Millcreek City Council
Meeting Agenda

Public Notice is hereby given that the City Council of Millcreek will assemble in a public work meeting and regular meeting on Monday, **12 December 2022** at City Hall, 3330 S. 1300 E., Millcreek, Utah 84106, commencing at **5:00 p.m.** for the work meeting and **7:00 p.m**. for the regular meeting.

5:00 p.m. – WORK MEETING:

1. Millcreek Arts Council Presentation; Mitchell Vice
2. Historic Preservation Commission Update; Molly Enos, Commission Chair and Francis Lilly, Assistant City Manager
3. 2023-2024 Long Range Planning Goals Update; Robert May, Long Range Planner
4. Planning Matter First Reading: *ZM-22-011*, Request to Amend a Development Agreement Associated with an Approved Rezone, ZM-21-003, to Reconfigure a Multi-Family Project Site Plan at 4080-4090 Highland Drive; Katie Larsen, Planner
5. Staff Reports
6. Discussion of Agenda Items, Correspondence, and/or Future Agenda Items

7:00 p.m. - REGULAR MEETING:

1. Welcome, Introduction and Preliminary Matters

1.1 Pledge of Allegiance

1.2 Public Comment

Audience members may bring any item to the Council's attention. Comments are subject to the Public Comment and Policy set forth below. State Law prohibits the Council from acting on items that do not appear on the agenda.

1.3 Unified Police Department Millcreek Precinct Officer of the Month for November 2022

2. Planning Matters

2.1 Discussion and Consideration of **Ordinance 22-50,** Adopting the Local Link Circulation Study As An Element of the Millcreek General Plan

2.2 Discussion and Consideration of **Ordinance 22-51,** Adopting the 3300 S Corridor Study As An Element of the Millcreek General Plan

3. Financial Matters

3.1 Presentation of FY 2021-22 Audit; Jeff Miles, HBME

4. Business Matters

4.1 Discussion and Consideration of **Ordinance 22-49**, Adopting Millcreek's 2023 Regular Meetings Schedule

4.2 Discussion and Consideration of **Resolution 22-35**, Ratifying, Confirming, and Approving Amendment Six, Seven, and Eight to the Cooperative Agreement by Public Agencies to Create a New Entity, to Consolidate Law Enforcement Service, and Provide Rules of Governance

5. Reports

5.1 Mayor's Report

5.2 City Council Member Reports

5.3 Staff Reports

5.4 Unified Fire Authority Report

5.5 Unified Police Department Report

6. New Items for Subsequent Consideration

7. Calendar of Upcoming Events

- Planning Commission Mtg. 12/21/22 5:00 p.m.

8. Closed Session (If Needed)

The Council may convene in a closed session to discuss items as provided by Utah Code Ann. §52-4-205.

9. Adjournment

In accordance with the Americans with Disabilities Act, Millcreek will make reasonable accommodation for participation in the meeting. Individuals may request assistance by contacting the ADA Coordinator, 801-214-2751 or khansen@millcreek.us, at least 48 hours in advance of the meeting.

Public Comment Policy and Procedure: The purpose of public comment is to allow citizens to address items on the agenda. Citizens requesting to address the Council may be asked to complete a written comment form and present it to the City Recorder. In general, the Chair will allow an individual two minutes to address the Council. A spokesperson, recognized as representing a group in attendance, may be allowed up to five minutes. At the conclusion of the citizen comment time, the Chair may direct staff to assist the citizen on the issue presented; direct the citizen to the proper administrative department(s); or take no action. This policy also applies to all public hearings. Citizens may also submit written requests (outlining their issue) for an item to be considered at a future council meeting. The Chair may place the item on the agenda under citizen comments; direct staff to assist the citizen; direct the citizen to the proper administrative departments; or take no action. *Public comment can be submitted via the City's website at: https://millcreek.us/FormCenter/Contact-Us-5/Public-Comments-61.*

The meetings will be live streamed via the City's website at: https://millcreek.us/373/Meeting-Live-Stream. The Council may convene in an electronic meeting. Council members may participate from remote locations and may be connected to the electronic meeting by GoToMeeting, Zoom, or telephonic communications. The anchor location will be City Hall.

THE UNDERSIGNED DULY APPOINTED DEPUTY RECORDER FOR THE MUNICIPALITY OF MILLCREEK HEREBY CERTIFIES THAT A COPY OF THE FOREGOING NOTICE WAS EMAILED OR POSTED TO:

City Offices	City Website	Utah Public Notice Website
Those Listed on the Agenda	http://millcreek.us	http://pmn.utah.gov
DATE: December 8, 2022	DEPUTY RECORDER: Alexander Wendt	

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

MILLCREEK ARTS COUNCIL

2022 YEAR-END REPORT

BOARD MEMBERS

- Mitchell Vice - CHAIR
- Kate Scribner - VICE CHAIR
- Rachel Becker - Secretary/ Artist Relations
- Skyler VomDorp - Treasurer
- Kaleb Claypool - Fundraising
- Eric McKenna Spreng - Music Director
- Angel Vice - Theater Director



FUNDING

- $1,765.00 Cash/Donations
- $3,000 Summer Jam Sponsorships
- $8,950 Arts Fest Sponsorships
- $1,700 Getting Visual Sponsorship
- $1,950 Arts Fest Fees
- $13,500 Paid to Artists (80%)
- 2023 ZAP Grant - $3800



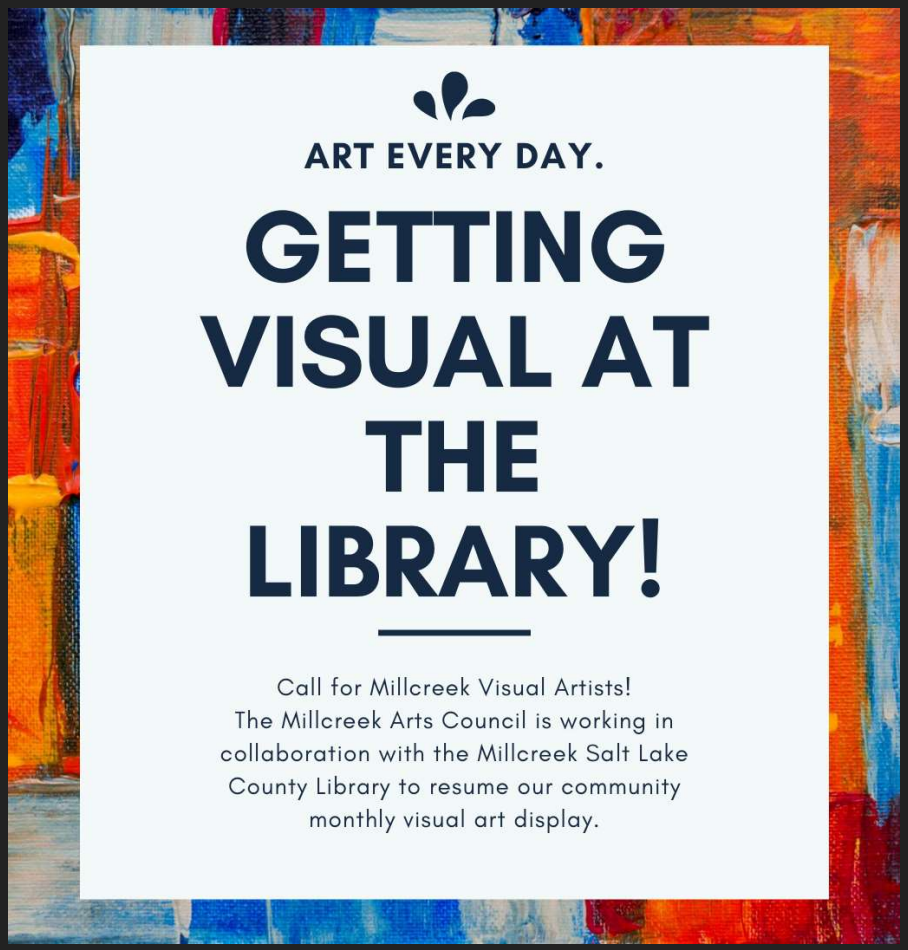
SUMMER JAM IN THE PARK

- 9 PERFORMANCES
- +/- 2,500 ATTENDEES
- $7,460 Costs



GETTING VISUAL @ THE LIBRARY

- Started November 2021
- 92% Millcreek Artists (ALL local)
- Continued Partnership with Salt Lake County Library @ Millcreek
- Free & Accessible all month long
- $440 Costs



MILLCREEK ARTS FEST

- 65+ Local Artists
- 11 Stage Performers
- Food Trucks
- Venture Out Activities
- News Coverage
- Well Over 4,000 Attendees
- $9,554 Costs





- Performing & Practicing Arts Center
- Paid Directorial Staff
- Public Art Installations throughout the City
- Artist Residencies
- Mural Festival
- Having Millcreek attract Artists and generate revenue from Art lovers, art tourists and art collectors from around the State and across the globe

THE FUTURE of the Arts Council

MILLCREEK ARTS COUNCIL

2022 YEAR-END REPORT

ZM-22-011
Request to amend Development Agreement ‘ZM-21-003’, Ordinance No. 21-51.

Applicant: Nathan Anderson

Planner: Katie Larsen

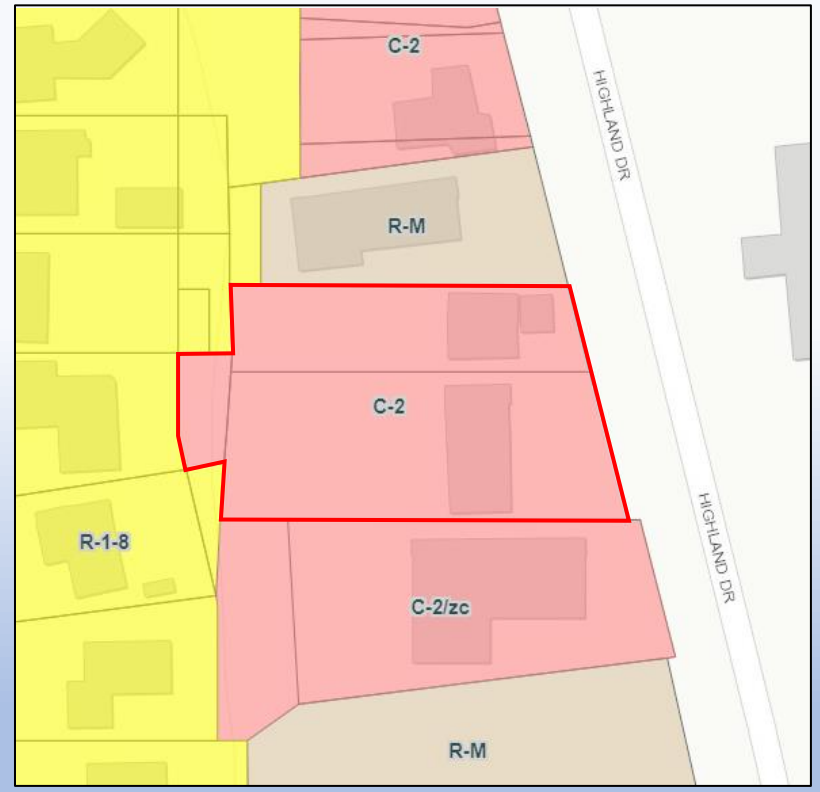
Summary

- Location: 4080, 4088 & 4090 S. Highland Dr.
- Zone: Commercial (C-2)
- Property size: .64 Acres (27,878 sf)

Request: Amend Development Agreement associated with ZM-21-003/Ordinance 21-51.

The project was approved to be a Mixed-Use PUD consisting of 7 residential townhomes and 4 live/work units.

The applicant is now proposing to change the layout, density and design of the site which requires an amendment to the existing Development Agreement.

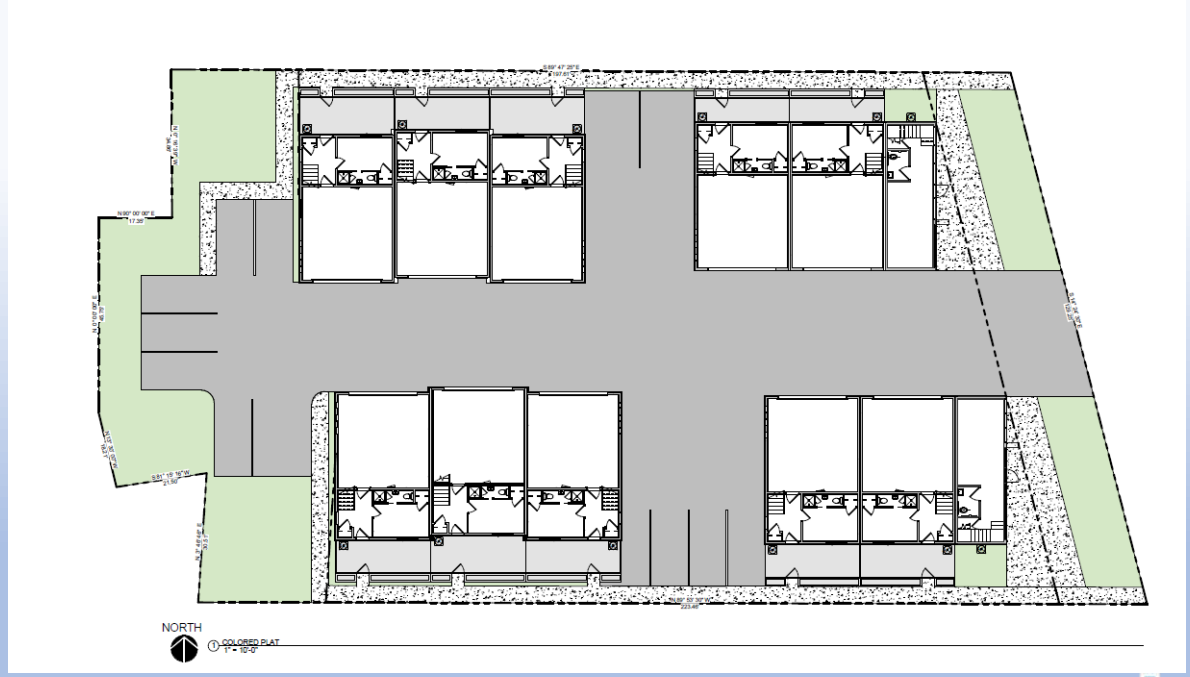


Summary

The development will be changing by way of site plan configuration, decreased density (loss of one unit) and new commercial space configuration (as per 19.60.060).



Previously Approved



Proposed

Summary

- The development's design will be changing *(color, textures, material, height).*



Previously Approved Frontage
40' in height.
80' mass (N-S)
25' access



Proposed Frontage
30' in height.
30-33' mass (N-S), now (E-W)
30' access

Summary

- *Building characteristics*



Previously Approved North Elevation
33’



Proposed North Elevation
30-32’

Staff Findings

- *Side Profile*



Previously Approved



Proposed

Millcreek Community Council

- The council voted unanimously to approve the proposed amendments to the existing DA.

Planning Commission

- The commission unanimously voted to recommend approval of the DA amendment.

Staff Findings

1. The new proposal is for 8 residential townhomes and two live-work units.
2. The previous proposal was for 7 residential townhomes and 4 live-work units.
3. Height is being reduced from 40’ to 30-32’. (MKZ 16.60.060:20)
4. The DA would be amended by replacing Exhibit C with revised plans.
5. The new proposal complies with current C-2 code.
6. The proposal meets parking requirements stipulated in 19.80, covering both the need for residential guest parking and for those utilizing the business space onsite
7. The site plan must be clear regarding established parking spots.
8. The updated site plan must satisfy all other criteria of the DA, 1). “Developer shall plant a minimum of 6 trees no less than two inches in caliper along the west property line. Trees along west property must be columnar birch or poplar.”

Conclusions

1. The applicant, Nathan Anderson, seeks to amend Exhibit C of the development agreement ZM-21-003 and Ordinance No. 21-51.

2. The amended plan suits the goals of the underlying zone and mixed-use designation.

3. The changes will be heard by Millcreek Community Council, Planning Commission and ultimately decided by the City Council.

Recommendation

Staff recommends that The City Council ***approve*** **'**Development Agreement Amendment' application file number 'ZM-22-011', per the proposed plans, unless during the hearing facts are presented that contradict these findings or new facts are presented, either of which would warrant further investigation by Staff.

Model motion:

Motion to recommend approval of application 'ZM-22-011.'

3330 South 1300 East
Millcreek, UT 84106
801-214-2700
millcreek.us

Staff Report

Meeting Date: December City Council Meeting (1st Reading)

Applicant: Nathan Anderson

Property Address: 4080, 4088 & 4090 S. Highland Dr.

Total Acreage: .64 acres (27,878 sf)

Zone: Commercial (C-2)

Prepared By: Katie Larsen, Planner I

SUMMARY OF REQUEST

The applicant, Nathan Anderson, is requesting to amend a Development Agreement associated with rezone request ZM-21-003 and Ordinance No. 21-51. Amendments that are being requested are associated with site configuration and design characteristics of the development.

SYNOPSIS AND SCOPE OF DECISION

Nathan Anderson successfully rezoned a parcel located at 4088 S Highland from R-1-8 to C-2 to accommodate parking and assemblage required for a proposed mixed-use development. At the time, the project was approved to be a Mixed-Use, Planned Unit Development (PUD) consisting of 7 residential townhomes and 4 live/work units. For the rezone to be granted, a development agreement was drafted to outline how the parcel was to be used and laid out. The applicant is now proposing to change the layout, density and design of the site which requires an amendment to the existing Development Agreement. Please see the following text and exhibits that are in question.

Page 7 from ZM-21-003 Development Agreement, Ordinance No. 21-51:
Developer and the City agree that the proposed development will incorporate the following:

1. **The development site plan as presented in Exhibit C shall not change.**

2. **Elevations and locations of buildings of development as presented in Exhibit C shall not change.**
3. **Building materials and façade articulation of development as presented in Exhibit C shall not change.**

EXHIBIT C



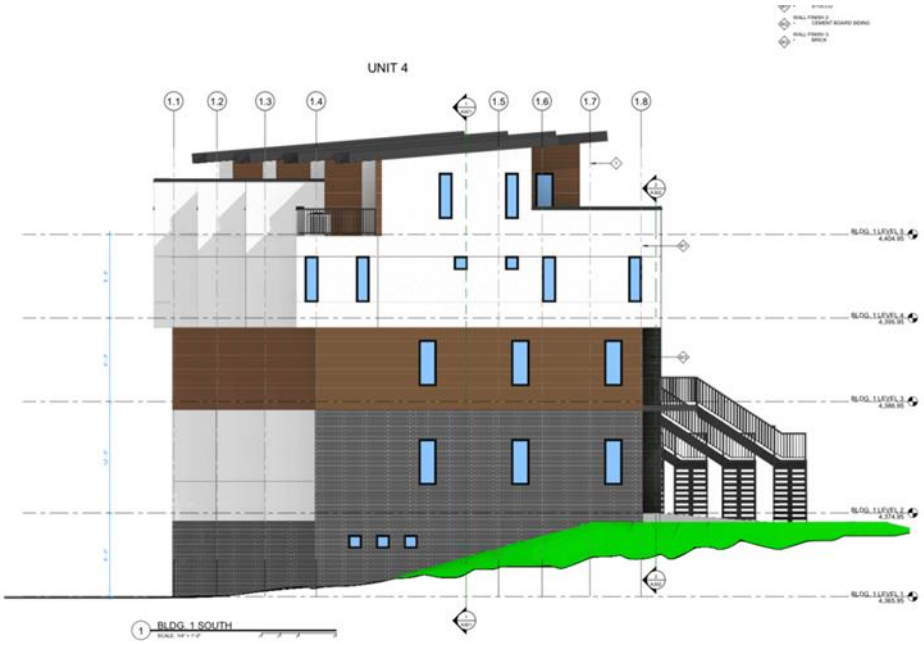


Exhibit C Cont.





Exhibit C Cont.





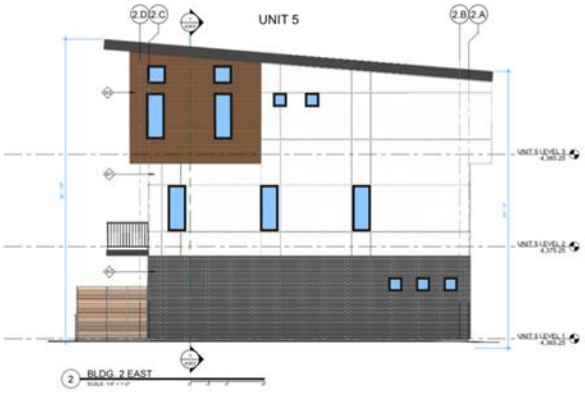


Exhibit C Cont.





Exhibit C Cont.





Exhibit C Cont.





Proposed Exhibit C

The development will be changing by way of site plan configuration, decreased density and different design characteristics.

Site Plan



Facade















FINDINGS:

1. The new proposal is for 8 residential townhomes and two live-work units.
2. The previous proposal was for 7 residential townhomes and 4 live-work units.
3. Height is being reduced on the proposed plans to 30 feet.
4. The DA would be amended by replacing Exhibit C with revised plans.
5. The new proposal complies with current C-2 code.
    a. 19.60-4 Bulk and Yard Regulations for vertically integrated mixed-use developments in unified site plans.
    b. "Commercial spaces in a live/work unit shall have a minimum depth of 12 feet as measured perpendicular to the frontage, provided the commercial space in a live/work unit is a minimum of two stories and is not located within 500 feet of a major intersection as identified in the Millcreek General Plan."
    c. 26% of the site is considered open space, wherein the code requires 20%.
6. The site requires 12 parking spots to accommodate residential guests as well as the commercial office component. (As per 19.80.080 (a).
    a. The site plan must be clear regarding established parking spots.
7. The updated site plan must satisfy all other criteria of the DA, 1). "Developer shall plant a minimum of 6 trees no less than two inches in caliper along the west property line. Trees along west property must be columnar birch or poplar."

CONCLUSIONS:

1. The applicant, Nathan Anderson seeks to amend Exhibit C of the development agreement ZM-21-003 and Ordinance No. 21-51.
2. The amended plan satisfies the goals of the underlying zone and mixed-use designation.
3. The changes will be heard by Millcreek Community Council, Planning Commission and ultimately decided by the City Council.

Millcreek Community Council

Millcreek Community Council unanimously voted in favor of the proposal.

Planning Commission

On November 16th, 2022, the planning commission unanimously voted to recommend approval of the proposed amendments.

PLANNING STAFF RECOMMENDATION

Based on the Findings and Conclusions listed above, Staff recommends that the City Council take comments at the public meeting and ***approve*** 'Development Agreement Amendment', application file number ZM-22-011, per the proposed plans, unless during the hearing facts are presented that contradict these findings or new facts are presented, either of which would warrant further investigation by Staff

MODEL MOTION

Motion to approve Development Agreement Amendment, application file number ZM-22-011, as presented.

Attachments

1. Development Agreement
2. Proposed Plans

13

13831401
11/23/2021 11:25 AM $0.00
Book - 11273 Pg - 738-750
RASHELLE HOBBS
RECORDER, SALT LAKE COUNTY, UTAH
MILLCREEK CITY
3330 SOUTH 1300 EAST
MILLCREEK UT 84106
BY: ZHA, DEPUTY - WI 13 P.

MILLCREEK, UTAH
ORDINANCE NO. 21-51

AN ORDINANCE APPROVING A DEVELOPMENT AGREEMENT FOR A NEW MIXED-USE PLANNED UNIT DEVELOPMENT CONSISTING OF 7 RESIDENTIAL TOWNHOMES AND 4 LIVE/WORK TOWNHOMES WITH RESPECT TO APPROXIMATELY 0.63 ACRES OF REAL PROPERTY LOCATED AT APPROXIMATELY 4080, 4088, AND 4090 SOUTH HIGHLAND DRIVE

WHEREAS, the Millcreek Council ("*Council*") met in regular meeting on November 22, 2021, to consider, among other things, an ordinance approving a master development agreement for a new mixed-use planned unit development consisting of 7 residential townhomes and 4 live/work townhomes with respect to approximately .63 acres of real property located at approximately 4080, 4088, and 4090 South Highland Drive; and

WHEREAS, the Utah Code Ann. § 10-9a-102 authorizes, among other things, that the City may enter into development agreements; and

WHEREAS, staff has presented to the Council a Development Agreement for the referenced property ("Development Agreement"); and

WHEREAS, the Council has reviewed the Development Agreement and hereby find that it is in the best interests of the both parties to enter into the Development Agreement.

NOW, THEREFORE, BE IT ORDAINED that the Development Agreement is approved, and the Mayor and Recorder are hereby authorized and directed to execute and deliver the same.

PASSED AND APPROVED by the Council this 22nd day of November 2021.

SALT LAKE COUNTY CORPORATE MILLCREEK SEAL STATE OF UTAH

MILLCREEK

Jeff Silvestrini, Mayor

ATTEST:

Elyse Sullivan, City Recorder

Roll Call Vote:		
Silvestrini	Yes	No
Marchant	Yes	No
Jackson	Yes	No
Catten	Yes	No
Uipi excused	Yes	No

CERTIFICATE OF POSTING

I, the duly appointed recorder for Millcreek, hereby certify that:
ORDINANCE 21-51: APPROVING A DEVELOPMENT AGREEMENT FOR A NEW MIXED-USE PLANNED UNIT DEVELOPMENT CONSISTING OF 7 RESIDENTIAL TOWNHOMES AND 4 LIVE/WORK TOWNHOMES WITH RESPECT TO APPROXIMATELY 0.63 ACRES OF REAL PROPERTY LOCATED AT APPROXIMATELY 4080, 4088, AND 4090 SOUTH HIGHLAND DRIVE
was passed and adopted the 22nid day of November 2021 and certifies that copies of the foregoing Ordinance 21-51 were posted in the following locations within the municipality this 23 day of November, 2021.

1. Millcreek City Hall, 3330 S. 1300 E., Millcreek, UT 84106
2. Millcreek Community Center, 2266 E. Evergreen Ave., Millcreek, UT 84109
3. Calvin S. Smith Library, 810 E. 3300 S., Millcreek, UT 84106

Elyse Sullivan, City Recorder

When recorded, return to:

Millcreek
Attn: Jeff Silvestrini
3330 South 1300 East
Millcreek, UT 84106

DEVELOPMENT AGREEMENT

This Development Agreement (this "Agreement") is entered into this 19 day of November 2021, by and between Highland Lofts, LLC. ("Developer"), for the land to be included in or affected by the project located at approximately 4080, 4088, and 4090 South Highland Drive in Millcreek Utah, a municipal corporation of the State of Utah ("City"). The Developer and the City are sometimes referred to as the "Parties."

RECITALS

WHEREAS, Developer owns approximately .65 acres of real property located at 4080, 4088, and 4090 South Highland Drive in Millcreek, Utah ("Property") and intends to develop the Property. A legal description of the Property is attached hereto as exhibit "A." The Parties desire that the Property be developed in a unified and consistent fashion and establish minimum standards for a new mixed-use planned unit development consisting of 7 residential townhomes and 4 live/work townhomes (the "Project") on the Property; and

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

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

WHEREAS, the City, acting pursuant to its authority under the Utah Municipal Land Use, Development, and Management Act, Utah Code Ann. §10-9a-11, *et seq.*, and its ordinances, resolutions, and regulations, and in furtherance of its land-use policies, has made certain determinations with respect to the proposed Project, and, in the exercise of its legislative discretion, has elected to approve this Agreement;

BK 11273 PG 740

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

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

2. **Reserved Legislative Powers**. Nothing in this Agreement shall limit the future exercise of police power by the City in enacting zoning, subdivision, development, transportation, environmental, open space, and related land-use plans, ordinances, and regulations after the date of this Agreement, provided that the adoption and exercise of such power shall not restrict Developer's vested rights to develop the Project as provided herein. This Agreement is not intended to and does not bind the Millcreek Council in the independent exercise of its legislative discretion with respect to such zoning regulations.

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

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

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

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

7. **No Joint Venture, Partnership or Third Party Rights**. This Agreement does not create any joint venture, partnership, undertaking or business arrangement between the parties hereto nor any rights or benefits to third parties, except as expressly provided herein.

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

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

TO DEVELOPER:

Highland Lofts, LLC.
Nathan Anderson, Mgr. City Ventures, Mgr.
2383 East 900 South
Salt lake City, UT 84108

TO CITY:

Millcreek
Jeff Silvestrini, Mayor
3330 South 1300 East
Millcreek, Utah 84106

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

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

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

12. **Limitation on Recovery for Default – No Damages.** No party shall be entitled to any claim for any monetary damages as a result of any breach of this Agreement and each Party

waïves any claims thereto. The sole remedy available to Developer or and assignee shall be that of specific performance. Notwithstanding such limitation the City may withhold all further reviews, approvals, licenses, building permits and/or other permits for development of the Project in the case of a default by Develop or any assignee.

13. **Term of Agreement.** The term of this Agreement shall be until November 22, 2031 and shall automatically expire on such date.

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

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

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

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

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

Millcreek

Jeff Silvestrini, Mayor

ATTEST:

Elyse Sullivan, CMC, City Recorder

DEVELOPER

By: Nathan Anderson

Title: Mgr. Highland Lofts, LLC.

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

The foregoing instrument was acknowledged before me this 23 day of November 2021, by Jeff Silvestrini and Elyse Sullivan as the Mayor and the City Recorder, respectively, of Millcreek, a Utah municipality.

Notary Public

JANA STRATFORD
Notary Public · State of Utah
Comm. No. 706593
My Commission Expires on
Jun 4, 2023

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

The foregoing instrument was acknowledged before me this 19 day of November 2021 by Nathan Anderson

Notary Public

JANA STRATFORD
Notary Public · State of Utah
Comm. No. 706593
My Commission Expires on
Jun 4, 2023

Exhibit A

Address: 4088 South Highland Drive

Parcel No. 16-33-381-055-0000

Legal Description

BEG NE COR LOT 20, GREEN PASTURES SUB; S 45.75 FT; S 13^30' E 18.21 FT M OR L; N 81^15'16" E 21.5 FT M OR L TO CANAL; N'LY ALG SD CANAL TO PT BEING E 29.47 FT FR BEG; W 29.47 FT TO BEG. 0.04 AC M OR L. 5664-1296 7627-2136 8447-3129 09766-5559

Address: 4080 South Highland Drive

Parcel No. 16-33-381-025-0000

Legal Description

BEG N 242.14 FT & W 70.76 FT FR S 1/4 COR SEC 33, T 1S, R 1ES L M; N 89^42'25" W 197.6 FT; S 0^16'39" E 48.33 FT, M OR LE 209.52 FT, M OR L; N 14^24'30" W 48.86 FT TO BEG. 0.22 AC 4433-0117 8619-3269 09499-2572

Address: 4090 South Highland Drive

Parcel No. 16-33-381-026-0000

Legal Description

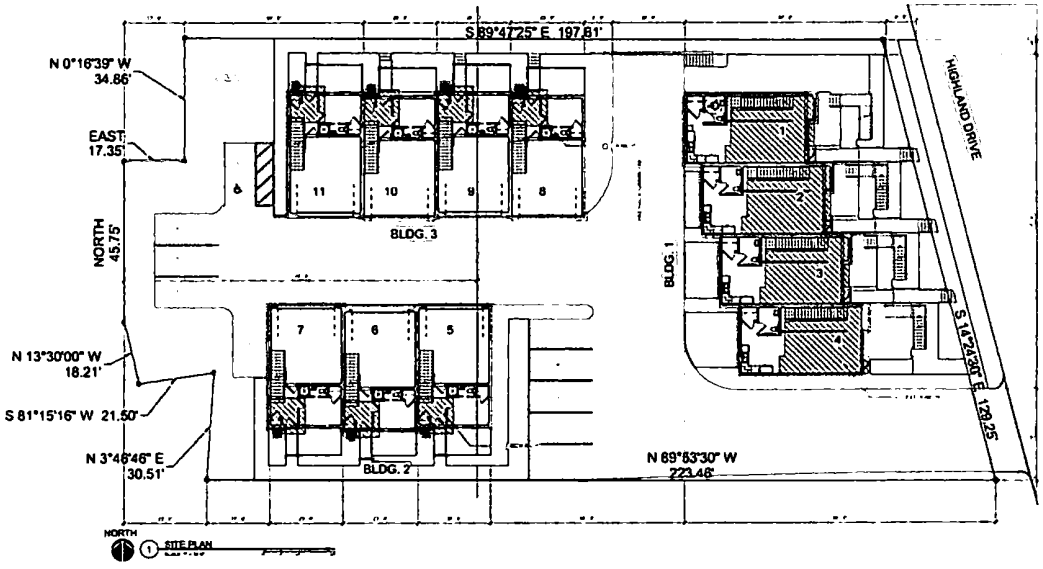
COM 7.73 RDS N FR S 1/4 COR SEC 33 T 1S R 1E SL MER N 4.79 RDS W 16 RDS S 4.79 RDS E 16 RDS TO BEG LESS STREET & PARCELDEEDED TO S L CO FOR WIDENING 0.38 AC 4433-0117 5560-0226 8619-3272,3269 9499-2572 09758-3924

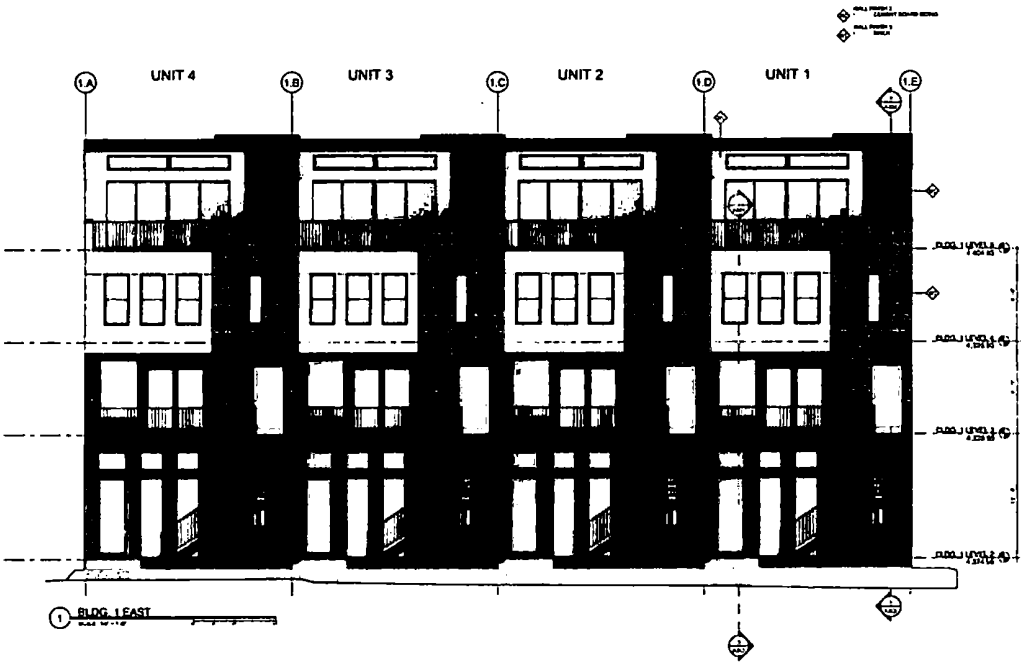
Exhibit B

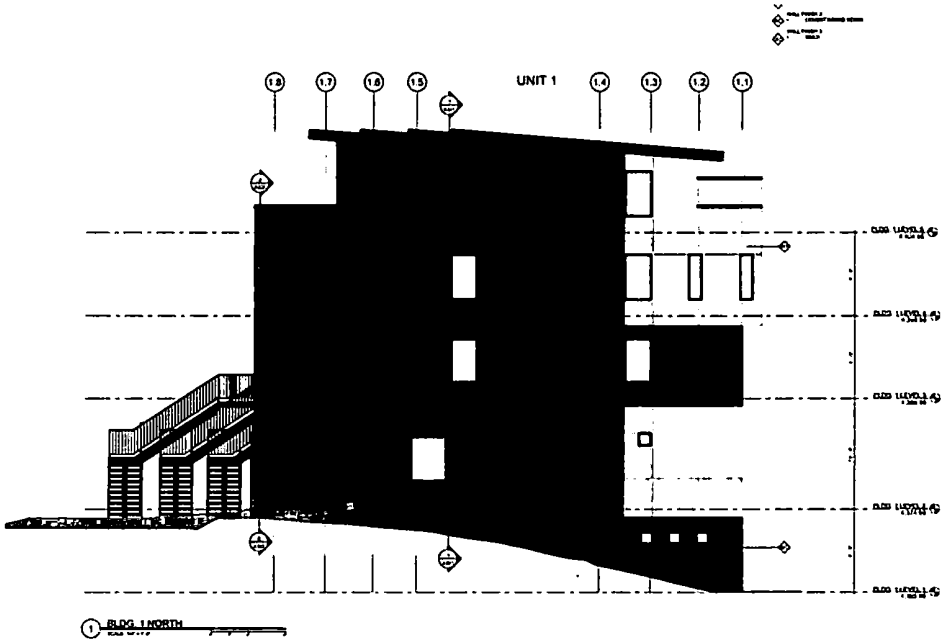
Developer and the City agree that the proposed development will incorporate the following:

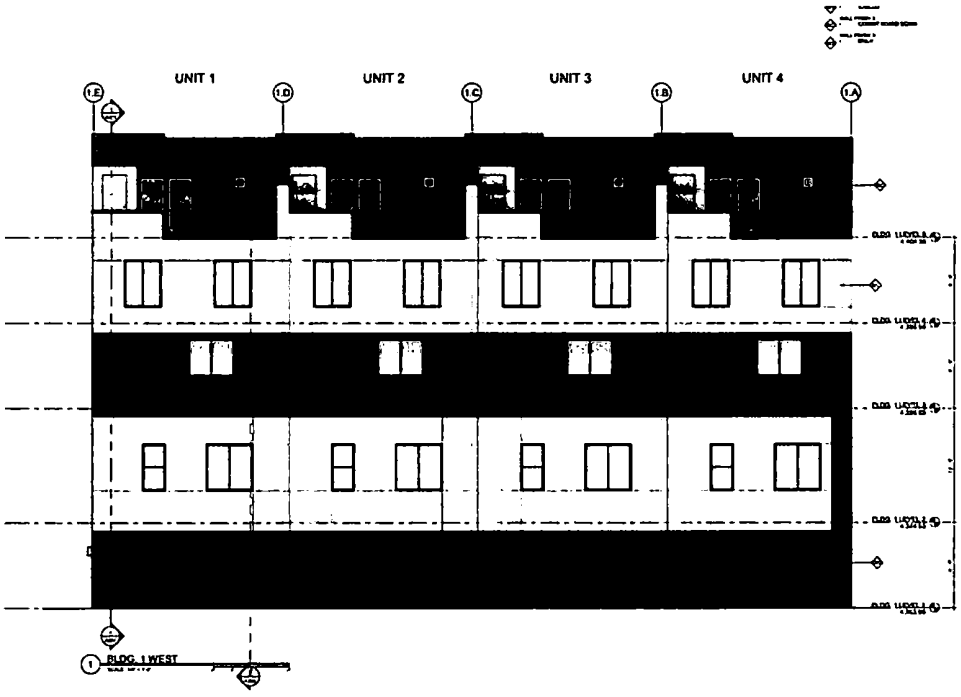
1. The development site plan as presented in Exhibit C shall not change.
2. Elevations and locations of buildings of development as presented in Exhibit C shall not change.
3. Building materials and façade articulation of development as presented in Exhibit C shall not change.
4. Developer shall plant a minimum of 6 trees no less than two inches in caliper along the west property line. Trees along west property must be columnar birch or poplar.

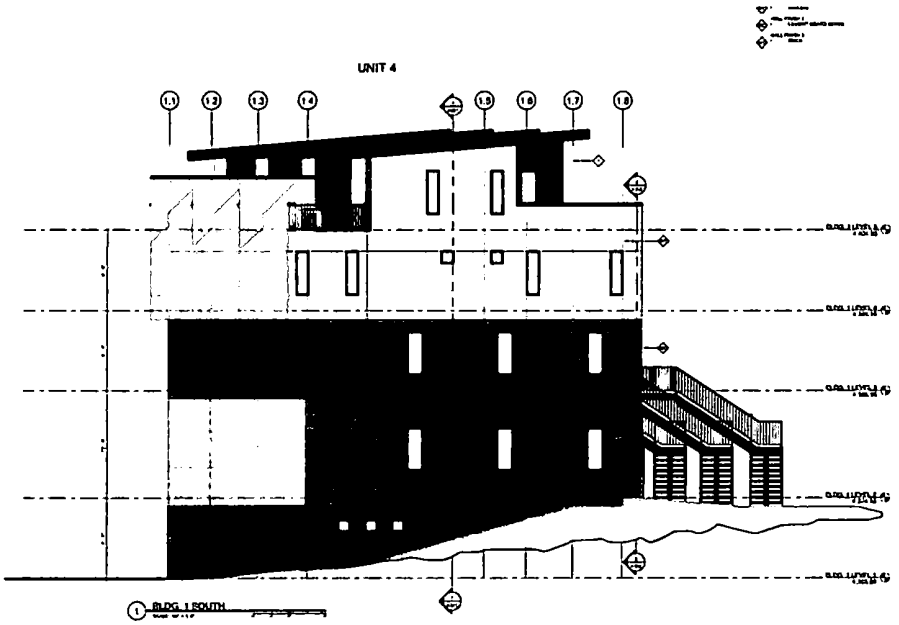
Exhibit C

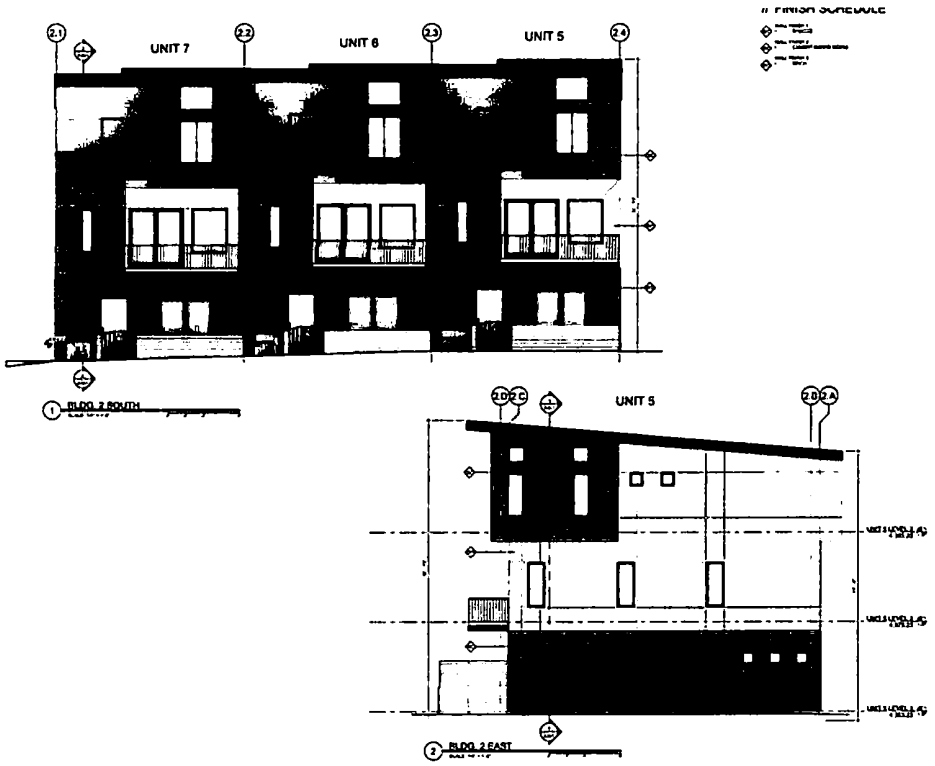

S 89°47'25" E 197.81'
N 0°16'39" W
34.86'
EAST
17.35'
NORTH
45.75'
N 13°30'00" W
18.21'
S 81°15'16" W 21.50'
N 3°46'46" E
30.51'
BLDG. 3
BLDG. 2
BLDG. 1
HIGHLAND DRIVE
S 14°24'30" E 129.25'
N 89°53'30" W
223.46'
NORTH
1 SITE PLAN

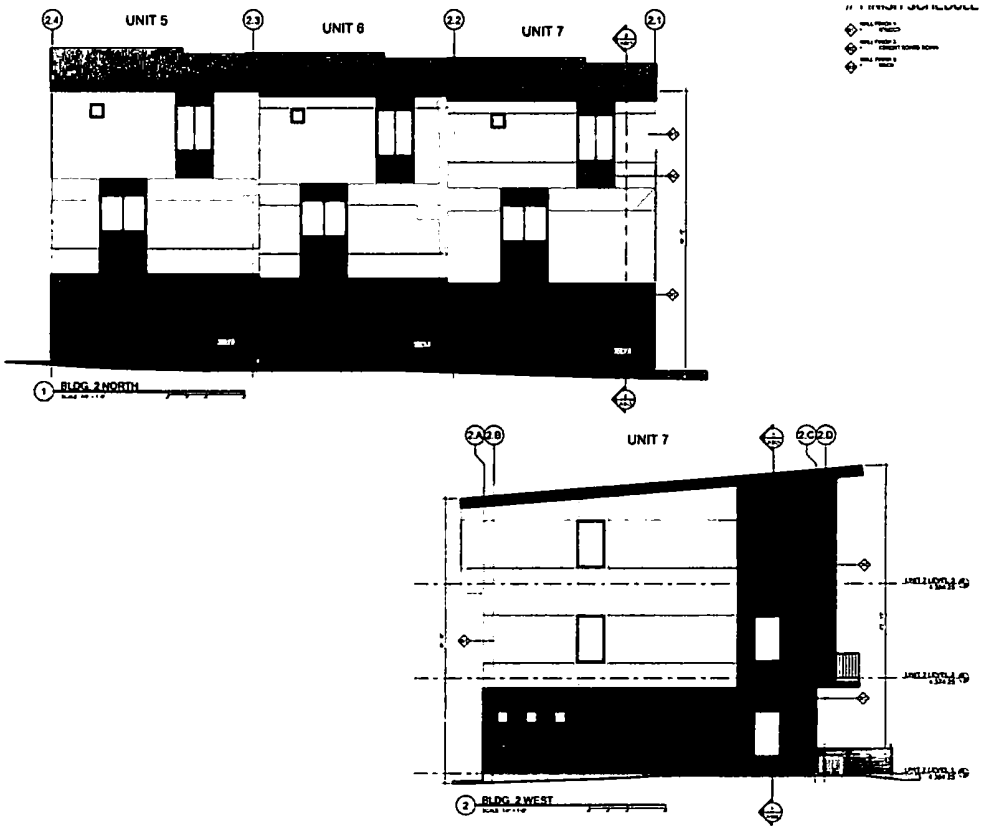

1.A
UNIT 4
1.B
UNIT 3
1.C
UNIT 2
1.D
UNIT 1
1.E
1 BLDG 1 EAST


UNIT 1
1.8
1.7
1.6
1.5
1.4
1.3
1.2
1.1
1 BLDG. 1 NORTH

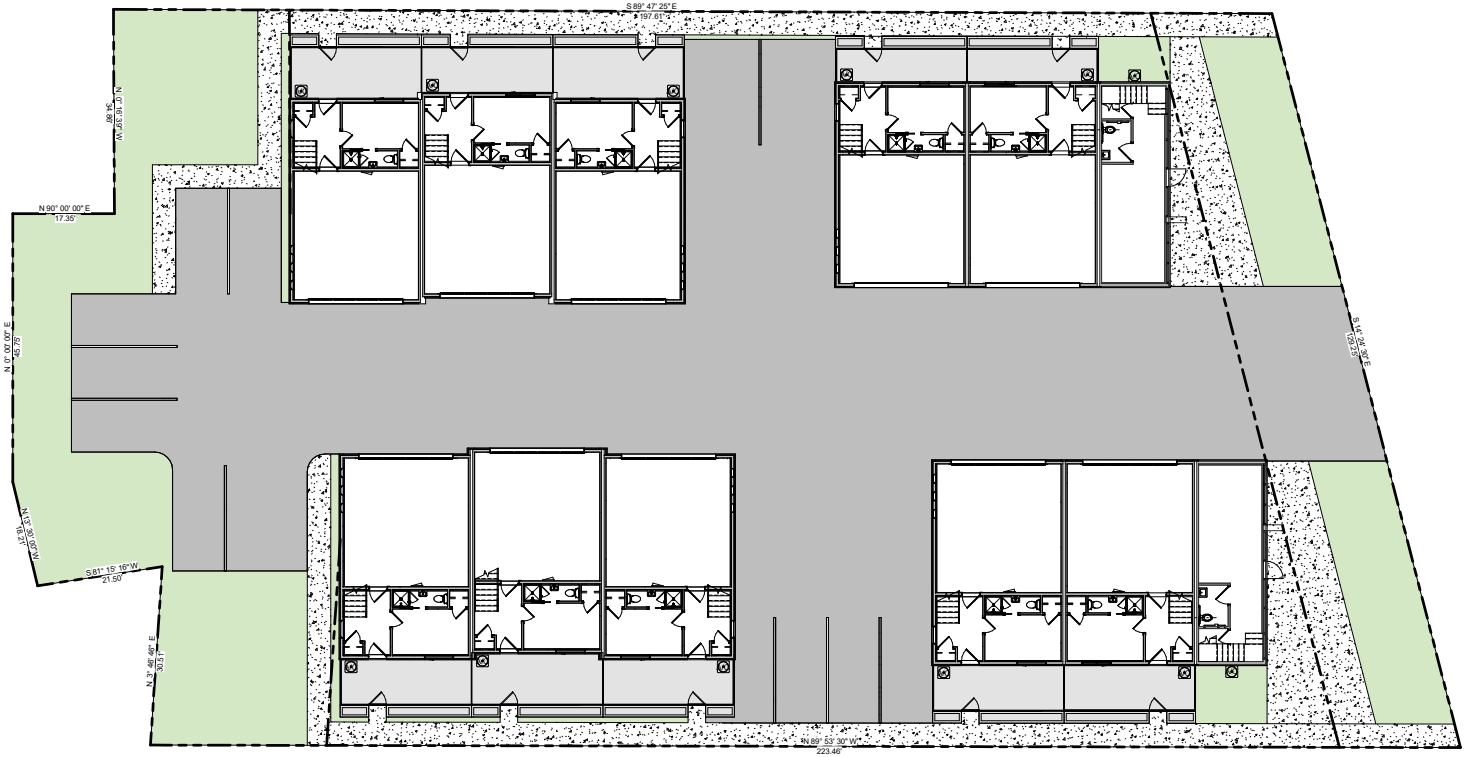

UNIT 1
UNIT 2
UNIT 3
UNIT 4
1.E
1.D
1.C
1.B
1.A
1 BLDG. 1 WEST


UNIT 4
1.1
1.2
1.3
1.4
1.5
1.6
1.7
1.8
1 BLDG. 1 SOUTH


2.1
UNIT 7
2.2
UNIT 6
2.3
UNIT 5
2.4
1 BLDG. 2 SOUTH
202C
UNIT 5
202A
2 BLDG. 2 EAST


UNIT 5
UNIT 6
UNIT 7
BLDG 2 NORTH
UNIT 7
BLDG 2 WEST





NORTH

1 COLORED PLAT
1" = 10'-0"

ARCHITECT'S INFORMATION:

RUSSELL PLATT ARCHITECTURE
438 NORTH 300 WEST
SALT LAKE CITY, UTAH 84103
(801)-580-0181

PROFESSIONAL STAMP:

CODE OFFICIAL STAMP:

PROJECT NAME:

HIGHLAND LOFTS

4080 HIGHLAND DR, MILLCREEK, UT 84124

REVISIONS:

NO.	DATE	DESCRIPTION

ISSUED: OCT. 25TH, 2022

NO.	DATE	DESCRIPTION

OWNER PROJECT #:
RPA PROJECT #:
DRAWN BY:
CHECKED BY:
DESIGNED BY:

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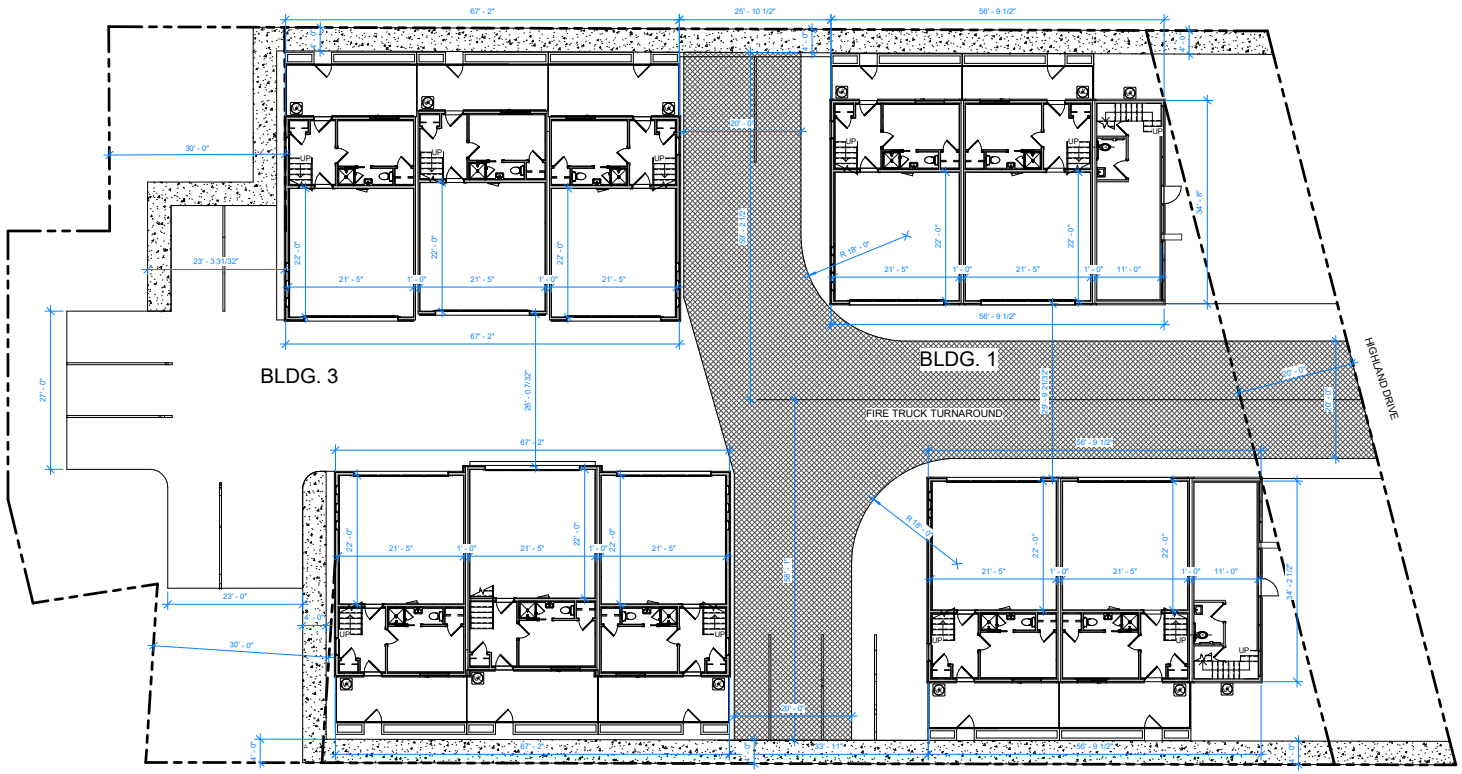
SHEET TITLE:

COLORED PLAT

SHEET NUMBER:

A000

Last Printed: 10/27/2022 12:05:47 PM



1 ARCHITECTURAL SITE PLAN
1" = 10'-0"

ARCHITECT'S INFORMATION:
RUSSELL PLATT ARCHITECTURE
438 NORTH 300 WEST
SALT LAKE CITY, UTAH 84103
(801)-580-0181

PROFESSIONAL STAMP:

CODE OFFICIAL STAMP:

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HIGHLAND LOFTS
4080 HIGHLAND DR, MILLCREEK, UT 84124

REVISIONS:
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OWNER PROJECT #:
RPA PROJECT #:
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SHEET TITLE:
ARCHITECTURAL SITE PLAN

SHEET NUMBER:
A100

Last Plotted: 10/27/2022 12:05:49 PM



1 Bldg. 1 East
1/4" = 1'-0"



2 Bldg. 1 North
1/4" = 1'-0"

ARCHITECT'S INFORMATION:
RUSSELL PLATT ARCHITECTURE
RUSSELL PLATT ARCHITECTURE
438 NORTH 300 WEST
SALT LAKE CITY, UTAH 84103
(801)-580-0181

PROFESSIONAL STAMP:

CODE OFFICIAL STAMP:

PROJECT NAME:
HIGHLAND LOFTS
4080 HIGHLAND DR, MILLCREEK, UT 84124

REVISIONS:
NO.	DATE	DESCRIPTION

ISSUED: OCT. 25TH, 2022

NO.	DATE	DESCRIPTION

OWNER PROJECT #:
RPA PROJECT #:
DRAWN BY:
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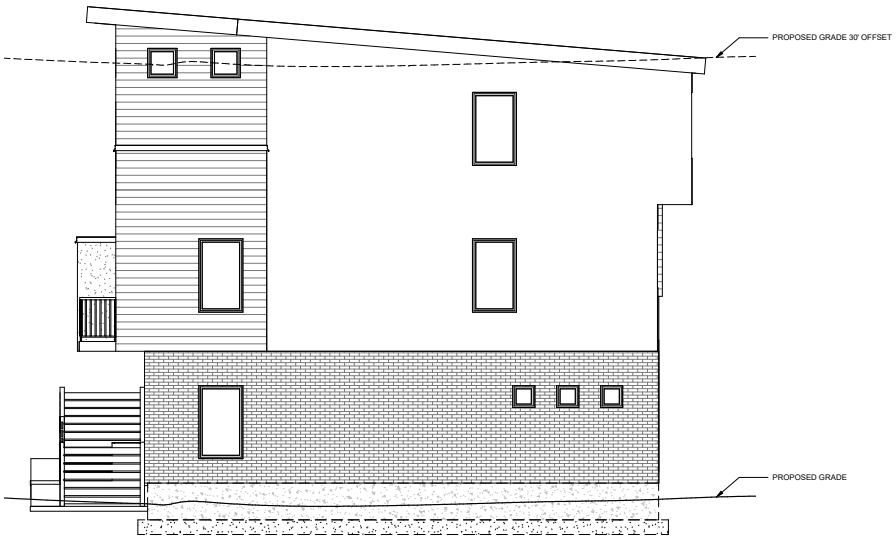
SHEET TITLE:
BLDG. 1
ELEVATIONS

SHEET NUMBER:
A201

Last Plotted: 10/27/2022 12:05:15 PM



1 Bldg. 1 South
1/4" = 1'-0"



2 Bldg. 1 West
1/4" = 1'-0"

ARCHITECT'S INFORMATION:
RUSSELL PLATT ARCHITECTURE
438 NORTH 300 WEST
SALT LAKE CITY, UTAH 84103
(801)-580-0181

PROFESSIONAL STAMP:

CODE OFFICIAL STAMP:

PROJECT NAME:
HIGHLAND LOFTS
4080 HIGHLAND DR, MILLCREEK, UT 84124

REVISIONS:
NO.	DATE	DESCRIPTION

ISSUED: OCT. 25TH, 2022

NO.	DATE	DESCRIPTION

OWNER PROJECT #:
RPA PROJECT #:
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SHEET TITLE:
BLDG. 1
ELEVATIONS

SHEET NUMBER:
A202

Last Plotted: 10/27/2022 12:05:16 PM



1 Bldg. 2 East
1/4" = 1'-0"



2 Bldg. 2 North
1/4" = 1'-0"

ARCHITECT'S INFORMATION:
RUSSELL PLATT ARCHITECTURE
438 NORTH 300 WEST
SALT LAKE CITY, UTAH 84103
(801)-580-0181

PROFESSIONAL STAMP:

CODE OFFICIAL STAMP:

PROJECT NAME:
HIGHLAND LOFTS
4080 HIGHLAND DR, MILLCREEK, UT 84124

REVISIONS:
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ISSUED: OCT. 25TH, 2022

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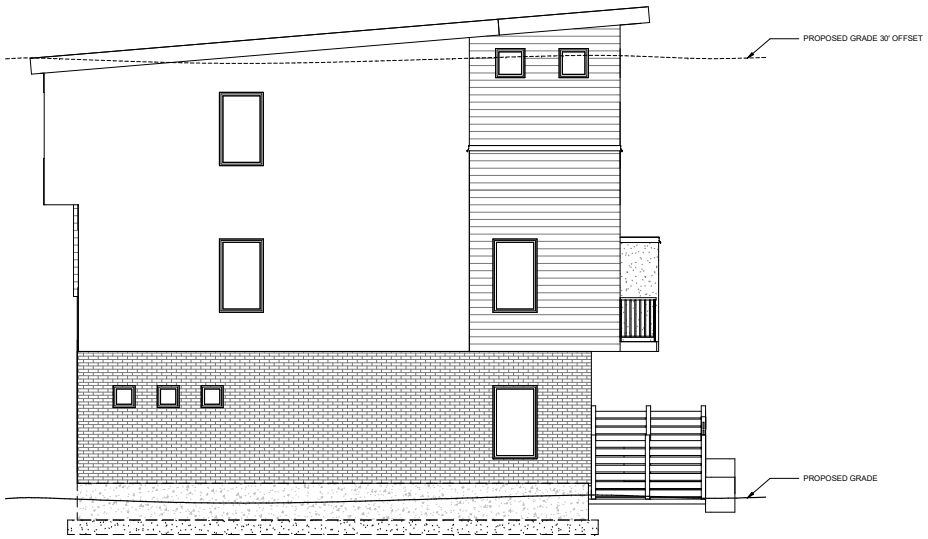
SHEET TITLE:
BLDG. 2
ELEVATIONS

SHEET NUMBER:
A203

Last Plotted: 10/27/2022 12:06:17 PM



1 Bldg. 2 South
1/4" = 1'-0"



2 Bldg. 2 West
1/4" = 1'-0"

ARCHITECT'S INFORMATION:
RUSSELL PLATT ARCHITECTURE
438 NORTH 300 WEST
SALT LAKE CITY, UTAH 84103
(801)-580-0181

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4080 HIGHLAND DR, MILLCREEK, UT 84124

REVISIONS:
NO.	DATE	DESCRIPTION

ISSUED: OCT. 25TH, 2022

NO.	DATE	DESCRIPTION

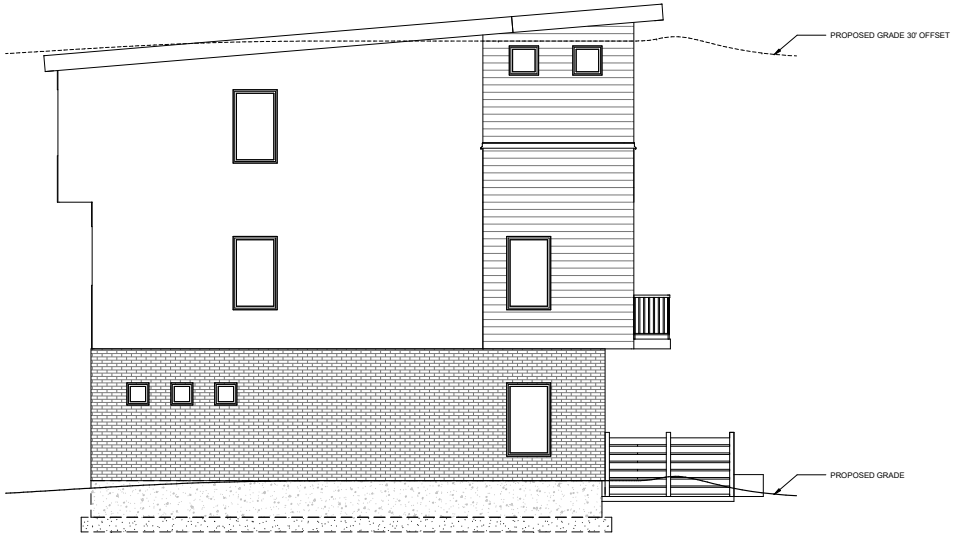
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SHEET TITLE:
BLDG. 2
ELEVATIONS

SHEET NUMBER:
A204

Last Plotted: 10/27/2022 12:06:18 PM



1 Bldg. 3 East
1/4" = 1'-0"



2 Bldg. 3 North
1/4" = 1'-0"

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RUSSELL PLATT ARCHITECTURE
438 NORTH 300 WEST
SALT LAKE CITY, UTAH 84103
(801)-580-0181

PROFESSIONAL STAMP:

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PROJECT NAME:
HIGHLAND LOFTS
4080 HIGHLAND DR, MILLCREEK, UT 84124

REVISIONS:
NO.	DATE	DESCRIPTION

ISSUED: OCT. 25TH, 2022

NO.	DATE	DESCRIPTION

OWNER PROJECT #:
RPA PROJECT #:
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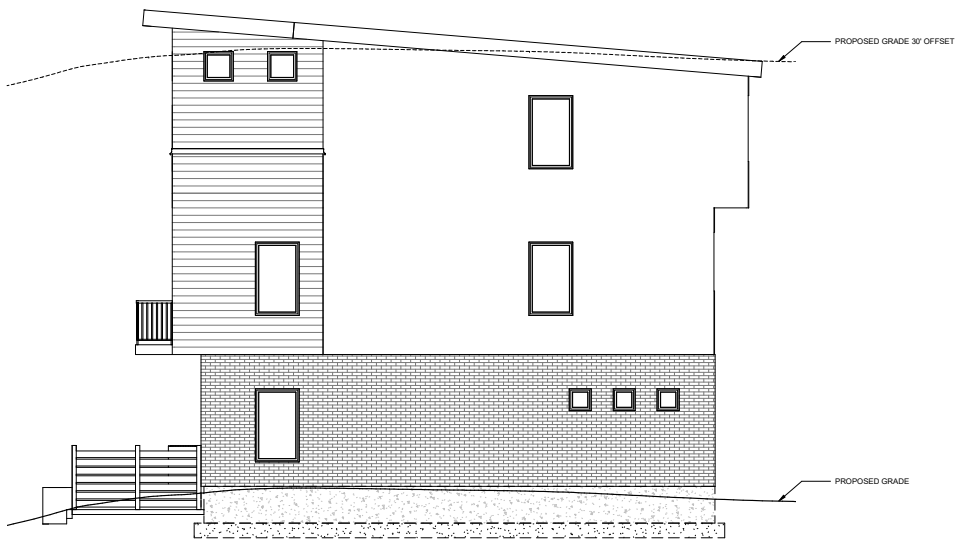
SHEET TITLE:
BLDG. 3
ELEVATIONS

SHEET NUMBER:
A205

Last Plotted: 10/27/2022 12:06:19 PM



1 Bldg. 3 South
1/4" = 1'-0"



2 Bldg. 3 West
1/4" = 1'-0"

ARCHITECT'S INFORMATION:
RUSSELL PLATT ARCHITECTURE
438 NORTH 300 WEST
SALT LAKE CITY, UTAH 84103
(801)-580-0181

PROFESSIONAL STAMP:

CODE OFFICIAL STAMP:

PROJECT NAME:
HIGHLAND LOFTS
4080 HIGHLAND DR, MILLCREEK, UT 84124

REVISIONS:
NO.	DATE	DESCRIPTION

ISSUED: OCT. 25TH, 2022

NO.	DATE	DESCRIPTION

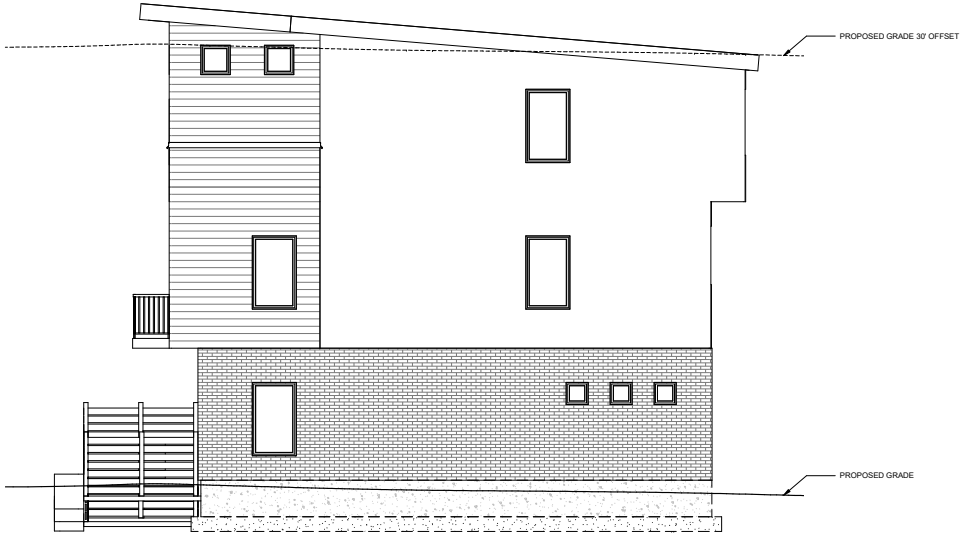
OWNER PROJECT #:
RPA PROJECT #:
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SHEET TITLE:
BLDG. 3
ELEVATIONS

SHEET NUMBER:
A206

Last Plotted: 10/27/2022 12:06:20 PM



1 Bldg. 4 East
1/4" = 1'-0"



2 Bldg. 4 North
1/4" = 1'-0"

ARCHITECT'S INFORMATION:
RUSSELL PLATT ARCHITECTURE
438 NORTH 300 WEST
SALT LAKE CITY, UTAH 84103
(801)-580-0181

PROFESSIONAL STAMP:

CODE OFFICIAL STAMP:

PROJECT NAME:
HIGHLAND LOFTS
4080 HIGHLAND DR, MILLCREEK, UT 84124

REVISIONS:
NO.	DATE	DESCRIPTION

ISSUED: OCT. 25TH, 2022

NO.	DATE	DESCRIPTION

OWNER PROJECT #:
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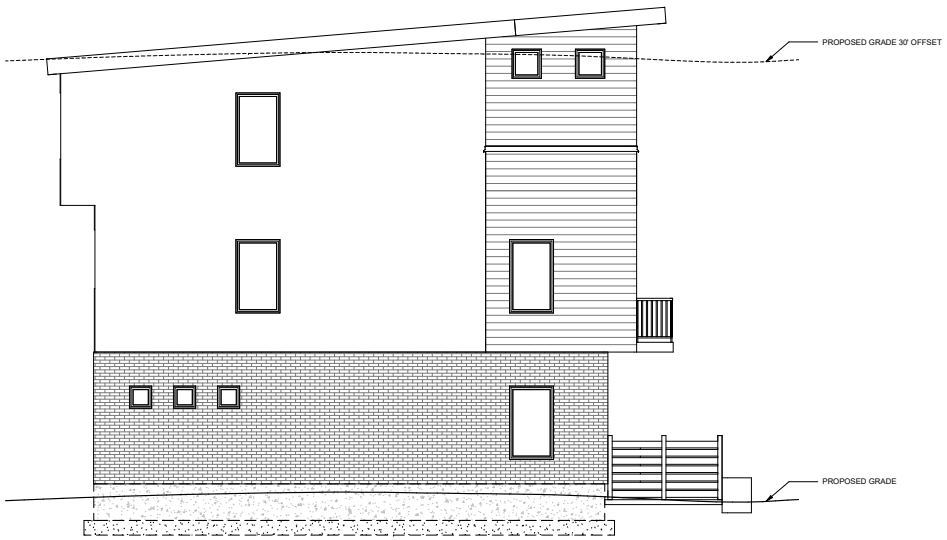
SHEET TITLE:
BLDG. 4
ELEVATIONS

SHEET NUMBER:
A207

Last Plotted: 10/27/2022 12:06:20 PM



1 Bldg. 4 South
1/4" = 1'-0"



2 Bldg. 4 West
1/4" = 1'-0"

ARCHITECT'S INFORMATION:
RUSSELL PLATT ARCHITECTURE
438 NORTH 300 WEST
SALT LAKE CITY, UTAH 84103
(801)-580-0181

PROFESSIONAL STAMP:

CODE OFFICIAL STAMP:

PROJECT NAME:
HIGHLAND LOFTS
4080 HIGHLAND DR, MILLCREEK, UT 84124

REVISIONS:
NO.	DATE	DESCRIPTION

ISSUED: OCT. 25TH, 2022

NO.	DATE	DESCRIPTION

OWNER PROJECT #:
RPA PROJECT #:
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SHEET TITLE:
BLDG. 4
ELEVATIONS

SHEET NUMBER:
A208

Last Plotted: 10/27/2022 12:06:21 PM









ARCHITECT'S INFORMATION:

RUSSELL PLATT ARCHITECTURE
438 NORTH 300 WEST
SALT LAKE CITY, UTAH 84103
(801)-580-0181

PROFESSIONAL STAMP:

CODE OFFICIAL STAMP:

PROJECT NAME:

HIGHLAND LOFTS

4080 HIGHLAND DR, MILLCREEK, UT 84124

REVISIONS:

NO.	DATE	DESCRIPTION

ISSUED: OCT. 25TH, 2022

NO.	DATE	DESCRIPTION

OWNER PROJECT #:
RPA PROJECT #:
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SHEET TITLE:

RENDERINGS

SHEET NUMBER:

A901

Last Plotted: 10/27/2022 12:06:22 PM









ARCHITECT'S INFORMATION:

RUSSELL PLATT ARCHITECTURE
438 NORTH 300 WEST
SALT LAKE CITY, UTAH 84103
(801)-580-0181

PROFESSIONAL STAMP:

CODE OFFICIAL STAMP:

PROJECT NAME:

HIGHLAND LOFTS

4080 HIGHLAND DR, MILLCREEK, UT 84124

REVISIONS:

NO.	DATE	DESCRIPTION

ISSUED: OCT. 25TH, 2022

NO.	DATE	DESCRIPTION

OWNER PROJECT #:
RPA PROJECT #:
DRAWN BY:
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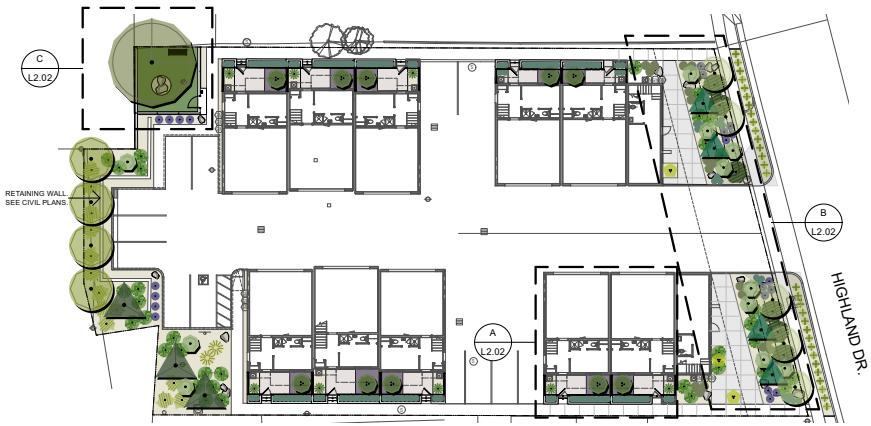
SHEET TITLE:

RENDERINGS

SHEET NUMBER:

A902

Last Plotted: 10/27/2022 12:06:23 PM



LANDSCAPE SCHEDULE

SYMBOL	QTY.	COMMON NAME	BOTANICAL NAME	SIZE	HYDROZONE	DETAIL
DECIDUOUS TREES						
	10	PACIFIC FIRE VINE MAPLE	ACER CIRCINATUM 'PACIFIC FIRE'	#25 CONT.		D/L5.01
	5	SUMMER SPRITE LINDEN	TILIA CORDATA 'HALKA'	2" CAL.		D/L5.01
	1	ALLEE LACEBARK ELM	ULMUS PARVIFLORA 'ELMER II'	2" CAL	Td3	D/L5.01
	4	WIRELESS ZELKOVA	ZELKOVA SERRATA 'SCHMIDTLOW'	2" CAL.	Td4	D/L5.01
EVERGREEN TREES						
	11	GREY GLEAM UPRIGHT JUNIPER	JUNIPERUS SCOPULORUM 'GREY GLEAM'	6' HT	Te2	E/L5.01
	4	WELLS RIVERSIDE SERBIAN SPRUCE	PICEA OMORIKA 'WELLS RIVERSIDE'	6' HT.		E/L5.01
	3	VANDERWOLF'S PYRAMID PINE	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID'	7' HT	Te3	E/L5.01
SHRUBS						
	34	PANCHITO MANZANITA	ARCTOSTAPHYLOS X COLORADOENSIS	3 GAL.	Se1	B/L5.01
	8	ARCTIC FIRE DOGWOOD	CORNUS STOLONIFERA 'FARROW'	5 GAL.		B/L5.01
	13	DWARF JAPANESE GARDEN JUNIPER	JUNIPERUS PROCUMBENS `NANA`	5 GAL.	GV1	B/L5.01
	6	GRO-LOW FRAGRANT SUMAC	RHUS AROMATICA 'GRO-LOW'	3 GAL.	GV1	B/L5.01
	3	TIGER EYES SUMAC	RHUS TYPHINA 'BAILTIGER'	#10 CONT.	Sd2	B/L5.01
	21	MOJAVE SAGE	SALVIA PACHYPHYLLA	3 GAL.	P2	B/L5.01
ORNAMENTAL GRASSES						
	18	BLONDE AMBITION BLUE GRAMA GRASS	BOUTELOUA GRACILIS 'BLONDE AMBITION'	1 GAL.	Tw0	
	2	IVORY FEATHERS DWARF PAMPAS GRASS	CORTADERIA SELLOANA 'PUMILA'	3 GAL.		A/L5.01
	30	ATLAS FESCUE	FESTUCA MAIREI	1 GAL.	Tw1	A/L5.01
	126	SAPPHIRE BLUE OAT GRASS	HELICTOTRICHON SEMPERVIRENS 'SAPHIRSPRUDEL'	5 GAL.	Tw1	A/L5.01
GROUNDCOVERS						
	558 S.F.	TINY MONSTER GERANIUM	GERANIUM `TINY MONSTER'	1 GAL. @ 18" O.C.	P3	B/L5.01
SYMBOL	**QTY.**	**DESCRIPTION**	**INSTRUCTIONS**	**SIZE**	**SOURCE**	**DETAIL**
	419 S.F.	"IMPERIAL BLUE" LAWN SOD	INSTALL OVER MINIMUM 5" TOPSOIL LAYER		CHANSHARE FARMS (866) SOD-EASY OR APPROVED EQUAL	F/L5.01
BOULDERS						
	23	"SOUTH TOWN" BOULDERS	BURY 1/3 THE DEPTH OF THE BOULDER INTO FINISH GRADE. DO NOT USE BOULDERS THAT ARE LESS THAN 24" DIAMETER. BOULDER SHALL BE WASHED AND FREE OF DIRT AND OTHER FOREIGN DEBRIS	2'-4'	UTAH LANDSCAPING ROCK (435) 250-3851 OR APPROVED EQUAL	H/L5.01
CRUSHED ROCK						
	3,240 S.F.	"COPPER CANYON" CRUSHED ROCK	INSTALLED A MINIMUM 3" DEEP. INSTALL OVER DEWITTS PRO 5 WEED BARRIER FABRIC. CRUSHED ROCK SHALL BE FREE OF DIRT & OTHER FOREIGN DEBRIS.	3/4" DIAMETER	STAKER & PARSON COMPANIES (801) 819-9089 OR APPROVED EQUAL	G/L5.01

SITE AMENITY SCHEDULE

SYMBOL	QTY.	MANUFACTURER	DESCRIPTION	DIMENSIONS	COLOR	DETAIL
	1	LANDSCAPE FORMS	"ARCATA" BENCH	24" D X 74" L X 32" H	SILVER POWDER COATED METAL	
	1	DOG-ON-IT PARKS	PET WASTE STATION	72" H X 11.25" W	BLACK	D/L5.04

MILLCREEK CITY DATA

TITLE 19.77 - WATER EFFICIENT LANDSCAPE DESIGN AND DEVELOPMENT STANDARDS
CH. 19.80 - COMMERCIAL ZONES

ZONED AS	C-2 ZONE	
TOTAL SITE AREA	27,592 S.F.	
STREET CURB FRONTAGE	98 L.F. (EXC. DRIVES)	
	REQUIRED	PROVIDED
GENERAL LANDSCAPE:		
ON-SITE OPEN SPACE AREA	20% MIN.	7,224 S.F. = 26%
HARDSCAPE AREA		1,594 S.F. = 22%
LANDSCAPE AREA		5,630 S.F. = 78%
DOG PARK AREA		498 S.F.
PLANT COVERAGE INCLUDING TURF GRASS	75% MIN.	75%
TURF GRASS - MIN. 10 WIDE		YES
WATERING CONSERVING SPECIES	80% MIN.	80%
FRONT SETBACK:		
MINIMUM WIDTH	20' MIN. WIDTH	20'
FRONTAGE PLAZA AREA		838 S.F.
LANDSCAPE AREA WITHIN FRONTAGE		1,348 S.F. = 54%
LANDSCAPE BERM - 3:1 SLOPE		YES
TREES - 1 PER 25 L.F. OF STREET FRONTAGE	87' / 25 = 4	5
SHRUBS - 1 PER 4 L.F. OF BUILDING FOUNDATION	87' / 4 = 22	>22
BUFFER:		
TREES - 1 PER 25 L.F. OF BUFFER	129' L.F. / 25 = 5	10

GENERAL NOTE

1. REFER TO COMMON EARTHWORK AND PLANTING NOTES ON SHEET L0.01

AVOID CUTTING UNDERGROUND UTILITIES. IT'S COSTLY.
Call BEFORE YOU Dig
1-800-662-4111

NOTICE!
THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION, PROTECTION, AND RESTORATION OF ALL BURIED OR ABOVE GROUND UTILITIES, SHOWN OR NOT SHOWN ON THE PLANS.

0 20 40 60 FT

NORTH

McNEIL ENGINEERING
Economic and Sustainable Designs, Professionals You Know and Trust
8618 South Sandy Parkway, Suite 200, Sandy, Utah 84070 801.255.7700 mcneilengineering.com
Civil Engineering • Consulting & Landscape Architecture
Structural Engineering • Land Surveying & HDS

HIGHLAND LOFTS
4080 SOUTH HIGHLAND DRIVE
MILLCREEK, UT

REVISIONS

REV	DATE	DESCRIPTION

PROJECT NO: 20807
DRAWN BY: TG
CHECKED BY: SS
DATE: AUGUST 2022
PROPERTY NO:

LANDSCAPE PLANTING PLAN

L2.01

MILLCREEK, UTAH
ORDINANCE NO. 22 - 50

AN ORDINANCE ADOPTING THE LOCAL LINK CIRCULATION STUDY AS AN ELEMENT OF THE MILLCREEK GENERAL PLAN

WHEREAS, the Millcreek Council ("Council") met in regular session on December 12, 2022 to consider among other things, an ordinance adopting the Local Link Circulation Study as an element of the Millcreek Together General Plan; and

WHEREAS, the Council adopted the Millcreek Together General Plan in February, 2019; and

WHEREAS, in 2020, Salt Lake City, South Salt Lake, Millcreek, and Holladay collaborated on the Local Link Circulation Study to evaluate and accommodate transportation options and identify gaps and barriers that make it difficult for people to efficiently travel through and around the Millcreek City Center; and

WHEREAS, Utah Code Ann. § 10-9a-404 provides in part that the Council may make amendments to an adopted general plan; and

WHEREAS, Utah Code Ann. § 10-9a-407 provides cities with the option to adopt as part of a General Plan an official map that shows actual and proposed rights-of-way, centerline alignments, and setbacks for highways and other transportation facilities; and provides a basis for restricting development in designated rights-of-way or between designated setbacks to allow the government authorities time to purchase or otherwise reserve the land; and

WHEREAS, Utah Code Ann. § 10-9a-404 also provides that the Council may not make any amendment to its general plan unless the amendment was first submitted to the planning commission for its recommendation; and

WHEREAS, Utah Code Ann. § 10-9a-503 also provides that the Council shall comply with the procedure specified in Utah Code Ann. § 10-9a-204 in preparing and adopting an amendment to a general plan; and

WHEREAS, Utah Code Ann. § 10-9a-404 provides planning commission shall provide notice as required by Subsection 10-9a-204(1)(a) and hold a public hearing on the proposed general plan amendment; and

WHEREAS, on October 26, 2022, the required notice was published; and

WHEREAS, on November 16, 2022, the proposed amendment was submitted to the planning commission for its recommendation; and

WHEREAS, on November 16, 2022, the planning commission held the required public hearing with respect to this general plan amendment; and

WHEREAS, at the November 16, 2022, planning commission meeting the Millcreek Planning Commission recommended approval of the proposed general plan amendment; and

WHEREAS, the Millcreek Code of Ordinances, provides among other things, that before finally adopting any such general plan amendment, the Council shall consider the application during a public meeting which has been properly noticed in compliance with the provisions of Title 52, Chapter 4, of the Open and Public Meetings Act; and

WHEREAS, on November 23, 2022, the Council caused the required notice to be given; and

WHEREAS, on November 28, 2022, the Council considered the general plan amendment during a public meeting; and

WHEREAS, Council finds that it is in the best interest of the residents of Millcreek to adopt the 3300 South Corridor Study as recommended by the Planning Commission;

NOW THEREFORE, be it ordained by the Council that the Local Link Circulation Study is hereby adopted as an element of the Millcreek Together General Plan.

NOW THEREFORE, be it further ordained by the Council that the Local Link Circulation Study is hereby adopted as an update to the official map of the Millcreek Together General Plan

This Ordinance, assigned Ordinance No. 22-50, shall take immediate effect as soon as it shall be published or posted as required by law and deposited and recorded in the office of the City's recorder.

PASSED AND APPROVED this 12th day of December, 2022.

MILLCREEK COUNCIL

By:_____
Jeff Silvestrini, Mayor

ATTEST:

_____
Elyse Sullivan, CMC City Recorder

Roll Call Vote:		
Silvestrini	Yes	No
Catten	Yes	No
DeSirant	Yes	No
Jackson	Yes	No
Uipi	Yes	No

CERTIFICATE OF POSTING

I, the duly appointed recorder for Millcreek, hereby certify that:
ORDINANCE 22-50: AN ORDINANCE ADOPTING THE LOCAL LINK CIRCULATION STUDY AS AN ELEMENT OF THE MILLCREEK GENERAL PLAN was passed and adopted the 12th day of December 2022 and certifies that copies of the foregoing Ordinance 22-50 were posted in the following locations within the municipality this ____ day of _____, 2022.

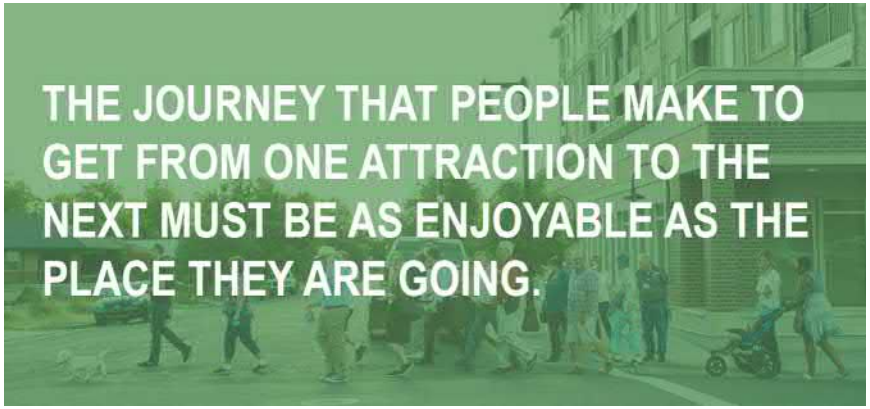
1. Millcreek City Hall, 3330 S. 1300 E., Millcreek, UT 84106
2. Millcreek Community Center, 2266 E. Evergreen Ave., Millcreek, UT 84109
3. Holladay Lions Recreation Center, 1661 E. Murray Holladay Rd., Millcreek, UT 84117

_____
Elyse Sullivan, City Recorder



Executive Summary

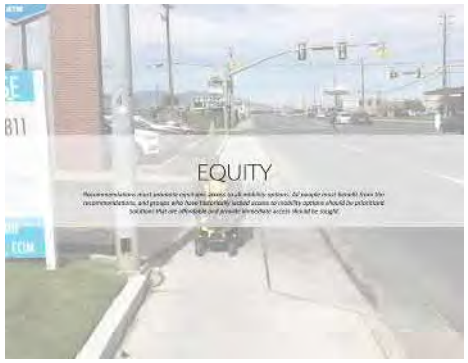
Salt Lake City, South Salt Lake, Millcreek and Holladay collaborated on the Local Link Circulation Study to better understand how people travel in and around the Sugar House Business District. With each partner community facing increasing development pressures and growth, it is critical to plan for multimodal transportation choices including transit, bicycle and pedestrian options, and improvements to existing roads. By providing diverse transportation options, the partner communities can increase the resiliency, flexibility, and sustainability of the transportation network. The purpose of the Local Link Circulation Study is to evaluate and accommodate transportation options (walking, bicycling, transit, automobile) and identify gaps and barriers that make it difficult for people to efficiently travel through and around the study area.



Guiding Principles

There are several guiding principles for improving multimodal connections in the study area, including:

















The Vision

These guiding principles were developed collaboratively by the partner communities and support the following vision for transportation in and around the Sugar House Business District:

The transportation network that connects to the Sugar House Business District will be safe, inviting, sustainable, and provide comfortable travel choices for everyone. It promotes a connected network between local neighborhoods and regional centers in South Salt Lake, Millcreek, and Holladay to the Sugar House Business District. Active and Public transportation connections to schools, neighborhood centers, parks, and other public attractions are prioritized.

Existing Conditions

To assess multimodal opportunities, challenges, and needs to the Sugar House Business District, the planning team analyzed a variety of topics, including:

- **Key Destinations** such as the Sugar House Business District, Millcreek City Center, Brickyard, or South Salt Lake Downtown
- **Land Use Density** indicating high demand areas for trips
- **Planned construction projects**, such as road reconstructions, utility projects, or other capital projects that may offer opportunities to reprogram streets or corridors to provide more diverse transportation options
- **Bicycle and pedestrian networks** identifying where active transportation infrastructure investment may be missing or inadequate
- **Safety** including bicycle and pedestrian crash history throughout the study area
- **Transit network** illustrating potential first-last mile priority locations
- **Freight networks** illustrating corridors that may have special operational considerations for freight traffic

Public Engagement

Public outreach efforts were divided into two phases: 1) Existing Conditions and 2) Recommendations. The Existing Conditions phase was focused on learning from locals about opportunities and barriers to walking and biking in and around the study area, while the Recommendations phase was geared towards getting feedback on recommended projects, policies, and programs. In both phases, methods for public input included online surveys and online interactive maps.

Key Needs and Priorities

Based on the existing conditions analysis and public engagement, several key needs and priorities emerged. These included site and corridor-specific needs at intersections or roadways, but also global needs throughout the study area.

Location-specific needs include:

- Global Address gaps in Parley's Trail through the Sugar House Business District and South Salt Lake Downtown
- Address east-west connectivity into Sugar House for active transportation users on 2100 S, 2700 S, and 3300 S
- Address connectivity between the Sugar House Business District and Brickyard/Millcreek City Center
- Improve pedestrian conditions at various intersections throughout the study area

Global needs include:

- Improved first-last mile improvements
- More convenient and secure bike parking
- Comprehensive wayfinding signage
- Comprehensive traffic calming on local streets
- Improved pedestrian realm elements including street trees, site furnishings, and public art, and other placemaking features

PROJECTS

The Local Link Circulation Study analysis revealed several corridors and spots in need of capital improvements. These range from trail alignments with supporting infrastructure to the addition of bicycle lanes in gap areas to improved intersections for pedestrians and cyclists to the creation of complete streets.

Five priority projects are highlighted.

Corridor Improvement

Spot Improvement

LOCAL LINK
Connect to Your Community

1 **Parley's Trail alignment through the Sugar House Business District** should provide riders an enjoyable and intuitive experience.



2 **Complete street improvements along 2700 South** will fill a gap along a major east-west active transportation corridor.



3 **Complete street improvements between Sugar House BD and Millcreek City Center** for seamless AT connection between centers.



4 **Improved active transportation along 3300 South** can address a gap in infrastructure and improve safety in a dangerous environment.



5 **Parley's Trail alignment through South Salt Lake Downtown** can create a more direct and intuitive connection to Central Pointe TRAX station.



6 **Complete street improvements along 2100 South** may be considered to add additional connectivity along a major SH corridor.



7 **Two-way bike lanes around Sugarhouse Park** would allow easier navigation to and around SHBD across the Park.



8 **Improved intersections at various complete street intersections.**



PROGRAMS & POLICIES

Improving circulation and connectivity in the study area will require a variety of improvements. In addition to project or capital improvements, there must be programs and policies that support the new big ideas proposed.

Programs should be overarching, coordinated and span multiple jurisdictions. They will likely require dedicated staff and budgets for startup and maintenance.

Policies will require city ordinances to change or be created to enable the implementation of new ideas.

The eight program and policy recommendations highlighted on the right will help enhance the pedestrian and cycling environment and improve overall circulation in the study area.

LOCAL LINK
Connect to Your Community

1 **Creative placemaking in Sugar House Business District, especially along Highland Drive,** will improve walkability and vibrancy.



2 **Green conflict markings on regionally significant bikeways** can help highlight conflict zones and raise awareness of people on bicycles.



3 **Comprehensive wayfinding and signage** eases navigation, enriches our experience, enhances branding, and reinforces key destinations.



4 **Additional bike parking throughout the study area** will make it more accessible and inviting to cyclists.



5 **Trail Oriented Development Guidelines** that detail ways trails can activate and enrich urban environments.



6 **Traffic calming** policies can reintroduce City measures to help encourage slower speeds on roadways.



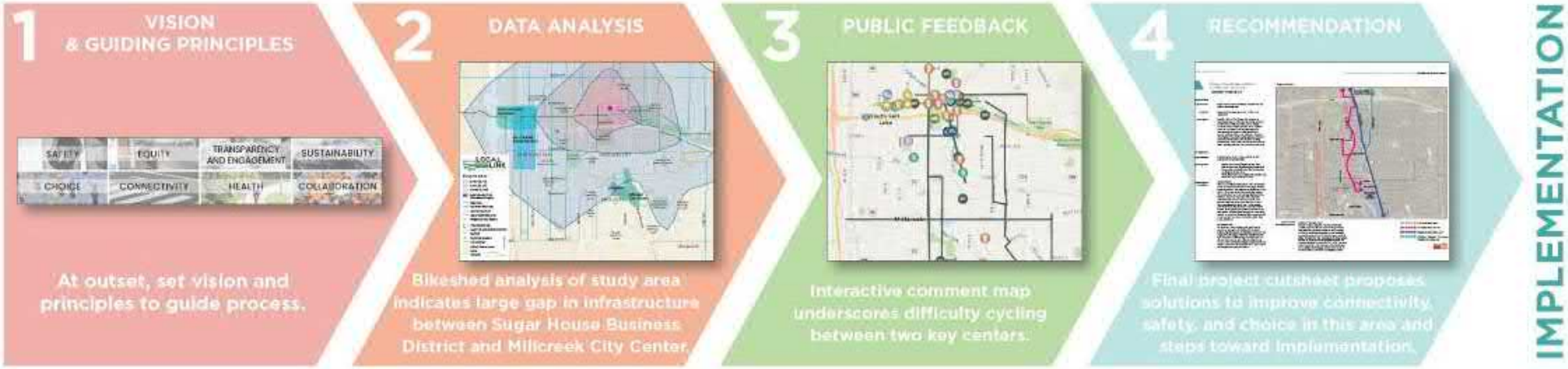
7 **Develop mobility hubs at key locations** where Frequent Transit Network (FTN) interfaces with major destinations or where FTN routes intersect.

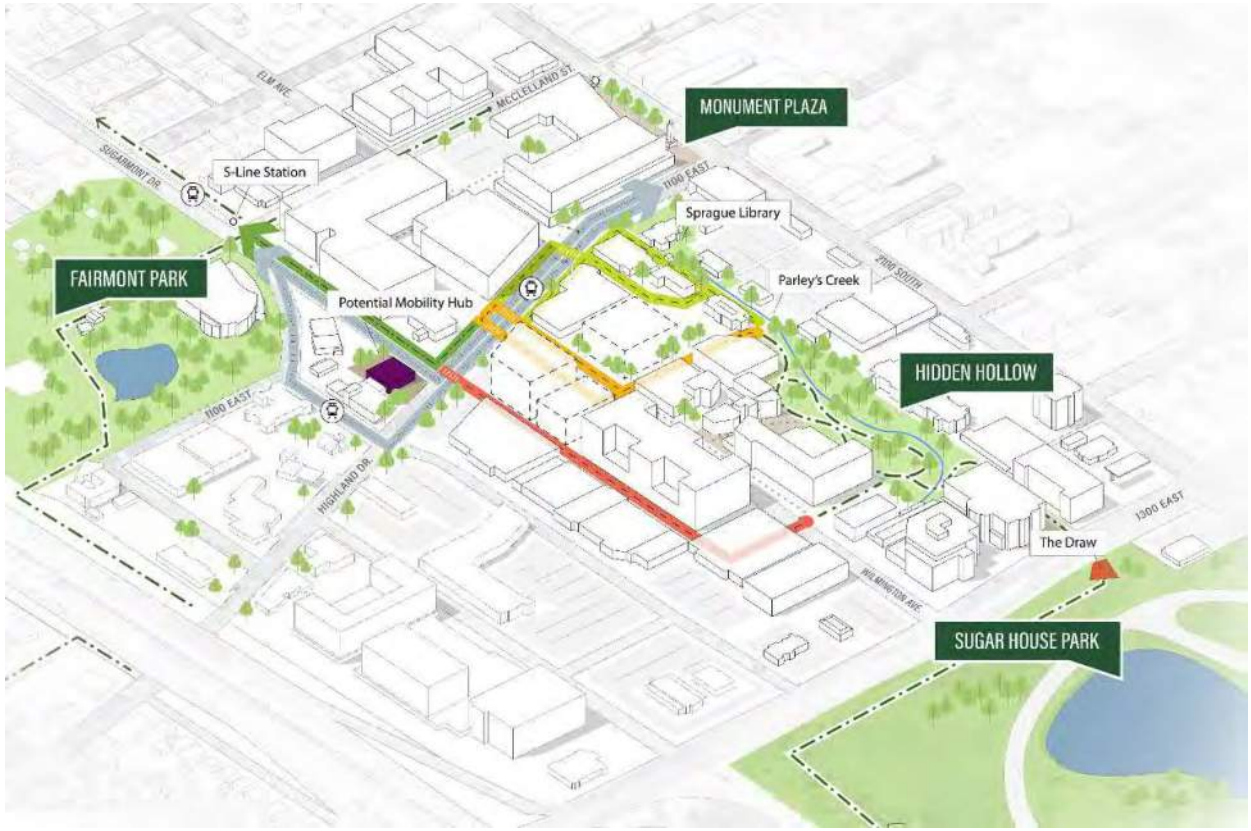


1. **Creative Placemaking**
2. **Green Conflict Markings on Regionally-Significant Bikeways**
3. **Wayfinding & Signage**
4. **Bicycle Parking**
5. **Trail Oriented Development**
6. **Coordinated Traffic Calming Strategy**
7. **Micromobility Infrastructure and Mobility Hubs**

**More information about each recommendation can be found in the appendix*

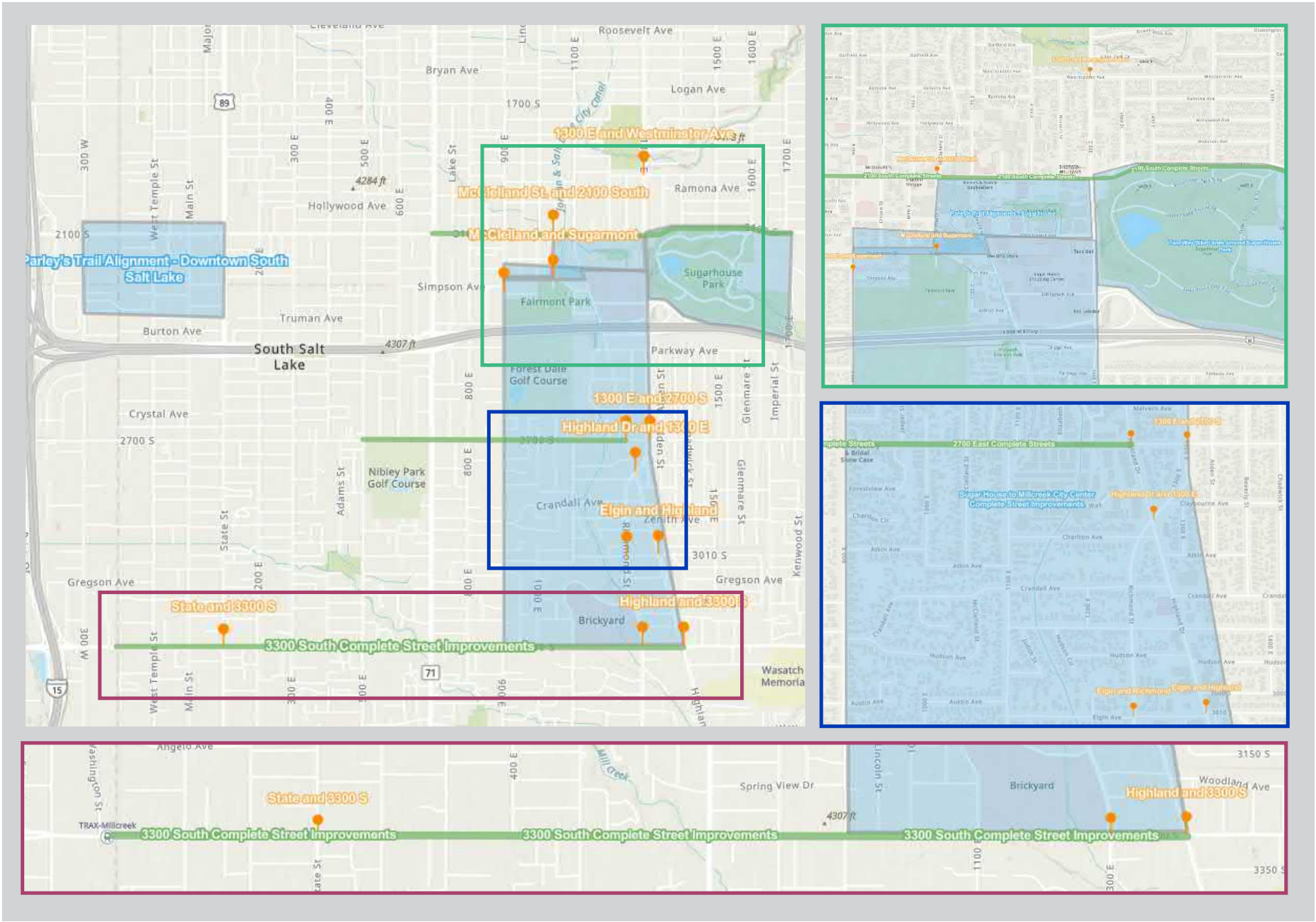
Process Overview





The maps below illustrate final recommendations for improving circulation in the Study Area.

Figure 1. Recommendations



Background Data

The following maps depict the existing conditions within the study area.

Key Points in the Study Area

The study area includes three existing or developing central business districts or downtowns in the Salt Lake Valley.

Sugar House Business District

Since the 2013 Circulation Study in this area, the Sugar House Business District has seen tremendous transformation and continues to. The area south of 2100 South, north of I-80, east of 900 East, and west of 1300 East, has had significant redevelopment of new shopping, housing, hospitality, and office space. The new development is denser, more compact, and has an overall urban feel.

South Salt Lake Downtown

South Salt Lake is building a downtown city center across 235 acres at the northeast corner of where I-80 and I-15 meet. Over the course of its development, the City expects more than 2,500 new multi-family housing units, 1.5 million square feet of retail and 3 million square feet of office/commercial space, plus parks, a greenway, Parley's Trail, and cultural and social attractions.

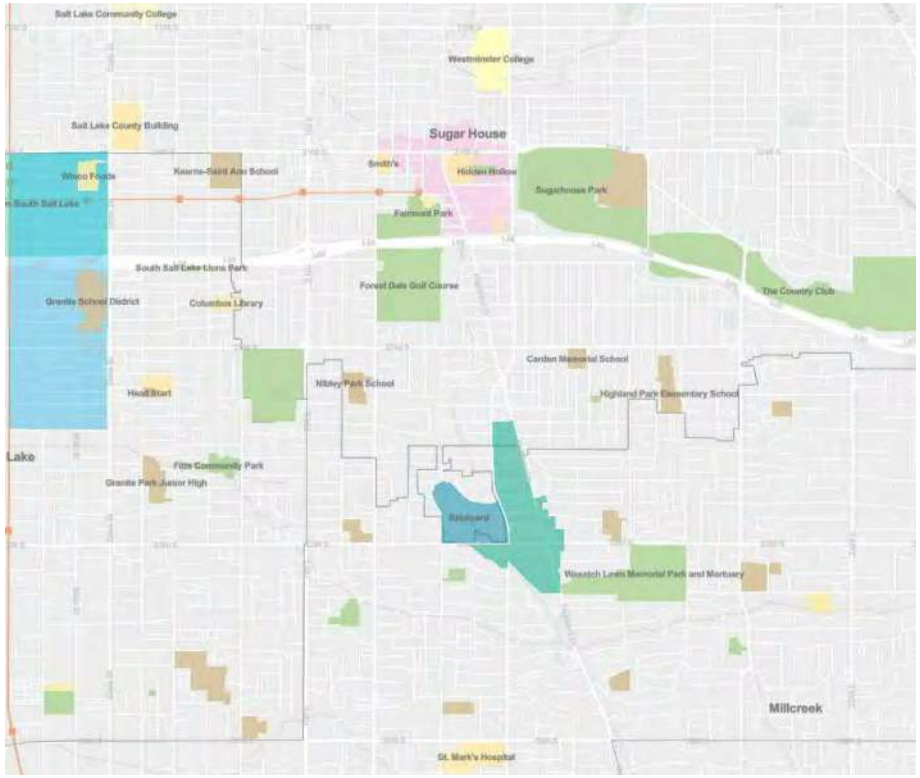
Millcreek City Center

The newly incorporated City of Millcreek is also building a city center. Its city center will be located north of 3300 South, between Highland Drive and 1300 East. It will feature a prominent and vibrant multi-use open space at its center with mixed uses including office, residential, retail, and civic buildings surrounding it. It will include over 100,000 square feet of office, over 40,000 square feet of retail, and over 450 multifamily units over the next decade.

The land uses in and between these three centers includes a broad mix of commercial, office, residential, and industrial (in South Salt Lake). In addition to the general land uses described above, there are a number of other destinations in the study area:

- 2 Colleges (Salt Lake Community College, Westminster College)
- 17 K-12 Schools (3 High Schools, 2 Junior High Schools, 11Pre-K & Elementary Schools, 1 School for the Deaf and Blind)
- 10 Parks
- 2 Libraries (Sprague Branch Public Library, Millcreek Community Library)
- 3 Hospitals or Health Clinics (University of Utah health Clinic - Sugar House, St. Mark's Hospital, South Main Public Health Center)
- 3 Community or Recreation Centers (Fairmont Aquatic Center, Columbus Center, Central Park Community Center)
- Salt Lake County Government Center
- South Salt Lake Creative Industries Zone
- Entertainment and Shopping Areas (Brickyard Shopping Center, Sugar House Shopping Center, Century 16 Theater, Cinemark Theatre

Figure 2. Key Study Area Locations



Parley's Trail and S-Line Corridor

In addition to the point and district destinations and features of the study area, Parley's Trail and the S-Line Corridor currently define a prominent transit and active transportation corridor running east-west between the Sugar House Business District and South Salt Lake's Downtown.

Ongoing and Planned Construction

Salt Lake City, South Salt Lake, and Millcreek have a number of upcoming and ongoing road construction projects. The map shows six classifications of construction projects: bus stop improvements, road reconstruction projects, trail projects, road restriping projects, road resurfacing projects, and water storm and sewer projects. This study can take advantage of this future construction work to make recommendations that may inform some of the final designs selected for each of these roads. Specific improvements are listed below by construction year:

2020

- Reconstructing Elizabeth Street - Stratford Avenue to Whitlock Avenue
- Reconstructing Zenith Avenue - 800 East to 900 East
- Reconstructing Parkway Avenue - Elizabeth Street to Highland Drive
- Canal Replacement & Green Infrastructure Improvements - Wilmington Avenue to Ashton Avenue
- Route 21 Bus Stop Enhancements

2021

- Reconstructing 900 East - Hollywood Avenue to 2700 South
- Resurfacing Highland - Warnock to Salt Lake City line

2023

- Reconstructing 1100 East / Highland Drive - Ramona Avenue to Warnock Avenue
- Reconstructing Ashton Avenue - 1100 East to Highland Drive
- Reconstructing 1000 East - Atkin Avenue to 2700 South
- Reconstructing Lincoln Street - Elm Avenue to 2100 South
- Reconstructing Meadow Lane - Green Street to 700 East
- Reconstructing Gregson Avenue - 900 East to Lincoln Street
- Reconstructing Simpson Avenue - 1100 East to Highland Drive

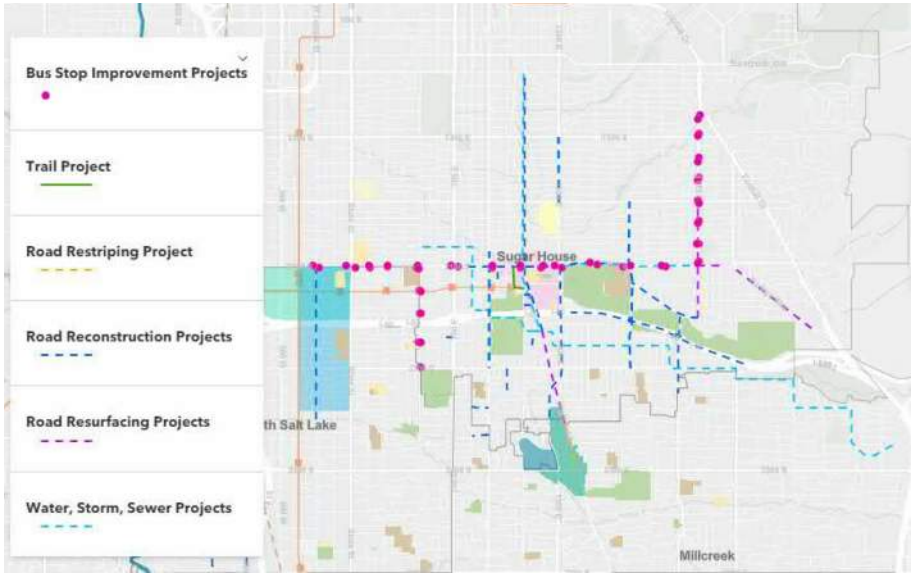
2024

- Reconstructing 1300 East - 2100 South the Salt Lake City Boundary

2025

- Reconstructing 2100 South - 700 East to 1700 East

Figure 3. Ongoing and Planned Construction



Land-Use Density

The following four maps illustrate existing and future land use density in the study area. Together, they illustrate areas of higher building density located in and around the Sugar House Business District, much of the South Salt Lake Area adjacent to I-80, and property in and around the Brickyard Shopping Center and the Millcreek City Center.

This first map illustrates parcel-building density which is the total building square feet divided by the parcel size. It shows the intensity of development on each parcel. The darker the red, the more intense the parcel-building density. Parcels that are not red are likely single family homes with large lots, open spaces and parks, or other parcels with small buildings.

Figure 4. Parcel Building Density

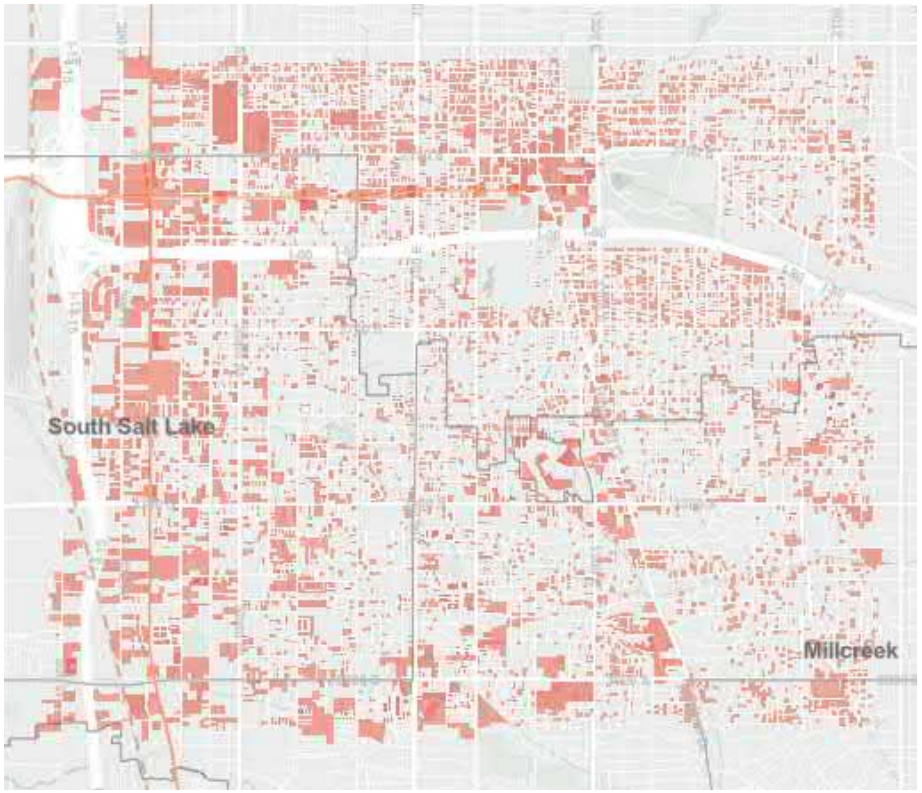


Figure 5 shows parcels with multiple building stories. The darker the red, the more building stories. There is a concentration in the Sugar House Business District, the parcel of the Salt Lake County Building, the area near South Salt Lake's Creative Industries Zone, and along 3900 South near St. Mark's Hospital.

Figures 6 and 7 show Household and Office Job estimates according to the Wasatch Front Regional Council's 2030 projections by transportation analysis zone (TAZ). While households are spread throughout the study area, there appear to be clusters south of 3300 South and north of 2100 South.

The 2030 office projection map shown in Figure 7 shows concentrations in the southeast corner of the Sugar House Business District and the TAZ encompassing the Salt Lake County Building.

Figure 5. Parcels with Multiple Building Stories

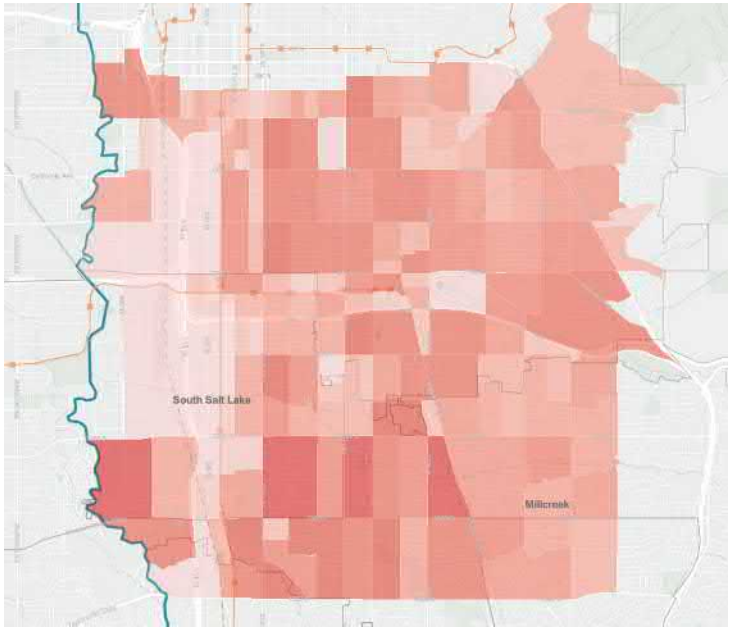


Figure 6. Household Projections

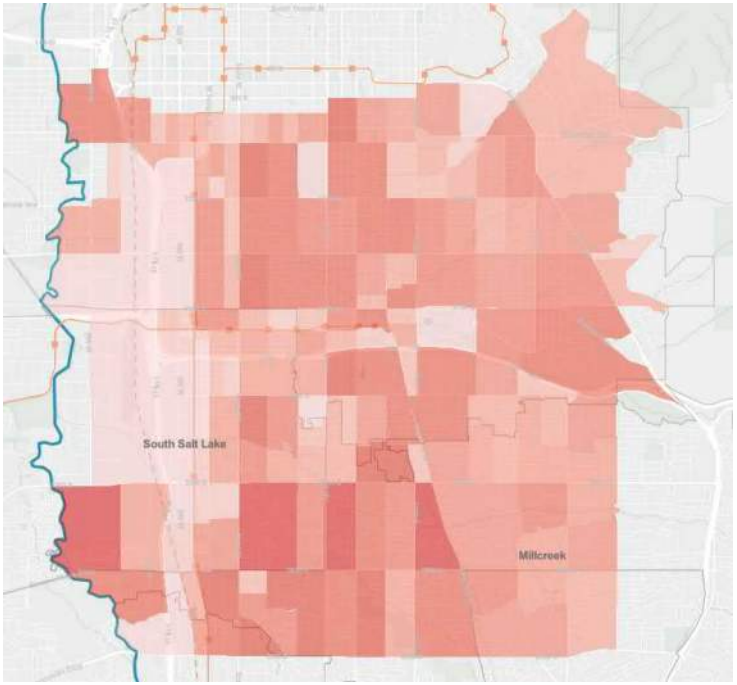
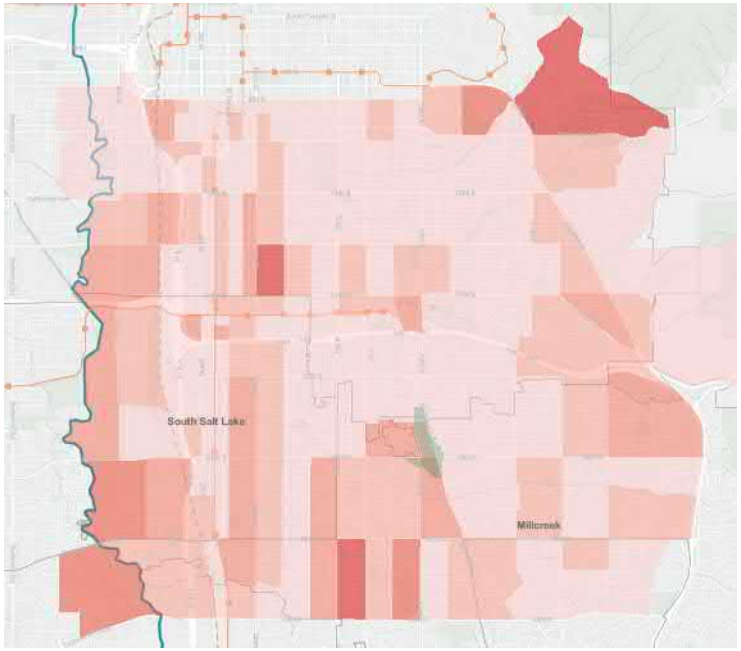


Figure 7. Office Projections



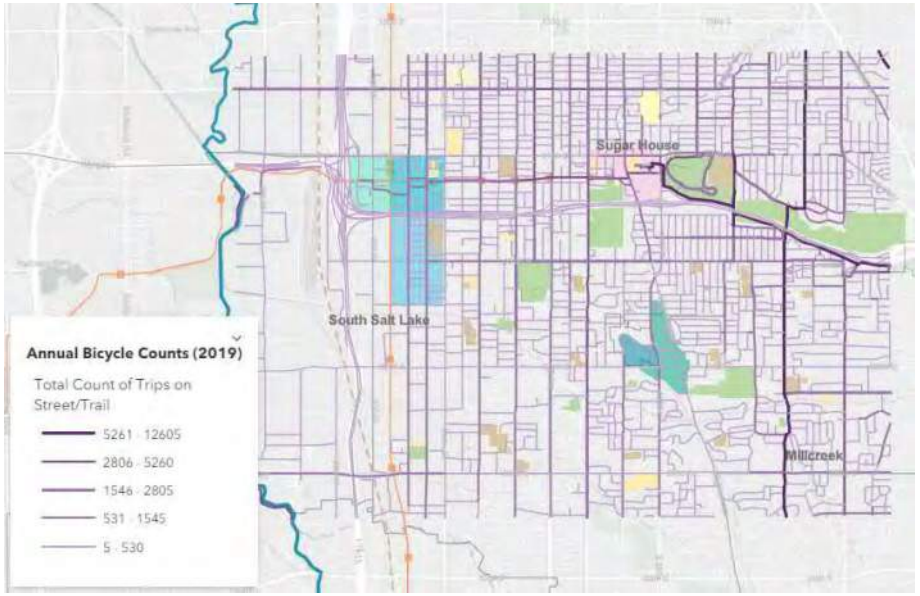
Bicycle Facilities

The Sugar House Business District possesses a number of important bikeway connections, shown in Figure 9, offering adjacent neighborhoods convenient access to numerous shopping and entertainment destinations. This includes east-west connections like Parley's Trail and bicycle facilities on 2700 S. The McClelland Trail provides a good north-south route linking Sugar House to the 9th & 9th District. Bicycle facilities are generally deficient in linking the Sugar House Business District to points south including Millcreek City Center and Brickyard. Parley's Trail also possess a vital gap between the Sugarmont TRAX station and "The Draw" where Parley's Trail crosses under 1300 East into Sugar House Park.

Annual Strava Data Bicycle Counts (2019)

The most heavily used corridors by Strava users include Parley's Trail, 1700 South, and 2700 South going east-west. This is likely attributed to the bicycle infrastructure on those roads and trails. Going north-south, there are more corridors used by riders, but the most heavily used are 900 East, 2100 East, and 2300 East south of I-80. Additional routes that seem to see higher volumes include Main Street, 300 East, 500 East, and 1300 East south of 3300 South.

Figure 8. Strava Bicycle Counts



Bicycle Travelshed Analysis

The planning team analyzed existing bikeways and lowvolume roadways suitable for bicycling to understand how accessible the Sugar House Business District is via surrounding neighborhoods based on typical trip durations of 5-, 10-, and 20-minutes. Sugar House Plaza was used as the origin for determining these "travelsheds". Given a gridded street network and ample streets suitable for bicycling, travelsheds would appear diamond-shaped. In Sugar House, east-west connectivity is strong thanks to the existence of Parley's Trail. Connections north towards Westminster and the East Liberty Park neighborhood are also good thanks to the McClelland Trail and several low-volume local streets. Bicycle connectivity begins to breakdown traveling south out of Sugar House. A lack of suitable bicycle facilities on 1300 E or Highland prevents access to Brickyard and Millcreek City Center within the 10- and 20-minute travel sheds. With improved bikeways, it could be possible to easily bike between the Sugar House Business District and Brickyard / Millcreek City Center in as little as 10-minutes.

Figure 9. Bicycle Facilities

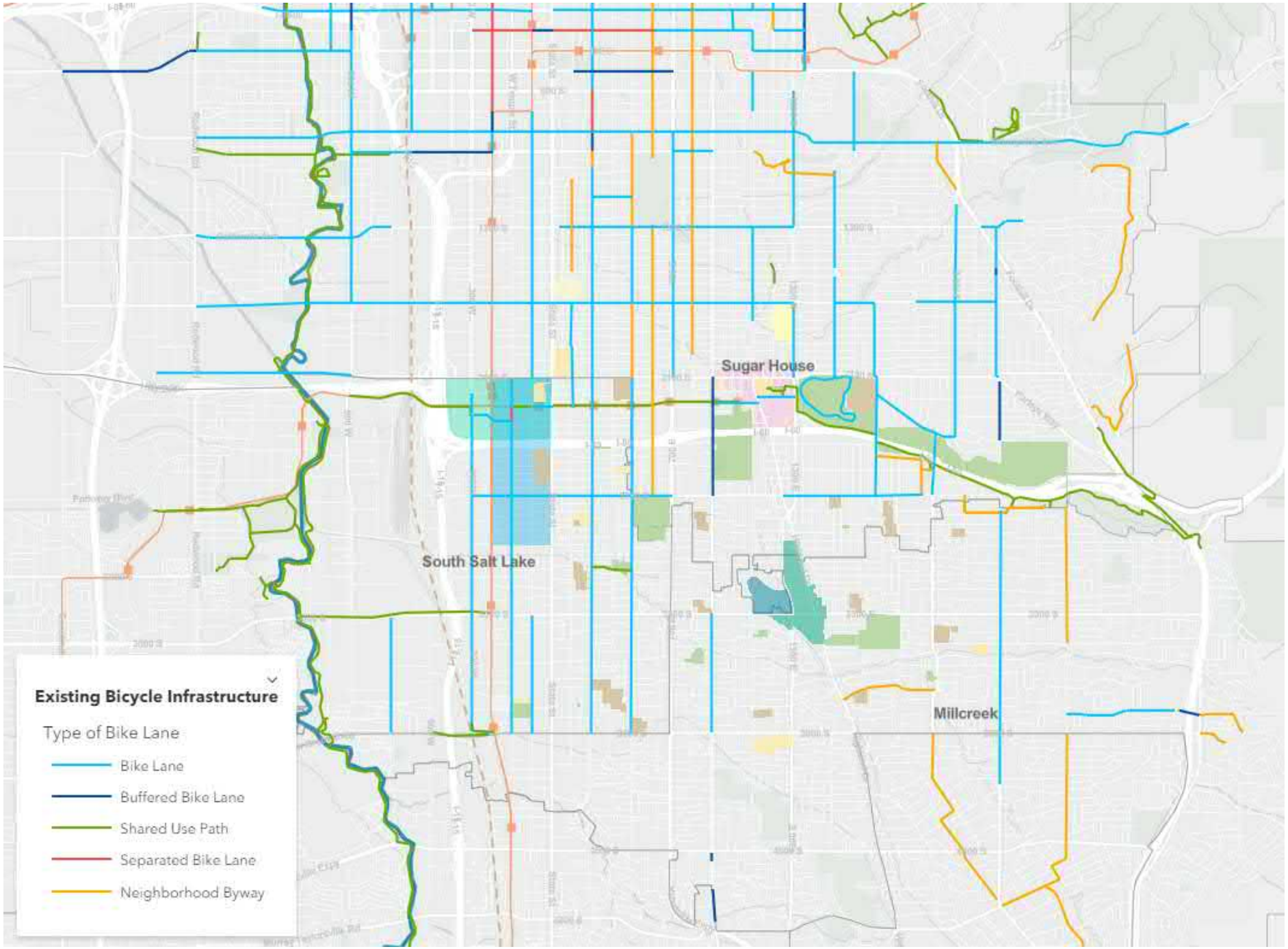
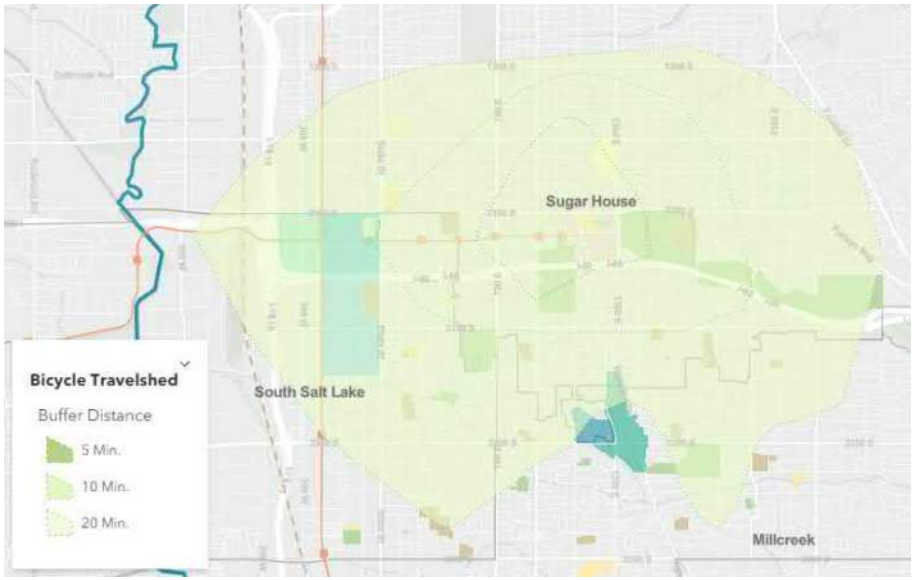
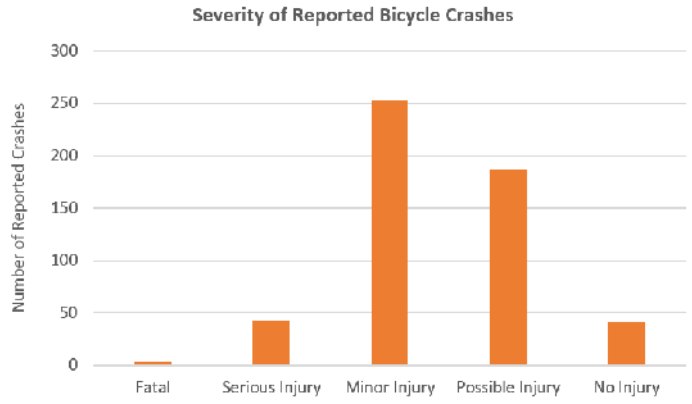


Figure 10. Office Bicycle Travelshed

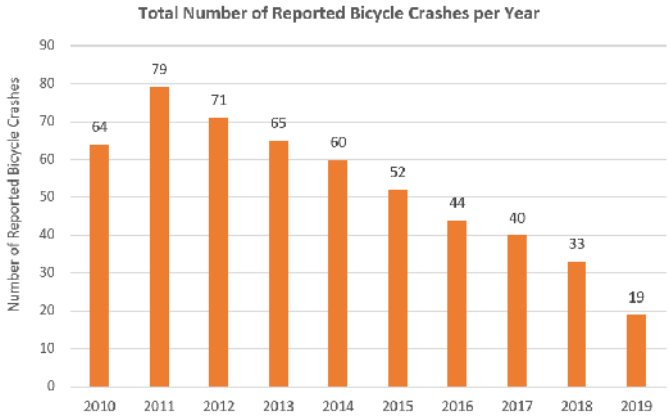


Bicycle Crashes

The planning team analyzed bicycle crashes between 2010 to 2019 by severity, location, year of occurrence, and daylight characteristics. Between 2010 and 2019, there were a total of 527 reported crashes involving bicycles. As shown in Figure 1, 3 of these crashes were fatal; 43 were reported as causing “serious injury;” 253 were reported as causing “minor injury;” 187 were reported as causing “possible injury;” and 41 were reported as causing “no injury.” The three fatal injuries occurred at the intersection of 2100 South and 1200 East, 3300 South and 1570 East, and 900 West and 3100 South.

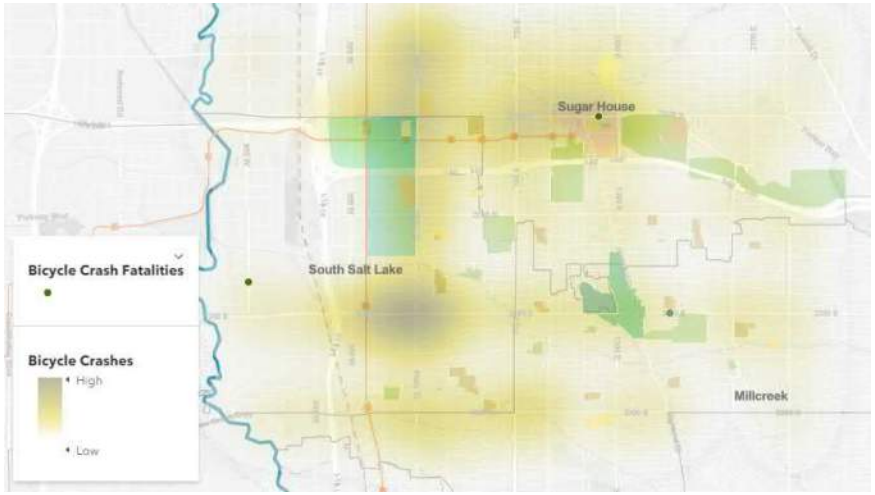


70% (366) bicycle crashes occurred at intersections, while 30% (161) occurred at non-intersections. Only two percent of crashes occurred at a bicycle or pedestrian path intersection. 30% (160) of bicycle crashes occurred on roadways with designated bicycle infrastructure, whereas 70% (367) occurred on roadways without designated bicycle infrastructure, pointing to the importance of developing safe and comfortable bicycle facilities. The majority of crashes occurred on the largest arterial roads such as State Street, 2100 South, and Highland Drive.



Reported bicycle crashes have decreased over time, with earlier years showing higher number of crashes than later years as shown in Figure 2. In 2011, 79 crashes were recorded. In 2019, only 19 crashes were recorded. Note that this could be due to incomplete crash reporting.

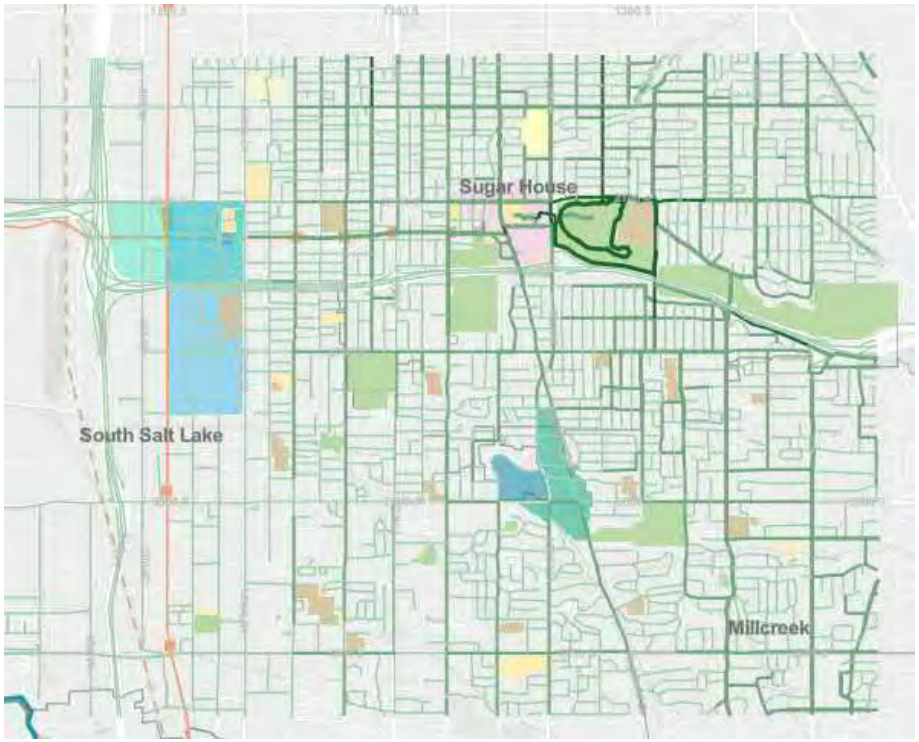
Figure 11. Bicycle Crashes



Annual Strava Data Pedestrian Counts (2019)

The pedestrian count data indicates the heaviest activity in and leading to Sugar House Park, which makes sense given its recreative nature. 1100 East, 2100 South, and the S-Line and Parley's trail also see a fair number of pedestrian counts. More pedestrian activity seems to occur in the northeast quadrant of the study area.

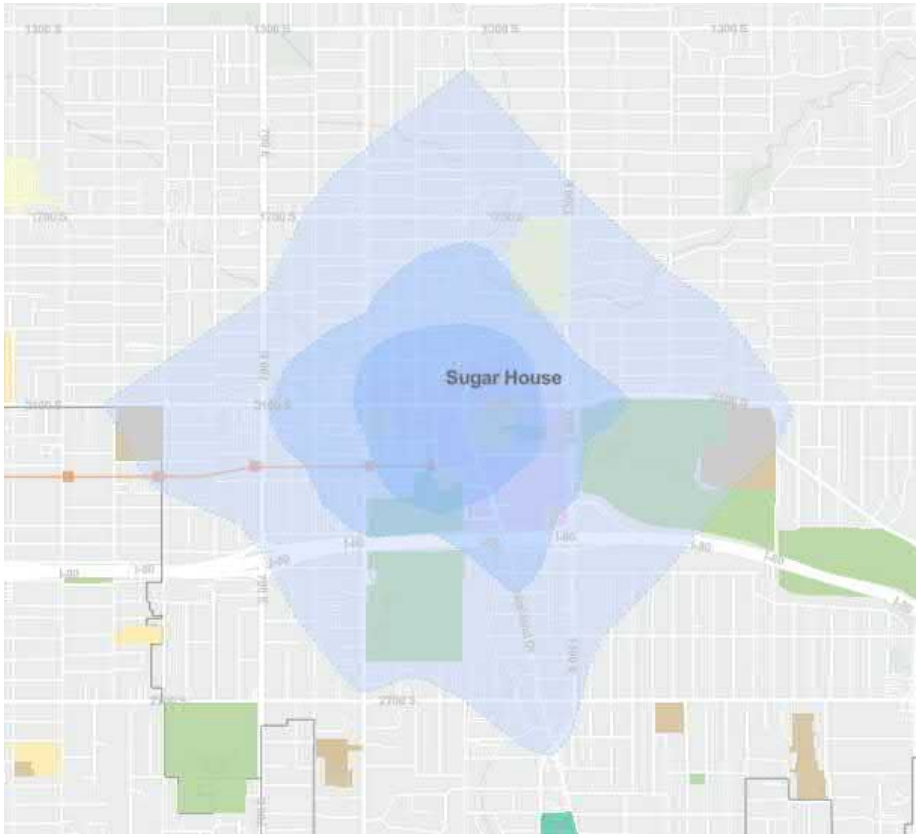
Figure 12. Strava Pedestrian Counts



Pedestrian Travelshed Analysis

The planning team analyzed existing sidewalks suitable for walking to understand how accessible the Sugar House Business District is via surrounding neighborhoods based on typical trip durations of 5-, 10-, and 20-minutes. Sugar House Plaza was used as the origin for determining these "travelsheds." Given the area's gridded street network that's outfitted with sidewalks on most streets, the pedestrian travel shed is roughly diamond shaped similarly to the bicycle travel shed. Connectivity to the north, west, and east is strong thanks to the existence of sidewalks on nearly every street in these neighborhoods. Connectivity to the south is weaker due to the lack of sidewalks on some local roads, dead-end cul-de-sacs, and the division of some neighborhoods by Interstate 80. Many roads either dead-end at the Interstate or do not provide adequate walking facilities, presenting a challenge for those walking to the south of the Sugar House Business District. With focused investment on implementing missing sidewalk links and connecting cul-de-sacs, the 20-minute pedestrian travel shed could be expanded to include the Highland Park Elementary School neighborhoods and other nearby areas.

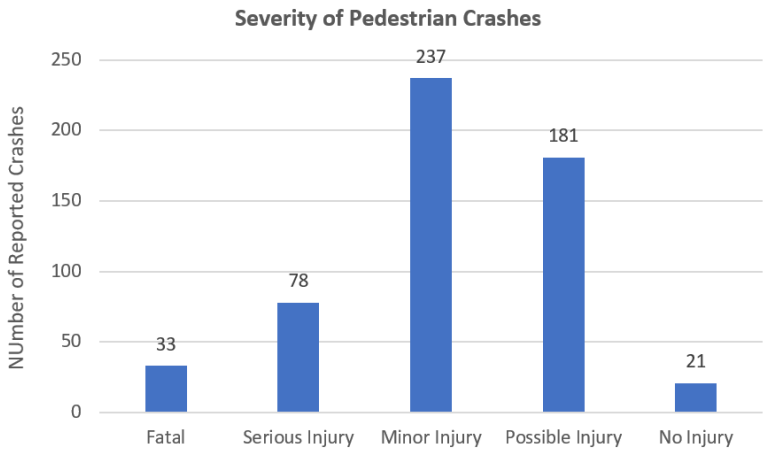
Figure 13. Pedestrian Travelshed



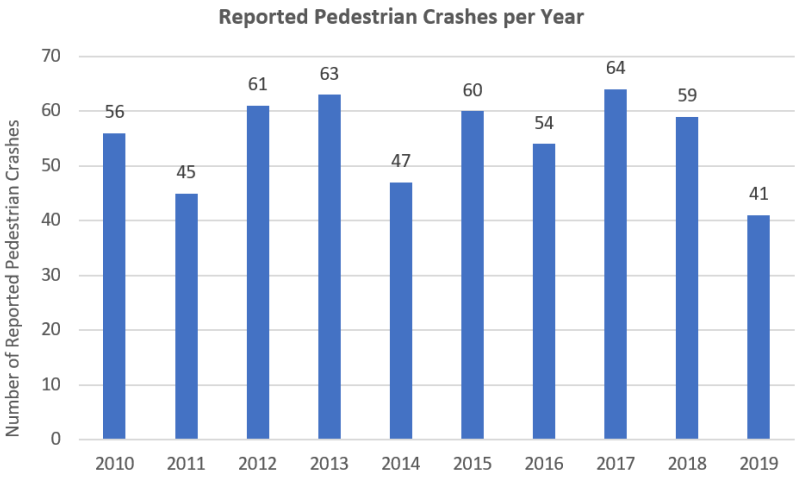
Pedestrian Crashes

The planning team analyzed pedestrian crashes between 2010 to 2019 by severity, location, year of occurrence, and daylight characteristics. Between 2010 and 2019, there were a total of 550 reported crashes involving pedestrians. As shown in Figure 4, 33 of these crashes were

fatal; 78 were reported as causing “serious injury;” 237 were reported as causing “minor injury;” 181 were reported as causing “possible injury;” and 21 were reported as causing “no injury.”

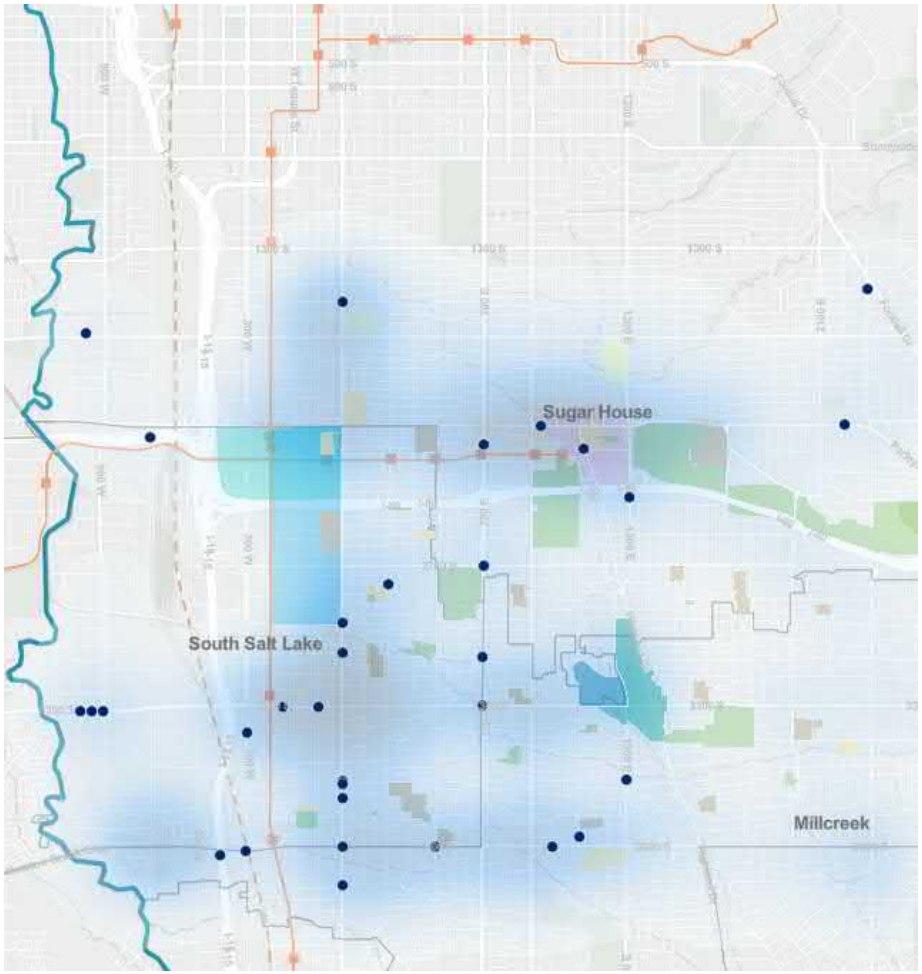


69% (378) of pedestrian crashes occurred at intersections, while 31% (172) occurred at non-intersections. Crashes appear to be centered around commercial areas with high to moderate pedestrian activity, such as the Sugar House Business District, 3300 South, State Street, 2100 South, and State Street.



The number of reported crashes has varied over time, with the majority of crashes occurring in 2017 (64), 2013 (63), and 2015 (60). 2019 showed the lowest number of reported crashes, with only 41 crashes reported. Note that this number could be due to incomplete crash reporting.

Figure 14. Pedestrian Crashes



Transit Connections

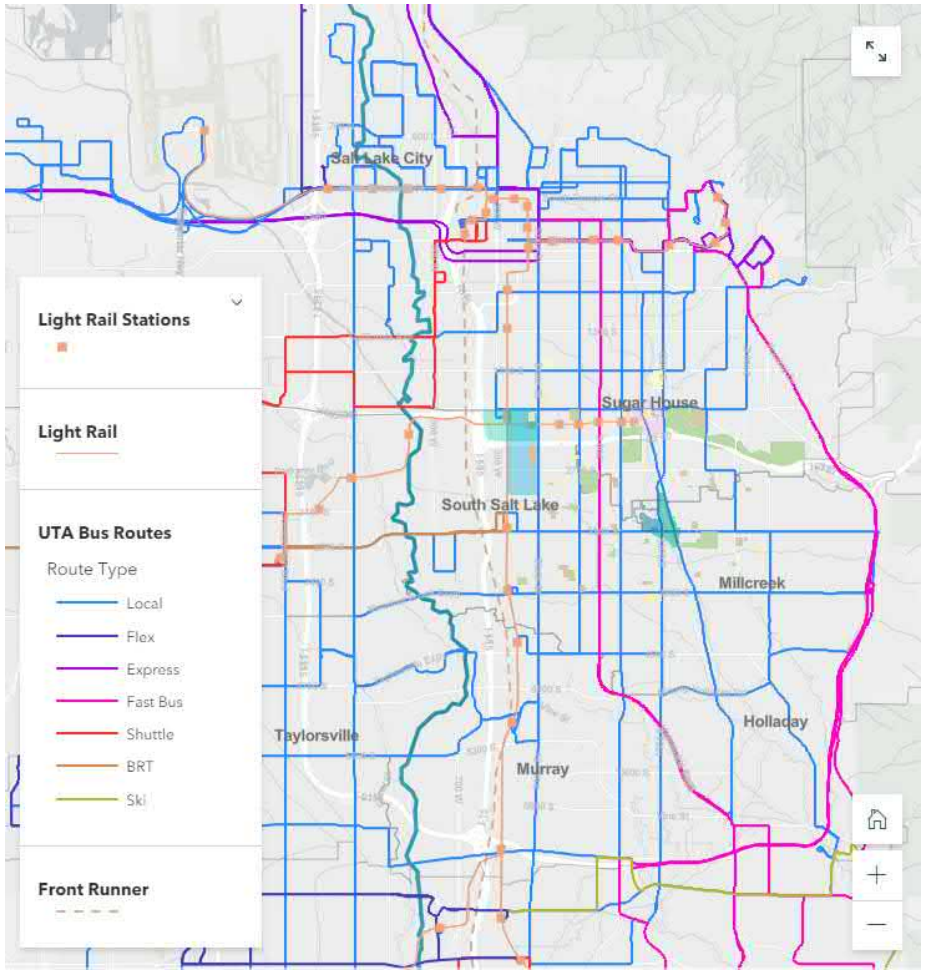
The study area is well served by bus transit with routes running along major north-south and east-west corridors. A summary of the bus routes and their peak period headways in the study area is shown in the table below.

Route	Name	Mode	Peak Frequency
4	400 South	Local Bus	30
17	1700 South	Local Bus	30
21	2100 South	Local Bus	15
33	3300 South	Local Bus	15
35M	MAX - 3500 South	Bus Rapid Transit	15
200	3900 South	Local Bus	15
205	State Street North	Local Bus	15
209	500 East	Local Bus	15
213	900 East	Local Bus	15
220	1300 East / 1100 East	Local Bus	30
223	Highland Drive / 1300 East	Local Bus	15
307	2300 East / Holladay Blvd	Fast Bus	6 Trips
313	Cottonwood Heights Fast Bus	Fast Bus	6Trips
320	Highland Drive Fast Bus	Fast Bus	4 Trips
354	Sandy / U of U Fast Bus	Fast Bus	6 Trips

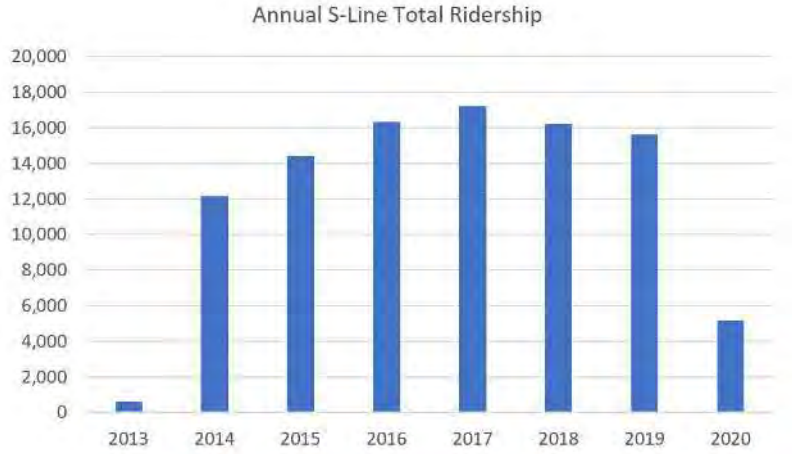
The study area is also served by light rail service including three TRAX lines on the west side and a streetcar (the S-Line) which runs from Central Pointe Station in South Salt Lake to its terminus at Fairmont Station in the Sugar House Business District. At Central Pointe Station, riders can transfer from the S-Line to the Green, Blue, and Red TRAX light rail lines. These lines reach West Valley and the Salt Lake City International Airport, Draper and Salt Lake Central Station, and Daybreak and the University of Utah, respectively. The table on the top right provides a summary of light rail service.

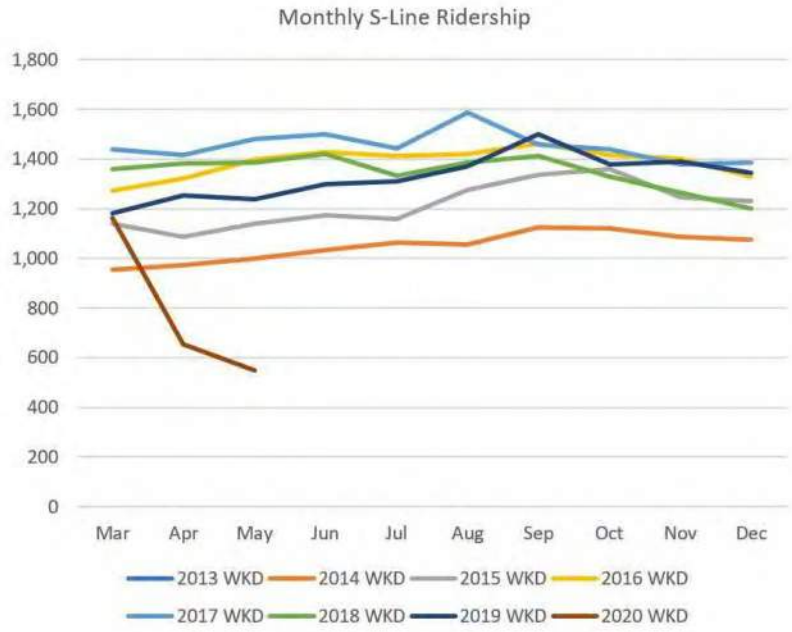
Route	Name	Mode	Peak Frequency
701	Blue Line	Light Rail	15
703	Red Line	Light Rail	15
704	Green Line	Light Rail	15
720	S-Line	Streetcar	15

Figure 15. Transit Network



The two charts below show more detailed information on SLine ridership. The first shows a steady increase in ridership from 2014 to 2017 and then a slight drop in years 2018 and 2019. The second chart shows that ridership remains steady throughout the months, with slight peaks in August and September.





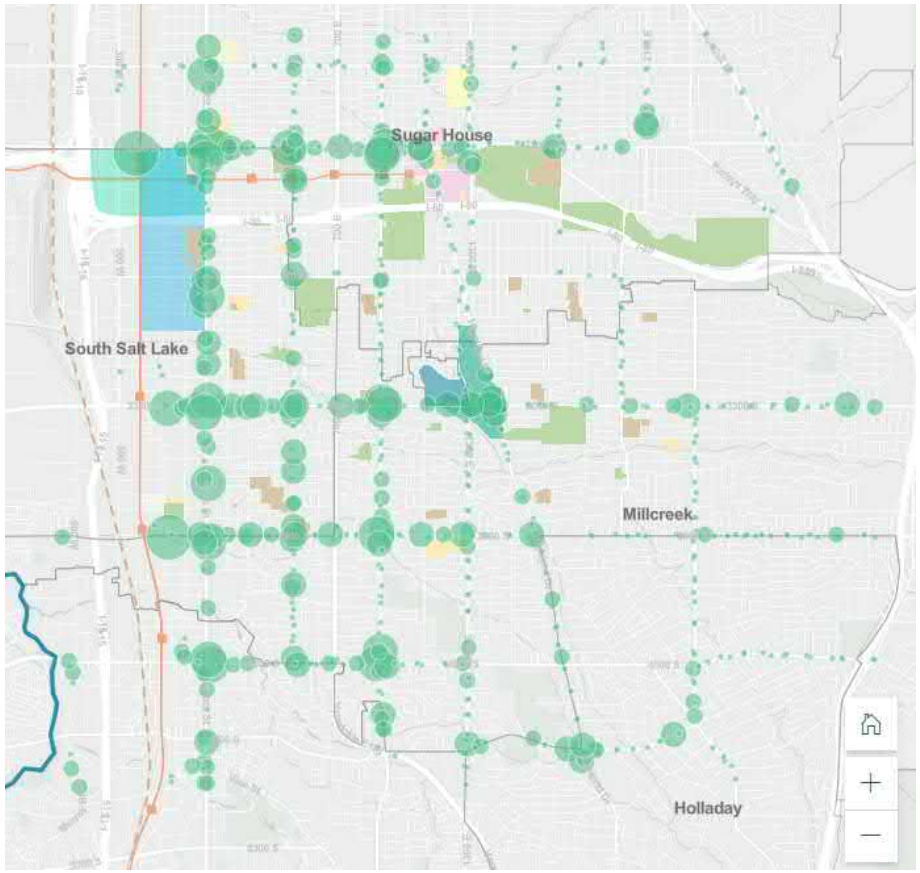
An Alternatives Analysis (AA) study will be conducted following this study to explore extending the S-Line south of its current terminus at Fairmont Station to Millcreek and Holladay, either down Highland Drive or 1300 East or a combination of north-south streets.

The region's heavy rail commuter line, Front Runner, also appears on the map, but is considered out of the study area.

Transit Boardings

The map shows average daily boardings at bus stops and SLine stations. It shows that the majority of boardings occur along the S-Line, 2100 South, 3300 South, and at major road intersections such as 900 East and 3900 South.

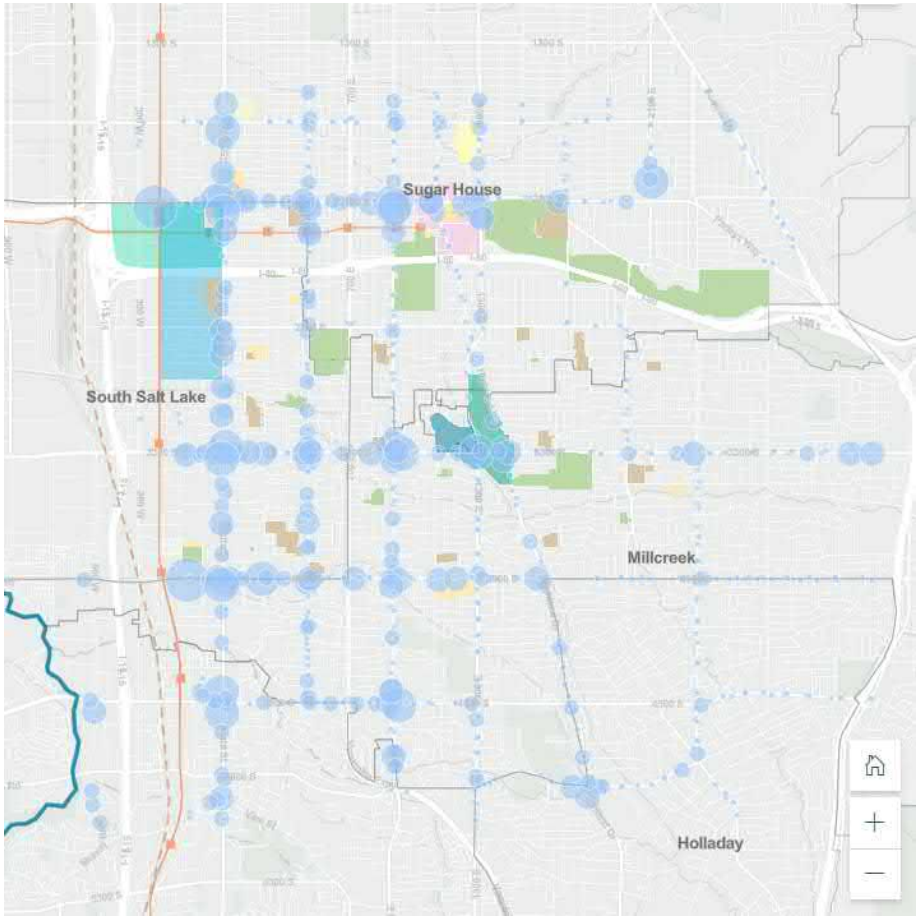
Figure 16. Transit Boardings



Transit Alightings

The transit alightings (when passengers get off the bus) map show that while the same bus stop locations tend to show more activity, 2100 South, 3300 South, and intersections such as Highland Drive and 3300 South, there is overall less activity. This may or may not accurately reflect actual alightings since fewer people “tap off” when getting off the bus.

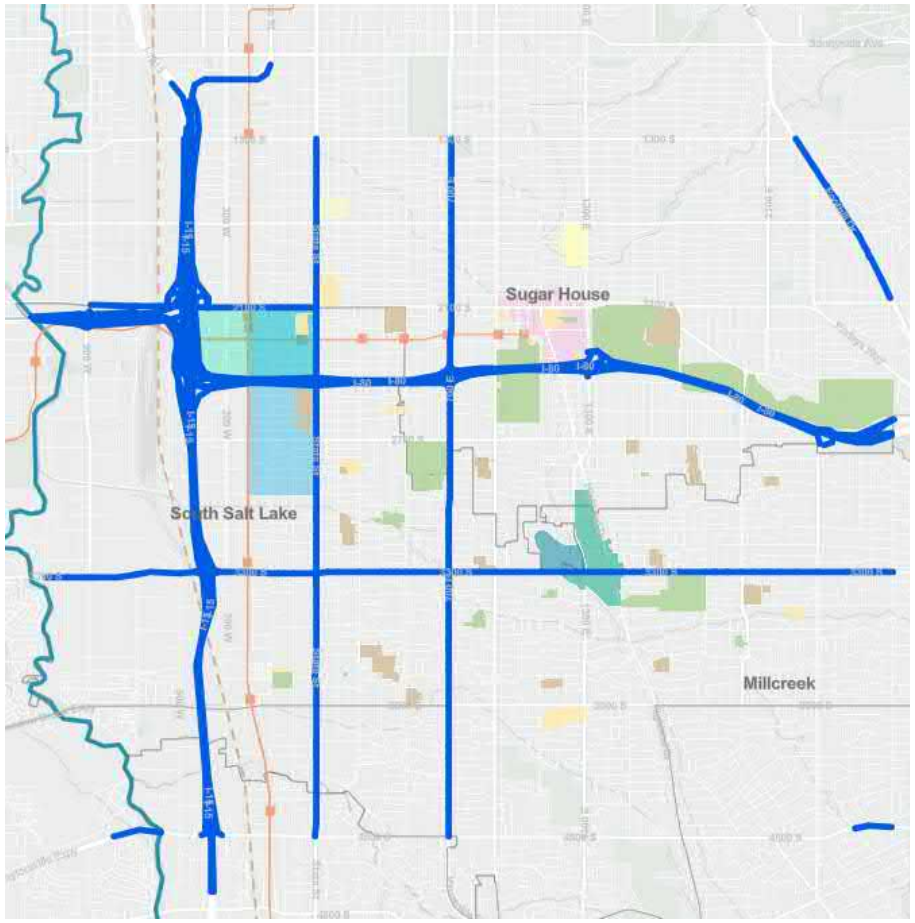
Figure 17. Transit Alightings



Freight Network

The freight network through the study area consists of freeways, arterials, and major collectors. These routes include I-80, I-15, State Street, 700 East, 3300 South, and 2100 South west of State Street. These roads tend to be auto-priority and should likely be avoided as routes for active transportation.

Figure 18. Freight Network

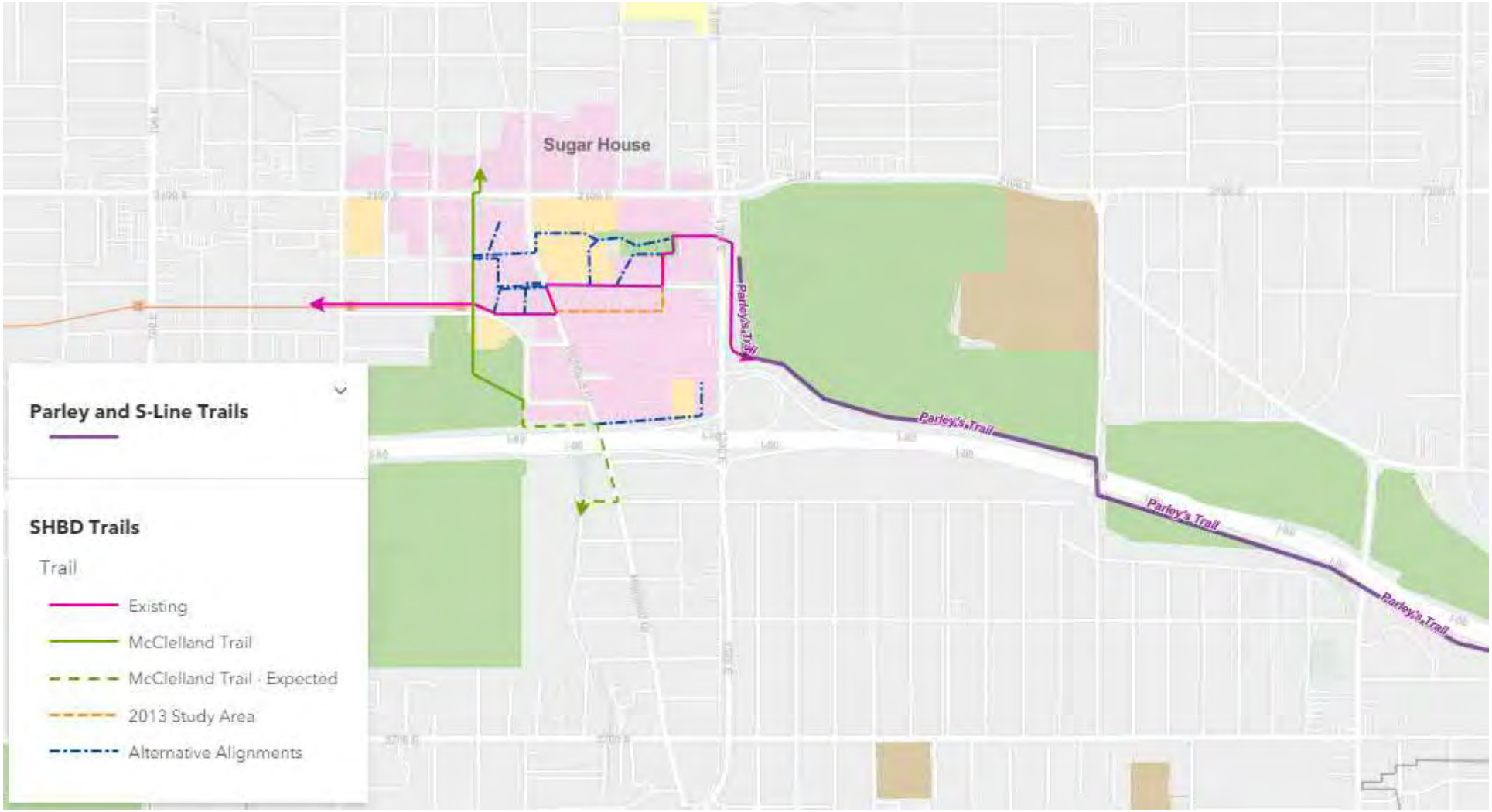


Sugar House Parley’s Trail

The next map shows how Parley’s Trail currently connects through the Sugar House Business District. It passes north of the S-Line tracks east along Sugarmont Drive. It picks up at Wilmington Avenue and continues east, where it cuts north and goes through an alley behind Wilmington Flats, through the southeast corner of Hidden Hollow and then east through The Draw tunnel into Sugar House Park. The connection between Sugarmont Drive and Wilmington Avenue along Highland Drive is unofficial and informal. The map conveys several routing

alternatives through the Sugar House Business District, which include a route for pedestrians through the new Sugarmont Apartments. The McClelland Trail is also depicted in green and green dashed lines for existing and expected routes, respectively.

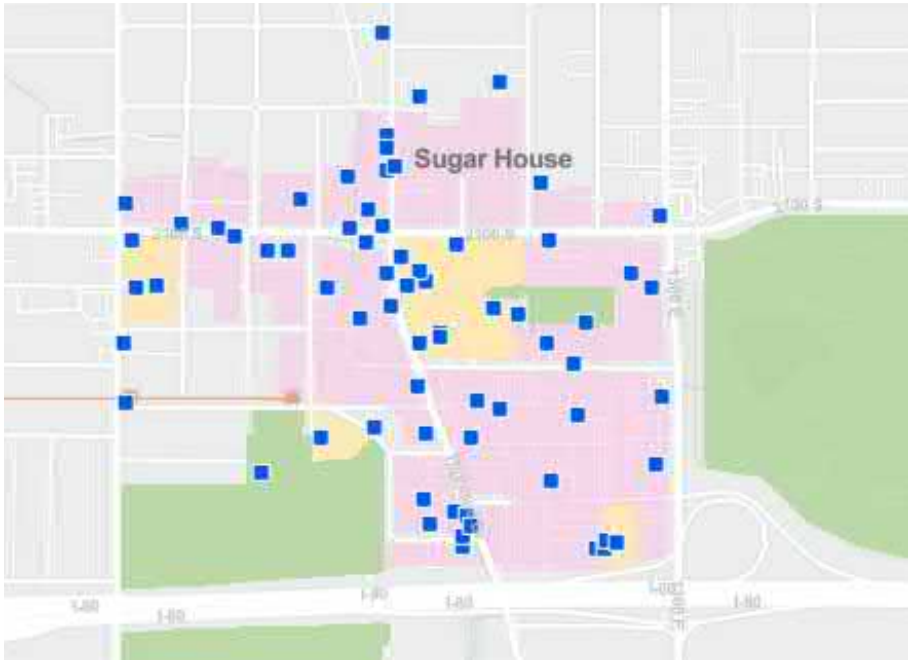
Figure 19. Sugar House



Bike Parking in Sugar House Business District

This map illustrates the extent of bicycle parking in the Sugar House Business District as of July 2020. Many of the facilities are still in place that existed when the 2013 study was completed. As new development has happened, bicycle racks have been added next to several new buildings indicating more acceptance and support of cycling in the study area.

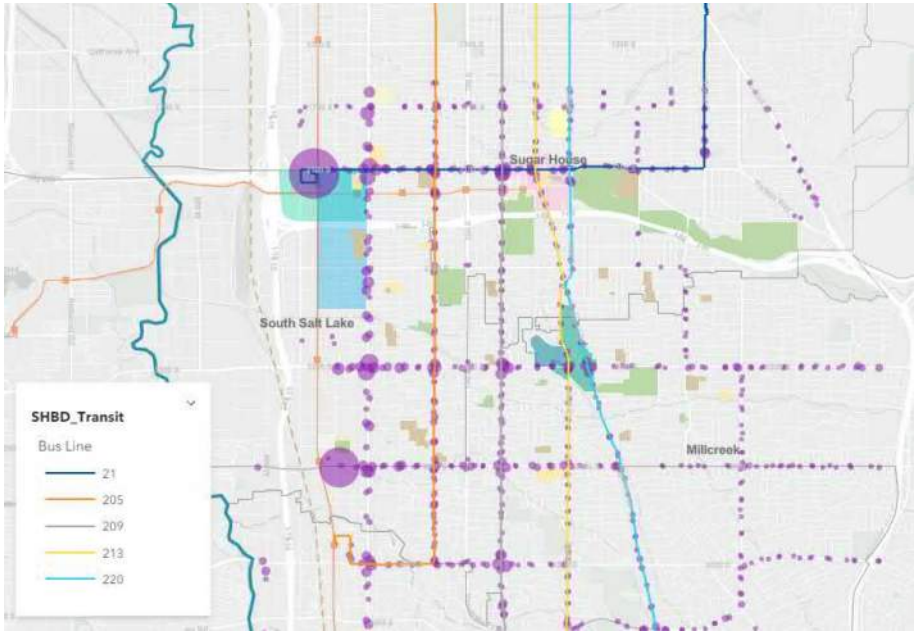
Figure 20. Bike Parking in Sugar House Business District



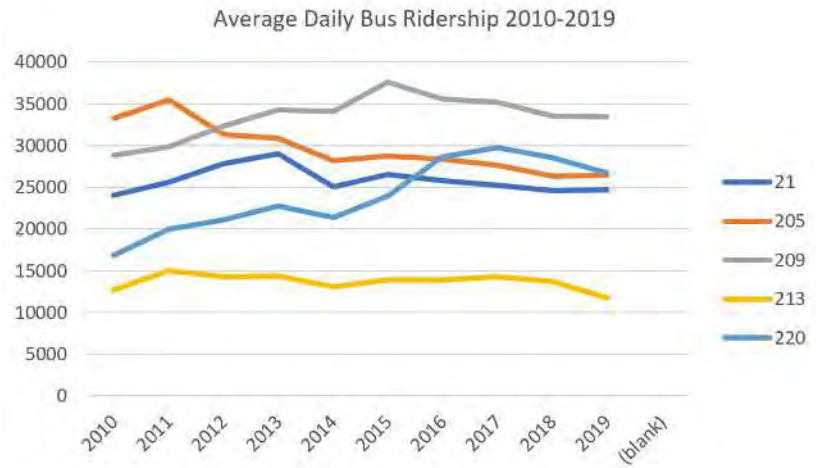
Sugar House Transit Service

The Sugar House Transit Service map shows four bus lines (209, 21, 213, 220) and the S-Line streetcar route as well as 2019 total average daily boardings and alightings for stops in the study area. The map illustrates a concentration of activity at the Fairmont Station (corner of McClelland and Sugarmont), and at 900 East and 2100 South. Some of the new office development in Sugar House such as the University of Utah Health Clinic likely has not been around long enough to impact bus stop use on Highland Drive between Ashton and Stringham, but it is likely that location will begin to see more activity.

Figure 21. Sugar House Transit



The line chart below shows average daily ridership on bus lines that run through the Sugar House Business District from 2010 to 2019. Ridership has remained mostly flat or has risen for most lines except route 205, which has seen a slow decline that has flatten since 2011. All lines saw a small dip in service in 2014, which may be related to the launch of the S-Line.



Public Comment Summary

The study engaged the public over several months in the summer and early fall of 2020. The first format was through an interactive public comment map in which members of the community could leave general or specific comments on circulation in the study area. Specific comments were tied to either points or lines that they drew on a map.

The majority of comments pertained to safety and biking (see pie chart). Beyond those overarching comment tags, the three most common big ideas revolved around:

1. Improved signage & wayfinding
2. Need for addition bicycle facilities to improve ridership and safety
3. Improved street crossing environments for pedestrians

Improved Signage and Wayfinding

Several comments addresses the lack of or limited signage for the trails that connect in the study area including Parley's, the McClelland, and the Millcreek Trails.

Additional Bicycle Facilities

In general, several corridors were identified as lacking bicycle lanes which made riders feel unsafe traveling along them, especially where cars may be traveling at high speeds.

Improved Street Crossings

Many intersections or mid-block crossings were identified as places for improved pedestrian infrastructure. Respondents indicated they felt unsafe and did not walk because it was too difficult to connect in some of these areas without better pedestrian facilities.

Gaps and Barriers

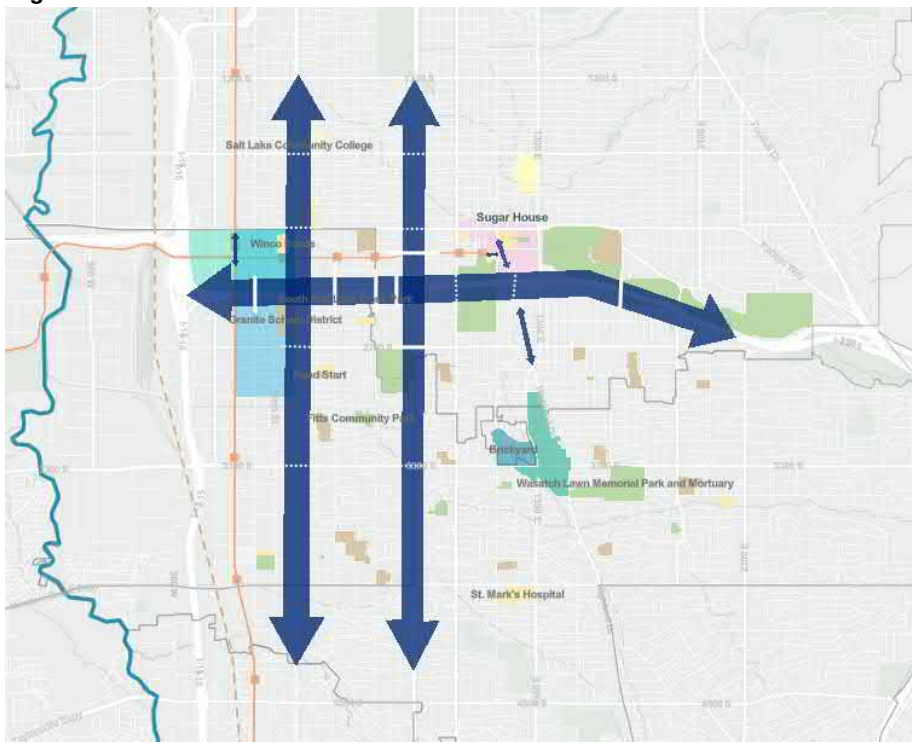
A gaps and barriers analysis was done by assessing information gathered in existing conditions and in the public comments about the study area. The following three maps indicate major barriers and gaps and targeted pain points for active transportation circulation.

Barriers

The study area is dissected by three large linear barriers: I-80 dividing areas north and south, and State Street and 700 East dividing areas east and west. These auto-priority thoroughfares can be challenging and create undesirable conditions for traveling for cyclists and pedestrians. The thick blue lines on the map indicate these barriers' locations. White lines across them indicate safer or more welcoming crossing conditions. Dashed white lines indicate locations where it is physically possible to cross, but the environment may not be ideal and will likely deter all but the most determined of people.

Smaller barriers are also indicated to show smaller corridors that are difficult to cross. They are at the intersection of the S-Line and TRAX lines near Central Pointe Station, between the Sugar House Business District and Millcreek City Center along Highland Drive, and a small point along Sugarmont Drive between McClelland Street and Highland Drive.

Figure 22. Barriers



Gaps

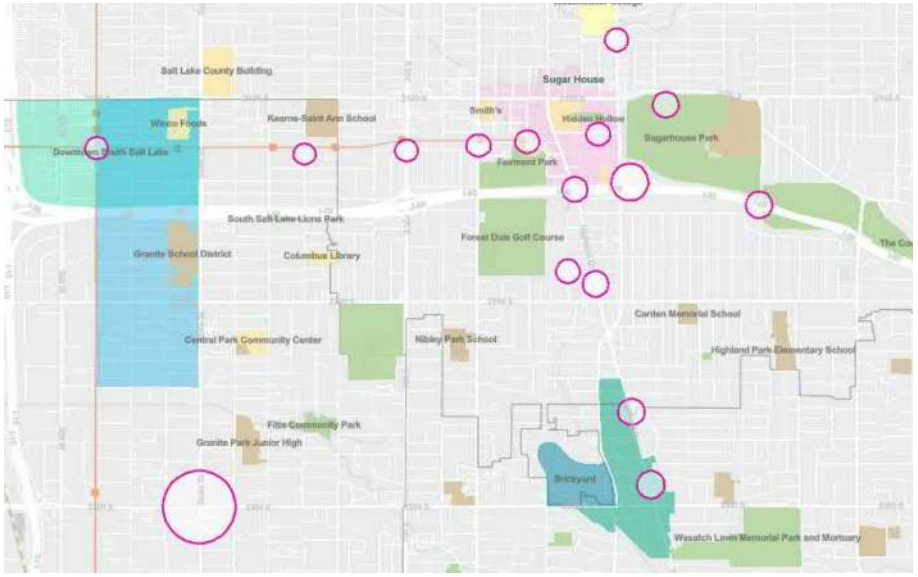
The gaps on the map depict areas and corridors of missing connections or infrastructure for active transportation in the study area. There are six primary gaps listed below. Additional gaps in connectivity are illustrated with dashed lines. Those include connections from the northeast neighborhoods into the Sugar House Business District, connections east-west through the City of Millcreek, and a possible connection south of I-80 that could function as an alternate route to cycling infrastructure that exists on 2700 South and Parley's Trail.

- Gap 1: Parley's Trail through Sugar House Business District
- Gap 2: 2700 South - 700 East to 1300 East- gap in bikeway infrastructure
- Gap 3: Sugar House Business District to Millcreek City Center/ Brickyard; gaps in bikeway and pedestrian infrastructure
- Gap 4: 3300 South: Gaps in bikeway and pedestrian infrastructure; future study planned
- Gap 5: 2100 South: lacking bikeways, inconsistent pedestrian facilities outside of Sugar House Business District
- Gap 6: 900 East - 2700 South to 3300 South- Gap in regional bikeway network; connects to Millcreek City and planned Salt Lake City bikeway

Figure 23. Gaps



Figure 24. Pain Points



Pain Points

The third map in this series illustrates specific pain points across the study area. These are comprised of trail areas that are confusing, dangerous or difficult intersections to cross, missing active transportation infrastructure such as sidewalk, and other similar issues that make connectivity in the area challenging.

1. Parley's Trail route confusing
2. Lack of sidewalk on 400 East creates difficulty accessing the S-Line
3. Signal to cross is slow and de-incentivizes biking
4. Dangerous crossing conditions for pedestrians/cyclists via multi-use path
5. Confusing and dangerous intersection
6. Parley's Trail signage and location confusing - often blocked by vehicles
7. Difficulty crossing 1300 East via Westminster Ave even though it is a common route to SHBD from northeast
8. Tunnel not inviting to AT, but wide enough for additional facilities
9. This intersection is extremely difficult/ unfriendly to cyclists/ pedestrians

10. Difficulty crossing 2100 South into park, signs about directionality not clear, lack of bike racks
11. Difficult crossing at 1700 East - debris and snow accumulate in protected northbound bike lane
12. McClelland Trail not clear
13. Parking on Highland Drive not used - bike lane opportunity?
14. Difficult intersection to cross
15. Sidewalks in poor condition - but wide enough to install shared use path
16. Dangerous crossing conditions

Appendix A

Program and Policy Recommendations Attachments

Creative Placemaking

Sugar House BD, Highland Drive

Existing Conditions:	
Program Extent:	Sugar House Business District, Highland Drive
Land Use:	Commercial District
Program Destinations:	Shopping centers, S-Line, Parley's Trail, U of U Health Clinic, Sugarhouse and Fairmont Parks
Project Alignment: Guiding Principles:	Safety, Sustainability, Choice, Connectivity, Health, Collaboration
Planning Integration:	This recommendation supports the safety, choice, health, and collaboration guiding principles.
Program Description:	A creative placemaking program in the Sugar House Business District would formalize activities and small improvements that encourage people to spend time outside on the streets of the commercial areas. It would include staff time and funding to encourage public art installations, street furnishings, and activities and events that boost social and economic vibrancy.
Potential Impacts:	Conflicts with vehicles created by temporary or permanent placemaking elements would need to be mitigated.
Collaborations and Partnerships:	Salt Lake City Arts Council, Sugar House Chamber of Commerce, Utah Arts Alliance, Salt Lake County Arts & Culture
Implementation Phasing:	Short- to mid-term







Green Conflict Markings on Regionally-Significant Bikeways

Existing Conditions:

Program Extent: Neighborhood centers within the study area including the Sugar House Business District, South Salt Lake Downtown, Brickyard, and Millcreek's City Center

Description: Green conflict markings on bikeways increase the visibility of the facility, highlight potential areas of conflict, and reinforces priority to bicyclists in conflict areas. Historically, Salt Lake City has used green conflict markings near Downtown bikeways where bikeway use is highest. As the neighborhood centers within the study area, such as the Sugar House Business District, continue to grow and attract more trips, green conflict markings should be implemented on new and existing bikeways. Color should always be applied consistently to facilitate clear understanding for all roadway users.

Project Alignment: Guiding Principles: Safety, Choice, Connectivity, Collaboration

Planning Integration: Supports multimodal goals inherent in plans including the Salt Lake City Pedestrian and Bicycle Plan Update, the Millcreek City Center Master Plan, and the South Salt Lake Downtown Master Plan.

Collaborations and Partnerships: Salt Lake City, South Salt Lake, Millcreek, Holladay

Implementation Phasing: Short- to mid-term

Potential Recommended Corridors:

- Highland Drive
- Parley's Trail through the Sugar House Business District
- 900 East
- 2700 South

Benefits of Green Conflict Markings

- Promotes the multi-modal nature of a corridor
- Increases the visibility of bicyclists
- Discourages illegal parking in the bike lane
- When used in conflict areas, raises motorist and bicyclist awareness to potential areas of conflict
- Increases bicycle comfort through clearly delineated space
- Increases motorist yielding behavior
- Helps reduce bicycle conflicts with turning motorizes

TYPICAL APPLICATION

Green conflict markings are typically used within bikeways, especially at turning conflict areas, intersections, and driveways. These locations present areas where typical vehicle movements frequently encroach into bicycle space, but where the prevailing speed of turning traffic is low enough that motorist yielding behavior can be expected.





Photos (top to bottom): Typical application of green conflict markings (NACTO, 2019). Example of green conflict markings on 200 W in Salt Lake City.

Dashed Color in Conflict Area

- Color should be applied in a dashed pattern within a dashed bicycle lane to indicate conflict area/merging area.
- Dashed application of color pavement mimics typical traffic striping layouts, where dashed markings indicate areas where merging is permitted.
- Colored surface should be skid resistant and retro-reflective.
- Normal white bike lane lines should be provided along the edges of the colored lane to provide consistency with other facilities and to enhance nighttime visibility.
- A "Yield to Bikes" sign should be used at intersections or driveway crossings to reinforce that bicyclists have the right-of-way at colored bike lane areas.

Maintenance costs vary depending on paint and material used.



*The intersection of **Highland Drive and 2100 South** is an area that could benefit from green conflict markings.*



*The intersection of **Highland Drive and Wilmington Ave (Parley's Trail)** is an area that sees large volumes of bicycle traffic traveling along the Parley's Trail.*



***900 East** is a regionally-significant bikeway and could benefit from green conflict markings, especially near high-conflict areas such as Nibley Park Elementary.*

Wayfinding & Signage
Local Link Study Area

Existing Conditions:

Program Extent: Sugar House Business District, Downtown South Salt Lake, Millcreek City Center, along major trails and bicycle corridors

Project Alignment: Guiding Principles: Choice, Connectivity, Collaboration, Transparency & Engagement

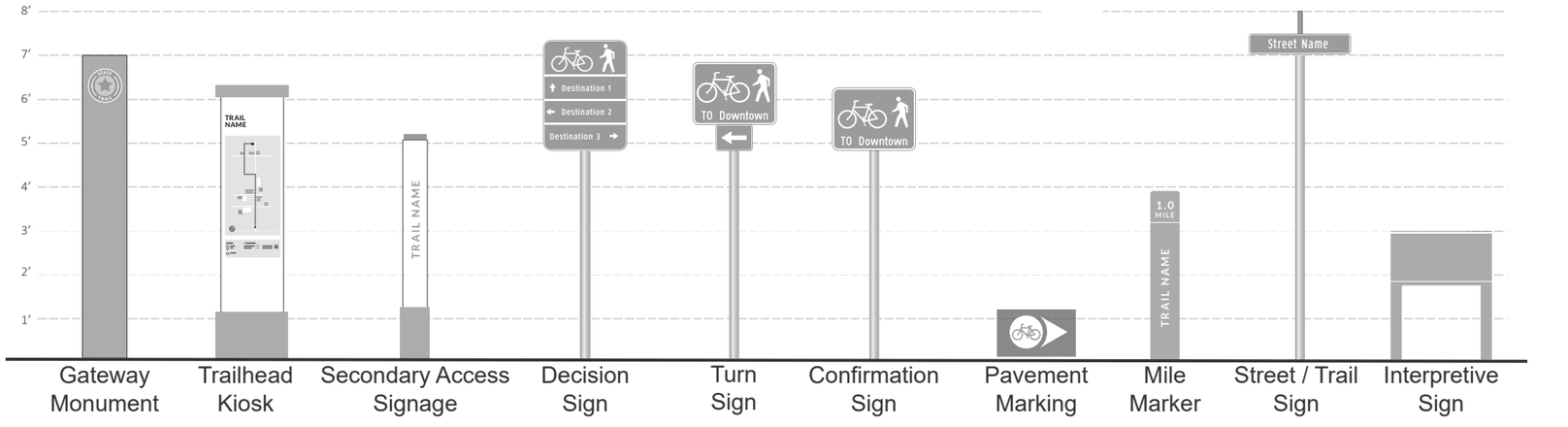
Planning Integration: Good wayfinding and signage is part of the Millcreek City Center and South Salt Lake Strategic Mobility master plans.

Program Description: Successful signage and wayfinding projects include a comprehensive network that develops a variety of sign types for different users. The signage is legible, consistent, and demonstrates a hierarchy of information and sign types. Identity and placemaking should be supported by signage and information in the signage should be inclusive using symbols, icons, or multilingual text.

Wayfinding throughout the Local Link study area should create a consistent visual language with a clear hierarchy of signage types including access signs indicating primary gateways, fundamental and enhanced navigation, and educational interpretive signage.

Collaborations and Partnerships: South Salt Lake, Salt Lake City, Millcreek, Salt Lake County, and WFRC

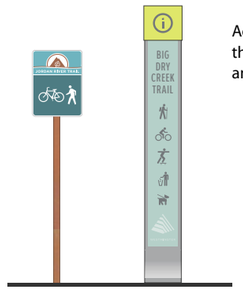
Implementation Phasing: Short- to mid-term



Trail wayfinding and signage elements



The Indianapolis Cultural Trail is very well defined an marked in a variety of ways that include pavement paint, art, and consistent application of the trail logo.

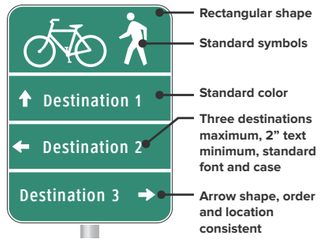


ACCESS

Access signage may vary from a simple confirmation sign stating the name of the route to a kiosk that has route name, map panel, and additional destination information

FUNDAMENTAL NAVIGATION

Fundamental navigation signage can vary from decision signs to turn signs to confirmation signs. These signs clarify potentially ambiguous routes, a change in direction of a route, or indicate the direction of a destination.





ENHANCED NAVIGATION

Enhanced navigational elements provide additional wayfinding information to trail users. They tend to vary in content and formatting. They include pavement markings such as trail logos or shared lane markings. Mile markers and street/trail signs are also considered under enhanced navigation.

INTERPRETIVE

Interpretive signs illuminate the power of place with content that informs, educates, and entertains the public. More than just dates and fact, interpretive panels inspire a feeling of stewardship in site visitors, strengthening awareness of cultural and natural resources.



Wayfinding & Signage

WAYFINDING PRINCIPLES

- Understand where they are with respect to other key locations
- Orient themselves in an appropriate direction with little misunderstanding or stress
- Discover new places and services

CONNECT PLACES

Wayfinding enables both residents and visitors to travel between destinations and to discover new ones. Wayfinding connects neighborhoods and provides navigational assistance to both local and regional destinations. Effective wayfinding is an extension to the bicycling and walking network and provides a seamless travel experience for non-motorized users.

PROMOTE ACTIVE TRAVEL

A wayfinding network should encourage increased rates of active transportation by creating a clear and attractive system that is easy to understand. The presence of wayfinding signs should help to communicate that walking and bicycling to many destinations is possible. Wayfinding helps overcome physical barriers that discourage the use of active transportation modes of travel.

MAINTAIN MOTION

Bicycling and walking require physical effort. Frequent stopping and starting to check for directions may lead to frustration and discourage use. Consistent, clear, and visible wayfinding elements allow people walking and bicycling to navigate while maintaining their state of motion. The wayfinding information needs to be presented in a manner that is quick to read and easy to comprehend.

BE PREDICTABLE

Effective wayfinding networks are predictable. When information is predictable, patterns emerge and users rely on the network. Predictability also helps user to understand new situations quickly, whether it be navigating a new intersection or traveling to a destination for the first time. Predictability should relate to all aspects of wayfinding placement and design.

KEEP IT SIMPLE

For a wayfinding network to be effective, information needs to be presented clearly and logically. The presentation of information needs to be balanced; too much information can be difficult to understand; too little and decision-making becomes impossible. To be successful, wayfinding information must be provided in advance of major changes in the path of travel and confirmed when the maneuver is complete.





CASE STUDIES

WalkYourCity.org - helps encorage community walkability by connecting people to city neighborhoods through signs created and installed by community members. It includes web-based campaign management and data collection that can provide maps and directions for peoples smart phones.

Citizens, community development groups and real estate companies are using the program's sign builder to design and install campaigns that embrace walkability on their communities.

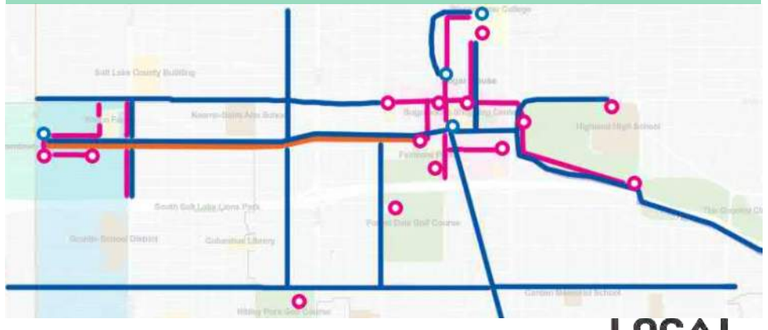
Ledgible London - is a pedestrian focused wayfinding effort that tries to coordinate signage across multiple neighborhoods in London. Prior to these efforts, an inventory of pedestrian signage in the city center identified 32 separate sign systems. The myriad of sign types lacked the consistency and confused citizens and visitors. Since 2005 the campaign's ongoing effort boasts over 500 signs as well as digital maps and smartphone apps that aid pedestrian navigation.

Walk Your City and other focused wayfinding efforts like Legible London demonstrate the way clear signage and citizen engagement can promote more active transportation choices, making communities healthier, safer, and more vibrant. Ideas present in signage campaigns like these are good case studies and examples and elements of them can be adopted within a comprehensive signage and wayfinding effort for the Local Link study area.



The Spanish city of Pontevedra implemented a drastic policy to promote pedestrian activity by closing the city center to vehicular traffic. The clear pedestrian signage campaign adopts colors, symbols and styles frequently seen in rail and bus wayfinding.

Identifying key locations within the Local Link study area then analyzing distances and routes between locations is the first step in creating a comprehensive wayfinding effort. Clear signage adapted for different users including bicyclists and pedestrians is crucial to activating streets across the study area and creating connection throughout neighborhoods and cities.



Bicycle Parking
Sugar House Business District

Existing Conditions:

Program Extent:	Sugar House Business District
Project Alignment: Guiding Principles:	Safety, Sustainability, Choice, Connectivity, Health
Planning Integration:	This recommendation supports the safety, equity, choice, health, and collaboration guiding principles.
Collaborations and Partnerships:	Salt Lake City, Utah Transit Authority, and WFRC.
Implementation Phasing:	Short- to mid-term

Bicycle parking is an important component of the bicycle network. This study recommends that the cities incorporate the Association of Bicycle and Pedestrian Professionals' Bicycle Parking Guidelines into its development codes, making sure to specify proper rack placement and design.

SHORT TERM BICYCLE PARKING

Short term bicycle parking should be 1) close to the users' destination and 2) easy to use. It should be designed for people visiting businesses and community activity centers, trips typically lasting around 2 hours. In order to optimize use, short term bicycle parking should be easy to find and easy to use.

- Racks should be **less than 50' from the entrance** it serves.
- **Adequate lighting** should be provided if the location is likely see use outside of daylight hours.
- Racks should be **sturdy and well-anchored.**
- Racks should be located in a **highly visible location**, and ideally visible from within the destination.

LONG TERM BICYCLE PARKING

Long term bicycle parking is designed for users that may need to leave their bikes unattended for longer than 2 hours, such as transit users, employees, and residents. These racks should value security and weather over convenience and can be provided in a variety of forms, such as a room within an office or apartment, a locked area within a parking garage, or bike lockers at a transit stop.

- Racks should provide a **secure and protected location** for long term users to park their bicycles.
- Access to parked bicycles should be **limited to the group of users** that will be using the long term parking through user-supplied locks, keys, smart cards, and other technologies.
- Racks should **accommodate a variety of bicycles and accessories**, including recumbents, trailers, and children's bikes.

RACK STYLES

When properly designed and installed, these rack styles typically meet all performance criteria and are appropriate for use in nearly any application.

SHORT TERM RACK STYLES



INVERTED U

Two points of ground contact

Can be installed in series on rails to create free standing bicycle parking in variable quantities.

POST & RING

One point of ground contact

Less likely to have bikes parked perpendicular.

Easy to convert from unused parking meters

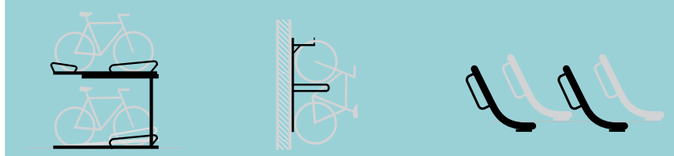
CORRAL

Work well in areas that have limited sidewalk space

Use on-street areas that are unsuitable for car parking

One parking space can fit 8-12 bicycles

LONG TERM RACK STYLES



TWO-TIER

Used for high density indoor parking

Includes lift assist for upper-tier parking

Can create safety concern

VERTICAL

Used for high density indoor parking

Not accessible to all types of bikes

Can create safety concern

STAGGERED WHEEL-WELL-SECURE

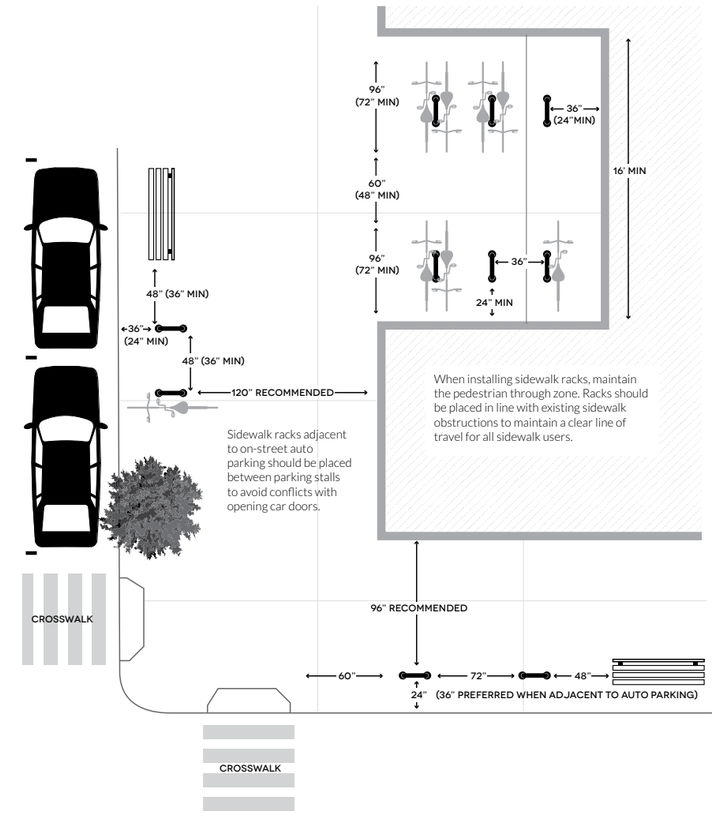
Variation of wheelwell-secure rack

Fits more parking in constrained spaces

Can reduce usability

RACK PLACEMENT

The following minimum spacing requirements apply to common bike rack installations, such as the inverted-U. Recommended clearances are given first, with minimums provided in parentheses. Note that the typical bicycle footprint is approximately 6' x 2', but some bikes may extend to 10' or longer.



Source: *Essentials of Bike Parking: Selecting and installing bicycle parking that works.* Association of Pedestrian and Bicycle Professionals, 2015.

WHERE ARE RACKS NEEDED IN SUGAR HOUSE?

Short-term bicycle parking is needed near many of the businesses and community activity centers in the Sugar House business District, including:

- The new apartment complex on Sugarmont Dr and McClelland St
- In the Sugar House Commons Development
- Within Fairmont Park and at the Fairmont Aquatic Center
- Near the Olive Garden and Sugar House Shopping Center
- At the Premier Plaza

Long-term bicycle parking is needed in all apartment buildings, near transit centers, and near major employment centers, such as the Sugar House Plaza.



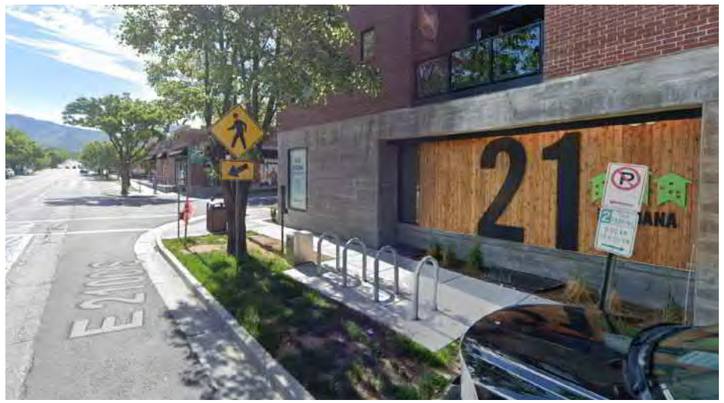
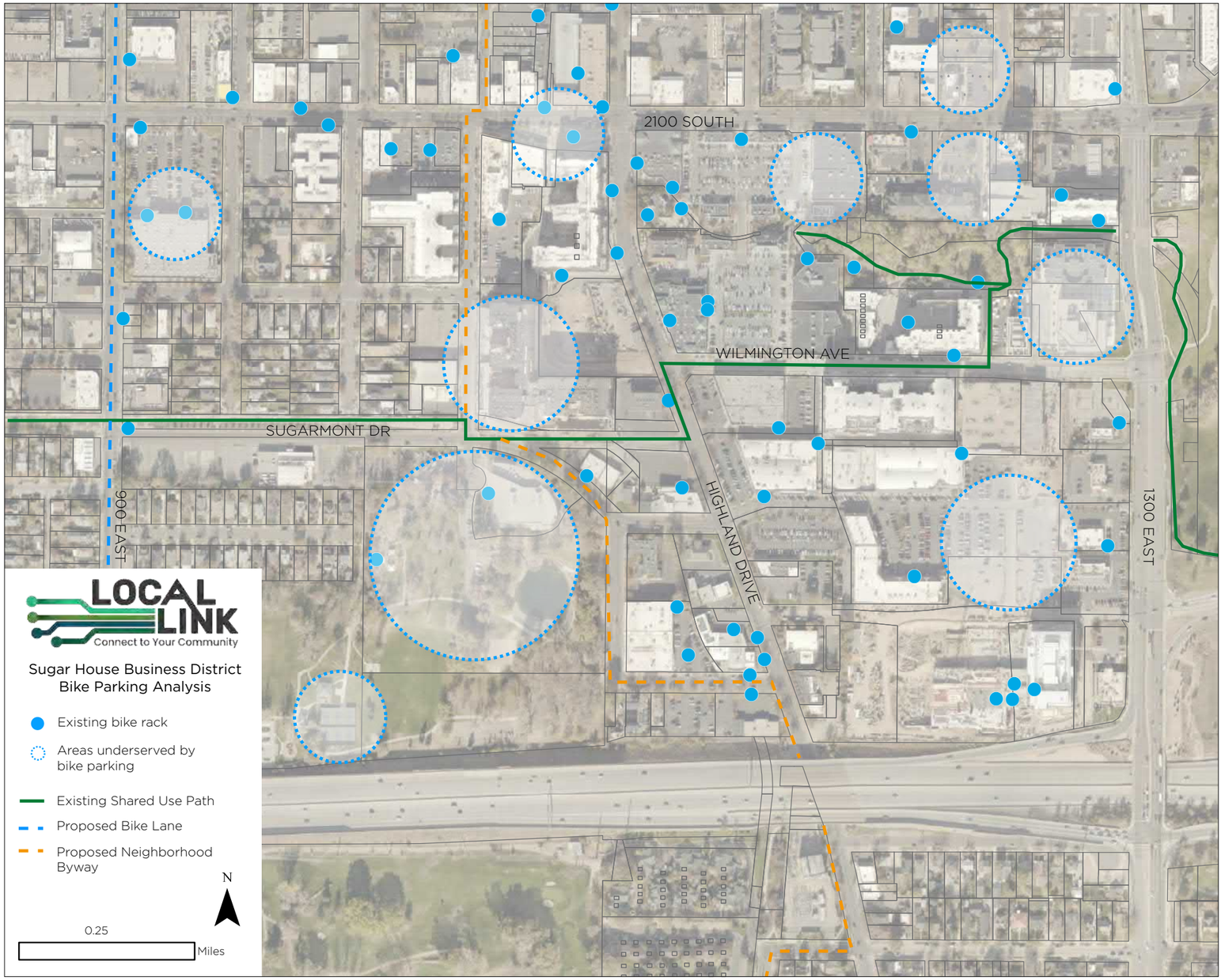


Photo 1: Existing inverted U rack near SLC Med Spa, Sport Clips, and Paw Paw.
Photo 2: Existing inverted U rack near bus stop on 2100 South.



Trail Oriented Development
Local Link Study Area

Existing Conditions:

Program Extent: Primarily along urban or urbanizing areas of established trails such as Parley's and the McClelland Trail.

Land Use: Mixed use, commercial, residential

Project Alignment: Guiding Principles: Safety, Sustainability, Choice, Connectivity, Health, Collaboration

Planning Integration: This form of development is compatible with the development patterns and proposed urban forms espoused in the Sugar House, South Salt Lake Downtown, and Millcreek City Center master plans.

Program Description: Trail oriented development is an evolution of urban development from auto-centeric to people-friendly design. Similar to transit oriented development, trail oriented development leverages infrastructure that supports active ways of getting around in urbanized areas.

Trail oriented development creates a safe and inviting environment for pedestrians and cyclists around active transportation paths connecting key destinations to activate districts and increase sense of place.

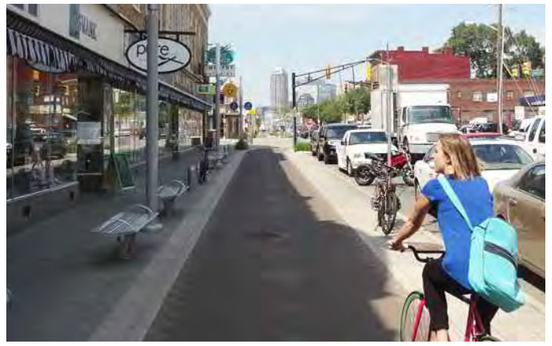
Furthermore, trails add economic development value. The value of properties within a block of the Indianapolis Cultural Trail have soared nearly 150 percent since the trail's opening in 2008. In both Salt Lake City and San Francisco, the replacement of some street parking with protected bike lanes along specific corridors resulted in higher retail sales in those areas. (Source: ULI)

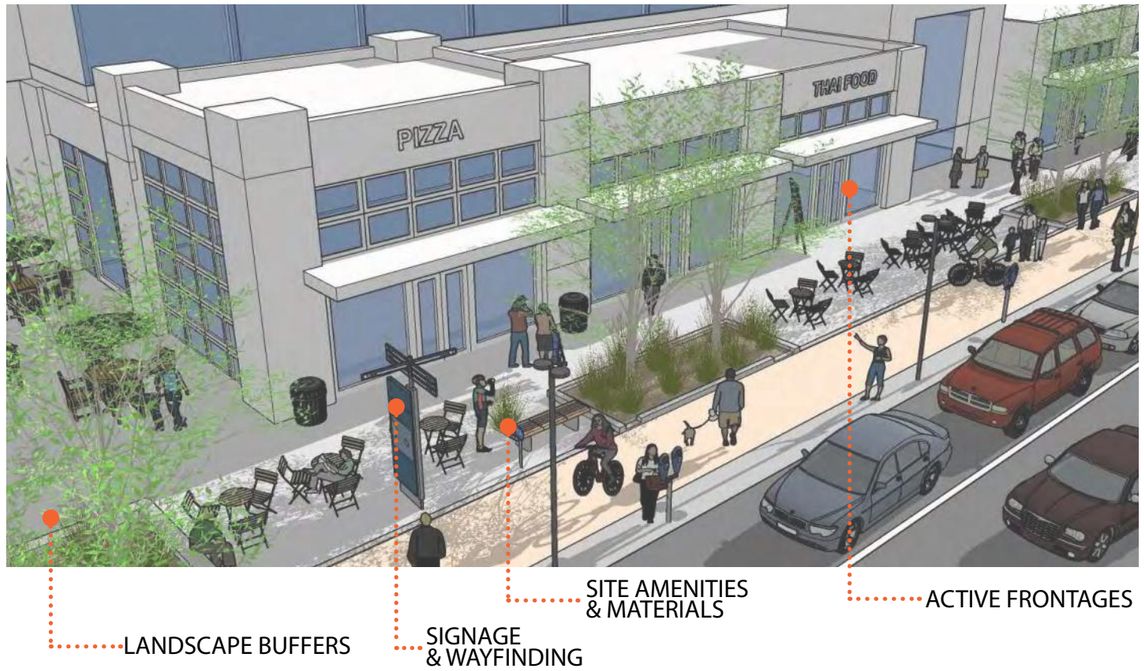
Collaborations and Partnerships: PRATT, Salt Lake City, South Salt Lake, Millcreek City, private developers and property owners

Implementation Phasing: Mid-term to long-term; can and should happen as redevelopment occurs along these routes.











Trail Oriented Development
Local Link Study Area





ACTIVE FRONTAGE AND ACCESS - Buildings should provide direct access from the trail and provide pedestrian-scale, high-quality frontages that provide a "front door" experience to adjacent development. Active uses such as patios or outdoor dining should be oriented towards the trail



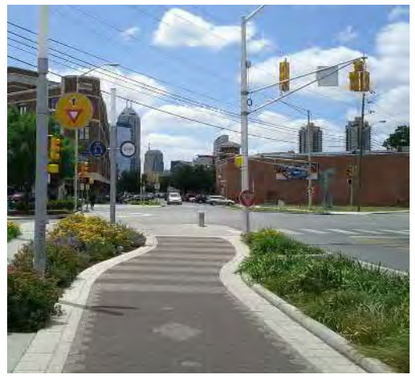


SITE AMENITIES & MATERIAL CONSISTENCY - Adjacent development should include supporting site furnishings like benches, trash receptacles, bike parking and repair stands. Urban design of adjacent exterior spaces should include high quality materials and amenities that contribute to a rich pedestrian environment.





APPROPRIATE LANDSCAPING AND BUFFERS - Landscaping along the trail should meet CPTED (Crime Prevention Through Environmnetal Design) principles while helping to shade the trail, reduce urban heat island effects, sepparate trail from adjacent uses, and provide opportunites to manage stormwater runoff.





WAYFINDING & SIGNAGE - Path material should have consistency to aid in wayfinding and placemaking. SIgnage typograpghy, colors and visual style should be consistant throughout the trail. Traffic crossing becons at intersections, protective bollards and landscape buffers should work together to provide pedestrian safety and encourage trail use for a variety of users.

Coordinated Traffic Calming Strategy

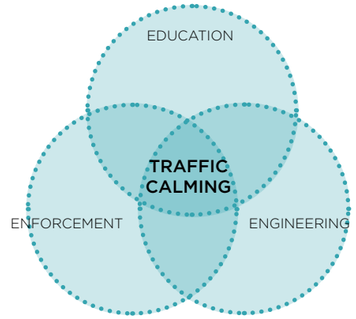
Existing Conditions:

Program Extent:	Applicable to local streets within and around the Sugar House Business District
Project Alignment: Guiding Principles:	Safety, Sustainability, Choice, Connectivity, Health Collaboration
Planning Integration:	Salt Lake City is currently exploring development of a city-wide traffic calming program. This recommendation seeks to provide a framework to support neighboring jurisdictions near the Sugar House Business District to develop their own traffic calming strategies to provide a consistent approach across jurisdictional boundaries.
Collaborations and Partnerships:	Salt Lake City, South Salt Lake, Millcreek
Implementation Phasing:	Short- to mid-term



WHAT IS TRAFFIC CALMING?

Traffic calming involves physical measures to reduce motor vehicle speeds and/or cut-through traffic volumes in the interest of promoting street safety and livability. Education and enforcement strategies can also be used in addition to engineered infrastructure, although engineering strategies are often found to be most effective in influencing slower speeds and desired volumes.



WHY TRAFFIC CALMING MATTERS

The speed and frequency with which bicyclists and pedestrians are passed directly impact their sense of comfort and safety. Slower vehicular speeds reduce the likelihood of collisions by improving motorists' ability to see and react to pedestrians and cyclists and minimize conflicts at driveways and other turning locations. Slower speeds also reduce the severity of injury and property damage when collisions do occur.

A well-designed traffic calming program results in individual corridors or a network of streets that feel safe, promote active travel, and enhance neighborhoods' sense of place and livability.

APPLICATION

Successful traffic calming programs consider both flexibility and structure, striking a balance between analytical decision making and deploying solutions quickly. Salt Lake City, South Salt Lake, Millcreek, and Holladay should seek to implement traffic calming programs that are consistent across jurisdictional boundaries but easily adaptable to the local context. To guide the implementation process, each city should define and develop a data-driven priority rating system that scores streets and districts based on identified prioritization factors, such as:

- Traffic volumes and speeds
- The presence of existing or planned neighborhood byways
- Crash statistics
- Sidewalk availability
- Residential density
- Latent demand for walking and biking
- Equity

It is important to note that Salt Lake City is currently developing a traffic calming prioritization program; lessons learned from this effort can be shared and adapted to each city's unique context to promote consistency in the region.

FUNCTIONAL REQUIREMENTS

All traffic calming operates on the principle of deflecting the direction of motor vehicles and interfering with the ability to travel a straight, level path. Vertical deflection such as speed humps, maintains a vehicles straight path, but requires a brief elevation change. Horizontal shifts, such as chicanes, require vehicles to travel a meandering path and narrow the visual field to reduce travel speeds.

HORIZONTAL DEFLECTION

Mini Traffic Circles are a type of horizontal traffic calming that can be used at minor street intersections to reduce conflict potential and severity at intersections and to reduce traffic speeds along a street.



Curb Extensions are extended sidewalk or landscaped areas on one or both sides of the road to reduce the roadway width. By reducing crossing distances, curb extensions also facilitate easier and safer pedestrian movement.



Chicanes are raised curbs that create a horizontal shifting of the travel lanes along a road. The shifting lanes reduce speeds by eliminating long stretches of straight roadway where motorists can pick up speed.



VERTICAL DEFLECTION



Speed Humps are raised areas, typically 3-4" high, in the roadway pavement surface extending across the roadway. Speed humps can be round or flat-topped.



Raised Intersections can eliminate grade changes from the pedestrian path and give pedestrians greater prominence as they cross the street.

Micromobility Infrastructure and Mobility Hubs

Various Locations

Program Extent:	Neighborhood centers and near high ridership transit routes
Project Alignment: Guiding Principles:	Choice, Connectivity, Collaboration
Planning Integration:	This recommendation supports the equity, choice, health, and connectivity guiding principles.
Collaborations and Partnerships:	Salt Lake City, South Salt Lake, Millcreek, Salt Lake County, Utah Transit Authority, WFRC, and the Salt Lake City Redevelopment Agency.
Implementation Phasing:	Mid- to long-term

Transportation is undergoing a rapid evolution in Salt Lake County. Technology-enabled services have expanded the suite of options available for getting from point A to B. Urban transportation systems now need to reflect:

ON-DEMAND SERVICES

- In addition to biking, walking, driving, and taking transit, many people have **access to on-demand services from private companies** (taxis, Uber, Lyft), scooter share, bike share, car-sharing, and micro-transit shuttles.

ROLE OF PRIVATE SECTOR

- New business models have increased the role of the **private sector in transportation and changed the nature of services operating in the public right-of-way.**

TRIP PLANNING

- **Trip-planning services** are changing the way people make decisions about routes, mode, and cost to travel.

ELECTRIC VEHICLES

- Global trends toward electric vehicles, combined with the locally-adopted goals for reduced greenhouse gas emissions, has **increased demand for electric charging options** as part of public infrastructure.

E-COMMERCE

- **E-commerce is reducing personal trips** to retail stores and restaurants and **increasing the volume of urban delivery and courier trips** occurring.

CURB SPACE DEMAND

- There is increasing **demand for curb space** for transit services, ride-share, pick-up and drop off, walkways, bikeways, and freight delivery.

As a result, cities and transit agencies around the country are identifying new ways to connect the expanded suite of mobility options to one another and to manage use of the right-of-way. By creating a physical platform for integrating public and private, shared and individual, transportation services, mobility hubs offer one such strategy.

MOBILITY HUB ELEMENTS

In practice, mobility hubs are the sum of their parts. The services and amenities commonly considered in mobility hub planning include the following:

TRANSIT AND TRIP-MAKING SERVICES

- Micro-transit pick up & drop off area
- Transit ticket and integrated payment kiosks
- Bus, shuttle, or light rail stop
- Real time transit information & other shared mode information

PARKING AND CHARGING SERVICES

- Electric vehicle charging
- Short term bike parking
- Long term bike parking
- Bikeshare & scootershare parking
- Freight loading/ unloading area
- Carshare parking and access points

PRIORITY ACCESS

- Prioritized walkways
- Prioritized bike and micro-mobility access
- Safe bicycle and pedestrian crossings

AMENITIES

- Community space
- Retail
- Activated furnishing zone with appropriate support infrastructure

WHY MOBILITY HUBS MATTER

Current trends related to new and emerging transportation technology, suggest that the site programming and available amenities of a mobility hub can aid the City in:

- MAKING TRAVEL CHOICES BETTER FOR EVERYONE
- EXPANDING COVERAGE OF TRANSPORTATION SERVICES
- MANAGING PRIVATE MOBILITY SERVICES

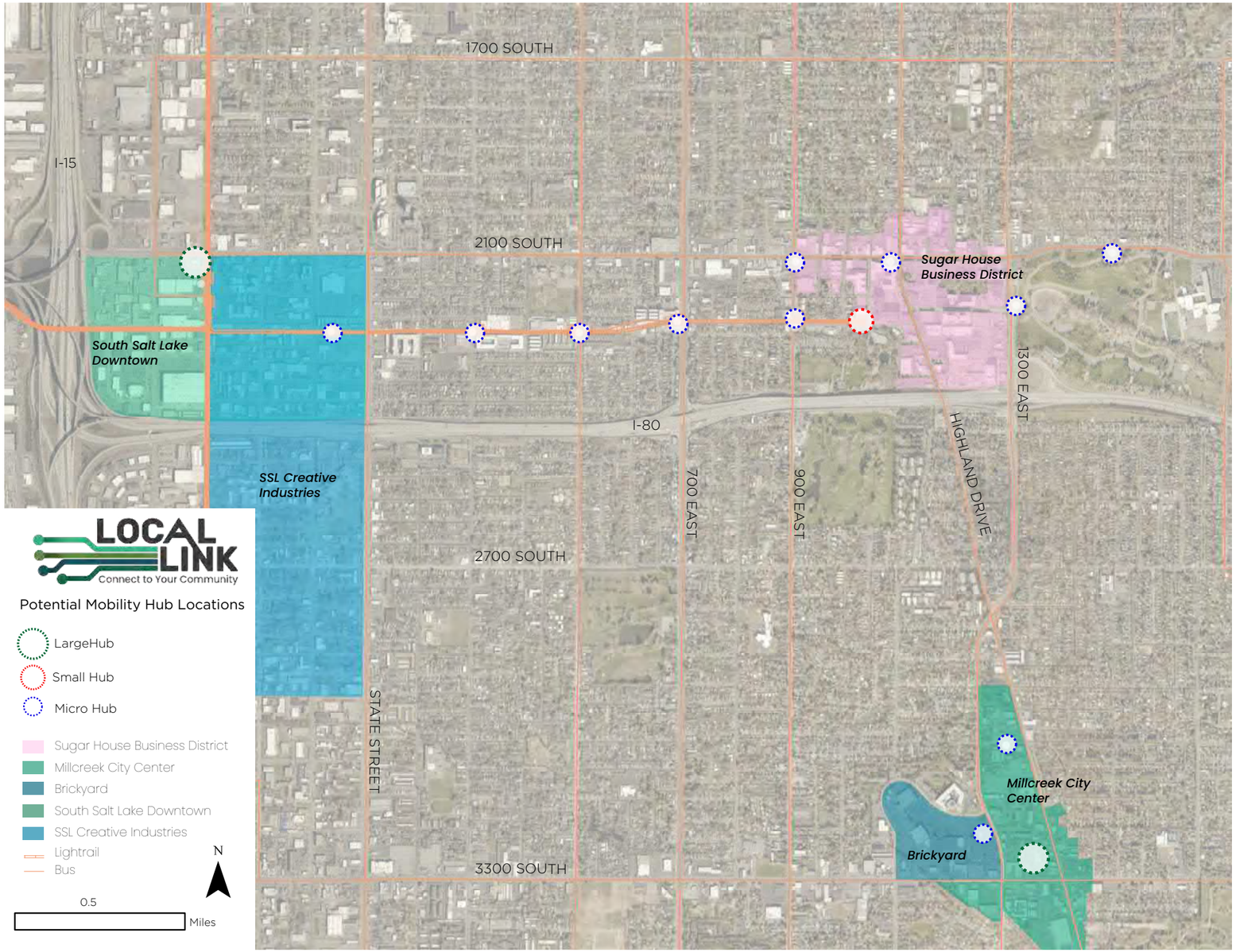


The S-Line Streetcar is part of Salt Lake City's Frequent Transit Network (FTN) for those traveling to or from the Sugar House Business District.

	LARGE HUB	SMALL HUB	MICRO HUB
Bus and/or shuttle stop	●	●	●
Fixed guideway transit stop (BRT or LRT)	●	○	
Transit ticket kiosks	●	●	●
Seating	●	●	○
Shelter/Shade Structure	●	●	●
Indoor waiting area	●	○	
Bikeshare and scootershare parking	●	●	●
Short term bike parking	●	●	●
Long term bike parking	●	○	
Personal vehicle parking*	○	○	
Carshare	○	●	○
Electric vehicle charging*	○	●	○
TNC pick-up/drop-off	●	●	○
Wayfinding	●	●	●
Real-time information	●	●	●
Wifi hub*	●	○	○
Water fountains	●	●	○
Restrooms*	●	●	○
Sidewalks	●	●	●
Safe pedestrian crossings	●	●	●
Dedicated bike infrastructure	●	●	●
Active public space*	●	○	○
Convenience retail**	○	○	○

* May require coordination with adjacent private development
** Convenience retail could include uses such as gyms/showers, convenience day care, package delivery, etc.

● Recommended ○ May be included



Intersection Improvements
Various Locations

Existing Conditions:

Program Extent:	Sugar House Business District, Highland Drive
Project Alignment: Guiding Principles:	Safety, Sustainability, Choice, Connectivity, Health, Collaboration
Planning Integration:	This recommendation supports the safety, choice, health, and collaboration guiding principles.
Collaborations and Partnerships:	Salt Lake City Arts Council, Utah Arts Alliance, Salt Lake County Arts & Culture, UDOT
Implementation Phasing:	Short- to mid-term

Intersections are statistically the most dangerous part of the street network as they are complex environments where a variety of users are negotiating the same space. Since the chance for conflict between users is highest at intersections, special care must be taken to implement design elements that control vehicle speed and minimize conflict points.

Complete street intersections should consider the following principles to guide the development of pedestrian and bicycle accommodations in the project scoping, planning, and design phases.

PEDESTRIANS AND BICYCLISTS WILL BE THERE

- Whether or not you meet the transportation needs of pedestrians and bicyclists, they will use a facility.

ONE DECISION AT A TIME

- Design intersections so motorists, pedestrians, and bicyclists only need to make one decision at a time.

SLOW IT DOWN

- Where appropriate, use treatments that reduce the speed of motorized vehicles at intersections while maintaining operational efficiency.

SHORTEN CROSSINGS

- Reducing crossing distance reduces the time it takes for pedestrians and bicyclists to cross and results in less exposure to crashes.

IMPROVE VISIBILITY

- Always ensure maximum visibility of pedestrians and bicyclists.

CLARIFY THE RIGHT-OF-WAY

- Use design treatments to clarify to pedestrians, bicyclists, and motorists who has the right-of-way.

INTERSECTION IMPROVEMENT TREATMENTS

The services and amenities commonly considered in mobility hub planning include the following:

SIGNANGE & STRIPING

HAWK BEACONS



A high-intensity activated crosswalk (hawk) beacon allows protected pedestrian crossing in spot locations and allows vehicle traffic to flow freely when not lit.

DECORATIVE CROSSINGS



Decorative crosswalks help increase visibility of crossing areas in an aesthetically pleasing manner. They provide a unique streetscape design treatment emphasizing pedestrian's presence and primacy.

FOUR-WAY STOPS



Four-way stop intersections enhance safety for all users and can reduce crash occurences by 45%.

PEDESTRIAN LEADING INTERVAL



Signals configured to allow pedestrians to walk before motorists go can reduce conflicts between pedestrians and turning vehicles. Decided on a case by case basis, coordination between jurisdiction required for

INFRASTRUCTURE & OPERATIONS

PEDESTRIAN REFUGE/SAFETY ISLAND



Pedestrian refuge island reduces the exposure time experienced by a pedestrian crossing large intersections with many lanes traveling in both directions.

BULBOUTS/CURB EXTENSIONS



These traffic calming tools extend the sidewalk into the parking lane to narrow the roadway and lengthen the sidewalk at intersections for enhanced pedestrian safety.

RAISED INTERSECTIONS & CROSSWALKS

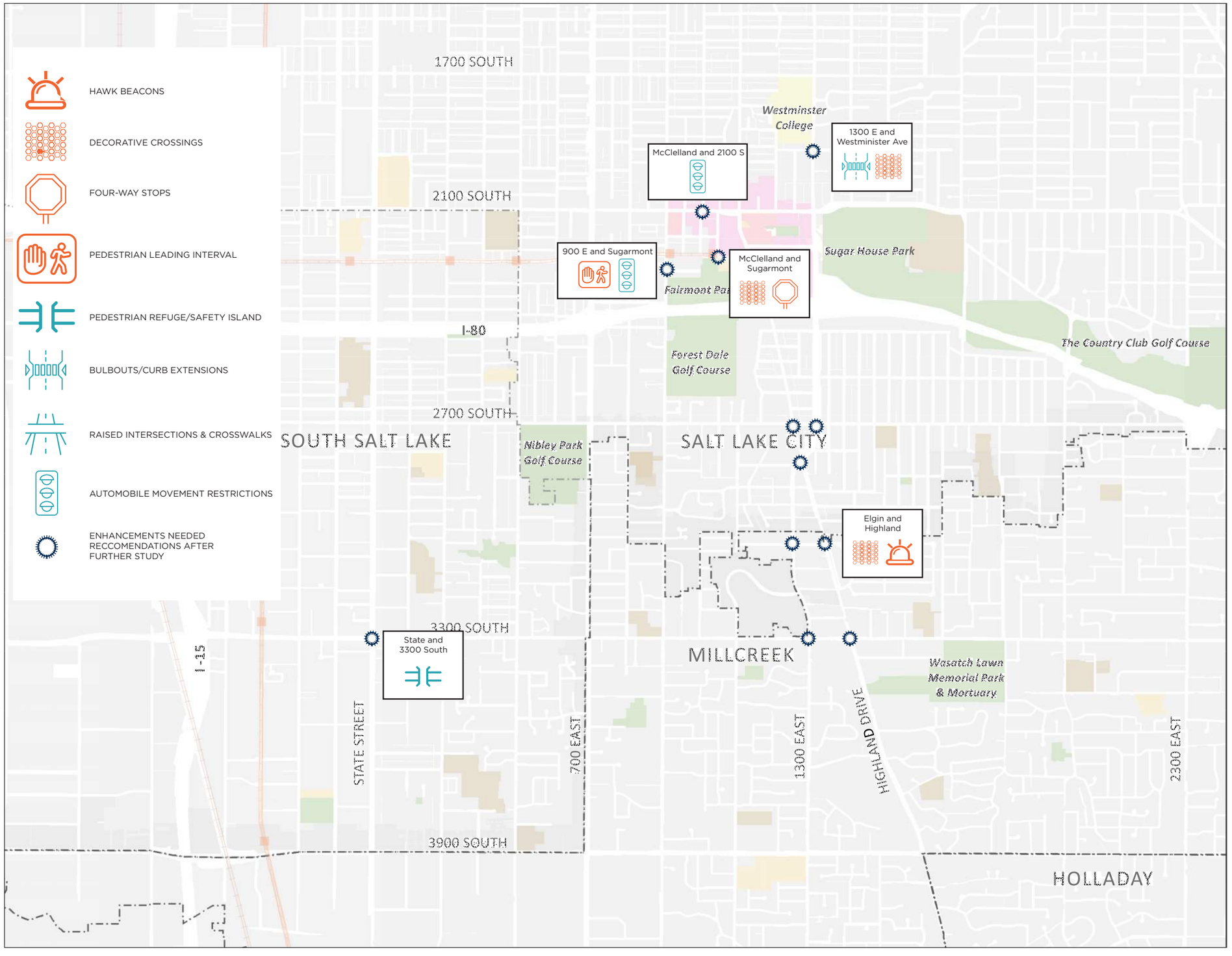


Raised crosswalks and intersections bring the level of the roadway up to the sidewalk forcing vehicles to slow when crossing and also making pedestrians more visible.

AUTOMOBILE MOVEMENT RESTRICTIONS



Restricting automobile movements such as turning right on red can reduce the conflicts between pedestrians, cyclists, and motorists, especially in areas where visibility is obscured.


HAWK BEACONS
DECORATIVE CROSSINGS
FOUR-WAY STOPS
PEDESTRIAN LEADING INTERVAL
PEDESTRIAN REFUGE/SAFETY ISLAND
BULBOUTS/CURB EXTENSIONS
RAISED INTERSECTIONS & CROSSWALKS
AUTOMOBILE MOVEMENT RESTRICTIONS
ENHANCEMENTS NEEDED
RECCOMENDATIONS AFTER
FURTHER STUDY
1700 SOUTH
2100 SOUTH
2700 SOUTH
3300 SOUTH
3900 SOUTH
I-80
I-15
SOUTH SALT LAKE
SALT LAKE CITY
MILLCREEK
HOLLADAY
STATE STREET
700 EAST
1300 EAST
HIGHLAND DRIVE
2300 EAST
Westminster College
Sugar House Park
Fairmont Park
Forest Dale Golf Course
The Country Club Golf Course
Nibley Park Golf Course
Wasatch Lawn Memorial Park & Mortuary
McClelland and 2100 S
1300 E and Westminister Ave
900 E and Sugarmont
McClelland and Sugarmont
Elgin and Highland
State and 3300 South

RECOMMENDATIONS (cont.)

Sugar House Business District to Millcreek City Center
PRIORITY PROJECT

Existing Conditions:

Project Extent: Sugar House Business District to Millcreek City Center and Brickyard

Land Use: Commercial shopping centers, office, and residential

Description: Despite the fact that Sugar House plaza is located just over a mile from the most northern section of the Millcreek City Center, bicycle- and walk-shed analysis found it takes cyclists more than 15 minutes to bike between the two commercial centers. Highland Drive's current configuration as an vehicular-focused thoroughfare has made cycling dangerous and uninviting. Pedestrians also find the walking environment unattractive and rarely do you find them traveling between the two centers by foot.

Project Alignment:

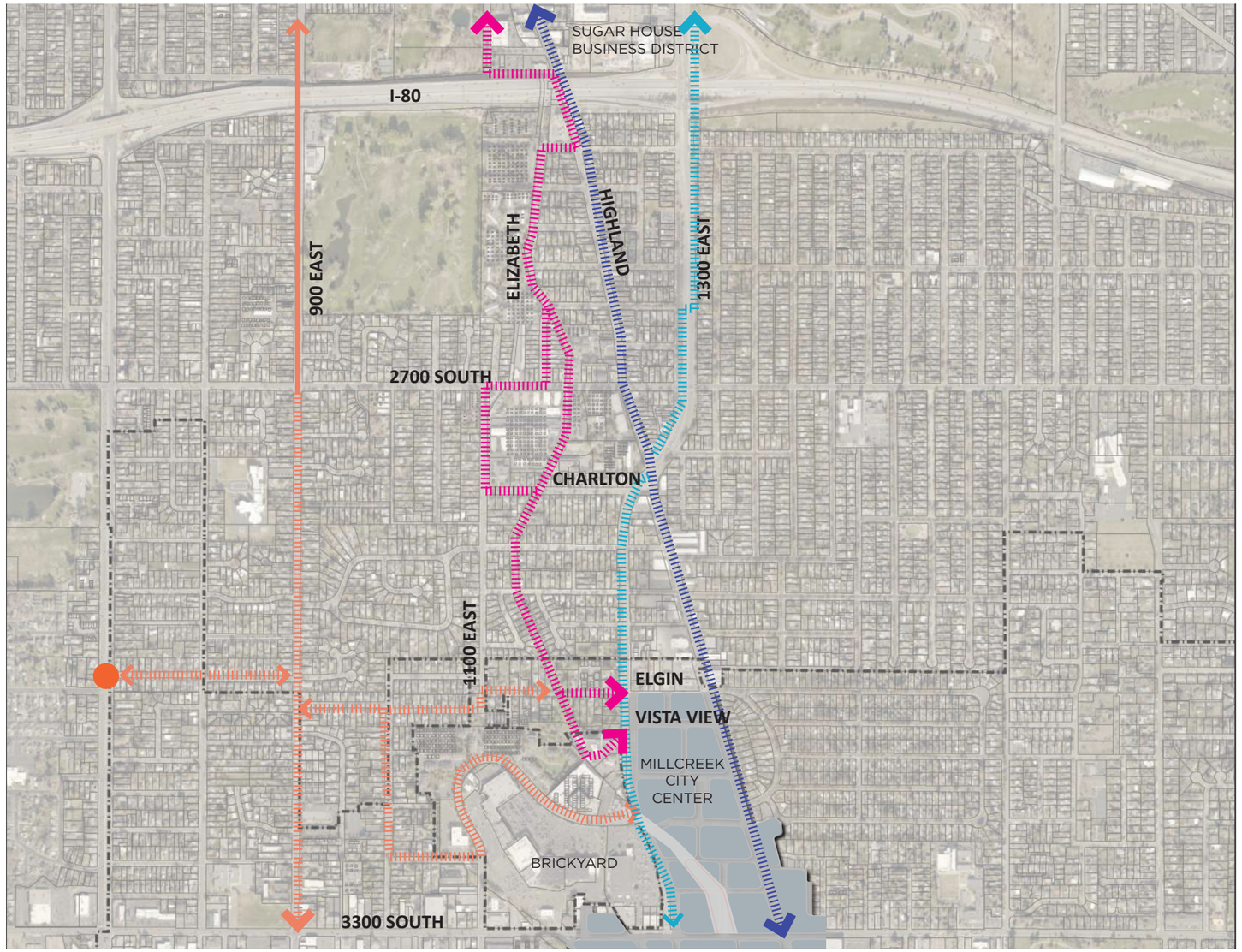
Guiding Principles: Safety, Equity, Choice, Connectivity, Health, Collaboration, Sustainability

Planning Integration:

- Bicycle lanes along Highland align with Millcreek's recent transportation analysis of the corridor and Salt Lake City's Pedestrian and Bicycle Master Plan
- McClelland Trail route aligns with Jordan and Salt Lake Canal Trail Master Plan
- Bicycle lanes along 1300 East align with Salt Lake City's Pedestrian & Bicycle Master Plan, the WFRC's 2019-2050 Regional Transportation Plan, and UDOT's plans.
- Bicycle lanes along 900 East align with the WFRC's 2019-2050 Regional Transportation Plan

Improvement Description: There are multiple viable options for developing north-south connections from the Sugar House Business District to Brickyard and Millcreek's City Center. The map shows three possible options: 1300 East, Highland Drive, the McClelland Trail, and 900 East. Each of these routes will be discussed in more detail on the following pages.

Project Plan View



RECOMMENDATIONS (cont.)

Sugar House Business District to Millcreek City Center

PRIORITY PROJECT

	Route #1: Highland Drive Bicycle Lanes	Route #2: McClelland Trail	Route #3: 1300 East Sidepath / Frontage Road Neighborhood Byway / Bike Lane	Route #4: 900 East Bicycle Lanes
Cross-Section Narrative/ Description	Cross Section A1: North of I-80. Remove one lane to make room for bike lanes. Add two-way left turn center lane. Stripe bike lanes on both sides of the street. Cross Section A2: I-80 to Richmond. Remove parking on one side of the street to make room for bike lanes. Stripe bike lanes on both sides of the street. Cross Section A3: South of Richmond. Remove one lane to make room for bike lanes. Add two-way left turn center lane. Stripe bike lanes on both sides of the street.	Implement McClelland/Canal Trail as preferred alignment illustrated in 2013 Plan. Combination of bicycle lanes, on-street shared lane markings, and off-street trail. Pursue long-term opportunities to overcome private property barriers and connect directly into Brickyard.	Connect planned 1300 East shared use path from 2100 South to Stratford Ave (on east side of street) to bicycle boulevard on interior street on west side of 1300 East, south of Stratford. Utilize existing hybrid beacon for crossing. Continue bike lanes along 1300 E / Richmond to 3300 South.	Develop bike lanes on 900 E to connect to planned bikeways north of 2700 S in Salt Lake City to bike lanes in Millcreek. Requires removal of the existing two-way left turn lane.
Additional Improvements	Improve pedestrian crossings at key locations in line with City's 2021 re-striping pilot program.	Opportunities for public art, wayfinding and signage.	Improve pedestrian access across Frontage Road crossings of east-west streets Improve Highland / Richmond intersection to facilitate bicycle and pedestrians traveling along the Frontage Road to seamlessly transition to Highland Drive. Improve pedestrian / trail crossings through the I-80 interchange	Implement bikeway wayfinding signage. Sign to connections to Brickyard and Millcreek City Center
Potential Impacts	Elimination of two traffic lanes may create congestion north of I-80. South of I-80, restricted parking on one side of the street. Conduct parking demand analysis to confirm viability of parking reduction and locations.	Right-of-way purchasing required. Narrowing traffic lanes. On-street parking reduction.	Narrowing lanes may cause congestion. May require ROW acquisition.	Requires removal of the existing two-way left turn lane.
Collaborations and Partnerships	Salt Lake City; Millcreek City	Coordinate with City Arts Council and Department.	Salt Lake City; UDOT	Salt Lake City, Millcreek
Mobility Benefits	• Most direct and immediate route connecting Sugar House BD to Millcreek City Center • Added lanes in Salt Lake City would align with new lanes to be added in Millcreek	• Low-stress route • Scenic route through Salt Lake City residential neighborhoods.	• Provides high-comfort connection between Sugar House Business District and Parley's Trail to Millcreek	• Important regional bikeway connection that extends south to Millcreek, Murray, and Sandy
Technical Constraints	• Requires lane configuration to convert 2 travel lanes in each direction to one lane in each direction with a two-way left turn lane • Requires parking removal on the 2-lane segment of Highland • Great candidate for road diet according to the Federal Highway Association's Road Diet Guide as currently traffic volume does not exceed 10,000 vehicles per day	• Private property barriers preventing connectivity into Brickyard commercial center. Crossing large collector streets such as 2700 South • Crossing improvements, such as a pedestrian hybrid beacon, are needed to connect end of the McClelland Trail (Elgin Avenue) to Millcreek City Center across Richmond.	• ROW Pinch point for the proposed 1300 E sidepath near the Stratford Avenue intersection.	• Verify removal of two way left turn lane will not substantially affect vehicular operations
Implementation Costs	Low	High	High	Low
Preferred Concept	✓	✓	✓	✓
Phasing	TBD; Resurfacing of Highland planned for 2021	TBD; McClelland Trail construction planned for north of I-80 to start of Elizabeth	TBD	TBD

RECOMMENDATIONS (cont.)

Highland Drive
PRIORITY PROJECT

Existing Conditions:

Project Extent: 2100 South and 3300 South

Land Use: Neighborhood

Project Destinations: Sugar House Business District; Millcreek City Center; Brickyard

Street Classification: Collector

Typology: Destination Street

Corridor Functions:

	Typology Benchmark	Current
Person Mobility	High	Medium
Greening	Medium	High
Placemaking	High	Medium/High
Curbside Diversity	High	High
Vehicle Mobility	Low	Low

AADT: 9,500

Posted Speed: 30 MPH

Right of Way Width: 50-80' typical

Curb to Curb Width: 42' typical

Project Alignment: Guiding Principles: Safety, Equity, Choice, Connectivity, Health, Collaboration

Planning Integration:

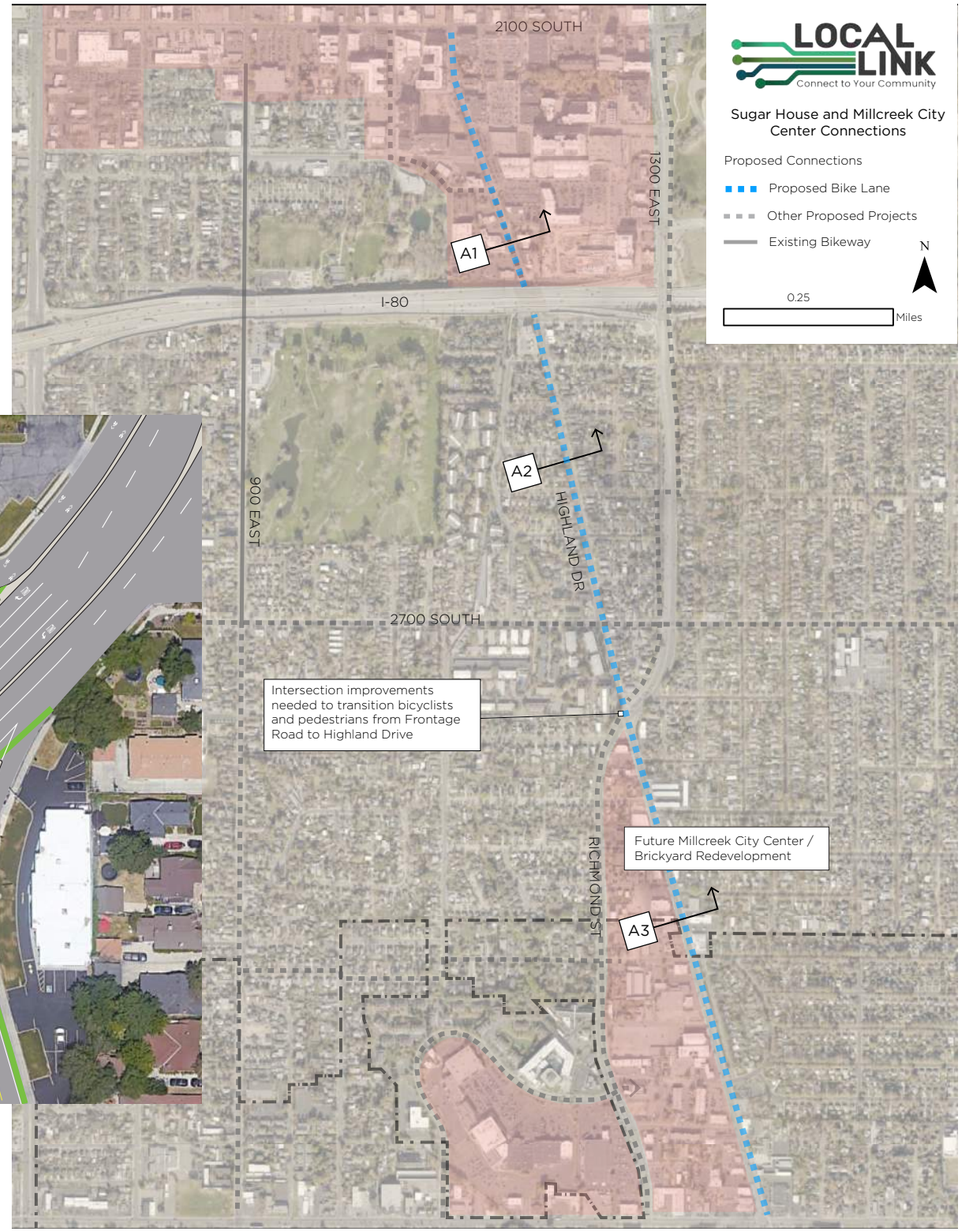
- Bike lanes identified in Salt Lake City's Pedestrian and Bicycle Master Plan.

Corridor Improvement Description: The most direct route from the Sugar House Business District to Brickyard and Millcreek's City Center lies along Highland Drive. North of I-80, four lanes of traffic would be reduced to three lanes with one center turn lane and bike lanes on each side of the road. After coming south under the I-80 overpass until Richmond, bicycle lanes would be added and on-street parking would be retained on one side. South of Richmond, bicycle lanes would be added, on-street parking would be removed, and a two-way left turn lane would be added.



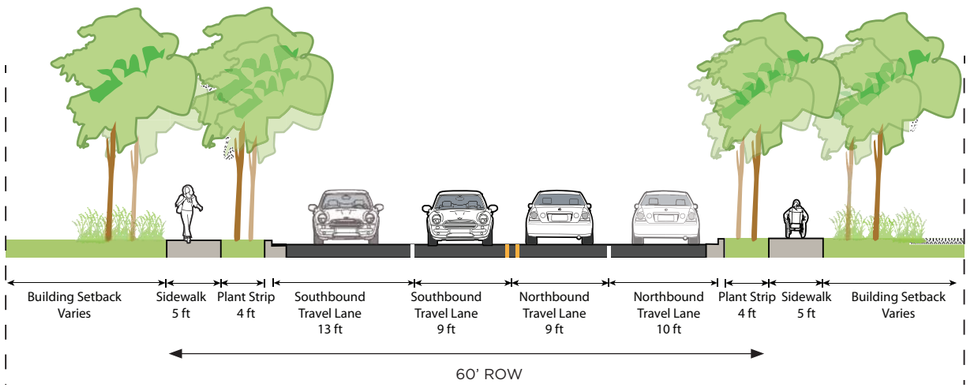
Proposed intersection improvement at Highland Dr and 1300 E / Richmond.

Project Plan View

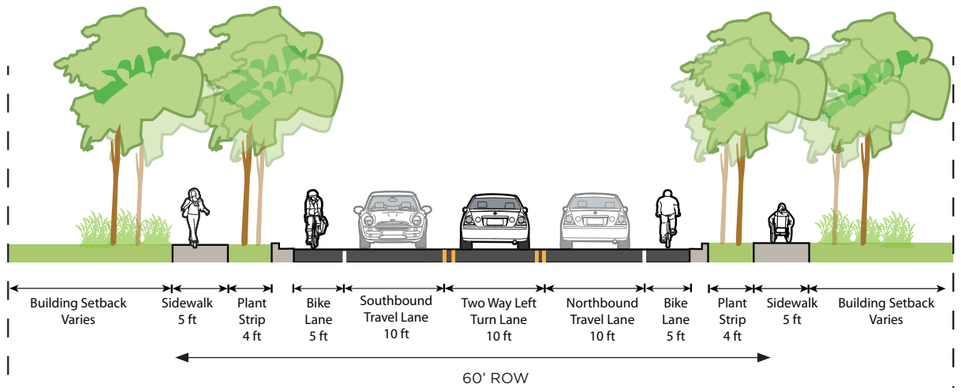


RECOMMENDATIONS (cont.)

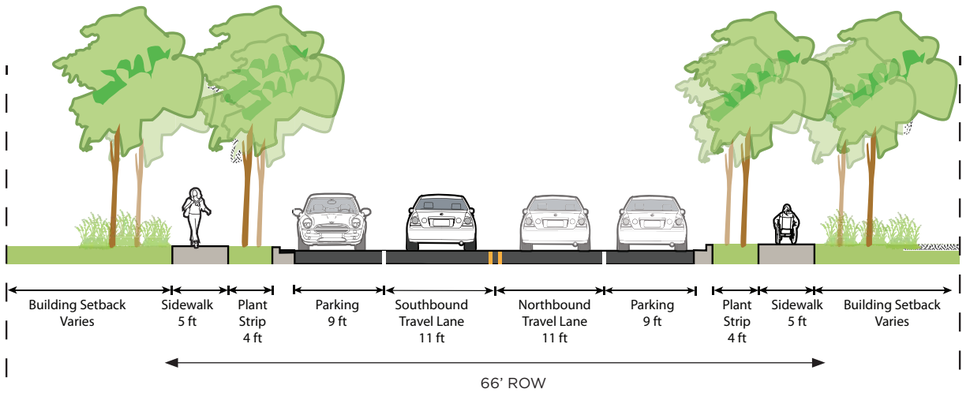
Cross Section A2: Highland Dr | *Existing*



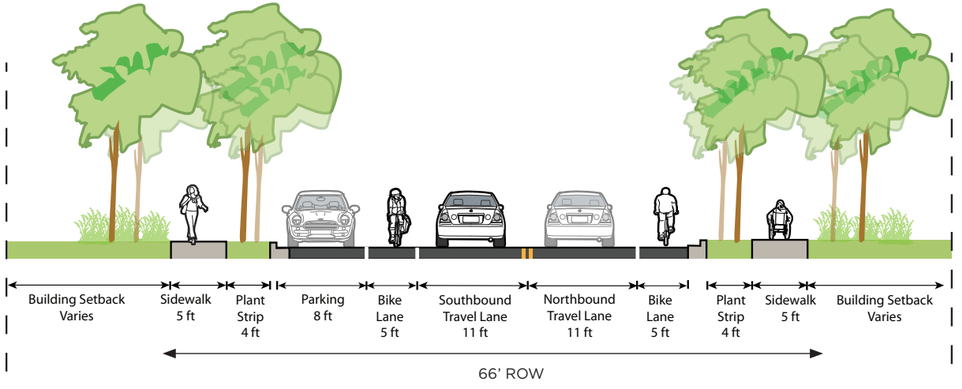
Cross Section A1: Highland Dr | *Proposed*



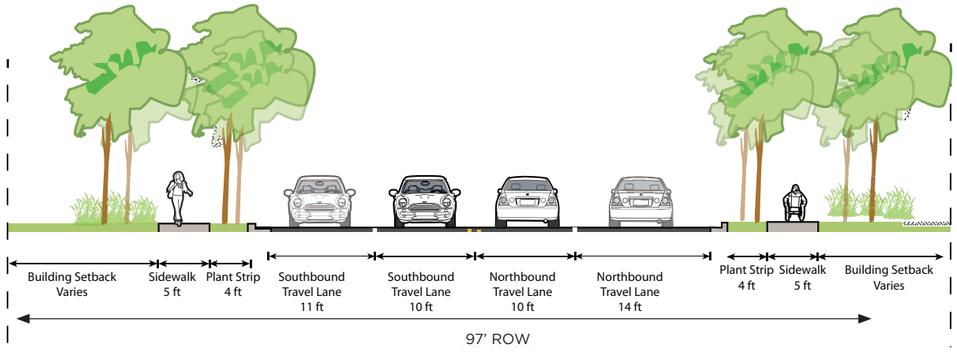
Cross Section A2: Highland Dr | *Existing*



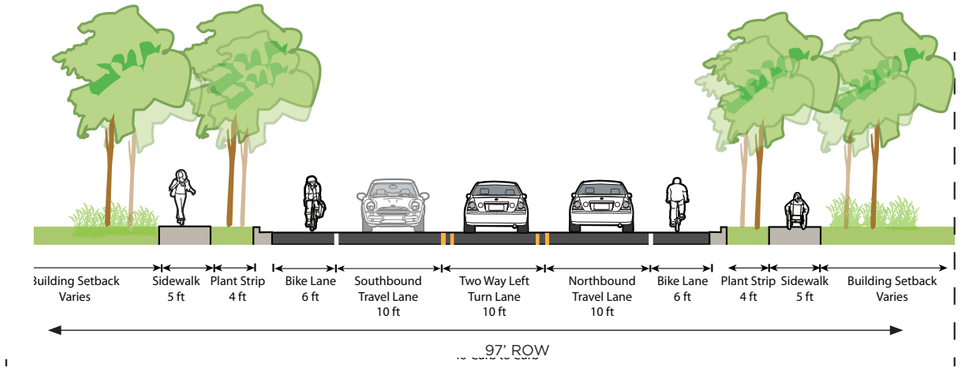
Cross Section A2: Highland Dr | *Proposed*



Cross Section A3: Highland Dr | *Existing*



Cross Section A3: Highland Dr | *Proposed*



RECOMMENDATIONS (cont.)

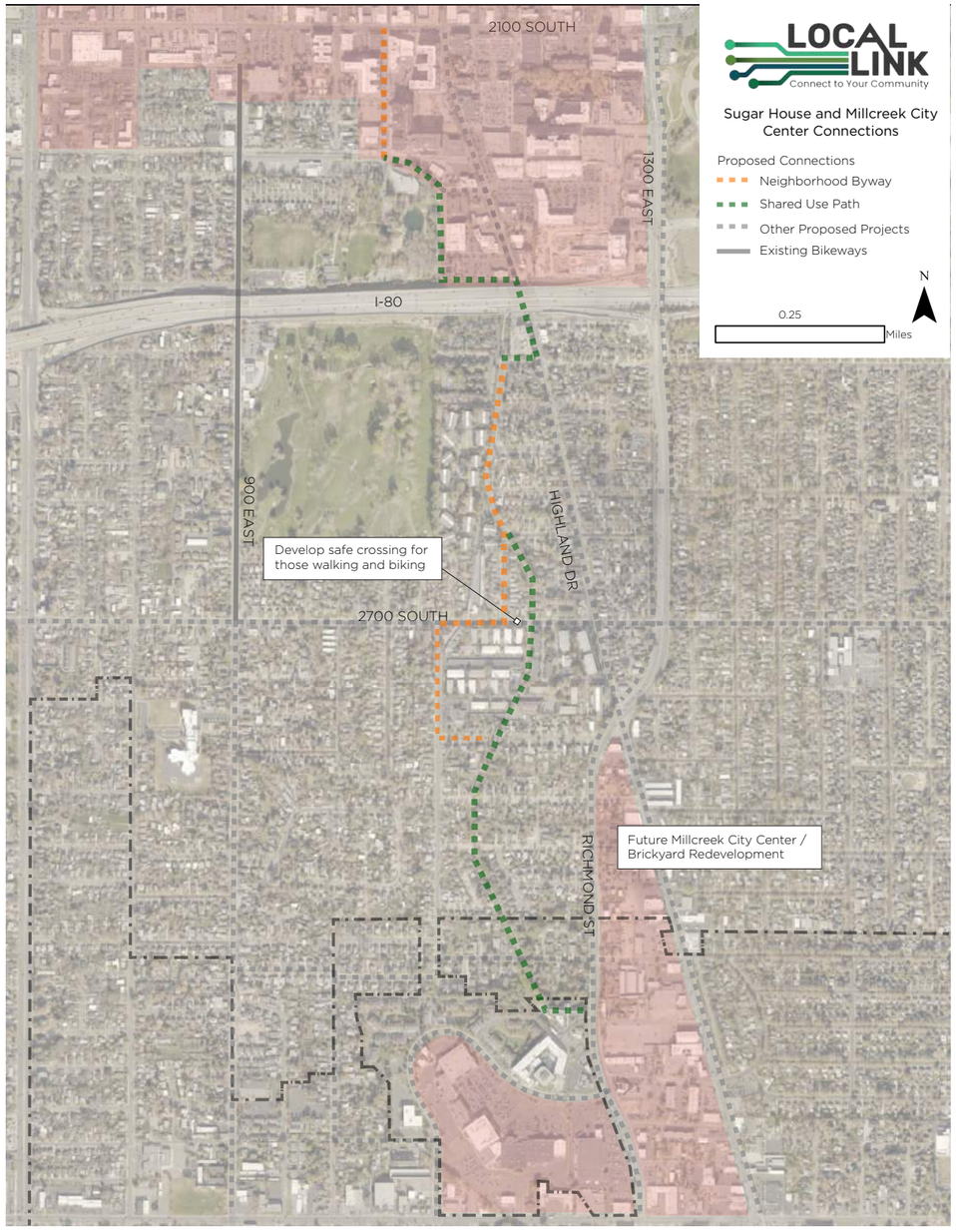
McClelland Trail
PRIORITY PROJECT

Existing Conditions:

Project Extent:	2100 South and Brickyard
Land Use:	Neighborhood
Project Destinations:	Sugar House Business District; Millcreek City Center; Brickyard
Street Classification:	N/A
Typology:	N/A
Right of Way Width:	Varies
Project Alignment: Guiding Principles:	Safety, Equity, Choice, Connectivity, Health, Collaboration
Planning Integration:	• Proposed shared use path and neighborhood byway identified in the Salt Lake City Pedestrian & Bicycle Master Plan and the Jordan and Salt Lake City Canal Implementation Plan
Corridor Improvement Description:	An alternate, lower stress route north-south would run along the McClelland Trail which follows Highland Drive to Elizabeth south of I-80 and weaves through residential neighborhoods until it arrives at Elgin where it can connect to the northern part of the Millcreek City Center. Future efforts should investigate opportunities to acquire easements through private property into the Brickyard commercial center.



The future McClelland Trail crossing at 2700 South should be safe and comfortable.



RECOMMENDATIONS (cont.)

1300 East / Richmond Street
PRIORITY PROJECT

Existing Conditions:

Project Extent: 2100 South and 3300 South

Land Use: Commercial; Neighborhood

Project Destinations: Sugar House Business District; Millcreek City Center; Brickyard

Street Classification: Arterial

Typology: Destination Thoroughfare

Corridor Functions:

	Typology Benchmark	Current
Person Mobility	High	Medium/Low
Greening	Medium	Low
Placemaking	High	Low
Curbside Diversity	Medium	Medium/Low
Vehicle Mobility	Medium/Low	High

AADT: 35,000

Posted Speed: 40 MPH

Right of Way Width: 70-196' typical

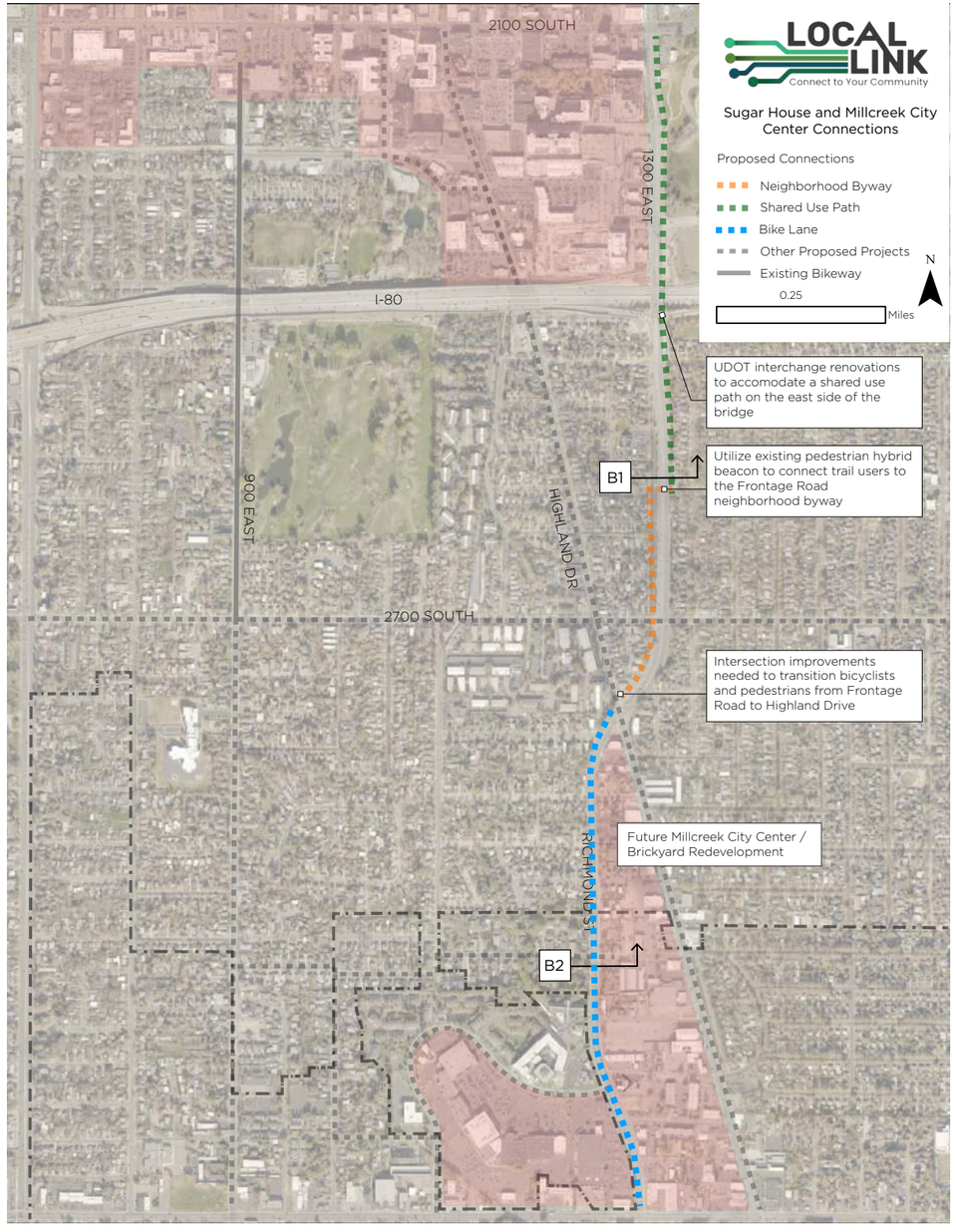
Curb to Curb Width: 90' typical

Project Alignment: Guiding Principles: Safety, Equity, Choice, Connectivity, Health, Collaboration

Planning Integration:

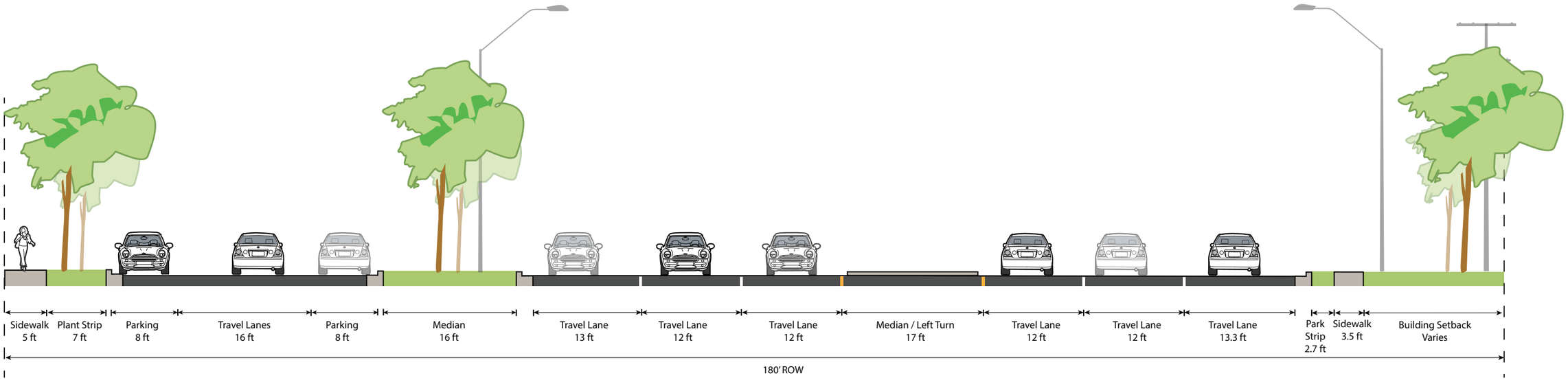
- Bike lanes identified in Salt Lake City's Pedestrian and Bicycle Master Plan.
- Bike lanes identified in the Wasatch Choice: 2019-2050 Regional Transportation Plan
- Shared use path identified in UDOT's plans.

Corridor Improvement Description: 1300 E and the adjacent Frontage Road also provide opportunities to connect Sugar House and Millcreek. Available ROW on the east side of 1300 E could accommodate a new sidepath connecting across the I-80 interchange and into Sugar House Park. The existing pedestrian hybrid beacon at Stratford Avenue could connect the proposed sidepath across 1300 E to the frontage road. From there, the frontage road could serve as a neighborhood byway connection south to the intersection of 1300 E and Highland Drive. At this intersection, bike lanes will continue along Richmond until 3300 South.

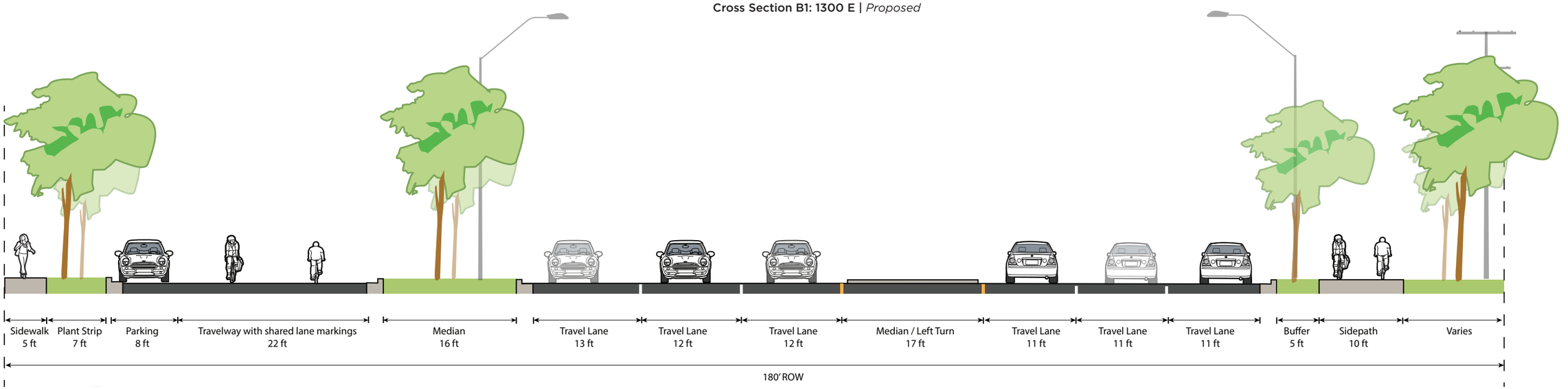


RECOMMENDATIONS (cont.)

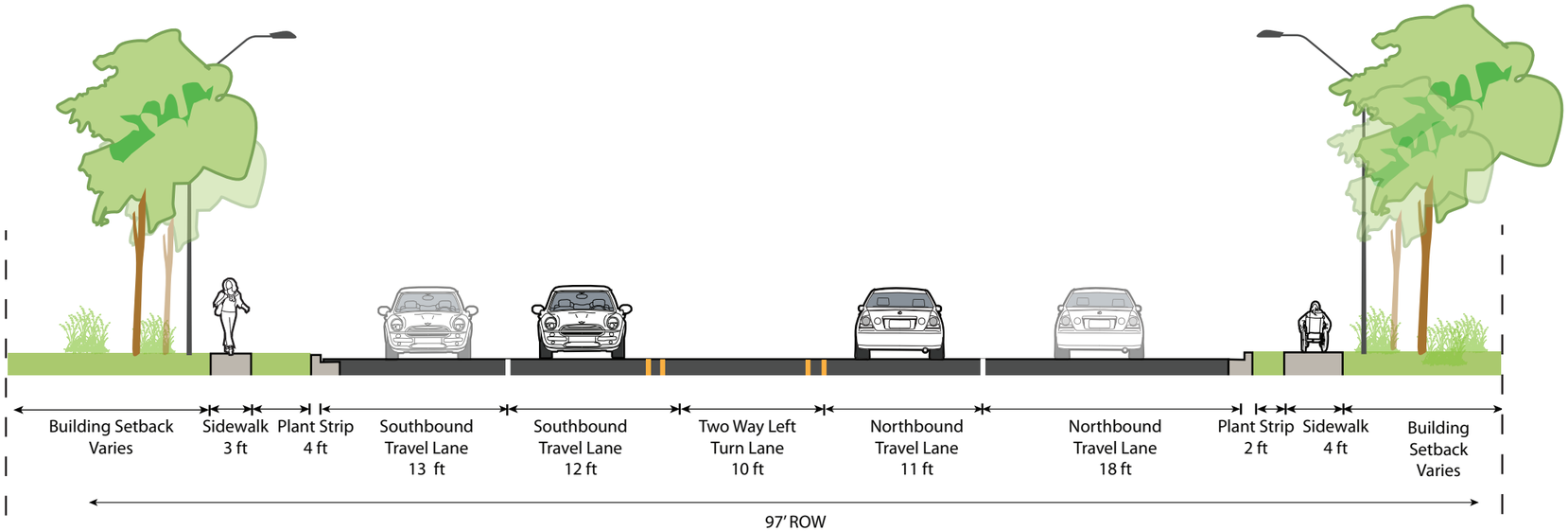
Cross Section B1: 1300 E | *Existing*



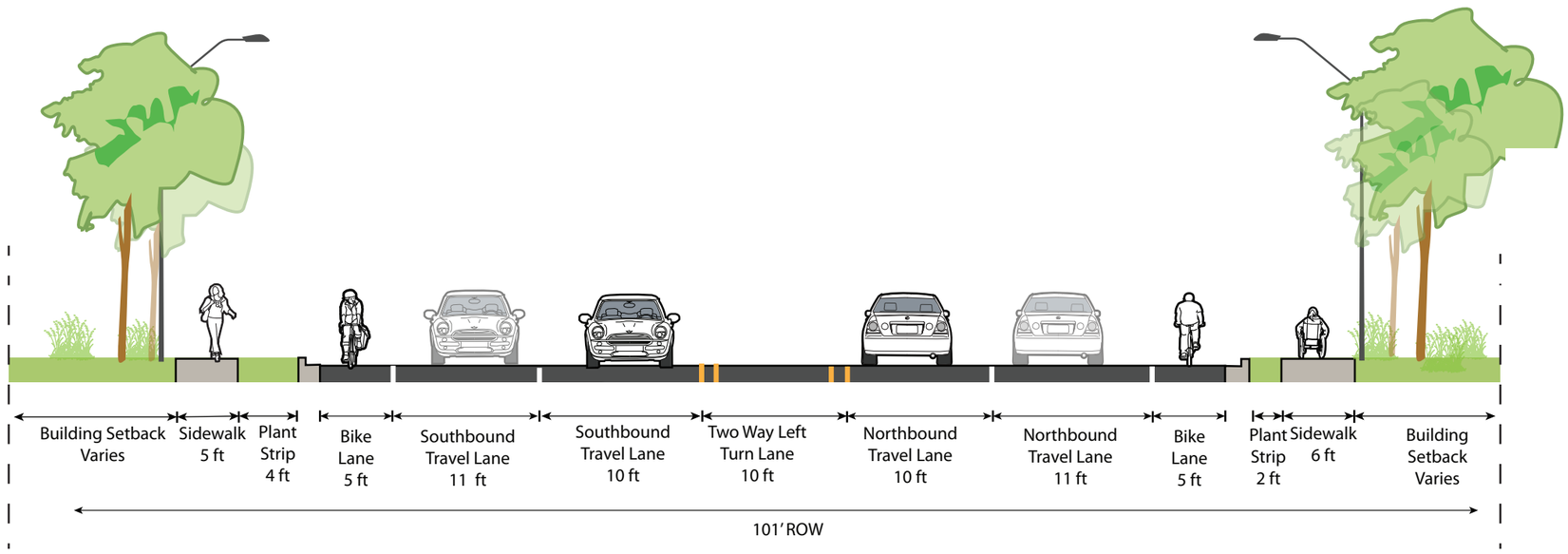
Cross Section B1: 1300 E | *Proposed*



Cross Section B2: Richmond / 1300 E | *Existing*



Cross Section B2: Richmond / 1300 E | *Proposed*



RECOMMENDATIONS (cont.)

900 East
PRIORITY PROJECT

Existing Conditions:

Project Extent:	2700 South and 3300 South
Land Use:	Neighborhood
Project Destinations:	Multi-family housing, Nibley Park Elementary, Neighborhood Commercial Destinations
Street Classification:	Collector
Typology:	Neighborhood Corridor & Neighborhood Center

Corridor Functions:

	Typology Benchmark	Current
Person Mobility	Medium	Low
Greening	High	Medium
Placemaking	Medium	Low
Curbside Diversity	Medium/Low	Low
Vehicle Mobility	Medium	High

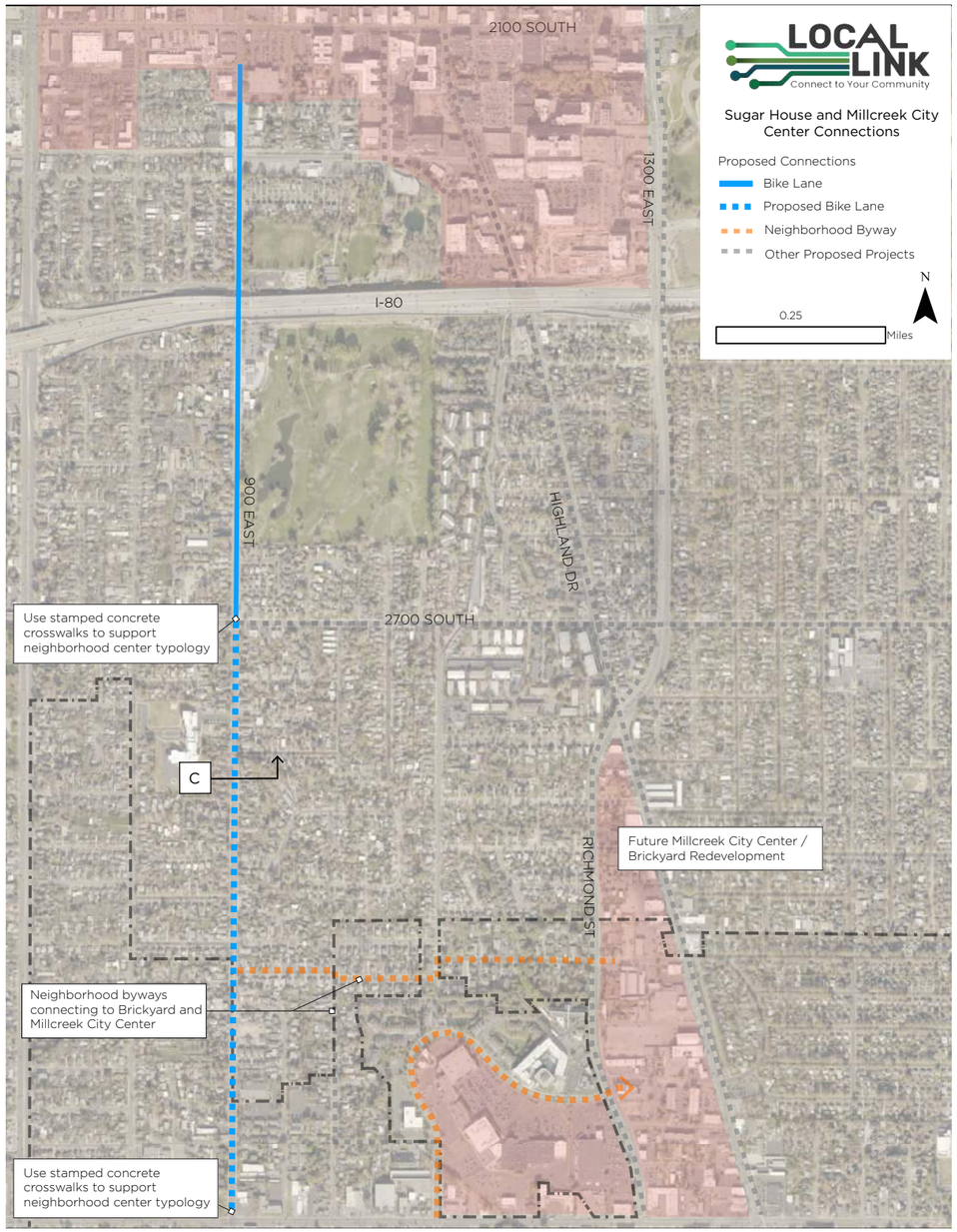
AADT:	9,500
Posted Speed:	30 MPH
Right of Way Width:	64’ typical
Curb to Curb Width:	48’ typical
Project Alignment: Guiding Principles:	Safety, Equity, Choice, Connectivity, Health, Collaboration

Planning Integration:

- Missing link between Sugarhouse and Millcreek City Center / Brickyard
- Bike lanes identified in the WFRC 2019-2050 Regional Transportation Plan
- Transit on 900 E

Corridor Improvement Description:

900 E also provides opportunities to connect from the Sugar House Business District to Brickyard and Millcreek’s City Center. From 2700 S to 3300 S, the three lane cross section would be reduced to two lanes, eliminating the two way left turn lane, with bike lanes on each side of the road. Neighborhood byway connections will be added to fill in the missing link between 900 E and Millcreek City Center / Brickyard.



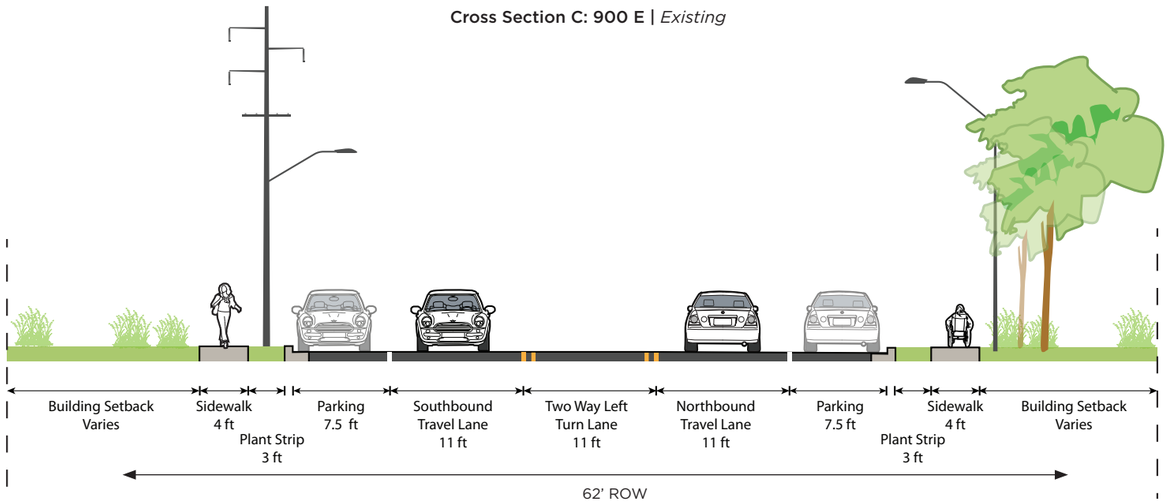


South view of existing 900 East cross section by Nibley Park School.

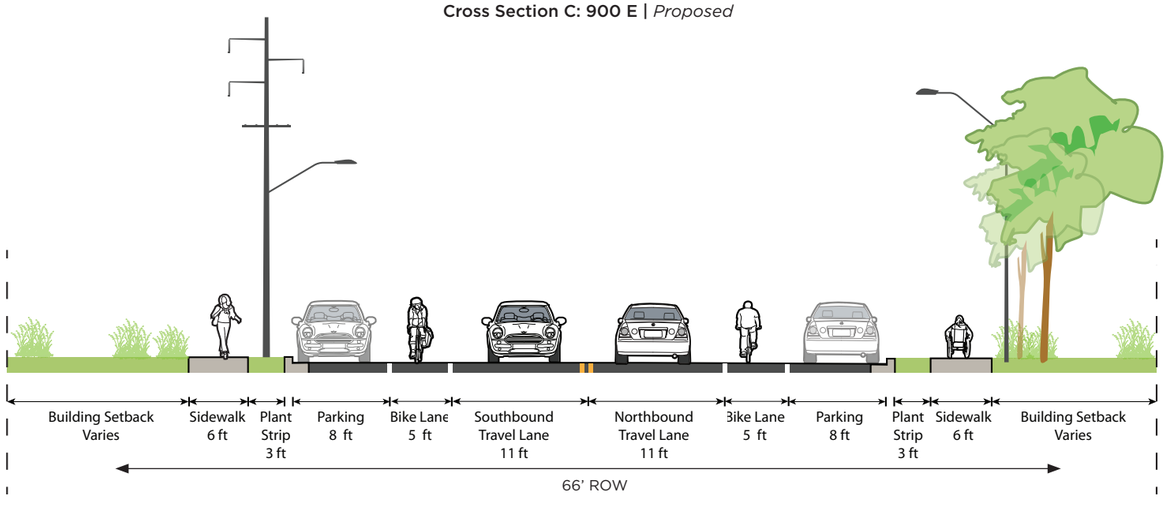


Neighborhood center at the intersection of 900 East and 2700 South.

Cross Section C: 900 E | *Existing*



Cross Section C: 900 E | *Proposed*



LOCAL LINK

ALTERNATIVES ANALYSIS

March 2022









LOCAL LINK
Connect to Your Community

Acknowledgments

Led by:

Salt Lake City

In cooperation with:

Holladay City

Millcreek

City of South Salt Lake

Salt Lake County

Prepared by:

AECOM

Jacobs

Alta Planning + Design

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Executive Summary

Salt Lake City—in partnership with the City of South Salt Lake, Millcreek, Holladay City, Salt Lake County, and in consultation with Utah Transit Authority (UTA)—conducted a transit study to analyze transportation options between Sugar House and Millcreek with an extension into Holladay. The connections explored include routes along **1300 East** or **Highland Drive**, using enhanced bus, bus rapid transit (BRT), light rail, or streetcar transit options.

The study identified goals, needs, and existing conditions; developed and compared a range of transit modes and two routes by several screening criteria; and identified a locally preferred alignment and mode as well as next steps.

PROJECT PRIORITIES

Stakeholder meetings and brainstorming sessions were held at the beginning of the project to identify area needs and project priorities. Based on these meetings, several key needs and priorities emerged as a guide for the study, including reasonability, sustainability, choice, movement, connectivity, accessibility, adaptability, and safety.

EXISTING CONDITIONS

Current conditions were identified in the study area for each alignment including the existing roadway configuration, population and job projections, parcel density, land use types, key destinations, multimodal transportation networks, and safety issues. These conditions built a basis of understanding of the corridor conditions and needs, and laid the foundation for the development of alternatives and the screening process.

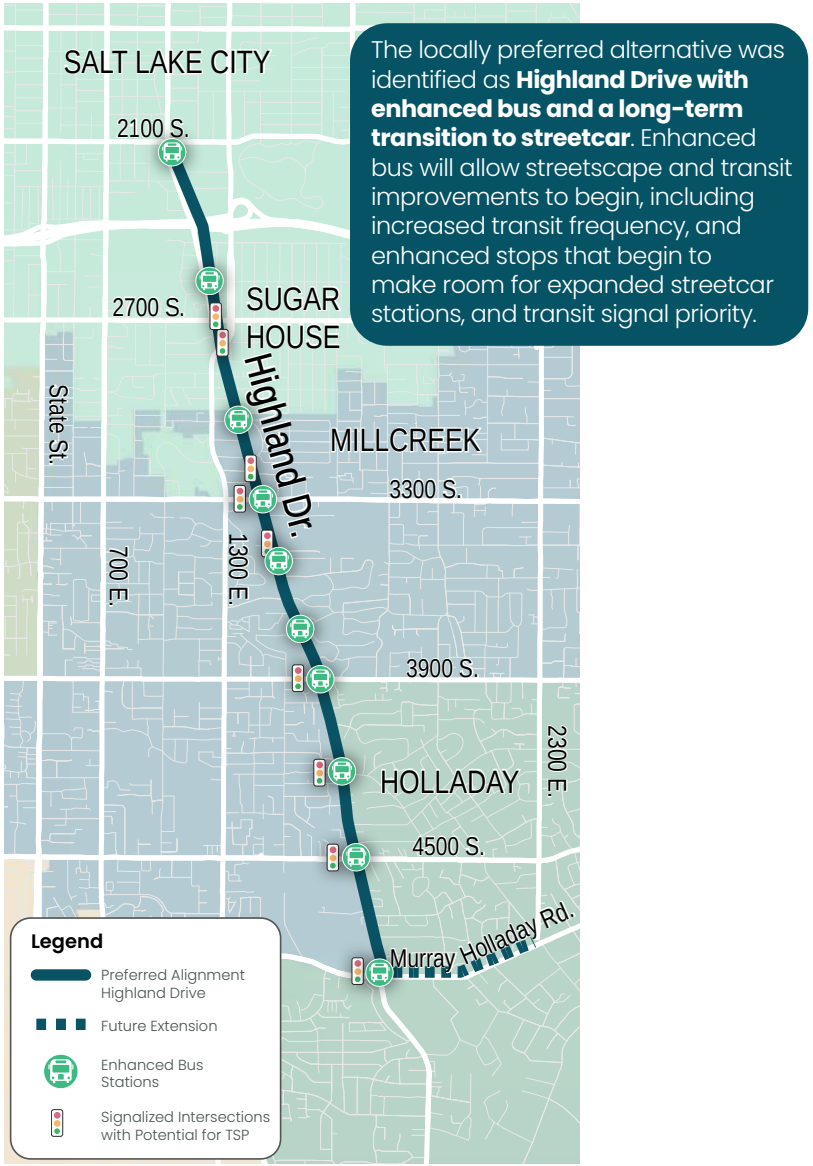
ALTERNATIVES DEVELOPMENT AND SCREENING

Based on the cities' goals, existing conditions, and needs, potential transit modes and routes were compared based on cost, projected ridership, engineering feasibility, right-of-way, and carbon emissions. These criteria were analyzed for each alignment (1300 East and Highland Drive) and for each mode, including light rail, BRT, streetcar, and enhanced bus.

LOCALLY PREFERRED ALTERNATIVE

Based on the evaluation conducted through the existing conditions analysis, alternatives screening, and stakeholder and community feedback, the locally preferred alternative was identified as **Highland Drive with enhanced bus and a long-term transition to streetcar** (Figure 1). Enhanced bus could include bus electrification and

FIGURE 1. LOCALLY PREFERRED ALTERNATIVE



The locally preferred alternative was identified as **Highland Drive with enhanced bus and a long-term transition to streetcar**. Enhanced bus will allow streetscape and transit improvements to begin, including increased transit frequency, and enhanced stops that begin to make room for expanded streetcar stations, and transit signal priority.

will allow streetscape and transit improvements to begin, including increased transit frequency, and enhanced stops that begin to make room for expanded streetcar stations, and transit signal priority which uses signals to improve transit service travel speed and consistency.

PUBLIC INVOLVEMENT

Public involvement was completed in two phases—the first during existing conditions analysis to understand issues and needs and the second during the evaluation to gain an understanding of transit mode preference. The second round of engagement was re-opened based on community desire for more input and conversation. An in-person engagement event occurred at Yappy Hour, and much more feedback was submitted during this extended period of engagement. Each phase included online surveys and interactive mapping, and overall engaged nearly 2,000 community members. After both rounds of feedback, the public preferred the streetcar mode on Highland Drive.

NEXT STEPS

Although the streetcar is the long-term planned mode for Highland Drive, transit improvements are needed quickly to mitigate increased traffic and increased transit demand, and therefore enhanced bus was identified as a short-term solution. The streetcar alternative is more expensive and will require securing additional funding through a cost competitiveness process. Once funding is identified there will be a more extensive design process to implement.

This analysis results in a transit service that is different than what is currently on the Regional Transportation Plan (RTP). If the service requires enough capital investment that would increase eligibility for federal funds, a revision to the WFRC RTP would be needed. UTA will determine if an environmental study is needed for enhanced bus, and will determine the level of environmental document if one is needed. After this, funding for capital, operations, and maintenance costs will need to be identified for this project, and the environmental study and preliminary engineering can begin. These steps will lay the foundation for final design and construction and operation to follow. A key aspect of all these future phases will be a continuation of the public outreach that began during this study and will continue through construction.

This process will repeat for the next phase of improvements to implement the streetcar alternative.

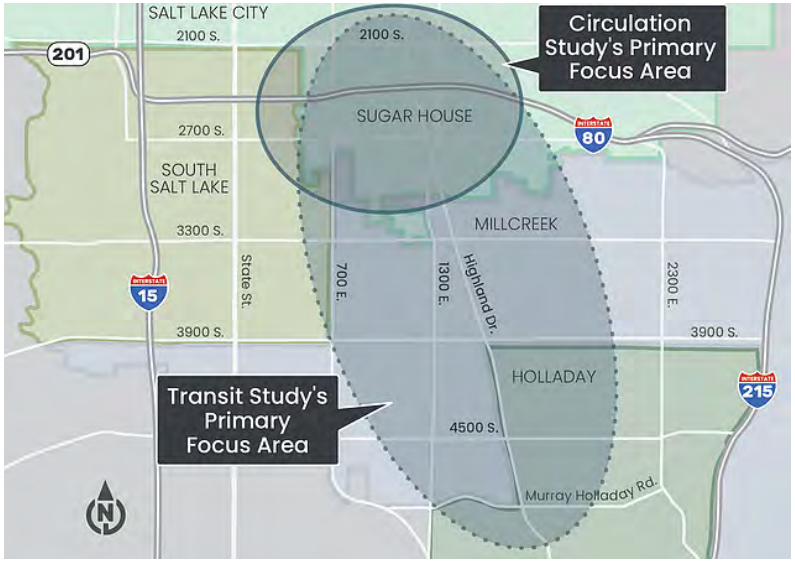
1 Introduction

Salt Lake City—in partnership with the City of South Salt Lake, Millcreek, Holladay City, Salt Lake County, and in consultation with Utah Transit Authority (UTA)—conducted an Alternatives Analysis through the Local Link project, from June 2020 to December 2021 to learn how the community travels in and around the study area shown in Figure 2. This alternatives analysis follows the 2020 circulation study developed at the beginning of the Local Link project, which outlined how people travel in and around the Sugar House Business District.

The 2020 circulation study evaluated opportunities to better accommodate transportation options such as walking, bicycling, transit, and automobile, and identified the gaps and barriers that make it challenging for the community to efficiently travel through and around the study area. The analysis revealed several corridors and spots in need of capital investment. These range from new trail alignments, to the addition of bicycle lanes in gap areas, to improved intersections for pedestrians and people on bicycles, to the creation of complete streets. The Local Link Circulation Study 2020 goes further into detail on the final program and policy recommendations. This information, as well as the Sugar House Streetcar Phase 2 project which recommended an extension to the north from the existing S-Line Alternatives Analysis on 1100 East, guided portions of this alternatives analysis especially with regard to bicycle, pedestrian, and transit connections in Sugar House.

This transit alternatives analysis goes a step beyond the circulation study, specifically analyzing transit and how the surrounding communities can effectively incorporate various modes of public transportation—such as streetcar, light rail, BRT, and enhanced bus—from the Sugar House Business District through Millcreek and into Holladay. The process for the alternatives analysis is shown in Figure 3, and includes defining project needs and goals, developing alternatives, evaluating and comparing alternatives, and identifying a preferred alternative. After this, funding will need to be identified for this project, which will lay the foundation for the environmental study and preliminary engineering.

FIGURE 2. STUDY AREA



WHAT IS LOCAL LINK?

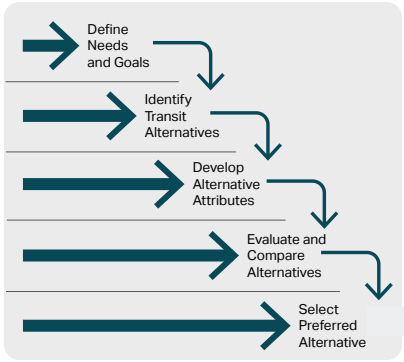
Salt Lake City, South Salt Lake, Millcreek, and Holladay City teamed up on Local Link to learn how you travel in and around your community in order to develop innovative, multimodal options for more convenient, connected trips.

The cities conducted a circulation study, which wrapped up in October 2020, that analyzed biking and walking connections into the Sugar House Business District. This alternatives analysis then analyzed transit options between Sugar House and Millcreek, with an extension into Holladay.

While these studies are providing a fresh look at transportation options, the Local Link effort is also building on a foundation of previous studies and proposed plans, including the 2013 Circulation and Streetscape Amenities Plan for the Sugar House Business District. The 2013 plan, as well as the Phase 2 locally preferred alternative, is still valid, except where it conflicts with this one, in which case this most recent plan takes precedence.

The goal of the alternatives analysis is to assess transit options between Sugar House and Millcreek with an extension into Holladay and improve north-south connections, and determine if additional and or improved transit could be supported in the study area. The transportation network that connects these communities will be safe, inviting, sustainable, and provide comfortable travel choices for everyone. It promotes a connected network between local neighborhoods and regional centers in South Salt Lake, Millcreek, and Holladay to the Sugar House Business District. Active and public transportation connections to schools, neighborhood centers, parks, and other public attractions are prioritized.

FIGURE 3. ALTERNATIVES ANALYSIS PROCESS



STUDY AREA, CORRIDORS, AND MODE OPTIONS

The alternatives analysis study area includes the Highland Drive and 1300 East corridors from Murray Holladay Road on the south to 2100 South on the north, as well as the potential extension area to the south along Murray Holladay Road to 2300 East. It also includes an area slightly beyond the project termini to include multimodal connectivity considerations and nearby destinations. Prior to narrowing down to the two corridors, several additional options were explored and eliminated due to various feasibility and operational limitations. Table 1 shows more information about these alternatives, and why they were not selected. A map illustrating the eliminated alternatives located in Appendix A.

The modes considered for the study include enhanced bus, streetcar, BRT, and light rail. Figure 5 on the next page provides a brief overview and potential implications of each mode.

TABLE 1. ELIMINATED ALTERNATIVES

Alternative Description	Justification for Elimination
1300 East: From Wilmington Avenue in Sugar House over I-80 to Murray Holladay Road.	Removed due to the potential constraints of crossing UDOT's I-80/1300 East overpass. Terminus along 1300 East would be outside of the core Sugar House Business District and future planned transit connections from Sugar House to downtown.
A loop on Highland Drive to the north and turning around at 2100 South to go south on 1300 East.	Removed due to likely transit user confusion and potential out-of-direction travel with 'loop' routing.
Switching over from Highland Drive on the south, to 1300 East in the middle via 3900 South and back over to Highland Drive at 2700 South.	Removed due to likely transit user confusion and anticipated additional travel time with the out-of-direction travel between Highland Drive and 1300 East.
Only using Highland Drive, and adding a stop to the west at St. Mark's Hospital off 3900 South.	Removed due to anticipated additional travel time and out-of-direction routing to accommodate a new stop at St. Mark's Hospital.

FIGURE 4. STUDY CORRIDOR OPTIONS



STEERING AND STAKEHOLDER COMMITTEES

Guiding the study, in addition to the project team, were the steering and stakeholder committees. The steering committee met monthly and was made up of representatives from project partners to provide feedback on alternatives and share insight from their respective parties in order to make decisions. Steering committee members received content to share with their networks and communicated their needs and concerns back to the project team to help make decisions.

Agencies involved in the steering committee included:

- Salt Lake City (Engineering and Transportation Divisions)
- Holladay City
- City of South Salt Lake
- Millcreek
- UTA
- Utah Department of Transportation (UDOT)
- Wasatch Front Regional Council (WFRC)

The stakeholder committee met bi-monthly and was made up of representatives from additional organizations and interests throughout the community. The Local Link project team worked closely with the committee to provide content and updates to share with their organizations and communications channels to reach more people and gain additional feedback from the public.

Groups represented in the stakeholder committee included:

- Sugar House Community Council
- Sugar House Business Developers
- Millcreek Business Developers
- Local Business Owners
- St. Mark's Hospital
- East Millcreek Community Council
- Millcreek Community Council
- Canyon Rim Citizens Association
- Granite School District
- Holladay Developers
- PRATT
- University of Utah
- Bike Utah
- Move Utah
- Westminster College
- Salt Lake School District
- SLC Business Ombudsman

FIGURE 5. TRANSIT MODE OPTIONS

ENHANCED BUS

This option runs more frequently than the existing bus line, but with a limited number of stops. It is not separated from traffic, but can have some premium enhancements including transit signal priority and other speed and reliability improvements.



STREETCAR

The streetcar option uses rail transit vehicles designed for locally focused transportation on a city street. The vehicles are powered by electricity, and the rail vehicles can share a lane with other vehicles.



BUS RAPID TRANSIT

This is a bus-based option with a dedicated travel lane, separate from vehicles, and includes transit signal priority, level boarding, and enhanced stops and stations.



LIGHT RAIL

Light rail is the most intensive transit option, as it includes a full passenger train, and requires its own tracks and separation from vehicle traffic. It also includes larger stations and traffic signal enhancements.



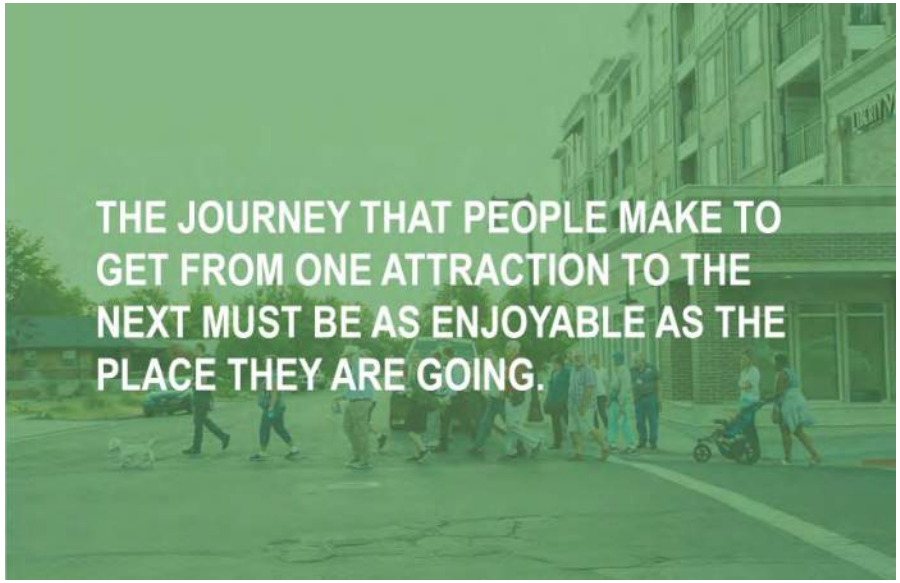
2 Project Priorities

Early during the alternatives analysis, the project team met with Salt Lake City, South Salt Lake, Millcreek, Holladay City, UTA, and Salt Lake County through steering and stakeholder committees to identify project priorities in mid-2020. The meetings included brainstorming sessions, where participants were encouraged to share their priorities and needs for the area through this project.

Based on these meetings, several key needs and priorities emerged. These included site- and corridor-specific needs at intersections or roadways, but also global needs throughout the study area. The following were identified as the main priorities:

Reasonability:	Affordable and feasible to construct
Sustainability:	Prevents emissions and helps improve air quality
Choice:	Options for bikers, walkers, transit riders, and drivers
Movement:	Relieve traffic congestion and keep people moving
Connectivity:	Connect residents to work, errands, and leisure across city boundaries
Accessibility:	Create equitable and affordable mobility options for all users
Adaptability:	Prepare for a growing population, land use changes, and future activity nodes
Safety:	Create a safe way to travel for all modes of transportation

The priorities guided the first round of public survey questions and development of screening criteria as the project progressed.



3 Existing Conditions

1300 East and **Highland Drive** were identified as important corridors for connecting the Sugar House, Millcreek, and Holladay communities and play a key role in connecting people to regional destinations (Figure 6). This study analyzed both corridors and potential transit enhancements to identify the best strategy for improving connectivity and accessibility through sustainable transportation options for all users in the future.

Both the 1300 East and Highland Drive corridors are near the Sugar House Business District, Brickyard, and the developing mixed-use Millcreek City Center. They are also densely populated (and still growing) with household projections increasing throughout the study area and more jobs projected in the Sugar House Business District area.

12% Population growth is projected in the study area over the next 10 years

5% Job growth is projected in the study area over the next 10 years

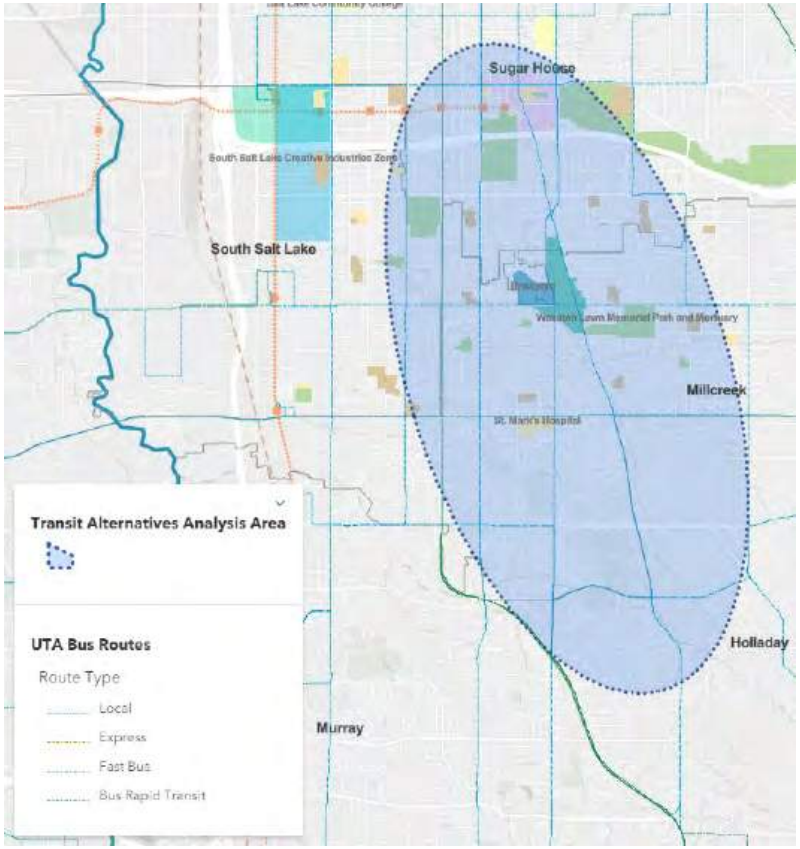
The corridors have a mix of commercial and residential properties. 1300 East has higher percentages of residential properties, whereas Highland Drive has higher percentages of commercial properties compared to other uses. Differences in land use, as well as the roadway widths differ on the 1300 East and Highland Drive corridors before they converge in the north. As these study corridors converge and then pass I-80, the parcel density and building heights increase significantly.

To the south of the Highland Drive intersection, the 1300 East cross-sections vary but in general have one traffic lane in each direction, a two-way left turn lane in the center, and shoulders that vary in width based on the right-of-way width in a given section. 1300 East to the north of the Highland Drive intersection was not considered for transit improvements due to freeway interchange constraints, grade issues, and high levels of existing congestion.

Highland Drive, the corridor with denser commercial uses and wider roadway widths, is two lanes in each direction with a two-way left-turn lane. (Note that Highland Drive was restriped with one lane in each direction and a center turn lane between Richmond and 3300 South and between Ashton Avenue and Wilmington Avenue part-way through the alternatives analysis process, between 2020 and 2021.) This indicates that Highland Drive may already be operating as a preferred street for drivers to travel through or to access destinations, whereas 1300 East may be used most often by people whose destination is accessed directly by 1300 East.

Transit is already active along 1300 East and Highland Drive, with high ridership stops found at most major intersections, including 2100 South, 3300 South, and 3900 South for both alignments. There are parks and active transportation infrastructure adjacent to both corridors, although 1300 East is better connected by bike lanes. Even on the roads with bike lanes, these lanes are only comfortable for more confident cyclists. The next two pages explore each corridor in more detail.

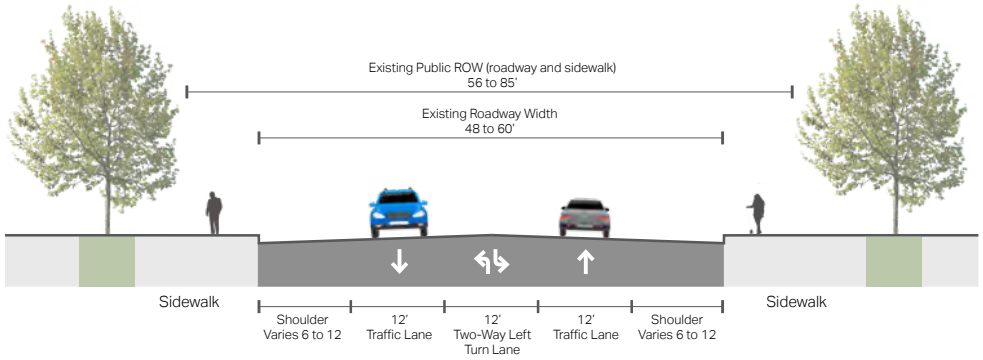
FIGURE 6. STUDY AREA



Alignments were focused on 1300 East and Highland Drive in this area.

1300 EAST

1300 East currently has one travel lane in each direction, with a center turn lane and shoulders and sidewalks on each side. The average roadway width is 55 feet in the southern section of the corridor, between Highland Drive and 3300 South.



Recent growth in the Sugar House Business District and mixed-use developments along 1300 East are establishing a trend of high-density development for this corridor. Likely due to the predominantly residential parcels on this corridor, building setbacks and the overall scale of the street is smaller than what is seen along Highland Drive.

Existing Land Use Along 1300 East

23% COMMERCIAL

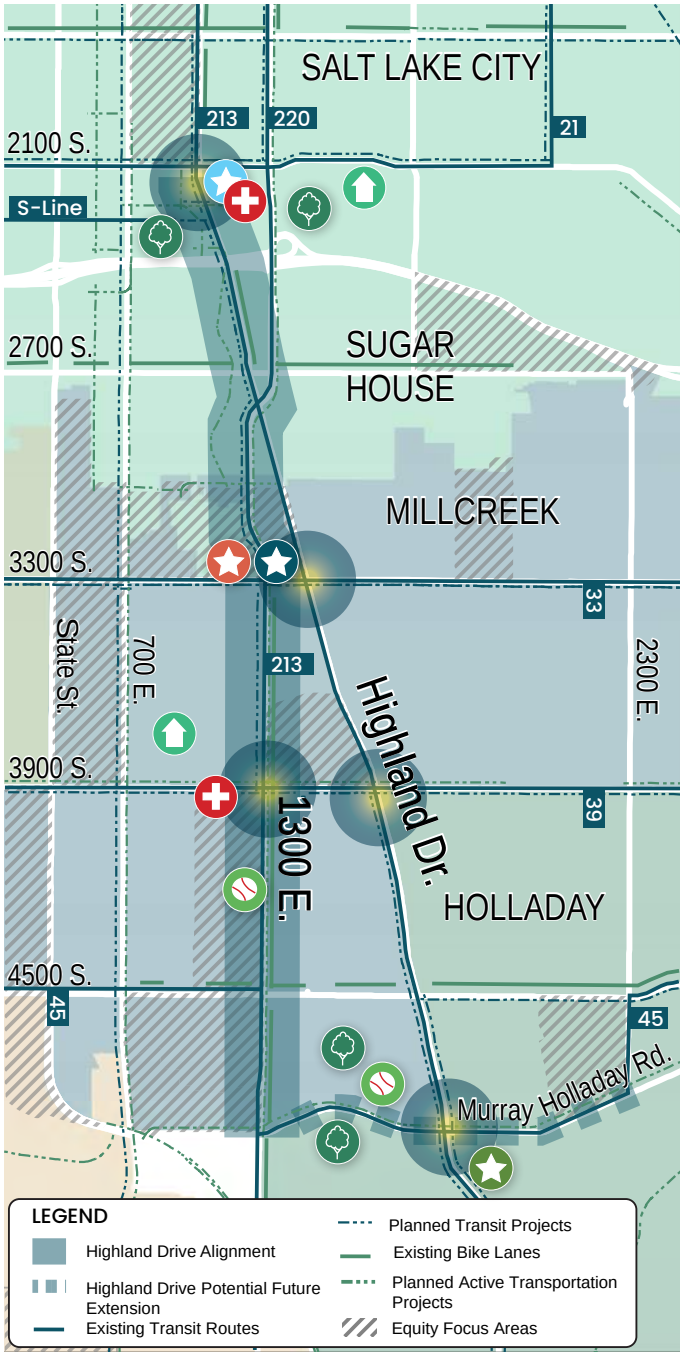
56% RESIDENTIAL

4 MULTI-FAMILY BUILDINGS

The 1300 East corridor sees slightly lower levels of retail and commercial businesses compared to the alternative on Highland Drive, and best connects to public space and amenities in the northern section of the study corridor. Transit serves the most people at some of the larger intersections on 1300 East, primarily at the 3900 South and 2100 South intersections. 1300 East also crosses six equity focus areas, locations that may include higher rates of transit riders, and includes areas with high percentages of low-income, minority, or zero car households. The following key amenities are highlighted in Figure 7.

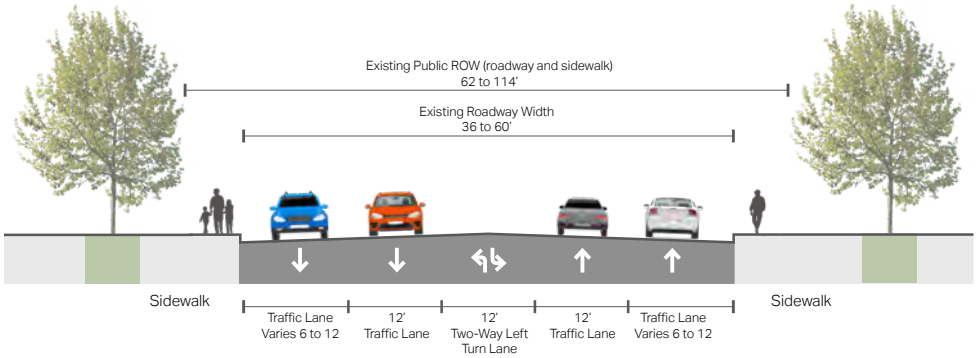
- HIGH RIDERSHIP BUS STOPS
- EQUITY FOCUS AREAS
- MEDICAL FACILITY
- PARK
- RECREATION CENTER
- SCHOOL
- THE BRICKYARD
- SUGAR HOUSE BUSINESS DISTRICT
- COTTONWOOD MALL REDEVELOPMENT
- MILLCREEK CITY CENTER

FIGURE 7. 1300 EAST KEY FEATURES



HIGHLAND DRIVE

Highland Drive currently has two lanes of traffic in each direction, with a center turn lane and sidewalks on each side. (Note that this configuration on Highland Drive changed to one lane in each direction and a center turn lane for a portion of the corridor part-way through the alternatives analysis process.) The average roadway width is 60 feet in the southern section of the corridor.



The Highland Drive corridor consists primarily of low- to medium-density development. The corridor hosts primarily commercial properties, with large setbacks and parking lots. After crossing 1300 East to the northern part of Highland Drive, the corridor narrows and becomes more residential with buildings closer to the street and trees lining the curb.

Existing Land Use Along Highland Drive

57% COMMERCIAL

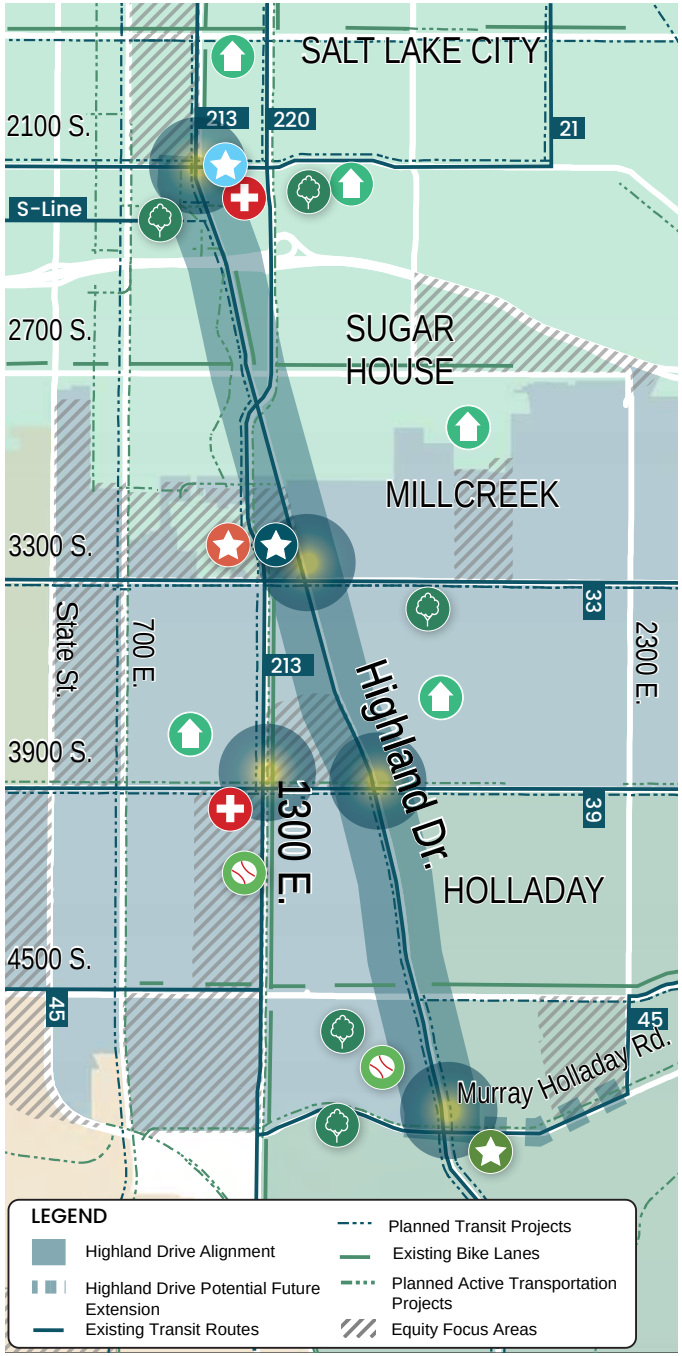
31% RESIDENTIAL

8 MULTI-FAMILY BUILDINGS

This corridor supports significantly higher levels of retail and commercial business adjacent to the roadway compared to 1300 East, and better access to public space and amenities throughout the corridor. Transit serves the most people at the larger intersections on Highland Drive, primarily at the Murray Holladay Road, 3900 South, 3300 South, and 2100 South intersections. Highland Drive also crosses four equity focus areas (two less than 1300 East). The following key amenities are highlighted in Figure 8.

- HIGH RIDERSHIP BUS STOPS
- EQUITY FOCUS AREAS
- MEDICAL FACILITY
- PARK
- RECREATION CENTER
- SCHOOL
- THE BRICKYARD
- SUGAR HOUSE BUSINESS DISTRICT
- COTTONWOOD MALL REDEVELOPMENT
- MILLCREEK CITY CENTER

FIGURE 8. HIGHLAND DRIVE KEY FEATURES



SCREENING PROCESS

To better understand the benefits and drawbacks associated with improving transit on either 1300 East or Highland Drive, the alternative roadways and each mode were evaluated with a consistent set of criteria. The criteria included cost range, projected ridership, engineering feasibility, right-of-way, and carbon emissions, and are detailed below.

COST RANGE
Estimated range based on construction costs, including transit construction, road widening where needed, associated right-of-way, and operation costs.

PROJECTED RIDERSHIP
The study projected ridership for 2050 using the STOPS model, which is the model the Federal Transit Administration uses to evaluate and rate projects.

ENGINEERING FEASIBILITY
Access (driveways), utilities, and compatibility with the existing and planned transit system.

RIGHT-OF-WAY
Estimate of approximately how many properties would likely need to be purchased in order to implement each option.

CARBON EMISSIONS
Comparison of carbon emissions savings over 25 years for each option. Reduced air pollution is one component in improving air quality along the Wasatch Front.

These criteria were analyzed for each alignment (1300 East and Highland Drive) and for each mode. Four modes were considered and evaluated: light rail, BRT, streetcar, and enhanced bus. Each mode is described along with the benefits, drawbacks, and cost of implementation. Some of the factors that change from mode to mode include property acquisition needs, speed and frequency of service, station enhancement opportunities, and opportunity for additional enhancements in the future.

LIGHT RAIL
Light rail is the most intensive transit option, as it includes a full passenger train, and requires its own tracks and separation from vehicle traffic. It also includes larger stations and traffic signal enhancements.



- Limited stops help make this transit service more frequent and faster than existing bus service
- Enhanced stations
- Requires purchase of the largest amount of private property for stations and dedicated rail lane
- Dedicated lane for transit enhances service
- $$$ Highest cost

BUS RAPID TRANSIT (BRT)

This is a bus-based option with a dedicated travel lane that is separate from vehicles, and includes transit signal priority, level boarding, and enhanced stops and stations.



- Limited stops help make this transit service more frequent and faster than existing bus service
- Enhanced stations
- Requires purchase of a moderate amount of private property for stations and dedicated lane
- Dedicated bus-only lane improves service
- $ $ Moderate cost

STREETCAR

The streetcar option uses rail transit vehicles designed for locally focused transportation on a city street. The vehicles are powered by overhead electricity, and the rail vehicles can share a lane with other vehicles.



- Limited stops help make this transit service more frequent and faster than existing bus service
- Powered by overhead electricity
- Enhanced stations
- Requires purchase of a small amount of private property for stations
- Sharing a lane with cars can slow service
- $ $ Moderate cost

ENHANCED BUS

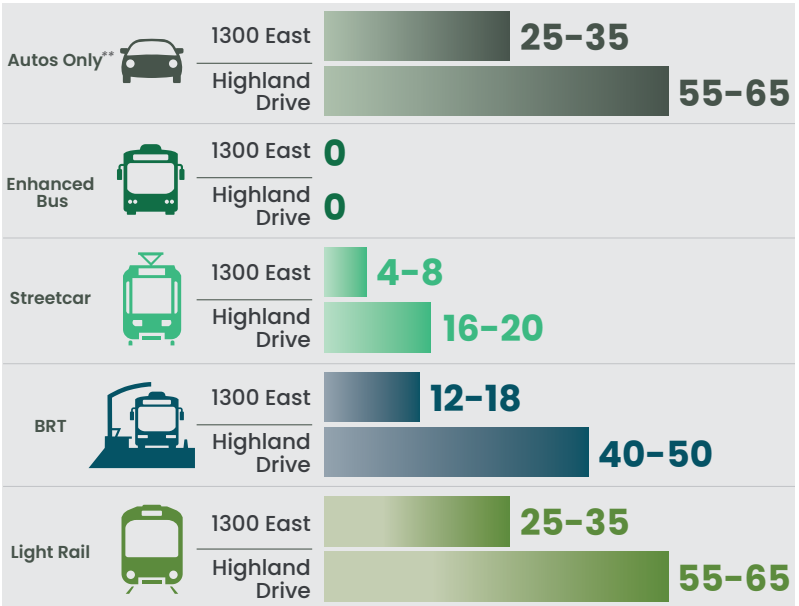
This option runs more frequently than existing bus routes, but with a limited number of stops. It is not separated from traffic, but can have some premium enhancements including traffic signal priority and off-board fare collection.



- Limited stops help make this transit service more frequent and faster than existing bus service
- No purchase of private property
- Enhancements can begin now, and expand to more premium transit solutions in the future
- Enhanced stations, with further enhancements possible
- Sharing a lane with cars can slow service
- Lowest cost

All four of these modes were analyzed for both corridors against each of the screening criteria to identify the benefits and drawbacks for each alternative. An analysis of property impacts indicated that most of the potential transit options would require more space than is already available along 1300 East and Highland Drive. Figure 9 shows the estimated ranges for full property acquisitions needed for each option. Highland Drive would see larger impacts across the board compared to 1300 East, with light rail having the largest

FIGURE 9. ESTIMATED PROPERTY IMPACTS

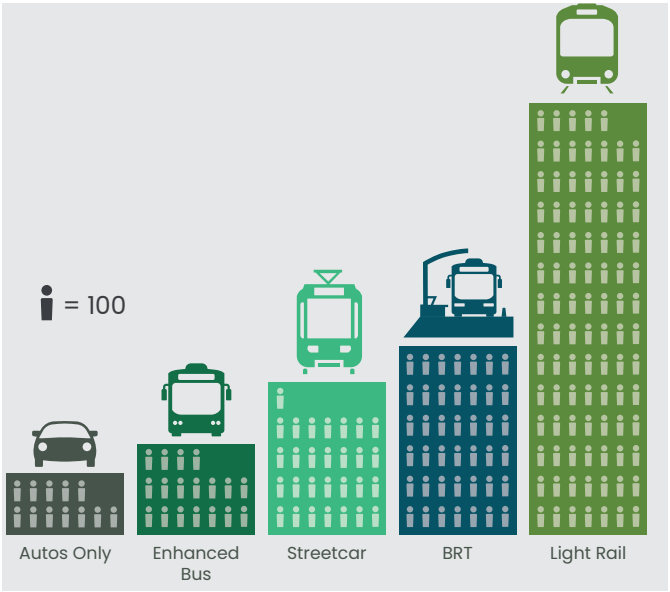


**This graphic shows estimated ranges for full property acquisitions needed for each option. Additional partial property acquisitions would be required for smaller impacts such as new sidewalks.*
***The Autos Only scenario assumes widening the road to support increased traffic*

impacts overall, followed by BRT. This is due to BRT and light rail requiring road widening, which would require extensive right-of-way impacts for long stretches of the roadway. The streetcar option would have a low impact compared to these modes. Enhanced bus would have no impacts, and this mode option fits within the existing footprint, although some easements may be needed for bus stop improvements such as shelters and benches. The impact from streetcar comes from spot widening for larger stations. The BRT and light rail impacts would include long stretches of widening along the larger corridor in addition to the station and transit signal priority needs.

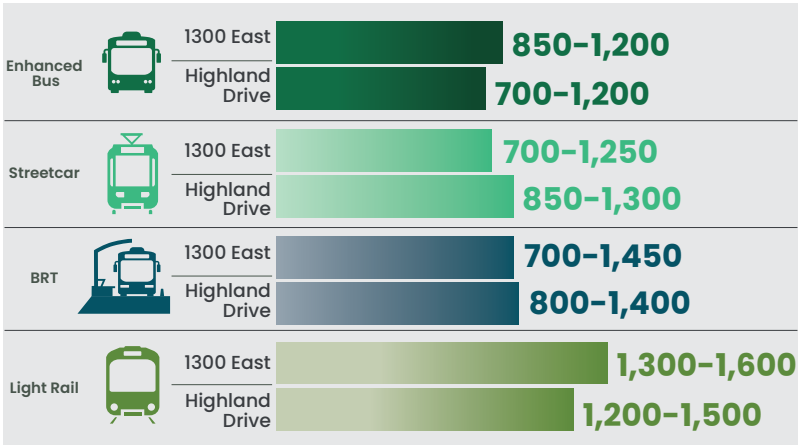
Additional evaluation factors looked at how effectively the alternatives would move people and transit riders by analyzing potential person capacity per lane by mode and ridership projections. The analysis demonstrated that light rail can move the most people, followed by BRT and streetcar, as shown in Figure 10.

FIGURE 10. PERSON CAPACITY PER LANE BY MODE



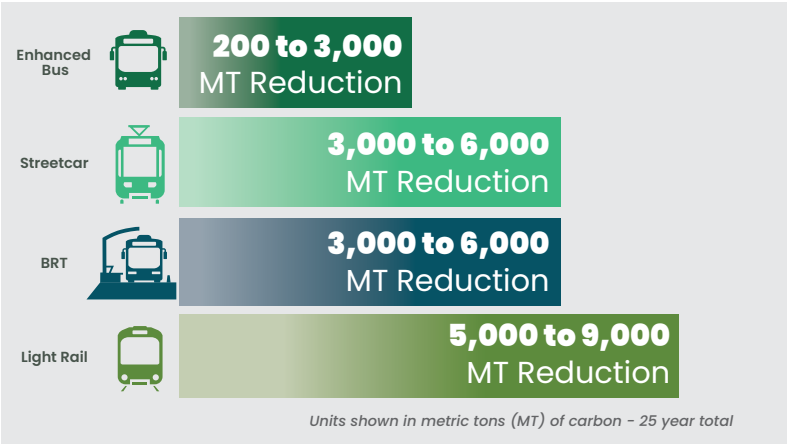
Ridership projections along the corridor echo the throughput ability to some extent. Figure 11 shows that in 2050 light rail would bring in the most riders on either 1300 East or Highland Drive, while streetcar would serve the fewest on 1300 East, and enhanced bus would serve the fewest on Highland Drive. For the low-end ridership estimates, the project was assumed to operate on top of existing transit with more stops. For the low-end estimates the streetcar, BRT, and the enhanced bus were assumed to extend north along the potential S-Line extension with fewer transfers.

FIGURE 11. RIDERSHIP PROJECTIONS



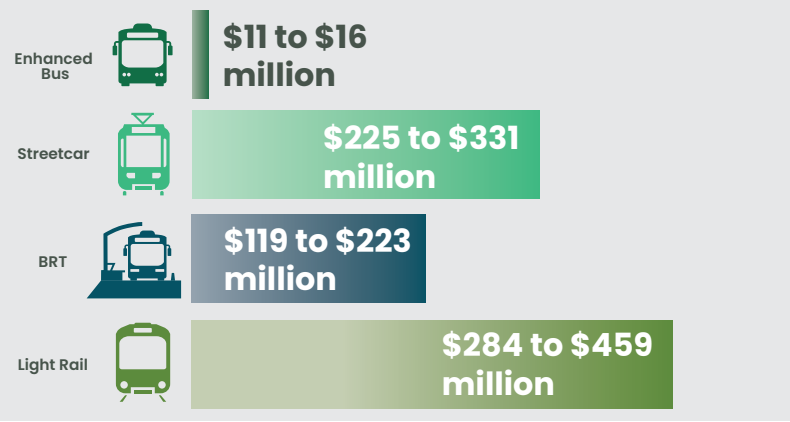
Greenhouse gases were also evaluated to identify the effects on air quality each mode would have in 2050. The alternatives would produce the same results regardless of alignment, so only the mode options were analyzed for this evaluation factor. Light rail would reduce carbon emissions at the highest rate, while streetcar and BRT would reduce carbon emissions at a slightly lower rate, and enhanced bus, if using the current fleet make up, would emit the most carbon of the alternatives. See Figure 12.

FIGURE 12. REDUCTION OF GREENHOUSE GASES



The final evaluation component for this study was implementation and operational costs for each mode. The study team gathered past project costs and future construction costs to come up with an estimated range that considers transit construction, road widening where needed, associated right-of-way costs, and operation costs for each option, as shown in Figure 13.

FIGURE 13. COST RANGES BY MODE



OVERALL SCREENING RESULTS

When comparing criteria across all four modes:

- Enhanced bus would be the cheapest and easiest mode to implement, but lacks in ridership and carbon emissions reduction potential compared to other modes (see Figure 14).
- The other modes increase in cost and complexity significantly compared to the enhanced bus, with light rail being the most expensive and complex, streetcar being the next most expensive and complex, and BRT following as the third most expensive and complex.
- Light rail and BRT have the most significant right-of-way and property implications, while streetcar and enhanced bus have lowest right-of-way impacts
- As cost and complexity increase, so do positive factors such as ridership and carbon emissions reductions.

When comparing criteria across the two corridors:

- Highland Drive and 1300 East see similar results, although costs on Highland Drive are typically higher, as are the estimated number of property acquisitions (total take counts).
- Ridership projections on Highland Drive and 1300 East vary by mode, with Highland Drive seeing higher ridership potential with the light rail and BRT options, and 1300 East seeing higher ridership potential with the streetcar and enhanced bus mode alternatives.

FIGURE 14. OVERALL SCREENING RESULTS

	STREETCAR		LIGHT RAIL		BUS RAPID TRANSIT		ENHANCED BUS	
	1300 E	Highland	1300 E	Highland	1300 E	Highland	1300 E	Highland
Low	$225 M	$236 M	$284 M	$328 M	$119 M	$159 M	$11 M	$11 M
High	$315 M	$331 M	$397 M	$459 M	$167 M	$223 M	$16 M	$16 M
2050 Avg. Weekday	700 - 1,250	850 - 1,300	1,300 - 1,600	1,200 - 1,500	700 - 1,450	800 - 1,400	850 - 1,200	700 - 1,200
Access	Simple	Simple	Complex	Complex	Medium	Medium	Simple	Simple
Utilities	Complex	Complex	Complex	Complex	Medium	Medium	Simple	Simple
System Compatibility	Simple	Simple	Complex	Complex	Simple	Simple	Simple	Simple
Residential Area (SF)	59,000	49,000	130,000	100,000	67,000	64,000	6,000	500
Commercial Area (SF)	141,000	204,000	112,000	247,000	82,000	152,000	6,000	13,000
Total Take Count	4 - 8	16 - 20	25 - 35	55 - 65	12 - 18	40 - 50	0	0
25-Year Reduction (MT)	3,000 - 6,000		5,000 - 9,000		3,000 - 6,000		200 - 3,000	

LOCALLY PREFERRED ALTERNATIVE

Based on screening results and public and steering/stakeholder committee input, the locally preferred alternative recommended through this study is **enhanced bus with a long-term transition to streetcar on Highland Drive.** See Figure 15.

Highland Drive was selected as the preferred route based on high ridership, simpler engineering feasibility, and stakeholder and public preference. The Highland Drive corridor has significant commercial storefronts, high-density housing, existing right-of-way, and facilities to support current traffic volumes and future transit integration. A new transit solution connecting partner cities on Highland Drive will provide more accessible and sustainable transportation options for all users in the future with less impact than would be needed on 1300 East.

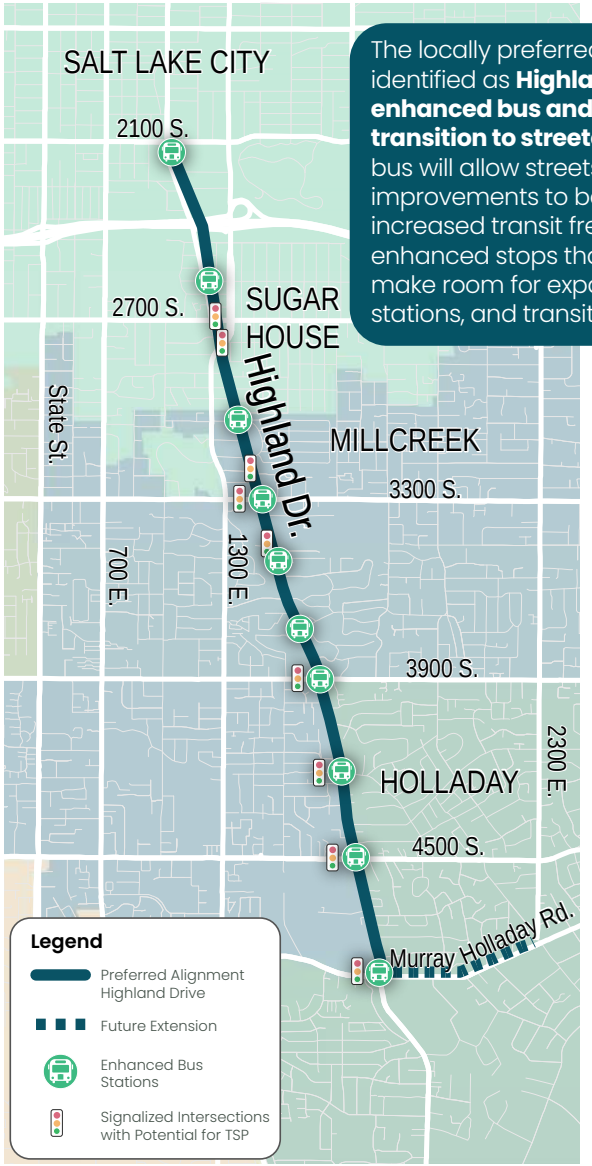
The screening criteria showed that streetcar and enhanced bus performed better than the other modes. Streetcar produces low carbon emissions, has the capacity for high ridership, fewer right-of-way impacts, and simpler engineering than light rail. Streetcar is the second most expensive of all modes.

Enhanced bus was the secondary favored mode based on the screening criteria. Enhanced bus reduces carbon emissions the least, has high ridership potential, shows the lowest right-of-way impacts with no property acquisitions, has the simplest engineering feasibility, and is least expensive.

Through the two phases of public involvement for the alternatives analysis, the majority of the community and steering and stakeholder committees indicated streetcar as the preferred mode and Highland Drive as the preferred route. Although this study indicates that the end-goal should be streetcar, it is important that transit begins serving this area as soon as possible due to the high levels of growth, current congestion, and projected congestion increase if nothing is done.

The best way to accomplish this is to begin with enhanced bus, and preserves space for the more intensive improvements needed for streetcar. A low-cost enhanced bus could accommodate today's transit demand while building ridership for a future streetcar as growth continues in the study area and greater capacity is needed.

FIGURE 15. LOCALLY PREFERRED ALTERNATIVE



The locally preferred alternative was identified as **Highland Drive with enhanced bus and a long-term transition to streetcar**. Enhanced bus will allow streetscape and transit improvements to begin, including increased transit frequency, and enhanced stops that begin to make room for expanded streetcar stations, and transit signal priority.

The corridor presents a growing trend of urban communities that exhibit a wide range of housing options, ample green space, and building marketplaces which can serve the present and future needs of a community. It is in this vision that Millcreek is developing a mixed-use City Center. Holladay is working through the approval process of a mixed-use redevelopment of the Cottonwood Mall. With direct access to these highly adaptive and dense urban space investments, Highland Drive is well situated to benefit from upcoming market growth and aligns with the public input.

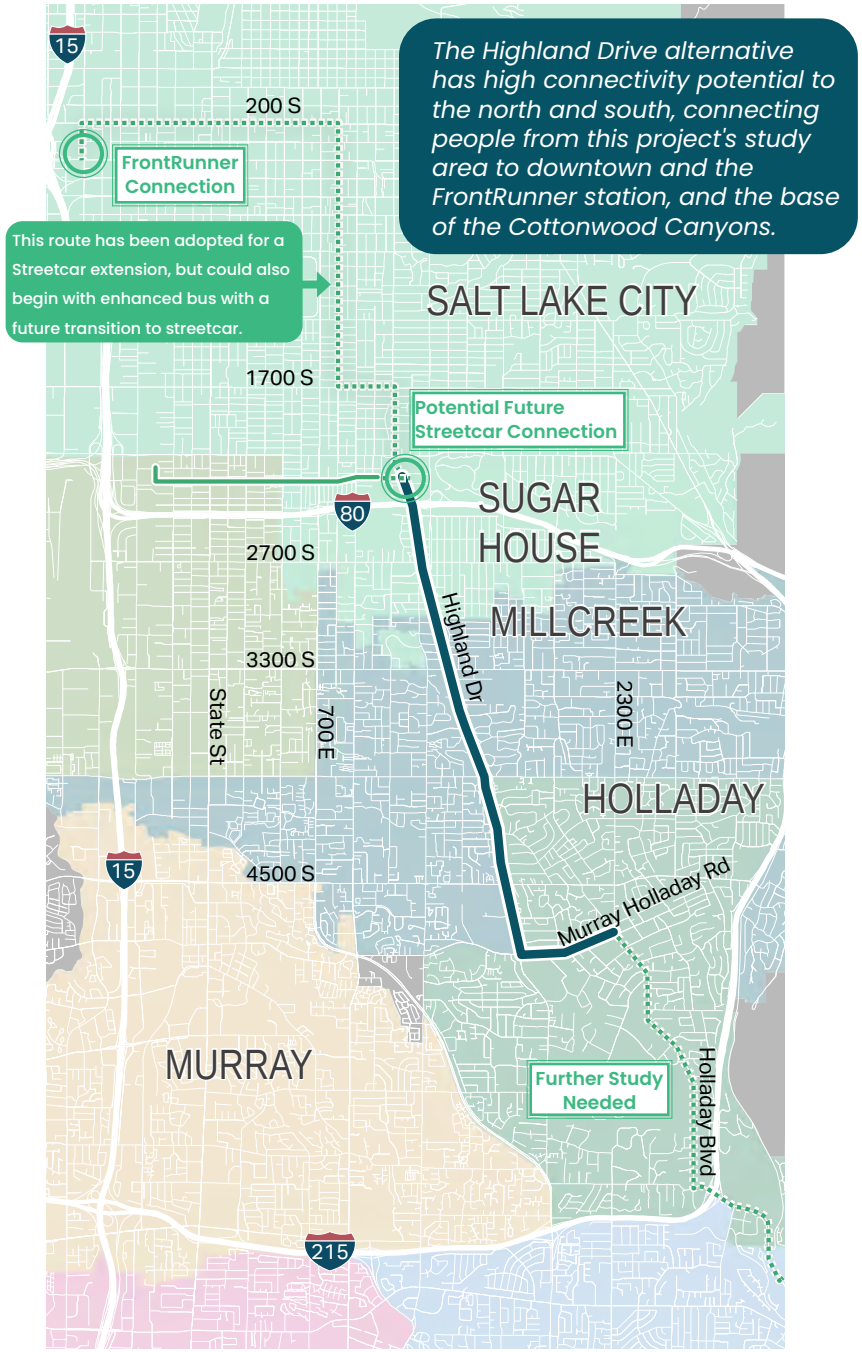
As the Salt Lake Region's population continues to grow, the economic activity and opportunities will rise to meet the needs for shopping, recreation, dining, and business. The Highland Drive corridor supports significantly higher levels of retail and commercial business adjacent to the roadway as compared to the alternative on 1300 East.

TRANSIT CONNECTIVITY TO DOWNTOWN

The Local Link transit solution is an important part of a larger transit network that will connect the communities of the Sugar House Business District and greater Millcreek to downtown Salt Lake City. The locally preferred alternative would provide enhanced bus service along Highland Drive into the heart of the Sugar House Business District. A connection of transit from the Sugar House Business District to downtown Salt Lake City is planned with the future extension of the S-Line streetcar from the Sugar House Business District to downtown Salt Lake City. It is assumed that transit ridership would increase with the downtown connection, due to connecting the corridor to areas with higher density and stronger transit demand, but this connection was not part of the Local Link Alternatives Analysis. The shorter alignment studied for this project (the dark blue alignment in Figure 16), with enhanced bus would be supported by the ridership projections from this study.

Until funding can be secured for future phases of the S-Line streetcar, advancing enhanced bus from the Local Link locally preferred alternative along the future S-Line alignment into downtown could be a viable option in connecting these important communities through transit.

FIGURE 16. FUTURE DOWNTOWN TRANSIT CONNECTIVITY



6 Public Involvement

Public involvement for the Local Link project was conducted for both the circulation study and alternatives analysis.

The circulation study public outreach efforts were conducted to get a greater look into the existing conditions of the Sugar House Business District. Existing conditions focused on learning from locals about where and why they travel around the study area, which was crucial information for the transit alternatives analysis.

Public involvement efforts for the alternatives analysis included opportunities to review and evaluate the importance of recommended modes and routes for Highland Drive and 1300 East. The project story map was available to the public and updated over the course of the study, and two surveys were conducted.

During the first survey, information regarding the project was delivered through the project and partner websites, email blasts, Facebook live events, social media posts from the cities, community council meetings in Millcreek and Sugar House, stickers on trails, and stakeholder content packages. Email blasts were sent out three times during the initial transit study survey.

The second round of public input opportunities involved more city council meetings, reminder email blasts and social media posts, under-served population outreach, decals on routes, and the social event "Yappy Hour." Yappy Hour was an event for dogs and their owners to enjoy live music, food, and beverages. During the event, the Local Link project team hosted a tent discussing the project details to the public, passing out surveys, and answering community questions.

The steering and stakeholder committees had separate opportunities to express preferences for the preferred route, transit mode, support for the Holladay extension, and screening criteria. The committees indicated notable support for Highland Drive as the preferred route with an extension to reach Holladay Village.

Public sentiment gathered during the public comment period favored streetcar followed by enhanced bus for mode and Highland Drive for the preferred route, with support for extending the route to reach Holladay Village. Public survey results also indicated ridership as the most important screening criterion followed by cost and air quality.

The public preferred the streetcar option on Highland Drive.



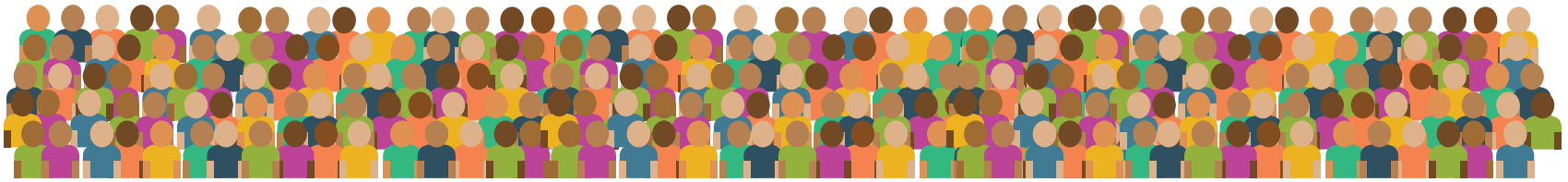
TIMELINE AND METHODS

During September and October of 2020, initial surveys for the alternatives analysis were sent out to the project area community by social media posts, live website meetings, email blasts, mail, stakeholder content packages, and meetings with Sugar House community council. The comment period for the transit alternatives lasted from March through April 2021.

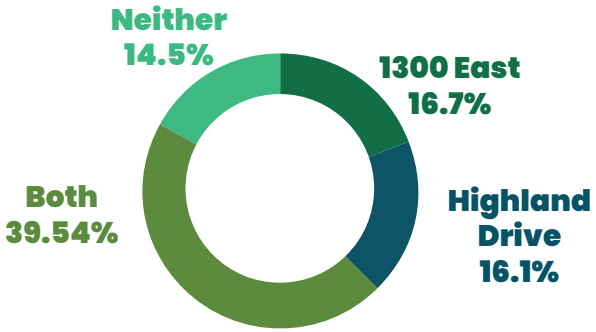


RESULTS FROM THE FIRST PUBLIC SURVEY

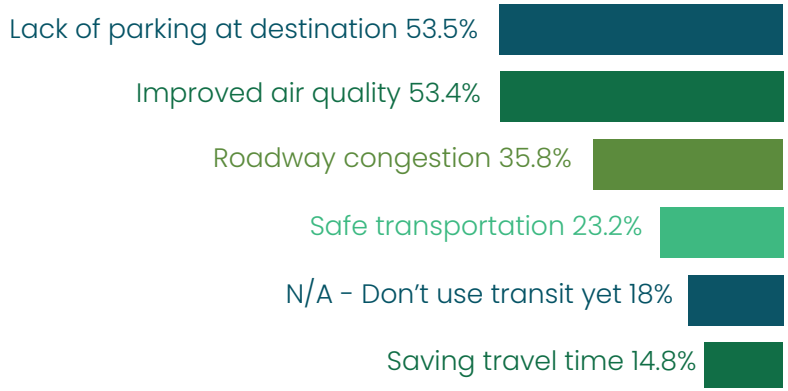
The public provided input on public transportation through two surveys conducted in **fall 2020** and the project alternatives in **spring 2021.** During the first survey, more than **600 public survey responses** were submitted with details regarding transit use, preferences, and important destinations within the study area. The majority of the population preferred to see both 1300 East and Highland Drive have transit improvements with the top destination for future travel as the Sugar House Business District. The top motivators for the public using transit instead of driving were lack of parking, improved air quality, and roadway congestion. The transit features were ranked from highest to lowest importance, with frequency as number one, which supports an enhanced bus system.



TRANSIT IMPROVEMENTS ARE PREFERRED ON BOTH 1300 EAST & HIGHLAND DRIVE



MOTIVATORS FOR USING TRANSIT INSTEAD OF DRIVING



TOP DESTINATIONS TO VISIT VIA TRANSPORTATION



MOST IMPORTANT FEATURES OF TRANSIT

1. Frequency
2. Access to Station
3. Reliability

RESULTS FROM THE SECOND PUBLIC SURVEY

With more than **1,200 public survey responses**, the majority of the results were in favor of streetcar followed by BRT for mode and Highland Drive for the preferred route. The majority of the results also supported the extended route reaching Holladay Village.

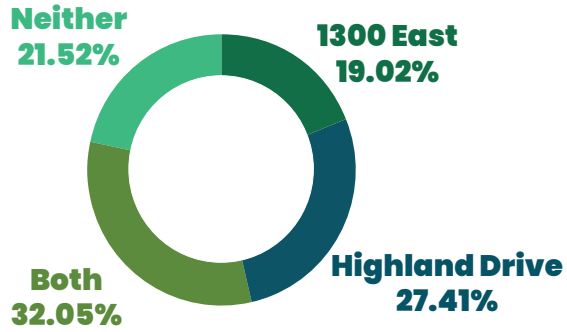
The Yappy Hour event took place in July 2021, which provided an extra opportunity to show the project and meet with the community. The project team put together posters that show the differences between modes and visuals of the modes on streets similar to Highland Drive. Comment cards were available for the public to provide comments and questions.





Local Link project team members discussing the project priorities, goals, and future timeline with the local community.

BOTH 1300 EAST AND HIGHLAND DRIVE WERE PREFERRED FOR TRANSIT IMPROVEMENTS



STREETCAR WAS THE CLEAR PREFERRED MODE



WHEN ASKED WHICH SCREENING CRITERION WAS MOST IMPORTANT, THE COMMUNITY SAID RIDERSHIP



7 Next Steps

NEXT STEPS

The locally preferred alternative was presented to the project partner city councils in early 2022.

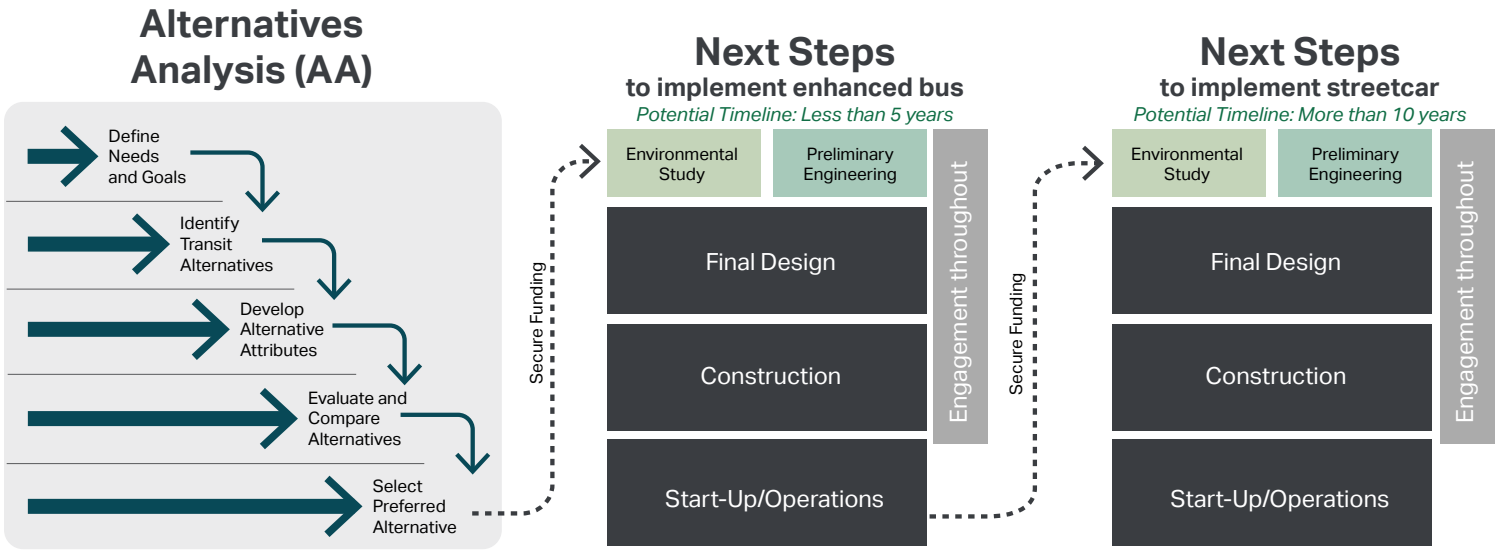
UTA will determine if an environmental study is needed for enhanced bus, and will determine the level of environmental document if one is needed. After this, funding will need to be identified for this project, which will lay the foundation for the environmental study and preliminary engineering. A key aspect of all these future phases will be a continuation of the public outreach that began during this study that will continue through construction.

Enhanced bus operations could be implemented in less than five years. Salt Lake City and Millcreek have active multimodal projects underway to improve bus stops along Highland Drive from Sugar House Business District to 3300 South. Enhanced bus service could be implemented once funding was prioritized for the increase in service along the locally preferred alternative and enhancements to bus stops from 3300 South to Holladay could be advanced as funding is available.

This process will repeat for the next phase of improvements to implement the streetcar alternative. While the steps are similar, the timeline to implement streetcar will be longer as the investment needed to construct and operate the streetcar alternative is substantially more. It is likely that a combination of local, state, and federal funding would be needed in order to fund the streetcar project. The Federal Transit Authority's Capital Investment Grants (CIG) program is a primary funding source for projects like the streetcar, but is competitive across transit projects for the entire country. Each project is given a rating based on numerous criteria including future project cost and ridership.

It is unlikely that the locally preferred alternative with streetcar would qualify for CIG federal funds based on current cost and ridership projections. Over time as land use continues to increase in density within Holladay, Millcreek, and the Sugar House Business District, and transit connections are strengthened with the implementation of enhanced bus, ridership is expected to increase and the pursuit of CIG funds for streetcar may become a viable option.

FIGURE 17. NEXT STEPS



FUNDING

Like most transit projects, there is a combination of several funding sources which could pay for the development, construction, and operation of a project. The following funding sources have been identified as possible options for the locally preferred alternative:

Local Funding: 4th quarter sales tax funds can be used for prioritized transit projects by local municipalities

State Funding: Transit Transportation Investment Fund is a state funding sources that can be used to fund capital transit projects as well as active transportation projects with a direct connection to a transit station. Projects are prioritized by the Utah Transportation Commission with UDOT, and the state's Metropolitan Planning Organizations (MPOs).

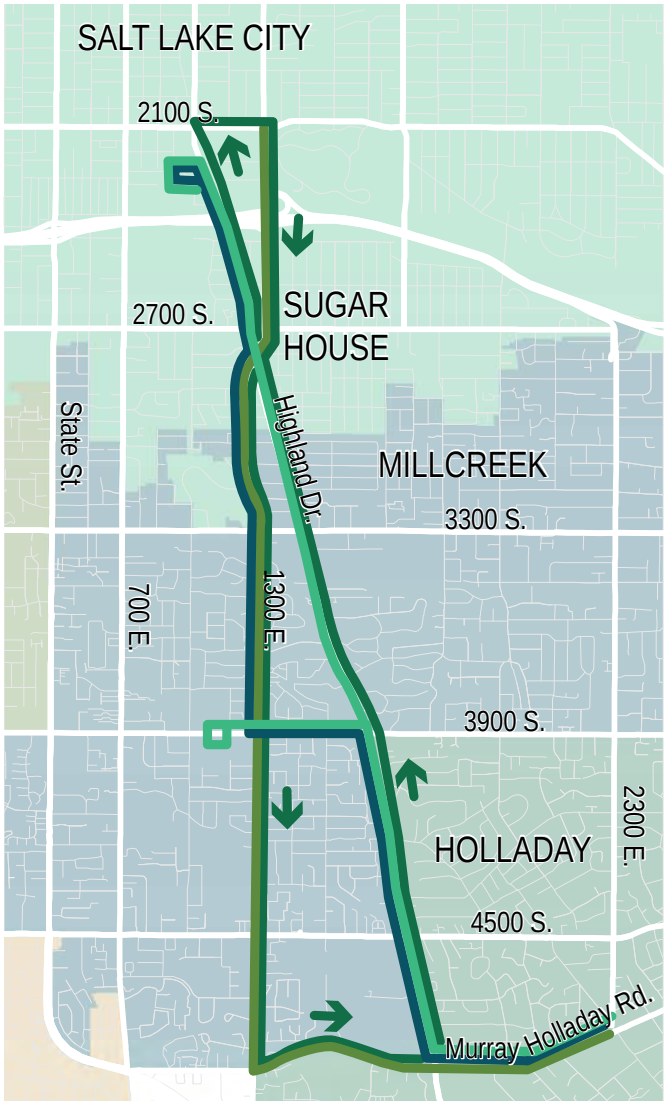
Federal Funding: RAISE Grants are the most likely candidate for mid-sized ($50-100M) projects which incorporate multiple modes. The Capital Investment Grant Program is a discretionary grant program which funds transit capital improvements including streetcars. The CIG program for this project could fall under the New Starts or Core Capacity programs. New Starts includes new or extension of existing corridor-based project and Core Capacity includes capacity improvement projects (increasing capacity by at least 10%) on an existing transit line. There is also an Expedited Project Delivery program which includes projects from the New Starts and Core Capacity program that utilize public-private partnerships, are maintained by employees of an existing public transportation provider, and have a federal share not exceeding 25 percent of the project cost.

APPENDIX A

Eliminated Alternatives

Eliminated Alternatives

FIGURE A1. ELIMINATED ALTERNATIVES



Alternative Description	Justification for Elimination
1300 East: From Wilmington Avenue in Sugar House over I-80 to Murray Holladay Road.	Removed due to the potential constraints of crossing UDOT's I-80/1300 East overpass. Terminus along 1300 East would be outside of the core Sugar House Business District and future planned transit connections from Sugar House to downtown.
A loop on Highland Drive to the north and turning around at 2100 South to go south on 1300 East.	Removed due to likely transit user confusion and potential out-of-direction travel with 'loop' routing.
Switching over from Highland Drive on the south, to 1300 East in the middle via 3900 South and back over to Highland Drive at 2700 South.	Removed due to likely transit user confusion and anticipated additional travel time with the out-of-direction travel between Highland Drive and 1300 East.
Only using Highland Drive, and adding a stop to the west at St. Mark's Hospital off 3900 South.	Removed due to anticipated additional travel time and out-of-direction routing to accommodate a new stop at St. Mark's Hospital.

Local Link Circulation Study Appendix

Recommended Cross Sections for Highland Drive in Millcreek

Highland Drive: Elgin Avenue to 3300 South	West Side	Roadway	East Side	ROW	Recommended Change
City Center Master Plan	13′	58′	11′	82′	
Local Link Circulation Study	9′+	47	9′+	67′	
Recommendation	**13′**	**58′**	**11′**	**82′**	**None**

Highland Drive: 3300 South to Murray Holladay Road	West Side	Roadway	East Side	ROW	Recommended Change
Transportation Master Plan	10′	60′	10′	80′	
Local Link Circulation Study	9′+	47	9′+	67′	
Recommendation	**10′**	**60′**	**10′**	**80′**	**None**

MILLCREEK, UTAH
ORDINANCE NO. 22 - 51

AN ORDINANCE ADOPTING THE 3300 SOUTH CORRIDOR STUDY AS AN ELEMENT OF THE MILLCREEK GENERAL PLAN

WHEREAS, the Millcreek Council ("Council") met in regular session on December 12, 2022 to consider among other things, an ordinance adopting the 3300 South Corridor Study as an element of the Millcreek Together General Plan; and

WHEREAS, the Council adopted the Millcreek Together General Plan in February, 2019; and

WHEREAS, in 2021, Millcreek, South Salt Lake, and the Wasatch Front Regional Council collaborated on the 3300 South Corridor Study to evaluate changes to the 3300 South Corridor with a goal to create a multi-modal corridor, and to enhance safety and accessibility for all users; and

WHEREAS, Utah Code Ann. § 10-9a-404 provides in part that the Council may make amendments to an adopted general plan; and

WHEREAS, Utah Code Ann. § 10-9a-407 provides cities with the option to adopt as part of a General Plan an official map that shows actual and proposed rights-of-way, centerline alignments, and setbacks for highways and other transportation facilities; and provides a basis for restricting development in designated rights-of-way or between designated setbacks to allow the government authorities time to purchase or otherwise reserve the land; and

WHEREAS, Utah Code Ann. § 10-9a-404 also provides that the Council may not make any amendment to its general plan unless the amendment was first submitted to the planning commission for its recommendation; and

WHEREAS, Utah Code Ann. § 10-9a-503 also provides that the Council shall comply with the procedure specified in Utah Code Ann. § 10-9a-204 in preparing and adopting an amendment to a general plan; and

WHEREAS, Utah Code Ann. § 10-9a-404 provides planning commission shall provide notice as required by Subsection 10-9a-204(1)(a) and hold a public hearing on the proposed general plan amendment; and

WHEREAS, on October 26, 2022, the required notice was published; and

WHEREAS, on November 16, 2022, the proposed amendment was submitted to the planning commission for its recommendation; and

WHEREAS, on November 16, 2022, the planning commission held the required public hearing with respect to this general plan amendment; and

WHEREAS, at the November 16, 2022 planning commission meeting the Millcreek Planning Commission recommended approval of the proposed general plan amendment; and

WHEREAS, the Millcreek Code of Ordinances, provides among other things, that before finally adopting any such general plan amendment, the Council shall consider the application during a public meeting which has been properly noticed in compliance with the provisions of Title 52, Chapter 4, of the Open and Public Meetings Act; and

WHEREAS, on November 23, 2022 the Council caused the required notice to be given; and

WHEREAS, on November 28, 2022, the Council considered the general plan amendment during a public meeting; and

WHEREAS, Council finds that it is in the best interest of the residents of Millcreek to adopt the 3300 South Corridor Study as recommended by the Planning Commission;

NOW THEREFORE, be it ordained by the Council that the 3300 South Corridor Study is hereby adopted as an element of the Millcreek Together General Plan.

NOW THEREFORE, be it further ordained by the Council that the 3300 South Corridor Study is hereby adopted as an update to the official map of the Millcreek Together General Plan

This Ordinance, assigned Ordinance No. 22-51, shall take immediate effect as soon as it shall be published or posted as required by law and deposited and recorded in the office of the City's recorder.

PASSED AND APPROVED this 12th day of December, 2022.

MILLCREEK COUNCIL

By:_____
Jeff Silvestrini, Mayor

ATTEST:

_____
Elyse Sullivan, CMC City Recorder

Roll Call Vote:		
Silvestrini	Yes	No
Catten	Yes	No
DeSirant	Yes	No
Jackson	Yes	No
Uipi	Yes	No

CERTIFICATE OF POSTING

I, the duly appointed recorder for Millcreek, hereby certify that:
ORDINANCE 22-51: AN ORDINANCE ADOPTING THE 3300 SOUTH CORRIDOR STUDY AS AN ELEMENT OF THE MILLCREEK GENERAL PLAN was passed and adopted the 12th day of December 2022 and certifies that copies of the foregoing Ordinance 22-51 were posted in the following locations within the municipality this ____ day of _____, 2022.

1. Millcreek City Hall, 3330 S. 1300 E., Millcreek, UT 84106
2. Millcreek Community Center, 2266 E. Evergreen Ave., Millcreek, UT 84109
3. Holladay Lions Recreation Center, 1661 E. Murray Holladay Rd., Millcreek, UT 84117

_____
Elyse Sullivan, City Recorder

3300 SOUTH CORRIDOR STUDY



PREPARED FOR

THE CITIES OF SOUTH SALT LAKE AND MILLCREEK

SOUTH SALT LAKE

MILLCREEK

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01

EXECUTIVE SUMMARY

INTRODUCTION

The 3300 South Corridor Study goal is to re-imagine 3300 South by **connecting people and places with a safe, comfortable corridor for all**. This Vision Statement and six specific goals were determined early in the project (see Chapter 3 for additional details) and served to guide the project team during the existing conditions analysis as well as the concept screening process.

Figure ES.1 Project Team & Stakeholders participate in a brainstorming workshop



The study area was divided into five planning segments when assessing the existing conditions and then divided into three recommendation segments.

Figure ES.3 Vision and Goals determined by the project team and stakeholders.

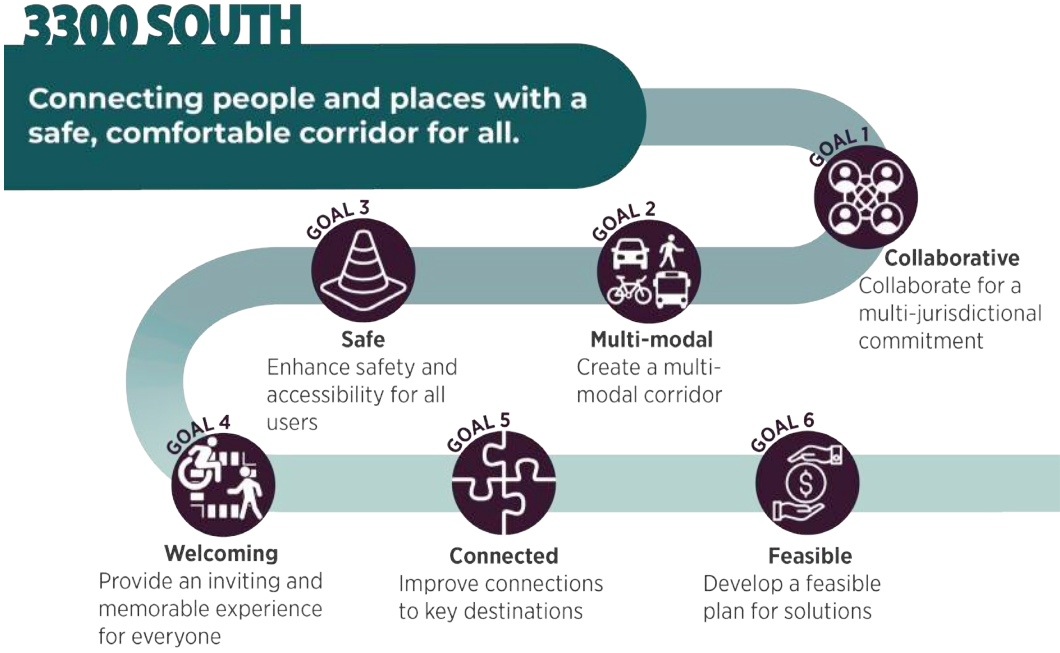
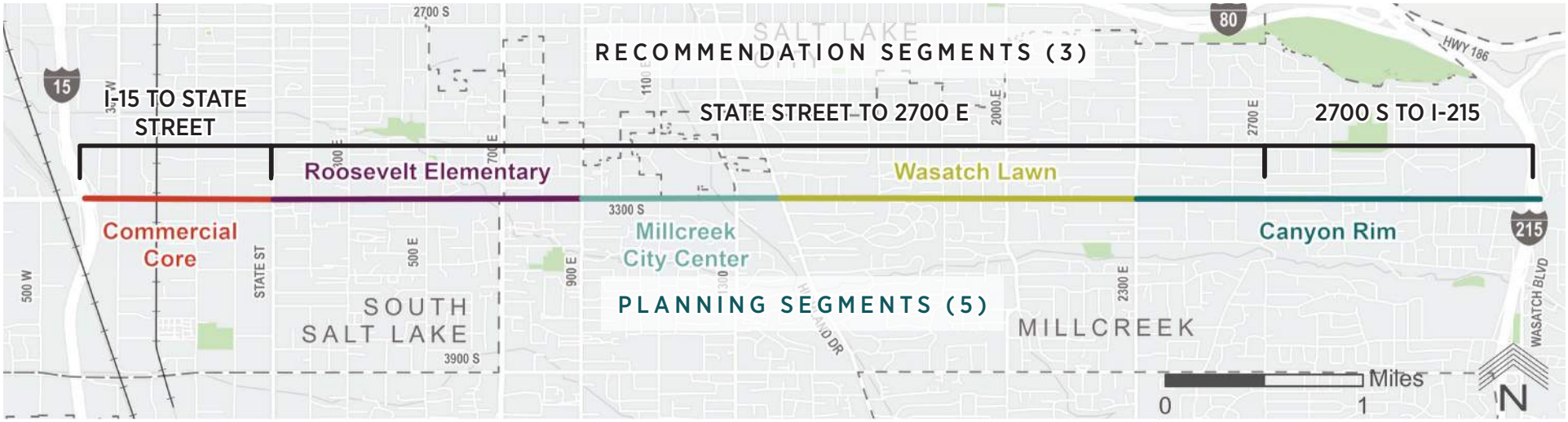


Figure ES.2 3300 South Corridor Study Area



RECOMMENDED CROSS-SECTIONS

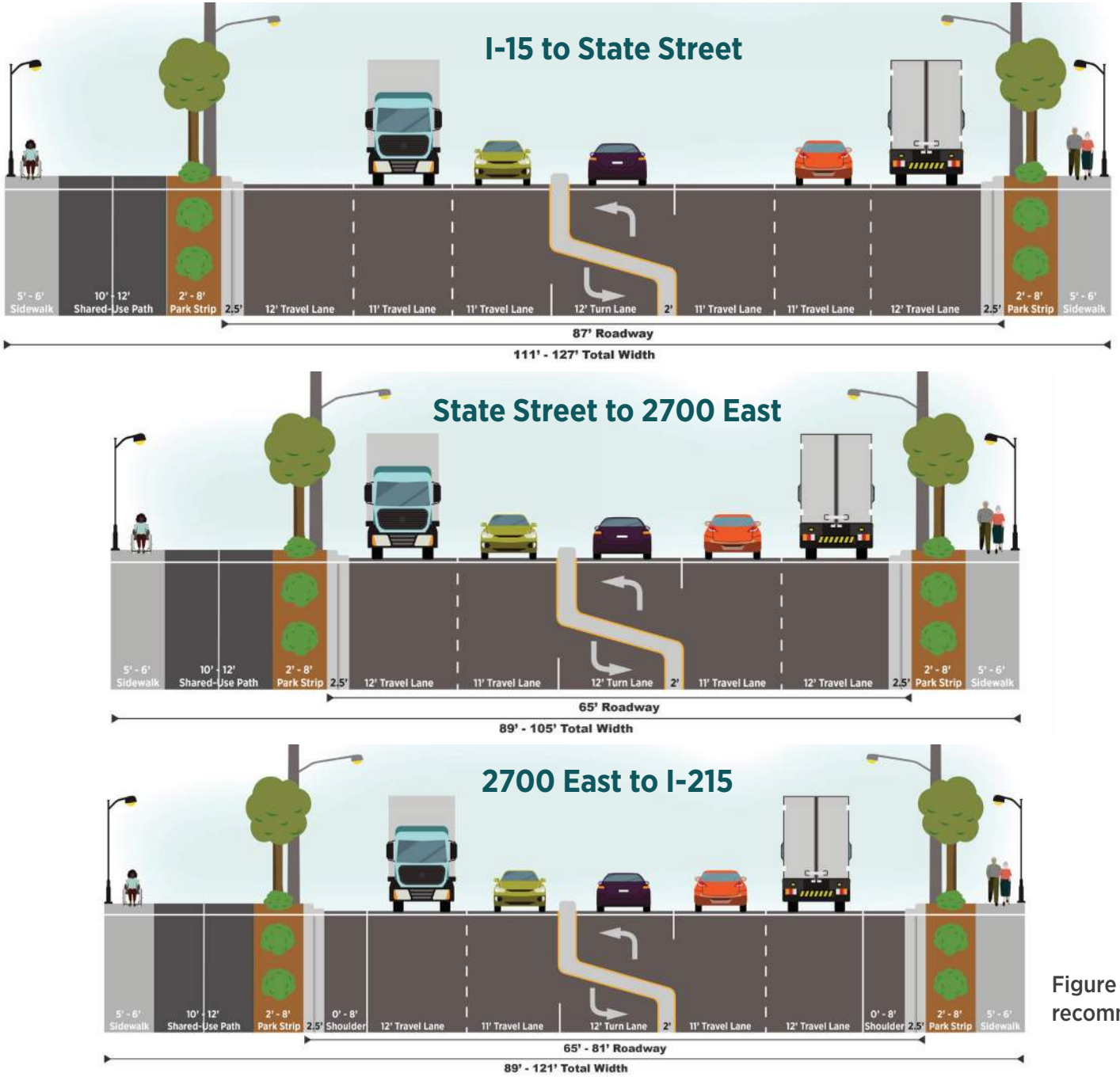


Figure ES.4 Final Cross-section recommendations for 3300 South

CONCEPT DESIGNS

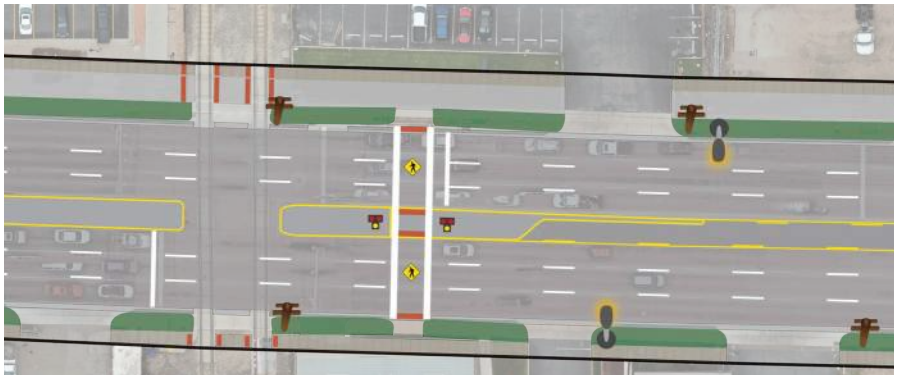


Figure ES.5 Concept design for the portion of 3300 South located between I-15 and State Street



Figure ES.6 Concept design for the Millcreek City Center

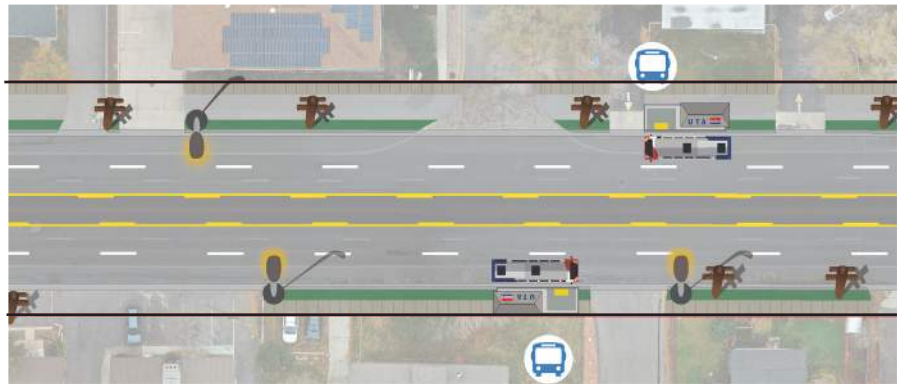


Figure ES.7 Concept design for the area around 2540 East

FINAL CONSIDERATIONS

The current study has the goal to **re-imagine 3300 South by connecting people and places with a safe, comfortable corridor for all.** This is a planning study and the concepts and recommendations developed here are conceptual in nature. It serve as a guide to future studies as to what local stakeholders and the public believe are the best solutions for 3300 South.

However, the recommendations presented in this study do not intend to limit any future planning or environmental studies. Therefore, it is not guaranteed that the plan's recommendations will become the final or preferred alternatives in future analyses.



02

SETTING THE STAGE

STUDY NEED & PURPOSE

Millcreek and South Salt Lake are experiencing increasing population and employment growth. A main transportation corridor for both cities is 3300 South, which travels East/West Corridor, spanning through 4 major cities across Salt Lake County.

It is expected that this growth will affect 3300 South, therefore this study's purpose is to **identify concept level plans for the right transportation solution** for the anticipated growth along the corridor.

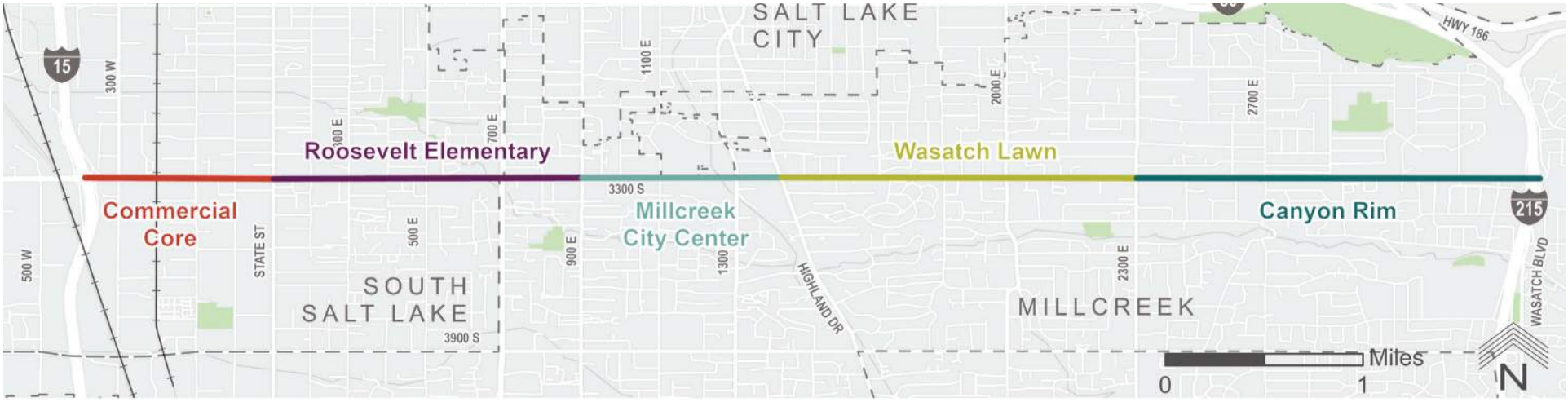
STUDY AREA

This study analyzed 3300 South from I-15 to I-215 (Figure 2.1). Along this route there are five major centers:

- **Commercial Core** | I-15 to State St.
- **Roosevelt Elementary** | State St. to 900 East
- **Millcreek City Center** | 900 East to Highland Dr.
- **Wasatch Lawn** | Highland Dr. to 2300 East
- **Canyon Rim** | 2300 East to I-215

Additionally, there are numerous businesses along 3300 South. The corridor changes from a robust 7-lane section to a tight 5-lane section with 10-foot lanes, back to a 7-lane section. The existing right-of-way widths can be seen on the following pages.

Figure 2.1 3300 South Corridor Study Area



EXISTING RIGHT-OF-WAY & ROADWAY CONFIGURATIONS

As a general rule, a city right-of-way (ROW) is an easement for public travel. The right-of-way easement generally extends beyond the improved roadway and includes sidewalks, if any, and parking strips. Right-of-way and cross section widths were measured using Google Earth and may differ slightly in the field.

Conditions are variable along the 3300 South corridor. Right-of-way widths vary from 60' to 169' in certain locations, and lane configuration changes as a result (see Figure 2.2 to 2.6). Off-road conditions such as presence of sidewalks, sidewalk widths and park strips also change along the corridor. These varying conditions contribute to the lack of uniformity on 3300 South negatively affecting the experience of drivers and pedestrians alike.

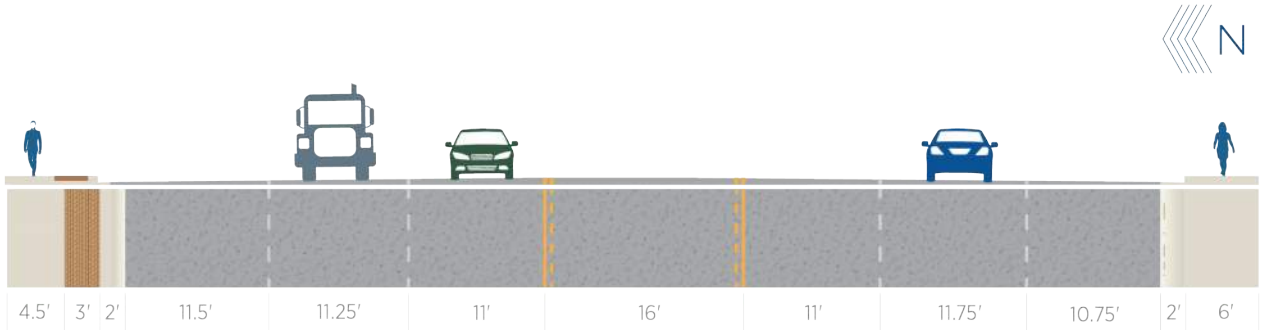


Figure 2.2 Commercial Core Roadway Cross-Section

Commercial Core

There are seven lanes through the Commercial Core (I-15 to State St). Roadway width's vary from 80' to 84', and sidewalk widths vary from 4.5' - 7' on either side of the road.

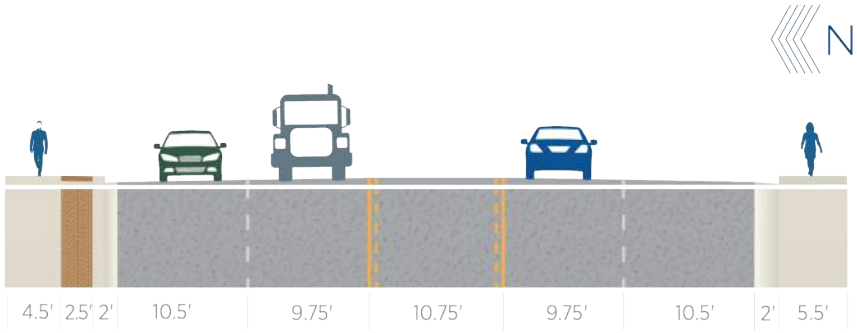


Figure 2.3 Roosevelt Elementary Roadway Cross-Section

Roosevelt Elementary

Moving east to the Roosevelt Elementary area (State St to 900 East), the roadway widths shrink to 51'-58' and reduce to 5 lanes. Sidewalks are present on both sides, and widths are less variable when compared to the Commercial Core (4.5' to 5.5').

EXISTING RIGHT-OF-WAY & ROADWAY CONFIGURATIONS

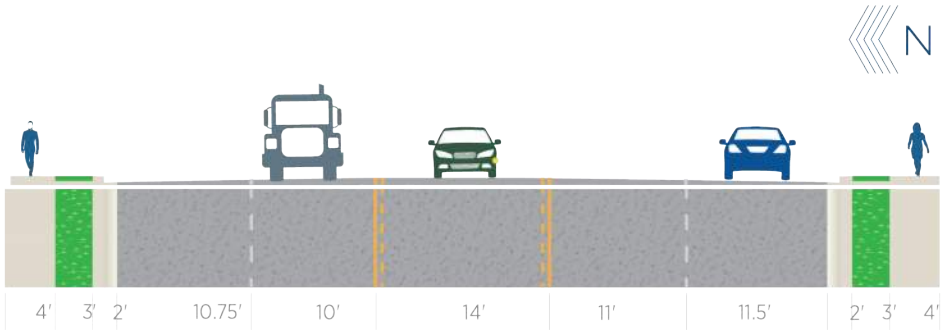


Figure 2.4 Millcreek City Center Roadway Cross-Section

Millcreek City Center

Along the Millcreek City Center area (900 East to Highland Dr), the roadway widens to up to 60', but it maintains the 5-lane configuration. Sidewalks are separated from the road with planted park strips.

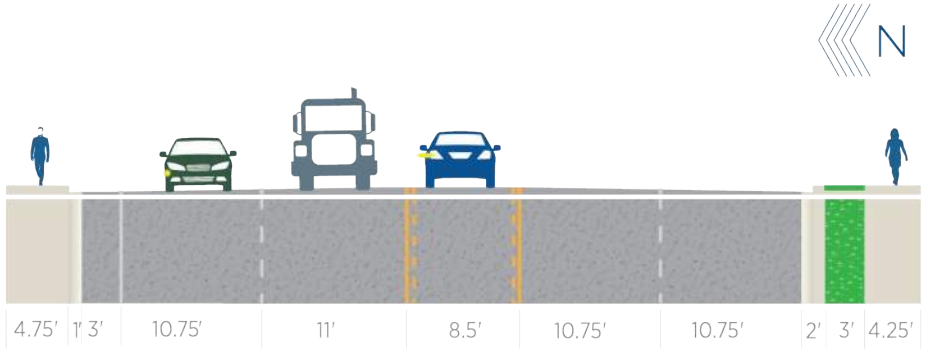


Figure 2.5 Wasatch Lawn Roadway Cross-Section

Wasatch Lawn

Roadway widths are maintained along the Wasatch Lawn area (Highland Dr to 2300 East) measuring between 50'-60' with 5 lanes. There no longer are park strips on the north side of the road.

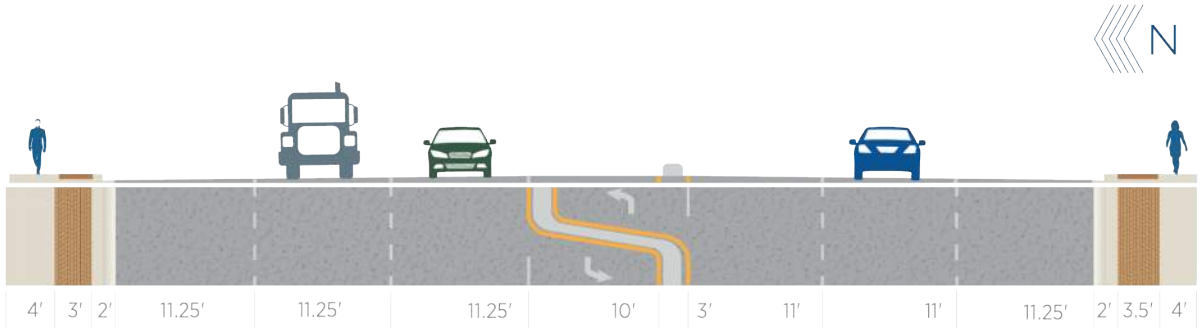
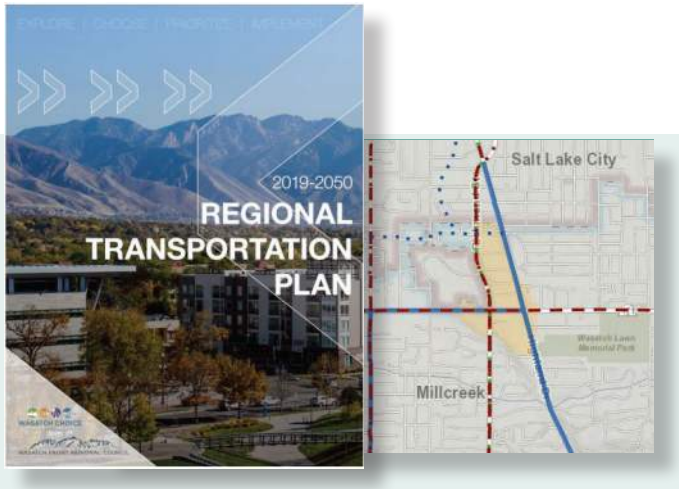


Figure 2.6 Canyon Rim Roadway Cross-Section

Canyon Rim

The Canyon Rim area (2300 East to I-215) has 4 lanes between 2300 E and 2700 E. East of 2700 East, the roadway expands to 7 lanes and up to 80' pavement width. Sidewalks vary from non-existent to 4' wide.

PREVIOUS PLANS



WASATCH CHOICE 2050 AND REGIONAL TRANSPORTATION PLAN

Wasatch Choice 2050 (WC2050) is a process led by the WFRC with cities, counties, community organizations, transportation partners, businesses, the public, and others help to create and implement future transportation and land use solutions that are locally-significant but also have regional importance. This process helps to inform WFRC's Regional Transportation Plan (RTP), which is a long-range blueprint setting forth the 31-year strategy for regional transportation investments for all modes of transportation.

The RTP details a Bus Rapid Transit (BRT) on Phase 2 (2031-2040), a roadway expansion project from Highland Dr. to I-215 West, and two regionally-significant town centers along 3300 South.

For more information about the study visit: **https://wfrc.org/vision-plans/regional-transportation-plan/2019-2050-regional-transportation-plan/**



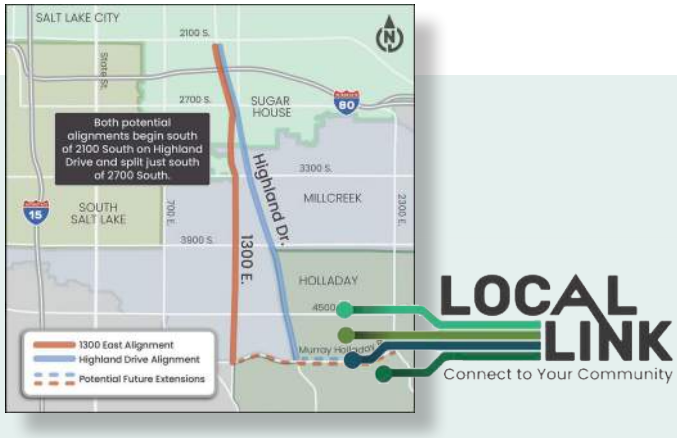
MID-VALLEY ACTIVE TRANSPORTATION PLAN

The Mid-Valley Active Transportation Plan (ATP) brought together six municipalities (Cottonwood Heights, Holladay, Midvale, Millcreek, Murray and Taylorsville) to plan for a backbone active transportation (AT) network connecting these cities and the greater Salt Lake County.

This plan recommends a Parallel Bike Path on 3300 South from I-215 to 700 E. Several other AT connections are recommended on perpendicular streets to increase connectivity. These include bike lanes or buffered bike lanes on 2700 E, 2300 E, 2000 E, Highland Dr., 1300 E, 1100 E and 900 E.

For more information about the study visit: **https://www.midvalleyatp.com**

PREVIOUS PLANS

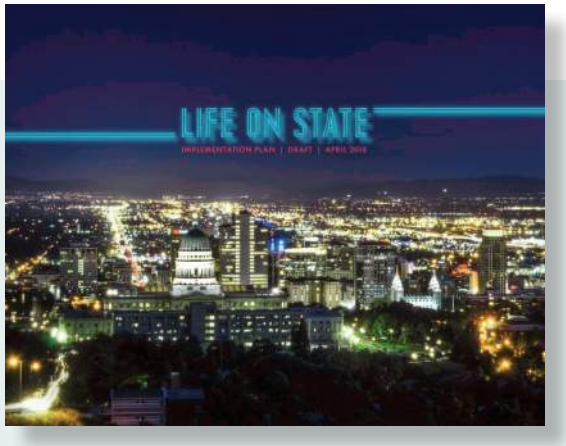


LOCAL LINK STUDY

Salt Lake City, South Salt Lake, Millcreek and City of Holladay teamed to learn about travel patterns and develop innovative, multi-modal options for more convenient, connected trips in Sugar House, along 1300 S and Highland Dr. between 2100 S and Murray Holladay Rd. This study analyzed transit options along 1300 E and Highland Dr. which connect to 3300 South. As of March 2022, the preferred local alternative was still being developed by the project team.

Public outreach during this project identified the need for better transit options along 1300 E, Highland Dr. or both roads, with the second highest rated destination being Brickyard Shopping Center on 3300 South. Another high-rated destination was Millcreek City Center which is planned along 3300 South between Highland Dr. and 1300 E.

For more information about the study visit:
https://www.locallinkstudy.com/



LIFE ON STATE

The Life on State Implementation Plan, signed in 2018, details clear, actionable strategies that promote economic development, improve transportation options, and address specific safety measures along the five mile stretch between North Temple and 3300 South. The plan outlines recommendations for improving bicycle, pedestrian and transit infrastructure along State Street, all of which would connect to 3300 South.

It also details strategies to making State Street a more lively and attractive place via land use and economic strategies which can have an impact on the vehicle, pedestrian, and bicycle flow on 3300 South.

For more information about the study visit:
https://www.lifeonstate.com/

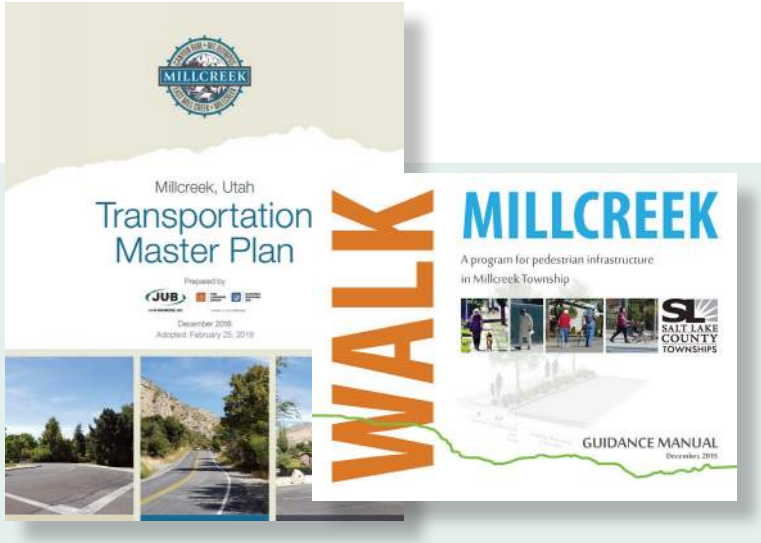


SOUTH SALT LAKE STRATEGIC MOBILITY PLAN

This South Salt Lake Strategic Mobility Plan is a citywide plan that provides goals and strategies focused on making it easier for residents and visitors to travel to, through, and from the city. The plan guides transportation policies and investments for the next 10 years and provides a framework of catalytic projects to jump start mobility investments.

The plan recommends a series of projects along 3300 South, including pedestrian crossing improvements on I-15, midblock between 300 E and West Temple (at TRAX crossing), State Street and I-215. It also recommends an improved bike crossing on West Temple.

For more information about the study visit: **https://sslc.gov/uploads/SSL_MOBILITY_PLAN_FINAL_DRAFT_Ap.pdf**



MILLCREEK TRANSPORTATION MASTER PLAN

The 2018 Millcreek TMP contains goals, objectives, policy guidance, and an overview of the transportation strategies Millcreek intends to accomplish by 2040. It identifies a high-priority sidewalk connection between 2300 E and 2700 E on 3300 South. It identifies 3300 South as a principal arterial and does not propose any functional class changes to the road. For more information about the study visit: **https://millcreek.us/DocumentCenter/View/962/Millcreek_TMP_2018_FINAL**

WALK MILLCREEK

Walk Millcreek offers strategies to build sidewalks as well as an ongoing program to plan, build, and maintain all pedestrian infrastructure. It identifies 3300 South as a regional connector and recommends sidewalks on both sides, along with landscaping and other amenities.

WE ASKED THE PUBLIC

The project team crafted a public survey to gather feedback about 3300 South.

The survey included 10 questions that assessed several different aspects of the corridor. Including:

- Most used modes of transportation
- Safety and comfort
- Main destinations
- Barriers to walking, biking, and driving safely
- Possible improvements

The survey was broadcasted via the cities social media platforms and websites, stakeholder outreach, and the project website (www.3300south.com).

Survey answers are placed throughout this document on each relevant chapter.

250 *respondents*

What are the main **PROBLEMS** *on 3300 South?*





03

VISION & GOALS

VISION & GOALS WORKSHOP

The project's Vision and Goals were determined by the project team and stakeholders as seen below. A Vision and Goals Workshop was held in May 2021 (Figure 3.1) with the intention of defining the context, establishing a unified vision, and developing goals for the corridor (see Chapter 3).

To define the context the project team reviewed existing conditions for bus service, bike and pedestrian use, safety, land use, and environmental constraints. The team also reviewed existing configurations and ROW widths (Figures 2.3-2.7) to determine space available for improvements.

PROJECT TEAM

Consultant Team

Avenue Consultants

MTHN Architects

Nelson Nyagard

City of Millcreek

City of South Salt Lake

Wasatch Front Regional Council (WFRC)

STAKEHOLDERS

Utah Department of Transportation (UDOT)

Utah Transit Authority (UTA)

Salt Lake County

Major Local Business Owners & Active Residents



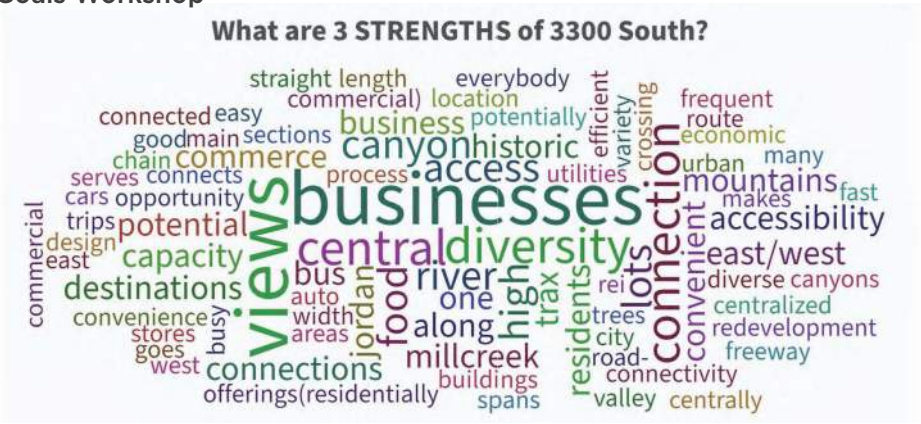
Figure 3.1 Group of stakeholders during the 3300 South Vision & Goals Workshop

VISION & GOALS PROCESS

During the workshop, attendees were asked a series of questions via an interactive poll to help determine key action and descriptive words related to the current and future states of 3300 South, as well as to help determine target users. Attendees were able to submit answers on their phones and word clouds were automatically generated from the answer pool. In these clouds, the larger the word the higher the number of times it was submitted by the attendees. You can see the poll questions and answers below.

Figure 3.2 Interactive poll word clouds generated during the Vision & Goals Workshop











After the brainstorming exercise that generated word clouds (Figure 3.2), the consultant team compiled a few options using words and concepts identified. These statements were then brought up to the Vision & Goals Workshop attendees for voting.

As seen on Figure 3.3, Option D was the most popular vision statement. Following the selection, stakeholders requested that more language be added to the Vision Statement to ensure it encompasses all users.

The final Vision Statement can be found on Figure 3.4.

In addition to the Vision Statement, six specific goals were generated from key ideas and values voiced during the meeting (Figure 3.4). The goals served to guide the project team during the existing conditions analysis and filter through ideas and concepts.

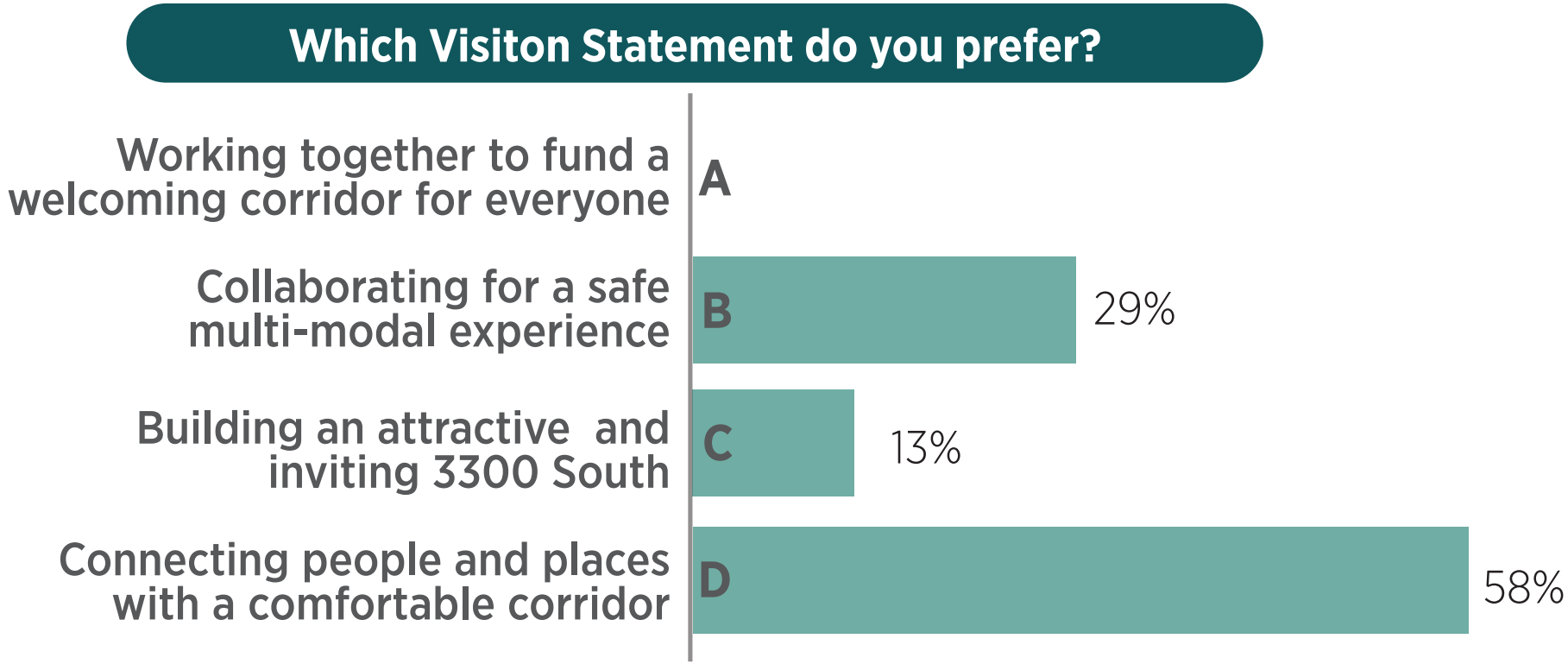


Figure 3.3 Vision Statement poll. Vision statements were generated using ideas gathered via the brainstorm exercise

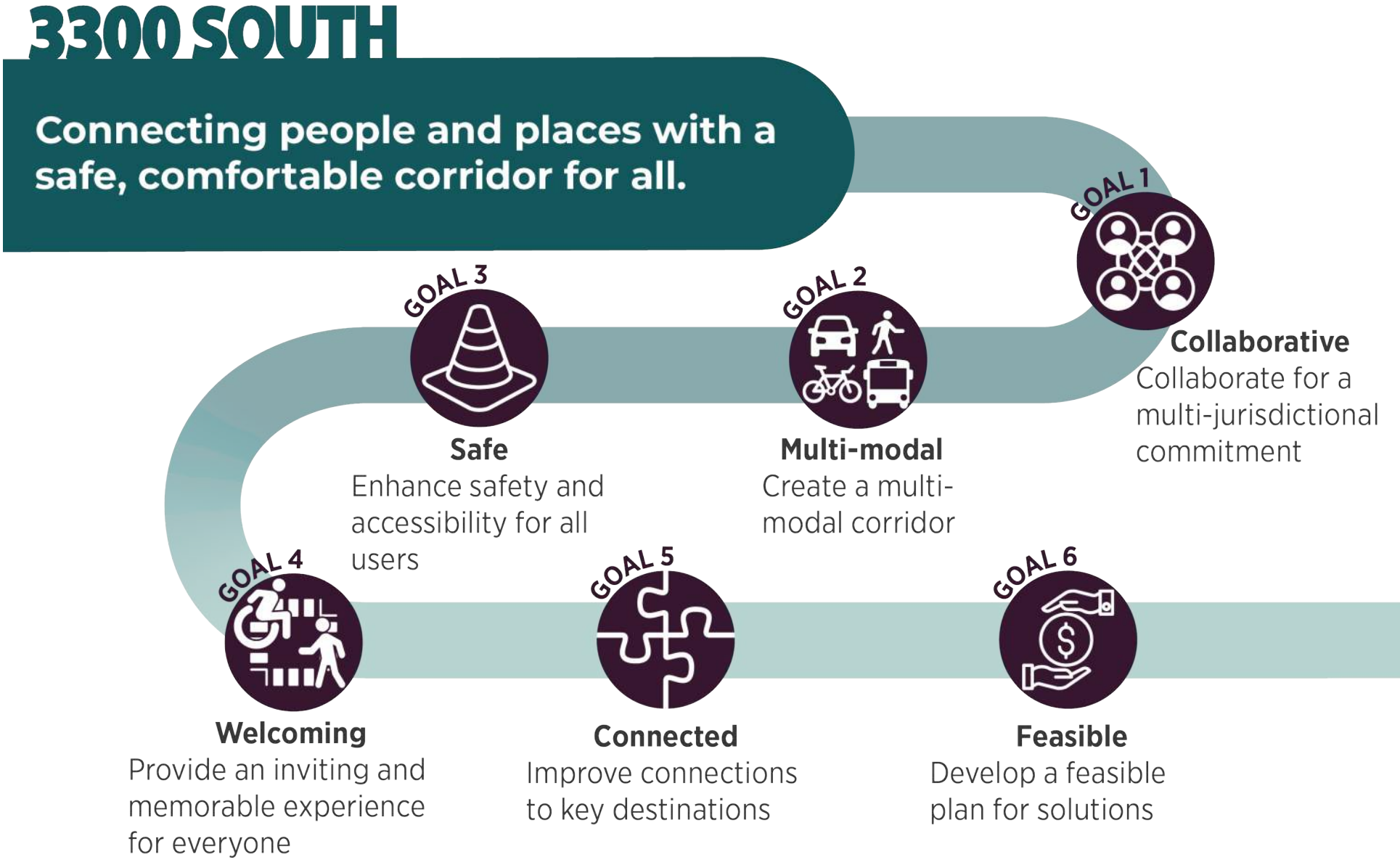


Figure 3.4 Final Vision & Goals for the 3300 South Corridor Study

DOCUMENT STRUCTURE

The following Chapters take a deep dive on each goal, detailing existing conditions and concepts related to each one. In these chapters you will find:



Goal 1: Collaborative

Project Meetings
Website
Brainstormed Ideas



Goal 2: Multi-modal

Traffic
Transit
Active Transportation



Goal 3: Safe

Vehicle Crashes
Bicycle and Pedestrian Crashes
Utility Poles



Goal 4: Welcoming

Pavement Condition
Pedestrian Experience



Goal 5: Connected

Zoning and Land Use
Bicycle and Pedestrian Connectivity



Goal 6: Feasible

Existing Right-of-Way
Environmental Constraints



goal 1

COLLABORATIVE

COLLABORATION PLAN

This corridor study utilized a variety of outreach methods to establish collaboration between multiple jurisdictions, communities, and funding representatives. These included:

- Project Website & Survey
- Online Project Team Meetings
- Visioning Workshop
- Brainstorming Workshop
- Solutions Selection Workshop
- Solutions Evaluation Workshop

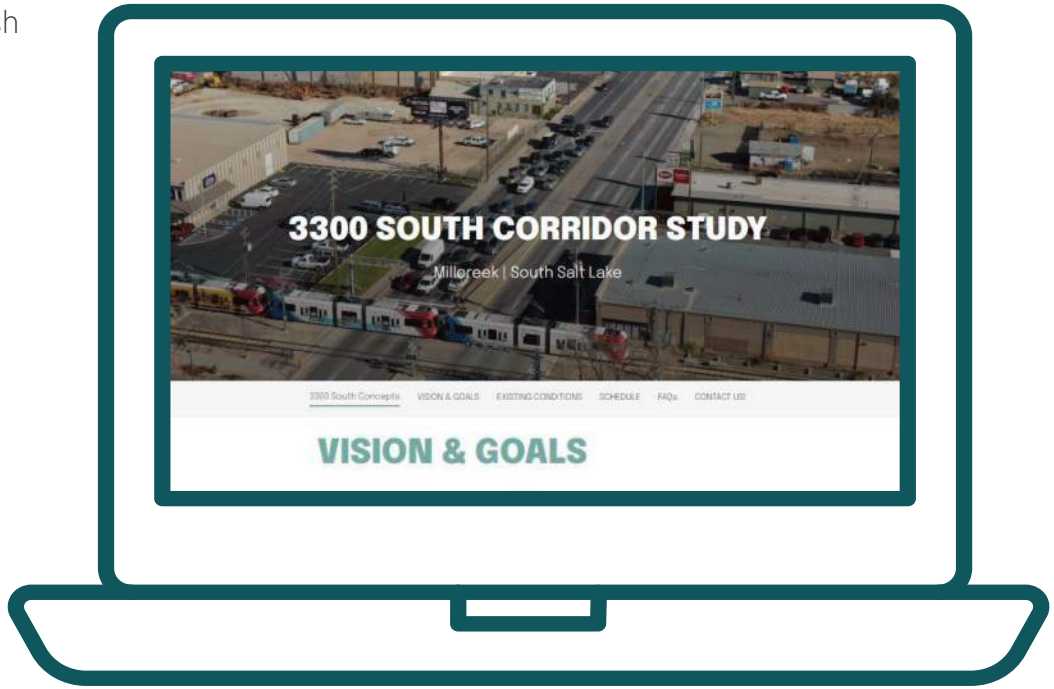


Figure G1.1 Snippet of the project website (www.3300south.com)

PROJECT WEBSITE & SURVEY

At the beginning of the study, a project website was launched to host study information, including existing conditions, workshop slides, and project schedule. Regular updates were made throughout the duration of the project.

An online survey was prepared to gather feedback from the greater public. It reached over 200 Millcreek and South Salt Lake residents and assessed various aspects of the corridor (See page 12).





Figure G1.2 Stakeholders collaborate during the Brainstorming Workshop held in July 2021

ONLINE PROJECT TEAM MEETINGS

The Project Team (see page 14) met regularly to exchange ideas, provide feedback and assess the timely continuation of the project. At these meetings, the various project workshops were brainstormed and planned, as well as timing of outreach efforts.

VISIONING WORKSHOP

As described on Chapter 3 - Vision & Goals, a Vision and Goals Workshop was held in May 2021 with the intention of defining the context, establishing a unified vision, and developing goals for the corridor. The project's Vision & Goals can be found on Figure 3,4.

The goals served to guide the project team during the existing conditions analyses and filter through ideas and concepts.

BRAINSTORMING WORKSHOP

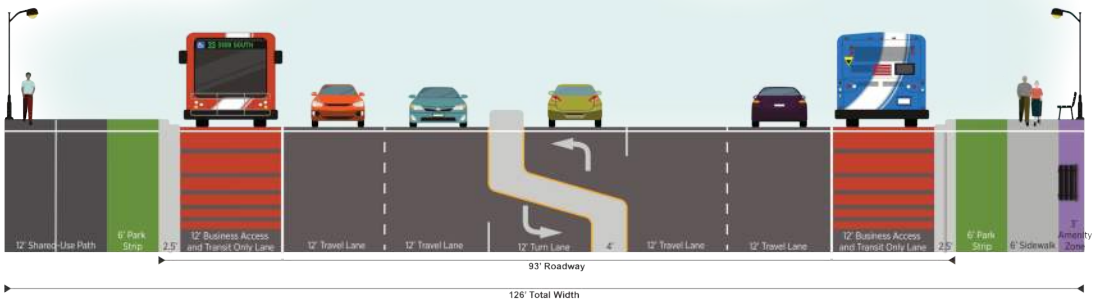
The Brainstorming Workshop was held in July 2021 and it brought together the project team and the greater stakeholder group for an interactive and creative exercise. Several representatives of the stakeholder groups listed on page 14 joined the process and offered their ideas and feedback while imagining a new 3300 South.

The brainstorming process went as follows:

- 5 unique road segments were identified along the corridor (Figure 2.2);
- Aerial photographs were printed for each unique segment to represent existing conditions
- Blocks and Legos representing roadway elements were provided to imagine new cross-sections for 3300 South (Figure G1.2).

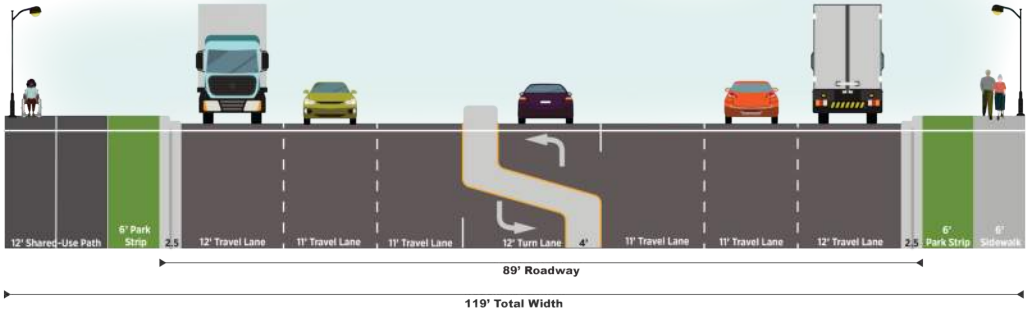
Commercial Core

Option 1



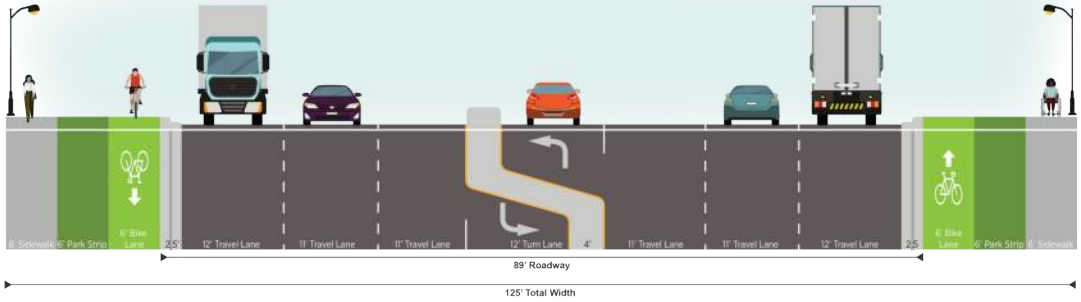
Commercial Core

Option 2



Commercial Core

Option 3



SOLUTIONS SELECTION WORKSHOP

Several themes were identified for each section of the corridor (Figure G1.4). The project team recorded up to 8 cross-section alternatives for each corridor section, and narrowed down to the three most prominent ones. Stakeholder then voted on their favorite aspects of each theme.

Sample cross-sections produced after the brainstorming exercise for the Commercial Core are depicted on the left (Figure G1.3). This exercise was repeated for all the 5 segments throughout the corridor.

With the information gathered at this meeting, the project team performed further analysis, including environmental feasibility (See G6) and screening exercise utilizing the vision and goals as criteria.

Figure G1.4 (Left)Selected cross-sections that represented most important themes captured during the Lego Brainstorming Workshop. This example is specific to the Commercial Core segment. Options were generated for all 5 segments along the corridor

Figure G1.3 (Right)Example cross-sections that emerged from the Brainstorm Workshop. They include focus on transit, bicycle, and pedestrian infrastructure


Flexible Transit Lane
SIGNALIZED CROSSING AT 1ST & STOP TRK
RT PED CROSSING AT 3300S 5TH
2,000 PEDS/DAY
STREET LIGHTING - PEDESTRIAN


12' Center Turn Lane
5' Bike Lane
4' Park Strip
11' Travel Lane




Spot Median Planters
12' Center Turn Lane
11' Travel Lane


Amenity Zone: Bus Stop Public Art
11' Travel Lane
12' Center Turn Lane


2'6" Median
11' TRANSIT LANE
11' Travel Lane


BURY UTILITIES
ADD CURB GUTTER
SPOT MEDIAN PLANTERS
11' Travel Lane
12' Center Turn Lane


2'6" Median
BUS QUEUE JUMP
11' Travel Lane

SOLUTIONS EVALUATION WORKSHOP

The Solutions Selection Workshop was held in September 2021 and included the project team and stakeholder group. This online meeting detailed the previous brainstorming and sample cross-section selection process, as well as, public survey results, transit considerations and environmental analysis (See G6).

Ultimately, three main themes were identified throughout all segments:

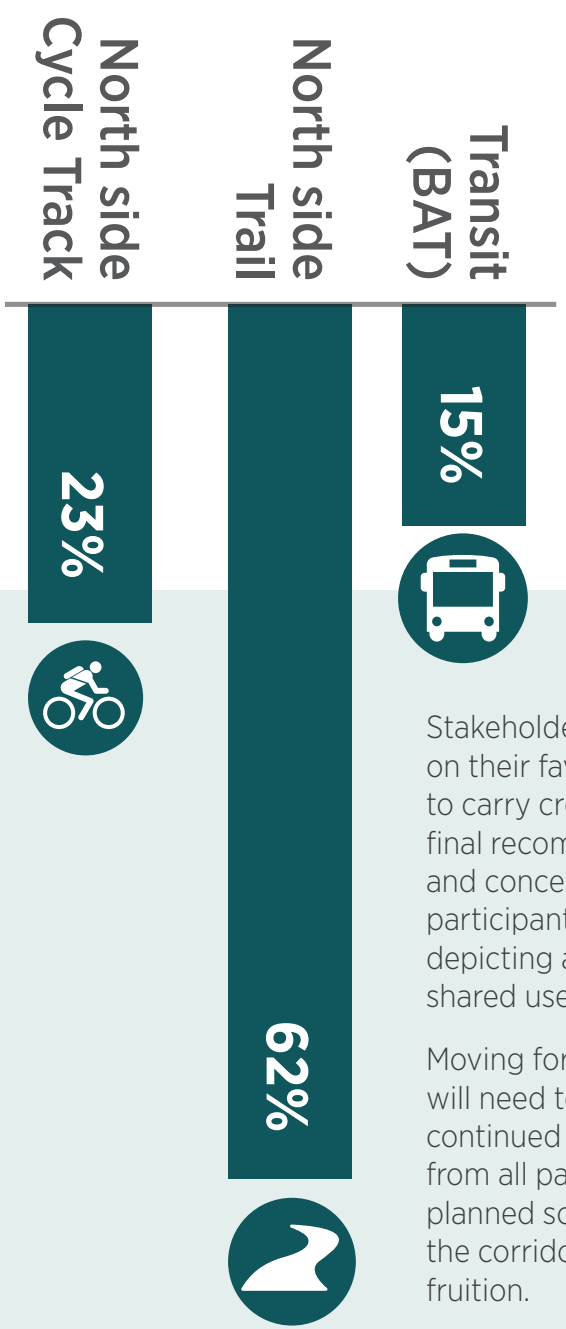


Figure G1.5 Results of the stakeholder poll regarding the main themes identified for the 3300 South corridor

Transit (Business & Transit Lane)

This option includes Business & Transit Lanes (BAT) which are reserved lanes that help move bus riders more efficiently while maintaining access to businesses and residences.

North side Trail

This option included a Shared Use Path, or trail, on the north side of 3300 South. This facility is located above curb and is further separated from the road by park strips. It supports both biking and walking in each direction. These are generally made of asphalt.

North side Cycle Track

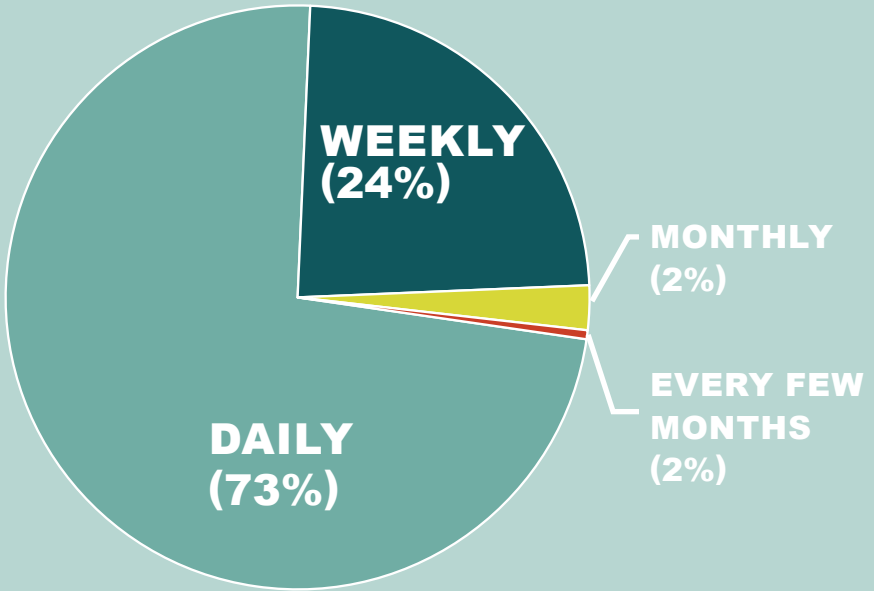
This option proposed an above curb cycle track on the north side of the road. A raised cycle track is vertically separated from motor vehicle traffic and it is designed for bicyclist usage only. As a results, it is usually adjacent to the sidewalk.

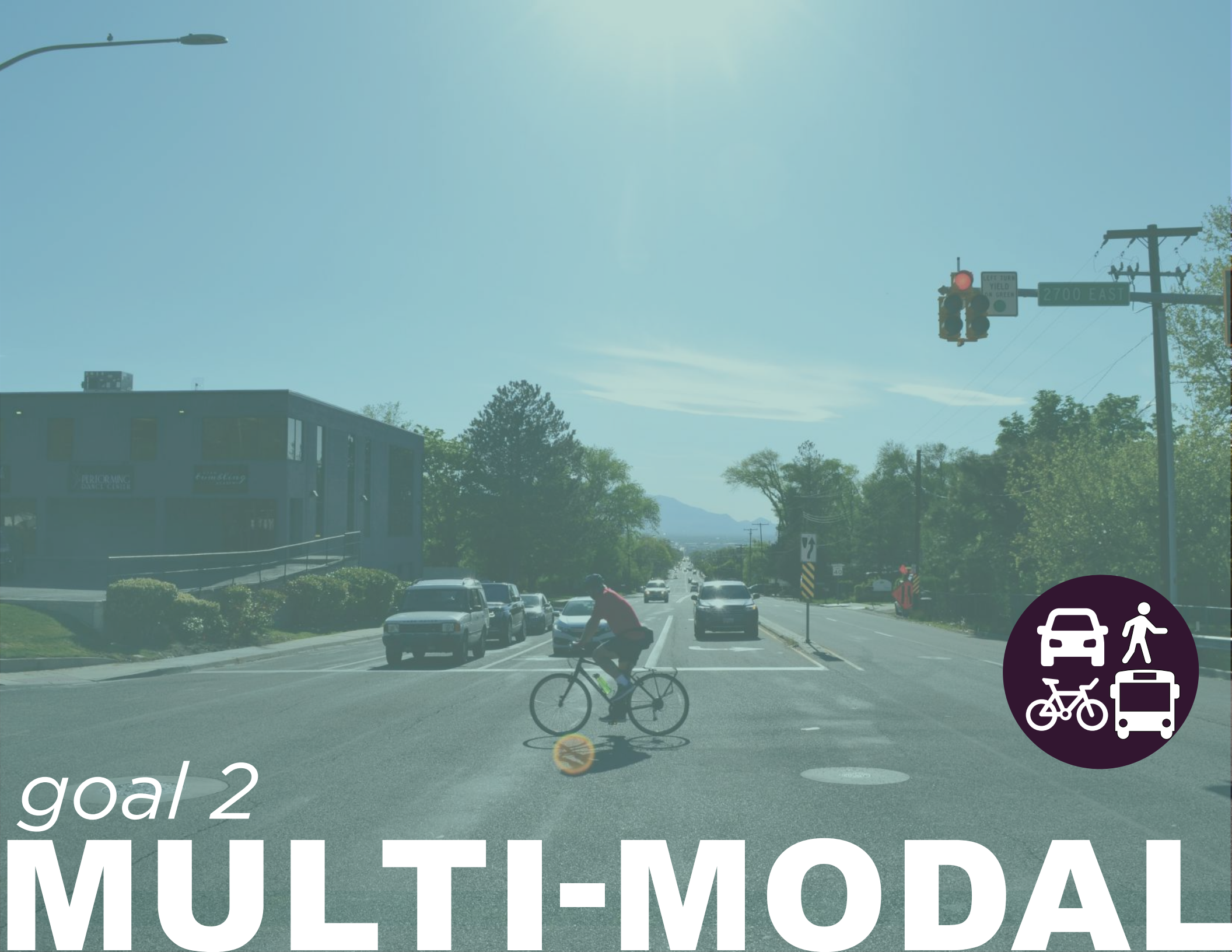
Stakeholders were polled on their favorite theme to carry cross-sections to final recommendations and concept design. Most participants chose the option depicting a north side trail or shared use path.

Moving forward, there will need to be a continued commitment from all parties to see planned solutions for the corridor come to fruition.

WE ASKED THE PUBLIC

*How **OFTEN** do you travel on 3300 South?*





goal 2

MULTI-MODAL

ONE CORRIDOR, MANY MODES

Different transportation modes share space along 3300 South. The current goal strives to ensure that all of these can safely coexist in the corridor:

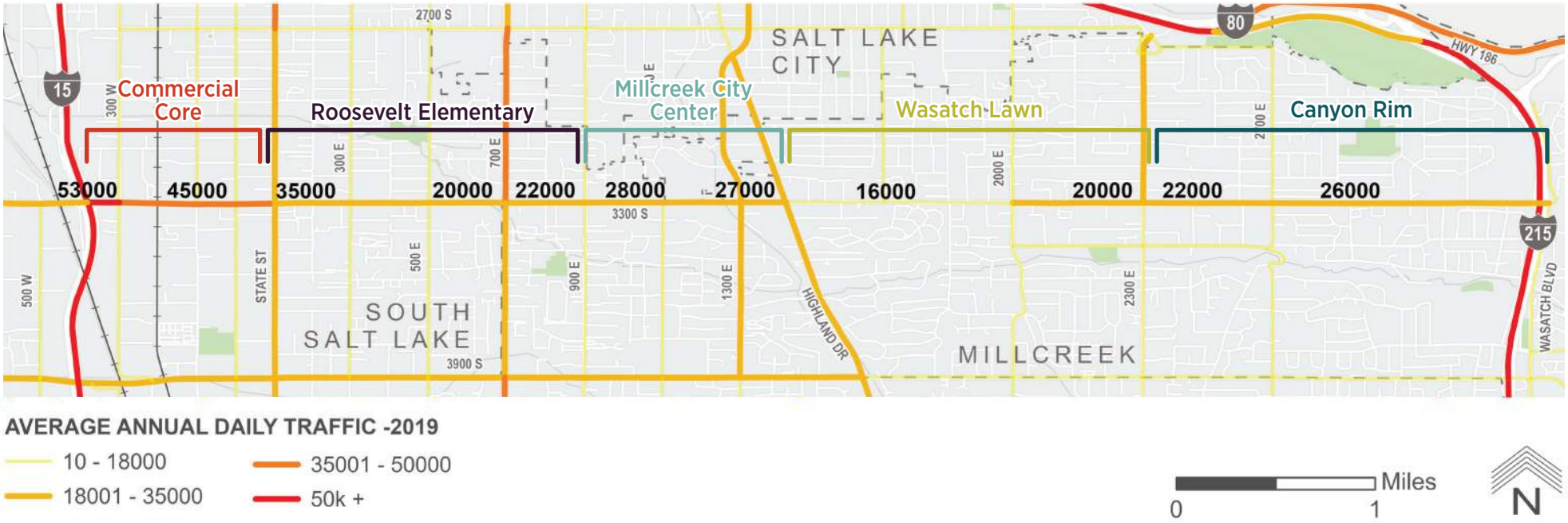
- **Driving**
- **Biking**
- **Transit**
- **Walking**

VEHICLE TRAFFIC

Existing daily traffic volumes were obtained from UDOT's Traffic on Utah Highways dataset (Figure G2.1). These published traffic volumes were used in the planning process to identify existing vehicular traffic demand on the corridor. Data represents the typical two-way daily traffic volume for a specific section of corridor.

The existing annual average daily traffic volume (AADT) along 3300 South are shown in Figure 2.11. These volumes range from 16,000 vehicle per day (vpd) on the segment from Highland Drive to 2000 East to 53,000 vpd between I-15 and 300 West. Ultimately, these daily traffic volumes were used determine the required number of travel lanes to accommodate vehicle traffic on the 3300 South corridor.

Figure G2.1 2019 Annual Average Daily Traffic Volume



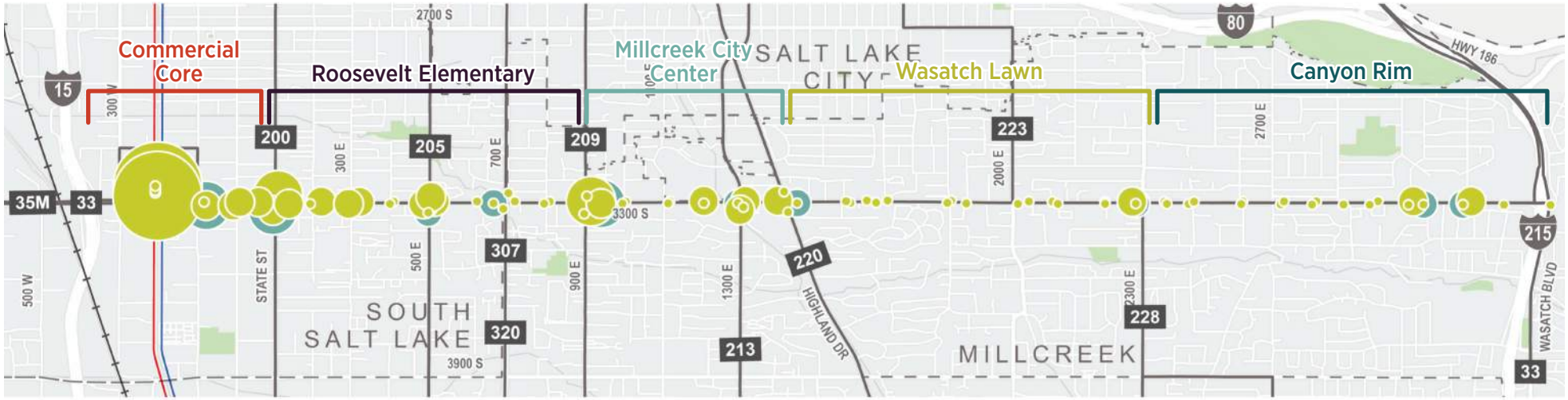
TRANSIT

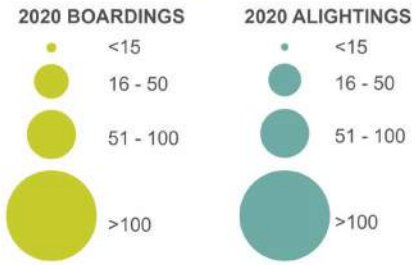
The corridor is served by several transit options, including light-rail and bus, providing 15 - 30 minute headways (Figure G2.2). Bus routes 33 and 35M run east-west along 3300 South and several other bus routes, as well as the Red and Blue TRAX lines cross the corridor. The Millcreek Station is the most heavily used along 3300 South and provides transfer for both the Red and Blue light-rail TRAX lines, as well as the 33 and 35M bus routes.

Figure G2.3 The 33 Bus running eastbound on 3300 South.



Figure G2.2 Transit Connections on 3300 South





15 Min. Service

- Red & Blue TRAX
- 33, 200, 205, 209, 220, 35M

30+ Min. Service

- 213, 223, 228, 307, 320



TRANSIT

Transit may use limited space more efficiently , allowing more people to travel the corridor. The following figure compares a typical roadway with one with higher dedication to transit.

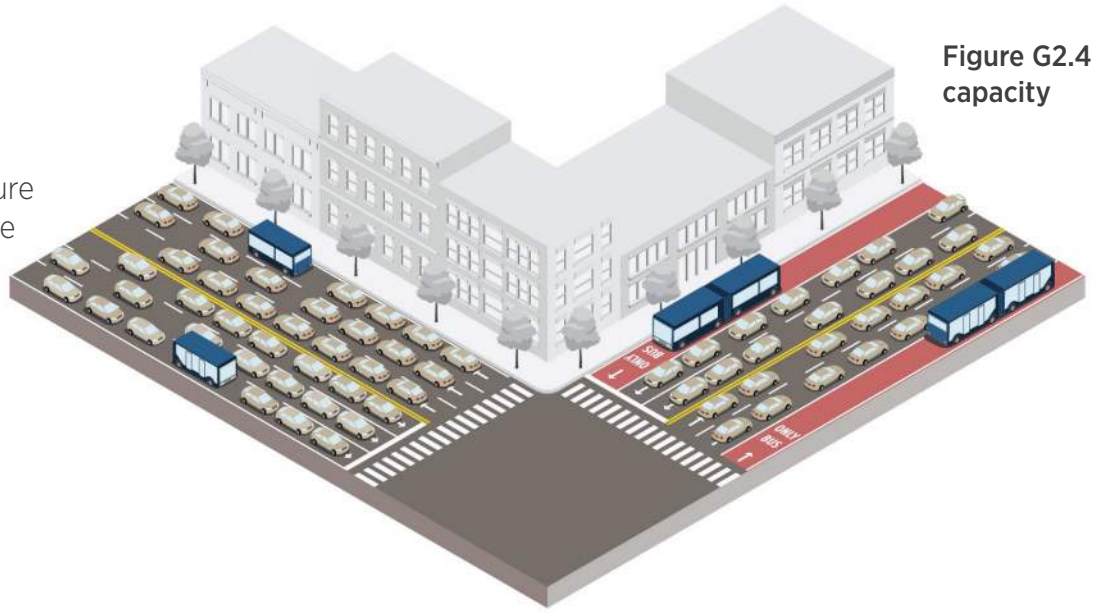


Figure G2.4 Bus vs. vehicle capacity



Transit priority projects can benefit the entire transportation system. A bus-only lane in downtown saves the bus time and keeps it running on schedule

When transit runs on time, the bus saves time along the entire route.





As transit travel times become more competitive with driving, more people take the bus, relieving traffic congestion all over the city!

TRANSIT

Curb lanes, or outside lanes, are less efficient at carrying traffic. Buses increase person movement capacity even without transit priority. However, without investment, transit lanes can decrease person throughput. The project team analyzed the possibility of BAT lanes, which would still handle turning traffic, using the current frequency of bus 33. Figure G2.5 shows an example of how queue jumping would be designed to accommodate BAT lanes. Person throughput with and without transit priority are shown in Figures G2.6 and G2.7.

Analysis results indicate that without increased service, person throughput would be higher without prioritizing transit.

Figure G2.5 Queue Jumping Roadway

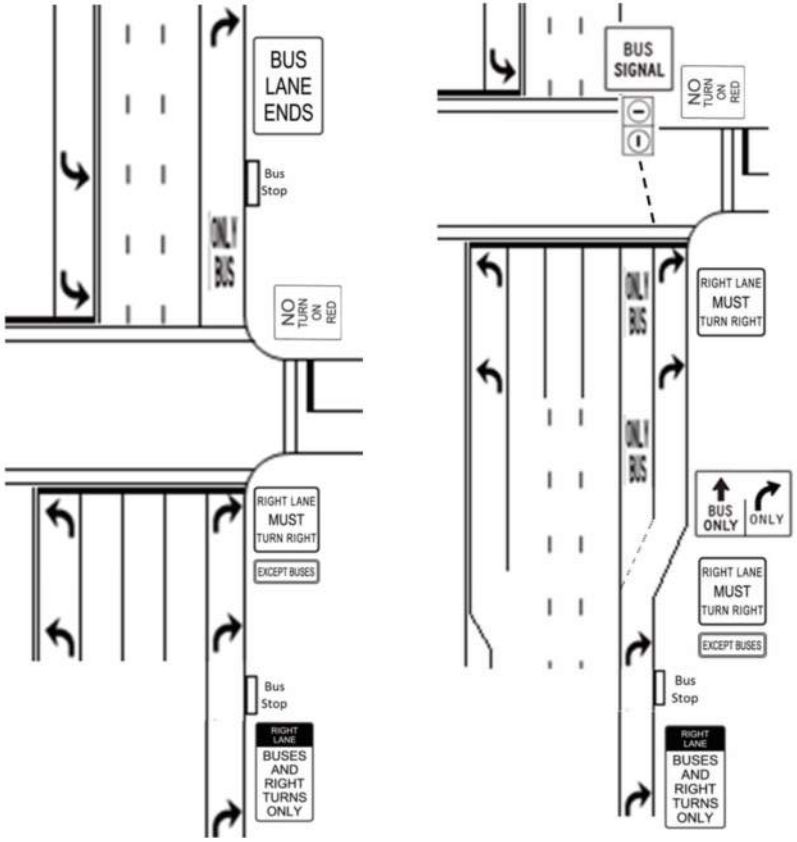


Figure G2.6 Person Throughput on 3300 South with BAT Lane at Current Frequency

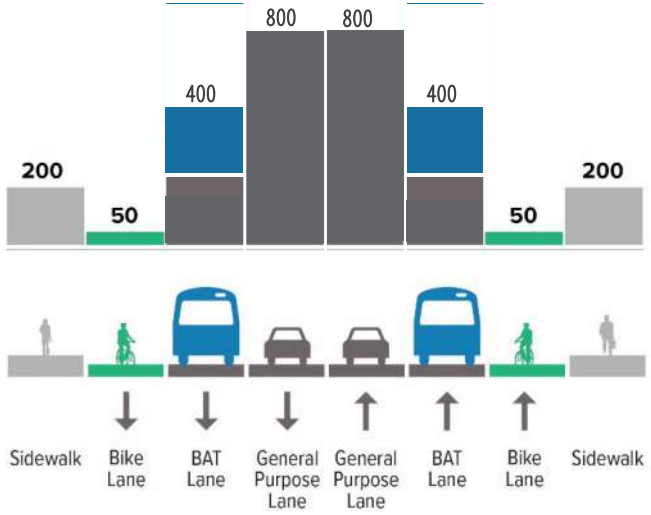
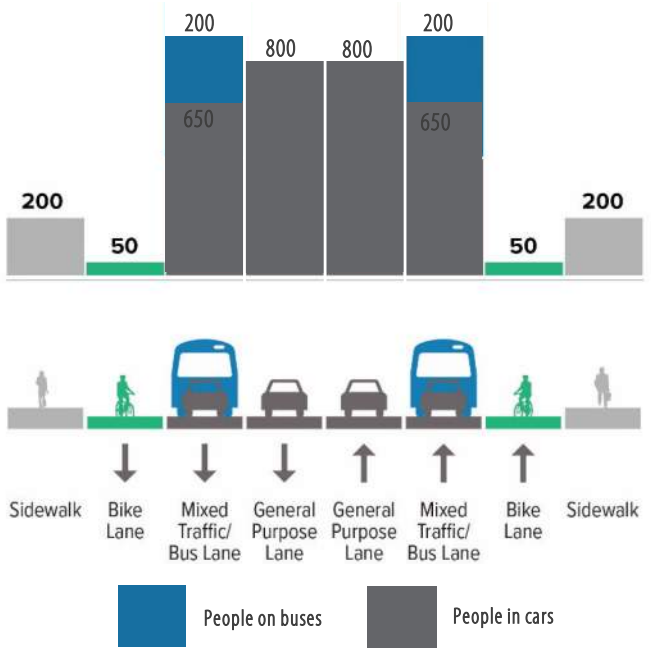


Figure G2.7 Person Throughput on 3300 South without Transit Prioritization



BIKING

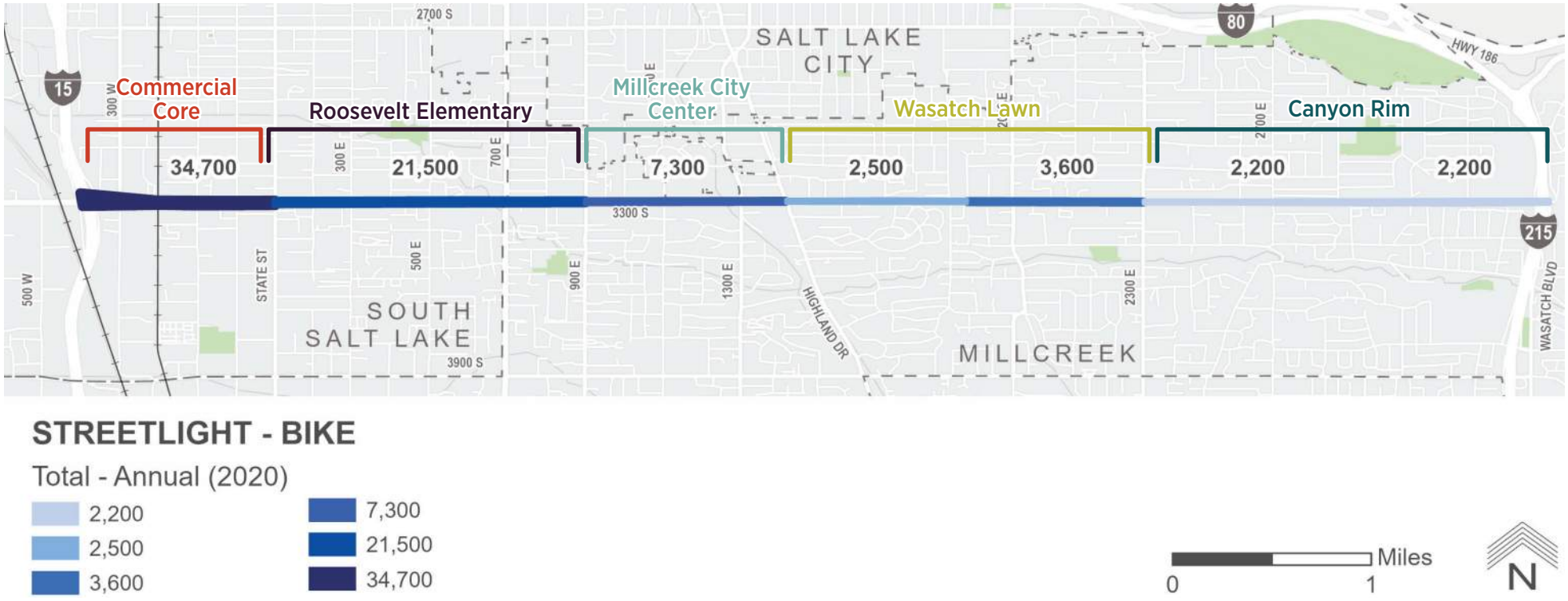
A safe active transportation network is necessary in creating a welcome, multi-modal corridor. The current study analyzed StreetLight Datasets which are currently derived from two types of locational "Big Data": navigation-GPS data and Location-Based Services (LBS) data.

According to StreetLight, 3300 South does not experience a high-number of bikers annually (Figure G2.8) when compared to vehicles (Figure G2.1) and pedestrians (Figure G2.10). This could be a result of poor availability of bike friendly options. There are no bike lanes or trails present on the corridor. Some existing sidewalks are in poor condition.

Figure G2.9 Bicyclist rides on the sidewalk along 3300 South



Figure G2.8 Bicyclist usage of 3300 South Annually, StreetLight Data



WALKING

The existing pedestrian network on 3300 South could be improved to better accommodate pedestrians, particularly those that use mobility aids. There are no access to trails from 3300 South and sidewalks are inconsistent in availability and condition. According to StreetLight data, the western portion of the corridor is heavily trafficked by pedestrians (Figure G2.10). The TRAX station is located at approximately 200 West, providing opportunity for pedestrians to connect to other destinations by TRAX and bus.

Figure G2.11 An unsafe sidewalk that is level with the roadway on 3300 South

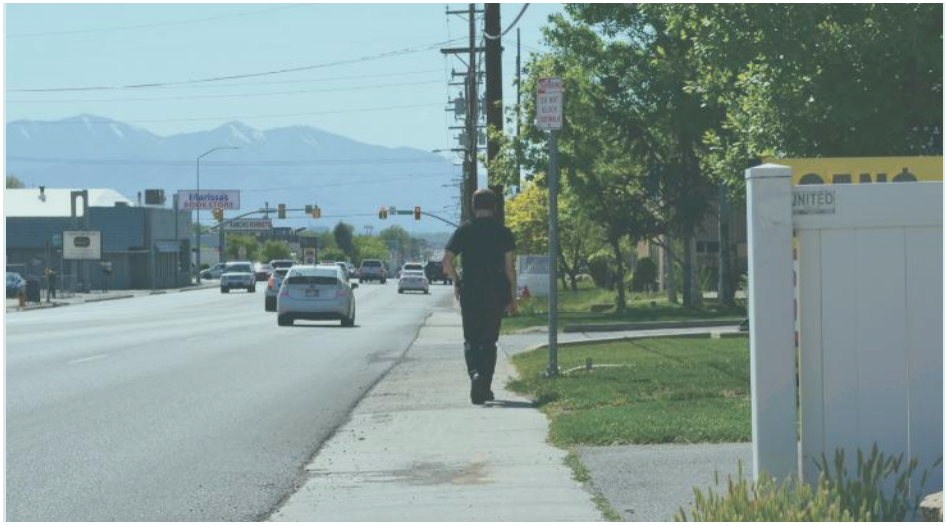
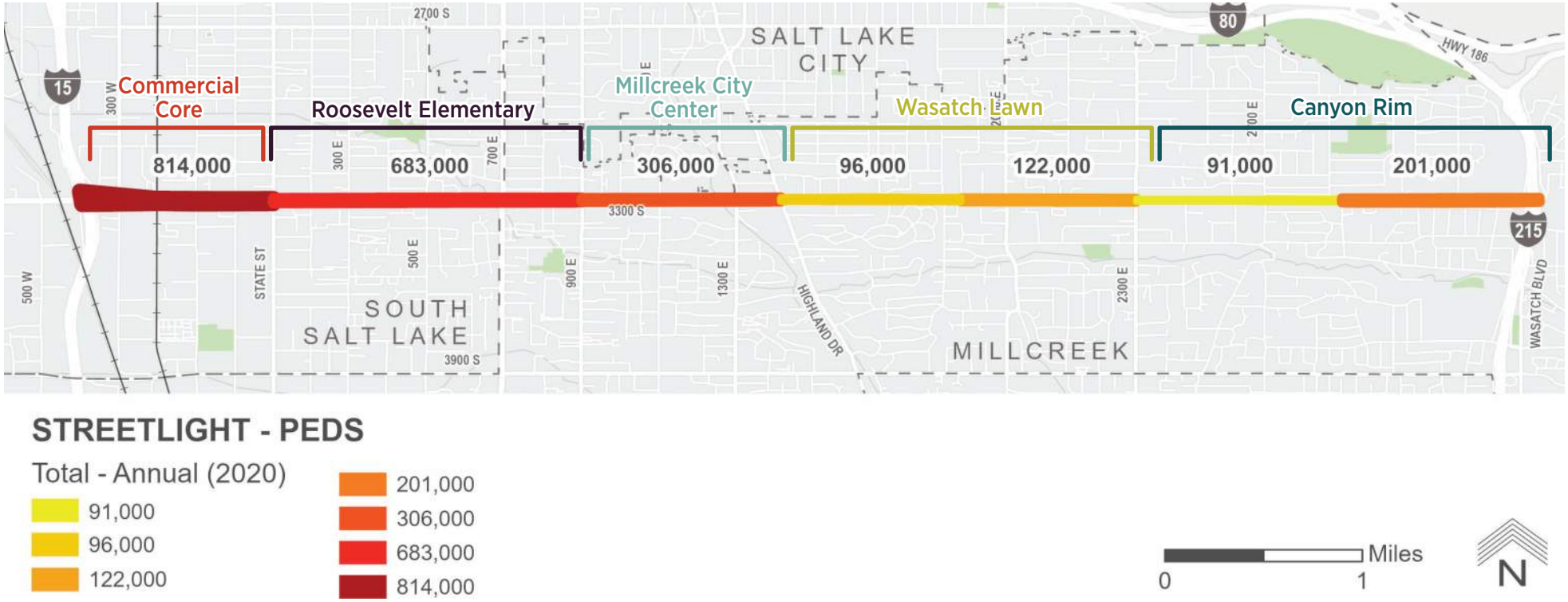
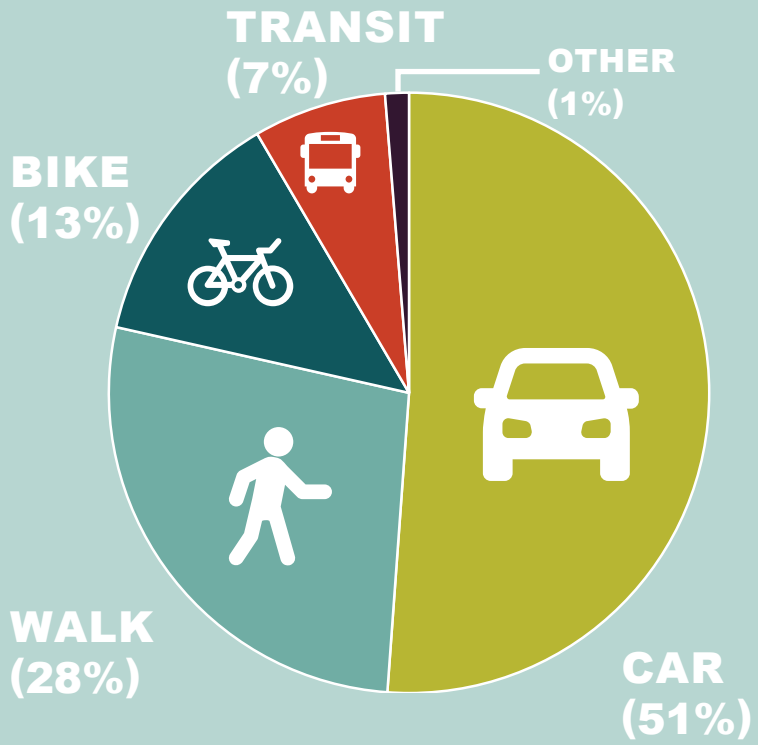


Figure G2.10 Pedestrian usage of 3300 South Annually, StreetLight Data



WE ASKED THE PUBLIC

*What **MODES** do you use to travel on 3300 South?*





goal 3

SAFE

VEHICLE CRASHES

Crash data was collected for the last five years from January 1, 2016 through December 31, 2020. This period was selected because it provides adequate data for establishing recent crash trends reflective of geometrical changes to the corridor. During this period there were 1,577 reported crashes on 3300 South, 580 on cross-streets at intersections. Figure G3.1 illustrates the location of these crashes. Figures G3.2 and G3.3 summarize the number of crashes by manner of collision.

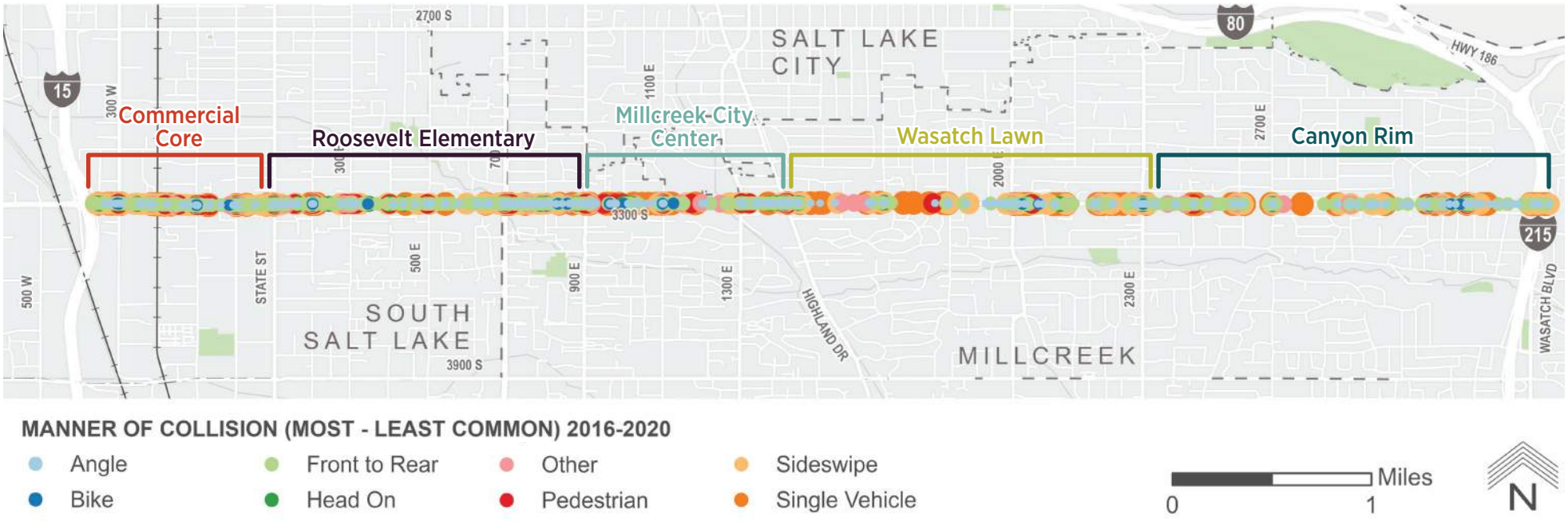
1,577
total crashes

between 2016-2020

580
crashes occurred at

intersections

Figure G3.1 Manner of Collision from 2016 - 2020



Manner of Collision

Overall, angle crashes are the most common manner of collision on 3300 South representing 37% of all crashes. Only the Commercial Core segment (I-15 to State Street) has front-to-rear crashes as the most common manner of collision. Through this segment front-to-rear crashes account for 42% of all crashes while angle crashes are only 30%.

Front-to-rear crashes are generally associated with congestion which is consistent with this segment experiencing the highest traffic volumes on the corridor.

Figure G3.3 Corridor Manner of Collision

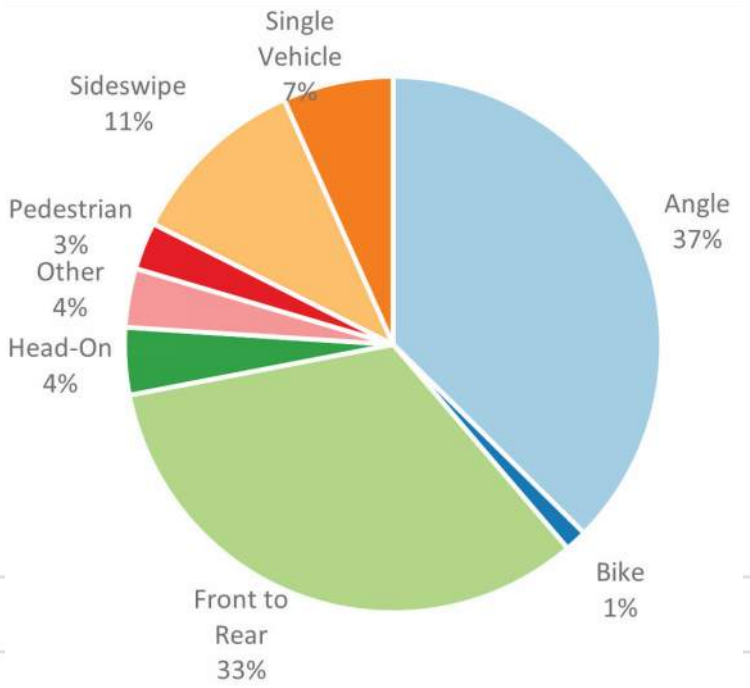
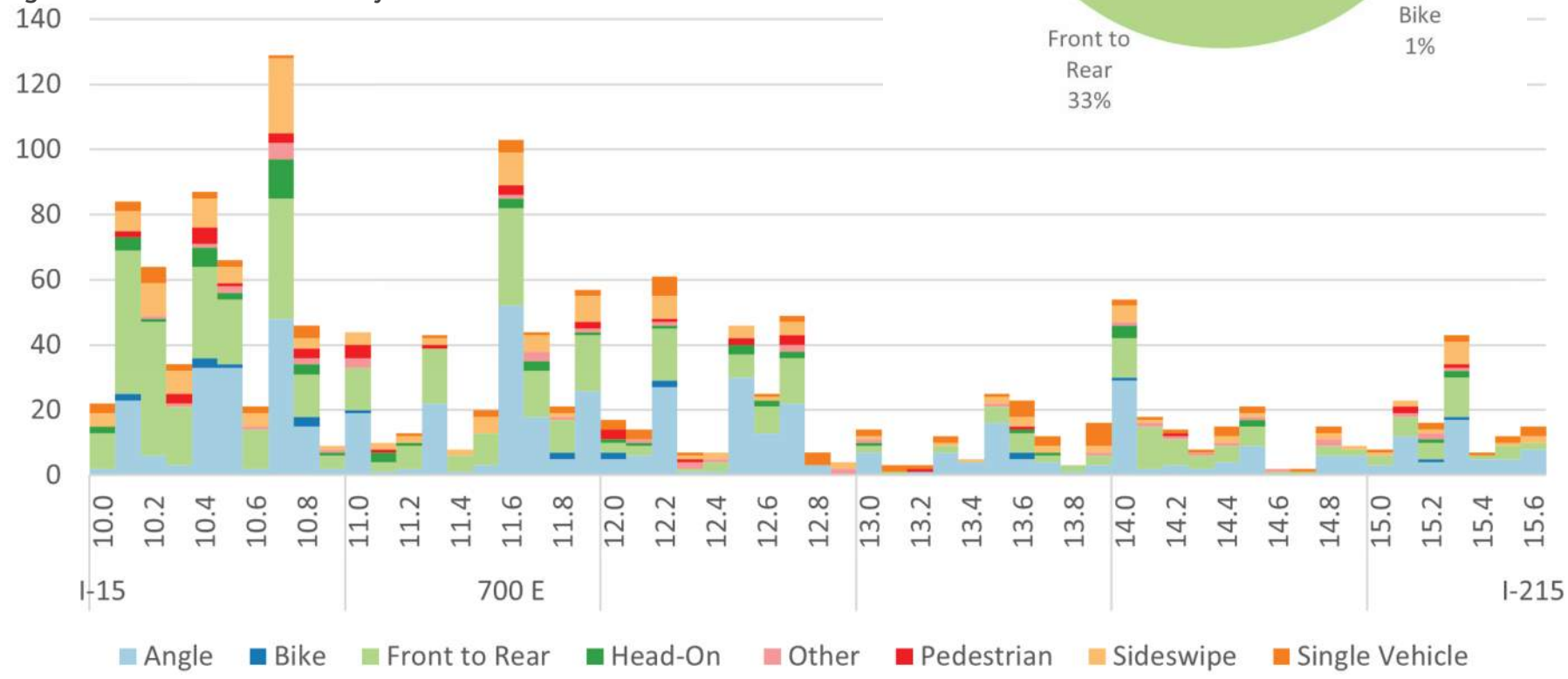


Figure G3.2 Number of Crashes by Manner of Collision



Crash Severity

Figure G3.4 illustrates the location of serious injury and fatal crashes on 3300 South. These crashes are mostly found west of Highland Dr where all but one fatal crash are located. west of Highland Dr. Three fatal crashes took place between I-15 and State Street. Sixty-five percent of crashes occurred on intersections.

Seventy percent of the crashes on the 3300 South and cross-street intersections had no reported injuries. There were 29 suspected serious injury crashes and seven fatal crashes as illustrated in Figure G3.5. Of the fatal crashes, four were pedestrian involved crashes, two angle crashes, and one single vehicle crash with a utility pole.

Figure G3.5 Crashes by Severity

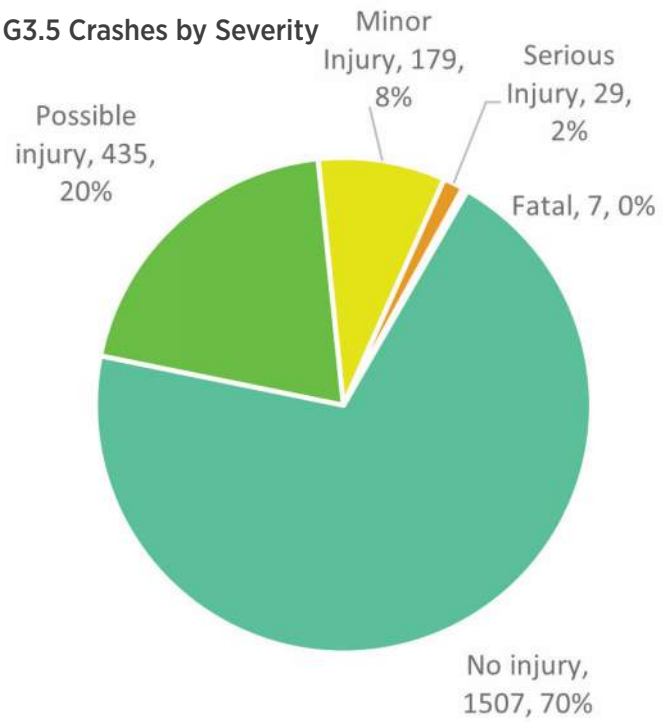
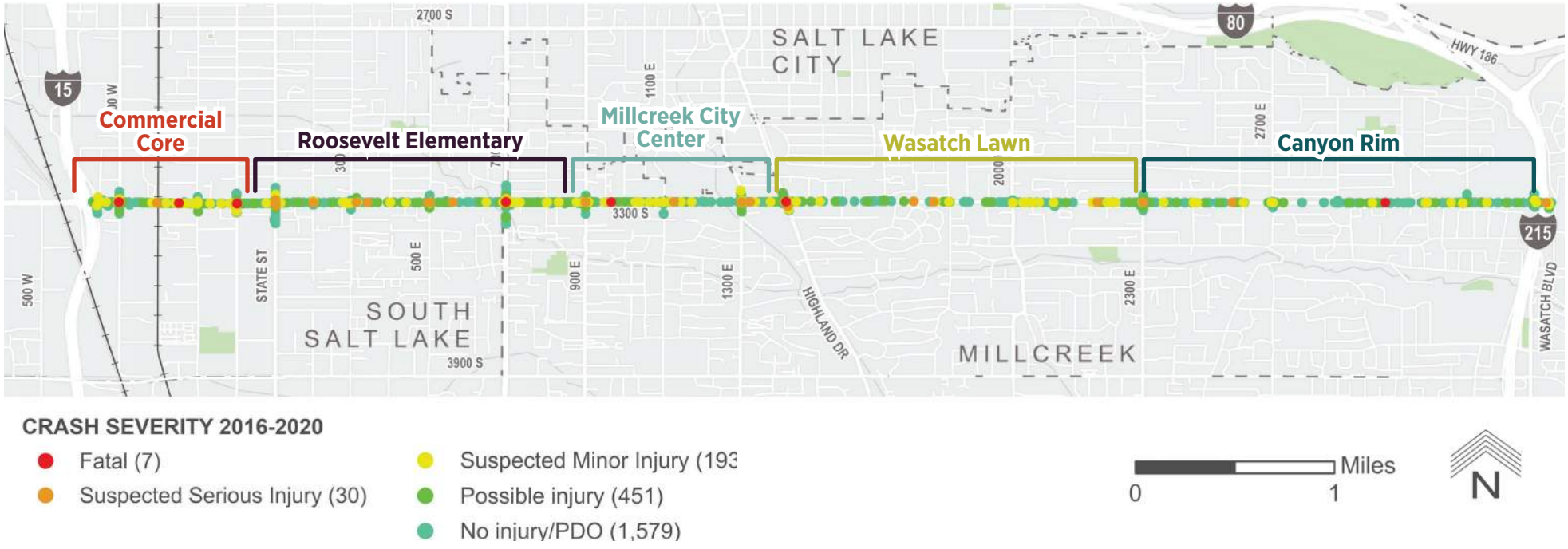


Figure G3.4 Corridor and Cross-Street Crash Severity



PEDESTRIAN CRASHES

Pedestrians and bicyclists are both susceptible to serious or fatal injuries in collisions, as illustrated in Figure G3.6 and Figure G3.7. Pedestrian fatalities represent 57% of all fatalities on the corridor intersections. All these crashes were during night-time hours and three of the four were at traffic signals. Dark lighting conditions and crossings at signals indicate potential for illumination improvements to be considered along the corridor.

UDOT recognizes the dangers to pedestrians on 3300 South, especially at night. UDOT has assessed potential lighting improvements on 700 East and 900 East and will also do so between the TRAX station and State Street. These are areas where pedestrians experience more crashes and fatalities have occurred.

Figure G3.7 A mid-block crosswalk on 3300 South.

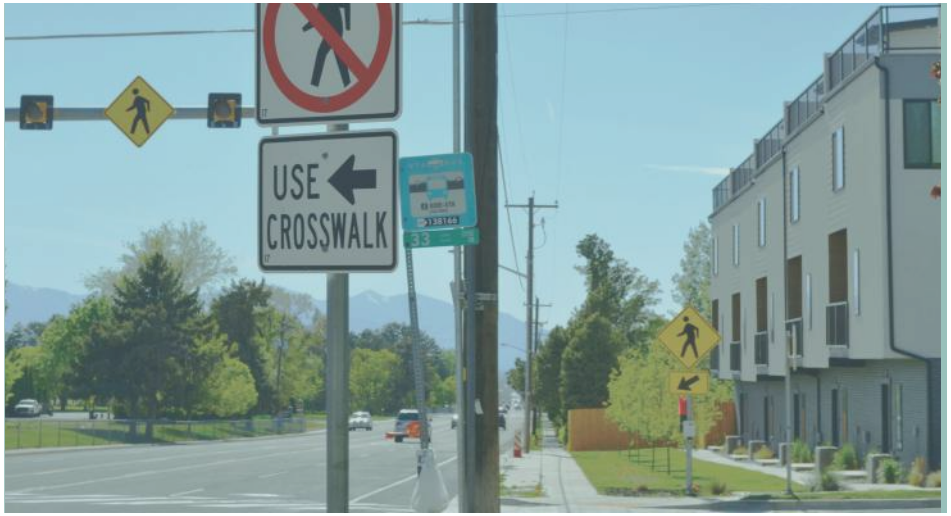
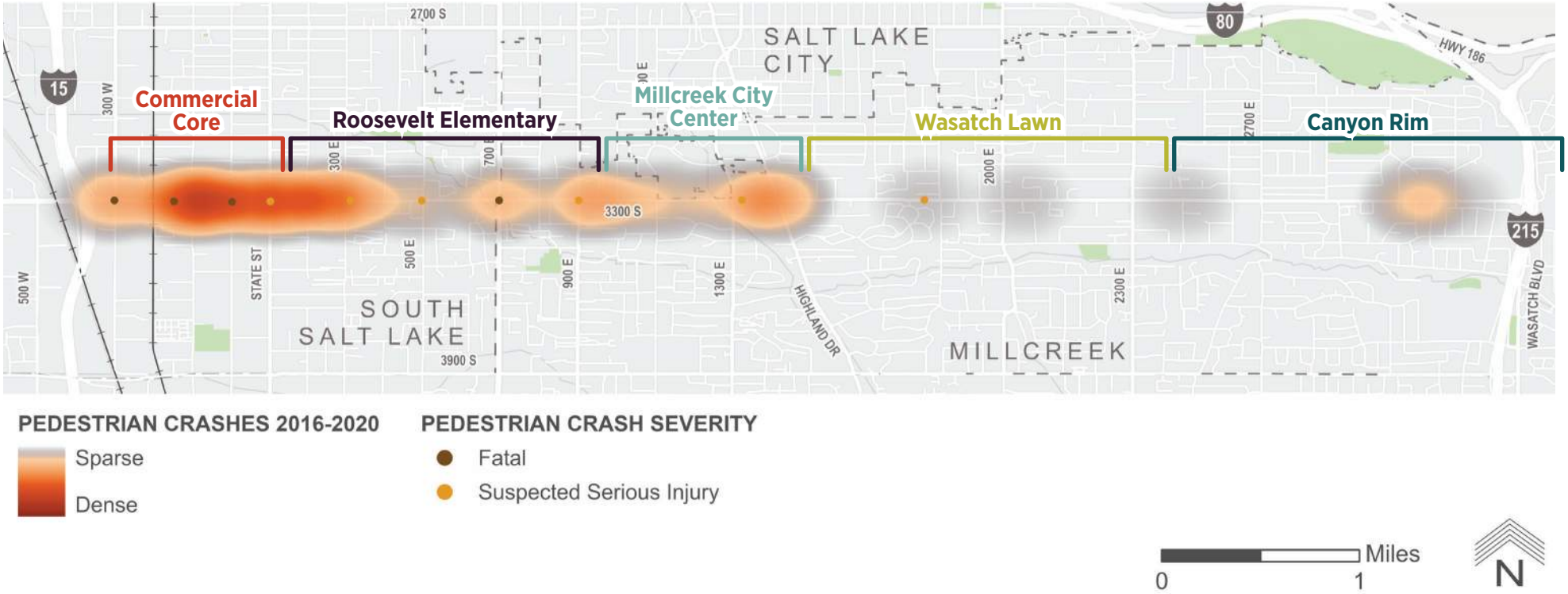


Figure G3.6 Pedestrian Crashes from 2016 - 2020



BICYCLE CRASHES

Figure G3.8 summarizes the location of serious injury bicycle crashes. There were two serious injury bicycle crashes and no fatalities. However, as illustrated below there are hot spots generally located on cross-streets with high bicycle activity. These include the intersections of Main Street, 300 East, 900 East, and 2300 East. However, there is a cluster on 3300 South between 800 East and 1200 East.

Figure G3.8 A biker riding on a segment of 3300 South without a proper bicycle facility.

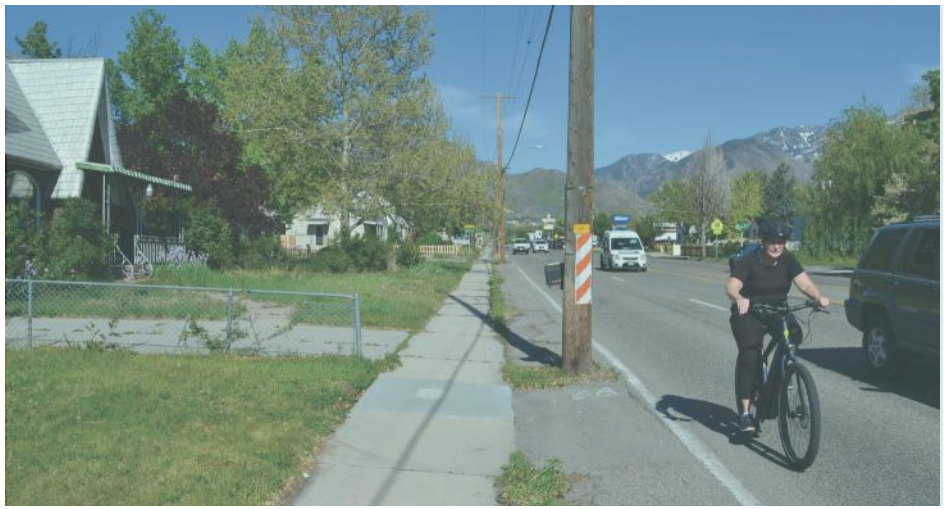
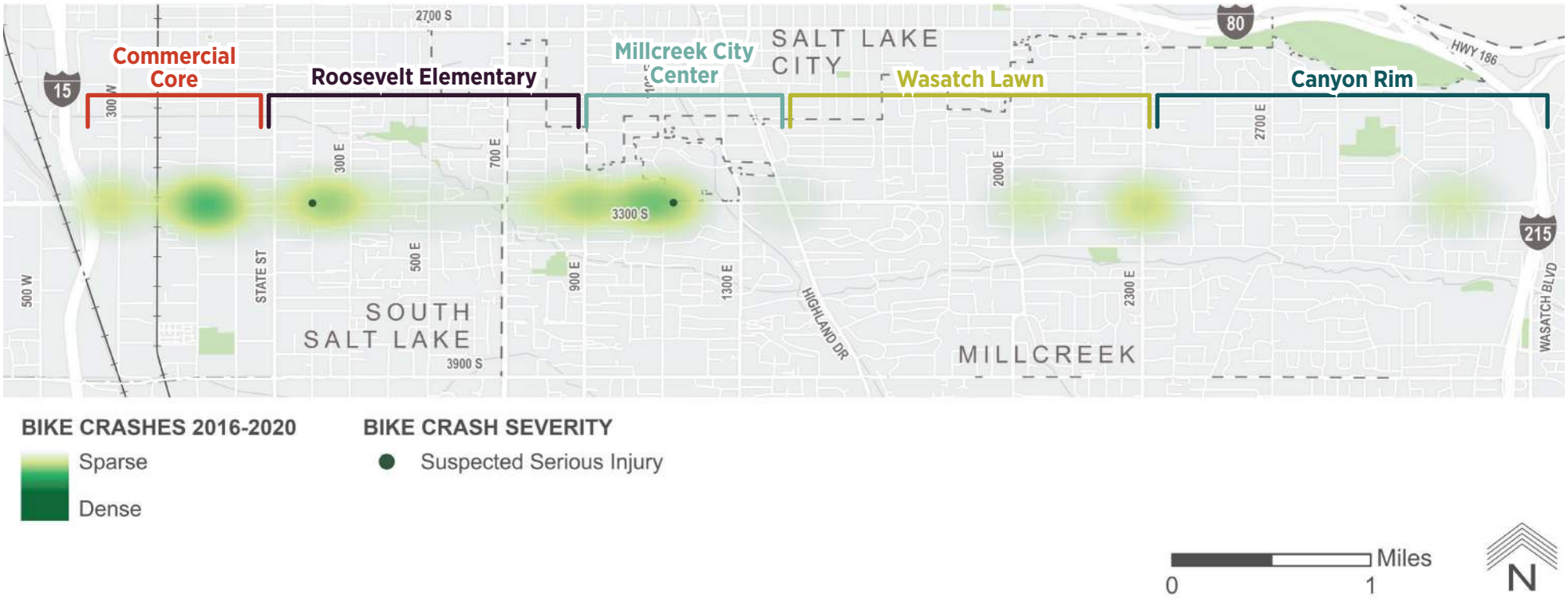


Figure G3.9 Bike Crashes from 2016 - 2020



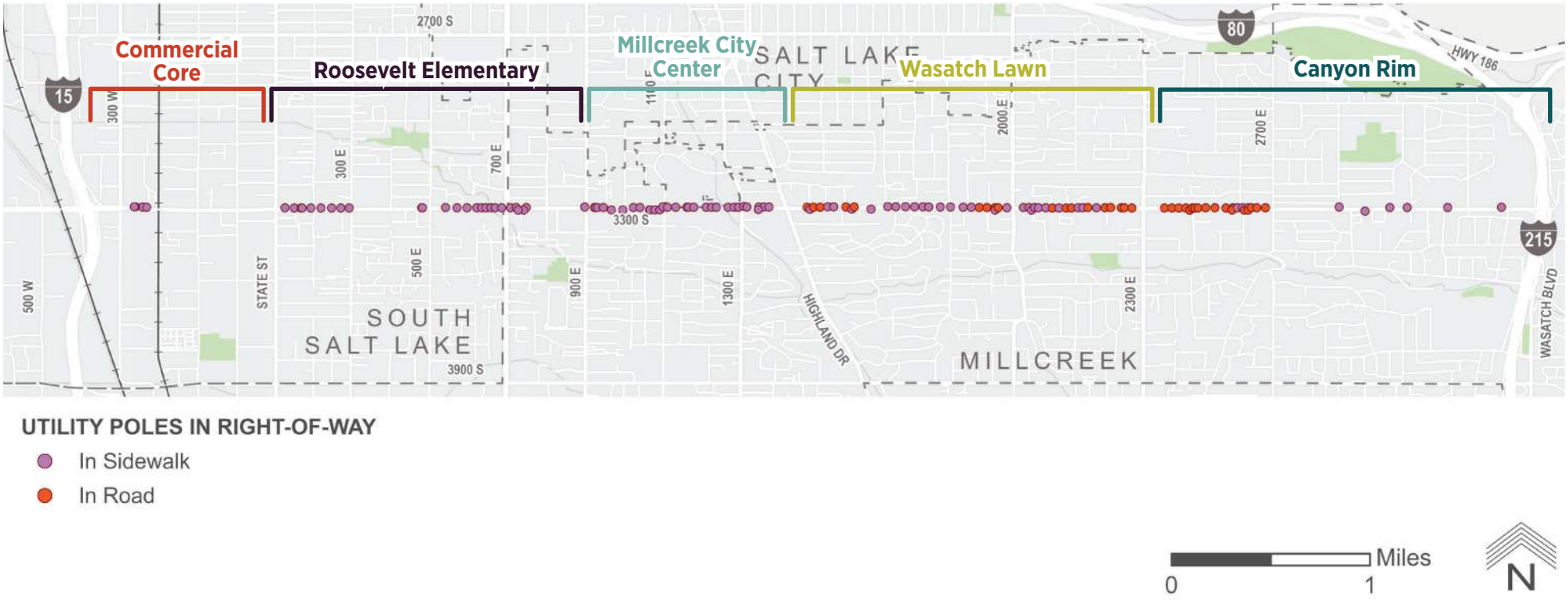
UTILITY POLES IN RIGHT-OF-WAY

There are a total of 132 utility poles located along the study area (Figure G3.10). Of these, 36 are located in the roadway, and 96 within or adjacent to the sidewalk. Poles located within the road represent a safety hazard for motorists. The American Association of State Highway and Transportation Officials (AASHTO) recommends a clear zone of 7-feet between the edge of the road and placement of obstructions. Utility poles that encroach on sidewalks worsen the walking experience for pedestrians, especially those that utilize mobility devices.

Figure G3.11 Utility pole located adjacent to the sidewalk on 3300 South.



Figure G3.10 Utility poles on 3300 South



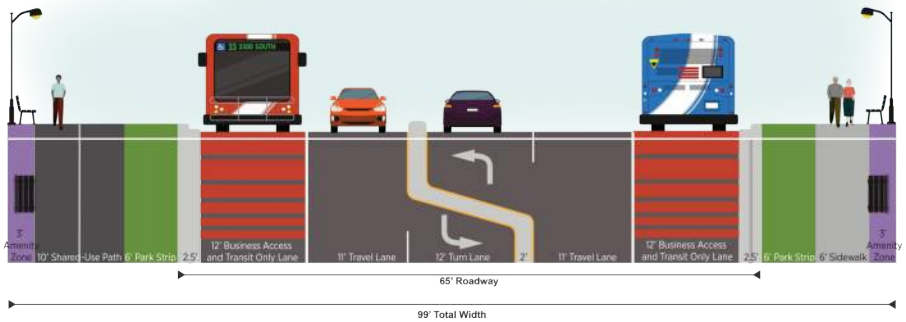
SAFETY AS A PRIORITY

Stakeholders and the public made it clear: safety is a priority along 3300 South! Reducing crashes, removing obstructions, and protecting bicyclists and pedestrians are key components of this study.

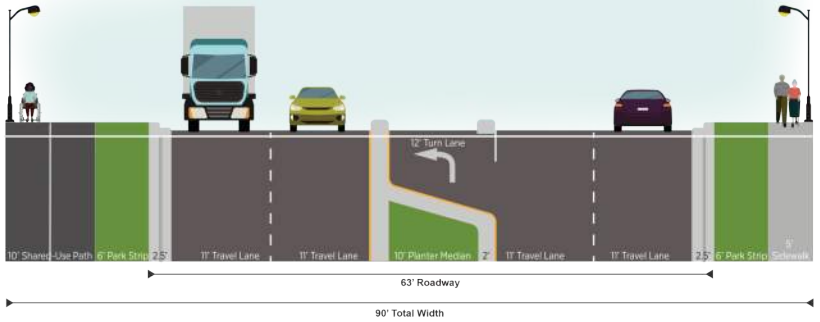
All cross-sections analyzed during the plan addressed safety as a prime concern. As an example, on the right are the three options considered for Wasatch Lawn (Figure G3.12). Each of those improve safety by making space for a safe, comfortable place for pedestrians, creating sidewalks and walking facilities which don't exist today. Bicycle facilities are also recommended varying from trail to buffered bike lanes or above curb cycle track.

All options also include medians (appropriate for each segment), which reduce vehicle conflict and crashes. Medians accomplish this by preventing left turns in and out of the most problematic driveways and roadway segments. Medians also help to reduce speed related crashes and can help address speed concerns, like night-time street racing, by narrowing pavement surface and preventing head-on collisions. Lastly, power poles are removed from pavement and sidewalk, increasing safety overall.

Wasatch Lawn
Option 1



Wasatch Lawn
Option 2



Wasatch Lawn
Option 3



Figure G3.12 (Right) Cross-section options considered for the Wasatch Lawn segment

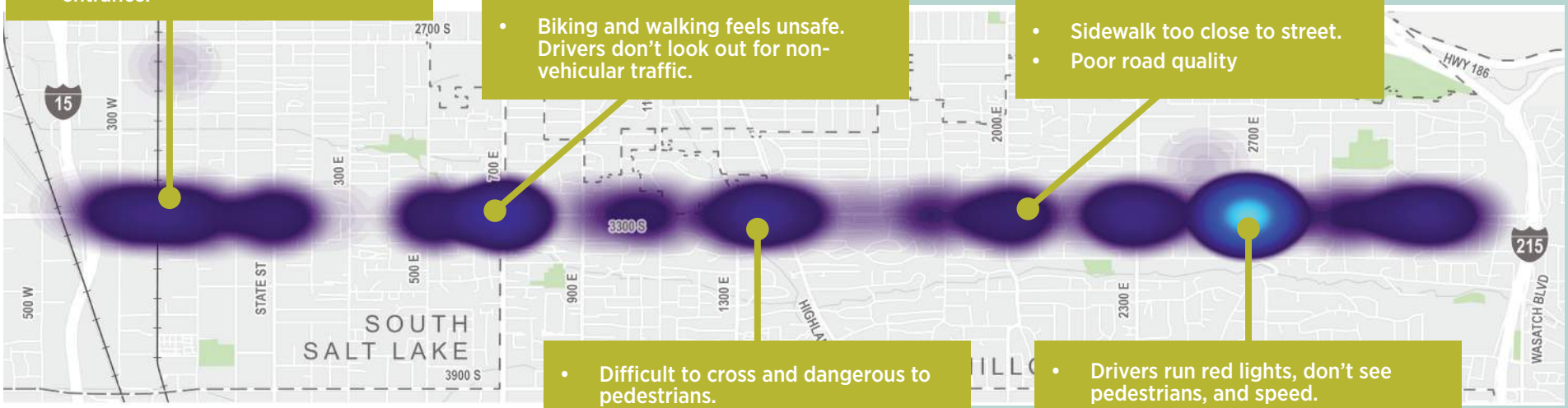
WE ASKED THE PUBLIC

What **INTERSECTION** *do you feel is the most problematic? What is the problem here?*

- Turning west or into businesses is difficult, especially when congested
- The TRAX crossing and traffic signal are not coordinated and cause congestion near the freeway entrance.

- Biking and walking feels unsafe. Drivers don't look out for non-vehicular traffic.

- Sidewalk too close to street.
- Poor road quality



Response Concentration

Sparse

Dense

- Difficult to cross and dangerous to pedestrians.
- Too much development! Aesthetically unattractive and always congested.
- Left turns difficult for cars.

- Drivers run red lights, don't see pedestrians, and speed.
- Poor turn lanes.
- Residential properties are located very close to the road with no buffer.
- Utility poles and lack of sidewalks



goal 4

WELCOMING

DRIVER EXPERIENCE

According to the FHWA, The International Roughness Index (IRI) is one of the most widely used measures of pavement smoothness or ride quality. Pavements with an IRI rating of less than 170 are considered to have an acceptable ride quality, while those with an IRI of less than 95 can be considered to have a good or very good ride quality. The IRI data below reflects 2018 pavement quality with a few updates of recent pavement work. About 28% of the corridor has a score of 170 or higher. Recent pavement work has brought 26% of the corridor to good conditions.

Improved pavement conditions improve safety and provides a more pleasant driving experience.

Figure G4.2 Utility pole within the roadway on 3300 South.

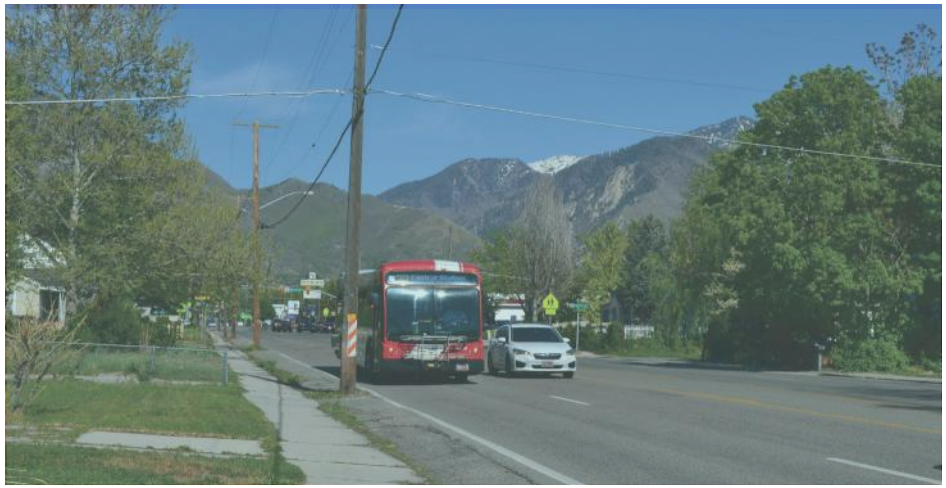
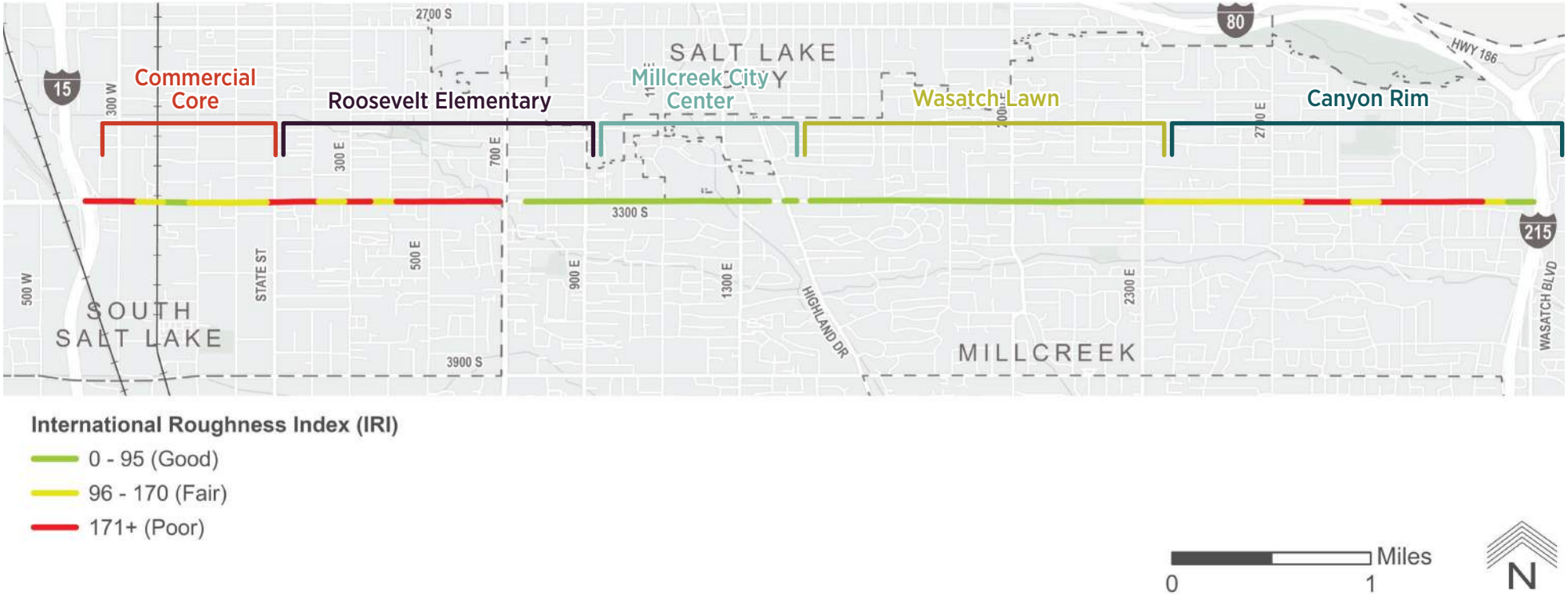


Figure G4.1 Pavement conditions along 3300 South



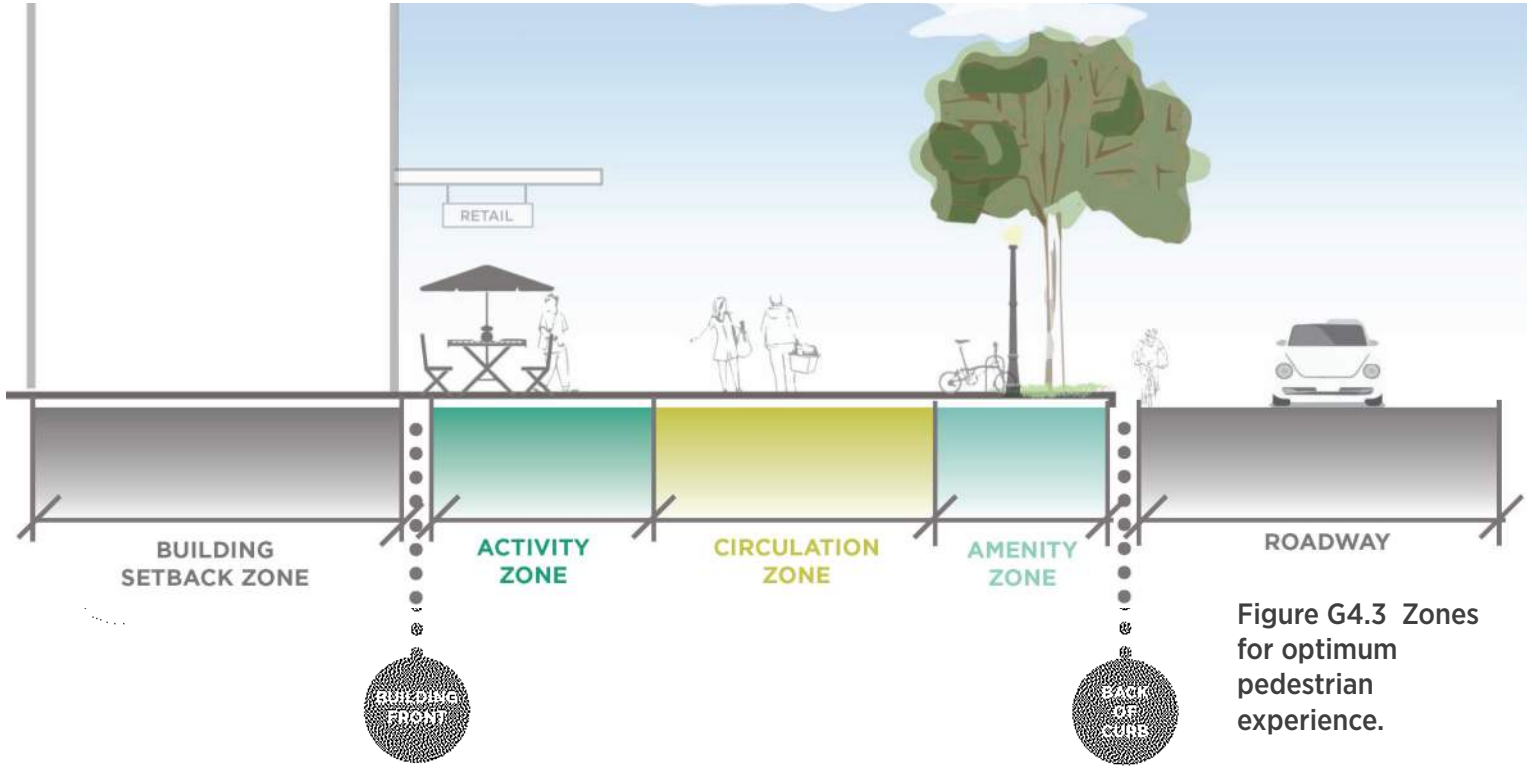


Figure G4.3 Zones for optimum pedestrian experience.

PEDESTRIAN EXPERIENCE

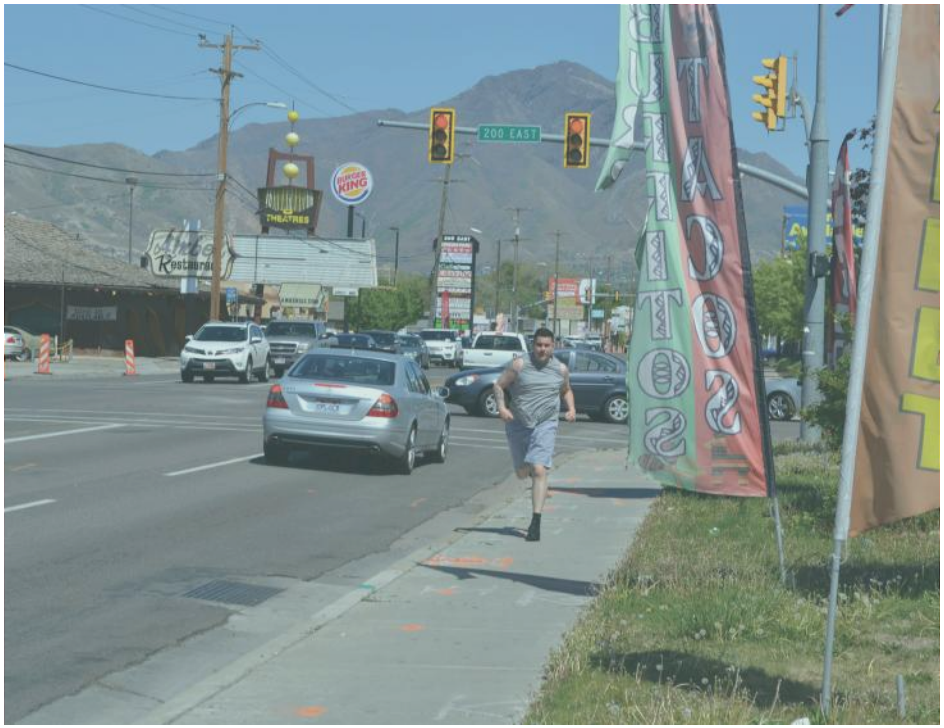
The current pedestrian experience lacks comfort, safety, and interest. Building setback zones identify the distance to the building front. A shallow setback offers pedestrians a human-scale experience as they walk along the sidewalk. It also allows businesses to provide space for activity. A larger setback offers space for parking and has potential for more pedestrian design upon redevelopment. Between the building front to the back of curb is the pedestrian realm consisting of three different zones. These zones include:

- **ACTIVITY ZONE:** this zone is meant for businesses to use for purposes such as on-street dining and shopping. With these activities there should be high visibility and transparency into the storefronts.
- **CIRCULATION ZONE:** this section of the pedestrian realm offers an area for pedestrians to easily get from point A to point B and encourages more people to take trips by foot.
- **AMENITY ZONE:** this zone is intended to have an abundance of trees, benches, public art, trash bins, lighting, and other street furniture which make using these spaces more welcoming.

PEDESTRIAN EXPERIENCE

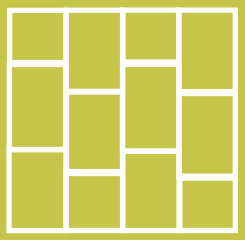
Landscape and placemaking amenities along 3300 South will make the journey as desirable as the destinations and tells the community's stories. Human experience elements include placemaking, hardscapes, and landscapes. These elements were analyzed through individual goals to help guide corridor recommendations that would suit all traveler types:

Figure G4.4 The pedestrian experience lacks safety, comfort, and character along 3300 South





Placemaking
Augment 3300 South streetscape through updated landscape and hardscape that recognize the neighborhood's history and accommodate growth and active transportation. In key locations, provide unique pedestrian-oriented wayfinding and amenities that enrich community identity.



Hardscape
Provide consistent hardscape surfaces for all users of Millcreek and South Salt Lake, improve circulation, transportation choice, and promote pedestrian activity.



Landscape
Preserve and improve tree canopy coverage by protecting existing trees and planting more. Remove existing sod and enhance existing and new landscape areas with a waterwise selection of native grasses and perennials and increasing opportunities for stormwater to sink into the landscape.



Figure G4.5 Concept Design for Millcreek City Center

BICYCLIST EXPERIENCE

Riding a bike on 3300 South is a dangerous and uncomfortable endeavor. As mentioned in G2, there is currently no bike infrastructure along the corridor and several crashes have been reported over the years.

Bicyclists benefit from infrastructure used by drivers and pedestrians. This includes smooth pavement conditions, safe crossings, above curb facilities and access to destinations. In order words: in addition to designating bike-only or shared-use infrastructure, enhancing vehicle and pedestrian amenities, as previously detailed, will also lead to an improved biking experience.

Figure G4.6 Concept Design for Millcreek TRAX station located in South Salt Lake. Includes bicycle amenities such as trail, or shared use path, wayfinding and bike parking





TRANSIT RIDER EXPERIENCE

Every transit rider utilizes other modes before and after riding the bus or TRAX. They can arrive at the station by walking, biking or driving a vehicle. This gap between destination and transit is often called First/Last Mile. Having comfortable and safe First/Last Mile infrastructure encourages people to ride transit. This means that enhancing driver, pedestrian and bicyclists experiences will undoubtedly benefit and encourage transit riders.

Some additional amenities, however are needed to complete the transit rider experience. This includes sheltered bus stops with seating, accessibility features, lighting, trash cans, and wayfinding. Other amenities like bike racks, safe sidewalks, and biking facilities will encourage users to take active transportation to transit which promotes physical activity and reduces traffic along the corridor.

Figure G4.7 Concept design for a sheltered bus stop along 3300 South. It includes amenities such as seating, wayfinding, trash can and bike racks

WE ASKED THE PUBLIC

What **IMPROVEMENTS** *would increase your use of 3300 South?*





goal 5

CONNECTED

ZONING & LAND USE

In order to foster connectivity along 3300 South, it is essential to understand zoning and land use patterns within the area. Transportation is a daily requirement for most of the public as people require employment, education, shopping, healthcare, and recreation. Zoning and land use patterns must function with the transportation system to support a high quality of life and promote economic development along 3300 South.

South Salt Lake and Millcreek classify zoning differently, so categories were consolidated into ten types indicated in Figure G5.2.

The 3300 South corridor is zoned mostly as residential and commercial, which includes transit-oriented development (TOD) and mixed-uses. South Salt Lake has identified a potential redevelopment area surrounding the intersection at Finlay Dr. and 3300 South. This area is planned for mixed use and TOD. The corridor features little historic or landmark zoning. There are no public recreation areas or trails zoned along the corridor.

The land use map in Figure 2.3 highlights the more specific way parcels are used today whereas zoning shows a broader picture of planned use and development. The corridor currently offers a mix of commercial properties, healthcare providers, educational resources, and housing. Public resources are made up of the Wasatch Lawn Memorial Park and Services between Highland Drive and 2000 East and Terminal Reservoir just East of I-215. These resources serve the public but do not provide recreation opportunities.

Figure G5.1 Commercial properties along the corridor



Figure G5.2 Current Zoning

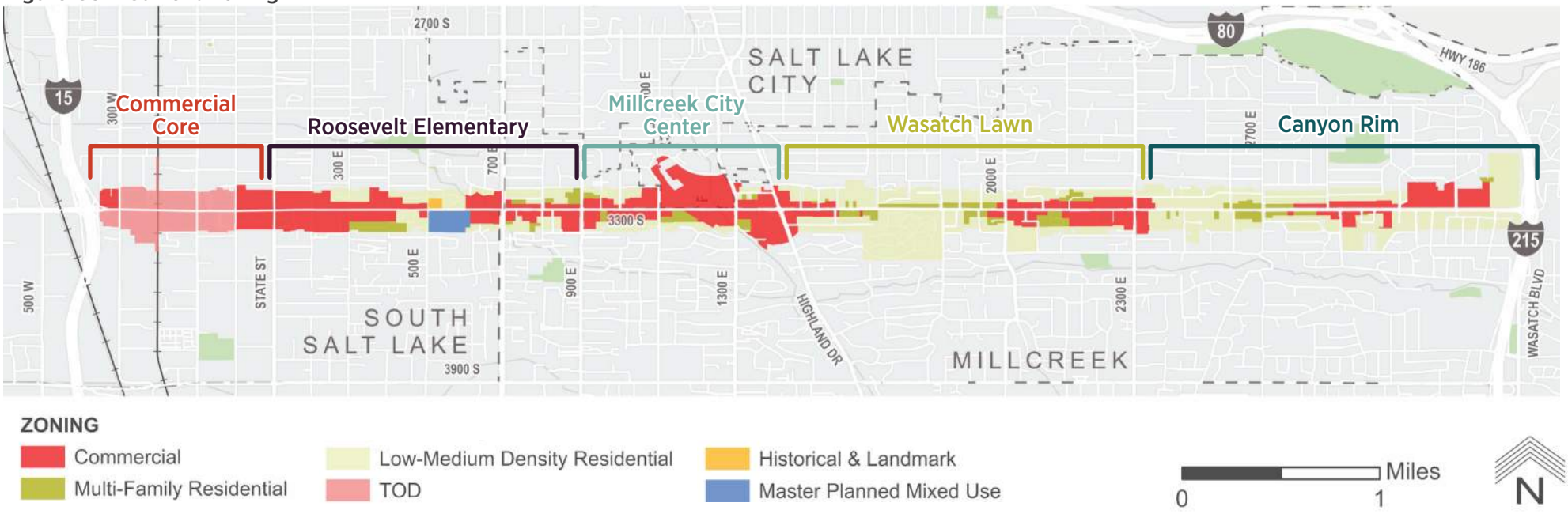
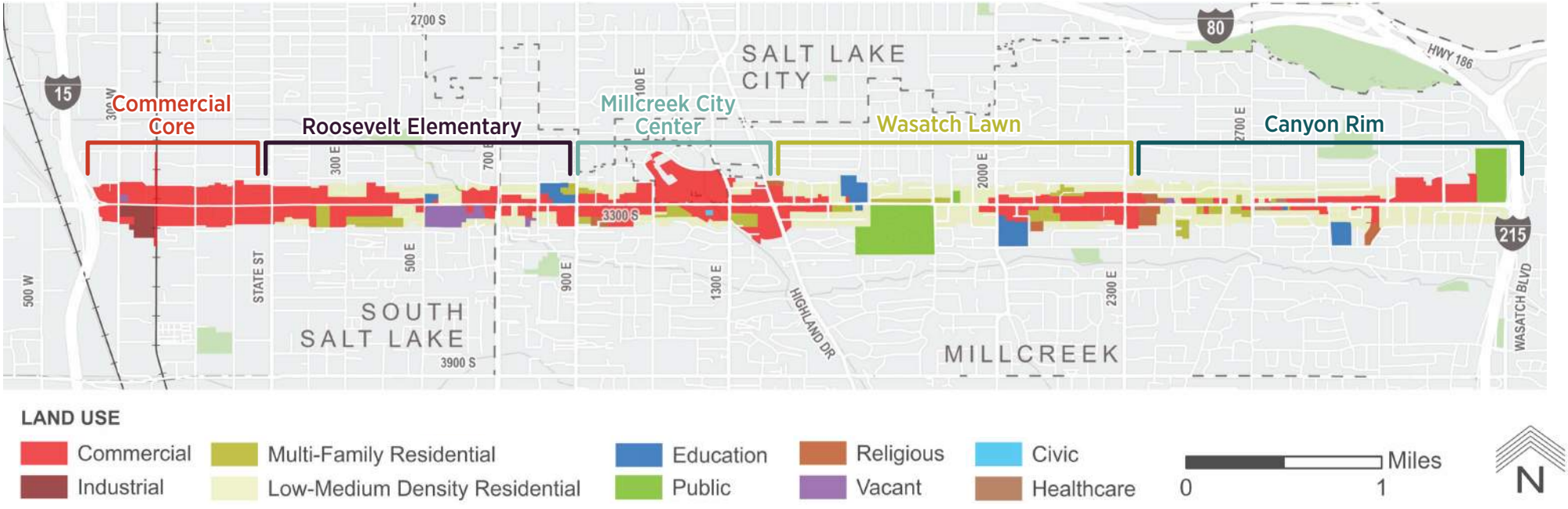


Figure G5.3 Current Land Use



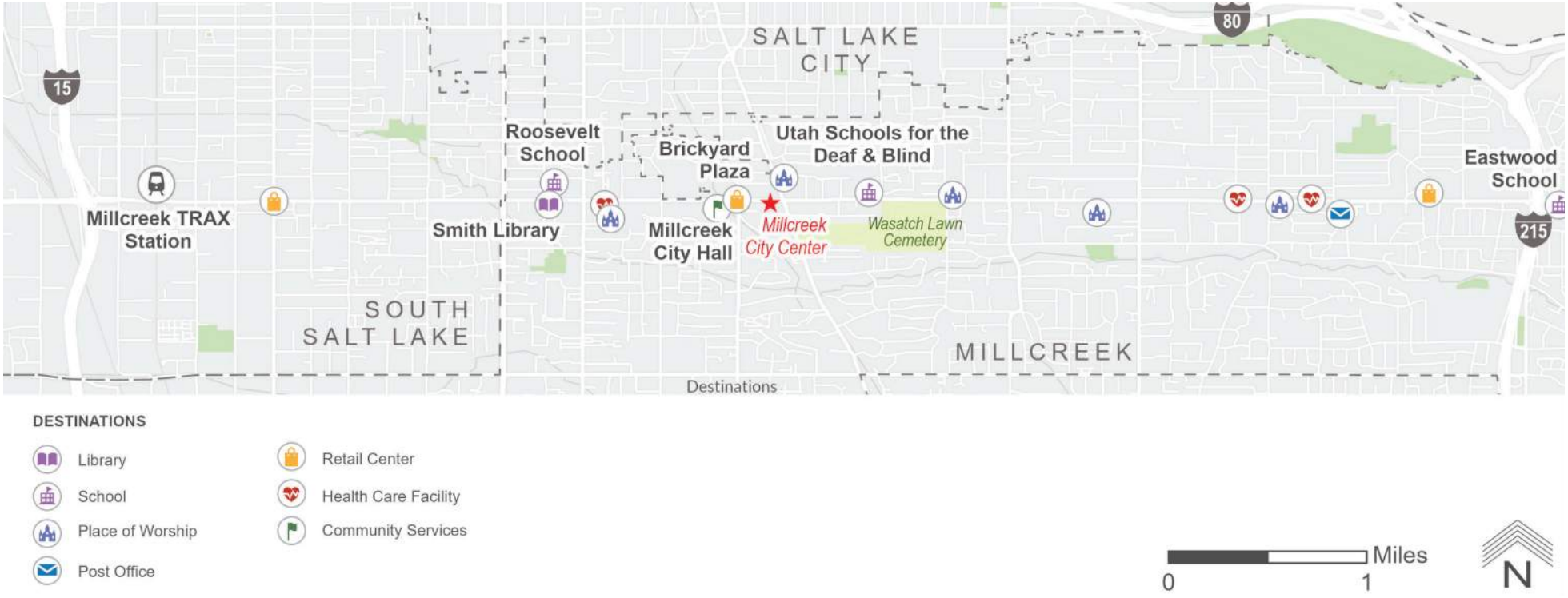
KEY DESTINATIONS

As seen on Figures G5.3 andG5.2, much of this corridor is commercial with shopping and restaurants as key destinations for many traveling on 3300 South. There are other key destinations that aren't commercial, including: Millcreek TRAX Station, Millcreek City Center, Millcreek City Hall, schools, places of worship, Smith Library, health care facilities, and more. These are shown below on Figure G5.4. Establishing mutil-modal connections to these destinations is a crucial component of this study.



Figure G5.5 Rendering of the new Millcreek City Center which is currently under construction.

Figure G5.4 Key Destinations along 3300 South



PICK A SIDE

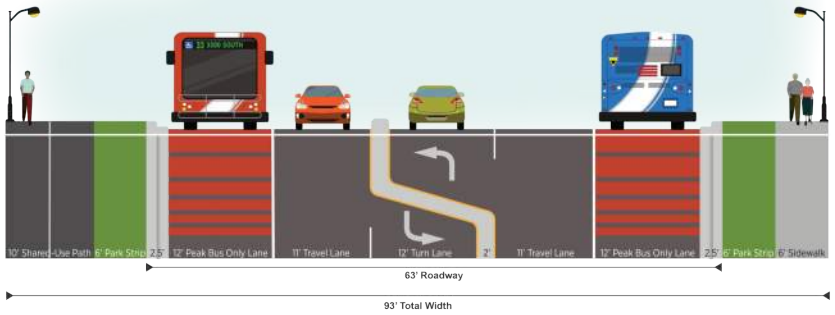
During this study, various corridor improvement options were evaluated. With most team members preferring an alternative that includes a trail (see page 24), or shared use path, it became clear that the project team would have to choose one side of the road to propose this facility.

After much consideration, it was decided that the north side would be the best option. Why is that?

The north side of 3300 South is home to several key destinations, with the most prominent being the Millcreek TRAX Station, Brickyard Plaza and the Millcreek City Center. Providing a bicycle and pedestrian facility on the north side will greatly increase safety and connectivity to these destinations. This is specially important between I-15 and State Street where the Millcreek TRAX Station is located. That stretch experiences a high number of pedestrians daily (Figure G2.10) and has had several bicycle and pedestrians crashes reported over the years (Figures G3.6 and G3.9).

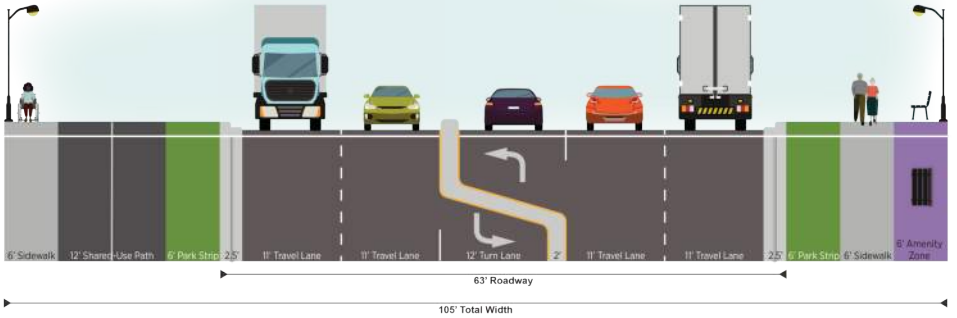
Millcreek City Center

Option 1



Millcreek City Center

Option 2



Millcreek City Center

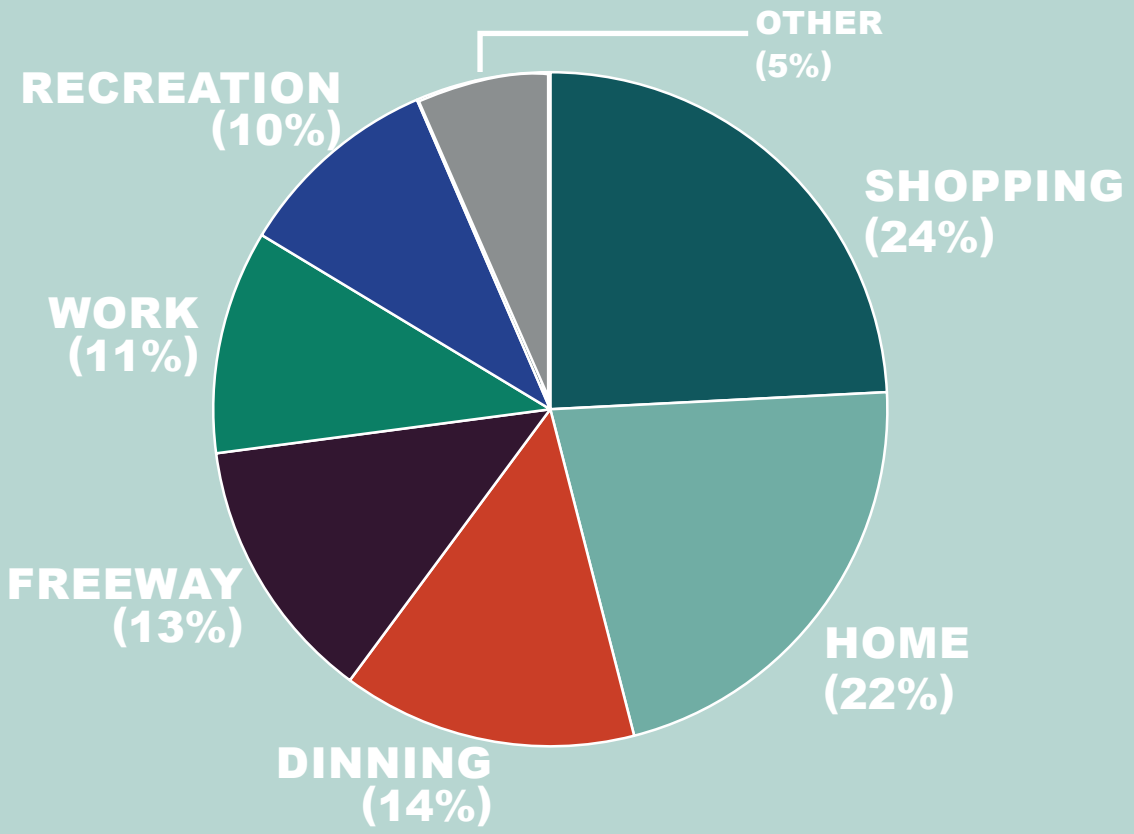
Option 3



Figure G5.6 (Right) Cross-section options considered for the Millcreek City Center. Most stakeholders preferred Options 1 and 2 which has a trail, or shared use path, located on the north side of 3300 South

WE ASKED THE PUBLIC

What **DESTINATIONS** *do you go to on 3300 South?*





goal 6

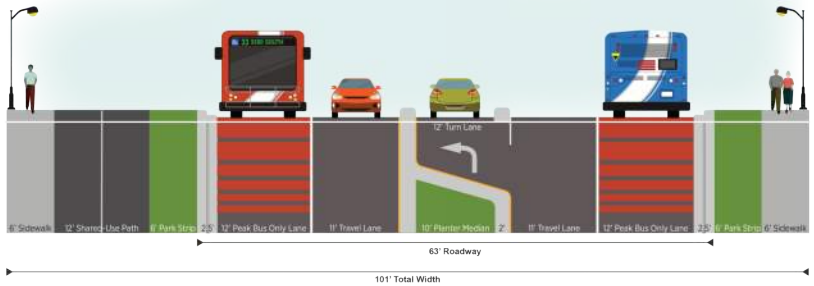
FEASIBLE

ASSESSING FEASIBILITY

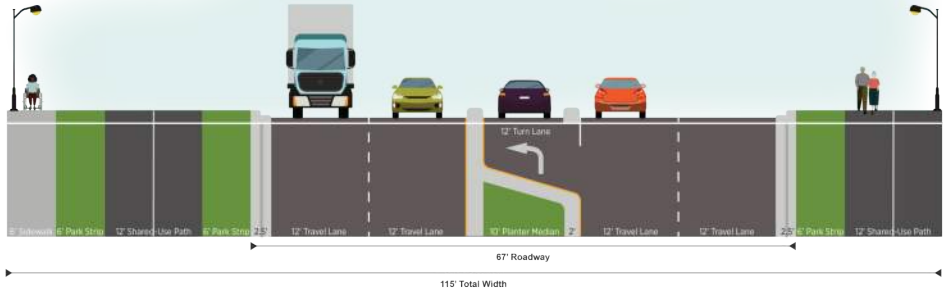
The feasibility of different recommendations for 3300 South is associated with the right-of-way impacts that each option may cause. Right-of-way (ROW) impacts occur due to widening which impacts parcels and requires the relocation of existing infrastructure (i.e. utility poles). Usually, the larger the impacts, the more complex is the environmental process required for project continuation, and the higher the costs associated to planning, parcel acquisition, and construction. At this point, the corridor analysis is too broad to estimate costs, but potential impacts were analyzed as a determinant of cost.

To illustrate each option considered, Figure G6.1 represents the cross-sections alternatives for the Canyon Rim segment of 3300 South.

Canyon Rim
Option 1



Canyon Rim
Option 2



Canyon Rim
Option 3



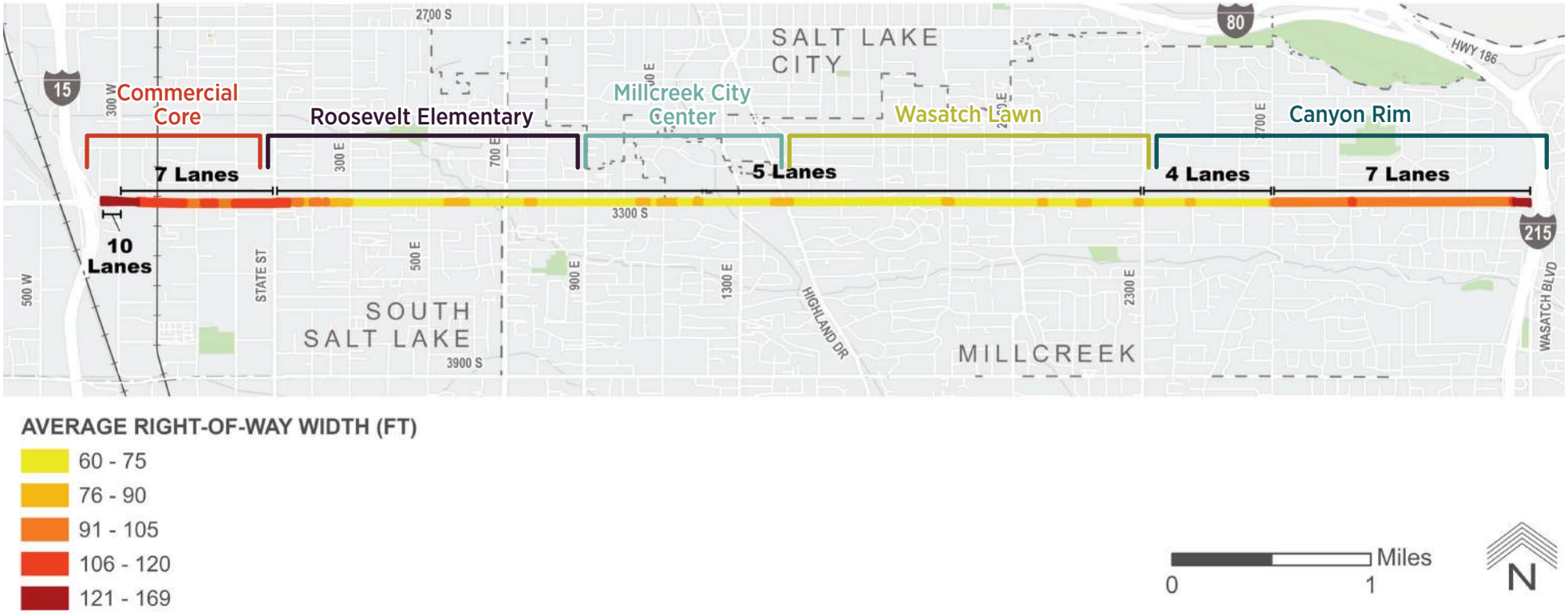
Figure G6.1 (Right) Cross-section options considered for the Canyon Rim segment

EXISTING RIGHT-OF-WAY

The ROW width along 3300 South is variable. Existing ROW for the majority of the corridor measures between 60 - 90 feet and widens up to 169 feet at the I-15 and I-215 freeway entrances (Figure G6.1). On pages 7 and 8, cross-sections represent the different segments of the 3300 South Corridor as they exist today.

Depending on the option, different areas will need to be widened to accommodate an extra lane, as well as bike and pedestrian infrastructure.

Figure G6.2 Right-of-way Widths along 3300 South

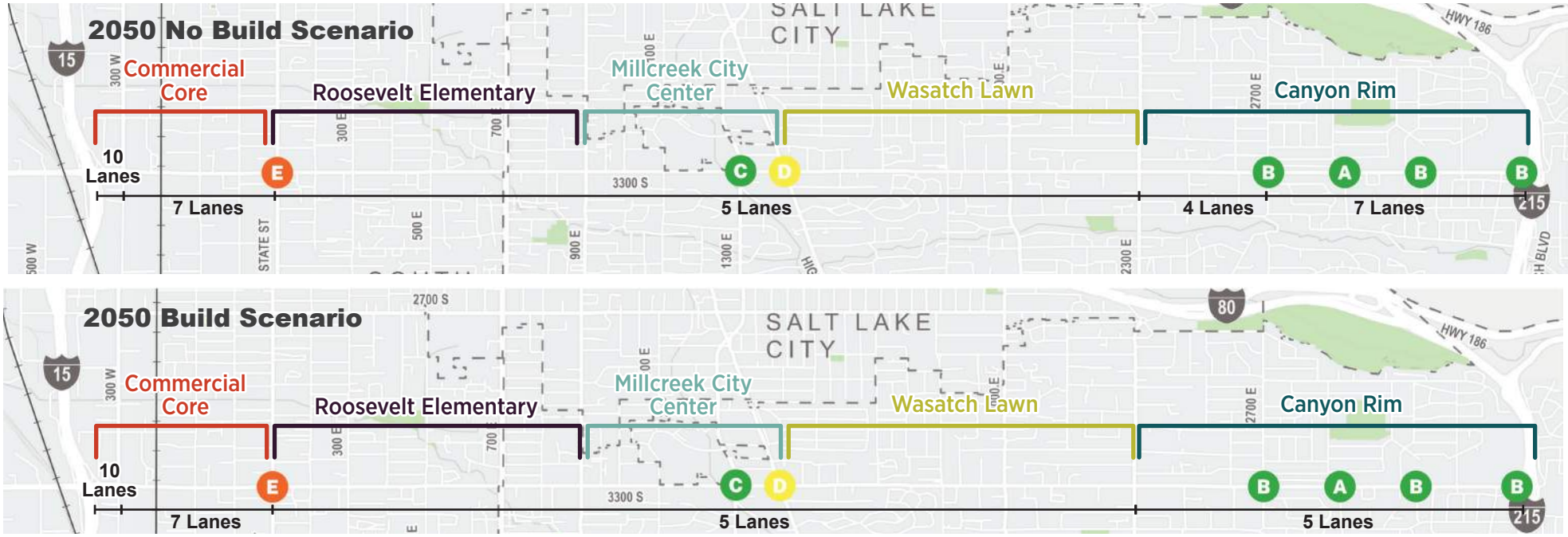


TRAFFIC IMPACTS

Currently, the Canyon Rim segment of the corridor is divided into portions of 4 and 7 lanes. To maintain consistency, all segments across the corridor, except the Commercial Core, are proposed to be 5 lanes. As seen on Figure G2.1, the average daily traffic volume (AADT) for Canyon Rim is similar to other narrower portions of the corridor which makes a case to reducing it from 7 to 5 lanes.

The analysis below looks at Levels of Service (LOS) for certain intersections across the corridor for 2050 under No Build (present conditions) and Build (5-lanes except for Commercial Core) conditions. LOS is defined in terms of the average total vehicle delay of all movements through an intersection, ratings from A-D are considered adequate, while E-F are not ideal. The analysis below shows that LOS will not be affected by reducing lanes in that portion of the corridor.

Figure G6.3 2050 LOS - 5 Lanes and 7 Lanes



A Delay: 0 < 10 seconds/vehicle
No wait longer than one signal indication

B Delay: 10 - 20 seconds/vehicle
Rare occasion to wait through more than one signal indication

C Delay: 20 - 35 seconds/vehicle
Occasional backup may develop & intermittent vehicle wait for more than one signal indication

D Delay: 35 - 55 seconds/vehicle
Waits are still tolerable, occur without excessive backups

E Delay: 55 - 80 seconds/vehicle
Very long queues may create lengthy delay

F Delay: > 80 seconds/vehicle
Backups create 'gridlock' condition

ENVIRONMENTAL CONSTRAINTS

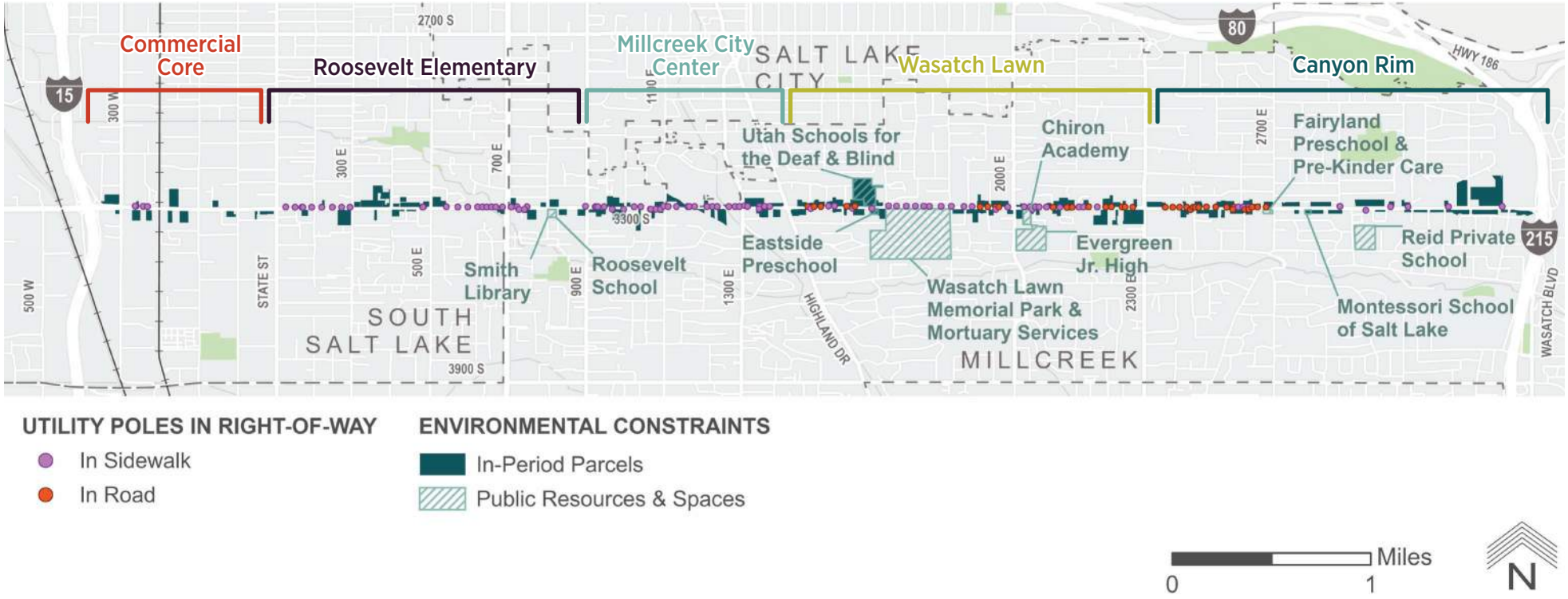
This section and figure identify constraints which may cause impediments to construction. These include in-period parcels (parcels with structures built at least 45 years ago), public resources and spaces, and utility poles in sidewalks or the roadway. There are 251 parcels with dated structures and ten public resources and spaces.

Utility poles in the sidewalk obstruct pathways for pedestrians and bikers and can limit visibility for drivers. Poles in the road ROW are dispersed throughout the corridor. Poles in the roadway, which present safety concerns with drivers, are found mostly on the east side of 3300 South.

Public Resources & Spaces that might be impacted as a result of enhancements on 3300 South:

- Smith Library
- Roosevelt School
- Eastside Preschool
- Utah Schools for the Deaf & Blind
- Chiron Academy
- Evergreen Jr. High
- Montessori School of Salt Lake
- Fairyland Preschool & Pre-Kinder Care
- Wasatch Lawn Memorial Park & Mortuary Services

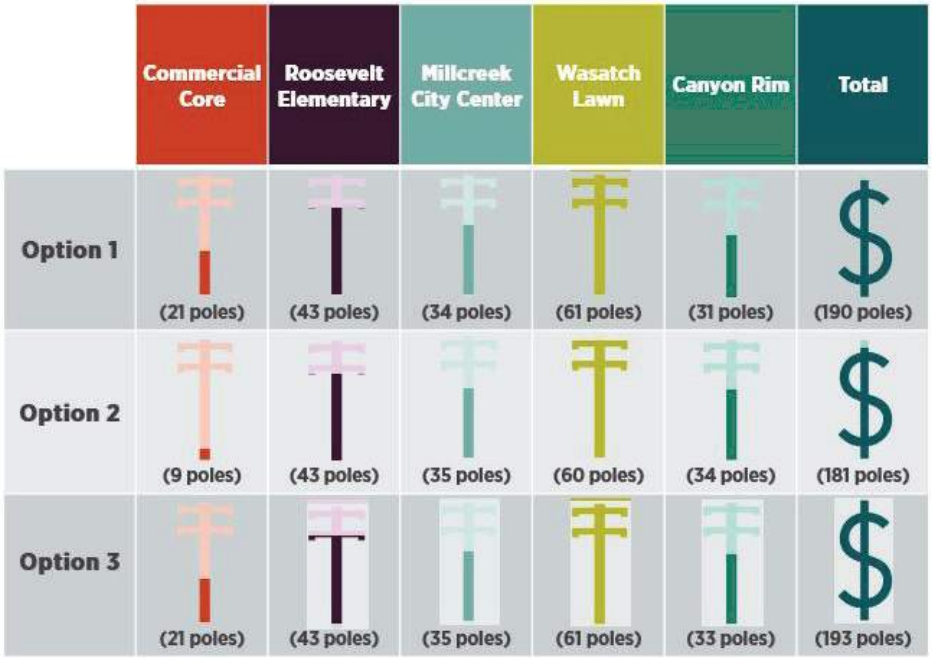
Figure G6.4 Environmental Constraints



UTILITY IMPACTS

As seen on Figure G3.10, there are a total of 132 utility poles located along the study area (Figure G3.10). Of these, 36 are located in the roadway, and 96 within or adjacent to the sidewalk. Each option explored has the potential to impact a different number of utility poles. The analysis is summarized below (Figure G6.4).

Figure G6.5 Utility Pole analyses across different options for 3300 South



PUBLIC RESOURCE IMPACTS

Several public resources might also be impacted by enhancing 3300 South. These include, but are not limited to: the Smith Library, the School of the Deaf, Roosevelt Elementary, and Wasatch Lawn Memorial Park and Mortuary.

During the study, it was determined that Wasatch Lawn was not to be impacted, so all ROW impacts in front of the cemetery are to occur on the north side of 3300 South.

Figure G6.6 Analysis of public resources impacts across different options for 3300 South

	Calvin S. Smith Library	Jean Massieu School of the Deaf	Roosevelt Elementary	Wasatch Lawn Memorial Park & Mortuary
Option 1	Full Acquisition	Partial Acquisition 0.12 acres	Partial Acquisition 0.18 acres	Partial Acquisition 0.39 acres
Option 2	Full Acquisition	Partial Acquisition 0.10 acres	Partial Acquisition 0.18 acres	Partial Acquisition 0.25 acres
Option 3	Full Acquisition	Partial Acquisition 0.12 acres	Partial Acquisition 0.19 acres	Partial Acquisition 0.39 acres

HISTORIC ADVERSE IMPACTS

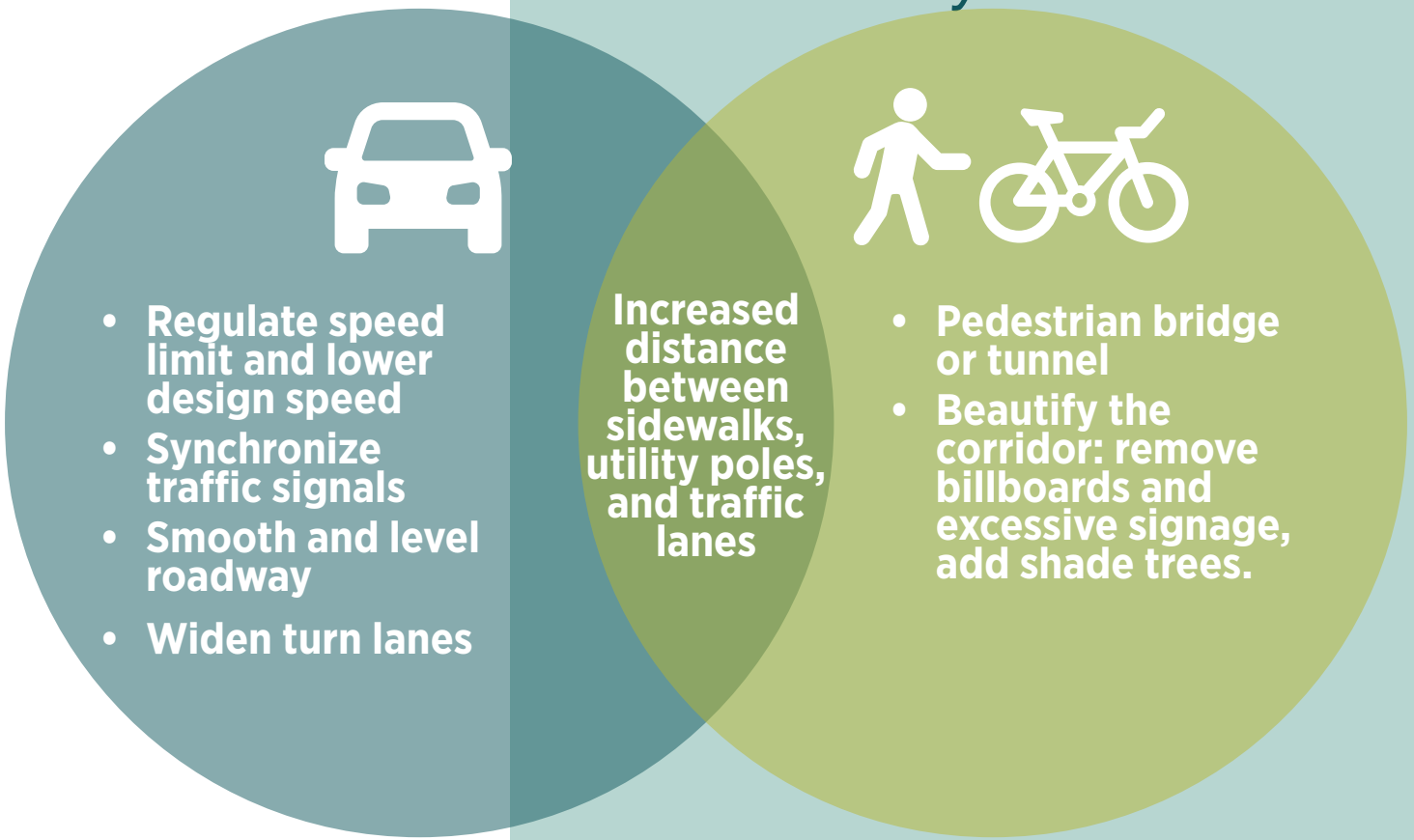
The project team also analyzed any potential impacts to historic property. For the purposes of this study, historic properties include parcels with buildings that are 45 years old or older. Additional study is needed to determine the integrity of each building and eligibility for listing on the National Register of Historic Places. If a property is not eligible for listing on the national register, it is not considered a historic property warranting protection.

Figure G6.7 Analysis of historic property impacts across different options for 3300 South

	Commercial Core	Roosevelt Elementary	Millcreek City Center	Wasatch Lawn	Canyon Rim	Total
Option 1	11 Historic Adverse Effects 15 Full Acquisitions	25 Historic Adverse Effects 43 Full Acquisitions	20 Historic Adverse Effects 35 Full Acquisitions	58 Historic Adverse Effects 82 Full Acquisitions	41 Historic Adverse Effects 55 Full Acquisitions	155 Historic Adverse Effects 230 Full Acquisitions
Option 2	8 Historic Adverse Effects 10 Full Acquisitions	27 Historic Adverse Effects 45 Full Acquisitions	25 Historic Adverse Effects 41 Full Acquisitions	42 Historic Adverse Effects 62 Full Acquisitions	51 Historic Adverse Effects 77 Full Acquisitions	153 Historic Adverse Effects 235 Full Acquisitions
Option 3	11 Historic Adverse Effects 15 Full Acquisitions	27 Historic Adverse Effects 46 Full Acquisitions	25 Historic Adverse Effects 41 Full Acquisitions	58 Historic Adverse Effects 82 Full Acquisitions	46 Historic Adverse Effects 67 Full Acquisitions	167 Historic Adverse Effects 251 Full Acquisitions

WE ASKED THE PUBLIC

What **OTHER IMPROVEMENTS** *would increase your use of 3300 South?*





04

RECOMMENDATIONS

MOVING PEOPLE

This document detailed a 13-month process of analyzing the corridor, involving stakeholders, and ultimately exploring different options for improving 3300 South.

Throughout the study, the corridor was divided in 5 segments for a more locally-focused understanding and analysis (Figure 4.1). However, in order to make the corridor more consistent and coherent, the recommendations on this chapter divide the corridor in 3 segments:

- **I-15 To State Street:** This segment has the highest car, pedestrian and bicycle volumes in the study area. This is due to the proximity to the Millcreek TRAX Station and access to I-15, and as a result needs its own set of recommendations.
- **State Street to 2700 E:** This segment is more coherent across the board in regards to usage, access, and land-use. As a result, the cross-sections share similar recommendations.
- **2700 East to I-215:** This segment is the main access to I-215 and requires a few differentiators from the previous segment.

Option 2 (north side trail) was the preferred recommendation for 3300 South, since it best meets all goals:

- **Goal 1: Collaboration**
  Option 2 was the preferred option of most stakeholders.
- **Goal 2: Multi-modal**
  Option 2 offers a north side trail that accommodates pedestrians and bicyclists alike. It also enhances first/last mile connections to transit.
- **Goal 3: Safe**
  Option 2 protects pedestrians and bicyclists via grade-separation of trail or shared use path.
- **Goal 4: Welcoming**
  Option 2 offers opportunity for landscaping and other amenities that enhance driver, pedestrian, bicyclist, and transit riders' experiences.
- **Goal 5: Connected**
  Option 2 offers connectivity to several destinations along 3300 South, especially those located on the north side of the road such as the Millcreek TRAX Station, Brickyard Plaza, and the Millcreek City Center.
- **Goal 6: Feasible**
  Option 2 is the least impactful option according to the preliminary feasibility analysis.

Figure 4.1 3300 South Corridor Study Area



Existing Cross-Section

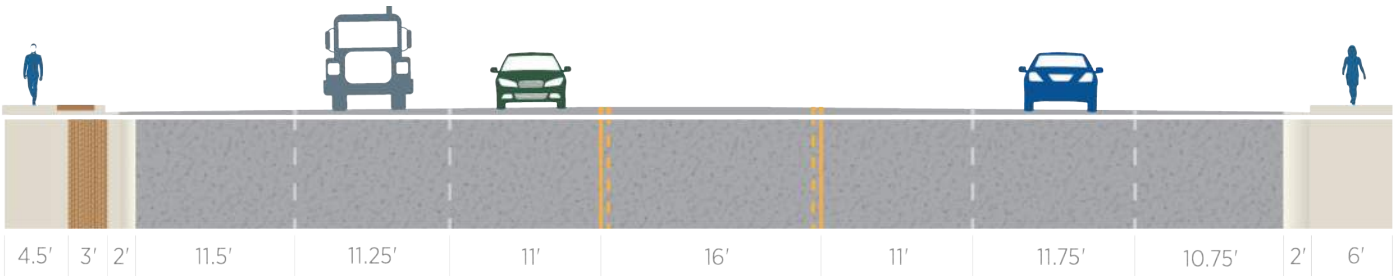


Figure 4.2 Existing Cross-Section on 3300 South between I-15 and State St

Recommended Cross-Section

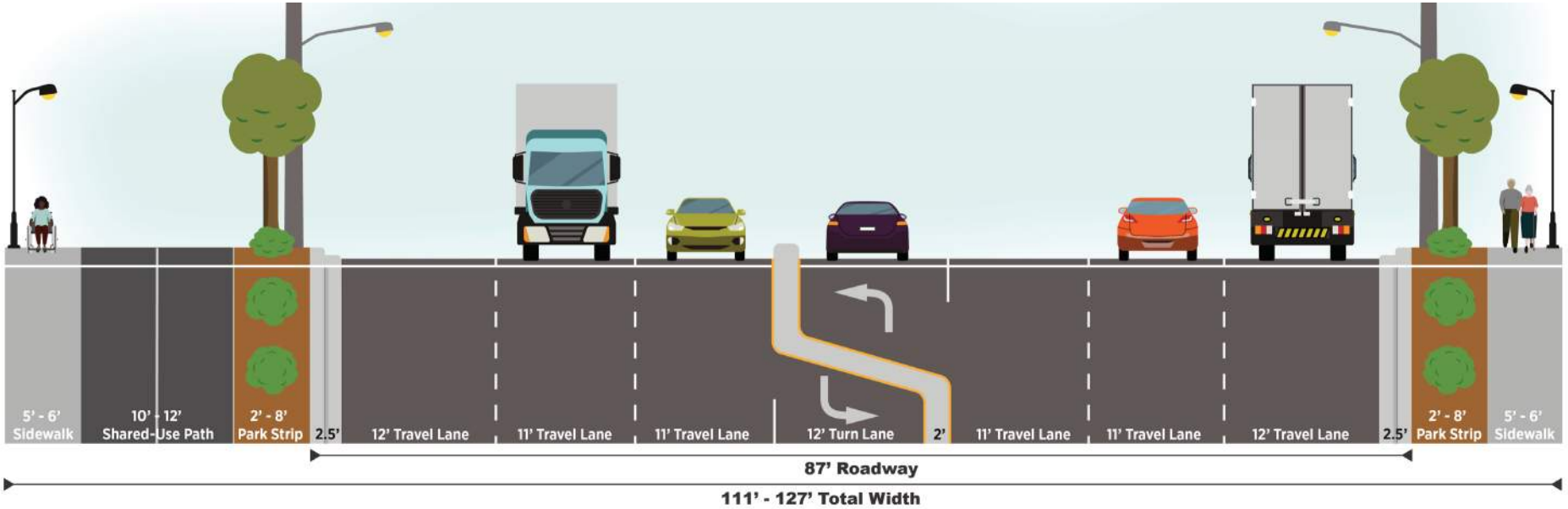


Figure 4.3 Proposed Cross-Section for 3300 South between I-15 and State St

I-15 TO STATE STREET CONCEPT DESIGN

This concept design includes:

- **Shared Use Path on north side of 3300 South**
- **Sidewalk on both sides**
- **Six Travel Lanes**
- **11' interior travel lanes**
- **12' exterior travel lanes to accommodate potential future BAT lanes**
- **Center turn lane and medians**
- **New pedestrian signal and crosswalk**
- **Light poles and power poles in park strips (out of road and sidewalks)**



Figure 4.4 Concept rendering for a pedestrian crossing near the Millcreek TRAX Station

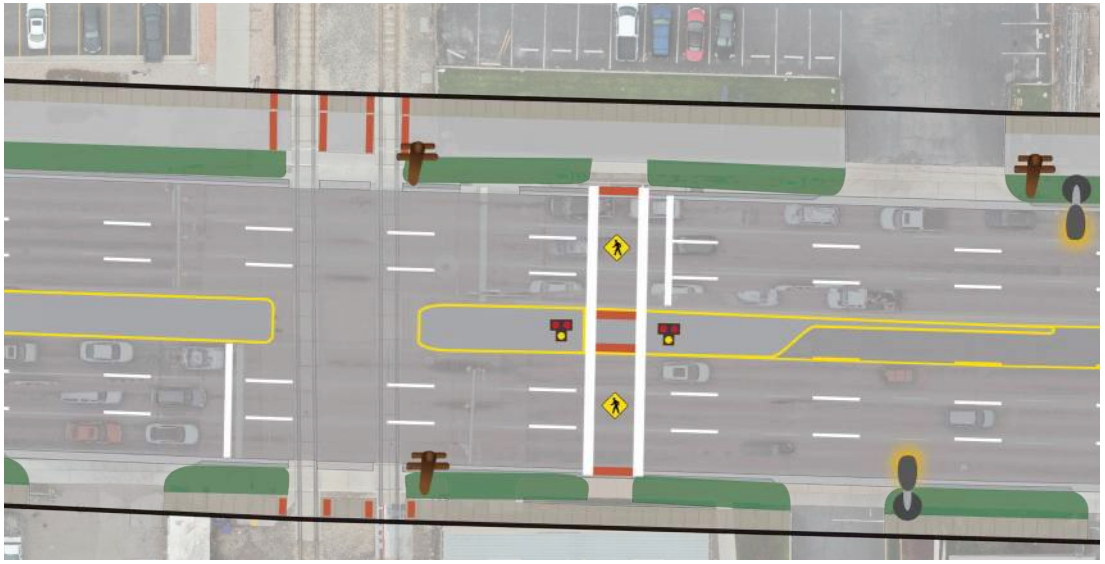


Figure 4.5 Concept design for the portion of 3300 South located between I-15 and State Street

Existing Cross-Section

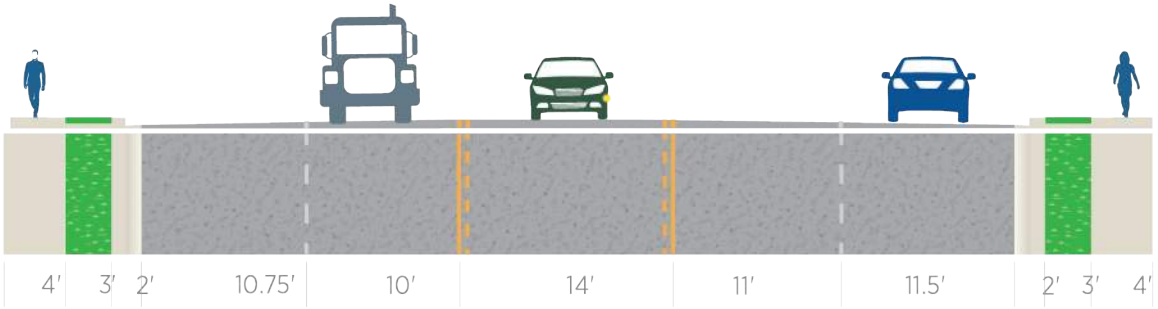


Figure 4.6 Existing Cross-Section on 3300 South between State Street and 2700 East

Recommended Cross-Section

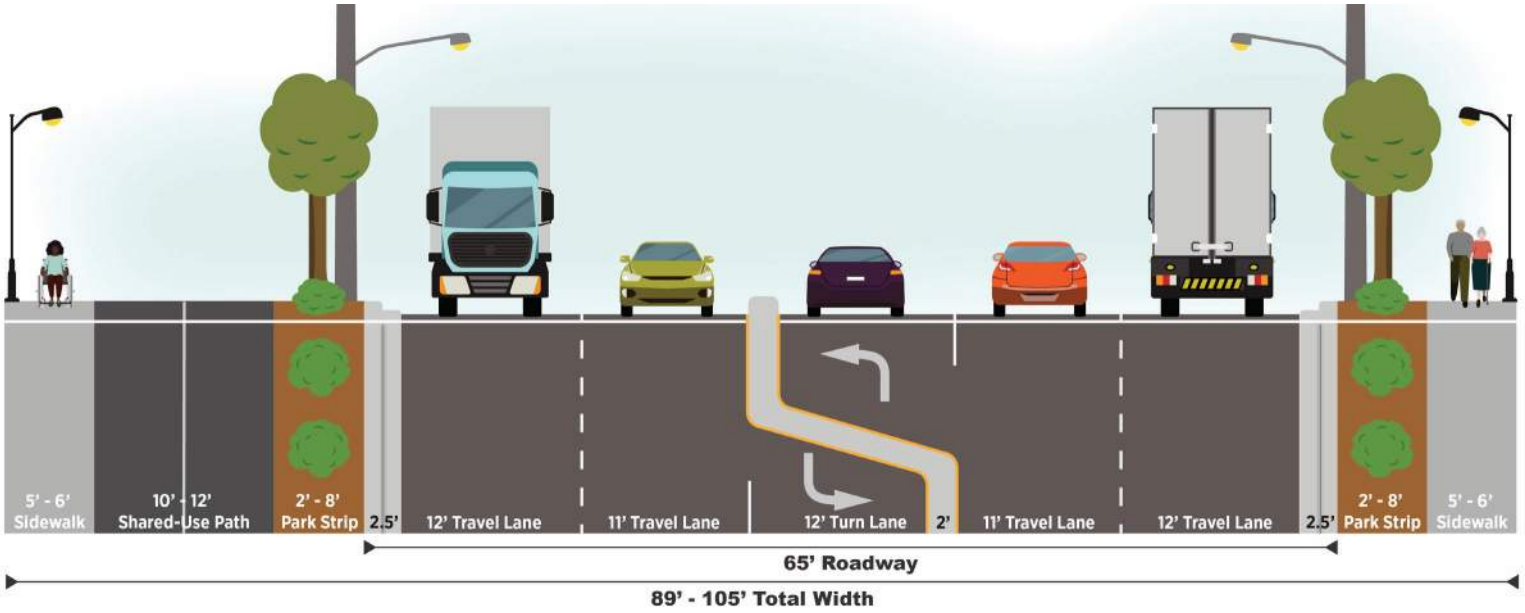


Figure 4.7 Proposed Cross-Section for 3300 South between State Street and 2700 East

STATE STREET TO 2700 EAST CONCEPT DESIGN

This concept design includes:

- **Shared Use Path on north side of 3300 South**
- **Sidewalk on both sides**
- **Four Travel Lanes**
- **11' interior travel lanes**
- **12' exterior travel lanes to accommodate potential future BAT lanes**
- **Center turn lane**
- **Enhanced bus stops**
- **Light poles and power poles in park strips (out of road and sidewalks)**



Figure 4.8 Concept rendering for the Millcreek City Center



Figure 4.9 Concept design for the Millcreek City Center

Existing Cross-Section

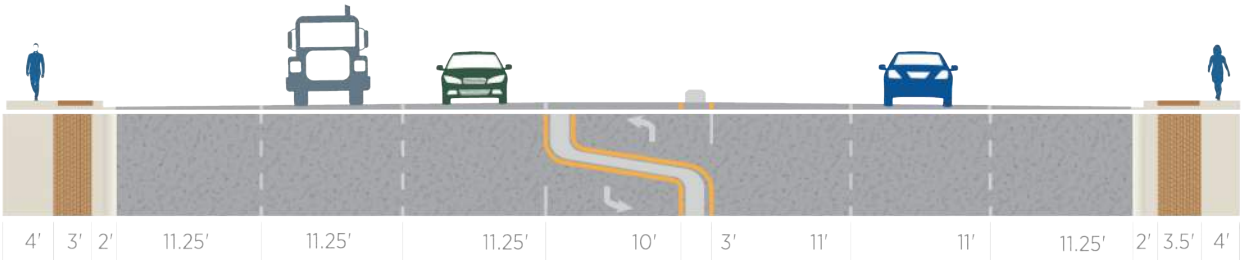


Figure 4.10 Existing Cross-Section on 3300 South between2700 East and I-215

Recommended Cross-Section

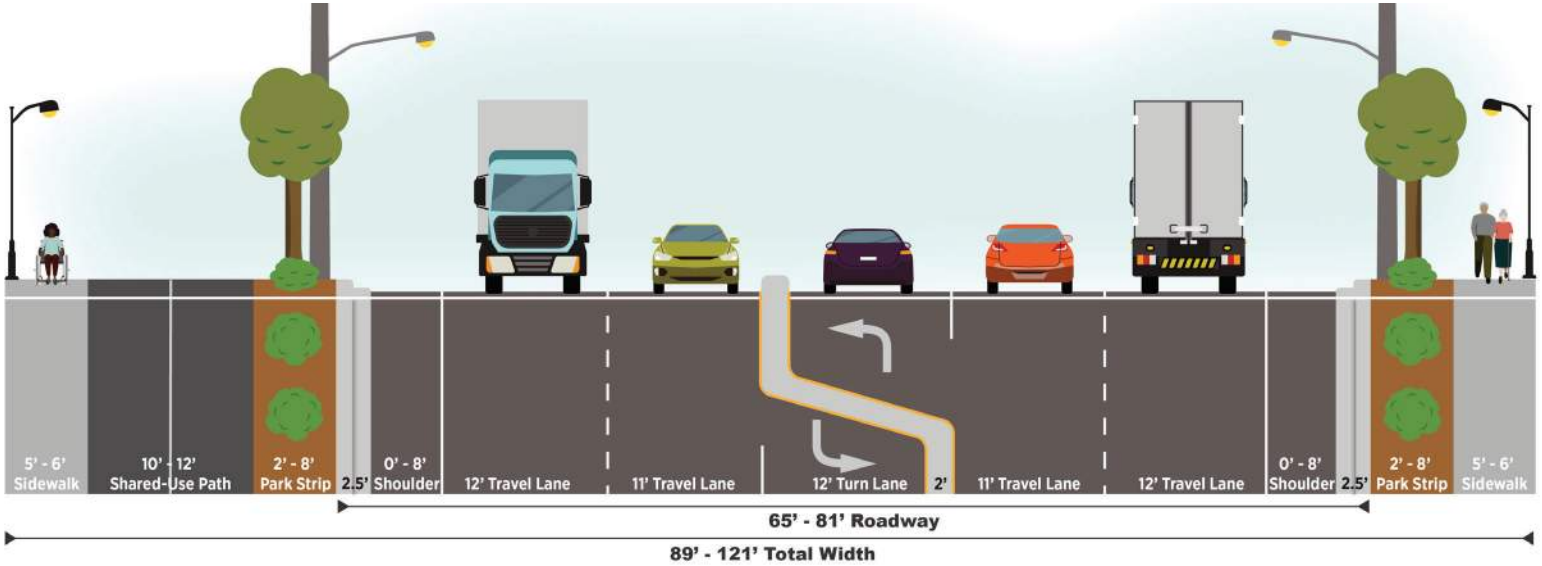


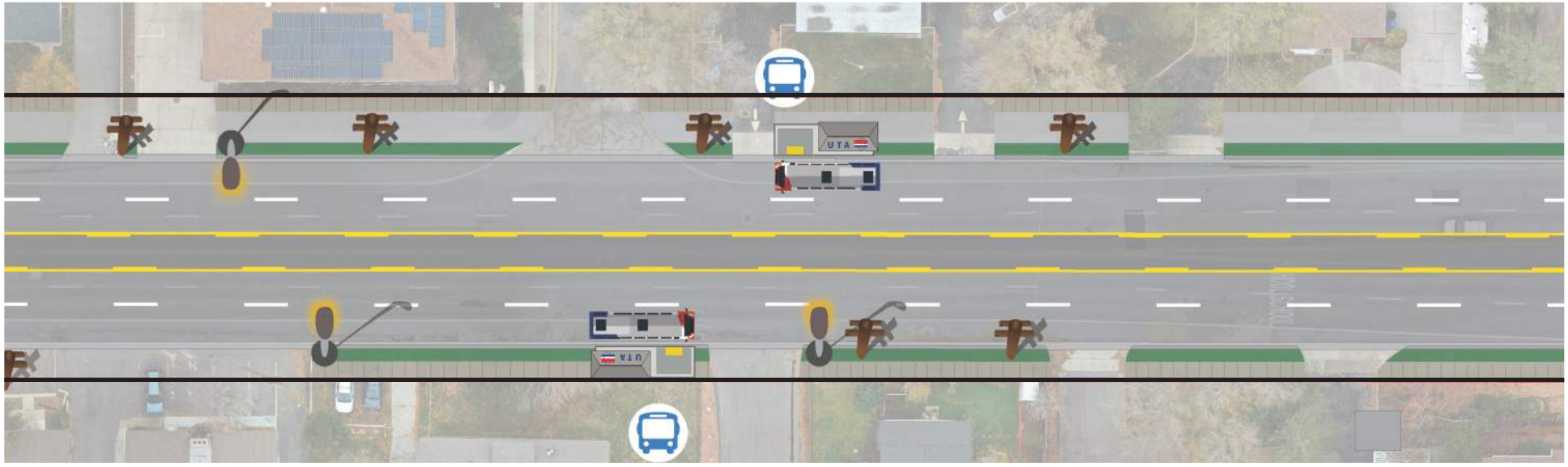
Figure 4.11 Proposed Cross-Section for 3300 South between 2700 East to I-215

2700 EAST TO I-215 CONCEPT DESIGN

This concept design includes:

- **Shared Use Path on north side of 3300 South**
- **Sidewalk on both sides**
- **Four Travel Lanes**
- **11’ interior travel lanes**
- **12’ exterior travel lanes to accommodate potential future BAT lanes**
- **Center turn lane**
- **Roadway shoulders**
- **Enhanced bus stops**
- **Light poles and power poles in park strips (out of road and sidewalks)**

Figure 4.12 Concept design for the area around 2540 East



JAYWALKING PREVENTION NEAR MILLCREEK TRAX STATION

Long-term Solution

As seen on Figure G3.6, several pedestrian crashes, including 3 fatal ones, have happened between State and I-15 on 3300 South from 2016 to 2020.

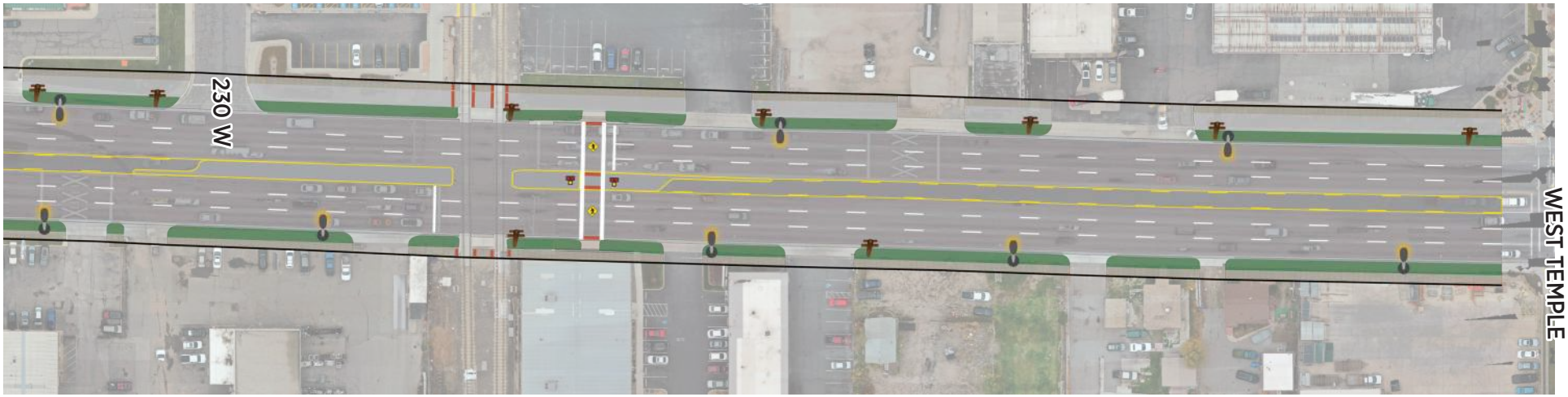
The TRAX trains currently use a vehicular grade crossing on 3300 South which does not have accompanying pedestrian crossings. This means that only car traffic is directed at this railroad grade crossing, and pedestrians are forced to cross on 300 W or West Temple. These are the closest signalized intersections for pedestrians which are on average 700' away from the Millcreek TRAX station where most pedestrians are going to and from. As a result, many choose to jaywalk and cross 3300 South parallel to the vehicular grade crossing.

The ideal solution for this problem is to install a pedestrian crossing east of the existing TRAX vehicular grade crossing on 3300 South (Figure 4.13).

In the short term, a few strategies can help guide pedestrians to the closest signalized intersections increasing safety (see pages 77 and 78). These projects might be eligible for funding via the Highway Safety Improvement Program (HSIP) available through UDOT.

UDOT receives $23,000,000 in federal funding each year to help address safety concerns on Utah's highways. The agency uses a 6-step process to select projects for delivery which involves collaboration between the Traffic & Safety Division, the UDOT region offices and FHWA.

Figure 4.13 Long-Term Concept design for 3300 South near the Millcreek TRAX Station. A signalized pedestrian crossing is recommended



Short-term Solutions

1. **"Use Crosswalk" sidewalk stencils:** Help guide pedestrians from TRAX stations to 300 W or West Temple.
2. **"Use Crosswalk" Signs near the TRAX Vehicular Grade Crossing:** Warns people that the crossing is to be used by vehicles only.
3. **Planters along the sidewalk:** Beautify and increase comfort within the sidewalk by providing vertical separation from the road
4. **Adjust ADA Curb Ramps on 230 W:** Currently, the curb ramps at 230 West point towards the road, which is usually present with an accompanying crosswalk. In this case, the ADA ramps should point at each other so as not to give the wrong impression that it is acceptable to cross 3300 South at this location.
5. **Install Lighting at Key Locations:** Traffic-level light poles should be installed on all corners of the 3300 South & West Temple intersection that currently don't have one, and at least on one side of the 3300 South & 230 W intersection. This will increase visibility and improve pedestrian safety.



Figure 4.14 Example of sidewalk stencils to guide pedestrians to the nearest signalized intersection



Figure 4.15 Use Crosswalk Sign on 3300 South



Figure 4.16 Temporary sidewalk planters



Figure 4.19 ADA curb ramps facing each other along 300 S in Salt Lake City

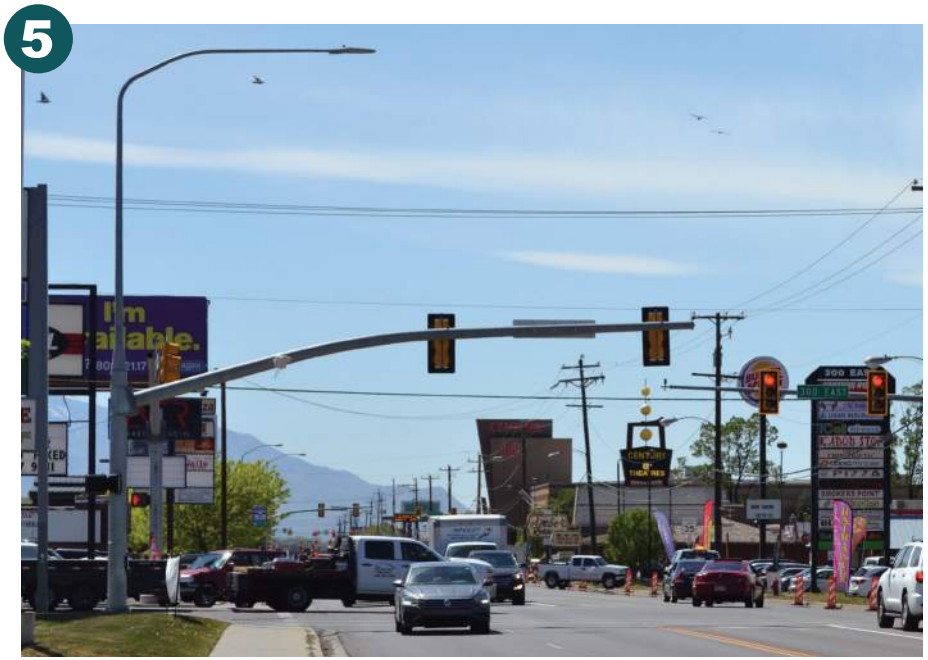


Figure 4.18 Traffic-level light pole on 3300 South

Figure 4.17 Short-term Intervention concept for 3300 South near the Millcreek TRAX Station



FINAL CONSIDERATIONS

The current study has the goal to re-imagine 3300 South by connecting people and places with a safe, comfortable corridor for all. This was a planning study and the concepts and recommendations here developed are conceptual in nature. It serve as a guide to future studies as to what local stakeholders and the public believe are the best solutions for 3300 South.

However, the recommendations presented in this study do not intend to limit any future planning or environmental studies that might occur. Therefore, it is not guaranteed that the recommendations described in this document will become the final or preferred alternatives in future analyses.



3300 South Corridor Study Appendix

Recommended Cross Sections for 3300 South

The Millcreek Transportation Master Plan (TMP) cross section for 3300 South is hereby amended as follows:

3300 South I-15 to State Street	**West Side**	**Roadway**	**East Side**	**ROW**	**Recommended Change**
Transportation Master Plan	-	-	-	-	
3300 South Corridor Study	17′-26′	87′	7′-14′	111′-127′	
Recommendation	**23′**	**87′**	**12′**	**122′**	**Add Typical Section to TMP**

3300 South State Street to 2700 East	**West Side**	**Roadway**	**East Side**	**ROW**	**Recommended Change**
Transportation Master Plan	10′	80′-86′	10′	100′-106′	
3300 South Corridor Study	17′-26′	65′	7′-14′	89′-105′	
Recommendation	**23′**	**65′**	**12′**	**100′**	**Amend Dimensions in TMP**

3300 South 2700 East to I-215	**West Side**	**Roadway**	**East Side**	**ROW**	**Recommended Change**
Transportation Master Plan	10′	80′-86′	10′	100′-106′	
3300 South Corridor Study	17′-26′	65′-81′	7′-14′	89′-121′	
Recommendation	**23′**	**65′**	**12′**	**100′**	**Amend Dimensions in TMP**

MILLCREEK

Basic Financial Statements
and
Independent Auditor's Report

As of and for the Year
Ended June 30, 2022

MILLCREEK

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INDEPENDENT AUDITOR'S REPORT

Honorable Mayor and Members of the City Council
Millcreek, Utah

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of Millcreek, Utah (the City), as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the City's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City, as of June 30, 2022, and the respective changes in financial position, and where applicable, cash flows thereof for the year then ended in conformity with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

The City's management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

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In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control–related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 4 through 10 and the pension schedules on pages 49 through 51 be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial

statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Reporting Required by Government Auditing Standards

In accordance with Government Auditing Standards, we have also issued our report dated December 7, 2022, on our consideration of the City's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance.

HBME, LLC

December 7, 2022

MANAGEMENT'S DISCUSSION AND ANALYSIS

This document is a narrative overview and analysis of the financial activities of Millcreek (the City) for the fiscal year ending June 30, 2022. The City was incorporated as of January 1, 2017. City management encourages readers to consider the information presented here in conjunction with the financial statements which follow this section. To help the reader with navigation of this report, the City's activities are classified in the following manner: government activities refer to general administration, parks, streets, police, planning etc. and business-type activities refer to the Storm Water Utility Fund. This fund was established in fiscal year 2021 to account for storm sewer utility fees and expenses related to the City's storm water system. Fees are collected by Rocky Mountain Power through their current billing system and then remitted to the City.

FINANCIAL HIGHLIGHTS

- The total net position of the City increased from $177,603,465 to $207,503,365. The total net position is a combination of $185,939,381 from governmental activities and $21,563,984 from business-type activities.

- The total net position of governmental activities is made up of $135,663,957 in capital assets, such as land, infrastructure and equipment; $35,882,421 which is restricted for capital projects and the remaining $14,393,003 is unrestricted assets.

- The total net position of business-type activities is made up of $18,906,102 in capital assets, such as equipment and infrastructure and $2,657,882 which is considered unrestricted assets.

- Total liabilities of the City increased by $33,998,941. This increase is due to the City issuing sales tax revenue bonds for the purpose of building a new city hall, which added $38,354,265 in non-current liabilities while unearned revenue decreased $3,989,561, due to utilizing federal funds which had been deferred in fiscal year 2021. Additionally, the net pension liability decreased by $97,317.

REPORTING THE CITY AS A WHOLE

This discussion and analysis is intended to serve as an introduction to the City's basic financial statements. The City's basic financial statements are comprised of three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements. This report also includes other supplementary information in addition to the basic financial statements.

The government-wide financial statements are designed to provide readers with a broad overview of the City's finances, in a manner similar to a private-sector business.

- The statement of net position presents information on all of the City's assets, liabilities, and deferred inflows/outflows of resources, with the difference between the two reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the City is improving or deteriorating. However, you will also need to consider other nonfinancial factors.

- The statement of activities presents information showing how the City's net position changed during the fiscal year reported. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, all the current year's revenues and

expenses are considered regardless of when cash is received or paid. The government-wide financial statements distinguish functions of the City that are principally supported by taxes and intergovernmental revenues (governmental activities). The government-wide financial statements can be found on pages 11-12 of this report.

REPORTING THE CITY'S MOST SIGNIFICANT FUNDS

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The City also uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All the funds of the City can be divided into two categories: governmental funds and proprietary funds.

- Governmental funds - These funds are used to account for the same functions reported as governmental activities in the government-wide financial statements. These fund statements focus on how money flows into and out of these funds and the balances left at year-end that are available for spending. These funds are reported using an accounting method called modified accrual accounting, which measures cash and other financial assets that can be readily converted to cash. The governmental fund statements provide a detailed short-term view of the City's general government operations and the basic services it provides. Governmental fund information helps users determine whether there are more or fewer financial resources that can be spent in the near future to finance the City's programs. We describe the relationship (or differences) between governmental activities (reported in the Statement of Net Position and the Statement of Activities) and governmental funds in a reconciliation included with the fund financial statements.

The City maintains four individual governmental funds, three of which are major funds. The funds include the General Fund, the Capital Projects Fund, the Park Impact Fee Fund (non-major) and the Community Reinvestment Agency Special Revenue Fund. Information is presented separately in the governmental fund balance sheet and in the governmental fund statement of revenues, expenditures, and changes in fund balances for each one of these funds. The basic governmental fund financial statements can be found on pages 13-16 of this report. The City adopts an annual appropriated budget for its general fund. A budgetary comparison statement has been provided for the general fund to demonstrate compliance with this budget.

- Proprietary funds - The City also maintains one proprietary fund to account for the storm water utility. Information for this fund is listed in the financial statements as a business-type activity and can be found on pages 19-21.

GOVERNMENT-WIDE FINANCIAL ANALYSIS

As noted earlier, net position may serve over time as a useful indicator of a government's financial position. In the case of the City, assets and deferred outflows exceeded liabilities and deferred inflows by $207,503,365.

By far, the largest portion of the City's net position (74%) reflects its investment in capital assets (e.g., land, buildings, infrastructure assets, machinery, and equipment). The City uses these capital assets to provide services to citizens; consequently, these assets are not available for future spending. The City's investment in its capital assets is reported net of related debt.

STATEMENT OF NET POSITION

	Governmental Activities		Business-Type Activities		Total	
	2022	2021	2022	2021	2022	2021
Current and other assets	$ 86,779,639	$ 44,257,629	$ 2,861,347	$ 497,973	$ 89,640,986	$ 44,755,602
Capital Assets	176,415,130	155,821,222	18,906,102	18,861,314	195,321,232	174,682,536
Total Assets	263,194,769	200,078,851	21,767,449	19,359,287	284,962,218	219,438,138
Deferred outflows of resources						
Deferred related to pensions	528,115	530,357	58,680	58,929	586,795	589,286
Other Liabilities	4,868,964	9,199,543	79,791	35,041	4,948,755	9,234,584
Long-term liabilities outstanding	58,506,741	20,244,851	30,098	7,218	58,536,839	20,252,069
Total Liabilities	63,375,705	29,444,394	109,889	42,259	63,485,594	29,486,653
Deferred inflows of resources						
Deferred property tax revenue	13,037,500	12,225,860	-	-	13,037,500	12,225,860
Deferred related to pensions	1,370,298	624,101	152,256	69,345	1,522,554	693,446
Total Deferred inflows of resources	14,407,798	12,849,961	152,256	69,345	14,560,054	12,919,306
Net Position:						
Invested in Capital Assets, net of related debt	135,663,957	144,576,786	18,906,102	18,861,314	154,570,059	163,438,100
Restricted	35,882,421	479,219	-	-	35,882,421	479,219
Unrestricted	14,393,003	13,258,848	2,657,882	427,298	17,050,885	13,686,146
Total Net Position	$ 185,939,381	$ 158,314,853	$ 21,563,984	$ 19,288,612	$ 207,503,365	$ 177,603,465

Governmental activities. Governmental activities increased the City's net position by $27,624,528. The majority of this increase was due to a decrease in the amount of transfer from governmental activities to business type activities which was needed in FY21 with the creation of the Storm Water fund. Additionally, 58% of the increase was due to an increase in operating and capital grants. The City was the recipient of several large grants from the State and Federal government though the release of Coronavirus State and Local Fiscal Recovery funds.

Business-type activities. Business-type activities increased the City's net position by $2,275,372. The second year of the Storm Water fund collected $3,381,888 from charges for services and expended $1,123,666.

CHANGES IN NET POSITION

	Governmental Activities		Business-Type Activities		Total	
	2022	2021	2022	2021	2022	2021
Revenues						
Program Revenues						
Charges for Services	$ 2,974,413	$ 3,721,059	$ 3,381,888	$ 1,868,447	$ 6,356,301	$ 5,589,506
Operating Grants & Contributions	11,765,256	7,434,385	-	-	11,765,256	7,434,385
Capital Grants & Contributions	14,882,287	3,147,755	-	-	14,882,287	3,147,755
General Revenues						
Property Taxes	11,997,886	11,902,199	-	-	11,997,886	11,902,199
General Sales Taxes	14,836,842	13,227,389	-	-	14,836,842	13,227,389
Franchise Taxes	585,581	553,957	-	-	585,581	553,957
Interest Income	284,312	128,506	7,900	1,156	292,212	129,662
Transfers, net	(8,750)	(18,447,736)	8,750	18,447,736	-	-
Gain on Sale of Assets	192,424	-	-	-	192,424	-
Other	69,023	264,348	-	-	69,023	264,348
Total Revenues	57,579,274	21,931,862	3,398,538	20,317,339	60,977,812	42,249,201
Expenses						
General Government	5,993,878	7,426,768	-	-	5,993,878	7,426,768
Public Safety	13,436,161	12,213,011	-	-	13,436,161	12,213,011
Streets/Public Works	8,068,929	8,426,540	-	-	8,068,929	8,426,540
Parks & recreation	571,069	-	-	-	571,069	-
Interest on Long-Term Debt	1,884,709	636,240	-	-	1,884,709	636,240
Storm Water	-	-	1,123,166	1,028,727	1,123,166	1,028,727
Total Expenses	29,954,746	28,702,559	1,123,166	1,028,727	31,077,912	29,731,286
Increase in Net Position	27,624,528	(6,770,697)	2,275,372	19,288,612	29,899,900	12,517,915
Net Position Beginning	158,314,853	165,085,550	19,288,612	-	177,603,465	165,085,550
Net Position Ending	$ 185,939,381	$ 158,314,853	$ 21,563,984	$ 19,288,612	$ 207,503,365	$ 177,603,465

ANALYSIS OF GOVERNMENT'S FUNDS

The focus of the City's governmental funds is to provide information on near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing the City's financing requirements. As of June 30, 2022, the City's governmental funds' equity is $68,029,884, an increase of $45,137,508 from the prior year. The General Fund is the chief operating fund of the City. All activities which are not required to be accounted for in separate funds either by state or local ordinance or by a desire to maintain a matching of revenues and expenses are accounted for in this fund. At the end of the current fiscal year, unassigned fund balance of the general fund was $13,636,969 while total fund balance was $14,418,988. As a measure of the general fund's liquidity, it may be useful to compare both unreserved fund balance and total fund balance to total fund expenditures. Unassigned fund balance represents 47% of total general fund expenditures.

The City maintains only one type of proprietary fund, an enterprise fund, which is used to report the same type of information found in the government-wide financial statements business-type activities, but in more detail. Net position of the storm water fund at the end of the year was $21,563,984. Net position increased by $2,275,372 from the preceding year.

GENERAL FUND BUDGETARY HIGHLIGHTS

During the fiscal year, the General Fund was amended, resulting in an increase in revenues from the original budget of $26,652,860 to $81,847,254. The majority of this increase ($39,243,823) was due to recognition of bond proceeds as the City bonded for the building of a new city hall.

CAPITAL ASSET AND DEBT ADMINISTRATION

Capital assets – The City's investment in capital assets for its governmental activities as of June 30, 2022, amounts to $176,415,130 (net of accumulated depreciation). This investment in capital assets includes land, infrastructure (streets, sidewalks, curb and gutter, bridges, etc.), and equipment. The City's investment in capital assets for its business-type activities as of June 30, 2022, equals $18,906,102 (net of accumulated depreciation). This investment in capital assets includes infrastructure and equipment.

The City's total capital asset additions (includes both governmental and business-type activities) during fiscal year 2022 include the following:

- Infrastructure, streets, parks and storm drain in the amount of $10,728,635.
- Land, buildings (buildings within Millcreek Common) and buildings in progress (city hall) in the amount of $10,092,031.

MILLCREEK'S CAPITAL ASSETS

	Governmental Activities		Business-Type Activities		Total	
	2022	2021	2022	2021	2022	2021
Capital Assets						
Land	$ 95,821,198	$ 92,067,824	$ -	$ -	$ 95,821,198	$ 92,067,824
Construction in progress	4,038,657	-	-	-	4,038,657	-
Buildings	3,359,843	1,082,828	-	-	3,359,843	1,082,828
Improvements	11,414,319	6,227,745	-	-	11,414,319	6,227,745
Infrastructure	61,530,738	56,212,570	18,697,405	18,810,129	80,228,143	75,022,699
Machinery and equipment	250,375	230,255	208,697	51,185	459,072	281,440
Total	$ 176,415,130	$ 155,821,222	$ 18,906,102	$ 18,861,314	$ 195,321,232	$ 174,682,536

Additional information on the City's capital assets can be found in the footnotes to this financial report and the supplemental section.

Long-term debt: At June 30, 2022, the City had $52,770,000 in bonds payable. In June of 2019, to fund the acquisition of real property and construction of public space within the City Center Community Reinvestment Area (CRA), the City issued sales tax revenue bonds for $17,345,000. On August 5, 2021, the City issued Sales Tax Revenue Bonds, Series 2021, in the amount of $36,265,000. Proceeds from the sale of these bonds are being used to finance expenses associated with building a new city hall. In fiscal year 2022, the City paid interest on all bonds in the amount of $1,660,155.

MILLCREEK'S LONG-TERM DEBT

	Governmental Activities		Business-Type Activities		Total	
	2022	2021	2022	2021	2022	2021
Sales Tax Revenue Bonds	$ 52,770,000	$ 17,345,000	$ -	$ -	$ 52,770,000	$ 17,345,000
Premium	5,484,138	2,616,188	-	-	5,484,138	2,616,188
Interest payable on long-term debt	151,754	60,150	-	-	151,754	60,150
Net Pension Liability	-	196,077	-	9,731	-	205,808
Compensated absences	252,603	87,586	30,098	25,310	282,701	112,896
Total	$ 58,658,495	$ 20,305,001	$ 30,098	$ 35,041	$ 58,688,593	$ 20,340,042

ECONOMIC FACTORS AND NEXT YEAR'S BUDGET AND RATES

- The Unemployment rate for Salt Lake County (of which the City is part) was 2.4% compared with the State unemployment rate of 2.0% as of June 30, 2022.

- Record high inflation was 8.8% for the State of Utah as of June 2022. Inflation trends will need to continue to be monitored closely throughout fiscal year 2023.

- The City continues to outsource for the following services:

    - Police protection (Unified Police Department)
    - Animal services (Salt Lake County Animal Services)
    - Park Maintenance (Salt Lake County Parks Department)
    - Public works services (Salt Lake County Public Works)

REQUESTS FOR INFORMATION

This financial report is designed to provide a general overview of the City's finances for all those with an interest in the City's finances. Questions concerning any information provided in this report or requests for additional financial information should be addressed to:

Millcreek Finance Director
3330 South 1300 East
Millcreek, UT 84106

MILLCREEK
Statement of Net Position
June 30, 2022

	Governmental Activities	Business-type Actitities	Total
ASSETS			
Cash and cash equivalents	$ 33,549,629	$ 2,203,629	$ 35,753,258
Receivables:			
Property and other taxes	16,292,394	-	16,292,394
Accounts	-	547,157	547,157
Due from other governments	564,391	-	564,391
Net pension asset	995,045	110,561	1,105,606
Restricted cash and cash equivalents	35,378,180	-	35,378,180
Capital assets:			
Land	95,821,198	-	95,821,198
Construction in progress	4,038,657	-	4,038,657
Buildings and improvements	3,449,259	-	3,449,259
Improvements	11,605,046	-	11,605,046
Machinery and equipment	711,756	267,753	979,509
Infrastructure	68,937,272	21,119,413	90,056,685
Accumulated depreciation	(8,148,058)	(2,481,064)	(10,629,122)
Total assets	**263,194,769**	**21,767,449**	**284,962,218**
DEFERRED OUTFLOWS OF RESOURCES			
Related to pensions	528,115	58,680	586,795
Total deferred outflows of resources	**528,115**	**58,680**	**586,795**
LIABILITIES			
Accounts payable	2,960,114	79,791	3,039,905
Accrued interest payable	151,754	-	151,754
Accrued liabilites	61,469	-	61,469
Construction bonds	1,431,627	-	1,431,627
Unearned revenue	264,000	-	264,000
Non-current liabilities:			
Due within one year	882,082	28,979	911,061
Due in more than one year	57,624,659	1,119	57,625,778
Total liabilities	**63,375,705**	**109,889**	**63,485,594**
DEFERRED INFLOWS OF RESOURCES			
Deferred property tax revenue	13,037,500	-	13,037,500
Related to pensions	1,370,298	152,256	1,522,554
Total deferred inflows of resources	**14,407,798**	**152,256**	**14,560,054**
NET POSITION			
Net investment in capital assets	135,663,957	18,906,102	154,570,059
Restricted for:			
Capital projects	35,882,421	-	35,882,421
Unrestricted	14,393,003	2,657,882	17,050,885
Total net position	**$ 185,939,381**	**$ 21,563,984**	**$ 207,503,365**

The accompanying notes are an integral part of this financial statement.

MILLCREEK
Statement of Activities
For the Year Ended June 30, 2022

		Program Revenues			Net (Expense) Revenues and Changes in Net Position		
	Expenses	Charges for Services	Operating Grants and Contributions	Capital Grants and Contributions	Governmental Activities	Business-type Activities	Total
GOVERNMENTAL ACTIVTITIES							
General government	$ 5,993,878	$ 2,974,413	$ -	$ -	$ (3,019,465)		$ (3,019,465)
Public safety	13,436,161	-	-	-	(13,436,161)		(13,436,161)
Streets and public works	8,068,929	-	4,085,606	22,522,136	18,538,813		18,538,813
Parks and recreation	571,069	-	-	39,801	(531,268)		(531,268)
Interest and fiscal charges	1,884,709	-	-	-	(1,884,709)		(1,884,709)
Total governmental activities	29,954,746	2,974,413	4,085,606	22,561,937	(332,790)		(332,790)
BUSINESS TYPE ACTIVITIES							
Storm Water	1,123,166	3,381,888	-	-		2,258,722	2,258,722
Total business-type activities	1,123,166	3,381,888	-	-		2,258,722	2,258,722
GENERAL REVENUES							
Taxes:							
Property taxes					11,997,886	-	11,997,886
Franchise taxes					585,581	-	585,581
General sales taxes					14,836,842	-	14,836,842
Interest income					285,208	7,900	293,108
Gain on sale of assets					192,424	-	192,424
Miscellaneous					68,127	-	68,127
Transfers, net					(8,750)	8,750	-
Total general revenues					27,957,318	16,650	27,973,968
Change in net position					27,624,528	2,275,372	29,899,900
Net position - beginning					158,314,853	19,288,612	177,603,465
Net position - ending					$ 185,939,381	$ 21,563,984	$ 207,503,365

The accompanying notes are an integral part of this financial statement.

MILLCREEK
Balance Sheet – Governmental Funds
June 30, 2022

	General	Special Revenue Community Reinvestment	Capital Projects Fund	Special Revenue Park Impact (non-major)	Totals Governmental Funds
ASSETS					
Cash and cash equivalents	$ 13,802,705	$ 853,597	$ 18,690,427	$ 202,900	$ 33,549,629
Restricted cash and investments	217,628	9,762	35,150,790	-	35,378,180
Receivables:					
Sales, property and franchise taxes	14,792,831	1,350,000	149,563	-	16,292,394
Intergovernmental	564,391	-	-	-	564,391
Total assets	$ 29,377,555	$ 2,213,359	$ 53,990,780	$ 202,900	$ 85,784,594
LIABILITIES					
Accounts payable	$ 1,513,971	$ 11,231	$ 1,434,912	$ -	$ 2,960,114
Accrued liabilities	61,469	-	-	-	61,469
Construction bonds	1,431,627	-	-	-	1,431,627
Unearned revenue	264,000	-	-	-	264,000
Total liabilities	3,271,067	11,231	1,434,912	-	4,717,210
DEFERRED INFLOWS OF RESOURCES					
Deferred property tax revenue	11,687,500	1,350,000	-	-	13,037,500
Total deferred inflows of resources	11,687,500	1,350,000	-	-	13,037,500
FUND BALANCE					
Restricted					
Class C road projects	782,019	-	-	-	782,019
Capital projects	-	9,762	35,150,790	-	35,160,552
Total restricted	782,019	9,762	35,150,790	-	35,942,571
Assigned to:					
Special revenue fund	-	842,366	-	202,900	1,045,266
Capital projects fund	-	-	17,405,078	-	17,405,078
Total assigned	-	842,366	17,405,078	202,900	18,450,344
Unassigned	13,636,969	-	-	-	13,636,969
Total fund balances	14,418,988	852,128	52,555,868	202,900	68,029,884
Total liabilities, deferred inflows of resources, and fund balances	$ 29,377,555	$ 2,213,359	$ 53,990,780	$ 202,900	$ 85,784,594

The accompanying notes are an integral part of this financial statement.

MILLCREEK
Reconciliation to the Balance Sheet of Governmental Funds
To the Statement of Net Position
June 30, 2022

Amounts reported for governmental activities in the Statement of Net Position are different because:

Total Fund Balances - Total Governmental Funds (page 13)	$ 68,029,884
Capital assets used in governmental activities are not financial resources and therefore, are not reported in the funds.	176,415,130
Net pension assets and liabilities are not available to pay for current period expenditures and, therefore, are either deferred or not applicable to funds.	152,862
Long-term liabilities, including bonds payable, are not due and payable in the current period and, therefore, are not reported in the funds.	(58,658,495)
Net Position - Governmental Activities (page 11)	$ 185,939,381

The accompanying notes are an integral part of this financial statement.

MILLCREEK
Statement of Revenues, Expenditures, and
Changes in Fund Balance – Governmental Funds
For the Year Ended June 30, 2022

	General	Special Revenue Community Reinvestment	Capital Projects Fund	Special Revenue Park Impact (non-major)	Totals Governmental Funds
REVENUES					
Taxes	$ 27,244,251	$ 176,058	$ -	$ -	$ 27,420,309
Special assessments	-	-	-	39,801	39,801
Licenses and permits	2,667,253	-	-	-	2,667,253
Charges for services	273,508	3,640	-	-	277,148
Intergovernmental	11,765,256	1,103,033	13,739,453	-	26,607,742
Fines and forfeitures	30,012	-	-	-	30,012
Interest	86,479	8,825	189,008	896	285,208
Miscellaneous	68,127	-	-	-	68,127
Total revenues	42,134,886	1,291,556	13,928,461	40,697	57,395,600
EXPENDITURES					
Current					
General government	6,619,277	-	-	-	6,619,277
Public safety	13,436,161	-	-	-	13,436,161
Streets and public works	6,322,169	488,581	-	-	6,810,750
Parks and recreation	571,069	-	-	-	571,069
Capital outlay	-	-	22,607,694	-	22,607,694
Debt service:					
Principal	840,000	-	-	-	840,000
Interest and fiscal charges	938,358	721,797	-	-	1,660,155
Issuance costs	370,424	-	-	-	370,424
Total expenditures	29,097,458	1,210,378	22,607,694	-	52,915,530
Excess of revenues over (under) expenditures	13,037,428	81,178	(8,679,233)	40,697	4,480,070
OTHER FINANCING SOURCES (USES)					
Transfers in	-	-	51,818,985	-	51,818,985
Transfers out	(50,522,240)	(1,305,495)	-	-	(51,827,735)
Revenue bonds issued	39,370,424	-	-	-	39,370,424
Sale of capital assets	-	1,295,764	-	-	1,295,764
Total other financing sources (uses)	(11,151,816)	(9,731)	51,818,985	-	40,657,438
Net change in fund balances	1,885,612	71,447	43,139,752	40,697	45,137,508
Fund balance, beginning of year	12,533,376	780,681	9,416,116	162,203	22,892,376
Fund balance, end of year	$ 14,418,988	$ 852,128	$ 52,555,868	$ 202,900	$ 68,029,884

The accompanying notes are an integral part of this financial statement.

MILLCREEK
Reconciliation of the Statement of Revenues, Expenditures, and Change in Fund Balance of Governmental Funds To the Statement of Activities
For the Year Ended June 30, 2022

Amounts reported for governmental activities in the statement of activities (page 12) are different because:	
Net change in fund balances - total governmental funds (page 15)	$45,137,508
Governmental funds report capital outlays as expenditures. However, in the statement of activities the cost of those assets is allocated over their estimated useful lives and reported as depreciation expense. This is the amount by which depreciation and asset transfers exceed capital outlays and contributions in the current period.	20,593,908
The issuance of long-term debt (e.g., bonds, leases) provides current financial resources to governmental funds, while the payment of the principal of long-term debt consumes the current financial resources of governmental funds. Neither transaction, however, has any effect on net position. Repayment of principal on debt is an expenditure in the governmental funds, but the repayment reduces long-term liabilities in the Statement of Net Position. This amount is the net effect of these differences in the treatment of long-term debt and related items.	(38,384,554)
Some expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds.	277,666
Change in net position - governmental activities (page 12)	$27,624,528

The accompanying notes are an integral part of this financial statement.

MILLCREEK
Statement of Revenues, Expenditures, and Changes in Fund Balance –
Budget to Actual – General Fund
For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Variance With Final Budget - Positve (Negative)
REVENUES				
Taxes	$ 21,627,360	$ 27,408,500	$ 27,244,251	$ (164,249)
Licenses and permits	2,100,500	2,426,250	2,667,253	241,003
Charges for service	180,000	270,000	273,508	3,508
Intergovernmental	2,640,000	11,359,363	11,765,256	405,893
Fines and forfeitures	5,000	30,000	30,012	12
Interest	100,000	130,000	86,479	(43,521)
Miscellaneous	-	979,318	68,127	(911,191)
Bond proceeds	-	39,243,823	39,370,424	126,601
Total revenues	26,652,860	81,847,254	81,505,310	(341,944)
EXPENDITURES				
Current:				
General government:				
Mayor and city council	424,500	476,000	447,931	28,069
City management	202,500	224,500	209,207	15,293
Recorder	164,700	146,420	136,747	9,673
Building services	1,124,000	1,132,500	1,094,435	38,065
Comunications and programs	328,250	495,155	431,230	63,925
Emergency management	129,250	140,650	125,901	14,749
Justice court	215,000	215,000	208,664	6,336
Legal	502,250	577,250	535,006	42,244
Information center	307,400	260,900	234,017	26,883
IT management	562,000	467,000	362,127	104,873
Economic development	103,200	79,500	63,536	15,964
Business licenses	167,950	176,950	166,435	10,515
Finance	469,750	434,500	408,402	26,098
Human resources	59,500	75,000	53,681	21,319
Nondepartmental	375,000	370,000	288,182	81,818
Facilities administration	179,500	182,000	166,910	15,090
Facilities	367,500	352,500	308,264	44,236
Fleet	67,500	92,686	77,840	14,846
Planning and zoning	1,073,500	1,173,500	1,138,138	35,362
Promise program	110,000	252,700	162,624	90,076
Public safety	12,690,000	13,441,186	13,436,161	5,025
Streets and public works	6,490,900	6,588,244	6,322,169	266,075
Parks and recreation	424,500	609,500	571,069	38,431
Debt service:				
Principal	-	840,000	840,000	-
Interest and fiscal charges	-	938,361	938,358	3
Issuance costs	-	243,823	370,424	(126,601)
Transfers	86,860	50,522,241	50,522,240	1
Total expenditures	26,625,510	80,508,066	79,619,698	888,368
Net change in fund balance	27,350	1,339,188	1,885,612	546,424
Fund balance, beginning of year	12,533,376	12,533,376	12,533,376	-
Fund balance, end of year	$ 12,560,726	$ 13,872,564	$ 14,418,988	$ 546,424

The accompanying notes are an integral part of this financial statement.

MILLCREEK
Schedule of Revenues, Expenditures, and Changes in Fund Balance –
Budget and Actual – Community Reinvestment Agency – Special Revenue Fund
For the Year Ended June 30, 2022

	Budgeted Amounts			Variance With Final Budget Positive
	Original	Final	Actual	(Negative)
REVENUES				
Taxes	$ 50,000	$ 147,273	$ 176,058	$ 28,785
Charges for services	-	3,640	3,640	-
Intergovernmental	1,100,000	1,132,000	1,103,033	(28,967)
Interest	-	60	8,825	8,765
Total revenue	1,150,000	1,282,973	1,291,556	8,583
EXPENDITURES				
Public works	509,000	538,292	488,581	49,711
Debt service	721,800	721,800	721,797	3
Total expenditures	1,230,800	1,260,092	1,210,378	49,714
Net change in fund balance	(80,800)	22,881	81,178	58,297
Fund balance, beginning of year	780,681	780,681	780,681	-
Fund balance, end of year	$ 699,881	$ 803,562	$ 861,859	$ 58,297

The accompanying notes are an integral part of this financial statement.

MILLCREEK
Statement of Net Position – Proprietary Fund
June 30, 2022

	Storm Water
ASSETS	
Current assets:	
Cash and cash equivalents - unrestricted	$ 2,203,629
Receivables:	
Accounts, net	547,157
Total current assets	2,750,786
Net pension asset	110,561
Property, plant and equipment:	
Infrastructure	21,119,413
Machinery and equipment	267,753
Accumulated depreciation	(2,481,064)
Net property, plant and equipment	18,906,102
Total assets	21,767,449
DEFERRED OUTFLOWS OF RESOURCES	
Deferred outflows related to pensions	58,680
Total deferred outflows of resources	58,680
LIABILITIES	
Current liabilities:	
Accounts payable	79,791
Compensated absences, current	28,979
Total current liabilities	108,770
Noncurrent liabilities:	
Compensated absences	1,119
Total noncurrent liabilities	1,119
Total liabilities	109,889
DEFERRED INFLOWS OF RESOURCES	
Deferred inflows related to pensions	152,256
Total deferred inflows of resources	152,256
NET POSITION	
Net investment in capital assets	18,906,102
Unrestricted	2,657,882
Total net position	$ 21,563,984

The accompanying notes are an integral part of this financial statement.

MILLCREEK
Statement of Revenues, Expenses, and Changes in Fund Net Position – Proprietary Fund
For the Year Ended June 30, 2022

	Storm Water
OPERATING REVENUES	
Charges for services	$ 3,381,888
Total operating revenues	3,381,888
OPERATING EXPENSES	
Wages and fringe benefits	403,800
Operations	11,759
Professional services	129,345
Depreciation and amortization	466,065
Other	112,197
Total operating expenses	1,123,166
Operating income	2,258,722
NON-OPERATING REVENUES (EXPENSES)	
Interest income	7,900
Total non-operating revenues	7,900
Income before transfers and contributions	2,266,622
Transfers in	8,750
Change in net position	2,275,372
Total net position, beginning of year	19,288,612
Total net position, end of year	$ 21,563,984

The accompanying notes are an integral part of this financial statement.

MILLCREEK
Statement of Cash Flows – Proprietary Fund
For the Year Ended June 30, 2022

	Storm Water
Cash flows from operating activities:	
Cash received from customers (including cash deposits)	$ 3,056,216
Cash paid to suppliers	(180,728)
Cash paid to employees	(436,144)
Net cash provided by operating activities	2,439,344
Cash flow from capital and related financing activities:	
Interest income received	7,900
Transfer from other fund	8,750
Purchase of capital assets	(510,853)
Net cash used by capital and related financing activities	(494,203)
Net increase in cash and cash equivalents	1,945,141
Cash and cash equivalents at beginning of year	258,488
Cash and cash equivalents at end of year	$ 2,203,629
Reconciliation of operating income to net cash provided by operating activities:	
Operating income	$ 2,258,722
Adjustments to reconcile operating income to net cash provided by operating activities:	
Depreciation and amortization expense	466,065
Changes in assets and liabilities:	
Increase in accounts receivable	(325,672)
Decrease in deferred ouflows	249
Increase in accounts payable	72,573
Increase in accrued liabilities	4,788
Increase in deferred inflows	82,911
Decrease in net pension liability	(120,292)
Total adjustments	180,622
Net cash provided by operating activities	$ 2,439,344

The accompanying notes are an integral part of this financial statement.

MILLCREEK
Notes to the Financial Statements
June 30, 2022

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Millcreek, Utah (the City) was incorporated in 2017 under the laws of the State of Utah. The City operates under a Mayor-Council form of government. The City is a municipal corporation governed by an elected five-member Council, which includes the Mayor. The City provides the following services: public safety, highway and streets, public improvements, planning and zoning, and general administrative services.

The City's financial statements are prepared in accordance with generally accepted accounting principles (GAAP). The Governmental Accounting Standards Board (GASB) is responsible for establishing GAAP for state and local governments through its pronouncements (Statements and Interpretations). The accounting policies of the City conform to accounting principles generally accepted in the United States of America as applicable to governmental units. The more significant accounting policies established in GAAP and used by the City are discussed below.

Reporting Entity

In evaluating how to define the City for financial reporting purposes, management has considered all potential component units. The decision to include a potential component unit in the reporting entity was made by applying the criteria set forth in the related GASB pronouncement. The basic, but not the only, criterion for including a potential component unit within the reporting entity is the governing body's ability to exercise oversight responsibility. The most significant manifestation of this ability is financial interdependency. Other manifestations of the ability to exercise oversight responsibility include, but are not limited to, the selection of governing authority, the designation of management, the ability to significantly influence operations and accountability of fiscal matters. The other criterion used to evaluate potential component units for inclusion or exclusion from the reporting entity is the existence of special financing relationships, regardless of whether the City is able to exercise oversight responsibilities. Component units that do not meet the criteria for being blended into the City's primary government are reported discretely.

Government-Wide Financial Statements and Fund Financial Statements

The City's basic financial statements include both government-wide (reporting the City as a whole) and fund financial statements. The City's general administrative services, public safety, highways and streets, planning and engineering, and parks are all classified as governmental activities. Storm water collection services are classified as business-type activities.

The government-wide financial statements (i.e., the Statement of Net Position and the Statement of Activities) report information on all activities of the City and its component units. As a general rule, the effect of inter-fund activity has been eliminated from the government-wide financial statements.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Government-Wide Financial Statements and Fund Financial Statements (Continued)

The Statement of Activities demonstrates the degree to which the direct expenses of a given function or a segment are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. Program revenues include 1) charges to customers or applicants who purchase, use or directly benefit from goods, services or privileges provided by a given function or segment and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other items not properly included among program revenues are reported instead as general revenues.

Separate financial statements are provided for governmental funds and proprietary funds. Major individual governmental funds and proprietary funds are reported as separate columns in the fund financial statements.

Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Property taxes are recognized as revenues in the year for which they are levied. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

The use of financial resources to acquire capital assets are capitalized as assets in the governmentwide financial statements, rather than reported as expenditure. Proceeds of long-term debt are recorded as a liability in the government-wide financial statements, rather than other financing source. Amounts paid to reduce long-term debt of the City are reported as a reduction of the related liability, rather than an expenditure in the government-wide financial statements.

The governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting. However, expenditures related to claims and judgments are recorded only when payment is due.

Sales taxes, franchise taxes, and earned but unreimbursed state and federal grants associated with the current fiscal period are all considered to be susceptible to accrual and so have been recognized as revenues of the current fiscal period. Property taxes are measurable as of the date levied (assessed) and are recognized as revenues when they become available. Available means when due, or past due, and received within the current period or collected soon enough thereafter (within 60 days) to be used to pay liabilities of the current period. All other revenues are considered to be measurable and available only when cash is received by the City.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

The accounts of the City are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, reserves, fund balance, revenues, and expenditures or expenses as appropriate. The various funds are summarized by type in the financial statements. The following fund types are used by the City:

The City reports the following major governmental funds:

- The General Fund is the City's primary operating fund. It accounts for all financial resources of the general government, except those required to be accounted for in another fund.

- The Capital Projects Fund accounts for the acquisition and construction of the government's major capital facilities.

- The CRA special revenue fund is used to account for financial resources to be used for the revitalization of blighted areas within the City. This fund is a blended component unit.

The City reports the following major proprietary fund:

- The Storm Water Fund accounts for the operation and maintenance of the storm water system and capital projects for the storm water system.

Additionally, the City reports the following fund type:

- Special revenue fund: The City accounts for park impact fees in a special revenue fund.

Proprietary funds distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of all enterprise funds are charges to customers for sales and services. Operating expenses for enterprise funds include the cost of sales, services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

When both restricted and unrestricted resources are available for use, it is the government's policy to use restricted resources first, then unrestricted resources as they are needed.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Budgets

Annual budgets are prepared and adopted by ordinance by total for each department, in accordance with State law, by the Mayor and City Council on or before June 22 for the following fiscal year, beginning July 1. Estimated revenues and appropriations may be increased or decreased by resolution of the City Council at any time during the year. A public hearing must be held prior to any proposed increase in a fund's appropriations. Budgets include activities in the General Fund and Special Revenue Funds. Annual budgets are also adopted for Capital Projects Fund which may include activities that overlap several fiscal years. The level of the City's budgetary control (that is, the level at which the City's expenditures cannot legally exceed the appropriated amounts) is established at the department level. Each department head is responsible to the Mayor and City Council for operating within the budget for their department. All annual budgets lapse at fiscal yearend.

Utah State law prohibits the appropriation of the sum of unassigned, assigned, and committed General Fund balance until it exceeds 5% of the General Fund revenues. Until the sum of the stated categories of fund balance is greater than the above amount, it cannot be budgeted, but is used to provide working capital until tax revenue is received, to meet emergency expenditures, and to cover unanticipated deficits. Utah State law prohibits the accumulation of the stated fund balance categories in any amount greater than 35% of the current year’s actual revenues.

Once adopted, the budget can be amended by subsequent City Council action. The City Council can amend the budget to any extent, provided the budgeted expenditures do not exceed budgeted revenues and appropriated fund balance, in which case a public hearing must be held. With the consent of the Mayor, department heads may reallocate unexpended appropriated balances from one expenditure account to another within that department during the budget year.

Budgets for the General Fund, Special Revenue Funds, and Capital Projects Fund are prepared on the modified accrual basis of accounting. Encumbrance accounting is not used by the City.

Expenditures in the Capital Projects Fund are budgeted annually on a project-by-project basis. Although it is the intention of the City that each project be funded by a specific revenue source, the adopted budget reflects only total anticipated revenues by source. Since it is not practicable or appropriate to separate revenues and fund balance on a project-by-project basis, the Capital Projects Fund is reported as an individual fund in the accompanying financial statements.

For the year ended June 30, 2022, expenditures exceeded appropriations in the debt service principal and interest department (the legal level of budgetary control) within the debt service function of the general fund by $126,598. In accordance with the requirements of state law, there was a budget amendment adopted for the subsequent year’s budget.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Assets, Liabilities, Deferred Outflows/Inflows of Resources, and Net Position/Fund Balance

Cash and Cash Equivalents The government's cash and cash equivalents are considered to be cash on hand, demand deposits, and short-term investments with original maturities of three months or less from the date of acquisition.

Investments City policy allows for the investment of funds in time certificates of deposit with federally insured depositories, investment in the Utah Public Treasurer's Investment Fund and other investments allowed by the State of Utah's Money Management Act. Investments are reported at fair value. The State Treasurer's Investment Fund operates in accordance with state laws and regulations. The reported value of the Fund is the same as the fair value of the Fund shares.

Receivables and Payables Activity between funds that are representative of lending/borrowing arrangements outstanding at the end of the fiscal year are referred to as "due to or due from other funds". Advances between funds as reported in the fund financial statements, are offset by a fund balance reserve account in applicable governmental funds to indicate they are not available for appropriation and are not available financial resources.

Tax, intergovernmental and other receivables at June 30, 2022, consisted of property tax, sales tax, franchise tax, grants, utility billings, and other miscellaneous items. The utility billings for charged services are billed to customers on a monthly basis. Taxes, grants, and utility charges are deemed collectible in full, so no allowance for uncollectibles is recorded.

Restricted Assets Certain assets are classified as restricted because their use is restricted by an independent third party, enabling legislation, or other laws and statutes. These restrictions may include future debt service payments, unexpended portions of bonds issued for capital construction, and other agreements with third parties.

Prepaid Items Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in both government-wide and fund financial statements.

Capital Assets Capital assets, which include property, plant, equipment, and infrastructure assets (e.g., roads, bridges, sidewalks, and similar items), are reported in the applicable governmental or business-type activities columns in the government-wide financial statements. Capital assets are defined by the City as assets with an individual cost of more than $5,000 and an estimated useful life in excess of three years. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at estimated fair market value at the date of donation. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend assets lives are not capitalized.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Assets, Liabilities, Deferred Outflows/Inflows of Resources, and Net Position/Fund Balance (Continued)

Capital assets are depreciated using the straight-line method over the following estimated useful lives:

Infrastructure	50 years
Buildings	50 years
Machinery and equipment	5 years

Compensated Absences For governmental funds, amounts of vested or accumulated personal time off (PTO) are not expected to be liquidated with expendable available financial resources are reported as liabilities in the government-wide statement of net position and as expenses in the government-wide statement of activities. No expenditures are reported for these amounts in the fund financial statements. Accumulated PTO may be paid to employees upon termination or retirement if approved by the City Manager.

Taxes On or before June 22 of each year, the City sets the property tax rate for various municipal purposes. If the City intends to increase property tax revenues above the tax rate of the previous year, state law requires the City to provide public notice to property owners and hold public hearings. When these special public hearings are necessary, the adoption of the final budget is made subsequent to June 22. All property taxes levied by the City are assessed and collected by Salt Lake County. Taxes are levied as of January 1 and due November 30; any delinquent taxes are subject to a penalty. Unless the delinquent taxes and penalties are paid before January 15, a lien is attached to the property, and the amount of taxes and penalties bears interest from January 1 until paid. If after five years, delinquent taxes have not been paid, the County sells the property at a tax sale. Tax collections are remitted to the City from the County on a monthly basis.

Sales taxes are collected by the Utah State Tax Commission and remitted to the City monthly. Franchise taxes are collected by utility companies and remitted to the City periodically.

Pensions For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Utah Retirement Systems Pension Plan (URS) and additions to/deductions from URS's fiduciary net position have been determined on the same basis as they are reported by URS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

Deferred Outflows and Inflows of Resources Deferred outflows of resources represent a consumption of net position that applies to a future period, and is, therefore, deferred until that time. A deferred loss on refunding results from the difference in the carrying value of the refunded debt and the reacquisition price.

Deferred inflows of resources represent an acquisition of net position that applies to a future period, and is, therefore, deferred until that time. Governmental funds report unavailable revenue from property taxes as deferred inflows of resources until such time they can be recognized as revenue in the period that they become available.

Long-term Obligations In the government-wide financial statements and proprietary fund types, long-term debt and other long-term obligations are reported as liabilities in the applicable governmental activities, business-type activities, or proprietary fund type statement of net assets. Bond premiums and discounts are deferred and amortized over the life of the applicable debt. In the fund financial statements, governmental fund types recognize bond premiums and discounts as well as bond issuance costs, during the current period. The face amount of debt issued is reported as other financing sources while discounts on debt issuances are reported as other financing uses. Issuance costs, whether or not withheld from the actual debt proceeds received, are reported as debt service expenditures.

Fund Balance Governmental fund balance is reported in five separate categories: Nonspendable, restricted, committed, assigned, and unassigned. When both restricted and unrestricted fund balance is available for use, it is the City's policy to use restricted fund balance first. When expenditures qualify for more than one unrestricted fund balance classification, it is the City's policy to use resources in the following order: Committed, assigned, and then unassigned.

Inter-fund Transactions During the course of normal operations, the City has transactions between funds to construct assets, to distribute grant proceeds, etc. These transactions are generally reflected as transfers, which are transfers from a fund authorized to receive certain revenues to the fund through which the resources are to be expended.

Use of Estimates The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of financial statements and the reported amounts of revenues, expenditures and expenses during the reporting period. Actual results could differ from those estimates.

2. RECONCILIATION OF GOVERNMENT-WIDE AND FUND FINANCIAL STATEMENTS

Explanation of Certain Differences Between the Governmental Funds Balance Sheet and the Government-Wide Statement of Net Position

The governmental fund balance sheet includes a reconciliation between total governmental fund balances and net position of governmental activities as reported in the government-wide statement of net position. This difference primarily results from the long-term economic focus of the statement of net position versus the current financial resources focus of the governmental funds balance sheet.

Capital related items:

When capital assets (property, plant and equipment) that are to be used in governmental activities are purchased or constructed, the costs of those assets are reported as expenditures in governmental funds. However, the statement of net position includes those capital assets among the assets of the City as a whole.

Cost of capital assets	$ 184,563,188
Accumulated depreciation	(8,148,058)
Capital assets, net	$ 176,415,130

Long-term debt transactions:

Long-term liabilities applicable to the City's governmental activities are not due and payable in the current period and accordingly are not reported as fund liabilities in the fund financials. All liabilities (both current and long-term) are reported in the statement of net position. Balances at June 30, 2022 were:

Sales Tax Revenue bonds	$ 52,770,000
Premiums on sales tax revenue bonds	5,484,138
Accrued interest payable on long-term debt	151,754
Compensated absences	252,603
	$ 58,658,495

2. RECONCILIATION OF GOVERNMENT-WIDE AND FUND FINANCIAL STATEMENTS (CONTINUED)

Explanation of Certain Differences Between Governmental Funds Operating Statements and the Statement of Net Activities

The governmental funds statement of revenues, expenditures, and change in fund balances includes a reconciliation between net change in fund balances - total governmental funds and change in net position of governmental activities as reported in the government-wide statement of activities. The first element of this reconciliation states that capital outlays and contributions are reported in the governmental fund as expenditures while the government-wide statement of activities allocates these costs over the useful lives of the assets as depreciation. While shown in the reconciliation as the net difference, the elements of this difference are as follow:

Capital outlays and contributions	$ 23,241,441
Depreciation expense	(1,544,193)
Loss on disposal of assets	(1,103,340)
Net difference, as reported	$ 20,593,908

3. DEPOSITS AND INVESTMENTS

The City maintains a cash and investment pool that is available for use by all funds. Cash includes amounts in demand deposits and cash on hand. Investments are stated at cost, which approximates fair value. Each fund's portion of this pool is displayed on the combined balance sheet as "cash and cash equivalents," which also includes cash accounts that are separately held by several of the City's funds.

As of June 30, 2022, the City's demand deposits and cash on hand amounted to $71,131,438.

Deposits – Utah State law requires that City funds be deposited with a "qualified depository" as defined by the Utah Money Management Act. "Qualified depository" includes any depository institution which has been certified by the Utah State Commissioner of Financial Institutions as having met the requirements as defined in Rule 11 of the Utah Money Management Act. Rule 11 establishes the formula for determining the amount of public funds which a qualified depository may hold in order to minimize risk of loss and defines capital requirements which an institution must maintain to be eligible to accept public funds.

Investments – The State of Utah Money Management Council has the responsibility to advise the State Treasurer about investment policies, promote measures and rules that will assist in strengthening the banking and credit structure of the state, and review the rules adopted under the authority of the State of Utah Money Management Act (UMMA) that relate to the deposit and investment of public funds.

3. DEPOSITS AND INVESTMENTS (CONTINUED)

The City follows the requirements of UMMA (Utah Code, Title 51, Chapter 7) in handling its depository and investment transactions. The Act requires the depositing of City funds in a qualified depository, which is defined as a financial institution whose deposits are insured by an agency of the Federal Government and which has been certified by the State Commissioner of Financial Institutions as meeting the requirements of the Act and adhering to the rules of the Utah Money Management Council. UMMA defines types of securities authorized as appropriate investments for the City's funds and the conditions for making investment transactions. Investment transactions may be conducted only through qualified depositories, certified dealers, or directly with issuers of the investment securities.

Statutes authorize the City to invest in negotiable or nonnegotiable deposits of qualified depositories and permitted negotiable depositories; repurchase and reverse repurchase agreements; commercial paper that is classified as "first tier" by two nationally recognized statistical rating organizations; bankers' acceptances; obligations of the United States Treasury including bills, notes, and bonds; obligations, other than mortgage derivative products, issued by U.S. government sponsored enterprises (U.S. Agencies) such as the Federal Home Loan Bank System, Federal Home Loan Mortgage Corporation (Freddie Mac), and Federal National Mortgage Association (Fannie Mae); bonds, notes, and other evidence of indebtedness of political subdivisions of the State; fixed rate corporate obligations and variable rate securities rated "A" or higher, or the equivalent of "A" or higher, by two nationally recognized statistical rating organizations; shares or certificates in a money market mutual fund as defined in UMMA; and the Utah State Public Treasurers' Investment Fund. The City has complied with the UMMA and rules of the Money Management Council with regard to deposits and investments. The City has a separate deposit and investment policy which requires City to follow UMMA.

The Utah State Treasurer's Office operates the Public Treasurers' Investment Fund (PTIF). The PTIF is available for investment of funds administered by any Utah public treasurer and is not registered with the SEC as an investment company. The PTIF is authorized and regulated by UMMA. The Act established the Money Management Council which oversees the activities of the State Treasurer and the PTIF and details the types of authorized investments. Deposits in the PTIF are not insured or otherwise guaranteed by the State of Utah, and participants share proportionally in any realized gains or losses on investments.

The PTIF operates and reports to participants on an amortized cost basis. The income, gains, and losses of the PTIF, net of administration fees, are allocated based upon the participant's average daily balance. The fair value of the PTIF investment pool is approximately equal to the value of the pool shares.

3. DEPOSITS AND INVESTMENTS (CONTINUED)

Fair Value of Investments

The City measures and records its investments using fair value measurement guidelines established by generally accepted accounting principles. These guidelines recognize a three-tiered fair value hierarchy, as follows:

- Level 1: Financial instruments with unadjusted, quoted prices listed on active market exchanges.

- Level 2: Financial instruments lacking unadjusted, quoted prices from active market exchanges, including over-the-counter traded financial instruments. The prices for the financial instruments are determined using prices for recently traded financial instruments with similar underlying terms as well as directly or indirectly observable inputs, such as interest rates and yield curves that are observable at commonly quoted intervals.

- Level 3: Financial instruments that are not actively traded on a market exchange. This category includes situations where there is little, if any, market activity for the financial instruments. The prices are determined using significant unobservable inputs or valuation techniques. Quoted prices for identical investments in active markets.

At June 30, 2022, the City had the following recurring fair value measurements.

		Fair Value Measurements Using		
	06/30/22	Level 1	Level 2	Level 3
Debt Securities				
PTIF	$70,373,593	$ -	$70,373,593	$ -
Total debt securities	$70,373,593	$ -	$70,373,593	$ -

The City's cash and cash equivalents and investments are exposed to certain risks as outlined below:

Custodial credit risk – deposits is the risk that in the event of a bank failure, the City's deposits may not be returned. As of June 30, 2022, $1,296,134 of the City's $1,546,134 balance of deposits was exposed to custodial credit risk because it was uninsured and uncollateralized. UMMA does not require deposits to be insured or collateralized and the City has no formal policy regarding deposit credit risk. UMMA requires that the City keep deposits in a qualified depository, which the City has done.

Custodial credit risk – investments is the risk that in the event of the failure of the counterparty, the City will not be able to recover the value of its investments that are in the possession of an outside party. Of the City's investment in the PTIF of $70,373,593, the City has no custodial credit risk exposure as the PTIF is an external investment pool managed by the Utah State Treasurer and is not categorized as to custodial credit risk.

3. DEPOSITS AND INVESTMENTS (CONTINUED)

Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. The City's policy for limiting the credit risks of investments is to comply with UMMA.

Interest rate risk is the risk that changes in the interest rates will adversely affect the fair value of an investment. The City has no formal policy relating to specific investment-related interest rate risk. The City manages its exposure by investing mainly in the PTIF and by adhering to UMMA. The Act requires that the remaining term to maturity may not exceed the period of availability of the funds to be invested. The Act further limits the remaining term to maturity on all investments in commercial paper, bankers' acceptances, fixed rate negotiable deposits, and fixed rate corporate obligations to 270 days - 15 months or less. The Act further limits the remaining term to maturity on all investments in obligations of the United States Treasury; obligations issued by U.S. government sponsored enterprises; and bonds, notes, and other evidence of indebtedness of political subdivisions of the State to 5 years. In addition, variable rate negotiable deposits and variable rate securities may not have a remaining term to final maturity exceeding 3 years.

As of June 30, 2022, the City's investments had the following maturities and ratings:

		Investment Maturities (in Years)		
Investment Type	Fair Value	Less Than 1	1-5	Quality Ratings
PTIF	$ 70,373,593	$ 70,373,593	$ -	Unrated
	$ 70,373,593	$ 70,373,593	$ -	

Concentration of credit risk is the risk of loss attributed to the magnitude of a City's investment in a single issuer. The City's policy for reducing this risk of loss is to comply with the rules of the Money management Council. Rule 17 of the Money Management Council limits investments in a single issuer of commercial paper and corporate obligations to 5-10% depending upon the total dollar amount held in the portfolio. The City's investment in the PTIF has no concentration of credit risk as the PTIF is an external investment pool managed by the Utah State Treasurer.

The PTIF invests in high-grade securities which are delivered to the custody of the Utah State Treasurer, assuring a perfected interest in the securities, and, therefore, there is very little credit risk except in the most unusual and unforeseen circumstances. The maximum weighted average life of the portfolio does not exceed 90 days. Twice a year, at June 30 and December 31, which are the accounting periods for public entities, the investments are valued at fair value and participants are informed of the fair value valuation factor. Additional information is available at the Utah State Treasurers' Office.

The City did not enter into any reverse repurchase agreements during the year. Bond deposits are held by an appointed trustee in accordance with the Bond Resolutions. Repurchase agreements are secured by uninsured, unregistered securities held by the counter party but not in the City's name.

4. ACCOUNTS RECEIVABLE

Receivables as of June 30, 2022 for the City's individual major funds, including the applicable allowances for uncollectible accounts, are as follows:

	General	Special Revenue Fund	Storm Water Fund	Total
Receivables:				
Taxes	$ 14,792,831	$ 1,350,000	-	$ 16,142,831
Accounts and others	-	-	547,157	547,157
Intergovernmental	564,391	-	-	564,391
Gross receivables	15,357,222	1,350,000	547,157	17,254,379
Less: allowance for uncollectibles	-	-	-	-
Net total receivables	$ 15,357,222	$ 1,350,000	$ 547,157	$ 17,254,379

Governmental funds report deferred revenue as deferred inflows of resources in connection with receivables for revenues that are not considered to be available to liquidate liabilities of the current period. Governmental funds also defer revenue recognition in connection with resources that have been received, but not yet earned. At June 30, 2022, the various components of deferred revenue and unearned revenue reported in the government funds were as follows:

	Deferred Inflows of Resources	Unearned
Property taxes receivable	$ 11,687,500	$ -
Property taxes receivable (CRA)	1,350,000	-
ARPA funds	-	264,000
Total deferred inflows of resources/ unearned revenue, governmental funds	$ 13,037,500	$ 264,000

5. CAPITAL ASSETS

Capital asset activity for the year ended June 30, 2022 was as follows:

	7/1/21	Increases	Decreases	6/30/22
Governmental activities				
Capital assets:				
Land	$ 92,067,824	$ 4,856,714	$ (1,103,340)	$ 95,821,198
Construction in progress	-	4,038,657	-	4,038,657
Buildings and improvements	1,149,259	2,300,000	-	3,449,259
Other improvements	6,283,925	5,321,121	-	11,605,046
Infrastructure	62,360,925	6,576,347	-	68,937,272
Machinery and equipment	563,154	148,602	-	711,756
Total capital assets	162,425,087	23,241,441	(1,103,340)	184,563,188
Accumulated depreciation:				
Buildings and improvements	(66,431)	(22,985)	-	(89,416)
Other improvements	(56,180)	(134,547)	-	(190,727)
Infrastructure	(6,148,355)	(1,258,179)	-	(7,406,534)
Machinery and equipment	(332,899)	(128,482)	-	(461,381)
Total accumulated depreciation	(6,603,865)	(1,544,193)	-	(8,148,058)
Net governmental capital assets	$ 155,821,222	$ 21,697,248	$ (1,103,340)	$ 176,415,130

	7/1/21	Increases	Decreases	6/30/22
Business-type activities				
Capital assets:				
Storm water infrastructure	$ 20,812,815	$ 306,598	$ -	$ 21,119,413
Equipment	63,499	204,254	-	267,753
Total capital assets	20,876,314	510,852	-	21,387,166
Accumulated depreciation:				
Storm water infrastructure	(2,002,686)	(419,322)	-	(2,422,008)
Equipment	(12,314)	(46,742)	-	(59,056)
Total accumulated depreciation	(2,015,000)	(466,064)	-	(2,481,064)
Net business-type capital assets	$ 18,861,314	$ 44,788	$ -	$ 18,906,102

In the government-wide financial statements depreciation was charged as follows by program or activity:

Governmental activities:	
General government	$ 286,014
Highways and public improvements	1,258,179
Total depreciation expense - governmental activities	$ 1,544,193
Business-type activities:	
Storm water	$ 466,064

6. LONG-TERM DEBT

Changes in Long-Term Liabilities

Long-term liability activity for the year ended June 30, 2022 was as follows:

	7/1/21	Additions	Reductions	6/30/22	Due in One Year
Governmental activities					
Bonds payable:					
Sales tax revenue	$ 17,345,000	$ 36,265,000	$ (840,000)	$ 52,770,000	$ 680,000
Premium	2,616,188	3,105,424	(237,474)	5,484,138	-
Total bonds payable	19,961,188	39,370,424	(1,077,474)	58,254,138	680,000
Compensated absences	196,077	265,715	(209,189)	252,603	202,082
Net pension liability	87,589	-	(87,589)	-	-
Governmental activity long-term liabilities	$ 20,244,854	$ 39,636,139	$(1,374,252)	$ 58,506,741	$ 882,082

	7/1/21	Additions	Reductions	6/30/22	Due in One Year
Business-type activities					
Compensated absences	$ 25,310	$ 31,565	$ (26,777)	$ 30,098	$ 28,979
Net pension liability	9,731	-	(9,731)	-	-
Business-type activity long-term liabilities	$ 35,041	$ 31,565	$ (36,508)	$ 30,098	$ 28,979

Revenue Bonds

Bond Description	Original Issue	Annual Principal	Interest Rate	Final Due Date	Outstanding as of 6/30/22
Sales Tax Revenue Bonds, Series 2019	$17,345,000	$140,000 to $1,770,000	4% to 5%	12/1/39	$ 17,345,000
Sales Tax Revenue Bonds, Series 2021	36,265,000	$680,000 to $1,740,000	2.125% to 5.00%	6/1/51	35,425,000
	$53,610,000				$ 52,770,000

On August 5, 2021, the City issued Sales Tax Revenue Bonds Series 2021 in the amount of $36,265,000. The bonds were sold at a premium of $3,105,424, less an underwriter's discount and bond issuance costs totaling $370,424, resulting in total proceeds of $39,000,000. The bonds were issued for the construction of a new city administration building.

6. LONG-TERM DEBT (CONTINUED)

Revenue bond debt service requirements to maturity are as follows:

	Principal	Interest	Total
2023	$ 680,000	$ 1,821,050	$ 2,501,050
2024	715,000	1,787,050	2,502,050
2025	890,000	1,747,800	2,637,800
2026	1,065,000	1,699,800	2,764,800
2027	1,220,000	1,643,675	2,863,675
2028 - 2032	8,950,000	7,090,025	16,040,025
2033 - 2037	13,035,000	4,899,900	17,934,900
2038 - 2042	11,795,000	2,521,650	14,316,650
2043 - 2047	7,670,000	1,226,256	8,896,256
2048 - 2051	6,750,000	362,313	7,112,313
	$52,770,000	$24,799,519	$77,569,519

7. RETIREMENT SYSTEMS AND PENSION PLANS

General Information About the Pension Plan

Plan Description Eligible plan participants are provided with pensions through the Utah Retirement Systems. The Utah Retirement Systems are comprised of the following pension trust funds:

Public Employees Noncontributory Retirement System (Noncontributory System); is a multiple employer, cost sharing, public employee retirement system.

Tier 2 Public Employees Contributory Retirement System (Tier 2 Public Employees System) is a multiple employer, cost sharing, public employee retirement system.

The Tier 2 Public Employees System became effective July 1, 2011. All eligible employees beginning work on or after July 1, 2011, who has no previous service credit with any of the Utah Retirement Systems, are members of the Tier 2 Retirement System.

The Utah Retirement Systems (Systems) are established and governed by the respective sections of Title 49 of the Utah Code Annotated 1953, as amended. The Systems' defined benefit plans are amended statutorily by the State Legislature. The Utah State Retirement Office Act in Title 49 provides for the administration of the Systems under the direction of the Board, whose members are appointed by the Governor. The Systems are fiduciary funds defined as pension (and other employee benefit) trust funds. URS is a component unit of the State of Utah. Title 49 of the Utah Code grants the authority to establish and amend the benefit terms.

URS issues a publicly available financial report that can be obtained by writing Utah Retirement System, 560 E 200 S, Salt Lake City, Utah 84102 or visiting the website: www.urs.org/general/publications.

7. RETIREMENT SYSTEMS AND PENSION PLANS (CONTINUED)

Summary of Benefits by System

URS provides retirement, disability, and death benefits. Retirement benefits are as follows:

System	Final Average Salary	Years of Service Required and/or Age Eligible for Benefit	Benefit Percent Per Year of Service	COLA**
Noncontributory System	Highest 3 years	30 years any age 25 years any age* 20 years age 60* 10 years age 62* 4 years age 65	2.0% per year all years	Up to 4%
Tier 2 Public Employees System	Highest 5 years	35 years any age 20 years any age 60* 10 years age 62* 4 years age 65	1.5% per year all years	Up to 2.50%

*with actuarial reductions

**All post-retirement cost-of-living adjustments are non-compounding and are based on the original benefit except for Judges, which is a compounding benefit. The cost-of-living adjustments are also limited to the actual Consumer Price Index (CPI) increase for the year, although unused CPI increases not met may be carried forward to subsequent years.

Contribution Rate Summary

As a condition of participation in the Systems, employers and/or employees are required to contribute certain percentages of salary and wages as authorized by statute and specified by the URS Board. Contributions are actuarially determined as an amount that, when combined with employee contributions (where applicable), is expected to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded actuarial accrued liability. Contribution rates as of June 30, 2022 are as follows:

	Employee Paid	Employer Contribution Rates	Employer Rate for 401(k) Plan
Contributory System			
111- Local Governmental Division Tier 2	N/A	16.07%	0.62%
Noncontributory System			
15- Local Governmental Division Tier 1	N/A	18.47%	N/A
Tier 2 DC Only			
211 - Local Government	N/A	6.69%	10.00%

Tier 2 rates include a statutory required contribution to finance the unfunded actuarial accrued liability of the Tier 1 plans.

7. RETIREMENT SYSTEMS AND PENSION PLANS (CONTINUED)

For fiscal year ended June 30, 2022, the employer and employee contributions to the System were as follows:

System	Employer Contributions	Employee Contributions
Noncontributory System	$ 293,166	N/A
Tier 2 Public Employees System	148,876	-
Tier 2 DC Only System	35,775	N/A
Total Contributions	$ 477,817	$ -

Contributions reported are the URS Board-approved required contributions by System. Contributions in the Tier 2 Systems are used to finance the unfunded liabilities in the Tier 1 Systems.

Combined Pension Assets, Liabilities, Expense, and Deferred Outflows and Inflows of Resources Relating to Pensions

At June 30, 2022, the City reported a net pension asset of $1,105,606 and a net pension liability of $0.

	(Measurement Date): December 31, 2021				
	Net Pension Asset	Net Pension Liability	Proportionate Share	Proportionate Share December 31, 2020	Change
Noncontributory System	$ 1,084,221	$ -	0.1893139%	0.1752062%	0.0141077%
Tier 2 Public Employees System	21,385	-	0.0505277%	0.0517776%	-0.0012499%
Total Net Pension Asset / Liability	$ 1,105,606	$ -			

The net pension asset and liability was measured as of December 31, 2021, and the total pension liability used to calculate the net pension asset and liability was determined by an actuarial valuation as of January 1, 2021 and rolled-forward using generally accepted actuarial procedures. The proportion of the net pension asset and liability is equal to the ratio of the employer's actual contributions to the Systems during the plan year over the total of all employer contributions to the System during the plan year.

For the year ended June 30, 2022, the City recognized pension expense of $102,938.

7. RETIREMENT SYSTEMS AND PENSION PLANS (CONTINUED)

At June 30, 2022, the City reported deferred outflows of resources and deferred inflows of resources relating to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 123,949	$ 2,755
Changes in assumptions	121,698	7,200
Net difference between projected and actual earnings on pension plan investments	-	1,512,598
Changes in proportion and differences between contributions and proportionate share of contributions	95,702	-
Contributions subsequent to the measurement date	245,446	-
Total	$ 586,795	$ 1,522,553

$245,446 reported as deferred outflows of resources related to pensions results from contributions made by the City prior to the fiscal year end, but subsequent to the measurement date of December 31, 2021.

These contributions will be recognized as a reduction of the net pension liability in the upcoming fiscal year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions, will be recognized in pension expense as follows:

Year Ended December 31,	Net Deferred Outflows (Inflows) of Resources
2021	$ (188,929)
2022	(409,635)
2023	(360,732)
2024	(247,591)
2025	4,451
Thereafter	21,231

7. RETIREMENT SYSTEMS AND PENSION PLANS (CONTINUED)

Noncontributory System Pension Expense and Deferred Outflows and Inflows of Resources

For the year ended June 30, 2022, the City recognized pension expense of $28,411.

At June 30, 2022, the City reported deferred outflows of resources and deferred inflows of resources relating to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 113,560	$ -
Changes in assumptions	101,758	6,998
Net difference between projected and actual earnings on pension plan investments	-	1,459,758
Changes in proportion and differences between contributions and proportionate share of contributions	80,679	-
Contributions subsequent to the measurement date	154,759	-
Total	$ 450,756	$ 1,466,756

$154,759 reported as deferred outflows of resources related to pensions results from contributions made by the City prior to the fiscal year end, but subsequent to the measurement date of December 31, 2021.

These contributions will be recognized as a reduction of the net pension liability in the upcoming fiscal year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions, will be recognized in pension expense as follows:

Year Ended December 31,	Net Deferred Outflows (Inflows) of Resources
2021	$ (179,270)
2022	(397,177)
2023	(351,769)
2024	(242,544)
2025	-
Thereafter	-

7. RETIREMENT SYSTEMS AND PENSION PLANS (CONTINUED)

Tier 2 Public Employees System Pension Expense and Deferred Outflows and Inflows of Resources

For the year ended June 30, 2022, the City recognized pension expense of $74,527.

At June 30, 2022, the City reported deferred outflows of resources and deferred inflows of resources relating to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 10,389	$ 2,755
Changes in assumptions	19,940	202
Net difference between projected and actual earnings on pension plan investments	-	52,840
Changes in proportion and differences between contributions and proportionate share of contributions	15,023	-
Contributions subsequent to the measurement date	90,687	-
Total	$ 136,039	$ 55,797

$90,687 reported as deferred outflows of resources related to pensions results from contributions made by the City prior to the fiscal year end, but subsequent to the measurement date of December 31, 2021.

These contributions will be recognized as a reduction of the net pension liability in the upcoming fiscal year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions, will be recognized in pension expense as follows:

Year Ended December 31,	Net Deferred Outflows (Inflows) of Resources
2021	$ (9,659)
2022	(12,459)
2023	(8,964)
2024	(5,047)
2025	4,451
Thereafter	21,231

7. RETIREMENT SYSTEMS AND PENSION PLANS (CONTINUED)

Actuarial Assumptions

The total pension liability in the December 31, 2021 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.50 percent
Salary increases	3.25 - 9.75 percent, average, including inflation
Investment rate of return	6.85 percent, net of pension plan investment expense, including inflation

Mortality rates were developed from actual experience and mortality tables based on gender, occupation and age as appropriate, with adjustments for future improvement in mortality based on Scale AA, a model developed by the Society of Actuaries.

The actuarial assumptions used in the January 1, 2021 valuation were based on the results of an actuarial experience study for the five-year period ending December 31, 2019.

The long-term expected rate of return of pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return or each major asset class are summarized in the following table:

		Expected Return Arithmetic Basis	
Asset Class	**Target Asset Allocation**	**Real Return Arithmetic Basis**	**Long-Term Expected Portfolio Real Rate of Return**
Equity securities	37%	6.58%	2.43%
Debt securities	20%	-0.28%	-0.06%
Real assets	15%	5.77%	0.87%
Private equity	12%	9.85%	1.18%
Absolute return	16%	2.91%	0.47%
Cash and cash equivalents	0%	-1.01%	0.00%
Totals	100%		4.89%
	Inflation		2.50%
	Expected arithmetic nominal return		7.39%

The 6.85% assumed investment rate of return is comprised of an inflation rate of 2.50% and a real return of 4.35% that is net of investment expense.

7. RETIREMENT SYSTEMS AND PENSION PLANS (CONTINUED)

Discount Rate

The discount rate used to measure the total pension liability was 6.85 percent. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that contributions from all participating employers will be made at contractually required rates that are actuarially determined and certified by the URS Board. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability. The discount rate does not use the Municipal Bond Index Rate. The discount rate was reduced from 6.95 to 6.85% percent from the prior measurement date.

Sensitivity to the Proportionate Share of the Net Pension Asset and Liability to Changes in the Discount Rate

The following presents the proportionate share of the net pension liability calculated using the discount rate of 6.85 percent, as well as what the proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (5.85 percent) or 1-percentage-point higher (7.85 percent) than the current rate:

System	1% Decrease (5.85%)	Discount Rate (6.85%)	1% Increase (7.85%)
Noncontributory System	$ 583,018	$ (1,084,221)	$ (2,475,207)
Tier 2 Public Employees System	127,418	(21,385)	(135,635)
Total	$ 710,436	$ (1,105,606)	$ (2,610,842)

***Pension plan fiduciary net position: Detailed information about the fiduciary net position of the pension plans is available in the separately issued URS financial report.

Defined Contribution Savings Plans

The Defined Contribution Savings Plans are administered by the Utah Retirement Systems Board and are generally supplemental plans to the basic retirement benefits of the Retirement Systems but may also be used as a primary retirement plan. These plans are voluntary tax-advantaged retirement savings programs authorized under sections 401(k), 457(b) and 408 of the Internal Revenue Code. Detailed information regarding plan provisions is available in the separately issued URS financial report.

7. RETIREMENT SYSTEMS AND PENSION PLANS (CONTINUED)

Defined Contribution Savings Plans (Continued)

Millcreek City participates in the following Defined Contribution Savings Plans with Utah Retirement Systems:

- 401(k) Plan
- 457(b) Plan
- Roth IRA Plan

Employee and employer contributions to the Utah Retirement Defined Contribution Savings Plans for fiscal year ended June 30 were as follows:

	2022	2021	2020
401(k) Plan*			
Employer contributions	$ 292,028	$ 261,357	$ 260,538
Employee contributions	221,260	193,126	174,862
457 Plan			
Employer contributions	-	-	-
Employee contributions	47,375	34,700	28,400
Roth IRA Plan			
Employer contributions	N/A	N/A	N/A
Employee contributions	11,030	4,810	5,510

* The employer paid 401(k) contributions include the totals paid for employees in the Tier 2 Defined Contribution 401(k) Plan.

8. COMMITMENTS

The City has entered into several contracts with other governmental agencies to provide various services. These services include Public Safety (police and animal services) and Public Works. The term of each of these contracts is one year or less.

9. CONTINGENT LIABILITIES

The City is involved in various claims and legal actions arising in the ordinary course of events. In the opinion of management, the ultimate disposition of these matters will not have a material adverse effect on the City's financial position or results of operations.

10. RISK MANAGEMENT

The City is exposed to various risks of loss related to torts; theft of; damage to and destruction of assets; errors and omissions and natural disasters. The City participates in the Utah Local Government Insurance Trust, a public entity risk pool to manage its risk of loss. The City pays an annual premium to the trust for its general insurance coverage. The Trust was created to be self-sustaining through member premiums and will reinsure through commercial companies for claims in excess of one million dollars for each insured event. As of June 30, 2022, there were no outstanding unpaid claims for the City. Also, the City had no claim settlements during the three years ending June 30, 2022 which exceeded its insurance coverage. The City also has fidelity bond coverage with a private carrier.

11. TRANSFERS RECONCILIATION

Transfers among the funds for the year ended June 30, 2022 are described below. Transfers are made to meet the ongoing needs of the City to complete various projects.

	In	Out
General Fund	$ -	$ 50,522,240
Capital Projects Fund	51,818,985	-
Community Reinvestment Fund	-	1,305,495
Storm Water Fund	8,750	-
Totals	$ 51,827,735	$ 51,827,735

MILLCREEK
Schedule of Revenues, Expenditures, and Changes in Fund Balance –
Budget and Actual – Capital Projects Fund
For the Year Ended June 30, 2022

	Budgeted Amounts			Variance With Final Budget Positive
	Original	Final	Actual	(Negative)
REVENUES				
Intergovernmental	$ -	$ 13,593,730	$ 13,739,453	$ 145,723
Interest	10,000	170,000	189,904	19,904
Total revenues	10,000	13,763,730	13,929,357	165,627
EXPENDITURES				
Capital outlay	2,803,860	71,398,242	22,607,694	48,790,548
Total expenditures	2,803,860	71,398,242	22,607,694	48,790,548
Excess (deficiency) of revenues over (under) expenditures	(2,793,860)	(57,634,512)	(8,678,337)	48,956,175
OTHER FINANCING SOURCES				
Transfers in	857,860	51,809,255	51,818,985	9,730
Total other financing sources	857,860	51,809,255	51,818,985	9,730
Net change in fund balance	(1,936,000)	(5,825,257)	43,140,648	48,965,905
Fund balance at beginning of year	9,416,116	9,416,116	9,416,116	-
Fund balance at end of year	$ 7,480,116	$ 3,590,859	$ 52,556,764	$ 48,965,905

MILLCREEK
Schedule of Revenues, Expenditures, and Changes in Fund Balance –
Budget and Actual – Park Impact Special Revenue Fund
For the Year Ended June 30, 2022

	Budgeted Amounts			Variance With Final Budget Positive
	Original	Final	Actual	(Negative)
REVENUES				
Special assessments	$ -	$ -	$ 39,801	$ 39,801
Interest income	-	-	896	896
Total revenues	-	-	40,697	40,697
Net change in fund balance	-	-	40,697	40,697
Fund balance at beginning of year	162,203	162,203	162,203	-
Fund balance at end of year	$ 162,203	$ 162,203	$ 202,900	$ 40,697

MILLCREEK
Schedule of the Proportionate Share of the Net Pension Liability
Last Ten Fiscal Years

	As of December 31,	Proportion of Net Pension Liability (Asset)	Proportionate Share of the Net Pension Liability (Asset)	Covered Payroll	Proportionate Share of the Net Pension Liability (Asset) as a Percentage of its Covered Payroll	Plan Fiduciary Net Position as a Percentage of its Covered Payroll
Noncontributory System	2018	0.1140939%	$ 840,156	$ 920,290	91.29%	87.00%
	2019	0.1684213%	634,758	1,297,950	48.90%	93.70%
	2020	0.1752062%	89,871	1,329,498	6.76%	99.20%
	2021	0.1893139%	(1,084,221)	1,446,729	-74.94%	108.70%
Tier 2 Public Employees System	2018	0.0350169%	$ 14,997	$ 406,399	3.69%	90.80%
	2019	0.0595987%	13,404	828,342	1.62%	96.50%
	2020	0.0517776%	7,447	827,639	0.90%	98.30%
	2021	0.0505277%	(21,385)	938,349	-2.28%	103.80%

Note:

* This schedule usually covers the 10 most recent fiscal years; however, this is the information available as of the implementation year of GASB 68.

MILLCREEK
Schedule of Pension Contributions
Last Ten Fiscal Years

	As of fiscal year ended June 30,	Actuarial Determined Contributions	Contributions in Relation to the Contractually Required Contribution	Contribution Deficiency (Excess)	Covered Payroll	Contributions as a Percentage of Covered Payroll
Noncontributory System	2018	$ 83,431	$ 83,431	$ -	$ 451,711	18.47%
	2019	214,893	214,893	-	1,165,396	18.44%
	2020	246,160	246,160	-	1,332,755	18.47%
	2021	253,244	253,244	-	1,371,109	18.47%
	2022	293,166	293,166	-	1,587,253	18.47%
Tier 2 Public Employees System*	2018	28,752	28,752	-	190,281	15.11%
	2019	103,052	103,052	-	663,143	15.54%
	2020	128,272	128,272	-	819,108	15.66%
	2021	142,376	142,376	-	901,108	15.80%
	2022	148,876	148,876	-	926,421	16.07%
Tier 2 Public Employees DC Only System*	2018	942	942	-	14,080	6.69%
	2019	5,844	5,844	-	87,351	6.69%
	2020	15,459	15,459	-	228,177	6.78%
	2021	24,831	24,831	-	369,975	6.71%
	2022	32,775	32,775	-	489,912	6.69%

Note:

This schedule usually covers the 10 most recent fiscal years; however, this is the information available as of the implementation year of GASB 68.

Contributions as a percentage of covered-employee payroll may be different than the Board certified rate due to rounding or other administrative issues.

* Contributions in Tier 2 include an amortization rate to help fund the unfunded liabilities in the Tier 1 systems. Tier 2 systems were created effective July 1, 2011.

MILLCREEK
Notes to the Required Supplementary Information
June 30, 2022

1. CHANGE IN ASSUMPTIONS

The investment return assumption was decreased by 0.10% to 6.85% for use in the January 1, 2021 actuarial valuation. This assumption change was based on analysis performed by the actuary and adopted by the Utah State Retirement Board. In aggregate, this assumption change resulted in $509 million increase in the Total Pension Liability, which is about 1.3% of the Total Pension Liability as of December 31, 2020 for all systems combined. The demographic assumptions were reviewed and updated in the January 1, 2020 actuarial valuation and are currently scheduled to be reviewed in the year 2023.

CERTIFIED PUBLIC ACCOUNTANTS

E. LYNN HANSEN, CPA
CLARKE R. BRADSHAW, CPA
GARY E. MALMROSE, CPA
EDWIN L. ERICKSON, CPA
MICHAEL L. SMITH, CPA
JASON L. TANNER, CPA
ROBERT D. WOOD, CPA
AARON R. HIXSON, CPA
TED C. GARDINER, CPA
JEFFREY B. MILES, CPA
SHAWN F. MARTIN, CPA

INDPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

Mayor and City Council
Millcreek, Utah

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and each major fund of Millcreek, Utah (the City), as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the City's basic financial statements and have issued our report thereon dated December 7, 2022.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered City's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over financial reporting was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over financial reporting that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

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Compliance and Other Matters

As part of obtaining reasonable assurance about whether the City's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards.*

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

HBME, LLC

December 7, 2022

CERTIFIED PUBLIC ACCOUNTANTS

E. LYNN HANSEN, CPA
CLARKE R. BRADSHAW, CPA
GARY E. MALMROSE, CPA
EDWIN L. ERICKSON, CPA
MICHAEL L. SMITH, CPA
JASON L. TANNER, CPA
ROBERT D. WOOD, CPA
AARON R. HIXSON, CPA
TED C. GARDINER, CPA
JEFFREY B. MILES, CPA
SHAWN F. MARTIN, CPA

INDEPENDENT AUDITOR'S REPORT IN ACCORDANCE WITH THE *STATE COMPLIANCE AUDIT GUIDE* ON COMPLIANCE WITH GENERAL STATE COMPLIANCE REQUIREMENTS, AND INTERNAL CONTROL OVER COMPLIANCE

Mayor and City Council
Millcreek, Utah

Report On Compliance with General State Compliance Requirements

We have audited Millcreek, Utah's (the City) compliance with general and major State program compliance requirements described in the *State Compliance Audit Guide* issued by the Office of the Utah State Auditor, that could have a direct and material effect on the City for the year ended June 30, 2022.

General state compliance requirements were tested for the year ended June 30, 2022 in the following areas:

Budgetary Compliance	Fund Balance
Fraud Risk Assessment	Restricted Taxes and Related Revenues
Government Fees	Cash Management

Management's Responsibility

Management is responsible for compliance with the general state requirements referred to above.

Auditor's Responsibility

Our responsibility is to express an opinion on the City's compliance based on our audit of the compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States; and the *State Compliance Audit Guide*. Those standards and the *State Compliance Audit Guide* require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the compliance requirements referred to above that could have a direct and material effect on the City occurred. An audit includes examining, on a test basis, evidence about the City's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

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We believe that our audit provides a reasonable basis for our opinion on compliance with general state compliance requirements. However, our audit does not provide a legal determination of the City's compliance.

Opinion on General State Compliance Requirements

In our opinion, Millcreek, Utah complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on the City for the year ended June 30, 2022.

Report on Internal Control Over Compliance

Management of the City is responsible for establishing and maintaining effective internal control over compliance with the compliance requirements referred to above. In planning and performing our audit of compliance, we considered the City's internal control over compliance with the state compliance requirements referred to above to determine the audit that are appropriate in the circumstances for the purpose of expressing our opinion on compliance with those state compliance requirements and to test and report on internal control over compliance in accordance with the *State Compliance Audit Guide*, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the City's internal control over compliance.

A *deficiency in internal control over compliance* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a state compliance requirement on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a state compliance requirement will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a state compliance requirement that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be deficiencies, significant deficiencies, or material weaknesses in internal control over compliance. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses may exist that have not been identified.

Purpose of Report

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control and compliance and the results of that testing based on the requirements of the *State Compliance Audit Guide*. Accordingly, this communication is not suitable for any other purpose.

HBME, LLC

December 7, 2022

MILLCREEK, UTAH
ORDINANCE NO. 22-49

AN ORDINANCE OF THE MILLCREEK COUNCIL ADOPTING MILLCREEK'S 2023 REGULAR MEETINGS SCHEDULE

WHEREAS, the Millcreek Council (the "*Council*") met in regular session on December 12, 2022, to consider, among other things, adopting Millcreek's 2023 regular meetings schedule; and

WHEREAS, Utah Code Ann. § 52-4-202(2) provides that any public body which holds regular meetings that are scheduled in advance over the course of a year shall give public notice at least once each year of its annual meeting schedule; and

WHEREAS, Utah Code Ann. § 10-3-502 provides that the council of each municipality shall, by ordinance, prescribe the time and place for holding its regular meetings which shall be held at least once each month.

NOW, THEREFORE, BE IT ORDAINED by the Council that the attached 2023 meeting schedule be adopted as the regular meetings schedule and the City Recorder is directed to give notice hereof as required by Utah Code Ann. § 52-4-202(2).

PASSED AND APPROVED this 12th day of December, 2022.

MILLCREEK COUNCIL

By:_____
Jeff Silvestrini, Mayor

ATTEST:

_____
Elyse Sullivan, City Recorder

Roll Call Vote:		
Silvestrini	Yes	No
Catten	Yes	No
DeSirant	Yes	No
Jackson	Yes	No
Uipi	Yes	No

CERTIFICATE OF POSTING

I, the duly appointed recorder for Millcreek, hereby certify that:
ORDINANCE 22-49: AN ORDINANCE OF THE MILLCREEK COUNCIL ADOPTING MILLCREEK'S 2023 REGULAR MEETINGS SCHEDULE
was passed and adopted the 12th day of December 2022 and certifies that copies of the foregoing Ordinance 22-49 were posted in the following locations within the municipality this ____ day of December, 2022.

1. Millcreek City Hall, 3330 S. 1300 E., Millcreek, UT 84106
2. Millcreek Community Center, 2266 E. Evergreen Ave., Millcreek, UT 84109
3. Holladay Lions Recreation Center, 1661 E. Murray Holladay Rd., Millcreek, UT 84117

_____
Elyse Sullivan, City Recorder

MILLCREEK MEETING SCHEDULE
2023

All Millcreek meetings and hearings are open to the public and held every month at City Hall, located at 3330 S. 1300 E., Millcreek, UT 84106, unless otherwise posted.

City Council

2nd & 4th Monday
Regular Meeting – 7:00 p.m.
Work Meeting – 5:00 p.m. (as needed)

Community Reinvestment Agency

2nd & 4th Monday (as needed, same dates as City Council)
Regular Meeting – 7:00 p.m., or as soon thereafter as the City Council meeting recesses/concludes

Meetings conflicting with holidays will be conducted the following Tuesday

January 9	**January 23**	**February 13**	**February 27**
March 13	**March 27**	**April 10**	**April 24**
May 8	**May 22**	**June 12**	**June 26**
July 10	**July 25** (Tuesday)	**August 14**	**August 28**
September 11	**September 25**	**October 9**	**October 23**
November 13	**November 27**	**December 11**	**December 18** (Third Monday)

Planning Commission

3rd Wednesday
Regular Meeting – 5:00 p.m.

January 18	**February 15**	**March 15**	**April 19**
May 17	**June 21**	**July 19**	**August 16**
September 20	**October 18**	**November 15**	**December 20**

Historic Preservation Commission

2nd Thursday (as needed)
Regular Meeting – 6:00 p.m.

January 12	**February 9**	**March 9**	**April 13**
May 11	**June 8**	**July 13**	**August 10**
September 14	**October 12**	**November 9**	**December 14**

Meeting dates and times are subject to change or cancellation.

In compliance with the Americans with Disabilities Act, individuals needing special accommodations during any meeting or hearing should notify City Hall, (801) 214-2700, at least two days prior to the meeting date.

MILLCREEK MEETING SCHEDULE
2023

All Millcreek meetings are open to the public and held at City Hall, located at 3330 S. 1300 E., Millcreek, UT 84106, unless otherwise posted.

Millcreek Community Foundation

2nd Monday in July
Annual Meeting – 7:00 p.m. (or as soon thereafter as the council meeting concludes)

July 10

Board of Canvassers

14 Days After Municipal Elections
Regular Meeting – 5:00 p.m.

August 29 (if needed)
November 21

Meeting dates and times are subject to change or cancellation.

In compliance with the Americans with Disabilities Act, individuals needing special accommodations during any meeting should notify City Hall, (801) 214-2700, at least two days prior to the meeting date.

MILLCREEK, UTAH
RESOLUTION NO. 22-35

A RESOLUTION RATIFYING, CONFIRMING, AND APPROVING AMENDMENT SIX, SEVEN, AND EIGHT TO THE COOPERATIVE AGREEMENT BY PUBLIC AGENCIES TO CREATE A NEW ENTITY, TO CONSOLIDATE LAW ENFORCEMENT SERVICE, AND PROVIDE RULES OF GOVERNANCE

WHEREAS, the Millcreek Council ("*Council*") met in regular session on December 12, 2022, to consider, among other things, ratifying, confirming, and approving amendment six, seven, and eight to the Cooperative Agreement by Public Agencies to Create a New Entity, to Consolidate Law Enforcement Service, and Provide Rules of Governance; and

WHEREAS, the Utah Interlocal Cooperative Act (UTAH CODE ANN. § 11-13-101, *et seq.*) (the "Act") provides that any two or more government entities are authorized to enter into agreements with each other to do what each agency is authorized by law to perform; and

WHEREAS, the Unified Police Department ("UPD") was formed pursuant to the Act by an Interlocal Cooperative Agreement by public agencies to create a new entity to consolidate law enforcement services and provide rules of governance ("Interlocal"); and

WHEREAS, the Interlocal provides, among other things, that it may be amended from time to time; and

WHEREAS, a Sixth, Seventh, and Eight Amendment to the Cooperative Agreement by Public Agencies to Create a New Entity, to Consolidate Law Enforcement Services, and Provide Rules of Governance ("Amendments to Interlocal"); and

WHEREAS, the City has failed to approve the Amendments to Interlocal and hereby determines to ratified and confirmed such amendments.

NOW, THEREFORE, BE IT RESOLVED that the Amendments to Interlocal are hereby ratified, confirmed, and approved and the Mayor and Recorder are hereby authorized and directed to execute and deliver the same.

This Resolution assigned No. 22-35, shall take effect immediately upon passage and acceptance as provided herein.

PASSED AND APPROVED by the Millcreek Council this 12th day of December, 2022.

MILLCREEK COUNCIL

_____

ATTEST: **Jeff Silvestrini,** Mayor

_____

Elyse Sullivan, City Recorder

Roll Call Vote:

Silvestrini	Yes	No
DeSirant	Yes	No
Jackson	Yes	No
Catten	Yes	No
Uipi	Yes	No

Sixth Amendment to the Cooperative Agreement by Public Agencies To Create a New Entity, to Consolidate Law Enforcement Service, and Provide Rules of Governance

THIS AMENDMENT is made and entered into this 19th day of April, 2018, by and between **SALT LAKE COUNTY**, a body corporate and politic (the "*County*"), **CITY OF HOLLADAY**, a municipal corporation and political subdivision of the State of Utah ("*Holladay*"), **RIVERTON CITY**, a municipal corporation and political subdivision of the State of Utah ("*Riverton*"), **HERRIMAN CITY**, a municipal corporation and political subdivision of the State of Utah ("*Herriman*"), and **MIDVALE CITY**, a municipal corporation and political subdivision of the State of Utah (*"Midvale"*), **TAYLORSVILLE CITY**, a municipal corporation and political subdivision of the State of Utah (*"Taylorsville"*), **MILLCREEK**, a Utah municipal corporation and political subdivision of the State of Utah ("*Millcreek"*), the **KEARNS METRO TOWNSHIP**, a municipal corporation and political subdivision of the State of Utah ("*Kearns*"), the **MAGNA METRO TOWNSHIP**, a municipal corporation and political subdivision of the State of Utah ("*Magna*"), the **COPPERTON METRO TOWNSHIP**, a municipal corporation and political subdivision of the State of Utah ("*Copperton*"), the **WHITE CITY METRO TOWNSHIP**, a municipal corporation and political subdivision of the State of Utah (*"White City"),* **EMIGRATION METRO TOWNSHIP,** a municipal corporation and political subdivision of the State of Utah ("*Emigration*"), and the **SALT LAKE VALLEY LAW ENFORCEMENT SERVICE AREA**, a service area and political subdivision of the State of Utah (*"SLVLESA"*), the **RIVERTON LAW ENFORCEMENT SERVICE AREA** a service area and political subdivision of the State of Utah (*"RLESA"*), and the **HERRIMAN LAW ENFORCEMENT SERVICE AREA,** a service area and political subdivision of the State of Utah (*"HLESA"*). In this Amendment, Holladay, Riverton, Herriman, Midvale and Millcreek are collectively referred to as the *"Cities"* or individually as the *"City*," the Kearns, Magna, Copperton, White City and Emigration Metro Townships are collectively referred to as Townships or individually referred to as Township and the County, SLVLESA, and all of the above cities and townships collectively referred to as the "*Members.*"

R E C I T A L S :

Whereas, Members of the UPD desire to provide for a provision to allow the Salt Lake County Mayor to fill a vacancy in his position on the UPD Board, should he remain in office but not wish to serve on the UPD Board.

NOW, THEREFORE, in consideration of the promises, the mutual covenants and undertakings of the Members, the receipt and sufficiency of which is hereby acknowledged, and in compliance with and pursuant to the provisions of the Interlocal Cooperation Act, the Members hereby agree as follows:

1. **Board Membership.** Board Membership shall include the Salt Lake County Mayor and a member of the Salt Lake County Council. In the event the County Mayor cannot serve on the Board but remains in office, the County Mayor shall designate a person to serve for the

remainder of his term. The person may be another county wide elected official, County Council member or senior member of the Mayor's staff, such as the deputy mayor, to serve on the Board, whose term shall coincide with the remaining term of the County Mayor.

3. **Operational Effective Date**. The Operational Effective Date shall be effective immediately upon approval by the Board.

4. **Operation of UPD Formation Interlocal Agreement.** All other terms and conditions of the UPD Formation Interlocal Agreement not amended hereby shall remain in full force and effect.

IN WITNESS WHEREOF, each of the Cities and Townships, by resolution duly adopted by its city or township council, a certified copy of which is attached hereto, caused this Agreement to be signed by its mayor or chair and attested by its recorder, the County, by resolution duly adopted by its council, a certified copy of which is attached hereto, caused this Agreement to be signed by its mayor or designee and attested by the County Clerk, and SLVLESA, by resolution duly adopted by its Board of Trustees, a certified copy of which is attached hereto, caused this Agreement to be signed by its Chair and attested by its clerk.

ATTEST:

_____
Clerk
Date signed: _____

SALT LAKE COUNTY

By: _____
BEN MCADAMS, Mayor
Date signed: _____

ATTEST:

_____
Clerk
Date signed: _____

SALT LAKE VALLEY LAW ENFORCEMENT SERVICE AREA

By: _____
JIM BRADLEY, Chair
Date signed: _____

ATTEST:

_____
Stephanie Carlson, City Recorder
Date signed:_____

CITY OF HOLLADAY

By:_____
ROBERT M. DAHLE, Mayor
Date signed:_____

ATTEST:

_____
Virginia Loader, City Recorder
Date signed:_____

RIVERTON CITY

By:_____
TRENT STAGGS, Mayor
Date signed:_____

ATTEST:

_____
Jackie Nostrom, City Recorder
Date signed:_____

HERRIMAN CITY

By:_____
DAVID WATTS, Mayor
Date signed:_____

ATTEST:

_____
Rori Andreason, City Recorder
Date signed:_____

MIDVALE CITY

By:_____
ROBERT M. HALE, Mayor
Date signed:_____

ATTEST:

_____
Elyse Greiner, City Recorder
Date signed:_____

MILLCREEK,
a Utah Municipal Corporation

By:_____
JEFF SILVESTRINI, Mayor
Date signed:_____

ATTEST:

_____
Cheryl Cottle, City Recorder
Date signed:_____

TAYLORSVILLE CITY

By:_____
KRISTIE S. OVERSON, Mayor
Date signed:_____

APPROVED AS TO FORM:

_____
David Church, Counsel
Date signed:_____

KEARNS METRO TOWNSHIP

By:_____
KELLY BUSH, Chair
Date signed:_____

APPROVED AS TO FORM:

_____
Paul Ashton, Counsel
Date signed:_____

MAGNA METRO TOWNSHIP

By:_____
DAN PEAY, Chair
Date signed:_____

APPROVED AS TO FORM:

_____
David Hartvigsen, Counsel
Date signed:_____

COPPERTON METRO TOWNSHIP

By:_____
SEAN CLAYTON, Chair
Date signed:_____

APPROVED AS TO FORM:

_____
Paul Ashton, Counsel
Date signed:_____

WHITE CITY METRO TOWNSHIP

By:_____
PAULINA FLINT, Chair
Date signed:_____

APPROVED AS TO FORM:

_____
David Church, Counsel
Date signed:_____

EMIGRATION METRO TOWNSHIP

By:_____
JOE SMOLKA, Chair
Date signed:_____

ATTEST:

_____
Hillary Davis, Clerk
Date signed:_____

UNIFIED POLICE DEPARTMENT

By:_____
ROSIE RIVERA, Chief Executive Officer
Date signed:_____

APPROVED IN ACCORDANCE WITH *UTAH CODE ANN.* § 11-13-202.5

SALT LAKE DISTRICT ATTORNEY
SIMARJIT S. GILL (for the County)

By _____
Deputy District Attorney
Date Signed:_____

SALT LAKE VALLEY
LAW ENFORCEMENT SERVICE AREA

By: _____
KARL HENDRICKSON, Legal Counsel
Date signed: _____

HOLLADAY CITY ATTORNEY

By:_____
TODD GODFREY, City Attorney
Date Signed:_____

RIVERTON CITY ATTORNEY

By:_____
RYAN B. CARTER, City Attorney
Date Signed:_____

HERRIMAN CITY ATTORNEY

By:_____
JOHN N. BREMS, City Attorney
Date Signed:_____

MIDVALE CITY ATTORNEY

By:_____
LISA GARNER, City Attorney
Date Signed:_____

MILLCREEK ATTORNEY

By:_____
JOHN N. BREMS, City Attorney
Date Signed:_____

TAYLORSVILLE CITY ATTORNEY

By: _____
TRACY COWDELL, Chief Legal Counsel
Date Signed: _____

UNIFIED POLICE DEPARTMENT

By: _____
HARRY H. SOUVALL, Chief Legal Counsel
Date Signed: _____

UNIFIED POLICE DEPARTMENT
BOARD MEETING
APRIL 19TH, 2018

REQUEST:	**Amend the UPD Interlocal – Sixth Amendment**
APPLICANT:	Harry Souvall, Chief Legal Counsel
FISCAL IMPACT:	N/A

NOTICES:
-Posted at SOB
-Posted on State webpage
-E-mailed to newspapers

PREPARED BY:
Harry Souvall
Legal Counsel

APPROVED BY:
Sheriff Rosie Rivera

RECOMMENDATION: Approve the proposed Amendment to the Unified Police Department Interlocal Agreement.

BACKGROUND:

The attached Amendment will specifically authorize the Salt Lake County Mayor to appoint a replacement to fill a vacancy in his/her seat should the mayor choose not to serve on the board but remain in office. This provision allows the Mayor broad discretion to appoint another county wide elected official, council member or senior member of his/her administration. This provision is consistent with the position of Salt Lake County that only the Mayor can appoint a replacement upon a vacancy. The current provision is unclear as to how to fill a vacancy in the position on the board designated for the Salt Lake County Mayor. Because this amendment is not related to admission of new members, it will require a two-thirds vote of the board to be effective.

UNIFIED POLICE DEPARTMENT

Resolution No. 4 of 2018

SIXTH AMENDMENT TO THE UPD FORMATION INTERLOCAL AGREEMENT

BOARD OF DIRECTORS
UNIFIED POLICE DEPARTMENT

By: _____
Jeff Silvestrini, Chair

ATTEST:

_____
Clerk, Unified Police Department

VOTING

Director Bradley voting	Aye
Director Brems voting	Aye
Director Cutler voting	Aye
Director Dahle voting	Aye
Director Hale voting	Aye
Director Henderson voting	Aye
Director Litvack voting	Aye
Director Overson voting	Aye
Director Pazell voting	Aye
Director Peterson voting	Aye
Director Prokopis voting	Aye
Director Silvestrini voting	Aye
Director Staggs voting	Aye

Seventh Amendment to the Cooperative Agreement by Public Agencies To Create a New Entity, to Consolidate Law Enforcement Service, and Provide Rules of Governance

THIS AMENDMENT is made and entered into this 4th day of June, 2019, by and between **SALT LAKE COUNTY**, a body corporate and politic (the "*County*"), **CITY OF HOLLADAY**, a municipal corporation and political subdivision of the State of Utah ("*Holladay*"), **RIVERTON CITY**, a municipal corporation and political subdivision of the State of Utah ("*Riverton*"), and **MIDVALE CITY**, a municipal corporation and political subdivision of the State of Utah (*"Midvale"*), **TAYLORSVILLE CITY**, a municipal corporation and political subdivision of the State of Utah (*"Taylorsville"*), **MILLCREEK**, a Utah municipal corporation and political subdivision of the State of Utah ("*Millcreek"*), the **KEARNS METRO TOWNSHIP**, a municipal corporation and political subdivision of the State of Utah ("*Kearns*"), the **MAGNA METRO TOWNSHIP**, a municipal corporation and political subdivision of the State of Utah ("*Magna*"), the **COPPERTON METRO TOWNSHIP**, a municipal corporation and political subdivision of the State of Utah ("*Copperton*"), the **WHITE CITY METRO TOWNSHIP**, a municipal corporation and political subdivision of the State of Utah (*"White City"),* **EMIGRATION METRO TOWNSHIP,** a municipal corporation and political subdivision of the State of Utah ("*Emigration*"), and the **SALT LAKE VALLEY LAW ENFORCEMENT SERVICE AREA**, a service area and political subdivision of the State of Utah (*"SLVLESA"*), the **RIVERTON LAW ENFORCEMENT SERVICE AREA** a service area and political subdivision of the State of Utah (*"RLESA"*). In this Amendment, Holladay, Riverton, Herriman, Midvale and Millcreek are collectively referred to as the "*Cities"* or individually as the *"City,"* the Kearns, Magna, Copperton, White City and Emigration Metro Townships are collectively referred to as Townships or individually referred to as Township and the County, SLVLESA, and all of the above cities and townships collectively referred to as the "*Members.*"

RECITALS:

Whereas, Members of the UPD desire to allow voting by alternate representatives designated on behalf of their entities when the named board member cannot attend so that the Member does not lose its voice in matters coming before the board.

NOW, THEREFORE, in consideration of the promises, the mutual covenants and undertakings of the Members, the receipt and sufficiency of which is hereby acknowledged, and in compliance with and pursuant to the provisions of the Interlocal Cooperation Act, the Members hereby agree as follows:

1. **Alternate Board Representative**: The Member may also designate in writing up to two alternate representatives, ranked in order, who also must be the Mayor, City Council member, board member, chief executive officer or senior level manager of the Member. The Member representative or alternate representative will attend,

participate and vote on matters coming before the Board of Trustees on behalf of the Member.

2. **Board Membership.** Members may use an alternate no more than two times per fiscal year.

3. **Operational Effective Date**. The Operational Effective Date shall be effective immediately upon approval by the Board.

4. **Operation of UPD Formation Interlocal Agreement.** All other terms and conditions of the UPD Formation Interlocal Agreement not amended hereby shall remain in full force and effect.

IN WITNESS WHEREOF, each of the Cities and Townships, by resolution duly adopted by its city or township council, a certified copy of which is attached hereto, caused this Agreement to be signed by its mayor or chair and attested by its recorder, the County, by resolution duly adopted by its council, a certified copy of which is attached hereto, caused this Agreement to be signed by its mayor or designee and attested by the County Clerk, and SLVLESA, by resolution duly adopted by its Board of Trustees, a certified copy of which is attached hereto, caused this Agreement to be signed by its Chair and attested by its clerk.

ATTEST:

_____
Clerk
Date signed: _____

SALT LAKE COUNTY

By: _____
JENNY WILSON, Mayor
Date signed: _____

ATTEST:

_____
Clerk
Date signed: _____

SALT LAKE VALLEY LAW ENFORCEMENT SERVICE AREA

By: _____
JIM BRADLEY, Chair
Date signed: _____

ATTEST:

_____
Stephanie Carlson, City Recorder
Date signed:_____

CITY OF HOLLADAY

By:_____
ROBERT M. DAHLE, Mayor
Date signed:_____

ATTEST:

_____
Virginia Loader, City Recorder
Date signed:_____

RIVERTON CITY

By:_____
TRENT STAGGS, Mayor
Date signed:_____

ATTEST:

_____
Rori Andreason, City Recorder
Date signed:_____

MIDVALE CITY

By:_____
ROBERT M. HALE, Mayor
Date signed:_____

ATTEST:

_____
Elyse Greiner, City Recorder
Date signed:_____

MILLCREEK,
a Utah Municipal Corporation

By:_____
JEFF SILVESTRINI, Mayor
Date signed:_____

ATTEST:

_____
Cheryl Cottle, City Recorder
Date signed:_____

TAYLORSVILLE CITY

By:_____
KRISTIE S. OVERSON, Mayor
Date signed:_____

APPROVED AS TO FORM:

_____
Legal Counsel
Date signed:_____

KEARNS METRO TOWNSHIP

By:_____
KELLY BUSH, Chair
Date signed:_____

APPROVED AS TO FORM:

_____
Legal Counsel
Date signed:_____

MAGNA METRO TOWNSHIP

By:_____
DAN PEAY, Chair
Date signed:_____

APPROVED AS TO FORM:

_____
Legal Counsel
Date signed:_____

COPPERTON METRO TOWNSHIP

By:_____
SEAN CLAYTON, Chair
Date signed:_____

APPROVED AS TO FORM:

_____
Legal Counsel
Date signed:_____

WHITE CITY METRO TOWNSHIP

By:_____
PAULINA FLINT, Chair
Date signed:_____

APPROVED AS TO FORM:

_____
Legal Counsel
Date signed:_____

EMIGRATION METRO TOWNSHIP

By:_____
JOE SMOLKA, Chair
Date signed:_____

ATTEST:

_____
Harmony McQueen, Clerk
Date signed: 8-10-2020

UNIFIED POLICE DEPARTMENT

By: Rosie Rivera
ROSIE RIVERA, Chief Executive Officer
Date signed: 8-10-2020

APPROVED IN ACCORDANCE WITH *UTAH CODE ANN.* § 11-13-202.5

SALT LAKE DISTRICT ATTORNEY
SIMARJIT S. GILL (for the County)

By _____
Deputy District Attorney
Date Signed:_____

SALT LAKE VALLEY
LAW ENFORCEMENT SERVICE AREA

By: _____
FRANK NAKAMURA, Legal Counsel
Date signed: _____

HOLLADAY CITY ATTORNEY

By:_____
TODD GODFREY, City Attorney
Date Signed:_____

RIVERTON CITY ATTORNEY

By:_____
RYAN B. CARTER, City Attorney
Date Signed:_____

MIDVALE CITY ATTORNEY

By:_____
LISA GARNER, City Attorney
Date Signed:_____

MILLCREEK ATTORNEY

By:_____
JOHN N. BREMS, City Attorney
Date Signed:_____

TAYLORSVILLE CITY ATTORNEY

By: _____
TRACY COWDELL, Chief Legal Counsel
Date Signed: _____

UNIFIED POLICE DEPARTMENT

By: _____
HARRY H. SOUVALL, Chief Legal Counsel
Date Signed: 8-10-2020

UNIFIED POLICE DEPARTMENT

Resolution No. 19-06-01 of 2019

SEVENTH AMENDMENT TO INTERLOCAL

PREAMBLE

WHEREAS, the UPD Board wishes to allow designation of an alternate for voting in the event of a board member's absence,

WHEREAS, the alternate will be allowed to attend and vote for said absent board member during the UPD Board Meeting,

WHEREAS, a board member may designate an alternate no more than two times per fiscal year,

WHEREAS, the alternate shall be another elected official, council member, or deputy mayor from that board member's city or township,

WHEREAS, the seventh amendment is attached and incorporated in this resolution.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Unified Police Department, that:

1. The Board wishes to approve the attached seventh amendment to the UPD Interlocal, effective immediately.

APPROVED AND ADOPTED this 4th day of June, 2019.

[THE REMAINDER OF THIS PAGE HAS INTENTIONALLY BEEN LEFT BLANK]

UNIFIED POLICE DEPARTMENT

Resolution No. 19-06-01 of 2019

SEVENTH AMENDMENT TO INTERLOCAL

BOARD OF DIRECTORS
UNIFIED POLICE DEPARTMENT

By: _____
Steve Prokopis, Chair

ATTEST:

_____
Clerk, Unified Police Department

VOTING

Director Bradley voting	aye
Director Brems voting	aye
Director Cutler voting	aye
Director Dahle voting	aye
Director Hale voting	absent
Director Litvack voting	aye
Director Overson voting	aye
Director Pazell voting	aye (phone)
Director Peterson voting	aye
Director Silvestrini voting	aye
Director Staggs voting	absent

Eighth Amendment to the Cooperative Agreement by Public Agencies To Create a New Entity, to Consolidate Law Enforcement Service, and Provide Rules of Governance

THIS AMENDMENT is made and entered into this 18 day of June, 2020, by and between **SALT LAKE COUNTY**, a body corporate and politic (the "*County*"), **CITY OF HOLLADAY**, a municipal corporation and political subdivision of the State of Utah ("*Holladay*"), **MIDVALE CITY**, a municipal corporation and political subdivision of the State of Utah ("*Midvale*"), **TAYLORSVILLE CITY**, a municipal corporation and political subdivision of the State of Utah ("*Taylorsville*"), **MILLCREEK**, a Utah municipal corporation and political subdivision of the State of Utah ("*Millcreek*"), the **KEARNS METRO TOWNSHIP**, a municipal corporation and political subdivision of the State of Utah ("*Kearns*"), the **MAGNA METRO TOWNSHIP**, a municipal corporation and political subdivision of the State of Utah ("*Magna*"), the **COPPERTON METRO TOWNSHIP**, a municipal corporation and political subdivision of the State of Utah ("*Copperton*"), the **WHITE CITY METRO TOWNSHIP**, a municipal corporation and political subdivision of the State of Utah ("*White City*"), **EMIGRATION METRO TOWNSHIP,** a municipal corporation and political subdivision of the State of Utah ("*Emigration*"), the **TOWN OF BRIGHTON**, an incorporated town and political subdivision of the State of Utah ("*Brighton*"), and the **SALT LAKE VALLEY LAW ENFORCEMENT SERVICE AREA**, a service area and political subdivision of the State of Utah ("*SLVLESA*"). In this Amendment, Holladay, Midvale and Millcreek are collectively referred to as the "*Cities*" or individually as the "*City,*" the Kearns, Magna, Copperton, White City, Emigration Metro Townships, are collectively referred to as Townships or individually referred to as Township, the Town of Brighton is referred to as "town" and the County, SLVLESA, and all of the above cities, town and townships collectively referred to as the "*Members.*"

RECITALS:

Whereas, Members of the UPD desire to allow weighted voting on certain budgetary matters when called for by at least two members of the UPD Board.

NOW, THEREFORE, in consideration of the promises, the mutual covenants and undertakings of the Members, the receipt and sufficiency of which is hereby acknowledged, and in compliance with and pursuant to the provisions of the Interlocal Cooperation Act, the Members hereby agree as follows:

1. **Weighted Voting.**

Article 6(a) of the UPD Interlocal is amended as follows:

i. For all matters related to the governance of the UPD, each Board Member

will be entitled to one vote on the Board and matters, unless otherwise specifically stated herein, will be passed by a vote of a majority of the Board at a duly noticed meeting; i.e., a majority vote of a quorum of the Board Members present at the particular meeting.

ii. In regards to any proposed vote of the Board, to be taken pursuant to subsection (b)(i) above, to adopt a fiscal year's tentative or final budget, or to adopt any budget amendment, any two Board Members representing separate Parties may call for a "weighted vote," at which time, after an opportunity for discussion and deliberation by the Board, a vote will be taken on such issue based upon a weighted voting system with the weight of each Board Member's vote being determined as follows:

1. A "Member Fee Percentage" will be calculated by computing the percentage each Party is paying for the UPD's services in comparison to the total of all Member Fees. SLVLESA will not be considered a Party for this calculation as its Member Fee in comparison to the total of all Member Fees will be allocated among its member entities in proportion to each Party's taxable value for that fiscal year as calculated by the Utah State Tax Commission.
2. A "Population Percentage" will be calculated by comparing a Party's population to the total population of the communities served by the UPD, using the most recently available census data, as updated by the Kem C. Gardner Policy Institute or other agency subsequently designated by the State of Utah for population estimates. Salt Lake County's Population Percentage will be based upon the population of the unincorporated areas of Salt Lake County.
3. Each Party's Member Fee Percentage and its Population Percentage will then be averaged (i.e. 50 percent allocation by Member Fee Percentage and 50% by

Population Percentage) to create the final "Weighted Voting Percentage" for that Party.

4. The County's Weighted Voting Percentage will be divided and allocated equally to each of the County's Board Members for the purposes of a weighted vote. In no event will the total percentage of weighted voting allocated to the County Board Members exceed the County's Weighted Voting Percentage.
5. An example of this calculation as it would occur as of January 1, 2020 is attached hereto as Exhibit "A" with the calculation of the Member Fee Percentage shown in Table 1, the SLVLESA Member Fee Breakdown is Table 2, Population Percentage shown in Table 3, and the Weighted Voting Percentage shown in Table 4.
6. When weighted voting is requested under this paragraph, approval of the budget or amendment will pass with an affirmative vote of the sixty percent (60%) majority of the weighted vote, i.e. a vote that equals or exceed sixty percent of the total weighted vote of all Board Members rather than a majority of a quorum of the Board Members present at the particular meeting.

2. **Operational Effective Date**. The Operational Effective Date shall be effective immediately upon approval by the Board.

3. **Operation of UPD Formation Interlocal Agreement.** All other terms and conditions of the UPD Formation Interlocal Agreement not amended hereby shall remain in full force and effect.

IN WITNESS WHEREOF, each of the Cities and Townships, by resolution duly adopted by its city or township council, a certified copy of which is attached hereto, caused this Agreement to be signed by its mayor or chair and attested by its recorder, the County, by resolution duly adopted by its council, a certified copy of which is attached hereto, caused this Agreement to be signed by its mayor or designee and attested by the County Clerk, and SLVLESA, by resolution duly adopted by its Board of Trustees, a certified copy of which is attached hereto, caused this Agreement to be signed by its Chair and attested by its clerk.

ATTEST:

_____
Clerk
Date signed: _____

SALT LAKE COUNTY

By: _____
JENNY WILSON, Mayor
Date signed: _____

ATTEST:

_____
Clerk
Date signed: _____

SALT LAKE VALLEY LAW ENFORCEMENT SERVICE AREA

By: _____
JIM BRADLEY, Chair
Date signed: _____

ATTEST:

_____
Stephanie Carlson, City Recorder
Date signed: _____

CITY OF HOLLADAY

By: _____
ROBERT M. DAHLE, Mayor
Date signed: _____

ATTEST:

_____
Legal Counsel
Date signed: _____

TOWN OF BRIGHTON

By: _____
DAN KNOPP, Mayor
Date signed: _____

ATTEST:

_____
Rori Andreason, City Recorder
Date signed: _____

ATTEST:

_____
Elyse Greiner, City Recorder
Date signed: _____

ATTEST:

_____
Cheryl Cottle, City Recorder
Date signed: _____

APPROVED AS TO FORM:

_____
Legal Counsel
Date signed: _____

APPROVED AS TO FORM:

_____
Legal Counsel
Date signed: _____

APPROVED AS TO FORM:

_____
Legal Counsel
Date signed: _____

MIDVALE CITY

By: _____
ROBERT M. HALE, Mayor
Date signed: _____

MILLCREEK,
a Utah Municipal Corporation

By: _____
JEFF SILVESTRINI, Mayor
Date signed: _____

TAYLORSVILLE CITY

By: _____
KRISTIE S. OVERSON, Mayor
Date signed: _____

KEARNS METRO TOWNSHIP

By: _____
KELLY BUSH, Chair
Date signed: _____

MAGNA METRO TOWNSHIP

By: _____
DAN PEAY, Chair
Date signed: _____

COPPERTON METRO TOWNSHIP

By: _____
SEAN CLAYTON, Chair
Date signed: _____

APPROVED AS TO FORM:

_____
Legal Counsel
Date signed: _____

APPROVED AS TO FORM:

_____
Legal Counsel
Date signed: _____

ATTEST:

_____
Harmony McQueen, Clerk
Date signed: June 18, 2020

WHITE CITY METRO TOWNSHIP

By: _____
PAULINA FLINT, Chair
Date signed: _____

EMIGRATION METRO TOWNSHIP

By: _____
JOE SMOLKA, Chair
Date signed: _____

UNIFIED POLICE DEPARTMENT

By: Rosie Rivera
ROSIE RIVERA, Chief Executive Officer
Date signed: June 18, 2020

APPROVED IN ACCORDANCE WITH *UTAH CODE ANN.* § 11-13-202.5

SALT LAKE DISTRICT ATTORNEY
SIMARJIT S. GILL (for the County)

By _____
Deputy District Attorney
Date Signed: _____

SALT LAKE VALLEY
LAW ENFORCEMENT SERVICE AREA

By: _____
FRANK NAKAMURA, Legal Counsel
Date signed: _____

HOLLADAY CITY ATTORNEY

By: _____
TODD GODFREY, City Attorney
Date Signed: _____

TOWN OF BRIGHTON ATTORNEY

By: _____
_____, Attorney
Date Signed: _____

MIDVALE CITY ATTORNEY

By: _____
LISA GARNER, City Attorney
Date Signed: _____

MILLCREEK ATTORNEY

By: _____
JOHN N. BREMS, City Attorney
Date Signed: _____

TAYLORSVILLE CITY ATTORNEY

By: _____
TRACY COWDELL, Chief Legal Counsel
Date Signed: _____

UNIFIED POLICE DEPARTMENT

By: _____
HARRY H. SOUVALL, Chief Legal Counsel
Date Signed: 6-18-20

EXHIBIT "A"

Table 1 - Member Fee Percentage

Member	Member fee to UPD	% of Funding
Holladay City	4,847,618	7.36%
Midvale City	8,626,752	13.10%
Millcreek City	10,761,278	16.34%
Salt Lake County	14,736,752	22.38%
SLVLESA	16,739,209	25.42%
Taylorsville City	10,147,700	15.41%
Total	65,859,309	100.00%

TABLE 2 - SLVLESA Member Fee Breakdown

Municipality	2017 Values	% for 2017	Member Fee
Brighton*	463,276,033	5.97%	1.52%
Copperton Metro Tow	56,227,710	0.72%	0.18%
Emigration Metro Tow	408,905,869	5.27%	1.34%
Kearns Metro Townshi	2,055,731,007	26.49%	6.73%
Magna Metro Townshi	1,767,909,935	22.78%	5.79%
Salt Lake County Uninc	2,622,662,452	33.79%	8.59%
White City Metro Tow	386,607,609	4.98%	1.27%
Total	7,761,320,615	100.00%	25.42%

* For Brighton we have used Big Cottonwood Canyon Unincorporated 2017 Value

Table 3 - Population Percentage		
Municipality	Population	% of Total
Brighton	260	0.10%
Copperton Metro Township	686	0.25%
Emigration Metro Township	1,772	0.65%
Holladay City	30,709	11.34%
Kearns Metro Township	39,942	14.75%
Magna Metro Township	28,398	10.49%
Midvale City	33,208	12.26%
Millcreek City	60,192	22.23%
Taylorsville City	59,992	22.15%
Salt Lake County Unincorporated	9,749	3.60%
White City Metro Township	5,919	2.19%
Total	270,827	100.00%

Source: 2017 Census Bureau & 2017 Data from SL County (Jarom Zenger)

Table 4 - Weighted Voting Percentage			
Member	Member Fee	Population	Weighted Vote
Brighton	1.52%	0.10%	0.81%
Copperton Metro Township	0.18%	0.25%	0.22%
Emigration Metro Township	1.34%	0.65%	1.00%
Holladay City	7.36%	11.34%	9.35%
Kearns Metro Township	6.73%	14.75%	10.74%
Magna Metro Township	5.79%	10.49%	8.14%
Midvale City	13.10%	12.26%	12.68%
Millcreek City	16.34%	22.23%	19.28%
Taylorsville City	15.41%	22.15%	18.78%
Salt Lake County	30.96%	3.60%	17.28%
White City Metro Township	1.27%	2.19%	1.73%
Total	100.00%	100.00%	100.00%

EXHIBIT "A"

Table 1 - Member Fee Percentage

Member	Member fee to UPD	% of Funding
Holladay City	4,847,618	7.36%
Midvale City	8,626,752	13.10%
Millcreek City	10,761,278	16.34%
Salt Lake County	14,736,752	22.38%
SLVLESA	16,739,209	25.42%
Taylorsville City	10,147,700	15.41%
Total	65,859,309	100.00%

TABLE 2 - SLVLESA Member Fee Breakdown

Municipality	2017 Values	% for 2017	Member Fee
Brighton*	463,276,033	5.97%	1.52%
Copperton Metro Tow	56,227,710	0.72%	0.18%
Emigration Metro Tow	408,905,869	5.27%	1.34%
Kearns Metro Townshi	2,055,731,007	26.49%	6.73%
Magna Metro Townshi	1,767,909,935	22.78%	5.79%
Salt Lake County Uninc	2,622,662,452	33.79%	8.59%
White City Metro Tow	386,607,609	4.98%	1.27%
Total	7,761,320,615	100.00%	25.42%

* For Brighton we have used Big Cottonwood Canyon Unincorporated 2017 Value

Table 3 - Population Percentage		
Municipality	Population	% of Total
Brighton	260	0.10%
Copperton Metro Township	686	0.25%
Emigration Metro Township	1,772	0.65%
Holladay City	30,709	11.34%
Kearns Metro Township	39,942	14.75%
Magna Metro Township	28,398	10.49%
Midvale City	33,208	12.26%
Millcreek City	60,192	22.23%
Taylorsville City	59,992	22.15%
Salt Lake County Unincorporated	9,749	3.60%
White City Metro Township	5,919	2.19%
Total	270,827	100.00%

Source: 2017 Census Bureau & 2017 Data from SL County (Jarom Zenger)

Table 4 - Weighted Voting Percentage			
Member	Member Fee	Population	Weighted Vote
Brighton	1.52%	0.10%	0.81%
Copperton Metro Township	0.18%	0.25%	0.22%
Emigration Metro Township	1.34%	0.65%	1.00%
Holladay City	7.36%	11.34%	9.35%
Kearns Metro Township	6.73%	14.75%	10.74%
Magna Metro Township	5.79%	10.49%	8.14%
Midvale City	13.10%	12.26%	12.68%
Millcreek City	16.34%	22.23%	19.28%
Taylorsville City	15.41%	22.15%	18.78%
Salt Lake County	30.96%	3.60%	17.28%
White City Metro Township	1.27%	2.19%	1.73%
Total	100.00%	100.00%	100.00%

UNIFIED POLICE DEPARTMENT
BOARD MEETING
JUNE 18TH, 2020

REQUEST:	**Eighth Amendment to the UPD Formation Interlocal Agreement**
APPLICANT:	Harry Souvall, Chief Legal Counsel
FISCAL IMPACT:	n/a

NOTICES:
-Posted at SOB
-Posted on State webpage
-E-mailed to newspapers

PREPARED BY: Harry Souvall Chief Legal Counsel
APPROVED BY: **Sheriff Rosie Rivera**

RECOMMENDATION: Approve the proposed amendment to the Unified Police Department Interlocal Agreement.

BACKGROUND: The attached amendment will add weighted voting to the Unified Police Department Interlocal Agreement. This proposed amendment has changed the weighted voting percentage to 60 percent of pass a final budget. This must be passed by 2/3 of the UPD Board in order to be approved.

UNIFIED POLICE DEPARTMENT

Resolution No. 20-06-07 of 2020

EIGHTH AMENDMENT TO THE UPD FORMATION INTERLOCAL AGREEMENT

PREAMBLE

WHEREAS, the UPD Board of Directors votes and approves an annual budget and budget amendments; and

WHEREAS, the UPD Board wishes to allow weighted voting on certain budgetary issues, and;

WHEREAS, weighted voting would be implemented upon the request of two members on budgetary matters; and;

WHEREAS, the UPD Board has raised the budgetary weighted vote percentage to allow for broader based support for the passage of any budget, and;

WHEREAS, the Eighth Amendment is attached and incorporated in this resolution.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Unified Police Department, that:

1. The Board wishes to approve the attached eighth amendment to the UPD Interlocal, effective immediately.

APPROVED AND ADOPTED this 18 day of June, 2020.

UNIFIED POLICE DEPARTMENT

Resolution No. 20-06-07 of 2020

EIGHTH AMENDMENT TO THE UPD FORMATION INTERLOCAL AGREEMENT

BOARD OF DIRECTORS
UNIFIED POLICE DEPARTMENT

By: _____
Robert Hale, Chair

ATTEST:

_____
Clerk, Unified Police Department

VOTING

Director Bradley voting	aye
Director Brems voting	aye
Director Dahle voting	aye
Director Flint voting	aye
Director Hale voting	aye
Director Keigley voting	aye
Director Litvack voting	aye
Director Overson voting	aye
Director Pazell voting	aye
Director Peterson voting	no
Director Prokopis voting	aye
Director Silvestrini voting	aye