

NOTICE AND AGENDA
SANTA CLARA CITY COUNCIL WORK MEETING
Wednesday December 18, 2024
TIME: 5:00 PM
AGENDA

Public Notice is hereby given that the Santa Clara City Council will hold a Work Meeting in the Santa Clara City Downstairs Executive Board Room, located at 2603 Santa Clara Drive, Santa Clara Utah on Wednesday December 18, 2024, commencing at 5:00 PM. The meeting will be broadcast on our website at <https://santaclarautah.gov>

1. **Call to Order:**

2. **Working Agenda:**

A. General Business:

1. Public Improvement District Policy discussion. Presented by Brock Jacobsen, City Manager.
2. Modifying Regulation discussion. Presented by Cody Mitchell, Building Official/Jim McNulty, City Planer,
3. Hydrant Meter Water Rate discussion. Presented by Dustin Mouritsen, Public Works Director.
4. Golf Cart Ordinance discussion. Presented by Chief Studley.

4. **Staff Reports:**

5. **Adjournment:**

Note: In compliance with the Americans with Disabilities Act, individuals needing special accommodation during this meeting should notify the city no later than 24 hours in advance of the meeting by calling 435-673-6712. In accordance with State Statute and Council Policy, one or more Council Members may be connected via speakerphone or may by two-thirds vote to go into a closed meeting.

Zoom Meeting Participants: Participants on the Zoom call is limited to City Staff, Council Members, and applicants on the agenda. Email calendar invitations will be sent out in advance of the meeting. Instructions for each meeting will include the meeting ID, and password to join. When joining the meeting your screen name must show your full name. Each applicant will be accepted into the meeting when their item is up for discussion. Please contact Chris Shelley at (435)673-6712 Ext. 203 with any questions regarding public meetings.

The undersigned, duly appointed City Recorder, does hereby certify that the above notice and agenda was posted within the Santa Clara City limits on this 12th day of December 2024 at the Santa Clara City Hall, on the City Hall Notice Board, at the Santa Clara Post Office, on the Utah State Public Notice Website, and on the City Website at <http://santaclarautah.gov>. The 2024 meeting schedule was also provided to the Spectrum on January 1, 2024


Chris Shelley – City Recorder

Mayor

Rick Rosenberg

City Manager

Brock Jacobsen



City Council

Jarett Waite

Ben Shakespeare

Christa Hinton

David Pond

Janene Burton

CITY COUNCIL

Meeting Date: 18/Dec/24

Agenda Item: 1

Applicant: N/A

Requested by: N/A

Subject: Public Improvement Districts Discussion

Description:

A Public Improvement District (PID) is a geographic area where property owners pay additional taxes or fees to fund specific improvements or services. PIDs are a way for cities and counties to fund projects that go beyond their standard services.

A city may adopt a policy outlining the criteria under which they will consider creating a PID. We would like to discuss with council if they would like to create and adopt a PID policy for Santa Clara City.

Recommendation: Discussion

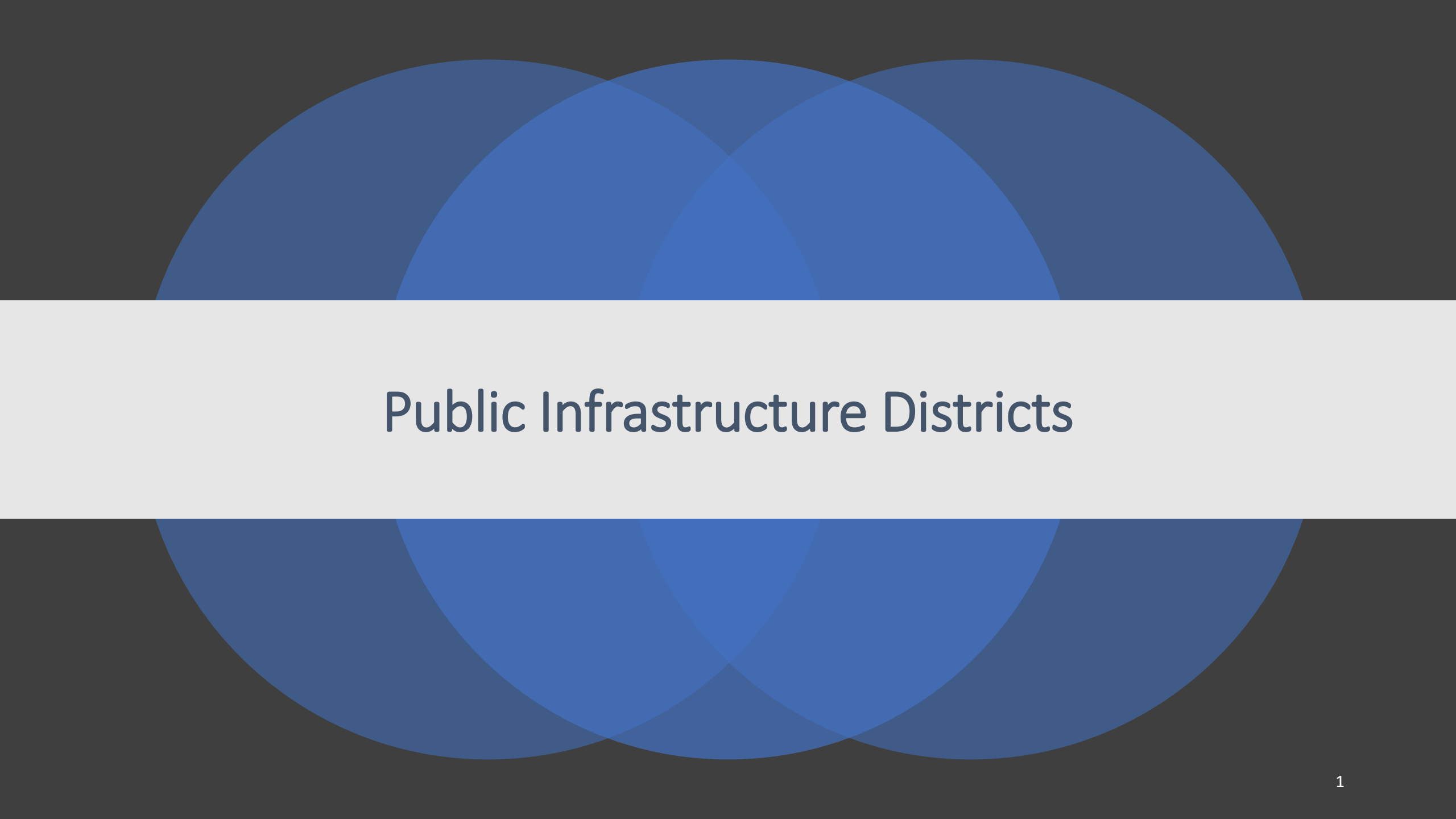
Attachments: N/A

Cost: N/A

Legal Approval: N/A

Finance Approval: N/A

Budget Approval: N/A



Public Infrastructure Districts

Introduction to Senate Bill 228



Codified as Title 17D, Chapter 4



This bill grants cities and counties (Creating Entity) the power to create Public Infrastructure Districts (PIDs) to finance public infrastructure for new development and redevelopment



PIDs can issue debt repayable from property taxes or assessments on the property owners within its boundaries



PIDs can be an effective tool to the interests of both municipalities and property owners when potentially competing interests are balanced

Economic Development Tools

- Historically, there have been two key economic development financing tools used by cities and counties:
 - ✓ Tax Increment Financing (TIF)
 - ✓ Assessment Areas & Bonds
- Public Infrastructure Districts are intended to compliment these tools as well as address some of their shortcomings



PID Features

- Governed under the Local district Act, Title 17B
- Independent political subdivision
 - PID debt is not a liability or a balance sheet item of the Creating Entity
 - Defaults by PID taxpayers not enforced by municipality
- Governed by own board
- Creates new tax revenue stream rather than reallocation of existing taxes

PID Creation and Powers

PID Creation

- At the discretion of the Creating Entity
- Requires consent of 100% of property owners and voters within the PID boundaries
- Costs of Creating Entity counsel in evaluating PID to be paid by the property owner

PID Powers

- Broad powers to finance public infrastructure of many types, generally including any improvement that will be owned by a state or local government, including the PID
- Powers may be limited by the Creating Entity in the governing document entered into at creation

PID Governance

- PIDs are governed by a board with members initially appointed by the Creating Entity
- Initial board comprised of property owners or their designated representatives
- Board will transition to an elected board as electors reside in the PID, as provided in the Governing Document
- Board authority constrained by the limitations established in the Governing Document





Potential Uses of PIDs

- Incentivize commercial development
- Facilitate master planned communities
- Incentivize multi-family and/or low-income housing
- Enhanced infrastructure, such as increased capacity
- Backbone and regional infrastructure

Medical School Campus PID – Provo, Utah

- Provo City and Noorda College had been working together for years to bring new medical school to the City
- Noorda purchased a portion of the East Bay Golf Course from the City to construct the campus, but infrastructure costs were very high (\$37,500,000) because it was the site of a former landfill
- Provo City and Noorda worked together to form the Medical School Campus PID
- The PID was able to issue \$42,754,000 in 30-year tax-exempt limited tax bonds



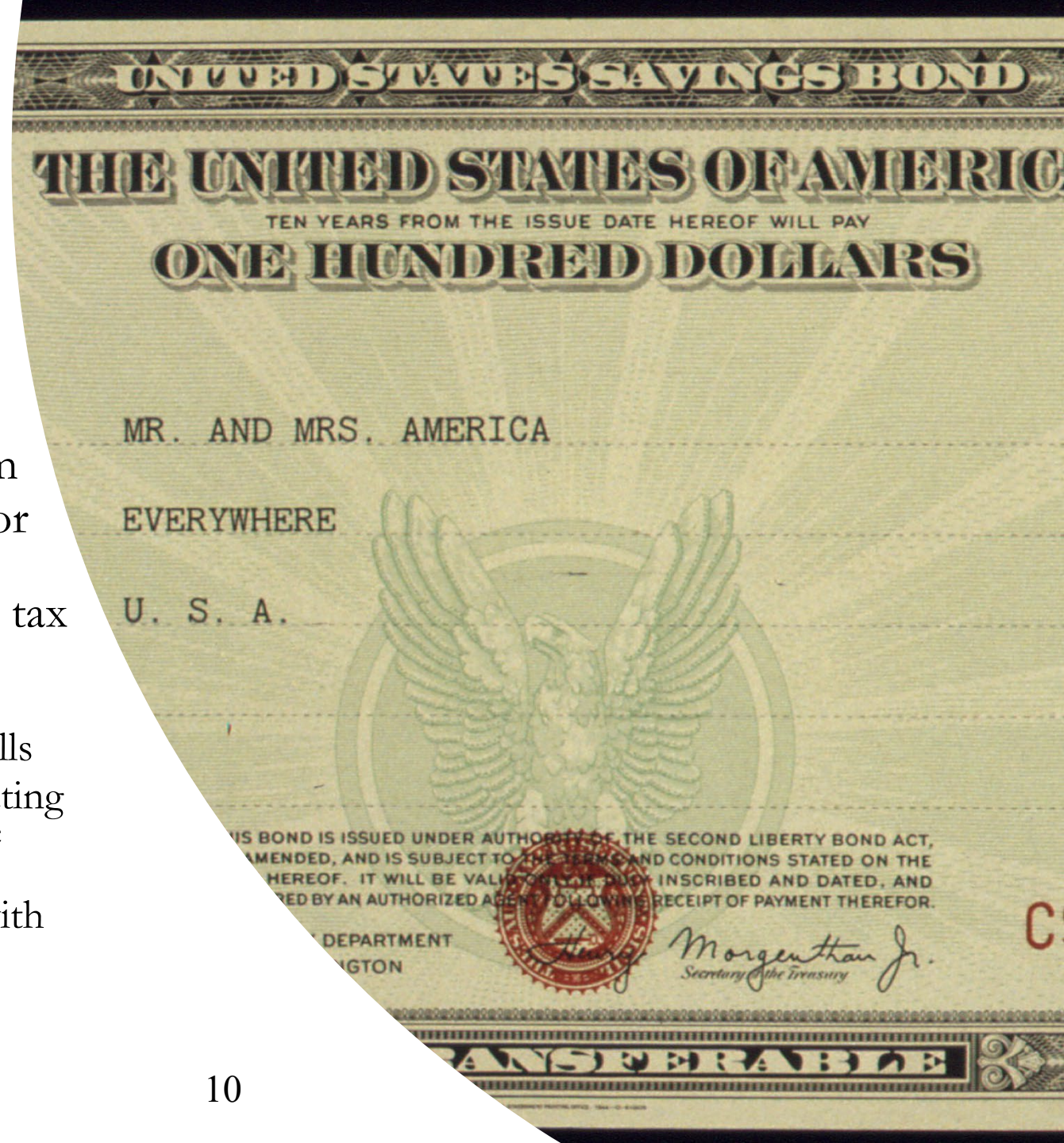


- PIDs may issue:
 - ✓ Special Assessment Bonds
 - ✓ General Obligation Bonds
 - ✓ Limited Tax Bonds
- In addition, TIF revenues may be pledged to repay PID Bonds

Bonds, PID Bonds

Limited Tax Bonds

- ✓ Fixed rate bonds, generally for 30-year term
- ✓ Not subject to a fair market value ratio prior to issuance
- ✓ Repaid from a limited ad valorem property tax
 - ✓ Tax payment pegged to taxable value of property
 - ✓ Statutorily, this rate may not to exceed 15 mills
 - ✓ A lower limit may be established by the Creating Entity in the Governing Document or in the bond documents
 - ✓ New revenue source, no need to negotiate with school district, RDA, etc.



Limited Tax Bonds, *continued*

- In the event the proceeds of the limited tax are insufficient to meet annual debt service as it comes due:
 - ✓ Not an event of default
 - ✓ Bondholder has no statutory remedy to require additional taxes or fees of the PID
 - ✓ No statutory recourse to the property or the property owner
- Because of these unique features, the statute limits sale of limited tax bonds to qualified institutional buyers or to be sold in denominations of \$500,000



Sample Property Tax Mill Levy – 12.5 Mill Base

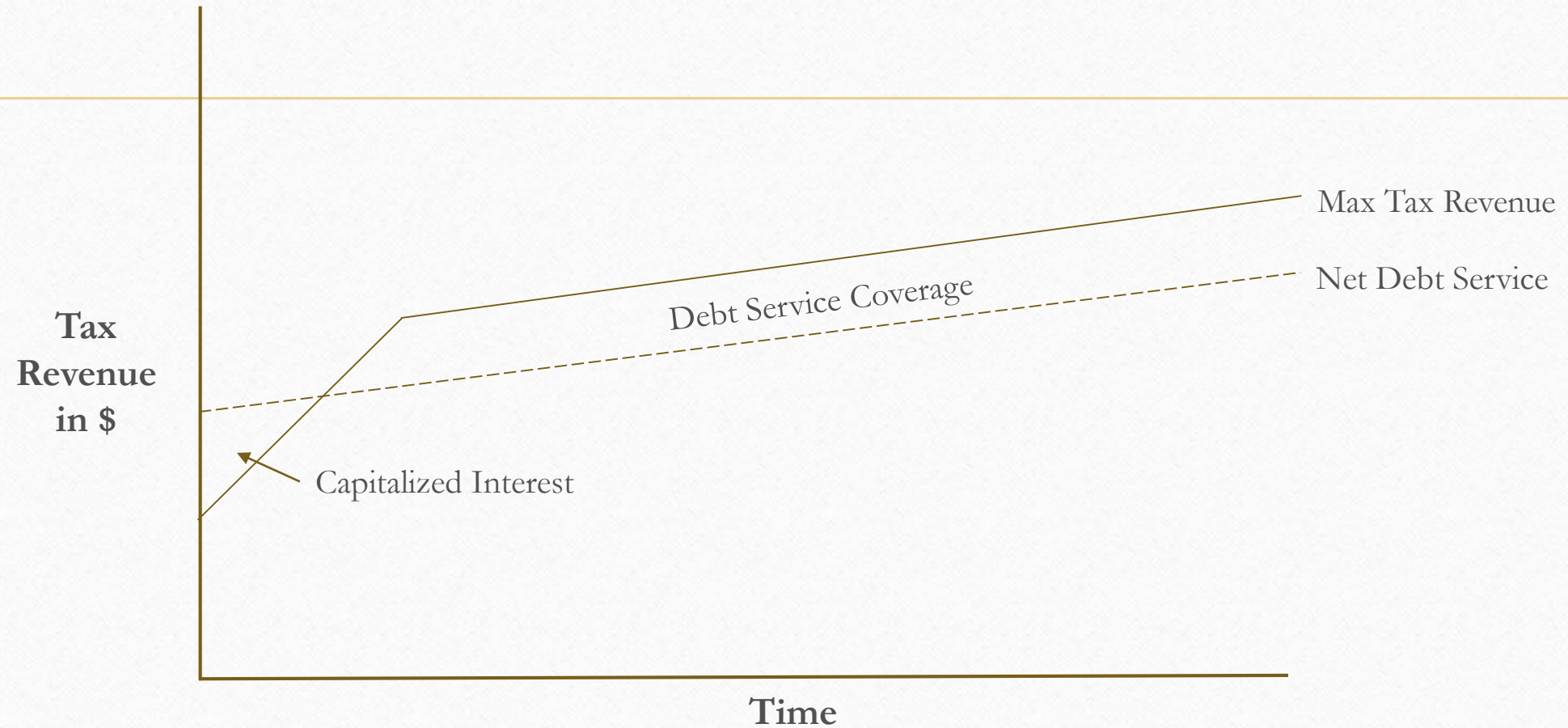
The property tax calculation for a residential owner is:

Market Value x Taxable Value (@55%, primary home exemption) x Mill Rate (1/1,000th) = Annual Taxes

Generally, property taxes are deductible from federal income taxes.

Mill Rate	Market Value	Taxable Value with primary home exemption	Mill Rate	Annual Taxes
Base Overlapping Mills	\$400,000	\$220,000	12.5	\$2,750
+ 7 PID mills	\$400,000	\$220,000	19.5	\$4,290
+ 10 PID mills	\$400,000	\$220,000	22.5	\$4,950
+ 15 PID mills	\$400,000	\$220,000	27.5	\$6,050

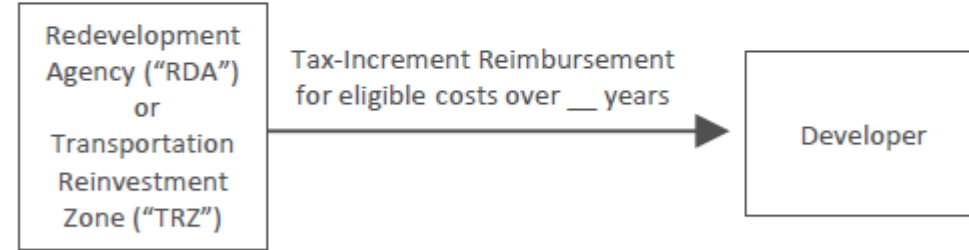
Limited Tax Bonds – Debt Service Coverage



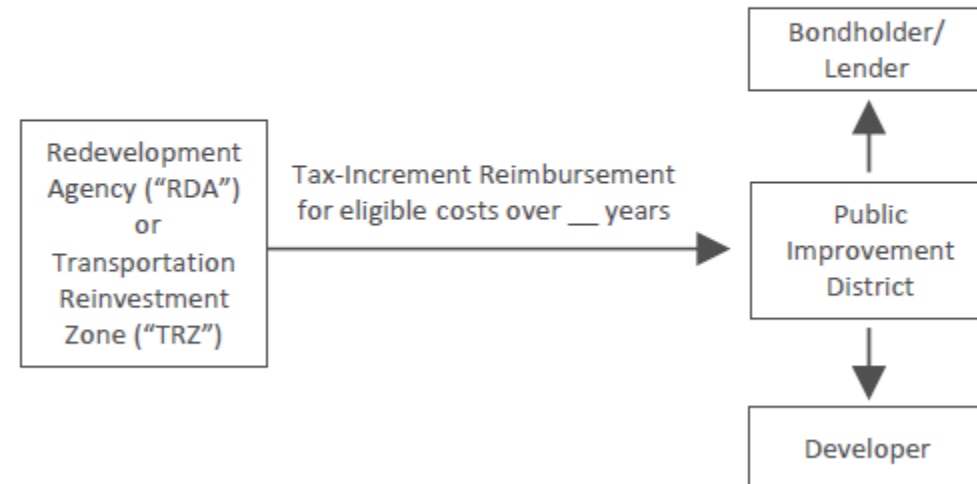
PID Interaction with Tax Increment Finance

- PIDs can act as the counterparty to RDA revenues, thereby creating a tax-exempt borrower to capitalize the increment without having 3rd party debt on RDA balance sheet
- PIDs bring additional revenues to the project from benefitted property owners whereas TIF involves reallocating tax revenue from other entities

Current/Traditional Plan



Public Infrastructure District involvement in Tax-Increment Finance





Considerations for the Creating Entity in Drafting the Governing Document

- The statute only establishes the outer limits of what a PID can do, greater limitations or requirements may be imposed by the Creating Entity
- Engage bond counsel to ensure proper legal and tax analysis over negotiations to ensure:
 - ✓ eligibility for tax-exempt financing
 - ✓ that the PID will constitute a “separate political subdivision” for tax purposes
- Creating Entity will want to adopt standard policies for evaluating all PID requests in light of its objectives

Considerations for the Creating Entity in Drafting the Governing Document, *continued*

- Consider what types of infrastructure the Creating Entity wants to allow the PID to finance
- Establish a mill rate limit appropriate to accomplish financing of approved improvements
- Establish Standards for:
 - ✓ Any general obligation bonding
 - ✓ Procurement
 - ✓ Transition to elected Board
 - ✓ PID lifespan and dissolution
 - ✓ Notice to future property owners



Questions?



THANK YOU



RANDALL LARSEN

Direct: 801.258.2722 /

Mobile: 801.541.1108

rlarsen@gilmorebell.com

AARON WADE

Direct: 801.258.2730

awade@gilmorebell.com

Mayor

Rick

Rosenberg
City Manager

Brock Jacobsen



City Council

Jarett Waite

Ben Shakespeare

Christa Hinton

David Pond

Janene Burton

CITY COUNCIL

Meeting Date: 18/Dec/24

Agenda Item: 2

Applicant: N/A

Requested by: Cody Mitchell

Subject: Modifying Regulations 17.64.060

Description:

This agenda item is brought before the City Council to discuss and review the contents of Ordinance 17.64.060: Modifying Regulation as it pertains to the R-1-10 Single Family Residential Zone. Modifying Regulations is a broad section covering multiple accessory uses. This discussion will focus on proposed requirements for accessory structures.

Recommendation: N/A

Attachments: N/A

Cost: N/A

Legal Approval: N/A

Finance Approval: N/A

Budget Approval: N/A

Current Language

17.64.060: MODIFYING REGULATIONS:

- A. Side yard setbacks on a "street side" shall be the same as for a front yard setback
- B. Private garages and accessory buildings located to the rear, and at least ten feet (10') away from the main dwelling may be built five feet (5') from the property line provided that: 1) projection beyond exterior wall shall not exceed twelve inches (12") into the area where openings are prohibited, 2) stormwater runoff from the building shall not run onto adjacent property, 3) all corner lots shall maintain required setbacks on street sides, and 4) construction shall comply with current international residential code (IRC) exterior wall and opening protection. No building, or swimming pool, shall be in any easement without city approval.

1. *continues*

Proposed Language To Address Accessory Structures

- B. Accessory Structures (Non-habitable structures accessory to the primary residence)
1. Accessory Structures shall only be authorized with or following the establishment of the primary residence.
 2. An accessory garage may be attached to, or detached from, the primary building.
 - a. An accessory garage that is attached to a primary building shall meet all requirements for the location of the primary building.
 - b. All garages and other accessory buildings located within ten feet (10') of the primary building shall be considered attached and part of the primary building and the setback and height requirements applicable to the primary building shall apply.
 - c. An accessory garage that is detached from a primary building shall meet all requirements for the location of a detached accessory building, as provided.
 3. All garages and other accessory buildings located ten feet (10') or more away from the primary residence may be constructed five feet (5') from the side and rear property lines provided that.
 - a. Setbacks may be allowed to be reduced with clearance from city utility departments.
 - b. Structures permitted to have reduced setbacks shall only utilize 40% of the rear property line width.
 - c. The cumulative square footage of all accessory structures shall not be greater than twenty five percent (25%) of the rear yard area as measured from the rear wall line of the primary structure to the rear property line (pools excluded).

- d. Maximum Height: twenty feet (20') for structures with flat roofs and twenty-five feet (25') for structures with pitched roofs.
- e. Projection beyond exterior wall shall not exceed twelve inches (12") into the area where openings are prohibited.
- f. Stormwater runoff from the building shall not run onto adjacent property.

Exception: Accessory buildings located closer than five feet (5') to the property line shall not exceed ten feet (10') in height and shall be less than two hundred (200) square feet as required by the International Residential Code.

- 4. Accessory structures located on corner lots shall meet the required corner side yard setback applicable to the zone.
- 5. Accessory structures shall use finish materials colored to blend with the primary structure.
- 6. Accessory structures shall comply with the most recently adopted International Residential Code (IRC).
- 7. No shipping container, cargo container, shipping crate, box trailer or similar movable piece of equipment or object shall be used as an accessory building.
- 8. No utility connections or meters, separate from the primary residence, shall be allowed for accessory structures.
- 9. No accessory structure shall be used as a permanent dwelling unit.
- 10. No accessory structure shall be located in any required front yard setback.

Mayor

Rick Rosenberg

City Manager

Brock Jacobsen



City Council

Jarett Waite

Ben Shakespeare

Christa Hinton

David Pond

Janene Burton

CITY COUNCIL

Meeting Date: 18/Dec/24

Agenda Item: 3

Applicant: N/A

Requested by: Dustin Mouritsen

Subject: Hydrant Meter Water Rate

Description:

Discussion regarding the current hydrant water meter rate of \$2.50/1,000 gallons for construction water. This current fee has been in effect since 2006. I am proposing a \$1.00/1,000 increase for culinary and .50/1.000 for secondary water to help cover costs associated with water delivery, operations, maintenance, repair and replacement.

Recommendation: Discussion

Attachments: N/A

Cost: 0

Legal Approval: N/A

Finance Approval: N/A

Budget Approval: N/A

**CITY OF SANTA CLARA
RESOLUTION NO. 2021-01R**

**A RESOLUTION OF THE CITY OF SANTA CLARA, UTAH AMENDING SANTA CLARA'S
POLICY, PROCEDURES AND FEES FOR USE OF HYDRANT METERS; AND
ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, Santa Clara City finds it necessary from time to time to amend/adjust fee schedules; and

WHEREAS, the City has found that the cost of the hydrants has increased; and

WHEREAS, the City has researched the fees assessed by sister communities and found that Santa Clara's fees are significantly less; and

WHEREAS, The City is having meters get damaged and the deposits are less than the cost of replacement meters, staff finds it necessary to make sure the deposit is enough to replace the meter.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Santa Clara, Utah, that the City Policy, Procedures and Fees for use of Hydrant Meters are amended and established as shown:

1. Customer/contractor requesting temporary water for construction will complete a Hydrant Meter Permit form and turn it into the City to initiate the meter assignment. Along with the form, a deposit will be collected and held until the temporary meter is returned in good working order.
2. The Customer/contractor will be responsible for returning the meter to the City each month for inspection and reading. The customer/contractor will be required to check the meter in on or before the 1st day of each month, unless the meter was originally issued within 15 days of the first of the month. The City will record the meter reading, determine the amount owed to the City and reissue the meter back to the customer/contractor.
3. The deposits and fees for hydrant meter use are established as follows:
 - Deposit: \$1,500.00
 - Customer Charge for Use of Temporary Hydrant Meter: \$5.00/day
 - Gallon Usage Charge: \$2.50/1,000 Gallons
 - Penalties for late meters:
 - First time offense: \$50.00 fine
 - Second time offense: \$200.00 fine
 - Third time offense: \$500.00 fine
 - The Customer is responsible for any damages to the meter and will be billed for any repairs that are needed.

Effective Date: This Resolution shall become effective immediately upon adoption by the City Council, recording and posting in the manner prescribed by law.

ADOPTED by a duly constituted quorum of the Santa Clara City Council this 13th day of January 2021.

IN WITNESS THERETO:

Rick Rosenberg, Mayor

ATTEST:

Chris Shelley, City Recorder

=====

General Administrative Fee Schedule For Santa Clara City

Amended: October 11, 2006

Appendix "A"

Santa Clara City General Administrative Fee Schedule		
Category	Type	Fee
Business Licenses	Commercial	\$50.00 Annually
	Home Occupation	\$50.00 Annually
	Peddler	\$55.00/Solicitor
	Bus. License Late Fee	50%
Dog Licenses	Temporary Use Permit	\$25 / 30 day permit
	1 st Dog: Fixed/Not Fixed	\$10.00/\$20.00
	Additional Fixed/Not Fixed	\$12.00/\$22.00
	Late Fee-After End February	\$15.00
Hydrant Meter Use	Meter Used	\$2.50/Day
	Water Used	\$2.50/Thousand Gallons
	Deposit	\$800
Returned Check Fee	NSF	\$20.00/Check
House Copies	House Plan Copies (Cannot Copy Copyrighted Plans)	\$3.00/Page
	Set Up Fee	\$25.00
GRAMA	Request Fee	\$25.00
	Copy Fee	~~\$3.00~~ /page 15

Updated June 5, 2007

	2023 Rate		Revenue
Culinary	15,196 MG	\$2.50	\$37,990
Irrigation	362,000 G	\$1.25	\$452

	2024 Rate		Revenue
Culinary	18,439MG	\$2.50	\$46,097
Irrigation	3,871 MG	\$1.25	\$3,096

2023 with increase of \$1.00 Culinary & .50 Irrigation

		Rate	Revenue
Culinary	15,196 MG	\$3.50	\$53,186
Irrigation	362,000 G	\$1.75	\$633

2024 with increase of \$1.00 culinar

		Rate	Revenue
Culinary	18,439MG	\$3.50	\$64,536
Irrigation	3,871MG	\$1.75	\$6,774

Profit with Increase 2023
 \$15,377

2024
 \$22,117

Hydrant Water Rates Other Cities

St. George	\$2.06
Ivins	\$3.50
Washington	\$4.54
La Verkin	\$3.10
Hurricane	\$3.00
Toquerville	\$6.00
Santa Clara	\$2.50
Average	\$3.52

Mayor

Rick Rosenberg

City Manager

Brock Jacobsen



City Council

Jarett Waite

Ben Shakespeare

Christa Hinton

David Pond

Janene Burton

CITY COUNCIL

Meeting Date: 18/Dec/24

Agenda Item: 4

Applicant: Santa Clara City

Requested by: Brock Jacobsen

Subject: Golf Cart Ordinance

Description:

Discussion regarding an update to the golf cart ordinance.

Recommendation: Discussion

Attachments: N/A

Cost: N/A

Legal Approval: N/A

Finance Approval: N/A

Budget Approval: N/A

2603 Santa Clara Drive, Santa Clara, Utah

84765 Phone (435) 673-6712 Fax (435)

628-7338

GOLF CARTS

As used in this chapter, the following words and terms shall have the meanings ascribed to them in this section:

GOLF CART: A device that: (i) Is designed for transportation by players on a golf course; (ii) Has not less than three (3) wheels in contact with the ground; (iii) Has an unladen weight of less than one thousand eight hundred (1,800) pounds; (iv) Is designed to operate at low speeds; and (v) Is designed to carry not more than six (6) persons including the driver.

“Golf cart” does not include: (i) A low-speed vehicle or an off-highway vehicle; (ii) A motorized wheelchair; (iii) An electric personal assistive mobility device; (iv) An electric assisted bicycle; (v) A motor assisted scooter; (vi) A personal delivery device, as in Utah Code Annotated section 41-6a-1119; or (vii) A mobile carrier, as in Utah Code Annotated section 41-6a-1120.

AUTHORIZATION OF GOLF CARTS:

Subject to the restrictions and regulations of this chapter, golf carts may be operated by persons on public streets, roadways, and highways under the jurisdiction of the city of Santa Clara.

RESTRICTIONS ON OPERATIONS:

- A. Only persons sixteen (16) years of age or older may operate a golf cart on any public street, roadway, or highway within the city.
- B. Golf carts shall not be operated on any public trail or path, or within a city-designated park.
- C. Golf carts shall not be operated at a speed more than twenty-five (25) miles per hour.
- D. A golf cart shall not be operated after civil twilight at sunset or before civil twilight at sunrise on any public street, roadway, trail, public, or quasi-public area unless it is equipped with headlights, taillights, and safety reflectors on the sides and rear of the golf cart.
- E. Golf carts shall not carry any more than the number of individuals for which the golf cart was originally manufactured, with only one (1) person per seat. Allowing more passengers to ride than there are seats on the golf cart is prohibited.

RESTRICTIONS ON AREAS OF USE:

Golf carts shall not be operated on any public street or highway where the posted speed limit is greater than twenty-five (25) miles per hour, unless expressly authorized by the city through a written agreement. Golf carts may cross a street or highway with a speed limit greater than twenty-five (25) miles per hour when the operator comes to a complete stop before crossing, proceeds only after yielding the right of way to oncoming traffic, and crosses at a right angle.

TRAFFIC REGULATIONS:

- A. Golf carts are subject to alcohol, driving under the influence, and open container laws of Utah Code Annotated section 41-6a-526.

B. Except as otherwise provided in this section, golf carts shall comply with the same requirements as a bicycle for traffic rules pursuant to Utah Code Annotated section 41-6a-1105, Traffic Code.

VIOLATION:

A. It is unlawful for a parent or guardian or any individual to allow a person under the age of sixteen (16) to operate a golf cart in violation of this chapter.

B. It is unlawful for a person under the age of sixteen (16) to violate this chapter.

PENALTY:

The first written offense shall be an infraction, and any subsequent offense within twenty-four (24) months shall be a class B misdemeanor. Nothing in this chapter shall prohibit an officer from issuing a verbal warning.