

**CITY OF SOUTH JORDAN  
CITY COUNCIL MEETING AGENDA  
CITY COUNCIL CHAMBERS  
TUESDAY, SEPTEMBER 03, 2024 at 6:30 p.m.**



Notice is hereby given that the South Jordan City Council will hold a meeting at 6:30 p.m. on Tuesday, September 3, 2024. The meeting will be conducted in person in the City Council Chambers, located at 1600 W. Towne Center Drive, South Jordan, Utah, and virtually via Zoom phone and video conferencing.

Persons with disabilities requesting assistance should contact the City Recorder at least 24 hours prior to the meeting. The agenda may be amended, and an executive session may be held at the end of the meeting. Times listed are approximate and may be accelerated or delayed.

In addition to in-person attendance, individuals may join virtually using Zoom. Attendees joining virtually may not comment during public comment; virtual participants may only comment on items scheduled for a public hearing. Video must be enabled during the public hearing period. Attendees wishing to present photos or documents to the City Council must attend in person.

If the meeting is disrupted in any way deemed inappropriate by the City, the City reserves the right to immediately remove the individual(s) from the meeting and, if necessary, end virtual access to the meeting. Reasons for removal or ending virtual access include, but are not limited to, posting offensive pictures or remarks, making disrespectful statements or actions, and other actions deemed inappropriate.

The ability to participate virtually depends on the individual's internet connection. To ensure that comments are received regardless of technical issues, please submit them in writing to City Recorder Anna Crookston at [acrookston@sjc.utah.gov](mailto:acrookston@sjc.utah.gov) by 3:00 p.m. on the day of the meeting. Instructions on how to join virtually are provided below.

**Join South Jordan City Council Meeting Virtually:**

- Join on any device that has internet capability.
- Zoom link, Meeting ID and Password will be provided 24 hours prior to meeting start time.
- Zoom instructions are posted <https://ut-southjordan.civicplus.com/241/City-Council>.

**Regular Meeting Agenda: 6:30 p.m.**

- A. Welcome, Roll Call, and Introduction:** By Mayor, Dawn R. Ramsey
- B. Invocation:** By Council Member, Don Shelton
- C. Pledge of Allegiance:** By Director of Public Works, Raymond Garrison
- D. Minute Approval:**
  - [D.1.](#) August 20, 2024 City Council Study Meeting
  - [D.2.](#) August 20, 2024 City Council Meeting
- E. Mayor and Council Reports: 6:35 p.m.**

**F. Public Comment: 6:50 p.m.**

This is the time and place on the agenda for any person who wishes to comment. Any person or group wishing to comment on any item not otherwise scheduled for public hearing on the agenda may address the City Council at this point by stepping to the microphone, and giving their name and address for the record. Note, to participate in public comment you must attend City Council Meeting in-person. Comments should be limited to not more than three (3) minutes, unless additional time is authorized by the Chair. Groups wishing to comment will be asked to appoint a spokesperson. Items brought forward to the attention of the City Council will be turned over to staff to provide a response outside of the City Council Meeting. Time taken on non-agenda items, interrupts the process of the noticed agenda.

**G. Public Hearing Items: 7:00 p.m.**

**G.1. Resolution R2024-41,** Approving the 2023 Consolidated Annual Performance and Evaluation Report and authorizing submittal to the U.S. Department of Housing and Urban Development. RCV (*By Associate Director of Strategy & Budget, Katie Olson*)

**G.2. Ordinance 2024-17,** Amending portions of section 17.130.020 (Residential Chickens Floating Zone) of the South Jordan City Municipal Code. RCV (*By Director of Planning, Steven Schaefermeyer*)

**G.3. Ordinance 2024-19,** Amending sections 10.24.010 (Truck Parking) and 17.18.030.010 (General Use Regulations) of the South Jordan City Municipal Code, to modify Commercial Vehicle Parking Standards in Residential Zones and on Residential Properties. Rena Vanzo (Applicant). RCV (*By Director of Planning, Steven Schaefermeyer*)

**H. Staff Reports and Calendaring Items: 8:00 p.m.**

ADJOURNMENT

CERTIFICATE OF POSTING

STATE OF UTAH     )  
: §  
COUNTY OF SALT LAKE   )

I, Anna Crookston, the duly appointed City Recorder of South Jordan City, Utah, certify that the foregoing City Council Agenda was emailed to at least one newspaper of general circulation within the geographic jurisdiction of the public body. The agenda was also posted at the principal office of the public body and also posted on the Utah State Public Notice Website <http://www.utah.gov/pmn/index.html> and on South Jordan City's website at [www.sjc.utah.gov](http://www.sjc.utah.gov). Published and posted August 30, 2024.

SOUTH JORDAN CITY  
CITY COUNCIL STUDY MEETING

August 20, 2024

**Present:** Mayor Dawn R. Ramsey, Council Member Patrick Harris, Council Member Kathie Johnson, Council Member Don Shelton, Council Member Tamara Zander, Council Member Jason McGuire, City Manager Dustin Lewis, Assistant City Manager Jason Rasmussen, City Attorney Ryan Loose, Director of Strategy & Budget Don Tingey, Director of City Commerce Brian Preece, Director of Public Works Raymond Garrison, CFO Sunil Naidu, City Engineer Brad Klavano, Director of Administrative Services Melinda Seager, Director of Planning Steven Schaefermeyer, Police Chief Jeff Carr, Fire Chief Chris Dawson, IS Systems Administrator Ken Roberts, IS Senior System Administrator Phill Brown, GIS Coordinator Matt Jarman, IS Systems Administrator Ken Roberts, GIS Coordinator Matt Jarman, City Recorder Anna Crookston, Meeting Transcriptionist Diana Baun, Deputy City Engineer Jeremy Nielson, Community Center Manager Jamie Anderson, Planning Commissioner Sam Bishop

**Absent:**

**Others:** Erie Walker, Linda Walker, Ted Knowlton, Lauren Victor, Kendal Willardson, Carlton Christensen, Tim Sullivan, Kai Tohinaka, Bryan F.,

4:39 P.M.  
STUDY MEETING

**A. Welcome, Roll Call, and Introduction:** *By Mayor, Dawn R. Ramsey*

Mayor Ramsey welcomed everyone present and introduced the meeting.

**B. Invocation:** *By Council Member, Kathie L. Johnson*

Council Member Johnson offered the invocation.

**C. Mayor and Council Coordination**

Mayor Ramsey mentioned the Legislative Policy Committee (LPC) meeting she attended yesterday and noted there is a lot to come for the next legislative session.

Council Member Shelton mentioned Generation Day tomorrow at the Community Center.

Council Member McGuire mentioned the Leagues Conference in September.

## **D. Discussion/Review of Regular Council Meeting**

### **Public Hearing Item:**

- Resolution R2024-40, Authorizing Mayor Dawn R. Ramsey to execute a property exchange agreement transferring one acre of land to Utah State University Bastian Agricultural Center and receiving 0.96 acre of land from the Utah State University Bastian Agricultural Center.

## **E. Discussion/Presentation Items:**

### **E.1. Senior Advisory Committee member appointment. (*By Director of Recreation, Janell Payne*)**

Recreation Director Janell Payne and Community Center Manager Jamie Anderson introduced Erie and Linda Walker to the council.

Mayor Ramsey invited Mr. and Ms. Walker to share with the council a little about themselves and why they are interested in serving on the Senior Advisory Committee.

Erie Walker said they have been residents for about thirty three years, raised their children here and he has since retired from software development in the past two years. He has always been involved in the community, being on the Community Council in Millcreek before moving to South Jordan. Both he and his wife have been involved at the senior center now for a few years, starting during Covid. He likes being involved in the community as much as possible and would love an opportunity to help plan activities and share his ideas on this committee.

Linda Walker has been a homemaker, raising kids for many years. She has also been involved, until recent changes in the process, in local elections.

Council Member Shelton asked the Walkers what their favorite activities are at the Senior Center.

Ms. Walker responded she enjoys the strength training classes.

Mr. Walker responded the lunches, as well as the trips and outings available.

### **E.2. Transit Fresh Look. (*By Wasatch Front Regional Council*)**

Lauren Victor (WFRC)

Kendal Willardson (Mountainland Association of Governments)

Deputy Director Ted Knowlton (WFRC)

**Ted Knowlton (Deputy Director WFRC)** – reviewed his prepared presentation of the 2024 Transit Fresh Look Study (Attachment A). He recognized Mayor Ramsey as the Chair of WFRC, and that it has been her leadership, in conjunction with other mayors in the area, that brought

together this effort to refresh the transit plan. South Jordan staff has been heavily involved on the committee creating this, making the city a key partner in this. He reviewed the process used for this study as summarized in his presentation, as well as the current partnerships listed and their roles in the study process (Attachment A). The goal of the partnerships is to better connect this area to the broader region with transit, ensuring people can get to where they need to go and help encourage economic development. WFRC is hoping this is the last study of its type for a long time, and what follows this is more implementation oriented efforts. When talking about public transportation, it is part and parcel with understanding development patterns. When planning for a major transit investment, like a rail line, much of what goes into making that viable is the thoughts around potential riders and station areas; not just homes, but also jobs. They need to understand what that looks like here in South Jordan; is the city interested in exploring some changes towards getting the aspiration they are working towards? He discussed getting the foundation right in all this, with a sense of momentum, and discussed the different colors and what they represent in the study. Blue represents getting the foundation right, including understanding development patterns; orange represents exploration, which is the current stage; red represents working towards coming together on a common vision that can then be implemented. There is a lot of activity happening through the end of this calendar year, and he is confident it will continue into the next year as well. He reviewed the near term steps from the end slides of Attachment A and summarized their plans. He then invited questions and comments from the audience.

**Carlton Christensen (UTA)** – he expressed his appreciation, on behalf of UTA, for all the partners participating here. UTA is currently going through their five year plan process, which is when the wheels really hit the road and they decided where the routes are, where the services will be. They have made some refinements during their open period and they will be out here in the next few weeks with those and the plan is to adopt them by December, with services beginning as early as April of 2025. There is service in this general area being contemplated, and he reiterated that local service was never part of the regional transportation process; that local service component is now moving forward and some of that should be seen sooner than later.

Mayor Ramsey thanked Lauren Victor for her patience through this, starting with the first meeting they were in where Mayor Ramsey refused to accept their proposals without service heading this way and asking for things to be looked at again, since the original plans would not work.

**Lauren Victor** – reiterated that the meeting in September discussed by Mayor Ramsey was a draft meeting, they are not trying to create packages and tell the cities what is good and what they should be doing; it is more trying to take ideas, put options together, and then have cities respond to them and rework them.

Mayor Ramsey appreciates that approach here, and agreed this isn't about anyone telling communities what they can and can't do; this is everyone getting together and discussing what things need to look like, while working together with the communities on those draft routes.

Mr. Christensen noted that before this process began and they met with the communities, every community had their own vision, and those didn't naturally align. Having a common vision come out of this process will be much more helpful in getting to an end goal.

Mr. Knowlton noted that many of the same frustrations were coming out on the Utah County side as well, with multiple studies added for them. He has been noticing people perking up with this bigger partnership, and this is definitely being looked at much differently than it has been in the past.

Mayor Ramsey noted the way to bring about transit in this area many times takes elected officials to get it done, which is not the typical way of thinking for this. WFRC has been an excellent method to convene everyone including the counties and cities, as well as the partners weighing in on this. She knows the right people have been brought to the table to figure this out, and she is very optimistic they will be able to come up with some kind of plan that puts obligation on the part of cities, as well as requiring justification and creating a better understanding overall.

Council Member Johnson asked if there is a current website with this information for elected officials and others to review and think about before giving additional suggestions.

Mr. Knowlton responded that no, they don't have one.

Ms. Victor added they started one, they have the language for it, and she agreed it was a great idea to have updated steps and where they are at in the process with pertinent contact information. They feel they are at the point in the project where they will actually have information for the website, and they agree it's a great idea to get that up and running.

Mr. Knowlton agreed that keeping councils, staff and the broader public aware of what's happening is really important.

Council Member Shelton thanked the presenters for everything and shared two things that stuck out for him from the presentation. One was the various types of transit, and the notations regarding densities and asked if those were also the requirements for the related types of transportation noted.

Mr. Christensen responded that historically UTA has been very dependent on discretionary grants for a lot of construction, and those types of standards are the kind a federal government might look at when justifying those types of transit. More importantly, they know from transit usage and the propensity to transit, that those kinds of land uses lend themselves better to successful outcomes. A community may choose to have a very suburban theme, in which case micro transit probably is the best option and most likely to succeed. But with the variations of that, the different modes can follow and he acknowledged traffic generators like a community college or large employer that can change those dynamics and do factor into those equations in the end. He shared, for instance, that in the evening the riders' purposes change and having a wider variety of uses along those corridors make for a much more viable transit line.

Mr. Knowlton added that the numbers being discussed came from their consultant as they looked at peer cities, and what has generally made sense as those communities have made the kinds of transit investments being contemplated here. These aren't things that can be relied upon with something like a math formula, and as Mr. Christensen noted, sometimes big generators like a community college or stadium can make a big difference and shift thoughts towards something more like a park and ride. It is both important to emphasize here that transit and land use are important together, but that those are not the whole thing. Other pieces might be broader willingness to fund something, essentially political will.

Mr. Christensen added that everything does not have to be federally funded, things can be locally funded through city or state funds, so the criteria mentioned may not always be the standard. While federal groups have ridership models they will run information through, there are things that can be done to lend themselves to encouraging that ridership model. He noted they were lucky to build light rail out in 2010 and 2013, because if they went by the current federal standards, that would not have been possible and that is why you don't see a lot of light rail lines and would have probably prohibited the building of the red or green lines currently.

Council Member Shelton asked to confirm, in the light of previous comments, that they would not rule out light rail if it didn't have the indicated level of density at stops.

Mr. Knowlton responded that he doesn't believe every station needs to meet the requirements exactly, but if a line affected three different cities, all those cities would need to come to the table and have those conversations. This project will be hard and rewarding, but he believes they have the right people at the table to do it.

Council Member Shelton noted that one of the steps referenced the goals of the partnerships from Attachment A, and he asked if there are actual goals at this point.

Mr. Knowlton responded they have categories, and there is a detailed list of nine criteria currently that they will send to everyone after this meeting for review.

Mayor Ramsey said it sounds simple, but this has been an immense amount of work with a lot of professional time going into creating those criteria mentioned. She also added that having the Olympics come does not automatically come with an infusion of federal money. It may help put the area in a better position when applying for certain things, and helps the area look more attractive, but there is no automatic money granted for infrastructure projects or anything like that. This is the reason for having a balance of aspirational projects and all the master plan projects.

### **Council Member Zander joined the meeting**

#### **E.3. Shields Lane Update. (By Deputy City Engineer, Jeremy Nielson)**

Deputy City Engineer Jeremy Nielson gave a brief review of the purpose of the Shields Lane Solutions Development Study currently being done. He then introduced the consultant team, Tim

Sullivan and Kai Tohinaka with the Parametrics Team, and explained that they are at the point in the study where they are looking at alternatives.

**Tim Sullivan** - began reviewing the prepared presentation (Attachment B) and noted there is a stakeholder committee, which includes Council Members Johnson and Harris, as well as city staff, residents, and regional transportation representatives. That group first got together in March and established the three groups of goals as listed on the prepared presentation (Attachment B). He continued reviewing the presentation, including the outreach done in the past, takeaways from the public engagement, and the potential ideas for the future based on all input received.

**Kai Tohinaka** - Continued reviewing Attachment B, noting they have begun reviewing costs overall. They took many of the great ideas from the public engagement and folded in other things they knew will need to be considered, developing four alternatives to offer with different goals and tradeoffs. He began reviewing the four concepts in Attachment B.

Mayor Ramsey asked where along the corridor they were suggesting eliminating the middle turn lane.

Engineer Nielson noted there is a stretch from about 2700 W up to 3200 W that does not have many accesses.

Mr. Tohinaka noted that additionally, coming out of the River Bottoms would be an area without many left turns. He continued reviewing the concepts from Attachment B. He noted a key point for Concepts 1 and 2, that they would not require any tree removal, relocations or utility pole changes.

Council Member Harris asked how they would clarify the condition of the sidewalks and curbs currently along the corridor.

Mr. Tohinaka noted they did not study that here, but they do want to be sensitive to the sidewalks and provide more space for pedestrians with wider sidewalks; however, the existing five foot sidewalk is constrained with the existing trees and park strips. He then continued his review with Concept 3 from Attachment B.

Council Member Zander shared that she appreciates the fact that this will be a lovely paseo opportunity for this section of city, but asked how this benefits the city at large as this street has long been problematic in regards to traffic and the flow being both too slow and too fast throughout. This will be a huge investment, are they expecting two-thirds or three-fourths of the city to make it to this spot to have that great flow to I-15, or are they just saying they are prioritizing this street. Is this really creating connectivity to the whole city, or are they prioritizing a small strip of one part of the city and pushing cars to other parallel streets that are already overburdened. She acknowledged that she is looking at this from a different point of view than a council member directly in this area, and noted that residents from further away would be looking at traveling to this area to take advantage of the space. She also asked if at



these open houses, are they presenting enticing options that the city in reality doesn't even have the budget for. She thinks it's lovely, she loves the two lanes and the options as someone who rides bikes and walks with strollers. She is a huge fan of active transportation, but this is such a small piece of a big city as a whole.

Engineer Nielson responded those questions are really the reasons for doing this study, to understand the priority for active transportation in the city. Looking at the city, we are long and narrow, with many options to go north and south through the city, but east and west travel is a big problem. When looking at east/west opportunities, 11400 S has a solutions development study and they are planning a 14 foot multi-use path on the south side of the street which takes care of the south half of the city. However, when looking at the north half, there is South Jordan Parkway and Shields Lane, those are really the only two options. South Jordan Parkway is dedicated to cars, and it's hard to say it's anything else. Shields Lane however is a street where they could put a bit more priority on active transportation along the corridor and possibly relieve some of the complaints received in the past about traffic, noise, speeding, etc. Shields Lane has a lot of potential with a lot of things going for it with the overpass over Bangerter and the underpass under I-15 including a future connection to Frontrunner off the Jordan River Trail when the bridge over the river is completed and many schools directly connected. The big questions asked of the public in the survey was how willing they were to make the tradeoff of a little extra travel time in exchange for safer bike and pedestrian facilities.

City Manager Lewis added that there is also a bigger vision of this tying into the Jordan River Trail, which is a great north/south travel route in that part of the valley, which once there would tie people into the vast network. On the western edge it will eventually tie to the Bingham Creek Trail, which ties into all the trails on the west side of the valley. So this would enable a connecting link between two of the great trail systems that can get you all over the valley. When looking ahead 10-20 years, this becomes a critical part of that interconnectivity for the whole area.

Council Member Zander responded that makes much more sense than just looking at it as prioritizing this little strip and push cars to other arteries through the city that are already overworked. With that connectivity piece, she can buy into this and make it make sense for those she represents on the other side of the city because it does help with their connections too.

Manager Lewis also noted that as Mountain View Corridor and U-111 are completed, many of those on the west side will have less of a need to come east to go north. They will be able to leave that area and go north or south with those options. Right now, those people don't have a lot of options to move north/south, so we need to think in terms of those projects being finished and what affect they will have on traffic.

Council Member Zander noted that was what wasn't presented, showing her and those she represents, how she can get from I-15 on a bike safely all the way to the west side. If the Bingham Creek Trail system goes to Skye Drive, then this needs to go all the way to Skye Drive in her opinion; you can't stop at Bangerter as presented. If they are going to go through all this

effort, bring it all the way up to the Bingham Creek Trail system without a gap they would have to come back and fix another day.

Engineer Nielson said the current funding only allows a study from I-15 to Bangerter, but the intent is to do exactly what Council Member Zander is suggesting. Once a solution is developed that works along this corridor, then the intent is obviously to move to the next corridor and either mimic that, or look at what solution makes the most sense to convey those pedestrians and cyclists further to the west.

Council Member Johnson noted that if this road is already all 25 to 30 mph, it's already a slower route for traffic, and that some of the comments from the public asked for the speed to stay the same throughout the corridor rather than jumping around like it does now. She added that for her, it seems like this would allow people wanting to bike to be on this road, rather than 11400 S or 10600 S in cars.

Mr. Tohinaka noted there are existing bike lanes on Skye Drive, so they already have something that functions better than this studied area of Shields Lane, and the volumes are much lower as well.

Council Member Zander thanked everyone for explaining this as a connection and asset for the entire city, rather than just being an upgraded section serving one specific area. She also noted that she prefers the two bike lane option far better than anything else presented tonight. The safety of the strollers, bikers and walkers will be much higher if coupled together, rather than splitting them on either side of the street.

Mayor Ramsey agreed with Council Member Zanders preference and observations.

Council Member Harris also likes the multi-use option because parents will feel more comfortable with their kids being off the road. Otherwise, with just the painted line separating the bike lane, you will get the professional, adult cyclists who are willing to take that risk on the road, but then you'll have all the parents who don't want their kids there; he thinks that would restrict use too narrowly. What will attract the most users, and he doesn't know if that's part of the study but he would really like to know what will attract the most cyclists, walkers, those with strollers, etc.

Mr. Tohinaka added that with their study, they will be leveling the level of traffic stress, and that has already been done on the existing conditions; that will then be done with the solutions brought forward, allowing them to quantify that better.

Council Member Harris asked if there were any scenarios or information on a situation where they have the multi-use option, but cyclists want to go fast like traffic. Would it be possible to have a space for the road bikers, possibly on the other side, to allow for those higher speeds.

Mr. Tohinaka said there was a variation that was shown with one side having a bike lane and the other side having a multi-use lane. There is ultimately limited space so it's hard to accommodate

both on street and pathway users. Their thoughts are that there will be on-street road lanes, and those types of users will be more comfortable mixing with traffic; they will probably be mixing with vehicles already. In his own experience he tends to avoid shared use paths because there is too much going on. There wouldn't be as much safety provided, but those users could still be on the road. The other consideration is that since they are reducing the lanes down, there would be less through traffic, and it would be slower, so it would be comfortable for those "Type A" users.

Council Member Harris shared that his family would be on the multi-use path, but if they are really trying to accommodate all users those more serious bikers might not want to be on that type of path and he would like that considered.

Council Member Zander discussed the commuter bikes, the ones you are clipped into and headed somewhere long and hard, and asked if those wouldn't be more of the morning/evening users, with the middle of the day users being more of kids going to school, moms walking strollers, etc.; would time of day filter some of this.

Mr. Tohinaka responded that it might to an extent, but they also have school drop-off with that confluence of commuters, along with all the kids trying to get to school; that's where you wouldn't see that. However, the daytime users are going to have the pathway more to themselves, and it's really those weekend users where they would have more issues with people trying to get their training in, trying to get out to places like Butterfield Canyon, versus the families out on the trail.

Council Member Zander noted that for that purpose, the open house should really include more people than the residents on Shields Lane; those people commuting probably don't live on Shields Lane, they are probably in a whole other section of the city and coming through the area.

Mr. Sullivan responded that they definitely want people throughout the entire city, or even the region, for the whole project process because they have always looked at this as the nexus of trails coming together. Certainly, it has always been the goal to get people throughout the city of South Jordan to share input.

Mr. Tohinaka added that they have been working to advertise for the public events through social media, being for everyone. The first open house did have mailers along the borders to target that group of people, but it was also shared on South Jordan's social media channels and was open to everyone.

Mr. Sullivan shared some of the relevant numbers, noting that they had the 360 survey respondents who were asked whether they lived on the corridor or somewhere else. It was definitely concentrated on the corridor, but he believes it was a good 25%-30% who responded they were from elsewhere.

Mayor Ramsey suggested amending the agenda to recess the remainder of the study session to the end of the regular council meeting tonight. The council decided to keep Item F.2. in this meeting, and move Item F.1. to after the regular council meeting tonight.

**Council Member Shelton motioned to recess the City Council Study Meeting and move to Executive Closed Session. Council Member Johnson seconded the motion; vote was 5-0, unanimous in favor.**

***RECESS CITY COUNCIL STUDY MEETING AND MOVE TO EXECUTIVE CLOSED SESSION***

**F. Executive Closed Session**

**F.1.** Discuss the character, professional competence, or physical or mental health of an individual;

**Council Member McGuire motioned to adjourn the Executive Closed Session and return to the City Council Study Meeting. Council Member Zander seconded the motion; vote was 5-0, unanimous in favor.**

***ADJOURN EXECUTIVE CLOSED SESSION AND RETURN TO CITY COUNCIL STUDY MEETING***

**Council Member Shelton motioned to recess the City Council Study Meeting and move to Executive Closed Session. Council Member Johnson seconded the motion; vote was 5-0, unanimous in favor.**

**F.2.** Discussion pending or reasonably imminent litigation.

**Council Member McGuire motioned to adjourn the Executive Closed Session and return to the City Council Study Meeting. Council Member Zander seconded the motion; vote was 5-0, unanimous in favor.**

**ADJOURNMENT**

**Council Member Zander motioned to adjourn the August 20, 2024 City Council Study Meeting. Council Member McGuire seconded the motion; vote was 5-0 unanimous in favor.**

The August 20, 2024 City Council Study meeting adjourned at 8:06 p.m.

SOUTH JORDAN CITY  
CITY COUNCIL MEETING

August 20, 2024

**Present:** Mayor Dawn R. Ramsey, Council Member Patrick Harris, Council Member Kathie Johnson, Council Member Don Shelton, Council Member Tamara Zander, Council Member Jason McGuire, City Manager Dustin Lewis, Assistant City Manager Jason Rasmussen, City Attorney Ryan Loose, Director of Strategy & Budget Don Tingey, CFO Sunil Naidu, Director of Commerce Brian Preece, Director of Administrative Services Melinda Seager, Police Chief Jeff Carr, Director of Public Works Raymond Garrison, City Engineer Brad Klavano, Director of Planning Steven Schaefermeyer, Fire Chief Chris Dawson, IS Systems Administrator Ken Roberts, IS Senior System Administrator Phill Brown, GIS Coordinator Matt Jarman, Communication Manager/PIO, Rachel Van Cleave, City Recorder Anna Crookston, Strategy & Budget Analyst Abigail Patonai, Planning Commissioner Steve Catmull

**Absent:**

**Others:** Benjamin Sorensen, Marcor Platt, Buck Howard, Jared Nehmer, Kim Christensen, Corey Norman, Zoom User, LeeAnn Whitaker, Josh Dallin

6:43 P.M.  
REGULAR MEETING

**A. Welcome, Roll Call, and Introduction to Electronic Meeting - By Mayor, Dawn Ramsey**

Mayor Ramsey welcomed everyone and introduced the meeting.

**B. Invocation – By Council Member, Don Shelton**

Council Member Shelton offered the invocation.

**C. Pledge of Allegiance – By Fire Chief, Chris Dawson**

Fire Chief Dawson led the audience in the Pledge of Allegiance.

**D. Mayor and Council Reports**

**D.1. August 6, 2024 City Council Meeting**

**Council Member Zander motioned to approve the August 6, 2024 City Council Meeting minutes as published. Council Member McGuire seconded the motion; vote was 5-0, unanimous in favor.**

## **E. Mayor and Council Reports**

### **Council Member Jason McGuire**

- Arts Council sponsored event, The Dueling Pianos, at the Community Center for the second year in a row and it was a sold out event.
- Attended an LPC Meeting, was very informative to see what legislature is planning for this upcoming session.
- Today was asked to serve on Utah League of Cities and Towns Nominating Committee for the new board members.
- Various interactions with residents and working with staff to resolve those concerns and issues.

### **Council Member Kathy Johnson – nothing at this time**

### **Council Member Patrick Harris**

- After the last council meeting visited the city's Night Out Against Crime, enjoyed that.
- Scheduled to tour the future Bee's Stadium, due to weather that was rescheduled.
- Met with South Valley Sewer, whose name changed to Jordan Basin Improvement District recently.
- Worked with city staff on a few things, they were very responsive and helpful with passing information along.

### **Council Member Tamara Zander**

- Thanked staff for handling the severe thunderstorms last week.
- August 7 attended the Corporate Citizens Award Luncheon with other council members and mayor at Station 64.
- August 10 attended the city's End of Summer Bash, it was packed with an estimate 7000 people attending the drone show.

### **Council Member Don Shelton**

- Attended many of the same events mentioned above including the Corporate Citizens Award Luncheon, End of Summer Bash, etc. He was thinking they should consider a drone show instead of fireworks for Summerfest. He noted they had a big Daybreak sign up, but he would have liked to have seen a large printed South Jordan sign as well to indicate the city was also involved.
- Attended the LPC Meeting as well.

### **Mayor Dawn Ramsey**

- Attended the Corporate Citizen Award Luncheon.
- Night Out Against Crime was great, she learned a lot.
- She, along with staff, met with some members of the public on some economic development ideas.

- Invited the Jordan School District Superintendent to come and have a visit with her and City Manager, Dustin Lewis, to discuss some things before school starting.
- Meeting with Larry H. Miller Team to discuss current planning and announcements, how they can inform and share news with residents.
- Meetings on some of the state legislative priorities, where they might use some lobbyist influence to accomplish some of those priorities, as well as some of the federal priorities; both went very well.
- Point of the Mountain State Land Authority Board Meeting.
- Filmed her next City Jobs video, Parks Department is amazing and let her spend the day with them for that.
- Several other meetings including one with Jordan Valley Water Conservancy District, things are moving along there well and there was nothing specific for South Jordan on their agenda this time.
- WFRC had their Regional Growth Committee Meeting, with their regular council meeting coming up this Thursday.
- Request sent to Regional Council to move up the priority list from a level 3 priority to a level 1 priority on Bingham Rim Road expansion work. Must get approval from Regional Growth Committee, then sent on with a recommendation to the full council for approval before any priority changes can be made. They were successful at the Regional Growth Committee, and she will be conducting the council meeting this Thursday; she is confident that will get approved.
- Salt Lake County Council of Governments Meeting with all the mayors in Salt Lake County and county representatives. Mayor Wilson spoke about the vote taken at the County Council last week to propose a ballot initiative for a bond for correctional facilities in the county. She did a great presentation, it is a bipartisan vote, and Amy Winder Newton was there to speak it along with Suzanne Harrison.
- She filmed a back to school video since today was the first day of school for many kids throughout the city.
- Met with the Red Cross this morning, along with Manager Lewis, and had a great meeting discussing blood services and supplies in the area. They need more as only about 3% of people eligible to donate actually do, and that was surprising to her.
- Met this morning with leaders from the Latino community in the region, was a great visit with them about the good work they are doing and come ideas on how they can expand their reach and really connect with people new to area and from different forms of government that need to better understand how things work here and how to participate.
- Lots of UTA conversations.
- Judged the Senior Art Show today, encouraged others to check out that art.
- Communications Manager Rachael Van Cleave has been doing a great job and she discussed the city's social media.
- Lots of Olympic conversations, and there will only be more to discuss what we want our communities to look like when they get here in 9.5 years.

Mayor Ramsey introduced Corey Norman, Chief of Staff for Congressman John Curtis and invited him to address the Mayor, Council and audience.

**Corey Norman** noted that they have made it a goal over the next couple of months, with a 77 day runway left, to try to hit lots of municipalities and governments to introduce themselves. Although his boss doesn't currently represent this area, and they don't want to be presumptive, they feel pretty good about what will happen in November. They think it's important to engage, lean in and understand some of the issues everyone here is dealing with; some were even talked about earlier. Regarding the Olympics, there are resources and things like that that many municipalities and local governments are going to need; they are going to lean into those issues. As far as the city is concerned, they know there are a lot of larger projects the city is working on and he said the city is very well represented in Washington, D.C. by both Jim Barker and Ryan Leavitt. They communicate with him and Congressman Curtis weekly, and they are very good; the city is very well served by them. Being here tonight has made him miss local government a little bit. He was the Deputy Mayor for his boss for eight years when he was the Mayor of Provo, he misses all that. This is where things get done, if you have potholes in front of your house, if the snow isn't removed or the water doesn't go away, those are the real problems people have. While elected folks in the federal government like to think that's where the world stops and starts, that's actually not the case. He is also a very die hard baseball fan and resident of Daybreak, very close to the stadium, so he is very excited about that. Lastly, he meets with a lot of mayors and city council members, and he thanked ours for being so willing to serve and for serving effectively. When you see a dysfunctional city, you understand how amazing the good leaders are, and he thanked the council members here for all they do. They will be here in the future, and a resource with the mayor having his number, along with his boss' number, and he asked them to please use those.

#### **F. Public Comment**

Mayor Ramsey opened the public comment portion of the meeting.

**Marcor Platt (Resident)** – Resident of about three years. I do have a lot of positive things to say, I love the city and we are very happy here. I put together a presentation that I'm hoping to get through in three minutes (Attachment A). I live on 10755 South, and Corey said it great, if the water doesn't go away after a rainstorm that's what is really important; that's what I'm here to talk about. I am a civil structural engineer of 15 years, I am currently a PUC student at the University of Utah. I work in structural engineering and hydraulic/hydrology studies, and what prompted us being here tonight is the rainstorm last week that Council Member Zander referenced. We had some interesting things happen and he shared a few videos along the street from that storm, with corresponding pictures in Attachment A. They had some flooding down the street, and he shared pictures from last year of another house down the street at 2969 W with basically the same thing, water flooding Mr. Howard's driveway; his basement also flooded during the storm from August 2 and 3 last year. He shared more videos with corresponding photos in Attachment A of water flowing down and running into people's properties, specifically at 2940 W. He shared more from 2989 W, again water running into their yard and running down into the neighbor's yard and 2909 W with more water flooding someone's property. These are



the areas we took videos and pictures of, and this is just a few, we didn't go down the whole street; this was enough to be concerned. At the airport, which is five miles from our street, they measure rainfall data; how much rain falls in an hour and so forth. I pulled the data from these days, from August of last year and August of this year, and I put that data in and compared it to what the designed rainstorm is for our area. Being a small area it's about a 10 year rainstorm, about 1.73 inches in 24 hours; these storms shown are much less than that. The one in August of last year was pretty close to a designed rain storm, but everything else was less than a one year storm, which we don't have even have data for below that. People's houses are flooding in the rainstorms much, much less than the designed rainstorm. We did a hydrology study and modeled what would happen in a designed rainstorm, and you can see these 8 houses along here, this flooding pretty much follows what I showed you on the screen that we actually videoed and took pictures of (Attachment A). This represents a 10 year rainstorm, and as you can see the houses south of this street where the water all runs off, all have potential for their properties and houses being flooded. This is the 100 year storm, not appropriate, but this is even worse with flooding on the north side of the street now and this is very concerning. This is what could happen, in addition to what I showed you does happen, when we get rainstorms. This is from the City of South Jordan's 2019 Transportation Master Plan, what was proposed for the area and local streets with curb and gutter, park strips and sidewalks on either side of the street; this is not what we have. We don't have curb and gutter, or any sidewalks on either side of this street. That is concerning, but the bigger problem is we have lots of young children. It's one thing to teach a young child to stay on the sidewalk and not go in the street, but it's another thing to teach them we only have a street, so how do you be safe on that. We see cars go up and down very fast, I have had close calls, so I pulled a study from Florida where they study areas with missing sidewalks, and that's what we have. We have what's shown here with areas with sidewalks and areas with gaps, and they found that when there's an area that has a missing sidewalk the potential for pedestrian crashed goes up by 67%. In our area, we have sidewalks all around, and even part of our street does, but this portion has nothing (Attachment A) and this is where I live, and a bunch of others live. This is where we get storm flooded, this is where people drive up and down the street and our children are not on the sidewalks, they are on the streets. From this study, they did some curb fitting equations and I ran these for our area; it turns out that without sidewalks out increase in expected crashes is 80%, almost twice as much. We have two really serious issues, the second one, this traffic issue, is more compelling. The drainage along our street is such that the south side has flood inundation during rain events less than the 10 year designed storm, our properties experience basement flooding, at least one property has, due to lack of curb and gutter and lack of a system to avert the storm water flow. The Florida traffic studies found a 67% increase in crashes and it's three times more likely in areas without a sidewalk is something they also found; when applying the equation to our street it's an 80%. The lack of a sidewalk, curb and gutter along our street has resulted in flooding during rain events, potential severe flooding during the designed event, and a high increase in walking along the roadway crash potential for children. A curb and gutter along the south side of the street minimum, a curb and gutter along the north side of the street, and a sidewalk minimum on one side of the street is what we are asking for so we can be as safe as the areas that are all around us, yet there is one pocket of not having this. This is the last picture I will show you (Attachment A), someone shouldn't have to go out with their snow shovel and shovel water out of their driveway after a rainstorm like we had last week.

**Buck Howard (Resident)** – I am the resident of that house that was just on the screen from Attachment A. I want to thank all of you for hearing our street's concerns. I have lived on this street for about three years now and I have done everything in my power to try to create my own water diversion systems, everything from digging my own ditches and creating French drains to installing an asphalt speedbump to divert some of that water. As we have mentioned, the storms we have had even just these past couple of weeks have rendered those makeshift solutions worthless. Was it not for wonderful neighbors, even this last week, without Jared I would have had even worse basement flooding. Really more than anything it is a serious problem, something that we have tried to take as many steps as we can to solve. I have taken advantage of both the city and the county's offering of free sandbags, which is a wonderful service that we have tried to use, but even that won't stop the water from running into my house and my driveway. It is a serious need, and we thank all of you for listening to our concerns and we hope we can come to some sort of resolution.

**Jared Nehmer (Resident)** – Before we get more into this issue, I will step back and say I was born in South Jordan, a 36 year resident here, and as I look around at the different nametags and silos you represent, I think of the things I have been doing. I have taken youth boys to the fire department a few months ago, I enjoy the parks; this is a great community and I appreciate what you all do to make it that, so thank you. I am new to 10755 South, and being new there I have raised my home up considerably, about four feet from where the existing previous home was that we demoed and built a new home; that was my contractor's suggestion, to raise it up four feet. While I don't have the same water concerns that Buck has across the street, where I am on the north side, I do have children ages 6, 4 and 1, and share Marcor's safety concerns for the cars that go up and down. A couple point I will make is that I have been thinking about this the last week, I see on my utility billing and property tax line items for things I am paying for, and I have been thinking am I getting equal services to South Jordan residents that have curb and gutter, storm drains and sidewalks; it doesn't feel that the answer to that is yes. I feel like there are some public services that I am missing out on. The second point is maybe more questions, I have an email out to Ken Short and maybe he is the one who can report back, but it seems there is a threshold or criteria that a certain amount of water diversion would necessitate storm drains, or a certain amount of car traffic would necessitate sidewalks; I am curious what that threshold would be, and if there is something we can do in auditing that or taking some studies to see if that meets the criteria.

Mayor Ramsey closed the public comment portion of the meeting. She noted they don't usually address public comment, but wanted to make some remarks for connectivity. You are all new on your street, and maybe there has been a lot of turnover on your street which brings about a new mindset about sidewalks because the city does not disagree with you and has tried to put sidewalks on your street multiple times; the residents have said no. Four years ago, no; six to seven years ago, no. You are right, there are sidewalks to a point, then there are no sidewalks; we know that really well and nobody wanted them, they fought against them. She wrote down how long the commenters had lived in their homes, and noted some of those homes are turning over and have lives there less time. Her recommendation was to connect with the right staff, both Brad Klavano and Raymond Garrison, might be the ones for residents to sit down with and have a conversation. This was great information, very well prepared, and it was very respectfully presented which was greatly appreciated. The city doesn't disagree that you would benefit from

sidewalks and curb and gutter, but the city has not been successful in getting those in as the residents really fought. An audience member asked to address that and Mayor Ramsey agreed to go outside of normal protocol and allow him to speak.

**Kim Christensen (Resident)** – I have lived there for over 30 years. Four years ago we had a really good presentation from the city about the new road we were going to get and thanks for that new road, it is lovely. They were going to curbs and sidewalk at the same time, but they were supposedly going to take a poll and see if we wanted it or not, and I went around to everyone on the street and polled them, we had more than 50% of them that wanted the curbs and sidewalks. I had them call in and talk to the city, but every time I called there was no one to answer, but I left a message and the other people left messages. I never heard the results of the poll, we never did get our curbs and sidewalks so I am not sure what happened four years ago.

Mayor Ramsey noted that staff here tonight can tell residents exactly what happened, they have records of all of it; how people felt, what they said.

City Engineer Brad Klavano shared they did an informal poll, asking people to call in and let the city know whether they were for it or not, and they had about 8-10 respondents; it was about 60% for and 40% against. Then, he saw Mr. Christensen's email from a few years ago and it appeared to be about the same percentage. It goes back even further than that though, when there was a subdivision at the end they were looking to connect through and the code was changed. All the residents came and were against that and staff said they would have to put curb and gutter and sidewalks in, but they were against all that at that time; it is morphing as the homes are turning over. He noted Ken Short works for him, who was sent the email, and this has been discussed among staff. They will get back and talk together, this will not be a cheap project and the residents would have to cooperate on improvements in the city's right-of-way. These infill projects are very difficult and he added this was probably either developed in the county before curb and gutter and sidewalks were required, or maybe in the city limits back in the day when it wasn't required, that's why it's not there. Most developments put in curb and gutter and sidewalk, but this development at that point in time, for whatever reason, was not required to put that in. He noted that the previous city manager wanted practically 100% of the residents on the street to agree with the changes before doing them, but he is unsure of what the threshold is now with this council, mayor and city manager; he believes they would probably want a good representation because it is impactful. The city has a 50 foot right-of-way, but most people have brought their improvements out to the road and those would be coming out and they would have to figure out who pays for that; there are a lot of issues that go into these types of infill projects. In addition, they generally have to go on to the properties to tie driveways in, so cooperation there is necessary. If they don't have everyone on board it is very difficult.

Mayor Ramsey encouraged the residents to get in contact with Directors Klavano and Garrison, and repeated the city does not disagree with the residents that this is needed there.

**Council Member McGuire motioned to amend the agenda to add an Action Item G.1., Resolution R2024-39, Appointing members to the Senior Advisory Committee; moving Item G.1 to be Public Hearing Item H.1., Resolution R2024-40, Property Exchange with the**

**Bastian Agricultural Center. In turn, that will move Staff Reports and Calendaring Items to Item I. Council Member Zander seconded the motion, vote was 5-0, unanimous in favor.**

### **G. Action Item**

**G.1. Resolution R2024-39**, Appointing members to the Senior Advisory Committee.  
RCV (*By Director of Recreation, Janell Payne*)

Director Payne noted the mayor and council were able to meet earlier tonight in the study session with Erie and Linda Walker, who are both very passionate members of the community who have lived in the community for she believes over 30 years. They have been active members at the community center and would like to become more involved and serve on the Senior Advisory Committee; staff recommends appointments be made and approvals be made of the resolution.

**Council Member Harris motioned to approve Resolution R2024-39, Appointing members to the Senior Advisory Committee. Council Member Shelton seconded the motion.**

#### **Roll Call Vote**

**Yes – Council Member Harris**  
**Yes – Council Member Shelton**  
**Yes - Council Member Johnson**  
**Yes – Council Member Zander**  
**Yes – Council Member McGuire**

**Motion passes 5-0, vote in favor.**

### **H. Public Hearing Item**

**H.1. Resolution R2024-40**, Authorizing Mayor Dawn R. Ramsey to execute a property exchange agreement transferring one acre of land to Utah State University Bastian Agricultural Center and receiving 0.96 acre of land from the Utah State University Bastian Agricultural Center. RCV (*By Director of Strategy & Budget, Don Tingey*)

Director Tingey reviewed background information from the Council Report and reviewed his prepared presentation (Attachment B).

**Josh Dallin (Bastian Center)** – he is joining via Zoom while at the farm at the Box Elder County Fair. They are very grateful for this opportunity to come up with a solution for the master planning of both the Bastian Center and the City of South Jordan. Through meetings they feel this is a great opportunity for both uses that couldn't be done otherwise, and that it's a great opportunity to make an easy adjustment for both parties.

Mayor Ramsey opened the Public Hearing for comments; there were no comments and the hearing was closed.

Council Member Harris doesn't see a down side to any of this, it is putting the land to its best use and it will benefit the residents of the city.

Council Member Shelton agrees, it is a benefit to us as a city to have the land for a future fire station, and if it can benefit the Bastian Center at the same time that's brilliant and he's glad staff brought this around.

Mayor Ramsey noted that the city is legally obligated to always make sure things are done with a fair market value or trade, and this is really apples for apples. Sometimes there are offers that are not, but this one is and this is a good swap.

**Council Member Shelton motioned to approve Resolution R2024-40, Authorizing Mayor Dawn R. Ramsey to execute a property exchange agreement transferring one acre of land to Utah State University Bastian Agricultural Center and receiving 0.96 acre of land from the Utah State University Bastian Agricultural Center. Council Member Zander seconded the motion.**

#### **Roll Call Vote**

**Yes – Council Member Shelton  
Yes – Council Member Zander  
Yes – Council Member Harris  
Yes – Council Member Johnson  
Yes – Council Member McGuire**

**Motion passes 5-0, vote in favor.**

#### **I. Staff Reports and Calendaring Items**

Manager Lewis noted that the next work session will be a field trip to see the things happening on that project site.

Attorney Loose was asked to cover state statute 20-A11-1203, giving a reminder that in the election code, as a body and with public monies, you cannot support or go opposed to any bonding initiatives or other similar items. Individually or with titles the council or mayor may be asked to support something and they can support them with their individual name, but not as a body. This group has never done that or has this issue, but he wanted to remind everyone with the elections coming up.

**Council Member Harris motioned to adjourn the August 20, 2024 City Council Meeting and move back to the recessed Study Meeting. Council Member Johnson seconded the motion; vote was 5-0, unanimous in favor.**

#### **ADJOURNMENT**

The August 20, 2024 City Council Meeting adjourned at 7:43 p.m.

## **SOUTH JORDAN CITY CITY COUNCIL REPORT**

**Council Meeting Date: Sept. 3, 2024**

**Issue:** RESOLUTION R2024-41, APPROVING THE 2023 CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT AND AUTHORIZING SUBMITTAL TO THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT AND COMMUNITY NEEDS HEARING FOR THE 2025-26 PROGRAM YEAR.

Submitted By: Katie Olson, Associate Director of Strategy and Budget  
Department: City Manager's Office, Strategy and Budget

### **Staff Recommendation (Motion Ready)**

Approve Resolution No. R2024-41, approving the 2023 Consolidated Annual Performance and Evaluation Report, and take public comment regarding community needs to be considered during the preparation of the 2025 Annual Action Plan and 2025-2029 Consolidated Plan.

## **BACKGROUND**

The City of South Jordan became an annual grantee of Community Development Block Grant (CDBG) funds in 2012. Grantees are required to annually submit an annual action plan (AAP) and a year-end report, the Consolidated Annual Performance and Evaluation Report (CAPER), to the Department of Housing and Urban Development (HUD). The CAPER addresses the use of CDBG funds during the previous program year (July 1 to June 30), progress towards goals of the City's strategic plan, and compliance with federal regulations.

A public hearing is required to review the 2023 CAPER (attached) prior to submittal to HUD. A public hearing is also required to provide an opportunity to discuss community needs in advance of preparing the 2025 AAP and 2025 Consolidated Plan. The public hearing to be held on September 3, 2024, is intended to accomplish both of these requirements.

Additionally, the 2022 CAPER is available for public comment. A public hearing to approve and allow for comment on the 2022 CAPER was held on October 17, 2023. While the previous hearing was noticed per Utah's requirements, the text of the plan was not made available for public comment per the City's stricter requirements in its Citizen Participation Plan that applies only to CDBG. To correct this, the 2022 CAPER text is available now for comment from August 19 to September 18, along with the 2023 CAPER.

### **2023 CAPER**

The 2023 CAPER was prepared and will be submitted in HUD's online reporting template system (IDIS). The proposed 2023 CAPER is a download from the IDIS system and reflects the structure, format, content, and attachments required by the template.

A key achievement of the program year was finalizing and formally closing out 19 activities in IDIS. The City is moving forward with a clean slate as it enters the 2024 program year, the final

year of the 2020 Consolidated Plan. Staff is pleased to report that only \$12,700.94 is left to be spent from past year grants; plans for using these funds are already in motion. Excepting the new 2024 activities, only one older activity is being carried over this year. In addition, the City spent the remainder of its CDBG-CV (COVID relief funds) this year.

Below is the full list of activities that were closed in IDIS during the 2023 program year with their total beneficiaries and total amount spent. This means that final invoices were paid, beneficiaries reported, and the activity was formally closed in IDIS. Physical work may have been completed in past years, and funds drawn in prior years. Items with an asterisk indicate activities where 80% or more of the work was completed in the 2023 program year.

### Activities Formally Closed During the 2023 Program Year

Project/Activity	Total Beneficiaries	Total Expenditures
<b>Admin/Planning</b>	<b>N/A</b>	<b>\$ 92,007.00</b>
2022 Program Administration	N/A	\$ 45,140.00
2022 Eligible Planning	N/A	\$ -
2023 Program Administration*	N/A	\$ 23,434.00
2023 Eligible Planning*	N/A	\$ 23,433.00
<b>Infrastructure Improvements</b>	<b>3649</b>	<b>\$ 667,071.70</b>
2020 Yorkshire Crossing	2915	\$ 35,647.00
2020 ADA Ramps	584	\$ 128,701.46
2021 ADA Ramps	see '20 ramps	\$ 162,441.99
2021 Jordan Gateway ADA Improvements	37	\$ 30,281.25
2022 ADA Ramps*	113	\$ 151,058.00
2023 ADA Ramps*	see '22 ramps	\$ 158,942.00
<b>Public Services</b>	<b>672</b>	<b>\$ 54,092.00</b>
2021 Homeless End of Life Care*	4	\$ 5,092.00
2022 DV Legal Support Services	81	\$ 3,000.00
2022 DV Shelter and Services	72	\$ 10,000.00
2022 Homeless Shelter and Services	15	\$ 8,000.00
2022 Mental Health Services	304	\$ 3,000.00
2023 Homeless Shelter and Services*	10	\$ 10,000.00
2023 DV Legal Support Services*	89	\$ 5,000.00
2023 DV Shelter and Services*	97	\$ 10,000.00
<b>CV Public Services</b>	<b>37</b>	<b>\$ 61,608.00</b>
CV Mortgage Assistance	37	\$ 61,608.00
<b>Total (CDBG)</b>	<b>4321</b>	<b>\$ 782,126.70</b>
<b>Total (CV)</b>	<b>37</b>	<b>\$ 92,652.00</b>
<b>Grand Total</b>	<b>4358</b>	<b>\$ 874,778.70</b>

\* indicates 80%+ of work completed in PY23

The 2023 program year had six activities planned. All six have been completed according to the 2023 Annual Action Plan (AAP). The 2023 ADA ramp activity was combined with the 2022 ADA Ramp activity. The work came in under budget. The remaining \$3,526 will be allocated to a future infrastructure activity in the PY2025 AAP.

## **COMMUNITY NEEDS**

The 2023 program year is the fourth year of the City's 2020-2024 Consolidated Plan. The 2024 program year, the last year of the current Consolidated Plan, is currently in progress. The City is now beginning public outreach and needs assessments to prepare the 2025-2029 Consolidated Plan and the 2025 AAP. The deadline for funding requests for projects for the 2025 AAP is tentatively set for January 31, 2025. Applications will open in November or December. Public comments provided during the September 3 public hearing regarding community needs will be considered in the preparation of the new Consolidated Plan and 2025 AAP.

Community members are invited to make comments at the public hearing on any community needs that they wish considered in the preparation of these plans. Comments can also be submitted directly to the City Recorder during the comment period, August 19 through September 18. A second hearing to address community needs for the 2025 AAP and new Consolidated Plan will be held in spring 2025. Though types of CDBG activities are limited by federal regulations, community input is crucial for ensuring funds have the greatest impact possible within their scope of acceptable use.

## **STAFF FACTS, FINDINGS, CONCLUSIONS & RECOMMENDATIONS**

### **Facts & Findings**

- The City of South Jordan was allocated \$234,335 in CDBG funds for the 2023 program year (July 1, 2023 to June 30, 2024). The 2023 AAP was carried out according to plan. All six activities have been completed, with \$3,526 leftover from ADA ramps. This will be moved to a future activity.
- The City was allocated a total of \$268,363 in CDBG-CV funds. At the beginning of PY23, \$13,045.50 remained unspent. The City partnered again with the Community Development Corporation of Utah to revive its Mortgage Assistance activity. The funds quickly went to help four eligible households. The City has now completed spending all of its CDBG-CV funds.
- HUD requires that the CAPER be submitted 90 days from the end of the program year for all grantees of HUD funds.
- HUD's required online reporting template system (IDIS) was used to prepare the 2023 CAPER. The comment period and public hearing for the 2023 CAPER is being conducted according to the City's Citizen Participation Plan and HUD requirements. Public participation is also being conducted for the 2022 CAPER and will meet all requirements by the conclusion of the comment period on September 18.
- National objectives were furthered by the City during the program year, both through projects utilizing CDBG and CDBG-CV funds and through other actions taken by the City not involving CDBG funds.
- Ongoing monitoring, reporting, training, planning, and research were conducted in an effort to comply with all federal requirements.



- South Jordan residents have benefitted by all 2023 projects that expended CDBG funds. A total of 200 direct beneficiaries have been reported from public service activities; of those 21 also received overnight shelter. Four households received assistance from CDBG-CV. An estimated 113 individuals benefited from the 2023 and 2022 ADA ramp activities.
- The 2025 AAP and 2025-2029 Consolidated Plan will be prepared in early 2025. The City is required to hold two public hearings to hear comments regarding community needs to consider in the preparation of the 2025 AAP and Consolidated Plan. Interested parties are invited to comment at the present public hearing and a second hearing in early 2025.

### **Conclusions**

- It is Staff's understanding that the City's CDBG program, including associated projects, has been conducted during the 2023-24 program year in a manner consistent with the 2023 AAP, the 2020-2024 Consolidated Plan, past plans (including those identifying CDBG-CV activities), the City's Citizen Participation Plan, and federal requirements.

### **Recommendations**

Based on the Facts, Findings, and Conclusions listed above, Staff recommends that the City Council take the following actions, 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:

- Take public comment and approve Resolution R2024-41, approving the 2023 CAPER, with the understanding that minor revisions may be required following HUD's review; and,
- Take public comment regarding community needs and provide direction regarding future projects and allocations to be considered, together with federal requirements, by the Staff Working Group and CDBG Coordinator during the preparation of the 2025 AAP and 2025-2029 Consolidated Plan.

### **FISCAL IMPACT**

While no direct fiscal impact is anticipated by the approval of the 2023 CAPER, Staff anticipates that the use of CDBG funds to address needs identified in the 2020-24 Consolidated Plan provides a positive fiscal impact. Not submitting a CAPER as required by HUD could result in a loss of future CDBG funds.

### **ALTERNATIVES**

- Approve the resolution.
- Approve the resolution with modifications.
- Deny the resolution.
- Schedule the decision for a future date.

### **SUPPORT MATERIALS**

- Resolution No. R2024-41 (2023 CAPER)
- Draft of 2023 CAPER
- 2022 CAPER

City Council Action Requested:   
Sunil Naidu (Aug 28, 2024 17:47 MDT)

\_\_\_\_\_  
Department Head

\_\_\_\_\_  
Date

## RESOLUTION R2024 – 41

### A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, APPROVING THE 2023 CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT AND AUTHORIZING SUBMITTAL TO THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT.

**WHEREAS**, the Department of Housing and Urban Development (HUD) has developed the Community Development Block Grant (CDBG) program to provide funds to address community development needs through the development of viable communities by providing decent housing, a suitable living environment and expanded economic opportunity; and

**WHEREAS**, the City of South Jordan (the “City”) has previously qualified, based on the City’s 2020-2024 Consolidated Plan (Consolidated Plan), to receive CDBG funds directly from HUD; and

**WHEREAS**, it was determined through the preparation of the Consolidated Plan that needs do exist within the City that qualify for CDBG funds; and

**WHEREAS**, an Annual Action Plan (2023 AAP) was approved, and CDBG funds were allocated to the City to conduct projects consistent with the 2023 AAP during the 2023-24 program year; and

**WHEREAS**, HUD requires that grantees of CDBG funds submit a Consolidated Annual Performance and Evaluation Report (CAPER) within 90 days of the end of the program year.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH:**

**SECTION 1. Approval.** The South Jordan City Council hereby approves the 2023 Consolidated Annual Performance and Evaluation Report (2023 CAPER) as indicated in Exhibit “A” and authorizes the City to submit the 2023 CAPER to HUD.

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

[SIGNATURE PAGE TO FOLLOW]

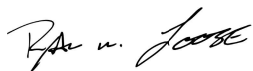
**APPROVED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH,  
ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2024 BY THE FOLLOWING VOTE:**

	YES	NO	ABSTAIN	ABSENT
Patrick Harris	_____	_____	_____	_____
Kathie Johnson	_____	_____	_____	_____
Donald Shelton	_____	_____	_____	_____
Tamara Zander	_____	_____	_____	_____
Jason McGuire	_____	_____	_____	_____

Mayor: \_\_\_\_\_  
Dawn R. Ramsey

Attest: \_\_\_\_\_  
City Recorder

Approved as to form:



\_\_\_\_\_  
Office of the City Attorney

**Exhibit A**

2023 Consolidated Annual Performance and Evaluation Report (2023 CAPER)

## 2023 CAPER

South Jordan City, Utah



# 2023 Consolidated Annual Performance and Evaluation Report (CAPER)

for the use of Community Development Block Grant (CDBG) funds

**Program Year 2023-2024**

**Fourth year of the 2020-2024 Consolidated Plan**

The 2023 CAPER is available for public comment from August 19, 2024 through September 18, 2024. Comments may be submitted by contacting the City Recorder or by attending the public hearing virtually or in-person on Tuesday, September 3, 2024.

The 2023 CAPER is required by HUD to be completed entirely within the Federal Integrated Disbursement & Information System (IDIS). The included CAPER is a download from IDIS, with its inherent formatting, structure, and tables. The City does not receive HOME or ESG funds, and sections or tables applicable to those two programs may not contain information. Attachments provided within IDIS, but not available with the download, have been added to the hard copy.

## CR-05 - Goals and Outcomes

### **Progress the jurisdiction has made in carrying out its strategic plan and its action plan. 91.520(a)**

This could be an overview that includes major initiatives and highlights that were proposed and executed throughout the program year.

The 2023 program year was the twelfth year of the City's Community Development Block Grant (CDBG) program and the fourth year of the City's 2020-2024 Consolidated Plan. The goals and objectives were advanced during the 2023-24 program year, in accordance with the 2020 Annual Action Plan. The 2020-2024 Consolidated Plan includes the following goals:

- Maintain existing housing
- Increase access to affordable housing
- Correct accessibility deficiencies
- Improve senior facilities and services
- Provide improvements in deficient neighborhoods
- Support services for vulnerable populations
- Support mental health programs and resources
- Support training, prevention & education programs
- Support COVID-19 response efforts as needed

The 2023 AAP allocated funds to projects associated with two of these goals:

1. Correct accessibility deficiencies
2. Support services for vulnerable populations

### **Comparison of the proposed versus actual outcomes for each outcome measure submitted with the consolidated plan and explain, if applicable, why progress was not made toward meeting goals and objectives. 91.520(g)**

Categories, priority levels, funding sources and amounts, outcomes/objectives, goal outcome indicators, units of measure, targets, actual outcomes/outputs, and percentage completed for each of the grantee's program year goals.

Goal	Category	Source / Amount	Indicator	Unit of Measure	Expected – Strategic Plan	Actual – Strategic Plan	Percent Complete	Expected – Program Year	Actual – Program Year	Percent Complete
Correct accessibility deficiencies	Non-Housing Community Development	CDBG: \$	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit	Persons Assisted	2800	869	31.04%	80	113	141.25%
Improve senior facilities and services	Non-Homeless Special Needs	CDBG: \$	Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	100	0	0.00%			
Improve senior facilities and services	Non-Homeless Special Needs	CDBG: \$	Public service activities for Low/Moderate Income Housing Benefit	Households Assisted	100	0	0.00%			
Increase access to affordable housing	Affordable Housing	CDBG: \$	Direct Financial Assistance to Homebuyers	Households Assisted	1	0	0.00%			
Maintain existing housing	Affordable Housing	CDBG: \$	Homeowner Housing Rehabilitated	Household Housing Unit	3	8	266.67%			
Provide improvements in deficient neighborhoods	Non-Housing Community Development	CDBG: \$	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit	Persons Assisted	2000	3915	195.75%			

Support COVID-19 response efforts as needed	Non-Homeless Special Needs		Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	30	216	720.00%			
Support COVID-19 response efforts as needed	Non-Homeless Special Needs		Jobs created/retained	Jobs	10	41	410.00%			
Support COVID-19 response efforts as needed	Non-Homeless Special Needs		Businesses assisted	Businesses Assisted	1	9	900.00%			
Support mental health programs and resources	Non-Homeless Special Needs	CDBG: \$	Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	112	304	271.43%			
Support services for vulnerable populations	Homeless Non-Homeless Special Needs	CDBG: \$25000	Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	900	1069	118.78%	162	200	123.46%
Support services for vulnerable populations	Homeless Non-Homeless Special Needs	CDBG: \$25000	Homeless Person Overnight Shelter	Persons Assisted	100	64	64.00%	25	21	84.00%
Support services for vulnerable populations	Homeless Non-Homeless Special Needs	CDBG: \$25000	Overnight/Emergency Shelter/Transitional Housing Beds added	Beds	0	0		0	0	



Support services for vulnerable populations	Homeless Non-Homeless Special Needs	CDBG: \$25000	Homelessness Prevention	Persons Assisted	0	0		22	0	0.00%
Support training, prevention & education programs	Homeless Non-Homeless Special Needs	CDBG: \$	Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	30	0	0.00%			

Table 1 - Accomplishments – Program Year &amp; Strategic Plan to Date

**Assess how the jurisdiction's use of funds, particularly CDBG, addresses the priorities and specific objectives identified in the plan, giving special attention to the highest priority activities identified.**

The City was awarded \$234,335 in CDBG funds for the 2023-24 program year. This was a slight increase from the previous year's grant (\$225,698). This is the fourth year of the 2020 Consolidated Plan. The highest priority is correcting accessibility deficiencies, particularly ADA ramps throughout the City. This year, the City focused on completing all open activities and building staffing, following turnover. In particular, all but one activity from prior years have now been closed. This marks excellent progress on wrapping up the 2020-2024 Consolidated Plan goals.

Looking at goals with zero progress, these are areas that the City did not have enough CDBG funds to do. The City decided not to use CDBG for seniors or housing needs, as these were being met through other funds as the City works with a developer to consider options for a new senior center and explores options with Redevelopment Agency funds. Many of the activities that supported vulnerable populations also include some education, prevention, and training aspect (one of our goals), but were all reported under the vulnerable population goal. The City plans to continue operating a simple CDBG program, especially in the midst of staff turnover this year.

With regard to CDBG-CV funds, the City has addressed its priorities of supporting low- and moderate-income employees with short-term business grants and supporting public services during increased demand. This year, the City paid out the last of its CDBG-CV funds. The contract with the mortgage assistance subrecipient had lapsed, though they had \$13,045.50 unspent. The CDBG Coordinator reopened communications with them and found there was still substantial demand for help. The remaining funds quickly went to help four very grateful households.

## CR-10 - Racial and Ethnic composition of families assisted

Describe the families assisted (including the racial and ethnic status of families assisted).

91.520(a)

	CDBG
White	196
Black or African American	8
Asian	4
American Indian or American Native	2
Native Hawaiian or Other Pacific Islander	2
<b>Total</b>	<b>212</b>
Hispanic	19
Not Hispanic	193

**Table 2 – Table of assistance to racial and ethnic populations by source of funds**

### Narrative

The City compares the percentage of beneficiaries by race at a high level with the City's overall racial makeup. This year, the City compared to the 2020 Census (U.S. Census Bureau. "PROFILE OF GENERAL POPULATION AND HOUSING CHARACTERISTICS." *Decennial Census, DEC Demographic Profile, Table DP1*, 2020, <https://data.census.gov/table/DECENNIALDP2020.DP1?q=south+jordan+racial+profile>. Accessed on August 15, 2024.) Per that data, 81.6% of residents are white, 1% are black or African American, 5.3% are Asian, .4% are American Indian or American Native, and 1.1% are Native Hawaiian or Other Pacific Islander. Per these numbers, whites were overrepresented in CDBG beneficiaries by 10.9%, blacks were overrepresented by 2.8%, Asians were underrepresented by 3.4%, and American Indians and Native Hawaiians were very closely represented to their representation in the City. Interestingly the City exactly matched its demographics of Hispanic (9%) and Non-Hispanic (91%) with who was benefited by CDBG funds.

All direct interactions with beneficiaries are handled by our subrecipients who provide public services. On the City's side, a full-time information center agent is available to handle calls from Spanish speakers. Disability accommodations, including TDD, are offered for public meetings. During the execution of the City's CDBG-CV Business Grants, interpreters were used for one applicant. The City currently does not translate materials but will upon request. According to the American Community Survey 2019 five-year estimates, an estimated 1,520 residents over age five speak English less than very well. Of this group, 660 are Spanish speakers, and the remainder are dispersed between several languages. Looking at

residents 18 years and older, 689 speak English less than very well. This is still the most current data available from the Census Bureau.

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## CR-15 - Resources and Investments 91.520(a)

### Identify the resources made available

Source of Funds	Source	Resources Made Available	Amount Expended During Program Year
CDBG	public - federal	234,335	473,177.83

Table 3 - Resources Made Available

### Narrative

The 2023-24 CDBG grant award was \$234,335 and 98% of the award has been drawn. The remaining balance is \$3,526. The remaining balance is from the 2023 ADA ramp project, which was completed for less than the allocated amount. The activity is now closed and funds are unallocated. They will later be reprogrammed to a new activity, likely infrastructure.

The City also has \$5,500 remaining in PY22 funds. These are allocated to the City's homeless hospice activity, which is in progress. The City amended \$3,674.94 in leftover 2020 funds to its 2024 ADA ramp activity. Both sets of these prior year funds are expected to be spent in the 2024 program year.

This year the City has significantly reduced open activities. Activities from 2020, 2021, and 2022 were finally expended and closed in IDIS. This included final payments on several infrastructure improvements and utilizing leftover admin and planning funds. The City is pleased that only \$12,700.94 is left to be spent from past year grants and that plans to clean up these funds are already in motion.

### CV Narrative

CV funds are not shown above since they are associated with the 2019 AAP, in the final year of the past consolidated plan. The City is pleased to report that 100% of its CDBG-CV award has now been drawn and spent on eligible activities that benefitted South Jordan residents affected by the pandemic. The full CDBG-CV grant award was \$268,363. All 16 activities are now complete and closed in IDIS. The final activity that was finished this year was mortgage assistance through the Community Development Corporation of Utah. The contract had lapsed during a time of little demand. Upon reopening communications, the remainder (\$13,045.50) was quickly spent on four households with a clear need. The City notes that while all the CV money has been spent, needs still exist. The City is committed to continuing to use its regular CDBG funds to benefit those facing limited income and other challenges.

### Identify the geographic distribution and location of investments

Target Area	Planned Percentage of Allocation	Actual Percentage of Allocation	Narrative Description

Table 4 – Identify the geographic distribution and location of investments

## Narrative

Since beginning CDBG, the City has had an exception to the standard low-mod income percentage of 51%. In the spring of 2023, South Jordan annexed 2,200 acres located on the southwestern corner of the City, generally west of U-111/Bacchus Highway and south of 11800 South. This annexation has caused a shift in what census tracts in the City are eligible. The annexed area is located in Tract 1131.05 Group 2, which has a low-mod percentage of 40%. This is now the highest low-mod percentage tract in the City. Unfortunately, all of the block group's land in South Jordan is uninhabited. This presents a challenge, as all of the low- and moderate-income households in the larger tract do not actually live in the City. The land is also slated for developer improvements, making the use of City funds at this time an unwise investment in the area. This change removes Tract 1130.11 Group 3 at the east end of the City from eligibility. It has a low-mod percent of 26.87%, but now falls outside of the City's exception.

The updated list of eligible block groups is as follows:

- Tract 1130.10 Group 1, LMH 29.82%
- Tract 1130.10 Group 3, LMH 35.78%
- Tract 1131.05 Group 2, LMH 39.92%
- Tract 1128.17 Group 2, LMH 38.63%
- Tract 1130.07 Group 1, LHM 28.47%

Rather than designating target areas, the City continues to focus on ADA ramps throughout the City that benefit presumed eligible individuals with disabilities. The City does pay special attention to block groups that qualify as low- and moderate-income for these ramps.

This program year, the City completed its 2022 and 2023 PY ADA ramp activity. A total of 53 sidewalks were upgraded to be ADA-compliant. Thirty of those ramps were located in Census Tract 1130.07 Group 1, which is 28.47% low and moderate income.

## Leveraging

**Explain how federal funds leveraged additional resources (private, state and local funds), including a description of how matching requirements were satisfied, as well as how any publicly owned land or property located within the jurisdiction that were used to address the needs identified in the plan.**

All sub-recipients receiving CDBG funds for 2023-24 program year projects provide regional services and receive funds from a combination of private, other local governments, state, and federal sources. All 2023-24 City-managed projects were supported by labor and technical assistance from City employees, including all in-house engineering costs.

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## CR-20 - Affordable Housing 91.520(b)

Evaluation of the jurisdiction's progress in providing affordable housing, including the number and types of families served, the number of extremely low-income, low-income, moderate-income, and middle-income persons served.

	One-Year Goal	Actual
Number of Homeless households to be provided affordable housing units	0	0
Number of Non-Homeless households to be provided affordable housing units	0	0
Number of Special-Needs households to be provided affordable housing units	0	0
<b>Total</b>	<b>0</b>	<b>0</b>

Table 5 – Number of Households

	One-Year Goal	Actual
Number of households supported through Rental Assistance	0	0
Number of households supported through The Production of New Units	0	0
Number of households supported through Rehab of Existing Units	0	0
Number of households supported through Acquisition of Existing Units	0	0
<b>Total</b>	<b>0</b>	<b>0</b>

Table 6 – Number of Households Supported

**Discuss the difference between goals and outcomes and problems encountered in meeting these goals.**

The City does not set goals for providing units, due to the small amount of CDBG funds received by the City. The City furthers affordable housing through other means, such as accessory dwelling units and housing funds from the City's Redevelopment Agency (RDA). The RDA is the primary vehicle for addressing housing. Several years ago, the City partnered with a local developer to create nine workforce housing units. These units, part of a townhome development, are made available to city and school district employees who qualify as low and moderate income. The City's RDA subsidized a portion



of the unit's construction to bring them to affordable rates. All are owned by LMI families, with deed restrictions to preserve the housing stock for those who qualify. In addition to Workforce Housing, the RDA offers Down Payment Assistance of \$20,000 to LMI families. Due to interest rate changes, the City has not found qualified applicants this year.

The 2023 PY had no public services with mortgage or rental assistance. However, the CV grant mortgage assistance program wrapped up this year. Four households (all extremely low income) were served in this program year, marking the end of the City's CV funds. These are included only in the chart below.

In 2014, the City joined the local HOME Consortium. Through HOME Consortium, temporary rental assistance is provided and larger developments that create affordable units are funded. The City's CDBG Coordinator works to select these projects alongside the HOME committee. Since the City's HUD funds are very small, working with HOME is the City's best way to contribute to affordable housing in the valley.

#### **Discuss how these outcomes will impact future annual action plans.**

The City is reevaluating needs in preparation of its 2025-2029 Consolidated Plan. Most likely, the City will continue to fund affordable housing through other means. The City's CDBG annual award has remained at approximately \$235,000 since 2019. Unless the City were to receive more CDBG funds, this amount is insufficient to create affordable units. The City plans to continue using funds for other types of public services and infrastructure improvements and address housing via our RDA funds.

**Include the number of extremely low-income, low-income, and moderate-income persons served by each activity where information on income by family size is required to determine the eligibility of the activity.**

<b>Number of Households Served</b>	<b>CDBG Actual</b>	<b>HOME Actual</b>
Extremely Low-income	4	0
Low-income	0	0
Moderate-income	0	0
<b>Total</b>	<b>4</b>	<b>0</b>

**Table 7 – Number of Households Served**

#### **Narrative Information**

The table above includes the four households served by the CDBG-CV Mortgage Assistance this program year. No other households were served specific to affordable housing.

The City does not receive HTF and participates in HOME as a member of the Salt Lake County Consortium.

The City is in the process of updating its Analysis of Impediments and Moderate Income Housing Plan in preparation for the 2025 Consolidated Plan. This will inform the next year. Looking at our older studies, we have the following information.

The City adopted a Moderate Income Housing Plan in November of 2019. Compared to the City's 2014 Housing Needs Study, there are more rental options available within the City, but a lower proportion of SFRs are available as rentals. In 2014, about 9.4 percent of SFRs were rentals, compared to the 6.7 percent today. However, the overall proportion of rentals of all types has increased from 18.9 percent to 23.1 percent. But the Census's 2017 American Community Survey (ACS) data estimated 63 percent of all rentals have a gross rent above \$1,000 per month. The median gross rent is \$1,405, compared to the County's \$1,015. Additionally, compared to the 2014 Housing Needs Study, overall home prices in the City have risen dramatically. In 2014, about 71 percent of homes were below \$300,000. Now only 24 percent are below that value.

As the population and number of households continue to rise, the City will have greater need to provide housing that meets the needs of residents and those interested in moving to the City. The current shortage plus that additional need each year means that (assuming current distributions of household incomes) the City will have a need of 10,370 affordable housing units by 2024. A large portion of this is made up of the current shortage with an additional 505 to 560 per year until 2024. Just five years ago, the City had an excess of affordable moderate-income housing, but—despite best efforts by the City—housing affordability is a major statewide issue presenting challenges for all communities.

The City will need funds much more substantial than CDBG to address this affordable unit shortage. The City plans to use RDA funds for this purpose.

## **CR-25 - Homeless and Other Special Needs 91.220(d, e); 91.320(d, e); 91.520(c)**

**Evaluate the jurisdiction's progress in meeting its specific objectives for reducing and ending homelessness through:**

### **Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs**

The City regularly provides CDBG funds to support two of the leading agencies in the region serving homeless needs and working to reduce homelessness: the Road Home and South Valley Sanctuary. There are currently no facilities or programs operating within the City itself.

The Road Home is the most comprehensive single agency in the region serving the homeless. According to their year-end report, the Road Home served 10 South Jordan residents, reaching their goal. These individuals from South Jordan had access to case management, showers, meals, clothing, health and mental health services, and referrals to other community resources.

South Valley Sanctuary provides shelter and services for victims of domestic violence in the region. Their services are available to women, men, and children. In addition to shelter needs, they operate two Community Resource Centers, a 24/7 hotline, and several education programs. Whereas the shelter is a confidential location, the Community Resource Center and hotline make resources available for a broader range of needs and without having to shelter all individuals with needs. This program year, South Valley Sanctuary provided the following services to South Jordan residents: 99 crisis hotline calls, 91 case management services, 65 clinical services, 3 sexual assault services, 2 children's learning center services, and 8 emergency shelter stays. Since the 2018 PY, the number of residents served by SVS has been increasing, a troubling trend though encouraging that we are meeting the needs of more residents.

During this program year, the City also closed out an older activity with the Inn Between, which provides medical respite and homeless hospice service. After the City encouraged outreach, they served three residents who cited South Jordan as their last address.

### **Addressing the emergency shelter and transitional housing needs of homeless persons**

The City funds the Road Home, in part, because of their overall approach towards homelessness. They provide emergency shelter, supportive services, and housing assistance.

**Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: likely to become homeless after being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); and, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs**

As has been mentioned, the Road Home manages a very comprehensive program founded on a Housing First approach. Services offered by the Road Home include programs for transitional housing.

**Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again**

One of the primary objectives of the City's CDBG programs is to "support family and individual stability, self-reliance, and prosperity." The City's CDBG program supports a wide range of public services that serve essential needs (shelter, food, health care) of individuals who may be facing homelessness. The majority of these public services have a comprehensive and collaborative approach to helping homeless persons transition out of homelessness.

Due to the size of our grant, the City's support is limited to helping fund a tiny amount of existing programs. The City supports helping the homeless transition to permanent housing through the HOME Consortium.

**CR-30 - Public Housing 91.220(h); 91.320(j)****Actions taken to address the needs of public housing**

There are currently no public housing facilities located within the City, and public housing is not directly addressed by the City's CDBG program. However, regional public housing issues are addressed by the local HOME consortium, of which the City is a member.

**Actions taken to encourage public housing residents to become more involved in management and participate in homeownership**

Not applicable

**Actions taken to provide assistance to troubled PHAs**

Not applicable

DRAFT

## **CR-35 - Other Actions 91.220(j)-(k); 91.320(i)-(j)**

**Actions taken to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment. 91.220 (j); 91.320 (i)**

During the 2023-24 program year, the city issued permits for 386 residential units (according to City Building Division data), a significant decrease from last year. Of those, 31% were for non-single family detached housing (townhomes, condos, apartments), an increase. Of all units, 57% were in Daybreak, a large mixed-housing project with small lots.

Daybreak, a master-planned development within the City, is a significant contributor to reaching the City's housing goals. As noted above, most residential growth is happening in this area and includes small lots and non-single-family detached housing. The densest part of Daybreak is under construction now. In 2023, the City created a Housing and Transit Reinvestment Zone in Daybreak to facilitate the building of Downtown Daybreak, which will include housing development near major transit corridors.

In 2019, the City adopted an updated General Plan, including a Moderate Income Housing Plan. The Housing Plan includes the following goals:

1. Ensure development of well-designed housing that qualifies as Affordable Housing to meet the needs of moderate-income households within the City.
2. Promote the development of diverse housing types that provide life-cycle housing for a full spectrum of users.
3. Maintain existing and well-maintained single-family residential neighborhoods.
4. Facilitate the growth of new, safe, and well-planned neighborhoods within the City.

The City is now working with a consultant to complete a refresh of its Moderate Income Housing Plan. This will replace the 2019 plan and the 2014 formal analysis of impediments. The new plan, when complete, will meet the standards of the Affirmatively Furthering Fair Housing interim rule and inform the Consolidated Planning process.

As previously mentioned, the City continues to actively participate in the local HOME consortium and is funding one housing program through RDA funds. Past CDBG efforts have also focused on clarifying requirements for accessory living units. This year, the City approved 31 ADU permits, slightly down from last year, but still above past levels. Accessory dwelling units increase living options in the city and can be more affordable options for residents.

## **Actions taken to address obstacles to meeting underserved needs. 91.220(k); 91.320(j)**

The majority of the 2023-24 funding was allocated to constructing new ADA ramps that were identified

to be non-compliant to current regulations. Through these projects, the City is working hard to identify needs in these areas that may be underserved and better meet the goals of CDBG. These ramps present a liability to the City and upgrading them helps the City's goals of fiscally responsible governance, engaged community, and reliable public infrastructure for our low and moderate income community members.

#### **Actions taken to reduce lead-based paint hazards. 91.220(k); 91.320(j)**

Based on Census data and City estimates, over 90% of all housing within the City has been built since 1978, so lead-based paint is not considered to be a widespread concern in the City. For similar reasons, the Salt Lake County Health Department has recently discontinued testing and remediation programs. The focus of the Health Department is now on education. Residents of South Jordan can access Health Department information at [www.slcohealth.org/programs/leadFreeKids/index](http://www.slcohealth.org/programs/leadFreeKids/index).

#### **Actions taken to reduce the number of poverty-level families. 91.220(k); 91.320(j)**

The City of South Jordan has a relatively wealthy population. Trends since the last CAPER show that wealth for residents has increased slightly. According to the 2022 American Community Survey 1-year estimates from the Census, the median income is \$118,560 and an estimated 2,206 residents (2.6%) live in poverty. As such, most efforts this program year have focused on preventing further poverty by increasing accessibility for disabled adults through upgrading ADA ramps. Since the low/mod population in South Jordan is quite small, the City gets limited CDBG resources. In addition to its infrastructure improvements, the City funded resources for those experiencing homelessness and domestic violence. These residents are particularly at-risk or already experiencing poverty. By focusing on these services with established non-profit providers, the City can stretch its dollars in this area.

#### **Actions taken to develop institutional structure. 91.220(k); 91.320(j)**

The City has experienced several staffing changes during the 2023 program year. David Mann, the previous CDBG Coordinator, ended employment with the City in early 2024. Since then Katie Olson, former coordinator has managed the program again. The City has promoted Reid Sanderson, former payroll coordinator from the Finance Department, to be CDBG Coordinator, in addition to overseeing other grants in Finance. Mr. Sanderson is now training his replacement in payroll. Ms. Olson will slowly transition the CDBG program to him. Ms. Olson is planning to closely work with Mr. Sanderson to ensure a smooth transition and training period. Mrs. Olson put in an extensive amount of work to create greater functionality, stability, and efficiency in the administration of the CDBG program for South Jordan, before moving on to another position with the City in 2022. These improvements have paid off significantly during the staff changes. The change to Mr. Sanderson as CDBG Coordinator will be a significant structural improvement to the program, making CDBG fully housed in the City's finance department, rather than a split between Finance, Planning, and the City Manager's Office. This will clear up lines of responsibility and increase communications.

**Actions taken to enhance coordination between public and private housing and social service agencies. 91.220(k); 91.320(j)**

During staff turnover within South Jordan City and also within Salt Lake County, relations with the County Consortium and other agencies have suffered. With Mr. Sanderson coming into the role, he will need to rebuild connections with providers. The Consolidated Plan process already promotes these actions, so this will be a key time for re-familiarizing providers and consortium members with South Jordan's program. Coordination meetings have begun for the plan with regular future meetings already scheduled.

**Identify actions taken to overcome the effects of any impediments identified in the jurisdictions analysis of impediments to fair housing choice. 91.520(a)**

The City is now working with a consultant to complete a refresh of its Moderate Income Housing Plan for the new consolidated plan. This will replace the 2019 Moderate Income Housing plan and the 2014 formal analysis of impediments. The new plan, when complete, will meet the standards of the Affirmatively Furthering Fair Housing interim rule and inform the Consolidated Planning process. The City's 2019 Moderate Income Housing Plan lacked some data to qualify completely as a formal analysis of impediments, so the City currently uses it in combination with the Regional Analysis of Impediments to Fair Housing Choice (2014). This document identified the following three impediments specific to South Jordan:

- Housing plan fails to address affordable rental housing
- Large single-family lots
- Absence of rent-assisted family rental units.

During the program year, the City issued permits for 31 accessory dwelling units. The ADU ordinance was revised a few years ago to improve simplicity and fairness of application. This is a significant step towards encouraging rental units in areas of the City where land is not available for new builds. The City is now working with Daybreak to expand opportunities for ADUs in the Daybreak community.

During the 2023 program year, the City permitted a majority of its new units in the Daybreak community, which typically consist of small-lot single-family homes and townhomes. Though housing prices are still rising rapidly in the Salt Lake area, these additional units are a step towards supply issues and are moving the needle on the number of large single-family lots in the City.

The City is reviewing changes to its PD Floating Zone that will incentivize more moderate income housing units in an upcoming development, called Shoreline. Additionally, the City has reduced parking requirements for transit-oriented development and is planning and creating opportunities for mixed-use development near transit that includes affordable housing.

The City continues to participate in the local HOME consortium, which directly funds regional projects



that include support for existing rent-assisted units and the development of new units.

DRAFT

## **CR-40 - Monitoring 91.220 and 91.230**

**Describe the standards and procedures used to monitor activities carried out in furtherance of the plan and used to ensure long-term compliance with requirements of the programs involved, including minority business outreach and the comprehensive planning requirements**

Quarterly Reports have been the primary monitoring tool due to time available for the program as well as the added workload of CDBG-CV grants and staff turnover. All subrecipients, including CDBG-CV services, are required to submit reports through a ZoomGrants template. They are required to include a narrative description of any successes and obstacles, in addition to full counts of beneficiaries broken out by race, ethnicity, income, and type of service. The CDBG Coordinator monitors these for any red flags. Any discrepancies in reporting are resolved with the subrecipient; often, they are required to resubmit reports until all reported accomplishments match up and check out. These types of on-going quarterly checks have taken precedence over desk reviews. On-site visits to subrecipients were completed during the 2020 Consolidated Plan process and are anticipated to be completed again as part of the 2025 Con Plan outreach.

Hard cost projects are completed in partnership with the City's Engineering Department and use regular check-ins with project managers, rather than a quarterly report since accomplishments do not happen until the end of the project.

For CDBG-CV, significant effort was put into educating applicants on requirements up front. A webinar along with detailed application materials were given to applicants. Translation services were offered as well. As with the CDBG grant, all CV recipients do quarterly reports and follow the same policies as above.

## **Citizen Participation Plan 91.105(d); 91.115(d)**

**Describe the efforts to provide citizens with reasonable notice and an opportunity to comment on performance reports.**

The City's Citizen Participation Plan, which identifies the process for plan and report preparation, was reviewed regularly throughout the program year and followed in preparing the 2023 CAPER. A public hearing to approve the CAPER was held on September 3, 2024, at the South Jordan City Hall. This public hearing is also advertised as a time for residents and interested parties to comment on general community needs that can be addressed in the 2025-26 program year. The draft of the CAPER and the

Citizen Participation Plan were available online, at three city buildings (City Hall, the Public Works Building, and the Community Center), and by request from August 19 to September 18. Since the 2022 CAPER was not correctly made available for public comment, the 2022 CAPER was also available with the 2023 CAPER in the methods stated above. On August 19, a public notice of the hearing and CAPER availability was issued on the City's website and the Utah Public Notice website. On August 16, 17, and 18, public notices were also printed in two major newspapers, including their online edition. Press releases announcing the hearing and CAPER draft were sent on August 19 to 26 news outlets. Prior to the hearing, two social media posts were made on Facebook and Instagram; the language targeted all residents.

### **CR-45 - CDBG 91.520(c)**

**Specify the nature of, and reasons for, any changes in the jurisdiction's program objectives and indications of how the jurisdiction would change its programs as a result of its experiences.**

As mentioned in previous sections, the City has undergone some staffing turnover and the CDBG Coordinator position will now be located in the Finance Department. The City did not change any program objectives during the program year. However, looking forward to future years, there may be a need for changes. The new CDBG Coordinator will be tasked with determining how best to allocate the City's small resources. It is anticipated that the City will continue doing ADA ramps for quite some time, since there are still many needs outstanding. The City's internal policy has always been to use its 15% allowable for public services, though this increases the administrative burden of the program. As the City undertakes the 2025 Consolidated Planning process, these policies will be considered.

Due to the small amount of money the City receives, future allocations need to be focused on few goals. Making infrastructure improvements (such as ADA ramps) is the most reasonable use for our size of grant. While housing goals have been included in the Consolidated Plan, these are unlikely to be met through CDBG funds.

**Does this Jurisdiction have any open Brownfields Economic Development Initiative (BEDI) grants?**

No

**[BEDI grantees] Describe accomplishments and program outcomes during the last year.**

**CR-45 - CDBG 91.520(c)**

**Specify the nature of, and reasons for, any changes in the jurisdiction's program objectives and indications of how the jurisdiction would change its programs as a result of its experiences.**

As mentioned in previous sections, the City has undergone some staffing turnover and the CDBG Coordinator position will now be located in the Finance Department. The City did not change any program objectives during the program year. However, looking forward to future years, there may be a need for changes. The new CDBG Coordinator will be tasked with determining how best to allocate the City's small resources. It is anticipated that the City will continue doing ADA ramps for quite some time, since there are still many needs outstanding. The City's internal policy has always been to use its 15% allowable for public services, though this increases the administrative burden of the program. As the City undertakes the 2025 Consolidated Planning process, these policies will be considered.

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**Does this Jurisdiction have any open Brownfields Economic Development Initiative (BEDI) grants?**

No

**[BEDI grantees] Describe accomplishments and program outcomes during the last year.**

**CR-58 – Section 3****Identify the number of individuals assisted and the types of assistance provided**

<b>Total Labor Hours</b>	<b>CDBG</b>	<b>HOME</b>	<b>ESG</b>	<b>HOPWA</b>	<b>HTF</b>
Total Number of Activities	1	0	0	0	0
Total Labor Hours	2,384				
Total Section 3 Worker Hours	2,384				
Total Targeted Section 3 Worker Hours	0				

**Table 8 – Total Labor Hours**

<b>Qualitative Efforts - Number of Activities by Program</b>	<b>CDBG</b>	<b>HOME</b>	<b>ESG</b>	<b>HOPWA</b>	<b>HTF</b>
Outreach efforts to generate job applicants who are Public Housing Targeted Workers	1				
Outreach efforts to generate job applicants who are Other Funding Targeted Workers.					
Direct, on-the job training (including apprenticeships).	1				
Indirect training such as arranging for, contracting for, or paying tuition for, off-site training.	1				
Technical assistance to help Section 3 workers compete for jobs (e.g., resume assistance, coaching).					
Outreach efforts to identify and secure bids from Section 3 business concerns.					
Technical assistance to help Section 3 business concerns understand and bid on contracts.					
Division of contracts into smaller jobs to facilitate participation by Section 3 business concerns.					
Provided or connected residents with assistance in seeking employment including: drafting resumes, preparing for interviews, finding job opportunities, connecting residents to job placement services.					
Held one or more job fairs.					
Provided or connected residents with supportive services that can provide direct services or referrals.	1				
Provided or connected residents with supportive services that provide one or more of the following: work readiness health screenings, interview clothing, uniforms, test fees, transportation.					
Assisted residents with finding child care.					
Assisted residents to apply for, or attend community college or a four year educational institution.					
Assisted residents to apply for, or attend vocational/technical training.	1				
Assisted residents to obtain financial literacy training and/or coaching.					
Bonding assistance, guaranties, or other efforts to support viable bids from Section 3 business concerns.					
Provided or connected residents with training on computer use or online technologies.					
Promoting the use of a business registry designed to create opportunities for disadvantaged and small businesses.					
Outreach, engagement, or referrals with the state one-stop system, as designed in Section 121(e)(2) of the Workforce Innovation and Opportunity Act.					

Other.					
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**Table 9 – Qualitative Efforts - Number of Activities by Program**

## Narrative

The City's ADA ramp activities from 2022 and 2023 were combined under one contractor, triggering Section 3 requirements. While no hours were done by targeted Section 3 workers, all labor hours on the activities were done by Section 3 workers.

DRAFT



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**PART I: SUMMARY OF CDBG RESOURCES**

01 UNEXPENDED CDBG FUNDS AT END OF PREVIOUS PROGRAM YEAR	251,543.77
02 ENTITLEMENT GRANT	234,335.00
03 SURPLUS URBAN RENEWAL	0.00
04 SECTION 108 GUARANTEED LOAN FUNDS	0.00
05 CURRENT YEAR PROGRAM INCOME	0.00
05a CURRENT YEAR SECTION 108 PROGRAM INCOME (FOR SI TYPE)	0.00
06 FUNDS RETURNED TO THE LINE-OF-CREDIT	0.00
06a FUNDS RETURNED TO THE LOCAL CDBG ACCOUNT	0.00
07 ADJUSTMENT TO COMPUTE TOTAL AVAILABLE	0.00
08 TOTAL AVAILABLE (SUM, LINES 01-07)	485,878.77

**PART II: SUMMARY OF CDBG EXPENDITURES**

09 DISBURSEMENTS OTHER THAN SECTION 108 REPAYMENTS AND PLANNING/ADMINISTRATION	381,847.41
10 ADJUSTMENT TO COMPUTE TOTAL AMOUNT SUBJECT TO LOW/MOD BENEFIT	29,550.00
11 AMOUNT SUBJECT TO LOW/MOD BENEFIT (LINE 09 + LINE 10)	411,397.41
12 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	16,595.39
13 DISBURSED IN IDIS FOR SECTION 108 REPAYMENTS	0.00
14 ADJUSTMENT TO COMPUTE TOTAL EXPENDITURES	45,185.03
15 TOTAL EXPENDITURES (SUM, LINES 11-14)	473,177.83
16 UNEXPENDED BALANCE (LINE 08 - LINE 15)	12,700.94

**PART III: LOWMOD BENEFIT THIS REPORTING PERIOD**

17 EXPENDED FOR LOW/MOD HOUSING IN SPECIAL AREAS	0.00
18 EXPENDED FOR LOW/MOD MULTI-UNIT HOUSING	0.00
19 DISBURSED FOR OTHER LOW/MOD ACTIVITIES	381,847.41
20 ADJUSTMENT TO COMPUTE TOTAL LOW/MOD CREDIT	29,550.00
21 TOTAL LOW/MOD CREDIT (SUM, LINES 17-20)	411,397.41
22 PERCENT LOW/MOD CREDIT (LINE 21/LINE 11)	100.00%

**LOW/MOD BENEFIT FOR MULTI-YEAR CERTIFICATIONS**

23 PROGRAM YEARS(PY) COVERED IN CERTIFICATION	PY: PY: PY:
24 CUMULATIVE NET EXPENDITURES SUBJECT TO LOW/MOD BENEFIT CALCULATION	0.00
25 CUMULATIVE EXPENDITURES BENEFITING LOW/MOD PERSONS	0.00
26 PERCENT BENEFIT TO LOW/MOD PERSONS (LINE 25/LINE 24)	0.00%

**PART IV: PUBLIC SERVICE (PS) CAP CALCULATIONS**

27 DISBURSED IN IDIS FOR PUBLIC SERVICES	18,243.29
28 PS UNLIQUIDATED OBLIGATIONS AT END OF CURRENT PROGRAM YEAR	5,500.00
29 PS UNLIQUIDATED OBLIGATIONS AT END OF PREVIOUS PROGRAM YEAR	23,743.29
30 ADJUSTMENT TO COMPUTE TOTAL PS OBLIGATIONS	25,000.00
31 TOTAL PS OBLIGATIONS (LINE 27 + LINE 28 - LINE 29 + LINE 30)	25,000.00
32 ENTITLEMENT GRANT	234,335.00
33 PRIOR YEAR PROGRAM INCOME	0.00
34 ADJUSTMENT TO COMPUTE TOTAL SUBJECT TO PS CAP	0.00
35 TOTAL SUBJECT TO PS CAP (SUM, LINES 32-34)	234,335.00
36 PERCENT FUNDS OBLIGATED FOR PS ACTIVITIES (LINE 31/LINE 35)	10.67%

**PART V: PLANNING AND ADMINISTRATION (PA) CAP**

37 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	16,595.39
38 PA UNLIQUIDATED OBLIGATIONS AT END OF CURRENT PROGRAM YEAR	0.00
39 PA UNLIQUIDATED OBLIGATIONS AT END OF PREVIOUS PROGRAM YEAR	14,913.42
40 ADJUSTMENT TO COMPUTE TOTAL PA OBLIGATIONS	45,185.03
41 TOTAL PA OBLIGATIONS (LINE 37 + LINE 38 - LINE 39 +LINE 40)	46,867.00
42 ENTITLEMENT GRANT	234,335.00
43 CURRENT YEAR PROGRAM INCOME	0.00
44 ADJUSTMENT TO COMPUTE TOTAL SUBJECT TO PA CAP	0.00
45 TOTAL SUBJECT TO PA CAP (SUM, LINES 42-44)	234,335.00
46 PERCENT FUNDS OBLIGATED FOR PA ACTIVITIES (LINE 41/LINE 45)	20.00%

**LINE 17 DETAIL: ACTIVITIES TO CONSIDER IN DETERMINING THE AMOUNT TO ENTER ON LINE 17**

No data returned for this view. This might be because the applied filter excludes all data.

**LINE 18 DETAIL: ACTIVITIES TO CONSIDER IN DETERMINING THE AMOUNT TO ENTER ON LINE 18**

No data returned for this view. This might be because the applied filter excludes all data.

## LINE 19 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 19

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2020	2	108	6874763	Infrastructure Improvements/Jordan Gateway ADA Improvements	03L	LMC	\$21,650.35
2020	2	114	6874763	Infrastructure Improvements/ADA Ramps	03L	LMC	\$856.77
2020	2	127	6874763	Yorkshire Crossing	03L	LMA	\$35,647.00
2022	2	133	6889520	2022 Infrastructure Improvements/ADA Ramps	03L	LMC	\$151,058.00
2023	2	139	6889520	2023 Infrastructure Improvements/ADA Ramps	03L	LMC	\$95,792.00
2023	2	139	6931217	2023 Infrastructure Improvements/ADA Ramps	03L	LMC	\$58,600.00
							<b>03L Matrix Code \$363,604.12</b>
2022	1	128	6801646	2022 Public Services/Homeless shelter & services	03T	LMC	\$5,143.98
							<b>03T Matrix Code \$5,143.98</b>
2022	1	130	6801646	2022 Public Services/Domestic violence victim legal support services	05C	LMC	\$3,000.00
							<b>05C Matrix Code \$3,000.00</b>
2022	1	129	6801646	2022 Public Services/Domestic violence victim shelter & services	05G	LMC	\$7,099.31
							<b>05G Matrix Code \$7,099.31</b>
2022	1	131	6883797	2022 Public Services/Mental Health Services	05O	LMC	\$3,000.00
							<b>05O Matrix Code \$3,000.00</b>
<b>Total</b>							<b>\$381,847.41</b>

## LINE 27 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 27

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity to prevent	Activity Name	Grant Number	Fund Type	Matrix Code	National Objective	Drawn Amount
2022	1	128	6801646	No	2022 Public Services/Homeless shelter & services	B22MC490013	EN	03T	LMC	\$5,143.98
										<b>03T Matrix Code \$5,143.98</b>
2022	1	130	6801646	No	2022 Public Services/Domestic violence victim legal support services	B22MC490013	EN	05C	LMC	\$3,000.00
										<b>05C Matrix Code \$3,000.00</b>
2022	1	129	6801646	No	2022 Public Services/Domestic violence victim shelter & services	B22MC490013	EN	05G	LMC	\$7,099.31
										<b>05G Matrix Code \$7,099.31</b>
2022	1	131	6883797	No	2022 Public Services/Mental Health Services	B22MC490013	EN	05O	LMC	\$3,000.00
										<b>05O Matrix Code \$3,000.00</b>
										<b>No Activity to prevent, prepare for, and respond to Coronavirus \$18,243.29</b>
<b>Total</b>										<b>\$18,243.29</b>

## LINE 37 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 37

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2021	3	126	6883797	2021 Gen Admin: Planning	20		\$14,913.42
							<b>20 Matrix Code \$14,913.42</b>
2023	3	140	6883797	Program Administration	21A		\$1,681.97
							<b>21A Matrix Code \$1,681.97</b>
<b>Total</b>							<b>\$16,595.39</b>





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**PART I: SUMMARY OF CDBG-CV RESOURCES**

01 CDBG-CV GRANT	268,363.00
02 FUNDS RETURNED TO THE LINE-OF-CREDIT	0.00
03 FUNDS RETURNED TO THE LOCAL CDBG ACCOUNT	0.00
04 TOTAL CDBG-CV FUNDS AWARDED	268,363.00

**PART II: SUMMARY OF CDBG-CV EXPENDITURES**

05 DISBURSEMENTS OTHER THAN SECTION 108 REPAYMENTS AND PLANNING/ADMINISTRATION	260,363.00
06 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	8,000.00
07 DISBURSED IN IDIS FOR SECTION 108 REPAYMENTS	0.00
08 TOTAL EXPENDITURES (SUM, LINES 05 - 07)	268,363.00
09 UNEXPENDED BALANCE (LINE 04 - LINE 8)	0.00

**PART III: LOWMOD BENEFIT FOR THE CDBG-CV GRANT**

10 EXPENDED FOR LOW/MOD HOUSING IN SPECIAL AREAS	0.00
11 EXPENDED FOR LOW/MOD MULTI-UNIT HOUSING	0.00
12 DISBURSED FOR OTHER LOW/MOD ACTIVITIES	260,363.00
13 TOTAL LOW/MOD CREDIT (SUM, LINES 10 - 12)	260,363.00
14 AMOUNT SUBJECT TO LOW/MOD BENEFIT (LINE 05)	260,363.00
15 PERCENT LOW/MOD CREDIT (LINE 13/LINE 14)	100.00%

**PART IV: PUBLIC SERVICE (PS) CALCULATIONS**

16 DISBURSED IN IDIS FOR PUBLIC SERVICES	149,679.00
17 CDBG-CV GRANT	268,363.00
18 PERCENT OF FUNDS DISBURSED FOR PS ACTIVITIES (LINE 16/LINE 17)	55.77%

**PART V: PLANNING AND ADMINISTRATION (PA) CAP**

19 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	8,000.00
20 CDBG-CV GRANT	268,363.00
21 PERCENT OF FUNDS DISBURSED FOR PA ACTIVITIES (LINE 19/LINE 20)	2.98%

**LINE 10 DETAIL: ACTIVITIES TO CONSIDER IN DETERMINING THE AMOUNT TO ENTER ON LINE 10**

No data returned for this view. This might be because the applied filter excludes all data.

**LINE 11 DETAIL: ACTIVITIES TO CONSIDER IN DETERMINING THE AMOUNT TO ENTER ON LINE 11**

No data returned for this view. This might be because the applied filter excludes all data.

**LINE 12 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 12**

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2019	5	90	6389774	Blue Fish - Small Business Paycheck Support	18A	LMJ	\$5,000.00
		91	6389774	Beyond Beauty - Small Business Paycheck Support	18A	LMJ	\$10,000.00
		92	6389774	CruiseBuilder - Small Business Paycheck Support	18A	LMJ	\$20,000.00
		93	6389774	Oh Mai - Small Business Paycheck Support	18A	LMJ	\$5,000.00
		94	6389774	Huntington Learning - Small Business Paycheck Support	18A	LMJ	\$18,684.00
		95	6389774	Porch - Small Business Paycheck Support	18A	LMJ	\$8,000.00
		96	6389774	Lotsa Tots - Small Business Paycheck Support	18A	LMJ	\$20,000.00
		97	6389774	Biscotts - Small Business Paycheck Support	18A	LMJ	\$12,000.00
		98	6389774	Saffron Valley - Small Business Paycheck Support	18A	LMJ	\$12,000.00
	6	99	6470233	CV-Public Services-Food bank services	05W	LMC	\$3,494.64
			6493596	CV-Public Services-Food bank services	05W	LMC	\$1,546.52
			6522939	CV-Public Services-Food bank services	05W	LMC	\$4,626.39

		6579874	CV-Public Services-Food bank services	05W	LMC	\$6,203.45
100		6418444	CV-Public Services-DV Legal Services	05G	LMC	\$1,800.00
105		6493596	CV Public Services-Domestic Violence Victim shelter and Services	05G	LMC	\$3,818.72
		6511769	CV Public Services-Domestic Violence Victim shelter and Services	05G	LMC	\$9,514.61
		6526536	CV Public Services-Domestic Violence Victim shelter and Services	05G	LMC	\$2,222.23
		6559774	CV Public Services-Domestic Violence Victim shelter and Services	05G	LMC	\$2,222.22
		6579874	CV Public Services-Domestic Violence Victim shelter and Services	05G	LMC	\$2,222.22
115		6663540	CV-Public Services/Mental Health Services	05O	LMC	\$400.00
117		6522939	CV-Public Services/Mortgage Assistance	05Q	LMC	\$6,242.50
		6594701	CV-Public Services/Mortgage Assistance	05Q	LMC	\$6,242.50
		6612559	CV-Public Services/Mortgage Assistance	05Q	LMC	\$5,377.50
		6629889	CV-Public Services/Mortgage Assistance	05Q	LMC	\$6,242.50
		6639855	CV-Public Services/Mortgage Assistance	05Q	LMC	\$20,520.00
		6663540	CV-Public Services/Mortgage Assistance	05Q	LMC	\$1,894.29
		6813483	CV-Public Services/Mortgage Assistance	05Q	LMC	\$2,043.21
		6912314	CV-Public Services/Mortgage Assistance	05Q	LMC	\$13,045.50
118		6522939	CV-Public Services/Rental Assistance and Case Management	05Q	LMC	\$8,671.00
		6629889	CV-Public Services/Rental Assistance and Case Management	05Q	LMC	\$23,561.59
		6663540	CV-Public Services/Rental Assistance and Case Management	05Q	LMC	\$17,767.41
<b>Total</b>						<b>\$260,363.00</b>

**LINE 16 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 16**

Plan Year	IDIS Project	IDIS Activity	voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2019	6	99	6470233	CV-Public Services-Food bank services	05W	LMC	\$3,494.64
			6493596	CV-Public Services-Food bank services	05W	LMC	\$1,546.52
			6522939	CV-Public Services-Food bank services	05W	LMC	\$4,626.39
			6579874	CV-Public Services-Food bank services	05W	LMC	\$6,203.45
	100		6418444	CV-Public Services-DV Legal Services	05G	LMC	\$1,800.00
	105		6493596	CV Public Services-Domestic Violence Victim shelter and Services	05G	LMC	\$3,818.72
			6511769	CV Public Services-Domestic Violence Victim shelter and Services	05G	LMC	\$9,514.61
			6526536	CV Public Services-Domestic Violence Victim shelter and Services	05G	LMC	\$2,222.23
			6559774	CV Public Services-Domestic Violence Victim shelter and Services	05G	LMC	\$2,222.22
			6579874	CV Public Services-Domestic Violence Victim shelter and Services	05G	LMC	\$2,222.22
	115		6663540	CV-Public Services/Mental Health Services	05O	LMC	\$400.00
	117		6522939	CV-Public Services/Mortgage Assistance	05Q	LMC	\$6,242.50
			6594701	CV-Public Services/Mortgage Assistance	05Q	LMC	\$6,242.50
			6612559	CV-Public Services/Mortgage Assistance	05Q	LMC	\$5,377.50
			6629889	CV-Public Services/Mortgage Assistance	05Q	LMC	\$6,242.50
			6639855	CV-Public Services/Mortgage Assistance	05Q	LMC	\$20,520.00
			6663540	CV-Public Services/Mortgage Assistance	05Q	LMC	\$1,894.29
			6813483	CV-Public Services/Mortgage Assistance	05Q	LMC	\$2,043.21
			6912314	CV-Public Services/Mortgage Assistance	05Q	LMC	\$13,045.50
	118		6522939	CV-Public Services/Rental Assistance and Case Management	05Q	LMC	\$8,671.00
			6629889	CV-Public Services/Rental Assistance and Case Management	05Q	LMC	\$23,561.59
			6663540	CV-Public Services/Rental Assistance and Case Management	05Q	LMC	\$17,767.41
<b>Total</b>							<b>\$149,679.00</b>

**LINE 19 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 19**

Plan Year	IDIS Project	IDIS Activity	voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2019	7	116	6470233	CV-Admin/Program Administration	21A		\$8,000.00
<b>Total</b>							<b>\$8,000.00</b>

## 2022 CAPER

South Jordan City, Utah



# 2022 Consolidated Annual Performance and Evaluation Report (CAPER)

for the use of Community Development Block Grant (CDBG) funds

**Program Year 2022-2023**

**Third year of the 2020-2024 Consolidated Plan**

The 2022 CAPER is available for public comment from August 19, 2024 through September 18, 2024. Comments may be submitted by contacting the City Recorder or by attending the public hearing virtually or in-person on Tuesday, September 3, 2024. It is being reissued based on HUD guidance,

The 2022 CAPER is required by HUD to be completed entirely within the Federal Integrated Disbursement & Information System (IDIS). The included CAPER is a download from IDIS, with its inherent formatting, structure, and tables. The City does not receive HOME or ESG funds, and sections or tables applicable to those two programs may not contain information. Attachments provided within IDIS, but not available with the download, have been added to the hard copy.

## CR-05 - Goals and Outcomes

### **Progress the jurisdiction has made in carrying out its strategic plan and its action plan. 91.520(a)**

This could be an overview that includes major initiatives and highlights that were proposed and executed throughout the program year.

The 2022 program year was the eleventh year of the City's Community Development Block Grant (CDBG) program and the third year of the City's 2020-2024 Consolidated Plan. The goals and objectives were advanced during the 2022-23 program year, in accordance with the 2020 Annual Action Plan. The 2020-2024 Consolidated Plan includes the following goals:

- Maintain existing housing
- Increase access to affordable housing
- Correct accessibility deficiencies
- Improve senior facilities and services
- Provide improvements in deficient neighborhoods
- Support services for vulnerable populations
- Support mental health programs and resources
- Support training, prevention & education programs
- Support COVID-19 response efforts as needed

The 2022 AAP allocated funds to projects associated with three of these goals:

1. Correct accessibility deficiencies
2. Provide improvements in deficient neighborhoods
3. Support services for vulnerable populations

### **Comparison of the proposed versus actual outcomes for each outcome measure submitted with the consolidated plan and explain, if applicable, why progress was not made toward meeting goals and objectives. 91.520(g)**

Categories, priority levels, funding sources and amounts, outcomes/objectives, goal outcome indicators, units of measure, targets, actual outcomes/outputs, and percentage completed for each of the grantee's program year goals.

Goal	Category	Source / Amount	Indicator	Unit of Measure	Expected – Strategic Plan	Actual – Strategic Plan	Percent Complete	Expected – Program Year	Actual – Program Year	Percent Complete
Correct accessibility deficiencies	Non-Housing Community Development	CDBG: \$	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit	Persons Assisted	2800	172	6.14%	80	0	0.00%
Improve senior facilities and services	Non-Homeless Special Needs	CDBG: \$	Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	100	0	0.00%			
Improve senior facilities and services	Non-Homeless Special Needs	CDBG: \$	Public service activities for Low/Moderate Income Housing Benefit	Households Assisted	100	0	0.00%			
Increase access to affordable housing	Affordable Housing	CDBG: \$	Direct Financial Assistance to Homebuyers	Households Assisted	1	0	0.00%			
Maintain existing housing	Affordable Housing	CDBG: \$	Homeowner Housing Rehabilitated	Household Housing Unit	3	2	66.67%			
Provide improvements in deficient neighborhoods	Non-Housing Community Development	CDBG: \$	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit	Persons Assisted	2000	1000	50.00%			

Support COVID-19 response efforts as needed	Non-Homeless Special Needs		Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	30	125	416.67%			
Support COVID-19 response efforts as needed	Non-Homeless Special Needs		Jobs created/retained	Jobs	10	41	410.00%			
Support COVID-19 response efforts as needed	Non-Homeless Special Needs		Businesses assisted	Businesses Assisted	1	9	900.00%			
Support mental health programs and resources	Non-Homeless Special Needs	CDBG: \$	Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	30	0	0.00%	112	0	0.00%
Support services for vulnerable populations	Homeless Non-Homeless Special Needs	CDBG: \$23500	Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	900	342	38.00%	22	0	0.00%
Support services for vulnerable populations	Homeless Non-Homeless Special Needs	CDBG: \$23500	Homeless Person Overnight Shelter	Persons Assisted	100	33	33.00%	25	0	0.00%
Support services for vulnerable populations	Homeless Non-Homeless Special Needs	CDBG: \$23500	Overnight/Emergency Shelter/Transitional Housing Beds added	Beds	0	0				

Support training, prevention & education programs	Homeless Non-Homeless Special Needs	CDBG: \$	Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	30	0	0.00%	50	0	0.00%
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Table 1 - Accomplishments – Program Year &amp; Strategic Plan to Date

**Assess how the jurisdiction's use of funds, particularly CDBG, addresses the priorities and specific objectives identified in the plan, giving special attention to the highest priority activities identified.**

The City was awarded \$225,698 in CDBG funds for the 2022-23 program year. This was a slight decrease from the previous year's grant (\$227,359). This is the third year of the 2020 Consolidated Plan; however, the new goals are similar to the prior con plan. The highest priority is correcting accessibility deficiencies, particularly ADA ramps throughout the City. This year, continued emphasis was put on identifying more infrastructure improvements beyond just curb cuts. One project (Yorkshire Crosswalks) is underway and should be completed by the end of fall 2023. The remaining projects are still being planned and designed by Engineering.

With regard to CDBG-CV funds, the City addressed its priorities of supporting low- and moderate-income employees with short-term business grants and supporting public services during increased demand. While demand from South Jordan residents has been lower than our expected goals for these services, demand on these subrecipients from all residents in their service area (the Salt Lake Valley) has definitely increased due to COVID. South Jordan's CDBG-CV funds have helped keep these providers open, staffed, and available to our residents. South Jordan has drawn most of these funds, with the remaining funds being allocated to one provider under a new agreement that runs through the end of the next program year.

## CR-10 - Racial and Ethnic composition of families assisted

Describe the families assisted (including the racial and ethnic status of families assisted).

91.520(a)

	CDBG
White	1,332
Black or African American	5
Asian	34
American Indian or American Native	9
Native Hawaiian or Other Pacific Islander	5
<b>Total</b>	<b>1,385</b>
Hispanic	91
Not Hispanic	1,294

**Table 2 – Table of assistance to racial and ethnic populations by source of funds**

### Narrative

The numbers above and in the chart below represent both CDBG and CDBG-CV beneficiaries.

The chart below further details the race and ethnicity of beneficiaries. A comparison to the city as a whole is provided, drawing on data from the American Community Survey's 2019 five-year estimates. Asians are better represented among beneficiaries than in years past. Whites and Asian whites are underrepresented among beneficiaries.

All direct interactions with beneficiaries are handled by our subrecipients who provide public services. On the City's side, a full-time information center agent is available to handle calls from Spanish speakers. Disability accommodations, including TDD, are offered for public meetings. During the execution of the City's CDBG-CV Business Grants, interpreters were used for one applicant. The City currently does not translate materials but will upon request. According to the American Community Survey 2019 five-year estimates, an estimated 1,520 residents over age five speak English less than very well. Of this group, 660 are Spanish speakers, and the remainder are dispersed between several languages. Looking at residents 18 years and older, 689 speak English less than very well.



## CR-15 - Resources and Investments 91.520(a)

### Identify the resources made available

Source of Funds	Source	Resources Made Available	Amount Expended During Program Year
CDBG	public - federal	225,698	50,897

Table 3 - Resources Made Available

### Narrative

The 2022-23 CDBG grant award was \$225,698, and 23% of the award has been drawn. The table above represents only funds available and expended from the 2022 grant. The following activities make up that remaining balance:

- \$14,913.42 is for planning and admin and will be carried over into the next year to be spent down on staff and other associated planning and admin costs.
- \$3,000 for LMI dental services. These funds will be amended and reallocated during the 2023 program year.
- \$35,647.38 for Yorkshire Crossing. Project is ready to move forward. Funds will be obligated and drawn in IDIS during the 2023 program year. This includes \$20,222.12 of funds amended from the 2019 grant leftover from ADA ramps.
- \$674.56 for 2020 ADA ramp project. Funds will be combined with ADA ramp funds allocated during the 2022 program year. This includes amended funds from 2018 and 2017.

### CV Narrative

CV funds are not shown above since they are associated with the 2019 AAP, in the final year of the past consolidated plan. The full CDBG-CV grant award is \$268,363, and 94% has been spent. The remaining balance is \$15,088.71. Of 16 activities, 15 were completed and one remains open, as detailed in the chart below. Funds were reallocated from one activity to another and a new subrecipient agreement was signed. The one open activity has until June 2023 to spend their funds as clients qualify for them.

Mortgage Assistance: budget \$61,608 (originally \$54,508), drawn 75.5% \$15,088.71

### Identify the geographic distribution and location of investments

Target Area	Planned Percentage of Allocation	Actual Percentage of Allocation	Narrative Description

Table 4 – Identify the geographic distribution and location of investments

### Narrative

Though the City does not have designated target areas, the City is focused on improving eligible block groups. The City has five Census block groups that qualify as low- and moderate-income.

- Tract 1128.17 Group 2, LMH 38.63%
- Tract 1130.10 Group 1, LMH 29.82%
- Tract 1130.10 Group 3, LMH 35.78%
- Tract 1130.11 Group 3, LMH 26.87%
- Tract 1130.07 Group 1, LMH 28.47%

Three activities this year were identified in two of these block groups as areas of need. One has been completed and the other two are still underway.

- Pedestrian Crossing at Monica Ridge Way and Jordan River Gateway: Activity is located in 1128.012 Group 2 and will improve ADA accessibility at a major connection. This activity is now completed and benefitted an estimated ? residents.
- Pedestrian Crossing at Shields Lane and Jordan River Trail: Activity is located in 1128.012 Group 2. Activity gives LMI residents a safer crossing point and increased access. This activity is now completed and benefitted an estimated 1,000 residents.
- Yorkshire Sidewalk and Pedestrian Crossing: Activity is located in 1130.07 Group 1 and will improve crosswalk and sidewalk access for elementary school students and improve efficiency in crossing guard usage. This activity is ready to begin.

*Other accessibility improvements are happening throughout the City. The 2019 ADA ramp upgrade activity was completed during the 2020 PY. Fifty ramps were upgrade to meet ADA requirements along 2200 West. Twenty-eight of these ramps serve an LMI area, Tract 1130.10 Group 1, LMH 29.82%. All ramps benefit severely disabled adults regardless of location. The 2020 ADA ramp project is still in a planning stage and locations are yet to be finalized. ADA parking at the Daybreak Community Center is still underway and will benefit disabled adults, though it is in not in an LMI area.*

*The City's other hard costs project is done on a limited clientele basis. Of the two home repairs completed, neither were in LMI eligible blocks, though each resident served qualified as LMI based on their actual income.*

## Leveraging

**Explain how federal funds leveraged additional resources (private, state and local funds), including a description of how matching requirements were satisfied, as well as how any publicly owned land or property located within the jurisdiction that were used to address the needs identified in the plan.**

All sub-recipients receiving CDBG funds for 2022-23 program year projects provide regional services and receive funds from a combination of private, other local governments, state, and federal sources. All 2022-23 City-managed projects were supported by labor and technical assistance from City employees, including all in-house engineering costs.

## CR-20 - Affordable Housing 91.520(b)

Evaluation of the jurisdiction's progress in providing affordable housing, including the number and types of families served, the number of extremely low-income, low-income, moderate-income, and middle-income persons served.

	One-Year Goal	Actual
Number of Homeless households to be provided affordable housing units	0	0
Number of Non-Homeless households to be provided affordable housing units	0	0
Number of Special-Needs households to be provided affordable housing units	0	0
<b>Total</b>	<b>0</b>	<b>0</b>

Table 5 – Number of Households

	One-Year Goal	Actual
Number of households supported through Rental Assistance	0	0
Number of households supported through The Production of New Units	0	0
Number of households supported through Rehab of Existing Units	0	0
Number of households supported through Acquisition of Existing Units	0	0
<b>Total</b>	<b>0</b>	<b>0</b>

Table 6 – Number of Households Supported

**Discuss the difference between goals and outcomes and problems encountered in meeting these goals.**

The City does not set goals for providing units, due to the small amount of CDBG funds received by the City. The City furthers affordable housing through other means, such as accessory dwelling units and housing funds from the City's Redevelopment Agency (RDA).

*The RDA is the primary vehicle for addressing housing. Several years ago, the City partnered with a developer to create nine workforce housing units. These units, part of a townhome development, are*

now being completed. The Workforce Housing program makes them available to city and school district employees who qualify as low and moderate income. The City's RDA subsidized a portion of the unit's construction to bring them to affordable rates. As of June 30, 2022, nine households closed and moved in. All were between 50% and 80% AMI.

In addition to Workforce Housing, the RDA offers Down Payment Assistance of \$20,000 to LMI families. This program can be coupled with the Workforce Housing units. Five households have used the DPA. These are not included in the table since they are through RDA funds, rather than CDBG.

The 2022 PY had no public services with mortgage or rental assistance. However, the CV grant mortgage assistance program continued into PY 2022. One household of one person was served in that program during the first quarter of PY 2022. This person was between 30% to 50% AMI.

In 2014, the City joined the local HOME Consortium. Through HOME Consortium funds, temporary rental assistance is provided and larger developments to create affordable units are also in the works. The City's CDBG Coordinator works to select these projects alongside the HOME committee. Since the City's HUD funds are very small, working with HOME is the City's best way to contribute to affordable housing in the valley.

#### **Discuss how these outcomes will impact future annual action plans.**

In the City's 2022-23 AAP no rental assistance was awarded, due to the availability of other government funds for rental assistance, and no new affordable housing measures were approved. The City plans to continue using funds for other types of public services and infrastructure improvements and address housing via our RDA funds.

**Include the number of extremely low-income, low-income, and moderate-income persons served by each activity where information on income by family size is required to determine the eligibility of the activity.**

Number of Households Served	CDBG Actual	HOME Actual
Extremely Low-income	0	0
Low-income	1	0
Moderate-income	0	0
<b>Total</b>	<b>1</b>	<b>0</b>

**Table 7 – Number of Households Served**

#### **Narrative Information**

The table above breaks down into 1 CDBG activity with the following accomplishments by household:

- CDBG-CV Mortgage Assistance: 1 low income

The City does not receive HTF and participates in HOME as a member of the Salt Lake County Consortium.

The City adopted a Moderate Income Housing Plan in November of 2019. Compared to the City's 2014 Housing Needs Study, there are more rental options available within the City, but a lower proportion of SFRs are available as rentals. In 2014 about 9.4 percent of SFRs were rentals, compared to the 6.7 percent today. However, the overall proportion of rentals of all types has increased from 18.9 percent to 23.1 percent. But the Census's 2017 American Community Survey (ACS) data estimated 63 percent of all rentals have a gross rent above \$1,000 per month. The median gross rent is \$1,405, compared to the County's \$1,015. Additionally, compared to the 2014 Housing Needs Study, overall home prices in the City have risen dramatically. In 2014, about 71 percent of homes were below \$300,000. Now only 24 percent are below that value.

As the population and number of households continue to rise, the City will have greater need to provide housing that meets the needs of residents and those interested in moving to the City. The current shortage plus that additional need each year means that (assuming current distributions of household incomes) the City will have a need of 10,370 affordable housing units by 2024. A large portion of this is made up of the current shortage with an additional 505 to 560 per year until 2024. Just five years ago the City had an excess of affordable moderate-income housing, but—despite best efforts by the City—housing affordability is a major statewide issue presenting challenges for all communities.

The City will need funds much more substantial than CDBG to address this affordable unit shortage. The City plans to use RDA funds for this purpose. So far, nine affordable townhomes have been completed through the RDA Workforce Housing Program.

## **CR-25 - Homeless and Other Special Needs 91.220(d, e); 91.320(d, e); 91.520(c)**

**Evaluate the jurisdiction's progress in meeting its specific objectives for reducing and ending homelessness through:**

### **Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs**

The City provided CDBG funds to support two of the leading agencies in the region serving homeless needs and working to reduce homelessness: the Road Home and South Valley Sanctuary. There are currently no facilities or programs operating within the City itself.

The Road Home is the most comprehensive single agency in the region serving the homeless. According to their year-end report, the Road Home served 13 South Jordan residents, just missing their goal of 14. These individuals from South Jordan had access to case management, showers, meals, clothing, health and mental health services, and referrals to other community resources.

South Valley Sanctuary provides shelter and services for victims of domestic violence in the region. Their services are available to women, men, and children. In addition to shelter needs, they operate two Community Resource Centers, a 24/7 hotline, and several education programs. Whereas the shelter is a confidential location, the Community Resource Center and hotline make resources available for a broader range of needs and without having to shelter all individuals with needs. This program year, South Valley Sanctuary provided the following services to South Jordan residents: 82 crisis hotline calls, 119 case management services, 102 clinical services, 11 sexual assault services, and 6 emergency shelter stays. This was a slight increase in residents served. Since the 2018 PY, numbers of residents served by SVS has been increasing

### **Addressing the emergency shelter and transitional housing needs of homeless persons**

The City funds the Road Home, in part, because of their overall approach towards homelessness. The Road Home provides emergency shelter and programs for transitional housing for homeless persons.

**Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: likely to become homeless after being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); and, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs**

As has been mentioned, the Road Home manages a very comprehensive program founded on a Housing First approach. Their Pay for Success Program targets individual men and women with shelter stays between 90-364 days. Services offered by the Road Home include programs for transitional housing.

**Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again**

One of the primary objectives of the City's CDBG programs is to "support family and individual stability, self-reliance, and prosperity." The City's CDBG program supports a wide range of public services that serve essential needs (shelter, food, health care) of individuals who may be facing homelessness. The majority of these public services have a comprehensive and collaborative approach to helping homeless persons transition out of homelessness.

Due to the size of our grant, the City's support is limited to helping fund a tiny amount of existing programs. The City supports helping the homeless transition to permanent housing through the HOME Consortium.



**CR-30 - Public Housing 91.220(h); 91.320(j)****Actions taken to address the needs of public housing**

There are currently no public housing facilities located within the City, and public housing is not directly addressed by the City's CDBG program. However, regional public housing issues are addressed by the local HOME consortium, of which the City is a member.

**Actions taken to encourage public housing residents to become more involved in management and participate in homeownership**

Not applicable

**Actions taken to provide assistance to troubled PHAs**

not applicable

## **CR-35 - Other Actions 91.220(j)-(k); 91.320(i)-(j)**

**Actions taken to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment. 91.220 (j); 91.320 (i)**

During the 2022-23 program year, the city issued permits for 3,462 residential units (according to City Building Division data), a 3% increase from last year. Of those, 22% were for non-single family detached housing (townhomes, condos, apartments). Of all units, 95% were in Daybreak, a large mixed-housing project with small lots.

In 2019, the City adopted an updated General Plan, including a Moderate Income Housing Plan. The Housing Plan includes the following goals:

1. Ensure development of well-designed housing that qualifies as Affordable Housing to meet the needs of moderate-income households within the City.
2. Promote the development of diverse housing types that provide life-cycle housing for a full spectrum of users.
3. Maintain existing and well-maintained single-family residential neighborhoods.
4. Facilitate the growth of new, safe, and well-planned neighborhoods within the City.

Daybreak, a master-planned development within the City, is a significant contributor to reaching these goals. As noted above, most residential growth is happening in this area and includes small lots and non-single-family detached housing. The densest part of Daybreak is under construction now.

As previously mentioned, the City continues to actively participate in the local HOME consortium and is funding several housing programs through RDA funds.

The City uses its eligible planning funds towards the cost to employ a full-time long-range planning analyst. This position transitioned from part-time to full-time in the spring of 2022, with the additional requirement to administer the CDBG program. In the past year, they have worked to amend South Jordan City's Municipal Code to promote a sustainable, affordable, and suitable living environment in the City. During the previous program year, updates were made to requirements for creating accessory dwelling units in single family neighborhoods. These changes to ADU regulation have made the process of building and owning an ADU in South Jordan much simpler. In turn, this will hopefully promote an increase in affordable housing options for low- and moderate- income persons in the City. Due to land availability and market prices, this is currently the strongest strategy in the City, other than RDA funds, for creating new affordable housing units. These changes also bring the City in line with new State requirements. The City issued 40 permits for accessory living units during the year, up from 25 the previous year.

### **Actions taken to address obstacles to meeting underserved needs. 91.220(k); 91.320(j)**

Prior to the 2016-17 program year, the majority of CDBG funding served the needs of seniors in the community. The 2016-17 program year started a transition away from seniors and included a focus on some of the needs in the City's neighborhoods. The majority of the 2022-23 funding was allocated to constructing new ADA ramps that were identified to be non-compliant to current regulations. During this program year Staff continued to improve communication for the identification of several other LMI area infrastructure projects that serve an LMI area specifically rather than disabled adults in general. Through these projects, the City is working harder to identify needs in these areas that may be underserved and better met the goals of CDBG. Three projects have been completed and one more is in progress currently.

*In order to better advertise what services are available, the CDBG Coordinator used utility billing addresses to create an email list of those living in our LMI areas. By pairing addresses within these areas to an email list, the City can now email specifically to this group of 1706 residents. We use a ConstantContact email newsletter to go directly to those who may be qualified for services. It is still an obstacle to reach residents in these areas who do not use an email address for their water bill. The LMI areas also contain several apartments and condos that pay utility bills through some type of HOA. In these cases, we have asked property managers to pass on the information, though this continues to be an obstacle to reaching qualified individuals directly. So far, the LMI area newsletter has had an open rate of 54.9% and a click rate of 4%. Only 5 individuals have unsubscribed so far.*

### **Actions taken to reduce lead-based paint hazards. 91.220(k); 91.320(j)**

Based on Census data and City estimates, over 90% of all housing within the City has been built since 1978, so lead-based paint is not considered to be a widespread concern in the City. For similar reasons, the Salt Lake County Health Department has recently discontinued testing and remediation programs. The focus of the Health Department is now on education. Residents of South Jordan can access Health Department information at [www.slcohealth.org/programs/leadFreeKids/index](http://www.slcohealth.org/programs/leadFreeKids/index).

### **Actions taken to reduce the number of poverty-level families. 91.220(k); 91.320(j)**

The City of South Jordan has a relatively wealthy population. According to census data, the median income is \$106,824 and an estimated 2,324 residents (2.9%) live in poverty. As such, most efforts this program year have focused on preventing further poverty.

The 2020-24 Consolidated Plan includes a goal of supporting training, prevention & education programs. This goal was added to encourage CDBG-supported projects that result in the reduction of poverty-level families. No activities were undertaken this year that focused solely on that goal, however South Jordan is working to develop a rental assistance program through their RDA program.

### **Actions taken to develop institutional structure. 91.220(k); 91.320(j)**

The City continues to strive to improve its program. In April of 2022, David Mann was appointed the CDBG Coordinator. He had been in that position for two years prior to the appointment of Katie Olson. Mrs. Olson put in an extensive amount of work to create greater functionality, stability, and efficiency in the administration of the CDBG program for South Jordan. She has moved on to another position within the city, but still remains a valuable asset to the current coordinator. With the reappointment of Mr. Mann as coordinator, he aims to pick up where Mrs. Olson left off and continue to build and improve the CDBG program for South Jordan. Work will continue on reviewing and updating policies, however, the actions made by the previous coordinator have made the CDBG program significantly more robust than ever before.

**Actions taken to enhance coordination between public and private housing and social service agencies. 91.220(k); 91.320(j)**

The City's CDBG Coordinator has been attending a monthly non-profit coordination meeting hosted by NeighborWorks in Salt Lake City. The meeting is a time for all cities and nonprofits who deal with home repair programs and other similar activities to discuss what they are doing currently. Despite the City's limited home repair program, this meeting has provided the City with deeper connections and awareness of needs being addressed in the surrounding cities. It has also provided opportunities to collaborate on best practices and referrals for clients in need.

Thanks to provider outreach conducted in preparation for the 2020 Consolidated Plan, the CDBG Coordinator now has close contacts with each public service provider. Those connections will continue to be strengthened through regular contact.

The City's involvement with the HOME consortium has also provided opportunities to build relationships with a wider range of housing and service providers in the region. Meetings are beginning to transition back to in-person meetings due to the relaxation of restrictions enacted during the recent pandemic.

**Identify actions taken to overcome the effects of any impediments identified in the jurisdictions analysis of impediments to fair housing choice. 91.520(a)**

The Regional Analysis of Impediments to Fair Housing Choice (2014) identified the following three impediments specific to South Jordan:

- Housing plan fails to address affordable rental housing
- Large single-family lots
- Absence of rent-assisted family rental units.

During the program year, the City issued permits for 40 accessory dwelling units. The ADU ordinance was revised last year to improve simplicity and fairness of application. An increase of 15 ADU's compared to last year demonstrates that this is a significant step towards encouraging rental units in areas of the City where land is not available for new builds.

During the 2022 program year the City *permitted 2,153 dwelling units in the Daybreak community*, the majority of those permits consist of small-lot single family and townhomes. Though housing prices are still rising rapidly in the Salt Lake area, these additional units are a step towards supply issues and are moving the needle on the number of large single-family lots in the City.

The City continues to participate in the local HOME consortium, which directly funds regional projects that include support for existing rent assisted units and the development of new units.

*The RDA-funded workforce housing project is a step toward this impediment. Nine townhome units were added as deed-restricted affordable housing, funded by the RDA. Two units are now filled, with five more slated to close in a few weeks.*

Additionally the City has reduced parking requirements for transit-oriented development and is planning and creating opportunities for mixed-use development near transit that includes affordable housing.

## CR-40 - Monitoring 91.220 and 91.230

**Describe the standards and procedures used to monitor activities carried out in furtherance of the plan and used to ensure long-term compliance with requirements of the programs involved, including minority business outreach and the comprehensive planning requirements**

In 2015, the City adopted a monitoring plan that includes the following:

- Committee Tours, with a goal of 2 per year
- Quarterly Reports, at the end of each quarter
- Desk Reviews, with a goal of an annual review for each subrecipient that assigns a risk category
- In-Depth Reviews, scheduled as needed based on risk categories determined by desk reviews

Since the new CDBG Coordinator came on board, Quarterly Reports have been the primary monitoring tool due to time available for the program as well as the added workload of CDBG-CV grants. All subrecipients, including CDBG-CV services, are required to submit reports through a ZoomGrants template. They are required to include a narrative description of any successes and obstacles, in addition to full counts of beneficiaries broken out by race, ethnicity, income, and type of service. The CDBG Coordinator monitors these for any red flags. Any discrepancies in reporting are resolved with the subrecipient; often, they are required to resubmit reports until all reported accomplishments match up and check out. These types of on-going quarterly checks have taken precedence over desk reviews.

Due to COVID, most site visits have been canceled. As we continue to transition into everything resuming back to normal operations post-pandemic closures, committee tours will resume this program year with the same goal.

Hard cost projects are completed in partnership with the City's Engineering Department and use regular check-ins with project managers, rather than a quarterly report since accomplishments don't happen until the end of the project.

For CDBG-CV, significant effort was put into educating applicants on requirements up front. A webinar along with detailed application materials were given to applicants. Translation services were offered as well. As with the CDBG grant, all CV recipients do quarterly reports and follow the same policies as above. With only one open project, the added workload of managing the CDBG-CV funds will be greatly reduced and more time and effort can be dedicated to the regular CDBG programs.

## **Citizen Participation Plan 91.105(d); 91.115(d)**

**Describe the efforts to provide citizens with reasonable notice and an opportunity to comment on performance reports.**

The City's Citizen Participation Plan (April 2020) identifies the process for plan and report preparation, was reviewed regularly throughout the program year, and was followed in preparing the 2022 CAPER. A public hearing to approve the CAPER was held on October 17, 2023, at the South Jordan City Hall. This public hearing is also advertised as a time for residents and interested parties to comment on general community needs that can be addressed in the 2023-24 program year. The CAPER was not correctly made available for public comment at the time of the hearing. This draft is being made available with the PY 2023 CAPER. See that document for dates and methods.

## **CR-45 - CDBG 91.520(c)**

**Specify the nature of, and reasons for, any changes in the jurisdiction's program objectives and indications of how the jurisdiction would change its programs as a result of its experiences.**

The City did not change any program objectives during the program year. However, looking forward to future years, there may be a need for changes. In general, demand from residents for public services has been lower than anticipated. This is particularly true for the COVID services.

Resident surveys in the past have often requested mental health services through CDBG. As such, the goal of supporting mental health programs and resources was added to the 2020 Consolidated Plan. The City awarded \$7,500 in CV funds to a local counseling center to provide sessions for LMI residents affected by COVID. Despite interest on past surveys for this service, getting the word out and finding residents who meet the income requirements has been challenging. So far, only 4 sessions were held by the center with no other sessions scheduled. The remaining funds that were awarded have been reallocated to another programs that still has use for the funds.

Due to the small amount of money the City receives, future allocations need to be more focused with fewer goals. Making infrastructure improvements (such as ADA ramps) is the most reasonable use for our size of grant. While housing goals have been included in the Consolidated Plan, these are unlikely to be met through CDBG funds.

**Does this Jurisdiction have any open Brownfields Economic Development Initiative (BEDI) grants?**

No

**[BEDI grantees] Describe accomplishments and program outcomes during the last year.**





**CR-45 - CDBG 91.520(c)**

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**Does this Jurisdiction have any open Brownfields Economic Development Initiative (BEDI) grants?**

No

**[BEDI grantees] Describe accomplishments and program outcomes during the last year.**

## CR-58 – Section 3

Identify the number of individuals assisted and the types of assistance provided

Total Labor Hours	CDBG	HOME	ESG	HOPWA	HTF
Total Number of Activities	0	0	0	0	0
Total Labor Hours					
Total Section 3 Worker Hours					
Total Targeted Section 3 Worker Hours					

**Table 8 – Total Labor Hours**

Qualitative Efforts - Number of Activities by Program	CDBG	HOME	ESG	HOPWA	HTF
Outreach efforts to generate job applicants who are Public Housing Targeted Workers					
Outreach efforts to generate job applicants who are Other Funding Targeted Workers.					
Direct, on-the job training (including apprenticeships).					
Indirect training such as arranging for, contracting for, or paying tuition for, off-site training.					
Technical assistance to help Section 3 workers compete for jobs (e.g., resume assistance, coaching).					
Outreach efforts to identify and secure bids from Section 3 business concerns.					
Technical assistance to help Section 3 business concerns understand and bid on contracts.					
Division of contracts into smaller jobs to facilitate participation by Section 3 business concerns.					
Provided or connected residents with assistance in seeking employment including: drafting resumes, preparing for interviews, finding job opportunities, connecting residents to job placement services.					
Held one or more job fairs.					
Provided or connected residents with supportive services that can provide direct services or referrals.					
Provided or connected residents with supportive services that provide one or more of the following: work readiness health screenings, interview clothing, uniforms, test fees, transportation.					
Assisted residents with finding child care.					
Assisted residents to apply for, or attend community college or a four year educational institution.					
Assisted residents to apply for, or attend vocational/technical training.					
Assisted residents to obtain financial literacy training and/or coaching.					
Bonding assistance, guaranties, or other efforts to support viable bids from Section 3 business concerns.					
Provided or connected residents with training on computer use or online technologies.					
Promoting the use of a business registry designed to create opportunities for disadvantaged and small businesses.					
Outreach, engagement, or referrals with the state one-stop system, as designed in Section 121(e)(2) of the Workforce Innovation and Opportunity Act.					

Other.					
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**Table 9 – Qualitative Efforts - Number of Activities by Program**

**Narrative**

# SOUTH JORDAN CITY CITY COUNCIL REPORT

Meeting Date: 9/3/2024

**Application:** TEXT AMENDMENT - AMENDING CITY CODE SECTION  
17.130.020 RESIDENTIAL CHICKENS FLOATING ZONE

**Ordinance No.:** 2024-17

**Applicant:** City of South Jordan

**Submitted By:** Steven Schaefermeyer, Director of Planning

**Staff Recommendation (motion ready):** I move that the Planning Commission recommend to the City Council that it **approve** Ordinance No. 2024-17.

## **BACKGROUND:**

Earlier this year the City Council asked staff to propose changes to City Code § 17.130.020, the Residential Chickens Floating Zone (the “Floating Zone”), that would expand the Floating Zone to lots in all residential zones that are at least 10,000 square feet. As currently written, the Floating Zone only applies to properties that are at least 10,000 square feet in single-family residential zones.

## **ANALYSIS:**

If approved, the proposed text amendment would apply to all residential zones, including the Residential-multiple (R-M) Zone. Although the vast majority of properties in the R-M Zone do not qualify for keeping chickens under the Floating Zone because they are less than 10,000 square feet, there are some lots in the R-M Zone that are at least 10,000 square feet. This proposed change would allow those properties to keep chickens according to the rules of the Floating Zone. The proposed text amendment would not change existing requirements of the Floating Zone, which exist to protect neighboring properties that either do not choose to keep chickens or do not qualify under the Floating Zone to keep chickens. The proposed amendment would also clarify that roosters are prohibited on properties zoned R-1.8, even if those properties qualify for the keeping of other farm animals under the Farm Animal Floating Zone (City Code 17.130.040).

The proposed text amendment also changes the name from “Residential Chickens Floating Zone” to “Residential Chickens Overlay Zone.” This change brings the name of this zoning tool in line with the definition of “floating zone” and “overlay zone” in City Code § 17.130.010 (Definition and Purpose). City Planning staff changed this definition<sup>1</sup> as part of the original

<sup>1</sup> The amended definition of “floating zone” and “overlay zone” is similar to how those zoning tools are defined across the country, including by the American Planning Association. (See <https://www.planning.org/divisions/planningandlaw/propertytopics.htm#:~:text=Basics%20%E2%80%94%20A%20floating%20zone%20is,amendment%20in%20the%20zoning%20ordinance.>)

Planned Development Floating Zone ordinance in 2016, but did not rename any of the existing floating zones.

### **PLANNING COMMISSION HEARING & RECOMMENDATION:**

The Planning Commission held a public hearing on Ordinance No. 2024-17 on Tuesday, August 27, 2024 and unanimously recommended that the City Council approve the Ordinance, including changing the name from “Residential Chickens Floating Zone” to “Residential Chickens Overlay Zone.”

### **STAFF FINDINGS, CONCLUSION & RECOMMENDATION:**

#### **Findings:**

- Utah Code § 10-9a-102 grants the City Council general land use authority to enact regulations it considers necessary or appropriate for the use and development of land in the City, including maintaining the aesthetics of the City and protecting the tax base, and the City Council has the power to amend its land use regulations. (*See Utah Code § 10-9a-501 et seq.*)
- The proposed text amendment is consistent with the Floating Zones purpose “to encourage sustainable local and family food production, while establishing regulations that control the appropriateness of chickens.” (*See City Code § 17.130.020.*)
- City staff has observed that when property owners comply with all the provisions of the Floating Zone the City generally does not receive complaints about chickens kept on residential lots. Complaints to the City about chickens usually occur where there are roosters and where property owners do not properly site or maintain chicken coops. The Floating Zone already addresses those complaints.

**Conclusion:** The proposed text amendment allows all residentially zoned properties that meet the minimum requirements of the Floating Zone, including the minimum 10,000 square foot lot requirement, to keep chickens.

**Recommendation:** Recommend that the City Council approve Ordinance No. 2024-17.

#### **ALTERNATIVES:**

- Recommend approval of Ordinance No. 2024-17 with changes.
- Recommend denial of Ordinance No. 2024-17.

#### **SUPPORT MATERIALS:**

- Ordinance No. 2024-17
  - Exhibit A (Proposed Text Amendment)

## ORDINANCE NO. 2024 - 17

### AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, AMENDING PORTIONS OF SECTION 17.130.020 (RESIDENTIAL CHICKENS FLOATING ZONE) OF THE SOUTH JORDAN CITY MUNICIPAL CODE.

**WHEREAS**, Utah Code § 10-9a-102 grants the City of South Jordan (the “City”) authority to enact ordinances that the South Jordan City Council (the “City Council”) considers necessary or appropriate for the use and development of land within the City; and

**WHEREAS**, the subject text amendment expands the Residential Chickens Floating Zone to all residential zones; and

**WHEREAS**, the subject text amendment allows all owners of lots that meet the requirements of the Residential Chickens Floating Zone, including the minimum lot size of 10,000 square feet, to keep chickens on their lots; and

**WHEREAS**, the subject test amendment changes the name of the zone from “Residential Chickens Floating Zone” to “Residential Chickens Overlay Zone” to align with the definition of floating and overlay zones in Section 17.130.010 of the South Jordan City Municipal Code; and

**WHEREAS**, the Planning Commission held a public hearing and reviewed the subject text amendment before forwarding a recommendation to the City Council that it adopt the text amendment; and

**WHEREAS**, the City Council held a public hearing and reviewed the subject text amendment; and

**WHEREAS**, the City Council finds that the subject text amendment will enhance the public health, safety, and welfare, and will promote the goals of the General Plan and purpose of the Residential Chickens Floating Zone.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH:**

**SECTION 1. Amendment.** Section 17.130.020 of the South Jordan City Municipal Code, as shown in the attached **Exhibit A**, is hereby amended. References to the “Residential Chickens Floating Zone” in Sections 17.18.030.030.A.3, 17.130.040.010 and 17.130.040.030.A.1 of the South Jordan City Municipal Code are hereby amended to “Residential Chickens Overlay Zone.”

**SECTION 2. Severability.** If any section, part or provision of this Ordinance is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Ordinance and all sections, parts, provisions and words of this Ordinance shall be severable.

**SECTION 3. Effective Date.** This Ordinance shall become effective immediately upon publication or posting as required by law.

**PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2024 BY THE FOLLOWING VOTE:**

	YES	NO	ABSTAIN	ABSENT
Patrick Harris	_____	_____	_____	_____
Kathie L. Johnson	_____	_____	_____	_____
Donald Shelton	_____	_____	_____	_____
Tamara Zander	_____	_____	_____	_____
Jason McGuire	_____	_____	_____	_____

Mayor: \_\_\_\_\_  
Dawn R. Ramsey

Attest: \_\_\_\_\_  
City Recorder

Approved as to form:

Gregory Simonsen  
Gregory Simonsen (Aug 29, 2024 15:17 MDT)  
Office of the City Attorney

## EXHIBIT A

(Additions in **bold underline**, deletions in strikethrough)

### 17.130.020: RESIDENTIAL CHICKENS ~~FLOATING~~**OVERLAY** ZONE

The Residential Chickens ~~Floating~~**Overlay** Zone is established to provide regulations and standards for the raising of chickens and egg production in certain Residential Zones in the City. The ~~Floating~~**Overlay** Zone is intended to encourage sustainable local and family food production, while establishing regulations that control the appropriateness of chickens in a ~~semirural~~**residential** environment as needed to protect the health, safety, and welfare of the community. Except for standards herein allowed under the “Residential Chickens ~~Floating~~**Overlay** Zone,” land use and development standards shall meet the requirements of the underlying zone.

#### 17.130.020.005: STANDARDS FOR RESIDENTIAL CHICKENS

The Planning Department may approve requests for the raising of residential chickens and egg production for family food production based upon the following standards being met:

- A. Residential Land Use Requirement: The raising of chickens in Residentially zoned areas is permitted, subject to the regulations established herein, for minimum ten thousand (10,000) square foot residential lots within the P-C and ~~Single-Family~~ Residential R Zones. Standards for raising chickens on Agriculturally zoned properties are regulated based upon animal requirements under the A-1 and A-5 Zones set forth in **Section 17.130.040, “Farm Animal Floating Zone,” of this Chapter.**
- B. Number and Type of Chickens Allowed: Up to six (6) chickens per residential lot may be kept for the purpose of family food production. The keeping of roosters in Residential Zones is expressly prohibited, **including on properties zoned R-1.8 that qualify under Section 17.130.040, “Farm Animal Floating Zone,” of this Chapter.** ~~Roosters, as part of pullet stock, may be kept temporarily until such stock is four (4) months old.~~
- C. Coop Size and Location: The size, height, and location of chicken coops shall be adequate to house the number of chickens on the property and shall meet the requirements for accessory buildings in the underlying zone, including setbacks and rear lot coverage. In addition to ~~said the~~ **residential accessory building** requirements, chicken coops (or the portion of a larger accessory structure used for the raising of chickens) shall be located at least ten feet (10') from the on-site dwelling, five feet (5') from the property line of an adjoining neighbor, and forty feet (40') from a dwelling on an adjoining property.
- D. Chicken Care and Maintenance Guidelines: The raising of residential chickens and egg production shall be done in such a way that the use is clearly subordinate to the residential character of the property with no significant impacts or nuisances being created for the residential neighborhood in general and adjoining property owners in particular.
  1. Education and Awareness: Residents interested in residential chickens and egg production are strongly encouraged to educate themselves as to appropriate chicken raising methods, Salt Lake County Board of Health requirements, and City ordinances before purchasing chickens and equipment, constructing facilities, and obtaining applicable City permits.



## EXHIBIT A

(Additions in **bold underline**, deletions in strikethrough)

Residents are also encouraged to discuss their family food production plans with adjoining neighbors. Regardless of approvals by the City, the keeping of residential chickens may be further restricted civilly by homeowners' associations and recorded restrictive covenants.

2. Slaughtering: The slaughtering or processing of chickens outdoors for food production is expressly prohibited in Residential Zones.
3. Feed Containers: The storage and accessibility of chicken feed shall be so handled to discourage rodents, other vermin, and predators.
4. Nuisance: Property owners will ensure that the raising of residential chickens and egg production is properly conducted and monitored to not create impacts to neighbors. Approval to raise residential chickens shall include the construction and maintenance of adequate and comely coops, pens, enclosures, and property fencing that will confine chickens to the property and that do not adversely affect neighborhood property values. The maintenance and cleanliness of facilities and equipment shall be the ongoing responsibility of the property owner. If and when nuisance issues arise, property owners will work with neighbors, and City staff as necessary, to amicably resolve concerns. Complaints shall be considered prima facie nuisances with the burden upon property owners to resolve the same.

### **17.130.020.010: PLOT PLAN, PERMITS, FEES, INSPECTIONS, AND POTENTIAL REVOCATION**

A onetime residential chicken permit and fee (as established by the City Council) shall be required for the keeping of residential chickens in approved Residential Zones. In order to determine compliance with the requirements herein, ~~two (2) copies of~~ a plot plan shall be submitted to the Planning Department, drawn to scale, clearly showing the location of all existing and proposed structures, coops, pens, enclosures, and property fencing as may be needed depending on the proposed type of residential chicken setup. The plot plan shall also show building structures on adjoining residential lots. Distances to on-site and off-site structures as well as property lines shall be indicated to facilitate review and compliance.

Before any required building permits may be issued, appropriate building construction plans shall be submitted to the City for review and compliance with Building Codes, along with any applicable building permit fees. Periodic property inspections may be necessary to determine compliance with residential chicken standards, as may be deemed appropriate by City staff. Residential chicken permits may be revoked for noncompliance with the standards stated herein.

### **17.130.020.015: TRANSFERABILITY**

Residential chickens and egg production in Residential Zones is not transferable. Upon sale of the home or the change of primary occupant, the approval for residential chickens shall expire, unless otherwise renewed by the new owner or tenant. A renewed application and permit shall be required if previously approved residential chickens and egg production is discontinued for more than one year by the property occupant.

# SOUTH JORDAN CITY CITY COUNCIL REPORT

Meeting Date: 09/03/2024

**Application:** TEXT AMENDMENT OF CITY CODE §§ 10.24.010. AND 17.18.030.010 (MODIFYING COMMERCIAL VEHICLE STANDARDS)

**Ordinance No.:** 2024-19

**Applicant:** Rena Vanzo

**Submitted By:** Damir Drozdek, Planner III

**Staff Recommendation (Motion Ready):** I move that the City Council deny Ordinance No. 2024-19 amending Sections 10.24.010 and 17.18.030.010 of the South Jordan City Municipal Code modifying commercial vehicle standards.

## **BACKGROUND:**

The applicant, Rena Vanzo, runs a mobile small business called The Boob Bus that offers breast imaging (including mammograms), injectables such as Botox and Dysport, and genetic testing. The business is operated out of a modified full-size motorhome that is converted to a commercial style vehicle to perform these services. The vehicle is 40 feet long, eight feet wide, 13 feet high, and is painted with logos and advertisements for the business. The vehicle weighs a little under 33,000 lbs. When not in use, the vehicle is parked at the applicant's residence at 10927 S. Wood Stone Cir. According to the applicant, the vehicle is parked at her residence for safety, accessibility to process testing results and convenience. The applicant says the vehicle is out in the field (not parked at her residence) for approximately three to four days a week. When not in the field, the vehicle also functions as a "home office" where the applicant transfers files from the vehicle to her home computer. The business is fully licensed to perform these healthcare services by both the Food and Drug Administration (FDA) and the Utah Department of Health and Human Services (UDHHS).

## **City Code Requirements:**

City Code § 17.18.030.010 prohibits commercial vehicles that exceed 8,000 pounds curb weight from being "parked or stored on a residential lot or parcel for any length of time," with a few exceptions where there is a construction project or active loading or unloading. City Code § 10.24.010 provides a similar restriction that "[n]o truck<sup>1</sup> shall be parked within any residential

<sup>1</sup> City Code § 10.04.020 defines "Truck" as "[a] privately owned motor vehicle licensed for more than eighteen thousand (18,000) pounds gross weight or with a rated capacity of two (2) tons or more, or having a total length in excess of twenty four feet (24'). "Truck" also means any vehicle carrying more than one hundred (100) gallons of flammable liquid or more than five (5) pounds of dynamite or other explosive of comparable blasting power, or more than fifty (50) gallons or fifty (50) pounds of highly corrosive freight. In determining the total gross weight or total length set forth in this definition, the length shall be measured from the most forward point of the

zone and within a P-C Zone (as set forth in title 17 of this code), except while actually loading or unloading cargo on or in said vehicle.” (The full text of City Code §§ 17.18.030.010 and 10.24.010 is attached to this report as Exhibit A to Ordinance 2024-19.)

### **Purpose of Current City Code Requirements:**

One of the purposes for restricting heavy commercial vehicles from being parked or stored in residential zones is to protect the City’s investment in its streets. Residential streets are not designed or constructed to handle frequent use by heavy vehicles. Although the City expects that heavy commercial vehicles must occasionally access residential streets for a variety of reasons, to avoid damage to its streets the City has restricted regular truck traffic to designated truck routes (*see* City Code § 10.24.020, Truck Routes), which are on streets that have been designed and constructed to handle heavier and more frequent vehicles. While it is true that a resident can park their personal large and heavy motor home on their residential property, these motor homes generally do not leave and come back to the property daily or even several times per week.

Another purpose of the commercial vehicle parking restrictions is to preserve the residential nature of the City’s residential zones. Each residential lot and situation is different, and the ability to properly store vehicles and equipment is different for each lot. However, the general prohibition against parking commercial vehicles of a certain weight on residential properties is a straightforward way to avoid commercial use of residential properties beyond what would be expected with a home occupation (*see* City Code § 5.38, Home Occupations).

### **Neighboring Community Requirements:**

In past code amendment discussions the Planning Commission and City Council have asked Planning staff to review and summarize neighboring community regulations. Planning staff surveyed 12 communities and found that nine of them prohibit parking or storage of commercial vehicles of various weights similar to South Jordan’s restrictions. Sandy and Millcreek have some commercial vehicle parking restrictions in residential zones but have more exceptions than South Jordan. Salt Lake City has the least restrictive ordinance. Interestingly no communities of those surveyed made exceptions to commercial vehicle parking in residential zones based on the type of commercial use with which the vehicle is associated. All restrictions or requirements Planning staff reviewed are based on the vehicle size, weight, or axle classification.

### **Code Compliance Cases:**

Since 2016 the City has opened approximately 100 code cases involving commercial vehicles parked in residential zones (on residential streets or properties). Of those 100 code cases, 69 were initiated by a resident complaint to the City and 31 were initiated by a City code compliance officer. Additionally, since 2016 the City has opened approximately 258 cases for recreational vehicle parking violations in residential zones. Violations include storage and parking in the street, front yard and unfenced area. Resident complaints initiated 128 of those violations, and 130 were initiated by a City code compliance officer.

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vehicle or its load, and the length or weight of a trailer connected or attached to or in tandem with the motor vehicle shall be included.

In April 2024 a City code compliance officer noticed The Boob Bus parked at applicant's residence and issued a notice of violation to the applicant informing her that City Code prohibits commercial vehicles of a certain weight from being parked or stored on residential properties. To resolve this notice of violation, the applicant contacted the Planning Department to understand the process to change the City Code. She then submitted an application to change City Code to exempt healthcare providers from the commercial vehicle parking restrictions.

City code enforcement received one anonymous code complaint regarding this business between the Planning Commission and the City Council meetings. Code enforcement closed the complaint considering it a "duplicate complaint" because the City had already initiated a code enforcement case.

### **PLANNING COMMISSION HEARING AND RECOMMENDATION:**

On Tuesday, August 13, 2024, the Planning Commission held a public hearing to consider applicant's proposal. Commissioners expressed various opinions about the applicant's proposal ranged from discomfort with determining who deserves an exception, to concerns that commercial vehicles are parked in many neighborhoods throughout South Jordan and that the ordinance is both not enforced and is too restrictive. At the end of the Planning Commission's discussion there was general consensus among commissioners that there should be a permitting process that allows residents to park heavier commercial vehicles in residential neighborhoods if certain conditions are met. Other ideas and concerns included restricting more permissive commercial vehicle parking to R-1.8 and R-2.5 Zones, only requiring a permit where there are neighbor complaints, and not allowing customers to come to a residential property where the commercial vehicle is parked.<sup>2</sup>

**At the end of the public hearing, the Planning Commission unanimously recommended that the City Council "deny Ordinance No. 2024-19 amending Sections 10.24.010 and 17.18.030.010 of the South Jordan City Municipal Code modifying commercial vehicle standards, however, directing staff to include in the staff report to City Council the Planning Commission's recommendation that item number four under 17.18.030.010, the "General Use Regulations" that the City Council consider the implementation of a conditional use permit for the R-1.8 and R-2.5 zones for commercial/residential RV/vehicles over 8,000 pounds to be used solely for mobile patient healthcare purposes or other similar terminology for either radiology, medical laboratory, and/or dental services."**

### **STAFF FINDINGS, CONCLUSIONS & RECOMMENDATION:**

#### **Findings:**

- Utah Code § 10-9a-102 grants the City Council a general land use authority to enact regulations that it considers necessary or appropriate for the use and development of land

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<sup>2</sup> During the hearing the Commission asked applicant if any patients/customers have visited her home to receive services. In response to that question, the applicant estimated that she has provided services to approximately 50 patients/customers while The Boob Bus is parked at her home.

in the City, including maintaining the aesthetics of the City and protecting the tax base, and the City Council has the power to amend its land use regulations. (*See Utah Code § 10-9a-501 et seq.*)

- Allowing heavy commercial vehicles to park in residential zones is likely to have more of an impact on the stability and longevity of the City’s residential street pavement. Although large personal RVs and motorhomes may be parked in residential zones under certain circumstances, they generally do not have the same impact on the City’s residential streets. Personal RVs and motorhomes are not driven as frequently as commercial vehicles and are not used as often throughout the year.
- The majority of the surveyed municipalities have restrictions on commercial vehicles in residential zones similar to South Jordan’s restrictions. Adopting an exception based on the type of commercial use—healthcare—would be a unique exception when compared to neighboring community restrictions.
- The proposed exception would require code compliance officers to distinguish between healthcare and non-healthcare commercial vehicles. While in some cases that may be obvious, in others it may make enforcement more difficult.
- Based on the number of complaints the City has received regarding large vehicles in residential areas, City staff believes that many residents would be concerned with the City broadening the types of vehicles that may be parked or stored on residential lots.
- While the applicant’s neighbors may not be opposed to the applicant’s vehicle being parked in their neighborhood, and the impact The Boob Bus has on the roads in applicant’s neighborhood may be minimal, this exception would apply City-wide if adopted. That said, City staff is unaware of other heavy commercial vehicles associated with healthcare uses being parked in residential zones that would utilize this exception. This exception for healthcare vehicles is narrow and is unlikely to effect other neighborhoods or roads. Also, other large, heavy commercial vehicles that more frequently drive on residential streets are related to the residential uses along those streets (e.g. garbage trucks, school buses).
- Because land use rights “run with the land”<sup>3</sup> City staff is cautious when considering changes to the City’s land use regulations based on one complaint, request or unique situation, even a sympathetic one.

#### **Conclusion:**

- Based on the findings above, and because one exception for a particular use may create a precedent for other commercial businesses to seek exception to the commercial vehicle parking restriction, City staff believes it is better to not create an exception to the commercial parking restriction on residential lots found in City Code Sections 10.24.010. and 17.18 030.010.D.

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<sup>3</sup> “Run with the land” refers to property rights—i.e. the ability to park a commercial vehicle on residential property—that once established remain with the property even after the property is sold, or regulations change as long as a legal nonconforming use can be shown to exist (*see City Code § 17.04.270, Nonconforming Uses and Structures*).

**Recommendation:**

- City staff recommends that the City Council deny Ordinance No. 2024-19 amending Sections 10.24.010. and 17.18.030.010 of the South Jordan City Municipal Code.

**ALTERNATIVES:**

- Approve Ordinance No. 2024-19 with changes.
  - If the City Council is inclined to approve Ordinance No. 2024-19, City staff requests that the Ordinance be reworded to replace “solely used for healthcare purposes” with “used as a mobile Medical/Dental Office or Clinic”, which is a term defined by City Code.<sup>4</sup> Using terms already defined by City Code assists City staff in determining what vehicles qualify under the exception applicant proposes in the Ordinance.
  - City staff prefers this alternative to the next alternative suggested by the Planning Commission. While the 8,000 pound weight limit could be increased to 18,000 pounds to match the definition of a truck in Title 10 (*see* footnote 1), City staff is hesitant to devise a permitting scheme that would allow much heavier (and larger) vehicles in neighborhoods throughout the City.
- Schedule the Application for a decision at some future date, and direct City staff to amend the Ordinance No. 2024-19 based on the Planning Commission’s motion.
  - If the City Council desires to follow the Planning Commission’s suggestion to devise a permit system, scheduling the Application for a decision at some future date will give applicant and City staff time to draft an ordinance acceptable to the City Council.
  - Although the City Council could adopt a variety of permitting mechanisms that would allow larger commercial vehicles to park in residential areas, including a CUP, City staff recommends a regulatory scheme similar to Millcreek’s requirements (attached). South Jordan’s ordinance, however, would have to allow for heavier vehicles than Millcreek’s ordinance to accommodate The Boob Bus.
  - City staff strongly recommends that the City Council not adopt a CUP for commercial vehicles. The City has systematically been removing CUPs from its ordinance. Traditionally, cities have CUPs as a tool to condition or deny uses they find objectionable. Arguably, cities misunderstood CUPs because courts and the legislature reacted to their widespread use by clarifying that they are not as flexible a tool as cities thought. Although the City Code still lists conditional uses, which can be a good tool to mitigate harmful side effects that the City cannot identify before an applicant proposes a use, the City is wise not to assume that simply designating a use as conditional will allow it to mitigate all perceived or real negative impacts of the use.

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<sup>4</sup> City Code § 17.18.060.D defines “Medical/Dental Office or Clinic” as “[e]stablishments primarily engaged in providing outpatient medical, dental, and other health services, including offices, clinics and laboratories for doctors of medicine, dentists, chiropractors, optometrists and other health practitioners, but not including activities defined by other uses such as community residential facility, neighborhood residential facility, and hospital.” Based on the information applicant has provided about her business, The Boob Bus qualifies as a “Medical/Dental Office or Clinic.”

**SUPPORT MATERIALS:**

- Ordinance No. 2024-19
  - Exhibit A – Proposed Text Amendment
- Applicant's Letter
- FDA Certificate
- UDHHS Certificate
- Trailer Dimensions and Size
- Standards for Commercial Vehicles in Other Municipalities
- Aerial Map of Applicant's Property
- Zoning Map of Applicant's Property
- Photographs of the Vehicle

*Damir Drozdek*

Damir Drozdek (Aug 28, 2024 11:37 MDT)

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Damir Drozdek, AICP  
Planner III, Planning Department

## ORDINANCE NO. 2024-19

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, AMENDING SECTIONS 10.24.010 (TRUCK PARKING) AND 17.18.030.010 (GENERAL USE REGULATIONS) OF THE SOUTH JORDAN CITY MUNICIPAL CODE, TO MODIFY COMMERCIAL VEHICLE PARKING STANDARDS IN RESIDENTIAL ZONES AND ON RESIDENTIAL PROPERTIES.**

**WHEREAS**, Utah Code Section 10-9a-102 grants the City Council of the City of South Jordan (the “City Council”) authority to enact ordinances that it considers necessary or appropriate for the use and development of land in the City of South Jordan (the “City”), including the City’s aesthetics; and

**WHEREAS**, the City Council has adopted Title 10 (City Traffic Code) and Title 17 (Planning and Zoning Code) of the City of South Jordan Municipal Code (“City Code”); and

**WHEREAS**, the City Council desires to amend City Code Sections 10.24.010 (Truck Parking) and 17.18.030.010 (General Use Regulations), to modify commercial vehicle parking standards in residential zones and on residential properties; and

**WHEREAS**, the South Jordan Planning Commission held a public hearing, and reviewed and made a recommendation concerning the proposed amendment of Section 17.17.030.010; and

**WHEREAS**, the City Council held a public hearing and reviewed the proposed text amendment; and

**WHEREAS**, the City Council finds that the proposed text amendment will enhance the public health, safety and welfare, and will promote the goals of the General Plan.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH:**

**SECTION 1. Amendment.** City Code Sections 10.24.010. (Truck Parking) and 17.18.030.010 (General Use Regulations) are amended as shown in Exhibit A to this Ordinance.

**SECTION 2. Severability.** If any section, part or provision of this Ordinance is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Ordinance and all sections, parts, provisions and words of this Ordinance shall be severable.

**SECTION 3. Effective Date.** This Ordinance shall become effective immediately upon publication and posting as required by law.

[SIGNATURE PAGE FOLLOWS]



**PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2024 BY THE FOLLOWING VOTE:**

	YES	NO	ABSTAIN	ABSENT
Patrick Harris	_____	_____	_____	_____
Kathie Johnson	_____	_____	_____	_____
Donald Shelton	_____	_____	_____	_____
Tamara Zander	_____	_____	_____	_____
Jason McGuire	_____	_____	_____	_____

Mayor: \_\_\_\_\_  
Dawn R. Ramsey

Attest: \_\_\_\_\_  
City Recorder

Approved as to form:

Gregory Simonsen  
Gregory Simonsen (Aug 28, 2024 13:49 MDT)

Office of the City Attorney

## Exhibit A

(Deletions in ~~striketrough~~, new language in **bold underline**)

### CHAPTER 10.24.010 TRUCK PARKING

#### **10.24.010: TRUCK PARKING**

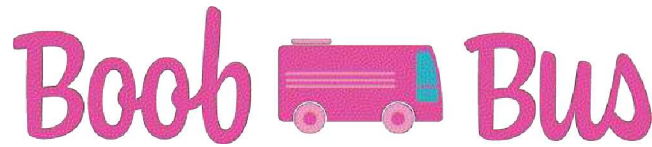
1. General Prohibition: No truck shall be parked or stored anywhere within the city, except as permitted by this section: **or by exceptions outlined in section 17.18.030.010.D of this code.**
2. Residential Zone and P-C Zone Parking: No truck shall be parked within any residential zone and within a P-C Zone (as set forth in title 17 of this code), except while actually loading or unloading cargo on or in said vehicle.
3. Nonresidential Zone Parking: No truck shall be parked along any collector or arterial street within the jurisdiction of the city, as designated on the city transportation master plan, except while actually loading or unloading cargo on or in said vehicle. A truck may park on private property in a nonresidential zone (as set forth in title 17 of this code), or on a public street that is not a collector or arterial street in such a zone, for up to a maximum of forty eight (48) hours, unless a truck parked on a public street is parked within thirty feet (30') of an intersection with any public or private road, street, alley, driveway, or other site of vehicular access to the public street on which it is parked.
4. Emergency: A truck may be parked so as not to create a safety hazard or obstruct the flow of traffic if such truck is unable to travel or travel safely because of unforeseen circumstances beyond the driver's control, such as inclement weather or unanticipated equipment failure.

### CHAPTER 17.18.030.010 GENERAL USE REGULATIONS

#### **17.18.030.010: GENERAL USE REGULATIONS**

D. Commercial vehicles or earthmoving or material handling equipment, such as semitrailer trucks and trailers, trucks and trailers exceeding eight thousand (8,000) pounds curb weight, "truck" as defined in section 10.04.020 of this code, delivery vehicles, dump trucks, backhoes, graders, loaders, cement trucks, bulldozers, belly dumps and scrapers, forklifts or other similar vehicle or equipment, may not be parked or stored on a residential lot or parcel for any length of time or on a nonresidential lot or parcel for not longer than forty eight (48) hours, except as the following applies:

1. In conjunction with and required for an active and approved development or construction project.
2. While loading or unloading said vehicle.
3. When commonly associated with an approved use on a nonresidential lot or parcel and in an area designated for parking or storage on an approved site plan or stored completely within an approved enclosed building or opaque fence enclosure.
4. **This excludes commercial vehicles solely used for healthcare purposes and in compliance with residential parking regulations.**



**June 25, 2024**

**Re:** Revisions for Case No. PLZTA202400081:

17.18.030.010: GENERAL USE REGULATIONS - Part D Amendment - Request City Code Text Amendment

Dear Mr. Drozdek,

Thank you for the opportunity to respond to the questions posed below. My answers are in italics, and I have also uploaded relevant attachments in the city portal. I am pleased to answer any additional questions via the portal or telephone and would also be honored to host a tour of the bus for you or any other South Jordan staff/personnel. Also, please accept my apologies for the delayed response and thank you in advance for your consideration!

Sincerely,

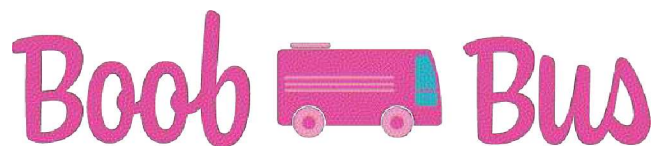
Rena Vanzo, MS, LCGC, MBA

Cell: 217-313-0746

Email: [renajvanzo@gmail.com](mailto:renajvanzo@gmail.com) or [rena@theboobbus.com](mailto:rena@theboobbus.com)

**1. Please provide information regarding the mobile bus. What is its height, length and width? What is the vehicle weight? I will need all this information to be able to compare it to regulations as found in other places.**

*I am enclosing the blueprint dimensions of the bus from our partner manufacturer (Assured Imaging Women's Wellness, Tucson, AZ). In short, the bus is just over 40 feet in length, 13 feet 2 inches at the tallest point, and 8 feet 3 inches at the widest point (wheel base) . The gross weight is just under 33,000 pounds (enclosed weight from official freight scale), but I estimate another 100 pounds now that consumable supplies are onboard (ultrasound membranes, genetic test kits, paper, printer ink, washcloths, robes, etc.).*



**2. How often is this vehicle used? How often is it parked at the property? Please give us an estimate as to how many days it is on the road and how many days it sits on the property on average per week.**

*The bus is in the field approximately 3-4 days a week and is at the property the remainder of the time (this is for a 7-day week as we also operate on weekends). When we are in the field, we are anywhere from Ogden to Central Utah. We have a partnership with the Utah Breast and Cervical Cancer Screening Program (<https://cancer.utah.gov/>) to help improve mammography rates around the state.*

*Importantly, when the bus is on the property, it acts as a type of “home office”. There is a complex process of transferring radiology files from the bus to my home computer which then upload to the board-certified and breast-fellowship trained radiologist for interpretation. The IT team at Assured Imaging Women’s Wellness has set this up so each specific computer performs a specific function and is as streamlined as possible. It would be a detriment to my business operations if I did not have ready access to the bus during non-clinical days. Additionally, I am co-founder and majority business owner, and I also personally drive the bus to our clinic locations, for which I have obtained a Class B Commercial Drivers License. If I were not able to park the bus at my home, it would pose further challenges to the business operations.*

**3. What is the vehicle exactly used for? I know that you mention in your narrative that you provide breast imaging (mammograms?) but, what other services do you provide, if any?**

*The vehicle has three total rooms in the coach, including a reception/waiting room area, a small changing/dressing room, and the breast imaging suite. The reception/waiting area includes a reception desk with associated equipment (computer, scanner, printer), a small changing room for women to change into their medical gown, and a breast imaging suite that contains the 3D mammogram and 3D breast ultrasound instrumentation manufactured by GE Healthcare. The cab of the bus is completely separate from the medical/clinical portion. Our unit has been approved by the FDA as part of the Mammography Quality Standards Act (see enclosed certificate) and is licensed by the State of Utah (see enclosed license). In addition to breast imaging, our business provides saliva genetic testing kits that help assess for risk of hereditary breast and ovarian cancer, among other conditions, as well as cosmetic injectables.*

Requested Change 1, submitted to City View Portal on 6/11/24

#### **17.18.030.010: GENERAL USE REGULATIONS**

D. Commercial vehicles or earthmoving or material handling equipment, such as semitrailer trucks and trailers, trucks and trailers exceeding eight thousand (8,000) pounds curb weight, "truck" as defined in section 10.04.020 of this code, delivery vehicles, dump trucks, backhoes, graders, loaders, cement trucks, bulldozers, belly dumps and scrapers, forklifts or other similar vehicle or equipment, may not be parked or stored on a residential lot or parcel for any length of time or on a nonresidential lot or parcel for not longer than forty eight (48) hours, except as the following applies:

1. In conjunction with and required for an active and approved development or construction project.
2. While loading or unloading said vehicle.
3. When commonly associated with an approved use on a nonresidential lot or parcel and in an area designated for parking or storage on an approved site plan or stored completely within an approved enclosed building or opaque fence enclosure.
4. This excludes commercial vehicles solely used for healthcare purposes and in compliance with residential parking regulations.

~~~~~

Requested Change 2, uploaded to City View Portal on 7/25/24

#### **10.04.020: DEFINITIONS**

For purposes of this title, the following words shall have the meaning described below:

TRUCK: A privately owned motor vehicle licensed for more than eighteen thousand (18,000) pounds gross weight or with a rated capacity of two (2) tons or more, or having a total length in excess of twenty four feet (24'). "Truck" also means any vehicle carrying more than one hundred (100) gallons of flammable liquid or more than five (5) pounds of dynamite or other explosive of comparable blasting power, or more than fifty (50) gallons or fifty (50) pounds of highly corrosive freight. In determining the total gross weight or total length set forth in this definition, the length shall be measured from the most forward point of the vehicle or its load, and the length or weight of a trailer connected or attached to or in tandem with the motor vehicle shall be included.

#### **10.24.010: TRUCK PARKING**

General Prohibition: No truck shall be parked or stored anywhere within the city, except as permitted by this section or by exceptions outlined in section 17.18.030.010 part D of this code.

Residential Zone and P-C Zone Parking: No truck shall be parked within any residential zone and within a P-C Zone (as set forth in title 17 of this code), except while actually loading or unloading cargo on or in said vehicle.

Nonresidential Zone Parking: No truck shall be parked along any collector or arterial street within the jurisdiction of the city, as designated on the city transportation master plan, except while actually loading or unloading cargo on or in said vehicle. A truck may park on private property in a nonresidential zone (as set forth in title 17 of this code), or on a public street that is not a collector or arterial street in such a zone, for up to a maximum of forty eight (48)

hours, unless a truck parked on a public street is parked within thirty feet (30') of an intersection with any public or private road, street, alley, driveway, or other site of vehicular access to the public street on which it is parked.

Emergency: A truck may be parked so as not to create a safety hazard or obstruct the flow of traffic if such truck is unable to travel or travel safely because of unforeseen circumstances beyond the driver's control, such as inclement weather or unanticipated equipment failure.

**U.S. Department of Health and Human Services  
Food and Drug Administration**

**CERTIFIED MAMMOGRAPHY FACILITY**

This certifies that

*Vanzo-Koch Enterprises, LLC d/b/a The Boob Bus*

has complied with the requirements of the Mammography Quality Standards Act of 1992 and  
is hereby authorized to perform mammography examinations, pursuant to 42 U.S.C. 263b.

Facility ID Number: 249193

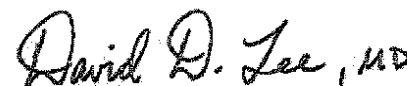
Expiration Date: August 14, 2024

Patients may report comments/complaints to:

American College of Radiology  
Mammography Accreditation Program  
1891 Preston White Drive  
Reston, Virginia 20191



Robert M. Califf, M.D.  
Commissioner of Food and Drugs



David D. Lee, M.D.  
Director  
Division of Mammography Quality Standards  
Office of Radiological Health  
Center for Devices and Radiological Health



**U.S. FOOD & DRUG  
ADMINISTRATION**

10474194



## CERTIFICATE FOR MAMMOGRAPHY FACILITY

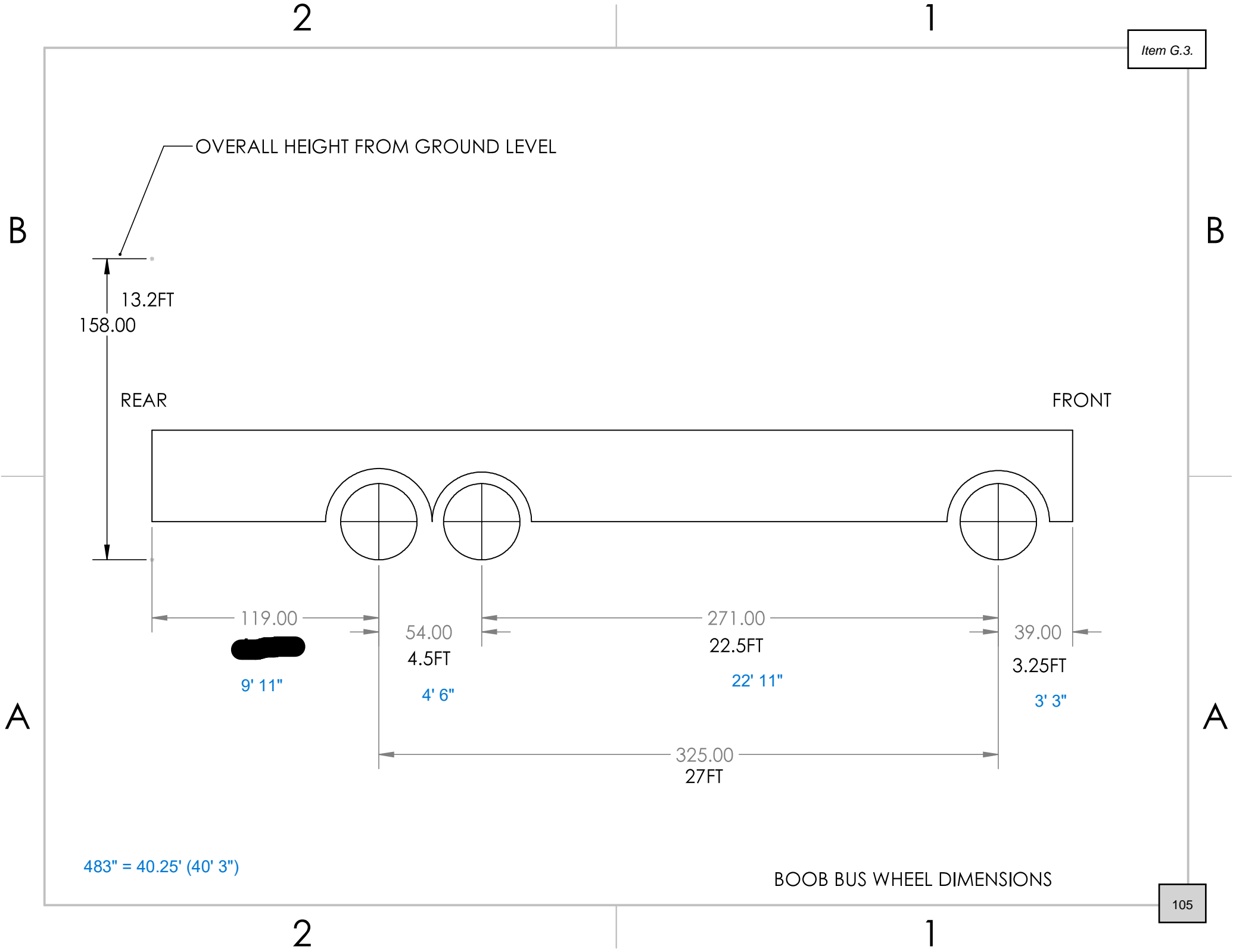
**Name of Facility:** The Boob Bus  
**Address:** 10927 South Wood Stone Circle , South Jordan, UT 84095  
**Supervising Physician:** Dr Kenneth Fox  
**Owner/Licensee:** Vanzo-Koch Enterprises, LLC  
**Number of Units:** Mobile  
**Date Issued:** February 15, 2024 **Date of Expiration:** February 28, 2026  
**License No:** 2023-MAMMO-F24-110357  
**Variance Granted:** No

  
Simon Bolivar  
Office of Licensing  
Director

***Our Vision:*** Quality health and safety services for People in Utah!







B

B

A

A

2

1

2

1

BOOB BUS WHEEL DIMENSIONS

Item G.3.

105

1060224039251  
TICKET NUMBER



**CERTIFIED  
AUTOMATED  
TRUCK  
SCALE**

CAT SCALE COMPANY  
P.O. BOX 630  
WALCOTT, IA 52773  
(877) 228-7225  
www.catscale.com

**THE CAT SCALE GUARANTEE**  
The CAT Scale Company guarantees that our scales will give an accurate weight. What makes us different from other scale companies is that we back up our guarantee with cash.®

**WEIGH WHAT WE SAY OR WE PAY®**

If you get an overweight fine from the state **AFTER** one of our CAT Scales showed a legal weight, we will immediately check our scale and we will:

- (1) Reimburse you for the cost of the overweight fine if our scale is wrong, **OR**
- (2) A representative of CAT Scale Company will appear in court **WITH** the driver as an expert witness if we believe our scale was correct.

**IF YOU SHOULD GET AN OVERWEIGHT FINE, YOU SHOULD DO THE FOLLOWING TO GET THE PROBLEM RESOLVED:**

- 1) Post bond and request a court date.
- 2) Call CAT Scale Company direct 24 hours a day at 1-877-CAT-SCALE, ext. 7 (Toll Free) or visit [www.catscaleguarantee.com](http://www.catscaleguarantee.com) for instructions.
- 3) **IMMEDIATELY** send a copy of the citation, CAT Scale Ticket, your name, company, address, and phone number to CAT Scale Company Attn: Guarantee Department.

\* The four weights shown below are separate weights. The GROSS WEIGHT is the CERTIFIED WEIGHT and was weighed on a full length platform scale. All weights are guaranteed by CAT Scale.

DATE: 2-08-24

SCALE: 602

09:28

LOCATION: PILOT TRAVEL CENTER

PUBLIC WEIGHMASTER'S  
CERTIFICATE OF  
WEIGHT & MEASURE

I-10 EXIT 208

ELOY AZ

STEER AXLE 10880 lb

DRIVE AXLE 22080 lb

TRAILER AXLE 00 lb

\* GROSS WEIGHT 32960 lb

This is to certify that the following described merchandise was weighed, counted, or measured by a public or deputy weighmaster, and when properly signed and sealed shall be prima facia evidence of the accuracy of the weight shown as prescribed by law.

TRACTOR LICENSE: 3522 AZ

TRAILER LICENSE: 00 AZ

LIVESTOCK, PRODUCE, PROPERTY, COMMODITY, OR ARTICLES WEIGHED FREIGHT ALL KINDS

WEIGH NUMBER

9251

COMPANY ASSUREO IMAGING

TRACTOR # 1

TRAILER # 00

FEE \$13.50

WEIGHMASTER OR  
WEIGHER SIGNATURE

  
GILBERT AVILA- 10

FULL WEIGH  
TICKET #  
(IF REWEIGH)



1060224039251  
TICKET NUMBER



**CERTIFIED  
AUTOMATED  
TRUCK  
SCALE**

CAT SCALE COMPANY  
P.O. BOX 630  
WALCOTT, IA 52773  
(877) 228-7225  
www.catscale.com

**THE CAT SCALE GUARANTEE**  
The CAT Scale Company guarantees that our scales will give an accurate weight. What makes us different from other scale companies is that we back up our guarantee with cash.®

**WEIGH WHAT WE SAY OR WE PAY®**

If you get an overweight fine from the state **AFTER** one of our CAT Scales showed a legal weight, we will immediately check our scale and we will:

- (1) Reimburse you for the cost of the overweight fine if our scale is wrong, **OR**
- (2) A representative of CAT Scale Company will appear in court **WITH** the driver as an expert witness if we believe our scale was correct.

**IF YOU SHOULD GET AN OVERWEIGHT FINE, YOU SHOULD DO THE FOLLOWING TO GET THE PROBLEM RESOLVED:**

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- 2) Call CAT Scale Company direct 24 hours a day at 1-877-CAT-SCALE, ext. 7 (Toll Free) or visit [www.catscaleguarantee.com](http://www.catscaleguarantee.com) for instructions.
- 3) **IMMEDIATELY** send a copy of the citation, CAT Scale Ticket, your name, company, address, and phone number to CAT Scale Company Attn: Guarantee Department.

\* The four weights shown below are separate weights. The GROSS WEIGHT is the CERTIFIED WEIGHT and was weighed on a full length platform scale. All weights are guaranteed by CAT Scale.

DATE: 2-08-24

SCALE: 602  
LOCATION: PILOT TRAVEL CENTER  
I-10 EXIT 208  
ELOY AZ

PUBLIC WEIGHMASTER'S  
CERTIFICATE OF  
WEIGHT & MEASURE

|                |          |
|----------------|----------|
| STEER AXLE     | 10880 lb |
| DRIVE AXLE     | 22080 lb |
| TRAILER AXLE   | 00 lb    |
| * GROSS WEIGHT | 32960 lb |

This is to certify that the following described merchandise was weighed, counted, or measured by a public or deputy weighmaster, and when properly signed and sealed shall be prima facia evidence of the accuracy of the weight shown as prescribed by law.

TRACTOR LICENSE: 3522 AZ

TRAILER LICENSE: 00 AZ

LIVESTOCK, PRODUCE, PROPERTY, COMMODITY, OR ARTICLES WEIGHED FREIGHT ALL KINDS

WEIGH NUMBER  
9251

COMPANY ASSUREO IMAGING TRACTOR # 1 TRAILER # 00  
FEE \$13.50 WEIGHMASTER OR  
WEIGHER SIGNATURE GILBERT AVILA- 10 FULL WEIGH  
TICKET # \_\_\_\_\_ (IF REWEIGH)

© CAT Scale® CS WC 06/23

## Standards for Commercial Vehicles

### **Cedar City**

#### **Section 26-IV-1 General Regulations**

G. Storage of Commercial Vehicles in Residential Zone Prohibited: The commercial storage of automobiles and the storage of construction equipment such as bulldozers, graders, cement mixers, compressors, dump trucks, etc. shall not be permitted on any lot in any Residential Zone, provided that construction equipment may be stored on a lot during construction of a building thereon, but not to exceed one year.

### **Draper City**

#### **9-25-050: PARKING LOCATION:**

G. Parking Of Recreational Vehicles And Trailers In Residential Zones: Personal recreational vehicles, including, but not limited to, trailers, travel trailers, boats, watercraft, utility trailers, and motor homes parked in residential zones shall be parked behind the front wall plane of the primary structure on the same property and conform to the design and construction requirements of subsection [9-25-080](#). Where residential developments contain approved off-street recreational vehicle parking areas, parking of recreational vehicles shall be allowed only within those designated areas.

#### H. Heavy Vehicle Parking:

1. Fifteen Thousand Pounds Or Less: Vehicles with a gross vehicle weight rating or gross vehicle weight of fifteen thousand (15,000) pounds or less may be parked in any zone according to the terms of this code.
2. More Than Fifteen Thousand But Less Than Twenty Six Thousand: Vehicles, other than recreational vehicles, with a gross vehicle weight rating or gross vehicle weight of more than fifteen thousand (15,000) pounds and twenty six thousand (26,000) pounds or less may be parked in residential zones when said vehicles are parked within an enclosed building or:
  - a. Are operable;
  - b. Maintain proper and current licensure and registration;
  - c. Are located on a property containing an occupied primary structure;
  - d. Are parked on a hard surfaced area of the property;
  - e. Are parked behind the front wall plane of the primary structure on the property; and
  - f. Are parked behind a site obscuring fence at least six feet (6') in height.

3. Commercial Vehicle Parking: Commercial vehicles, commercial trailers, and semitrailers shall not be parked in any residential zone, on any public right of way in any zone, or along any collector or arterial street in any zone, except while actually loading or unloading cargo on or in said vehicle.

a. An owner of residential property may park a truck-tractor on their property in any residential zone when it is detached from any trailer and parked subject to the provisions of subsection H(2) of this section.

b. An owner of residential property desiring to locate up to three (3) commercial vehicles, other than truck-tractors, on property they own may apply and be approved for a conditional use permit when the planning commission finds:

- (1) The property is located within the RA1 or RA2 zone;
- (2) Commercial vehicles to be parked on the property remain operable and licensed at all times;
- (3) The property is of sufficient size to accommodate the number of commercial vehicles requested;
- (4) The commercial vehicles will be parked on the property in accordance with subsection H(2) of this section; and
- (5) The allowed commercial vehicles will not be in addition to any approved equipment vehicles allowed under the terms of subsection H(4) of this section or commercial trailers allowed under the terms of subsection H(5) of this section.

#### **9-3-040: DEFINITIONS:**

##### **COMMERCIAL VEHICLE:**

A motor vehicle or combination of motor vehicles used in commerce to transport passengers or property if the motor vehicle:

- A. Has a gross vehicle weight rating or gross vehicle weight of twenty six thousand one (26,001) pounds or more, whichever is greater;
- B. Is designed to transport sixteen (16) or more passengers, including the driver; or
- C. Is of any size and is used in the transportation of hazardous materials as defined in 49 USC 5103 and is required to be placarded under subpart F of 49 CFR part 172 or any quantity of a material listed as a select agent or toxin in 42 CFR part 73.

### **Holladay City**

#### **11.20.060: PARKING OF TRUCKS AND COMMERCIAL VEHICLES:**

A. Definitions: As used in this section:

COMMERCIAL VEHICLE: A vehicle in excess of one ton capacity of whatever make or type used for commercial or agricultural purposes. The term "commercial vehicle" includes, without limitation, all so called "semi" truck tractors and "semi" truck trailers.

**RECREATIONAL VEHICLE:** A vehicular unit other than a mobile home, primarily designed as a temporary dwelling for travel, recreational or vacation use, which is either self-propelled or pulled by another vehicle. Recreational vehicle also includes a boat, a snowmobile, a personal watercraft, an all-terrain vehicle, a travel trailer, a camping trailer, a motor home, and a fifth wheel trailer.

**TRAILER:** Any truck trailer or other trailer designed or adapted primarily for the transportation of materials, debris or property of whatever kind, including, without limitation, boats, personal watercraft, snowmobiles, all-terrain vehicles or motorcycles.

**TRAVEL TRAILER, CAMPING TRAILER OR FIFTH WHEEL TRAILER:** A portable vehicle without motive power, designed as a temporary dwelling for travel, recreational or vacation use that does not require a special highway movement permit when drawn by a self-propelled motor vehicle.

**TRUCK:** Any truck tractor, tractor trailers, panel truck, pickup or other truck in excess of three-fourth ( $\frac{3}{4}$ ) ton capacity.

B. Restriction: No person shall park any:

1. Commercial vehicle, agricultural vehicle, recreational vehicle, occupied or empty trailer, or truck on any public street adjacent to a lot or parcel containing a residential dwelling, or on any public street within a residential zone of the City for a period of time longer than two (2) hours within any twenty four (24) hour period;
2. Agricultural vehicle, recreational vehicle, occupied or empty trailer, or truck within the front yard area of any residential zone of the City; or
3. Commercial vehicle on any lot or parcel within any residential zone of the City.

C. Exception: The prohibitions in this section shall not apply to vehicles actively being used in the servicing of adjacent properties or streets. (1999 Code)

## **Millcreek City**

### **19.04.005 Definitions And Interpretation Of Language**

#### **Vehicle, Commercial**

1. "Commercial vehicle" means any motorized vehicle or trailer used for or intended for business use - including but not limited to the transportation of commercial equipment, merchandise, produce, freight, commodities, passengers, or animals - and which is characterized by any of the following:
  1. Heavy equipment, such as earth movers, backhoes, cranes, forklifts, bulldozers, and the like, which are commonly used for construction, excavation, demolition, or lifting; vehicles used to haul equipment or materials, such as dump trucks, tanker trucks, semi-tractors, semi-trailers, concrete ready mix trucks, or other similar vehicle.

2. Pickup trucks over one ton with a commercial modification, such as a flat bed, a dumping mechanism, mechanical lifts or arms for loading and unloading materials/equipment, aerial buckets or platforms, or other similar feature.
  3. Vehicles with more than two axles.
  4. Vehicles that exceed eight feet in height.
2. "Trailer" means any truck trailer or other trailer designed or adapted primarily for the transportation of property of whatever kind used for or intended for business use.
  3. "Truck" means any truck-tractor, panel truck, pickup or other truck in excess of one-ton capacity.

#### **19.80.020 Vehicle Parking Requirements**

##### **B. Design Specifications for Residential Uses with Four or Fewer Units**

8. Commercial vehicles. Commercial vehicles shall not be parked or stored on residential property, except in the following circumstances:

1. Commercial vehicles may be parked on a property in conjunction with lawfully permitted construction, maintenance, or site development activities so long as said activities are diligently pursued.
2. One commercial vehicle may be parked behind the front line of the dwelling and, screened from view from public streets or neighboring properties an opaque fence or opaque gate that is at least six feet (6') tall.
3. One commercial vehicle may be parked in the front yard or side yard of a dwelling, in any R-1 or R-2 zone upon issuance of a permit by the city, provided that all of the following criteria are met:
  1. No other commercial vehicle is parked or stored on the property.
  2. The operator of the vehicle is required to be on call twenty four (24) hours a day to use the vehicle in response to an emergency;
  3. The commercial vehicle is parked on a paved surface in compliance with this Chapter; and
  4. The commercial vehicle is parked entirely on private property, not parked on or over the street or sidewalk; and
  5. The commercial vehicle does not exceed Class 5 (two-axle, six tire single unit trucks) in Federal Highway Administration vehicle classification.

## **Murray City**

### CHAPTER 17.76

#### SUPPLEMENTARY DEVELOPMENT STANDARDS

##### **17.76.150: STORAGE OF COMMERCIAL VEHICLES; RESIDENTIAL ZONE:**

No trucks, motor vehicles or commercial trailers having a gross vehicle weight rating of more than twelve thousand (12,000) pounds shall be stored or parked on any lot or parcel within any residential zone or within thirty five feet (35') of any residential zone, nor shall any contracting and/or earthmoving equipment be stored or parked on any lot or parcel in a residential zone or within thirty five feet (35') of any residential zone. (Ord. 08-04 § 2)

## **Orem City**

### Article 22-6.

#### Residential Zones 22-6-10.

Miscellaneous Regulations for Residential Zones. A. Parking and Storage of Trucks, Trailers and Recreational Vehicles. 1. No truck, motor vehicle or commercial trailer which exceeds the rated capacity of one and one-half (1 1/2) tons shall be stored or parked on any lot or parcel within any residential zone, nor shall any construction, contracting or earth moving equipment, which is not being used for construction within the immediate area, be stored or parked on any lot or parcel in a residential zone. The provisions of this subsection shall not apply, however to recreational vehicles nor accessory vehicles to permitted agricultural uses.

## **Riverton City**

### **10.10.010 Definitions.**

(1) Definitions. As used in this title:

(a) "Commercial vehicle" means a vehicle in excess of one-ton capacity of whatever make or type used for commercial or agricultural purposes. The term "commercial vehicle" includes, without limitation, all so called "semi" truck tractors and "semi" truck trailers.

(b) "Trailer" means any truck trailer or other trailer designed or adapted primarily for the transportation of materials, debris or property of whatever kind, including, without limitation, boats, personal watercraft, snowmobiles, all-terrain vehicles or motorcycles.

(c) "Truck" means any truck tractor, tractor trailers, panel truck, pickup or other truck in excess of three-fourths ton capacity. [Ord. 24-02 § 2.]

### **10.10.020 Unlawful parking.**

(6) Parking Prohibited.



(d) No person shall park any:

(i) Commercial vehicle, agricultural vehicle, occupied or empty trailer, or truck on any public street adjacent to a lot or parcel containing a residential dwelling, or on any public street within a residential zone of the city for a period of time longer than two hours within any 24-hour period;

(ii) Agricultural vehicle, occupied or empty trailer, or truck within the front yard area of any residential zone of the city; or

(iii) Commercial vehicle on any lot or parcel within any residential zone of the city.

Exception: the prohibitions in this section shall not apply to vehicles actively being used in the servicing of adjacent properties or streets.

### **Salt Lake City**

#### **12.28.140: HEAVY, LARGE, LONG AND OTHER RESTRICTED VEHICLES:**

A. Designated Vehicles: All vehicles, combinations of vehicles or combinations of vehicles and load having a length of more than forty five feet (45'), or a width of more than eight feet (8') with load or a width of more than fourteen feet (14') with or without load, and all vehicles registered for thirty six thousand (36,000) pounds' gross weight or more are restricted vehicles.

#### **12.56.465: PROHIBITED PARKING FOR RESTRICTED VEHICLES:**

A. No person shall park, or allow to remain standing, any restricted vehicle, as defined in section [12.28.140](#) of this title, or its successor section, upon any street, part of a street or roadway of Salt Lake City, except: 1) to load or unload the vehicle as long as the loading or unloading is done expeditiously; or 2) upon restricted vehicle routes and truck routes as defined in section [12.104.040](#), "Schedule 3, Restricted Vehicle And Truck Routes", of this title and in obedience to traffic signs and markings upon said routes.

B. No person shall park, or allow to remain standing, any restricted vehicle, as defined in section [12.28.140](#) of this title, or its successor section, upon any privately owned property within the corporate limits of Salt Lake City, if that property is zoned R-1, R-1A, R-2, R-2A, R-3A, R-4, R-5, R-6 or R-7 if the access to the property is accessible only by the use of public streets or roadways where the use of such roadway by such vehicle would be unlawful under the provisions of section [12.28.140](#) of this title.

C. Subsection B of this section shall not apply to vehicles parked upon privately owned property which has a valid nonconforming or conditional use permit that allows restricted vehicles upon such property. (Ord. 9-17, 2017)

## **Sandy City**

### Sec. 21-24-4. - Residential Parking Requirements and Restrictions

#### (f) Parking of Commercial Vehicles.

(1) Parking Location Restrictions. Commercial vehicles parked or stored at a residence must be located within the rear or side yard of the home. Such vehicles may only park within the front yard of a home if it is physically impossible due to natural topography or property boundaries to locate a commercial vehicle within the rear or side yard of the home.

(2) Restricted Parking Area. No commercial vehicle shall park or extend within the restricted parking area. The restricted parking area is defined as follows:

##### a. Interior Lots (Non-Corner Lots).

1. Any area in which parking or storing of the commercial vehicle would create a traffic visibility hazard.

2. Commercial vehicles less than 24 feet in length and less than eight feet in height may not be closer than ten feet from the back edge of the sidewalk (edge closest to the home) or the public right-of-way.

3. Commercial vehicles between eight feet and ten feet in height and less than 30 feet in length shall be parked in the side yard or rear yard.

4. Commercial vehicles over ten feet in height or more than 30 feet in length shall not be parked on a residential lot.

5. Semi-tractors, trailers, or trucks shall not be parked on a residential lot.

b. Corner Lots. Both frontages shall comply with those standards outlined for parking or storage of commercial vehicles on interior lots and nothing shall intrude into the corner site visibility triangle as defined by this title.

c. Prohibited Parking Locations. Commercial vehicles shall not be parked or stored within the street right-of-way.

d. Number of Commercial Vehicles Permitted. Only one such vehicle may be parked on a residential lot. A commercial vehicle parked or stored on a residential lot must be owned or apportioned by an occupant who resides at the residence.

e. Storage of Commercial Vehicles. The storage of any commercial vehicles for a period exceeding 72 hours is prohibited except for a bona fide temporary absence of the owner.

### **CHAPTER 21-37. – DEFINITIONS**

#### **Sec. 21-37-4. - "C" Definitions.**

(25) Commercial vehicle means a vehicle designed and/or used for business, transportation of commodities, merchandise, produce, freight, animals, passengers or other transports including tow

trucks or trailers used for the movement of equipment regardless of length. The term "commercial vehicle" also includes construction vehicles such as a bulldozer, backhoe, and similar vehicles.

### **Vernal City**

#### Section 16.24.130 Storage of Commercial Vehicles in Residential Zones

A. The storage and parking of trucks having a gross vehicle weight rating higher than 24,000 pounds or having more than 2 axles shall not be permitted in any residential zone except:

1. Construction equipment may be stored on a lot when:
  1. An active building permit is issued for the lot upon which the equipment is stored, and the equipment being stored is being used specifically for the construction activity on said lot.
  2. The equipment is being used for an active infrastructure construction project in the vicinity of the lot.
2. The storage of motor homes shall be regulated in accordance with the other requirements of this title. (PZSC § 03-11-013)

### **West Jordan**

#### **13-8-14: STORAGE OF COMMERCIAL VEHICLES IN RESIDENTIAL ZONE:**

No trucks, motor vehicles or commercial trailers which exceed the rated capacity of one and one-half (1½) tons or having a gross vehicle weight exceeding twelve thousand (12,000) pounds shall be stored or parked on any lot or parcel within any residential zone. No construction and/or earthmoving equipment shall be stored or parked on any lot or parcel in a residential zone. Notwithstanding the foregoing provisions, the tractor portion of a semitruck may be parked or stored on a lot in a residential zone occupied by the driver, provided the vehicle is parked or stored entirely within the boundaries of such lot and does not obstruct the public sidewalk. (2001 Code §89-6-116; amd. 2009 Code)

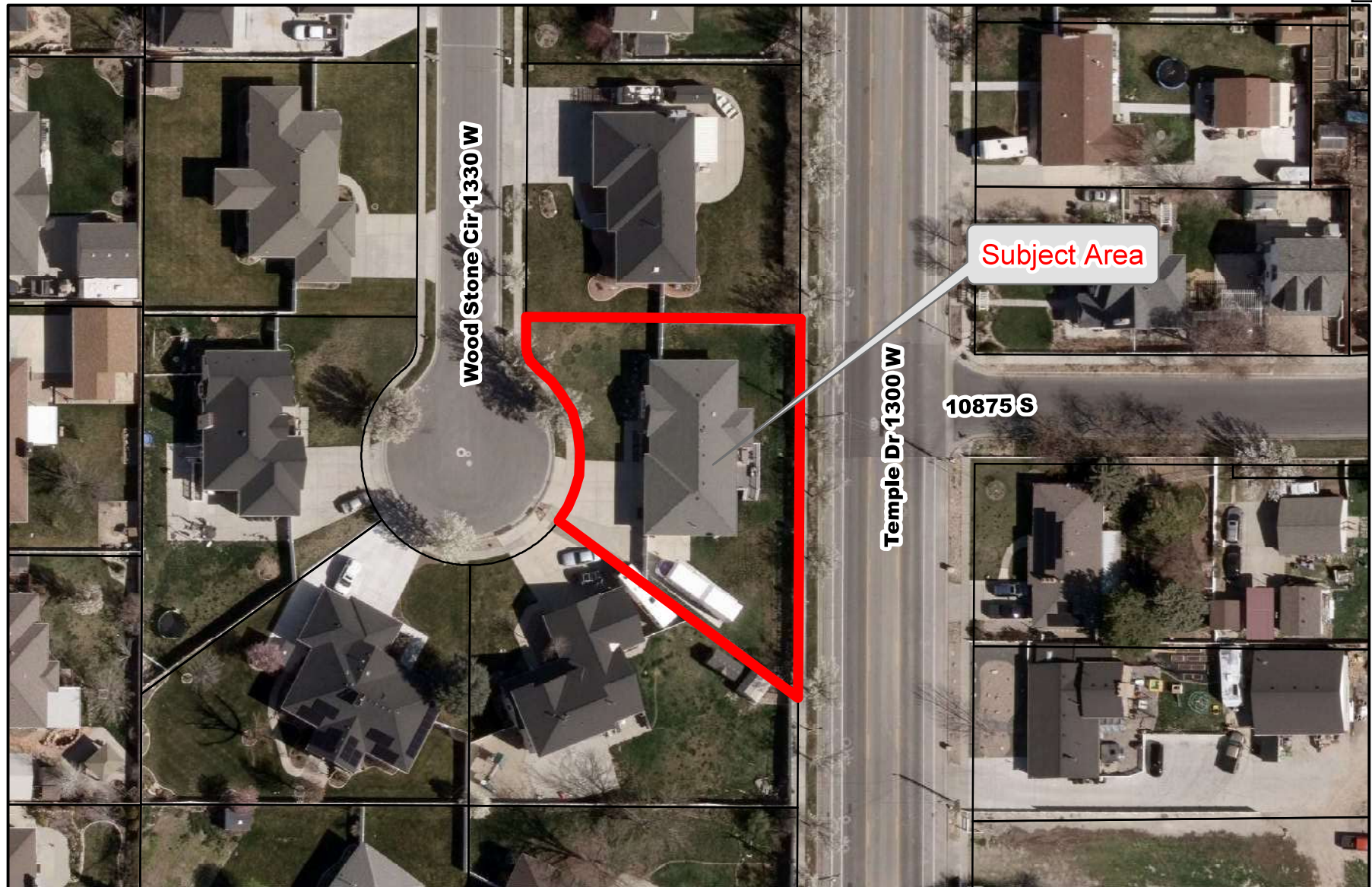
### **West Valley City**


#### **7-2-115.STORAGE OF VEHICLES – AGRICULTURAL AND RESIDENTIAL ZONES.**



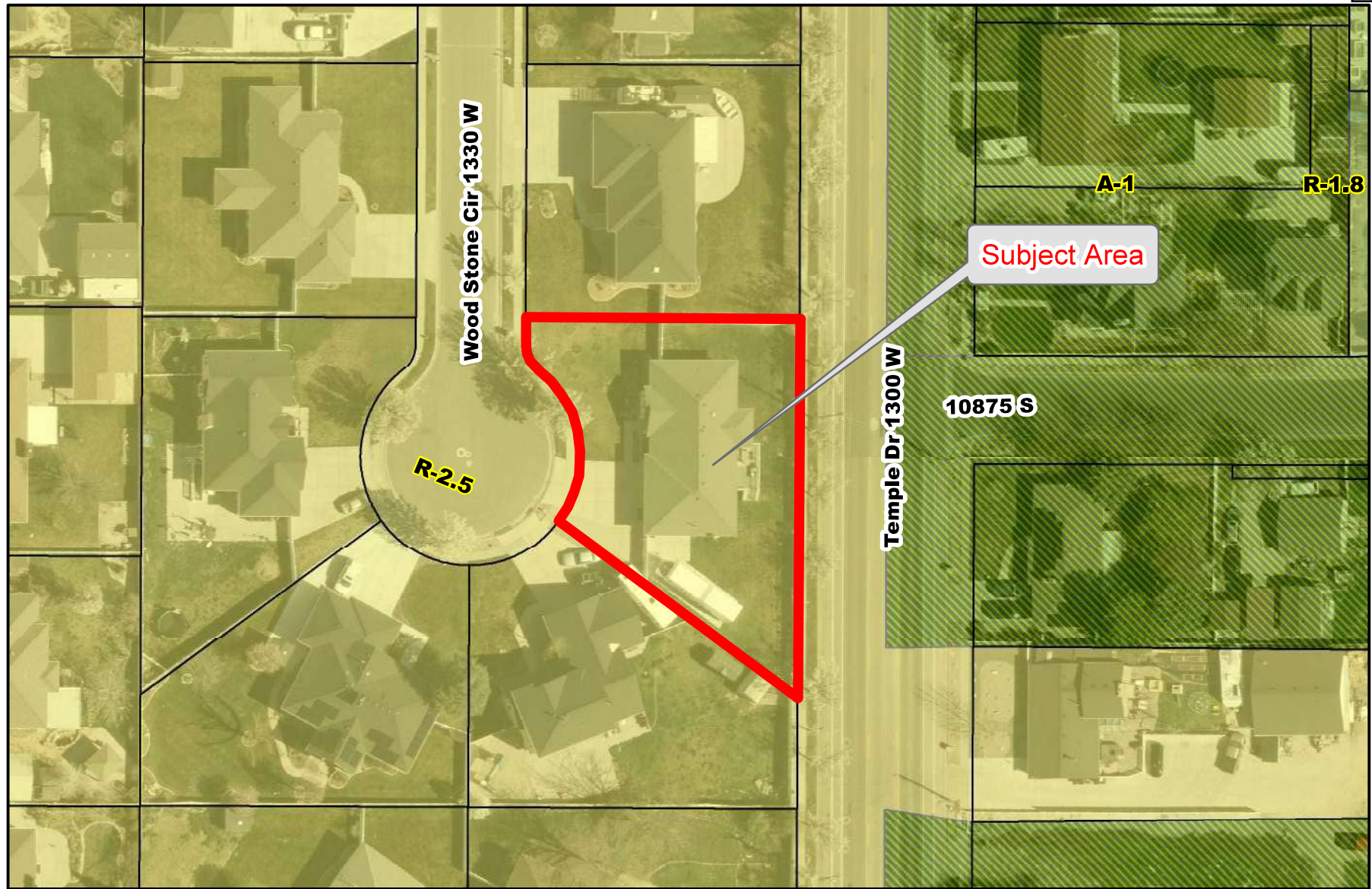
(1) No commercial vehicles shall be stored or parked on any Lot or parcel within any Agricultural or Residential Zone, except while actually loading or unloading merchandise, nor shall any contracting and/or earth-moving equipment be stored or parked on any Lot or parcel in an Agricultural or Residential Zone, except during actual construction.


- a. Commercial vehicles include any motor vehicle, trailer, or combination of motor vehicle and trailer with a manufacturer's gross vehicle weight rating or gross combination weight rating of 14,000 pounds or more.
- b. Commercial vehicles do not include:
  - i. Recreational vehicles that are driven solely as family or personal conveyances for noncommercial purposes.
  - ii. Vehicles owned by the state or local government.
  - iii. Firefighting and emergency vehicles, operated by emergency personnel, not including commercial tow trucks.
  - iv. Vehicles with a manufacturer's gross vehicle weight rating of 19,500 or less with factory-installed truck bed.



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| <p><b>Legend</b></p> <p>STREETS</p> <p>PARCELS</p> | <p><b>Aerial Map</b></p> <p><i>City of South Jordan</i></p> | <p>0 20 40 80 120 160 Feet</p> <p>Aerial Imagery<br/>2024</p>  |
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| <p><b>Legend</b></p> <p>STREETS</p> <p>PARCELS</p> | <h2>Zoning Map</h2> <p><i>City of South Jordan</i></p> | <p>0 20 40 80 120 160 Feet</p> <p>Aerial Imagery 2024</p>  |
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