

SOUTH JORDAN CITY
CITY COUNCIL MEETING

September 7, 2021

Present: Mayor Dawn R. Ramsey, Council Member Patrick Harris, Council Member Brad Marlor, Council Member Don Shelton, Council Member Jason McGuire, CM Gary Whatcott, ACM Dustin Lewis, City Attorney Ryan Loose, Strategic Services Director Don Tingey, Chief Financial Officer Sunil Naidu, City Commerce Director Brian Preece, Administrative Services Director Spencer Kyle, Police Chief Jeff Carr, Engineering Director Brad Klavano, Public Works Director Jason Rasmussen, Planning Director Steven Schaefermeyer, Fire Chief Chris Dawson, Communications Manager Rachael VanCleave, GIS Coordinator Matt Jarman, City Recorder Anna Crookston, Meeting Transcriptionist Diana Baun, Director of Government Affairs Melinda Seager, Interim Mulligan's Business Manager Abigail Patonai, CDBG Coordinator Katie Olson

Absent: Council Member Tamara Zander

Others: Angela McGuire, Liz Sollis, Jeremy Nielson, Chamber of Commerce CEO Brian Synan, Wayne Johnson, Martin Jensen, Walt Gilmore, Susan Ord, Brian Peterson, Sue Peterson, Scout Troop 3851

6:35 P.M.
REGULAR MEETING

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

Mayor Ramsey welcomed everyone present.

B. Invocation – *By Scout Troop 3851*

Logan Carney from Scout Troop 3851 offered the invocation.

C. Pledge of Allegiance – *By Scout Troop 3851*

Andrew Carney from Scout Troop 3851 led the audience in the Pledge of Allegiance.

D. Minute Approval

D.1. August 17, 2021 City Council Study Meeting

D.2. August 17, 2021 City Council Meeting

Council Member Marlor motioned to approve the August 17, 2021 City Council meeting minutes as printed. Council Member McGuire seconded the motion, the vote was unanimous in favor; Council Member Zander was absent from the vote.

E. Mayor and Council Reports

Council Member Patrick Harris had nothing to report.

Council Member Jason McGuire said tickets are on sale for Once Upon a Mattress, a production being done by The Arts Council in October; more information is available on the city website.

Council Member Brad Marlor said they had an Architectural Review Committee meeting and there are two new buildings going in, one retail and one office, and they are looking forward to that. He enjoyed going to Council Member Zander's ribbon cutting for her business's new location and he appreciated the Chamber of Commerce being there and coordinating the ribbon cutting. There was a great crowd and he is excited for all the new things happening in the Daybreak area as well the city in general.

Council Member Don Shelton attended the same ribbon cutting for Council Member Zander's new facility in Daybreak. The Western Growth Coalition Executive Officers met since the last meeting and they are working on a letter to get the Wasatch Front Regional Council (WFRC) to add a freeway to freeway connection at 12600 South, between Bangerter and Mountain View, on their long range plan. He asked the mayor to encourage them to pursue this as well. He also met with the Senior Advisory Committee and they are working on their plans for the next few months. He attended the South Jordan Chamber Golf Tournament which was a fun event and he got to golf with some of the city's employees, he really enjoyed it. He met with Strategic Services Director Don Tingey and others at Wattsmart, they were working on workshop three which is the last step before Wattsmart will come and hopefully present a plan to the council. He believes that the things we can do to improve air quality in our valley will also improve the effects of greenhouse gases.

Mayor Dawn Ramsey said this Thursday, September 9th is the 113th birthday of Bingham High School. The school opened on September 9, 1908, and although they've had a few different buildings that is a legacy that many people in this valley, and in the city, are proud of. On Tuesday, October 5th the Jordan Education Foundation is doing their economic summit, it starts at 8:00am and they are planning to be done around 10:30am; each of the council members will receive an invitation via email and she would encourage all of them to go. At the meeting, the mayor of each city in the district boundaries takes a few minutes to give an update on what's going on in their cities and over the last few weeks she has been working on a video for South Jordan's part of that. She met with the Mexican Consulate, Jose Borjon, who came to visit and they had a wonderful visit. They discussed the importance of the Hispanic community in our city and the contributions that they can and do make. They discussed ways that relationship can be enhanced and she shared with him about the program at Majestic Elementary for parents who drop their kids off at school and then stay and learn English, earn their GED, all while their kids are in school; they work so hard, many work at night so they can make this happen. He was very interested in that program and is going to reach out to them to see what he can do to help them in that effort. She had a WFRC board meeting and a Regional Growth Committee meeting. As chair of the Regional Growth Committee who oversees the Wasatch Choice Transportation Plan for the entire Wasatch Front, they passed the largest amendment to the plan so far. There were some adjustments to be made and things that received prioritization because they now have funding, it came down to all the transportation funding that was approved by the

legislature this last year. Now things are lined up for the State Transportation Commission to review those projects and then give a final signoff so UDOT can get started on them; one of those projects is the interchange at 9800 S and Bangerter. There are a lot of steps involved in the process of working on a \$50+ million interchange, and it is right where it should be. She went to lunch with the Fullmer Family Legacy Foundation, the family that has their boxing gym here. They had a luncheon where they received a check for \$1.5 million to put towards the construction of the new gym that they will be building. They are grateful to the city and the county for working together and working with them to secure land where they can build their new boxing gym facility. They are not for profit, they are a remarkable community partner who offers so much to the people they serve. They are working on a new program where boxing has been shown to help people with Parkinson's, it is a way to provide therapy for those with Parkinson's to help retrain some of the nerves and muscles that are not responding correctly. When they raise enough money to build their new facility they will invite the mayor and council to be a part of that groundbreaking. The Economic Opportunities Commission had their local incentives subcommittee and growth meeting and more will be discussed in the legislative priority meeting for the Utah League of Cities and Towns. There is a lot changing and a lot going on, but it basically means this year the state legislature and the governor put together a Utah Unified Economic Opportunities Commission to do long range planning for how the state will grow, what incentives they are and are not willing to provide going forward; we know growth is going to happen, but the objective is to put together a statewide cohesive plan for what that will and will not look like, as well as how to mitigate some of the impact and ensure quality of life is maintained in Utah as we continue to grow in numbers. She attended the South Jordan Chamber Golf Tournament, she was not able to stay the whole time and had to leave shortly after it began. She left to meet with Fred Lampropoulos at Merit Medical, as well as Senator Romney and other representatives from the Utah Manufacturer's Association about some of the challenges our manufacturing companies in Utah are facing. She was able to return to the Chamber Golf Tournament after that meeting and she appreciates everything Brian Synan, the CEO of the Chamber of Commerce, is doing for our city. She met with Representative Susan Pulsipher who is working on some draft legislation and asked for city input to help understand the impact of the legislation. She met with the CEO and President, as well as the Vice President of UltraDent, they are in the process of growing again with 1700 employees here in South Jordan. They have locations in several countries now and are continuing to grow and bring more job opportunities here in South Jordan. She attended the Rural Utah Water Users Conference for the first time, she enjoyed being there and talked with our own Public Works Director Jason Rasmussen who said a couple of our staff members were there at the conference as well. While she was there she was sworn into the Utah Drinking Water Board, and she appreciates the chance to represent local government and represent South Jordan on that board. They oversee the money that the legislature allocates for drinking water projects and awards it to communities statewide based on their needs and applications of projects. They are very supportive of our re-use project that is about ready to get underway. The Economic Development Corporation of Utah Executive Committee, which consists of herself, the CEO of Rocky Mountain Power, the CEO of the Larry Miller Family of Companies, and Theresa Foxley the CEO of EDC Utah, had lunch and talked about economic development programs including the opportunities and challenges statewide both in staffing and finding enough workforce. They discussed what companies are saying regarding what brings those workers here and what is keeping them from coming here. She appreciates the chance to serve another term there as Public Sector Vice Chair and she thinks it's a good place for South Jordan to have a seat at the table as a city that continues to grow to make sure we have adequate job opportunities close to where people live.

F. Public Comment:

David Colton (Resident) said a little over a decade and a half ago he was sitting where the council is sitting and he is not surprised, but he is pleased to see a lot of faces are still here; Council Member Marlor was there with him when he served. It is a pleasure to be here, he came concerning a rumor that a traffic light is going to be placed at 1300 W at the entrance to the elementary school. There is one road in to the elementary school and it circles around and has a few houses in there. He doesn't know where the idea came from that they needed a light there, but he thinks putting a light there will be counterproductive to what the city actually wants to happen. People want to get in, get their kids dropped off, and get out in the mornings and this is going to tie things up when through traffic is going to get backed up and people wanting to get into the school won't be able to make their turns. He encouraged the council to perhaps put this on a hearing agenda and let the people who are not so sure this is the thing to do, particularly those who lives around the area, have an opportunity to speak to the subject and point out their feelings on it. This really needs to be presented as a hearing item on an agenda because it does affect so many people. He really feels that what the city wants to do there will be counterproductive. He lives in that same area, the road he uses to get onto 1300 W is the next road over, so it's a tributary to 1300 W and he knows what it's like to pull up to that stop sign and look for a break in the traffic. He says 1300 W is not that busy, there are only certain times of day when it's really busy, and he would hate to have to wait for a light to go out on to that street. He would ask everyone to have a better look at it, set it as a hearing item on an agenda, and let the people talk about it.

Haley Rencher (Resident) said she is here to give her thoughts on the same thing Mr. Colton talked about, and she appreciates him coming. She is here with some of her neighbors, she lives immediately in the neighborhood by South Jordan Elementary School, her house is on the corner being discussed and she would like to join Mr. Colton in asking the council to reconsider the proposed light. They have reviewed the city's traffic studies and heard the justification from the city's deputy engineer; they even had a traffic engineer, Christina Tingey who worked for UDOT for 13 years, examine the studies with them and the city's justifications and it's all of their opinions that this traffic signal does not warrant the expense and lingering effects of a traffic signal. It is the city's position that the signal is necessary to ease the burden of traffic leaving the school. Traffic on this street is only congested 15-20 minutes during drop off in the morning and 15-20 minutes during pick up in the afternoon, and only during school days; that equates to about 180 hours per year which is less than an overall 2% usage of this signal. The signal will not protect children any more than the current crossing guard does, in fact studies show that in certain scenarios cars are likely to speed up when approaching a signal to prevent missing the light which could create a potential safety hazard for the crossing children. They spoke with the current crossing guard and he himself believes the signal to be unnecessary. They understand there has been a grant to fund this project, they feel the money could be used in a different way to help aid the safety of the children at South Jordan Elementary School. In talking with many people to find out what was driving this signal to be installed, she found that there were two main points. The first was that it is inconvenient to turn left coming out of White Peach Drive on to 1300 W, the second is to maintain safety for the children who are walking to and from school during those times. To address the first point, that it's inconvenient to turn left onto 1300 W, in her experience living there she can say that 98% of the time it is not inconvenient to turn left at that intersection, and if we are trying to solve for inconvenience adding a

stop for traffic going north and south on 1300 W every time a resident or someone from the school leaves that intersection it seems like a net negative solution. Not only would travelers on 1300 W be inconvenienced, but the residents surrounding the neighborhood, not just White Peach Drive, would be inconvenienced as they go about their daily commute. To the second point, if pedestrian safety is the biggest concern we should first acknowledge that simply the presence of a light does not ensure the safety of those children. If pedestrian safety is the prime concern we should find ways to separate the highest volume turning movement from the kids crossing to the cars going on to that street. One of the solutions proposed on the traffic study was to shift the crosswalk. She suggests we do a trial run and try it out, have the kids cross at a different point; they as residents are willing to aid in that trial run. Another suggestion was to install a pedestrian activated crossing light, this solution was turned down and one of the reasons given for turning that solution down was that the residents wouldn't like it. The residents who are most impacted definitely are more in favor of that solution than a signalized intersection. It is also important to note that neither Bingham High School nor South Jordan Middle School have traffic lights at their outlets and their traffic and pedestrian volumes are much higher than South Jordan Elementary. There are no other traffic lights along 1300 W except at major intersections, so based on that reasoning they would like to ask the council to reconsider this measure.

Casey Greenland (Resident) is also in the same subdivision. They are recent transplants to South Jordan, they have a bad habit of buying homes right next to elementary schools; they previously lived across the street from Riverside Elementary. He works a typical shift of 8-5, he would rarely see traffic at Riverside because he would leave before the traffic, with the exception of a few teachers coming in, and he came home after the traffic would leave. They of course had plenty of soccer parents and those were more hazardous to children than the school children walking with the crossing guard, that was in fact one of the reasons they decided to up and leave. They are glad to be on a quieter street, a cul-de-sac, but what's interesting about the setup for exiting Riverside was that instead of drivers exiting with the crosswalk to the left side, which is currently the case with South Jordan Elementary, they exited to the right side. When the crossing guard would go across and block traffic that allowed everyone that was trying to make a left hand turn to make that turn unimpeded. Not only did that allow the kids to cross safely, but it also gave the traffic time to go. He is a commercial drone pilot so he took his drone up there, watched the traffic one afternoon to see what is actually happening, and he would actually see cars pull out part way into the intersection by South Jordan Elementary to wait until the crossing guard was gone so they could go ahead of the oncoming traffic. His thought is that by moving the crosswalk further away from that intersection, and getting the kids further away from where all the traffic is trying to get out, you separate the problem and it allows the traffic to keep going; cars can pull in to the left lane because the left lane congestion is really what the biggest problem is. He hasn't heard of any major incidents with the children getting hurt at the intersection, which is another reason why he doesn't know that it's necessary. The traffic study was done when the school was all year round, now the school is traditional which means three months in the summer where there are no longer children crossing or a crossing guard. The initial study included that data that is no longer part of the congestion and traffic there. He hopes this can be something that can be discussed as a hearing item. His biggest concern about this whole thing is that a public comment period was mentioned for the intersection at 9800 S and Bangerter, but there has been no public comment period to his knowledge about this light going in right by their neighborhood. He doesn't know how they get on an agenda for that committee or group who is doing the transportation and lights, but they would like to also speak with them and make sure there is a

public comment period for that as well. He realizes it is not a \$54 million project, but if they did have that money he would propose a sky bridge.

Mayor Ramsey closed the public comment section of the meeting.

City Manager Whatcott discussed the traffic studies and why the city feels the light is warranted, out of the nine warrants for a traffic signal it met four of them. Once they did the study and discovered the warrants were there, which means the signal should go in, he thinks if they did not put the signal in they might take some liability for that if someone was hurt. The city has proven the case that the signal is warranted and actually got a grant for that based on the warrants, he thinks going backwards could have some negative implications on the city.

City Engineer Brad Klavano said he concurred with what Manager Whatcott has said. This was brought to their attention a number of years ago by the school district regarding the safety of the children crossing there. They looked at a number of options including moving the crosswalk as mentioned, a hawk signal and other ideas. They felt the traffic signal would be the best and safest option so they did the warrant study. At the time it was done three warrants were met out of the nine from the Manual of Uniform Traffic Control Devices (MUTCD); they did more counts six months later and a fourth warrant was met, however they did not update the study with those numbers. Typically UDOT requires two to three warrants to be met before they put a signal in and that's where they felt it should be put in, the school principal at the time and the school district agreed. They tried to get it in with some earlier funding but that didn't work out, then as Manager Whatcott mentioned they applied for a grant and the state felt it was warranted and gave the city the grant to put the signal in. They are in the process of moving ahead with that. They put up a camera to watch the conflicts with the cars and the kids, it is a real issue out there. The delay for the residents would be 30-45 seconds, depending on how they meet the timing on the signal when they approach at the non-peak time; he doesn't see it as a big delay for the residents, it might even help the traffic operations of 1300 W as they often get speeding complaints and this could possibly be an unintended benefit of this signal.

Council Member Harris wanted more clarification as it's his understanding that the original request came from the school district to study the feasibility of a traffic signal there. Once the results of that study came back, he believes the school district and principal reviewed the data and had the opportunity to weigh in on it. He'd like to know more about that and why they have recommended to move forward, or what the feedback was from the school district or principal.

Engineer Klavano said the city just shared the results and that they warranted the signal with the school, they seemed pleased with that and thought it would be a good solution also. There really wasn't input or a public meeting on this as we don't typically do that if it meets the warrants. The state has adopted the Manual of Uniform Traffic Control Devices, of which we go along with, and it outlines nine different warrants to indicate whether a signal should be put in, along with warrants for stop signs and other things; we follow that as close as we can and that helps us with liabilities down the road.

Council Member Harris asked if this has the full support of the school district and/or school principal.

Engineer Klavano said yes, they were pleased about it. Originally when it was going to be done a few years ago we were working with them to pay for part of it and at the last minute they couldn't come up with the funding so we had to back off until we got this grant.

Mayor Ramsey asked who reached out about this issue first, possibly the previous principal or the school district. She is sure it was someone on the school's end, she just isn't sure who.

Engineer Klavano said he wasn't sure but they might be able to get the info from old notes. This study was done in 2018 and it was a few years before that when they first started looking at options.

Manager Whatcott said the original study was done a few year ago and it was a number of years before that it was being asked for multiple years in a row. Some of these requests were from the School Community Council and they are the ones who have given the city a lot of feedback on related issues, it could have stemmed from those discussions as they are responsible for the safe walking routes for the school. He believes that's where is originated from and it moved up through the principal to the district and came to us.

Mayor Ramsey said we usually don't engage in this type of discussion, however she believes this is an important issue and wants to get everyone's feedback. She re-opened the public comment portion of the meeting.

Christina Tingey (Resident) is the civil engineer who reviewed the signal warrant analysis study. She has 13 years of experience with UDOT, including a few years in the traffic and safety division where she prepared and reviewed signal warrant analysis studies; she is very familiar with the requirements in the MUTCD that was mentioned. As has been discussed, the report she saw showed the intersection meets three warrants, now it is stated it meets four, but it is her professional opinion that it is very weak evidence. Two of the warrants are based on what's called peak hour volumes and to meet the warrant you have to have a minimum of 1000 cars coming in and out of the intersection for the peak hour. In 2018 there was just shy of 900 vehicles in the peak hour, it's her assumption that the engineer signed off on it with the prediction that whenever the signal went in it would meet that requirement. However, as Mr. Greenland stated, the school is now not a year round school, it is traditional and the students are fewer, the teachers are fewer, there are likely fewer vehicles going in and out of that intersection; at a minimum her community is just asking for a recount of the volumes because two of the three warrants are volume based and it's her belief that they likely don't meet those requirements now. Regarding the third warrant, that was for safety and they have talked a lot about the conflict between the left turn and students crossing. There is a pretty cheap and easy solution, to move the crosswalk to the other leg of the intersection. It's pretty typical in warrant analysis studies, if there is a safety concern, that there are specific incidents spelled out that have occurred and there wasn't anything in this study. From her perspective she would like to see a little more investigation from the city before they go and spend one or two million dollars to signalize an intersection that she doesn't believe needs it.

Mayor Ramsey closed the public comment portion of the meeting.

G. Presentation Item:

G.1. Proclamation: Recognition of the 234th Anniversary of the Constitutional Convention and Constitution Week 2021. (By Mayor, Dawn R. Ramsey)

Mayor Ramsey read the proclamation recognizing the 234th Anniversary of the Constitutional Convention and Constitution Week 2021.

H. Action Item:

H.1. Resolution R2021-17, Appointing members to the Bingham Creek Regional Park Authority. (By Director of Strategic Services, Don Tingey)

Director of Strategic Services Don Tingey reviewed background information from the Staff Report.

Director Tingey discussed changing dates for appointment so they are staggered, that way everyone rotates off at different times.

Council Member McGuire motioned to approve Resolution R2021-17, appointing members to the Bingham Creek Regional Park Authority with the amendment that the term starts as of today, September 7, 2021. Council Member Shelton seconded the motion. Roll Call vote was 4-0, unanimous in favor; Council Member Zander was absent from the vote.

I. Public Hearing Items:

I.1. Zoning Ordinance 2021-08-Z, Rezone A-5 to R -2.5 - Aubrey Cove, 9820 S. 2700 W., Kevin Peterson, Landmark Entitlements, PLLC. RCV (By Director of Planning, Steven Schaefermeyer)

Director of Planning Steven Schaefermeyer reviewed background information from the Staff Report and prepared presentation (Attachment A).

Mayor Ramsey opened the public hearing. There were no comments, public hearing was closed.

Council Member Marlor read a previously submitted email from resident Mike Nickel to Council Member Harris (Attachment B).

Director Schaefermeyer discussed ADUs and new requirements, he said these two properties are allowed to have an ADU however there is a requirement that the primary owner live in the home. One can rent out a neighboring home that they own, as long as it's just one unit. If there are issues there, permits would be needed and it's something that can be looked into if Mr. Nickel would like to make a code complaint separate from this zone change request. This is the first time we have heard from Mr. Nickel, and he did not give us his address with his statement.

Council Member Shelton mentioned that in the Staff Report the private road or lane was to have no parking on it, and asked how we would enforce that.

Director Schaefermeyer said most enforcement is done through complaints. The reason for the no parking requirement is because of the width of the required road; these are similar to flag lots, and in that situation there would also be no parking along the road. He doesn't know the distance required for getting hoses or emergency personnel back there if they couldn't drive through, but that's the point of no parking. Enforcement is always a challenge in situations like this. He said Engineer Klavano doesn't like to approve these types of things without everyone knowing about them and discussing whether or not everyone is comfortable with it. The other way this could develop without that would be to build a full public street with a cul-de-sac, that's not possible unless buildings are torn down. That cul-de-sec would still require the property owners to work together to make that happen; hypothetically one of them could come in alone as long as they can meet all the requirements for access for a flag lot, then we're back to the situation we have here.

Council Member McGuire asked about the division of the lots.

Director Schaefermeyer explained what was being looked at tonight, that the 0.9 acres are only lots 3 and 4; however, out of necessity they have shown the full concept for all four parcels. Lots 1 and 2 are owned by a different person.

Council Member McGuire asked if the homes along 2700 W were staying in place.

Director Schaefermeyer said yes, that's the current idea.

Council Member Marlor said he is not a fan of these types of developments and flag lots. We have a lot of flag lots in infilled situations and we are forced to deal with them as they come in. He thinks that since they are conforming to the R2.5 size requirements and density there are probably going to be some decent sized homes built on those lots and he thinks it is fine and an example of using the property to its best advantage at this time. We aren't presenting the option, we are dealing with the situation that has been presented to us.

Director Schaefermeyer said if staff could have their way, they would have planned for what these properties would have looked like differently, but they don't control other people's choices and he doesn't know the history here enough to know why these weren't included in past subdivisions.

Council Member Harris asked if this is a subdivision selling off lots, or if the owner is wanting to add homes for his own use, like rentals.

Kevin Peterson (Applicant) said the property owners to the south are wanting to build behind, and for them to gain access to their property they have worked out access through his property by improving the driveway and putting the utilities in; he is donating the ground. He doesn't have any immediate plans to build, but they do have a house plan that they would consider building and moving in to; it would be approximately a 5000 square foot home. What that being said, some of the allegations about parking are exaggerated, he can't control where people park but they do have suitable off street parking. He has plans to add a three car garage to the existing 1956 home, he has renovated and painted the outside and done some nice things. In the two years they have owned the property they have been more than responsible, putting several hundred thousand dollars into

the home itself and they live right next door on the corner lot. They did get a separate ADU permit for their basement along with a carport and driveway. They have always encouraged the tenants to use that parking, but sometimes they park two vehicles out there. The real issue with the road there is school, parents dropping off and picking up kids. They also open up their pool in the summertime to have parents bring kids with the requirement they stay and chaperone them. They have open plunge Fridays and they have had as many as 20-25 people out there swimming in their yard. That is kind of a parking fiasco, but it is temporary and they have off street parking for all of their other needs. As far as future plans, they are testing the waters but they are more or less supporting the neighbors to the south. He will go home and encourage their basement tenants to stay off the road, which has been discussed before; he thinks they just like to be able to walk a shorter distance to get into the basement since they have a separate basement entrance there.

Council Member Marlor motioned to approve Zoning Ordinance 2021-08-Z, to rezone A5 to R2.5 at Aubrey Cove. Council Member Shelton seconded the motion. Roll Call vote was 4-0, unanimous in favor; Council Member Zander was absent from the vote.

Council Member Harris said he respects when these kinds of requests come in, where they are trying to stay with the lot size of the surrounding community. He also recognizes that maintaining these larger lots can be a handful, and for them to expect people to continue to manage these things, especially with water costs and shortages, is pretty significant. As we have people wanting to move into our city, we have to take all those needs into consideration. It sounds like there are plans for some pretty nice homes in here that will fit in very nicely; because of that he is supportive of what has been proposed.

Council Member McGuire said he is grateful what is being proposed is in harmony with the surrounding neighborhood and zone. If you look to downtown Salt Lake, a lot of their infill lots are being filled with townhomes or three story apartments; he is grateful this is at least in harmony with the surrounding neighborhood.

Mayor Ramsey said she likes that there are plans for a 5000 square foot home. The other homes along 2700 W are smaller and older, but it would match the entire neighborhood around it and behind it.

I.2. Resolution R2021-26, Approving the 2020 Consolidated Annual Performance and Evaluation Report and Authorizing Submittal to HUD and a Community Needs Hearing for the 2022-23 Program Year. RCV (By CDBG Coordinator, Katie Olson)

CDBG Coordinator Katie Olson reviewed background information from the Staff Report and prepared presentation (Attachment C).

Mayor Ramsey asked what happens if we don't spend the money.

Coordinator Olson explained we have lots of time for the mortgage and rental assistance programs, they need to spend 80% of it within three years and they are already at 60%. The Home Repair/Assist line item has been around since 2015 and they are at the point where they will

actually take back the funds; it is a reimbursement grant, so they don't actually transfer any money unless it has been spent. Her goal is not to have Covid funds sitting around for too long, they would like to get those funds out to people.

Mayor Ramsey opened the hearing for public comment.

Coordinator Olson read a previously submitted comment from a resident, Denise Cooper (Attachment D).

Mayor Ramsey closed the hearing to public comment.

Council Member Shelton asked about cost for the Yorkshire crosswalk.

Coordinator Olson said she believes the \$35,000 includes the cost of some sidewalks, however she believes the total project might be closer to \$70,000.

Engineer Klavano said there was some other money budgeted that they added to this. Where the path comes through from Welby Elementary, where it hits Yorkshire currently, the kids have to walk in the street to get to one of two crosswalks. They are trying to get sidewalks in to get them where the walkway cuts to the green space.

Council Member Shelton asked where they were planning to put the sidewalks.

Engineer Klavano said it was in front of a few of the homes to get them over to the walkway to the green space.

Council Member Shelton asked if we have to buy the land from the homeowners.

Engineer Klavano said that generally, in Glenmoor the right of way is five feet behind the curb. We may have to buy some easements if a streetlight needs to be relocated.

Council Member Shelton motioned to approve Resolution 2021-26, Approving the 2020 Consolidated Annual Performance and Evaluation Report. Council Member McGuire seconded the motion. Roll Call vote was 4-0, unanimous in favor; Council Member Zander was absent from the vote.

J. Staff Reports and Calendaring Items

Manager Whatcott asked everyone to be looking for an email from Mel regarding Summerfest. It is in a new location, at the county property, and should be bigger and better than ever. There was a suggestion to move the date from early June to somewhere else in the future and he will plan to discuss this in a future work meeting in November or December. The parade is a shorter route this time, they didn't want to shut down Redwood Road with all the recent road closures, but that is not a permanent placement. They will talk about the parade route in the future when they discuss the possible date change for Summerfest. Using the state roads creates issues and they would like to discuss a future route that is not on a state road, but still serves our purpose and can be handled

well, that would be ideal. The wide roads at around 130 feet lose that intimate feeling during a parade, there are big sparse spots with no one there and handing out treats is much more difficult with that much space.

City Attorney Ryan Loose sent a reminder to all the members of the LPC and registered everyone, except Council Member Zander, for the in-person meeting; he will find out from her if she will be attending via Zoom. The Land Use Taskforce continues to meet, there is a lot going on with that, housing and housing portability. We should see the updates soon from Director Schaefermeyer's group regarding the ADU changes, as well as HB 1003 which is related to design requirements. HB 1003 was originally vetoed as HB 98 because of the flood issues, those were fixed and brought back in special session as the current HB 1003.

Director Schaefermeyer said it is going to the planning commission on September 14, then they are hoping to get it to the council at their next meeting.

Engineer Klavano said South Valley Sewer District is slip-lining their major trunk line down along the river and 10400 S. He sent an email last week alerting everyone they were going to close Riverfront Parkway starting today, for the rest of the week; that has been delayed until next week. Yesterday he was out to eat and got a call from our construction manager who happened to be at Mulligans and saw sewer bubbling out of the line on 10400 S. Luckily, they were able to finally get someone from South Valley Sewer on call, but it took them forever. He believes they caught it before it got in to the pond. A huge kudos to Matt Bowcut, our Construction Manager, for seeing it and reporting it while he was there with his family. Our Northern Trax Station in Daybreak will be closed for a few days as Daybreak makes a tie-in and they work on the walking path in conjunction with UTA. It's not really a city issue, but he will try to let everyone know when he has the exact dates that it is planned.

Council Member McGuire asked if Bangerter is on schedule

Engineer Klavano said as of his last update three weeks ago they were about two to three weeks behind. He doesn't expect east/west at 10400 S to be open until about Thanksgiving. It doesn't appear that this is having a huge impact on Costco or Walmart, people have figured out how to get where they need to for now. There have been some delays on materials which has caused some of the delays in construction. The construction at 6200 S actually had to take pipes from our project in order to finish something on their project, which delayed our site getting the pipe it needed. He noted that 6200 S did have to close the east/west travel, even though they are going over, because of too many accidents. East/west travel is open, but limited, at 12600 S currently.

Mayor Ramsey asked if anyone has talked to WalMart or Costco about delays as they are the anchor tenants at the 10400 S intersection, they were very supportive of this project with the understanding of a specific timeline. She understands none of us have control over supply chain challenges, but just wants to know if they've been kept updated on the delay.

Engineer Klavano said he would call his contact there and see if PIO or a Public Relations person has reached out yet. He knows they have a real good team that reaches out to the businesses all the time, but he doesn't know if they have yet. He believes in the next work session there will be a

discussion about 9800 S and Bangerter, and some possible good news there.

Council Member Marlor said he is disappointed to miss Summerfest, but he had planned a large family reunion for a time when he figured it would be safe and didn't have city council.

Council Member Shelton asked to revisit the discussion on the stoplight on 1300 W, he asked about the four warrants from the study.

Engineer Klavano said when the study was done in 2018 it met three warrants and was just shy of meeting a fourth warrant. About six months later they went back and counted the pedestrians again, that count then met the requirements for a fourth warrant. If they were to update the study it would have met four of the signal warrants. If you look at the video the city took, the amount of kids crossing and the traffic conflicts, it definitely shows there is a problem. If a signal was installed, the most a resident during non-peak times would wait is about 30-45 seconds.

Council Member Shelton asked about the resident UDOT engineer's grievances, saying the reports didn't actually meet the warrants in a way that justifies the signal.

Engineer Klavano said according to the study the intersection meets the requirements for the signal. She also mentioned the signal would cost \$1 to \$2 million, when this will cost around \$250,000. They could hire an unbiased traffic engineer to do another study, but that would be an unnecessary additional cost and this is about the safety of the kids, not whether or not one engineer has a differing opinion.

Mayor Ramsey said everyone we have heard from up to this point lives within the elementary school neighborhood, none of the people whose kids actually have to cross that road to get to school have come out in opposition.

Engineer Klavano said he believes if we didn't do the signal we would hear a lot more than what we've heard from the 12 homes that live right there. There were 80 kids that crossed in the morning, and 80 that crossed in the afternoon on the original study.

Mayor Ramsey pointed out that, as the resident engineer noted, they are no longer year round which means that the numbers are lower as the district moved boundaries and some kids were moved to Jordan Ridge Elementary; however, there is more growth that was occurring in that specific school boundary area since the original study was done. Additionally, because they are no longer year round, the entire student body, not three-quarters of the student body, are there at the same time and she would be really interested to know what the current student numbers are. It doesn't make sense to say that the numbers of students is less since the entire school is now going at the same time, and there continues to be growth in that school's boundaries.

Manager Whatcott said we've already spent \$15,000 of the grant funding for design work, and there is only about \$1,000 left for this. When you consider that \$16,000 plus the cost of the studies we have done, we are close to \$20,000 and we don't even have a signal up. We have roughly 160 kids crossing there, possibly more, and we have residents complaining about a delay of 30-45 seconds. So many times, the council is presented with people saying their decisions are "going to

kill kids” and here is an opportunity to try and prevent something before it occurs. We don’t want to have a situation like Kearns High School a year ago where someone had to be run over before something was done. We have a strong minority voice here tonight speaking, but we don’t have the parents of all these children coming in saying we don’t need this intersection. He showed a video the city took of the intersection during school drop off. Watching the video you can see the traffic issues with the pedestrians, why the school district and past principal have been advocating for this light for longer than four years. We never had enough funding and tried to do a joint project with them, their participation in this has given us the ground for free. We were able to get a grant finally, the grants are reviewed by WFRC’s personnel to make sure they meet the warrants, so it has had several sets of eyes see the information and agree that a signal is warranted. We could spend more money to have an independent third party come in and do another study, but we have gone through the same steps we have for any other signal; not just because it’s a location we specifically chose, but because this is the same process we use for any traffic control device. Sometimes the intensity isn’t quite as high for some of the traffic control devices, and it might only be reviewed by our staff or traffic committee, but this one has been through a more extensive review than most.

Council Member Marlor said the number of children might not rise, but he believes the traffic is going to continue.

Engineer Klavano said our Transportation Master Plan eventually has 1300 W turning into a five lane road by 2040. He doesn’t know when that is going to happen, but that is the future projection.

Mayor Ramsey said a few of the residents that came and spoke said “there have not been any incidents here;” that’s the point, that’s the goal, to prevent any incidents. We don’t want to have to say “we’ve only had one child hit by a car here,” having no incidents is a good thing and it reminds her of some of the arguments people had against widening U-111 this last legislative session. There were some people that said “there is no development along that road yet, we don’t need that,” and the legislature came back and said they keep hearing there is no infrastructure. They constantly hear complaints about development going in without infrastructure, and this is that infrastructure in advance. This is a similar thing, trying to prevent an event from happening.

Manager Whatcott said you can see while watching the video that is doesn’t matter if the pedestrian is on the right or the left. Having the pedestrian on the right could actually be more dangerous because you can’t see the corner as well. There is just as much right hand turning traffic as left hand turning traffic, and that’s the conflict that’s creating the problem, all the turning movements at a “T” intersection. When the residents suggest moving the crosswalk to one side or the other, there are conflicts on both sides of the street.

Engineer Klavano said many people, when turning right, look to the left to check for traffic, but they forget to look to the right. To him, it would almost be more dangerous to move that crosswalk to the other side.

Council Member Shelton said he had a son hit by a car turning right while he was in the crosswalk. He asked about the different kinds of warrants required for a traffic signal.

Engineer Klavano said in the MUTCD there are nine warrants that can be made, and if an intersection meets even just one of those you can install a signal. UDOT usually tries to meet a few warrants before they put signals in. Our original study met three of the warrants, and if they were to update the study he believes they would meet four of the warrants. The resident engineer is arguing we don't meet two of those four warrants, so even then we still meet two of the warrants to her standards.

Mayor Ramsey said that if this was initially started by the School Community Council based on concern, they are the ones who sign off on the safe walking routes for the school; that says quite a bit to her, along with the fact that none of the parents whose kids have to cross that street came in opposed to the light.

Engineer Klavano said the only reason these residents found out about this light was because the school principal was so excited to get the light he sent out a notice to all the parents. It is a long stretch on 1300 W from 10400 S to 11400 S with nothing to slow traffic, they get speeding complaints all the time and a byproduct of this signal could end up being slower speeds by breaking up traffic.

Council Member Harris said there are pros and cons to everything, however when keeping kids safe the pros far outweigh the cons of some of the inconvenience from the light.

ADJOURNMENT

Council Member McGuire motioned to adjourn the meeting. Council Member Harris seconded the motion. The vote was unanimous in favor, Council Member Zander was absent from the vote.

The September 7, 2021 City Council meeting adjourned at 8:38 p.m.

This is a true and correct copy of the September 7, 2021 City Council Meeting Minutes, which were approved on September 21, 2021.

Anna Crookston
South Jordan City Recorder

AUBRY COVE REZONE

FROM A-5 TO R-2.5

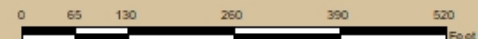
9820 S. 2700 West



Legend	
	STREETS
	PARCELS

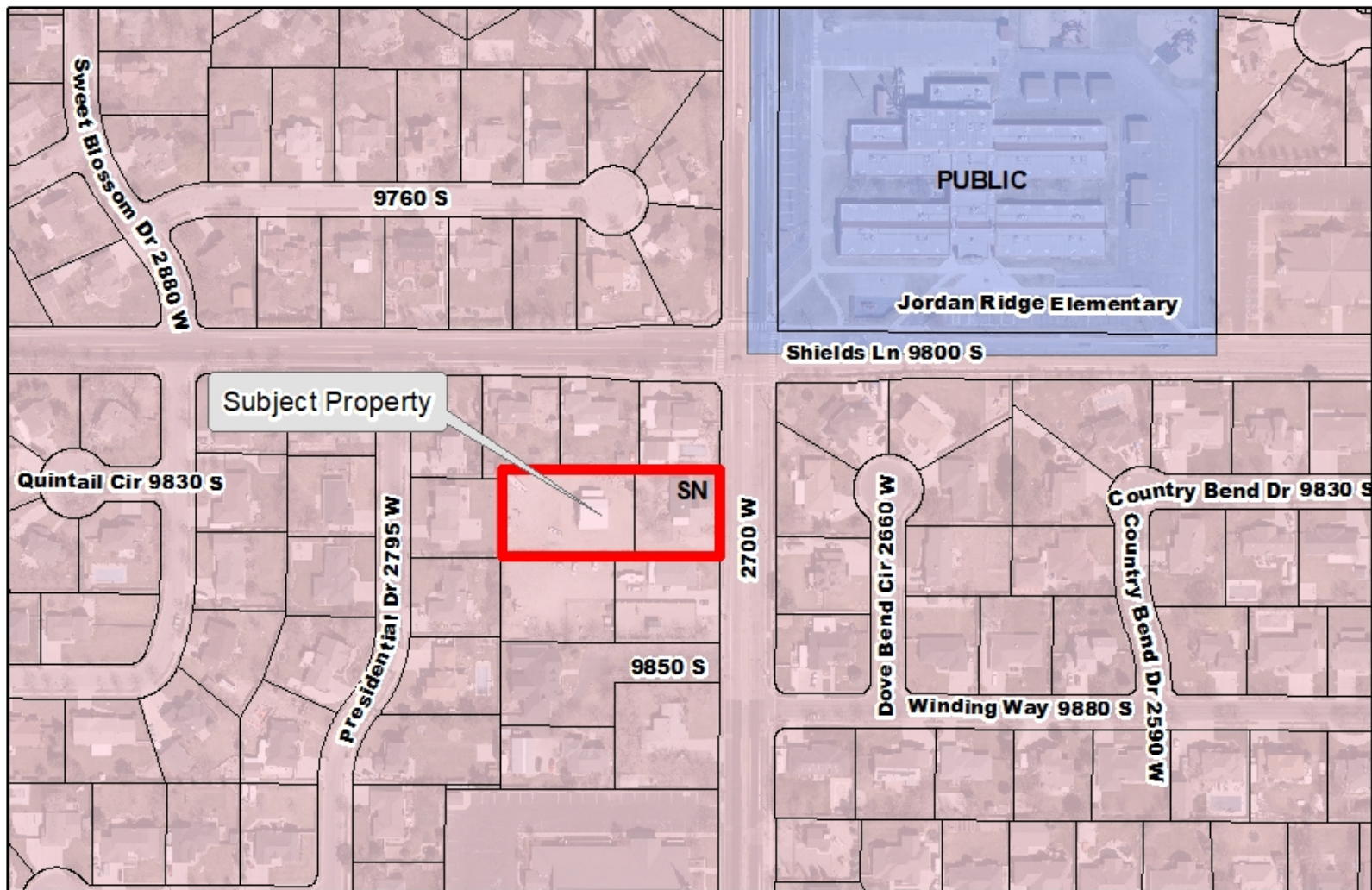
Aerial Map

City of South Jordan



Aerial Imagery
2021





Legend	
	STREETS
	PARCELS

Future Land Use Map

City of South Jordan



Aerial Imagery
2021





Legend	
	STREETS
	PARCELS

Zoning Map

City of South Jordan



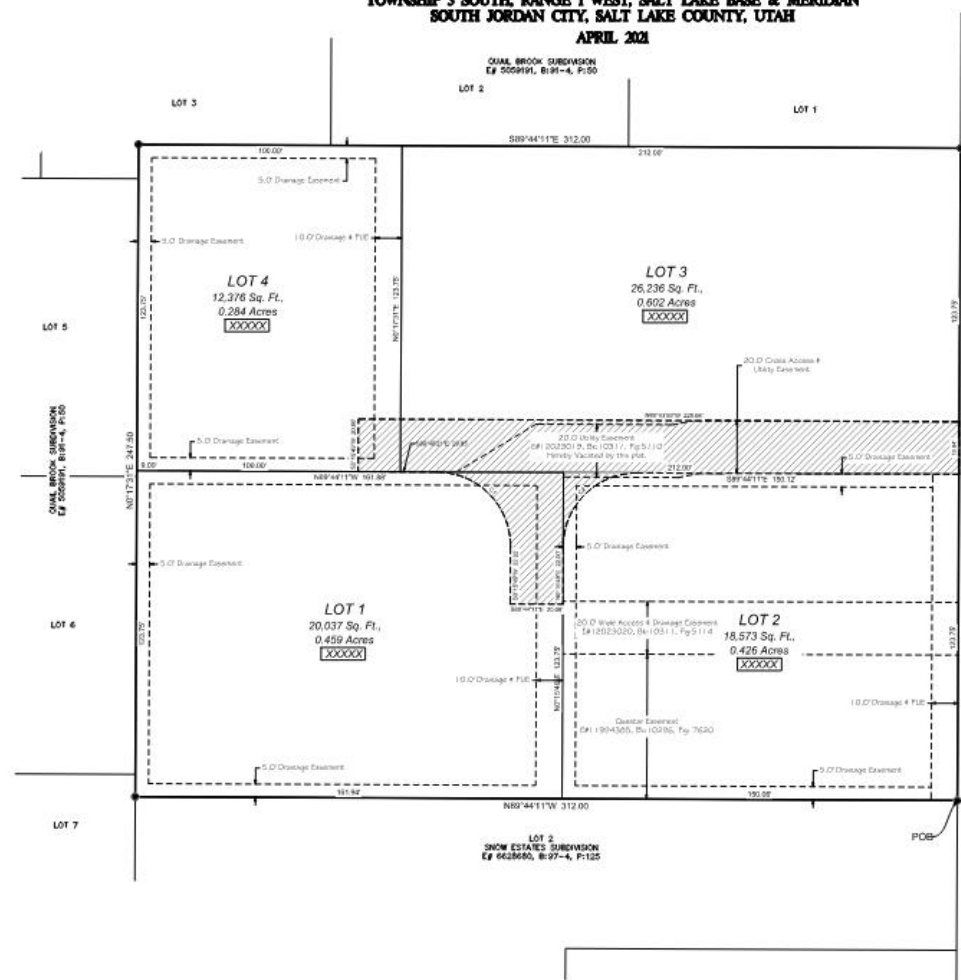
Aerial Imagery
2021



AUBREY COVE SUBDIVISION

LOCATED IN THE NORTHEAST QUARTER OF SECTION 9
TOWNSHIP 3 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN
SOUTH JORDAN CITY, SALT LAKE COUNTY, UTAH

APRIL 2021



Point Center of Section 9
T.36S., R.12W., S.112.5M
Standard Flat Disc 24"



Legend of Symbols & Abbreviations

- Boundary Line
- Adjacent Parcel Line
- Lot Line
- Section Line
- Seal ink and cap stamped "CIR ENGINEERING"

CURVE TABLE

CURVE #	LENGTH	RADIUS	DELTA	CHD BRG	CHD LEN
C1	43.98	28.00	90°50'00"	S44°44'11"E	35.00
C2	43.98	38.00	97°50'00"	N45°10'49"E	36.00

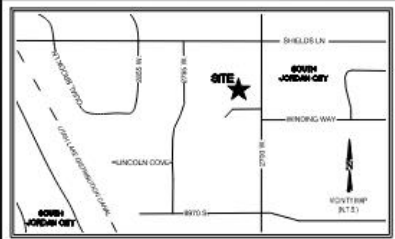
PRELIMINARY

SHEET 1/1

Prepared by
CIR CIVIL ENGINEERING & SURVEYING
 3032 South 1000 West, Suite 202, Salt Lake City, Utah 84116

UTILITIES

Utility Location _____ Date _____
 Ready Mountain Power _____ Date _____
 COMCAST _____ Date _____
 Dominion Energy _____ Date _____



SURVEYOR CERTIFICATE

I, GARY CHRISTENSEN, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold Certificate No. 1102071 in accordance with Title 36, Chapter 22, of the Utah State Code, and I am duly licensed and qualified to perform the duties of a Professional Land Surveyor. I have personally surveyed and located the corners and boundaries of the property described on this plan in accordance with Title 36, Chapter 22, of the Utah State Code, and I have personally located the corners and boundaries of the property described on this plan in accordance with Title 36, Chapter 22, of the Utah State Code, and I have personally located the corners and boundaries of the property described on this plan in accordance with Title 36, Chapter 22, of the Utah State Code.



BOUNDARY DESCRIPTION

An entire tract of land being all of those tracts of land described in that Warranty Deed recorded February 18, 2021 at City No. 120780 in Book 11028 of Page 28 of Salt Lake County Deeds, recorded September 29, 2015 at City No. 119498 in Book 10685 of Page 804 and of Salt Lake County Deeds recorded September 10, 2015 at City No. 117084 in Book 10362 of Page 228 of the Office of the Salt Lake County Recorder. Said entire tract is located in the Northeast Quarter of Township 3 South, Range 1 West, Salt Lake Base and Meridian and is described as follows:
 Beginning at the southeast corner of Lot 2, Snow Estates Subdivision, created by Salt Lake County Deed recorded August 24, 2017 at City No. 102880 in Book 10114 of Page 135 in the Office of the Salt Lake County Recorder, which is 2250.00 feet by 107.7731 feet and all other lines from the South Corner of said Section 9, Range 1 West, R. 12W., S. 112.5M. West to the North line of said Lot 2, Snow Estates Subdivision to the southerly line of Salt Brook Subdivision, recorded April 20, 1997 at City No. 309791 in Book 8 of Page 28 in the Office of said Recorder; thence along said Salt Brook Subdivision the following two (2) courses: 114.00' 07.731" E, then to North of Degree 0° 42' 42" Cont. 247.50 feet; S 89° 44' 11" E, thence to East 312.00 feet to the southerly corner of Lot 1, Snow Cove Subdivision and the westerly line of said Lot 1, Snow Cove Subdivision, S. 80° 72' 00" W, thence to South 12.00 degrees, 1142.00 feet; S 47.50 feet along said westerly right of way line of 2700 West to the Point of Beginning.

The above-described entire tract contains 17,259 sq. ft., in area of 1.7724 ac. more or less, 4.10 ac.

OWNERS DEDICATION

We, the undersigned, do hereby dedicate to the public the entire tract of land described in this plan, and the right thereto, to be used for public purposes, including but not limited to, streets, sidewalks, utility easements, and other public uses. We warrant that the entire tract of land described in this plan is suitable for the purposes intended and that we have the authority to make this dedication. We warrant that the entire tract of land described in this plan is suitable for the purposes intended and that we have the authority to make this dedication. We warrant that the entire tract of land described in this plan is suitable for the purposes intended and that we have the authority to make this dedication.

NOTARY ACKNOWLEDGMENT

State of Utah _____
 County of Salt Lake _____
 On this _____ day of _____ in the year 2021, at _____, a Notary Public, personally appeared _____ of _____, who is known to me to be the person whose name is subscribed to the foregoing instrument and who is acknowledged to be the owner of the PERERINE POINTE SUBDIVISION and has signed the foregoing instrument and acknowledged that he or she executed the same.

PERERINE POINTE SUBDIVISION

LOCATED IN THE NORTHEAST QUARTER OF SECTION 9
TOWNSHIP 3 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN
SOUTH JORDAN CITY, SALT LAKE COUNTY, UTAH

SALT LAKE COUNTY SURVEYOR Record of Survey # _____ Per: _____ Date: _____	SOUTH VALLEY SEWER DISTRICT Approved this _____ day of _____, A.D. 20____ General Manager: _____	S.L. COUNTY HEALTH DEPARTMENT Approved this _____ day of _____, A.D. 20____ S.L. County Health Department: _____	SOUTH JORDAN CITY ENGINEER I hereby certify that this office has examined this plan and file correct in accordance with a Resolution on file in this office. South Jordan City Engineer: _____ Date: _____	CITY PLANNER Approved this _____ day of _____, A.D. 20____ South Jordan City Planner: _____	CITY ATTORNEY Approved on _____ day of _____, A.D. 20____ South Jordan City Attorney: _____	SOUTH JORDAN CITY MAYOR Approved as to form this _____ day of _____, A.D. 20____ Mayor: _____	SALT LAKE COUNTY RECORDER Accepted # _____ State of Utah, County of Salt Lake, Recorder and Notary in the presence of: Date: _____ Time: _____ Book: _____ Page: _____ Title # _____ Salt Lake County Recorder
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From: Mike Nickel <five_centman@hotmail.com>

Sent: Tuesday, September 7, 2021 1:02 PM

To: Patrick Harris

Subject: VOTE NO - on rezoning change, PLEASE

Dear Councilman Harris,

(Patrick, feel free to shorten or reword if it does not make sense or sounds odd, if you would like. -thank you)

I appreciate your time with our conversation on the telephone today regarding the rezoning change request from Mr. Peterson from A-5 to R-2.5.

I am requesting you and the city council vote NO to this change. The intent for the change is to build 1 or 2 houses on the property BEHIND 2 existing streets, 2700 West and Presidential Drive. The house will not have a front to either 2700 West or Presidential Drive.

This existing established area does not need more housing slipped in on tiny lots between 2 streets. Living in the area for 18 years has been very nice to drive on 2700 West from the beginning of south Jordan from the north at 9400 South to the ending of the city at the south with very few to no cars parked regularly on the main road of 2700 West.

The past 6 months due to Mr. Petersons rental units he has created in the basement of his house he lives in and the house next door which he owns. He rents upstairs and the basement of the house next door to his house. This has created 5 to 7 cars to be parked on the street of 2700 West at the corner of 9800 South, as he does not have off road parking for the renters. A very unpleasant change to the area.

I appreciate your consideration to this request. This was a very fast process from the time notice went out to the area and the planning commission voted to send it to the city council. If you are not sure, please table this vote until next month. By then you will hear from other residents in the area opposing this change.

Thank You- A happy 18 year resident of South Jordan-mike

2020-21 Annual Accomplishment Report and Community Needs Hearing

Community Development Block Grant

September 7, 2021

Katie Olson, CDBG Coordinator



What are CDBG Funds?

- CDBG = Community Development Block Grant
- CDBG-CV = funding for CDBG activities that prepare, prevent, and respond to the coronavirus
- Through the US Dept. of Housing and Urban Development (HUD)
- Must be used for eligible CDBG activities that benefit low- and moderate-income (LMI) persons
 - LMI = annual income ~ \$73K for a household of 4
 - Presumed LMI = seniors, persons experiencing abuse, disabled adults, homeless persons, illiterate adults, persons living with AIDS, and migrant farmworkers

"To develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons."

2020-24 Con Plan Goals

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

2020-21 AAP Goals

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

2019 ADA Ramps

- Upgraded 50 ramps to be ADA compliant
- All ramps along 2200 West from 11400 South to 9400 South were corrected
- Benefits an estimated 172 disabled residents
- Includes an LMI neighborhood between Shields Lane and South Jordan Parkway

Shields Lane Ped Crossing

- Added flashing beacons to the pedestrian crossing
- Increases safe access to the Jordan River Trail
- Serves an estimated 1,000 low- and moderate-income residents in the area





COVID Mortgage Assistance Program

- One family of 5 assisted
- The program has \$48K left to spend by June 2022
- Run by the Community Development Corporation of Utah

Other Efforts

- Updated the City's Section 3 plan to comply with the new regulations
- Created an email list of residents living in LMI areas
 - Service emails to this list so far have a 55% open rate and go to 1,644 residents and HOAs

Activities During the 2020 Program Year

Project/Activity	2020 Beneficiaries	2020 Expenditures	Remaining Funds
Admin/Planning	N/A	\$ 54,328	\$ 25,911
Home Repair: 2015 Assist	2	\$ 1,926	\$ 5,706
Infrastructure Improvements	1172	\$ 185,263	\$ 181,292
2019 ADA Ramps	172	\$ 176,024	\$ -
2020 ADA Ramps	0	\$ -	\$ 127,845
2020 Daybreak Community Center ADA Parking	0	\$ 3,200	\$ 2,800
2020 Jordan Gateway ADA Improvements	0	\$ -	\$ 15,000
2020 Shields Lane Trail Crossing	1000	\$ 6,039	\$ -
2020 Yorkshire Crossing	0	\$ -	\$ 35,647
Public Services	222	\$ 32,200	\$ 3,000
2020 Food Bank UCA	121	\$ 5,000	\$ -
2020 INN Between	1	\$ 7,000	\$ -
2020 Legal Aid Society	41	\$ 3,000	\$ -
2020 Rental Assistance UCA	10	\$ 5,000	\$ -
2020 Roseman Dental Services	0	\$ -	\$ 3,000
2020 South Valley Sanctuary	36	\$ 7,200	\$ -
2020 The Road Home	13	\$ 5,000	\$ -
Grand Total	1396	\$ 273,716	\$ 215,909

Activities During the 2020 Program Year

Project/Activity	2020 Beneficiaries	2020 Expenditures	Remaining Funds
Admin/Planning	N/A	\$ 54,328	\$ 25,911
2017 Planning	N/A	\$ 3,342	\$ -
2018 Admin	N/A	\$ 16,598	\$ -
2019 Admin	N/A	\$ 6,495	\$ -
2019 Planning	N/A	\$ 9,803	\$ -
2020 Admin	N/A	\$ 6,982	\$ 6,442
2020 Planning	N/A	\$ 11,107	\$ 19,469

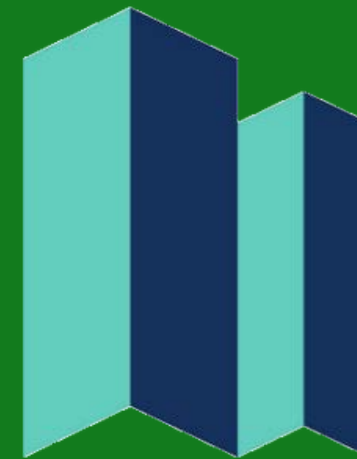
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2020 The Road Home	13	\$ 5,000	\$ -
Grand Total	1396	\$ 273,716	\$ 215,909

CV Activities During the 2020 Program Year

Project/Activity	2020 Beneficiaries	2020 Expenditures	Remaining Funds
CV Admin	N/A	\$ 8,000	\$ -
CV Economic Development: LMI Payroll Support	41	\$ -	\$ -
CV Public Services	125	\$ 41,937	\$ 107,742
CV Food Bank UCA	83	\$ 9,668	\$ 6,203
CV Legal Aid	11	\$ 1,800	\$ -
CV Mortgage Assistance	5	\$ 6,243	\$ 48,266
CV Rental Assistance	12	\$ 8,671	\$ 41,329
CV South Valley Sanctuary	14	\$ 15,556	\$ 4,444
CV Suncrest Counseling	0	\$ -	\$ 7,500
Grand Total	166	\$ 49,937	\$ 107,742

Need Help Now?



Next Steps

- Open public hearing for comment on
 - the CAPER
 - needs for the upcoming 2022-23 program year
- Continue public comment through September 21 (30-day period)
 - Anyone can submit a comment via email, mail, or phone to the CDBG Coordinator
- Submit final CAPER to HUD
- HUD reviews and approves the CAPER. They may request revisions

From: [Denise Cooper](#)
To: [Katie Olson](#)
Subject: Re: Water useage
Date: Monday, August 30, 2021 8:33:03 PM

Thanks for your reply and consideration Denise

Sent from my iPhone

> On 30 Aug 2021, at 5:11 PM, Katie Olson <KOlson@sjc.utah.gov> wrote:

>

> Hello, Denise,

> Thank you so much for taking the time to comment on our Community Development Block Grant. I will ensure your comment is added to the record. Because the grant is specifically tailored to benefit low- and moderate-income individuals, water usage projects don't typically fit this grant's particular requirements. However, the City does have several programs addressing this issue that have been in place for several years.

>

> South Jordan works with its water supplier, Jordan Valley Water Conservancy District, to ensure that needed water supply meets demand for the growth we are experiencing. There are future plans to import water from northern Utah when needed and the City is pursuing water recycling options to help satisfy water demand. The City also has an effective water conservation program that includes the ability for residents to see and track water use from a computer or smart phone. This ability also allows residents to set goals for monthly water use and get notifications when one is getting close to their goal. Residents can learn more about this at www.watersmartsojo.org.

>

> Thank you again for reaching out. Please let me know if you have any further questions.

>

> Katie Olson, MPA | Assistant to the City Manager and CDBG Coordinator | City of South Jordan

> 1600 W. Towne Center Drive | South Jordan, UT 84095

> O: 801.446.4357 Ext. 2001

> C: 801.661.8179

>

>

> -----Original Message-----

> From: Denise Cooper <diamdpcoop@aol.com>

> Sent: Tuesday, August 24, 2021 12:35 PM

> To: Katie Olson <KOlson@sjc.utah.gov>

> Subject: Water useage

>

>

> Please Katie, use a portion of the grant money to explore other avenues of water development for So. Jordan only! Such as additional reservoirs, drill more wells, tracking household use, this should be on a constant basis not just drought years only! Denise Cooper and Cal Godward. 9683 S. 1600 W. So. Jordan

> Sent from my iPhone. 801-597-7329