

SOUTH JORDAN CITY
CITY COUNCIL STUDY MEETING

August 3, 2021

Present: Mayor Dawn R. Ramsey, Council Member Patrick Harris, Council Member Brad Marlor, Council Member Don Shelton, Council Member Tamara Zander, Council Member Jason McGuire, CM Gary Whatcott, ACM Dustin Lewis, Assistant City Attorney Ed Montgomery, Planning Director Steven Schaefermeyer, CFO Sunil Naidu, Communications Manager Rachael Van Cleave, Transportation Engineer Jeremy Nielson, City Engineer Brad Klavano, Police Chief Jeff Carr, Fire Chief Chris Dawson, Director of Government Affairs Melinda Seager, City Recorder Anna Crookston, Strategic Services Director Don Tingey, Director of Administrative Services Spencer Kyle, Director of Public Works Jason Rasmussen, City Commerce Director Brian Preece, IT Director Jon Day, GIS Coordinator Matt Jarman, Meeting Transcriptionist Diana Baun

Others: Shelby Richardson, Jake Ackerman, Andrea Moser, Jay, Kristi, Carol Brown, Grant Farnsworth, Kim Clark, Tyler Allen, Seishi Yamagata

4:51 PM
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 Brad Marlor*

Council Member Brad Marlor offered the invocation.

C. Mayor and Council Coordination

Mayor Dawn Ramsey said the city sent a letter to Senator Romney, asking for and encouraging his support on the Infrastructure Act. It is a bipartisan infrastructure bill that will really deliver for water in the state of Utah and something we have the opportunity to potentially benefit from, including our significant water infrastructure projects we're working on and the re-use project. That was sent last week to him and his staff, she heard back from his State Director and she is happy to forward that email to anyone who is interested. The email spells out what is in the bill, part of it authorizes \$3 billion for Utah's roads and highways and also talks about key legislative priorities that Senator Romney has been championing. It also explains \$219 million to Utah for water revolving funds and other investments such as broadband opportunities in the airport. We asked for his support on specific things that we are working on, such as our re-use project. Last week at the Sewer District Board Meeting the board voted unanimously to allow the partnership of putting the re-use project on the property there.

Council Member Tamara Zander asked if we also sent the letter to Senator Lee's office.

Mayor Ramsey said she doesn't believe so as Senator Romney has been leading the charge on this.

Council Member Don Shelton thought it would be good to send the letter to Senator Lee.

Council Member Zander agreed that it should be sent to Senator Lee as well.

Mayor Ramsey said she read a recent headline that Senator Romney is championing this, but Senator Lee is trying to poke holes in it and is against it. She said she will have the letter sent to Senator Lee and select members of his staff. They are picking up the pace with the Economic Opportunity Commission and the local government role that they have to play in trying to help create and draft legislation for this next session, along with working to protect the rights of local government in that legislation. There is a LPC meeting on August 16, and there is a League Board Meeting that day as well. Having South Jordan have the local government seat there allows us to really weigh in and represent how we feel, along with local government.

Council Member Brad Marlor asked for feedback from the meeting with Police Chief Jeff Carr.

Mayor Ramsey said she was planning on asking for that feedback in the next meeting.

Mayor Ramsey asked Chief Carr to give some feedback during Staff Reports in the City Council Meeting. She has been receiving updates from other cities since the meeting and will be sharing that updated information as well. The Governor had a press conference on the drought and water conservation at the Water Conservation Gardens. She had the chance to be there and stand up with him, and Jordan Valley Water Conservancy District Assistant General Manager Bart Forsythe named South Jordan specifically as one of four cities who have adopted the new Water Wise ordinances. The governor acknowledged publicly that this is going to save a great deal of water. She also heard from President of the Board of Education for Jordan School District Tracy Miller letting her know Bingham High School's remodel project has been delayed with students having to start the year virtually. They need a few more weeks to get the building done, they are shooting for an in person date of August 30. Regarding masks and mandates at school, the governor made clear in his press conference today that he doesn't have the authority to make a mask mandate as the legislature took that authority from the governor. The only people who can mandate masks are the legislature and she doesn't believe that is their intention; Principals, school districts, etc. cannot issue mandates for the schools. Local health departments can issue mandates for their county, but they have to have the approval of the elected body of that county.

Council Member Zander asked to clarify that the county can't issue a mandate unless the council agrees.

Mayor Ramsey said the county health department can make a recommendation, but the elected body has to vote yes; that is different than it was last school year. She wanted to share that information with the council as they might get some calls. They did say that local businesses have the right to require masks and employers have the right to require vaccinations or masks.

Council Member Don Shelton said the Western Growth Coalition meeting is on the 16 as well for West Jordan City, with a presentation on air quality.

Mayor Ramsey will not be making it to that meeting and thanked Council Member Shelton for attending.

D. Discussion/Review of Regular Council Meeting

Mayor Ramsey let everyone know the amended agenda is before them currently and was amended legally and publically when an item was pulled from the agenda yesterday.

Council Member Shelton asked how much we were paying for the rental of space for the water treatment project.

City Manager Gary Whatcott said we aren't paying for it, they are letting us use it and we have to restore it at the end. It was structured under a lease agreement, but there is no cost. We have to make some modifications to the building to make it work for us, and when we leave in five years we will have to make it back to where they can utilize it again; there will be some costs on our part, but far less than the expense of building a building which was the original plan. We are at this point because we couldn't get past Riverton City planning and zoning issues that were associated with that property. To make things easier the city went back and worked with the district staff who were awesome and found a different solution that in the end saved us millions of dollars. It is not a long-term solution, but it fits the pilot project need which is about five years and allows the project to operate in a clean environment. The only modifications really are rerouting some water into the building from the output of the treatment plant. The water district is still working on some processes internally, and in the end he believes they are going to permit the project as a sign of their support. Tasting will be held off for a while until there has been more data collection in a couple of years, then they will go back and permit for tasting and sampling of the water for those who visit the site. In the meantime they will work on ramping up the education process and getting people out to the site, including more scientists and a university that might engage us in the science along with collecting the data and doing some analytics for us. It has taken a lot longer than anticipated, but with all these regulatory bodies looking at us it is a little slower. It is important to have the state behind us in this because it is so new.

Mayor Ramsey said they have full confidence that in the end this is going to benefit the residents of the city, and over the course of time become the model for the state. Everyone here will have the chance to come see it, walk through it and learn how it works.

Manager Whatcott believes this will be the influence for the state actually creating a new water re-use program and regulations supporting it, including drinking water. This is a good foundational project with a long way to go in catching up to our neighboring states, but at least we are starting here.

Director of Public Works Jason Rasmussen said they have the terms figured out, and thinks it is great they are letting us use this facility.

Mayor Ramsey said at the meeting on Tuesday they were able to get unanimous support from the Consumer District to sign on to this.

E. Discussion Items:

- E.1. Residential Development, approximately located at 1472 West 11400 South, applicants Jake and Amanda Ackerman. *(By Director of Planning, Steven Schaefermeyer)*

Director of Planning Steven Schaefermeyer said Jake Ackerman and his team have been working with staff to refine their project. This location is just west of Ivory's Bingham Court project. Initially they had hoped for these properties to be included with Bingham Court, however that didn't happen. Staff has instructed them to look at Bingham Court as a model for what they are doing. The initial concepts didn't meet that so they went back and have been working with City Planner Damir Drozdek and the engineering group. This is a PD Development Floating Zone project and in order for this to happen we have to change the master plan from commercial to residential on part of the property. With the Ridgeview Project across the street there is a new light coming to that intersection and it will be a full turn intersection on 11400 South. Ideally, they like to utilize those types of intersections for commercial, though like the Bingham Court property this one has some challenges in terms of depth, size and shape to accommodate a variety of commercial uses. Staff encouraged them to look into those uses and shared that we understand some of those challenges, much like what happened with Bingham Court. We also are well aware of the residential market and how hot it is, how many people want to build this type of product in our city. We have many things in the pipeline and he continues to stress to anyone he talks to, including this developer, that the council has set the mark at six to eight units per acre. Any time they go above that it becomes the new high watermark, the thing that future or current projects will be evaluated against. He is not saying the design couldn't accommodate greater density in a way that is beneficial to the city, but he wants to make the council aware that density has always been part of the conversation. Any time they make a decision that becomes the new high watermark and that mark is currently Bingham Court which was up to eight units per acre; however, they ended up coming in at just under seven units per acre. At the time, the conversation was that the eight units per acre was warranted because of the special nature of the affordable housing that was being built. Most other projects have been around seven units per acre, including Ridgeview across the street.

Council Member Patrick Harris asked to clarify that eight units per acre was discussed because affordable housing was tied to it, but everything else has been seven units per acre or under.

Director Schaefermeyer said this is challenging as staff because they do want to focus on design, they want that to be the bulk of the conversation. However, this current presenter has worked well with staff to redesign their concept based on what has been shown in the past to be more palatable to this council. He wants the council to understand that whatever direction they give tonight influences other discussions they are currently having around the city; there are a lot of groups right now trying to push the boundaries of units per acre in the city and this decision would impact those discussions if it changes the current watermarks.

Jake Ackerman (Applicant) reviewed his Power Point Presentation (Attachment A) and introduced himself. He graduated from Bingham High School and has lived here his whole life. He lives not far from Lifetime Fitness, over in the Parkway Palisades subdivision with his wife

of 21 years and six children. He loves South Jordan and his full time job is running a roofing company from Logan to Payson.

Council Member Harris asked if Mr. Ackerman currently owned this land.

Mr. Ackerman said he owns two of the four parcels of land, he is in the process of working on the other parcels. As background, in 2004 before 11400 South went through he was 23 years old and the market was hot. He bought these two little houses in South Jordan on 11400 South and when the street finally went through he thought he'd get rich selling them. It took way longer to get 11400 South through, the housing market tanked and eventually he got to a place where he realized, as none of that area was developed, that he needed to wait because his two little houses were too small to dictate the outcome of what was going to happen. He realized that if the area around the property went commercial then they would have to go commercial. As the road went through Ivory came in and developed townhomes and single family homes, an LDS church was built next to the properties, a gas station and bike shop, as well as a bunch of new residential projects. The canal also goes through this project, so in the red square on slide two there are actually four parcels which consist of two houses on either side of the canal. After Ivory came in and built, he noticed some things; like the fact that the home next to Hawthorn Academy is like an island. His two properties, together with the adjacent two properties that he is planning on acquiring, created the proposal to combine all four units and incorporate the canal with a new four way traffic signal. Right now there are issues with more affordable housing and traffic congestion on 11400 South. With a residential development you would have people turning right, crossing two lanes to turn left, people traveling on 11400 South trying to turn into the subdivision; without this project, there is already a three-way stop going in from the new development on the south side of 11400 South where they are adding a Starbucks and townhomes. He wants continuity, this is why they are proposing townhomes that look very similar to the Ivory development; townhomes that flow and connect with the Bingham Court subdivision from the end of where the Ivory townhomes are now, all the way to the church. This would eliminate some of the clutter and give that feeling of continuity. He is also proposing a small park. Another unique part of the project is that currently there are six entrances, including the entrance to the canal; the new traffic light will line up with the canal. When they originally looked at this they were hoping for higher density and originally proposed a plan that would cost them significantly less, and would have two entrances. From those two entrances they would have traffic coming in turning right and left, people going out turning right or crossing traffic to turn left, and then there would be a third entrance for the canal road. This original proposal had 16 units per acre, however they got the message about density and they have been trying to figure out how to accommodate the city. As a development group they wondered if they could incorporate one entrance in connection with the canal district that was aligned with the four way stop UDOT was installing so there is a mid-block traffic signal for all the residents to go in and out with a single four-way stop. They spoke with the canal district and they were able to see a scenario and get verbal support from them where they did all this by incorporating part of the canal into their project. They have been working with the city to try and accommodate both a good design and a density that makes sense. Something of note in regards to the proposed culvert covering around 120 feet of canal is that it will be very expensive, but they believe the culvert has the city and developer's best interests in mind to eliminate the current six entrances and make

access at one four way stop on 11400 South. They believe this increases pedestrian safety, reduces load, and increases traffic safety; however, it does come at a considerable expense for the developer. As a developer, it would be much more affordable for them to have two entrances and not have to deal with the canal or the acquisition of land, along with not having to build the culvert over the canal to incorporate a four way stop. There is nothing worse than trying to move up and down 11400 South and when Hawthorn Academy first opened it was very difficult with all the congestion and more residents moving down that road. For the benefit of the community, he feels like having a four way stop at that spot is an overall benefit. He discussed Concept Plan #2. This area really only has two single family homes neighboring the proposed development, and if you count the one in the back across the canal it really only has three homes that are immediately adjacent to the property. They have spoken to all those homes that are immediately adjacent to the proposed development and they are in support of Concept Plan #3 and later. Their project would look like it was connected to the Ivory Homes project in terms of continuity and looks. Newer plans with the culvert include a tot lot and pickle ball court as a buffer between the existing homes and the new development. To match the Ivory Homes project they revised their plans and Concept Plan #4 has some single family homes with a buffer between themselves and the existing residences. The other thing that they have discussed a lot with staff is parking and the concerns related to multi-family situations. The minimum requirement for this plan is 64 stalls, they are at 78 plus 25 guest stalls; they have exceeded the minimum requirement by quite a bit. In terms of units per acre, this project is unique in that if you limit the acreage counted to only the property you get a higher number; they feel that the city should take into account the fact that they are buying a part of the canal and adding a culvert along with landscaping what is now a canal road, even though it doesn't count towards their square footage. Some of the canal square footage that doesn't show up on the project is actually square footage that should be counted towards density calculations. They would like the entire project to be considered, including the canal space, as this would lower the density and be more reflective of the Ivory density. It is costing more to incorporate the canal, and they feel that by incorporating the canal there is a benefit to the community, to traffic and pedestrian safety, and to continuity. If they develop just his two pieces of property by themselves that means the other property owners don't have enough acreage to get a commercial development. By incorporating the entire project it enables all four of the properties together to be an assemblage and they request that the project be seen as a whole development. By looking at this big picture they are hoping that the city will see that the density might just be lower than shown. Per the city's feedback they have tried to add as much parking as possible, more than the minimum required, as a benefit to the residents of the project. The parking, along with the development of the canal, puts considerable financial burden on the developer for improvements they are planning as part of the subdivision. Their hope is that with these additional improvements, they can justify this project. Concept Plan #5 is their current proposal. They have continued to reduce the density and they are not getting credit for the additional canal acreage. He wonders if there is a mechanism by which they can legally incorporate that square footage to allow the project to reflect what they feel is the true density. Currently the density is being reflected as 11.9 units per acre, however if you look at an overlay of the Ivory subdivision next to this it is very reflective of a similar density; they also feel that they have more parking and amenities. They have talked with the neighboring properties throughout the process and they have seen the amount of units come down as well with the

buffers; there are not a lot of neighbors surrounding this project as it is an in-fill project. He showed the elevations for the units from the presentation, he said they are similar to the Ivory Homes development.

Council Member Zander asked about the square footage in the homes.

Mr. Ackerman responded that with the basement he believes the single family homes are around 2,400-2,700 square feet and the townhomes are around 2,000 square feet. All units have 2 car garages. He believes that as a developer, there will be considerable expense incurred and they are having to weigh the benefits of developing a 125 foot long culvert over the canal versus just having two entrances on 11400 South and going back to the drawing board. He feels that after talking with staff the best project is the one that has a single entrance at the light and has the culvert over the canal. If they are spending the money to incorporate the canal he feels their project should get credit for the square footage associated with the canal, which when incorporated would bring the density of the project down. If they don't spend the money on the canal to accommodate less density, less density means less availability. They are open to feedback and he is passionate about the project either way; he thinks it can be a great project.

Council Member Zander said he is on the right track with covering the canal, she would not be in favor of having multiple entrances because we don't want to make 11400 South worse. In her opinion the density is still too high, but he is making progress in the right direction. She likes the added green space and she understands his message, that he wants credit for the open space of the canal. Unfortunately, they do not get that credit but she understands them lobbying for that. She asked if they believe six single family homes at the back of a townhome project are going to sell well.

Mr. Ackerman responded that in the Ivory subdivision he believes they have around 50 units and they have 12 single family homes. He thinks this is what people are seeing everywhere and what they are expecting.

Council Member Zander asked which way the homes are facing and where the garages are.

Mr. Ackerman responded that the single family homes are "rear load" with three facing the park.

Director Schaefermeyer clarified the Ivory project has 18 single family homes; they have three streets lined with six homes each.

Mr. Ackerman said he believes his lots are more analogous to the Ivory homes in terms of placement and lot sizes.

Council Member Zander asked if the culvert covering will line up with the planned street light.

City Engineer Brad Klavano said this was brought up after the first iteration, asking them to line that up as they are ready to bid the signal but he is waiting to see if this project goes anywhere before doing so. They have had many discussions with UDOT regarding the current situation with all the driveways along the main road. From a traffic standpoint, lining this up with the light and making it a four way signal instead of a "T" intersection makes the most sense.

Mr. Ackerman said things will not line up without the culvert.

Council Member Zander said they came up with the right solution, it just needs a little tweaking.

Mr. Ackerman said this was not coordinated, they did not know UDOT was talking to the city about a three way stop.

Council Member Zander said that without the culvert this is a mess, she just thinks he needs to lower his density and get a few more single family homes; get some more space in there because it feels congested to her. If she were to move into that community she likes the fact they have the park, but if she is living on the west side of the canal she has to go all the way down and around to get to the park. She is not sure how to overcome that as they can't do a bridge because it's not their property.

Mr. Ackerman said walking to the park would be the equivalent of walking from City Hall to Café Rio, it is only a few hundred feet. However, without the culvert they would have to go all the way to 11400 South.

Council Member Zander asked if he has secured the land on the west side that isn't his.

Mr. Ackerman said it is pending an approval of the project but it's all set up from a legal perspective.

Director Schaefermeyer added that one of the single family home plans from Ivory Homes shows square footage of 2,957 square feet, that doesn't include the garage. There are some two stories and some ramblers; the council required ramblers along the property line. All the Ivory Homes had two car garages. The home referenced above was a Rambler; if it were a two story it would be a bit larger.

Council Member McGuire agreed with Council Member Zander, in that the density is a little too high and feels cluttered. Adding some more single family homes might help reduce that feeling of clutter, it just seems like they are tucking those homes in the back with all the high density around it; it just doesn't feel right to him.

Mr. Ackerman referenced Concept Plan #5 and said the idea is that they have single family homes in this spot to give a buffer to the existing neighbors. They said a few options are adding a few single family homes in the northwest position and have them driving through more to get to their homes, or putting single family homes on the main road; he asked for the council's input.

Council Member McGuire said it just feels off to him looking at the concept.

Council Member Zander said they have placed the density where it makes sense, it's just too dense. They've tucked the single family homes near the park and other single family homes, and it was done to help reduce the density, but she still feels it's too dense. They need to go back to the drawing board and open it up a little bit.

Mr. Ackerman asked how they can illustrate that the project incorporates a lot more square footage. They can certainly look at density across the board, however the expense of the culvert and a portion of the traffic signal is being born by them.

Council Member Zander asked what the cost is for the culvert over the canal.

Mr. Ackerman said it's about half a million dollars as they are essentially building a concrete bunker over the canal that people have to be able to drive over. Also, the canal company is insistent they have to buy a portion of their land, but the portion they have to buy and the culvert isn't currently included in the density calculations. He believes the density would show much lower, closer to eight, if they incorporated that portion of the canal.

Director Schaefermeyer said that the plan shows the added amount is 3.17 acres. The total density of the units without the additional space is 12.3 units per acre; if you include the front canal area the density is 11.8 units per acre. The total acreage of all the canal space is 3.46, which when added brings the density down to 11.2 units per acre. He doesn't know how much of that stretch of canal the engineer included, but that is the current acreage they have.

Council Member Zander said that it appears even after including all of the canal space the density is still higher than what they as a city are aiming for.

Council Member Shelton agreed.

Council Member Marlor said the issue is that if they allow one development to go to that density level, the next city council meeting will have four more of the same thing and they have to allow them all. Maybe it's just this council, but his concern is that there is a compounding effect every time they make the decision to go higher density. He doesn't mind a few townhomes, from an affordability standpoint there is a lot of logic there, but South Jordan has a certain standard that is expected and that's what is being reflected right now. He thinks Mr. Ackerman is doing a great job trying to piece this together, and these are really tough places to put commercial development; he can't imagine how they would allow something there that would make more sense. Even if it's a doctor or dentist's office people will still be coming in and out of there and the canal will still need to be covered. From a traffic standpoint this really works very well and he believes the concept is there, he is just not sure he can be comfortable with that level of density.

Mr. Ackerman asked to confirm that they like the idea of the project, it's just too dense.

Council Member Zander said this is her district and when they did the project with Ivory, Ivory was asking for up to eight units per acre; that was a huge stretch for the council and she remembers several council members saying she was the one that was going to hear about this since it's her district. She was ready to defend it because it made sense to her and the council. When they first got on the council six years ago, five to six units per acre was a stretch. They are moving towards more density, but they need to hold their projects accountable. She thinks he is headed the right direction, she loves the idea of covering the canal and doing something that makes sense and blends with the neighboring projects, but it is just too full. They know he has to make money, but this isn't something she can vote yes too.

Mr. Ackerman wants this to be a great project and it will be better for everyone if they can get to a place where everyone feels comfortable.

Shelby Richardson (Applicant) said the square footage for the single family homes in this development is 3,900 square feet without the garage.

Council Member Marlor asked if we can work on the applicant's portion of the traffic light and mitigate that expense.

Engineer Klavano said they can look at impact fee credits or something similar, he suggested the applicant speak with City Manager Gary Whatcott about possibilities.

Mayor Ramsey said it sounds like the council wants to have Mr. Ackerman continue working with staff to find a way to help him meet their requirements. There are a lot of conversations about the need for housing and we acknowledge that. That being said, there are a lot of areas in South Jordan that are very dense; they are in Daybreak and they have their own master development agreement, that is part of the reason why a maximum of eight in the rest of the city is the threshold that has been determined because there are already areas with much greater density. That gives us a breadth and a mix in terms of types of housing. She thinks he has done a good job with this and suggested he continue to work with staff.

Mr. Ackerman said if they are going to spend time and money going back and re-doing this he thinks, with the expense of the culvert and the additional square footage, consideration for possibly 8.1 or something near 8 units per acre should be allowed since the acreage calculations with the culvert aren't entirely accurate. He has to explain this to the investors and he needs to explain why this is worth continuing to work on, rather than just developing the area with two entrances and scrapping the culvert.

Mayor Ramsey said she doesn't believe they have the authority to make that decision, it will be the final process that determines the acreage that matters as well as the number on the plat.

Director Schaefermeyer said he could add to the final conversation that if their property had a higher density the reason is because the canal was considered part of it, but what's on the plat is final.

Mayor Ramsey said if they approve the higher than normal density they are then forced to explain that number to everyone who comes in for the rest of the lifetime of the city.

Director Schaefermeyer said if they are not open to culverting the canal that needs to be clear at this point as well.

Council Member Zander said she does not want multiple entrances, if there is no culvert she will not approve. We need to fix traffic problems, not create traffic problems.

Council Member Marlor said he might be willing to budge a little bit on the density if there were some sort of affordability added to the mix like Ivory Homes had.

Mr. Ackerman said the challenge there is they are spending more and more money, one way or the other, to put the culvert in, the park, now they want it affordable; that's where the cost of delivering the project isn't worth it. He has met with capital groups who say the culvert makes it not interesting at a half a million dollars, they consider the culvert route "fancy" and they just want a square piece of land they can put as many units on as possible. They already have more parking than Ivory has, but they are being told that it doesn't matter what Ivory did, they still had to put more parking in because they are having issues.

Council Member Marlor says it will be a struggle to get above eight units per acre approved. For him, if they added maybe two affordable townhomes, a density of nine might start feeling better. They like the ability to bring some of the city staff and teachers, that helps the city as a whole and then they are able to move more developers further in that direction.

Council Member Shelton asked if they have looked at the Redevelopment Agency (RDA) funds on this at all, as that's how Ivory put in affordable housing.

Manager Whatcott said Ivory still never went over a density of eight.

Council Member Zander said Ivory also didn't have the culvert access problem. The key to her is access, along with keeping it clean.

Council Member Shelton said he was open to looking at the RDA to help with this.

Mr. Ackerman asked what RDA funds were.

Manager Whatcott said it's a Redevelopment Agency, they have some housing money that can buy down some of the units for affordability.

Mayor Ramsey said they used RDA funds to help fund affordability with Ivory Homes and that's how Ivory didn't lose any money off the bottom line.

Mr. Ackerman asked who he would get with to discuss this.

City Commerce Director Brian Preece said the council has to approve it, then they buy down from the market price to where someone who makes 80% of the median area income can afford based on HUD standards; it costs about \$100,000 a unit. For Ivory Homes this was only done for the townhomes, not the single family homes.

Mr. Ackerman said all he knew about affordability was that they couldn't sell their units for the market value.

Director Schaefermeyer said one issue they run into on these types of projects is not getting initial direction. The developers hadn't explored the cost of covering the canal or the cost of maybe buying down some of the units; with this new direction they can look into these things.

The council all agreed that they are in favor of looking into using RDA funds to buy down the cost of affordable units and keeping it one entrance.

Council Member Zander emphasized that she wants them to be super detailed about the accessibility and making sure the traffic light would work for both sides.

Mayor Ramsey said she knows this opens up more work, but it also opens up more possibilities to try to bring this together as well as providing a need that we have in South Jordan that will benefit everyone involved.

E.2. UDOT 11400 South needs analysis. *(By UDOT Region Two Planning Manager, Grant Farnsworth)*

Grant Farnsworth reviewed his presentation (Attachments B and C).

Council Member Shelton asked them to define multimodal options.

Mr. Farnsworth said that usually refers to walking, bicycling and using transit.

Council Member Zander asked about the current potential light situation on 11400 South with the development being proposed previously in this meeting. She said he mentioned how 4000 West was a fail, she wants to know if they believe this potential light would be a fail as well.

Mr. Farnsworth said they haven't really looked at it. He said, based on watching the presentation, if it hadn't have been in a corridor agreement it would have made him nervous; however, it sounds like it was already in a corridor agreement and the right people have already been involved. For the amount of delay they are trying to solve, that is not a major source of delay, there are a lot bigger things they are going to have to solve than an additional intersection.

Engineer Klavano said this is a much longer distance, about a quarter of a mile.

Mayor Ramsey said she believes these are the right goals. There is a lot to be done, but they are working with the Miller Group and they are really talking about existing and planned land use. If they are able to work out a way to bring more jobs to the west side of the city that is going to make a difference. That west side in 2050 being a 67 minute drive can be mitigated by creating spaces where people can live, work and play right on the transit corridors and providing more jobs where people can work closely. She had lunch with UDOT last week and met with WFRC yesterday, she is happy we have the opportunities to bring the parties together and talk about transit and future land use; that is something that everyone here is working on and they are working to that end for the same reason because those are things we have the opportunity to shape because they are within our control.

Council Member Marlor said he thinks there was still quite a bit of Covid disruption when they did the study in January.

Mr. Farnsworth said Transportation Engineer Jeremy Nielson did a traffic count back in January 2020, prior to Covid, so they used those numbers. They knew the numbers were still low and that was one thing he pushed the analysts to do was make sure they increased the number of vehicles. They have some counters at signals that are always collecting, so they were able to look back at those and see what the numbers were pre-Covid.

UDOT Transportation Engineer Seishi Yamagata said in the traffic world the pandemic caused a lot of disruption and traffic pattern changes. Every traffic count they've taken during the pandemic they've been very careful with and they did the same for this project. They used the city's pre-pandemic data to compare adjustments, along with UDOT's counters at the signals; they were able to look at multiple months pre-pandemic and make some adjustments. They have some outlines with what specific adjustments they've made. Like Mr. Farnsworth mentioned, they've made adjustments of up to 300-400 vehicles on the corridor because of the different data sources.

Mayor Ramsey said, regarding travel times, she believes north and south are going to be key. She said as a city they feel strongly about getting Mountain View Corridor extended. She lives near Mountain View Corridor and having the newest part to the north open saves her 10-15 minutes

on a trip from her house to the Capitol; she can't believe the difference not having to drive all the way out to I-15 from the west side of the city, it saves a great deal of time to be able to jump on Mountain View Corridor and take it over to I-15. The people who live on the west side of the city are not going to have to travel east and west as much if the north and south parts of Mountain View are extended. She doesn't know if there is an opportunity to move it up, but it is such a priority for the communities that have touch points there on the west.

Mr. Farnsworth said it's great the first part of phase 2 is funded. The next part, north of Old Bingham Hwy, is being proposed in the Transit Transportation Investment Fund (TTIF), that needs to be operational for them to start building phase 2 northbound and that has been applied for in the RAISE grant by UTA. This would allow them to build phase 2 north of Old Bingham Highway and convert all those intersections to interchanges. They don't have the frontage roads like the city has south of Old Bingham Highway but that will make it more affordable.

Mayor Ramsey said even just doing the extension and continuing it all the way saves a huge amount of time, making it a reasonable drive.

Mr. Farnsworth said he believes that is scheduled to start construction in 2023.

Manager Whatcott said out here we don't have regular bus service, we have micro transit being tested out here; is this what their modeling is capturing, or do they do all types of service? We have no regular bus service here in any direction, so he was curious how this was represented in their modeling.

Mr. Farnsworth said they included all routes that are current and planned in the future, but he believes that is modeled on another road, possibly 10600 South. There are no routes placed to test things, it is based on what UTA is already planning on doing. In their travel demand model they do assume that Mountain View Corridor and Bangerter Highway are converted to freeway systems, and that 10600 South is seven lanes as all of that is happening by 2050. They want to find the best ways to reach out to the public, whether through surveys, emails, etc.

Council Member Shelton likes approaching it like the environmental studies for the interchanges on Bangerter, with open houses allowing people to come and make suggestions and give their feedback. You won't get everyone so he feels letter and surveys will also have to be utilized.

Mr. Farnsworth said they have a limited budget so they will work to see what is the most important. He also asked if there are any timing concerns, like if it's too soon with the Bangerter closure.

Mayor Ramsey said we should hold off as people are starting to get used to the traffic, but it would help to allow some more progress on the interchanges before addressing this.

E.3. Bingham Creek Regional Park Authority member appointment. *(By Strategic Services Director, Don Tingey)*

Director Tingey said when the Bingham Creek Park Authority Interlocal Agreement was created, there was a seven member board that was to be appointed mutually between the county and the city. For the seven people they currently have two employees, Colby Hill with South Jordan City Parks and Recreation and Patrick Leary the new Parks Division Manager with Salt Lake County;

that leaves five spots. Angela McGuire is a resident, himself and Martin Jensen are proposed to be on the committee to begin with. In talking with Mark Jensen they would like to propose Wayne Johnson who is the retired Division Manager from Salt Lake County and he is a South Jordan resident as well; they also want to recommend Wendy Thomas who is a former South Jordan Recreation Associate Director and a South Jordan Resident. Wendy works for Herriman City starting as their Parks Director and is now their Assistant City Manager. Those would be the seven names they would bring back, he is asking for the city's feedback and/or approval to bring those names back. They are coordinating this with the county so they are presented really close to meetings with each other, however Martin broke his foot and has had surgery that has delayed things a little bit.

Mayor Ramsey said she likes that these are residents of South Jordan City, but they also have professional experience in this area.

Manager Whatcott said especially for the first few years, until it gets off its feet this is great. This is a good group to start with.

Council Member Harris asked if Wendy Thomas is acting solely as a South Jordan resident, or is she going to be consulting with Herriman City Council on the park.

Director Tingey said she does fill both roles. He doesn't know if she would consult with Herriman City, but the county looked at her as having a broader than South Jordan view of being at the park. As they've talked, they've discussed West Jordan residents as well but they haven't put anything into the park.

Council Member Harris said neither West Jordan nor Herriman is contributing money to this park, so he wants to make sure that Ms. Thomas is not doing any consulting with the city manager or the city council on her voting.

Director Tingey said that is not the intent because the city and county are the ones putting the money into the park, not any other city.

Council Member Zander said she will be influenced by her city council though, and that's their concern.

Mayor Ramsey asked what the term limit is.

Director Tingey said he believes it is two three year terms.

Mayor Ramsey asked what the process was for if someone steps down, or the city/county wants someone removed.

Director Tingey said he doesn't recall other than them saying they are mutually appointed. The intent was that they mutually appointed the body, the appointees aren't being identified by who appointed them.

Mayor Ramsey asked if it would be up to the city and county to make a change, or would that be up to the Park Authority Board itself. She asked to get that information clarified before they voted on the names.

Council Member Harris said his issue is that down the road they start having issues with sports fields and she goes back to her council and says she is on this authority board and can have some influence when they aren't spending any money on the project. He has an issue with her being appointed to this position.

Council Member Zander said Angela McGuire came to them and they were able to speak with her, she would like the same opportunity with all the appointees.

The Council agreed they want Mr. Johnson and Ms. Thomas in to speak with them before voting.

Mayor Ramsey asked for a motion to amend the agenda and move Item F to the end of the next meeting, making it Item I and adding an Executive Closed Session for the discussion of the purchase, exchange or lease of real property.

Council Member Shelton motioned to move Item F from this agenda as stated above to Item I on the next meeting's agenda. Council Member McGuire seconded the motion, vote was unanimous in favor.

RECESS CITY COUNCIL STUDY MEETING AND MOVE TO EXECUTIVE CLOSED SESSION

- F. Executive Closed Session:** Discussion of the purchase, exchange, or lease of real property.

ADJOURN CLOSED SESSION AND RETURN TO CITY COUNCIL STUDY MEETING

Council Member Zander motioned to adjourn the study session meeting. Council Member Marlor seconded the motion, vote was unanimous in favor.

ADJOURNMENT

The August 3, 2021 City Council electronic study meeting adjourned at 6:41 p.m.

This is a true and correct copy of the August 3, 2021 City Council Study Meeting Minutes, which were approved on August 17, 2021.

Anna Crookston

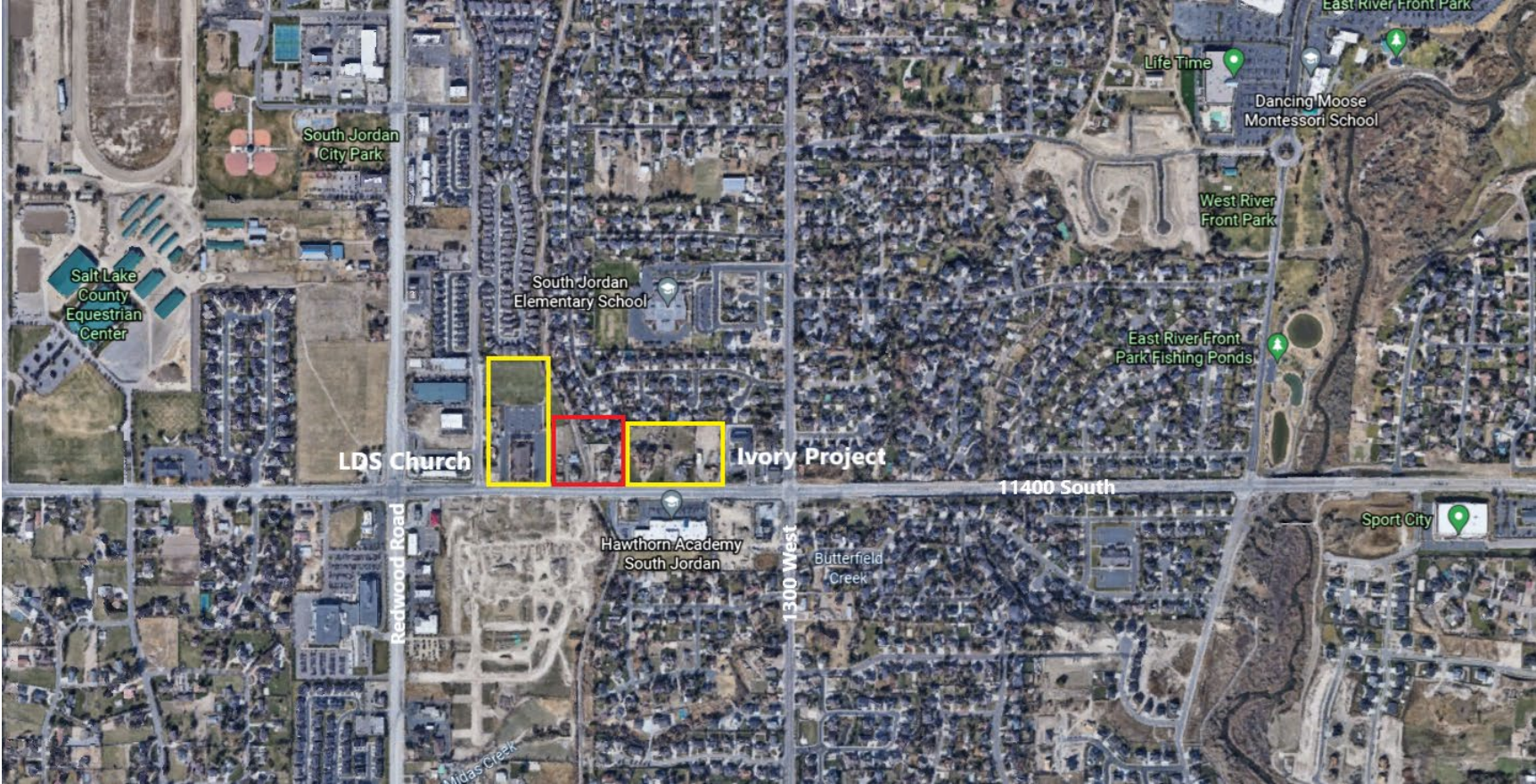
South Jordan City Recorder



SoJo Townhome Project at 1500 W 11400 S

Presented by: Jake Ackerman & Jay Erwin

Birds Eye View - 11400 S 1500 W

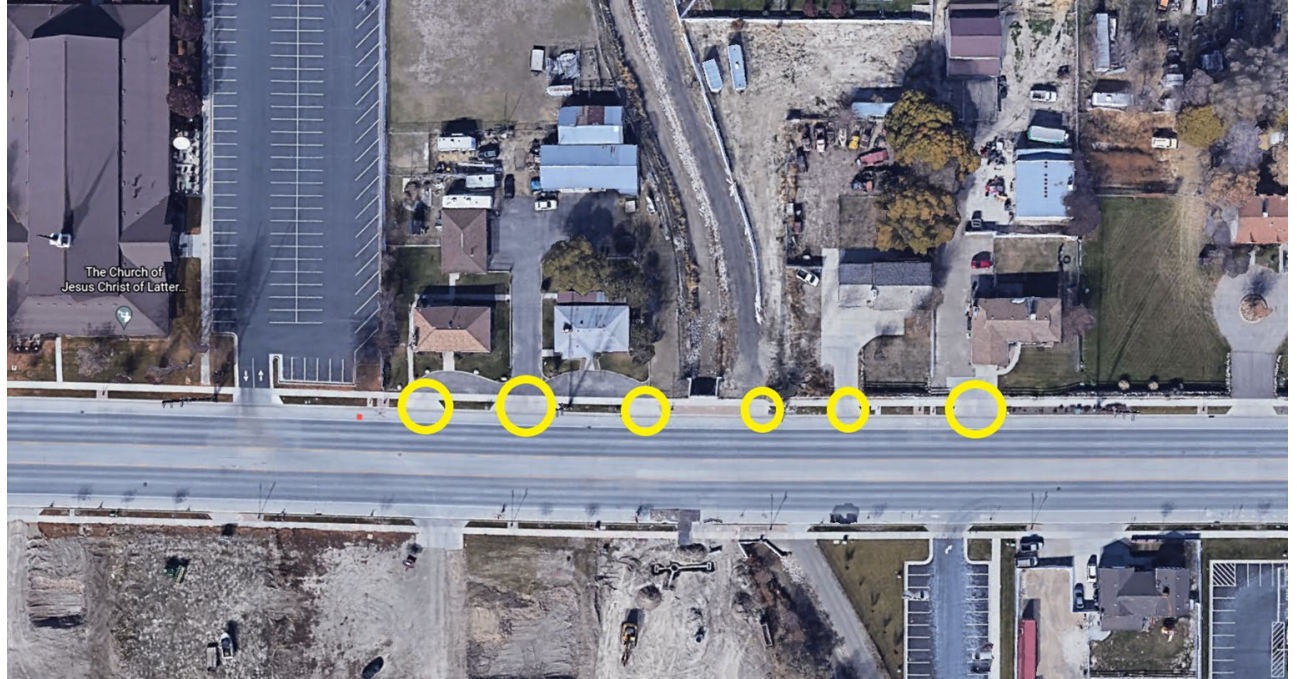


Community Benefits

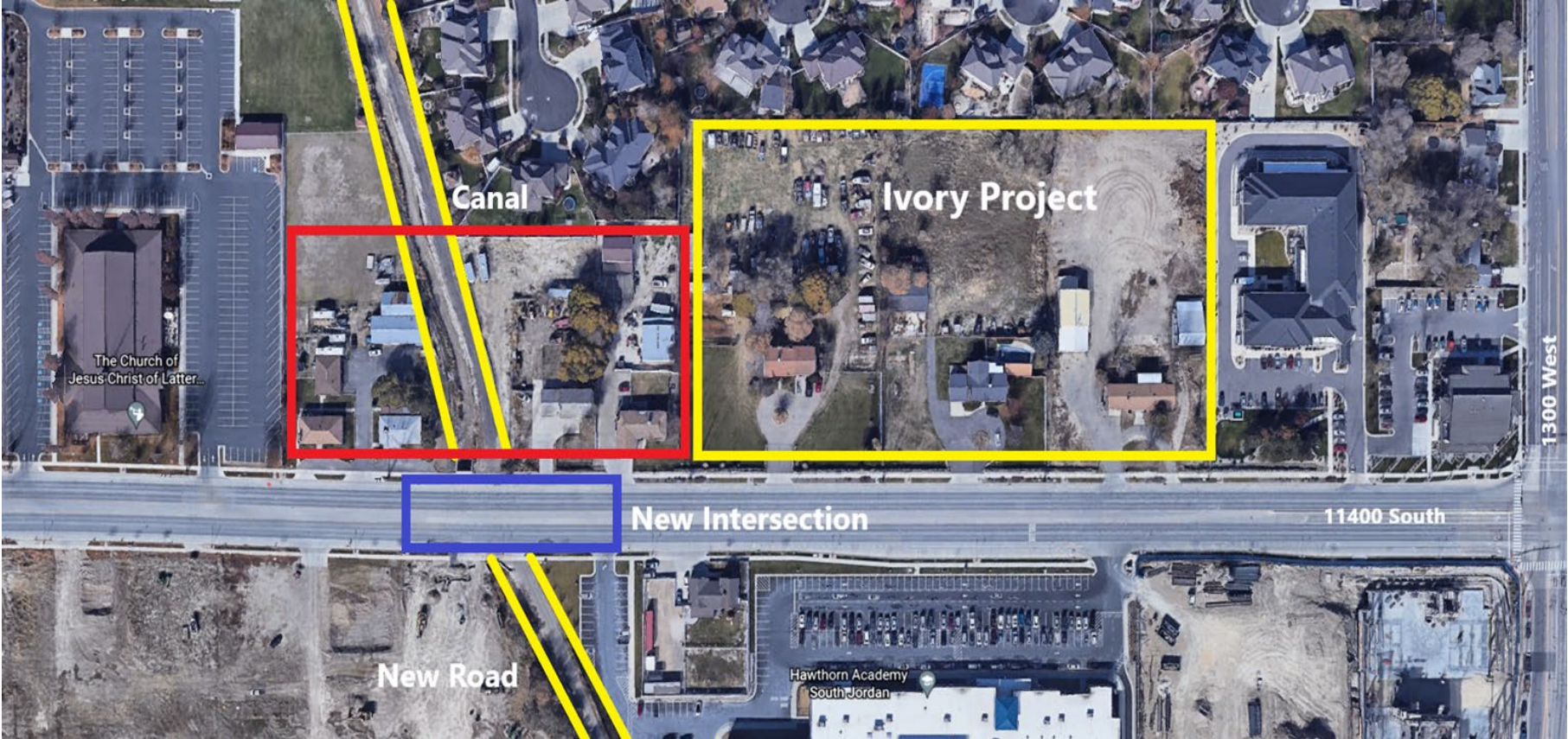
- Traffic Congestion
- Driving Safety
- Pedestrian Safety
- Community Continuity
- Elimination of Clutter, Unsightly Conditions
- Reduced Load on Community Parks
- Little to No Negative Community Impact
- Critical Housing Units Needed
- Support of Commercial Building in the Area

Traffic Congestion, Driving Safety, Pedestrian Safety

- **Traffic Congestion** - Congestion of traffic in morning and evening commutes on the busiest road in South Jordan can be a major issue, and with the addition of a new mid-block traffic signal the congestion will only get worse. Additionally - 6 current entrances to 11400 S including the canal road and 5 entrances from the properties included in our project can add significant congestion and frustration unless planned properly. Consolidating 6 entrances onto 11400 S into a single entrance at the light is a major benefit to eliminate congestion.
- **Driving Safety** - in addition to minimizing congestion at the new light, with fewer entrances onto 11400 S will benefit the community greatly by increasing the safety of the road, minimizing people cutting across lanes to make U turns or to try and turn left across multiple lanes of traffic, etc.
- **Pedestrian Safety** - pedestrian safety will increase both directly on 11400 S, and also on the canal road itself. Canal safety for children and pedestrians will be increased by covering the canal and moving it off of 11400 S.

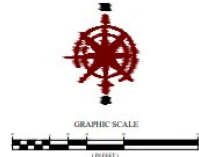


Birds Eye View - 11400 S 1500 W

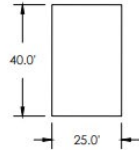


Original Concept Plan - 2 Access Points

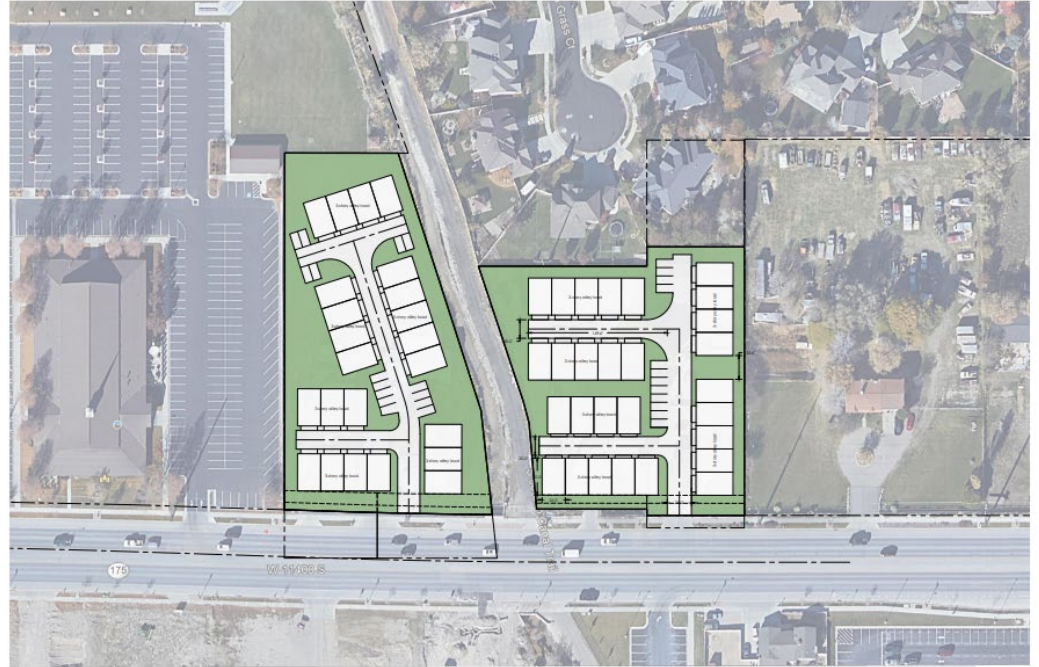
- 51 Total Units
- 27 Parking Stalls
- 2 Entrances
- No Amenities
- 16.1 Units/Acre



PROPERTY OVERVIEW	
TOTAL ACRAGE	±3.17 ACRES
CURRENT ZONING	A-S, R-2.5, & R-1.8
CONCEPT DESIGN	
TOWNHOME UNITS	51
TOTAL DENSITY	16.1 UNITS/ACRE
PARKING	
REQUIRED	26 STALLS
PROVIDED	27 STALLS
OPEN SPACE	
REQUIRED	XX ACRES
PROVIDED	±1.2 ACRES (38%)
PROPOSED ZONING	
ZONE	RM (PD OVERLAY)



TYPICAL 3-STORY TOWNHOME UNIT DIMENSIONS



114th SOUTH TOWNHOMES concept A

SOUTH JORDAN CITY, SALT LAKE COUNTY
1/14/2021

Note: This plan is for illustrative purposes only. Boundaries may be based on parcels obtained through public GIS data. It is recommended that a survey be performed to determine actual boundary size and dimensions as well as other potential boundary conflicts.



XX-000X

Concept Plan #2 - 1 Access Point

- 47 Total Units
- 37 Parking Stalls
- 1 Entrance (Canal)
- Tot Lot
- 14.8 Units/Acre



PROPERTY OVERVIEW

TOTAL AC RAGE	4.17 ACRES
CURRENT ZONING	R-1, R-2.5, R-1, R-1.5

CONCEPT DESIGN

TOWNHOME UNITS	47
TOTAL DENSITY	14.8 UNITS/ACRE

PARKING

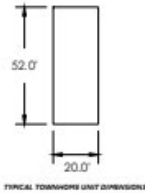
REQUIRED	22 STALLS
PROVIDED	37 STALLS (12 DRIVEWAY STALLS)

OPEN SPACE

PROVIDED	1176 ACRES (27%)
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PROPOSED ZONING

ZONE	RM (PD OVERLAY)
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114th SOUTH TOWNHOMES concept B

SOUTH JORDAN CITY, SALT LAKE COUNTY
3/9/2021

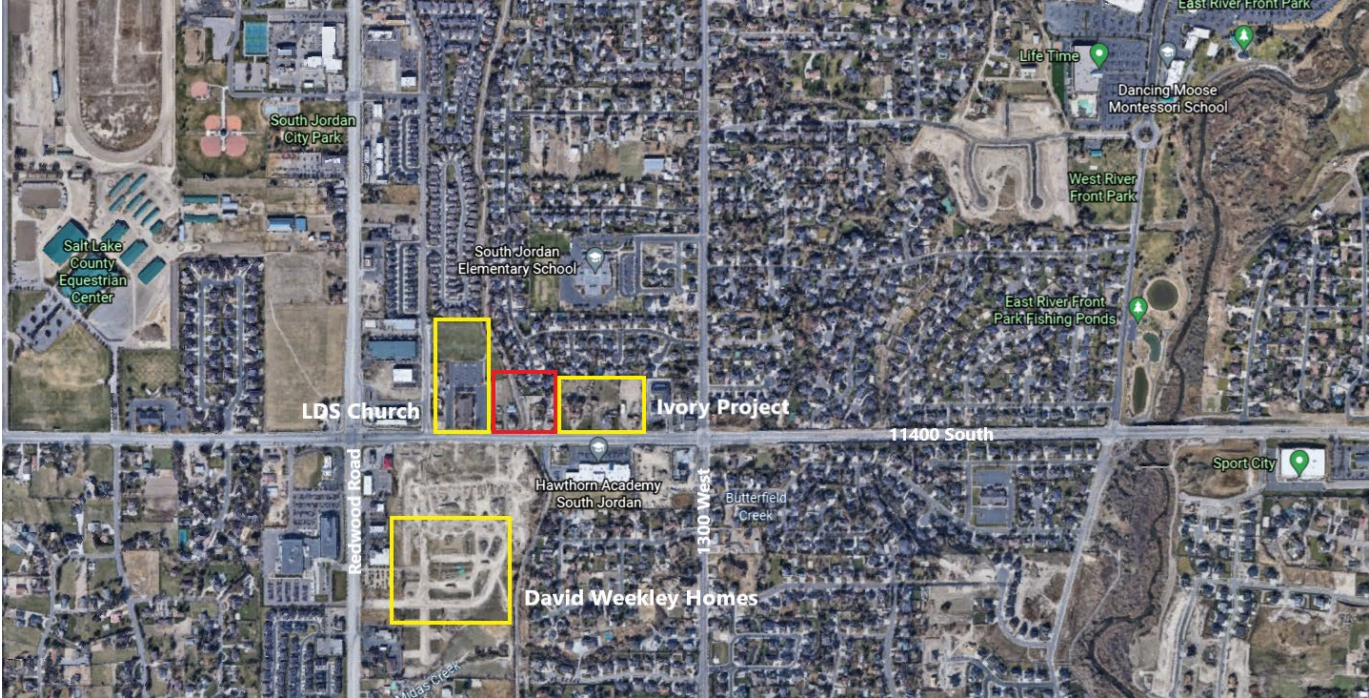
Note: This plan is for illustrative purposes only. Boundaries may be based on parcels obtained through public GIS data. It is recommended that a survey be performed to determine actual boundary size and dimensions as well as other potential boundary conflicts.



20-0001

Community Continuity

11400 South at 1300 West is the gateway to the city of South Jordan. The existing developments include Office buildings, schools and senior living, followed by the new Ivory Development (townhouses). Continuity of development is a net benefit to the community of South Jordan - it adds to the aesthetic and quality of the community.



Current State of Properties

1
4
7
2



1
5
1
4



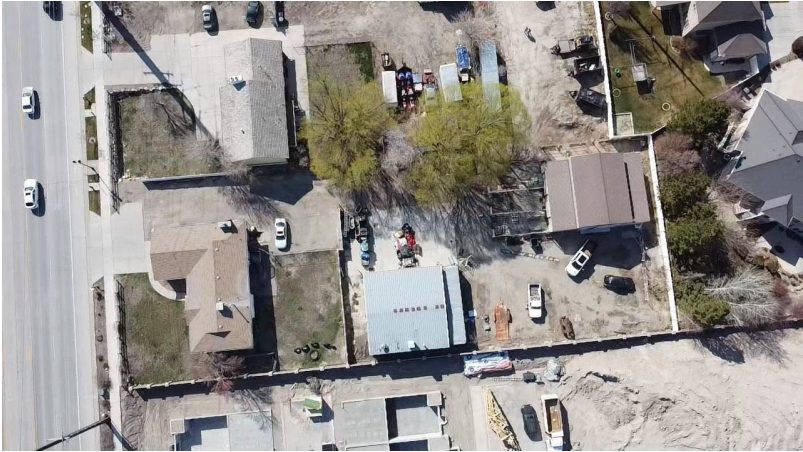
1
4
9
2



1
5
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Elimination of Clutter, Unsightly Conditions



Neighboring property owners to the proposed development have already seen the Ivory Development reduce clutter, debris, and unsightly site conditions. This will apply to our project as well.

Concept Plan #3 - Culverted Canal

- 47 Total Units
- 94 Garage Stalls
- 21 Guest Stalls
- Pickleball Court & Tot Lot
- Culverted Canal w/4th Arm of Traffic Light
- 14.8 Units/Acre
- Traffic Congestion, Driving Safety, Pedestrian Safety



PROPERTY OVERVIEW

TOTAL ACRES	43.77 ACRES
CURRENT ZONING	R-1, R-2.5, & R-1.8

CONCEPT DESIGN

TOWNHOME UNITS	47
TOTAL DENSITY	14.8 UNITS/ACRE

PARKING

REQUIRED	22 STALLS
GARAGE PARKING	94 STALLS
GUEST PARKING	21 STALLS

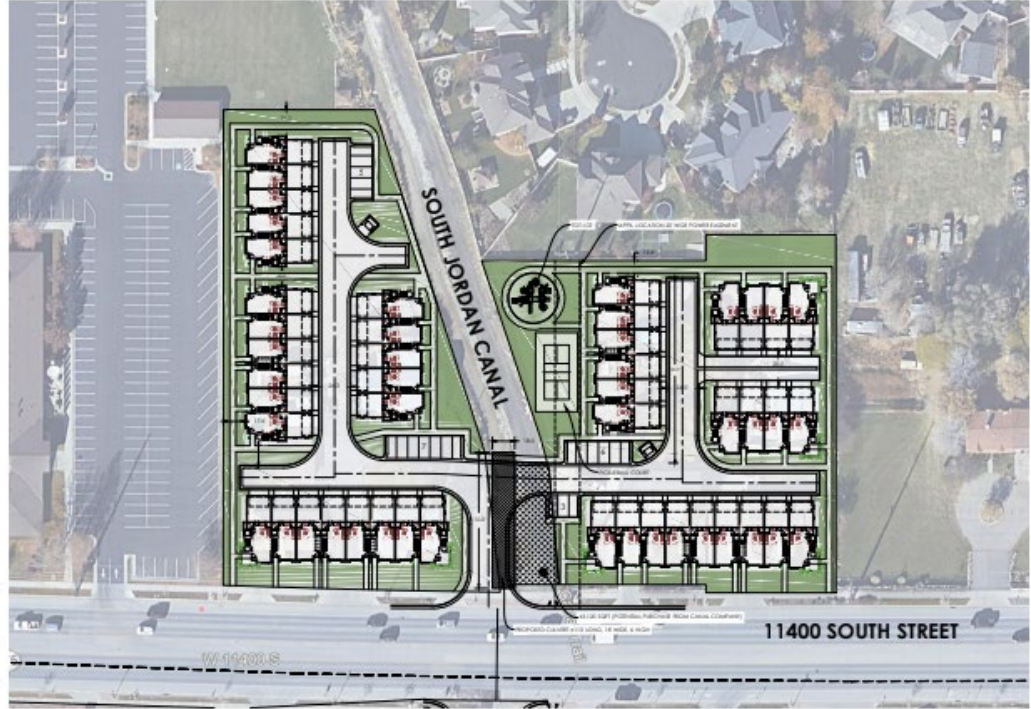
OPEN SPACE

PROVIDED	41.16 ACRES (93%)
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PROPOSED ZONING

ZONE	RM (PD OVERLAY)
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Traffic Note:
The proposed access to this development is planned to align with the existing roadway to the development along the south side of 11400 South. This intersection is planned to be signalized and as part of this development, the north leg of the intersection will be constructed. Coordination with Utah Department of Transportation will take place so the improvements to this access are designed to meet UDOT requirements. This development is planned for 47 townhome units and is anticipated to generate 344 total daily trips on a typical weekday. It is projected 26 trips will occur during the AM peak hour of a typical weekday, and 31 trips will occur during the PM peak hour of a typical weekday. With such minimal traffic being generated by the planned 47 townhome units and the proposed access onto 11400 South aligning with an existing access to the development across the street and the access being signalized, vehicles will experience little delay entering and exiting the development.



114th SOUTH TOWNHOMES concept C

SOUTH JORDAN CITY, SALT LAKE COUNTY
3/26/2021

Note: This plan is for illustrative purposes only. Boundaries may be based on parcels obtained through public GIS data. It is recommended that a survey be performed to determine actual boundary size and dimensions as well as other potential boundary conflicts.



Concept Plan #4 - Adding Single Family

- 32 Townhome Units
- 7 Single Family
- 78 Garage Stalls
- 25 Guest Stalls
- Masonry Wall to the North
- 12.3 Units/Acre



PROPERTY OVERVIEW

TOTAL ACRES	4.817 ACRES
1/4 FRONT CANAL SECTION	4.339 ACRES
1/4 ALL CANAL BETWEEN	4.346 ACRES
CURRENT ZONING	A-1, R-2.5, B-R-1.8

CONCEPT DESIGN

SINGLE FAMILY LOTS	7
TOWNHOMES UNITS	32
TOTAL DENSITY	12.3 UNITS/ACRE
1/4 FRONT CANAL	1.0 UNITS/ACRE
1/4 ALL CANAL BETWEEN	11.3 UNITS/ACRE

PARKING

REQUIRED	74 STALLS
GARAGE PARKING	64 STALLS
GUEST PARKING	25 STALLS

OPEN SPACE

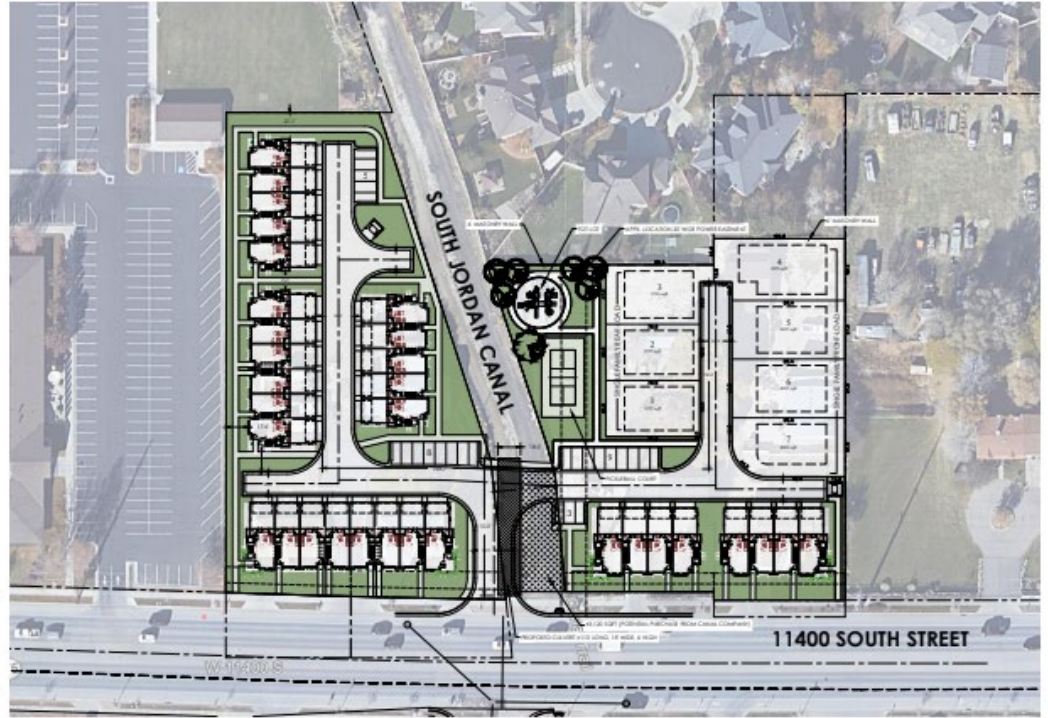
PROVIDED	4084 ACRES (LOTS)
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PROPOSED ZONING

ZONE: RM (PD Overlay)

Traffic Note:

The proposed access to this development is planned to align with the existing roadway to the development along the south side of 11400 South. This intersection is planned to be signalized and as part of this development the north leg of the intersection will be constructed. Coordination with Utah Department of Transportation will take place so the improvements of this access are designed to meet UDOT requirements. This development is planned for 47 townhome units and is anticipated to generate 344 total daily trips on a typical weekday. It is projected 28 trips will occur during the AM peak hour of a typical weekday, and 311 trips will occur during the PM peak hour of a typical weekday. With such minimal traffic being generated by the planned 47 townhome units and the proposed access onto 11400 South aligning with an existing access to the development across the street and the access being signalized, vehicles will experience little delay entering and exiting this development.



114th SOUTH TOWNHOMES concept D

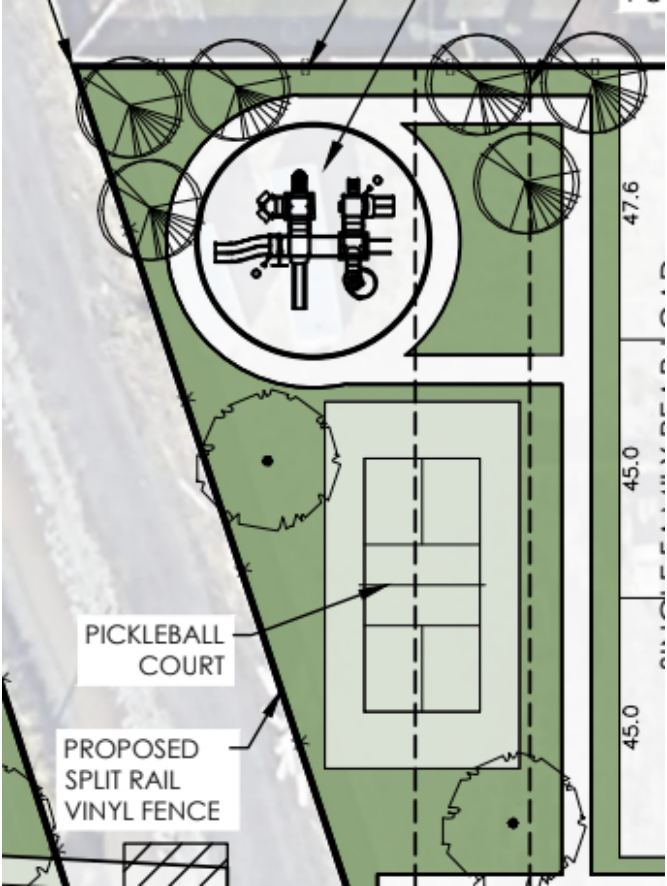
SOUTH JORDAN CITY, SALT LAKE COUNTY
5/14/2021

Note: This plan is for illustrative purposes only. Boundaries may be based on parcels obtained through public GIS data. It is recommended that a survey be performed to determine actual boundary size and dimension as well as other potential boundary conflicts.



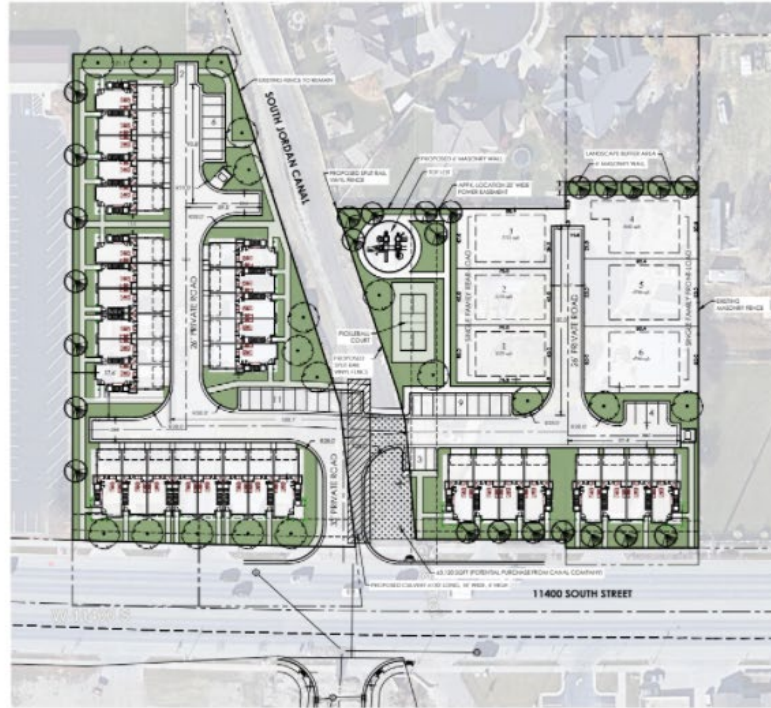
Reduced Load on Community Parks

The amenities and green space, including walking areas, pickleball, and tot lot will enable new residents to utilize amenities provided by the development.



Concept Plan #5 - After DRC Meeting

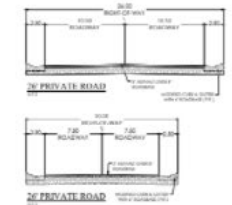
- 32 Townhome Units
- 6 Single Family
- 76 Garage Stalls
- 35 Guest Stalls
- Extensive Landscaping
- Back-Door Neighbor Buy-In
- Vinyl Fence Along Canal
- Modified Driveable Curbing
- 11.9 Units/Acre



Traffic Study

The proposed access to the development is planned to align with the existing roadway to the development along the south side of 11400 South. This intersection is planned to be significant and as part of the development, the north leg of the intersection will be constructed. Coordination with Utah Department of Transportation will take place on the improvements of this access are designed to meet UDOT requirements. This development is planned for 47 townhome units and is envisioned to generate 164 total daily trips on a typical weekday. It is projected 28 trips will occur during the AM peak hour of a typical weekday, and 27 trips will occur during the PM peak hour of a typical weekday. With such minimal traffic being generated for the planned 47 townhome units and the proposed access onto 11400 South aligning with an existing access to the development across the street and the access being signalized, vehicles will experience little delay entering and exiting the development.

NOTE: The president of South Jordan Canal Company, Gary Cannon, has given permission for the residential development (located at 11400 South and the South Jordan Canal) to move forward with the city approval process. Maintenance responsibilities associated with the proposed current extension will be determined upon city approval.



- NOTES:**
1. DRIVEABLE ROAD WIDTH INCLUDES INSIDE CURBING
 2. ALL ROADS TO MEET CITY ENGINEERING AND CONSTRUCTION STANDARDS

114th SOUTH TOWNHOMES conceptual development plan

SOUTH JORDAN CITY, SALT LAKE COUNTY
6/28/2021

Note: This plan is for illustrative purposes only. Boundaries may be based on parcels obtained through public GIS data. It is recommended that a survey be performed to determine actual boundary size and dimensions as well as other potential boundary conflicts.

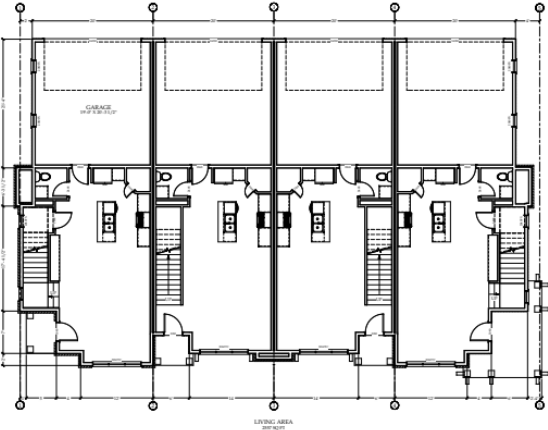


Exterior & Elevations- Townhomes

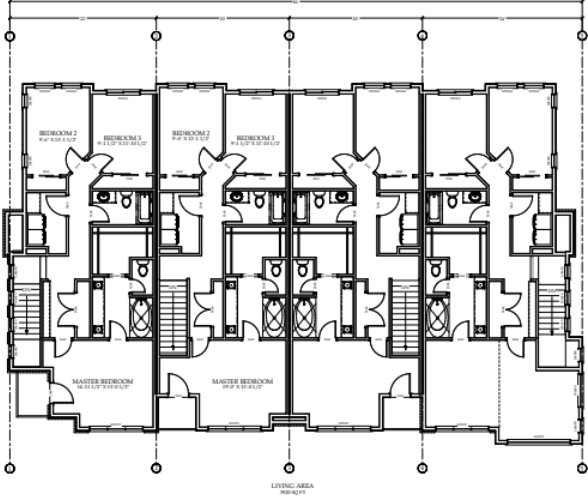


Floor Plans- Townhomes

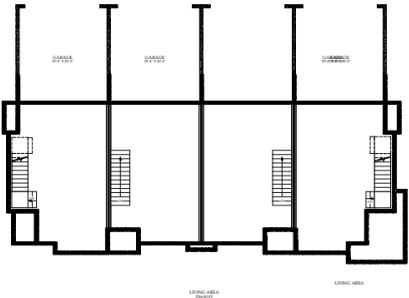
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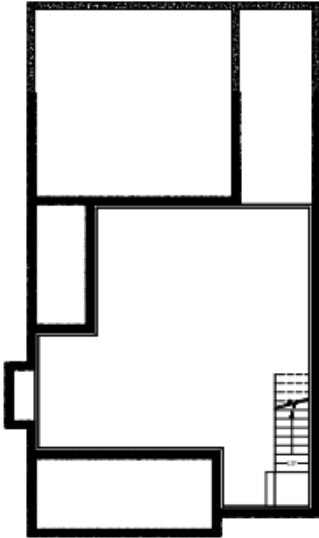


Exterior & Elevations- Single Family



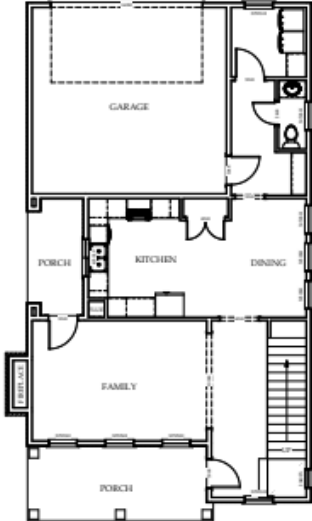
Floor Plans- Single Family

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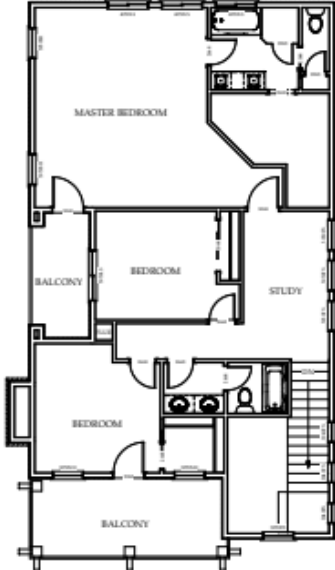
LIVING AREA
3241 sq ft

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LIVING AREA
4512 sq ft

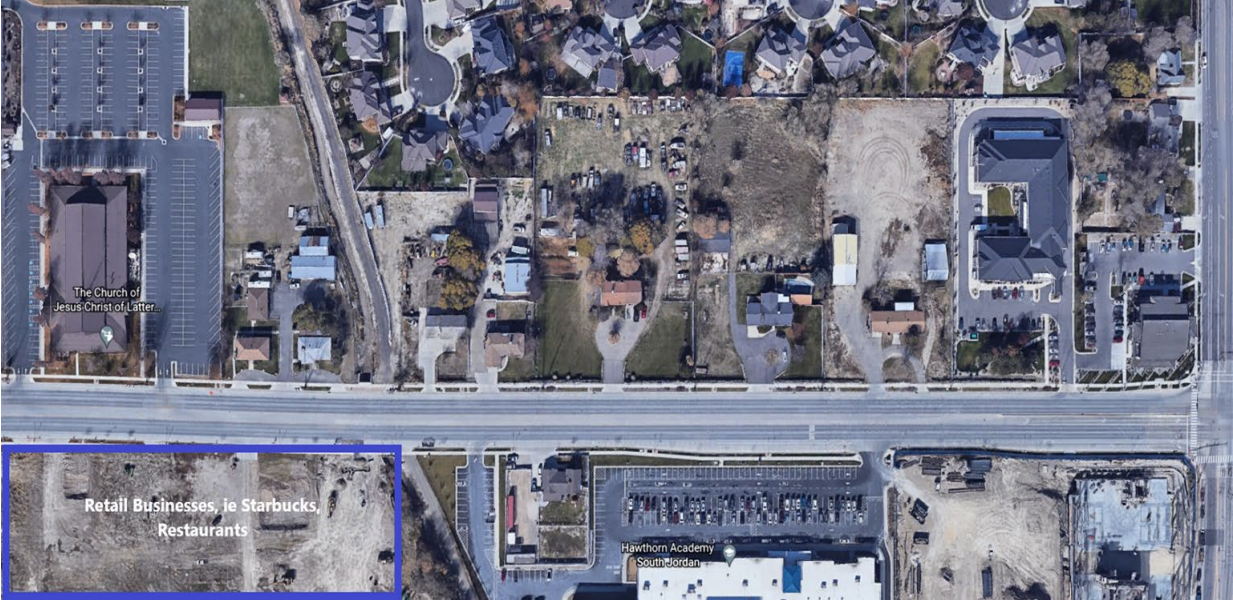
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LIVING AREA
3241 sq ft

Critical Housing Units Needed, Support for Commercial Buildings in the Area

- Critical Housing Units Needed - Utah, including South Jordan is in critical need of housing units, and this project will provide nearly as many units as are for sale in the whole of South Jordan outside of Daybreak. Additional units will support the growth of South Jordan.
- Support for Commercial Buildings in the Area - As the number of commercial businesses in the area grows, this project will support these businesses and infrastructure as consumers - increasing the revenue of the city and enabling businesses in central South Jordan to justify ongoing tenancy as their sales are successful.



Little to No Negative Community Impact

Only 1 home is directly adjacent to the project that was not already impacted by the Ivory development, and only 2 homes total border our property in this proposed development. The only other neighbor is the Church of Jesus Christ of Latter Day Saints - meaning 3 total Property Owners, and 1 of the 3 adjacent owners was already impacted by the Ivory density.





11400 South

11400 South Solutions Development Update

South Jordan City Council

August 3, 2021



11400 South

Objectives of the Presentation

- Provide an overview of the Solutions Development Process
- Review the Goals and Objectives
- Present the Needs
- Receive Feedback

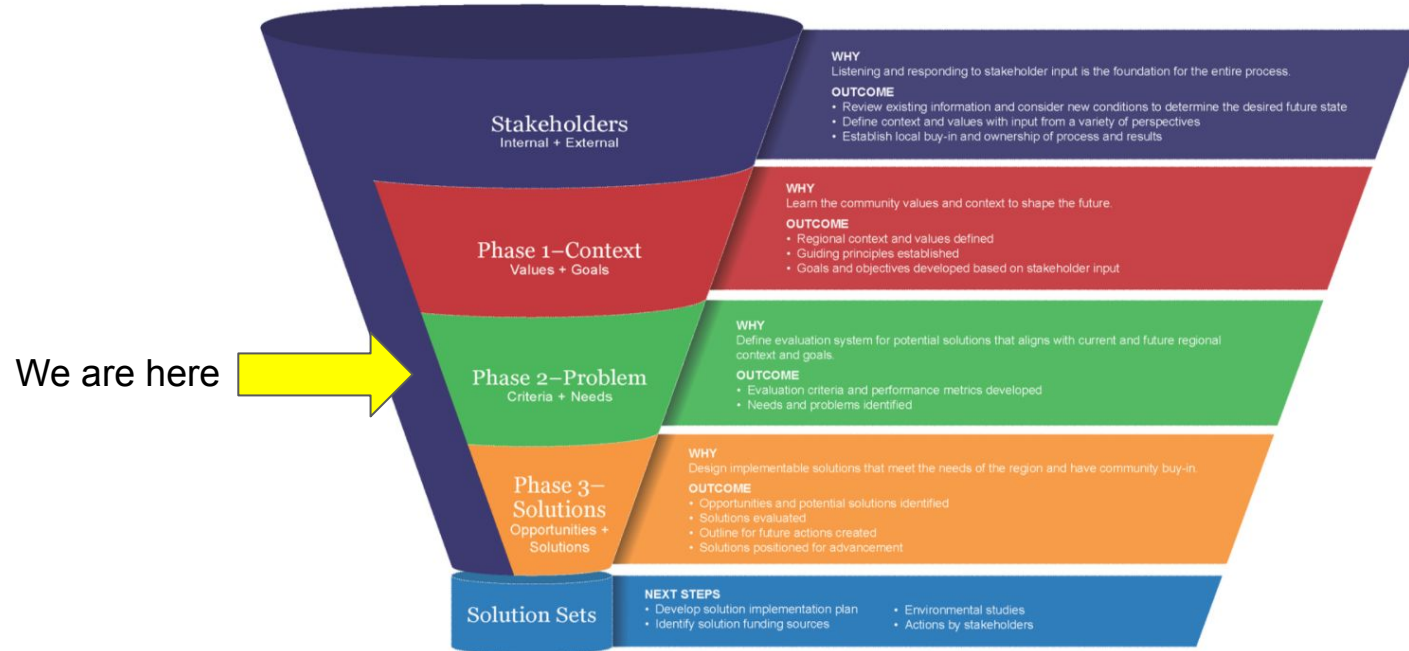
11400 South

Solutions Development Partners



11400 South

Solutions Development Overview





11400 South

Area / Corridor Goals

- Maintain active transportation and provide useable multimodal options.
- Provide for efficient traffic flow and reasonable travel times east-west and north-south across city boundaries for regional travel.
- Balance transportation solutions with existing and planned land use.

11400 South

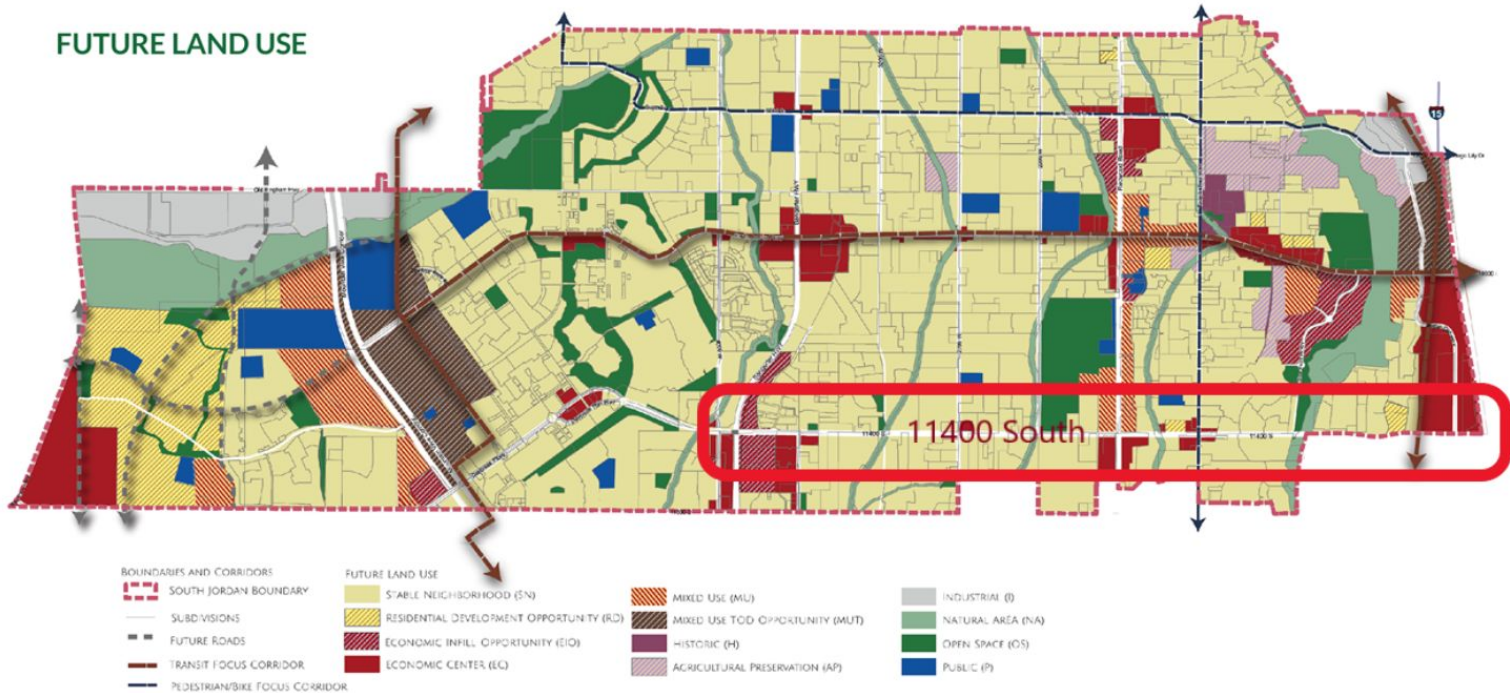
Identified Needs - 2050

- Mix of land uses or focused destinations that would support transit and active transportation use.
- Low-stress active transportation facilities
- Need to accommodate west-side growth
- Ability for north/south traffic to cross 11400 at the District
- Reliable travel time



11400 South

FUTURE LAND USE

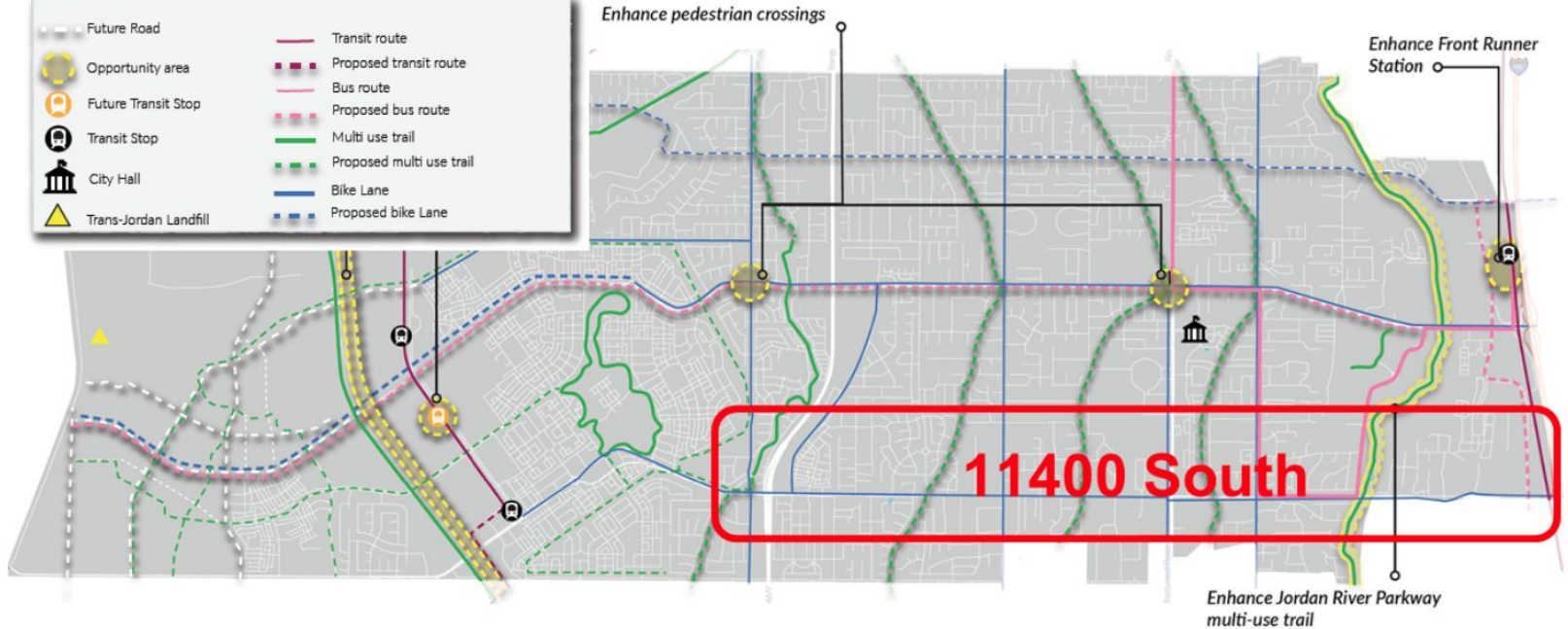


11400 South

FRAMEWORK FOR HOW WE MOVE

Legend

- | | |
|---|--|
|  Future Road |  Transit route |
|  Opportunity area |  Proposed transit route |
|  Future Transit Stop |  Bus route |
|  Transit Stop |  Proposed bus route |
|  City Hall |  Multi use trail |
|  Trans-Jordan Landfill |  Proposed multi use trail |
| |  Bike Lane |
| |  Proposed bike Lane |



11400 South

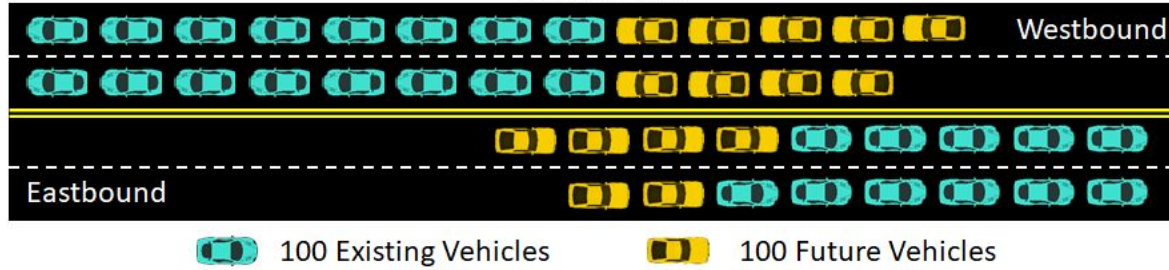
Identified Needs - 2050

- Vehicle capacity and/or storage at key intersections
 - *Lone Peak Parkway*
 - *Redwood Road*
 - *Summer Heights Drive*
 - *River Heights Drive*
 - *Bangerter Highway*
- Signal spacing around the District area
- Signal spacing adjacent to the study area at:
 - *I-15*
 - *4000 West*

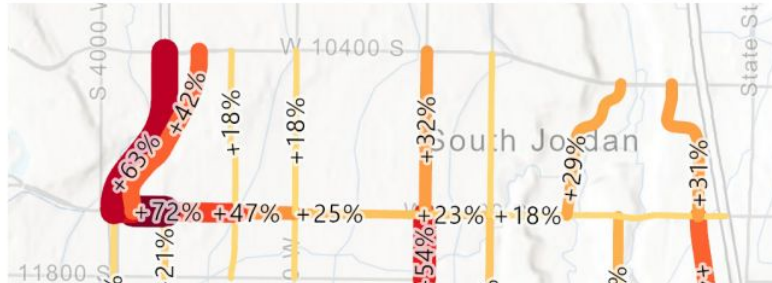
11400 South

Traffic Growth in the PM Peak

Near 3600 West



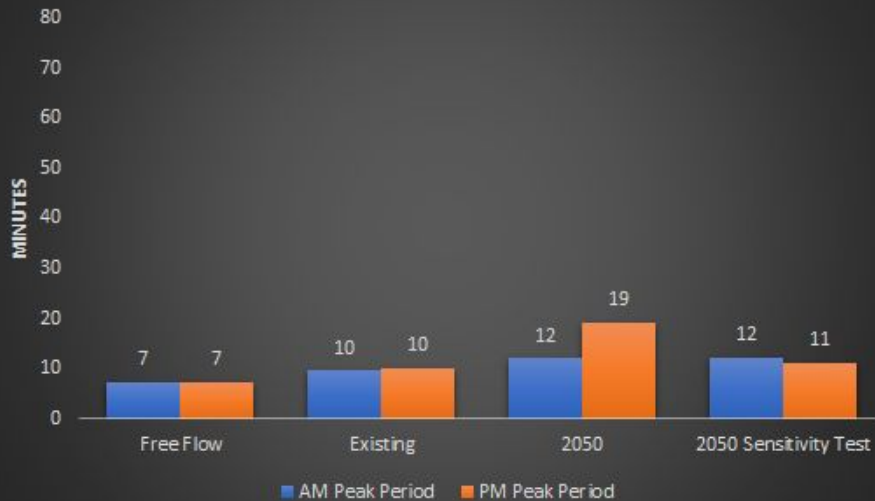
INCREASE IN TRAFFIC (2021 - 2050)



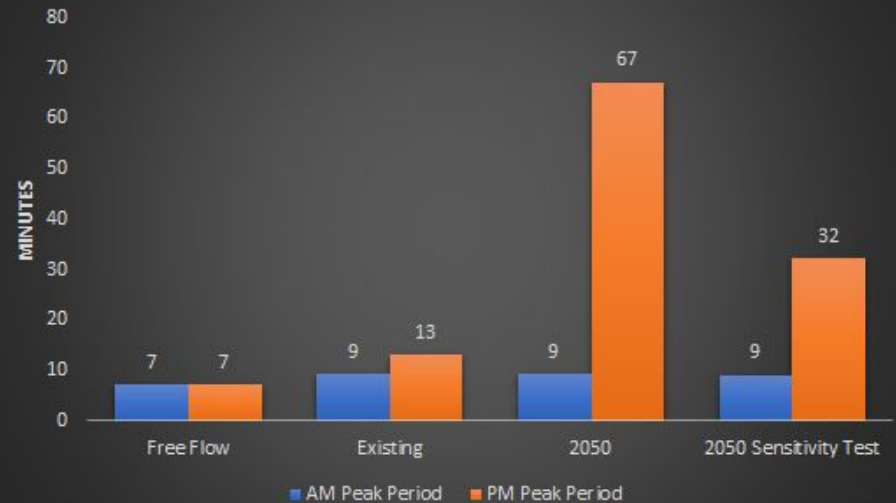
11400 South

Travel Times - 2019 / 2050

Eastbound Travel Times



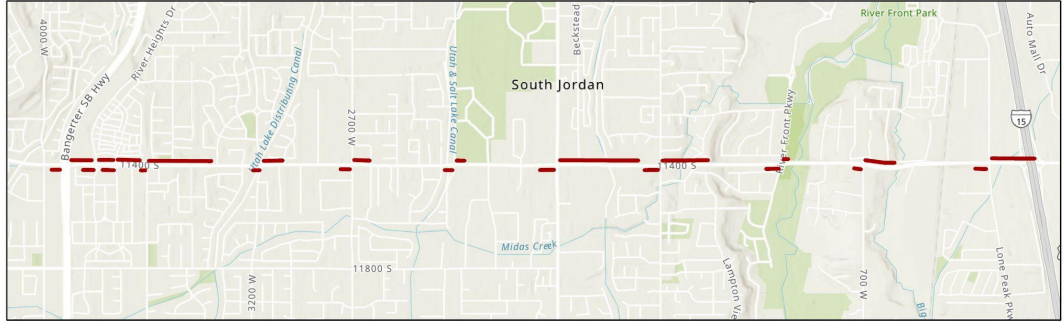
Westbound Travel Times



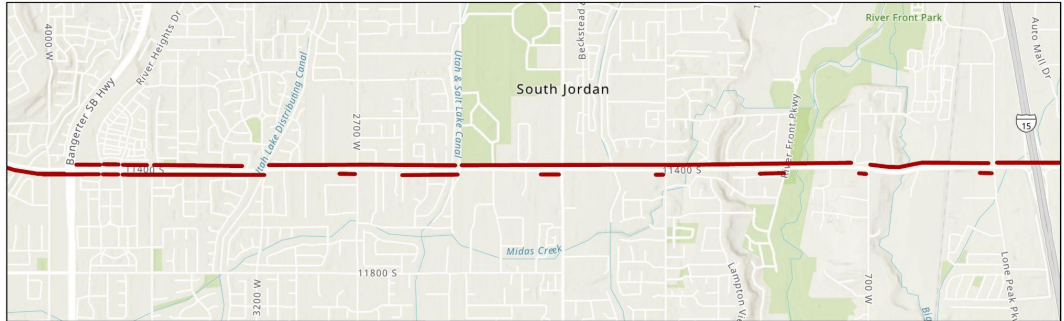
11400 South

Queue Lengths - 2019 / 2050

2019



2050



PM Peak 95% Percentile Queue Lengths

0 1 Miles



11400 South

Discussion Items

- Do we have the correct goals based on the needs identified?
 - *Maintain active transportation and provide useable multimodal options.*
 - *Provide for efficient traffic flow and reasonable travel times east-west and north-south across city boundaries for regional travel.*
 - *Balance transportation solutions with existing and planned land use.*
- What do you see as the priorities for the city?
- How do you recommend you engage your constituents?

11400 South

Next Steps

- Finalize Phase 2
- Proceed to Phase 3
 - Identify interim (operational) solutions
 - Identify long term (capacity) solutions

Study Meeting 8/3/21
Attachment C
Handout.

11400 SOUTH CORRIDOR SOLUTIONS DEVELOPMENT STUDY

Bangerter Highway to I-15



THE PROJECT

The end goal of the 11400 South Corridor Solutions Development Study is to develop solutions to help implement the vision for the study area. The study area is the 11400 South corridor from approximately Lone Peak Parkway on the east to Bangerter Highway on the west.

THE PROCESS

As part of UDOT's mission to enhance quality of life, solutions development is a process for clearly understanding the unique context of a focused area before developing mobility goals and objectives. UDOT works with stakeholders to develop tailored solutions aligned with the community's vision and needs with this context.

UTAH'S TRANSPORTATION VISION
Pathway to Quality of Life
vision.utah.gov

SOLUTIONS DEVELOPMENT

As part of UDOT's mission to enhance quality of life, Solutions Development is a planning process that aims to clearly understand the unique context of a focused area and develop tailored solutions that align with the community's vision and needs.
The process includes:
• Learning with a variety of stakeholders to understand goals and objectives
• Defining problems, opportunities and performance measures to inform potential strategies and solutions
• Designing custom solution sets and moving them forward toward implementation



VALUES & GOALS

Three goals for 11400 South have been drafted to support the shared vision.

1. Maintain active transportation and provide useable multimodal options.
2. Provide for efficient traffic flow and reasonable travel times east-west and north-south across city boundaries for regional travel.
3. Balance transportation solutions with existing and planned land use.



CRITERIA & NEEDS



Vehicle capacity and/or storage at key intersections



Signal spacing around the District area and other key locations



Ability for north/south traffic to cross 11400 South at the District



Reliable travel time



Mix of land uses and destinations that support alternative modes of transportation.



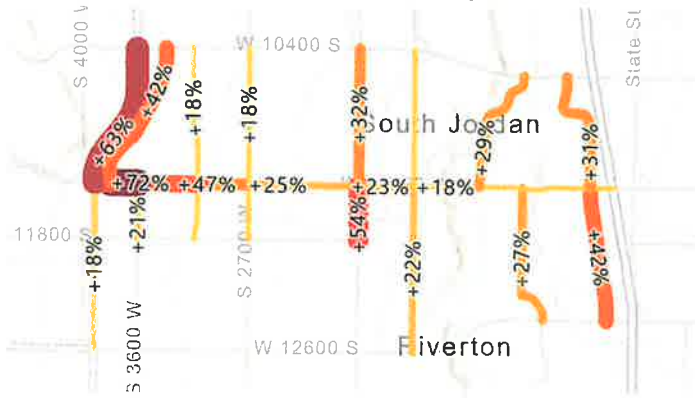
Low-stress walking and bicycling facilities



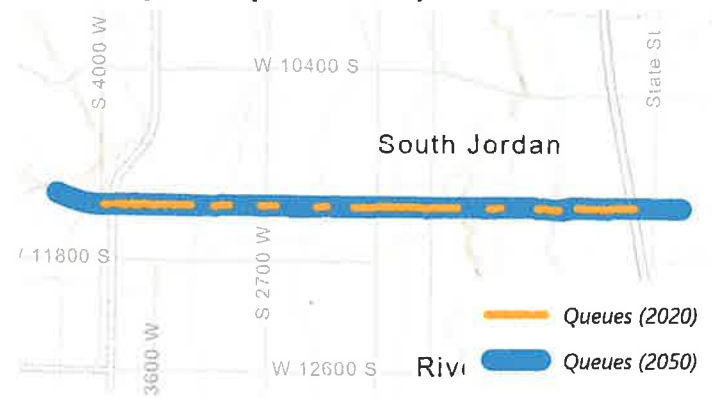
Need to accommodate west-side growth

FINDINGS

INCREASE IN TRAFFIC (2021 - 2050)



TRAFFIC QUEUES (2020 - 2050)

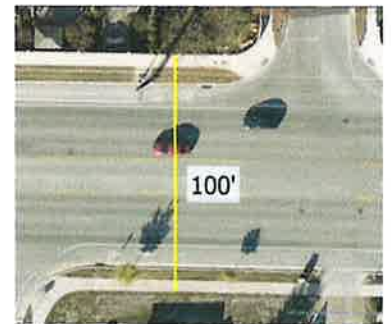


INCREASED TRAVEL TIMES

	EXISTING		2050		2050 SENSITIVITY TEST	
WESTBOUND	9.2 minutes	13.1 minutes	9.3 minutes	67.2 minutes	9.1 minutes	32.2 minutes
EASTBOUND	9.5 minutes	10.1 minutes	12 minutes	19.1 minutes	12.1 minutes	11.2 minutes

Freelflow travel times: 7.2 minutes for both AM and PM peak for eastbound and westbound traffic.

LIMITED RIGHT-OF-WAY



NEXT STEPS

The next phase of the solutions process is to identify and evaluate solutions to address the needs. This will include identifying a range of opportunities and solutions. The range of solutions will then be further refined and analyzed to develop a solution set that can begin to be implemented.