. Comments should be limited to not more

than three (3) minutes, unless additional time is authorized by the Chair. Groups wishing to comment will be asked to appoint a spokesperson. Items brought forward to the attention of the City Council will be turned over to staff to provide a response outside of the City Council meeting.)

5. **Consent Agenda:** (These items are considered by the City Council to be routine and will be enacted by a single motion. If discussion is desired on any particular consent item, that item may be removed from the consent agenda and considered separately. No public comment will be permitted.)

5.1 **Resolution 2026-44-** Appointing a board member to Healthy Bluffdale Coalition Board.

6. **Action or Discussion Items; Items Continued from Previous Meeting:** (These items are considered by the City Council individually. No public comment will be permitted.)

6.1 None.

7. **Public Hearing Items:** (Public comments must abide by the requirements listed above).

7.1 **Ordinance 2026-17-** Consideration and Vote on Bluffdale Transportation Master Plan. (*Presenter, Jeremy Searle, Wall Consultant Group*)

7.2 **Ordinance 2026-18-** Consideration and Vote on Roadway Standard Cross Sections. (*Staff Presenter, Addison Mitton*)

7.3 **Ordinance 2026-19-** Consideration and Vote on a request to amend the General Plan Map for approximately 2.09 acres at 14553 S 3400 W from Very Low Density Residential to Residential. (*Staff Presenter, Caitlyn Tubbs*)

7.4 **Ordinance 2026-20-** Consideration and Vote on a request to amend the Zoning Map for approximately 2.09 acres at 14553 S 3400 W from R1 to R2 Residential. (*Staff Presenter, Caitlyn Tubbs*)

8. **Staff Reports, Additional Council Discussion, and Calendaring Items:**

9. **Closed Meetings** - if any: (This meeting will be closed to the public for one of the stated purposes found in Utah Code § 52-4-205(1), which is usually for one of the following purposes: discussion of the character, professional competence, or physical or mental health of an individual; discuss collective bargaining; discuss pending or reasonably imminent litigation; discuss the purchase, exchange, sale, or lease of real property, including water rights or water shares).

10. **Adjournment.**

CERTIFICATE OF POSTING

I hereby certify that the foregoing notice and agenda was posted at the Bluffdale City Hall and on the City's website (www.bluffdale.gov), and posted on the Utah State Public Notice website (www.utah.gov.pmn).

Published and posted on **September 18, 2026.**



Tami Timothy
City Recorder

In compliance with the American with Disabilities Act, individuals needing assistance or other services or accommodation for this meeting should contact Bluffdale City Hall at least 24 hours in advance of this meeting at 801-254-2200. TTY 7-1-1.

*Contact the City Recorder if you desire to give the Invocation or lead the Pledge of Allegiance.



THE CITY OF BLUFFDALE

2222 W 14400 South • Bluffdale, Utah 84065 • (801) 254-2200 • Fax (801) 253-3270

Memo

TO: Mayor Hall, Bluffdale City Council
FROM: Planning Department Staff
DATE: September 18, 2026
RE: Chapel Row Development Agreement (Application 2026-26)

Mayor and Council -

The Bluffdale Planning Department received a Development Agreement application for 15.72 acres at 3515 West 13800 South on August 10, 2026 (Application 2026-26). The Applicant proposes the development of 20 detached single-family residential lots and a 6.2-acre agricultural parcel with a seasonal farm stand.

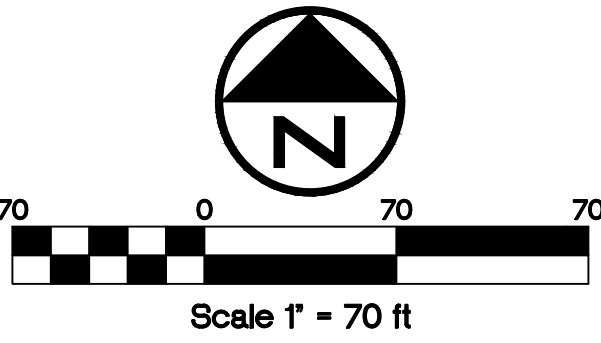
The current [General Plan Land Use Map](#) contemplates Very Low Density Residential development on this parcel, which supports density of less than one dwelling unit per acre. The subject property is currently zoned R1, which requires a minimum lot size of one acre (43,560 square feet). The Applicant's proposal would equate to a net density of 1.27 dwelling units per acre and the current concept plan includes lots ranging between 14,000 to 27,173 square feet in size. The City's existing [Transportation Master Plan](#) classifies 3600 West as a Minor Collector. 13800 South is classified as a Major Collector west of 3600 West and as a Minor Collector east of 3600 West.

The Applicant has chosen not to file applications to amend the General Plan Land Use Map and Zoning Map, but proposes a Development Agreement with the City to permit development of this property in accordance with the provided concept plan.

Exhibit:
Applicant's Concept Plan

CHAPEL ROW SUBDIVISION

CONCEPT PLAN



GENERAL NOTES:
FRONT SETBACK: 25'
SIDE SETBACK: CORNER LOT: 20'
SIDE SETBACK: 10'
REAR SETBACK: 20'



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**BLUFFDALE CITY COUNCIL
MEETING MINUTES
Wednesday, September 9, 2026**

Present:

City Council: Natalie Hall, Mayor
 Wendy Aston
 Steve Austin
 Alan Lord
 Mackey Smith
 Greg Wilding

Staff: Bruce Kartchner, City Manager
 Fred Donaldson, City Attorney
 Tami Timothy, City Recorder
 Stephanie Thayer, Administrative Services Director
 Grant Crowell, Community and Economic Development Manager
 Caitlyn Tubbs, Planning Manager
 Shane Paddock, Public Works Director
 Matt Evans, Fire Chief
 Amanda Luker, Communications Specialist
 Carl Hamer, Police Sergeant

BLUFFDALE CITY COUNCIL REGULAR BUSINESS MEETING

1. Call to Order.

Mayor Hall called the meeting to order at 6:00 PM. All members of the City Council were present.

Fred Donaldson offered the invocation and led the Pledge of Allegiance.

2. Minutes and Agenda Approval.

2.1 August 26, 2026, City Council Meeting Minutes.

2.2 Approval of this Meeting's Agenda.

Council Member Aston moved to APPROVE the Consent Agenda, as presented. Council Member Wilding SECONDED the motion. The motion passed with the unanimous consent of the Council.

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3. Presentation Items.

3.1 Constitution Week 2026 Proclamation signing and presentation to the Daughters of the American Revolution. (Presenter, Mayor Hall).

Mayor Hall reminded residents that, as part of the City’s annual tradition, Constitution Week would be celebrated beginning September 15. She announced that youth and several founding fathers would participate in a reading of the Constitution on Tuesday, September 15, beginning at 8:30 a.m., and invited the public to attend.

Mayor Hall also announced that the Hope of America traveling museum would be in Bluffdale for three days during Constitution Week. The museum features dioramas depicting the history of the United States and its founding fathers.

Mayor Hall recognized Marianne Crump of the Spirit of America Chapter of the Daughters of the American Revolution and presented her with the City’s Constitution Week proclamation. Mayor Hall then invited the City Council to join her for a photograph with Ms. Crump.

4. Public Comment.

Mayor Hall opened the public comment period. The public comment period was closed.

5. Consent Agenda

5.1 Resolution 2026-43 – A Resolution Authorizing Waiver of Procurement Provisions for 14600 South Precast Culvert.

Council Member Austin moved to APPROVE the Consent Agenda, as presented. Council Member Aston SECONDED the motion. The motion passed with the unanimous consent of the Council.

6. Action or Discussion Items; Continued from Previous Meeting.

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6.1 Presentation and Discussion on Development Applications that include a General Plan Change and/ or a Development Agreement. (Staff Presenters, Grant Crowell and Fred Donaldson).

Community and Economic Director, Grant Crowell explained that development agreements are contracts between the City and a property owner or developer that regulates and controls land use within a specific geographic area. He noted that development agreements may apply to commercial or residential projects and generally provide the developer with certain flexibility or development rights in exchange for consideration to the City, such as infrastructure contributions, park space, density, or other benefits. Development agreements may supplement existing zoning and, under state law, may in some circumstances be used in lieu of zoning or general plan provisions. Because they are contractual and can be complex, Crowell stated that earlier City Council involvement and feedback may be beneficial during the negotiation process.

City Attorney, Fred Donaldson emphasized that development agreements are an option available to the City Council and that no applicant is entitled to a development agreement. He explained that the agreement is an arm's-length contract between the City and developer.

Mr. Crowell reviewed other land-use tools used by the City, including traditional zoning, special districts, zoning overlays, mixed-use provisions, planned residential developments, clustered residential overlays, general plan amendments, and zoning text and map amendments. He noted that state law generally treats these as types of land-use regulations. Mr. Donaldson explained that the primary distinction between a development agreement and other land-use regulations is the enforcement mechanism. Development agreements are contracts enforceable through litigation, while zoning regulations may be enforced through zoning and other civil or criminal code-enforcement mechanisms.

City Manager, Bruce Kartchner asked whether development agreements and other land-use changes generally require multiple public hearings. Mr. Donaldson clarified that a development agreement does not require a public hearing in every circumstance. However, when an agreement requests

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1 exceptions or changes to existing code requirements, it follows the land-use regulation process,
2 including a public hearing before the Planning Commission and consideration by the City Council.

3
4 Mr. Crowell explained that a development agreement may not be appropriate when a project conforms
5 to existing zoning standards and does not require special consideration, such as changes to setbacks,
6 lot sizes, or other requirements. In those circumstances, a standard rezone or lot split may be sufficient
7 and would avoid the additional time and complexity associated with negotiating and administering a
8 contractual agreement.

9
10 Mr. Crowell stated that development agreements may be appropriate when special consideration is
11 exchanged for additional benefits, including increased density, parks, or other contributions. He also
12 noted that state law prohibits certain requirements from being imposed through ordinance, including
13 certain single-family residential design and landscaping requirements; development agreements may
14 provide a mechanism for addressing some of those matters. He explained that the City Council may
15 require a development agreement in conjunction with a rezone, although an applicant cannot be
16 compelled to sign one and could instead withdraw the application or have it denied. Mr. Crowell
17 stated that staff's goal is to have negotiations completed and the agreement signed by the developer
18 before the item reaches the City Council so that the agreement is not substantially revised during the
19 meeting. He emphasized that complex agreements require additional time and potentially additional
20 meetings.

21
22 Mr. Donaldson added that development agreements generally should be negotiated in advance and
23 noted that many municipalities require the applicant to sign the agreement before it is presented for
24 consideration. He cautioned that significant changes after the parties have agreed to the terms should
25 be approached thoughtfully rather than changing the terms during the meeting.

26
27 Mr. Kartchner clarified that having an agreement signed by the developer does not limit the Council's
28 authority to reject the agreement. He recommended that the Council avoid attempting to "wordsmith"
29 complex agreements during a meeting. If substantive changes are necessary, he suggested tabling the

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1 item so staff and the applicant can address the changes comprehensively, noting that a change to one
2 provision may affect numerous other provisions of the agreement.

3
4 Mr. Crowell explained that development agreements may either supplement an existing zone or, as
5 permitted by state law, incorporate provisions that historically might have required a rezone or general
6 plan amendment. He noted that the City currently has an application using a development agreement
7 to allow smaller lot sizes while retaining the existing R-1 zoning rather than creating a new zoning
8 designation. Mr. Crowell stated that the City may establish policies regarding how these tools should
9 be used. He further explained that development agreements provide negotiating leverage to achieve
10 City goals, may address zoning, code, or general plan provisions, typically establish an expiration
11 period negotiated according to the complexity of the agreement, and generally run with the land and
12 bind successors and assigns.

13
14 Mr. Donaldson confirmed that many development agreements are recorded against the property and
15 run with the land. Consequently, subsequent purchasers may become parties to the agreement even
16 though they were not parties to the original agreement.

17
18 Mr. Crowell explained that the Planning Commission has a role in development agreements because
19 they constitute land-use regulations. The Planning Commission reviews the matters, provides
20 observations and recommendations, and may require additional guidance as it becomes more familiar
21 with the process. He stated that staff would continue discussing options for obtaining City Council
22 feedback earlier in the process, particularly for more complex development agreements.

23
24 Mr. Donaldson concluded that because development agreements are negotiated contracts, the process
25 provides an opportunity for both the developer and City to receive consideration. He described the
26 process as an opportunity to create a mutually beneficial arrangement in which the developer receives
27 requested development flexibility while the City obtains benefits that advance its goals.

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1 Mayor Hall confirmed that a development agreement is most appropriate when there is an exchange
2 of consideration, such as a park contribution or right-of-way, and noted that a simple project without
3 such an exchange may not require a development agreement. Fred Donaldson agreed, stating that
4 when an applicant is not seeking deviations from existing requirements and the City does not need
5 additional consideration, a standard rezone would generally be preferable.

6
7 Council Member Wilding asked which alternative land-use tools remain available in the City Code
8 and have been used recently. Grant Crowell explained that the Special District ordinance remains
9 available, with a 20-acre threshold for residential applications; the commercial threshold has been
10 modified and could be further amended by ordinance. The Infill Overlay Zone remains available in
11 the R-4 zone. The Cluster Residential Overlay technically remains in the Code, but changes to density
12 calculations, open-space requirements, and minimum lot size have made it impractical, and it has not
13 been used since the Parry Farms and Spring View projects. Crowell noted that the Planned Residential
14 Development (PRD) and Cluster Residential Development (CRD) provisions have been repealed. The
15 PRD had been used for projects including Falls at Bolden Ridge and Ponderosa, while the CRD was
16 used for Bluffdale Heights in conjunction with a development agreement.

17
18 Mr. Crowell further explained that the Mixed-Use Zone remains available and includes open-space
19 considerations in its density calculations, although it requires substantial project planning. He
20 identified the Independence master-planned community as an example of its use and noted that
21 portions of the original development remain to be developed. He also identified a multifamily zone
22 that remains available but has been used infrequently.

23
24 Bruce Kartchner followed up regarding the process for obtaining early City Council feedback on
25 development agreements. He stated that he had previously emailed the Council regarding potential
26 approaches and understood that the general preference was to use an early work session to discuss
27 broad project parameters rather than detailed provisions. Mayor Hall confirmed that the City would
28 hold work sessions for the remainder of the year, beginning at 5:00 p.m. with the September meetings.

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Mr. Crowell asked whether staff should have guidance regarding which projects should be brought to a work session and how requests for Council feedback should be initiated. He referenced a development agreement currently under review by the Development Review Committee and noted that staff had already spent considerable time reviewing the application. He indicated that the project could be appropriate for an upcoming work session and stated that applicants frequently seek an indication of whether a proposed development concept is likely to receive Council support.

Mr. Donaldson stated that staff frequently receives questions from applicants regarding the Council's level of interest in particular applications. He explained that applicants often seek to gauge the Council's position before proceeding further and said that the work sessions should provide a useful forum for addressing those questions.

Mayor Hall thanked the staff for the presentation and announced the upcoming meeting schedule. The next City Council meeting and work session would be held September 23 at 5:00 p.m., followed by a meeting October 14 at 5:00 p.m. and November 18 at 5:00 p.m. The December 9 meeting at 5:00 p.m. would be held if necessary. Mayor Hall noted that the City currently has one meeting scheduled in October, November, and December, but an additional December meeting could be scheduled if development-related matters require it. Council Members were asked to email the City Manager with topics they would like considered for future work session agendas.

7. Public Hearing Items.

7.1 Ordinance 2026-16 – A request to amend the Zoning Map for approximately 2.01 acres at 14433 S 2200 W from R1 Residential to R2 Residential. (Staff Presenter, Caitlyn Tubbs)

City Planner, Caitlyn Tubbs presented a zone map amendment request from PKEG Investments LLC, represented by Paxton and Kelly Guymon, to change the zoning of a 2.01-acre parcel from R-1, formerly R-143, to the new R-2 zone. The property is located across the roundabout from City Hall and contains an existing home, landscaping, and outbuildings. The applicant proposes to subdivide the property into two lots, approximately 1.14 acres and 0.86 acres, to allow construction of a new

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1 home on the vacant portion. Ms. Tubbs explained that the General Plan designates the area for very
2 low-density residential development, defined as less than one dwelling unit per acre. With two lots
3 on the 2.01-acre property, the resulting density would be approximately 0.995 dwelling units per acre,
4 making the proposal consistent with the General Plan. Although state law does not require zoning and
5 General Plan consistency, Bluffdale's ordinance does require consistency between the two.

6
7 Mr. Tubbs reported that on August 19, the Planning Commission forwarded a positive
8 recommendation to the City Council for the zone map amendment. The Planning Commission
9 additionally recommended that the City Council and applicant enter into a parallel development
10 agreement providing that the property would not be subdivided into more than the two lots shown on
11 the submitted concept plan. The Planning Commission also discussed the surrounding area and asked
12 how many nearby properties could potentially qualify for a similar R-2 zone map amendment. Ms.
13 Tubbs explained that the R-2 zone requires a minimum parcel size of two acres to apply for the zoning.
14 Staff therefore reviewed privately owned parcels within 1,500 feet of the applicant's property that are
15 larger than two acres. City Hall, City Park, and the rodeo grounds were excluded from consideration
16 because they are city-owned properties and are not available for subdivision.

17
18 Ms. Tubbs provided additional context regarding the surrounding transportation and land-use
19 designations. She explained that 2200 West is identified as a minor collector in the City's Master
20 Transportation Plan, while 14400 South, between 2700 West and Redwood Road, is identified as a
21 major collector. The applicant's property is therefore located at the intersection of two collector
22 streets. Several of the nearby privately owned parcels larger than two acres are also designated very
23 low-density residential in the General Plan, while others are designated for commercial or
24 civic/institutional uses. Most are currently zoned R-1, although portions of some parcels are zoned R-
25 4.

26
27 Ms. Tubbs presented potential motions for Council consideration. She explained that the Council
28 could approve the zone map amendment without the Planning Commission's recommended

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1 development agreement, table the matter to allow staff sufficient time to work with the applicant on
2 a development agreement and return the item at a date certain or uncertain, or deny the request.

3
4 Mayor Hall opened the discussion for Council questions regarding the presentation.

5
6 Council Member Wilding stated that he had no questions, but provided comments regarding the
7 surrounding parcels. He noted that he had been told by a resident of a nearby development that the
8 large parcel on 2200 West is subject to internal covenants, conditions, and restrictions (CC&Rs) that
9 would prohibit further subdivision. He clarified that he had not independently verified the
10 information. He also noted that his review of the 1,500-foot area identified several existing parcels
11 smaller than one acre, including lots approximately one-third, one-half, and three-quarters of an acre
12 in size.

13
14 Council Member Austin asked whether, if the Planning Commission recommended a development
15 agreement with the zoning change, the City could proceed with a development agreement alone rather
16 than both a zone map amendment and development agreement. Caitlyn Tubbs explained that the
17 decision was a matter of City Council policy and that state and City law would allow the Council to
18 proceed with a zone map amendment alone, both a zone map amendment and development agreement,
19 or a development agreement alone.

20
21 Council Member Austin further asked whether there was a legal reason the property could not remain
22 R-1 while being subject to a development agreement. Ms. Tubbs confirmed that a development
23 agreement alone could be pursued if that was the Council's policy direction. Fred Donaldson clarified
24 that if the developer was willing to comply with the underlying zoning regulations, the City could not
25 require a development agreement. He explained that the Planning Commission's recommendation for
26 a development agreement was based on the possibility that the property could be further subdivided.
27 Grant Crowell noted that because there was not currently an application for a development agreement,
28 the Council might need to deny the existing request if it wished to pursue that approach and have the
29 applicant submit a separate application.

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1 Council Member Aston questioned the need for a development agreement, noting that the City was
2 not seeking a park, trail, or other consideration from the applicant and that the request was simply to
3 construct one additional home.

4
5 Council Member Smith asked whether, once the property was rezoned and subdivided into the
6 proposed two parcels, either parcel would be eligible for further subdivision under the R-2 zone's two-
7 acre minimum parcel requirement. Council Member Austin clarified that the current application was
8 for a rezone and did not itself constitute the subdivision. He explained that if the property were
9 rezoned but not yet subdivided and subsequently transferred to a new owner, the new owner could
10 potentially subdivide the property further under the R-2 zoning.

11
12 Council Member Lord stated that he shared Austin's concern regarding the precedent a rezone could
13 establish in other areas. He explained that a future change in ownership could potentially result in
14 development at a greater density than the existing neighborhood and expressed concern about altering
15 zoning in areas primarily consisting of one-acre or larger lots. He stated that he would prefer a
16 development agreement if it would allow the applicant to proceed without establishing a precedent
17 for rezoning similarly situated R-1 properties.

18
19 Council Member Aston expressed concern that requiring a development agreement could impose a
20 significant financial burden on a property owner seeking to exercise property rights. She pointed out
21 that the existing home occupies approximately 1.2 acres, is substantially improved and landscaped,
22 and would be unlikely to be demolished. She also noted that the remaining approximately 0.86-acre
23 portion would have insufficient area for substantial additional development under the proposed zoning
24 and questioned the potential impact of allowing one additional home on that portion of the property.
25 Council Member Austin explained that the nearby homes to the east were developed through
26 variances rather than a change to a different zoning designation. He reiterated that his concern, as well
27 as Council Member Lord's, was avoiding a precedent for rezoning established R-1 neighborhoods.

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1 Council Member Aston noted that the Council retains discretion to deny zoning applications.
2 Donaldson clarified that no legally binding precedent would be created by the Council's decision.
3 Austin acknowledged that distinction but stated that a decision could nevertheless establish an
4 "emotional precedence" in the community.

5
6 Council Member Aston further stated that the proposal would maintain the overall one-dwelling-unit-
7 per-acre density because the two proposed lots would collectively remain approximately two acres.
8 Mr. Donaldson clarified that although Council Member Lord had referenced the possibility of four
9 homes, the applicable density restriction would limit the maximum development to three homes.

10
11 Council Member Smith returned to his earlier question and confirmed that, if the rezone and proposed
12 subdivision were approved, the resulting parcels could not subsequently be subdivided into additional
13 half-acre lots under the two-acre minimum requirement.

14
15 Council Member Wilding disclosed that the Guymons are ongoing clients of Wilding Engineering
16 and that his firm is performing engineering work for the project.

17
18 Applicant, Paxton Guymon addressed the Council and acknowledged that the request had generated
19 differing opinions despite being a small and straightforward project and stated that he respected the
20 Council's discretion. Mr. Guymon agreed with Council Member Aston's observation regarding the
21 existing approximately 1.15-acre improved portion of the property. He explained that the property
22 contains substantial fill, elevated areas, landscaping, and rock retaining walls, and stated that there
23 was no intention to remove those improvements or redevelop that portion of the property. He affirmed
24 that the applicant's goal was to create only two lots and stated that he and his wife were willing to
25 enter into a development agreement limiting the property to two lots if the Council deemed that
26 necessary.

27
28 Mr. Guymon explained that the purpose of the request was to allow him and his wife to design and
29 construct their own home on the proposed 0.86-acre lot. He noted that he is a real estate land-use

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1 attorney and has negotiated and prepared more than 50 development agreements. Based on his
2 professional experience, he stated that development agreements are generally appropriate when there
3 is a negotiated exchange of consideration, such as open space, enhanced infrastructure, or expanded
4 road or utility improvements. He characterized the current proposal as a straightforward project that
5 did not involve concessions or special benefits being exchanged between the applicant and City and
6 therefore did not believe a development agreement was necessary. However, he reiterated that the
7 applicants were willing to sign one if required by the Council.

8
9 Mr. Guymon also addressed concerns regarding precedent. He stated that the Council has discretion
10 to approve or deny zoning applications and is not legally obligated to approve a future application
11 simply because a prior application was approved. He argued that the proposed rezone would remain
12 consistent with the General Plan's density limitation of no more than one dwelling unit per acre and
13 therefore would not establish a harmful precedent for applicants who could not demonstrate similar
14 consistency. He concluded by stating that the applicants intended to have two lots and expressed
15 willingness to answer additional questions.

16
17 Council Member Smith asked about the anticipated timeline for completing the subdivision and
18 constructing the additional home. Mr. Guymon stated that, if the rezone were approved, the applicants
19 intended to begin work on their subdivision application within approximately one week. He
20 emphasized that there was no anticipated delay and that the property would proceed toward
21 development.

22
23 Council Member Smith asked whether the existing home was intended to remain a family residence.
24 Mr. Guymon clarified that the existing home is currently operated as an Airbnb and that, because of
25 tax considerations, he and his wife use it as an investment property rather than as their residence. He
26 stated that they intend to live in the new home on the adjacent proposed lot and manage the existing
27 investment property from there.

28
29 Mayor Hall opened the public hearing.

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1 *Kristi De Oliveira*, a nearby Bluffdale resident, stated that the existing home is advertised as a short-
2 term rental accommodating as many as 24 guests and 15 vehicles and that the accessory dwelling unit
3 is also rented. She questioned whether those operations comply with City short-term-rental
4 requirements and expressed concern that the property's level of activity, noise, and vehicle traffic is
5 inconsistent with a low-density residential neighborhood. She also voiced concern that the proposed
6 second home could become another short-term rental and increase transient occupancy in the area.

7
8 *Connie Pavlakis* stated that residents generally did not object to the Guymons building and living in
9 a new home but remained concerned about rezoning the property. She reported that some residents
10 no longer attend meetings because they do not feel heard or represented. Ms. Pavlakis urged the
11 Council to consider a development agreement in lieu of rezoning, stating that such an agreement could
12 preserve the R-1 zoning, provide the requested setbacks, address neighborhood concerns, and
13 incorporate applicable enforcement provisions. She further noted the irregular configuration of the
14 proposed lot, its proximity to the roundabout, and the prior dedication of approximately 0.02 acres
15 for the roundabout as reasons the proposal was unique and appropriate for a development agreement.

16
17 *Kim Graham*, an Oak Point resident, stated that she did not oppose subdividing the property if the
18 applicants intended to reside in the new home. However, she expressed concern about creating another
19 short-term rental and described reports of numerous vehicles and police presence at the existing rental
20 during late hours. She stated that increased traffic could affect neighborhood safety, particularly for
21 children, and requested that any development agreement prohibit use of the new home as a short-term
22 rental.

23
24 *Sue Douglas* stated that private CC&Rs are not necessarily permanent and characterized statements
25 regarding restrictions on other nearby lots as unverified.

26
27 Mayor Hall closed the public hearing and returned the matter to the Council for discussion.
28

DRAFT – FOR DISCUSSION PURPOSES ONLY

**BLUFFDALE CITY COUNCIL
MEETING MINUTES
Wednesday, September 9, 2026**

1 Council Member Lord reiterated his opposition to the rezone and stated that he preferred a
2 development agreement containing appropriate restrictions. He believed that approach would allow
3 the applicants to construct the proposed home while avoiding broader concerns associated with
4 changing the property to R-2.

5
6 Council Member Austin stated that he supported allowing the Guymons to divide the property and
7 welcomed them as future residents of the neighborhood. However, he shared concerns regarding the
8 rezone and stated that, if the subdivision could be accomplished through a development agreement
9 without rezoning, that would be his preferred approach.

10
11 Council Member Aston stated that concerns regarding the existing short-term rental should be
12 addressed through the City's ongoing short-term-rental policy. She viewed the application as a
13 straightforward subdivision that would retain an overall density of approximately one dwelling unit
14 per acre and would not require a road, land dedication, trail, park, or other public improvement. She
15 expressed concern that requiring a development agreement for a 0.14-acre lot-size difference would
16 impose unnecessary application and legal costs on the applicant.

17
18 Council Member Smith asked whether the City could enter into a development agreement during the
19 subsequent subdivision process if, after the rezone, the applicant proposed changes to the property
20 beyond those currently contemplated. City Attorney Fred Donaldson explained that subdivision
21 approval is an administrative process and would not return to the City Council. A development
22 agreement, by contrast, is legislative and requires Council consideration. He confirmed that a later
23 development agreement would generally arise only if the property owner sought changes beyond what
24 the zoning allowed.

25
26 Council Member Wilding asked whether the rezone could be approved subject to a development
27 agreement limiting the property to one additional home. Mr. Donaldson stated that the Council could
28 do so but did not recommend approving the rezone before finalizing the agreement. If the Council
29 wished to pursue both, he recommended tabling the rezone and considering it together with a

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**BLUFFDALE CITY COUNCIL
MEETING MINUTES
Wednesday, September 9, 2026**

1 completed development agreement at a subsequent meeting. If the Council instead chose a
2 development agreement without rezoning, the current application would need to be denied or not
3 approved, and a new agreement would need to be drafted and reviewed by the Planning Commission
4 before returning to the Council.

5
6 Council Member Austin asked staff to clarify whether a development agreement requires the City to
7 receive consideration and whether the City may request concessions in return for the development
8 concessions granted through the agreement. Mr. Donaldson clarified that a valid development
9 agreement requires consideration and a negotiated exchange. He explained that the City's
10 consideration need not be a street, park, land dedication, or similar improvement; in this case, it could
11 be the applicant's commitment that the property would not be further subdivided.

12
13 Council Member Aston questioned the need to negotiate a development agreement for what she
14 characterized as a straightforward subdivision involving one additional residence on an approximately
15 two-acre property. Council Member Austin responded that the matter was not straightforward because
16 residents opposed the proposed rezone. Council Member Aston stated that the opposition effectively
17 restricted the applicant's ability to build a home and exercise property rights. Council Member Austin
18 clarified that residents opposed the zoning change rather than construction of a home and emphasized
19 that the rezone had been the central concern expressed throughout the discussion. Council Member
20 Aston maintained that the rezone would not materially affect the outcome and characterized it as a
21 sound and straightforward policy decision.

22
23 Council Member Smith recalled that the Council's prior zoning text amendments had established a
24 process for property owners to seek this type of rezone and stated that the applicants had submitted
25 their request in good faith. He said the request was consistent with his prior reasoning so long as it
26 did not impose an undue burden on neighboring properties. While acknowledging concerns regarding
27 short-term rentals and noting that the Council had recently addressed, and would continue discussing,
28 short-term-rental regulations, he concluded that the applicant's property rights supported approval.

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**BLUFFDALE CITY COUNCIL
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Council Member Smith moved to APPROVE Ordinance 2026-16 – A request to amend the Zoning Map for approximately 2.01 acres at 14433 S 2200 W from R1 Residential to R2 Residential. Council Member Aston SECONDED the motion. Vote on Motion: Council Member Smith-Yes, Council Member Lord-No, Council Member Austin-No, Council Member Aston-Yes, Council Member Wilding-Abstain, Mayor Hall- Yes. The motion passed by a vote of 3-to-2.

8. Staff Reports, Additional Council Discussion, and Calendaring Items.

City Manager, Bruce Kartchner reviewed upcoming community events. He noted that September 11 marked the 25th anniversary of the 2001 terrorist attacks and was also recognized as a National Day of Service; residents were encouraged to clear gutters and street-side storm drains near their homes.

He announced that the Firefighters' Association would host a free pancake breakfast from 8:00 to 10:00 a.m. on Saturday at Fire Station 92, open to all attendees.

Mr. Kartchner also announced the Get to the River Family Festival and Safety Fair at Day Ranch Park beginning at 6:30 p.m. in conjunction with the final Food Truck Tuesday of the season; the event would include e-bike safety information from Antelope Bikes and informational booths hosted by the fire and police departments.

Bluffdale Arts would hold a family paint night on September 25, with a fee for supplies, and the City would host an open-house-style volunteer appreciation night on September 28 at 6:00 p.m.

He concluded by announcing a Fire Department open house at Fire Station 92 from 6:00 to 8:00 p.m. in October, providing residents an opportunity to meet first responders and view fire and emergency-response equipment, and encouraged residents to participate in the scheduled activities.

DRAFT – FOR DISCUSSION PURPOSES ONLY

**BLUFFDALE CITY COUNCIL
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Wednesday, September 9, 2026**

9. Closed Meeting.

Mayor Hall requested a closed meeting to discuss pending litigation.

Council Member Wilding moved to ADJOURN the City Council Meeting and convene a Closed Meeting to discuss litigation. Council Member Aston SECONDED the motion. Vote on the Motion: Council Member Lord-Yes, Council Member Austin-Yes, Council Member Aston-Yes, Council Member Wilding-Yes, Council Member Smith-Yes,. The motion passed with the unanimous consent of the Council.

The City Council was in closed session from 7:14 p.m. to 7:44 p.m.

10. Adjournment.

Council Member Wilding moved to ADJOURN. Council Member Austin SEDCONDED the motion. The motion passed with the unanimous consent of the Council.

The Regular Business Meeting adjourned at 7:45 PM.

Tami Timothy, UCC, CMC
City Recorder

Approved: _____

DRAFT – FOR DISCUSSION PURPOSES ONLY

**BLUFFDALE CITY COUNCIL
MEETING MINUTES
Wednesday, September 9, 2026**

1
2
3
4
5
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7



Date: September 23, 2026

From: 
Addison Mitton, P.E.
Assistant City Engineer, City of Bluffdale

To: Mayor Natalie Hall
City Council

RE: Environmental Feasibility Study for 14600 South (Redwood Rd to Spring View Pkwy)

The City has engaged a consultant to complete an Environmental Feasibility Study for the future improvements and widening of 14600 South from Redwood Road to Spring View Parkway. The future improvements seek to enhance safety and mobility of this critical east-west corridor. This study is necessary to evaluate alternatives for the improvements and their impacts to both the environment and residents living along this corridor. It is also a necessary requirement to apply for funding beyond the City's resources for construction of the future improvements.

BLUFFDALE

14600 SOUTH REDWOOD TO SPRING VIEW PARKWAY

ENVIRONMENTAL FEASIBILITY STUDY



14600 SOUTH REDWOOD ROAD TO SPRING VIEW PARKWAY ROADWAY IMPROVEMENT PROJECT ENVIRONMENTAL FEASIBILITY STUDY

SIGNATURE PAGE

Bluffdale City has determined that the Preferred Alternative for the 14600 South Redwood Road to Spring View Parkway Roadway Improvement Project will have no significant impact on the human environment. This determination is based on the attached Environmental Feasibility Study which discusses the Project's purpose and need, environmental resources in the project area, impacts and proposed mitigation measures.

Bluffdale City Manager

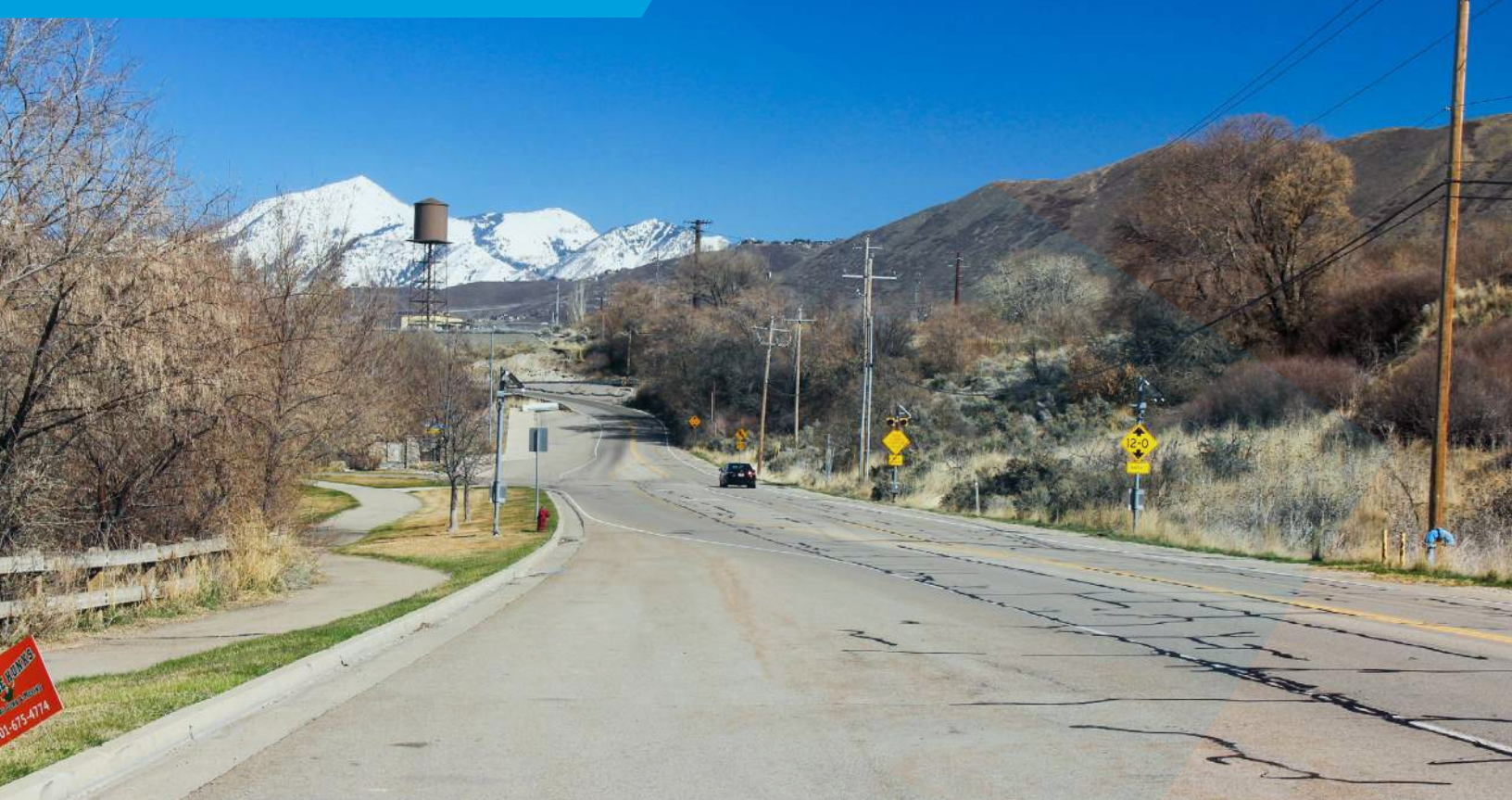
Date

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1. PURPOSE & NEED





1. PURPOSE & NEED

1.1 INTRODUCTION

The City of Bluffdale is proposing to widen 14600 South from Redwood Road (SR-68) to Spring View Parkway. 14600 South is currently a two-lane road that provides an east-west route for those traveling from I-15 to Redwood Road. Continued growth in the area is anticipated to generate increased traffic volumes on 14600 South. In particular, the Point Project, located less than a mile east of the Union Pacific Railroad (UPRR) / Utah Transit Authority (UTA) rail crossing at the former Utah State Prison site, will generate a significant amount of east-west traffic in the area. The Point Project will consist of high-density residential and commercial land uses, contributing to significant shifts in traffic patterns in the area. The City of Bluffdale is proposing improvements along the 14600 South corridor to address this anticipated growth and increase capacity for east-west travel through this area.

1.2 STUDY AREA

The study area is located in Township 4 South, Range 1 West, Sections 10 and 11 of the Salt

Lake Base & Meridian in the City of Bluffdale, Salt Lake County, Utah (Appendix A. Project Exhibits). Elevation in the project area runs west to east from approximately 4,475 ft to 4,417 ft above mean sea level. Land use in the area is primarily residential with agricultural uses, recreational trails and open space areas in the general vicinity. The Jordan River and the Jordan River Parkway Trail cross the 14600 South roadway within the project area. The Jordan and Salt Lake City Canal and the South Jordan Canal are also located in the project area.

14600 South is classified by the Bluffdale Transportation Plan (BTP) (adopted in August 2017, updated in February 2020) as an arterial. The posted speed limit on 14600 South within the study area is 35 mph. The proposed 14600 South Project would run from the intersection of 14600 South and Redwood Road east for approximately one mile to Spring View Parkway where it will tie into the 14600 South Railroad Crossing Project limits. The 14600 South Railroad Crossing Project is currently being constructed with completion anticipated by 2027.



1.3 PROJECT BACKGROUND

14600 South was historically owned and operated by the Utah Department of Transportation (UDOT) as State Road (SR) 140. Jurisdiction of the portion of SR-140 west of approximately 800 West was transferred to Bluffdale City in 2019. In 2020, 14600 South was extended west from 1690 West to Redwood Road creating a three-leg signalized intersection at Redwood Road and a four-leg intersection at 1690 West, with stop control on the north- and south-bound approaches. Around this same time, a traffic signal was installed at the undercrossing of the UPRR / UTA rail lines to more efficiently move vehicles through that one-lane segment. The BTP lists widening 14600 South from the existing two-lane cross section to a five-lane cross section from Redwood Road to Porter Rockwell Boulevard (SR-131) as a planned roadway improvement project.

In January 2023, Bluffdale City completed an Environmental Study to evaluate improvements to the railroad undercrossing. The project included an evaluation of roadway improvements along a portion of 14600 South west of the UPRR/UTA rail lines. Construction of the 14600 South Railroad Crossing Project commenced in 2025.

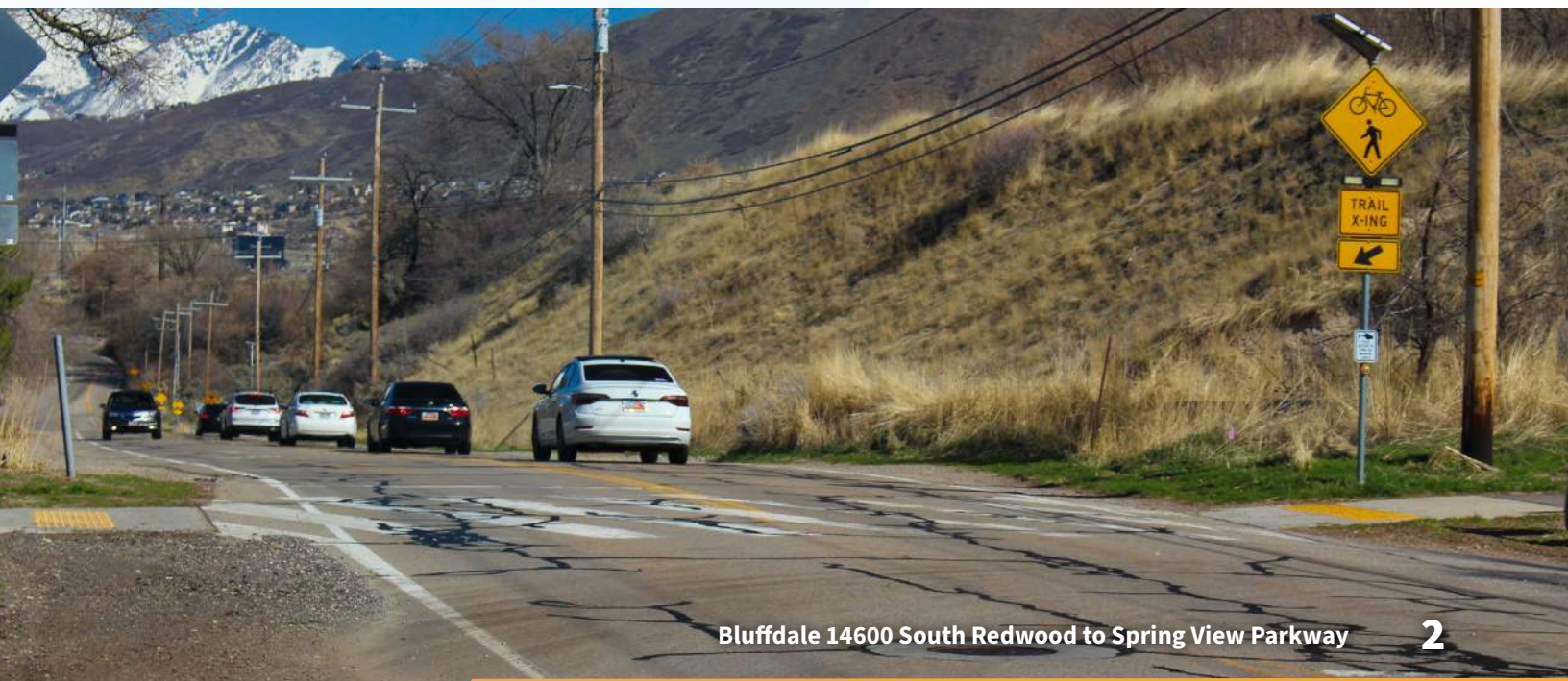
A traffic analysis for the 14600 South Redwood Road to Spring View Parkway Project was completed by Wall Consultant Group in September

2025 (Appendix B.) The traffic analysis determined that under the existing 14600 South configuration the Redwood Road/14600 South intersection is forecasted to operate at a Level of Service (LOS) E during peak AM traffic conditions by 2050. The other intersections along the 14600 South Project corridor (1690 West, 1630 West, 1300 West and Spring View Parkway), are all forecasted to operate at a LOS C or worse by 2050, with the 1690 West and the 1300 West intersections anticipated at an LOS F during peak PM traffic (Appendix B). This demonstrates the need for capacity and intersection improvements along 14600 South.



1.4 PURPOSE & NEED

The purpose of the proposed project is to improve the 14600 South Roadway from Redwood Road to Spring View Parkway and enhance mobility, active transportation and safety for all users. The project is needed to address current and forecasted travel demand for east – west travel from I-15 and Redwood Road. The project is also needed to correct deficiencies along the 14600 South roadway such as intersection and roadway capacity needs, curb, gutter, and shoulder width inconsistencies, and a lack of active transportation infrastructure. The project would create a consistent cross-section including bicycle and pedestrian spaces. The project would also address safety concerns along the corridor specifically at existing intersections, residential accesses, and the crossing of the Jordan River Trail.



2. ALTERNATIVES



2. ALTERNATIVES



2.1 INTRODUCTION

Chapter 2 describes the No Action Alternative and Action Alternative. This section also outlines the process used to select the Preferred Alternative (the Action Alternative), which is evaluated for resource impacts in Chapter 3.



2.2 ALTERNATIVES DEVELOPMENT

2.2.1 No Action Alternative

Under the No Action Alternative, 14600 South would stay in its current configuration from Redwood Road to Spring View Parkway. No roadway widening, trail crossings enhancements, or intersection improvements would occur. Under this alternative, the construction of the 14600 South Railroad Crossing Project would create an inconsistent roadway cross-section where the roadway would switch from 4 travel lanes to 2 travel lanes. Traffic at all intersections along the corridor would be anticipated to see long queue times during peak hours with many intersections seeing failing LOS conditions by 2050. As increased traffic moves into the roadway the number of potential conflicts with cyclists and other trail users crossing the 14600 South roadway at approximately 1300 West and moving through the existing intersections would increase.

2.2.2 Preliminary Alternatives

Preliminary design improvements for the 14600 South Project included the evaluation of:

- The number of travel lanes including the possibility of a center turn lane the entire length of the project area.
- Intersection improvements including multiple lane roundabouts, signalized intersections and stop signs at all intersections in the project area.
- Trail crossing locations and types of protected crossings such as an overpass, a box culvert/underpass, and user activated flashing lights.

Each preliminary concept was evaluated for how well it met the project's Purpose and Need,

addressed the City's transportation goals and standards, and how well it would tie into the 14600 South Railroad Crossing Project.

After the evaluation of the conceptual design options, a proposed cross-section was developed using information obtained for the 14600 South Traffic Study, the BTP and discussions with City staff. A proposed 75-foot-wide cross-section was developed to address these needs. The cross-section includes two 11-foot travel lanes in each direction, 2.5-foot curb & gutters, a 5-foot bike lane in each direction, a 2-foot buffer between the bike lane and sidewalk, and 6-foot sidewalks on both the north and south side of the roadway (Appendix A. Project Exhibits). One key criteria that was developed early on in the alternatives development process was to limit property impacts as much as possible. One solution that was used to limit property impacts was to eliminate a continuous left-turn lane through the corridor. Instead, left-turn pockets are developed at key intersections to facilitate traffic movements, while the rest of the corridor has the narrower cross section to reduce property impacts.

Once the general cross-section was established, three preliminary Build Alternatives alignments were proposed (Appendix A. Project Exhibits). Each alternative is summarized below and evaluated in Section 2.3.

Build Alternative 1 Center Alignment - This alternative would construct the proposed 75-foot-wide cross-section roughly down the center of the existing 14600 South Roadway. Under this alternative, widening would occur along both the north and south sides of the 14600 South roadway. This alignment would impact residential properties on both sides of the existing roadway. The horizontal alignment would vary slightly north to south to avoid as many relocations and major property impacts as possible, reduce impacts to water resources, and minimize impacts to existing trails, trailheads and trailhead parking.

Build Alternative 2 Northern Alignment - This alternative would construct the proposed 75-foot-

wide cross-section with the widening occurring along the north side of the roadway. Only minor impacts would occur along the south side of the 14600 South. Impacts to residences, canals, and portions of the trail along the south side of the 14600 South roadway would be limited. The Northern Alignment would require the relocation of the portion of the Spring View Farms Trail from the trailhead parking lot to Spring View Parkway. The trailhead parking lot would need to be moved or reconfigured under this alternative. The reconfiguration would likely reduce the number of parking stalls available at the trailhead. Impacts to the Jordan River Trail on the north side of 14600 South at approximately 1300 West would also occur.

Build Alternative 3 Southern Alignment – This alternative would construct the proposed 75-foot-wide cross-section with the widening occurring exclusively on the south side of the existing roadway. Only minor impacts would be anticipated along the north side of the roadway. The Spring View Farms trailhead parking lot, the Spring View Farms Trail, the Jordan River trail segment on

the north side of 14600 South and the residences along the north side of the roadway would only see minor impacts under Build Alternative 3. Significant impacts to the hill located on the south side of 14600 South between 1300 West and Spring View Parkway would be required. Impacts to the hill would likely require the relocation of a segment of the Jordan and Salt Lake City Canal.



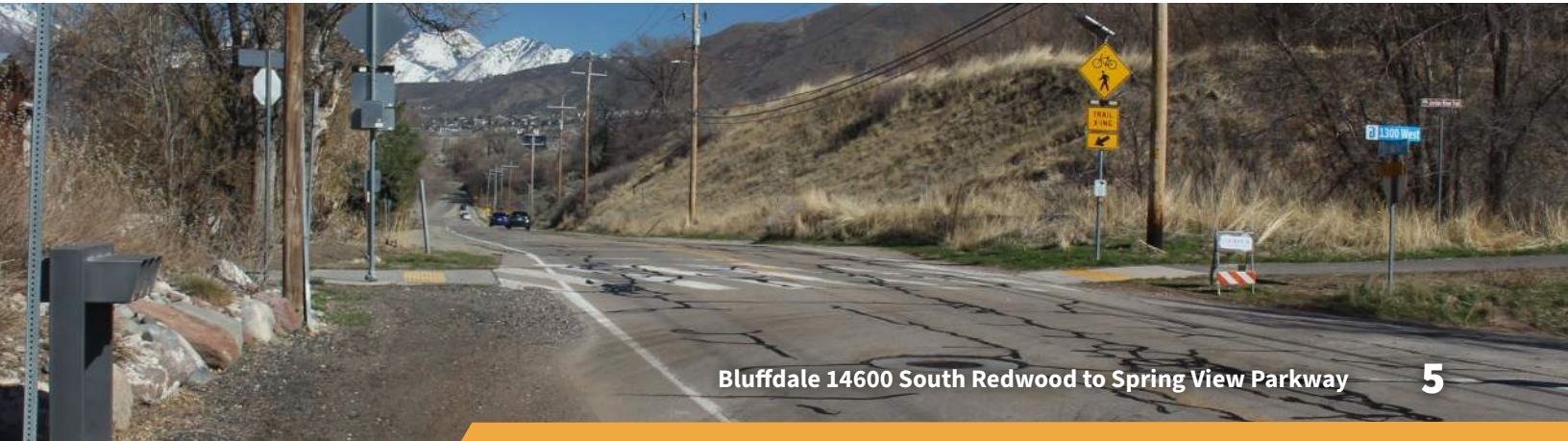
2.3 ALTERNATIVES SCREENING

2.3.1 Level 1 Screening – Purpose & Need

Each proposed alternative was evaluated using the project’s Purpose and Need as stated in Section 1.4. The Purpose and Need was broken into three primary components – travel demand, geometric deficiencies, and safety. The results of the preliminary Purpose and Need screening are located in Table 2.1 Preliminary Alternatives Purpose & Need Screening.

Table 2.1 Preliminary Alternatives Purpose & Need Screening

	Alternative 1	Alternative 2	Alternative 3
Meets Travel Demand	Yes	Yes	Yes
Addresses Geometric Deficiencies	Yes	Yes	Yes
Increases Safety	Yes	Yes	Yes
Summary	Yes	Yes	Yes



2.3.2 Level 2 Screening – Constraints

Since the three preliminary alternatives all met the project's Purpose and Need, a secondary screening was conducted. This screening included an initial consideration of the physical and environmental constraints along the project corridor for each alternative alignment. This preliminary screening included evaluating the number of full property

relocations, impacts to water resources, and trail impacts. This screening is outlined in Table 2.2 Preliminary Alternative Constraints Screening. A detailed evaluation of resource impacts was performed for the Preferred Alternative and is outlined in Chapter 3.

Table 2.2 *Preliminary Alternatives Constraints Screening*

	Alternative 1	Alternative 2	Alternative 3
Number of Property Relocations*	4	9	7
Water Resource Impacts	Minor – possible impacts to the South Jordan Canal	Minor – impacts to the South Jordan Canal. Impacts to wetlands located to the north of the Spring View Farms Trail for the trail relocation and reconfiguration of the trailhead parking lot.	Major – impacts to the hill on the south side of the roadway between 1300 West and Spring View Parkway may require relocation of a portion of the Jordan and Salt Lake City Canal. Impacts to the South Jordan Canal are also anticipated.
Trail Impacts	Minor – Trail impacts due to the relocation of the trail crossing and possible realignment of portions of the trail.	Major – impacts to the Spring View Farms Trailhead Parking lot, and approximately 500 linear feet of impacts to the Spring View Farms Trail between the trailhead and Spring View Parkway. Impacts to the Jordan River Trail north of 14600 South would also be required.	Minor – impacts to the Jordan River Trail south of 14600 South near 1300 West.
Summary	Lowest number of residential impacts; Minor impacts to water resources and trails.	Highest number of residential relocations; Major impacts to trails; Minor impacts to water resources.	High number of residential relocations; Major impacts to water resources; Minor trail impacts.

* Relocations would be impacted by the chosen intersection improvement (roundabout or signal) at 1690 West and 14600 South. The preliminary constraints screening assumed the highest possible number of relocations for each alternative.



2.4 ALTERNATIVE SELECTED FOR DETAILED STUDY

Based on the results of the preliminary alternative screening Alternative 1: Center Alignment was selected as Preferred Alternative (Action Alternative). Alternative 1 was selected because it met the project's Purpose and Need and minimized impacts to resources in the project area. Alternative 1, described in Section 2.4.1, will be referenced as the Action Alternative throughout the rest of this document.

2.4.1 Action Alternative

The Action Alternative would construct a 75-foot-wide roadway cross-section generally in the center of the existing roadway alignment. Widening would occur along both the north and south sides of 14600 South with design modifications to the horizontal alignment to reduce impacts to residences, water resources, and trails. The Action Alternative would move the Jordan River Trail crossing from its current location near 1300 West to approximately 1200 West near

the Spring View Farms Trailhead. For purposes of this environmental study, this document assumes that a pedestrian overpass would be constructed and a new segment of trail would be constructed on the south side of 14600 South from approximately 1300 West to the new trail crossing. The exact location and type of trail crossing will be determined during final design in coordination with Salt Lake County Parks and Recreation. The Action Alternative also includes two different improvements for the 1690 West and 14600 South intersection. The two intersection improvement options that are evaluated in this document include Option A: Signalized Intersection and Option B: Roundabout Intersection (Appendix A. Project Exhibits). Option A would construct a signal-controlled intersection that would include marked pedestrian cross walks on all four legs. Option B would construct a multi-lane roundabout with pedestrian crossing improvements at all four legs of the intersection.



3. AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES



3. AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

3.1 INTRODUCTION

This chapter describes the existing environmental, social, and economic conditions within the study area and analyzes how these conditions would be affected by the No Action Alternative and the Action Alternative. Both Option A and Option B for the Action Alternative were evaluated under each resource area. In many instances the resource impacts for both options are the same. The options are only discussed individually when the resource impacts are different for the two options.

Existing conditions were identified by evaluating literature and data file searches; coordinating with federal, state, and local agencies; and performing field investigations as necessary. Resources were evaluated for direct, indirect, and cumulative impacts. Direct impacts are caused by the action and occur at the same time and place. Indirect impacts include impacts to the resources caused by the action at a later date or are farther removed

in physical distance but are still reasonably foreseeable. Cumulative impacts result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions. When appropriate measures for avoidance, minimization, and mitigation are provided to address potential impacts to resources.

3.1.1 Resources Considered but Not Evaluated in Detail

In accordance with the Federal Highway Administration (FHWA) Technical Advisory T6640.8a (1987), resources that do not have a reasonable possibility for individual or cumulative significant environmental impacts need not be discussed in detail. Table 3.1 Resources Considered but Not Evaluated in Detail lists those resources that have been dismissed from further evaluation in this document.

Table 3.1 Resources Considered but Not Evaluated in Detail

Resource	Reason for No Further Evaluation
Paleontological	The project area is previously disturbed and no excavation into the bedrock layer is anticipated. Furthermore, coordination with the Utah Geological Survey indicates that the potential for paleontological finds in the area is low (Appendix C. Cultural Resources).
Section 6(f) Resources	A review of the Land and Water Conservation Fund (LWCF) Map indicates that there are no properties that would qualify for Section 6(f) protection in or near the project area. The nearest known Section 6(f) property is the Wardle Fields Regional Park which is located approximately 2 miles from the project area.
Wild & Scenic Rivers	A review of the National Park Service’s (NPS) Wild and Scenic Rivers Database indicates that there are no designated rivers or study river segments in or near the project area. The only designated river segments in Salt Lake County are Red Butte Creek (scenic) and Little Cottonwood Creek (recreational).



3.2 LAND USE

3.2.1 Affected Environment

The Bluffdale zoning map and 2022 Bluffdale City General Plan were analyzed to determine current and future land uses (Appendix D. Land Use). The zoning map was referenced to show how the land is currently zoned, while the general plan maps show proposed future land uses. Land along the majority of the project area is zoned residential. The two parcels on the west side of the 14600 South and Redwood Road intersection are identified in the Bluffdale General Plan as potential future retail areas. The Bluffdale General Plan shows the future land use in and near the project area as very low density residential, low density residential and cluster residential. An area shown as parks and recreation space is located in the eastern portion of the project, north of 14600 South at the Spring View Farms Trailhead (as designated in the General Plan and approved subdivision plats).

3.2.2 Environmental Consequences

3.2.2.1 No Action Alternative

Under the No Action Alternative, future and current land use would not be changed and no impacts are anticipated. Traffic in the area is forecasted to increase which may put a strain on landowners and others who access the land uses in the area.

3.2.2.2 Action Alternative

In general, the current and future land use in the project area would not be negatively impacted by the implementation of the Action Alternative. Property acquisition along the corridor would convert existing residential land to transportation uses. In most cases, these acquisitions would consist of minor strip-takes throughout the corridor. Option A: the signalized intersection would likely require the relocation of one home and Option B: the roundabout intersection may require up to four residential relocations due to the proximity of the residential structures to the proposed roadway. Post-construction these properties could likely be resold as residential properties. The residential relocations are not anticipated to permanently impact a large area of residential land use. The construction of the bike

lanes, sidewalks and a protected trail crossing could result in a beneficial impact to residential and open space land use in the future by reducing conflict points with vehicles, constructing safe pathways and increasing connectivity to trails.

3.2.3 Mitigation

No mitigation would be required for land use.



3.3 FARMLAND

The Farmland Protection Policy Act (FPPA) (7 CFR §358.2a) requires federal agencies to identify and account for adverse effects of their programs and policies on the preservation of farmlands, including identifying potential alternatives to lessen potential adverse impacts. Under the FPPA, the definition of prime, unique, or statewide important farmland excludes land already in, or committed to, urban development or water storage. Farmland located in urban development also includes lands identified as an “urbanized area” on the Census Bureau map, an urban area on the U.S. Geological Survey (USGS) topographical maps, or as “urban-built-up” on U.S. Department of Agriculture (USDA) farmland maps. Farmland “committed to urban development or water storage” also includes all such land that received a combined score of 160 points or less from the land evaluation and site assessment criteria. Federal programs are required to comply with state, local, and private programs aimed at preserving farmland. Utah Code annotated Title 17, Chapter 41, the State of Utah allows for the formation of Agriculture Protection Areas (APAs). These areas are protected for the production of commercial crops, livestock, and livestock products.

3.3.1 Affected Environment

A review of the Utah Agricultural Lands Database mapper indicates that there are no properties in or directly adjacent to the project area that are designated as under the Utah Agricultural Protection Areas. The Natural Resources Conservation Service’s (NRCS) Web Soil Survey was evaluated to determine if there is land in the project area that may be considered prime, unique

or statewide important farmland. According to the Web Soil Survey, areas considered Prime Farmland if Irrigation and Farmland of State Importance exist in the project area (Appendix E. Farmland Maps).

3.3.2 Environmental Consequences

3.3.2.1 No Action Alternative

No impacts to protected agricultural land or conversion of farmland to non-agricultural uses would occur under the No Action Alternative. The land in the project area would remain undisturbed.

3.3.2.2 Action Alternative

Although there are soils in and adjacent to the project area that would lead to the classification of land as Prime Farmland if Irrigation and Farmland of Statewide Importance, there would be no conversion of existing farmland to non-agricultural uses under the Action Alternative. If land use in the project area changes and/or final design requires the conversion of agricultural land into transportation uses then coordination with NRCS Soil Scientist and completion of the USDA CPA-106 form would be required and mitigation may be necessary.

3.3.3 Mitigation

No impacts to protected farmland are anticipated and therefore, no mitigation would be required.



3.4 RECREATION, COMMUNITY FACILITIES AND PUBLIC SAFETY

This section identifies recreational resources, community buildings and public safety facilities in and near the project area that could be impacted by the proposed project. Evaluation of resource impacts includes physical disturbance, impacts on travel patterns and access to these resources and ability for public safety officers to travel through the corridor.

3.4.1 Affected Environment

A review of the Bluffdale City's General Plan and Salt Lake County Planning and Recreation Maps was conducted to identify recreational, community and public facility resources in and near the project area. Recreational resources in the project area include the Jordan River Trail and the Spring View Farms Trailhead and Trail (Appendix F. Recreation). There are no additional community facilities in the project area. Resources in the general location of the project area include Bluffdale City Hall (2222 West 14400 South), Bluffdale Fire Department (14350 South 2200 West), Phillip Gates Memorial Park (14400 S. Royal Coachman Drive), and Bluffdale Lions Park (14400 South and approximately 1800 West).



3.4.2 Environmental Consequences

3.4.2.1 No Action Alternative

There would be no physical disturbance to recreational resources, community facilities, and public safety under the No Action Alternative. As traffic increases in the area and the intersection operations begin to fail, public safety officials may have a more difficult time accessing the project area. Numbers of conflicts with non-motorized users in the project area will also increase at the existing intersections and at the Jordan River Parkway crossing.

3.4.2.2 Action Alternative

There would be no physical disturbance to community facilities or public safety resources under the Action Alternative. Impacts to the Jordan River Parkway Trail, the trail crossing, the Spring View Farm Trail and the Spring View Farm Trailhead would likely occur under the Action Alternative. This alternative would construct a new trail crossing of 14600 South and would likely require the realignment of portions of one or both trails. The Action Alternative would also construct bike lanes and a multi-use pathway on both sides of 14600 South. Impacts on the recreation facilities in the area would be short-term and cease after construction. The Action Alternative would result in an overall benefit to recreation and community resources in the project area.

3.4.3 Mitigation

Temporary closures and rerouting of Jordan River Parkway and the Spring View Farms Trails would likely be necessary during construction. Mitigation would include detouring these trails and providing a temporary route where possible.



3.5 AIR QUALITY

The U.S. Environmental Protection Agency (EPA), under the authority of the Clean Air Act (CAA) (42 USC Section 7401 and subsequent sections), established National Ambient Air Quality Standards (NAAQS) in 40 Code of Federal Regulations (CFR) Part 50. The EPA has set NAAQS for six criteria pollutants. Transportation sources currently contribute to four of the six criteria

pollutants: carbon monoxide (CO), particulate matter (PM10 and PM2.5), ozone (O3), and nitrogen dioxide (NO2). The air quality in an area is defined by EPA standards as “attainment” if an area meets the NAAQS for a given air pollutant, “non-attainment” if the levels of a given air pollutant exceed EPA standards, or “maintenance” for areas previously designated as a nonattainment area that has been redesignated as an attainment area.

Section 176(c) of the Clean Air Act requires transportation projects developed, funded, or approved by FHWA and/or metropolitan planning organizations meet transportation conformity through adherence to the State’s air quality State Implementation Plan (SIP). Transportation conformity requirements apply to any transportation-related criteria pollutants for which the project area is designated as a nonattainment or maintenance area

3.5.1 Affected Environment

The project is located in Salt Lake County which is designated as a nonattainment area for PM2.5, O3, and secondary SO2. Salt Lake County is designated as a maintenance area for PM10, having transitioned from a nonattainment area effective March 27, 2020. The project area is considered to be in attainment for all other criteria pollutants.

3.5.2 Environmental Consequences

3.5.2.1 No Action Alternative

Increased traffic and intersection queuing times forecasted under the No Action Alternative would likely have a long-term negative impact to air quality in the immediate project area. These conditions may also lead to a minor negative cumulative impact on air quality in the County.

3.5.2.2 Action Alternative

The increased roadway capacity and associated traffic under the Action Alternative may have an impact on air quality in the project area. If federal funding for the Action Alternative is secured and/or if the project is approved by the Wasatch Front Regional Council (WFRC), an evaluation of the transportation conformity and air quality modeling including a hot spot analysis of intersections in the project area may be required.

3.5.3 Mitigation

No mitigation for air quality is identified at this time. Future air quality analysis may identify mitigation measures.



3.6 NOISE

The Federal Highway Administration (FHWA) uses the guidelines in 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise to assess noise impacts on federally funded projects. Utah Administrative Code (UAC) Rule R930-3 and UDOT's Policy 08A2-01, Noise Abatement (May 2020) establish noise impact and abatement policies and procedures that are compliant with 23 CFR Part 772. UDOT's noise policy states that potential noise impacts must be evaluated for Type I projects, as defined by 23 CFR Section 772.5. Type I projects include those projects that involve constructing new highways, or reconstructing existing roadways, by significantly changing either the horizontal or vertical alignment, adding through travel lanes or auxiliary lanes, or making other alterations such as relocating interchange lanes or restriping.

Sensitive noise receptors in the project area include residential uses and public facilities. In general, noise-sensitive receptors are selected to represent potentially impacted land uses within the project area. The proposed project would qualify as a Type I Project, and a noise study would be required if federal or state funding was secured for the project. Therefore, a preliminary noise study was conducted for the project.

3.6.1 Affected Environment

Land uses in the project area are primarily residential and recreational. Noise-sensitive

receptors that are Residential Land Use Activity Category B include single-family residences on both north and south of 14600 South. Recreational Land Use Activity Category C receptors include Spring View Farms Trailhead and the Jordan River Parkway Trail. Many older homes front 14600 South while newer development has occurred to the north of 14600.

The topography in the project area varies in elevation with an approximate drop of 80 feet from 1000 West to the Jordan River and then increasing approximately 58 feet approaching Redwood Road. Similar elevation change occurs North to South along the project corridor. The area is best described as a river bottom with vegetation along the Jordan River and surrounding lowland areas. The primary source of existing noise in the project area is traffic along 14600 South between 1000 West and Redwood Road.

3.6.2 Environmental Consequences

3.6.2.1 No Action Alternative

Forecasted noise modeling was not performed for the No Action Alternative since there would be no changes to the existing roadway. Noise would increase as traffic in the area continues to grow. Increased wait times at intersections may increase noise to sensitive receptors in the project area.

3.6.2.2 Action Alternative

Project noise from the Action Alternative was modeled using the Traffic Noise Model (TNM) software. Build conditions under the Action Alternative were evaluated for the year 2050. The noise analysis determined that there would be no significant increases to noise levels for sensitive receptors under the Action Alternative (Appendix G. Noise Study).



3.6.3 Mitigation

The UDOT Noise Abatement Policy requires that noise abatement be considered for noise-sensitive receptors that would be impacted by the proposed project. As a result of the findings identified in the noise study, no sensitive noise receivers were impacted. Therefore, noise abatement was not considered and mitigation would not be required.



3.7 CULTURAL RESOURCES

Cultural resources are defined as physical items or other expressions of human activity or occupation. Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, mandates federal agencies to consider the potential effects of a proposed federal undertaking on historic properties. Historic properties are a subset of cultural resources that include prehistoric or historic districts, sites, buildings, structures, or objects that are at least 50 years of age and are included in, or eligible for, inclusion in the National Register of Historic Places (NRHP). The significance criteria applied to evaluate cultural resources for eligibility for inclusion on the NRHP are defined in 36 CFR 60.4 as follows: The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, association, and:

- 1 That are associated with events that have made a significant contribution to the broad patterns of our history; or
- 2 That are associated with the lives of significant persons in our past; or
- 3 That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- 4 That have yielded, or may be likely to yield, information important in prehistory or history

Archaeological resources are sites, features, structures, or districts that are composed primarily of non-architectural elements.

3.7.1 Affected Environment

A cultural resource survey was performed for the area of potential effects (APE) by Logan Simpson. The APE for this project includes the existing 14600 South corridor from Redwood Road to Spring View Parkway. The APE includes the proposed 75-foot-wide roadway cross-section plus a buffer area to account for any temporary construction distribution that may occur for the implementation of the proposed project. The APE consists of a linear polygon averaging 46 meters (150 feet) wide and centered on the existing 14600 South centerline. This polygon contains approximately 21.4 acres and fully encompasses all lands on which physical ground disturbance, temporary construction easements, and right-of-way acquisition would occur. Historical buildings located on lands intersected by the survey area boundary were documented regardless of whether the building itself is located within that boundary.

The cultural resource survey determined that there were 21 historical buildings in total within the project's APE. Eleven of these structures are considered potentially eligible for listing on NRHP (Appendix C. Cultural Resources). The survey also determined that there are 3 eligible archaeological sites in the APE. These sites include the Jordan and Salt Lake City Canal (Site No. 42SL214), the South Jordan Canal (Site No. 42SL291) and the Utah and Salt Lake Canal (Site No. 42SL295).

3.7.2 Environmental Consequences

3.7.2.1 No Action Alternative

There would be no impacts to cultural resources from the No Action Alternative.

3.7.2.2 Action Alternative

The Action Alternative would likely require the relocation of one historic property (1635 W 14600 South). The relocation of the historic property would result in an adverse effect to cultural resources. The project would also require minor property acquisition from the remaining 10 NRHP-eligible historic properties. This property acquisition would likely result in a de minimis impact to cultural resources. The Action Alternative would also require minor impacts to three historic canals located in the project area. Coordination

with the State Historic Preservation Office (SHPO) would be required prior to construction if the proposed project receives state or federal funding.

3.7.3 Mitigation

Mitigation for impacts to historic resources in the project area would be determined during Section 106 consultation with the lead funding agency and the SHPO. Mitigation would likely include documentation and public notification of the impacts to cultural resources.



3.8 WATER RESOURCES & WETLANDS

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was significantly reorganized and expanded in 1972. Under the CWA, EPA has implemented pollution control programs such as setting wastewater standards for industry. EPA has also developed national water quality criteria recommendations for pollutants in surface waters.

Online aerial photography, databases and photos from site visits were utilized to understand the landscape characteristics and identify water resources including streams, canals, and wetlands in the study area.

3.8.1 Affected Environment

The project area contains one natural waterway, the Jordan River, two open canals, and isolated emergent wetlands (Appendix H. Water Resources). Wetlands in this area are likely considered jurisdictional due to the proximity of the Jordan River. The open segments of the irrigation canal are also likely jurisdictional based on connectivity to natural waterways. A fresh water pond is located on the north side of 14600 South at approximately 1630 West. The pond appears manmade and connectivity is not known. Further investigations into the water source would be required if the feature is impacted by the project.

3.8.2 Environmental Consequences

3.8.2.1 No Action Alternative

There would be no impacts to water resources from the No Action Alternative.

3.8.2.2 Action Alternative

Impacts to water resources from the Action Alternative include potential impacts to the Jordan River from the expansion of the roadway cross-section. Avoidance and minimization measures would be considered during final design to prevent the need to place structures or other fill in the Jordan River or the associated riparian corridor. Impacts to the canals in the area may include placement of fill for roadway widening and replacement or extension of the headwall on the South Jordan Canal's crossing of 14600 South.

3.8.3 Mitigation

Any impacts to open waterways, canals or wetlands would require coordination and permitting with the U.S. Army Corps of Engineers (USACE). The State Engineer's Office would require a stream alteration permit for impacts to or directly adjacent to Jordan River. Permitting requirements would be based on the hydrological connectivity of the canals. Coordination with the U.S. Bureau of Reclamation (USBR) may also be required if the irrigation canals are impacted.



3.9 FLOODPLAINS

Congress established the National Flood Insurance Program in 1968, which is administered by the Federal Emergency Management Agency (FEMA). FEMA establishes regulatory floodplain boundaries and requirements for identifying and mapping special flood hazard areas (44 CFR Parts 60 and 65). Flooding risks are usually described in terms of their statistical frequency. A 100-year floodplain is the area that would be flooded by a waterway during a 100-year flood. The 100-year flood (base flood) is a level of flood water that has a 1% chance of occurring in any given year. The boundary of the 100-year flood is referred to as the regulatory floodplain, which identifies areas where development is restricted in accordance with FEMA requirements.



3.9.1 Affected Environment

FEMA flood zone maps were reviewed to determine if there are any floodplains, floodways or flooding hazards in the project area (Appendix I. Floodplain Maps). A review of the FEMA maps indicates the majority of the project area is located outside of a flood zone hazard area. Areas of flooding concerns along the 14600 South corridor include the Jordan River and the surrounding floodplain. The Jordan River is designated as a regulatory floodway. The area immediately around the Jordan River is designated as a Flood Zone AE. A Flood Zone AE is considered a special flood zone hazard area with 1% annual risk of a 100-year flood. Additional areas outside of the Flood Zone AE are designated as having an increased chance of flooding.

3.9.2 Environmental Consequences

3.9.2.1 No Action Alternative

There would be no impacts to floodplains under the No Action Alternative.

3.9.2.2 Action Alternative

Impacts to the Jordan River and surrounding floodplain may occur under the Action Alternative from the widening of the roadway. Considerations to avoid or minimize impacts to the floodplain would be considered throughout final design.

3.9.3 Mitigation

Mitigation measures to reduce impacts to the Jordan River and the associated Flood Zone would need to be considered throughout design. Coordination with the Salt Lake County Floodplain Administrator and a no-rise certification may be

required if any structures or other fill would occur within the floodplain.



3.10 BIOLOGICAL RESOURCES

Protected biological resources include federally listed threatened, endangered, or candidate species, State sensitive species including State of Utah conservation agreement species, wildlife, bald and golden eagles and migratory birds. The Endangered Species Act (ESA) of 1973 is administered by the U.S. Fish and Wildlife Service (USFWS). Section 10 of the Act requires that state and local governments, tribes, and private landowners consult with USFWS regarding the development of private or public property that is inhabited by species listed under the Act. Section 7 of the Act requires federal agencies to consult with USFWS before taking any action that could affect a federally listed threatened or endangered species or designated critical habitat for an endangered species. In addition, agencies must ensure that their actions are not likely to jeopardize the continued existence of any listed species or to destroy or adversely modify any designated critical habitat. The Migratory Bird Treaty Act of 1918, species protected by the Bald and Golden Eagle Protection Act of 1940, and conservation species identified as those receiving special management under a State of Utah conservation agreement also have regulatory protection. The Utah Division of Wildlife Resources (UDWR) of the Utah Department of Natural Resources (UDNR) manages the State's wildlife population and their habitats. UDWR works to conserve sensitive species to prevent them from becoming listed as threatened or endangered.

3.10.1 Affected Environment

A biological resource survey was completed for the project area to determine whether suitable habitat for protected species exists. The project area consists of developed suburban/residential areas and rural land uses. Vegetation in the project area includes ornamental trees and shrubs as well as mixed upland vegetation typically associated with residential properties and open areas in Salt Lake County. Noxious weed species are found along the 14600 South roadway near intersections and undeveloped portions of the project area.

3.10.1.1 Threatened and Endangered Species

The USFWS Information for Planning and Consultation (IPaC) Resources report was prepared to identify what threatened and endangered species and migratory birds that have the potential to occur (Appendix J. Biological Resources). The IPaC report identified two threatened species that could be present: the Ute ladies'-tresses (*Spiranthes diluvalis*) and the yellow-billed cuckoo (*Coccyzus americanus*). The IPaC list also identified two candidate species that may occur in the project area: the proposed threatened species the monarch butterfly (*Danaus plexipus*) and the proposed endangered Suckley's cuckoo bumble bee (*Bombus suckley*). No critical habitat for listed or proposed species is found in the project area.

Ute Ladies'-tresses – The Ute ladies'-tresses is a perennial orchid with a distinctive, spiraling spike of white or ivory flowers with erect, glandular-pubescent stems 12-60 cm tall arising from tuberous-thickened roots. Basal leaves are narrowly linear, up to 1 cm wide and 28 cm

long, and persist at the time of flowering. Leaves become progressively smaller up the stem and are alternate. The habitat for Ute ladies'-tresses is usually associated with moist environments including alkaline wetlands, moist meadows, floodplains, flooded river terraces, sub-irrigated or spring-fed abandoned stream channels and valleys, lakeshores, irrigation canals, berms, levees, or irrigated meadows. Elevations range up to 7,000 feet (2,134 meters) in northern Utah.

No suitable habitat for the Ute ladies-tresses exists in the project area.

Yellow-billed Cuckoo – Yellow-billed cuckoos are fairly large, long, and slim birds. Their mostly yellow bill is almost as long as the head, thick and slightly downcurved. They have a flat head, thin body, and very long tail. Wings appear pointed and swept back in flight. Yellow-billed cuckoos are warm brown above and clean whitish below. Their blackish face mask is accompanied by a yellow eye ring. In flight, the outer part of the wings flash rufous. From below, the tail has wide white bands and narrower black ones. Yellow-billed cuckoos use wooded habitat with dense cover and water nearby, including woodlands with low, scrubby vegetation, overgrown orchards, abandoned farmland and dense thickets along streams and marshes.

Areas of dense vegetation and developed canopy along the Jordan River may provide habitat for the yellow-billed cuckoo.

Monarch Butterfly – Adult monarch butterflies are large with bright orange wings surrounded by a black border and covered with black veins. The black border has a double row of white spots, present on the upper side of the wings. During



the breeding season, monarchs lay their eggs on their obligate milkweed host plant (primarily *Asclepias* spp.), and larvae emerge after two to five days. Larvae develop through five larval instars (intervals between molts) over a period of 9 to 18 days, feeding on milkweed and sequestering toxic chemicals (cardenolides) as a defense against predators. The larva then pupates into a chrysalis before emerging 6 to 14 days later as an adult butterfly. There are multiple generations of monarchs produced during the breeding season, with most adult butterflies living approximately two to five weeks; overwintering adults enter into reproductive diapause (suspended reproduction) and live six to nine months.

Areas surrounding the Jordan River, the vegetation around the open canals and the small emergent wetland areas may contain milkweed and other vegetation that would provide suitable habitat for the Monarch butterfly.

Suckley's Cuckoo Bumble Bee – Suckley's cuckoo bumble bee is classified within the *Psithyrus* subgenus. This subgenus differs morphologically from other *Bombus* subgenera because its members do have corbicula or pollen carrying baskets on their hind legs. In general, bumble bees depend on habitats with rich floral resources throughout the nesting season, and many species select specific suites of plants for obtaining nectar and pollen. They also select flowers based on their structure and the bee's tongue length. The short to medium length-tongued Suckley's cuckoo bumble bee uses shallow to medium-depth flowers.

The limited undeveloped areas with native vegetation within the project area may provide suitable habitat for the Suckley's cuckoo bumble bee. A biological assessment is recommended prior to construction to assess whether or not suitable habitat exists within the project area. If suitable habitat exists and if the Suckley's cuckoo bumble bee is added to the ESA list as a threatened species then consultation with USFWS would be required prior to construction.

3.10.1.2 Utah Sensitive Species, Migratory Birds, and Wildlife

The biological survey included an evaluation of the study area for wildlife, migratory birds, and Utah

Sensitive Species habitat. The evaluation included a search of the UDWR Utah Natural Heritage Program database, USFWS IPaC database, and recent aerial imagery. The IPaC report identified 24 birds of particular concern because they either are on the USFWS Birds of Conservation Concern list or warrant special attention in the study area (Appendix J. Biological Resources). No other sensitive species or species of concern are known to occur with the project area.

Wildlife species that may occur in the project area include deer and small mammals such as raccoons, skunks, and squirrels. No migration corridor or critical winter habitat for wildlife are located in or near the project area.

3.10.2 Environmental Consequences

3.10.2.1 No Action Alternative

There would be no impact to biological resources from the No Action Alternative. The project area would remain in current day conditions without impact to open lands or vegetation.

3.10.2.2 Action Alternative

The widening of the 14600 South roadway under the Action Alternative would impact vegetation in the project area. Conversion of undeveloped strips of land and some ornamental landscaping would be required to construct the proposed cross-section. Impacts to vegetation would occur along the length of the project area. A biological assessment is recommended prior to construction due to potential for suitable habitat for the yellow billed-cuckoos, monarch butterfly and the Suckley's cuckoo bumble bee. Consultation with USFWS would be required prior to construction if the biological assessment determines that there would be impacts to suitable habitat for yellow-billed cuckoo, monarch butterfly or Suckley's cuckoo bumble bee.

A pre-construction nesting survey is also recommended for the project area if clearing and grubbing of vegetation around the Jordan River or the open canal segments is required.

3.10.3 Mitigation

Land that was temporarily disturbed by construction will be restored to pre-construction conditions, re-counteracted and reseeded as

necessary. Additional mitigation measures may be determined prior to construction if a biological assessment and/or nesting survey determines that the Action Alternative would result in impacts to suitable habitat for protected species.



3.11 HAZARDOUS MATERIALS

Hazardous materials include any solid, liquid, or gaseous materials that, if improperly managed or disposed of, could pose substantial hazards to human health and the environment. A material is considered hazardous if it exhibits one or more of the following characteristics: ignitability, corrosivity, reactivity, and toxicity, or if it is specifically listed as a hazardous substance in the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). Hazardous materials are regulated by the Resource Conservation and Recovery Act (RCRA), by the CERCLA, and by UAC Title 19, Environmental Quality Code.

3.11.1 Affected Environment

A review of the Utah Division of Environmental Response and Remediation's (DERR) Interactive Map, DERR's leaking underground storage tanks (LUST) and underground

storage tanks (UST) databases, the Utah Division of Solid and Hazardous Waste's active and closed landfills database and EPA's EnviroMapper database was conducted. Based on the information contained within these databases there are no known environmental incidents, underground storage tanks or hazardous material generators in the project area (Appendix K. Hazardous Materials).

3.11.2 Environmental Consequences

3.11.2.1 No Action Alternative

There would be no impacts to hazardous materials from the No Action Alternative.

3.11.2.2 Action Alternative

There are no known hazardous material generators or sites of contamination in the project. Therefore the Action Alternative is not anticipated to impact hazardous materials in the project area.

3.11.3 Mitigation

A Phase 1 Environmental Site Assessment is recommended prior to the acquisition of any property. If previously unidentified sites or contamination is encountered during construction. The construction contractor would stop in the area of the contamination

and contact DERR to determine the appropriate remedial measures. Hazardous materials would be handled according to DERR regulations.



3.12 CONSTRUCTION IMPACTS

Impacts during construction will impact vehicle traffic and local residents who live along the corridor. Vehicles and non-motorized users of the corridor will likely have to detour around the 14600 South corridor during construction. Additional impacts from noise, air quality and construction traffic will have short-term, temporary impacts on the residences and trail users along 14600 South. Noise impacts will be mitigated by restricted time of construction activities per the City's noise standards. Air quality impacts will be reduced by the implementation of a dust mitigation plan and standard construction protocols such as using properly sized equipment, maintaining construction vehicles and reducing idling times to only when necessary.





4. PUBLIC INVOLVEMENT & AGENCY COORDINATION

A photograph of a paved road lined with trees, with a car parked on the right side. The road is paved and has shadows from trees on the right side. A car is parked on the right side of the road. The background shows more trees and a clear sky.

4. PUBLIC INVOLVEMENT & AGENCY COORDINATION

A summary of findings from the Draft Environmental Study was presented to the Bluffdale City Council on November 12, 2025. Questions received during the City Council meeting included items related to the relocation of homes and property impacts, changes to the trail system and impact of trail users, details on the two intersection design options, and anticipated project costs, funding sources, and schedule. The presentation materials and a meeting recording may be found in the City Council Meeting Minutes.

After the draft Environmental Study has been reviewed by Bluffdale City staff and revised as necessary, the document will be posted on the Bluffdale City's website. The public may review and provide comments on the document at that time. Additional information regarding the public comment period and contact information will be included in this document and added to the City's website.

5. LIST OF PREPARERS

Name	Role	Firm
Jeremy Searle, P.E.	Project Manager	
Dejan Jovanovic, P.E.	Design Engineer	
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Marti Hoge	Environmental Lead	
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Marty Asay	Public Involvement Lead	
Carey Daniels	Communications Manager	
Pin Vo	Graphic Designer	
Sheri Ellis	Cultural Resource Specialist	

6. LIST OF ACRONYMS



6. LIST OF ACRONYMS

ACS	American Community Survey
APA	Agriculture Protection Area
APE	Area of Potential Effects
BTP	Bluffdale Transportation Plan
CAA	Clean Air Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
DERR	Division of Environmental Response and Remediation
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FPPA	Farmland Protection Policy Act
IPaC	Information for Planning and Consultation
LOS	Level of Service
LUST	Leaking Underground Storage Tanks
LWCF	Land and Water Conservation Fund
NAAQS	National Ambient Air Quality Standards
NHPA	National Historic Preservation Act

NPS	National Park Service
NRHP	National Register of Historic Places
RCRA	Resource Conservation and Recovery Act
SIP	State Implementation Plan
SR	State Road
TNM	Traffic Noise Model
UAC	Utah Administrative Code
UDEQ	Utah Department of Environmental Quality
USC	United States Code
UST	Underground Storage Tank
UDNR	Utah Department of Natural Resources
UDOT	Utah Department of Transportation
UDWR	Utah Division of Wildlife Resources
UPRR	Union Pacific Railroad
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UTA	Utah Transit Authority
WFRC	Wasatch Front Regional Council

7. REFERENCES

Bluffdale City General Plan 2022.

<https://bluffdale.gov/DocumentCenter/View/5049/Bluffdale-General-Plan-PDF>

Bluffdale Transportation Plan (BTP) (adopted in August 2017, updated in February 2020).

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<https://gis.utah.gov/products/sgid/farming/agricultural-protection-areas/>

Utah Department of Environmental Quality Interactive Mapper 2025.

<https://enviro.deq.utah.gov/>

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<https://wildlife.utah.gov/wildlife-habitat-analysis-tool.html>

Utah Land & Water Conservation Projects Map 2025.

<https://m.arcgis.com/apps/mapviewer>

Utah State Historic Preservation Office Interactive Map 2025.

<https://shpo.utah.gov/portal/apps/webappviewer>

Wall Consultant Group, 2025. 14600 South Redwood Road to Spring View Parkway Project Traffic Study.



8. APPENDICES

Appendix A. Project Exhibits
Appendix B. 14600 South Traffic Study
Appendix C. Cultural Resources
Appendix D. Land Use
Appendix E. Farmland Maps
Appendix F. Recreation
Appendix G. Noise Study
Appendix H. Water Resources
Appendix I. Floodplain Maps
Appendix J. Biological Resources
Appendix K. Hazardous Materials

Appendix A. Project Exhibits



 Study Area



6'	2'	5'	2.5'	11'	11'	11'	2.5'	11'	5'	2'	6'
SIDEWALK	BIKE LANE	BIKE LANE	C&G	TRAVEL LANE	TRAVEL LANE	TRAVEL LANE	TRAVEL LANE	C&G	BIKE LANE	BIKE LANE	SIDEWALK

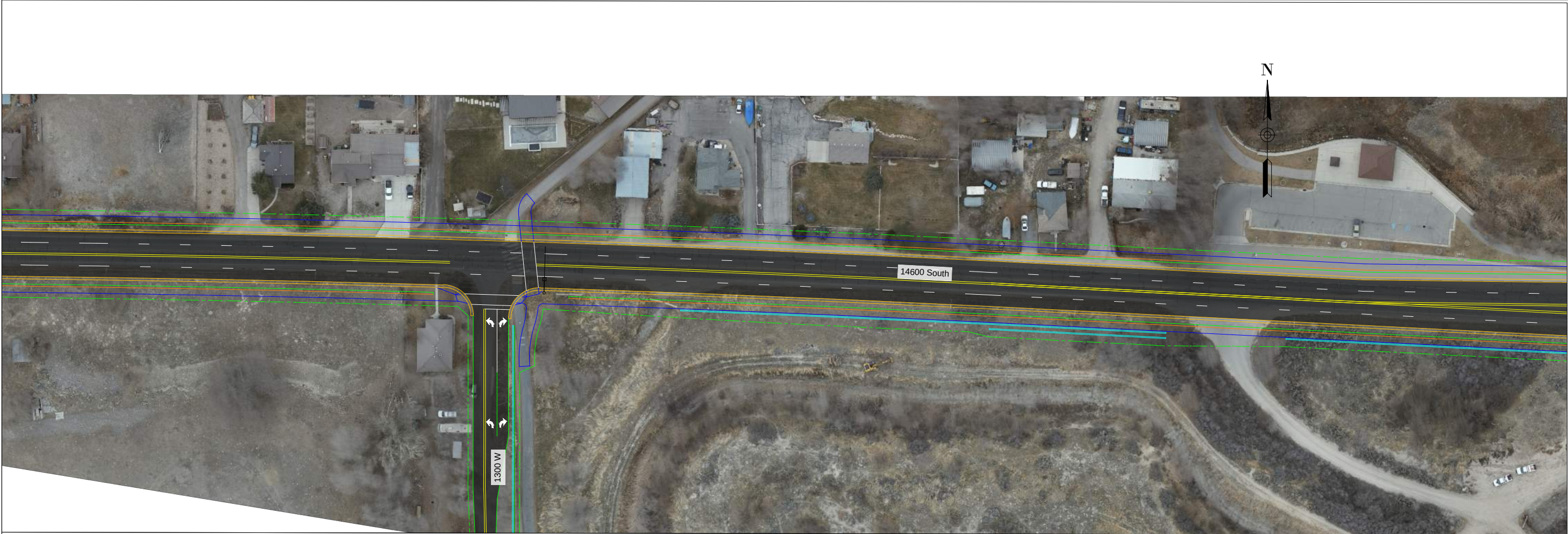
75' ROW
14600 S CROSS SECTION

Build Alternative 1 Center Alignment



File Path: G:\Shared drives\2024 Projects\24-671 Bluffdale 14600 South Redwood to Spring View EA\09_Data\Roadway Design\24-671_BestFit_roundabout.dwg Dec 17, 2025 - 5:46pm

PROJECT		14600 S ENVIRONMENTAL FEASIBILITY	
PROJECT NUMBER			
SHEET NO.		01	
APPROVED		PROFESSIONAL ENGINEER	
WALL CONSULTANT GROUP 2139 SOUTH 1260 WEST SALT LAKE CITY, UT 84119 PHONE 801-456-3847		WALL CONSULTANT GROUP	
SCALE: 1:100		DESIGNED BY:	
DATE:		CHECKED BY:	
BLUFFDALE EST. 1948		PRELIMINARY NOT FOR CONSTRUCTION	



14600 S ENVIRONMENTAL FEASIBILITY		WALL CONSULTANT GROUP 2139 SOUTH 1280 WEST SALT LAKE CITY, UT 84119 PHONE 801-466-3847		WALL CONSULTANT GROUP		PRELIMINARY NOT FOR CONSTRUCTION	
PROJECT		APPROVED		SCALE: 1:100	DATE: ###	DESIGNED BY:	CHECKED BY:
PROJECT NUMBER				PROFESSIONAL ENGINEER			
ROUNDABOUT BEST FIT							
SHEET NO. 02							

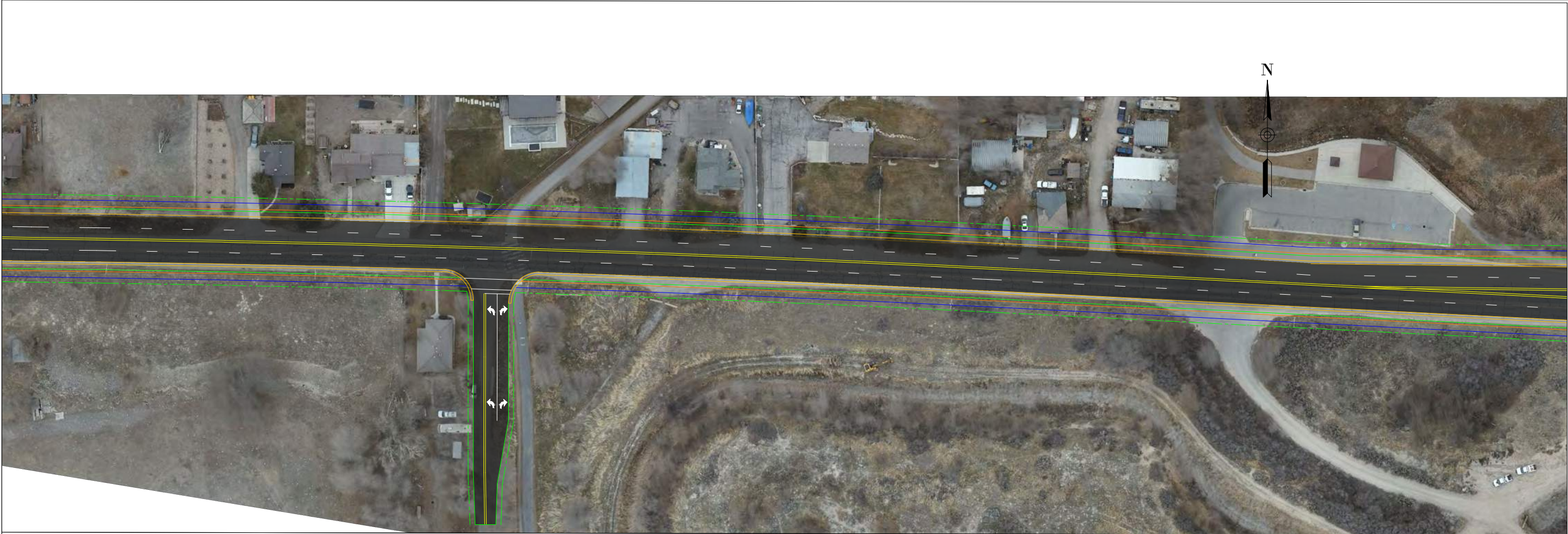
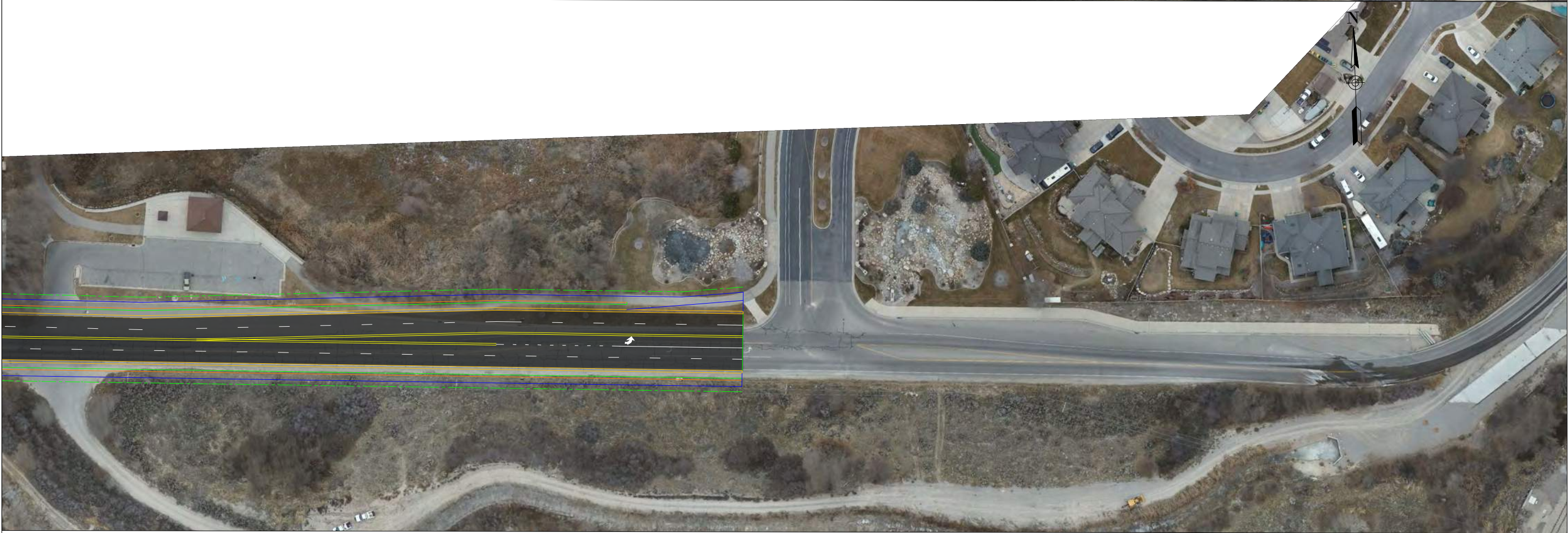
Build Alternative 2 Northern Alignment



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14600 S ENVIRONMENTAL FEASIBILITY		WALL CONSULTANT GROUP 2139 SOUTH 1260 WEST SALT LAKE CITY, UT 84119 PHONE: 801-456-3847		 BLUFFDALE EST. 1988		PRELIMINARY NOT FOR CONSTRUCTION	
PROJECT		APPROVED	 WALL CONSULTANT GROUP	SCALE: 1:100	DATE: ###	DESIGNED BY:	CHECKED BY:
PROJECT NUMBER				PROFESSIONAL ENGINEER			
NORTH OPTION							
SHEET NO. 01							

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14600 S ENVIRONMENTAL FEASIBILITY	
PROJECT	
PROJECT NUMBER	
NORTH OPTION	



WALL CONSULTANT GROUP
2139 SOUTH 1260 WEST
SALT LAKE CITY, UT 84119
PHONE 801-466-3847

APPROVED _____
PROFESSIONAL ENGINEER



BLUFFDALE
EST. 1994

SCALE: 1:100 DATE: ###/###/### DESIGNED BY: CHECKED BY:

PRELIMINARY
NOT FOR CONSTRUCTION

Build Alternative 3 Southern Alignment



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PROJECT NUMBER				APPROVED		DESIGNED BY:		DATE: ###/##/##			
		SOUTH OPTION		PROFESSIONAL ENGINEER				SCALE: 1:100			
SHEET NO.		01									



14600 S ENVIRONMENTAL FEASIBILITY		WALL CONSULTANT GROUP 2139 SOUTH 1280 WEST SALT LAKE CITY, UT 84119 PHONE 801-466-3847		BLUFFDALE EST. 1988		PRELIMINARY NOT FOR CONSTRUCTION	
PROJECT	PROJECT NUMBER	APPROVED		SCALE: 1:100	DATE: ###	DESIGNED BY:	CHECKED BY:
SOUTH OPTION		PROFESSIONAL ENGINEER					
SHEET NO. 02							

Preferred Alternative Option A: Signalized Intersection



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14600 S ENVIRONMENTAL FEASIBILITY		 WALL CONSULTANT GROUP 2139 SOUTH 1260 WEST SALT LAKE CITY, UT 84119 PHONE 801-456-3847		 BLUFFDALE® EST. 1948		PRELIMINARY NOT FOR CONSTRUCTION		
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14600 S ENVIRONMENTAL FEASIBILITY	
PROJECT	
PROJECT NUMBER	
BEST FIT	



WALL CONSULTANT GROUP
2139 SOUTH 1260 WEST
SALT LAKE CITY, UT 84119
PHONE 801-466-3847

APPROVED

PROFESSIONAL ENGINEER



BLUFFDALE
EST. 1994

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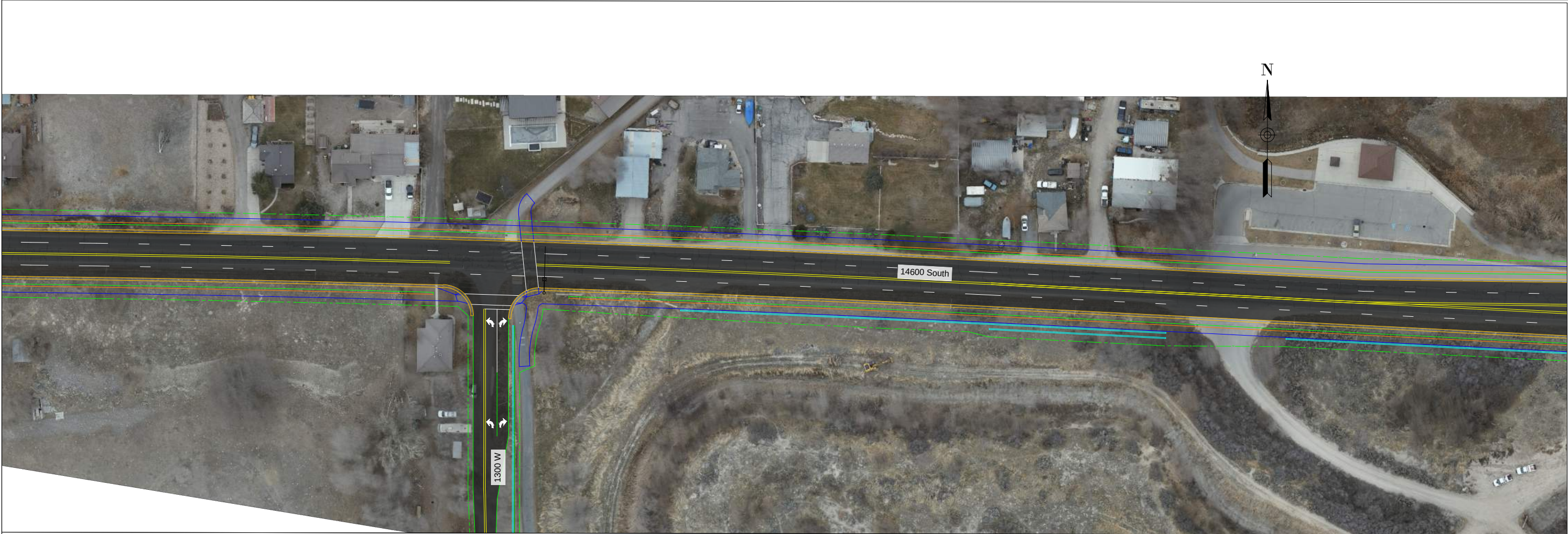
PRELIMINARY
NOT FOR CONSTRUCTION

Preferred Alternative Option B: Roundabout Intersection



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14600 S ENVIRONMENTAL FEASIBILITY		 WALL CONSULTANT GROUP 2139 SOUTH 1260 WEST SALT LAKE CITY, UT 84119 PHONE 801-456-3847		 BLUFFDALE EST. 1888		 BLUFFDALE EST. 1888		PRELIMINARY NOT FOR CONSTRUCTION	
PROJECT		APPROVED		PROFESSIONAL ENGINEER		SCALE:	DATE:	DESIGNED BY:	CHECKED BY:
PROJECT NUMBER		ROUNDABOUT BEST FIT							
SHEET NO.		01							



PROJECT		14600 S ENVIRONMENTAL FEASIBILITY	
PROJECT NUMBER			
SHEET NO.		02	
APPROVED		ROUNDABOUT BEST FIT	
WALL CONSULTANT GROUP 2139 SOUTH 1280 WEST SALT LAKE CITY, UT 84119 PHONE 801-466-3847		PROFESSIONAL ENGINEER	
BLUFFDALE		DESIGNED BY:	
SCALE: 1:100		CHECKED BY:	
DATE: ###/###/###			
PRELIMINARY NOT FOR CONSTRUCTION			

ROW Impacts



Legend

- ROW Take
- Temporary Construction Easement
- Existing ROW
- Project Footprint



Legend

- ROW Take
- Temporary Construction Easement
- Existing ROW
- Project Footprint



Appendix B. 14600 South Traffic Study

TECHNICAL MEMORANDUM

Date: Friday, September 5th, 2025

To: Michale Fazio, City Engineer

From: Jeremy Searle, PE, PTOE

Subject: Bluffdale 14600 South, Redwood to Spring View, Traffic Analysis

Background

WCG was contracted to complete an environmental study as a precursor to making improvements to 14600 South in Bluffdale, between Redwood Road (SR-68) and Spring View Parkway. This segment of 14600 South currently consists of one travel lane each direction. Left-turn lanes are present on the eastbound approach to the Spring View Parkway intersection, on the east- and westbound approaches to the 1690 West intersection, and on the westbound approach to the Redwood Road (SR-68) intersection. No other auxiliary lanes exist on this segment of 14600 South.

The proposed project would add an additional travel lane in each direction, add auxiliary lanes as needed, and modify intersection control as needed. This traffic analysis was completed to inform these aspects of the roadway design.

Data Collection

Peak-period turning movement count data was collected at the following intersections within the study area:

- Redwood Road (SR-68) / 14600 South
- 1690 West / 14600 South
- 1630 West / 14600 South
- 1300 West / 14600 South
- Spring View Parkway / 14600 South

The turning-movement count data was collected on Thursday, January 23, 2025 from 7:00 to 9:00 am and 4:00 to 6:00 pm. The morning peak hour was determined to begin at 7:30 am and the evening peak hour was determined to begin at 5:00 pm.

Free flow speed data were collected by handheld radar on Tuesday, March 25, 2025, at the following locations:

- 1600 West (Jordan River Bridge)
- 1150 West (Spring View Farms Trailhead)

Speed data were collected separately for east- and westbound traffic and the 85th percentile for each direction were calculated. The 85th percentile speed at both locations was determined to be 43 mph in the eastbound direction and 42 mph in the westbound direction.

Travel Demand Forecasting

Future travel demand on the 14600 South study corridor was forecast using the Wasatch Front Travel Demand Model (TDM), which is a complex planning tool developed and maintained by the Wasatch Front Regional Council (WFRC) and the Mountainland Association of Governments (MAG). The TDM employs the classic four steps of travel demand modeling of trip generation, distribution, mode choice, and assignment to develop traffic forecasts. These steps are executed sequentially and iteratively to determine how many trips (generation) are made between origin and destination pairs (distribution), using which form of transportation (mode choice), and following which paths (assignment). Person trips are generated based on input socioeconomic data including population, households, and employment within geographic units referred to as Traffic Analysis Zones (TAZs). After distribution and mode choice, vehicle trips between origin and destination TAZ pairs are assigned to the roadway network using optimized paths identified through iteration to account for network congestion.

Traffic forecasts for the 14600 South study corridor were developed using a locally refined aversion of the Wasatch Front Travel Demand Model version 9.0.2 dated July 8, 2024.

Growth increments observed between base year 2025 and future year 2050 turning movement volumes from the travel demand model were applied to base-year 2025 traffic counts to obtain forecast intersection volumes for subsequent operations analysis.

Operations Analysis

Vissim microsimulation software (Version 2024.00-09) was used to analyze vehicle operations during typical weekday morning and evening peak hour conditions. Model simulations were used to calculate level of service (LOS), 95th percentile queues, and corridor travel times for both existing and future conditions.

Model Calibration

WCG used the UDOT template file, which contains default values created for Utah's driving conditions and vehicles, to create Existing (2025) Conditions models of the study corridor. These models were built to reflect detailed roadway network lane geometries, speeds, and intersection controls. The current signal timing plans and parameters for the 14600 South / Redwood Road (SR-68) intersection were obtained from the UDOT Traffic Operations Center (TOC) and used to program the signal controller in the Vissim model to simulate actual peak hour conditions.

The Existing (2025) Conditions models for the morning and evening peak hours were calibrated to reflect existing traffic conditions and were validated against observed turning movement volumes and corridor speeds. The GEH metric was used to assess the fit of the model assigned volumes. The GEH formula, presented below, provides a nonlinear comparison between target and simulated values such that a single GEH threshold can apply to a wide range of values.

$$GEH = \sqrt{\frac{2 \times (M - C)^2}{M + 2}}$$

M = Model Volume and C = Count Volume

A GEH of less than 5 typically indicates a good fit for model volumes and should be achieved for the majority of turning movements in a simulation. For this analysis, all base-year study area turning movements were simulated with a GEH of less than 5.

Analysis Scenarios

In addition to the Existing (2025) Conditions, WCG analyzed the morning and evening peak-hour traffic conditions for the following scenarios:

- Future (2050) No-Build Conditions
- Future (2050) Build Conditions
- Future (2050) Build Conditions with 1690 West Traffic Signal
- Future (2050) Build Conditions with 1690 West Roundabout

Future (2050) No-Build Conditions

The Future (2050) No-Build Conditions analysis evaluated the existing roadway geometries within the 14600 South study area with forecasted 2050 vehicle turning movement volumes. This scenario included planned improvements at either end of the study area including widening Redwood Road (SR-68) from the existing five-lane cross section to a seven-lane cross section and the realignment and widening of 14600 South under the UP/UTA rail lines.

Future (2050) Build Conditions

The Future (2050) Build Conditions analysis evaluated the 14600 South corridor with the proposed additional lane in each direction throughout the study area with forecasted 2050 vehicle turning movement volumes. It was assumed that all right-turn movements from 14600 South would be made from the outside through lane and that all left-turn movements from 14600 South would be made from the inside through lane. This scenario also included planned improvements at either end of the study area including widening Redwood Road (SR-68) from the existing five-lane cross section to a seven-lane cross section and the realignment and widening of 14600 South under the UP/UTA rail lines.

Future (2050) Build Conditions with 1690 West Traffic Signal

The Future (2050) Build Conditions with 1690 West Traffic Signal analysis included the same assumptions as the Future (2050) Build Conditions analysis but assumed that the 1690 West / 14600 South intersection was controlled by a traffic signal. In this scenario it was also assumed that the north- and southbound approaches to the 1690 West / 14600 South intersection were widened to include a left-turn lane and a shared through/right-turn lane on each approach.

Future (2050) Build Conditions with 1690 West Roundabout

The Future (2050) Build Conditions with 1690 West Roundabout analysis included the same assumptions as the Future (2050) Build Conditions analysis but assumed that the 1690 West / 14600 South intersection was controlled by a roundabout. It was assumed that the east- and westbound approaches to the roundabout each consisted of two lanes, and that the north- and southbound approaches each consisted of a single lane.

Analysis Methodology

Level-of-service (LOS) is a term that describes an intersection's operating performance during critical peak hours of the day. LOS is measured quantitatively using seconds of delay per vehicle and is reported on a scale from A to F, with A representing the best performance and F

the worst. Table 1 provides a brief description of each LOS letter designation and the accompanying average delay per vehicle thresholds for both signalized and unsignalized intersections.

Table 1: Level of Service Definition for Intersections

LOS	Signalized Delay (sec/vehicle)	Unsignalized Delay (sec/vehicle)	Description
A	≤ 10	≤ 10	Favorable progression
B	> 10 and ≤ 20	> 10 and ≤ 15	Good progression
C	> 20 and ≤ 35	> 15 and ≤ 25	Fair progression
D	> 35 and ≤ 55	> 25 and ≤ 35	Noticeable congestion
E	> 55 and ≤ 80	> 35 and ≤ 50	Considerable delay
F	> 80	> 50	Significant delay
Source: <i>Highway Capacity Manual</i> , Transportation Research Board, 2022			

The Highway Capacity Manual (HCM) 7th Edition, 2022 methodology was used in this study. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, roundabouts, and intersections with all-way stop control (AWSC), the overall intersection LOS is reported. For intersections with stop control on only the minor approach, the worst approach or movement LOS is reported.

Using the calibrated Vissim models, average peak hour vehicle delays were estimated for all study intersections. WCG computed the peak hour LOS for each study intersection based on these simulated delays. To account for stochastic variation in traffic flows from day-to-day and from simulation-to-simulation, ten individual simulation runs were conducted for each analysis scenario and intersection, and approach delays were calculated by averaging all run outputs.

Analysis Results

The calculated intersection delay and LOS for each study intersection are presented in Table 2. Detailed delay and LOS results are included in the Appendix. As shown in Table 2, the Redwood Road (SR-68) / 14600 South intersection is anticipated to operate at LOS E during the morning peak hour with future (2050) traffic conditions. The 1690 West / 14600 South and 1300 West / 14600 South intersections are anticipated to operate at a poor LOS during the evening peak hour.

With the proposed widening of 14600 South, all study intersections are anticipated to operate at acceptable LOSs, except for the Redwood Road / 14600 South intersection which is anticipated to operate at LOS E during the morning peak hour. Installing a traffic signal or a roundabout at 1690 West is anticipated to result in improved LOS at this intersection. With a traffic signal the intersection is anticipated to operate at LOS B during both peak hours, and with a roundabout the intersection is anticipated to operate at LOS A.

Table 2: Analysis Results LOS Summary

Intersection		Existing Conditions	Future No Build	Future Build	Signal	Round-about
Redwood Rd	AM	A (8)	E (69)	E (64)	E (68)	E (70)
	PM	A (9)	C (24)	C (22)	C (25)	C (23)
1690 West	AM	C (17) / SBR	D (27) / EBL	B (14) / NBT	B (13)	A (4)
	PM	B (12) / SBR	F (89) / SBT	C (25) / SBT	B (12)	A (9)
1630 West	AM	A (9) / NBL	C (19) / NBL	B (12) / NBL	A (10) / NBL	B (11) / NBL
	PM	B (10) / NBL	C (24) / NBL	B (12) / NBL	B (12) / NBL	B (11) / NBL
1300 West	AM	A (9) / NBL	C (16) / NBL	A (8) / NBL	A (9) / NBL	A (8) / NBL
	PM	B (12) / NBL	F (>50) / NBL	B (14) / NBL	B (12) / NBL	B (12) / NBL
Spring View Parkway	AM	A (10) / SBL	C (18) / SBL	B (12) / SBL	B (14) / SBL	B (14) / SBL
	PM	B (11) / SBL	C (23) / SBR	B (12) / SBL	C (16) / SBL	C (16) / SBL

The 95th percentile queues for each approach at each study intersection were calculated using results data from the Vissim model runs. The 95th percentile queue lengths in all build scenarios were generally comparable. Queue lengths at the 1690 West / 14600 South intersection for each analysis scenario are reported in Table 3. 95th percentile queues for all scenarios are included in the Appendix.

The most significant queues are anticipated in all scenarios on the southbound approach to the 1690 West / 14600 South intersection during the evening peak hour. All build scenarios are anticipated to mitigate the 630-foot queue that is anticipated in the no-build scenario. Although a roundabout at 1690 West is anticipated to result in the lowest delays at the intersection, the 95th percentile queue on the southbound approach to the intersection is still anticipated to extend for approximately 405 feet.

Table 3: 95th Percentile Queue Length Results at the 1690 West Intersection

Scenario		NB		SB		EB		WB	
		L	T	L	T	L	T	L	T
No-Build	AM	-	45	-	125	0	0	0	95
	PM	-	65	-	630	0	0	0	100
Build	AM	-	45	-	100	-	0	-	60
	PM	-	45	-	200	-	0	-	100
1690 West Traffic Signal	AM	40	65	210	20	0	130	20	160
	PM	70	25	250	25	0	110	20	195
1690 West Roundabout	AM	-	30	-	120	-	65	-	25
	PM	-	50	-	405	-	0	-	100
*95 th Percentile Queues Reported in Feet									

Recommendations

It is recommended that, along with the proposed improvements to 14600 South, that east- and westbound left-turn lanes be constructed at 1690 West, that a westbound left-turn lane be constructed at 1300 West, and an eastbound left-turn lane at Spring View Parkway.

It is also recommended that a traffic signal or roundabout be considered at 1690 West. A roundabout is anticipated to result in the least amount of delay, and roundabouts are known to experience fewer and less severe crashes than signalized intersections. However, the right of way required to construct a roundabout will likely necessitate full or partial takings of lots adjacent to the intersection which would result in higher construction costs.

Appendix C. Cultural Resources

A Reconnaissance-Level Survey of Historical Structures for the 14600 South Environmental Feasibility Study, Bluffdale, Salt Lake County, Utah

Utah State Project No.: U25LI0565

Prepared for:

Wall Consultant Group
2139 S. 1260 W.
Salt Lake City, Utah 84119

Prepared and Submitted by:

Sheri Murray Ellis, M.S.



Logan Simpson
1755 South 4490 West, Suite C
Salt Lake City, Utah 84106

July 2025

Logan Simpson Technical Report No.: 2550384b

ABSTRACT AND MANAGEMENT SUMMARY

Report Title	A Reconnaissance-Level Survey of Historical Structures for the 14600 South Environmental Feasibility Study, Bluffdale, Salt Lake County, Utah
Agencies Involved	Utah Department of Transportation (UDOT); Utah State Historic Preservation Office (SHPO)
State Project No.	U25LI0565
Logan Simpson Project No.	2550384b
Report Date	July 29, 2025
Fieldwork Date(s)	July 8, 2025
Project Description	Bluffdale City is studying possible improvements to the 14600 South roadway between Redwood Road (SR-68) and the Utah Transit Authority's FrontRunner rail line in southern Salt Lake County. The improvements may include roadway widening and/or pedestrian and bicycle improvements. At present, the project is not receiving state or federal funds; however, the City desires for environmental studies to be sufficient to meet state or federal standards in the event such future funding is secured or other state or federal requirements (e.g., permits) are invoked. Wall Consultant Group (WCG) is assisting the City in conducting the environmental feasibility study. WCG, in turn, contracted with Logan Simpson to conduct a cultural resource assessment sufficient to comply with either or both U.C.A. 9-8a-404 or the Section 106 process. The results of a historical structures inventory are presented herein. The results of an archaeological survey conducted by Logan Simpson are presented separately.
Project Location	Township 4 South, Range 1 West, Sections 10 and 11 of the Salt Lake Base & Meridian (United States Geological Survey [USGS] 7.5' Quadrangle Jordan Narrows, Utah [1999])
Indigenous Land Acknowledgement	The survey area is located on traditional Ute, Goshute, and Shoshone lands. This report aims to assist the City and other agencies in stewarding these lands.
Land Ownership	Private and Municipal
Field Methods	Selective Reconnaissance-Level Survey
Acres Surveyed	21.4
Number of Structures	21
NRHP-eligible Structures	11 (1329 W; 1346 W; 1359 W; 1386 W; 1400 W; 1402 W; 1446 W; 1635 W; 1671 W; 1681 W; and 1691 W)
Non-eligible Structures	10

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INTRODUCTION

Bluffdale City is studying possible improvements to the 14600 South roadway between Redwood Road (SR-68) and the Utah Transit Authority's FrontRunner rail line in southern Salt Lake County (see Figure 1 for general location). The improvements may include roadway widening and/or pedestrian and bicycle improvements. At present, the project is not receiving state or federal funds; however, the City desires for environmental studies to be sufficient to meet state or federal standards in the event such future funding is secured or other state or federal hooks (e.g., permits) are invoked.

Wall Consultant Group (WCG) is assisting the City in conducting the environmental feasibility study. WCG, in turn, contracted with Logan Simpson to conduct a cultural resource assessment sufficient to comply with either or both U.C.A. 9-8a-404 or the Section 106 process. The results of a historical structures inventory are presented herein. The results of an archaeological survey conducted by Logan Simpson are presented separately. Fieldwork for cultural resources was conducted by Sheri Murray Ellis, M.S., on July 8, 2025.

CULTURAL RESOURCES SURVEY AREA

The general project area is located in the extreme southern portion of the Salt Lake Valley in the community of Bluffdale. The project corridor runs east–west across the community between two major transportation facilities—the commuter rail corridor and Redwood Road (SR-68). All lands along the project corridor have been developed or disturbed in some way. Most development is associated with residential use, both historical and modern, and past agricultural activity, including field cultivation and construction of irrigation canals and ditches. See Photograph 1 for a representative overview of the survey area.



Photograph 1. Overview of Survey Area; looking east from near west end.

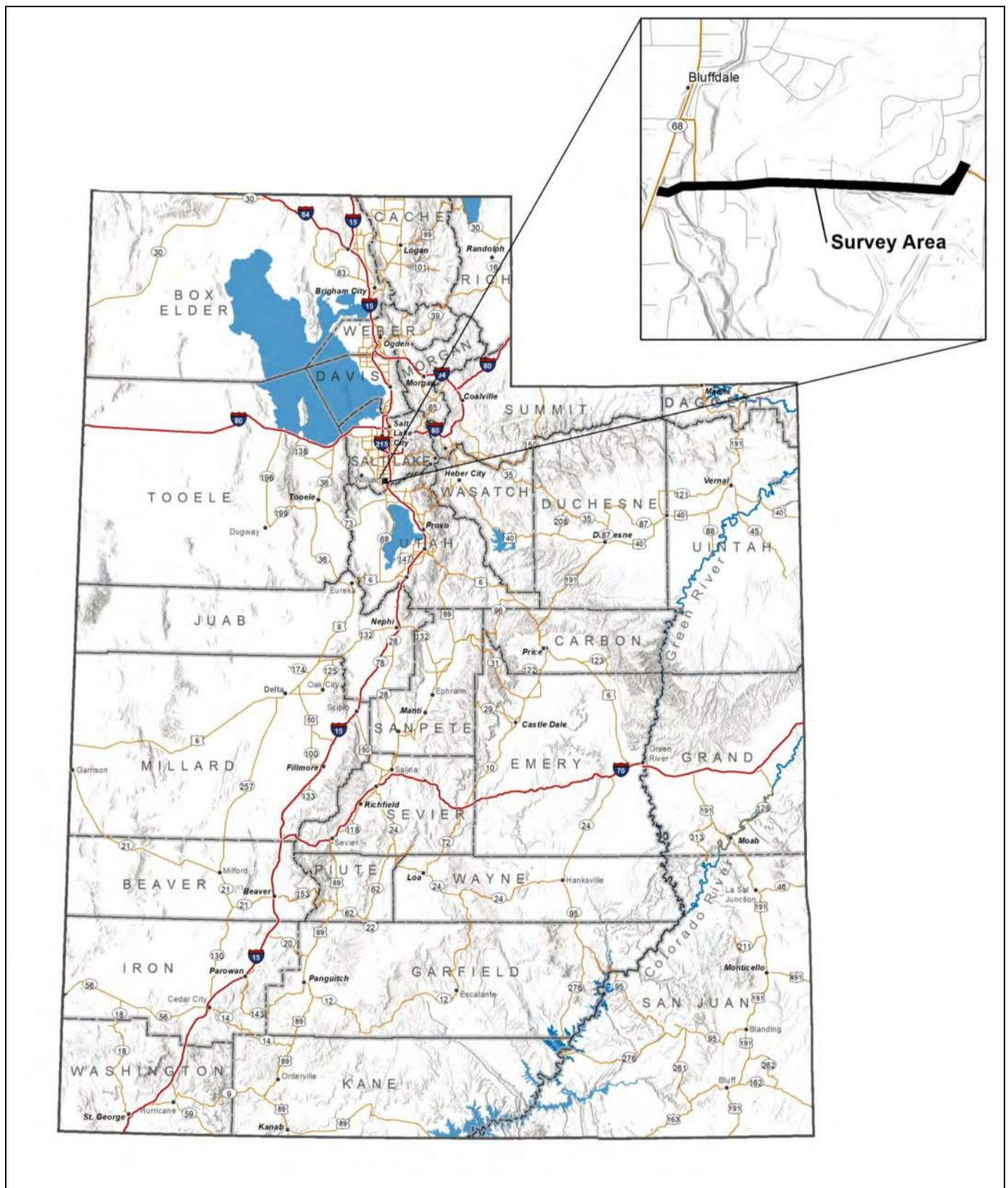


Figure 1. General location of project area.

The area to be assessed for cultural resources (i.e., the survey area and the area of the potential effects [APE]) consists of a linear polygon averaging 46 meters (150 feet) wide and centered on the existing 14600 South centerline. This polygon contains approximately 21.4 acres and fully encompasses all lands on which physical ground disturbance, temporary construction easements, and right-of-way acquisition would occur (see Figure 2). Historical buildings located on lands intersected by the survey area boundary were documented regardless of whether the building itself is located within that boundary.

PREVIOUSLY DOCUMENTED PROPERTIES

Prior to fieldwork, Logan Simpson reviewed the Utah State Historic Preservation Office (SHPO) Historic Utah Buildings (HUB) map and database for previously documented buildings and structures in the survey area. This review indicates that 13 historical structures have been reported on properties intersected by the current survey area (see Table 1). Logan Simpson revisited and re-evaluated each of these previously documented properties. Prior determinations of eligibility were considered but were changed where conditions warranted it. Of the 13 previously reported structures, three appear to represent the same building but were assigned different addresses, which do not match the address of the building as listed in County Recorder records. Additionally, one structure—a bridge over the Jordan River—that was documented in 1994 and 1996 has been demolished and replaced with a new structure, and one dwelling (1246 West) that was estimated to date to 1940 was confirmed to have been constructed in 1997 (i.e., it is modern).

Table 1. Previously Documented Historical Structures.

Address	Description	Previous NRHP Determination
1246 W 14600 S	c. 1940 Single-family dwelling ¹	Ineligible
1258 W 14600 S	c. 1940 Single-family dwelling	Ineligible
1280 W 14600 S	c. 1901 Single-family dwelling	Ineligible
1329 W 14600 S	c. 1920 Single-family dwelling	Ineligible
1340 W 14600 S	c. 1954 Single-family dwelling	Ineligible
1346 W 14600 S	c. 1941 Single-family dwelling	Eligible
1386 W 14600 S	c. 1935 Single-family dwelling	Eligible
1400 W 14600 S	c. 1893 Single-family dwelling	Eligible
1630 W 14600 S ²	c. 1880 Single-family dwelling	Eligible
1635 W 14600 S	c. 1915 Single-family dwelling	Eligible
1656 W 14600 S ²	c. 1880 Single-family dwelling	Ineligible
1660 W 14600 S ²	c. 1880 Single-family dwelling	Eligible
Structure 0D 24	c. 1920-1925 bridge	Eligible ³

¹ County Recorder and aerial images confirm a 1997 construction date

² These addresses appear to apply to the same property, which is actually located at 1446 W 14600 S.

³ Subsequently demolished



Figure 2. Survey area detail.

SURVEY RESULTS

Logan Simpson found 21 historical buildings in the current survey area or on properties intersected by the survey area. These buildings are described in Table 2 along with updated recommendations of National Register of Historic Places (NRHP) eligibility. Their locations are shown in Figure 3.

All of the documented structures are dwellings, and all but one are single-family structures. They range in age from the late-1800s to the Post-World War II period. Using reconnaissance-level survey evaluation protocols, Logan Simpson recommends 11 of these properties eligible/contributing and 10 ineligible/non-contributing. No contributing features, outside of the buildings rated as such, were observed within the survey area on any of the properties. That is, the survey area generally occupies some or all of the front yards of these properties, and there are no contributing features within those areas. In a few cases, the primary buildings on the parcels (e.g., the dwellings) are partially located in the survey area, but in most cases, the dwelling is located just outside the survey area.

In Table 2, the “Effects Assessment Boundary” listed for each property is the recommended boundary to use when determining findings of effect for regulatory purposes. In most cases, the recommended boundary corresponds to the current legal parcel boundary. These boundaries may or may not represent the original historical extent of the parcels as some older farmstead properties may have been subdivided into smaller parcels to accommodate additional construction.

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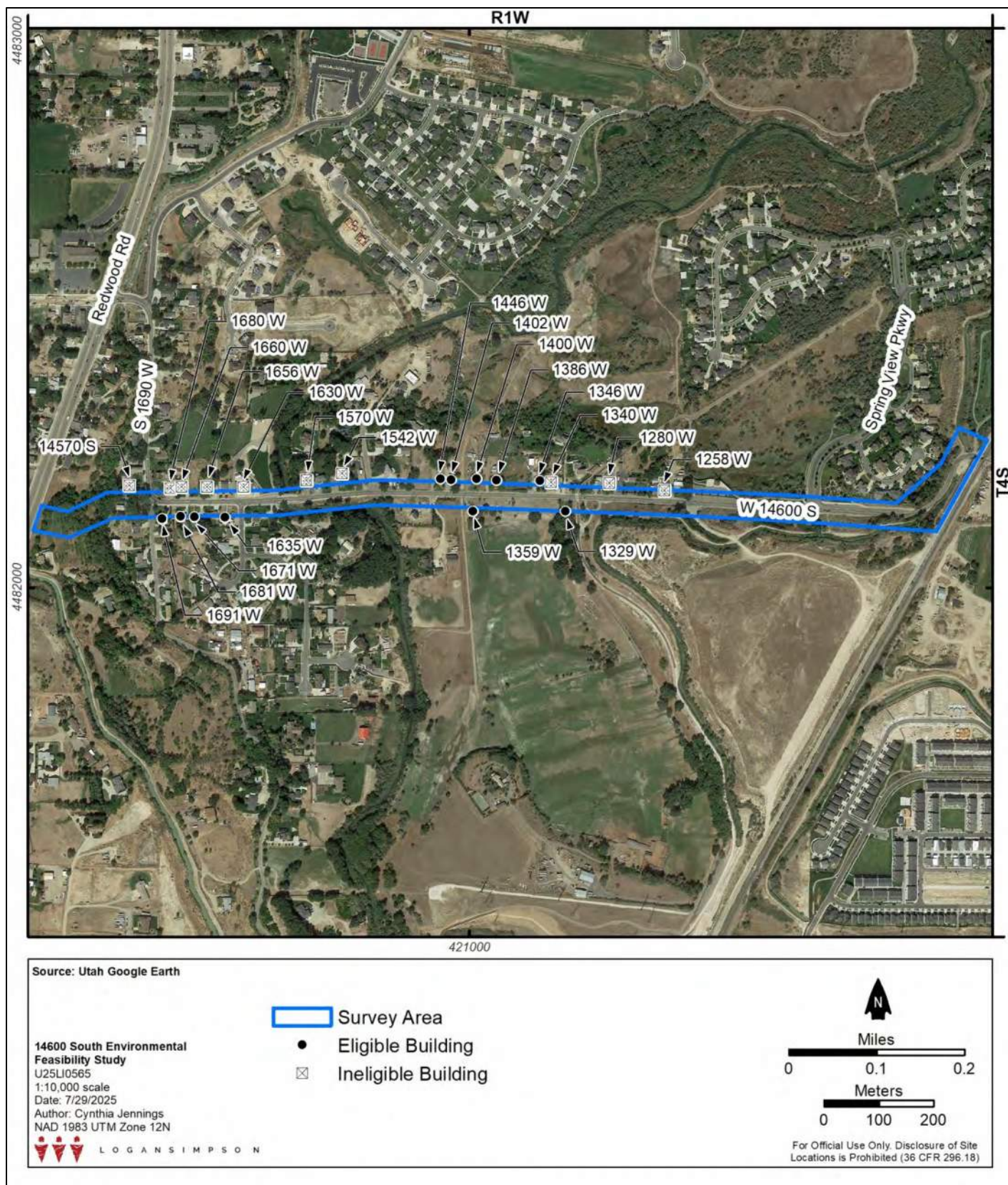


Figure 3. Survey results.

Table 2. Documented Historical Structures.

Address	Date Built	Description	NRHP Eligibility Evaluation	Photo
1258 W 14600 S	1940	1-story Bungalow single-family dwelling exhibiting Bungalow style. Clad in narrow vinyl siding. Notable alterations include extensive use of the modern cladding, modern windows throughout in original openings, and possible enclosure of the original front porch. Three non-contributing outbuildings were visible. No contributing outbuildings were observed. Effects Assessment Boundary: N/A	Ineligible/Non-contributing	
1280 W 14600 S	1901	1-story Other Residential Type single-family dwelling exhibiting Ranch/Rambler and Late 20th Century: Other styles. Clad in narrow vinyl siding. Notable alterations include extensive use of the modern cladding, multiple additions of indeterminate age, and modern windows throughout with possible changes to some openings, and small rear addition of unknown age. One contributing and two non-contributing outbuildings were visible. Effects Assessment Boundary: N/A	Ineligible/Non-contributing	
1329 W 14600 S	1920	1-story Bungalow single-family dwelling exhibiting Bungalow style. Clad in regular brick. No notable exterior alterations were observed. One non-contributing outbuilding was visible. No contributing outbuildings were observed. Effects Assessment Boundary: Current legal parcel boundary	Eligible/Contributing	

Table 2. Documented Historical Structures.

Address	Date Built	Description	NRHP Eligibility Evaluation	Photo
1340 W 14600 S	1954	1-story Early Ranch single-family dwelling exhibiting Early Ranch and Minimal Traditional styles. Clad in striated brick and vinyl siding. Notable alterations include an apparent east elevation/side addition, moderate use of the modern vinyl cladding, and modern windows throughout in original openings. One non-contributing outbuilding was visible. No contributing outbuildings were observed. Effects Assessment Boundary: N/A	Ineligible/Non-contributing	
1346 W 14600 S	1941	1-story World War II-Era Cottage single-family dwelling exhibiting Minimal Traditional style. Clad in striated brick. Notable alterations appear limited to modern windows throughout in original openings. Two non-contributing outbuildings were visible. No contributing outbuildings were observed. Effects Assessment Boundary: Current legal parcel boundary	Eligible/Contributing	
1359 W 14600 S	1978	1-story Ranch single-family dwelling exhibiting Ranch/Rambler style. Clad in striated brick. No notable exterior alterations. Two contributing outbuildings were visible. No non-contributing outbuildings were observed. Effects Assessment Boundary: Current legal parcel boundary	Eligible/Contributing	

Table 2. Documented Historical Structures.

Address	Date Built	Description	NRHP Eligibility Evaluation	Photo
1386 W 14600 S	1935	1-story Period Cottage single-family dwelling exhibiting English Tudor Revival style. Clad in striated brick. No notable exterior alterations. Two contributing and one non-contributing outbuildings were visible. Effects Assessment Boundary: Current legal parcel boundary	Eligible/Contributing	
1400 W 14600 S	1893	1-story Cross-wing single-family dwelling exhibiting Victorian Eclectic style. Clad in regular brick. Notable alterations include minor fenestration changes, older but not original windows, modern porch posts, and small rear additions of unknown age. Two contributing and one non-contributing outbuildings were visible. Effects Assessment Boundary: Current legal parcel boundary	Eligible/Contributing	
1402 W 14600 S	1979	1-story Duplex multi-family dwelling exhibiting Ranch/Rambler style. Clad in clapboard siding. Notable alterations appear limited to modern windows in several original openings. No outbuildings were visible. Effects Assessment Boundary: Current legal parcel boundary	Eligible/Contributing	

Table 2. Documented Historical Structures.

Address	Date Built	Description	NRHP Eligibility Evaluation	Photo
1446 W 14600 S	1880	1-story Hall–Parlor single-family dwelling exhibiting Classical: Other style. Clad in adobe brick. Notable alterations include multiple in-period rear additions, boarding up of windows, and general deterioration of the adobe brick. No outbuildings were visible. Effects Assessment Boundary: Front and side yards to legal parcel boundary and rear yard to edge of fencing/development	Eligible/Contributing	
1542 W 14600 S	1936	1.5-story Other Residential Type single-family dwelling exhibiting Ranch/Rambler and Late 20th Century: Other styles. Clad in aluminum siding and T1-11 siding. Notable alterations numerous additions to convert the dwelling to a Split Level form, modern cladding, modern windows, and probable changes to fenestration. No outbuildings were visible. Effects Assessment Boundary: N/A	Ineligible/Non-contributing	
1570 W 14600 S	1956	1-story Ranch single-family dwelling exhibiting Ranch/Rambler and Late 20th Century: Other styles. Clad in modern synthetic stucco and oversized brick. Notable alterations include modern cladding, modern windows throughout will possible changes to openings, and probable additions of unknown age. No outbuildings were visible. Effects Assessment Boundary: N/A	Ineligible/Non-contributing	

Table 2. Documented Historical Structures.

Address	Date Built	Description	NRHP Eligibility Evaluation	Photo
1630 W 14600 S	1978	1-story Ranch (with garage) single-family dwelling exhibiting Ranch/Rambler and Late 20th Century: Other styles. Clad in modern synthetic stucco. Notable alterations include a complete modern exterior remodel of cladding, windows (in original openings), and additions. Two non-contributing outbuildings were visible. No contributing outbuildings were observed. Effects Assessment Boundary: N/A	Ineligible/Non-contributing	
1635 W 14600 S	1918	1-story Bungalow single-family dwelling exhibiting Prairie School and Bungalow styles. Clad in regular brick. Notable alterations appear limited to modern windows in several original openings. One non-contributing outbuilding was visible. No contributing outbuildings were observed. Effects Assessment Boundary: Current legal parcel boundary	Eligible/Contributing	
1656 W 14600 S	1898	2-story Other Residential Type single-family dwelling exhibiting Ranch/Rambler and Split Level styles. Clad in striated brick and narrow vinyl siding. Notable alterations include minor use of the modern vinyl siding and multiple additions of indeterminate age that obscure the design of the original structure. No outbuildings were visible. Effects Assessment Boundary: N/A	Ineligible/Non-contributing	

Table 2. Documented Historical Structures.

Address	Date Built	Description	NRHP Eligibility Evaluation	Photo
1660 W 14600 S	1882	1-story Other Residential Type single-family dwelling exhibiting Classical: Other and Contemporary styles. Clad in oversized brick and modern synthetic stucco. Notable alterations include at least one potentially out-of-period addition on the front elevation, modern windows throughout with possible changes to at least some openings, and extensive use of the modern synthetic stucco cladding. No outbuildings were visible. Effects Assessment Boundary: N/A	Ineligible/Non-contributing	
1671 W 14600 S	1961	1-story Early Ranch single-family dwelling exhibiting Early Ranch style. Clad in striated brick and clapboard siding. Notable alterations appear limited to modern windows in original openings. One contributing and one non-contributing outbuilding were visible. Effects Assessment Boundary: Current legal parcel boundary	Eligible/Contributing	
1680 W 14600 S	1950	1-story World War II-Era Cottage single-family dwelling exhibiting Minimal Traditional style. Clad in narrow vinyl siding. Notable include modern cladding, modern windows throughout in original openings, and roof-top solar panels. Two non-contributing outbuildings were observed. No contributing outbuildings were visible. Effects Assessment Boundary: N/A	Ineligible/Non-contributing	

Table 2. Documented Historical Structures.

Address	Date Built	Description	NRHP Eligibility Evaluation	Photo
1681 W 14600 S	1956	1-story Ranch (with garage) single-family dwelling exhibiting Ranch/Rambler style. Clad in striated brick and T1-11 siding. Notable alterations appear limited to modern windows throughout in original openings. One contributing outbuilding was observed. No non-contributing outbuildings were visible. Effects Assessment Boundary: Current legal parcel boundary	Eligible/Contributing	
1691 W 14600 S	1952	1-story Raised Ranch single-family dwelling exhibiting Ranch/Rambler style. Clad in striated brick. Notable alterations appear limited to modern windows throughout in original openings. Two non-contributing outbuildings were observed. No contributing outbuildings were visible. Effects Assessment Boundary: Current legal parcel boundary	Eligible/Contributing	
14570 S 1690 W	1888	1.5-story Central-Block-with-Projecting-Bays single-family dwelling exhibiting Victorian Eclectic style. Clad in stucco/plaster and shingle siding. Notable alterations include modern windows throughout with some changes to openings, modern stucco cladding, a probable rear addition of unknown age, and a rear awning addition. Five non-contributing outbuildings were visible. No contributing outbuildings were noted. Effects Assessment Boundary: N/A	Ineligible/Nonc-contributing	

COVER PAGE

**Must Accompany All Project Reports
Submitted to the Utah SHPO**



SHPO Project Number: U25LI0565

Report Title: *An Archaeological Resources Survey for the 14600 South Environmental Feasibility Study, Bluffdale, Salt Lake County, Utah*

Report Date: July 29, 2025

Report Author(s): Sheri Murray Ellis

Record Search Date(s): July 3, 2025

Org. Project Number: 2550384

County(ies): Salt Lake County

Principal Investigator: Sheri Murray Ellis

Field Supervisor(s): Sheri Murray Ellis

Intensive Acres Surveyed (<15m intervals): 21.4

Recon Acres Surveyed (<15m intervals): 0

USGS 7.5' Series Map Reference(s): Jordan Narrows, UT

Sites Reported	Count	Smithsonian Trinomials
Revisits (no updated site forms)	0	
Updates (updated site forms attached)	4	42SL214, 42SL193, 42SL291, 42SL295
New recordings (site forms attached)	0	
Total Count of Archaeological Sites in APE	4	42SL193, 42SL214, 42SL291, 42SL295
Historic Structures (structures forms Attached)	0	
Total National Register Eligible Sites	3	42SL214, 42SL291, 42SL295

*Please list all site numbers per category. Number strings are acceptable (e.g. "42TO1-13; 42TO15"). Cells should expand to accommodate extensive lists.

Checklist of Required Items for Submittal to SHPO

- ☒ "Born Digital" Report in a PDF/A format
 - ☒ SHPO Cover Sheet
 - ☒ File Name is the UDSH Project Number with no hyphens or landowner suffixes
- ☒ "Born Digital" Site forms in PDF/A format
 - ☒ UASF with embedded maps and photos
 - ☒ File name is Smithsonian Trinomial without leading zeros (e.g. 42TO13 not 42TO00013)
 - ☒ Photo requirements (including size and quality)
- ☒ Archaeological Site Tabular Data
 - ☒ Single spreadsheet for each project
 - ☒ Follows UTSHPO template (info here: <https://goo.gl/7SLMqi>)
- ☒ GIS data
 - ☒ Zipped polygon shapefile or geodatabase of survey (if different from APE) or other activity area with required field names and variable intensity denoted
 - ☒ Zipped polygon shapefile or geodatabase of site boundaries with the required field names
 - ☐ Zipped polygon shapefile or geodatabase of isolates with the required field names

ABSTRACT AND MANAGEMENT SUMMARY

Report Title	An Archaeological Resources Survey for the 14600 South Environmental Feasibility Study, Bluffdale, Salt Lake County, Utah
Agencies Involved	Bluffdale City (the City); Utah State Historic Preservation Office (SHPO)
State Report No.	U25LI0565
Logan Simpson Project No.	2550384a
Report Date	July 29, 2025
Fieldwork Date(s)	July 8, 202
PI & PLPCO Permit No.	Sheri Murray Ellis / Permit No. 176
Project Description	Bluffdale City is studying possible improvements to the 14600 South roadway between Redwood Road (SR-68) and the Utah Transit Authority's FrontRunner rail line in southern Salt Lake County. The improvements may include roadway widening and/or pedestrian and bicycle improvements. At present, the project is not receiving state or federal funds; however, the City desires for environmental studies to be sufficient to meet state or federal standards in the event such future funding is secured or other state or federal requirements (e.g., permits) are invoked. Wall Consultant Group (WCG) is assisting the City in conducting the environmental feasibility study. WCG, in turn, contracted with Logan Simpson to conduct a cultural resource assessment sufficient to comply with either or both U.C.A. 9-8a-404 or the Section 106 process. The findings of an archaeological resources study are presented herein. The results of a historical structures inventory conducted by Logan Simpson are presented under separate cover.
Project Location	Township 4 South, Range 1 West, Sections 10 and 11 of the Salt Lake Base & Meridian (United States Geological Survey [USGS] 7.5' Quadrangle Jordan Narrows, Utah [1999])
Indigenous Land Acknowledgement	The survey area is located on traditional Ute, Goshute, and Shoshone lands. This report aims to assist the City and other agencies in stewarding these lands.
Land Ownership	Private and Municipal
Field Methods	Intensive-level archaeological survey
Acres Surveyed	21.4
Number of Sites	3 (plus one previously reported site that has been destroyed—42SL193)
NRHP-eligible Sites	3 (42SL214, 42SL291, 42SL295)
NRHP-ineligible Sites	0 (NOTE: A previous site (42SL193) in the area has been destroyed)



Archaeological Resources Survey Report

ADMINISTRATIVE INFORMATION

Project Name: 14600 South Environmental Feasibility Study		Date of Report: July 17, 2025	
Project Sponsor: Bluffdale City		Division of State History Report #: U25LI0565	
Lead Agency for Section 106: N/A		Agency Project #: N/A	Logan Simpson Project #: 2550384a
Author(s): Sheri Murray Ellis	Logan Simpson 1755 South 4490 West, Ste. C Salt Lake City, UT 84104 (801) 364-0525		

Methods: Logan Simpson employed standard Utah intensive-level archaeological survey techniques using transects spaced no more than 15 meters (50 feet) apart. These methods adhere to Utah State Historic Preservation Office (SHPO) survey standards.

Description of the Undertaking: Bluffdale City is studying possible improvements to the 14600 South roadway between Redwood Road (SR-68) and the Utah Transit Authority's FrontRunner rail line in southern Salt Lake County (see Figure 1 for general location). The improvements may include roadway widening and/or pedestrian and bicycle improvements. At present, the project is not receiving state or federal funds; however, the City desires for environmental studies to be sufficient to meet state or federal standards in the event such future funding is secured or other state or federal requirements (e.g., permits) are invoked.

Wall Consultant Group (WCG) is assisting the City in conducting the environmental feasibility study. WCG, in turn, contracted with Logan Simpson to conduct a cultural resource assessment sufficient to comply with either or both U.C.A. 9-8a-404 or the Section 106 process. The findings of an archaeological resources study are presented herein. The results of a historical structures inventory conducted by Logan Simpson are presented under separate cover.

Describe the Project Area, Area of Potential Effects, and Survey Area: The general project area is located in the extreme southern portion of the Salt Lake Valley in the community of Bluffdale. The project corridor runs east-west across the community between two major transportation facilities—the commuter rail corridor and Redwood Road (SR-68). Terrain is relatively flat, ranging from 4,450 feet above sea level to 4,470 feet above sea level with a gentle downward slope from east to west. All lands along the project corridor have been developed or disturbed in some way. Most development is associated with residential use, both historical and modern, and past agricultural activity, including field cultivation and construction of irrigation canals and ditches. Vegetation in the survey area largely comprises invasive weeds from past ground disturbance, remnants of the native sagebrush community, an introduced ornamental landscaping (see Photograph 1). Ornamental landscaping has been introduced through modern residential and commercial development. Native soils are medium brown silty loam with a low to moderate content of subangular and rounded gravels.

The area to be assessed for cultural resources (i.e., the survey area and the area of the potential effects [APE]) consists of a linear polygon averaging 46 meters (150 feet) wide and centered on the existing 14600 South centerline. This polygon contains approximately 21.4 acres and fully encompasses all lands on which physical ground disturbance, temporary construction easements, and right-of-way acquisition would occur (see

Figures 2 and 3). Land in the survey area is owned by private and municipal parties. The survey area is located in Township 4 South, Range 1 West, Sections 10 and 11 of the Salt Lake Base & Meridian (United States Geological Survey [USGS] 7.5' Quadrangle Provo, Utah [1998]) (see Figure 2).



Photograph 1. Overview of project corridor; looking east from near west end.

FILE SEARCH

Location of Records Search: Utah State Historic Preservation Office Sego online system

Date: July 3, 2025

Summary of File Search: Logan Simpson conducted a file search on July 3, 2025, via the Utah SHPO Sego online system. This source indicated that 19 prior regulatory surveys for cultural resources have taken place within the file search area, which extended 0.5-mile from the edge of the survey polygon. These surveys occurred between 1996 and 2022. Eleven of the prior surveys encompassed portions of the current survey area, including two conducted in 2022 by Certus Environmental Solutions. One of these surveys encompassed much of the current survey corridor east of 1515 West, and the other occurred along the Utah Transit Authority FrontRunner corridor. For the sake of consistent survey coverage, Logan Simpson re-inventoried the entirety of the current survey area for the present undertaking.

The file search indicates that eight archaeological sites have been reported within 0.5-mile of the current survey area. Of these, four extend wholly or partially into the current survey area. These are sites 42SL193 (the remains of a residential property), 42SL214 (the Jordan & Salt Lake City Canal), 42SL291 (the South Jordan Canal), and 42SL295 (the Utah & Salt Lake Canal). Site 42SL193 has been destroyed by residential



development that occurred after the site was documented. All four sites are discussed in more detail in the **Results** section of this report.

Historical maps and aerial images do not reveal any potential archaeological resources, other than the canals already known to be present in the area.

Paleontological Resources Consultation: Although this project is not subject to mandatory consultation with the Utah Geological Survey (UGS) regarding paleontological resources, Logan Simpson conducted a review of such resources, including reviewing the consultation record for the 2022 cultural resources survey along 14600 South by Certus Environmental Solutions. That survey was subject to consultation with the UGS per Utah Department of Transportation requirements. As the current project corridor is substantially similar to the 2022 survey corridor, the results of the paleontological consultation from 2022 are relevant here. Specifically, the UGS indicated that no paleontological resources have been documented anywhere in the immediate vicinity of the 14600 South project corridor and the geologic deposits exposed in the area have low potential for yielding important fossil localities.

RESULTS

Date(s) of Survey: July 8, 2025	Survey Field Lead: Sheri Murray Ellis Principal Investigator (PI): Sheri Murray Ellis PLPCO PI Permit #: 176 Accompanying Crew: N/A
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Results: Four archaeological sites are, or were, present in the current survey area. Sites 42SL214 and 42SL291 are both canal sites that remain visible on the ground surface. Site 42SL193 was the remains of a historical residential or farm property that has been destroyed by modern development. Site 42SL295 is another canal site, an apparent lateral of which was documented as extending into the current survey area sometime during or after May 2019 (no site form could be located in Sego). No evidence of such a lateral was observed during fieldwork for the present undertaking, and the ground surface has been altered to accommodate recent road upgrades. The locations of all four sites are shown in Figure 4, and descriptions are offered below.

42SL193; Residential Remains (Destroyed/Not Eligible)

Description:

This site was documented in 1992 by Sagebrush Archaeological Consultants as being located south of modern-day 14600 South near Redwood Road. At the time of documentation, 14600 South did not connect to Redwood Road as it does today but stopped at the location of site 42SL193. The site was described in 1992 as the remains of a historic farm complex, including a dwelling, chicken coop, inside-out granary, and four concrete foundations. Sagebrush determined the site dated from 1938 to 1975. The site was destroyed in 2019 when 14600 South was extended west to connect to Redwood Road.

NRHP Eligibility Evaluation

Site 42SL193 was determined ineligible for the NRHP under all criteria in 1992. It has subsequently been destroyed.

**42SL214; Jordan & Salt Lake City Canal (Eligible, Contributing Segment)****Description:**

Site 42SL214 is the Jordan & Salt Lake City Canal. The segment of the canal extending through the current survey area was most recently documented by Certus Environmental Solutions in 2022. Construction of the canal began in 1879 and continued for several years. It was among the earliest major canal construction projects that would carry water from the Jordan River near the Narrows north into the Salt Lake Valley.

The segment of the main canal discussed here begins north of 14600 South and extends south and southwesterly around a raised bluff for more than 1,000 meters. It follows its historically mapped alignment, although a few sections have been piped underground or placed in long culverts. These piping and culverts largely date to the modern era. Where the canal is open, the channel is unlined, has a U-shaped cross-section, and measures roughly 5 meters wide across the top and 1 to 1.5 meters deep. No historical water control features were present in the survey area.

Remnants of the lateral distribution ditch system are found along the north side of 14600 South for a distance of approximately 0.5 mile east of the Jordan River. These small ditches are discontinuous and found, primarily, along the frontages of residential properties. Some segments are heavily deflated and largely indistinct while others remain substantially intact. They are all unlined and range in size from 1 meter wide by 20 centimeters deep to 1 meter wide by 50 centimeters deep. One possible historical turnout structure was observed on the corner of a residential property near 1386 West. The remaining portions of the lateral ditch system, including the portion that connects the system to the main canal, appears to have either been piped or otherwise destroyed. It is unclear if these distribution ditches are still being used at this time.

NRHP Eligibility Evaluation

Site 42SL214 has been determined eligible for the NRHP under Criterion A as a result of many past evaluations and regulatory decisions. These determinations are predicated on the clear significance of the canal in facilitating settlement and an agricultural economy during the pioneer period in the Salt Lake Valley.

The segment of the main canal present in the current survey area retains integrity of location, materials, feeling, and association. Its integrity of design and workmanship has been compromised by placement of a long culvert on the canal during the modern era and continued dredging and other maintenance. The integrity of setting has been diminished somewhat by the construction of modern residential developments in place of the agricultural land previously irrigated from the canal's waters. Despite the impacts to integrity, this segment of the canal retains sufficient integrity to support the determination that the site is eligible for the NRHP under Criterion A, and Logan Simpson recommends the existing determination be retained for the purpose of the present undertaking. The integrity of the lateral ditch system has been reduced by piping of large segments, including the connection between the named canal and the ditch features reported here. Additionally, most of the open lateral ditch segments are deflated, overgrown, partially filled in, and otherwise minimally discernible. As such, Logan Simpson recommends the lateral ditches do not contribute to the overall eligibility of the site.

42SL291; South Jordan Canal (Eligible, Contributing Segment)**Description:**

Site 42SL291 is the South Jordan Canal. The segment passing through the current survey area has not been previously documented according to SHPO's Sego database. The main canal was constructed from 1870 to 1875 with the first water provided to portions of the Salt Lake Valley in 1876 and 1877 (Woods 2019). It was among the earliest major canal construction projects in the area and carries water from the Jordan River near the Narrows north into the Salt Lake Valley.



The segment of the main canal that is reported here straddles 14600 South near 1760 West. This segment measures a little more than 800 meters long—400 meters north and south of 14600 South. The canal channel appeared to be unlined, though water was flowing in it at the time of documentation and may have obscured concrete lining. The canal passes under 14600 South via a modern culvert built ca. 2019. The channel measures roughly 10 meters wide across the top and is at least 1 to 1.5 meters deep. No historical water control features were observed, though several modern slab bridges, piers, and pipelines were observed extending across the channel. No laterals channels or other distribution ditches were noted.

NRHP Eligibility Evaluation

Site 42SL291 has been determined eligible for the NRHP under Criterion A as a result of many past evaluations and regulatory decisions. These determinations are predicated on the clear significance of the canal in facilitating settlement and an agricultural economy during the pioneer period in the Salt Lake Valley.

The segment of the main canal present in the current survey area retains integrity of location, materials, feeling, and association. Its integrity of design and workmanship has been compromised by placement of the new culvert (14600 South) on the canal during the modern era and continued dredging and other maintenance. The integrity of setting has been diminished somewhat by the construction of modern residential developments in place of the agricultural land previously irrigated from the canal's waters. Despite the impacts to integrity, this segment of the canal retains sufficient integrity to support the determination that the site is eligible for the NRHP under Criterion A, and Logan Simpson recommends the existing determination be retained for the purpose of the present undertaking.

42SL295; Utah & Salt Lake Canal (Eligible, Non-contributing Segment)

Description:

Site 42SL295 is the Utah & Salt Lake Canal. The main canal was constructed during the 1870s and carries water from the Jordan River near the Narrows into the Salt Lake Valley. The main canal is located outside the current survey area. In 2006, SWCA Environmental Consultants documented several features of the canal near the present-day junction of 14600 South and Redwood Road (SR-68). The feature extending into the current survey area appears to have been a lateral ditch, but no site form corresponding to these documented features is available in SHPO records.

Logan Simpson revisited the mapped location of the feature extending into the survey area and found no surface elements. The area was altered ca. 2019/2020 when 14600 South was extended west to join Redwood Road. It appears that whatever feature was previously documented in this location has either been destroyed or otherwise altered sufficiently it is no longer a surface feature. In short, there are no historical components of this site still present in the survey area.

NRHP Eligibility Evaluation

Site 42SL295 has been determined eligible for the NRHP under Criterion A as a result of many past evaluations and regulatory decisions. These determinations are predicated on the clear significance of the canal in facilitating settlement and an agricultural economy during the pioneer period in the Salt Lake Valley.

The portion of the site extending into the current survey area appears to have been destroyed. As such, it lacks integrity and does not contribute to the overall eligibility of the canal site. Logan Simpson recommends the determination that the overall canal is eligible for the NRHP be retained but that this component of the site does not contribute to that eligibility.

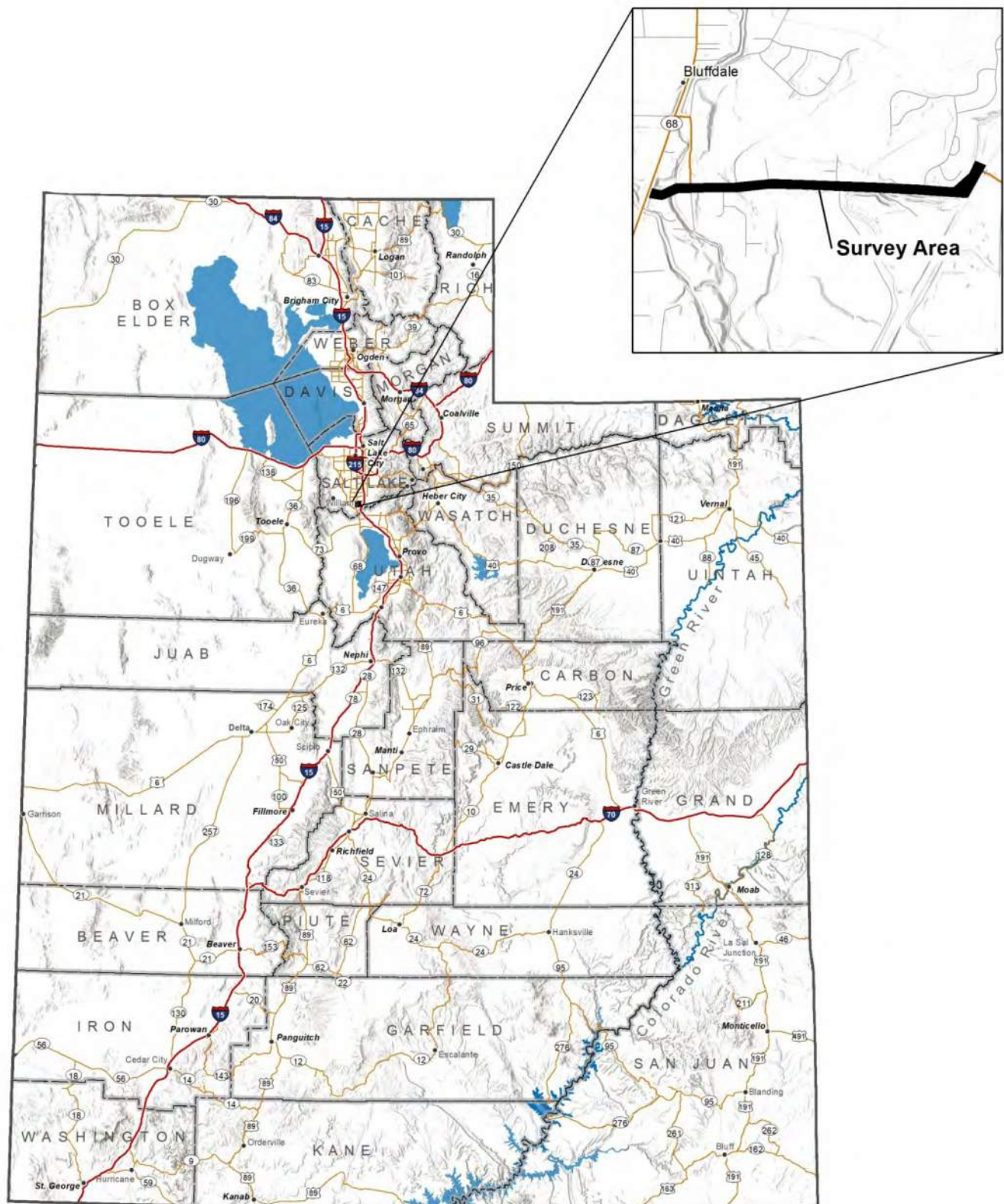


Figure 1. General location of survey area.

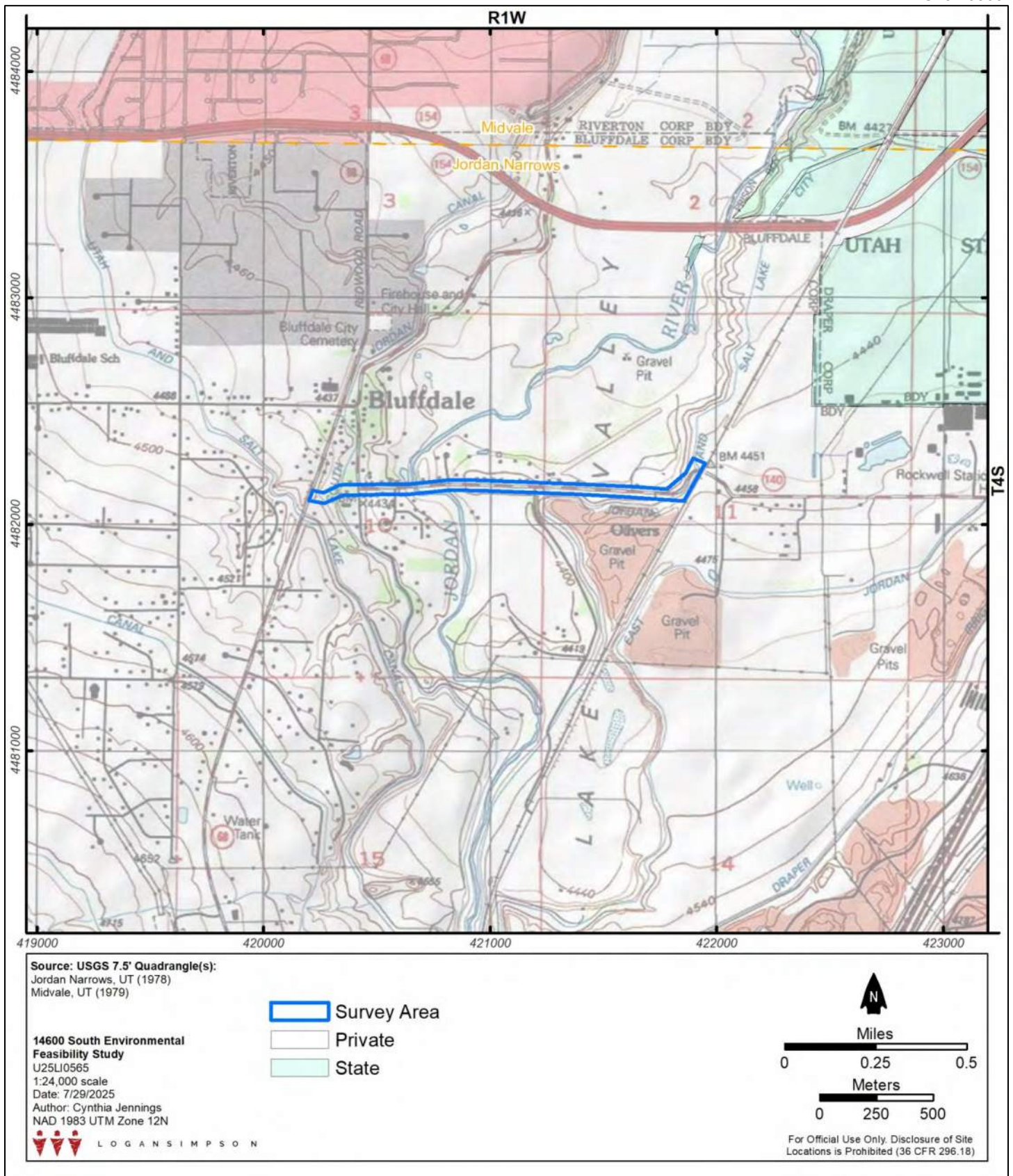


Figure 2. Survey area location.



Figure 3. Survey area detail.

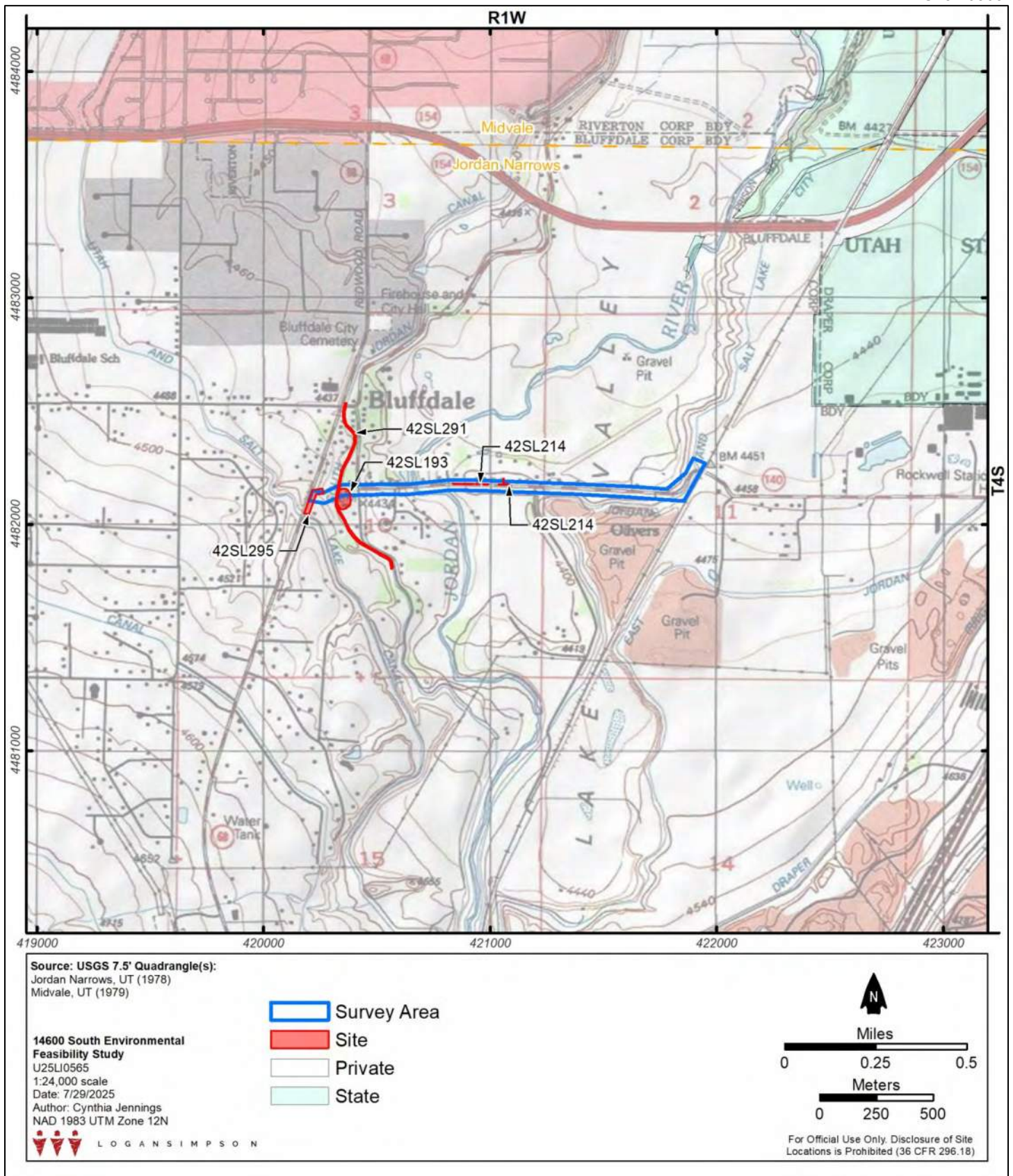


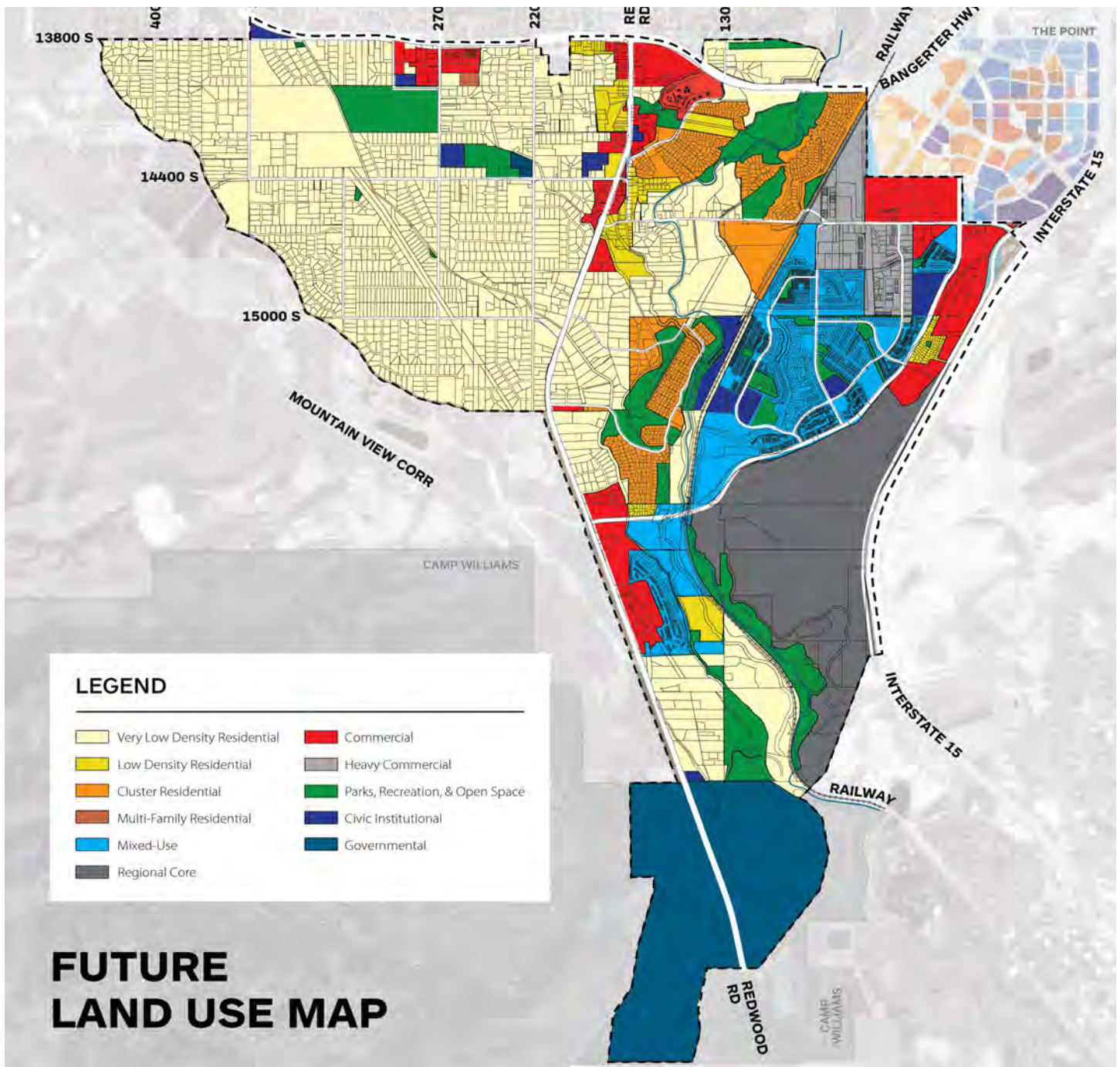
Figure 4. Archaeological survey results.

Appendix D. Land Use

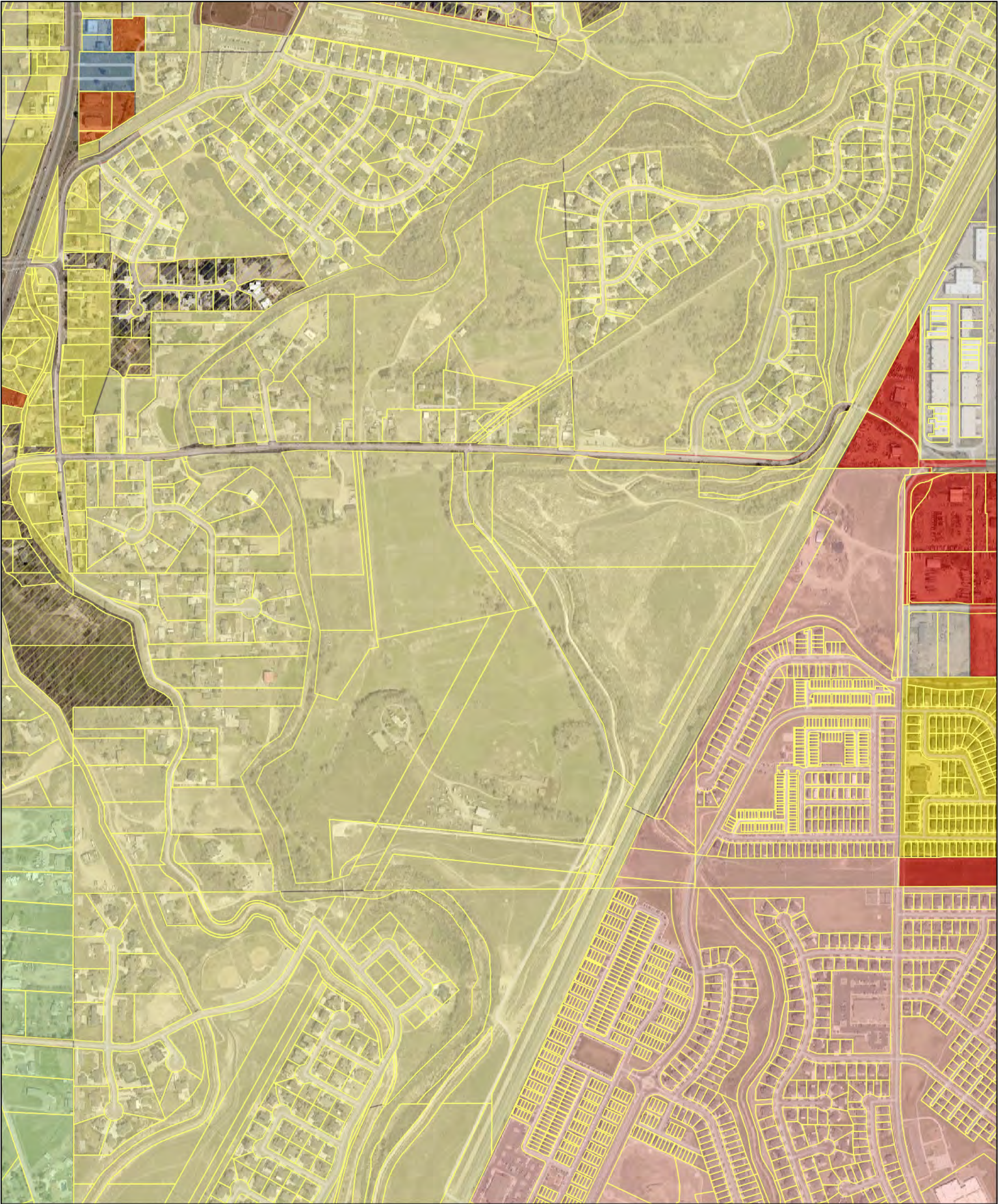
3.2 FUTURE LAND USE CONSIDERATIONS

For a large portion of Bluffdale, the current land uses, zoning and future land uses will remain largely unchanged. In the more established areas, the current land use mix is for the most part desirable, and preservation of these areas' character and function is the desired future condition. These areas are nearly fully developed and have little foreseeable change in the types or intensity of land uses in the future.

Figure 3.7 - Bluffdale Future Land Use Map



Bluffdale Zoning Map



11/12/2025, 2:44:14 PM

- Bluffdale Boundary

Street Centerlines

Parcels

Bluffdale Zoning

R-1-87

R-1-43
- R-1-43 (Cluster Residential Overlay)

R-1-10

CI Civic Institutional

I-O Infill Overlay

Mixed Use
- R-MF Multifamily

SD-R Independence Village

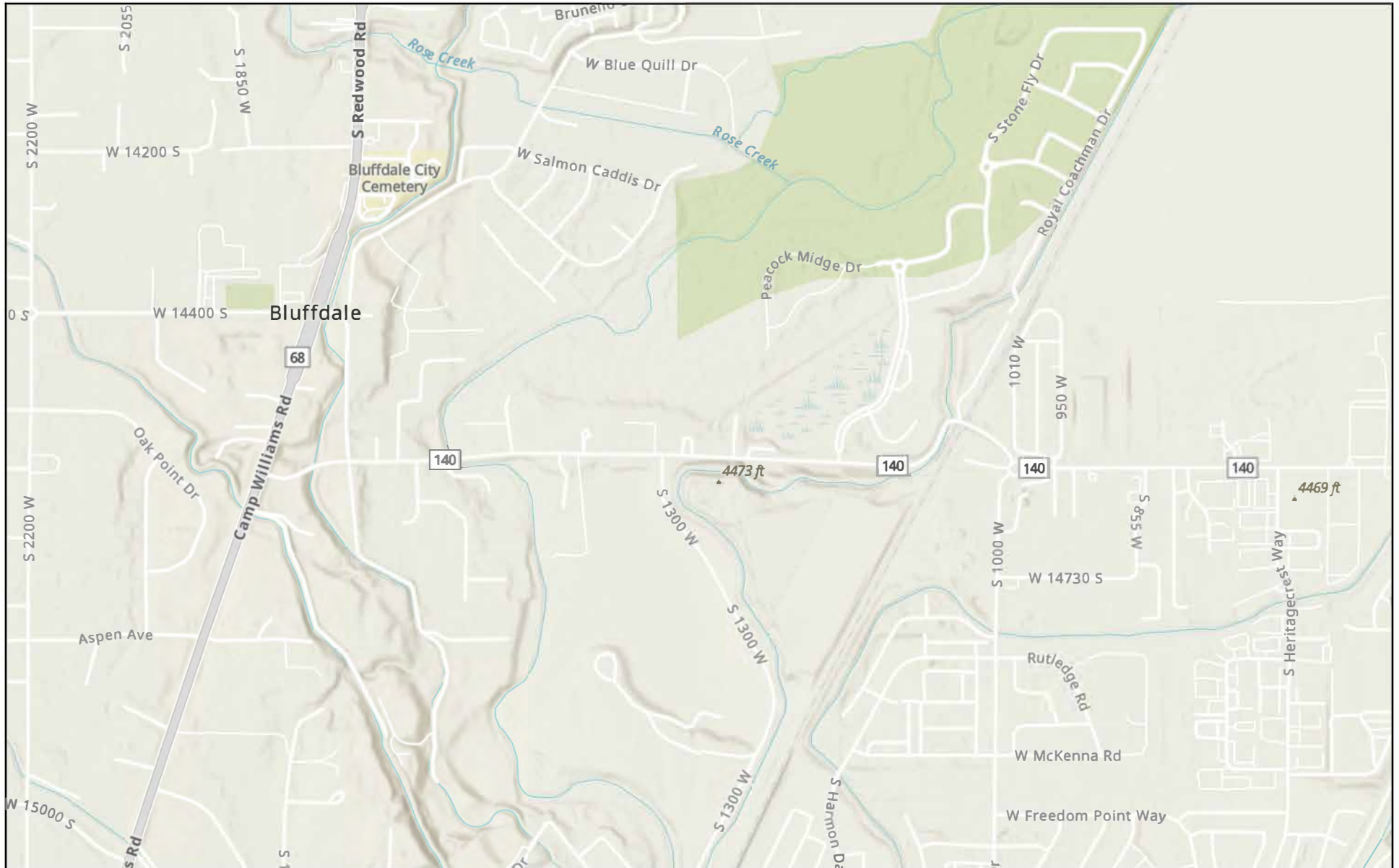
GC-1 Commercial

Heavy Commercial

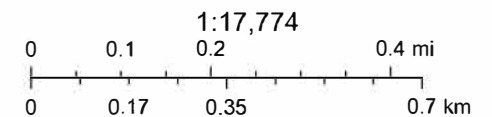
I-1 Light Industry

Appendix E. Farmland Maps

Utah Agricultural Protected Lands

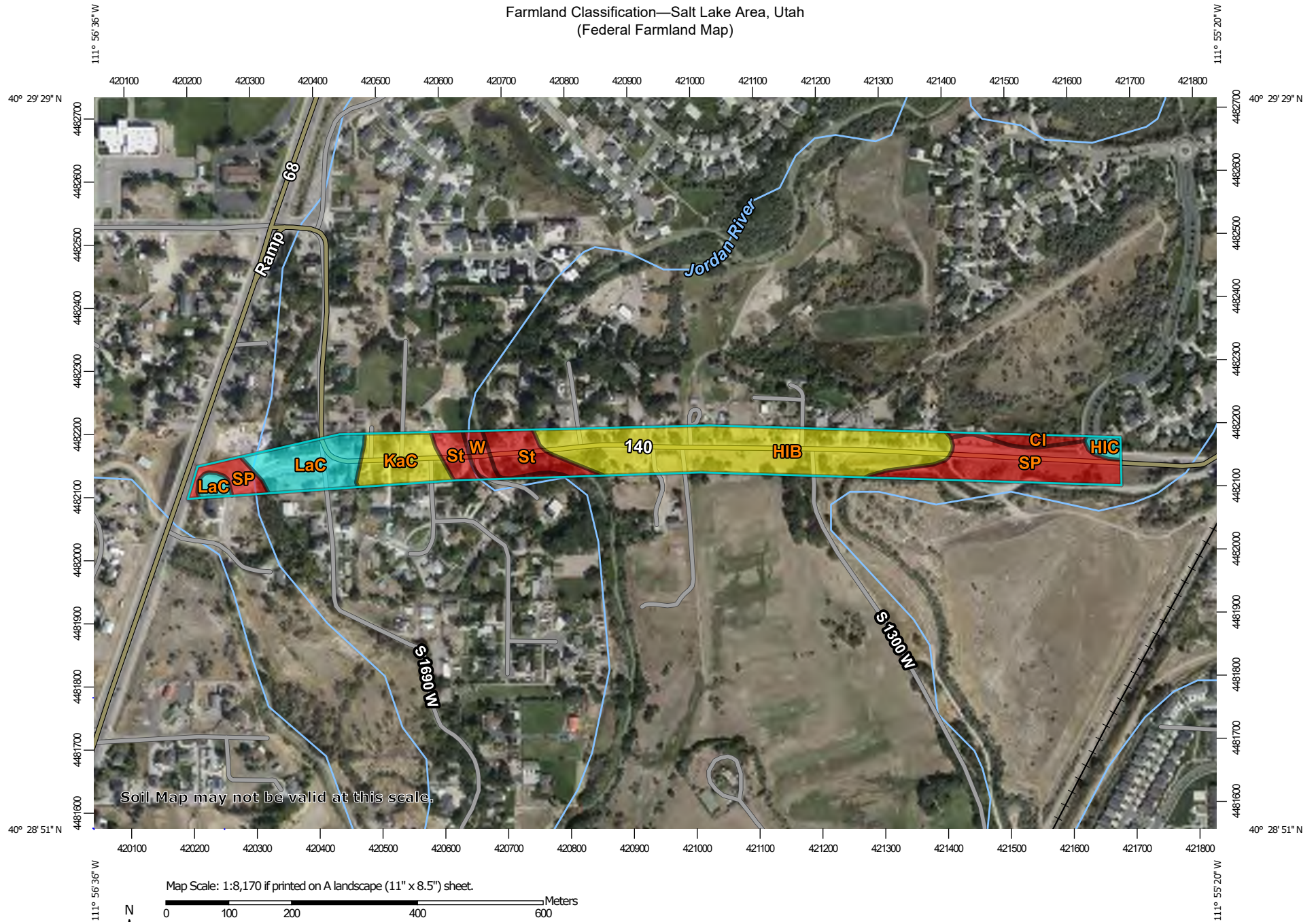


11/21/2025



Esri, NASA, NGA, USGS, FEMA, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User

Farmland Classification—Salt Lake Area, Utah (Federal Farmland Map)



Farmland Classification—Salt Lake Area, Utah
(Federal Farmland Map)

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season

-  Prime farmland if subsoiled, completely removing the root inhibiting soil layer
-  Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
-  Prime farmland if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance
-  Farmland of statewide importance, if drained
-  Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated

-  Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated and drained
-  Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer
-  Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60

-  Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough
-  Farmland of statewide importance, if thawed
-  Farmland of local importance
-  Farmland of local importance, if irrigated

-  Farmland of unique importance
-  Not rated or not available

Soil Rating Lines

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season

Farmland Classification—Salt Lake Area, Utah
(Federal Farmland Map)

	Prime farmland if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium		Farmland of unique importance		Prime farmland if subsoiled, completely removing the root inhibiting soil layer
	Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if irrigated and drained		Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season		Not rated or not available		Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
	Prime farmland if irrigated and reclaimed of excess salts and sodium		Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season		Soil Rating Points		Prime farmland if irrigated and reclaimed of excess salts and sodium
	Farmland of statewide importance		Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if warm enough		Prime farmland if protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance
	Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if thawed		Prime farmland if irrigated		Farmland of statewide importance, if drained
	Farmland of statewide importance, if irrigated				Farmland of local importance		Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
					Farmland of local importance, if irrigated		Prime farmland if irrigated and drained		Farmland of statewide importance, if irrigated
							Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season		

Farmland Classification—Salt Lake Area, Utah
(Federal Farmland Map)



Farmland Classification

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
CI	Chipman silty clay loam, saline, sodic, gravelly substratum, 0 to 1 percent slopes	Not prime farmland	0.7	2.4%
HIB	Hillfield loam, 1 to 3 percent slopes	Prime farmland if irrigated	11.1	40.3%
HIC	Hillfield loam, 3 to 6 percent slopes	Farmland of statewide importance	0.4	1.6%
KaC	Kearns silt loam, 3 to 6 percent slopes	Prime farmland if irrigated	2.6	9.4%
LaC	Lakewin sandy loam, 1 to 6 percent slopes	Farmland of statewide importance	3.6	13.3%
SP	Stony terrace escarpments	Not prime farmland	5.6	20.2%
St	Stony alluvial land	Not prime farmland	2.8	10.3%
W	Water	Not prime farmland	0.7	2.6%
Totals for Area of Interest			27.5	100.0%

Description

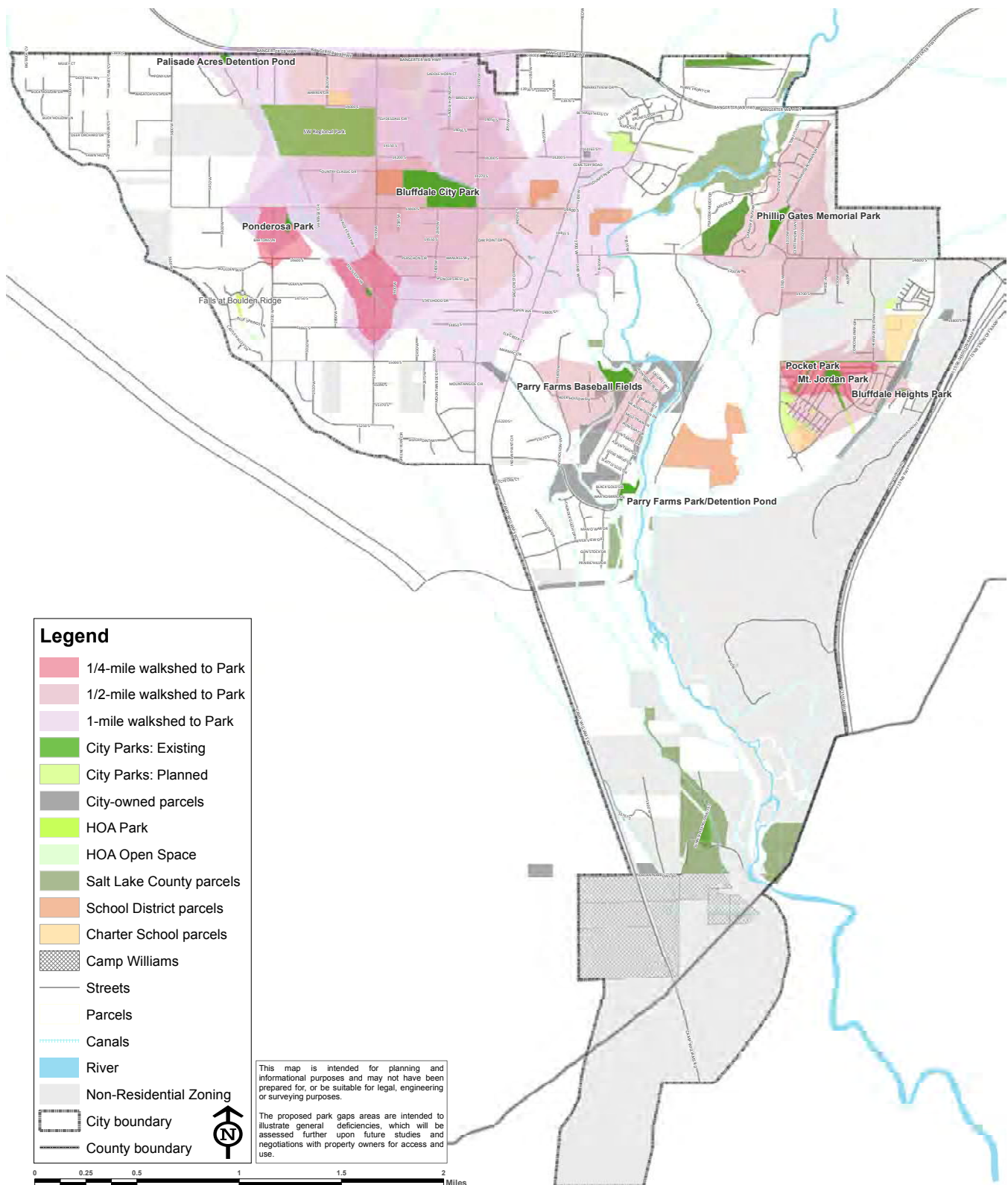
Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower

Appendix F. Recreation



Appendix G. Noise Study



14600 South Widening Noise Analysis

Project No. 0090(2020)

PREPARED FOR:

The City of Bluffdale

September 2025

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- A – TNM results tables
- B – Field data sheets
- C – Project Traffic data

List of Acronyms and Abbreviations

ANSI	American National Standards Institute
dB	Decibel (measure of sound pressure level on a logarithmic scale)
dBA	A-weighted decibel (sound pressure level)
FHWA	Federal Highway Administration
Leq(h/Lavg)	A-weighted, energy average sound level during a 1-hour period
Lmax	Maximum measured noise level
Lmin	Minimum measured noise level
LOS	Level-of-Service
NAC	Noise Abatement Criteria
ROW	Right of Way
TNM	Traffic Noise Model
UDOT	Utah Department of Transportation

Introduction

The City of Bluffdale does not have a traffic noise policy. The federal regulation that the Federal Highway Administration (FHWA) uses to assess traffic noise impacts is 23 Code of Federal Regulations (CFR) Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise. This regulation was most recently updated on July 13, 2010. In Utah, Utah Administrative Code (UAC) Rule R930-3 and UDOT's Policy 08A2-01, Noise Abatement (May 2020) establish noise impact and abatement policies and procedures that are compliant with 23 CFR Part 772. The noise policy describes procedures for conducting traffic noise studies including identifying existing and predicted future traffic noise levels associated with the project, determining whether impacts would occur as a result of project development, and evaluating abatement measures.

1 Project Description

The City of Bluffdale are proposing to widen 14600 South between 1000 West and Redwood Road in Salt Lake County for an approximate project length of 1.2 miles. The project will widen 14600 South from two to five lanes: including the construction of curb, gutter, sidewalk, park strip, intersection improvements, restriping and streetlights where required.

2 Noise Analysis Overview

2.1 Regulatory Overview

Noise analysis for this project was conducted in conformance with Federal Highway Administration (FHWA) guidelines for traffic noise analysis published in Code of Federal Regulations Title 23 Part 772 (23 CFR 772) and with the UDOT Noise Abatement Policy (last revised June 15, 2017). According to FHWA guidelines, noise impacts must be assessed for all Type I Projects.

Noise is often characterized as unwanted sound. The magnitude, or loudness, of sound is related to pressure and is measured in decibels. Because the human ear is more sensitive to some frequencies than others, sound in the human environment is measured on an A-weighted scale in Decibels (dBA). Because the level of sound fluctuates over a given period of time, noise levels can be summarized in multiple ways. The FHWA guidelines are based on the one-hour equivalent continuous sound level ($Leq(h)$), which represents the level in decibels, which would produce the same sound energy over an hour of time.

The UDOT Noise Abatement Criteria (NAC) establish the different land use categories for consideration of noise impacts (see Table 1). According to the UDOT Noise Abatement Policy, a noise impact is considered to occur when either:

- the future worst case scenario noise level is equal to or greater than the UDOT NAC for each corresponding land use category; or

- the future worst-case scenario noise level is greater than or equal to an increase of 10 dBA over the existing noise level.

Noise impact and abatement analyses are required within Land Use Activity Categories A, B, C, D, and E (see Table 1) only when development exists or has been permitted (formal building permit issued prior to the date the final environmental decision document is approved). Activity Categories F and G include lands that are not sensitive to traffic noise. There is no impact criteria for these land use types and an analysis of noise impacts is not required.

Table 1 – UDOT Noise Abatement Criteria

Activity Category	UDOT Criteria Leq(h) ¹	Evaluation Location	Activity Description
A	56	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	66	Exterior	Residential
C	66	Exterior	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios.
D	51	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	71	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	-		Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing
G	-		Undeveloped lands that are not permitted.

2.2 Defining Area of Potential Effect

The extent of the noise study analysis area includes all receptors impacted by the project. The FHWA does not establish a fixed distance to define the noise impact analysis area. Historically, absolute noise impacts (those areas with noise levels approaching or exceeding the NAC – 66 dBA for residential land uses) rarely exist beyond about 400 to 500 feet from the roadway. It is also established that the FHWA Traffic Noise Model is less reliable at predicting noise levels beyond this range.

2.3 Noise Measurement Procedures

Short-term measurements were conducted in the analysis area using a noise meter rated by the American National Standards Institute (ANSI) as Type 1. Measurements were conducted between 15 and 30 minutes at locations where frequent human use occurs. All field data was recorded on field data sheets, including the time and location of the measurement, instrumentation data, meteorological data, as well as noise events during the measurement that might influence the results. These short-term measurements were used to validate the noise model. See Appendix B for field data sheets and measurement site photos.

2.4 Selection of Noise Sensitive Receptors

In general, noise-sensitive receptors are selected to represent potentially impacted land uses within the Project area. The number and locations of the receivers (measurement and modeling locations) were selected to adequately represent all the noise-sensitive receptors within the project area. These properties include Activity Categories B through C in Table 1. Activity A, Categories D through G do not exist in the project area.

All receiver locations (short-term measurement locations and all modeled locations) are located to represent an area of frequent exterior human use. For residential properties, this would normally be an exterior activity area between the structure and the proposed project roadway. For open space areas, this included an area approximately 20 - 30 feet between the roadway and activity area.

2.5 Noise Modeling Methodology

Future build noise levels were predicted using the FHWA approved Traffic Noise Model Version 3.1 software (TNM), the most recent version available. The FHWA and UDOT conventional modeling techniques and recommendations for the TNM were implemented for this noise evaluation. These include the following modeling procedures and conventions:

- All roadway pavement types were modeled as “Average”.
- Traffic volumes were provided from the Bluffdale City Transportation Master Plan for 2050 LOS C.
- Existing terrain lines (topography), and building rows were modeled where appropriate.

3 Existing Noise Environment and Noise Sensitive Areas

3.1 Land Uses and Environment

Land uses in the project area are primarily residential and recreational. Noise-sensitive receptors that are Land Use Activity Category B include single-family residences on both north and south of 14600 South. Recreational Land Use Activity Category C receptors include Spring View Farms Trailhead and the Jordan River Parkway Trail. Many older homes front 14600 South while newer development has occurred to the north of 14600.

The topography varies in elevation with an approximate drop of 80 feet from 1000 West to the Jordan River and then increasing approximately 58 feet approaching Redwood Road. Similar elevation change occurs North to South. The area best describes as a river bottom with vegetation along the Jordan River and surrounding lowland areas.

3.2 Existing Noise

On-site measurements were taken in August 2025 with a Quest Technologies SoundPro Instruments Model SE sound level meter/data logger for a duration of 30 minutes (see Appendix A for data sheets and noise measurement locations). Recorded measurements were used to verify the accuracy of the noise model and ensure it is representative of existing conditions. The primary source of existing noise is traffic along 14600 South between 1000 West and Redwood Road. 14600 South in the noise evaluation area consists of one eastbound lane and one westbound lane which also provides access to residential areas either north or south from 14600 South. The calculated noise levels for the existing conditions are shown in Table 2. The locations of the receptors are shown in Figure 1.

4 Noise Level Impacts

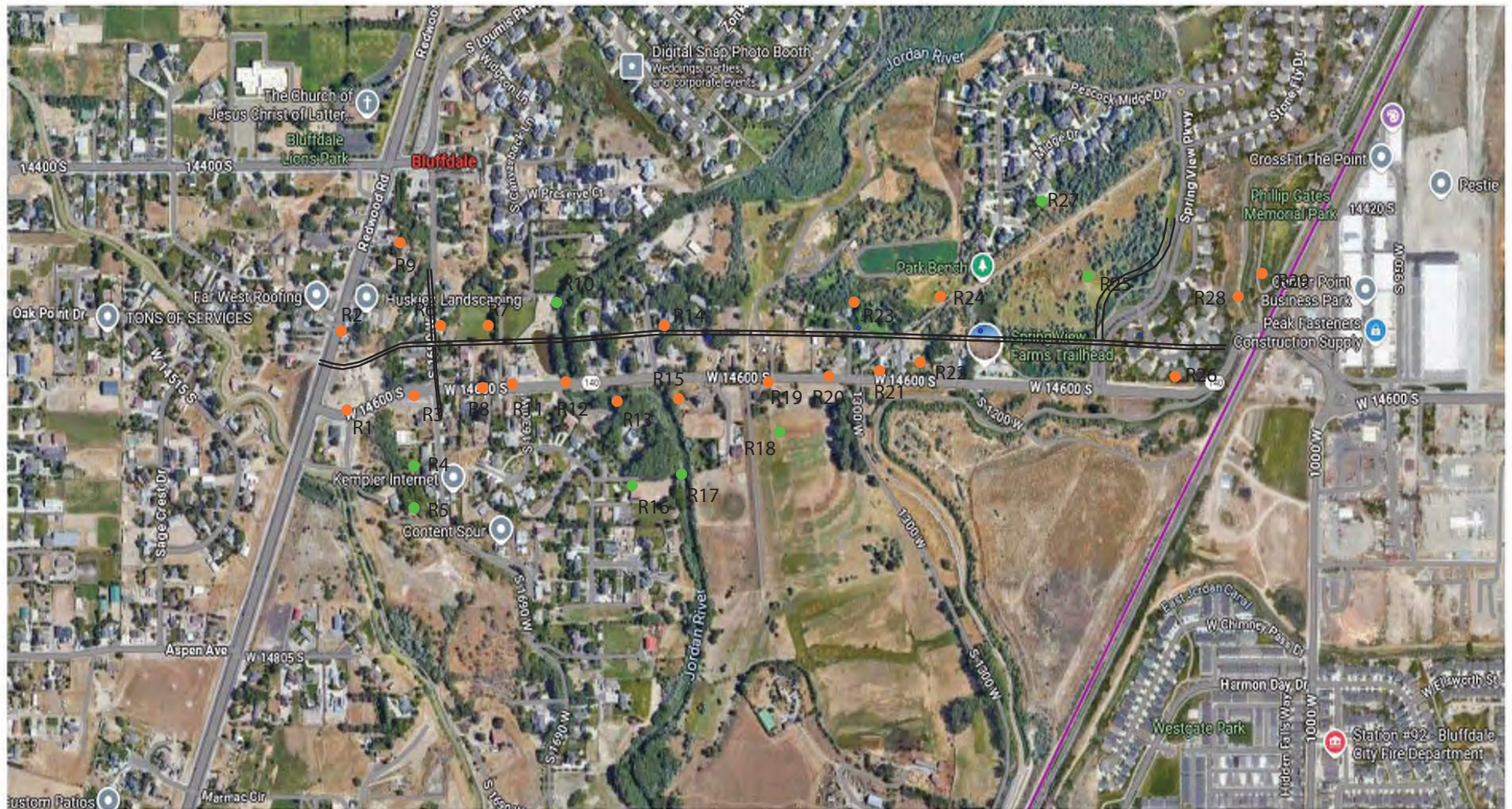
Projected traffic noise levels with the project were calculated with TNM software using build conditions (travel lane configurations and traffic volumes). To be consistent with UDOT's noise policy, LOS C traffic volumes were used to determine the greatest hourly traffic noise conditions that are likely to occur regularly. Vehicle mixes were based on observed peak-hour counts near the project study area. (See Table 4). Future traffic data is presented in Appendix C.

A receiver is considered impacted by traffic noise if predicted future noise levels meet or exceed the UDOT NAC, or if the predicted future noise level is greater than the existing noise level by 10 dBA or greater. Based on the analysis, no receptors would be impacted by traffic noise. (See Table 4).



- Below NAC
- Above Existing NAC
- Above Proposed Project NAC

FIGURE 1 - WEST MAP



- Below NAC
- Above Existing NAC
- Above Proposed Project NAC

FIGURE 1 - WEST MAP

Table 2 – Modeled Existing and Predicted Noise Levels by Receiver

Map Label	Activity Category/ NAC in dBA Leq(h)	UDOT Noise Abatement Criteria Leq(h)	Existing Noise Levels (dBA)	Existing Noise Impact	Proposed Action Noise Levels (dBA)	Projected Impact	
						10 dBA increase from Existing Level	UDOT Noise Abatement Criteria
RC1	B/66	66.0	69.6	Yes	72.2	No	No
RC2	B/66	66.0	70.3	Yes	73.0	No	No
RC 3	B/66	66.0	71.1	Yes	73.9	No	No
RC 4	B/66	66.0	66.6	No	69.3	No	No
RC 5	B/66	66.0	64.9	No	67.6	No	No
RC 6	B/66	66.0	71.3	Yes	74.0	No	No
RC 7	B/66	66.0	71.5	Yes	74.3	No	No
RC 8	B/66	66.0	71.4	Yes	74.1	No	No
RC9	B/66	66.0	64.1	No	66.7	No	No
RC10	B/66	66.0	72.0	No	74.8	No	No
RC11	B/66	66.0	71.6	Yes	74.4	No	No
RC12	B/66	66.0	72.2	Yes	75.1	No	No
RC13	B/66	66.0	71.1	Yes	73.9	No	No
RC14	B/66	66.0	71.1	Yes	75.0	No	No
RC15	B/66	66.0	69.8	Yes	72.5	No	No
RC16	B/66	66.0	66.1	No	68.9	No	No
RC17	B/66	66.0	65.5	No	68.2	No	No
RC18	B/66	66.0	67.2	No	69.9	No	No
RC19	B/66	66.0	71.4	Yes	74.2	No	No
RC20	B/66	66.0	68.7	Yes	71.4	No	No
RC21	B/66	66.0	67.4	Yes	70.2	No	No
RC22	B/66	66.0	67.4	Yes	70.1	No	No
RC23	B/66	66.0	70.7	Yes	73.5	No	No
RC24	B/66	66.0	69.3	Yes	72.1	No	No
RC25	B/66	66.0	69.3	Yes	72.1	No	No
RC26	B/66	66.0	69.1	Yes	71.9	No	No
RC27	B/66	66.0	64.2	No	66.9	No	No
RC28	B/66	66.0	71.4	No	74.2	No	No
RC29	B/66	66.0	70.0	Yes	72.8	No	No
RC30	B/66	66.0	71.5	Yes	74.3	No	No
RC31	B/66	66.0	70.8	Yes	73.6	No	No
RC32	B/66	66.0	72.0	Yes	74.9	No	No
RC33	B/66	66.0	71.8	Yes	74.6	No	No
RC34	B/66	66.0	68.8	Yes	71.6	No	No
TR35	C/66	66.0	71.6	Yes	71.6	No	No
TR36	C/66	66.0	66.1	No	68.8	No	No
TR37	C/66	66.0	64.3	No	67.0	No	No
TR38	C/66	66.0	63.2	No	65.9	No	No

TR39	C/66	66.0	75.3	Yes	78.2	No	No
TR40	C/66	66.0	71.3	Yes	74.1	No	No
TR41	C/66	66.0	69.3	Yes	72.1	No	No
RC42	B/66	66.0	67.5	Yes	70.2	No	No
RC43	B/66	66.0	67.7	Yes	70.4	No	No
RC44	B/66	66.0	71.2	Yes	74.0	No	No
RC45	B/66	66.0	73.3	Yes	76.2	No	No
RC46	B/66	66.0	73.5	Yes	76.3	No	No
TR47	C/66	66.0	65.1	No	72.0	No	No
TR48	C/66	66.0	68.2	No	71.0	No	No
TR49	C/66	66.0	65.7	No	68.4	No	No
TR50	C/66	66.0	64.8	No	67.5	No	No
TR51	C/66	66.0	63.7	No	66.4	No	No
TR52	C/66	66.0	69.8	Yes	72.6	No	No
TR53	C/66	66.0	68.1	Yes	70.8	No	No
TR54	C/66	66.0	65.8	No	70.8	No	No
TR55	C/66	66.0	65.8	No	68.5	No	No
RC56	B/66	66.0	66.8	No	69.5	No	No
RC57	B/66	66.0	69.2	Yes	72.0	No	No
RC58	B/66	66.0	70.8	Yes	73.6	No	No
RC59	B/66	66.0	70.3	Yes	73.1	No	No
RC60	B/66	66.0	67.6	No	70.4	No	No
RC61	B/66	66.0	65.1	No	67.8	No	No

5 Noise Abatement Requirements

The UDOT Noise Abatement Policy requires that noise abatement be considered for noise-sensitive receptors that would be impacted by the proposed project. The overall goal of abatement is to obtain substantial noise reductions, which may or may not result in noise levels below NAC levels. Abatement measures that may be considered include installing noise walls, traffic management measures, alteration of vertical or horizontal alignments, or acquisition of property to serve as a buffer to preempt development that would be adversely affected by traffic noise.

When noise barriers are considered, they are analyzed for feasibility. Feasibility of a noise barrier is determined based on engineering and acoustic considerations. Engineering considerations include safety, sight distance, access to adjacent properties, drainage, etc. Also, the UDOT Noise Policy states that the noise barrier height cannot be greater than the distance from the back of curb of a non-access-controlled roadway to the face of the barrier. Acoustic feasibility is defined by the UDOT Noise Abatement Policy as achieving a traffic noise reduction of at least 5 dBA for at least 75% of front-row receptors.

Noise barriers must also be analyzed for reasonableness. Reasonableness is determined based on several factors, including noise reduction, cost, and the viewpoint of property owners and residents. To meet the reasonableness criteria for noise reduction, a noise wall must achieve an 8 dBA or greater reduction in noise levels for 75% of front-row receptors. To be considered cost effective, the proposed

barrier must not have an estimated cost to build greater than \$30,000 per benefited residential (Activity Category B) receptor or \$360 per linear foot for Activity Categories A, C, D, and E. A benefited receptor is one that is predicted to receive a minimum of 8 dBA of noise reduction because of abatement. The UDOT Noise Policy also provides a unit cost of \$20 per square foot for estimating the cost of constructing a noise wall.

If a noise wall is determined to be both feasible and reasonable, then the viewpoint of property owners and residents in the area are taken into consideration. The UDOT Noise Policy outlines the procedures to be followed when soliciting the viewpoint of those impacted by noise and benefited by noise walls. This polling would typically be conducted after the final noise analysis is prepared and approved.

5.1 Noise Abatement Evaluation

As a result of the findings identified in the noise study, no sensitive noise receivers were impacted. Therefore, noise abatement was not considered.

6 Construction Noise

Land uses that are sensitive to traffic noise are also sensitive to construction noise. Unlike traffic noise impacts, however, construction noise impacts are more temporary in nature. Principle sources of construction noise are the equipment and methods used. In order to limit the impacts to sensitive receptors, UDOT has implemented Section 01355, Environmental Compliance, of the 2012 Standards and Specifications. Section 3.6 establishes requirements for noise control during construction projects. Requirements include:

- Locate haul routes to minimize noise disturbance to noise sensitive receptors.
- Take measures to avoid construction activities that will result in possible noise impacts during nights, weekend, and holidays in areas with noise sensitive receptors; and
- Notify affected communities and local government authorities at least two weeks in advance of any percussive noise activity.

The contractor will be required to conform to this specification to reduce the impact of construction noise on the surrounding community.

7 Statement of Limitations

Portions of this report have been prepared based on certain key assumptions made by WCG which substantially affect the conclusions and recommendations of this report. These assumptions, although thought to be reasonable and appropriate, may not prove to be true in the future. The conclusions and recommendations of WCG are conditioned upon several assumptions. Noise levels found in this report were predicted with the FHWA TNM Version 3.1 computer program as approved by UDOT for this project. This report assumes that the algorithms within the traffic noise model are correct and comply with UDOT standards for predictive noise modeling.

8 References

Federal Highway Administration (FHWA). 2017. Highway Traffic Noise: Analysis and Abatement Guidance. U.S. Department of Transportation, Federal Highway Administration, Washington, DC.

Federal Highway Administration, 23 CFR 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise, July 2010.

Utah Department of Transportation Noise Abatement Policy, UDOT 08A2-01, May 28, 2020.

Appendix H. Water Resources

October 2025

MEMO

Subject: Wetlands and Water Resources memo 14600 South Roadway Improvement Project

The City of Bluffdale is proposing to widen 14600 South from Redwood Road to Spring View Parkway. 14600 South is currently a two-lane road that provides an east-west route for those traveling from I-15 to Redwood Road. The purpose of this memo is to identify potential impacts to water resources for the proposed roadway widening and realignment.

Purpose and Need

The purpose of the proposed project is to improve the 14600 South Roadway from Redwood Road to Spring View Parkway and enhance mobility, active transportation and safety for all users. The project is needed to address current and forecasted travel demand for east – west travel from I-15 and Redwood Road. The project is also needed to correct geometric deficiencies along the 14600 South roadway and create a consistent cross-section including bike lanes and continuous sidewalks. The project would also address safety concerns along the corridor specifically at existing intersections, residential accesses, and the crossing of the Jordan River Trail.

Project Description

The Action Alternative would construct a 75-foot-wide roadway cross-section generally in the center of the existing roadway alignment. Widening would occur along both the north and south sides of 14600 South with design modifications to the horizontal alignment to reduce impacts to residences, water resources, and trails. The Action Alternative would move the Jordan River Trail crossing from its current location near 1300 West to approximately 1200 West near the Spring View Farms Trailhead. For purposes of this environmental study, this document assumes that an overpass would be constructed and a new segment of trail would be constructed on the south side of 14600 South from approximately 1300 West to the new trail crossing. The exact location and type of trail crossing will be determined during final design in coordination with the Salt Lake County Parks and Recreation.

Wetlands and WOTUS

As described in 40 CFR Part 230, the objective of the Clean Water Act (CWA) is to maintain and restore the chemical, physical, and biological integrity of the waters of the United States [40 CFR Section 230.1(a)]. Any person, firm, or agency planning to alter or work in waters of the United States, including the discharge of dredged or fill material, must first obtain authorization from USACE under Clean Water Act Section 404 and, if

applicable, Section 10 of the Rivers and Harbors Act of 1899 (Title 33 United States Code Section 403) for work in navigable waters of the United States.

Waters of the United States is the encompassing term for areas that qualify for federal regulation under Section 404 of the CWA. Section 404 of Clean Water Act CWA gives the U.S. Environmental Protection Agency (EPA) and USACE regulatory and permitting authority regarding discharge of dredged or fill material into “navigable waters of the United States.” Section 502(7) of the Clean Water Act defines navigable waters as “waters of the United States, including territorial seas.”

On April 21, 2020, USACE and EPA published the Navigable Waters Protection Rule (NWPR) which provided definitions of waters of the United States and became effective June 22, 2020 (85 Federal Register 22250). However, on August 30, 2021, the U.S. District Court for the District of Arizona ordered vacatur and remand of the NWPR. In light of this order, USACE and EPA have halted implementation of the NWPR and are interpreting “waters of the United States” consistent with the pre-2015 regulatory regime until further notice. On December 7, 2021, the agencies published a proposed rule to put back into place the pre-2015 definition of “waters of the United States,” updated to reflect Supreme Court decisions (86 Federal Register 69372).

The project area was surveyed for potential habitat in August 2025. Additionally, a literature search to determine if the proposed project would affect Waters of the United States and surface waters. Information from national wetlands inventory doesn’t provide project level detail for determining wetlands species. The Utah Geological Survey (UGS) conducts wetland mapping and wetland field assessment projects across Utah. All UGS mapping projects follow the National Wetland Inventory (NWI) standards developed by the U.S. Fish and Wildlife Service, and recent projects also include riparian mapping.

Jordan River

The Jordan River bisects 14600 South at approximately 1620 West. The National Wetland Inventory (NWI) identifies the Jordan River a Riverine System which includes all wetlands and deepwater habitats contained within a channel. Exceptions include wetlands dominated by trees, shrubs, persistent emergent, emergent mosses, or lichens, which is consistent with the uplands of the river channel. The channel is an open conduit naturally created which continuously contains moving water. Mapping obtained from the National Wetlands Inventory identifies the Jordan River as a Riverine System (Figure 1.1). The USGS, identifies the uplands as forested shrub wetlands, consistent with the NWI determinization.

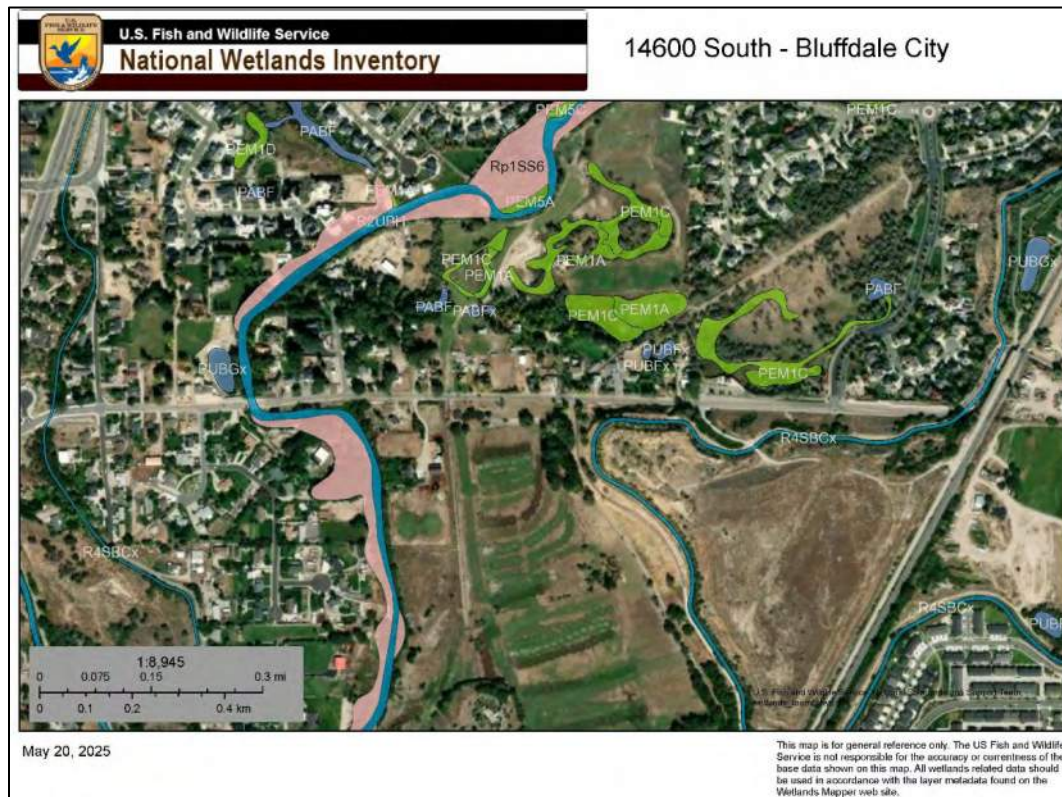


Figure 1.1 National Wetlands Inventory

Plant species identified along the banks and upland area areas of the Jordan Canal included, Sycamore (*Platanus occidentalis*), Poplar (*populus*), Russian Olive (*Elaeagnus angustifolia*), Coyote Willow (*Salix exigua*), and Winterfat (*Krashennikovia ceratoides*). A small distribution of invasive species were also identified which included a Wiregrass (*Ventenata dubia*) Brome Grass (*Bromus inermis*) Common Reed (*Phragmites australis*), and Diffuse Knapweed (*Centaurea diffusa*).

Spring View Trailhead

To the north of 14600 South between Spring View Parkway and 1200 West, identified as Spring View Farms Trailhead contains wetlands identified by both UGS and NWI as Freshwater Emergent Wetlands at this location. Field visit conducted in August 2025 confirmed present hydrology and wetland plant species consistent with UGS and NWI. A delineation will be prepared prior to final design if there are impacts to the roadway south of 14600 South. At the time of conceptual design, it is anticipated that no impacts would occur to wetlands in this area.

Jordan and Salt Lake City Canal

The Jordan and Salt Lake City Canal south of 14600 South is located on an upper bench area approximately 30 to 40 feet above the roadway. Water supplied to the canal occurs

at several diversions from the Jordan River. Eventually any residual water from the canal drains into the Jordan River.

The canal crosses 14600 South through a culvert adjacent to the UTA Front Runner Rail Line (Figure 1.3). NWI identifies the canal as a Riverine System. Field survey conducted in August 2025, identified flowing water in the channel. The canal is approximately 10-15 feet wide and about 3 to 4 feet in depth. The channel banks were observed as deep cut with an abrupt drop with a mix of heavy vegetation.

Plant species identified along the canal banks include Coyote Willow (*Salix exigua*), Russian Olive (*Elaeagnus angustifolia*), Common Reed (*Phragmites australis*), and Venus Hair Fern (*Adiantum capillus-veneris*). The channel contained approximately 90% of Common Reed which is identified as an invasive species. Russian Olive is also identified as an invasive species. Venus Hair Fern and Coyote Willow are identified as wetland indicators for the Arid West Region. Other vegetation adjacent to the first row of plant species contained a mix of Rabbitbrush, Brome grass (*Bromus inermis*), and Winterfat (*Krashennikovia ceratoides*).

The project improvements may require the existing 14600 South structure to be widened/replaced. A stream alteration permit will be required for work in the channel. Less than one acre of plant species will be disturbed for the construction of the new structure at 14600 South.

Storm Water

Bluffdale's Storm Water Management Plan (October 2020) was implemented to limit, to the maximum extent practicable, the discharge of pollutants from Bluffdale's storm drain system. The Storm Water Management Plan was developed and implemented to meet the requirements under the State of Utah UPDES Permit. The project improvements will disturb more than 1 acre of ground. The storm water drainage system will be redesigned as part of the roadway improvements to meet Bluffdale's Storm Water Management Plan.

Floodplain

Firm Panel Map Number, 1530f6c7-1079-428e-899e-e47f2a2f3edd Bluffdale, identified the areas adjacent to the Jordan River both north and south of 14600 South within a 0.2% annual chance of floods (500 year floodplain) and Zone A Base Flood Elevation (BFE). The Jordan and Salt Lake Canal was not identified in a flood zone. It is not anticipated the new structure will change the flood elevation along the Jordan River (Figure 1.2).

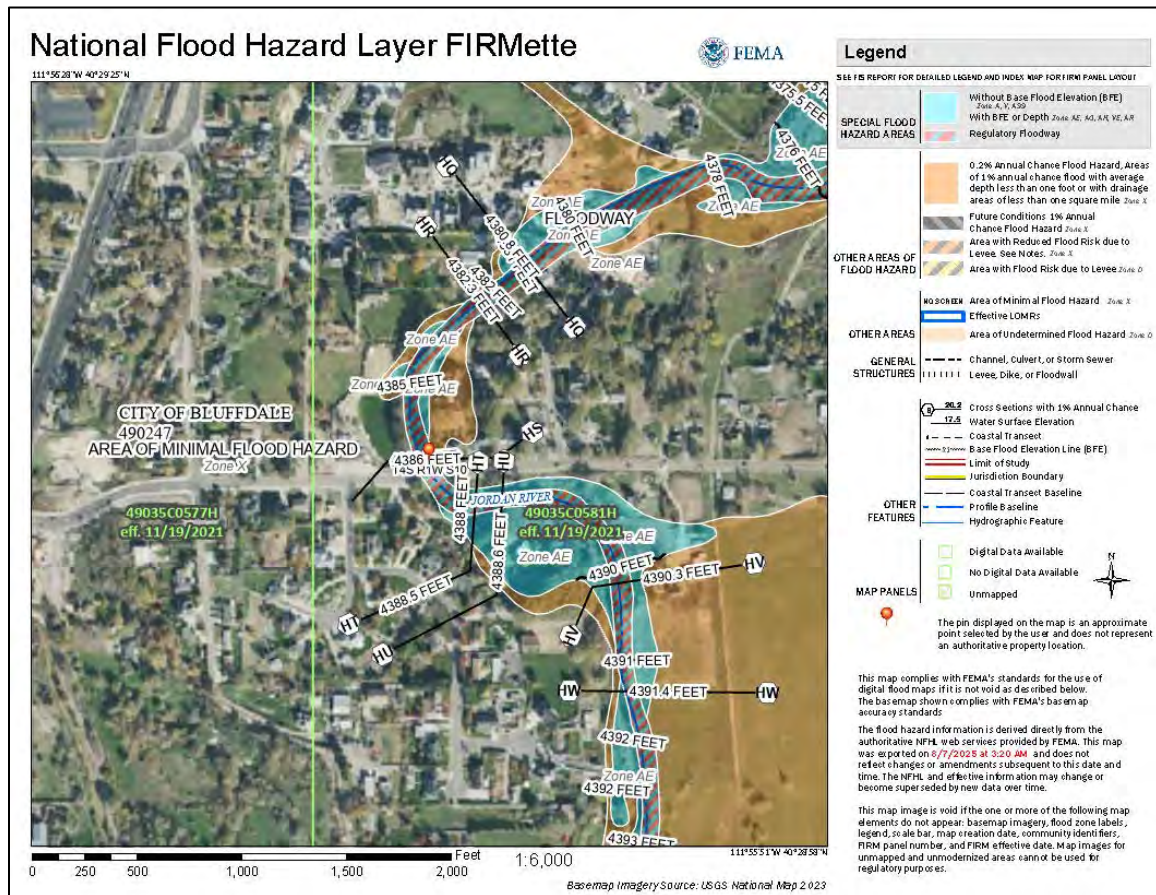
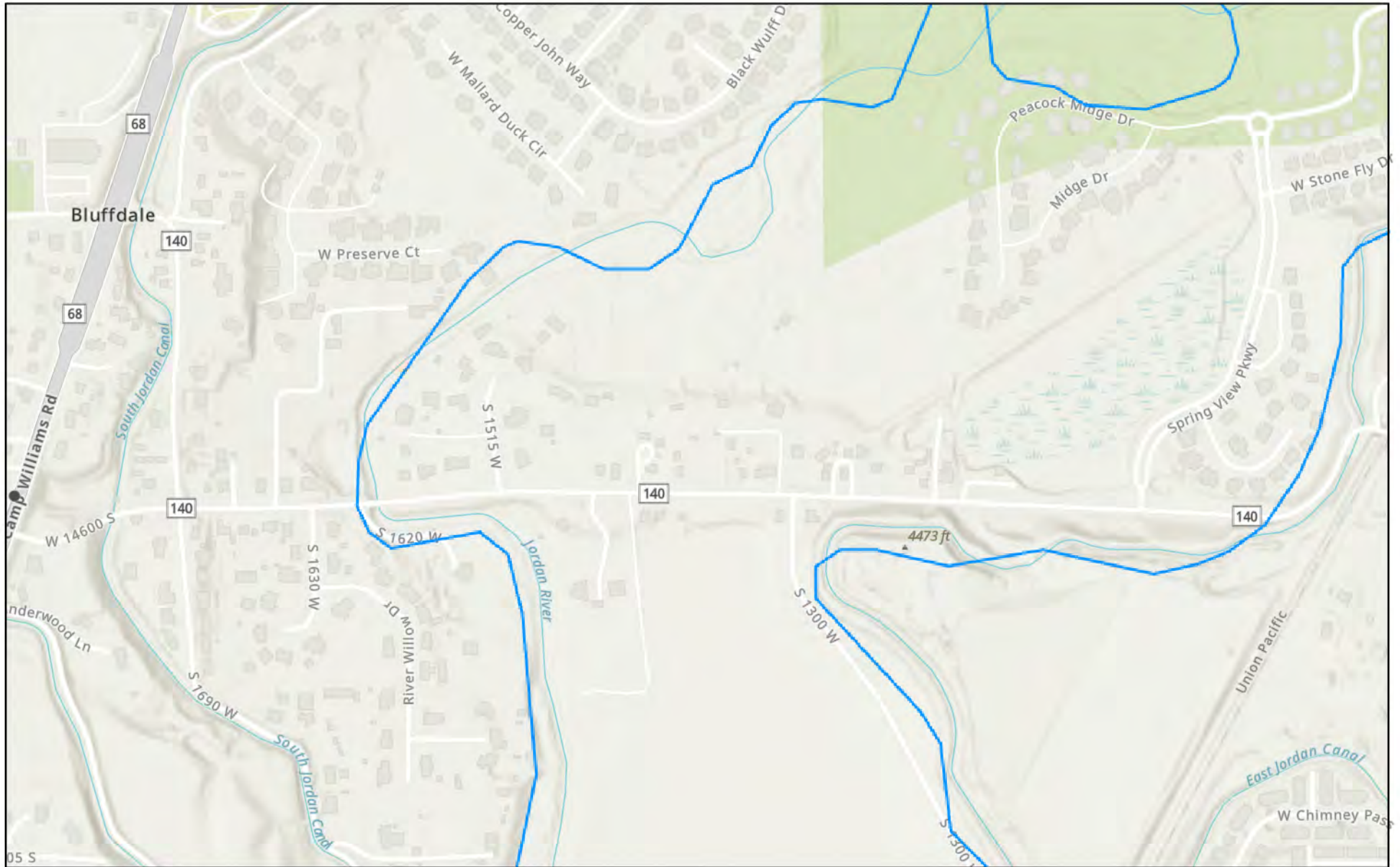


Figure 1.2 Flood Zone FIRMette

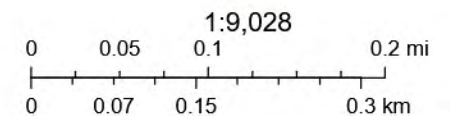
The conceptual design of 14600 South has not identified how the improvements will alter the culvert or the channel of the Jordan and Salt Lake Canal. It is anticipated widening to 14600 South will require widening of the structure across the Jordan River. Additionally, alterations to the canal are also anticipated. Both improvements will require a Stream Alteration Permit from the US Army Corps of Engineers

WATERS GeoViewer Print Map



4/17/2025, 2:13:52 PM

Streams

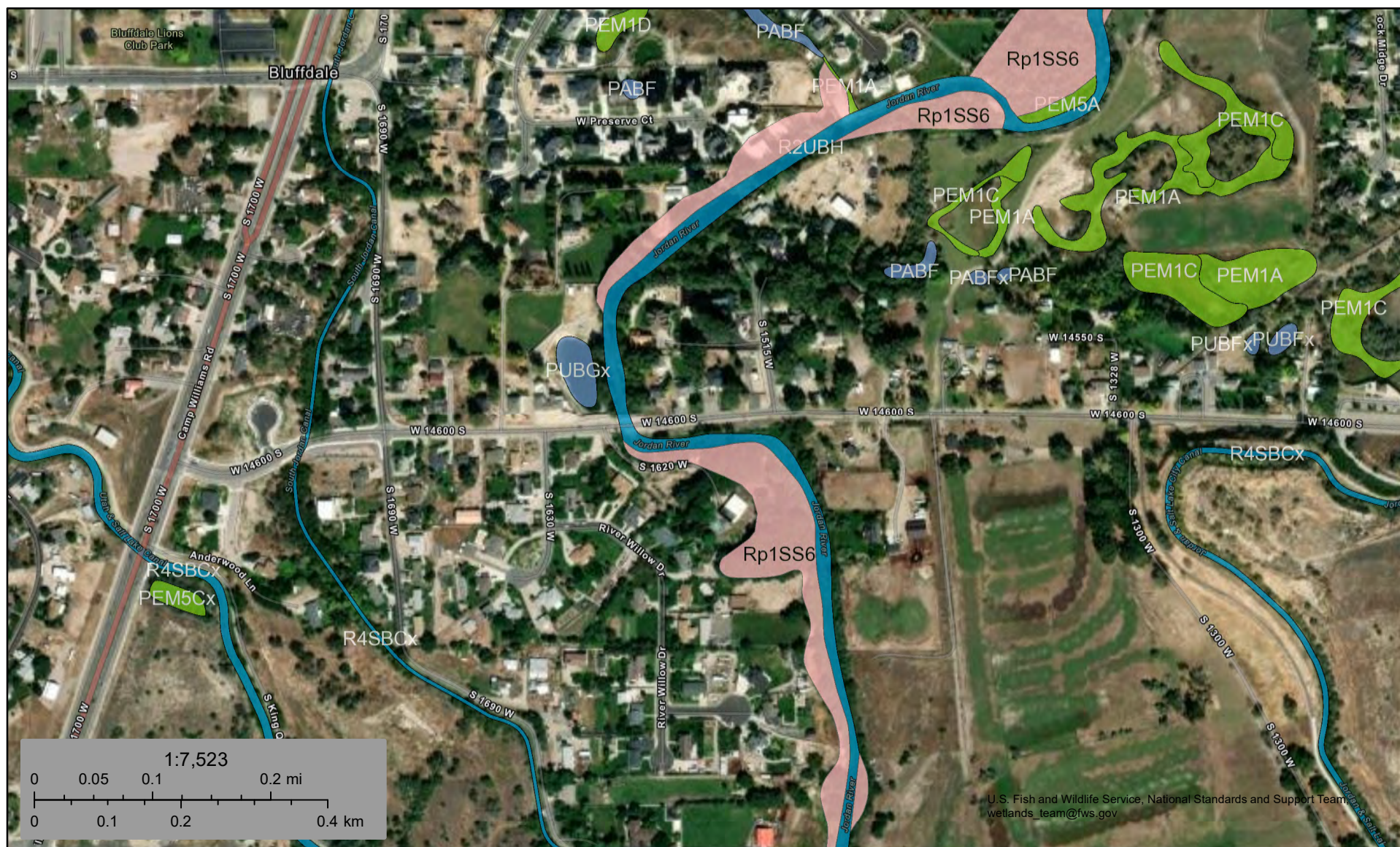


US EPA, Esri, NASA, NGA, USGS, FEMA, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User

US Environment Protection Agency

Esri, NASA, NGA, USGS, FEMA | Esri Community Maps Contributors, County of Salt Lake, County of Utah, Utah Geospatial Resource Center, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of

146 NWI a



April 17, 2025

Wetlands

- Wetlands**
- | | | | | | |
|---|--------------------------------|---|-----------------------------------|--|----------|
|  | Estuarine and Marine Deepwater |  | Freshwater Emergent Wetland |  | Lake |
|  | Estuarine and Marine Wetland |  | Freshwater Forested/Shrub Wetland |  | Other |
| | |  | Freshwater Pond |  | Riverine |

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.



146 nwib



April 17, 2025

Wetlands

- Wetlands**
- | | | | | | |
|---|--------------------------------|---|-----------------------------------|---|----------|
|  | Estuarine and Marine Deepwater |  | Freshwater Emergent Wetland |  | Lake |
|  | Estuarine and Marine Wetland |  | Freshwater Forested/Shrub Wetland |  | Other |
| | |  | Freshwater Pond |  | Riverine |

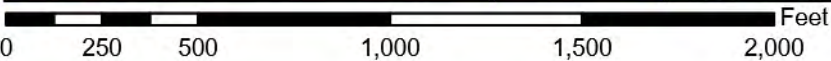
This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

Appendix I. Floodplain Maps

National Flood Hazard Layer FIRMette



111°55'58"W 40°29'25"N



1:6,000

111°55'20"W 40°28'58"N

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
		Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		29.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5 Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

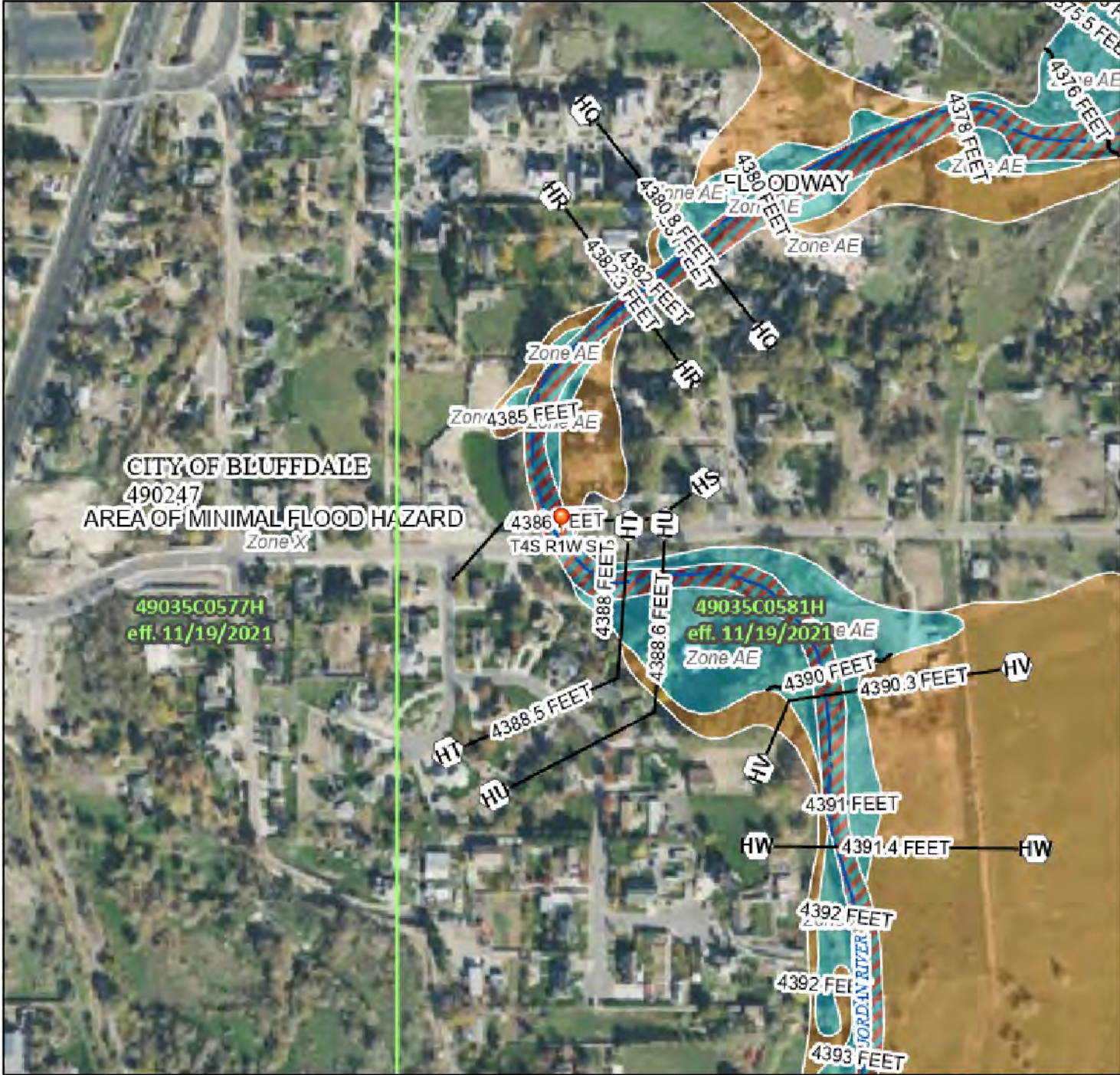
The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **11/23/2025 at 10:38 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

National Flood Hazard Layer FIRMMette



111°56'28"W 40°29'25"N



0 250 500 1,000 1,500 2,000 Feet 1:6,000

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS	Without Base Flood Elevation (BFE) Zone A, V, A99
	With BFE or Depth Zone AE, AO, AH, VE, AR
	Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
	Future Conditions 1% Annual Chance Flood Hazard Zone X
	Area with Reduced Flood Risk due to Levee. See Notes. Zone X
	Area with Flood Risk due to Levee Zone D
OTHER AREAS	NO SCREEN Area of Minimal Flood Hazard Zone X
	Effective LOMRs
GENERAL STRUCTURES	Channel, Culvert, or Storm Sewer
	Levee, Dike, or Floodwall
OTHER FEATURES	Cross Sections with 1% Annual Chance Water Surface Elevation
	Coastal Transect
	Base Flood Elevation Line (BFE)
	Limit of Study
	Jurisdiction Boundary
MAP PANELS	Profile Baseline
	Hydrographic Feature
MAP PANELS	Digital Data Available
	No Digital Data Available
	Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 11/23/2025 at 10:36 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Appendix J. Biological Resources



2139 South 1260 West
Salt Lake City UT 84119
HYPERLINK
"https://wgc.us" <https://wgc.us>
.US
801-449-1172

July 15, 2025

Wildlife Resources Memo

14600 South Redwood Road to Spring View Drive

Bluffdale City Utah

The City of Bluffdale is proposing to widen 14600 South from Redwood Road to Spring View Parkway. 14600 South is currently a two-lane road that provides an east-west route for those traveling from I-15 to Redwood Road. Continued growth in the area is anticipated to generate increased traffic volumes on 14600 South. The purpose of this memo is to identify potential impacts to wildlife resources for the proposed roadway improvement project.

Purpose and Need

The purpose of the proposed project is to improve the 14600 South Roadway from Redwood Road to Spring View Parkway and enhance mobility, active transportation and safety for all users. The project is needed to address current and forecasted travel demand for east – west travel from I-15 and Redwood Road. The project is also needed to correct geometric deficiencies along the 14600 South roadway and create a consistent cross-section including bike lanes and continuous sidewalks. The project would also address safety concerns along the corridor specifically at existing intersections, residential accesses, and the crossing of the Jordan River Trail.

Project Description

The project would construct a 75-foot-wide roadway cross-section from Redwood Road to Spring View Parkway. Widening would occur along both the north and south sides of 14600 South with design modifications to the horizontal alignment to reduce impacts to residences, water resources, and trails. The project would move the Jordan River Trail crossing from its current location near 1300 West to approximately 1200 West near the Spring View Farms Trailhead. For purposes of this environmental study, this document assumes that an overpass would be constructed and a new segment of trail would be constructed on the south side of 14600 South from approximately 1300 West to the new trail crossing. The exact location and type of trail crossing will be determined during final design in coordination with the Salt Lake County Parks and Recreation.

Federal and State Listed Sensitive Species

The project area was surveyed on foot for potential habitat in May 2025 to determine if the proposed project would affect any Federal or State of Utah listed sensitive species, or migratory bird habitat. No nests were observed in any of the trees within the project area. Additionally, the US Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) website was accessed, and the report is attached.

MAMMALS

No critical habitat exists for federal or state mammals within the project area.

This project will have no effect on this species, or its habitat.

BIRDS

Yellow Billed Cuckoo (*Coccyzus americanus*) Status – Threatened. Yellow-billed cuckoos are fairly large, long, and slim birds. Their mostly yellow bill is almost as long as the head, thick and slightly downcurved. They have a flat head, thin body, and very long tail. Wings appear pointed and swept back in flight. Yellow-billed cuckoos are warm brown above and clean whitish below. Their blackish face mask is accompanied by a yellow eye ring. In flight, the outer part of the wings flash rufous. From below, the tail has wide white bands and narrower black ones. Yellow-billed cuckoos use wooded habitat with dense cover and water nearby, including woodlands with low, scrubby, vegetation, overgrown orchards, abandoned farmland and dense thickets along streams and marshes.

FISHES

No fish habitat exists within the project area. ***This project will have no effect on this species, or its habitat.***

FLOWERING PLANTS

Ute Ladies' tresses (*Spiranthes dilluvialis*) Status – Threatened. The Ute ladies'-tresses is a perennial orchid with a distinctive, spiraling spike of white or ivory flowers with erect, glandular-pubescent stems 12-60 cm tall arising from tuberous-thickened roots. Basal leaves are narrowly linear, up to 1 cm wide and 28 cm long, and persist at the time of flowering. Leaves become progressively smaller up the stem and are alternate. The habitat for Ute ladies'- tresses is usually associated with moist environments including alkaline wetlands, moist meadows, floodplains, flooded river terraces, sub-irrigated or spring-fed abandoned stream channels and valleys, lakeshores, irrigation canals, berms, levees, or irrigated meadows. Elevations range up to 7,000 feet (2,134 meters) in northern Utah.

INSECTS

Monarch Butterfly (*Danaus Plexippus*) Status – Proposed Threatened. Adult monarch butterflies are large with bright orange wings surrounded by a black border and covered with black veins. The black border has a double row of white spots, present on the upper side of the wings. During the breeding season, monarchs lay their eggs on their obligate milkweed host plant (primarily *Asclepias spp.*), and larvae emerge after two to five days. Larvae develop through five larval instars (intervals between molts) over a period of 9 to 18 days, feeding on milkweed and sequestering toxic chemicals (cardenolides) as a defense against predators. The larva then pupates into a chrysalis before emerging 6 to 14 days later as an adult butterfly. There are multiple generations of monarchs produced during the breeding season, with most adult butterflies living approximately two to five weeks; overwintering adults enter into reproductive diapause (suspended reproduction) and live six to nine months.

Suckley's Cuckoo Bumble Bee (*Bombus suckleyi*) Status – Proposed Endangered. Suckley's cuckoo bumble bee is classified within the *Psithyrus* subgenus. This subgenus differs morphologically from other *Bombus* subgenera because its members do not have corbicula or pollen carrying baskets on their hind legs. In general, bumble bees depend on habitats with rich floral resources throughout the nesting season, and many species select specific suites of plants for obtaining nectar and pollen. They also select flowers based on their structure and the bee's tongue length. The short to medium length-tongued Suckley's cuckoo bumble bee uses shallow to medium-depth flowers.

Other Protected Species

Birds are protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. Any activity which results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service. There is not a provision for allowing the take of any migratory birds that are unintentionally killed or injured. Project activities must take into consideration potential effects on these resources as well. The USFWS IPaC lists a total of 24 migratory birds known to use habitats within Salt Lake County. They are organized by general habitat types.

WATER/MARSH/WETLAND HABITATS

Common Name	Scientific Name	Season	Status
American avocet	<i>Recurvirostra americana</i>	Breeding	Bird of conservation concern
American White Pelican	<i>pelecanus erythrorhynchos</i>		
California Gull	<i>Larus californicus</i>	Breeding	Bird of conservation concern

Common Name	Scientific Name	Season	Status
Foster's Tern	<i>Sterna forsteri</i>	Breeding	Bird of conservation concern
Franklins Gull	<i>Leucophaeus pipixcan</i>	Breeding	Bird of conservation concern
Lesser Yellowlegs	<i>Tringa flavipes</i>	Breeds elsewhere	Bird of conservation concern
Olive-sided Flycatcher	<i>Contopus cooperi</i>	Breeding	Bird of conservation concern
Western Grebe	<i>Aechmophorus occidentalis</i>	Breeding	Bird of conservation concern
Willet	<i>Tringa semipalmata</i>	Breeding	Bird of conservation concern

ALPINE/FORESTED/SHRUBBY/CLIFF HABITATS

Common Name	Scientific Name	Season	Status
Black Rosy-finch	<i>Leucosticte atrata</i>	Breeding	Bird of conservation concern
Bobolink	<i>Dolichonyx oryzivorus</i>	Breeding	Bird of conservation concern
Broad-tailed Hummingbird	<i>Selasphorus platycercus</i>	Breeding	Bird of conservation concern
Calliope Hummingbird	<i>Selasphorus calliope</i>	Breeding	Bird of conservation concern
Cassin's Finch	<i>Carpodacus cassinii</i>	Breeding	Bird of conservation concern
Evening Grosbeak	<i>Coccothraustes vespertinus</i>	Breeding	Bird of conservation concern
Lewis' Woodpecker	<i>Melanerpes lewis</i>	Breeding	Bird of conservation concern
Long Eared Owl	<i>Asio otus</i>	Breeding	Bird of conservation concern
Northern Harrier	<i>Circus hudsonius</i>	Breeding	Bird of conservation concern
Pinyon Jay	<i>Gymnorhinus cyanocephalus</i>	Breeding	Bird of conservation concern
Rufous Hummingbird	<i>selasphorus rufus</i>	Breeding	Bird of conservation concern
Sage Thrasher	<i>Oreoscoptes montanus</i>	Breeding	Bird of conservation concern
Virginia's Warbler	<i>Leiothlypis virginiae</i>	Breeding	Bird of conservation concern



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801-449-1172

Species with large Habitat Requirements, including Open Grasslands

Common Name	Scientific Name	Season	Status
Bald Eagle	<i>Haliaeetus leucocephalus</i>	Breeding	Bird of conservation concern
Golden Eagle	<i>Aquila chrysaetos</i>	Breeding	Bird of conservation concern

While the habitat is conducive to support some birds of conservation concern within the project area, the probability of presence identified in the IPaC report is a conservative calculation which doesn't provide definitive findings for critical habitat. ***This project will have no effects on these species, or its habitat.***

Summary

The project will not have environmental impacts that are individually or cumulatively significant. It is not anticipated that the project would be controversial due to any environmental issue. This project has little to no potential to adversely impact state or federally listed species, protected species, or other important wildlife species or their habitat. If you have any questions or concerns, please contact me at 801-231-9949 or via email at alex.beseris@wcg.us

Regards,

Alex Beseris

Alex Beseris

Environmental Specialist/Ecologist

WCG Engineers

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Salt Lake County, Utah



Local office

Utah Ecological Services Field Office

☎ (801) 975-3330

📠 (801) 975-3331

2369 West Orton Circle, Suite 50
West Valley City, UT 84119-7603

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

- 1. Draw the project location and click CONTINUE.
- 2. Click DEFINE PROJECT.
- 3. Log in (if directed to do so).
- 4. Provide a name and description for your project.
- 5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

- 1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
- 2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Birds

NAME	STATUS
Yellow-billed Cuckoo <i>Coccyzus americanus</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/3911	Threatened

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> Wherever found There is proposed critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/9743	Proposed Threatened
Suckley's Cuckoo Bumble Bee <i>Bombus suckleyi</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/10885	Proposed Endangered

Flowering Plants

NAME	STATUS
Ute Ladies'-tresses <i>Spiranthes diluvialis</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/2159	Threatened

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act ² and the Migratory Bird Treaty Act (MBTA) ¹. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

There are Bald Eagles and/or Golden Eagles in your [project](#) area.

Measures for Proactively Minimizing Eagle Impacts

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the [National Bald Eagle Management Guidelines](#). You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#).

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

If disturbance or take of eagles cannot be avoided, an [incidental take permit](#) may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the [Do I Need A Permit Tool](#). For assistance making this determination for golden eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

Ensure Your Eagle List is Accurate and Complete

If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field

office, state surveys, your own surveys). Please review the [Supplemental Information on Migratory Birds and Eagles](#), to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

Review the FAQs

The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Golden Eagle <i>Aquila chrysaetos</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31

NOT FOR CONSULTATION

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read ["Supplemental Information on Migratory Birds and Eagles"](#), specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

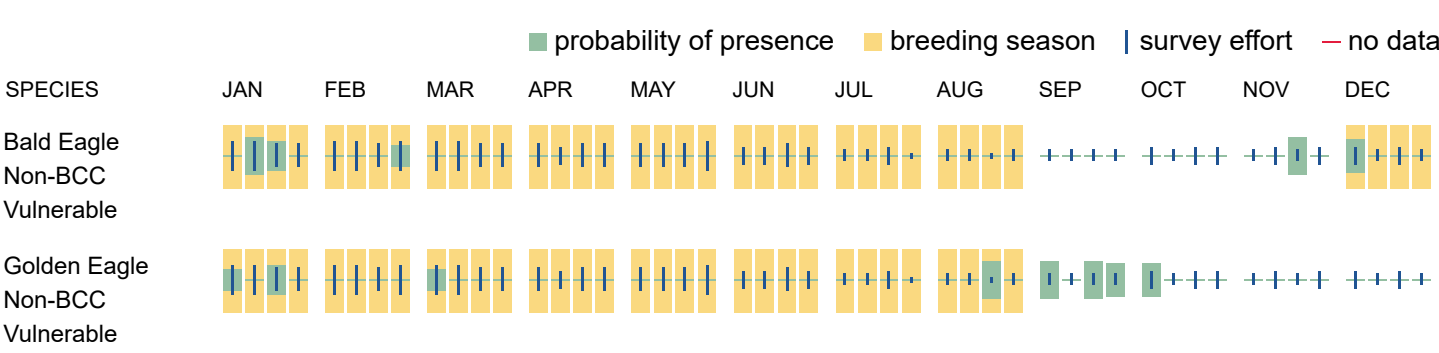
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Bald & Golden Eagles FAQs

What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are an eagle ([Bald and Golden Eagle Protection Act](#) requirements may apply).

Proper interpretation and use of your eagle report

On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort line or no data line (red horizontal) means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide you in knowing when to implement avoidance and minimization measures to eliminate or reduce potential impacts from your project activities or get the appropriate permits should presence be confirmed.

How do I know if eagles are breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the [RAIL Tool](#) and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If an eagle on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

Interpreting the Probability of Presence Graphs

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:

The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Migratory birds

The Migratory Bird Treaty Act (MBTA) ¹ prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>

- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

Measures for Proactively Minimizing Migratory Bird Impacts

Your IPaC Migratory Bird list showcases [birds of concern](#), including [Birds of Conservation Concern \(BCC\)](#), in your project location. This is not a comprehensive list of all birds found in your project area. However, you can help proactively minimize significant impacts to all birds at your project location by implementing the measures in the [Nationwide avoidance and minimization measures for birds](#) document, and any other project-specific avoidance and minimization measures suggested at the link [Measures for avoiding and minimizing impacts to birds](#) for the birds of concern on your list below.

Ensure Your Migratory Bird List is Accurate and Complete

If your project area is in a poorly surveyed area, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the [Supplemental Information on Migratory Birds and Eagles document](#), to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

Review the FAQs

The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
American Avocet <i>Recurvirostra americana</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Apr 21 to Aug 10
American White Pelican <i>pelecanus erythrorhynchos</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/6886	Breeds Apr 1 to Aug 31
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Black Rosy-finch <i>Leucosticte atrata</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9460	Breeds Jun 15 to Aug 31
Bobolink <i>Dolichonyx oryzivorus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31
Broad-tailed Hummingbird <i>Selasphorus platycercus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 25 to Aug 21
California Gull <i>Larus californicus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 1 to Jul 31
Calliope Hummingbird <i>Selasphorus calliope</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9526	Breeds May 1 to Aug 15

Cassin's Finch <i>Haemorhous cassinii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9462	Breeds May 15 to Jul 15
Evening Grosbeak <i>Coccothraustes vespertinus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 15 to Aug 10
Forster's Tern <i>Sterna forsteri</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 1 to Aug 15
Franklin's Gull <i>Leucophaeus pipixcan</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31
Golden Eagle <i>Aquila chrysaetos</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31
Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Lewis's Woodpecker <i>Melanerpes lewis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9408	Breeds Apr 20 to Sep 30
Long-eared Owl <i>asio otus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3631	Breeds Mar 1 to Jul 15
Northern Harrier <i>Circus hudsonius</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8350	Breeds Apr 1 to Sep 15
Olive-sided Flycatcher <i>Contopus cooperi</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Pinyon Jay <i>Gymnorhinus cyanocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9420	Breeds Feb 15 to Jul 15
Rufous Hummingbird <i>Selasphorus rufus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds Apr 15 to Jul 15
Sage Thrasher <i>Oreoscoptes montanus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9433	Breeds Apr 15 to Aug 10

Virginia's Warbler *Leiothlypis virginiae*

Breeds May 1 to Jul 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
<https://ecos.fws.gov/ecp/species/9441>

Western Grebe *aechmophorus occidentalis*

Breeds Jun 1 to Aug 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
<https://ecos.fws.gov/ecp/species/6743>

Willet *Tringa semipalmata*

Breeds Apr 20 to Aug 5

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

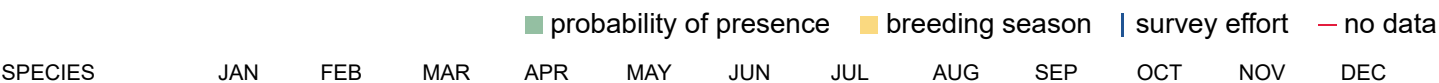
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

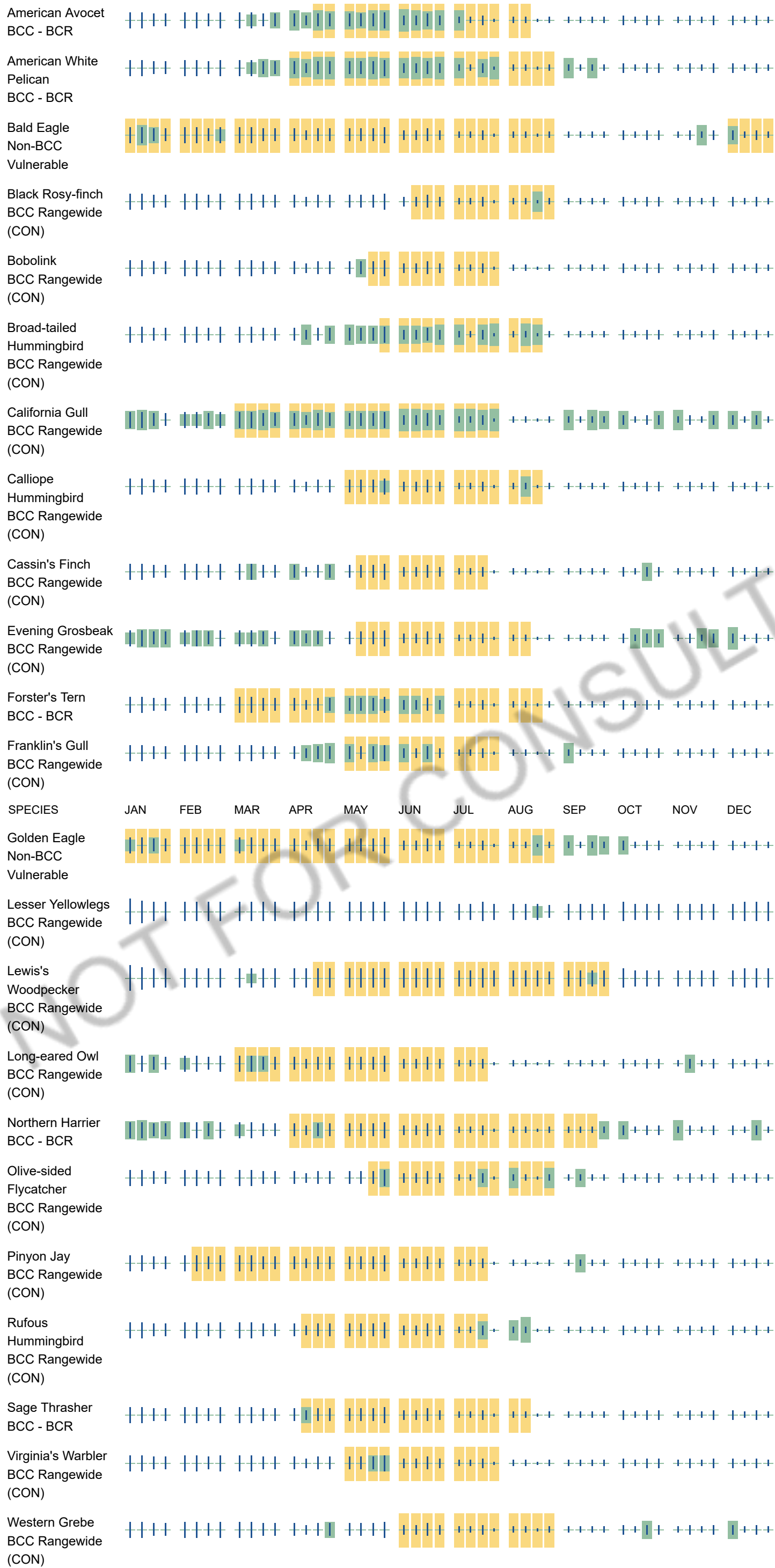
No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Willet
BCC Rangewide
(CON)



Migratory Bird FAQs

Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Avoidance & Minimization Measures for Birds](#) describes measures that can help avoid and minimize impacts to all birds at any location year-round. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is one of the most effective ways to minimize impacts. To see when birds are most likely to occur and breed in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location, such as those listed under the Endangered Species Act or the [Bald and Golden Eagle Protection Act](#) and those species marked as "Vulnerable". See the FAQ "What are the levels of concern for migratory birds?" for more information on the levels of concern covered in the IPaC migratory bird species list.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) with which your project intersects. These species have been identified as warranting special attention because they are BCC species in that area, an eagle ([Bald and Golden Eagle Protection Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, and to verify survey effort when no results present, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

Why are subspecies showing up on my list?

Subspecies profiles are included on the list of species present in your project area because observations in the AKN for **the species** are being detected. If the species are present, that means that the subspecies may also be present. If a subspecies shows up on your list, you may need to rely on other resources to determine if that subspecies may be present (e.g. your local FWS field office, state surveys, your own surveys).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the [RAIL Tool](#) and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Bald and Golden Eagle Protection Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially BCC species. For more information on avoidance and minimization measures you can implement to help avoid and minimize migratory bird impacts, please see the FAQ "Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review.

Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Proper interpretation and use of your migratory bird report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list does not represent all birds present in your project area. It is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide implementation of avoidance and minimization measures to eliminate or reduce potential impacts from your project activities, should presence be confirmed. To learn more about avoidance and minimization measures, visit the FAQ "Tell me about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Interpreting the Probability of Presence Graphs

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:

The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a

'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Wetland information is not available at this time

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the [NWI map](#) to view wetlands at this location.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

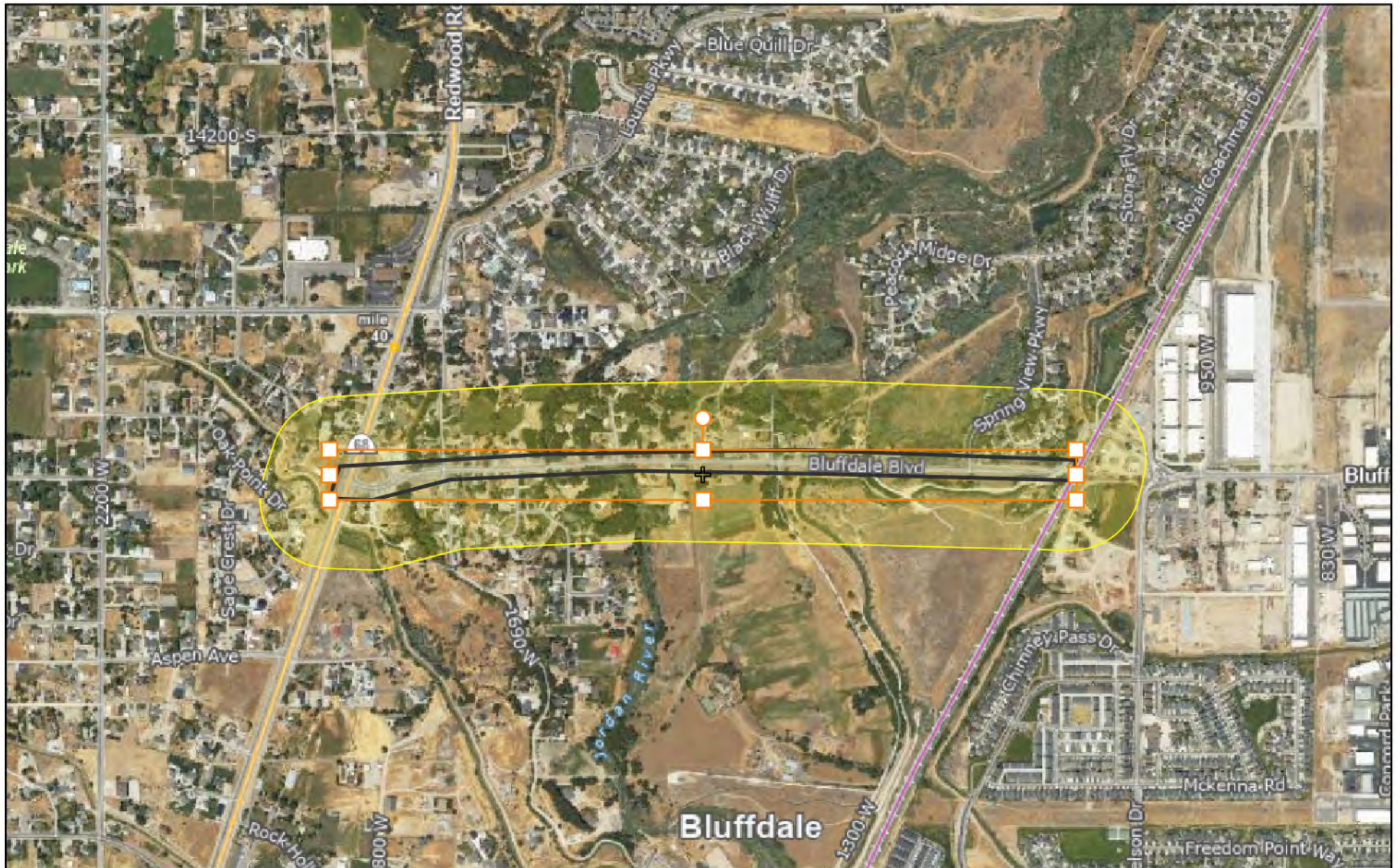
Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Appendix K. Hazardous Materials



4/17/2025

1:16,575
0 0.1 0.2 0.4 mi
0 0.15 0.3 0.6 km
© OpenStreetMap (and) contributors, CC-BY-SA, Hexagon, UGR

**CITY OF BLUFFDALE, UTAH
RESOLUTION 2026-44**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BLUFFDALE, UTAH, APPOINTING
MEMBERS TO THE HEALTHY BLUFFDALE COALITION BOARD.**

WHEREAS, Bluffdale City (the “City”) has established the Healthy Bluffdale Coalition to actively promote healthy lifestyles by creating and promoting physical and mental health related initiatives, programs, events, articles, and publications within the city ; and

WHEREAS, upon the advice and consent of the Bluffdale City Council (the “City Council”), the Mayor appoints members to the commission; and

WHEREAS, the City council gives its advice and consent to the Mayor for the appointment of the individuals listed below.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BLUFFDALE, UTAH:

Section 1. Appointment. The Mayor hereby appoints the following individuals to the Healthy Bluffdale Coalition:

NAME	TERM ENDS
Ashley Taylor	05/31/2029

Section 2. Effective Date. This Resolution shall become effective immediately upon passage.

PASSED AND APPROVED: September, 23, 2026.

Mayor

ATTEST:

City Recorder

Voting by the Council:	Yes	No
Councilmember Aston	_____	_____
Councilmember Austin	_____	_____
Councilmember Wilding	_____	_____
Councilmember Smith	_____	_____
Councilmember Lord	_____	_____
Mayor Hall (tie only)	_____	_____



Date: September 23, 2026

From: 
Addison Mitton, P.E.
Assistant City Engineer, City of Bluffdale

To: Mayor Natalie Hall
City Council

RE: Updates to the Transportation Master Plan

The Engineering Department has completed an update of the Transportation Master Plan, which was originally adopted in August 2017 and last updated in February 2020. A summary of the updates performed are as follows:

- Revising text in various sections of report for projects, plans, and reports that have been completed since the last update.
- Removed sections related to active transportation, since we adopted a separate plan for that last year.
- Removed information that summarizes current standard drawings to avoid discrepancies between the standard drawings and master plan.
- Performed and summarized updated travel demand modeling with latest traffic data

We request that the City Council adopt the updated Transportation Master Plan.

CITY OF BLUFFDALE, UTAH

ORDINANCE NO. 2026-17

AN ORDINANCE ADOPTING THE UPDATED 2026 TRANSPORTATION MASTER PLAN AS A COMPONENT OF THE BLUFFDALE GENERAL PLAN

WHEREAS, the City of Bluffdale (“City”) owns and maintains public roadway infrastructure within City property and rights of way; and

WHEREAS, the City recognizes the importance of maintaining, planning, and building a roadway transportation network within the City, which network should be carefully planned and connect with regional surrounding networks; and

WHEREAS, the City desires to have a master plan for development and improvement of its roadway network; and

WHEREAS, the City desires to have the Updated 2026 Transportation Master Plan be adopted as a component of the Bluffdale General Plan; and

WHEREAS, the City Council has considered the impact of this ordinance on family health, stability, and formation; and

WHEREAS, it is in the best interests of the City and will promote the public health, safety and general welfare to adopt the attached Updated 2026 Transportation Master Plan and add it as a component to the Bluffdale General Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BLUFFDALE, UTAH:

SECTION 1. **Adoption of the Plan.** The attached Updated 2026 Transportation Master Plan attached hereto as Exhibit A is hereby adopted in its entirety and adopted as a component of the Bluffdale General Plan.

SECTION 2. **Effective Date.** This Ordinance shall become effective immediately upon publication or posting, as required by law.

[SIGNATURE PAGE FOLLOWS]

**APPROVED BY THE CITY COUNCIL OF THE CITY OF BLUFFDALE, UTAH, ON THIS _____ DAY
OF _____, 2026 BY THE FOLLOWING VOTE:**

	YES	NO	ABSTAIN	ABSENT
Councilmember Aston	_____	_____	_____	_____
Councilmember Austin	_____	_____	_____	_____
Councilmember Lord	_____	_____	_____	_____
Councilmember Smith	_____	_____	_____	_____
Councilmember Wilding	_____	_____	_____	_____
Mayor Hall (tie only)	_____	_____	_____	_____

Mayor: _____
Natalie C. Hall

Attest: _____
City Recorder

EXHIBIT A

UPDATED 2026 TRANSPORTATION MASTER PLAN



BLUFFDALE

— EST. 1848 —

TRANSPORTATION PLAN



AUGUST 2017
- UPDATED September 2026 -

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INTRODUCTION

The Bluffdale Long-Range Transportation Plan is intended to guide the City of Bluffdale to achieve its goal of providing a transportation system that promotes safe and productive transportation options for the community.

This plan will begin by discussing the current conditions of Bluffdale and its transportation system. This will include the city's demographics, land-use context, transportation infrastructure, connections to nearby communities, and Bluffdale's transportation system (e.g., traffic and safety). Next, the results of recent public involvement efforts will be presented and analyzed to establish the concerns and preferences of Bluffdale residents regarding future conditions. Finally, the plan will outline and discuss recommendations for meeting the city's transportation system objectives.

Previously, this plan addressed active transportation. However, in 2025 Bluffdale adopted an [Active Transportation Plan](#). Thus, active transportation is no longer addressed in this plan.

Acknowledgements

Bluffdale City Michael Fazio, <i>City Engineer</i> Grant Crowell, <i>Community & Economic Development Director</i> Dan Tracer, <i>Assistant City Engineer</i> Addison Mitton, <i>Assistant City Engineer</i> Caitlyn Tubbs, <i>Planning Manager</i> Ellen Oakman, <i>Associate Planner</i> Bluffdale Mayor and City Council Natalie Hall, <i>Mayor</i> Greg Wilding, <i>City Council</i> Wendy Aston, <i>City Council</i> Alan Lord, <i>City Council</i> Steve Austin, <i>City Council</i> Mackey Smith, <i>City Council</i> Bluffdale Planning Commission Debbie Cragun, <i>Chair</i> Erik Swanson, <i>Vice Chair</i> Kory Luker Ulises Flynn Tina Griffis Joel Woodruff	Utah Department of Transportation (UDOT) Robert Stewart, <i>Region 2 Director</i> Geoff Dupaix, <i>Region 2 Planning Manager</i> Grant Farnsworth, <i>Region 2 Traffic Operations Engineer</i> Utah Transit Authority (UTA) Kerry Doane, <i>Strategic Planning</i> Jim McNulty, <i>Strategic Planning</i> Levi Roberts, <i>Planning</i> Salt Lake County Helen Peters, <i>Program Manager</i> Travis Jensen, <i>Active Transportation Program Manager</i> Wasatch Front Regional Council (WFRC) Megan Townsend, <i>Transportation Planner</i>
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Consultant Team

Hales Engineering (August 2017 TMP and updates through 2025)

- Josh Gibbons, PE, PTOE, RSP1, Transportation Engineer
- Scottie Duclos, PE, PTOE, Transportation Engineer
- Ryan Hales, PE, PTOE, AICP, Transportation Engineer

METHODS Consulting (2026 TMP Update)

- Jeremy Searle, PE, PTOE, RSP1, Transportation Engineer
- Austin Feula, PE, PTOE, RSP1, Transportation Engineer
- Ben Swanon, Travel Modeler

Public Involvement

Public involvement is a way to discover what residents think about their own community and what they want for the future. Collecting, analyzing, and considering public opinion is an important component of any planning effort, not only because it increases the likelihood of public support, but it also results in community characteristics that align with the values of the residents. That is why substantial efforts were undertaken to collect public opinion during the initial phases of this transportation plan. Public involvement for this plan consisted of a newsletter, social media content, an open house meeting, and two online surveys. Results from these efforts were used to guide the objectives and recommendations for Bluffdale's future transportation system. Public involvement results were also used to conceive and prioritize specific transportation-related projects within Bluffdale.

Bluffdale Character and Values

The City of Bluffdale has retained a generally rural character despite the ever-expanding growth and development of nearby communities around the Salt Lake Valley. However, as developable land between Salt Lake City and Provo becomes rarer, Bluffdale has experienced denser growth and mixed-use development, like that seen in Independence. Now that Bluffdale is beginning to feel the effects of more intense development and growth, a plan is necessary to accommodate future transportation modes and demands, while also preserving the rural character that makes Bluffdale a unique and desirable place to live and recreate.

Among the common transportation modes such as motor vehicle, bicycling, and walking, Bluffdale is also home to many equestrians who use the horse-friendly trail accesses. Equestrian needs at trail intersections with the transportation network (e.g., those along Redwood Road and Camp Williams Road) must be accommodated and maintained in future transportation projects.

Plan Vision and Goals

The vision statement and goals of this plan will serve as the guiding principles for the City of Bluffdale's transportation improvement efforts.

Vision: To plan and develop a safe, inviting, connected transportation system that accommodates all users and respects Bluffdale's character and community values.

The following goals and objectives support the vision statement. The objectives should be evaluated periodically to ensure forward progress in developing and improving Bluffdale's transportation system.

Goal 1: Improve mobility for all

Objectives

- Develop a multi-modal transportation network that is safe, convenient, and designed appropriately.
- Connect to surrounding destinations while managing roadway connectivity to maintain existing neighborhood character.
- Create connections to transit.

Goal 2: Enhance quality of life

Objectives

- Improve safety for all users and for all modes of travel.
- Enhance streetscape aesthetics through design, architectural details, and street trees.
- Support active transportation projects to support physical and environmental health.

Goal 3: Improve economic vitality

Objectives

- Improve connectivity to parks, schools, commercial destinations, residential areas, and principal routes.
- Implement Bluffdale's Complete Streets guidelines to enhance neighborhood quality and property values.
- Work to economically balance the access, safety, and mobility along the system.

Goal 4: Maintain existing infrastructure

Objective

- Maintain the transportation system in a state of good repair.

EXISTING CONDITIONS & PLANNING SCENARIOS

This section discusses the existing (2025) conditions in the City of Bluffdale and two future-year scenarios (2035 and 2050). This includes discussion of land use, demographics, and the roadway facilities utilized by automobiles, public transit, pedestrians, and bicyclists. The current and future roadway levels of service for each of the major roads in Bluffdale are also analyzed.

Growth Projections

The 2025 population is estimated to be 20,464. For this analysis, city staff identified areas where new development is planned, under construction, or expected to occur by 2035 and initial WFRC travel model growth projections, based on analysis from the Kem C. Gardner Policy Institute, were refined to reflect this local planning. The resulting growth forecasts show the Bluffdale population increasing by 10% by 2035 and 46% by 2050. Figure 2 through Figure 4 present the 2025, 2035, and 2050 combined household and employment density in each year. Figure 5 and Figure 6 show the growth in density between 2025 and 2035 and between 2025 and 2050, respectively.

Table 1. Growth Projections by Planning Scenario

Year	Population	% Change
2025	20,464	
2035	22,606	10%
2050	29,928	46%

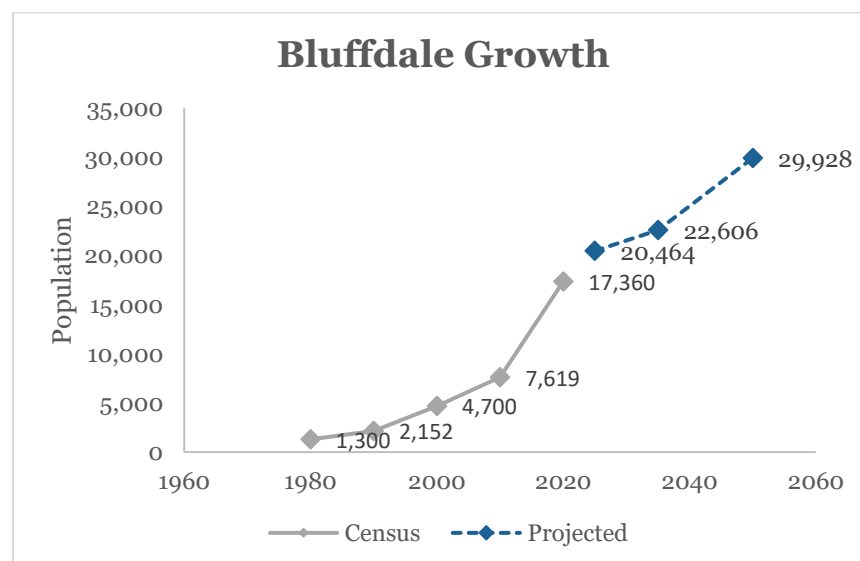


Figure 1. Historical and Projected Bluffdale Population

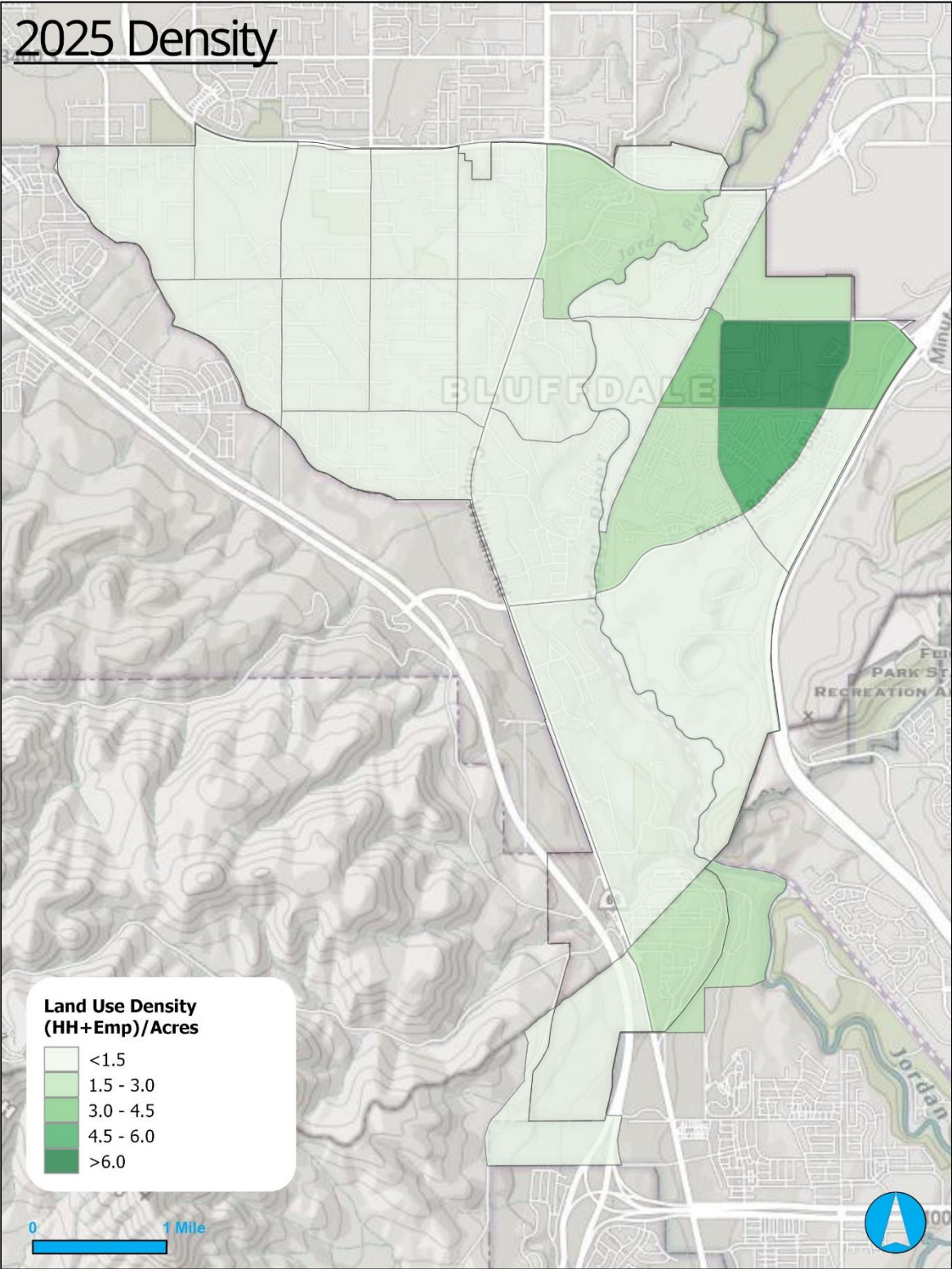


Figure 2. 2025 Combined Household and Employment Density

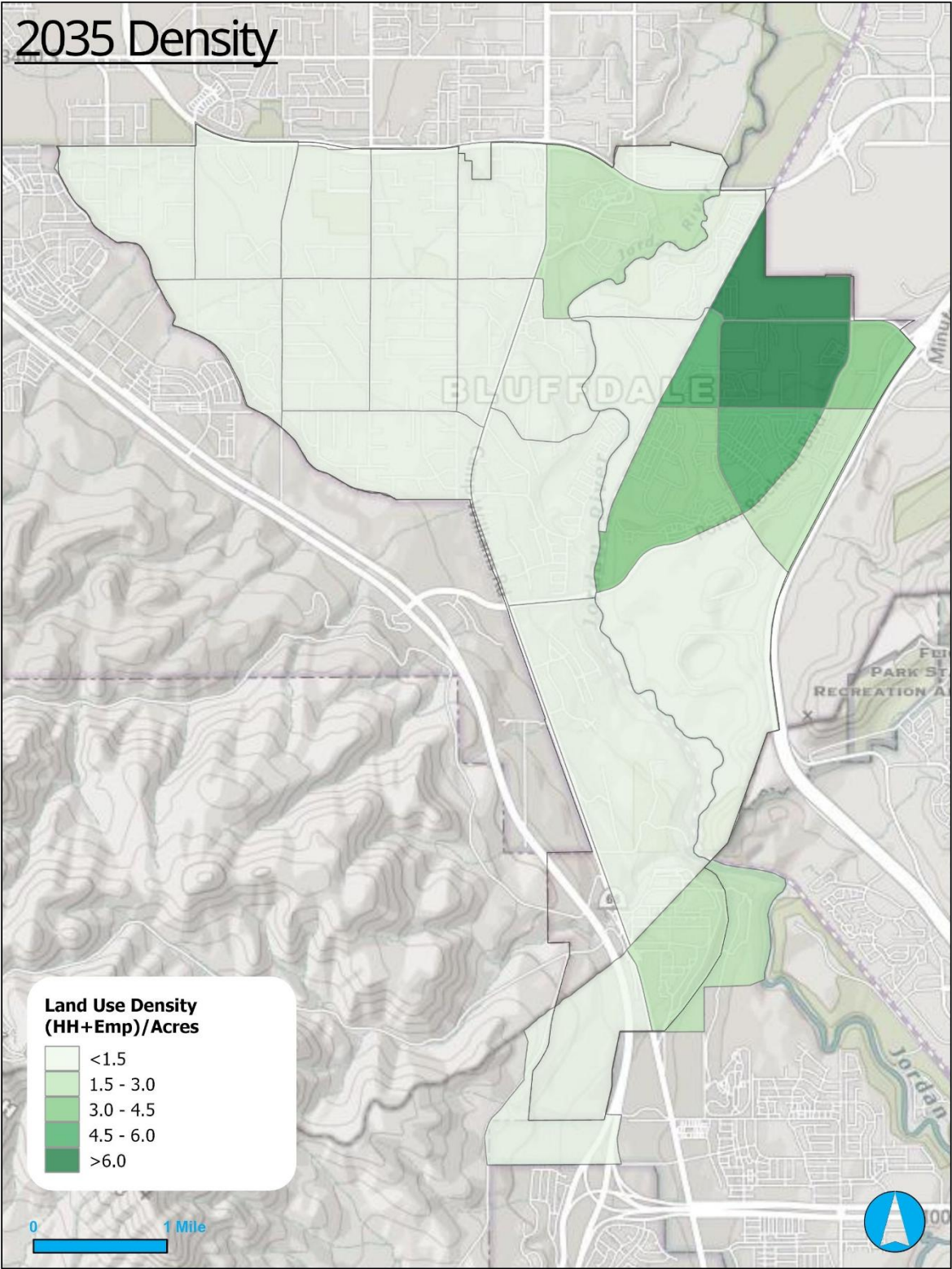


Figure 3. 2035 Combined Household and Employment Density

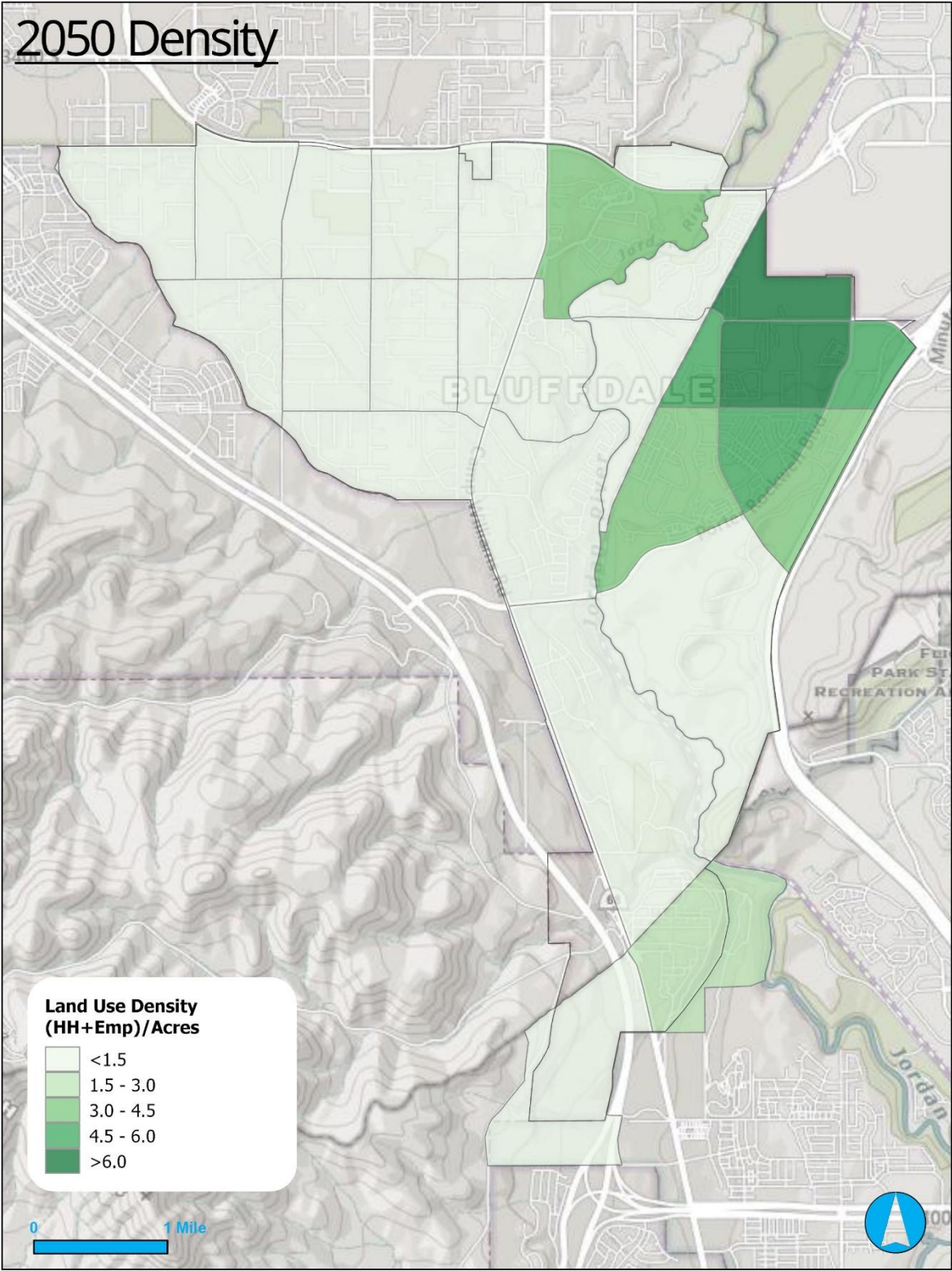


Figure 4. 2050 Combined Household and Employment Density

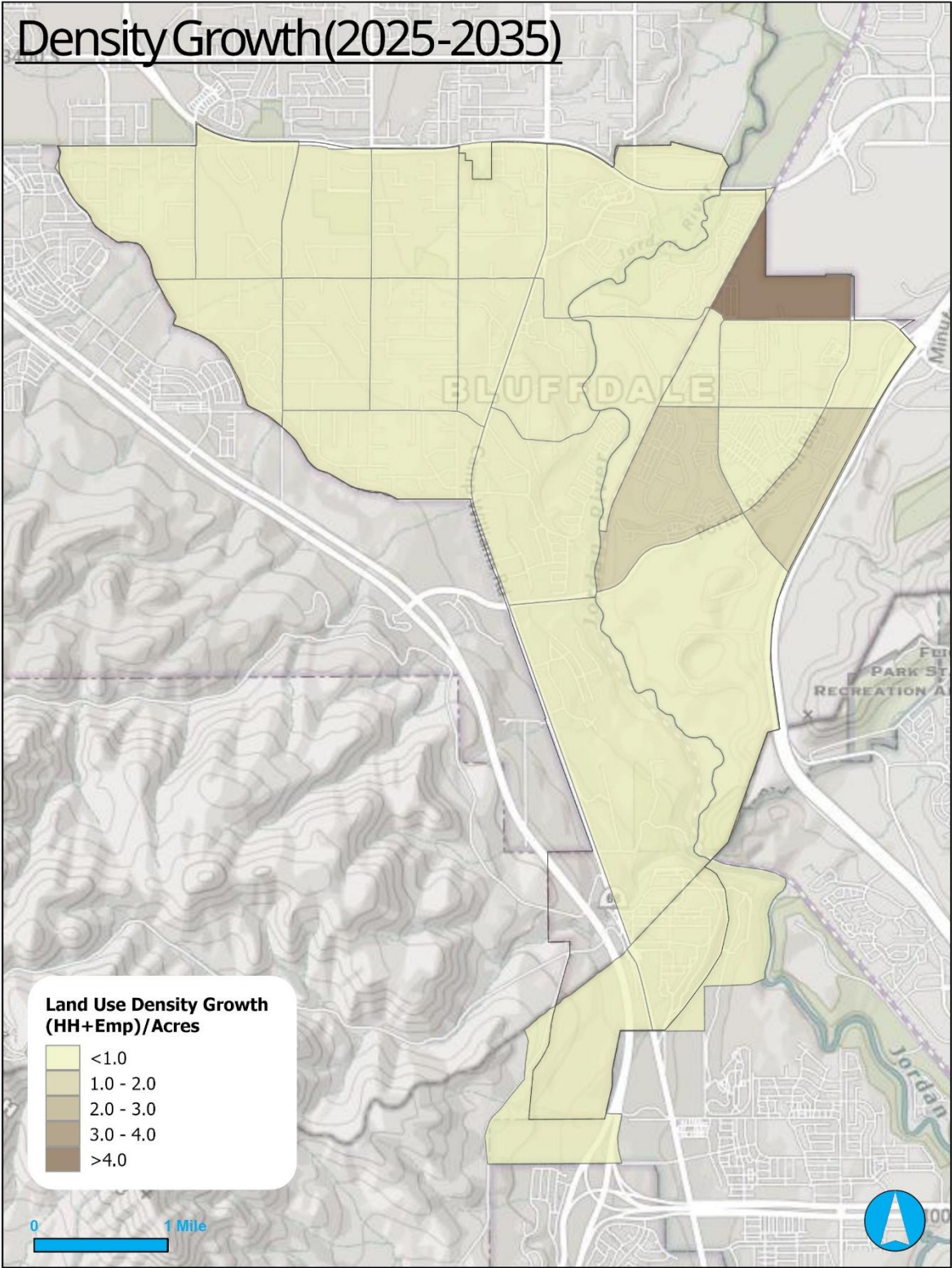


Figure 5. 2025 to 2035 Combined Household and Employment Density Growth

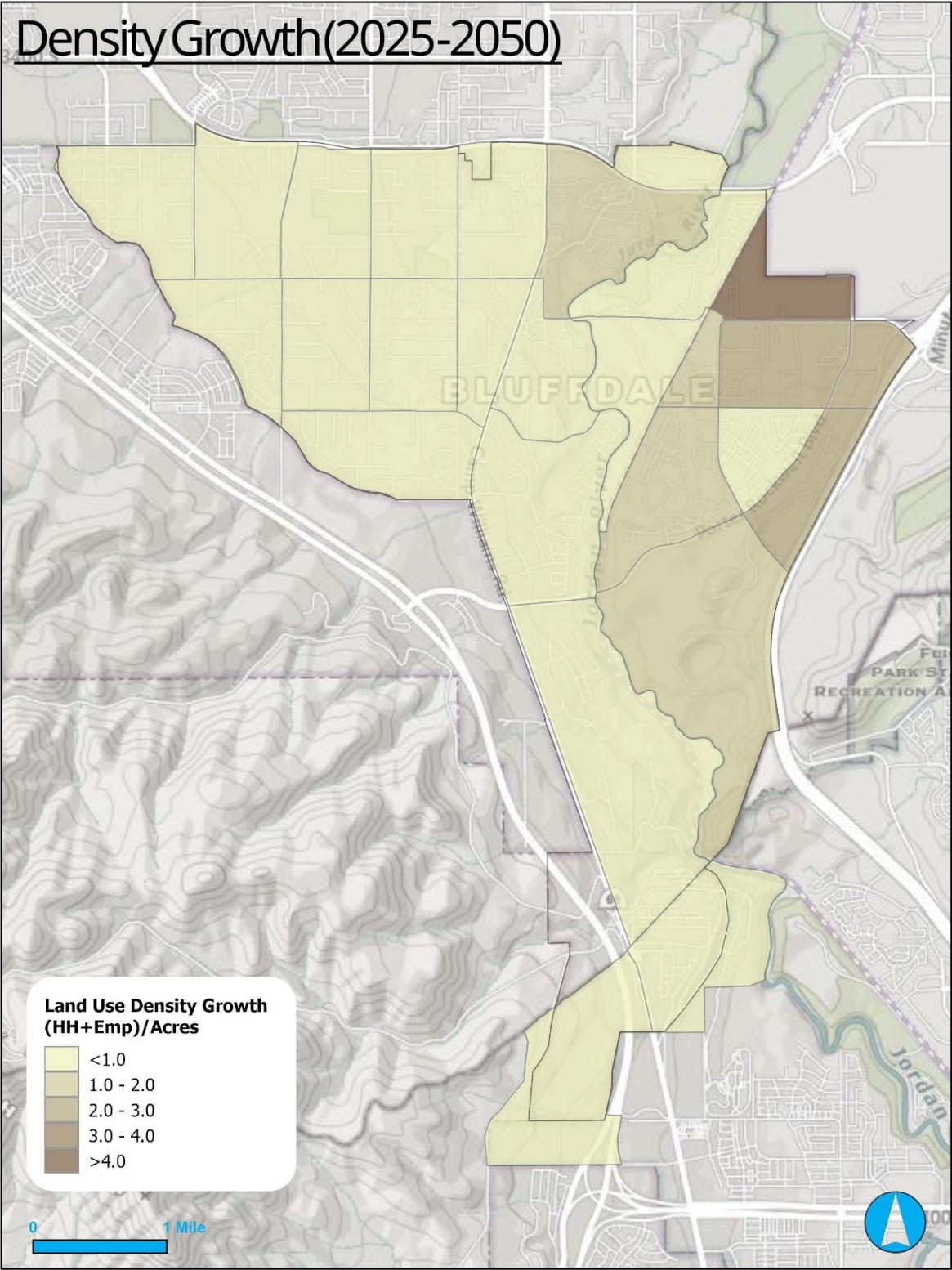


Figure 6. 2025 to 2050 Combined Household and Employment Density Growth

Existing Roadway System

Major Roads

The transportation network in and around Bluffdale is unique, in that the city is essentially bounded on all sides by major roadways, as explained below:

- **US Interstate 15 (I-15).** To the east of the city is US Interstate 15 (I-15), the main north-south corridor in Utah. The primary I-15 interchange that services Bluffdale is the 14600 South interchange.
- **Bangerter Highway (SR-154).** To the north of the city is Bangerter Highway, also known as State Route 154 (SR-154). The intersections of Redwood Road and 2700 West with SR-154 were recently reconstructed as grade-separated interchanges. The existing 600 West & SR-154 interchange will soon service the east side of Bluffdale through the prison site in Draper.
- **Mountain View Corridor (SR-85).** To the west of the city is Mountain View Corridor, also known as State Route 85 (SR-85). This roadway currently consists of two one-way frontage roads but is planned to become a freeway with a frontage road system in the future. On December 19, 2025, the segment of SR-85 between Porter Rockwell Boulevard and 2100 North in Lehi opened.
- **2100 North (SR-85).** South of Bluffdale, in Lehi, is the 2100 North (SR-85) frontage road system. This is also planned to become a freeway that will connect I-15 to Mountain View Corridor.
- **Redwood Road (SR-68).** In the center of Bluffdale, running north-south, is Redwood Road, also known as State Route 68 (SR-68). Redwood Road serves as the “Main Street” for Bluffdale, with many of the commercial businesses fronting on this road.
- **Porter Rockwell Boulevard (SR-131).** This roadway was completed in 2022 and serves as a major connection to I-15 for regional traffic. After the final connection to Redwood Road was completed, a jurisdictional transfer (also called a phased maintenance transfer) gave control of 14600 South to Bluffdale, while Porter Rockwell Boulevard became a Utah Department of Transportation (UDOT) roadway. It is planned by UDOT to eventually become a seven-lane major arterial.
- **14600 South.** 14600 South is an east-west corridor that runs through the middle of Bluffdale. Bluffdale was given ownership of the portion from Redwood Road to 800 West in 2022. There is a railroad underpass just west of the Noell Nelson Drive intersection, which constrains the roadway to one lane, and this bottleneck has historically caused

severe congestion, especially during peak traffic. However, a construction project to provide a 4-lane underpass is underway as of the 2026 update of this report.



Functional Class

Roadways are often characterized using a hierarchical system called functional classification, which is based on traffic demand, carrying capacity, and land access. Functional classification determines the purpose of a given street as well as the appropriate cross section design. Higher classifications provide more mobility (higher speeds) but limited access, whereas a lower street classification has less mobility (lower speeds) and but more access. Five general classifications are used to describe the roadways in Bluffdale, including arterial (major and minor), collector (major and minor), and local street. Each class is defined below. Figure 7 shows a map of Bluffdale's current roadway functional classification.

- *Interstate and Freeway.* Interstates and freeways are limited-access, high-speed travel facilities maintained by UDOT.
- *Arterial Street.* Major arterials typically connect interstates and freeways with minor arterials and collector streets. Minor arterials support efficient traffic movement.
- *Collector Street.* Collector streets conduct traffic from neighborhood local streets to other neighborhoods or to arterials. They facilitate both movement and property access, which requires a balance determined by the type of adjacent land uses and other factors.
- *Local Street.* Local streets primarily provide property access (as opposed to mobility) throughout the city. Local streets are narrower, have lower speeds and low traffic volumes, and are typically built with development.

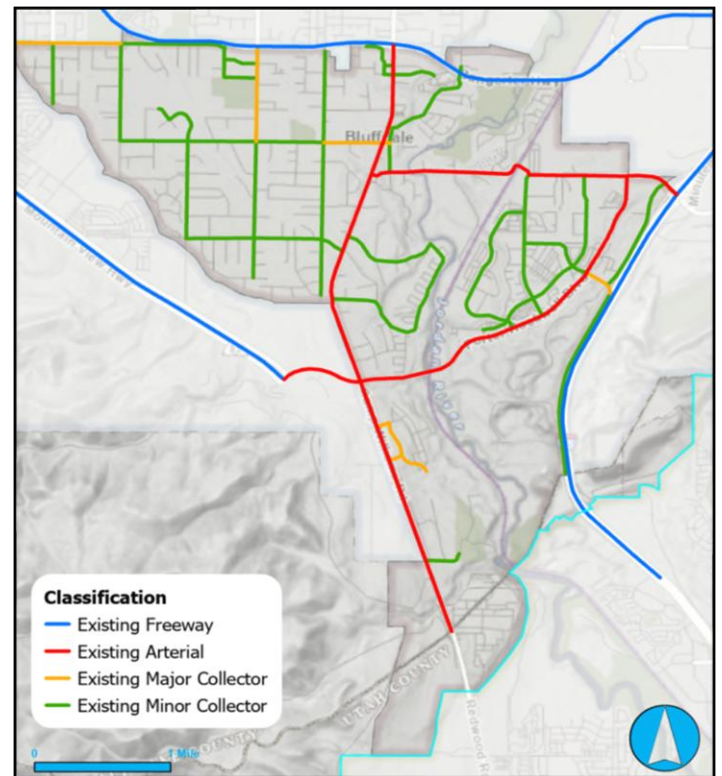


Figure 7. Existing roadway functional class within Bluffdale.

Roadway Jurisdiction and Ownership

All roads in the City of Bluffdale are constructed and maintained by the city, with the exception of interstates and principal arterials, which are state highways managed by UDOT. The roadways in and around Bluffdale that are managed by UDOT are I-15, SR-154, SR-68, SR-131, and a short segment of SR-140 from I-15 to 800 West. All other roads are the responsibility of Bluffdale.

Cross Sections

The City of Bluffdale previously adopted standard cross sections that are to be used for new construction or reconstruction of city roadways. These are found in the Bluffdale Standard Drawings ST-7A and ST-7B. The standard drawings include a cross section for a Major Arterial, Major Collector, Minor Collector, and Standard Residential roadways. Cross sections are assigned to roadways based on functional class. The sidewalk and bicycle facilities recommendations are included in the cross sections, though some of Bluffdale's streets were built prior to establishment of these standards.

Traffic Control

An important factor in determining capacity of the transportation system is the types of intersection control. Traffic signals and stop signs can slow down and limit the capacity of a transportation corridor, but appropriate traffic control is necessary to ensure access and safety. As of 2026 there were nine signalized intersections within Bluffdale City limits. Seven of these intersections are on UDOT roadways and are controlled and maintained by UDOT. Figure 8 shows existing

traffic control in Bluffdale on all collectors and arterials, including traffic signals and roundabouts. Stop signs are also frequently used in the city, but because these change periodically, a stop sign inventory is not included.

Bluffdale City and UDOT have developed a corridor agreement for Redwood Road (SR-68), which is dated June 16, 2015. The corridor agreement outlines the proposed access spacing and existing and future signal locations on SR-68 within Bluffdale City boundaries, from milepost (MP) 36.05–40.82. According to the corridor agreement, the existing and proposed signals on SR-68 in Bluffdale are as follows:

- Camp Williams Avenue, existing
- Jordan Narrows Road, future
- Milepost 37.73, future
- Porter Rockwell Boulevard, existing
- Iron Horse Boulevard, Future
- 14400 South, Existing
- 13970 South, Future
- SR-154 (Bangerter Highway), Existing

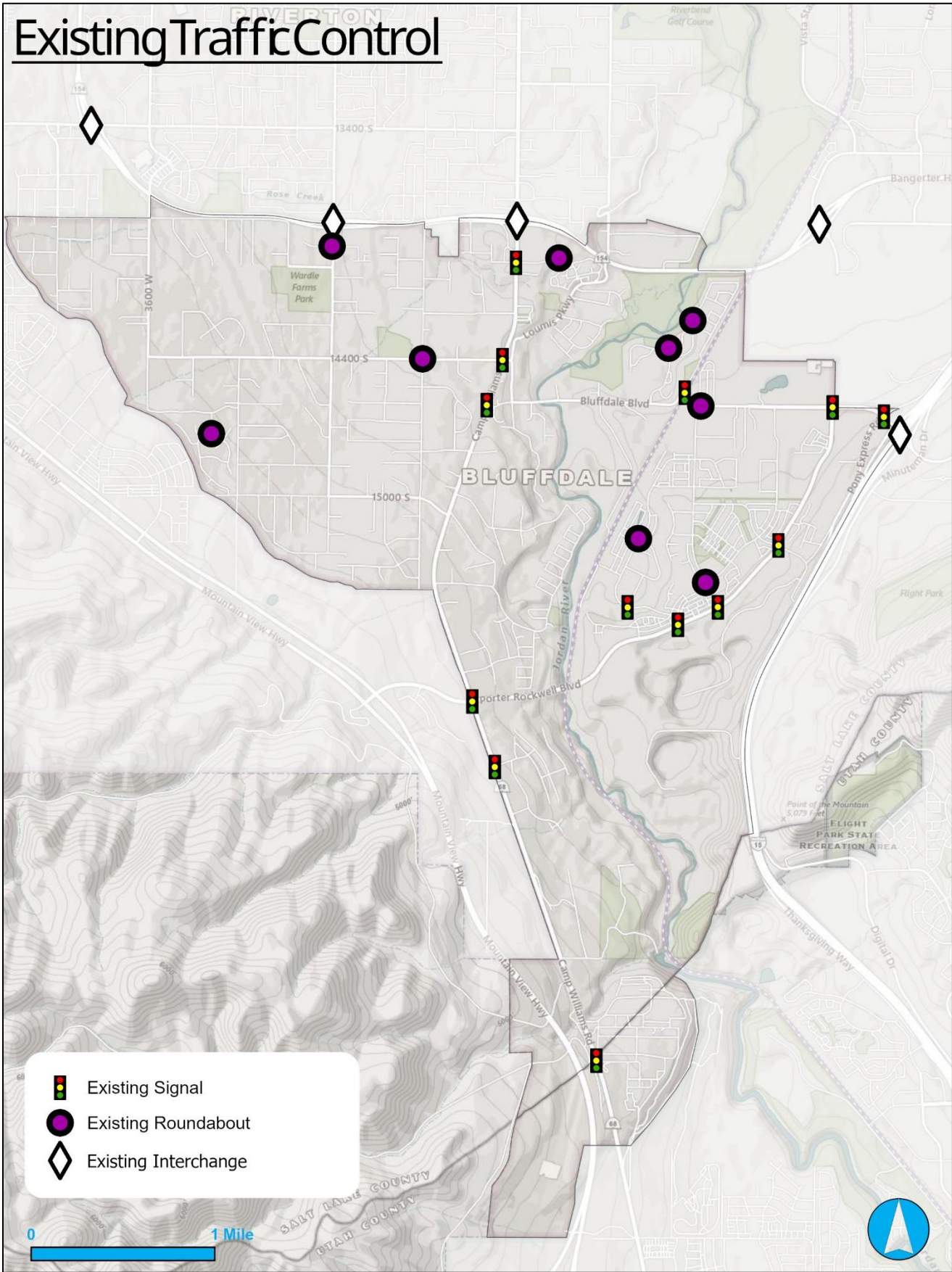


Figure 8. Existing traffic control within Bluffdale.

The corridor agreement also states that SR-68 will be a Category 2, System Priority-Rural roadway from MP 36.05 at the Salt Lake-Utah county line to MP 37.80 at Iron Horse Boulevard. Minimum street spacing is 1,000 feet and minimum access spacing is 1,000 feet.

The corridor agreement states that Redwood Road (SR-68) will be a Category 4, Regional-Rural roadway from MP 37.80 at Iron Horse Boulevard to MP 40.82 at SR-154 (Bangerter Highway). Minimum street spacing is 660 feet and minimum access spacing is 500 feet.

Regional Transportation Plans and Connections

Each city neighboring Bluffdale has its own transportation plan. The following section is a review of some key considerations of transportation connections and goals of Bluffdale residents.

Draper. Four roadways currently connect Draper and Bluffdale. These routes are Highland Drive (SR-140), SR-154, I-15, and Pony Express Road (which parallels I-15). All state routes have capacity improvements scheduled as identified in Draper's Transportation Master Plan. Also, Pony Express Road will be extended to connect to Lone Peak Parkway and maintained as a minor collector. Porter Rockwell Boulevard is also planned to extend from Bluffdale into Draper and connect at an interchange with Bangerter Highway.

Herriman. Transportation plans for Herriman describe Juniper Crest Road as a principal arterial connecting to 14400 South in Bluffdale. In Bluffdale, 14400 South in the vicinity of Juniper Crest Road (where it may possibly connect with Bluffdale) is a collector street. Bluffdale residents in this neighborhood have expressed a desire for this street to remain a low-volume road without connection to Herriman. In recent planning efforts, city officials have indicated they do not want 15000 South, 14400 South, or 4000 West to cross the canal system into Herriman. It is believed that if these connections are made, the streets will become thoroughfares for Herriman and significantly alter the current traffic levels and neighborhood character in Bluffdale. Several survey comments received during the Bluffdale transportation planning effort echo the sentiment; however, some residents would like to see some connections to Herriman due to new schools being constructed by Jordan School District.

Lehi. Two routes connect Lehi and Bluffdale. These routes are the existing SR-68 and the recently built extension of SR-85. No other connections are identified between the two cities in Lehi's 2015 Transportation Master Plan.

Riverton. Six existing routes connect vehicle traffic between Riverton and Bluffdale: 4000 West, 3600 West, 13800 South, 2700 West, Redwood Road, and 1300 West. According to the 2021 Addendum to the Riverton City Transportation Master Plan, two signals are proposed at the intersections of 4000 West/13800 South and 3600 West/13800 South.

Public Transportation

The Utah Transit Authority (UTA) provides public transportation service to the Salt Lake Valley, including options for bus, rail, and vanpool. Bluffdale is currently served by one line, the 219 regular bus, and UTA On Demand service.

Level of Service

Methodology

Level of service (LOS) is a complex concept for transportation systems because it is dependent upon an estimation of demand (which can vary daily) and capacity (which is based on prevailing roadway, traffic, and control conditions) both of which can be very difficult to precisely define. Capacity is essentially the amount of traffic that can theoretically be serviced by a road while LOS (often termed "quality of service") defines under what operating conditions this occurs (e.g., the amount of congestion, queuing). Conditions where demand exceeds capacity are usually assigned a LOS grade of F

(the worst), while conditions with near free-flow conditions are graded LOS A (the best). In the United States, capacity and LOS are both defined based on extensive research by the Transportation Research Board found in the Highway Capacity Manual. The Highway Capacity Manual 6th edition was used for this analysis.

While the capacity describes the theoretical limit of traffic on a given road, conditions at capacity (service flow grade E) are often very poor, and most municipalities and agencies set goals to achieve better LOS grades. The Highway Capacity Manual 6th edition states that “For cost, environmental impact, and other reasons, roadways are not typically designed to provide LOS A conditions during peak periods but instead to provide some lower LOS that balances individual travelers’ desires against society’s desires and financial resources” (Volume 1, pg. 5–3). However, there is no universally accepted LOS standard. The Highway Capacity Manual 6th Edition further states that “...the appropriate LOS for a given system element in the community is a decision for local policy makers” (Volume 1, pg. 5–3). According to the Institute of Transportation Engineers Traffic Engineering Handbook (5th Edition, 1999), “[f]or most design or planning purposes...service flow rates D or C are usually used because they ensure a more acceptable quality of service to facility users” (page 95).

According to the Subdivision Ordinance in the City of Bluffdale municipal code, transportation facilities “adjacent to, or impacted by, the proposed development shall be capable of accommodating the anticipated traffic loads generated by the proposed development for a twenty (20) year design period. The City has adopted a LOS C for all municipal roads and streets” (City of Bluffdale Municipal Code 12-4-5A3). Each LOS grade is estimated based on the most current edition of the Highway Capacity Manual methodologies for roadway capacities. According to the Utah Department of Transportation Roadway Design Manual of Instruction (May 2007, updated August 2011), LOS D is the threshold for state routes in urbanized areas (Section 7, page 4).

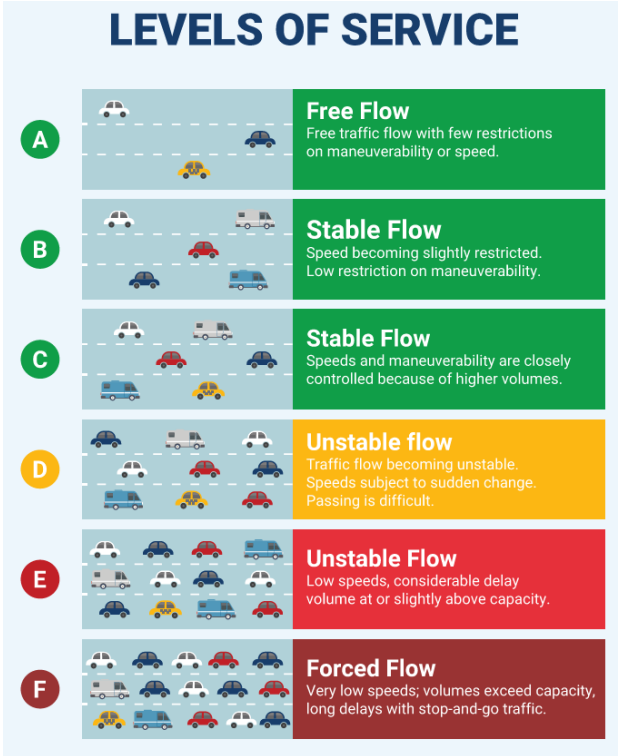


Figure 9. Level of service letter designations.

While a transportation master plan typically analyzes demand and capacity of links (i.e., for roadways, not intersections), the Highway Capacity Manual outlines methodologies for determining intersection-level LOS and not link LOS (except for uninterrupted facilities such as freeways). Therefore, a correlation must be made between an intersection LOS and roadway/street LOS. The volume-to-capacity (v/c) ratio can be calculated for a given segment, which provides a reasonable method to estimate the operations of a roadway. Roadway capacities are complex and depend on variables such as number of lanes, access spacing, traffic signal timing and coordination, the proportion of left- and right-turns, pedestrian activity, and several other factors. Figure 9 provides a visual representation and description of the LOS letter designation.

Roadway Capacities

The capacities for each of the existing roadways were estimated using Highway Capacity Manual 6th edition methodologies and assumptions made in the WFRC/MAG model (see Appendix C of the Regional Transportation Plan: 2011–2040, *WFRC & MAG Transportation Modeling and Analysis Tools*, 2011 Base Year Model, Version 8.0). Roadway capacities and LOS thresholds for each cross section are shown in Table 2.

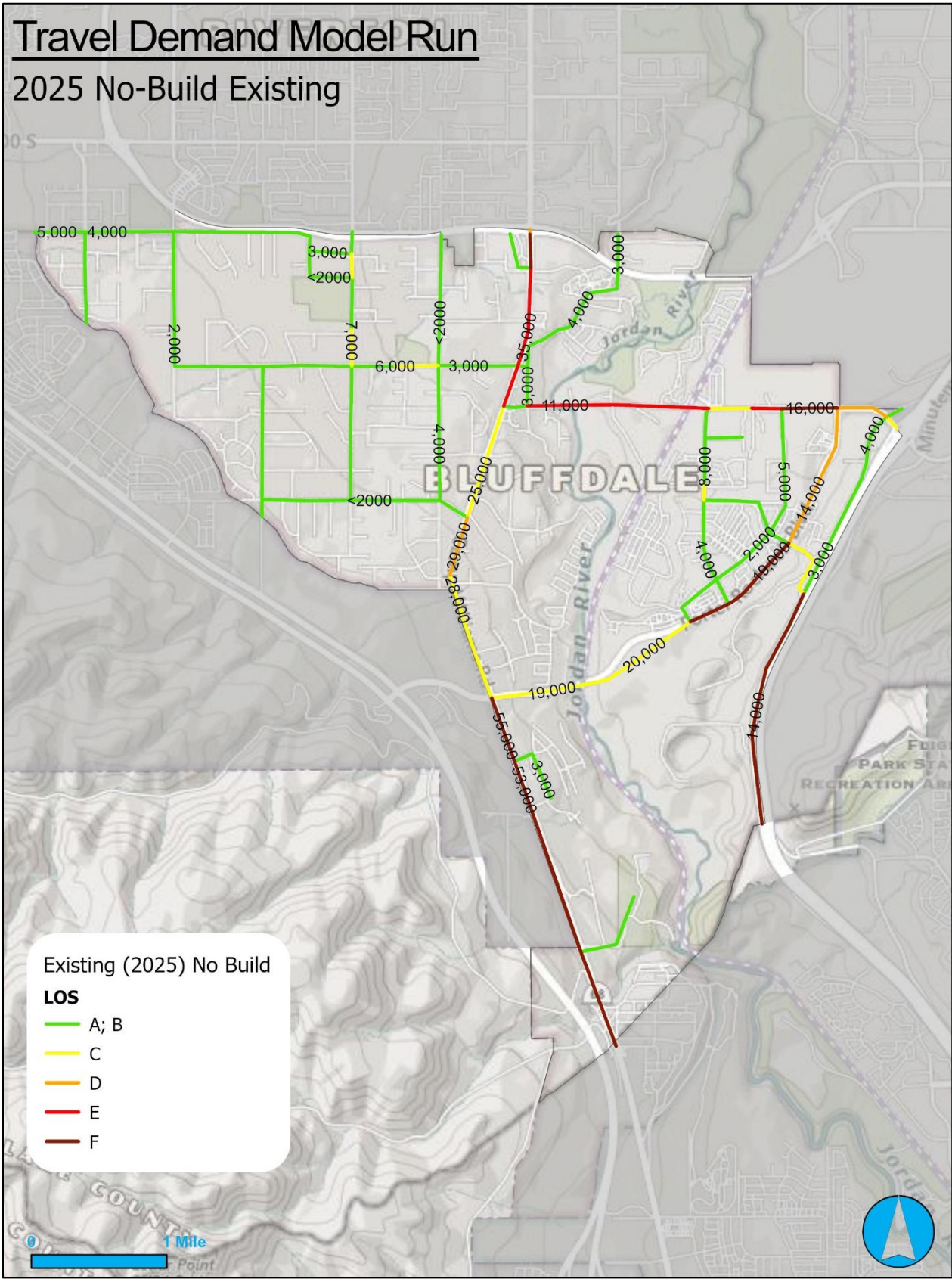
Table 2. Planning level roadway level of service thresholds.

FUNCTIONAL CLASS	LEVEL OF SERVICE THRESHOLDS (AVERAGE DAILY TRAFFIC)				
	A	B	C	D	E
Principal arterial (7 lanes) - UDOT	16,500	27,500	41,300	46,800	55,000
Major arterial (5 lanes)	11,400	19,000	28,500	32,300	38,000
Major collector (3 lanes)	5,300	8,900	13,400	15,100	17,800
Minor collector (2 lanes)	3,700	6,200	9,300	10,500	12,400
Standard residential	2,800	4,600	6,900	7,800	9,200

Existing Level of Service

Figure 10 shows the LOS grade for each roadway segment based on the v/c ratios calculated using recent counts and estimated roadway capacities. As is shown in Figure 11, the majority of collector and arterial routes currently experience LOS C or better conditions. Bluffdale roadways with poor levels of service include 14600 South. Currently, this is a two-lane roadway, with a bottleneck at the railroad trestle just west of 1000 West. All three UDOT roadways, Redwood Road (SR-68), Porter Rockwell Boulevard (SR-131), and 14600 South (SR-140), are currently experiencing poor level of service in some portions through Bluffdale.

To be consistent with UDOT policy (most arterial roads in Bluffdale are operated by UDOT) and to be more economically responsible, it is recommended that the acceptable threshold for arterial roads in Bluffdale be updated to LOS D while all local and collector roads remain at a LOS C threshold.



Future Conditions

Purpose

Future conditions were studied to determine transportation improvements necessary for long-term mobility in Bluffdale. The years 2035 and 2050 were chosen as the planning horizons because that provides both short- and long-term views of the future of Bluffdale, while making use of future travel demand model and city and state projections, as well as land use plans. Together, these data are used in a travel demand model which estimates future traffic volumes on the collectors, arterials, and freeways. LOS was calculated for each roadway segment to determine which transportation improvements are required to bring the system up to a LOS C standard for collector roads and a LOS D standard for arterial roads.

Regional Transportation Planning/Improvements

The WFRC maintains the Regional Transportation Plan (RTP) for the Box Elder, Davis, Morgan, Salt Lake, Tooele, and Weber Counties. This plan is developed in coordination with UDOT, UTA, and Utah Division of Air Quality. The document identifies, plans, and finances regional transportation improvements based on existing and anticipated growth up to the year 2050. The current edition of this plan, Wasatch Choice 2050, was adopted on May 25, 2023. This section discusses the highway projects within the WFRC plan located in Bluffdale City (planned public transportation projects within Bluffdale City are discussed in the next section).

Phase I: 2023–2032. Projects located in/near Bluffdale that are planned to be completed by 2032 include the following:

- 14600 South – Widen to three lanes from Redwood Road to Heritage Crest Way
- 14600 South – Grade-separated railroad crossing
- 14600 South – Widen to five lanes from Heritage Crest Way to Porter Rockwell Blvd
- I-15 Freeway – Managed Motorways operational improvements
- Porter Rockwell Boulevard – Widening to five-lane cross-section
- Mountain View Corridor – New construction to extend Mountain View Corridor south to Utah County
- 600 West – New five-lane construction from Bangerter Highway to 14600 South
- Mountain View Corridor – New freeway construction and widening north of Porter Rockwell Blvd

Phase II: 2033–2042. Projects located in/near Bluffdale that are planned to be completed by 2040 include the following:

- 14000 South – New construction and widening to three-lane cross-section from 2950 West to 3600 West
- 14600 South – Widen to seven lanes from Porter Rockwell Blvd to I-15 interchange
- Redwood Road – Widen to seven lanes from Bangerter Highway (SR-154) to Porter Rockwell Blvd

Phase III: 2043–2050. Projects located in/near Bluffdale that are planned to be completed by 2050 include the following:

- Point of the Mountain Connector Road – New five-lane construction from Porter Rockwell Blvd to Utah County
- Porter Rockwell Boulevard – Widen to seven lanes from Mountain View Corridor to Porter Rockwell Blvd
- Bangerter Highway Interchange – Upgrade interchange
- Mountain View Corridor – Widening, interchange construction, and new HOV lanes
- Noell Nelson Drive – New five-lane construction from Porter Rockwell Boulevard to I-15
- Noell Nelson Drive / I-15 – New freeway interchange construction
- I-15 Frontage Roads – New two-lane northbound and southbound frontage roads

Unfunded Needs. Because the 2050 Regional Transportation Plan is financially constrained, some potential projects that are deemed important to the regional transportation system, but for which no funding has been allocated, have been identified by WFRC as “unfunded needs.” The following unfunded needs projects are located in/near Bluffdale:

- I-15 Freeway – Variable-priced freeway lanes
- I-15 Freeway – HOT lanes with ramps and reversible lanes

Regional Public Transportation Improvements

This section discusses the 2050 Regional Transportation Plan public transit projects located in/near Bluffdale City.

Phase I: 2023–2032. There are no projects listed in Phase I in the 2050 RTP.

- FrontRunner – Doubletrack system throughout Salt Lake County Package 1
- FrontRunner – Construct a Bluffdale FrontRunner station
- Transit – Maintenance Facility on 14600 South

Phase II: 2033–2042. Projects located in/near Bluffdale that are planned to be completed by 2040 include the following:

- Core Service 15, Redwood Road – Frequent bus route along Redwood Road
- FrontRunner – Doubletrack system throughout Salt Lake County Package 2

Phase III: 2043–2050. Projects located in/near Bluffdale that are planned to be completed by 2050 include the following:

- Core Service 15, Porter Rockwell Boulevard – Frequent bus route along Porter Rockwell Boulevard and 600 West
- FrontRunner – Electrify the system in Salt Lake County Upgrades 1

Unfunded Needs. Because the 2050 Regional Transportation Plan is financially constrained, some potential projects that are deemed important to the regional transportation system, but for which funding either has not been allocated, have been identified by WFRC as “unfunded needs.” The following unfunded needs projects are located in/near Bluffdale:

- FrontRunner – Electrify the system in Salt Lake County Upgrades 2
- Bluffdale Transit Connector – Frequent bus route along 3600 West, 14400 South, and Redwood Road

Travel Forecasting

The following sections discuss the future travel demand forecasting used for this Regional Transportation Plan.

Methodology

Mountainland Association of Governments (MAG) and WFRC jointly maintain a regional travel demand forecasting model for the four-county metropolitan region (Weber, Davis, Salt Lake, and Utah counties). The travel demand model predicts future travel demand based on projections of land use, socioeconomic patterns, and transportation system characteristics. At its core, it uses the common “four-step” modeling process which consists of trip generation, trip distribution, mode split, and trip assignment. The model is run using Cube version 6.5.1 software. References to “the model” in this report refer to the scripts and data maintained by MAG and WFRC, not to the Cube software. Analysis for this study was performed using a locally-refined version of the Wasatch Front Travel Demand Model (v9.0.1, dated April 2024). Refinements include additional roadway network detail and updated land-use inputs accounting for local planning knowledge.

Model Calibration and Future Volume Corrections

The travel demand model was calibrated using recently collected traffic count data on 14600 S and count data from UDOT’s Automated Traffic Signal Performance Metrics (ATSPM). Using outputs from the travel demand model runs, as well as other studies that have been completed in the area, future 2035 and 2050 traffic volumes were developed. These volumes were adjusted manually using the output from the different models, Bluffdale’s future land use and roadway plans, and engineering judgement.

Future (2035) No-Build Conditions

This section discusses the predicted future (2035) level of service for each of the collector and arterial roads in Bluffdale City assuming that no improvements are made to the roadway network, beyond those identified in the WFRC RTP. Figure 11 shows estimated future (2035) daily volumes and LOS for each collector and arterial roadway in Bluffdale City in a no-build condition. As shown in the figure, the following roadways are anticipated to experience poor levels of service:

- 14600 South – LOS F Redwood Road to I-15
- Porter Rockwell Boulevard – LOS F from Harmon Day Road to 14600 South
- Redwood Road – LOS E or F just south of Bangerter Highway

Future (2050) No-Build Conditions

This section discusses the predicted future (2050) level of service for each of the collector and arterial roads in Bluffdale City assuming that no improvements are made to the roadway network, beyond those identified in the WFRC RTP. Figure 12 shows estimated future (2050) daily volumes and LOS for each collector and arterial roadway in Bluffdale City in a no-build condition. As shown in the figure, the following roadways are anticipated to experience poor levels of service:

- 14600 South – LOS F from Redwood Road to I-15
- Porter Rockwell Boulevard – LOS F from Redwood Road to 14600 South
- Noell Nelson Drive – LOS E, D, or F from Porter Rockwell Blvd to Coyote Gulch Way
- Redwood Road – LOS F from approximately Porter Rockwell Blvd to Bangerter Highway

Emergency and Priority Snowplow Route Planning

There are a few considerations in determining priority routes for emergency evacuations and snow plowing. These considerations include emergency situations, earthquakes, canal/river flooding, Jordan Water Conservancy chlorine storage, wildfires, utility locations (natural gas, power, other pipelines), railroad tracks and bridges.

Evacuation route considerations include maintaining north-south traffic flows between Salt Lake and Utah Counties to provide alternatives to I-15 and traversing Point of the Mountain. Evacuation routes follow state maintained roads (SR-68, [Redwood Road], SR-85 [Mountain View Corridor], I-15, and Porter Rockwell Boulevard). Routes maintained by Bluffdale include Pony Express Road, 2700 West, 2200 West (which does not cross Bangerter but is a collector for Bluffdale), 3200 West, 3600 West, and 4000 West. East-west traffic flows through Bluffdale are quite limited because of the location of the Jordan River and railroad lines. Existing options include SR-154 (Bangerter Highway), Porter Rockwell Boulevard, and 14400 South/14600 South/SR-140, which is significantly constricted at the railroad bridge. The railroad bridge needs to be reconstructed per Bluffdale General Land Use Plan. Future connections include potential future development of a new interchange with I-15 at the current gravel pit.

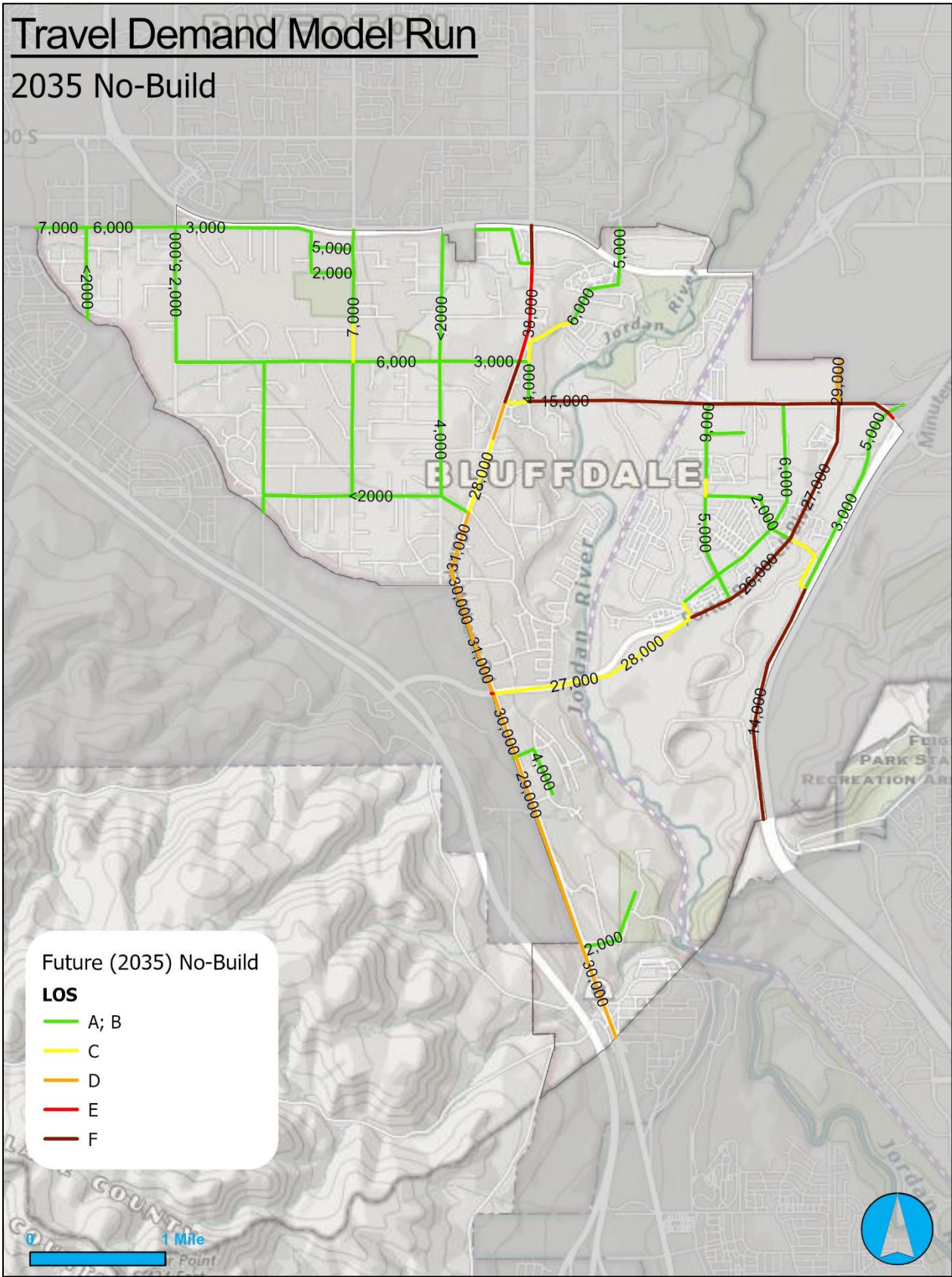
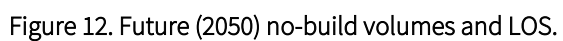


Figure 11. Future (2035) no-build volumes and LOS.



TRANSPORTATION SYSTEM RECOMMENDATIONS

The following sections discuss recommended improvements to Bluffdale's transportation system, both for vehicles and other forms of transportation, to address needs through the year 2050. Roadway improvements for vehicles use are intended to provide acceptable levels of service for future 2035 and 2050 conditions.

Recommended Future Road Classification and Cross Sections

In order to provide more flexibility and to encourage creativity in developing a sense of place, the City of Bluffdale has chosen to not identify specific cross sections for different roadway categories. Instead, a list of required elements for each class of roadway is provided (Table 3). This allows the city and developers to be flexible and design a cross section that works best for the area. Figure 13 provides a map of the location of existing and proposed roads by roadway class.

Table 3. Required cross section amenities by roadway category from center travel lanes outward.

Major Arterial - Center turn lane/median (range 12–14 feet wide) - Three travel lanes in each direction (12 feet wide) - Bike lanes (range 4–6 feet wide) - Buffered bike lanes are preferable - Shoulder (range 1–10 feet wide) - Curb and gutter - Park strip (minimum 6 feet wide) - Sidewalk (minimum 6 feet wide) - Trail or path could be considered in place of sidewalk	Major Collector - Center turn lane or median (minimum 12 feet wide) - One travel lane each direction (minimum 11 feet wide) - Bike lanes (minimum 5 feet wide) - Protected bike lanes are preferable - Shoulder (minimum 4 feet wide) - Curb and gutter - Park strip (minimum 6 feet wide) - Sidewalk (minimum 5 feet wide) - Trail or path could be considered in place of sidewalks - Landscaped medians could be considered in place of center turn lane	Minor Collector - One travel lane each direction (minimum 12 feet wide) - Bike lanes (minimum 5 feet wide) - Buffered bike lanes are preferable - Shoulder (minimum 4 feet wide) - Curb and gutter - Park strip (6 feet wide) - Sidewalk (minimum 5 feet wide) - Trail or path could be considered in place of sidewalks
Minor Arterial - Center turn lane or median (minimum 12 feet wide) - Two travel lanes in each direction (11 feet wide) - Bike lanes (minimum 5 feet wide) - Buffered bike lanes are preferable - Shoulder (minimum 4 feet wide) - Curb and gutter - Park strip (6 feet wide) - Sidewalk (minimum 5 feet wide) - Trail or path could be considered in place of sidewalks	Standard Residential - One travel lane each direction (minimum 12.5 feet wide) - Curb and gutter - Park strip (minimum 6 feet wide) - Sidewalk (minimum 5 feet wide)	

Note: Bike lanes and shoulders are distinct roadway amenities; bike lanes are designated for bicycle traffic while shoulders may be used for automobile parking and winter snow storage. On-street parking should be prohibited on roadways with bike lanes if the combined width of bike lane and shoulder is less than 12 feet. 16 feet is the recommended width in order to accommodate a buffer.

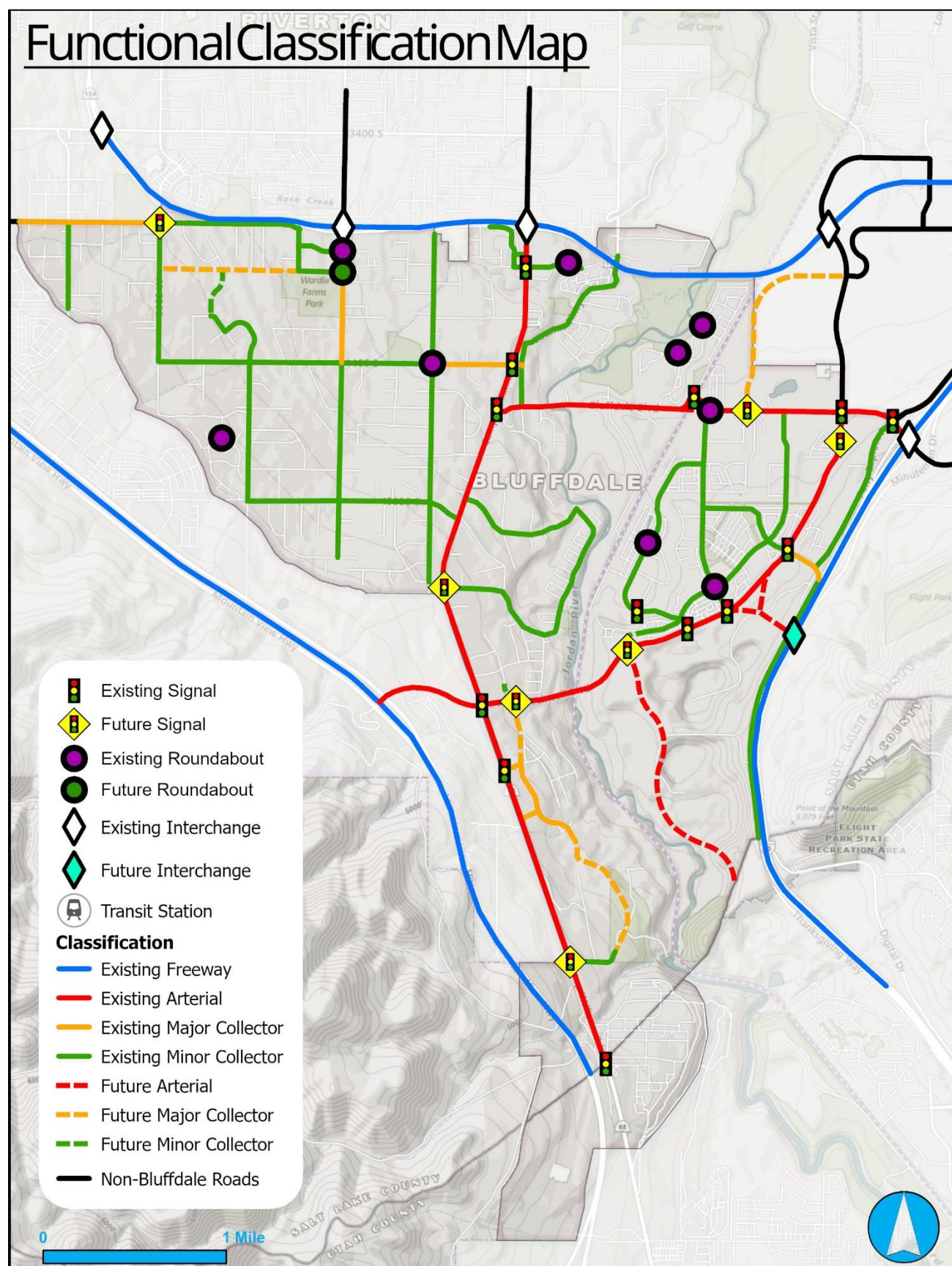


Figure 13. Existing and proposed roadway functional class within Bluffdale.

Recommended Roadway Improvements for Vehicles

Projects are classified as new construction (roads that do not currently exist) and widening (cross sections that need to be expanded to a larger lane count). Some widening projects shown may only require re-striping and not actual widening. Conversely, some cross sections may currently have the correct number of lanes but need additional widening to accommodate side treatments such as bike lanes, curb, gutter, and sidewalk, or shoulders. Note: to address roadway safety, street lighting should be included in all future roadway projects. Bluffdale should conduct a city-wide street lighting study to identify and address safety concerns through additional street lighting projects where necessary. The future projects recommended for Bluffdale City to construct by 2035 and 2050 are shown in Table 4 and Table 5, respectively.

Particularly important to address current connectivity issues, the widening of 14600 South to 4 lanes will provide a new grade-separated crossing under the Union Pacific Rail. In current conditions, the road narrows to a single lane with a traffic signal directing traffic through the crossing. The rail and current crossing represent an physical impediment that the City is working to address. In addition to vehicle access, this crossing will provide much safer connectivity for all modes including pedestrians, bicyclists, and transit users.

Table 4. 2035 Roadway Projects.

2035 Bluffdale City Project List					
Project Number	Description	Improvement Type	# of Lanes		Estimated Cost
			Existing	Proposed	
1-1	14600 South - Redwood Rd to Spring View Pkwy	Widening	2	4	\$18,100,000
1-2	14600 South - Spring View Pkwy to Noelle Nelson Dr	Widening	2	5	\$54,240,000
1-3	14600 South - Noell Nelson Dr to 800 West	Widening	2	5	\$2,460,000
1-5	Bringhurst Blvd - Extension 700 feet to the South	New Roadway	0	3	\$1,500,000
1-6	Bringhurst Blvd - Bringhurst Blvd to Jordan Narrows Rd	New Roadway	0	3	\$6,200,000
1-7	Jordan Narrows Rd - Bringhurst Blvd to Redwood Rd	Curb & Gutter	2	2	\$2,700,000
1-9	13800 South - 3600 West to 2950 West	Widening	2	3	\$1,700,000
1-10	3600 West – 14400 South to 13800 South	Widening	2	3	\$3,600,000
1-A	Porter Rockwell Blvd & Rising Star Ln	Install Signal	n/a	n/a	\$401,200
1-B	Redwood Rd & Jordan Narrows Rd	Install Signal*	n/a	n/a	\$1,700,000
1-C	14600 S & 1690 W	Install Signal	n/a	n/a	\$400,000
TOTAL					\$ 93,001,200
*UDOT to pay for signal and Bluffdale to pay for geometric updates.					

Table 5. 2050 Bluffdale City Projects.

2050 Bluffdale City Project List					
Project Number	Description	Improvement Type	# of Lanes		Estimated Cost
			Existing	Proposed	
2-1	2700 West - 14200 South to 14400 South	Widening	2	3	\$1,300,000

2050 Bluffdale City Project List (continued)					
2-2	800 West - 14600 South to Draper	New Roadway	n/a	3	\$17,300,000
2-3	14000 South - 2950 West to 3600 West	New Roadway	n/a	3	\$10,200,000
2-4	3450 West - 14400 South to 14000 South	New Roadway	n/a	2	\$3,300,000
2-5	Bringham Blvd – Mortimer Way to Porter Rockwell Blvd	New Roadway	n/a	3	\$5,100,000
2-A	Noell Nelson Drive between 14600 South and Porter Rockwell Blvd	Intersection Improvements	n/a	n/a	\$3,100,000
2-B	14000 South / 2700 West Intersection	Install Roundabout	n/a	n/a	\$600,000
2-C	Porter Rockwell Blvd / Bringham Blvd	New Signal	n/a	n/a	\$400,000
2-D	14600 South / 800 West	New Signal	n/a	n/a	\$400,000
TOTAL					\$ 41,100,000

The future projects recommended for UDOT to construct by 2035 and 2050 in or near Bluffdale City are shown in Table 6 and Table 7, respectively.

Table 6. 2035 UDOT Projects within Bluffdale

2035 UDOT Project List within Bluffdale					
Project Number	Description	Improvement Type	# of Lanes		Estimated Cost
			Existing	Proposed	
1-4	14600 South – 800 West to I-15 (Currently east of Porter Rockwell Blvd planned for 2033 - 2042)	Widening	2 - 4	5+	\$20,000,000
1-13	Widen Porter Rockwell Boulevard	Widening	3	5	\$47,050,000
1-14	Porter Rockwell Boulevard - North of 14600 South	New Roadway	n/a	5	\$34,850,000
TOTAL					\$ 101,900,000

Table 7. 2050 UDOT Project within Bluffdale.

2050 UDOT Project List within Bluffdale					
Project Number	Description	Improvement Type	# of Lanes		Estimated Cost
			Existing	Proposed	
2-6	Porter Rockwell Boulevard: Redwood Rd to 14600 South	Widening	3 or 5	7	\$ 235,630,000
2-7	I-15 Frontage Roads	New One-Way Frontage Roads	n/a	2	\$68,250,000
2-8	Redwood Road: Porter Rockwell Blvd to Bangerter	Widening	5	7	\$106,900,000
2-9	Realign Porter Rockwell Blvd into new I-15 interchange (Not in WFRC Plan)	Realignment	n/a	7	\$27,580,000
2-10	Porter Rockwell Blvd - North of 14600 South	Widening	Future 5	7	\$80,720,000
2-11	Point of the Mountain Connector – Porter Rockwell Blvd to Lehi	New Road	n/a	5	For Future Study
TOTAL					\$ 519,080,000

Future Build Conditions

The proposed Bluffdale City and UDOT projects were entered into the travel demand model and new results were generated to determine the impact of the projects and the resulting build volumes and LOS. The volumes and LOS for the build conditions in 2035 and 2050 are shown in Figure 14 and Figure 15, respectively. As shown, all City roadways are anticipated to operate at acceptable levels of service with the proposed projects implemented. However, it is anticipated that portions of UDOT roadways Porter Rockwell Boulevard, 14600 South, and Redwood Road are anticipated to operate poorly in future conditions.

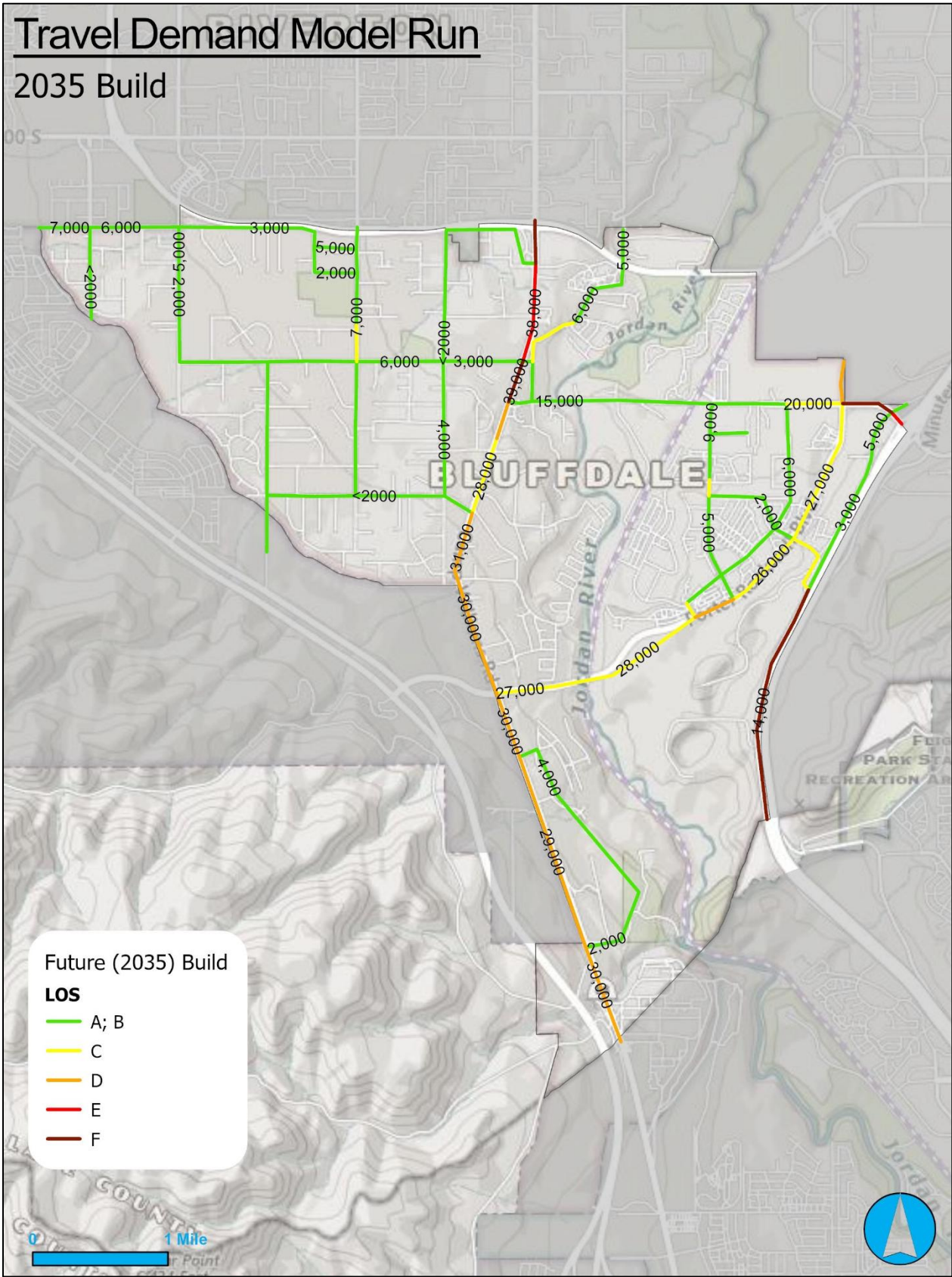


Figure 14. Future (2035) build volumes and LOS.

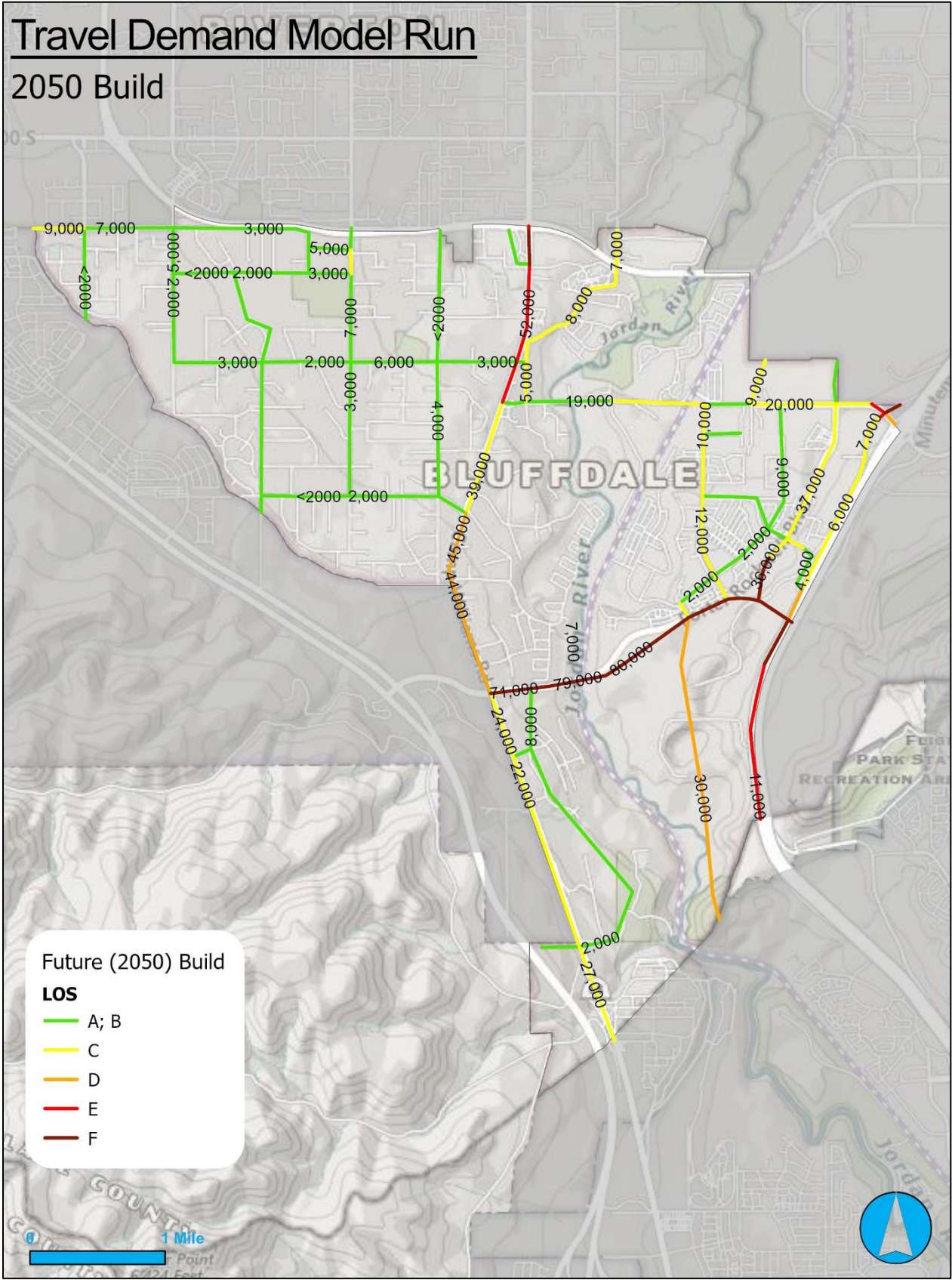


Figure 15. Future (2050) build volumes and LOS.

Public Transportation

Developing public transit options for Bluffdale was identified as a priority by both the public and city staff. However, public transportation in the Salt Lake Valley is operated by the UTA, which make decisions regarding location of bus routes and bus stops. The UTA uses population density as a key indicator of public transit needs. Based on Bluffdale's rural nature, UTA has determined to provide limited public transit within Bluffdale.

Future demand for public transit in Bluffdale is a different matter. Based on current development trends and Bluffdale's future land use plan, the eastern half of the city will build out far more densely than the western portion. Additionally, a large portion of the area is intended for commercial and office space, which will significantly increase daily traffic counts in the area. As this happens, UTA will need to re-evaluate the demand for public transportation.

A new FrontRunner station is planned on the Bluffdale side of The Point Development. This station is scheduled to be built by 2030 as part of the FrontRunner double tracking project. An update from UTA is provided in the link below:

https://frontrunner2x.utah.gov/assets/documents/Bluffdale_Display_Boards.pdf



Figure 16. Conceptual Rendering of New Bluffdale Station from UTA / UDOT

APPENDICES

APPENDIX A – SAFETY ANALYSIS

Safety Analysis

Crash Data Review

Crash data were obtained from the UDOT Safe Map website (<https://udot.numetric.com>). The UDOT maintains data for all roadway crashes statewide. All available data were reviewed to assist in identifying safety concerns on Bluffdale roadways. Crash data in this report are protected under Chapter 23 Utah State Code §409.

Crashes are recorded on a 1-to-5 scale based on the most severe injury caused by the crash as shown in Table 8, which shows the crash injury level for all crashes that occurred in Bluffdale City limits from 2010 through 2016. During this period there were a total of 993 crashes including 19 severe crashes. Table 9 shows a general increase in crashes for 2015 and 2016 over the preceding 5 years, including six severe crashes in 2016. Severe crashes occurring in Bluffdale are mapped in Figure 17. A majority (73%) of crashes involved no injury.

Table 8. Bluffdale crash injury level summary, 2010–2016.

CRASH SEVERITY SUMMARY			
City of Bluffdale, 2010–2016		Number of Crashes	Percentage of Crashes
Fatal	5	5	1%
Serious injury	4	14	1%
Minor injury	3	100	10%
Possible injury	2	145	15%
No injury/PDO	1	729	73%
Total		993	

Table 9. Total crashes in Bluffdale, 2010–2016.

CRASHES BY YEAR								
City of Bluffdale 2010–2016		2010	2011	2012	2013	2014	2015	2016
Fatal	5	1	1	0	1	0	0	2
Serious Injury	4	3	1	2	0	2	2	4
Minor Injury	3	9	17	16	16	13	13	16
Possible Injury	2	14	13	20	21	18	29	30
No Injury/PDO	1	77	61	87	107	77	177	143
Totals		104	93	125	145	110	221	195
Percentage of Crashes		10	9	13	15	11	22	20

Table 10 shows the crash manner of collision. About 39% of crashes were single-vehicle crashes, many of which occurred on Redwood Road (SR-68), I-15, or Bangerter Highway (SR-154). Single-vehicle crashes typically involve a driver running off the road, which can lead to roll-overs and impacts with fixed objects such as trees. These types of crashes are common on narrow, rural roads and pose high risk to drivers. The roadway improvements identified in this plan should help to reduce these crashes because narrow, rural roads will be improved.

Single-vehicle crashes also frequently involve pedestrians or bicyclists. Of the 19 severe crashes, 1 involved a pedestrian, and 1 involved a bicyclist (Table 11). Overall, there were 2 pedestrian crashes and 12 bicyclist crashes, most of which occurred on 14600 South, 14400 South, and Redwood Road. Nine out of the twelve collisions resulted in minor injuries, and there were no fatalities reported. Other bicycle collisions occurred at 3600 West, Iron Horse Road, Rock Hollow Road, and Pony Express Road. Adding wider shoulders to the roadways and including bike lanes and sidewalks will help to reduce these accidents by allowing non-motorists to travel separate from vehicle traffic. The city can also evaluate crosswalk locations to determine if pedestrian crossing improvements could help to reduce pedestrian-involved crashes.

Another 29% of crashes were front to rear crashes, which are relatively common, especially on busy arterials with traffic signals. The next highest manner of collision were angle crashes, making up 14% of the total.

Most of the 993 crashes in Bluffdale from 2010 to 2016 occurred on UDOT roadways. These roads carry much higher traffic volumes and are more likely to have crashes. These roads include Redwood Road (SR-68), Bangerter Highway (SR-154), I-15, and 14600 South (SR-140) (although 14600 South was recently acquired by Bluffdale City in a jurisdictional transfer). Filtering the crashes to exclude UDOT roadways, leaves 225 out of 993 crashes (22.7%) that occurred on local Bluffdale roadways. The crash type on local roads (UDOT roads were excluded) in Salt Lake County were evaluated for 2010–2016 for comparison with those in Bluffdale.

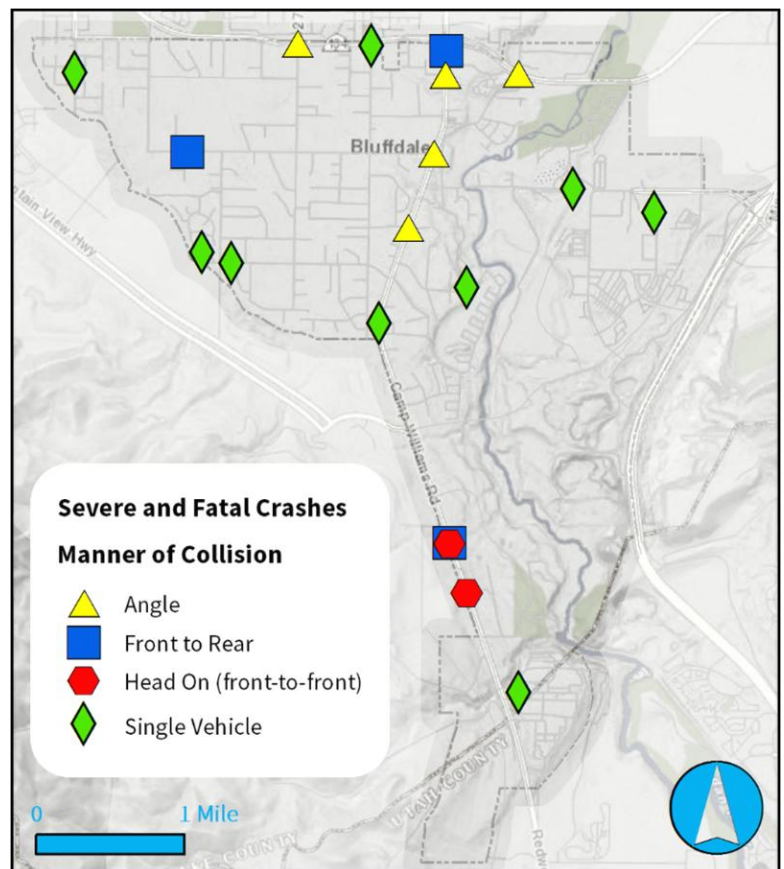


Figure 17. Severe and fatal crashes in Bluffdale, 2010–2016.

Table 10. Manner of collision for vehicle crashes in Bluffdale, 2010–2016.

MANNER OF COLLISION										
City of Bluffdale 2010–2016		Angle	Front to Rear	Head On	Sideswipe Same Direction	Sideswipe Opposite Direction	Parked Vehicle	Rear to Side	Rear to Rear	NA/Single Vehicle
Fatal	5	0	1	1	0	0	0	0	0	3
Serious Injury	4	5	2	1	0	0	0	0	0	6
Minor Injury	3	23	23	4	7	1	3	0	0	39
Possible Injury	2	28	59	8	12	4	1	0	0	33
No Injury/PDO	1	85	201	19	61	16	36	3	1	307
Totals		141	286	33	80	21	40	3	1	388
Percentage of Crashes		14%	29%	3%	8%	2%	4%	0%	0%	39%

Table 11. Types of crashes within Bluffdale, 2010–2016.

CRASH TYPE (CRASHES MAY APPEAR IN MULTIPLE CATEGORIES)													
City of Bluffdale 2010–2016		Pedestrian Involved	Bicyclist Involved	Motorcycle Involved	Roadway Geometry Related	Roadway Departure	Aggressive Driving	Drowsy Driving	Distracted Driving	DUI	Speed Related	Animal Related	Work Zone Related
Fatal	5	1	0	1	3	4	0	0	0	0	3	0	0
Serious Injury	4	0	1	5	5	3	1	0	2	0	5	0	1
Minor Injury	3	0	9	13	36	19	1	7	13	1	13	9	7
Possible Injury	2	0	2	3	45	19	2	8	17	7	31	6	17
No Injury/PDO	1	1	0	3	286	141	7	11	58	19	106	132	106
Totals		2	12	25	375	186	11	26	90	27	158	147	131
Percentage of Crashes		0%	1%	3%	38%	19%	1%	3%	9%	3%	16%	15%	13%

As shown in Figure 9, angle and front-to-rear crashes are significantly lower in Bluffdale based on percentages, while single-vehicle crashes are much higher. This is likely because of the more rural nature of Bluffdale, as compared to the rest of Salt Lake County. Fewer angle and front-to-rear crashes are occurring at busy local intersections in Bluffdale. This was confirmed in the crash analysis; no single intersection (besides several UDOT maintained intersections) showed high concentrations of crashes.

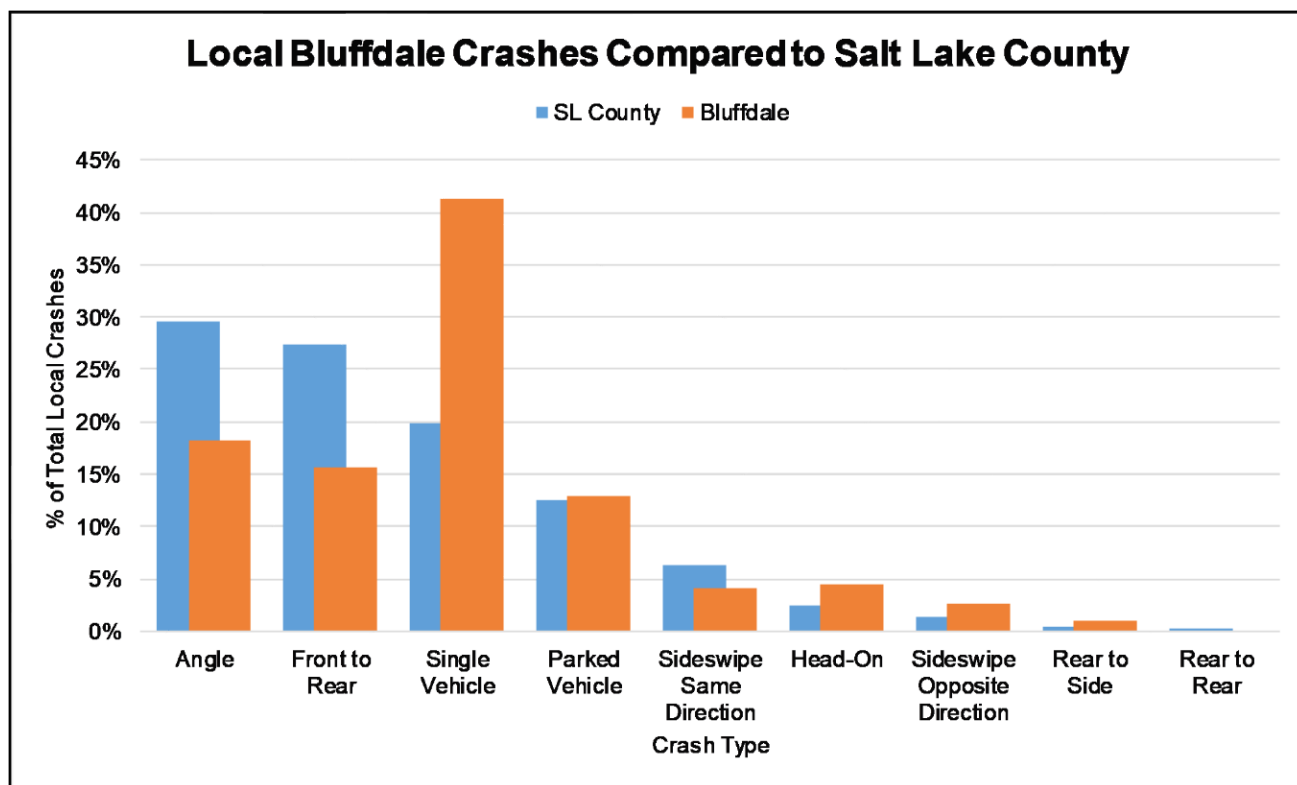


Figure 18. Percentage of crashes in Bluffdale compared to Salt Lake County.

Pedestrian Safety Characteristics

The UDOT Traffic and Safety Data were reviewed for pedestrian-involved collisions. Three collisions were reported between January 2010 and September 30, 2016. Each collision was in a unique location, and are summarized below:

- Fatality, 4000 West near 13996 South, driver of car driving straight ahead.
- Minor Injury, 14830 S Heritage Crest Way, car and motorcycle involved, one turning left.
- No Injury, Bangerter Parkway at 14075 South, driver of car driving straight ahead.

No countermeasures were offered by the reporting officer. However, education and enforcement for both drivers and pedestrians may be necessary as Bluffdale's population continues to grow. Measures that will also improve the situation include development of a complete sidewalk network with appropriate crossing facilities so that pedestrians are visible and anticipated by drivers.

Bicycle Safety Characteristics

The UDOT Traffic and Safety Data were reviewed for bicycle-involved collisions. Twelve collisions have been reported from January 2010 to September 30, 2016, though this report acknowledges that many non-injury collisions are not reported. Most of the bicycle-involved collisions are on 14600 South, 14400 South, and Redwood Road. Nine out of the twelve collisions resulted in minor injuries, and there were no fatalities reported. Other Collisions occurred at 3600 W, Iron Horse Road, Rock Hollow Road, and Pony Express Road. Nearly every collision was the result of the car or bicycle improperly navigating an intersection, and the potential countermeasure identified as installing bicycle warning signs.

APPENDIX B – PUBLIC INVOLVEMENT

Advertisement Strategy for Open House and Survey

Both the survey and information regarding the public open house were distributed via several avenues, including a press release, the Bluffdale monthly utility bill, City Council newsletters, the Bluffdale website, social media, the *South Valley Journal*, and the *Deseret News*.

Public Meeting

A public open house was held to provide a venue for personal discussions and interactions with those completing the transportation planning effort. It was held in the Council Chambers at the Bluffdale fire station on January 12, 2017. The meeting was conducted using an open house format so residents could come and go as schedules allowed. The information presented at the meeting focused on vision, goals, and objectives for Bluffdale's future transportation system and included discussions on safety, vehicle transportation needs, and active transportation. Attendees were also encouraged to participate in the online survey, which could be completed at the meeting on laptops.

Online Surveys

Two different online surveys were used to collect public input regarding Bluffdale's existing and future transportation system. The first survey was a traditional survey that presented a series of multiple-choice questions regarding transportation habits and two free comment questions to assess the current transportation system. The second survey utilized an online map application which asked respondents what specific locations in Bluffdale they thought were in need of transportation improvements or safety concerns related to transportation. A total of 295 individuals responded to the survey. The online survey and comment application were open from December 1, 2016, through January 31, 2017.

Specific Transportation System Improvements: Three free comment questions were asked of survey respondents to help identify specific items for improvement:

1. What do you think the city can improve most in its transportation system?

Summary of answers:

- The majority of respondents identified the one-lane railroad underpass and the poor conditions of 14600 South.
- Sidewalks near schools, better sidewalk connectivity, sidewalks and bike lanes on 14600 South.
- Road conditions on 2200 West, 2700 West, 3600 West, and 13800 South were mentioned specifically.
- The following intersection concerns and needs were identified: a crosswalk or light from Bluffdale Heights across Porter Rockwell Boulevard; entrance to Independence at the Point area; 13970 South and Redwood Road; Loumis Parkway; entrance to the Bluffs; and intersection of 14600 South and Redwood Road.
- Public transportation access, improved east-west connectivity, and more commercial options within Bluffdale.

2. Where do you think the City has gaps in the transportation system?

Summary of answers:

- Lack of access to public transportation, specifically Trax, FrontRunner, and bus transit. Bluffdale does not currently have access to public transportation and the respondents have noticed.
- East-west connectivity between the unique areas of Bluffdale was another common mention. Respondents identified their difficulty in traveling along 14600 South and the lack of major east-west roads.
- Some respondents are looking forward to the construction of Porter Rockwell Boulevard to help alleviate congestion on 14600 South.

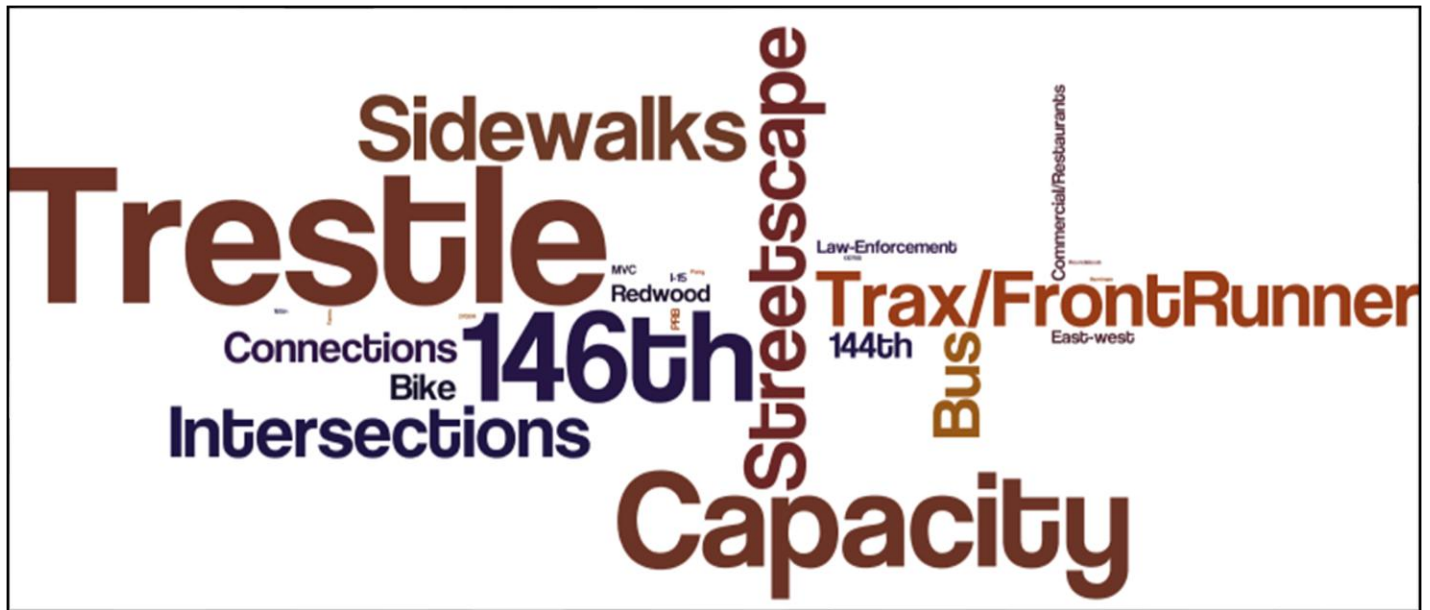


Figure 20. Key word analysis of answers from the question, “Where are the gaps in the transportation system?”

3. *If there is anything else you would like to mention concerning transportation in Bluffdale?*

Summary of answers:

- Increased street lighting.
- Development of local commercial and retail options.
- Better enforcement of speed limits.



Figure 21. Key word analysis of answers from the question, “Any last comments?”

General Characteristics of Respondents

- The majority of the online survey respondents were between the ages of 25 and 64 (91.9%), with the most represented age group being 35–44 (37.3%).
- The majority of respondents have lived in Bluffdale for 1–5 years (44.1%). The next most responsive group were longer-term residents of 10 years or longer (25.8%).
- The majority of respondents are employed full-time (73.1%). For those who responded that they work full-time and part-time, the majority (37.4%) travel less than 10 miles (one-way) to their jobs. Approximately 56.8% have to travel more than 10 miles one-way to their job.
- Very few students responded to the survey. For the students who did respond, the majority of them (76.1%) travel less than 10 miles to school.

Travel Mode Preferences

- Bluffdale is a car-dominated city that lacks direct access to public transportation. Therefore it is not surprising that the majority of Bluffdale residents drive alone to complete most of their daily activities. Carpooling was the second most prevalent response.
- To get to their place of employment, most Bluffdale residents (226 responses) drive alone. The next prevalent preference was “carpool,” but at a significantly lower response rate (26 responses). Several residents qualified their responses with the desire to use public transit or other modes of transportation if it were made available in Bluffdale and convenient to their destination. With the short distances identified by employees in a previous chart, it appears most residents in Bluffdale are working in and around the Point of the Mountain area.
- To get to school, most Bluffdale residents (66 responses) drive alone. The next preference was “carpool” at a lower response rate (25 responses).
- For social visits to visit family and friends, again Bluffdale residents (198 responses) drive alone. The next prevalent preference was “carpool” at a lower response rate (92 responses).
- For recreation and leisure trips, again Bluffdale residents (190 responses) drive alone. The next prevalent answer was “carpool” at a lower response rate (82 responses). Several respondents clarified their response by saying their preferred locations of recreation are outside of Bluffdale, not within.

General Transportation Opinions

- Respondents generally viewed the following more favorably: condition of roads, overall traffic safety, and current speed limits.
- Respondents generally viewed the following more negatively: attractiveness of roadways, connectivity of Bluffdale's internal transportation system, ability to bike on roadways, and ability to walk places via sidewalks.

Transit and Active Transportation (Biking and Walking)

This section of the survey measures respondent's opinions on walking, biking, and public transportation within Bluffdale. Active Transportation and providing a complete multi-modal transportation system is a key focus of the City Council. Most respondents replied favorably to their perceived use of public transportation, bicycle facilities, and sidewalks, if those facilities were further developed in Bluffdale. Few respondents walk or bike regularly within Bluffdale; however, a small group participates in both activities throughout the year.

To discover why residents may choose not to walk to work or other places in Bluffdale, respondents were asked to comment on obstacles faced by Bluffdale pedestrians. The most significant obstacles mentioned by Bluffdale residents were the lack of nearby destinations, lack of connected sidewalks, impracticality of walking, and feeling unsafe at intersections.

To identify possible measures to overcome these obstacles, respondents were asked to rate their preferences on possible pedestrian improvements. The top three needs identified were (1) more sidewalks, (2) improved connectivity of sidewalks, and (3) better street lighting. Education and enforcement of motorists, and maintenance of sidewalks, though viewed favorably, did not receive the strongest responses.

To discover why residents may choose not to rely on bicycle transportation in Bluffdale, respondents were asked to comment on obstacles they faced. The most significant obstacles mentioned were feeling unsafe on the roadways and at intersections, driver behaviors toward bicyclists, and the need for more facilities. Not being able to bike and not owning a bike were not perceived as obstacles to bike transportation to respondents.

To identify possible measures to overcome these obstacles, respondents were asked to rate their preferences on possible bicycle facility improvements. The top three needs identified were (1) better street lighting, (2) more separation from traffic, and (3) more bicycle facilities. More bicycle parking and storage, as well as education received the weakest responses.

Web Map Survey Responses

For this component of the survey, respondents were asked to identify specific places on a map of Bluffdale, where there were transportation issues or problems. The following is a summary of the locations and comments provided by survey respondents, which correspond to numbers on the map in Figure 22.

Driver concerns indicated on the map include:

1. Improve the bottleneck at the railroad bridge for vehicles and active transportation.
2. A majority of the comments identified a need to improve 14600/14400 South to accommodate all users, including bikes and pedestrians.
3. Difficulty accessing Redwood Road from Iron Horse Boulevard and 15000 South.
4. Concerns for increased traffic resulting from development of surrounding communities.
5. Comments against connecting to Herriman.
6. Comments supporting connection to Herriman.
7. Several comments stated that the 14400 South and Redwood Road intersection, and Loomis Parkway, are unsafe.
8. 15000 South is too narrow near Redwood Road.
9. The intersection of Heritage Crest and 14600 South is unsafe.
10. The intersection of Porter Rockwell and 14600 South is unsafe.
11. A request to complete the street connection between 15250 South and Silverpoint Way.
12. 13800 South is of poor condition.
13. Better access surrounding the Bluffs.
14. A request to shorten the timing of the new traffic light at Redwood and Camp Williams Avenue.

Pedestrians

Concerns indicated on the map include:

15. Gaps in the sidewalk and cross walk network surrounding Northstar Academy.
16. The need for sidewalks along 14600 South.
17. The need for reduced speed limit and speed enforcement on Iron Horse Boulevard and 2200 West.
18. A pathway to connect Parry Farms to Independence.
19. Sidewalk needs along 15250 South.
20. Better crosswalk enforcement on 2700 West.

Bicyclists

Concerns indicated on the map include:

21. Majority of the comments are for 14600 and the need for safer facilities to accommodate all users.
22. Safety concern near the Bluffs.
23. The eastern portion of 14400 South is described as too narrow to safely accommodate bikes and vehicles.
24. 1300 West is indicated to be of poor condition for those who use it to connect to the Jordan River Trail.
25. A request is made to pave the Jordan River Parkway Trail through its extent.
26. Bike lanes on 15000 South need to be swept.

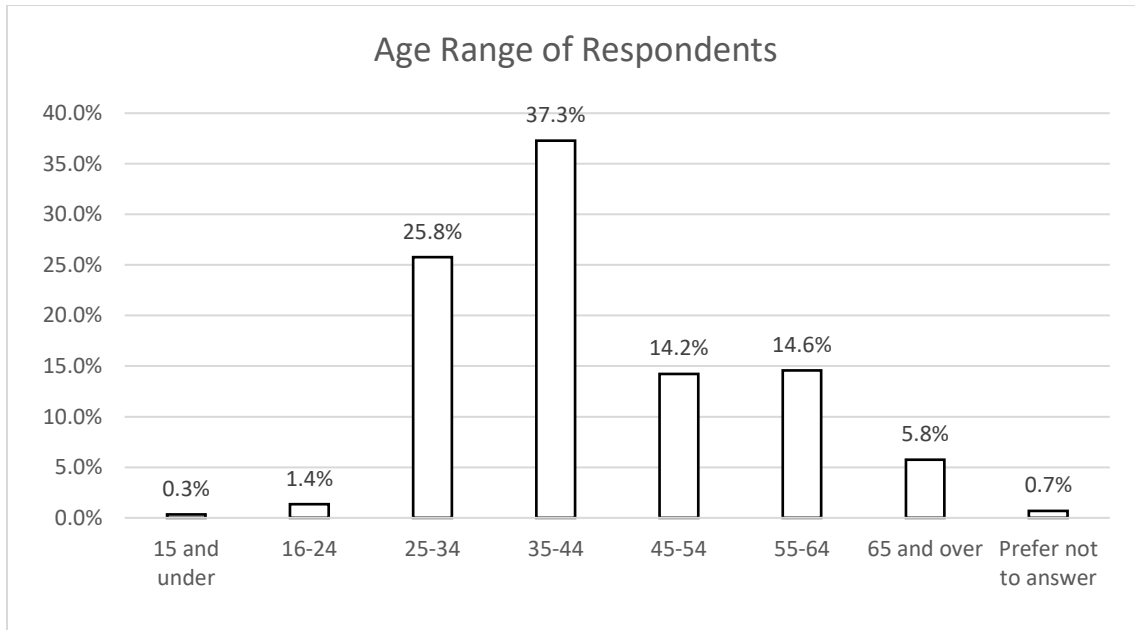
Other Concerns

Other concerns indicated on the map include:

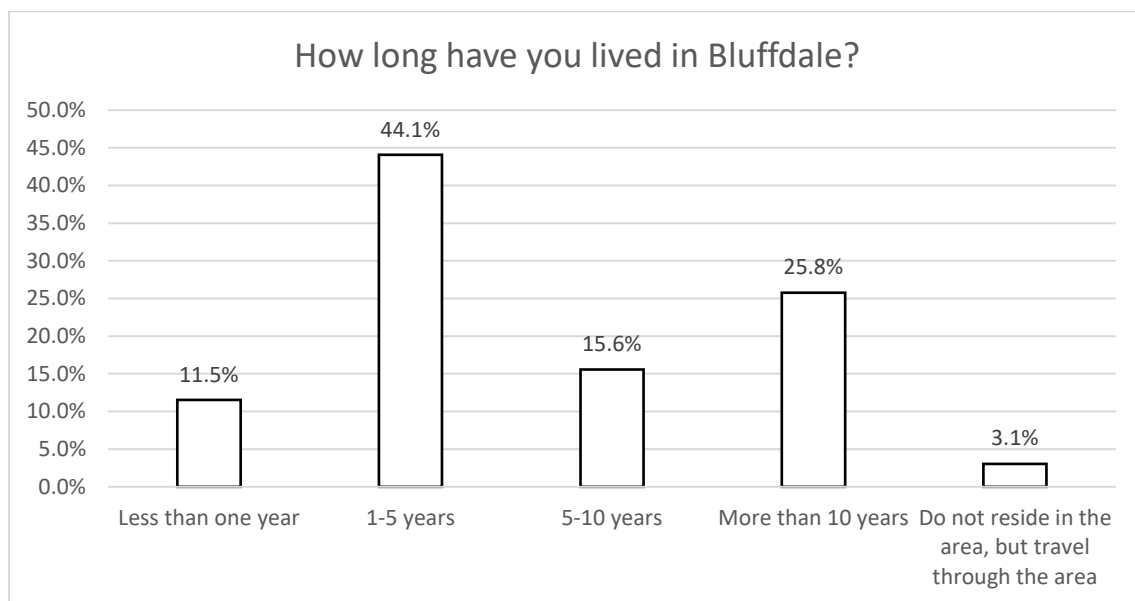
27. The need for a horse path on 14400 South to connect the community to the rodeo grounds.
28. Several comments concerning public transportation.
29. Request for sound barrier walls near Bangerter and the Bluffs.
30. Road conditions along 2200 West.

GENERAL CHARACTERISTICS OF SURVEY RESPONDENTS

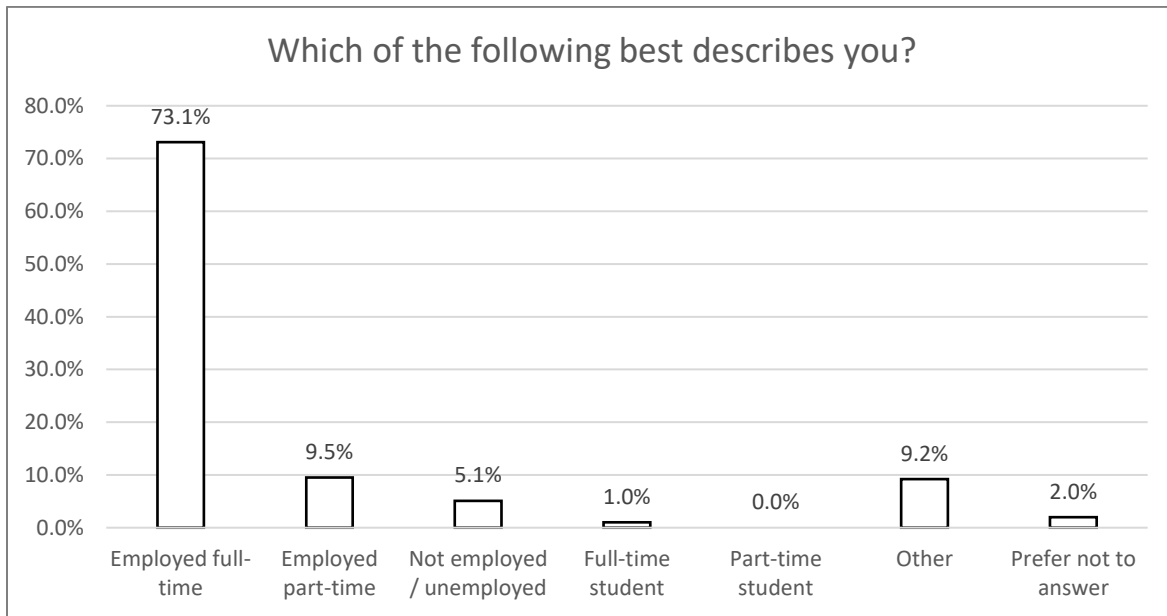
As anticipated with an online survey in response to a city planning effort, the majority of the respondents were between the ages of 25 and 64 (91.9%), with the most represented age group being 35-44 (37.3%).



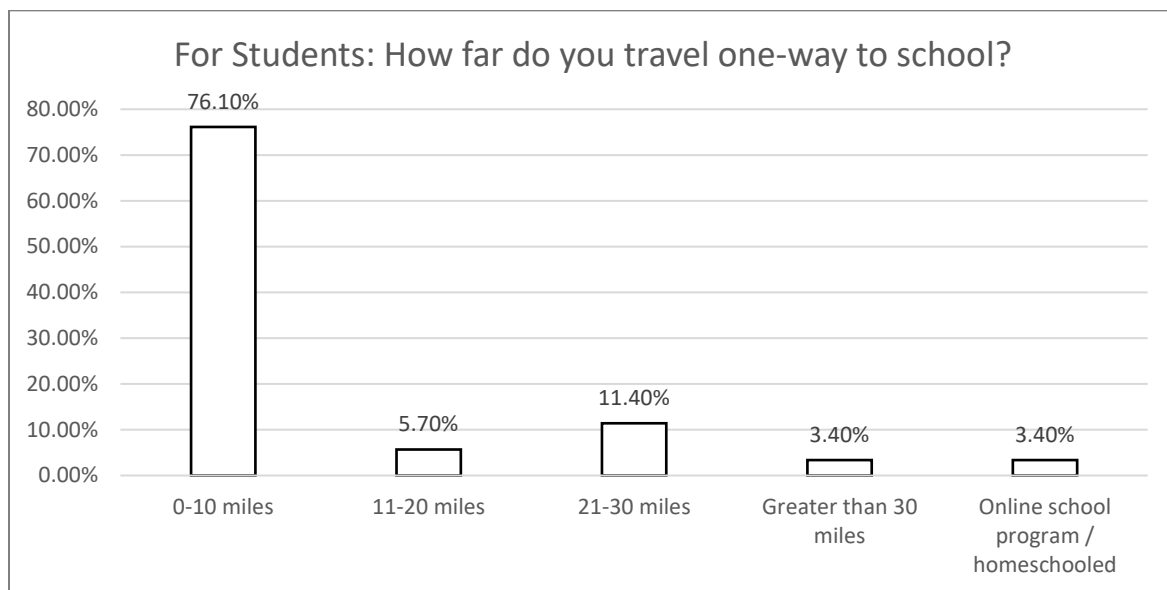
The majority of respondents have lived in Bluffdale for 1–5 years (44.1%). The next, most responsive group were longer-term residents of 10 years or greater (25.8%).



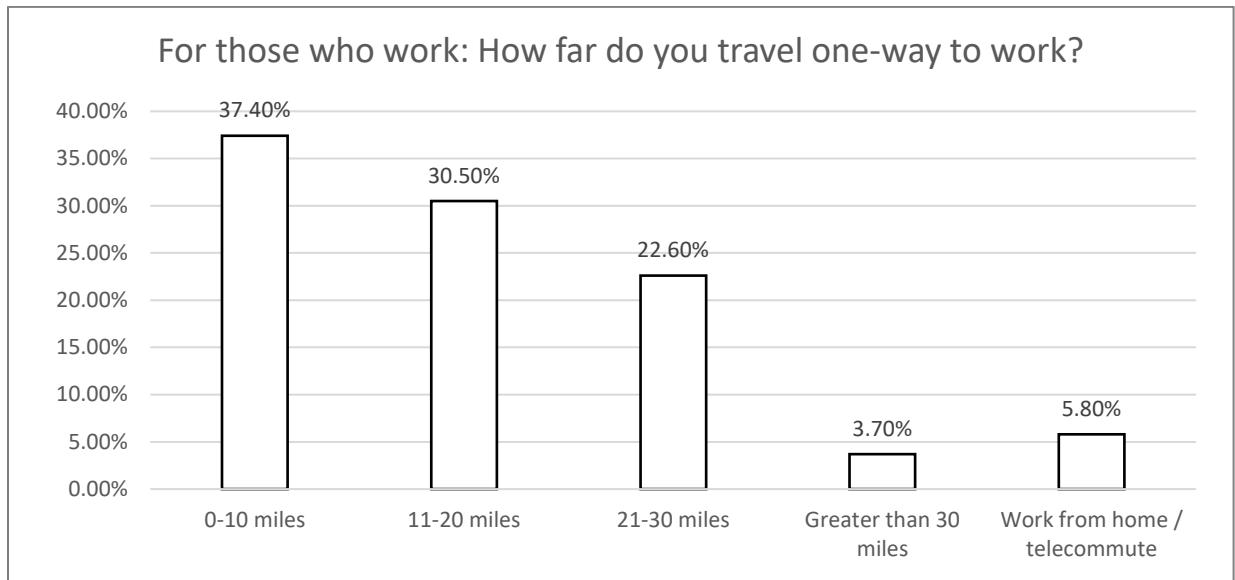
The majority of respondents are employed full-time (73.1%). Very few students responded to the survey.



For the students who did respond, the majority of them (76.1%) travel less than 10 miles to school.

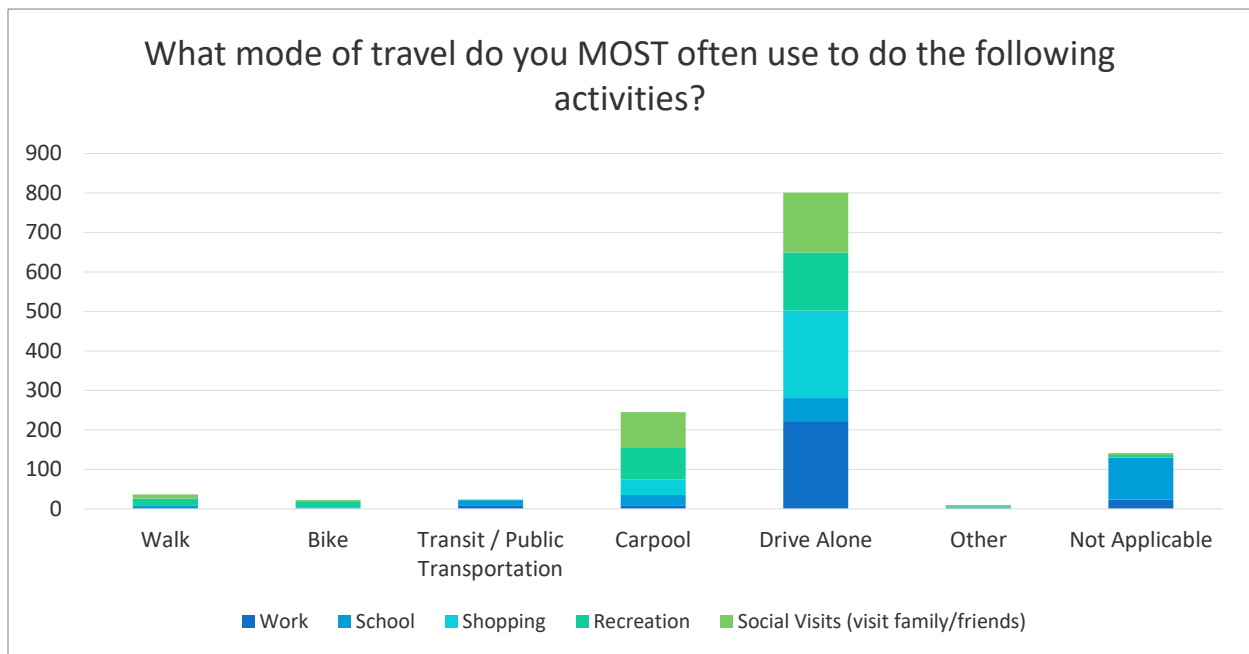


For those who responded that they work full-time and part-time, the majority (37.4%) travel less than 10 miles one-way to their job. Approximately 56.8% have to travel greater than 10 miles one-way to their job.

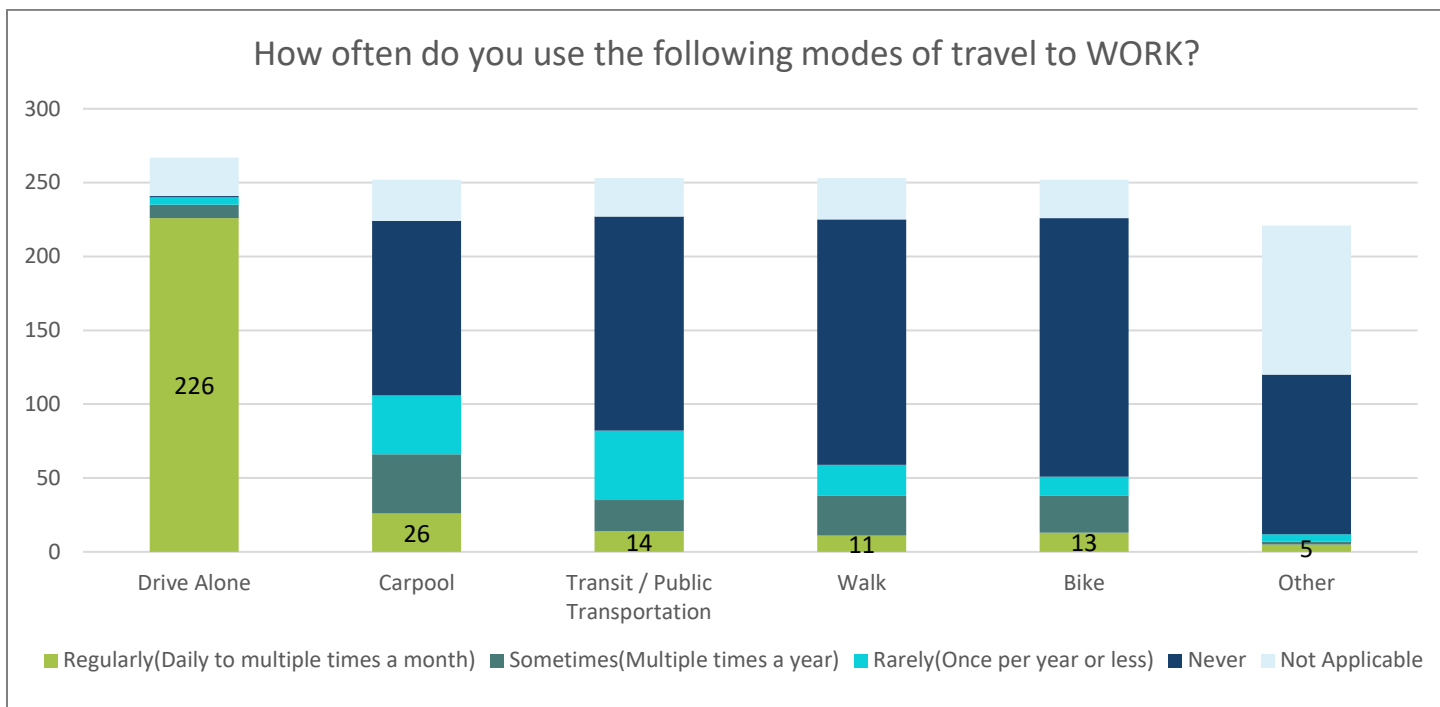


TRAVEL MODE PREFERENCES:

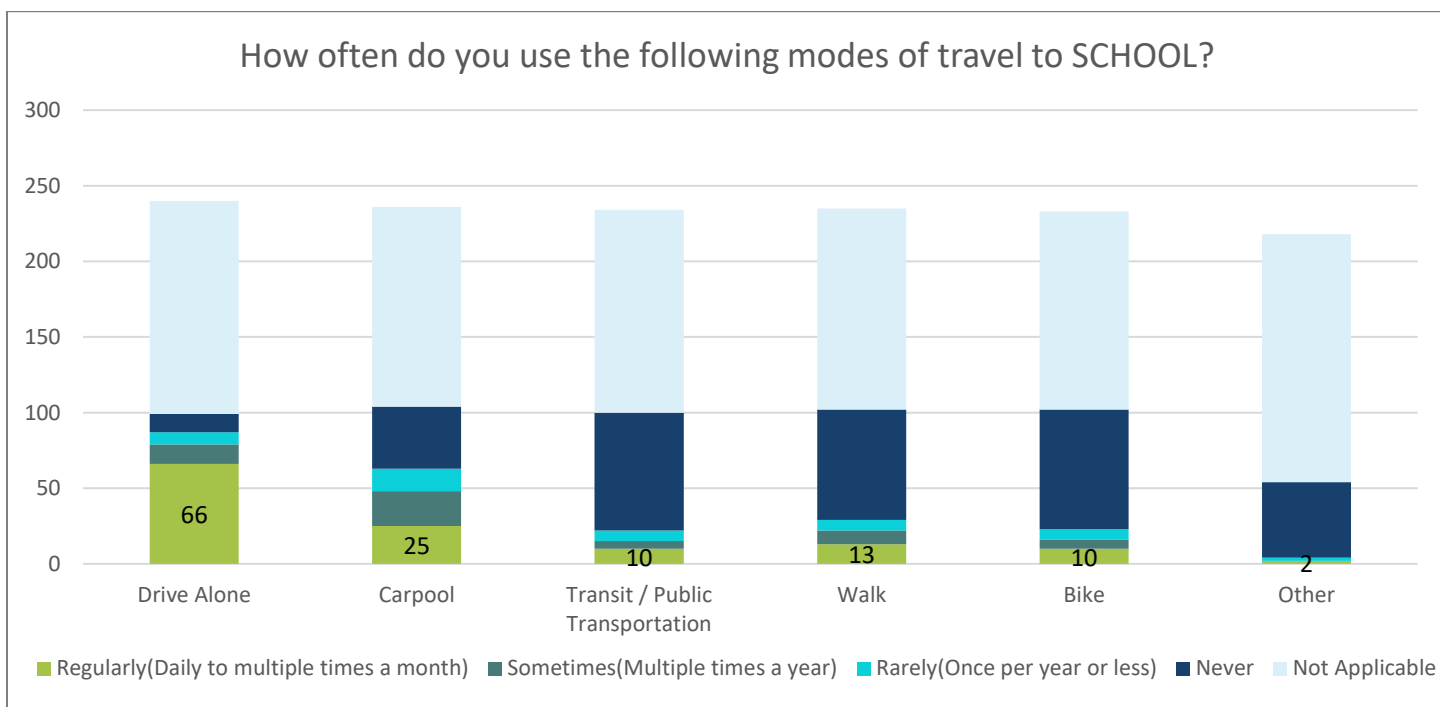
The following charts review the travel mode preferences of respondents. Not surprising, the majority of Bluffdale residents drive alone to complete most of their daily activities. Carpooling was the second most prevalent response. Bluffdale is a car-dominated city that lacks direct access to public transportation.



To get to their place of employment, most Bluffdale residents (226 responses) drive alone. The next prevalent answer was ‘carpool’ at a significantly lower response rate (26 responses). Several residents qualified their responses with the desire to use public transit or other modes of transportation if it were made available in Bluffdale and convenient to their destination. With the short distances identified by employees in a previous chart, it appears most residents in Bluffdale are working in and around the Point of the Mountain area.

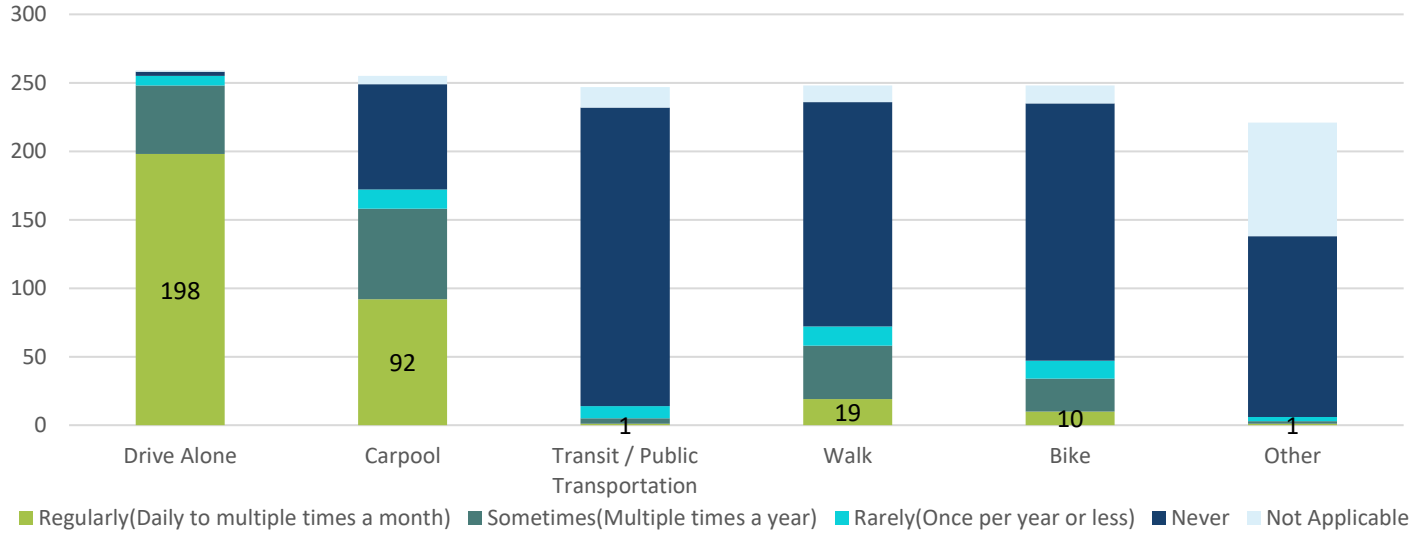


To get to school, most Bluffdale residents (66 responses) drive alone. The next prevalent answer was ‘carpool’ at a lower response rate (25 responses).



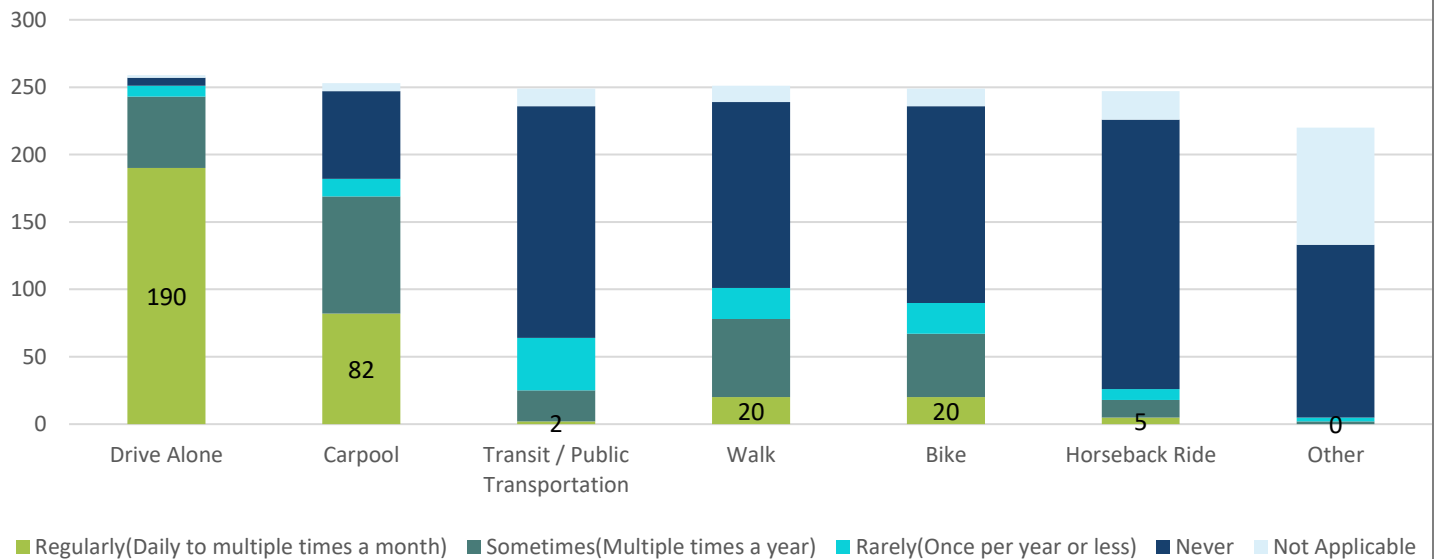
For social visits to visit family and friends, again Bluffdale residents (198 responses) drive alone. The next prevalent answer was ‘carpool’ at a lower response rate (92 responses).

How often do you use the following modes of travel to VISIT FAMILY/FRIENDS?



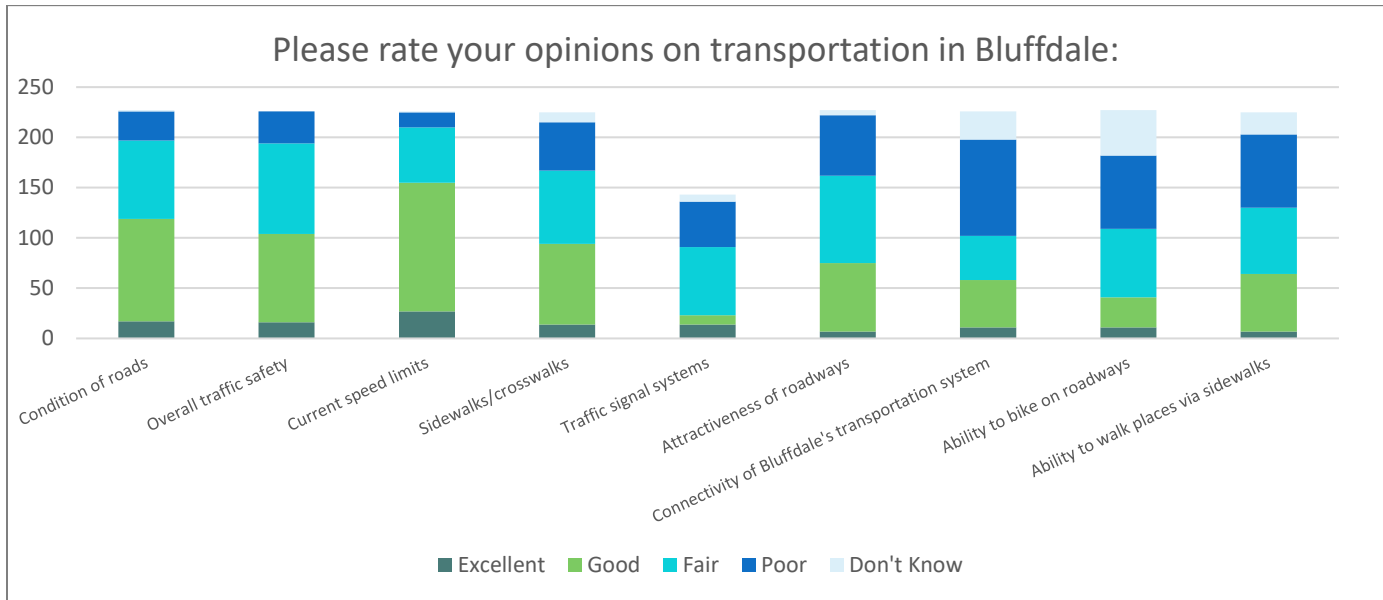
For recreation and leisure trips, again Bluffdale residents (190 responses) drive alone. The next prevalent answer was ‘carpool’ at a lower response rate (82 responses). Several respondents clarified their response by saying their preferred locations of recreation are outside of Bluffdale, not within.

How often do you use the following modes of travel to RECREATION/LEISURE DESTINATIONS?



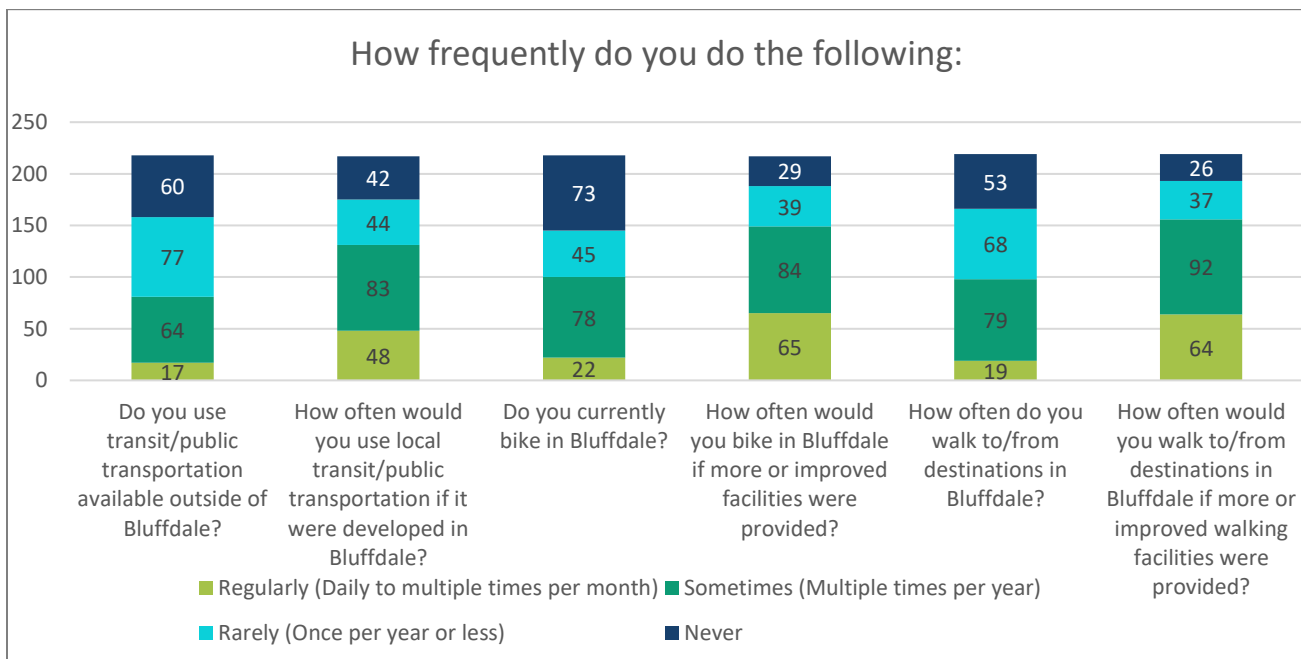
GENERAL TRANSPORTATION OPTIONS:

The following charts review respondent's opinions of various transportation characteristics within Bluffdale. Respondents generally viewed the following more favorably: condition of roads, overall traffic safety, and current speed limits. Respondents generally viewed the following more negatively: attractiveness of roadways, connectivity of Bluffdale's transportation system, ability to bike on roadways, and ability to walk places via sidewalks.

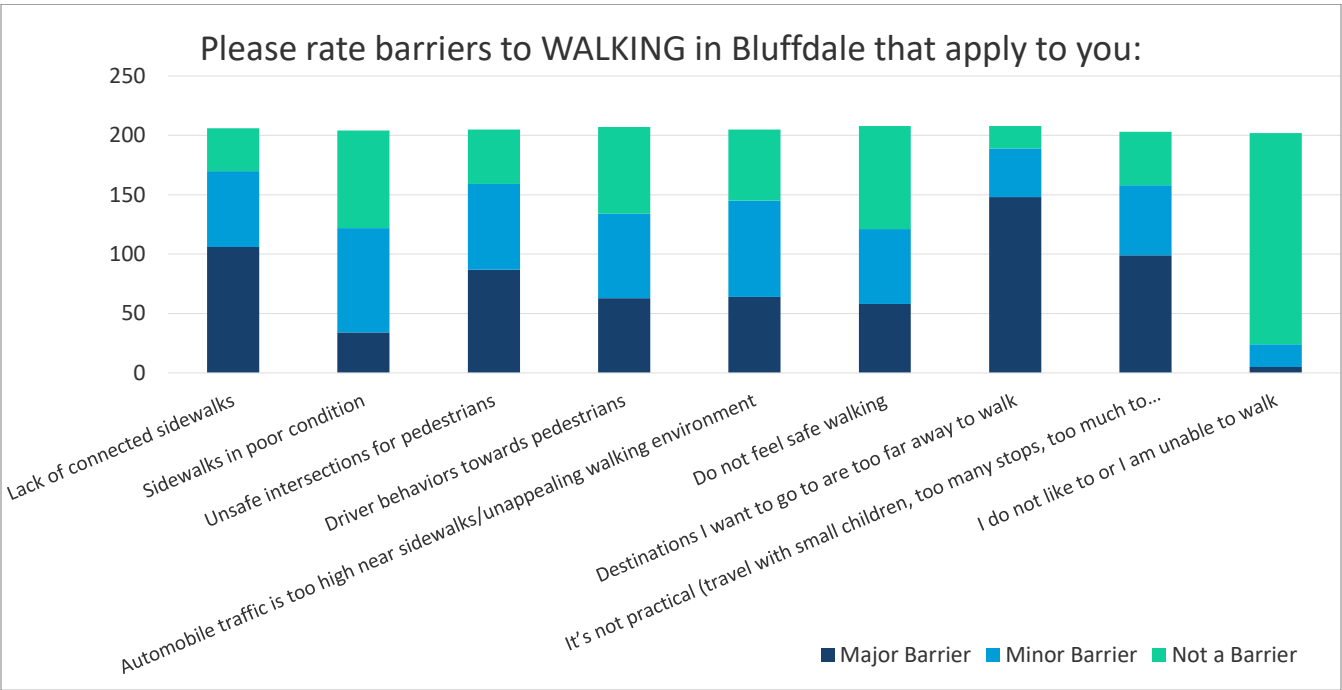


TRANSIT AND ACTIVE TRANSPORTATION (BIKING AND WALKING):

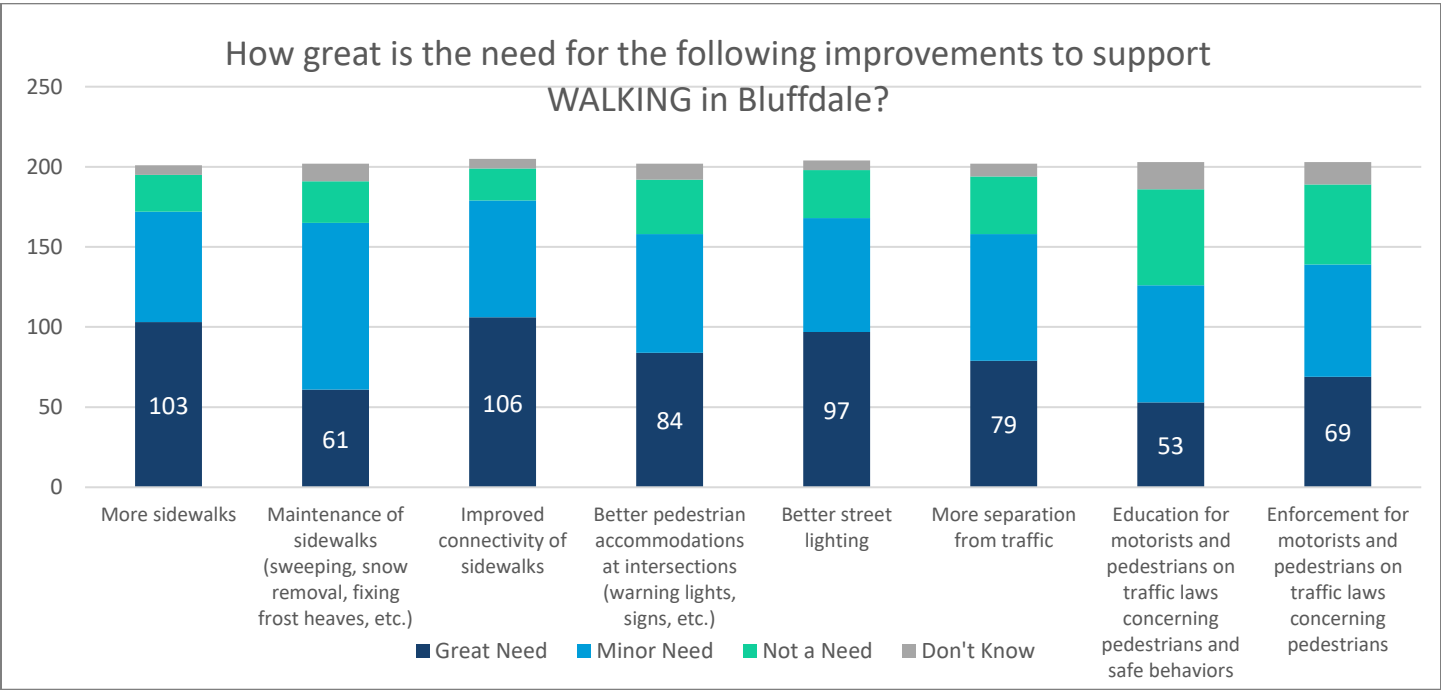
The next section of the survey review respondent's opinions on walk and biking and public transportation within Bluffdale. Active Transportation and providing a complete multi-modal transportation system is a key focus of the steering committee. Most respondents replied favorably to their perceived use of public transportation, bicycle facilities, and sidewalks, if those facilities were further developed in Bluffdale. Few respondents walk or bike regularly within Bluffdale; however, a larger group participates in both activities throughout the year.



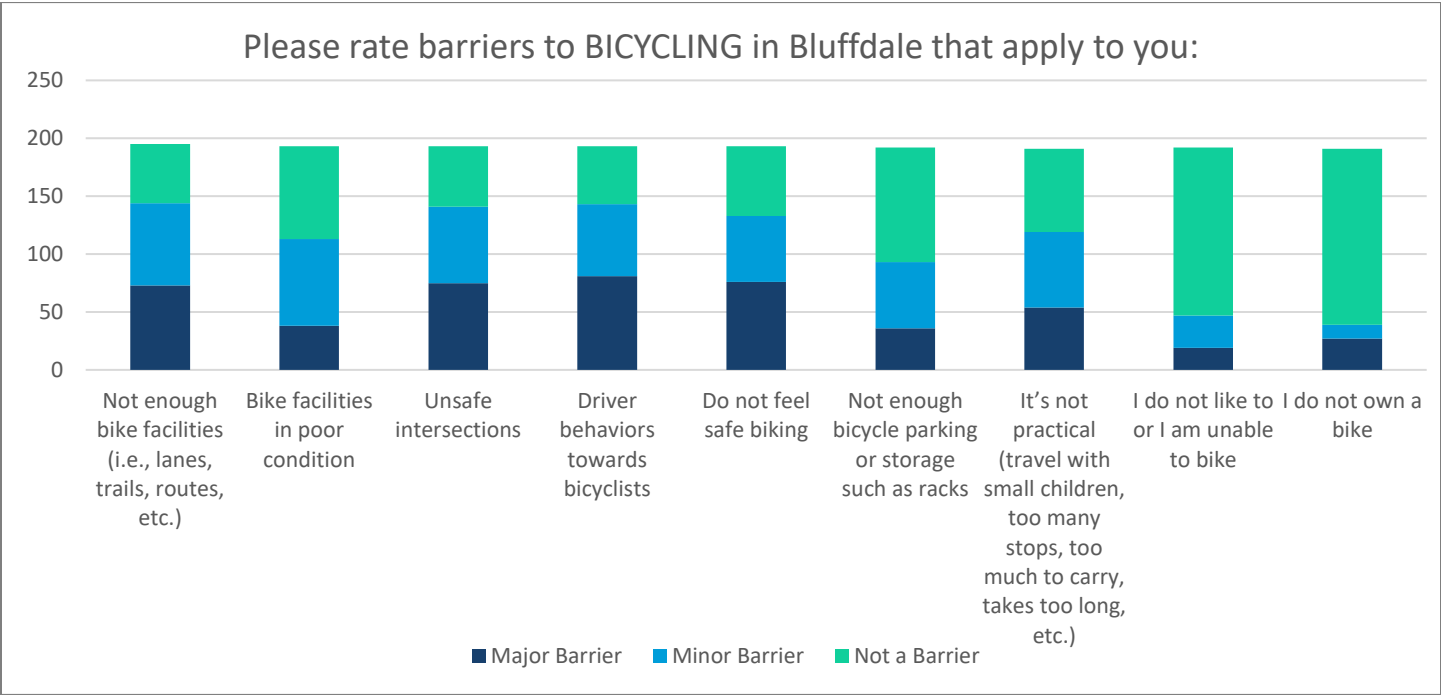
To assist in identifying why residents may not be choosing to walk, respondents were asked to comment on some potential barriers. The most significant barriers for Bluffdale residents are the lack of nearby destinations, lack of connected sidewalks, impracticality of walking, and feeling unsafe at intersections.



To help identify possible measures to help alleviate the barriers mentioned in the previous question respondents were asked to rate their preferences on possible pedestrian improvements. The top three needs identified were, more sidewalks, improved connectivity of sidewalks, and better street lighting. Education and enforcement of motorists, and maintenance of sidewalks, though viewed favorably, did not receive the strongest response.

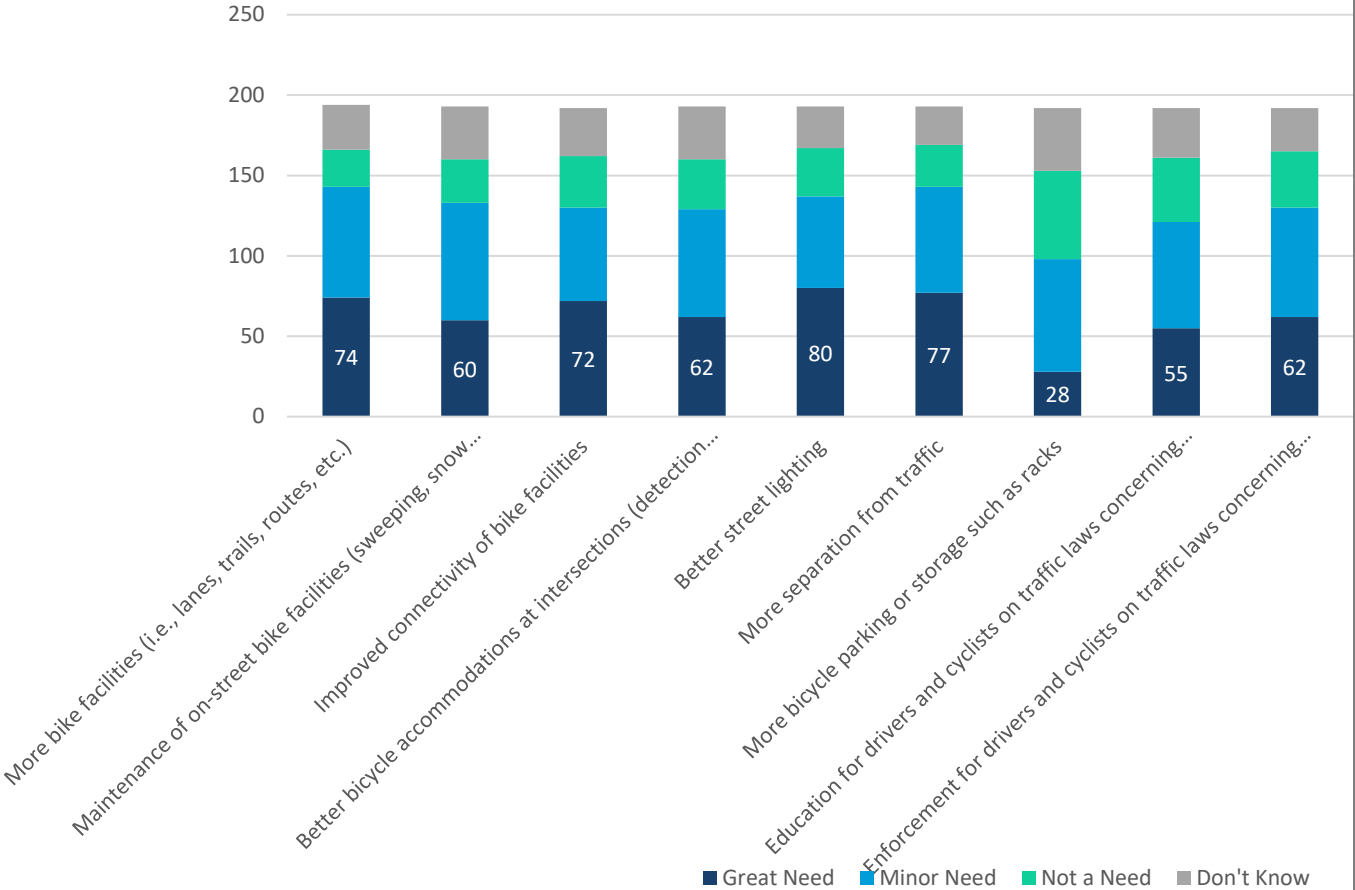


To assist in identifying why residents may not be choosing to bike, respondents were asked to comment on some potential barriers. The most significant barriers for Bluffdale residents are feeling unsafe on the roadway and at intersections, driver behaviors towards bicyclists, and need for more facilities. Not able to bike and not owning a bike were not perceived as barriers to respondents.



To help identify possible measures to help alleviate the barriers mentioned in the previous question respondents were asked to rate their preferences on possible bicycle facility improvements. The top three needs identified were better street lighting, more separation from traffic, and more bicycle facilities. More bicycle parking and storage, as well as education received the weakest response.

How great is the need for the following improvements to support BIKING in Bluffdale?





Date: September 23, 2026

From: 
Addison Mitton, P.E.
Assistant City Engineer, City of Bluffdale

To: Mayor Natalie Hall
City Council

RE: Revisions to Roadway Standard Cross Sections

The Engineering Department, in consultation with other departments at the City, proposes revisions to the current roadway standard cross sections, as found in the Street Improvement Standard Drawings. Last year, the City adopted a new Active Transportation Master Plan (for pedestrian, bicycle, and other nonmotorized travel), which gives recommendations for future facilities for these users. The purpose of the revisions is to provide details guiding the planning of right-of-way for such active transportation facilities. These changes are summarized as follows:

- For both the Major Collector and Minor Collector standard cross section details:
 - Added a cross section detail for a shared-use path option.
 - Added a cross section detail for a cycle track option.
 - Added a cross section detail for a protected bike lane option.
 - Conformed the Minor Collector cross section minimum lane width to match the Major Collector minimum lane width (11 feet instead of 12 feet).

We request that the City Council adopt the revised roadway cross-section standard drawings.

CITY OF BLUFFDALE, UTAH

ORDINANCE NO. 2026-18

**AN ORDINANCE ADOPTING AMENDED ENGINEERING DETAILS
RELATED TO ROADWAY STANDARD CROSS SECTIONS**

WHEREAS, the City Engineer has prepared standard drawings and specifications to be used as a guide to development and the construction of infrastructure throughout the City; and

WHEREAS, the City has previously adopted City Standards and Specifications as provided by Ordinance No. 2-23-99-1, as amended (“Standards”); and

WHEREAS, drawings, in particular, are required to provide a quick reference to concise and relevant information; and

WHEREAS, specifications are required to provide detailed information regarding construction materials, testing, procedures, and methods of construction; and

WHEREAS, the City Council has considered the impact of this ordinance on family health, stability, and formation; and

WHEREAS, the City Council desires to amend the existing Standards as provided in Exhibit A hereto.

NOW, THEREFORE, BE IT ORDAINED BY THE BLUFFDALE CITY COUNCIL AS FOLLOWS:

Section 1. **Adoption of Revised Standards.** The City Council hereby adopts the engineering details and standards as contained in Exhibit A. The City Engineer may approve specific designs when variations front the typical standards are necessary due to site conditions, utilities, or topographical constraints. Any variant of these Standards must be based upon a design stamped by a Utah licensed Professional Civil Engineer.

Section 2. **Repealer.** Any prior Standards inconsistent with the amended Standards are hereby repealed or amended to conform with the amended Standards. All other existing Standards, details, and specifications are not hereby amended and remain in full force and effect.

Section 3. **Amendments.** Any amendment to the existing Standards shall be accomplished by an ordinance adopted by the City Council.

Section 4. **Severability.** If any part or provision of this Ordinance is held invalid

or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Ordinance and all provisions, clauses and words of this Ordinance shall be severable.

Section S. **Effective Date.** This ordinance shall take effect immediately after recording in the Office of the City Recorder.

APPROVED BY THE CITY COUNCIL OF THE CITY OF BLUFFDALE, UTAH, ON THIS _____ DAY OF _____, 2026 BY THE FOLLOWING VOTE:

	YES	NO	ABSTAIN	ABSENT
Councilmember Aston	_____	_____	_____	_____
Councilmember Austin	_____	_____	_____	_____
Councilmember Lord	_____	_____	_____	_____
Councilmember Smith	_____	_____	_____	_____
Councilmember Wilding	_____	_____	_____	_____
Mayor Hall (tie only)	_____	_____	_____	_____

Mayor: _____ Attest: _____
Natalie C. Hall City Recorder

EXHIBIT A

STANDARD DRAWINGS:

ST-7A, TYPICAL STREET CROSS-SECTIONS (PART 1 OF 2)

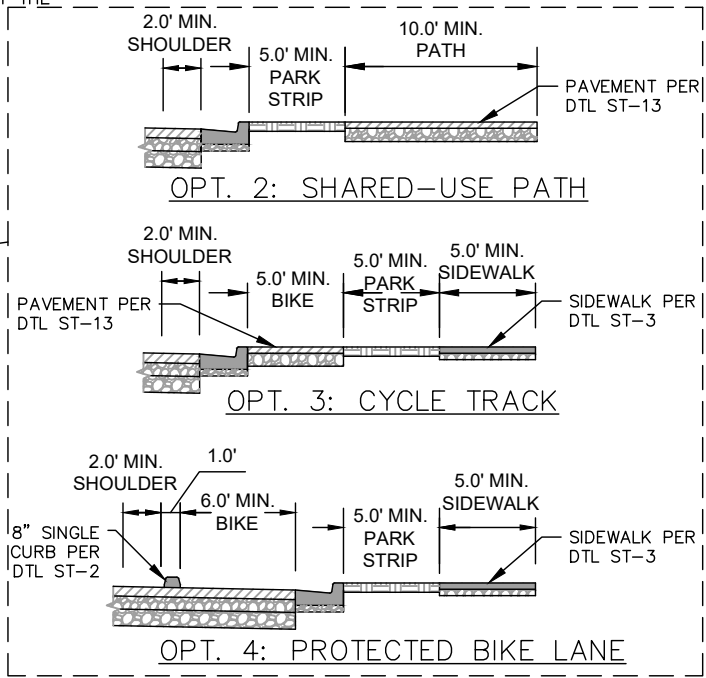
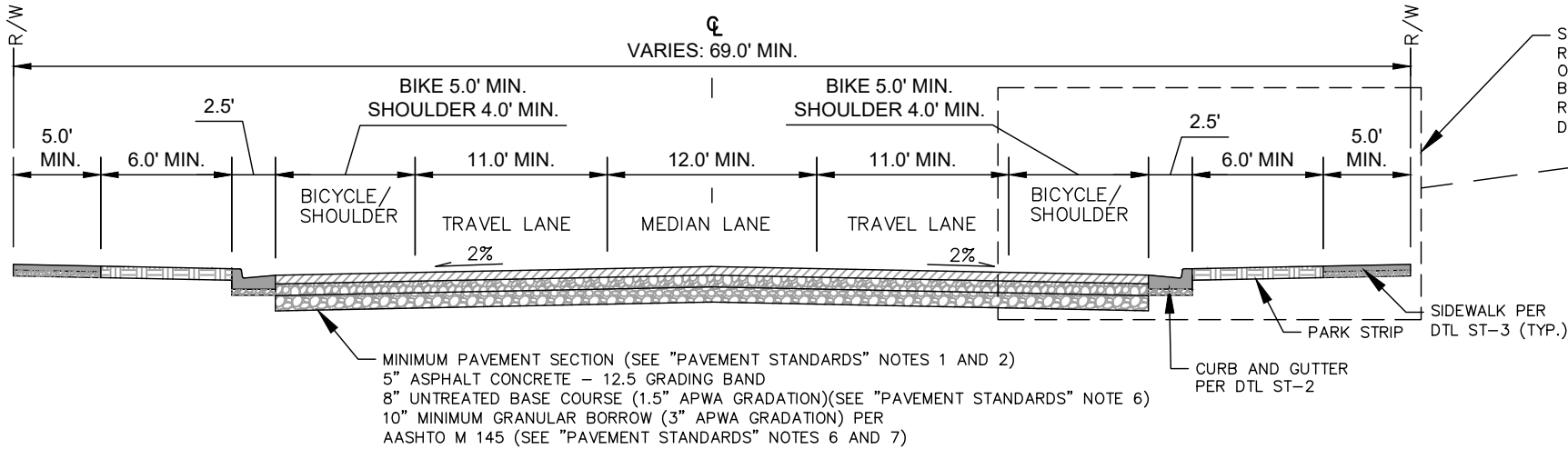
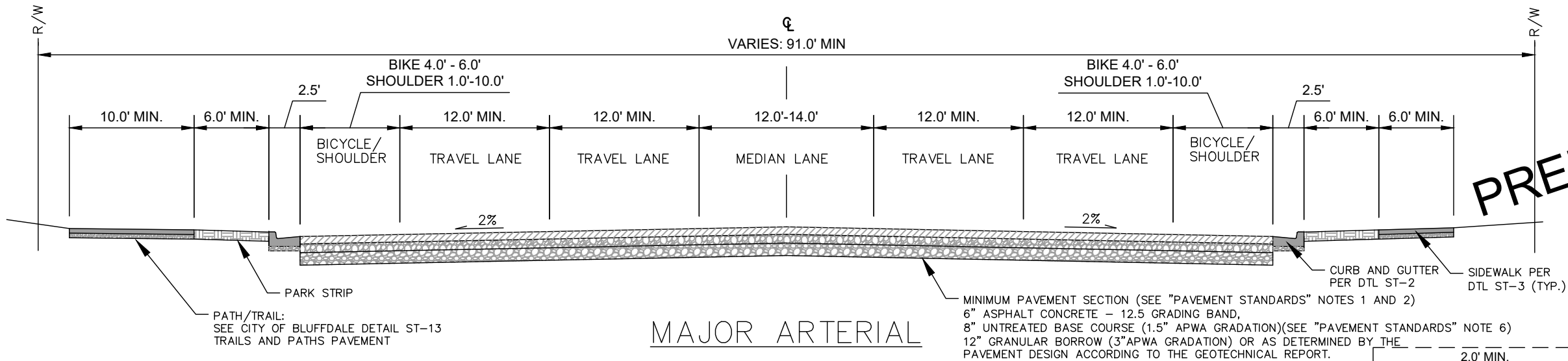
ST-7B, TYPICAL STREET CROSS-SECTIONS (PART 2 OF 2)

PAVEMENT STANDARDS:

- 1. ASPHALT CONCRETE: USE SUPERPAVE HMA IN ACCORDANCE WITH APWA 32 12 05 WITH THE FOLLOWING:
 - A. USE PG64-28 OR PG70-28, OR PG64-34 BINDERS FOR ALL NEW PAVEMENTS
 - B. DO NOT INCORPORATE MORE THAN 15% RAP
 - C. USE 12.5mm GRADATION UNLESS OTHERWISE NOTED
 - D. USE AIR VOID TARGET OF 3.5%
 - E. USE N(DSIGN) = 75 GYRATION
 - F. DO NOT HEAT MIX ABOVE 325 DEGREES FAHRENHEIT
- 2. INSTALL ASPHALT CONCRETE IN ACCORDANCE WITH APWA 32 12 16 WITH SMOOTHNESS TOLERANCES IN ACCORDANCE WITH APWA 32 01 31
- 3. PROVIDE THAT THE ROAD DRAINS PROPERLY AND IS FREE OF ANY STANDING WATER ON ANY PORTION OF THE PAVEMENT, GUTTER, SIDEWALK, OR TRAIL.
- 4. PROVIDE LANDSCAPING IN PARK STRIP IN ACCORDANCE WITH CITY ORDINANCES.
- 5. SEAL NEW PAVEMENT WITH A TYPE II SLURRY SEAL OR HIGH DENSITY MINERAL BOND SURFACE TREATMENT ONE YEAR AFTER PAVEMENT PLACEMENT.
- 6. COMPACT THE GRANULAR BORROW AND UTBC UNDER ROADS, TRAILS, SIDEWALKS, CURB, AND GUTTER TO 96% MIN. MAXIMUM DRY DENSITY BY MODIFIED PROCTOR.
- 7. IF NATIVE MATERIAL IS PROPOSED TO BE USED AS GRANULAR BORROW, SUBMIT GRADATION AND PROCTOR TO CITY ENGINEER FOR REVIEW AND ACCEPTANCE. SCARIFY AND RECOMPACT NATIVE MATERIAL THAT MEETS THE CRITERIA FOR GRANULAR BORROW AT 10" THICK LAYER MINIMUM, OR GREATER, IF REQUIRED BY GEOTECHNICAL REPORT.

ROAD AND STREETS:(GENERAL REQUIREMENTS)

- 1. PROVIDE ROADS, STREETS, AND PRIVATE RIGHTS-OF-WAY THAT TAKE THE SITE TOPOGRAPHY INTO ACCOUNT WHILE CONFORMING AS CLOSELY AS POSSIBLE TO THE ORIGINAL TOPOGRAPHY. DO NOT CUT MORE THAN 30 FT HIGH OR FILL MORE THAN 30 FT WITHOUT A GEOTECHNICAL DESIGN FOR SLOPE STABILITY. FOLLOW AASHTO REQUIREMENTS FOR HORIZONTAL AND VERTICAL ALIGNMENT, DESIGN CURVES AS MUCH AS POSSIBLE. PROVIDE SIDE SLOPES THAT DO NO EXCEED THREE HORIZONTAL TO ONE VERTICAL (3H:1V) UNLESS SPECIFICALLY APPROVED IN WRITING BY THE CITY ENGINEER. PROVIDE ADEQUATE PERMANENT STABILIZATION AND RE-VEGETATION THAT MEETS SLOPE STABILITY REQUIREMENTS FOR ALL CUT AND FILL AREAS.
- 2. USE PAVEMENT DESIGN SPECIFIED ON COB ST-7A AND ST-7B.
- 3. PROVIDE SLOPE EASEMENTS ON THE SUBDIVISION PLAT, GRANTED IN FAVOR OF THE ENTITY THAT WILL OWN THE ROAD FOR ALL SLOPES ADJACENT TO ROADS THAT ARE STEEPER THAN 3H:1V AND ARE MORE THAN 5 FT WIDE. EXTEND EASEMENTS FROM THE EDGE OF RIGHT-OF-WAY TO THE TOE OF THE SLOPE.
- 4. PROVIDE VERTICAL AND HORIZONTAL CURVES THAT COMPLY WITH AASHTO STANDARDS. IN ANY CASE DO NOT EXCEED 8% GRADE ON COLLECTOR ROADS, 10% GRADE ON LOCAL ROADS.
- 5. CONFORM WITH THE CITY'S ADOPTED TRANSPORTATION MASTER PLAN FOR PLANNING AND DESIGNING NEW ROADS.
- 6. EXTEND PROPOSED STREETS AND DEDICATED RIGHTS-OF-WAY TO THE BOUNDARY LINES OF THE DEVELOPMENT, UNLESS PREVENTED BY TOPOGRAPHY OR OTHER PHYSICAL CONDITIONS, OR UNLESS THE PLANNING COMMISSION AND/OR CITY COUNCIL DETERMINED THE EXTENSION IS NOT NECESSARY OR DESIRABLE.
- 7. CONSTRUCT ADA RAMP PER LATEST UDOT STANDARD DRAWINGS.
- 8. SUBMIT A GEOTECHNICAL REPORT ACCORDING TO THE CITY GEOTECHNICAL MANUAL WITH PAVEMENT DESIGN RECOMMENDATIONS AT PROJECT REVIEW PHASE FOR APPROVAL BY THE CITY ENGINEER.
- 9. PROVIDE TRAILS, PEDESTRIAN PATHS, BIKE PATHS, AND SIDEWALKS THAT ARE RELATED TO THE NATURAL SITE TOPOGRAPHY, REQUIRE MINIMAL SITE DISTURBANCE, PERMIT EFFICIENT DRAINAGE, AND PROVIDE SAFE ACCESS.
- 10. PROVIDE TRAILS, PEDESTRIAN PATHS, BIKE PATHS AND SIDEWALKS THAT CONNECT TRAFFIC GENERATORS SUCH AS SCHOOLS, RECREATIONAL FACILITIES, COMMERCIAL AREAS, PARKS, AND OTHER SIGNIFICANT NATURAL FEATURES TO THE MAXIMUM EXTENT POSSIBLE.
- 11. DEDICATE PUBLIC TRAILS AND PUBLIC OPEN SPACE AREAS TO THE CITY OF BLUFFDALE WITH THE SUBDIVISION PLAT.



City of Bluffdale
Engineering Standards

Approved

City Engineer

Date

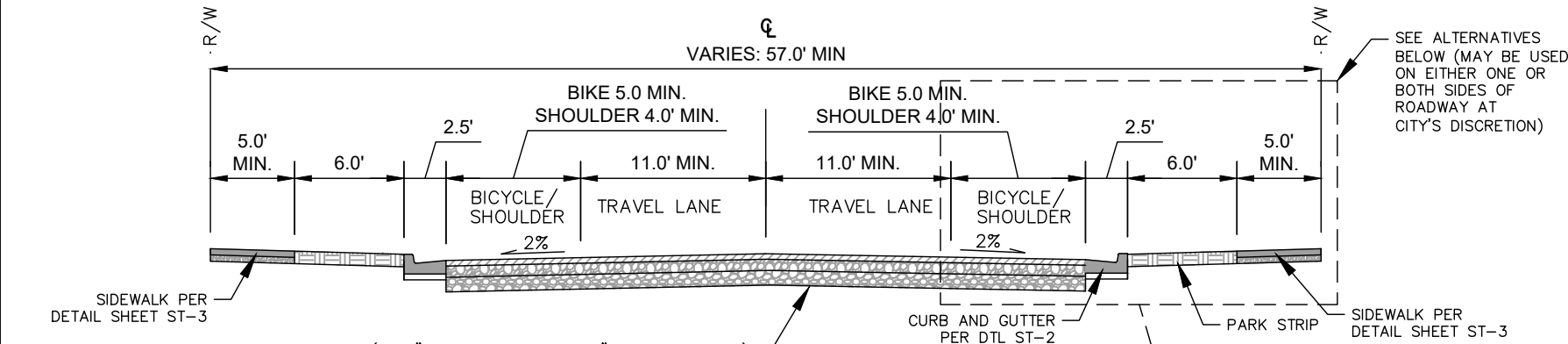
STANDARD DETAIL

TYPICAL STREET CROSS-SECTION (PART 1 OF 2)

DETAIL SERIES:
STREETS

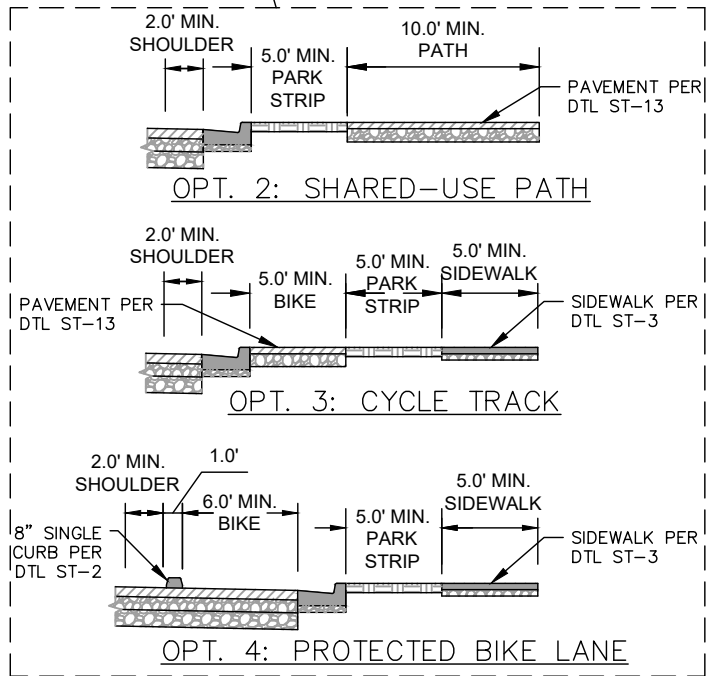
DETAIL NO.
ST-7A

Path: G:\Standards\1 - City\Standards in progress\Streets\ST07A,B,C,D,E ROADCROSSSECTION 11Sep2026.dwg | plot date: September 14, 2026 | plotted by: amilton



MINIMUM PAVEMENT SECTION (SEE "PAVEMENT STANDARDS" NOTES 1 AND 2)
4" ASPHALT CONCRETE - 12.5 GRADING BAND
8" UNTREATED BASE COURSE (1.5" APWA GRADATION)(SEE "PAVEMENT STANDARDS" NOTE 6)
10" MINIMUM GRANULAR BORROW (3" APWA GRADATION)(OR AS DETERMINED BY THE PAVEMENT DESIGN ACCORDING TO THE GEOTECHNICAL REPORT)

MINOR COLLECTOR

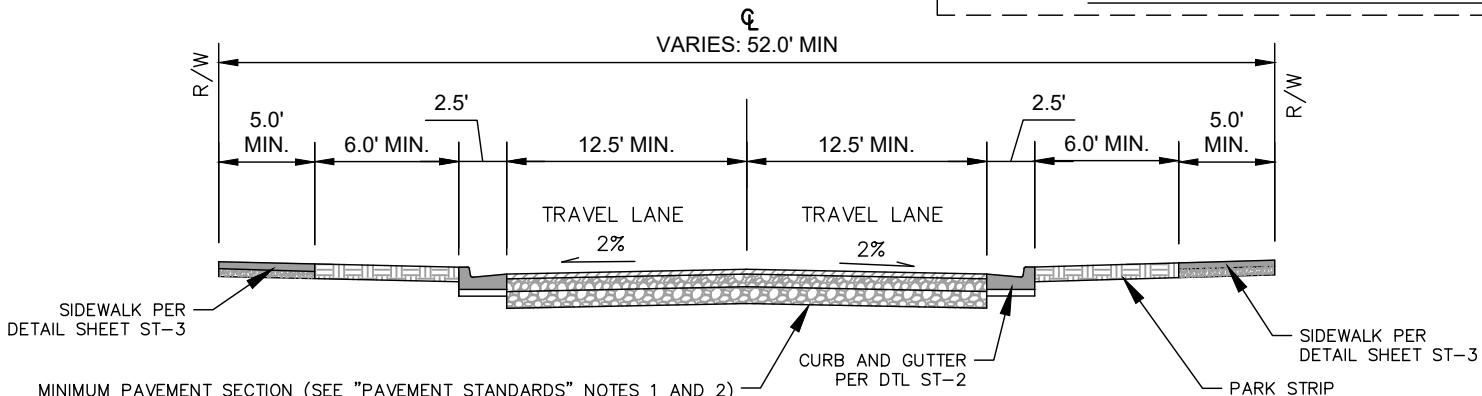


GENERAL REQUIREMENTS: ROAD AND STREETS:

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2. USE PAVEMENT DESIGN SPECIFIED ON COB ST-7A AND ST-7B.
3. PROVIDE SLOPE EASEMENTS ON THE SUBDIVISION PLAT, GRANTED IN FAVOR OF THE ENTITY THAT WILL OWN THE ROAD FOR ALL SLOPES ADJACENT TO ROADS THAT ARE STEEPER THAN 3H:1V AND ARE MORE THAN 5 FT WIDE. EXTEND EASEMENTS FROM THE EDGE OF RIGHT-OF-WAY TO THE TOE OF THE SLOPE.
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7. CONSTRUCT ADA RAMP PER LATEST UDOT STANDARD DRAWINGS.
8. SUBMIT A GEOTECHNICAL REPORT ACCORDING TO THE CITY GEOTECHNICAL MANUAL WITH PAVEMENT DESIGN RECOMMENDATIONS AT PROJECT REVIEW PHASE FOR APPROVAL BY THE CITY ENGINEER.
9. PROVIDE TRAILS, PEDESTRIAN PATHS, BIKE PATHS, AND SIDEWALKS THAT ARE RELATED TO THE NATURAL SITE TOPOGRAPHY, REQUIRE MINIMAL SITE DISTURBANCE, PERMIT EFFICIENT DRAINAGE, AND PROVIDE SAFE ACCESS.
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11. DEDICATE PUBLIC TRAILS AND PUBLIC OPEN SPACE AREAS TO THE CITY OF BLUFFDALE WITH THE SUBDIVISION PLAT.

PAVEMENT STANDARDS:

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 - D. USE AIR VOID TARGET OF 3.5%
 - E. USE N(DESIGN) = 75 GYRATION
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MINIMUM PAVEMENT SECTION (SEE "PAVEMENT STANDARDS" NOTES 1 AND 2)
3" ASPHALT CONCRETE - 9.5 GRADING BAND
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10" MINIMUM GRANULAR BORROW (3" APWA GRADATION)(OR AS DETERMINED BY THE PAVEMENT DESIGN ACCORDING TO THE GEOTECHNICAL REPORT)

STANDARD RESIDENTIAL

PRELIMINARY



City of Bluffdale
Engineering Standards

Approved

City Engineer

Date

STANDARD DETAIL

TYPICAL STREET CROSS-SECTIONS (PART 2 OF 2)

DETAIL SERIES:
STREETS

DETAIL NO.
ST-7B



REQUEST FOR CITY COUNCIL ACTION

To: Mayor and City Council
From: Caitlyn Tubbs, Planning Manager
Date: September 16, 2026
Business Date: September 23, 2026
Subject: Ordinances 2026-19 and 2026-20 – A proposed General Plan Map Amendment from Very Low Density Residential to Residential and a Zone Map Amendment for 2.09 acres at 14553 South 3400 West from R1 to R2.
Applicant: Austin Day
Staff Presentation: Caitlyn Tubbs

RECOMMENDATION: On September 16, 2026, the Planning Commission forwarded a negative recommendation (3-0) of the requested General Plan Map Amendment and a positive recommendation (3-0) of the requested Zone Map Amendment with the recommendation to include a parallel Development Agreement to ensure any future subdivision aligns with the intended density contemplated by the existing General Plan Map.

BACKGROUND: The Applicant owns 2.09 acres of property toward the southern end of 3400 West. There is an existing single-family home on the property. The Applicant intends to subdivide their property to accommodate a new home for their family.

GENERAL PLAN AND ZONING MAPS: General Plan Map and Zone Map Amendments are legislative actions and may be approved or denied at the discretion of the City Council following a public hearing by the Planning Commission and City Council. On July 8, 2026¹, the City Council enacted [Ordinance 2026-10](#), which created the R2 Residential Zone. The R2 Residential Zone was established to provide additional flexibility for low-density residential properties while preserving the City's rural residential character. Properties between 2 and 5 acres in size in the R2 Zone are limited to 1.5 dwelling units per acre².

The property is designated in the General Plan as a Very Low Density Residential (VLDR) area, which contemplates a density of less than one dwelling unit per acre. The Applicant's concept plan shows a 2-lot subdivision, which would result in a gross density of 0.957 dwellings per acre, however, concept plans are not binding outside of a Development Agreement or similar instrument. Development rights are bestowed by the zoning designation and would entitle the subject property to up to 3 lots. The Planning Commission recommended the City enter into a Development Agreement with the Applicant to ensure the subject property is not divided into any more than 2 lots.

¹ July 8, 2026 City Council Meeting ([Agenda](#); [Minutes](#), pg. 11)

² [BCC 11.80.010.030](#) – Footnote 2

PUBLIC NOTICE AND INPUT: A notice of this public hearing was provided as required by [BCC 11.30.060](#). All public comments received by Staff prior to publishing this report are attached as Exhibit D.

NEXT STEPS: The City Council should determine whether the Applicant and City should enter into a Development Agreement concurrently with the General Plan Map Amendment and Zone Map Amendment requests. If so, the City Council may direct Staff to work with the Applicant on drafting a proposed Agreement and return at a future date for the Council's consideration. If not, the Council may move forward with approval or denial of the requested General Plan Map Amendment and Zone Map Amendment applications.

SUPPORTING DOCUMENTATION:

Exhibit A: Ordinance 2026-19

Exhibit B: Ordinance 2026-20

Exhibit C: Applicant's Concept Plan

Exhibit D: Public Comments

CITY OF BLUFFDALE, UTAH

ORDINANCE NO. 2026-19

**AN ORDINANCE AMENDING THE GENERAL PLAN MAP FOR APPROXIMATELY 2.09 ACRES
OF LAND AT 14553 SOUTH 3400 WEST FROM VERY LOW DENSITY RESIDENTIAL TO
RESIDENTIAL**

WHEREAS, the Applicant owns 2.09 acres of land at 14553 South 3400 West (“Subject Property”) as described in Exhibit A, in Bluffdale, Utah and desires to subdivide their property; and

WHEREAS, the Subject Property is currently within the R1 Residential Zone and is within a Very Low Density Residential (VLDR) designation in the General Plan; and

WHEREAS, the Applicant requests that the City amend the General Plan Land Use Map for approximately 2.09 acres of land at 14553 South 3400 West from Very Low Density Residential to Residential; and

WHEREAS, a notice of public hearings for the proposed Zoning Map amendment was provided pursuant to the Bluffdale City Code and Utah State Code; and

WHEREAS, on September 16, 2026, the Planning Commission conducted a public hearing and forwarded a negative recommendation of the proposed General Plan Land Use Map amendment to the City Council;

WHEREAS, the City Council has considered the effect of this Ordinance on family health, stability, and formation pursuant to Utah Code § 10-3-702.1.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BLUFFDALE, UTAH AS FOLLOWS:

Section 1. Adoption. Ordinance 2026-19 is hereby adopted, approving a General Plan Land Use Map for 2.09 acres of land at 14553 South 3400 West from Very Low Density Residential to Residential as shown in Exhibit A.

Section 2. Effective Date. This Ordinance shall become effective immediately upon publication or posting as required by law.

PASSED AND APPROVED: September 23, 2026

CITY OF BLUFFDALE

Mayor Natalie C. Hall

ATTEST: [seal]

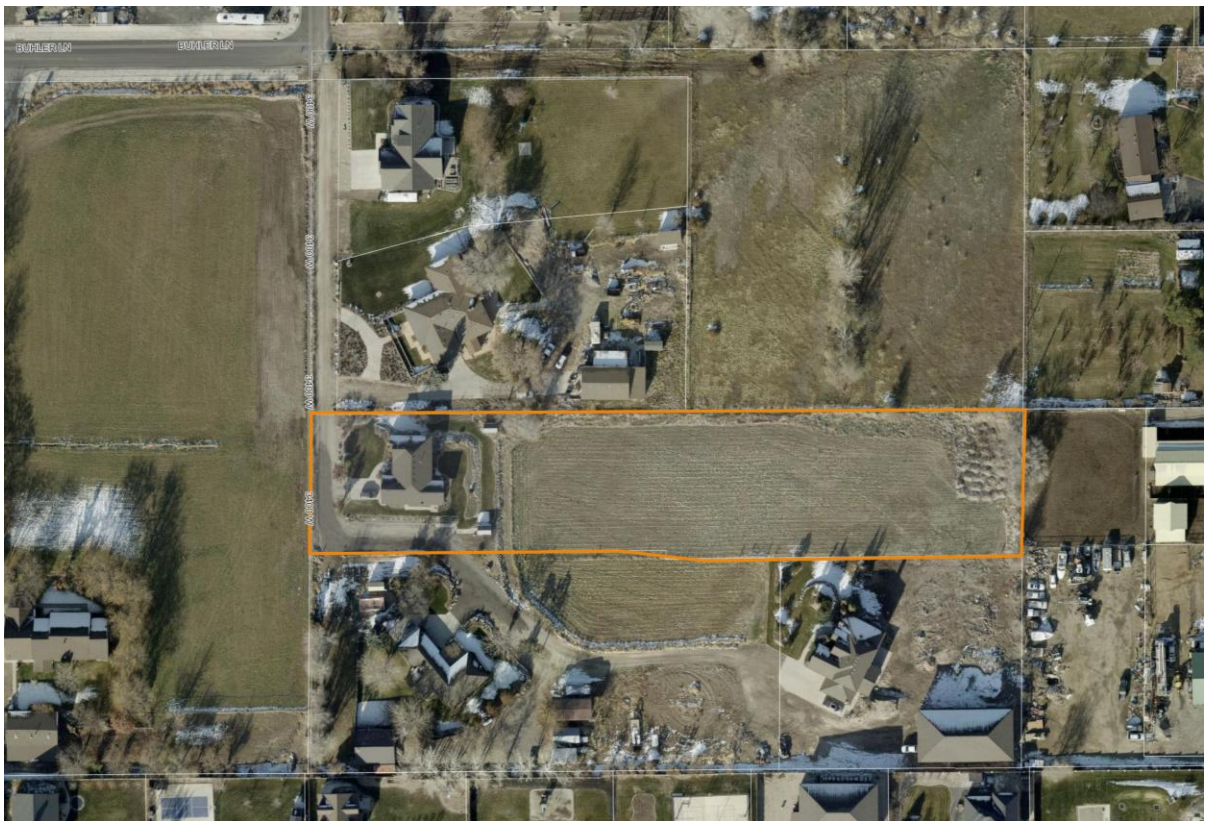
City Recorder

Voting by the City Council:	Yes	No	Absent
Councilmember Aston	_____	_____	_____
Councilmember Austin	_____	_____	_____
Councilmember Lord	_____	_____	_____
Councilmember Smith	_____	_____	_____
Councilmember Wilding	_____	_____	_____
Mayor Hall (tie only)	_____	_____	_____

EXHIBIT A

Salt Lake County Recorder's Office Parcel ID: 33-08-276-066-0000
14553 South 3400 West

BEG W 660 FT FR E 1/4 COR SEC 8, T4S, R1W, SLM; W 495 FT; N 200 FT; W 165 FT; N 130 FT; E 660 FT; S 330 FT TO BEG. LESS AND EXCEPT BEG S $89\frac{1}{2}^{\circ}49'58''$ W ALG SEC LINE 659.08 FT FR SD E 1/4 COR; S $89\frac{1}{2}^{\circ}49'58''$ W 659.08 FT TO 1/16TH LINE; N $0\frac{1}{2}^{\circ}37'13''$ E 203.34 FT; N $89\frac{1}{2}^{\circ}51'24''$ E 329.59 FT; S $0\frac{1}{2}^{\circ}38'06''$ W 8.05 FT; N $89\frac{1}{2}^{\circ}51'20''$ E 329.59 FT; S $0\frac{1}{2}^{\circ}38'59''$ W 195.02 FT TO BEG. 1.98AC M OR L. 4680-1476 9634-4992 09643-3837



CITY OF BLUFFDALE, UTAH

ORDINANCE NO. 2026-20

AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP FOR APPROXIMATELY 2.09 ACRES OF LAND AT 14553 SOUTH 3400 WEST FROM R1 RESIDENTIAL TO R2 RESIDENTIAL

WHEREAS, the Applicant owns 2.09 acres of land at 14553 South 3400 West (“Subject Property”) as described in Exhibit A, in Bluffdale, Utah and desires to subdivide their property; and

WHEREAS, the Subject Property is currently within the R1 Residential Zone and is within a Very Low Density Residential (VLDR) designation in the General Plan; and

WHEREAS, the Applicant requests that the City amend the Official Zoning Map for approximately 2.09 acres of land at 14553 South 3400 West from R1 Residential to R2 Residential; and

WHEREAS, a notice of public hearings for the proposed Zoning Map amendment was provided pursuant to the Bluffdale City Code and Utah State Code; and

WHEREAS, on September 16, 2026, the Planning Commission conducted a public hearing and forwarded a positive recommendation of the proposed amendment to the Official Zoning Map to the City Council; and

WHEREAS, the City Council has considered the effect of this Ordinance on family health, stability, and formation pursuant to Utah Code § 10-3-702.1.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BLUFFDALE, UTAH AS FOLLOWS:

Section 1. Adoption. Ordinance 2026-19 is hereby adopted, approving a Zoning Map Amendment from R1 Residential to R2 Residential for 2.09 acres of property located at 14553 South 3400 West, as shown in Exhibit A.

Section 2. Effective Date. This Ordinance shall become effective immediately upon publication or posting as required by law.

PASSED AND APPROVED: September 23, 2026

CITY OF BLUFFDALE

Mayor Natalie C. Hall

ATTEST: [seal]

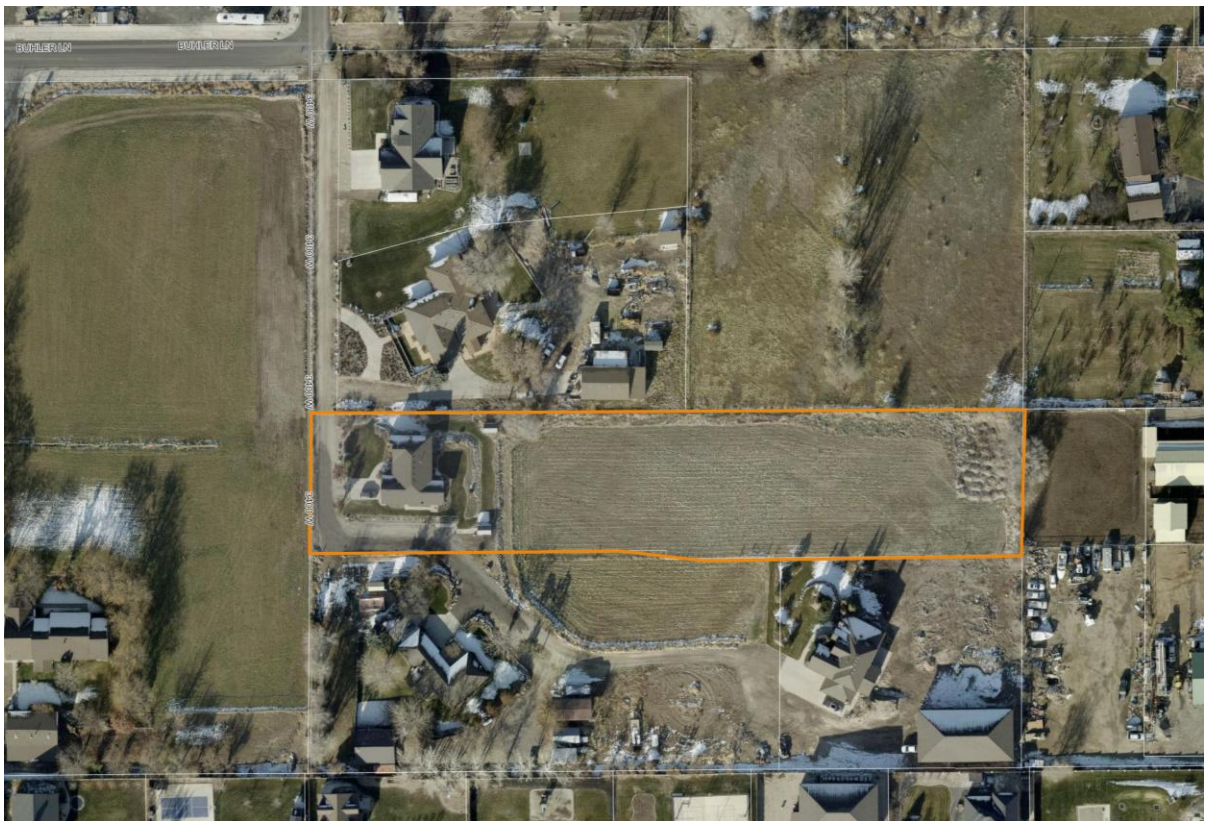
City Recorder

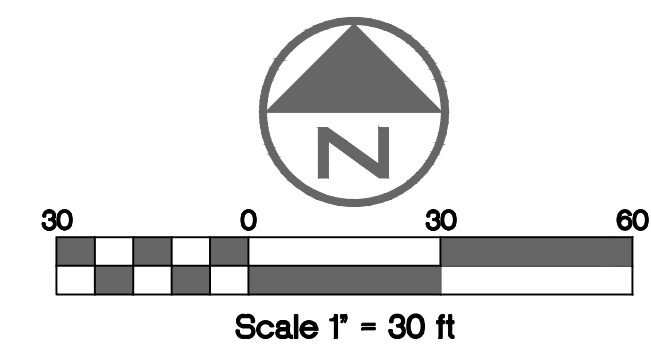
Voting by the City Council:	Yes	No	Absent
Councilmember Aston	_____	_____	_____
Councilmember Austin	_____	_____	_____
Councilmember Lord	_____	_____	_____
Councilmember Smith	_____	_____	_____
Councilmember Wilding	_____	_____	_____
Mayor Hall (tie only)	_____	_____	_____

EXHIBIT A

Salt Lake County Recorder's Office Parcel ID: 33-08-276-066-0000
14553 South 3400 West

BEG W 660 FT FR E 1/4 COR SEC 8, T4S, R1W, SLM; W 495 FT; N 200 FT; W 165 FT; N 130 FT; E 660 FT; S 330 FT TO BEG. LESS AND EXCEPT BEG S $89\frac{1}{2}^{\circ}49'58''$ W ALG SEC LINE 659.08 FT FR SD E 1/4 COR; S $89\frac{1}{2}^{\circ}49'58''$ W 659.08 FT TO 1/16TH LINE; N $0\frac{1}{2}^{\circ}37'13''$ E 203.34 FT; N $89\frac{1}{2}^{\circ}51'24''$ E 329.59 FT; S $0\frac{1}{2}^{\circ}38'06''$ W 8.05 FT; N $89\frac{1}{2}^{\circ}51'20''$ E 329.59 FT; S $0\frac{1}{2}^{\circ}38'59''$ W 195.02 FT TO BEG. 1.98AC M OR L. 4680-1476 9634-4992 09643-3837





KENNETH L. DANSIE (JT); COLLEEN M. DANSIE (JT)
PARCEL ID: 33-08-276-089-0000

QBB&GMB RVLV TR
PARCEL ID: 33-08-276-087-0000

TRUJILLO FAMILY TRUST
PARCEL ID: 33-08-251-043-0000

QBB&GMB RVLV TR
PARCEL ID: 33-08-276-037-0000

THOMAS A. HECKMAN (JT);
KRISTIN S. HECKMAN (JT)
PARCEL ID: 33-08-427-005-0000

NICOLE M. LAM (JT); SHIOU D. LAM (JT)
PARCEL ID: 33-08-427-006-0000

ERICA COTTRELL (JT); JASON COTTRELL (JT)
PARCEL ID: 33-08-427-001-0000

SHANE WELCH
PARCEL ID: 33-08-427-002-0000

DCH LIV TR
PARCEL ID: 33-08-427-003-0000

3400 WEST
(PUBLIC ROW)

1008
0.000
KI PROP COR

1009
0.000
KI PROP COR

1010
0.000
KI PROP COR

LOT 1
0.825 AC.
35,922 sq.ft.

1011
0.000
KI PROP COR

LOT 2
1.250 AC.
54,450 sq.ft.

1013
0.000
KI PROP COR

1007
0.000
KI PROP COR

1006
0.000
KI PROP COR

1005
0.000
KI PROP COR

Day Rezone

From D. VanCott <[REDACTED]>
Date Sun 9/13/2026 5:10 PM
Cc Dave Van Cott <[REDACTED]>

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

I am writing to strongly oppose the proposed zoning change from R1 to R2 for the neighboring property in Bluffdale.

This change will have a direct and negative impact on my home and quality of life. Our backyard faces this development, and we already deal with traffic, headlights shining into our home, and increased use of a dusty, undeveloped road. Increasing density will only intensify these issues—bringing more congestion, noise, and disruption into an area that was never designed for it.

Equally important, this proposal undermines the standards that Bluffdale has worked to establish and maintain. Homeowners in this area made significant investments based on the expectation of R1 zoning—larger lots, lower density, and a consistent neighborhood standard. Changing the rules now introduces uncertainty and sets a precedent that those standards can be lowered over time.

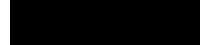
Higher-density zoning often brings increased transient activity, more strain on infrastructure, and a measurable decline in neighborhood stability. With that comes impacts to safety, property values, and overall community pride. Simply put, this is a trade-off that current residents should not be forced to accept.

My family chose Bluffdale four years ago because it stood apart from surrounding areas that failed to maintain these standards. Approving this change moves Bluffdale in the same direction many of us intentionally left behind.

I urge you to uphold the city's established vision, protect existing homeowners, and deny this zoning change. Once these standards are lowered, they are very difficult to restore.

Sincerely,

David M. VanCott

 call or text