SOUTH SALT LAKE CITY ON THE MOVE

CITY COUNCIL

MEMBERS:
LEANNE HUFF
COREY THOMAS
SHARLA BYNUM
NICK MITCHELL
PAUL SANCHEZ
RAY DEWOLFE
CLARISSA WILLIAMS

ARIEL ANDRUS
CITY RECORDER
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SOUTH SALT LAKE
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SSLC.GOV

South Salt Lake City Council
REGULAR MEETING AGENDA

Public notice is hereby given that the South Salt Lake City Council will hold a Regular Meeting on **Wednesday, August 27, 2025,** in the City Council Chambers, 220 East Morris Avenue, Suite 200, commencing at **7:00 p.m.,** or as soon thereafter as possible.

To watch the meeting live click the link below to join:
https://zoom.us/j/93438486912

Watch recorded City Council meetings at: youtube.com/@SouthSaltLakeCity

Conducting	Corey Thomas, District 2
Council Chair	Sharla Bynum, District 3
Sergeant at Arms	South Salt Lake PD

Opening Ceremonies

1. Welcome/Introductions	Corey Thomas
2. Pledge of Allegiance	Sharla Bynum

Approval of Minutes

July 9th, Work Meeting
July 9th, Regular Meeting

No Action Comments

1. Scheduling	City Recorder
2. Public Comments/Questions	
a. Response to Comments/Questions (at the discretion of the conducting Council Member)	
3. Mayor Comments	
4. City Attorney Comments	
5. City Council Comments	
6. Information	
a. Traffic Calming Presentation	Jacob Moser

Action Items

Unfinished Business

1. A Resolution of the South Salt Lake City Council Adopting the South Salt Lake Downtown Connect Plan	Eliza Ungricht
2. A Resolution of the South Salt Lake City Council Adopting the Salt Lake County Multi-Jurisdictional Multi-Hazard Mitigation Plan, as Required by the Federal Disaster Mitigation and Cost Reduction Act of 2000	Yasmin Abbyad
3. An Ordinance of the South Salt Lake City Council Amending Chapter 3.16 of the South Salt Lake City Municode Related to the Disposal of Surplus Personal Property	Josh Collins
4. An Ordinance of the South Salt Lake City Council Amending Section 3.11.010 of the South Salt Lake City Municipal Code to Modify Animal Services Fees	Sharen Hauri

See page two for continuation of Agenda

5. An Ordinance of the South Salt Lake City Council Amending Section 3.11.010 of the South Salt Lake City Municipal Code to Modify Parks and Community Center Fees — Sharen Hauri

New Business

1. An Ordinance of the South Salt Lake City Council Amending Chapters 13.25, 13.76, 13.78, 13.79 and 13.80 to Reflect Legislative Developments and Ensure Compliance with the City's Municipal Separate Storm Sewer System Permit — Corby Talbot

Motion for Closed Meeting

Adjourn

Posted August 22, 2025

Those needing auxiliary communicative aids or other services for this meeting should contact Ariel Andrus at 801-483-6019, giving at least 24 hours' notice.

In accordance with State Statute and Council Policy, one or more Council Members may be connected electronically.

Public Comments/Question Policy

Time is made available for anyone in the audience to address the Council and/or Mayor concerning matters pertaining to City business. When a member of the audience addresses the Council and/or Mayor, they will come to the podium and state their name and City they reside in. The Public will be asked to limit their remarks/questions to three (3) minutes each. The conducting Council Member shall have discretion as to who will respond to a comment/question. In all cases the criteria for response will be that comments/questions must be pertinent to City business, that there are no argumentative questions and no personal attacks. Some comments/questions may have to wait for a response until the next regular council meeting. The conducting Council Member will inform a citizen when they have used the allotted time. Grievances by City employees must be processed in accordance with adopted personnel rules.

Have a question or concern? Call the connect line 801-464-6757 or email connect@sslc.gov

CITY OF SOUTH SALT LAKE
CITY COUNCIL MEETING

COUNCIL MEETING	Wednesday August 27, 2025 7:02 p.m.
CITY OFFICES	220 East Morris Avenue South Salt Lake, Utah 84115
PRESIDING:	Council Chair Sharla Bynum
CONDUCTING:	Sharla Bynum
PLEDGE OF ALLEGIANCE:	Sharla Bynum
SERGEANT AT ARMS:	Spencer Redden

COUNCIL MEMBERS PRESENT:
LeAnne Huff, Sharla Bynum, Nick Mitchell,
Clarissa Williams, and Ray deWolfe

COUNCIL MEMBERS EXCUSED:
Corey Thomas, Paul Sanchez

STAFF PRESENT:
Mayor Wood
Josh Collins, City Attorney
Danielle Croyle, Police Chief
Terry Addison, Fire Chief
Sharen Hauri, Neighborhoods Director
Chris Merket, City Engineer
Yasmin Abbyad, Emergency Management Coordinator
Craig Giles, Public Works Director
Jared Christensen, Deputy Fire Chief
Eliza Ungricht, Community Development Deputy Director
Corby Talbot, Capital Improvement Plan/Accreditation Manager
Spencer Redden, Police Officer
Carson Aprato, Police Officer
Damien Gutierrez, Police Officer
Jacob Moser, Engineer
Ariel Andrus, City Recorder
Sara Ramirez, Deputy City Recorder

OTHERS PRESENT:
See list

APPROVAL OF MINUTES
July 9th, Work Meeting
July 9th, Regular Meeting

Council Member Williams made a motion to approve the minutes listed above.

MOTION: Clarissa Williams
SECOND: LeAnne Huff

Voice Vote:

Bynum:	Yes
Huff:	Yes
Mitchell:	Yes
deWolfe:	Yes
Thomas:	Absent
Williams:	Yes
Sanchez:	Absent

NO ACTION COMMENTS

1. **SCHEDULING.** The City Recorder informed those at the meeting of upcoming events, meetings, activities, etc. **Next Council Meeting—September 10th @ 7pm.**

   September is National Preparedness Month. Residents can visit the City's website to learn the steps to prepare for natural disasters and emergency situations.

   All City offices will be closed on Monday, September 4th in observance of Labor Day

   September 5th – 'Paint the Parkway' will take place at the Tracy Aviary's Nature Center at Pia Okwai from 4-8 p.m.

   September 19th - 'Celebrate South Salt Lake' will take place at the Central Park Community Center from 5-9 p.m.

   September 26th - 'Paddle with the Mayor' will take place on the Jordan River.

   October 4th – 'Craftoberfest' will take place between on Oakland Avenue between Main and West Temple from 12-5 p.m.

   More information about City events and highlights can be found at sslc.gov

2. **PUBLIC COMMENTS/QUESTIONS.**
   South Salt Lake resident, Hazel Stout, asked some questions regarding the upcoming City events.

   South Salt Lake resident, James Brown, shared some comments regarding a recent event at Tracy Aviary that hosted over 300 people.

3. **MAYOR COMMENTS.**
   Mayor Wood shared some highlights about City employees who displayed 'Kindness in Action' as a part of the City's initiative to partner with One Kind Act A Day foundation.
4. **CITY ATTORNEY COMMENTS.**

None.

5. **CITY COUNCIL COMMENTS.**
   None.

6. **INFORMATION.**
   a. **Traffic Calming Presentation**
      Staff Engineer, Jacob Moser, gave a presentation that showed the Council the several studies and initiatives that the Engineering department is undertaking to address primary issues like speeding, cut-through traffic, cyclist safety, pedestrian safety, and parking.

      The City's traffic safety committee put together a new traffic calming program with a criteria that will take speed, volume, sidewalks, crash history, youth facilities, and other community facilities into account and determine the priority of each area.

      Additional data collection includes traffic studies, sight triangles, reaching out to residents, and collecting accident reports.

      Different solutions will include speed pillows, traffic circles, bulb outs, parking restrictions, bike lanes, sidewalk improvements, and application for a 'Safe Streets and Roads for All' federal grant.

      Mayor Wood added that this is the City's attempt to address residents' complaints and concerns regarding parking and speeding in neighborhoods. The goal is to focus on spending funds on the necessary improvements so that City streets can be a safer place for residents.

Action Items
Unfinished Business

1. **A Resolution of the South Salt Lake City Council Adopting the South Salt Lake Downtown Connect Plan.**
   Community Development Deputy Director, Eliza Ungricht, reviewed this item that was first presented to the Council in early 2024 and again in April of this year.

   The Planning Commission held a Public Hearing on this matter on August 7th and no public comments were made. It was forwarded with a unanimous positive recommendation from the Planning Commission to the Council.

   This action item is required by H.B. 462 which requires all cities with a fixed guideway public transit station to plan a ½ mile radius around the station. This action covers the Central Pointe Trax Station and the South Salt Lake Streetcar Station. This action will also be certified by the Wasatch Front Regional Council (WFRC).

   Ms. Ungricht went over the steps of the implementation plan that include updating the General Plan, Mobility Plan, creating a Sustainability Plan, updating the land use zoning, updating the Moderate Income Housing Plan, creating an Urban Forestry Plan, etc.

There were no additional questions or concerns from the Council Members.

A copy of the Resolution is attached and incorporated by this reference.

Council Member Williams made a motion to approve the Resolution.

MOTION: Clarissa Williams
SECOND: LeAnne Huff

Roll Call Vote:

Bynum:	Yes
Huff:	Yes
Mitchell:	Yes
deWolfe:	Yes
Thomas:	Absent
Williams:	Yes
Sanchez:	Absent

2. **A Resolution of the South Salt Lake City Council Adopting the Salt Lake County Multi-Jurisdictional Multi-Hazard Mitigation Plan, as Required by the Federal Disaster Mitigation and Cost Reduction Act of 2000.**
   Emergency Management Coordinator, Yasmin Abbyad, reviewed the plan that the County has with the South Salt Lake Annex. The plan requires an update every five years and identifies natural and man-made hazards within the City. It allows the City five years to prevent, mitigate, and prepare for the risks that cannot be fully stopped. It provides the City the ability to apply for certain grants like BRIC (Building Resilient Infrastructure and Communities) if there's a major disaster.

   There were no additional questions or concerns from the Council Members.

   A copy of the Resolution is attached and incorporated by this reference.

   Council Member Williams made a motion to approve the Resolution

MOTION: Clarissa Williams
SECOND: Nick Mitchell

Roll Call Vote:

Bynum:	Yes
Huff:	Yes
Mitchell:	Yes
deWolfe:	Yes
Thomas:	Absent
Williams:	Yes
Sanchez:	Absent

3. **An Ordinance of the South Salt Lake City Council Amending Chapter 3.16 of the South Salt Lake City Municipal Code Related to the Disposal of Surplus Personal Property.**
City Attorney, Josh Collins, reviewed the item that was discussed at the previous meeting. This is to modernize City Code and streamline the process for City staff on how to dispose of surplus items.

   There were no additional questions or concerns from the Council Members.

   A copy of the Ordinance is attached and incorporated by this reference.

   Council Member Huff made a motion to approve the Ordinance.

MOTION: LeAnne Huff
SECOND: Clarissa Williams

Roll Call Vote:

Bynum:	Yes
Huff:	Yes
Mitchell:	Yes
deWolfe:	Yes
Thomas:	Absent
Williams:	Yes
Sanchez:	Absent

4. **An Ordinance of the South Salt Lake City Council Amending Section 3.11.010 of the South Salt Lake City Municipal Code to Modify Animal Services Fees.**
Ms. Hauri reviewed the item that was discussed at the previous meeting. Some changes are being made regarding some of the services provided and the fees being charged for licenses, permits, and other services.

   There were no additional questions or concerns from the Council Members.

   A copy of the Ordinance is attached and incorporated by this reference.

   Council Member Mitchell made a motion to approve the Ordinance.

MOTION: Nick Mitchell
SECOND: Clarissa Williams

Roll Call Vote:

Bynum:	Yes
Huff:	Yes
Mitchell:	Yes
deWolfe:	Yes
Thomas:	Absent

Williams: Yes
Sanchez: Absent

5. **An Ordinance of the South Salt Lake City Council Amending Section 3.11.010 of the South Salt Lake City Municipal Code to Modify Parks and Community Center Fees**
Neighborhoods Director, Sharen Hauri, reviewed the item that was discussed at the previous meeting. Some changes are being made regarding what is rented, the names of the places that are rented, and the additional availability of support staff.

There were no additional questions or concerns from the Council Members.

A copy of the Ordinance is attached and incorporated by this reference.

Council Member Williams made a motion to approve the Ordinance.

MOTION: Clarissa Williams
SECOND: Ray deWolfe

Roll Call Vote:
Bynum: Yes
Huff: Yes
Mitchell: Yes
deWolfe: Yes
Thomas: Absent
Williams: Yes
Sanchez: Absent

New Business

1. **An Ordinance of the South Salt Lake City Council Amending Chapters 13.25, 13.76, 13.78, 13.79 and 13.80 to Reflect Legislative Developments and Ensure Compliance with the City's Municipal Separate Storm Sewer System Permit.**
Capital Improvement Plan/Accreditation Manager, Corby Talbot, spoke about recent changes made on a State level, the City's permit has been switched to a smaller Municipal Separate Storm Sewer System (MS-4) permit.

Additionally, because of H.B. 507, S.B 220, and H.B. 368, more changes need to be made in the City's Stormwater Ordinance regarding conditions for approval of building applications, penalties for stormwater violations, assurances for land improvements, and methods for conducting site inspections.

Council Member deWolfe asked if some of the changes are designed to make it more favorable for developers on projects.

Mr. Talbot answered that it is and that a lot of the legislation came from developers but also large single-family home builders.

Council Member Williams shared that the City's stormwater team is great because they

ensure that the City runs well for its residents.

Council Member Bynum added that this is the result of implementing a stormwater fee, having an organized department, long-term plans, and funding for the City's future.

A copy of the Ordinance is attached and incorporated by this reference.

Council Member deWolfe made a motion to move the item as Unfinished Business to the next meeting.

MOTION: Ray deWolfe
SECOND: Clarissa Williams

Voice Vote:

Bynum:	Yes
Huff:	Yes
Mitchell:	Yes
deWolfe:	Yes
Thomas:	Absent
Williams:	Yes
Sanchez:	Absent

Council Member deWolfe made a motion to Adjourn.

MOTION: Ray deWolfe
SECOND: LeAnne Huff

Voice Vote:

Bynum:	Yes
Huff:	Yes
Mitchell:	Yes
deWolfe:	Yes
Thomas:	Absent
Williams:	Yes
Sanchez:	Absent

The meeting adjourned at 7:38 p.m.

Sharla Bynum, Council Chair

Ariel Andrus, City Recorder

Traffic Safety Update

SOUTH SALT LAKE ENGINEERING DEPARTMENT

Primary Issues

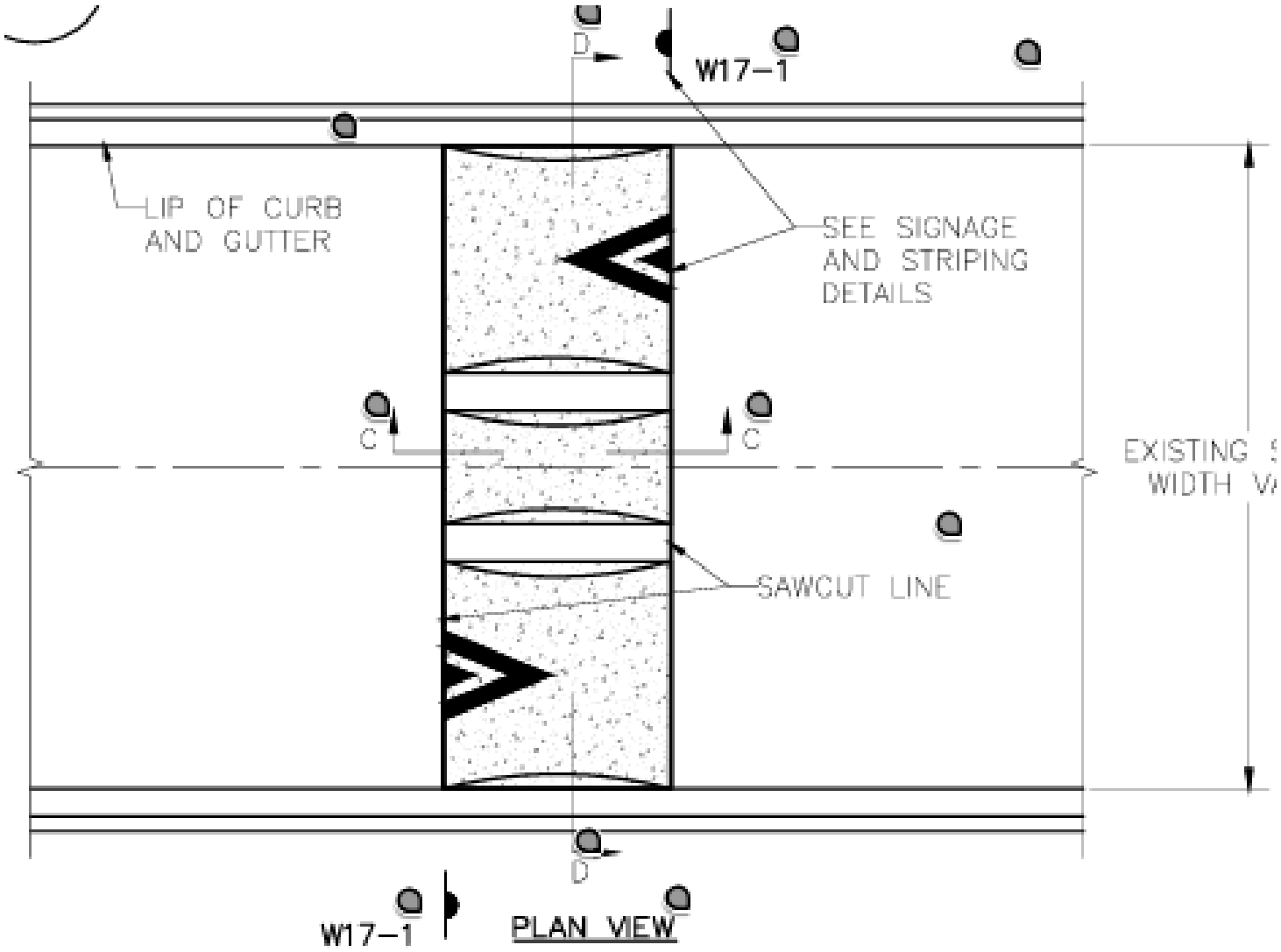
- Speeding
- Cut-Through Traffic
- Cyclist Safety
- Pedestrian Safety
- Parking

Traffic Calming Program Criteria

Criteria	Points	Basis for Points Assignment
Speed	0 to 30	For local streets, two (2) points are given for every mph that the 85th percentile is over 20 mph. For collectors, two (2) points are given for every mph that the 85th percentile is over 30 mph.
Volume	0 to 10	One (1) point is given for every 100 vehicles over the expected volume created by the homes located on the street of interest. Expected volume will be based on 10 trips per residential dwelling unit.
Sidewalks	0 to 10	Zero (0) points assigned if sidewalks are on both sides of the road segment. Five (5) points assigned for a sidewalk on one side. Ten (10) points assigned for no sidewalks along the road segment.
Crash History	0 to 30	Points for each crash recorded in the past 5 years: 2 pt for property damage only, 4 pt for possible injury, 6 pts for non-incapacitating injury, 10 pts for incapacitating, 15 pts for fatality.
Youth Facilities	0 to 20	10 points if there is a youth facility within the affected neighborhood, 10 points if the project area is a designated safe route to school.
Other Community Facilities	0 to 10	5 points are awarded for each community facility in the affected neighborhood, such as a library, park, community center, etc. up to a max of 10 points.
Total Points	110	

Traffic Data Collection

- Traffic Studies
  - Volume
  - Speed
  - Peak Time
- Sight Triangles
- Residents Reaching Out
- Accident Reports



Traffic Safety Solutions

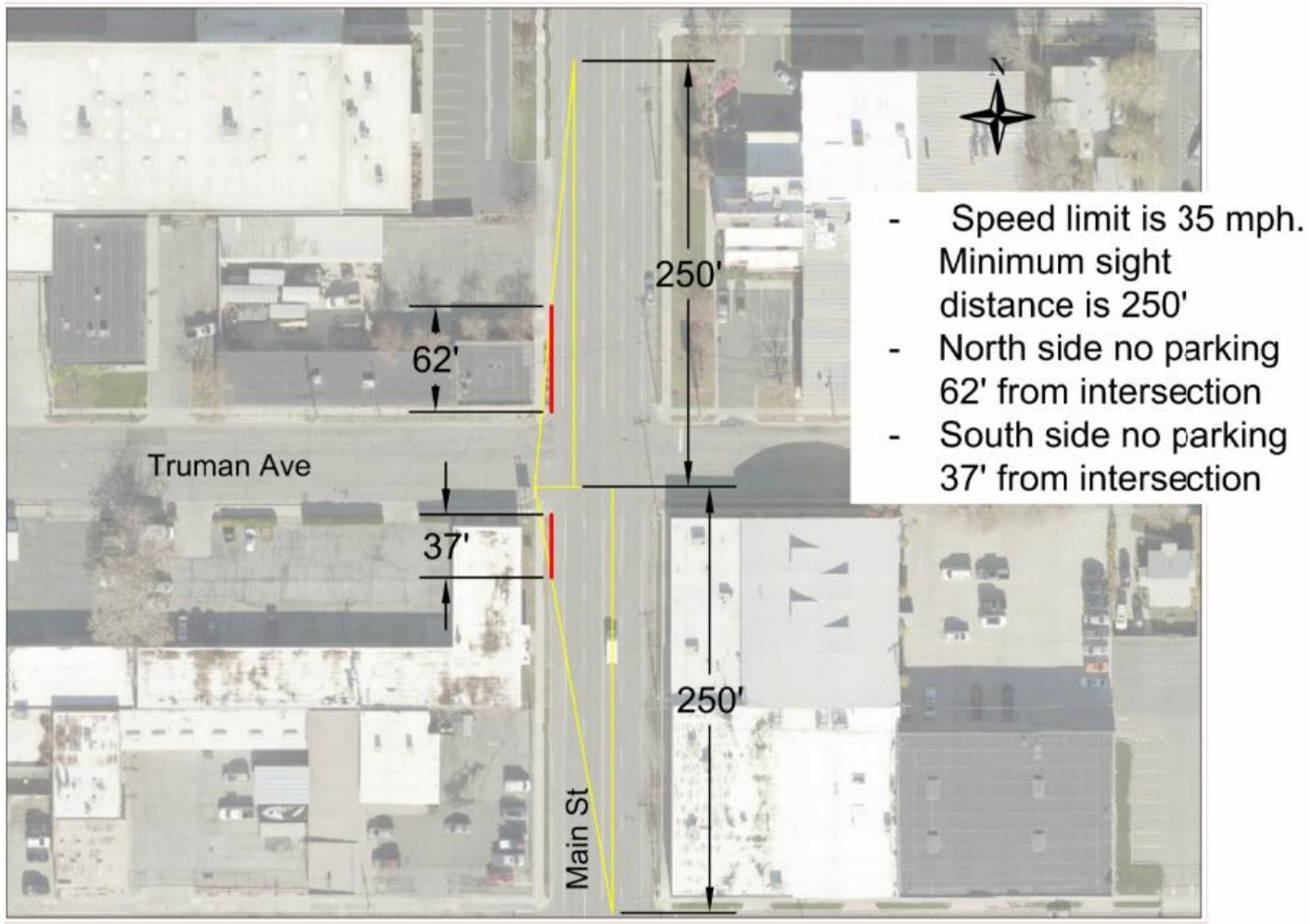
- Speed Pillows
- Traffic Circles
- Bulb Outs
- Parking Restrictions
- Bike Lanes
- Sidewalk Improvements
- Safe Streets for All Grant

SOUTH SALT LAKE ENGINEERING DEPARTMENT

Recently Implemented Solutions

Carlisle Park Lane & Walker Elementary

Carlisle Park Lane & Walker Elementary

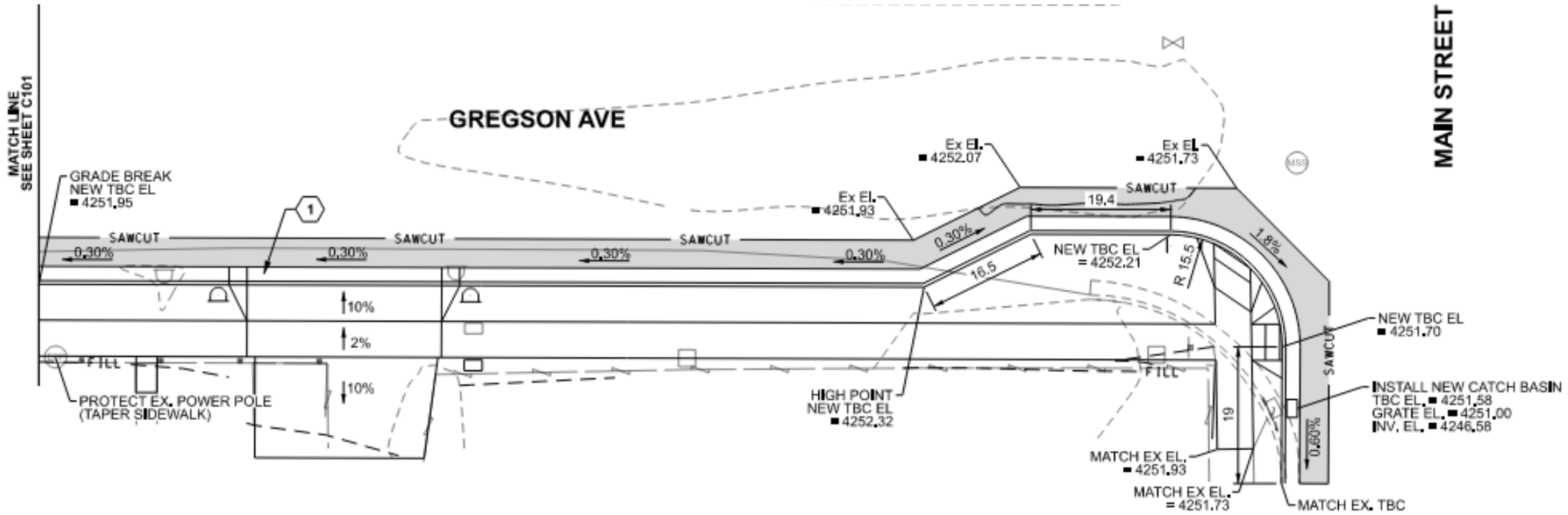


East Bound Sight Triangles and No Parking Needs

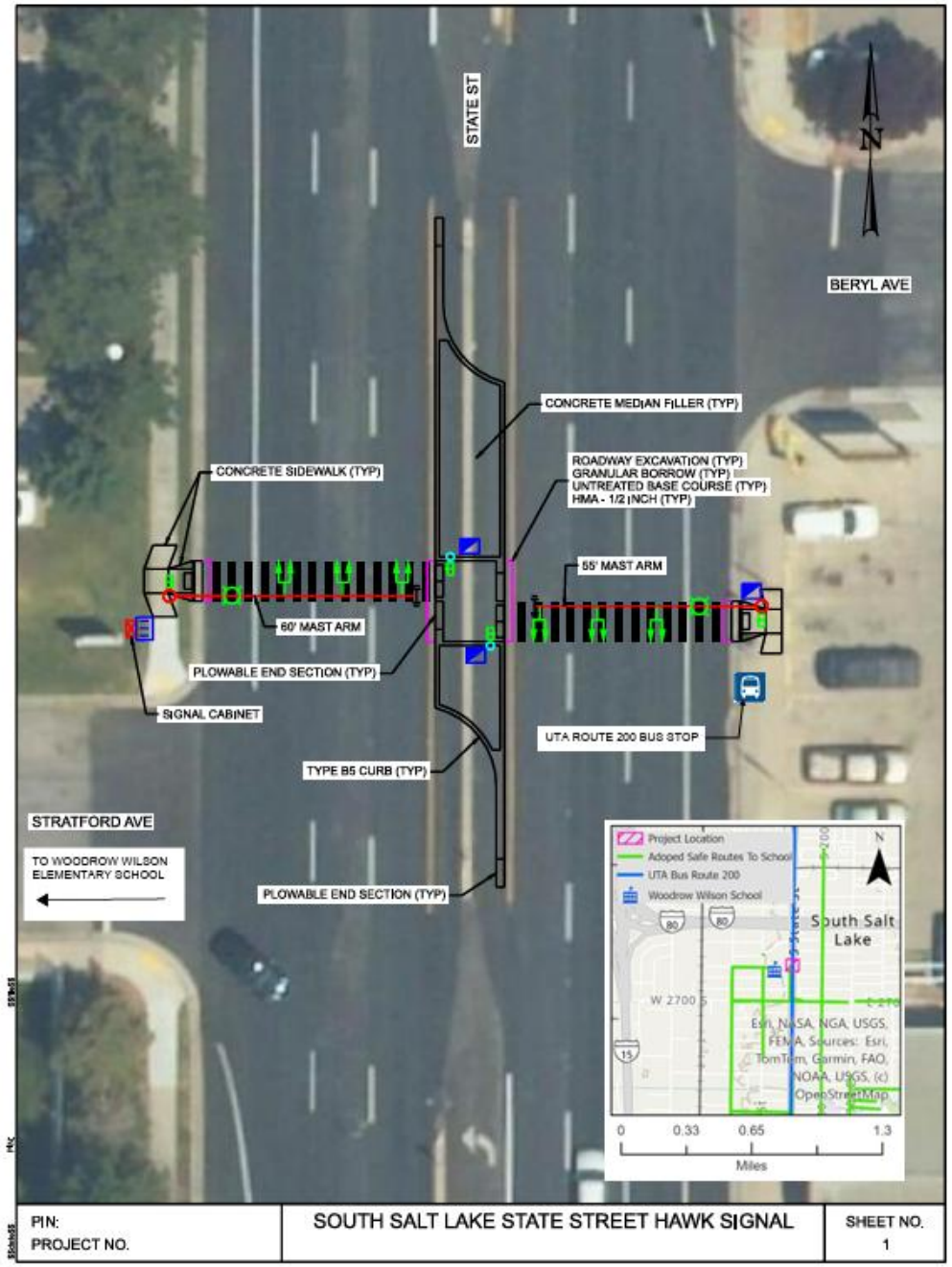
No Parking At Dangerous Intersections

No Parking At Dangerous Intersections

Gregson Ave Sidewalk



Gregson Ave Sidewalk



SOUTH SALT LAKE ENGINEERING DEPARTMENT

Pedestrian Hybrid Beacon (PHB) at Wilson Elementary

Speed Pillows on 3745 S

South Salt Lake City

Traffic Calming Program

Traffic Safety Committee

1. Introduction

a) In response to numerous complaints about speeding problems in neighborhoods, and requests to implement Traffic Calming Devices or other speed reduction programs, the South Salt Lake Traffic Safety Committee has studied several different physical devices, information/education methods and the programs of other jurisdictions to address the complaints. Some of the devices and methods are as follows:

i. Non-Physical and Information/Education Methods
(1) Increased Enforcement
(2) Pavement Marking
(3) Signage

ii. Physical Devices
(1) Speed Pillows
(2) Street Narrowing
(3) Traffic Bulb-Outs

It is necessary for each neighborhood requesting a traffic calming program to try non-physical measures first before a commitment to physical traffic calming features will be considered. This could include the use of speed trailers, increased speed enforcement, and nonphysical measures.

b) It is apparent that communities approach traffic calming in different ways. Some communities use only speed pillows/humps, some use traffic circles, some use a combination of devices and others do nothing at all. South Salt Lake City's program will involve resident feedback, speed studies, a scoring rubric, and will consider several different devices and methods to combat the speeding problems in our local neighborhoods.

c) If physical devices are chosen as the method of traffic calming, the installation of these physical devices will be per nationally published information by the Institute of Transportation Engineers (ITE), the Federal Highway Administration (FHWA), state transportation officials, and other local transportation officials. In keeping with the general recommendation of the Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration, uniformity aids in the recognition and understanding of traffic control devices. Strict adherence to the standards and guidelines outlined in this program and the MUTCD will help ensure that the physical devices installed will be equally recognizable and require the same action on the part of the traveling public regardless of where in the City it is encountered.

d) Stop signs and multi-way stop signs should not be used to control speed or reduce traffic volumes. Their installation must meet specific warrants, such as managing right-of-way, addressing crash patterns, or accommodating limited sight distance and school crossings. Studies show they are ineffective for speed control and should not be installed solely due to public pressure.

e) For the purposes of the traffic calming program, an "affected neighborhood" shall be defined by the traffic safety committee based on the specifics of each neighborhood complaint and the traffic calming devices proposed. Generally, for local streets, the “affected neighborhood” will be residents along that street or those who must travel on it from a dead end. For collector streets, the affected neighborhood will generally be larger.

2. Qualifications for Traffic Calming Plan Development

a) To be eligible for the development of a physical traffic calming plan, the road or street segment must meet the following qualifications:

i. It must be classified as a local road or street as defined in the mobility plan. Collector roads may be eligible but the options for physical devices are more limited. Freeway, frontage roads, arterial roads, and other state-owned roads are not eligible.

ii. The total number of units in the neighborhood or subdivision must be at least 50% occupied.

iii. A traffic safety study must score at least 40 points based on the following scoring chart. A waiver of the Traffic Study may be granted by the South Salt Lake Traffic Safety Committee if **80% of the property owners in the "affected neighborhood"** request, via petition, that a traffic calming plan be developed. Such a waiver would receive the lowest priority for funding.

Scoring Chart

Criteria	Points	Basis for Points Assignment
Speed	0 to 30	For local streets, two (2) points are given for every mph that the 85th percentile is over 20 mph. For collectors, two (2) points are given for every mph that the 85th percentile is over 30 mph.
Volume	0 to 10	One (1) point is given for every 100 vehicles over the expected volume created by the homes located on the street of interest. Expected volume will be based on 10 trips per residential dwelling unit.
Sidewalks	0 to 10	Zero (0) points assigned if sidewalks are on both sides of the road segment. Five (5) points assigned for a sidewalk on one side. Ten (10) points assigned for no sidewalks along the road segment.
Crash History	0 to 30	Points for each crash recorded in the past 5 years: 2 pt for property damage only, 4 pt for possible injury, 6 pts for non-incapacitating injury, 10 pts for incapacitating, 15 pts for fatality.
Youth Facilities	0 to 20	10 points if there is a youth facility within the affected neighborhood, 10 points if the project area is a designated safe route to school.
Other Community Facilities	0 to 10	5 points are awarded for each community facility in the affected neighborhood, such as a library, park, community center, etc. up to a max of 10 points.
Total Points	110	

iv. It must meet the design criteria for the construction of the traffic calming device.

b) Road or Street segments that do not meet these qualifications cannot be considered for the development of a physical Traffic Calming Plan. The Traffic Safety Committee will assist with educational and enforcement methods of reducing speed or volume to the best of their ability.

3. Application Process

a) South Salt Lake City's Traffic Safety Committee will collect existing Traffic Data on City Roads and Streets when requested in writing to the Streets Department, Engineering Department or any member of the Traffic Safety Committee, or as requested by the South Salt Lake City Council, Mayor, or a city department head. The written request should identify a contact person, their address, email and phone number.

b) Upon receipt of a qualifying written request to develop a traffic calming plan, the Committee will study the road or street segment(s) to determine if the location meets the qualifications for physical traffic calming devices. Results of the study will be forwarded to the contact person.

c) If the complaint meets the minimum criteria, a non-physical traffic calming element will be initiated. After evaluation of the non-physical measures, another evaluation will be conducted of the "affected neighborhood". If the criteria in section 2 are still being exceeded, the area will be considered for physical traffic calming measures.

d) Due to limited funding, projects considered for physical traffic calming will be ranked in priority according to the table in section 2.

e) As top priority projects are being designed, the Traffic Safety Committee will perform outreach within the affected neighborhood to gauge support for the project and/or to inform the final design of the installation. The Traffic Safety Committee will then prepare preliminary drawings of the proposed installation.

4. Traffic Calming Project Selection

a) Proposed traffic calming projects which meet the qualifications but are not selected because of budget constraints will remain on the list for consideration the following year.

5. Project Evaluation

a) After implementation, the Traffic Safety Committee will evaluate the effects of the project with a follow-up traffic study, and an evaluation of any complaints and/or compliments received. If any unacceptable impacts are identified, corrective measures will be considered.

b) The traffic calming devices can be recommended for removal if the City Engineer determines that they are unsafe or if they have created a negative impact that cannot be corrected.

RESOLUTION NO. R2025-19

A RESOLUTION OF THE SOUTH SALT LAKE CITY COUNCIL ADOPTING THE SOUTH SALT LAKE DOWNTOWN CONNECT PLAN.

WHEREAS, Utah Code 10-9a-403.1 requires a municipality that has fixed guideway public transit stations within its boundaries to create station area plans around those stations to encourage an increase in accessible and affordable housing options along major transit corridors; and

WHEREAS, City staff has prepared an updated moderate income housing plan, pursuant to state requirements, adding goals to identify areas where density and investment in rehabilitation can assist in providing a diversity of housing and increase affordable housing options;

WHEREAS, in 2021, the City of South Salt Lake ("City") applied for technical assistance through the Wasatch Front Regional Council ("WFRC") Transportation and Land Use Connection program to complete the Central Pointe Station plan; and

WEREAS, in March 2022, the project received funding and City staff worked with a consultant to develop a plan that encompasses the area around both the Central Pointe Trax Station and the South Salt Lake Streetcar Station; and

WHEREAS, the completed station area plan referred to as the South Salt Lake Downtown Connect Plan (the "Plan") is attached hereto as Exhibit A; and

WHEREAS, on January 24, 2024, and on April 23, 2025, the City Council discussed the proposed Plan during a work meeting; and

WHEREAS, a properly noticed public hearing was held in front of the South Salt Lake City Planning Commission (the "Planning Commission") on August 7, 2025, at which members of the public were able to appear and provide comment on the proposed Plan; and

WHEREAS, following that public hearing, the Planning Commission recommended that the City Council adopt the Plan; and

WHEREAS, on August 27, 2025, the City Council reviewed the Planning Commission's recommendation to approve the South Salt Lake Downtown Connect Plan, considered the input from the public, and determined the South Salt Lake Downtown Connect Plan is in the best interest of the City; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of South Salt Lake that:

1. The South Salt Lake Downtown Connect Plan, attached hereto as Exhibit A and incorporated herein by this reference, is adopted.

(signatures appear on next page)

Dated this 27th day of August 2025.

BY THE CITY COUNCIL:

Sharla Bynum, Council Chair

ATTEST:

Ariel Andrus, City Recorder

City Council Vote as Recorded:

Huff	yes
deWolfe	yes
Thomas	absent
Bynum	yes
Mitchell	yes
Sanchez	absent
Williams	yes

CITY OF SOUTH SALT LAKE CORPORATE Seal SALT LAKE COUNTY, UTAH

Transmitted to the Mayor's office on this 28 day of August 2025.

Ariel Andrus, City Recorder

MAYOR'S ACTION: Approve

Dated this 28th day of August, 2025.

Cherie Wood, Mayor

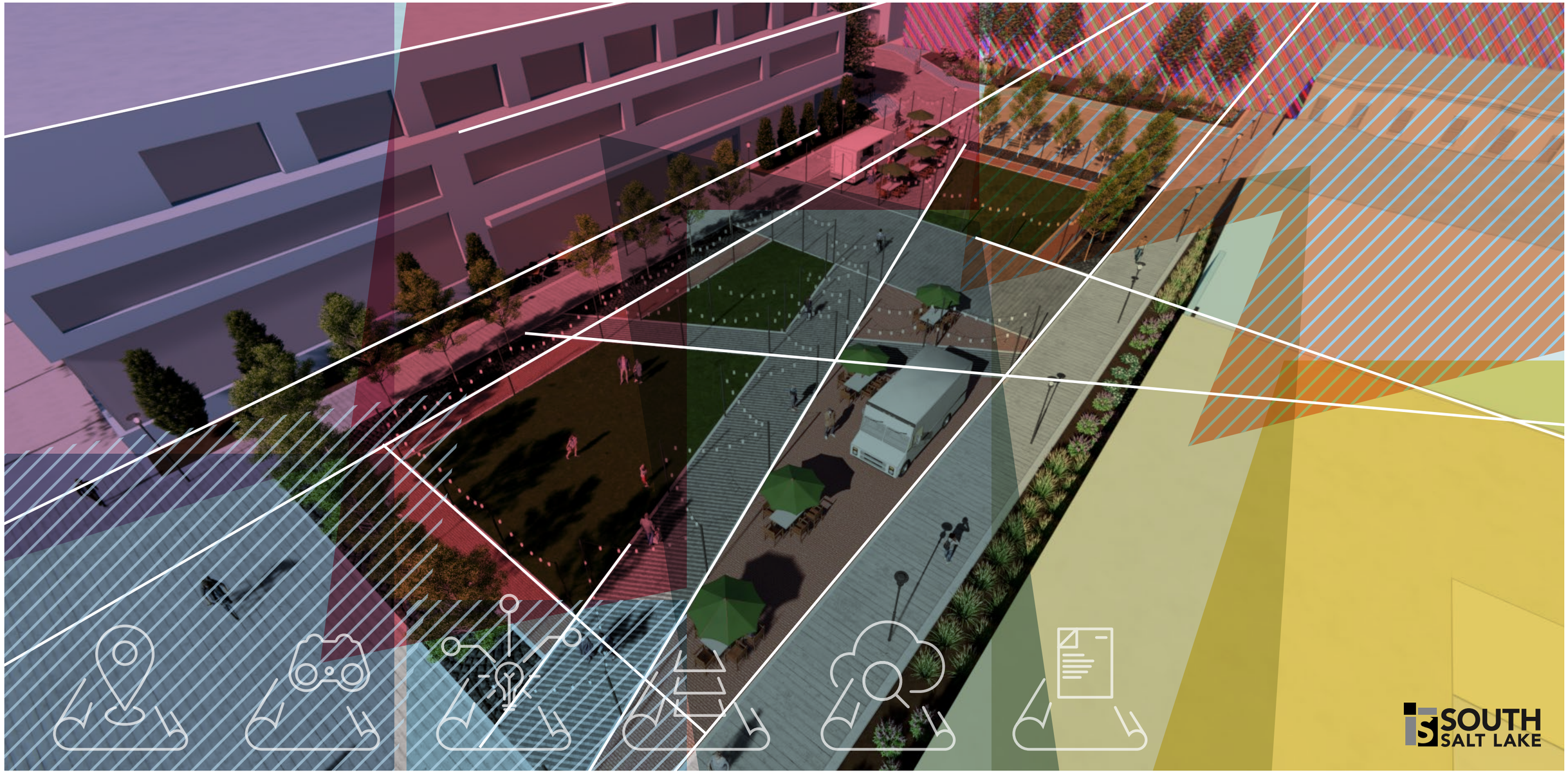
ATTEST:

Ariel Andrus, City Recorder

EXHIBIT A

South Salt Lake

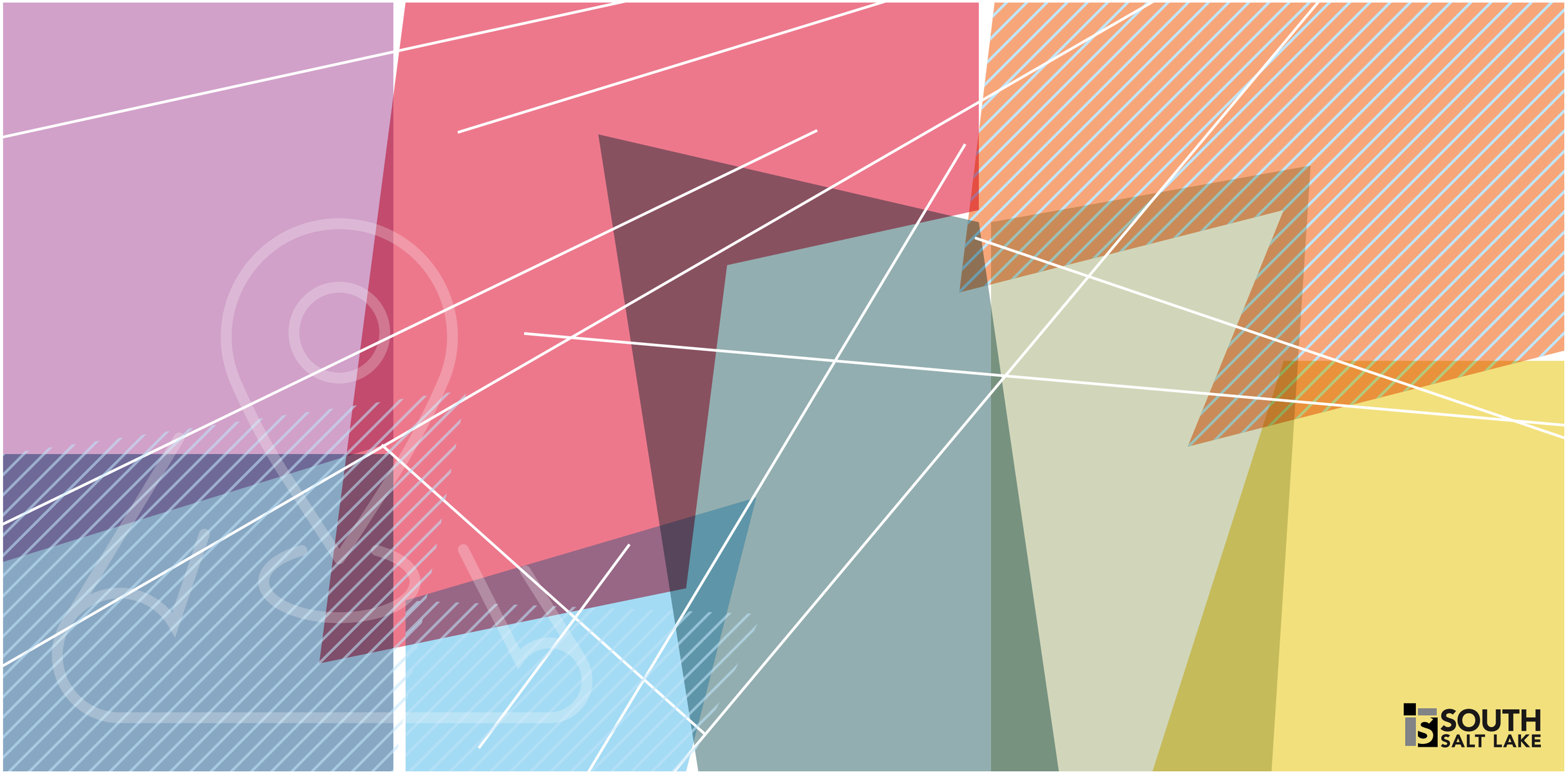
Downtown Connect



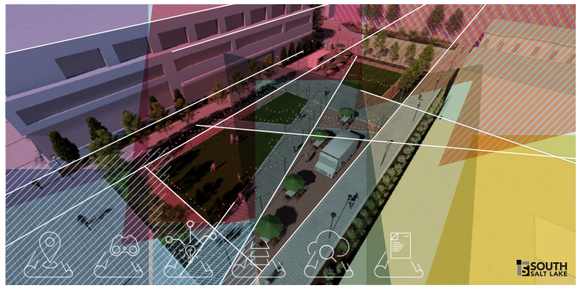
Contents

South Salt Lake Downtown Connect

Project Area and Context



Introduction



The South Salt Lake Downtown Connect

The South Salt Lake Downtown Connect plan is an aspirational document leading the city to a more exciting and prosperous urban future. The plan has three purposes:

1. **Creating a Station Area Plan that fulfills the requirements of Utah House Bill (HB) 462.**
2. **Communicating the city's new plans for a Housing and Transit Reinvestment Zone (HTRZ) in accordance with Utah House Bill (HB) 217.**
3. **Updating the city's downtown vision in order to guide new zoning for the neighborhood and direct capital improvements investment.**

Station Area Plan

South Salt Lake's Station Area Plan (SAP) is a combination plan for its two downtown stations - Central Pointe (TRAX) and South Salt Lake (Streetcar) and has the same boundaries as the HTRZ. This area is approximately 100 acres out of a total 200 acres in Downtown SSL, and is the focal point for transit-oriented development incentives.

Station Area Plans support the goals of the WFRC Wasatch Choice Vision 2050 plan, and fulfill the requirements the establishing legislation (HB 462) to consider how the transit-oriented area can:

- Increase the availability and affordability of housing,
- Promote sustainable environmental conditions,
- Enhance access to opportunities, and
- Increase transportation choices and connections

This plan gives an overview of these goals, establishes specific strategies to accomplish them, and details the tools that can be used to change policies, fund projects, and establish programs to create a more complete transit-oriented urban community.

Housing Transit Reinvestment Zone

The Housing and Transit Reinvestment Zone (HTRZ) is a tool for incentivizing and funding redevelopment. SSL was approved for an HTRZ in December 2023 after extensive research and planning that showed this funding tool would reduce "development impediments." HTRZs must include strategies that:

- Increase the availability of housing, including affordable housing.
- Promote greater utilization of public transit.
- Improve water conservation and air quality improvements through efficient land use and reduced fuel consumption/motor vehicle trips.
- Encourage transformative mixed-use development and collaborative investment in transit and transportation in strategic areas.
- Maximize planning and economic development tools to strengthen and grow major transit corridors.
- Increase access to employment, education opportunities, and child care.

SSL Downtown Planning and Zoning

South Salt Lake wrote its first Downtown Master Plan and adopted associated zoning in 2015. This plan was a groundbreaking move for the city, establishing where a downtown could be, what it should include and setting a standard for quality design and multi-modal transportation. This switch helped the city attract new development types, including high-density multifamily residential, office towers, and mixed-use buildings. It became an example regionally for converting industrial area to urban village uses, and for supporting the construction of an urban streetcar, in 2013. The 2020 Our Next Move General Plan reinforced the city's commitment to transit-oriented development and investing in its downtown and Creative Industries Zone.

The city primed the pump as it sold city property to be developed into a grocery store and quick-serve restaurants. It approved housing and office projects and created a special improvement district to increase the capacity of the sewer system. Shortly after, the majority of developable property had been purchased by investors and plans were laid for numerous projects. Over 600 units have been built to date, and the area is beginning to feel like a neighborhood.

This Station Area Plan, in combination with the HTRZ plan makes critical adjustments to the existing plan. The housing market has boomed, becoming unaffordable and office construction has plummeted. The assumptions of a decade ago no longer hold true, but development continues, in new and unexpected ways. This plan projects 25 years into the future, showing like development patterns and desired public infrastructure. Challenges today include overcoming high construction costs, high housing costs, and a desire to push the transition to other modes of transportation (walking, biking and transit) to help those with stretched budgets. This plan forms the foundation of new zoning decisions and helps prioritize where public dollars go first.

Partners in Planning

This plan was undertaken by the City of South Salt Lake with funding support from WFRC.

The City was supported in these efforts by leadership and contributions from Wasatch Front Regional Council (WFRC), Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), Salt Lake City, real estate developers, and other stakeholders.

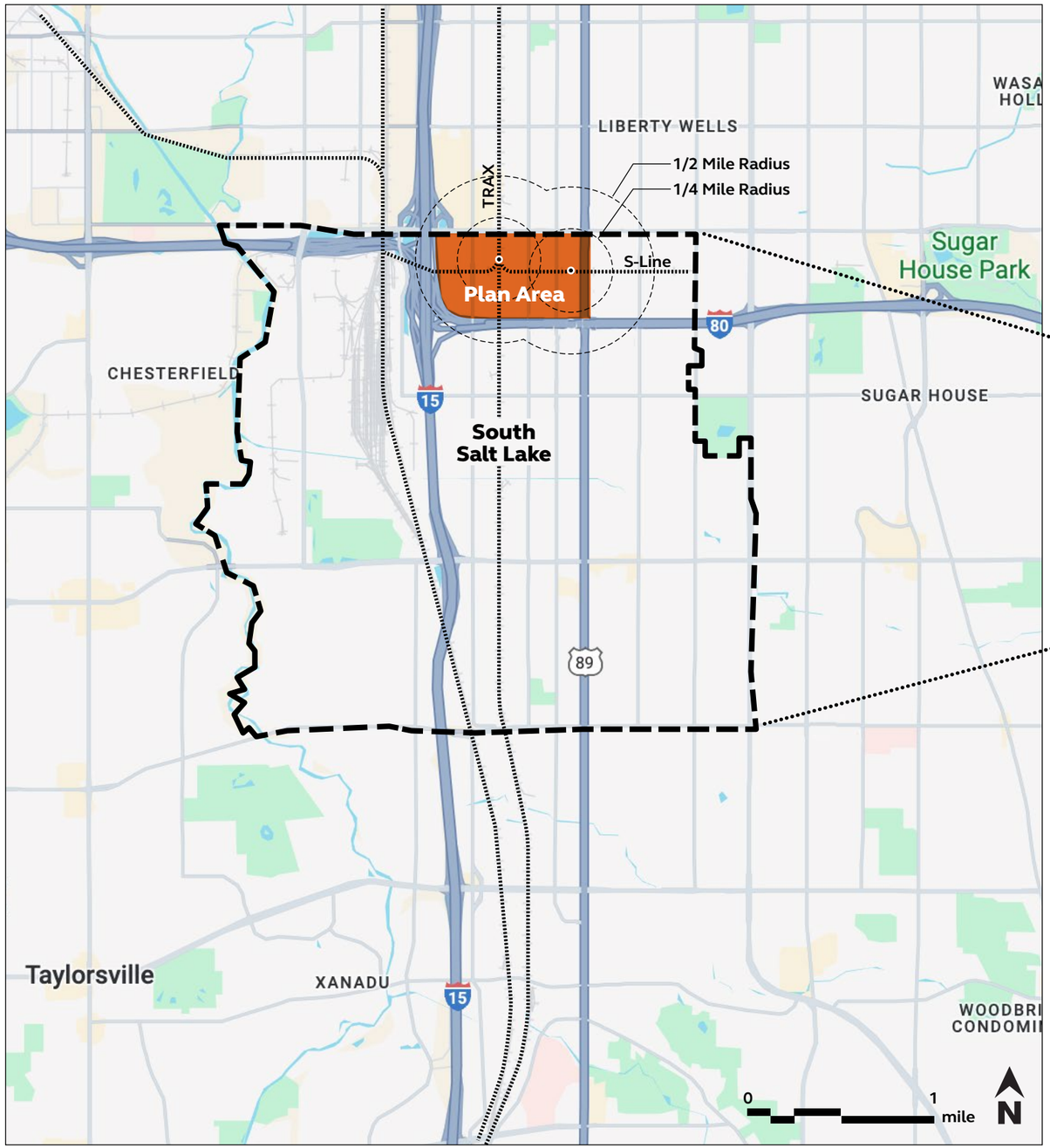
Plan development, design, writing, and graphics were provided by the Salt Lake City office of Arcadis.

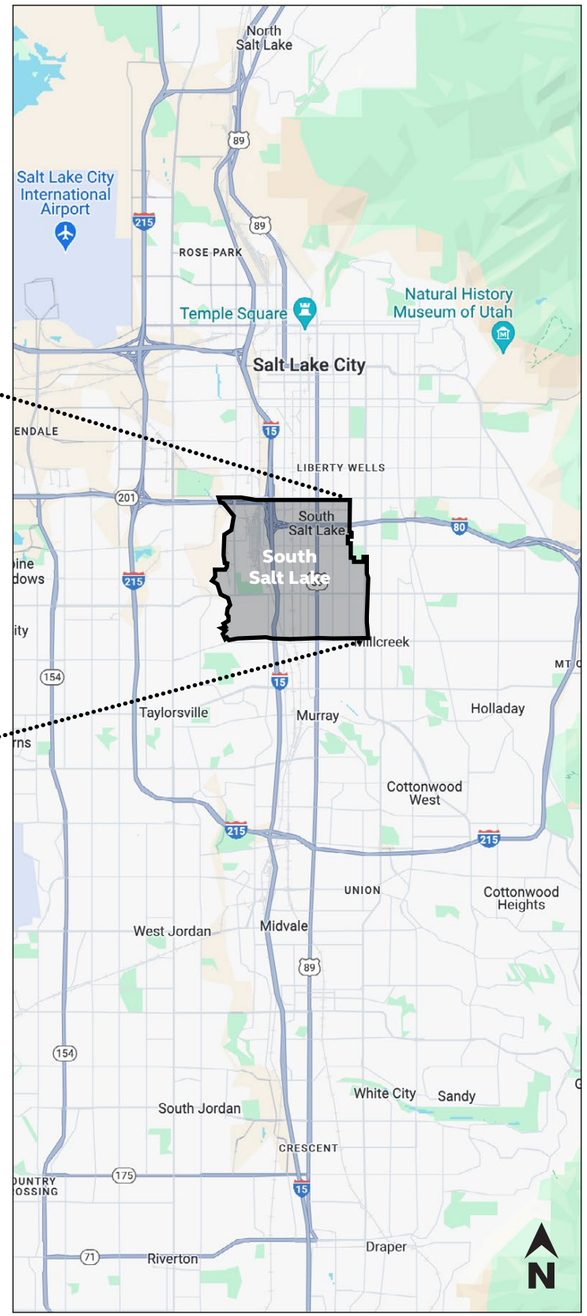
Regional Context

The **Plan Area** is in the northern portion of **South Salt Lake City**, Utah and shares a boundary with Salt Lake City to the north across 2100 South. This plan focuses on the redevelopment surrounding Central Pointe TRAX station, the S-Line Central Point Station and the S-Line South Salt Lake (Main Street) Station. The Central Pointe TRAX Station is one of the busiest stations due to the Red, Blue and Green Lines having stops in this location.

The presence of public transportation infrastructure and service within the Plan Area opens a variety of opportunities. This plan explores and outlines ways in which connections to Daybreak, the Salt Lake City Airport, University of Utah, and a variety of points in between may be used to catalyze economic investment around the transit stations.

Freeway access to and from I-15 and I-80 may be incorporated into the plan to enhance regional connectivity without inhibiting the quality of experience for pedestrians, bicyclists, and/or transit patrons. This plan will explore ways of strategically separating key activity nodes from streets that are planned and designed to maintain automobile priority.





Plan Area

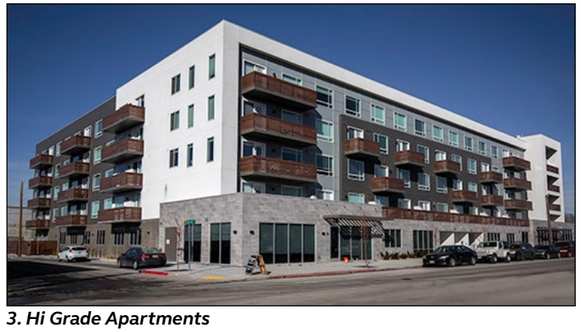
The **South Salt Lake Downtown Connect (SSL Downtown Connect) Plan Area** boundary consists of an approximate combination of half-mile areas around the transit station platforms (i.e., Central Pointe TRAX Station, S–Line South Salt Lake (Main Street) Streetcar). The area is bounded by 2100 South to the north, Interstate 80 (I-80) to the south, and the State Street and Interstate 15 (I-15) corridors to the east and west, respectively.

This area corresponds with an area recognized as the South Salt Lake Downtown. Plans for transit-oriented development shall be considered within a half-mile of each of these stations.

Plan Area

1. Proposed Browers Residences

2. Strata 99 Townhomes



3. Hi Grade Apartments

4. S-Line South Salt Lake Station

5. TRAX Central Pointe Station

Opportunities & Constraints

The **Plan Area** is characterized by numerous constraints and opportunities, illustrated on the right and summarized below:

Constraints

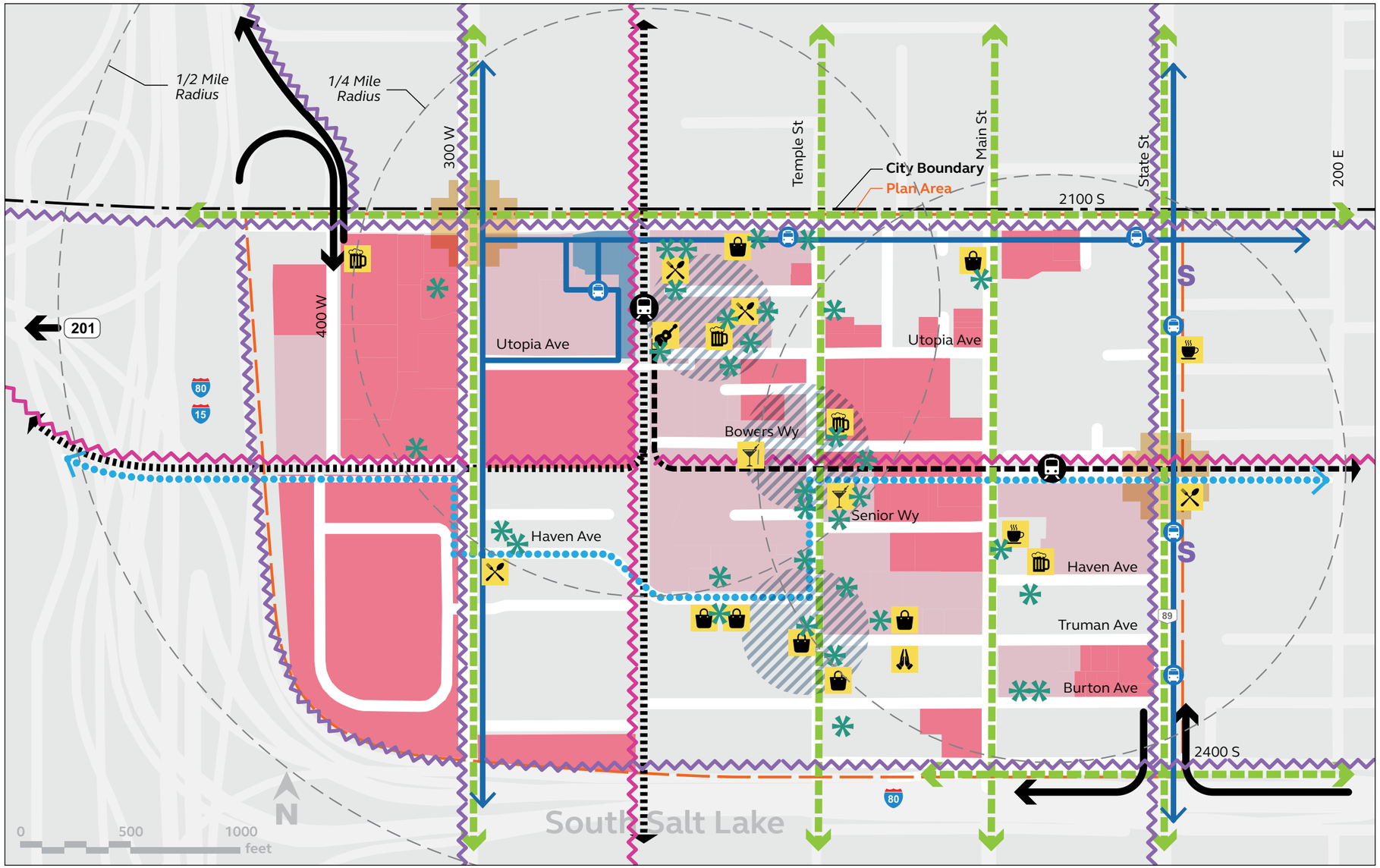
- Poor connectivity internal to the Plan Area (light rail track barriers, fragmented street grid, discontinuous active transportation routes) and externally (i.e., interstates, 2100 South, and State Street)
- Inhospitable environment for pedestrians

Opportunities

- Strong regional connectivity with one light rail station and one streetcar station within the plan area
- Proposed developments, redevelopment potential
- Cultural assets (public art, entertainment venues, events, and festivals)
- Existing small businesses

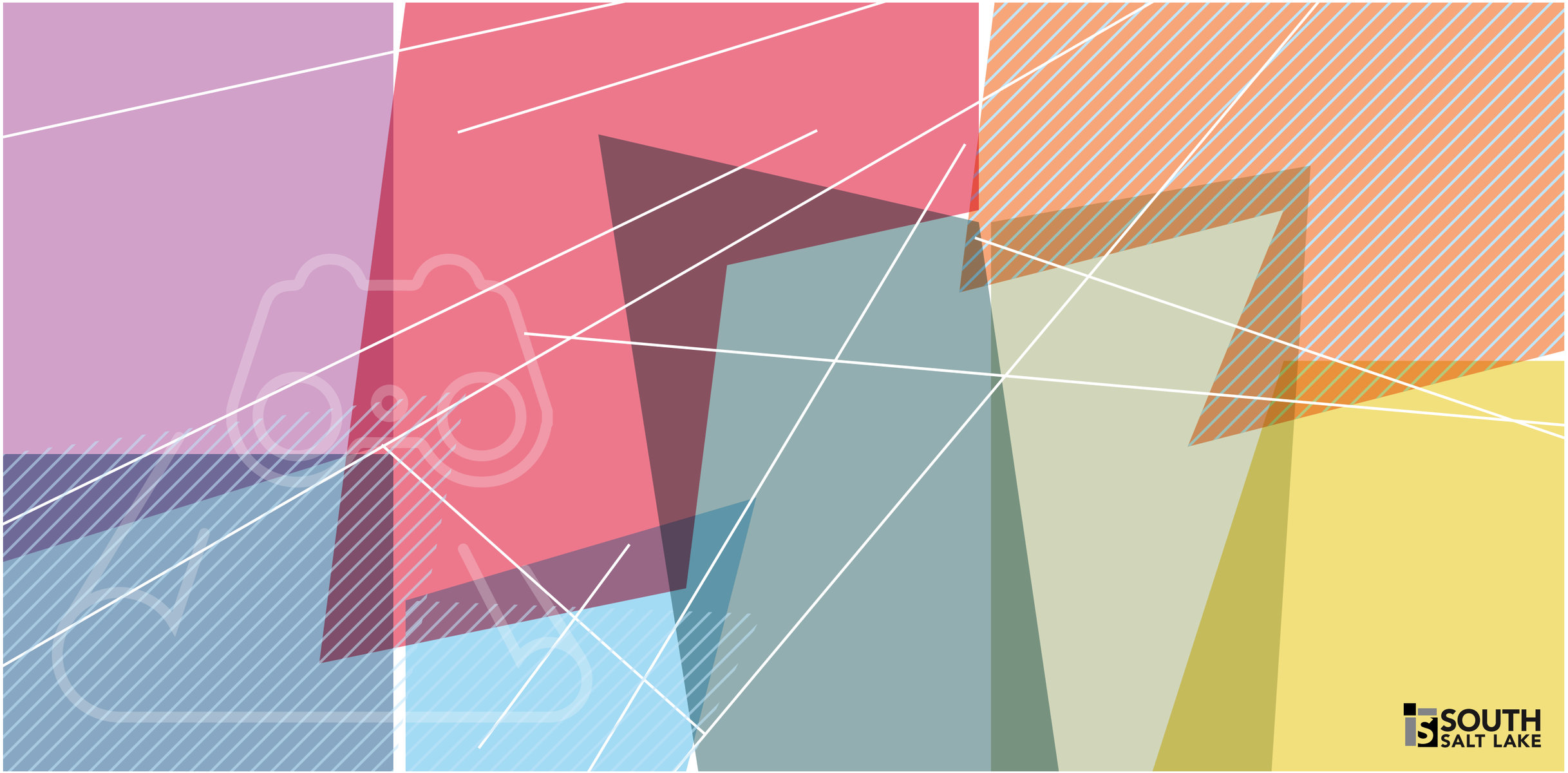
The primary focus of this plan is to improve multi-modal connectivity within the planning area. While the presence of the light rail lines is a major asset for the Plan Area, the lines themselves also create connectivity challenges by establishing barriers for vehicular transportation along with pedestrians and micromobility options.

South Salt Lake City is home to a variety of establishments that showcase the entrepreneurial and creative spirit of many of its current constituents. The eclectic array of breweries, distilleries, eateries, and shops are clustered in the Plan Area within approximately one quarter mile of the Central Pointe Station. Over 30 murals are dispersed across the Plan Area, brightening up the exterior faces of buildings, from local retail businesses to warehouses.



South Salt Lake Downtown Connect

Vision



Vision Statement

Vibrant Community

As an essential building block that positions cities to thrive, **Downtown South Salt Lake (SSL)** aspires to become a model community of lively neighborhoods that celebrate creativity and entrepreneurial energy.

Lively Districts

Districts will promote dynamic, human-centric, and safe places with vibrant streetscapes, lined with a blend of housing options and economic drivers including businesses and dining establishments.

Connected Network

Alternative transportation systems including transit and ped/bike corridors will form an interconnected network linking neighborhoods together while keeping the community connected to the greater Salt Lake region.

Goals and Objectives

Vibrant Community

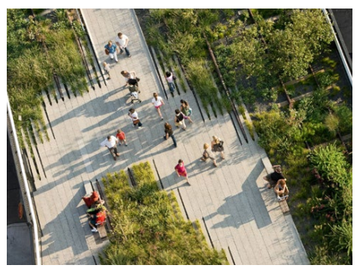
Lively Neighborhoods

Connected

The **SSL Downtown Connect** plan aspires to:

1. Grow and emphasize the identity of Downtown South Salt Lake City as an activity center

2. Encourage transit-supportive land use



3. Create a walkable, bikeable neighborhood with convenient transportation options

4. Reconfigure Central Pointe Station as a regional hub for multi-modal transportation

5. Manage vehicular traffic and parking while promoting other transportation options

6. Generate new and resilient economic opportunities and enhance existing markets

7. Promote entrepreneurship and creative industries

8. Increase housing availability & affordability

9. Create spaces that encourage community interaction and recreation

10. Promote safety and reduce opportunity for crime in public spaces

Goals and Objectives (Transportation-related)

1. Maximize the value of transit in the station area

a. Make a seamless connection from TRAX light rail to the S-Line Streetcar

b. Expand bus service with enhanced access to the station

c. Accommodate transit-focused amenities to ensure an efficient passenger-friendly experience

d. Ensure all future development near the station are transit-oriented and equitable

e. Align station area development with “Our Next Move” General Plan goals

2. Improve accessibility to and from the station for all modes of transportation

a. Connect Parley’s Trail to the station via an extension through Utopia Ave

b. Streamline vehicle access from to and from Interstate 15 via 2100 South and Interstate 80 via State Street

c. Maximize bicycle and pedestrian infrastructure by connecting to facilities on 300 West, West Temple, and Main Street

d. Remove barriers and dead ends to the station to allow access from all directions

e. Introduce micromobility and rideshare capabilities

3. Make Central Pointe the central point

a. Expand the station footprint to accommodate all modes and parking

b. Invest in vehicle and pedestrian/ bicyclist focused wayfinding and branding

c. Accommodate mixed land uses that provide additional mobility options

d. Utilize the nexus of transportation options to spur community development

e. Capitalize on the unique roadway network to develop Downtown’s sense of place

4. Align station area development with “Out Next Move” Goals

a. Take advantage of the opportunities related to the City’s location at the center of the regional transportation, transit, open space, and business systems

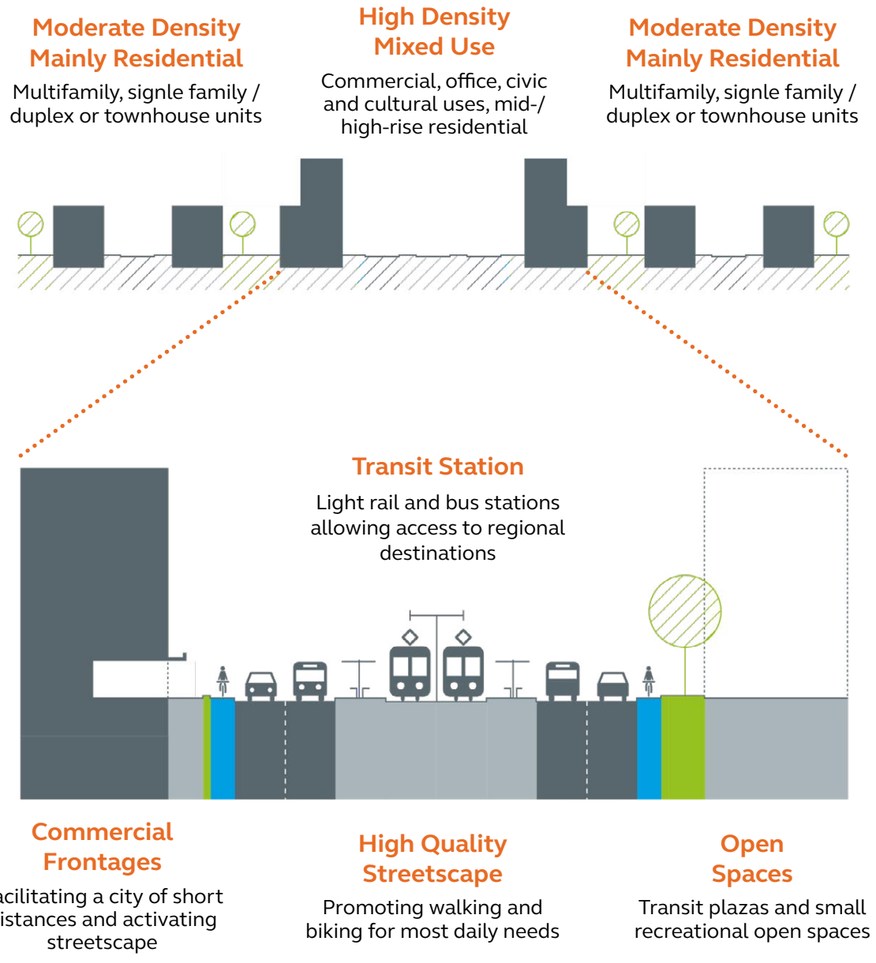
b. Support neighborhood livability by creating pedestrian, bike, and play environments

c. Concentrate higher density development near transit

Transit-Oriented Areas

Areas near transit stations can be planned and designed in ways that make relying on transit service much more intuitive, convenient, and pleasant experience for the user. Typically, these areas exist within approximately ½ mile from a fixed transit station, or a 10–15-minute walking distance. Special considerations may include; integration of transit-critical infrastructure into the surrounding environment, building orientation and form, the density and mixture of land uses nearest the transit station, and active transportation (i.e., pedestrian, bicycle, micromobility, etc). Planning and designing environments to this end is considered "orienting" that environment to the respective transit infrastructure and service. The result is called transit-oriented development (TOD). This plan applies these principles to areas within ½ mile of the Central Pointe Station and Streetcar Station.

The diagram below illustrates the concept of TOD and the distribution of densities and uses around a transit core.



Integration of Public Input

Community input was gathered early in the planning process to assure alignment between planning efforts and public needs. Detailed methods and findings can be found in Section 6: Base Data & Appendices, Public Visioning Survey. The key take-aways that were integrated throughout the plan are summarized below:

✓ Improve what's here.

Build upon the existing character of the neighborhood, including the vibrant creative and arts scene, and existing assets, including Parley's Trail, breweries, and transit stations.

✓ Make it a place.

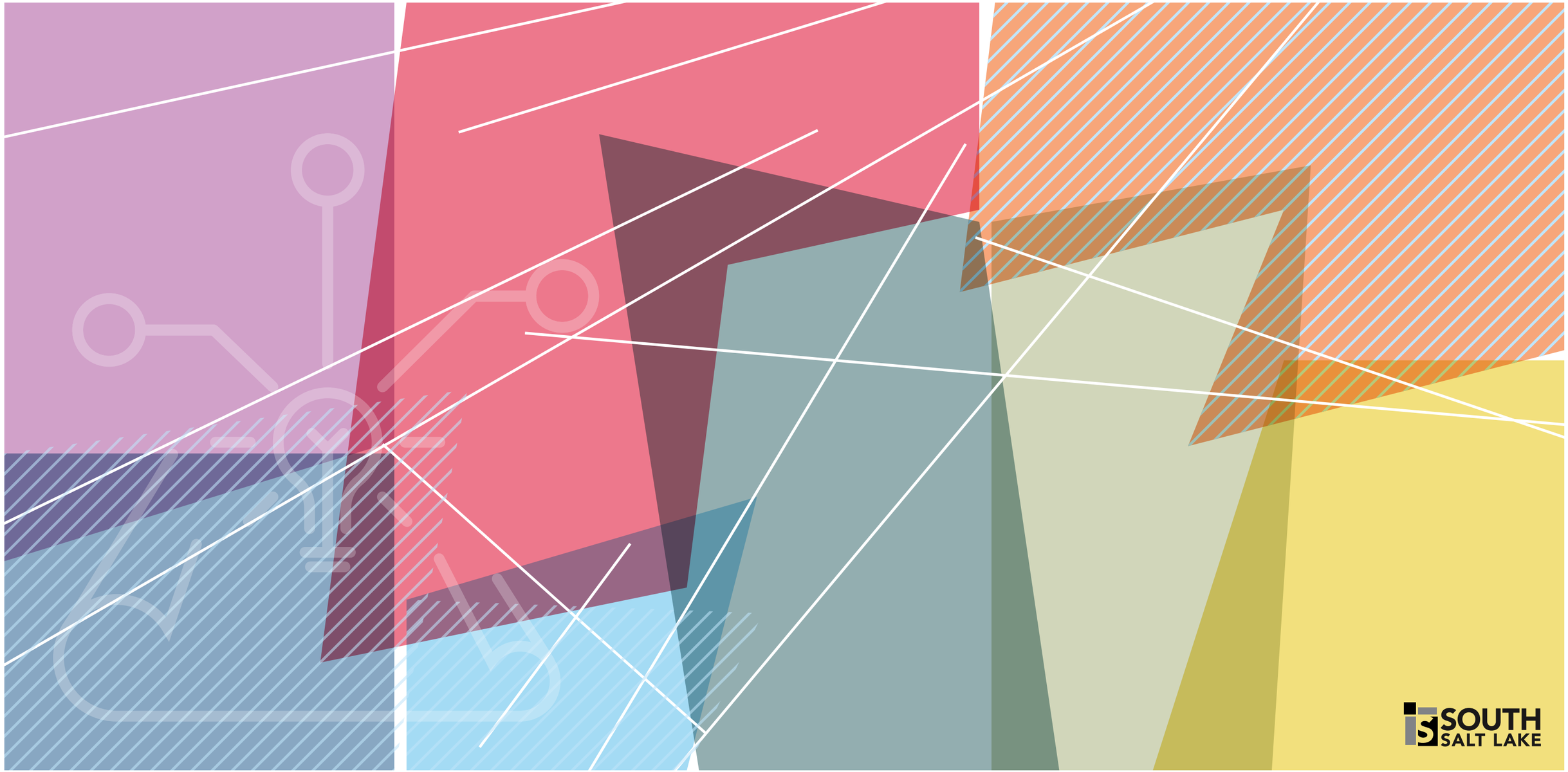
Create vibrant public spaces and encourage redevelopment, giving people reasons to live in, work in, and visit the neighborhood.

✓ Walkability, bikeability, and public spaces are important.

Turn Downtown SSL into a safe and inviting neighborhood that encourages active lifestyles.

South Salt Lake Downtown Connect

Master Plan



Plan Overview

Unlocking the Potential of Downtown South Salt Lake

The future of downtown South Salt Lake is bright, with opportunities to create a vibrant hub that's deeply connected to transit infrastructure and services. Imagine a place that's bustling with activity, convenient for various mobility modes, and offers lively land uses and diverse open spaces for a range of interests and experiences.

Transforming the Transit Landscape

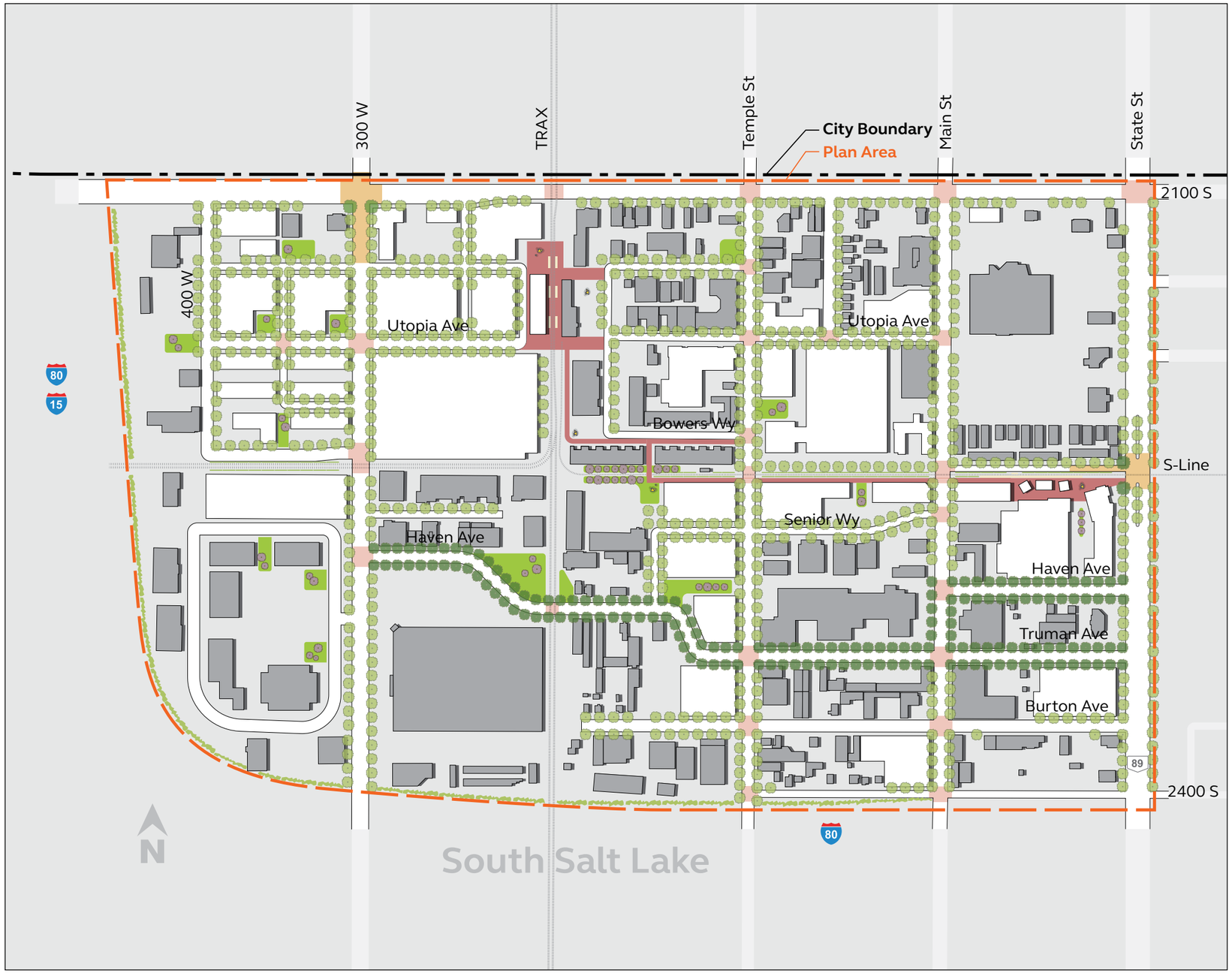
The core of this plan lies in upgrading transit-critical infrastructure to seamlessly integrate with surrounding redevelopment, streets, trails, and open spaces. Section 4: Framework outlines the specific modifications that will enable future growth in the area to be connected through enhanced active connections to and from the Central Pointe and Streetcar stations.

Prioritizing People-Centric Design

To make this vision a reality, it's crucial to design streets that prioritize people over cars. This plan achieves this by designating 300 West and Haven Avenue as primary north-south vehicular axes, while parking facilities are strategically located near the intersections of 2100 South & 400 West, 2100 South & the transit station, and Haven Avenue & State Street, thereby enhancing access to and from the Plan Area and the surrounding Interstate system.

Vibrant Land Uses and Open Spaces

Land uses are concentrated around the two stations, forming vibrant, mixed-use destinations. In between, land uses vary by district, as described in the Land Use Typology in Section 4. Open spaces are thoughtfully designed to include transit plazas, pedestrian realm enhancements, connections to Parley's Trail, and small infill spaces that coincide with activity nodes. Public open spaces will be supplemented by private development open spaces, like The Mill and Blox, to create a comprehensive network that reinforces active transportation connections and enhances land use patterns.



Plan Area Activity Nodes

Activity Nodes

A series of nodes have been identified within the plan area around which desired activities and amenities are desired by the community. These nodes represent an opportunity for private development interests to work with South Salt Lake, to add to the character of the downtown area and the vibrancy of the public realm, while enhancing the vitality of their respective projects.

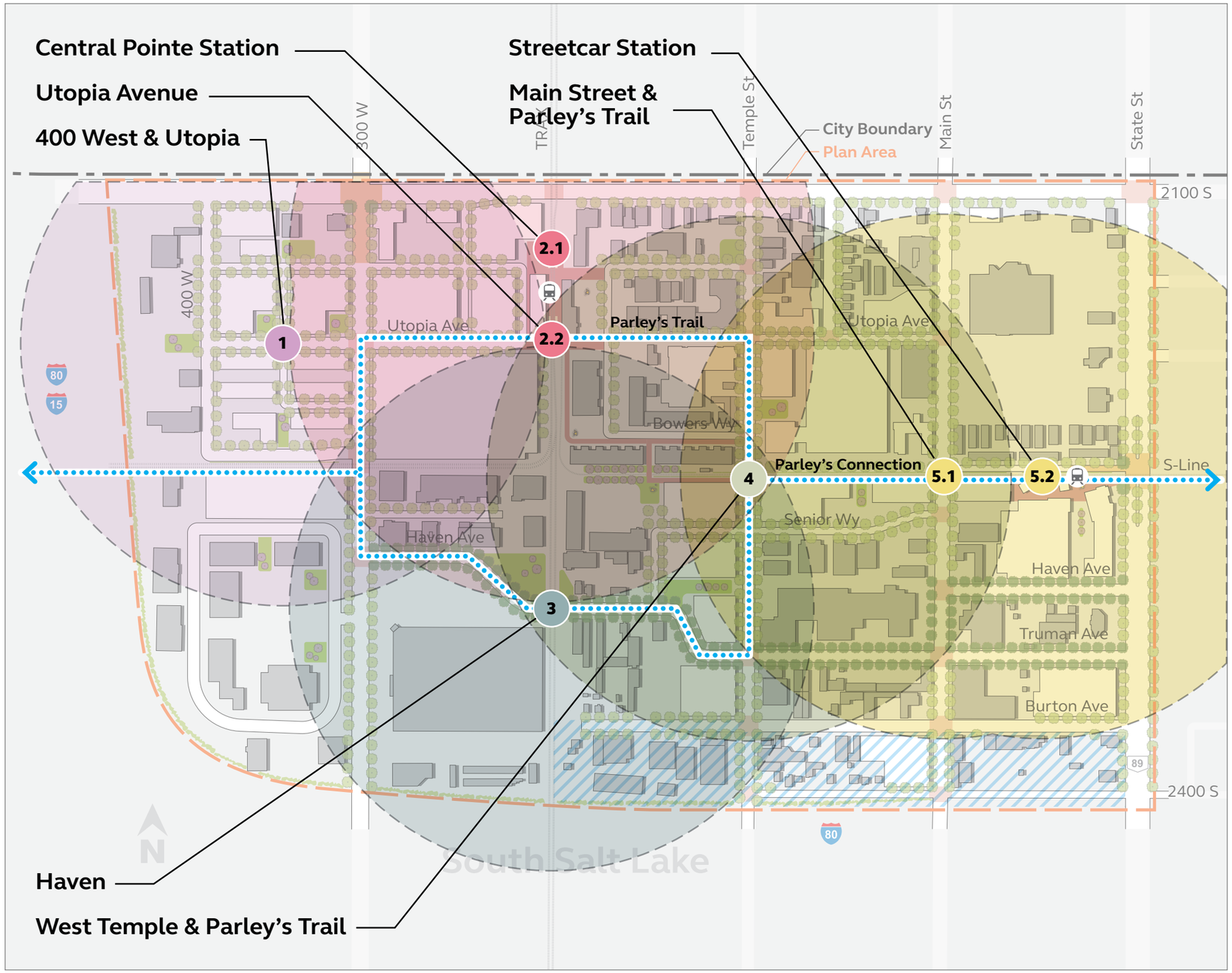
The location of these nodes have been informed by both the present and future conditions of the Plan Area. In particular, these nodes have been located where future development is anticipated, especially as it corresponds with the Parley's Trail.

Areas surrounding these nodes are approximate and intended to depict the potential reach of each node and how they may be experienced by the individual.

Public Amenities

South Salt Lake has an opportunity to actively collaborate with future development interests, to encourage amenities that enhance the overall experience of Downtown South Salt Lake. As detailed in the Implementation Section, a variety of funding sources may be used to make such amenities economically viable.

Amenities considered within this section are a menu of possibilities that may be oriented around activity nodes. Specific improvements to the public realm will be negotiated between South Salt Lake and individual development interests at the time of development.



Activity Nodes

1

400 West & Utopia

It is envisioned that this node will anchor transit supportive uses that are easily accessible by all modes of transportation. This node is a significant anchor point that establishes relationships to the Central Pointe Station, parking district facility, and a potential at-grade pedestrian crossing across the light rail line to the south.

Amenities

- Open space anchoring and orienting development along Utopia Ave.
- Enhanced streetscape extending from Utopia Ave.
- Shared-use path along 300 West
- Parking Structure near 2100 South

2.1

Central Pointe Station

The Central Pointe Station is the most significant activity node within this plan, including the adjacent plaza space and architectural features. As detailed in the Mobility section, it recommended that South Salt Lake work with UTA, to redesign this station with side-loading platforms to optimize access.

Amenities

- Station reconfiguration that includes side-loading platforms
- Transit plaza on west side of Central Pointe Station
- Natural and built canopies
- Street furnishings and waiting areas

2.2

Utopia Avenue

This node represents the intersection of the TRAX corridor and Utopia Ave. This intersection is an opportunity to connect the Parley's Trail to the station, and provide a clear and intuitive route for pedestrians and cyclists. This may be accomplished by introducing an at-grade crossing for active transportation modes.

Amenities

- At-grade crossing at Utopia Ave.
- Intuitive signage and safety facilities
- Public art (i.e. sculptures, murals, etc)
- Natural & built canopies
- Street furnishing and waiting areas

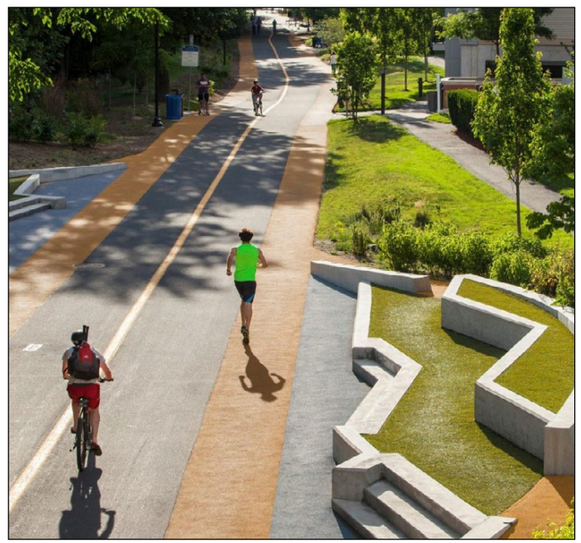
3

Haven

It is envisioned that Parley's Trail will continue to cross the TRAX corridor along Haven. Where this crossing occurs is an opportunity to introduce new open space and other facilities that improve visibility and safety for pedestrians and cyclists.

Amenities

- At-grade crossing at Haven Ave.
- Enhanced active transportation facilities
- Open space that enhances visibility



Activity Nodes

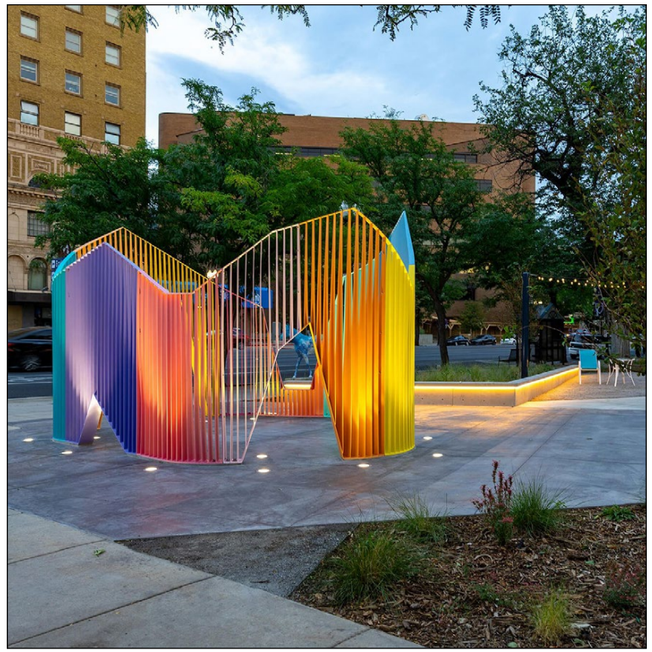
4

West Temple & Parley's Trail

The Parley's trail is envisioned to diverge into a loop beginning at West Temple, directing pedestrians and cyclist to north to Utopia, and South to Haven. There is an opportunity to cultivate an environment in the surrounding area that centers active retail, food, and services around this intersection.

Amenities

- Decorative and prominent street crossing
- Integration of furnishings along Parley's Trail into surrounding development (i.e. benches, material types, etc)
- Public art (i.e. sculpture, murals, installations, etc)



5.1

Main Street & Parley's Trail

It is envisioned that Main Street will grow into a retail corridor, with a mixture of re-purposed and new architecture. It is recommended that the activity of such retail uses be oriented around the intersection of Main Street and Parley's Trail, making it accessible and attractive to active modes of transportation.

Amenities

- Integrated outdoor retail facilities
- Decorative and prominent street crossing
- Open space (i.e. pocket parks)
- Public art (i.e. sculpture, murals, installations, etc)

5.2

Streetcar Station

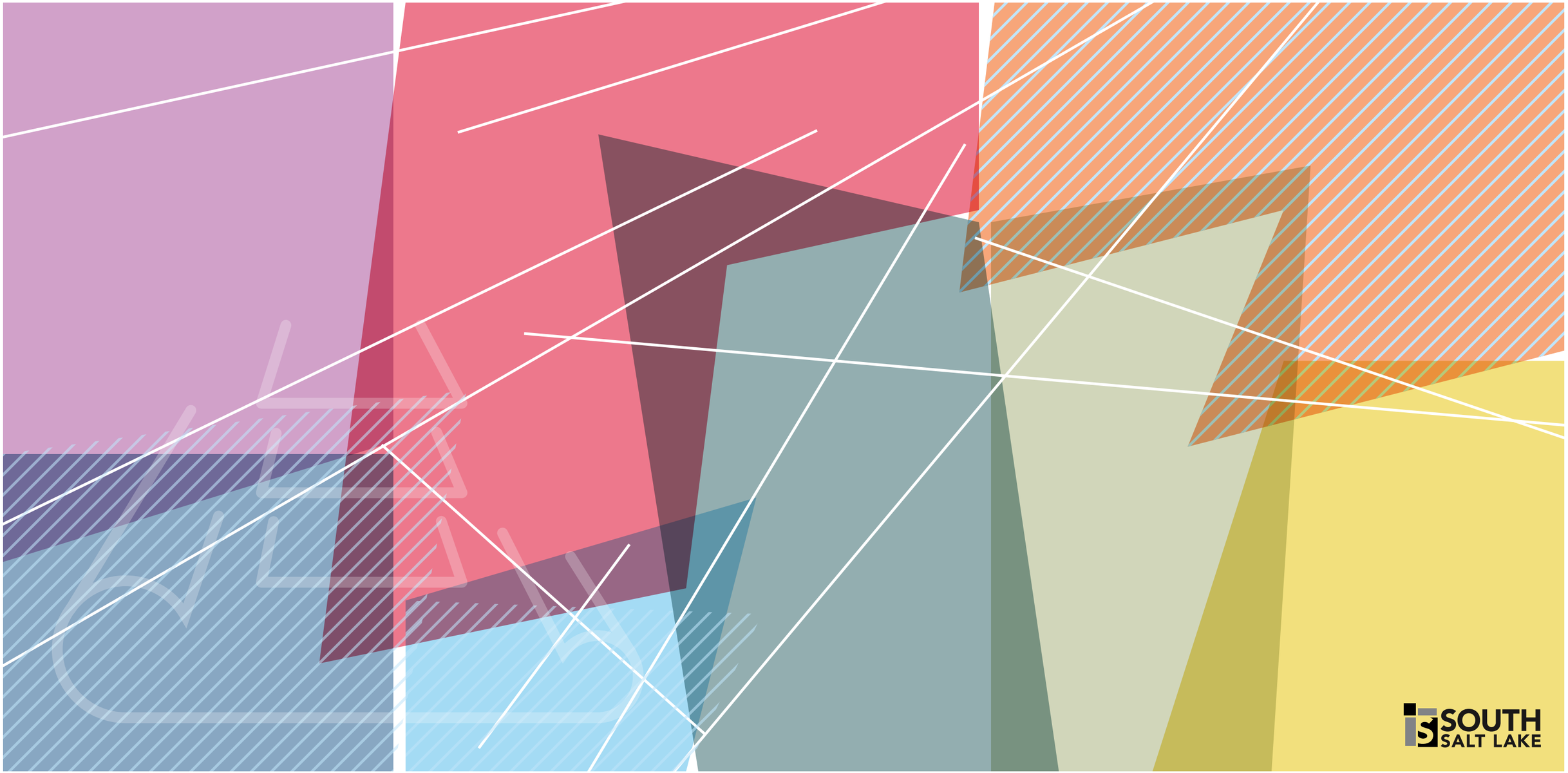
Next to the Central Pointe Station, the Streetcar Station and plaza immediately to the south is the most significant activity node. This is an opportunity to integrate the Parley's Trail and orient future adjacent developments to the station, thereby optimizing access for transit riders.

Amenities

- Transit plaza with integrated retail facilities
- Public art (i.e. sculpture, installations, etc)
- Integration of Parley's Trail and Streetcar station
- Shared parking structure

South Salt Lake Downtown Connect

Framework



Land Use

Housing & Transportation Reinvestment Zone (HTRZ)

The City has been approved for a Housing & Transportation Reinvestment Zone (HTRZ), which is contained within the boundaries of the station area plan. Totaling nearly 100 acres, the approved plan calls for a mix of residential, office, and hotel uses within the area. In total, the plan provides for 5,127 residential units, 268,000 sf of office development, 64,564 sf of commercial space, and 130 hotel keys, and is projected to be absorbed over five years.

According to the HTRZ plan, residential densities are expected to be 51.37 units per acre and encompass approximate 89% of the total developable square footage. With the City's median household size of 2.36, this is projected to add an additional 12,100 residents to the City.

Current retail trends suggest that there is less retail development needed per capita, with around 16 – 30 sf per capita anticipated. With just the new growth, this population could support approximately 194,000 sf of new retail development. Not all this development will occur with the area, but even with 40 percent capture, this area could support an additional 77,400 sf of retail space. The proposed 64,564 sf of commercial space would be supported in this area.

Current market conditions make office development more difficult due to high vacancy rates and higher rental rates.

TABLE 2: 2023 SALT LAKE COUNTY OFFICE MARKET CONDITIONS

Property Type	Total Vacancy	Absorption	Average Asking Rent
Class A	20.58%	(401,145)	$31.65
Class B	28.38%	(784,048)	$25.54
Class C	8.82%	99,597	$21.29
Total	**21.23%**	**(1,085,596)**	**$27.21**

Source: Colliers 2023 Q4 Salt Lake County Office Report

South Salt Lake Moderate-Income Housing Plan

The City's General Plan includes a Moderate-Income Housing Plan provides strategies for the City to pursue, to aid in the development of affordable housing across various income levels. Development within the station area relates to multiple strategies proposed in the plan.

TABLE 3: CITY OF SOUTH SALT LAKE MODERATE-INCOME HOUSING PLAN STRATEGIES

Goal from Plan	Support Provided through Station Area Plan
Encourage development and maintenance of an affordable and attainable supply of housing for all income levels	SAP, and HTRZ, plans for additional housing units to be built, including 640 units set aside for households at 80 percent AMI or lower
Encourage the development of housing that ranges in size and scale to accommodate the needs of all residents	Units provided in SAP and HTRZ will include a variety of sizes to accommodate varying income levels and not be limited to one unit type
Incentivize the development of multi-family units with access to transit and community and city services	5,127 multi-family units are proposed to be created with HTRZ plan with easy access to transit and retail offerings
Utilize ADU legislation in designated areas through a streamlined process to provide housing options for small families or individuals	SAP boundaries includes single-family units are proposed to be created with HTRZ plan with easy access to transit and retail offerings
Ensure that all residents have access to retail, services and neighborhood amenities that are easily and safely accessible by foot, bike, or transit	

Source: City of South Salt Lake, ZPFI

Land Use

Affordable Housing Distribution

Rental affordability is calculated based on area income limits set by the United States Department of Housing and Urban Development (HUD). Affordable housing costs are calculated to be 30 percent of a household's income. The following table represents varying levels of rental affordability, based on HUD's income limits. Monthly utility costs are estimated at $300 and must be accounted for to determine final affordable rent levels.

Across the City, median rents show that for households in the 50 to 80 percent AMI level, many rents are currently considered affordable. However, there are potential gaps for households below the 50 percent AMI level, especially those under the 30 percent AMI level.

Affordability for owner-occupied housing is calculated similarly, although additional costs are included to account for mortgage insurance, homeowners' insurance, and property taxes.

Due to current housing prices, combined with high interest rates, housing affordability is extremely limited within the area, as very few owner-occupied units exist at affordable levels.

Creation of affordable housing is a key component of the HTRZ process. Due to the City's median household incomes, the City's HTRZ is provided with an exemption from affordable housing requirements in this area. However, the City is "committed to restricting 12.5% of the units for households with a gross household income equal to or less than 80% AMI." This will provide 640 affordable units within this area. These units will provide a positive impact to residents in the area and allow for more affordability of housing.

The prevalence of transit in the area provides an opportunity to center the creation of these affordable units near transit stops. This aids these households in access to employment, services, and retail shopping opportunities, especially in situations where they may not have access to a private vehicle. The distribution of affordable units could be limited to one cluster, or it may be spread across the area.

TABLE 4: RENTAL AFFORDABILITY

Household Income Range			Monthly Housing Costs		Monthly Utilities	Affordable Rent	
	Income Range - Low	Income Range - High	Low	High		Low	High
< 30% of AMI	$0	$28,650	$0	$716	$300	$0	$416
30% to 50% of AMI	$28,650	$47,700	$716	$1,193	$300	$416	$893

TABLE 6: MORTGAGE AFFORDABILITY

Household Income Range			Home Price Range					
			5% Mortgage		6% Mortgage		7% Mortgage	
	Income Range - Low	Income Range - High	Low	High	Low	High	Low	High
< 30% of AMI	$0	$28,650	$0	$72,149	$0	$0	$0	$59,660
30% to 50% of AMI	$28,650	$47,700	$72,149	$154,698	$65,468	$140,372	$59,660	$127,919
50% to 80% of AMI	$47,700	$76,350	$154,698	$278,847	$140,372	$253,024	$127,919	$230,578

Source: HUD FY 2023 Income Limits, ZPFI

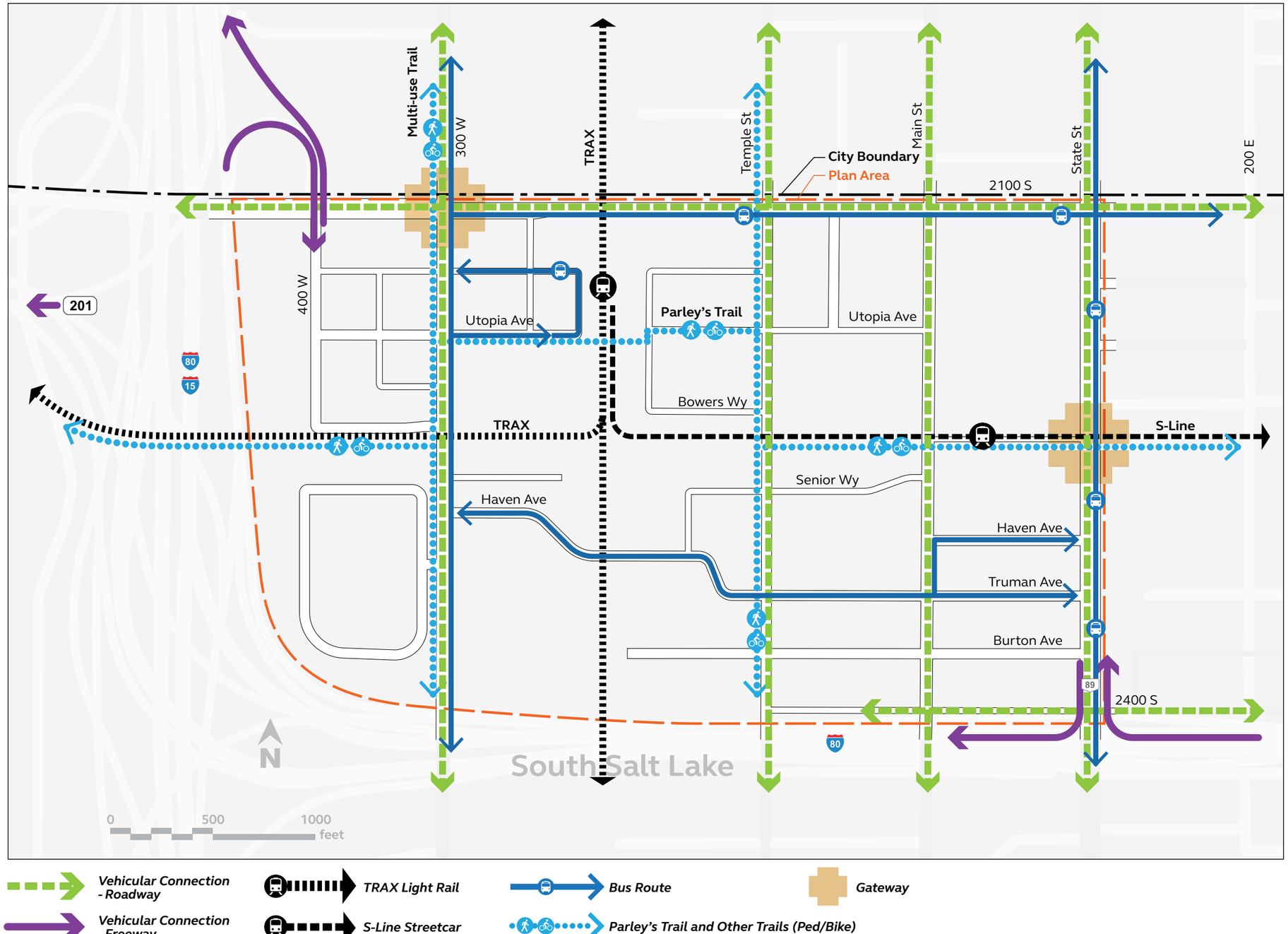
Mobility

The Plan Area is surrounded by high-capacity streets. On the north and east, 2100 South and State Street are high-capacity arterial streets, each with on and off ramps connecting to Interstate 15 and 80, respectively. The nature of these streets almost exclusively prioritizes automobiles, creating substantial barriers on all sides of the Plan Area. This presents a variety of challenges to improve connections for pedestrians and bicycles from within and without the Plan Area.

Within the Plan Area are a series of fragmented and disconnected local streets that were created over long periods of gradual industrial and flexible redevelopment. Streets such as Haven Avenue, Burton Avenue, Senior Way, and Bower's Way all exhibit remnants of a historic grid work, but have become skewed and disconnected over time.

Concepts presented within the Mobility Framework improve and resolve many of the issues within the Plan Area by:

- Establishing a new through-street that improves connectivity without inhibiting active modes of transportation
- Improving interior connectivity by reestablishing a grid of local streets
- Identifying key connections along 2100 South and State Street, that may improve connectivity from outside the Plan Area
- Enhancing active transportation corridors and connections, establishing destination streets
- Insulating destination streets from major arterial traffic destination streets
- Enhancing access to and from the Central Pointe and Streetcar stations



Mobility

Transit Service

The Plan Area receives the highest amount of transit service within the UTA System. The Red, Blue, and Green light rail lines all service the Central Pointe Station, establishing connections to the Salt Lake City Airport, University of Utah, Daybreak, Draper Town Center, and all points in between. Additionally, the Central Pointe Streetcar Station is the terminal station of the S-Line, connecting to Sugar House. To supplement fixed-rail service, there are several bus routes planned that will provide first-last mile connections throughout the surrounding neighborhood. This amount of transit service gives reason to enhance connectivity, active transportation infrastructure, and stations that are reconfigured to be more intuitive and accessible to patrons. This framework will also encourage development patterns that are better connected to their respective streets, creating a sense of transit-orientation within the Plan Area.

Station Access

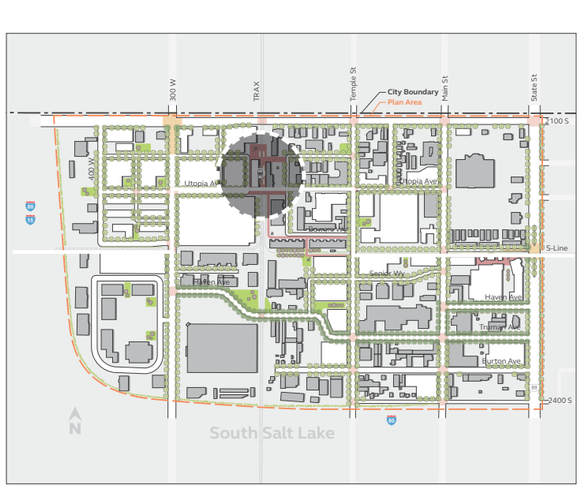
The current configuration of transit-critical infrastructure (i.e., platforms, park & ride facilities, bus staging bays, and plazas) is not conducive to transit ridership. To improve access to both the Central Pointe and Streetcar stations, along with the overall experience of using public transportation, the following infrastructural modifications are recommended.

Central Pointe Station

On the west side, Central Pointe Station is lined by ballast abutting a chain link fence, precluding patrons from accessing the platform. On the east, the station is lined by fence chicanes, an array of bus staging bays, and a surface UTA surface park & ride facility. These conditions create a very austere environment for patrons trying to access transit services and surrounding land uses and limits the majority of access to and from 2100 South, the least pedestrian-friendly environment of the Plan Area.

It is recommended that this environment be modified to make access to transit services more intuitive, comfortable, and safer for patrons. This may be accomplished by removing the central-loading platform using the extra space within the corridor to bend the north-bound light rail line adjacent to the south-bound. Side-loading platforms may be provided on either side of the light rail lines, to allow for intuitive boarding and alighting. The Streetcar line may then be extended north, adjacent to the eastern side-loading platform.

By reconfiguring the rail infrastructure in such a way, a crossing may be established to connect both east and west sides of Utopia Ave. This street will become the preferred street for those arriving via bicycle. It is recommended that this crossing be managed for pedestrian safety by using a moving and lighted gate arm, like those used within rights of way. It is recommended that a northern connection be established to connect both ends of Commonwealth Ave, even if not perfectly aligned. This connection will prioritize the pedestrian and will best connect with the immediately surrounding transit-oriented development. In addition to these connections, it is also recommended that enhanced pedestrian paths be provided that enhance a patron's experience arriving from 2100 South.



TRAX Central Pointe Station Plan View Location

TRAX Central Pointe Station Plan View

Mobility

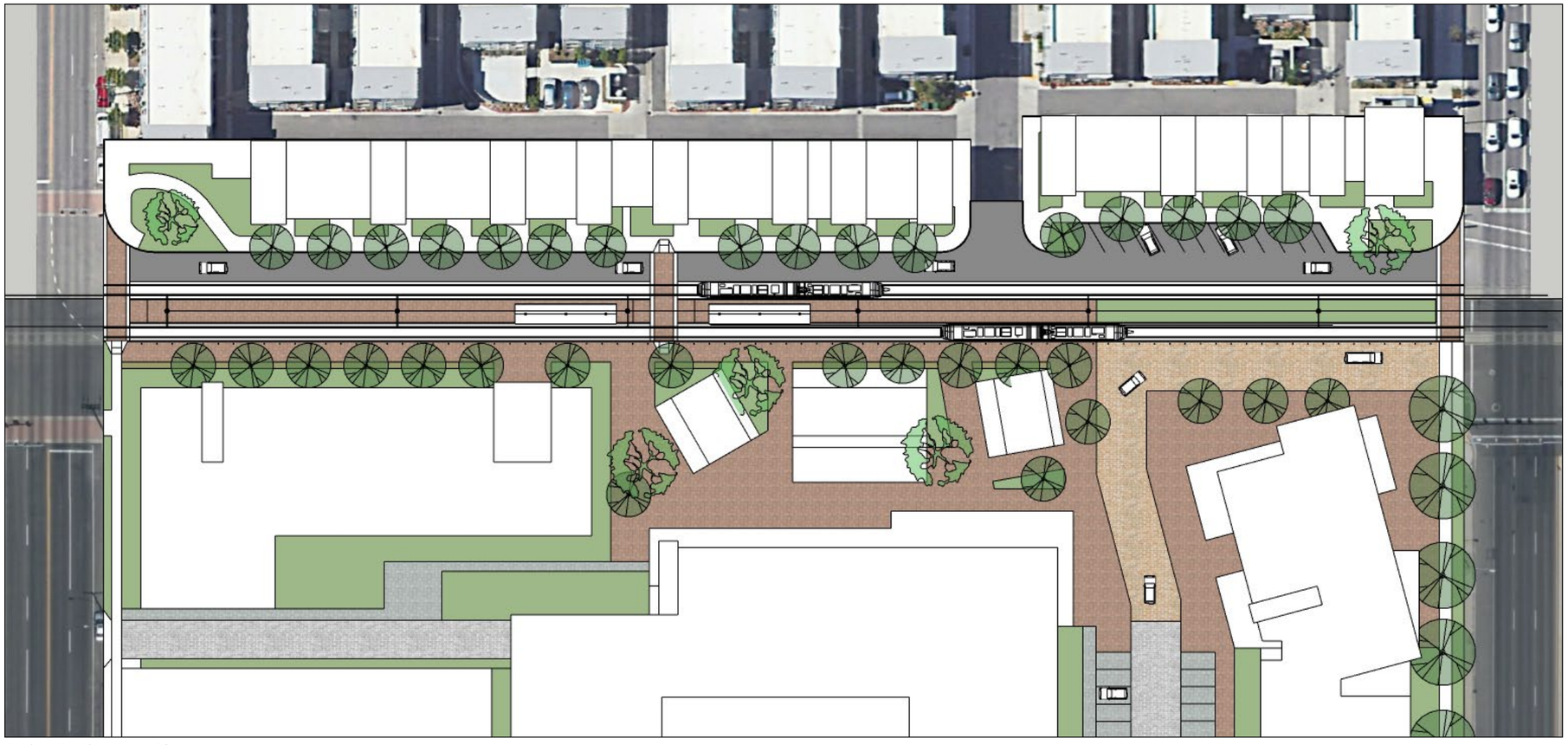
Bus Loop

It is recommended that bus staging areas be relocated to the area immediately adjacent to 2100 South and the rail corridor. This location is easily accessible from 2100 South, easily accessed by patrons who are transferring between bus and rail and does not inhibit the future development potential of properties immediately adjacent to the reconfigured platform. It is recommended that boarding, alighting, and staging of buses be removed from the bus loop and integrated into the redeveloped street network. General routing will rely on 300 West as the primary north-south connection, and new streets included in a future transit-oriented development for boarding and alighting. Further studies need to be conducted to understand the sequencing and prioritization of signals to make right and left turn movements into and out of the bus loop efficient and reliable for operations.

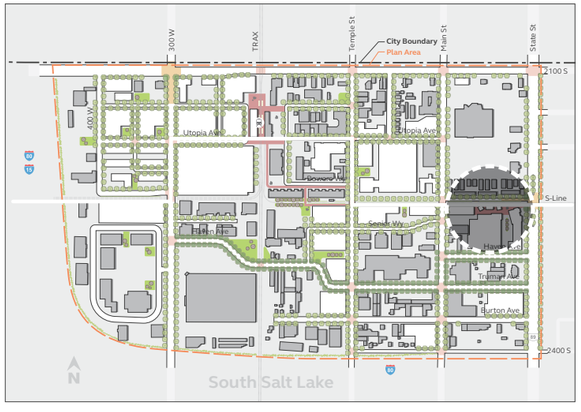
Streetcar Station

The Streetcar Station is in the middle of Central Pointe Place and is surrounded by general purpose lanes of traffic. To the north of these lanes are a series of medium-density townhomes that have reasonable sidewalk connections. To the south of these lanes is diagonal on-street parking and disconnected fragments of asphalt sidewalk.

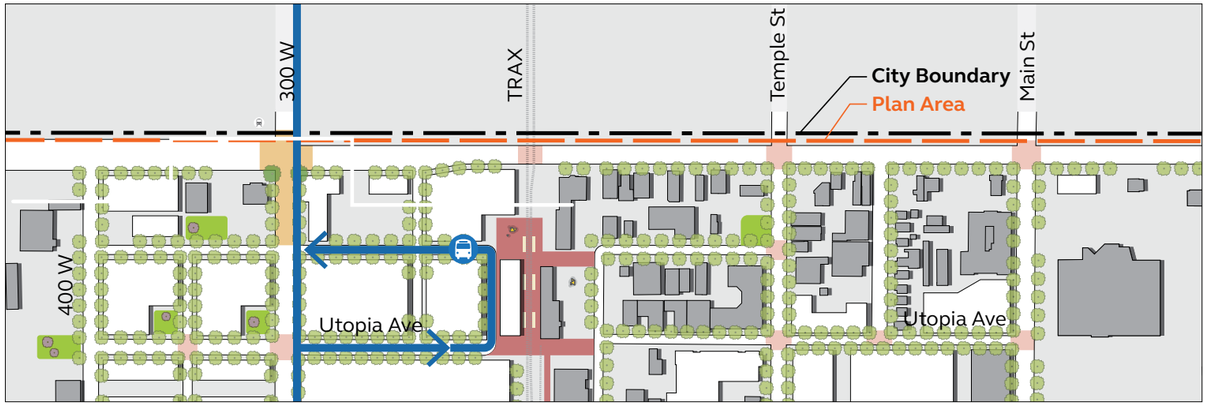
It is recommended that Central Pointe Place be modified, and that automobile access be limited to service the townhomes to the north. This right of way may then be transformed into a transit plaza that is seamlessly integrated into Parley's Trail to the east and west, and into future development to the south. Automobile traffic will then be relocated to Haven Ave, where it can run through the Plan Area without inhibiting connections between the Streetcar station and adjacent development.



S-Line Station Area Plan



S-Line Station Plan View Location



Proposed Bus Loop at Central Pointe Station

Mobility

Connectivity

Connectivity within the Plan Area is currently limited and fragmented within four separate quadrants, each separated by rail lines. The following recommendations will enhance connectivity within each quadrant, while also connecting each quadrant to one another. The result will be a street network better connected, more resilient, and oriented around each transit station.

Modal Hierarchy

It is recommended that streets within the Plan Area be structured in a hierarchy, each street prioritizing a particular mode of transportation. By structuring streets in this way, the Plan Area will accommodate a broader range of transportation modes, while avoiding potential conflicts between them.

Vehicular Streets

Two vehicular connections to 2100 South and State Street will allow a reasonable level of service to be maintained. 300 West will be maintained as the primary north-south vehicular axis and connect the north-west and south-west quadrants. To supplement this function within the hierarchy, it is recommended that the 300 West multi-use path north of 2100 South be extended southward, through the Plan Area, thereby enhancing the overall function and how it relates to other streets within the network.

It is recommended that Haven Ave be reconfigured to extend contiguously through the Plan Area, creating a primary east-west vehicular axis and connecting the south-west and south-east quadrants. Together, 300 West and Haven will form an efficient route for automobiles to travel through the Plan Area without adding points of conflict for pedestrians and bicycles.

Bicycle Streets

West Temple and Utopia Avenue will function within the hierarchy as the primary bicycle routes through the Plan Area, providing convenient connections between the Central Pointe and Streetcar stations and surrounding destinations. It is recommended that Utopia Avenue cross the Central Pointe station at grade, along the newly configured bicycle way, and connect with the multi-use path created along 300 West and Main Street. It is recommended that Main Street be maintained as a business-oriented street with on-street parking to accommodate high-turnover patronage for small retail business. To supplement this, it is recommended that bicycle infrastructure be enhanced to form a connection between existing bicycle facilities north of 2100 South.

Local Streets

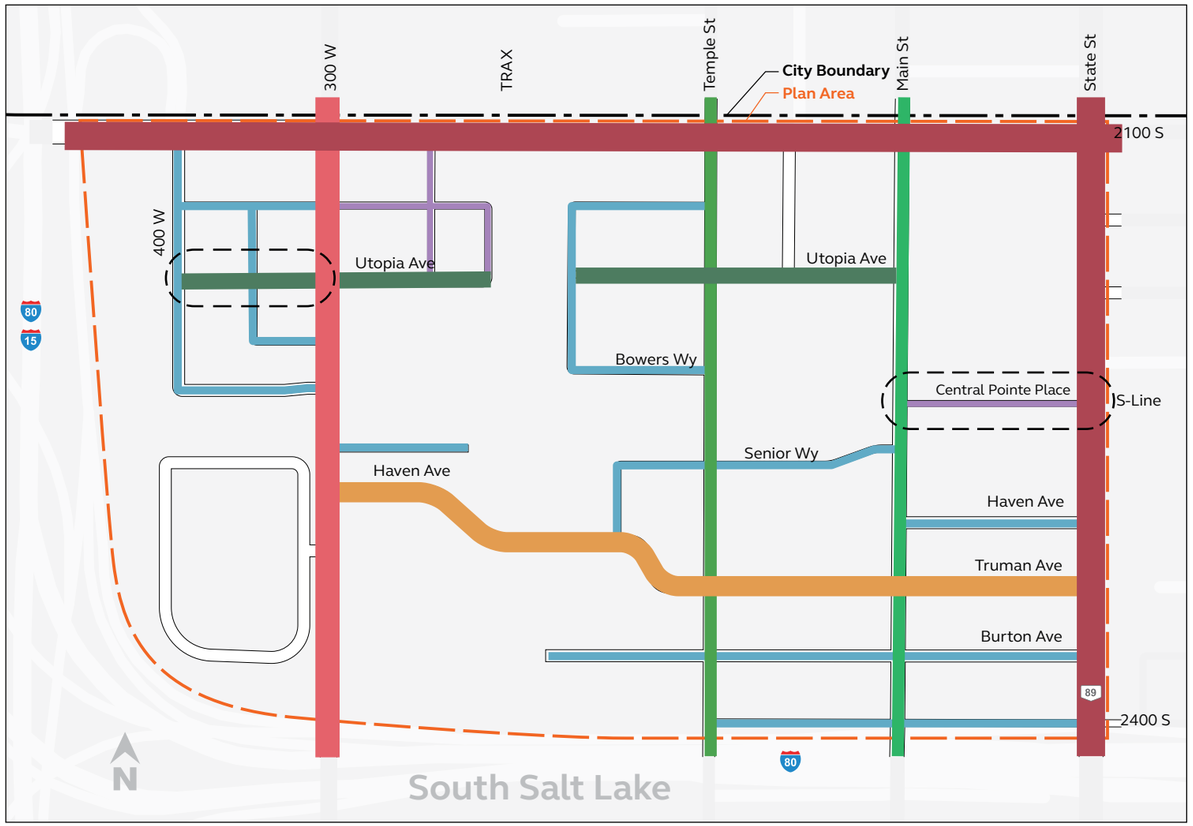
Streets within each quadrant connecting to those prioritized for vehicular and/or bicycle traffic, will be considered local streets. These streets will add redundancy to the network, thereby providing alternative routes in the event of necessary accidents, detours, and other unexpected failures of the vehicular and bicycle streets. In character, these streets will prioritize the pedestrian experience and be the most direct means by which people interface with destinations.

Transit-Oriented Streets

Streets adjacent to Central Pointe and the Streetcar Stations will be planned and designed as part of the redevelopment of the respective properties. This will allow them to be sacrificially designed to enhance the orientation of adjacent land uses to transit infrastructure and build in additional functionality that enhances the overall experience of using transit as a primary mode of transportation.

LEGEND

- *Primary Arterial*
- *Complete Arterial*
- *Boulevard*
- *Primary Station Access*
- *Main Street*
- *Primary Bike Street*
- *Local Street*
- *Transit-Oriented Street*

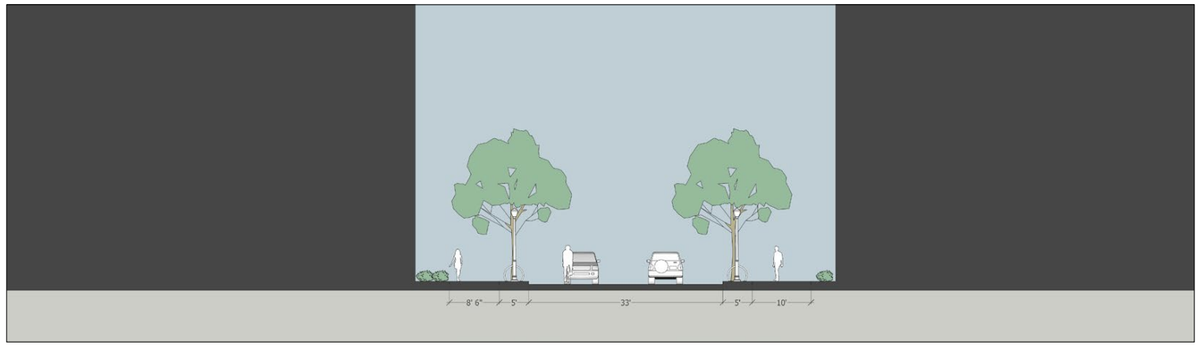


Refer to Street Plans and Sections on the following page

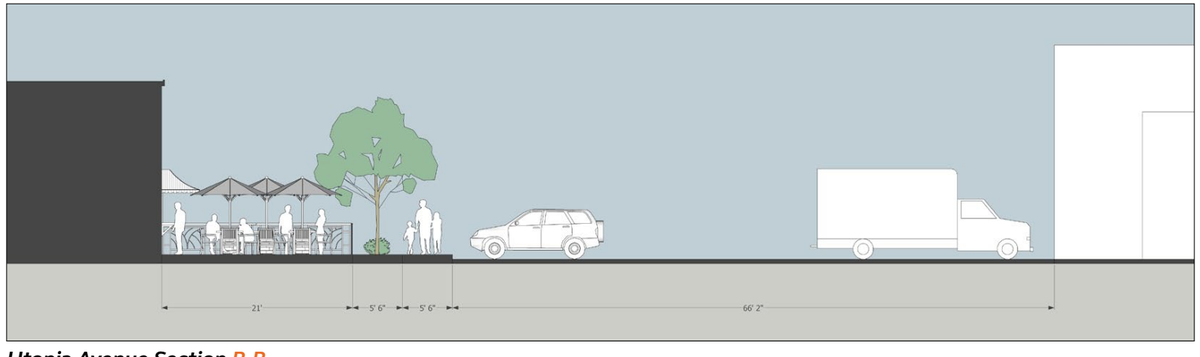
Mobility

Utopia Avenue

Proposed Utopia Avenue Plan

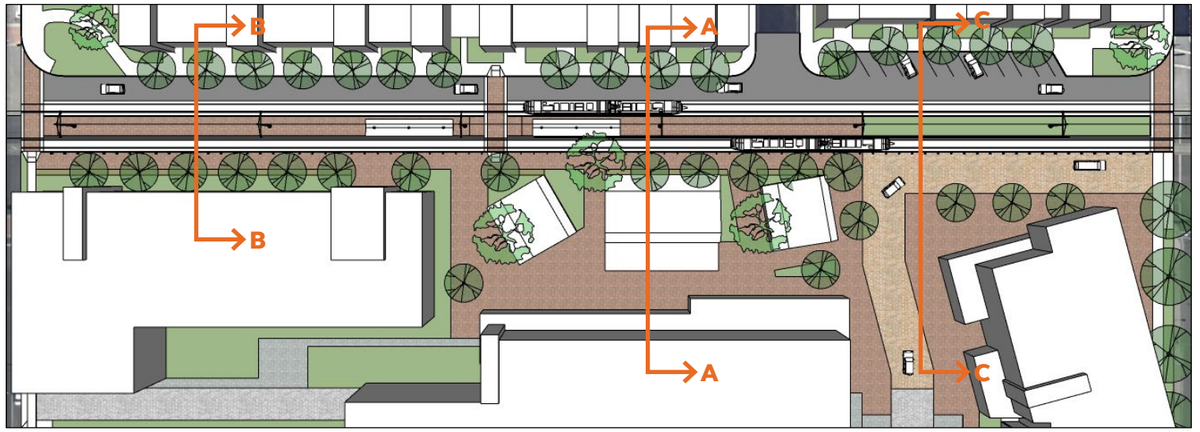


Utopia Avenue Section A-A

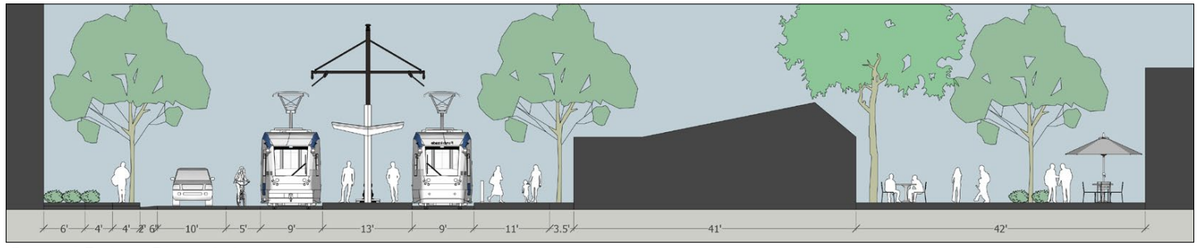


Utopia Avenue Section B-B

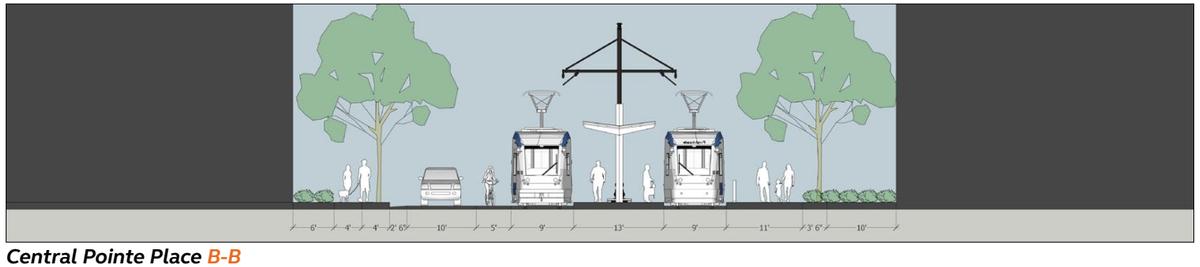
Central Pointe Place



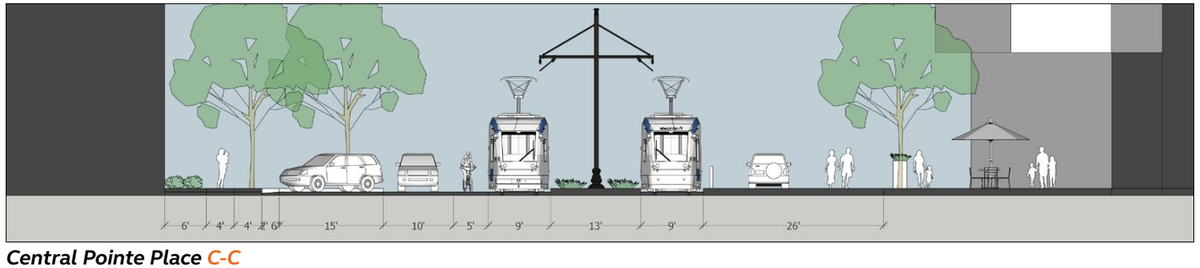
Proposed Central Pointe Place Plan



Central Pointe Place A-A



Central Pointe Place B-B



Central Pointe Place C-C

Open Space

Downtown South Salt Lake City is a historically industrial district that lacks greenspace, tree canopy, and public gathering spaces. Thus, integration of a robust open space system in the Plan Area is imperative to the quality of the user experience.

Recommendations presented within the Open Space Framework improve and resolve many of these issues by:

- Creating a network of public spaces that are comfortable, safe, and enjoyable for those visiting and residing in the Plan Area
- Enhancing the transportation and sense of orientation within the Plan Area
- Introducing a variety of open space types to accommodate a variety of activities and community needs
- Identifying opportunities for natural features to be reintroduced and woven into the urban fabric

Due to the fragmented ownership within the Plan Area, infill strategies are recommended, allowing open spaces to be created and connected through an open space network. Such an approach will focus on small-scale spaces such as corner plazas and parklets, and streetscape. Where plans for redevelopment occur, it is recommended that open space amenities be incentivized by South Salt Lake and provided through negotiation by the respective development interest.

The open space plan was developed in tandem with planning efforts around the circulation and connectivity plans centered around the Central Pointe and Streetcar Stations. The character, programming, and potential uses of the proposed districts were also considered while developing an open space strategy to ensure a cohesive experience. The open space network can be seen as the glue that connects the several blocks surrounding the two Downtown SSL transit stations together, leaving visitors and residents with a sense of the identity of this new and vibrant Downtown SSL.

Public input is an important consideration in crafting an open space framework with "staying power." As part of the community engagement effort for the Station Area Plan, the community was surveyed early on to identify the public's aspirations for open space within the Downtown area. A few recurring topics surfaced as primary elements to address in the plan:

1. walkability and bikeability needs to be improved;
2. public open spaces are important and needed;
3. Parley's Trail access and connectivity needs to be included in the plan;
4. trees and other forms of vegetation are desired for their environmental and aesthetic benefits.

Specific preferred programming uses and other details (such as amenities and safety features) are outlined in the description of Open Space Typology below.

Natural Features

Except occasional street trees and rainwater detention basin-related wetlands under the Interstate 15 and Interstate 80 interchange, the Plan Area comprises mainly impervious surfaces and buildings. Therefore, as Downtown SSL continues to plan for its future growth and redevelopment, it is recommended that the plans include areas where natural elements will be reintroduced into the urban fabric. While this plan proposes an open space network at a high level, future design work should strive to incorporate green infrastructure solutions wherever possible, including stormwater management solutions such as bioswales and permeable pavement, greatly increasing the urban tree canopy (possibly through implementing urban forestry initiatives), and introducing pollinator gardens to encourage biodiversity (e.g., along the Parley's Trail). A number of these reintroduced natural features offer many ecosystem services that would benefit the City, perhaps most significantly, reducing temperatures during the heat of the summer. The introduction of a green tree buffer along the interstate perimeter of Downtown may simultaneously provide a visual and audible buffer between the freeway and Downtown, as well as introduce additional urban wildlife habitat, without infringing on land better suited for development. Care must be taken to consider maintenance, water usage, and safety concerns when planning future reintroduction of natural features into the Downtown SSL area.

Open Space

Open Space Network

The open space network comprises nodes (e.g., plazas, parklets) and connections between the nodes (e.g., destination streets, multi-use paths). As illustrated on the right, the plan emphasizes connections between open spaces to enhance mobility and Downtown SSL's cultural identity. This can be accomplished with a system of open space, comprising both public and private space, which collectively invite visitors and residents to explore and spend time Downtown. While the plan draws attention to opportunities for public open space, it is also recommended to introduce private open space amenities including balconies, roof top terraces, and living walls as options for developers to consider, contributing to the overall open space network and the people-focused character of Downtown SSL.

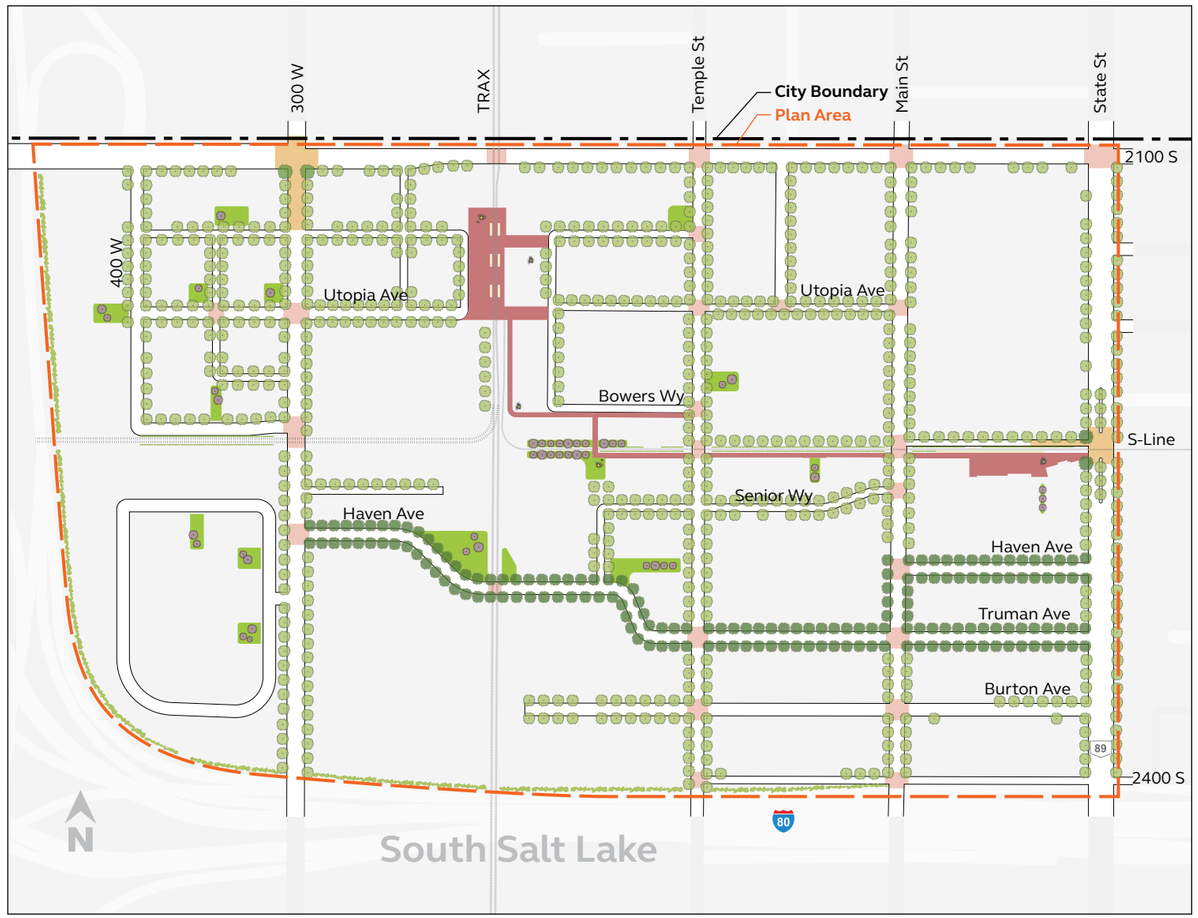
The transit stations are the nucleating features around which the open space network extends, featuring transit plazas that both improve the functionality and accessibility of the stations themselves, but also offer civic spaces that signal the importance of Downtown SSL to the surrounding community.

Much like the transit system that converges at Central Pointe, the Downtown SSL open space framework comprises a network of spaces that work together to improve the quality of the user experience. Nodes include places that act as destinations or focal points in the urban fabric. These are places in which people can spend time, recreating with friends and family, gathering for public events, or they can simply pass through on their way to another destination. They include plazas and parklets located at the intersections of major activity corridors, such as by the transit platforms (e.g., transit plazas) or as bookend nodes on either side of the Destination Street.

They support and can respond to adjacent uses, such as dining establishments or small business retail, or mixed use residential. These can also mark experiential "moments," such as at entry points into the Downtown area, or as wayfinding places marking intermediate destinations from one location to another.

Connectors are a form of open space that are experienced as people move along them, such as beautified streetscapes. Although these spaces are not in and of themselves destinations, they are equally important in crafting a user experience that is uniquely Downtown SSL. Particularly, given the importance of connectivity and accessibility in this Station Area Plan, addressing the user experience along these connecting forms of open space is key.

Linear nodes are a blend of connectors and nodes, serving the simultaneous purposes of being a "place to be" while also encouraging mobility through them. Passages connecting key gathering areas, such as paseos or promenades are examples of this type of open space. The proposed Destination Streets in this plan are both locations to spend time in while visiting shops or restaurants lining the pedestrian-focused street but are also corridors that connect cultural nodes on either end.



Open Space

Open Space Typology

The variety of open space types recommended in this plan offers options that can accommodate Downtown SSL's vast array of activities and interests <FIGURE – open space typology plan>. The recommended open space types were selected based on their surrounding land uses and circulation patterns, as well as future development plans. It is recommended that most of the open spaces be accomplished with small scale plazas and parklets and enhanced streetscapes, given the degree of existing urban development, economic drivers, maintenance considerations, and the lack of available parcels adequate for traditional large scale city parks.

Key features of open space types are described below:

Small-scale Parks and Plazas

Multiple small-scale parks (e.g., parklets, pocket parks, greenspaces) are recommended for public gathering, recreation and play, low-water usage plantings, and public art. These spaces will provide opportunities for everyday activities aimed at the local resident or the lunchtime employee. These spaces will also provide ample shade through a combination of street or park trees and artificial shade structures, doubling as public art. Programming elements may include playful seating options, pedestrian-scale street lighting, flex areas for pop-up events, children's play equipment, small scale sports courts (such as pickleball or bocce), and pet relief areas. When possible, these parks should integrate aspects of the District in which they are located. For example, a green space is designated within the Maker District, and acts as an entry point for pedestrians to cross the S-Line tracks at a proposed future crossing. This park would be a space for showing art created by local artists in sculptures and murals. In the private realm, pocket parks could be explored as amenities to integrate into future developments.

Small-scale plazas (e.g., gateway plazas, pocket plazas) are predominantly paved open spaces. These spaces are in the interstitial spots within the urban fabric, at key street corners or at inflection points along the journey between destinations. Given their small scale, pocket plazas may be "discovered" by the user unexpectedly as they travel through Downtown. They punctuate the user experience at the end of noteworthy streets, such as at the end of the Destination Street in the Dining District. A gateway plaza is recommended at the corner of State Street and Central Pointe Place to signal entry into the Downtown SSL area along the Parley's Trail and S-Line corridor. A second gateway plaza is recommended at the corner of 300 West and 2100 South to demarcate entry into South Salt Lake City from Salt Lake City to the north. A gateway feature in this location is important for wayfinding as it is also within the block of the Central Pointe Station. The gateway plazas, though smaller in scale, should feature an iconic sculpture or architectural element to convey a sense of arrival.

Large-scale Plaza

Large-scale plazas (e.g., transit plaza) are recommended at key activity nodes as major gathering points. The transit plazas proposed at Central Pointe Station and South Salt Lake Streetcar Station should be both iconic and functional, offering a clear sense of arrival, whether on foot, car, or public transit. Wayfinding elements are essential components in transit plazas, including ample signage, as well as subliminal techniques using paving patterns and furniture arrangement. The transit plazas will serve as micromobility hubs, offering facilities such as bike and scooter rentals and parking.

A civic or commons-style is proposed south of the South Salt Lake Streetcar Station and is recommended to be a place for gathering large groups during events such as festivals or open-air markets. This plaza can accommodate a food truck court to support both temporary events and the day-to-day patrons visiting the establishments of "Brewery Row." This plaza should include "flex" areas that can be repurposed for a variety of events, regardless of season, but also stand alone as an unprogrammed space when events are not occurring. Additional programming elements for these large-scale plazas could include designated street performance areas, interactive public art, with playful seating options, outdoor dining furniture, shade structures, street trees, and low-maintenance planting schemes that avoid visibility-related safety concerns.

Example of Parklet

Eye Level View Rendering of S-Line Station Plaza

Open Space

Paseo/Promenade

Paseos and promenades are passageways that link key nodes, such as from the South Salt Lake S-Line Station transit plaza to the large plaza to the south. These links are important in drawing the pedestrian from one space to another, offering intrigue and inviting the visitor to continue through dynamic landscape elements such as festoon lighting, or viewsheds toward eye-catching public art. Line-of-sight is a key consideration in these spaces as these passageways can also aid in wayfinding, directing pedestrians from one location to another. These spaces should be highly activated at ground level, potentially lined with small businesses or restaurants, outdoor dining, and planters.

Linear Park

Linear parks leverage the already linear nature of corridors such as along rail lines or trails. Parley's Trail and the S-Line corridor in Downtown SSL is a prime feature with which to pair linear parks. Already highly accessible from the existing multi-use trail, linear parks would provide opportunities for introducing greenery into the urban landscape, simultaneously beautifying one of SSL's finest assets, creating habitat pockets and migration corridors for wildlife, and providing a cooling effect in the summer months. Potential programming elements that could be included in these linear parks are small-scale sports courts (e.g., bocce, exercise equipment), pet relief areas, and public art (doubling as wayfinding elements for the S-Line passengers or Parley's Trail users). Wayfinding devices such as signage and public art, and safety features including lighting are also recommended.

Pedestrian-Focused Street

Destination Streets and Pedestrian-focused Streets blur the line between street and sidewalk, redefining the urban street as a place for street festivals and other community events. The lack of curbs emphasizes and encourages pedestrian mobility and allows the street to turn into a linear plaza, intermittently closed to traffic during events. These spaces can be used for celebration and gathering, which would be reflected in lively street furniture options, festoon lighting, street trees with festive seasonal color through blooms and fall foliage, and public art integrated into the streetscape. These streets are lined with small shops and cafes.

Example of a Paseo/Promenade

Example of a Linear Park

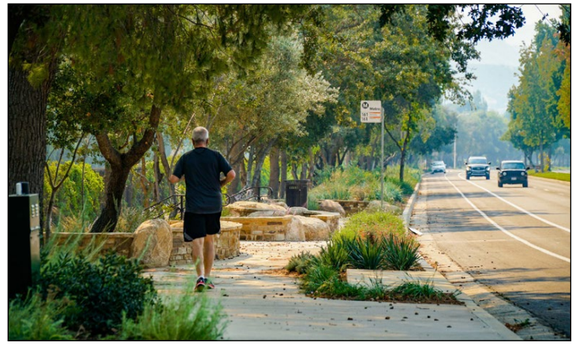
Enhanced Streetscape

Enhanced streetscapes will be the most common form of public open space in Downtown SSL. Well-designed streetscapes are critical to the continuity of the open space network and quality of the user experience. To encourage walkability, streetscapes should be designed with safety and comfort in mind, with continuous sidewalks, human-scale lighting, street trees for shade and aesthetics, and frequent resting spots with benches and other common street furniture. In some cases, streetscapes will interface with new or planned redevelopment; these instances present opportunities for collaboration in defining attractive streetscapes that play off the development's aesthetic while tying into the character of the District. Features that improve pedestrian comfort while traveling on adjacent sidewalks, such as building awnings for shade or shelter from weather, should be explored while working with private developers. Negotiations of appropriate building setback distances with private developers should balance retail compression advantages with the pedestrian experience.

Add Example a Pedestrian-Focused Street

Tree-lined Boulevard

While trees are proposed along all streets in Downtown SSL, extra emphasis is recommended for Haven Avenue. With the proposed reconfiguration of Haven Avenue as the main east-west vehicular thoroughfare across Downtown a distinct, visual corridor with an attractive row of signature trees is recommended along the length of the street. Although Haven Avenue is not the primary pedestrian or bicyclist route, Haven will include bike lanes and sidewalks. Thus, the recommended grand row of street trees will also improve the pedestrian experience by slowing vehicular traffic, providing shade, and attractive vegetation. A continuous strip of tree canopy from east to west may also aid in improving avian habitat connectivity across Downtown.



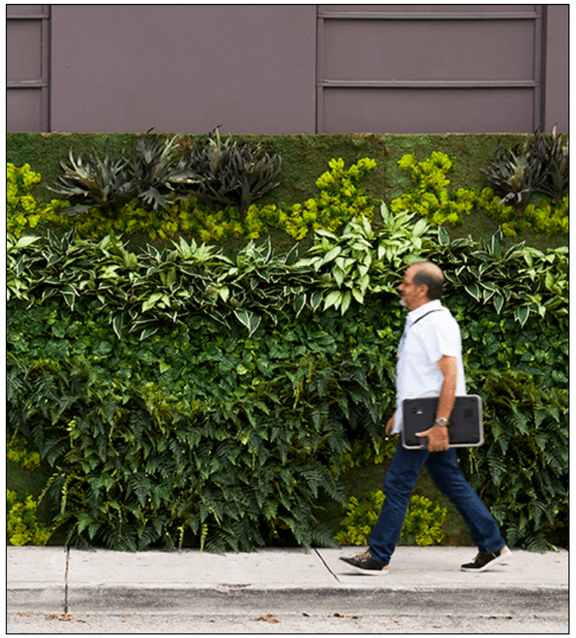
Example of an Enhanced Streetscape

Example of a Tree-Lined Boulevard

Open Space

Vertical/On-Structure Open Spaces

Vertical and on-structure open spaces include green walls, living walls, green roofs, roof terraces, and balconies. This type of open space should be integrated into private development efforts as much as possible. Examples of integration include pool decks on multi-family residential buildings and extensive green roofs on apartment buildings or parking structures. Smaller scale amenity spaces (e.g., balconies) are also recommended to incrementally add open space for residents and visitors. Despite their private access, these spaces would also greatly enhance viewsheds for both the private and public users, adding to the overall vibrant, people-focused dynamic that is envisioned for Downtown SSL. Living walls may also add to the visual aesthetic of SSL, in keeping with its mural tradition, and the vertical greenery would also have a cooling effect to offset the summer heat.



Example of a Green Wall

Public Art

Public art is a key component of what makes South Salt Lake City unique. Murals adorning several buildings and metal sculptures cap several street signs For the past six years, SSL has hosted the annual community festival MuralFest, celebrating artists and their one-of-a-kind murals on walls throughout the city. Several makers create work out of their Downtown SSL-based workshops. The sculptural works of one such fabricator adorn several street signs in the Downtown area. The City has established a Creative Industries Zone, the banners of which can be found on West Temple in Downtown. These examples point to the significant role that the arts play in defining the identity of Downtown SSL. This plan integrates opportunities for showcasing public art by designating open spaces featuring public art, from focal points in public plazas, to sculptural iconic features in entry plazas into the Downtown area, to a greenspace placed within a newly defined Maker District that incorporates local artists' work.

Existing Mural Locations

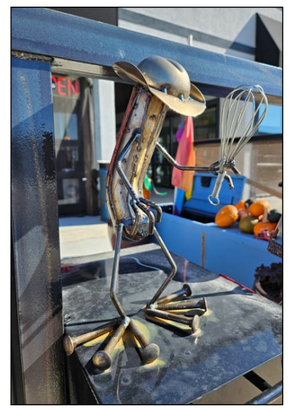
Recommendations for incorporation of public art into SSL Downtown is summarized as follows:

1. **Include focal point sculptures** in large plazas, including the Streetcar District plaza, the S-Line transit plaza, and the Central Pointe transit plaza;
2. **Integrate small scale sculptural public art** along Parley's Trail and the S-Line corridor that reflect district character and provide wayfinding;
3. **Install sculptural monument-like features** in the gateway plazas at State Street and the S-Line crossing, and 300 West and 2100 South to signal arrival in Downtown SSL;
4. **Create a public-art-themed greenspace** in the Maker District that highlights local artists' work;
5. **Integrate dual-purpose shade structures** in transit plazas that provide thermal comfort but are also public art;
6. **Include artistic architectural skins, kinetic sculptures, or murals** on plaza-facing sides of parking structures;
7. **Continue the MuralFest efforts** and strategically locate murals to enhance future open spaces;
8. **Recommend developers contribute 1% toward public art.**

"Here Comes the Sun" Mural

Artist Thomas Turner painting his Mural during MuralFest

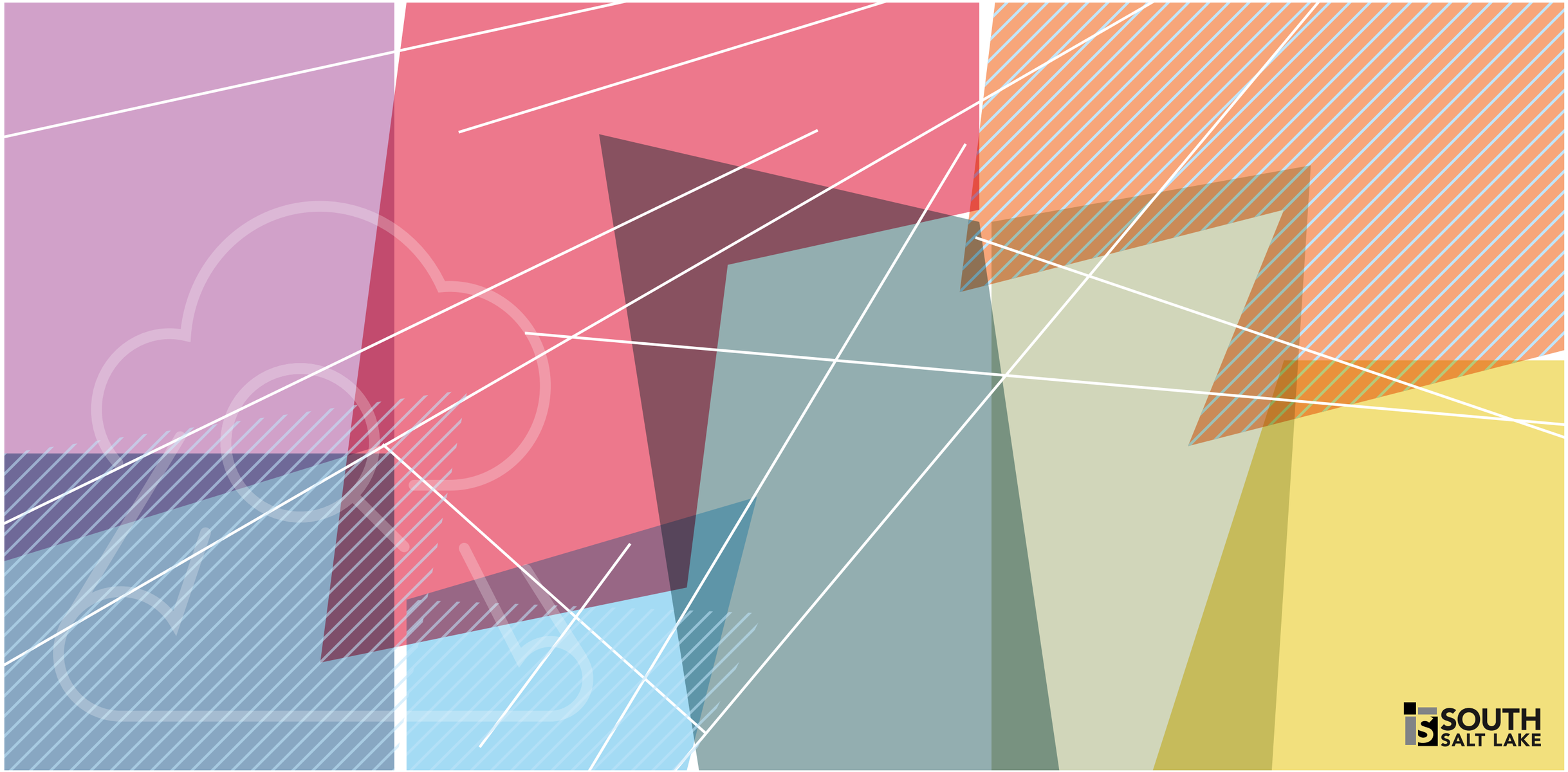
Banner: Creative Industry Zone



Metal Sculpture

South Salt Lake Downtown Connect

Implementation Plan



Implementation Plan

Review the plan annually to assess its implementation and success. Update sessions with the Planning Commission and Councils should occur at least biannually and be scheduled well in advance.

Policy Update and Plan Amendments

Adopt Downtown Connect Plan

Although the current downtown plan was recently adopted, the Downtown Connect Plan offers more detailed guidance, particularly regarding the areas surrounding the “S” Line Main Street Platform and the Central Pointe TRAX platforms. Additionally, the Trails Master Plan should be updated to reflect the new trail alignments proposed. A significant gap in the downtown area is the lack of open and recreational space. As residential and commercial development intensifies, South Salt Lake will need a comprehensive open space plan to address the growing need for additional recreational areas.

Update General Plan

The general plan should be revised to align with the vision, goals, and objectives outlined in the downtown connect plans. We suggest updating the general plan maps annually to track implementation progress. This update should include a report detailing development sites within the area, their current stages of development, and projected completion dates.

Update Mobility Plan

The Downtown Connect plan outlines suggestions for enhancing intersections, creating new pedestrian and multimodal links, and implementing traffic calming measures. These components will require revisions. The report advises that the next step for the area should be to develop a new mobility/transportation plan, particularly focusing on specific upgrades to the Parley’s Trail State Street Crossing and the 300 West, 2100 South trail connection.

Collaboration with UDOT, UTA, and Salt Lake City should continue for this South Salt Lake Downtown area. The mobility plan should prioritize walkability and accommodate all forms of transportation.

Update or create a sustainability plan

Sustainability is a crucial element in all planning processes. South Salt Lake should create a sustainability plan with clearly defined and practical milestones for implementation. Economic sustainability must be considered, especially as construction funding becomes available. Additionally, long-term maintenance is a critical factor to address.

Update land-use zoning

Updating zoning is essential as the next step. Evaluating land-use zoning incentives should be integrated into a more forward-thinking zoning strategy. Additionally, the current zoning ordinance should be analyzed to identify and address any obstacles that hinder proper investment in Downtown South Salt Lake. This will help reduce risks associated with approving proposed development projects.

Street section and Land-use Reconciliation

Coordination between the streetscape sections in the report and South Salt Lake Engineering must be consistent and approved by the City Council to remove ambiguity on what a development partner is expected to fund as part of a submission.

Update Moderate Income Housing plan

A key aspect of the legislation mandating Station Area Plans for transit platforms is to increase housing availability and address shortages. This legislation requires that station area plans cover an area roughly ½ mile around rail platforms. South Salt Lake will need to revise its affordable housing plan to incorporate the additional units within the city.

Urban Forestry Plan

South Salt Lake recognizes the importance of the urban forest in enhancing the street environment. The Downtown area currently has a sparse number of street trees, a legacy of its industrial past. The South Salt Lake Downtown Connect plan proposes a strategy for planting that aims to create a more walkable area. To support this, South Salt Lake City should update its zoning ordinance to include specific requirements for the number, spacing, and planting of trees. As the open space plan develops, it is important to create an urban forestry plan that offers detailed guidelines for various street types and open spaces. Integrating trees and planting into the urban forestry plan should be a priority. Given the downtown area’s unique role within South Salt Lake, it presents a valuable opportunity to enhance the district’s identity. Incorporating trees into the wayfinding system can improve the cohesiveness of the “Street Wall.” With ongoing development pressures, it is crucial to finalize the Urban Forestry Plan promptly. Ensuring adequate soil in planting areas is essential for tree health, and in urban environments, soil cells should be used to support a flourishing urban forest.

Additional Planning and Plan Implementation Improvements.

As the downtown area continues to develop, further studies might be necessary to address emerging challenges that could affect planning. Several critical areas will need more thorough investigation, such as the State Street Parleys Trail and the 300 West and 2100 South crossings. Extensive coordination with UDOT and UTA will be essential for both crossings. Various options must be explored and costed to identify the most effective solution.

Traffic Signalization Study

Designating Central Pointe Place as a one-way street will redirect traffic onto Haven Street, increasing its role as a thoroughfare. This change will affect various intersections within the downtown area. To ensure efficient traffic flow, a new traffic study will be necessary. Although the area is planned to be pedestrian-focused, it is essential to integrate other transportation modes effectively.

Policy Update and Plan Amendments, *continued…*

Funding *(*Zions Public Finance Inc. (ZPFI)*

The focus of this funding options analysis is to identify additional sources that can be used to pay for infrastructure and other needs in the larger geographic area of the station area plan as well as other funding needs within the HTRZ not covered by the tax increment already approved for that specific area.

Potential funding sources discussed in the economic analysis include:

- **Tax Increment Areas**
  - > Community Reinvestment Areas (CRAs)
  - > Housing and Transportation Reinvestment Zones (HTRZs)
  - > Transportation Reinvestment Zones (TRZs)
- **Special Assessment Areas (SAAs)**
- **Public Infrastructure Districts (PIDs)**
- **Opportunity Zones**
- **Fees**
  - > Impact Fees
  - > Transportation Utility Fees
  - > User Fees
  - > Public Infrastructure Fees
- **Grants**
  - > Utah Department of Environmental Quality (DEQ)
  - > Community Impact Board (CIB)
  - > Community Development Block Grant (CDBG)
  - > Utah Office of Outdoor Recreation
  - > Safe Streets
  - > Utah State Revolving Loan Fund
  - > Utah Outdoor Recreation Grant (trails and connectivity)
  - > FHWA – National Recreational Trails Funding Program
  - > Infrastructure Rehabilitation Grant
  - > Rail to Trails Conservancy
  - > RAISE Grants (Rebuilding American Infrastructure with Sustainability and Equity) raisegrants@dot.gov
  - > BUILD (Better Utilizing Investment to Leverage Development)
  - > PeopleForBikes Industry Community Grant Program
- **Leasing**
- **Housing**
  - > Low Income Housing Tax Credits (LIHTC)
  - > Home Ownership Promotion Zones (HOPZ) – also uses tax increment
  - > First-Time Homebuyer Investment Zones (FHIZ) – also uses tax increment
- **Public-Private Partnerships (P3s)**
- **Bonding * (ZPFI)**

Implementation Plan Timeline (2025 - 2030)

Year	Plan & Policy Updates (Years 1 - 5)	TIFF Projected Revenue at 80%	Responsibility
		$36,691,454	
1	Adopt Downtown Connect Plan		SSL Planning
	Update General Plan		SSL Planning
	Update Land-use zoning		SSL Planning
	Street Section & Land Use Reconcillation		Econ, Planning, Engineering
	Main Street S-Line Platform		Econ Dev, Private
2	Update or Create Mobility Plan		Eng, Planning
	Create Sustainability Plan		Planning, Econ Dev
	Parley's Trail Enhancements		Neigh, Eng
	Design Development Open Space Plan		Neighborhoods
3	Parley's Trail State Street Crossing		UDOT, Eng, Neigh
	Urban Forestry Plan		Neighborhoods
	Collaboration Between UTA & South Salt Lake Design Plans		***Ongoing***
	Street Beautification Funding Priorities		Neigh, Econ Dev, Planning, Eng
	Parking Structure Construction		Econ Dev., Private
4	Construction Priorities & Phasing Plan		Econ Dev
	Update Moderate Income Housing Plan		Econ Dev
	Additional Planning & Plan Implementation Improvements		

Year	Implementation (Years 6 - 10)	$67,394,297	
6	Urban Forestry Implementation Review		
8	300 West, 2100 South Design Development		UDOT, SLC, SSL
9	Traffic Signalization Study		Eng
	Road upgrade program		Eng, Planning
10	Central Point TRAX Platform Reconstruction		UTA, UDOT, SSL

Year	Implementation (Years 11 - 20)	$93,221,655	
11	Strategic Public Property Acquisition Plan		Econ Dev.
14	300 West, 2100 South Construction		UDOT, SSL, SLC
	Signalization Implementation		
15	Infrastructure		
	Water		
	Sanitary Sewer		
	Storm Water		
	Detention Plan		
	TOTAL	**$197,307,406**	

Months: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

5 Years

South Salt Lake Downtown Connect

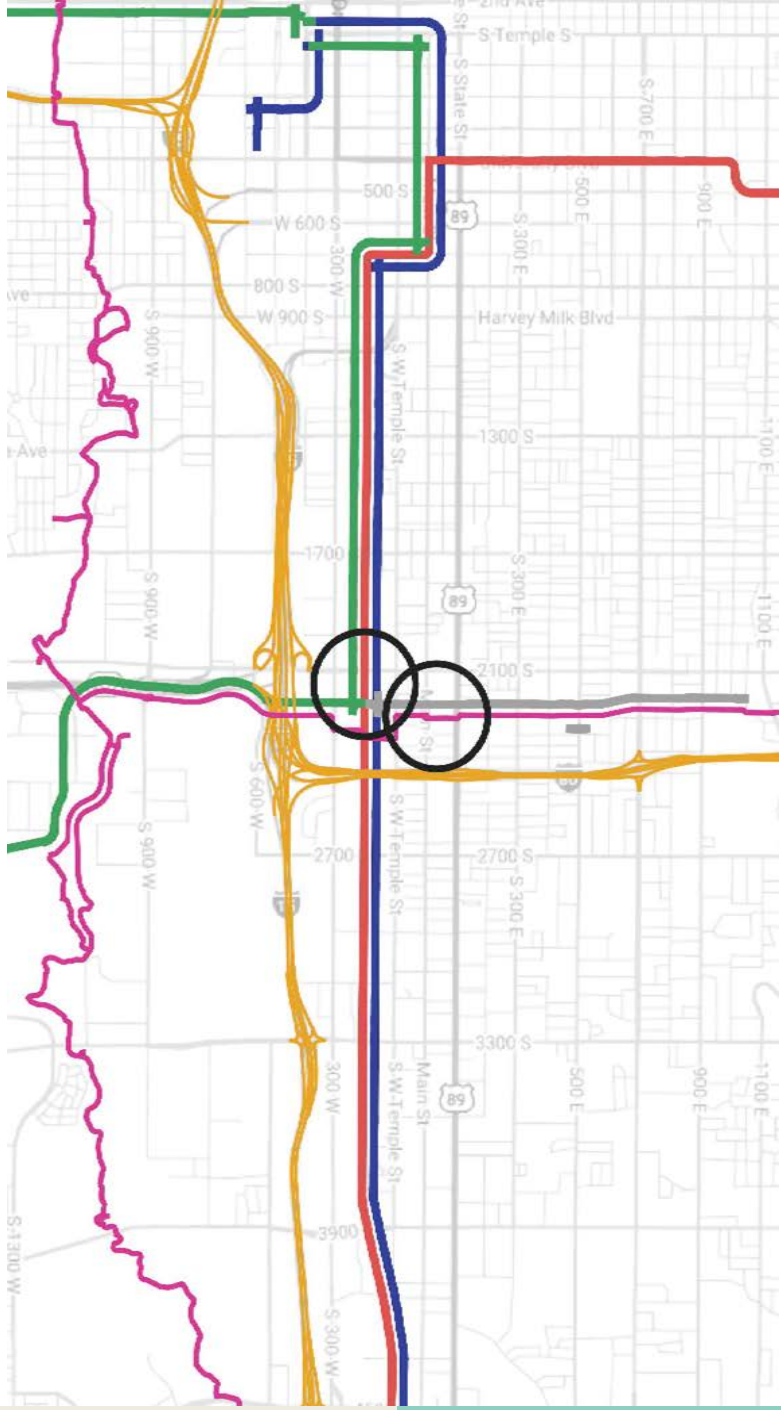
Base Data and Appendices

85 Years in the Making
Transformative Potential
Demonstrated Commitment

City of South Salt Lake

DOWNTOWN SSL

HTRZ Application



October 2, 2023 (Updated Submittal)

SOUTH SALT LAKE

Our Partners

A major project like Downtown SSL requires strong partnerships. Our HTRZ Application enjoys the support and commitment of the following companies.

DAKOTA PACIFIC Real Estate

WOODBURY CORPORATION

GARDNER BATT

ALPHA DEVELOPMENT GROUP

BLOX VENTURES

ABSTRACT DEVELOPMENT GROUP

WILL

UNITED CONTRACTORS

PARALLEL

Proposal Outline

TABLE OF CONTENTS

SECTION I

THE SOUTH SALT LAKE STORY

Our Roots

South Salt Lake's history of resolve and pragmatism provide the backdrop for the proposed HTRZ-enabled transformation of the City's downtown

BORN OF NECESSITY

Settled in 1847, the place we now call South Salt Lake grew slowly for its first 50 years as homesteaders labored to sow fields, raise families, and build sustainable lives. By the turn of the 20th century, those farms started giving way to residential neighborhoods, railroad lines, factories, and small businesses.

Housing and industrial growth in the 1920s led residents to demand a sewer system be constructed to replace the leaky septic tanks and unhealthy open canals. After learning that extensions of neighboring communities' sewage systems were years away, South Salt Lake residents took matters into their own hands and resolved to build their own. Despite several failed attempts to create a town government to build the system, residents incorporated the area in 1938 as the City of South Salt Lake.

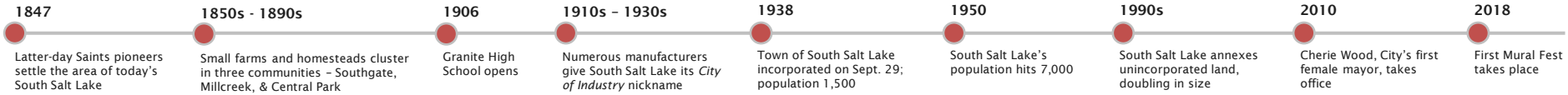
Their hard work paid off. By 1949, when the landmark water tower was built, South Salt Lake was a bustling small city of 7,000. New residents bought new post-war cottages lining neighborhood streets, while a wide range of manufacturing and industrial companies clustered along the rail lines and highways. By the 1970s, about two-thirds of the 7-mile-square City housed foundries, machine shops, railyards, and similar firms, sparking the well-deserved nickname, *City of Industry*.

GROWING BY CHOICE

A new era began for South Salt Lake on October 1st, 1998 – 60 years after the City was founded. The City doubled in acreage and population that day, the result of a much-debated and long-deliberated annexation of neighboring unincorporated areas. It was a big bite for a small city, to be sure. Some thought it was audacious; others saw it as forward-thinking. It was both.

But, in stark contrast to the "must do" situation faced by City founders six decades earlier, South Salt Lake's decision to annex nearby communities was an intentional one. Residents, businesses, community leaders, and many others joined in spirited discussions about the pros and cons of such a large annexation, debating issues like whether South Salt Lake's identity and civic values would be diluted.

Twenty-five years on, South Salt Lake is a cohesive city of 27,000 residents and 3,200 businesses. Investments are being made in neighborhoods in all corners of the City. Providing equitable services to all parts of our diverse community is a priority for South Salt Lake. In 2021, we created a Department of Neighborhoods to focus outreach and services on the things that residents value most.




Salt Lake County Oxbow Jail


Central Valley Water Reclamation Facility

Homeless Resource Center

Doing Our Part In The Salt Lake Valley

South Salt Lake has stepped up for decades to provide services for the entire metro area, drawing from limited local resources

REGIONAL FACILITIES

South Salt Lake has cooperated with neighboring cities and other agencies to make difficult decisions about siting regional public facilities. While working to address significant community concerns, the City has navigated major facilities located in South Salt Lake boundaries, including the Central Valley Water Reclamation Facility, two correctional facilities, and the Pamela Atkinson Homeless Resource Center. South Salt Lake is in active conversations to site the Family Interim Housing Facility that will provide stability and support to 85 families.

TAX-EXEMPT PROPERTY

Regional public facilities, along with stretches of freeways, railroads, and surface streets, take up about 31 percent of the City's footprint. As a result, a significant portion of land in South Salt Lake is exempt from paying property taxes. For example, the new family shelter removes a former motel from the tax rolls.

LARGE COMMUTER INFLUX

South Salt Lake's daytime population grows nearly three times its nighttime or resident population, creating disproportionate impacts on infrastructure and public safety services. Since two-thirds of South Salt Lake is comprised of light industrial and commercial uses, the City attracts workers from throughout the region.

SALES TAX

Given the contributions above, South Salt Lake historically struggled to generate sufficient sales tax revenue. Over the past decade, though, the City has worked hard to attract new retailers, such as WinCo Foods, that have helped build a steady, stable stream of sales tax revenue. The expiration of the current local-option sales tax in 2029, however, creates uncertainties we must prepare for.

City On The Move

Over the past decade, South Salt Lake has quietly solidified its place as a stable, diverse, and vibrant community that consistently punches above its weight. South Salt Lake has unmatched transit and transportation connections, and unparalleled economic investment.

CREATIVE INDUSTRY ZONE

Strategic planning and focus have nurtured a new Creative Industry Zone with small business, maker spaces, and a burgeoning brewery and distillery district. With Horton the Water Tower as the CIZ's icon, the area includes two transit stations, making them easily accessible and walkable.

ART CITY

A City-run arts council has commissioned over 50 large-scale murals in the downtown area, creating a strong sense of place unlike anywhere else in Utah. The annual Mural Fest draws thousands of residents and visitors to celebrate this open-air art gallery. Arts organizations like Poor Yorick Studios, which provide work and gallery space for 40 painters, ceramists, photographers, sculptors, and other artists enrich South Salt Lake's creative scene.

CULTURAL DIVERSITY

Cultural diversity. With a population significantly more diverse than other parts of Salt Lake County, South Salt Lake is a culturally rich community with a unique mix of restaurants, shops, events, organizations, and places of worship. The only Chinatown in the Intermountain West is in South Salt Lake. Immigration from around the globe brings new energy, ideas, and cultures that add to the City's diversity and identity. Of special note is the success of Promise South Salt Lake, the City's highly praised afterschool program that is helping raise educational attainment and ensuring that both youth and families thrive.

South Salt Lake believes that a community's strength comes from within, from the combined spirit and contributions of residents, past and present. The vibrant community you see today is only the beginning of what's to come with HTRZ funding and creating an exciting new city center.

Promise South Salt Lake Participants

SECTION II: LIVE, WORK, MOVE, AND PLAY

Each year, the South Salt Lake Arts Council commissions 10 new murals as part of the City's annual Mural Fest. Now totaling 52 murals, the program has enlivened and sparked creativity in the City's growing Creative Industries Zone and overlapping brewery and distillery district. South Salt Lake is now a regional destination for residents and visitors seeking a leisurely stroll through the open-air art gallery and a bite to eat at one of the growing array of bars and restaurants.

The Future of Downtown South Salt Lake

*With the assistance of an HTRZ Downtown SSL will transform into a unique urban destination where people can **LIVE, WORK, MOVE, AND PLAY***

South Salt Lake was long known as the City of Industry because of the many manufacturing and light-industrial businesses that grew up along the rail lines and highways. Today, buildings housing those uses have reached the end of their useful life and are well-suited for redevelopment. We have a historic opportunity to unlock and revitalize this critically located real estate.

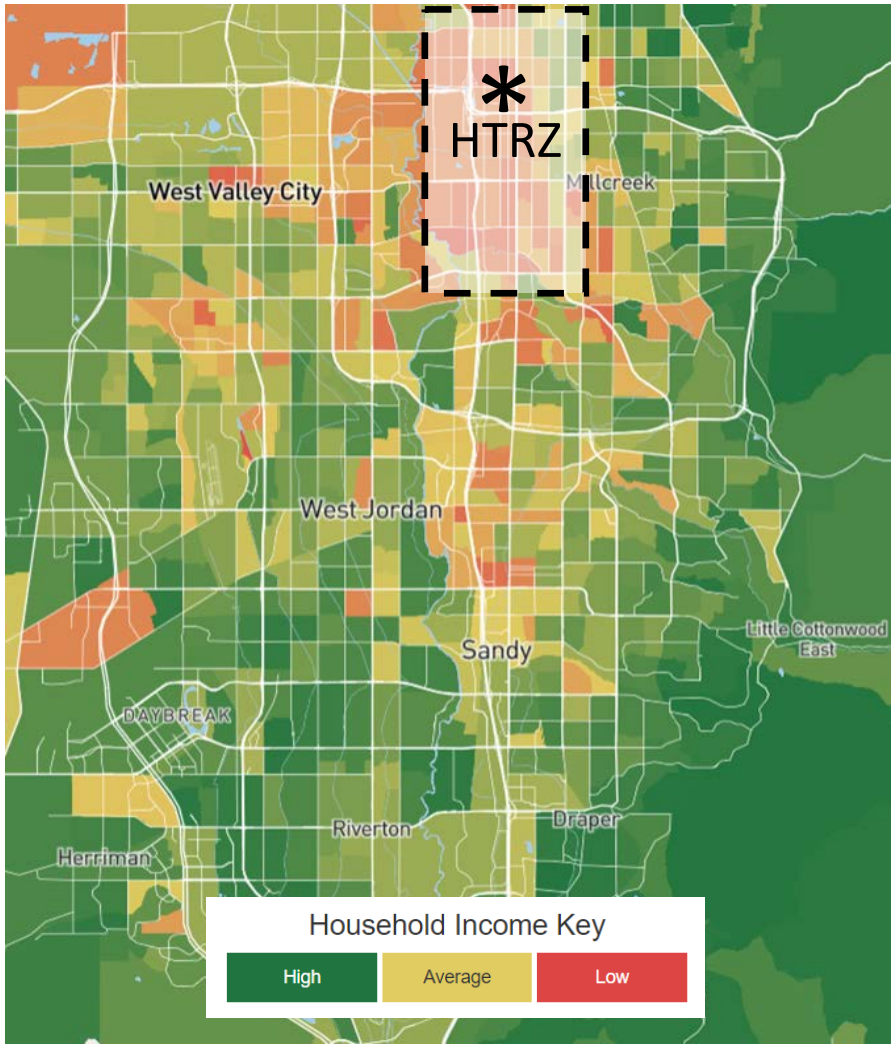
Downtown SSL: The Place to **LIVE**

Project approved & entitled; rendering courtesy Woodbury Corporation and Architectural Nexus

- Planning is underway for over 5,000 units averaging over 100 units per acre, providing density to support a lively, thriving neighborhood.
- Our design standards require high-grade materials and finishes that will help us transform this area of outdated industrial buildings into an attractive and inviting community.
- We encourage every developer to develop podium housing products to help create density and encourage ground-floor uses that support a walkable community built to a human scale that will endure over time.

Same location today

Downtown SSL: The Place to **Live** at a Range of Incomes



- The metro area's lower-income populations are concentrated along the I-15 corridor, with higher-income housing located concentrically outward.
- South Salt Lake disproportionately provides housing for lower-income populations.
- The median South Salt Lake family earns less than 60% of families in the metro area. **Our entire city population, on average, is lower than the HTRZ AMI standard.** The HTRZ code exempts currently lower-income areas like this from including any affordable units.
- Despite the statute not requiring any affordable units, SSL is committed to designating **at least 12.5% units** to be available to residents at or below 80% AMI.
- The inclusion of Affordable units in the recently-built Hi-Grade Apartments located within the HTRZ radius (adjacent to the selected HTRZ parcels) demonstrates South Salt Lake's continuing commitment to ensuring affordable housing as an option to serve our current and future residents.

Downtown SSL: The Place to **WORK**

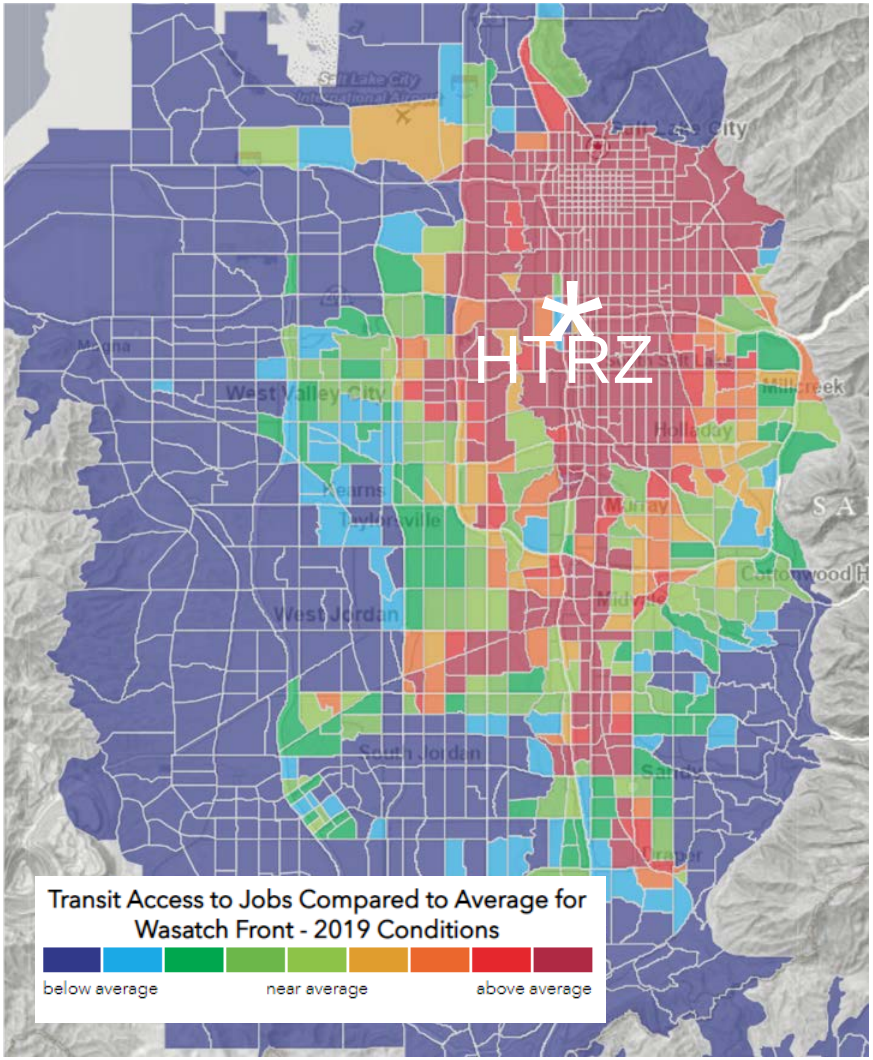
Ample employment, existing and new, will be available to residents in the HTRZ within a short walk

- The Downtown SSL HTRZ will allow employees of the 3,200 businesses located in our city the opportunity to live closer to where they work, improving productivity and quality of life.
- Plentiful jobs – both new and existing in a diverse assortment of small, medium, and large employers – are within walking distance from anywhere in the proposed HTRZ.
- **196 South Salt Lake businesses** fall within the HTRZ. These businesses, plus those immediately around the HTRZ, employ **2,929 workers.**

Major Employers (distance from HRTZ)

Downtown SSL: The Place to **WORK**

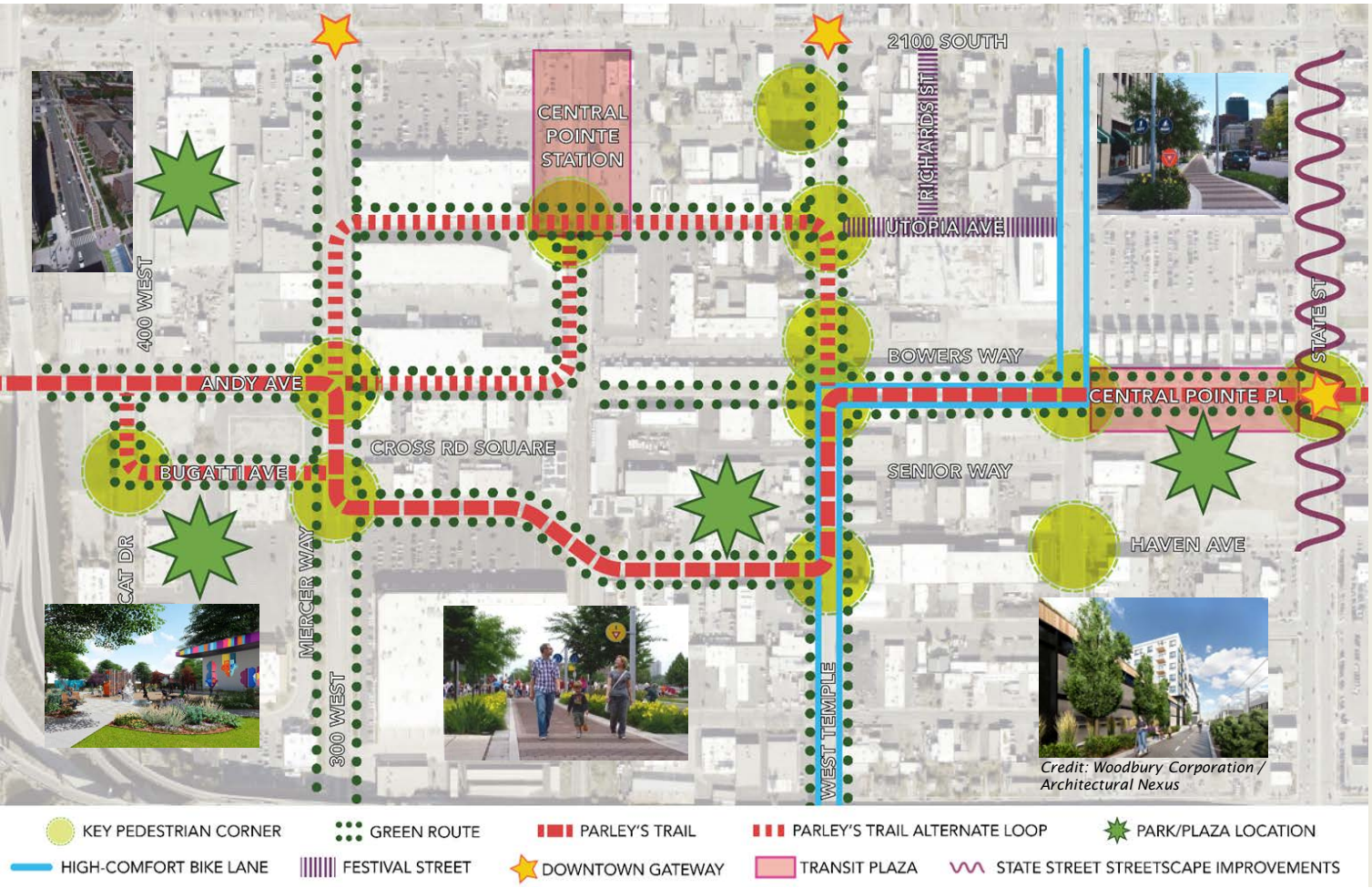
Transit allows HRTZ residents a 15-minute commute to jobs anywhere in the Valley



- The Downtown SSL HTRZ is bringing much-needed housing to where plentiful jobs are already located.
- Significant investments in the regional transit and highway systems provide convenient access for Downtown SSL employers and residents.
  - **Employees** have greater choice about where to work – within walking distance, or anywhere in the Valley just a short transit ride away.
  - **Employers** can tap a wider pool of potential workers. Employees can reach Downtown SSL by transit from most areas in 15-30 minutes.
- With TRAX light rail and S-Line streetcar stations within the HTRZ, Downtown SSL will have the highest level of transit access to jobs (dark red on WFRC map).

Downtown SSL: The Place to **MOVE**

The HRTZ area will serve as a hub of connectivity for the broader region



Credit: Woodbury Corporation / Architectural Nexus

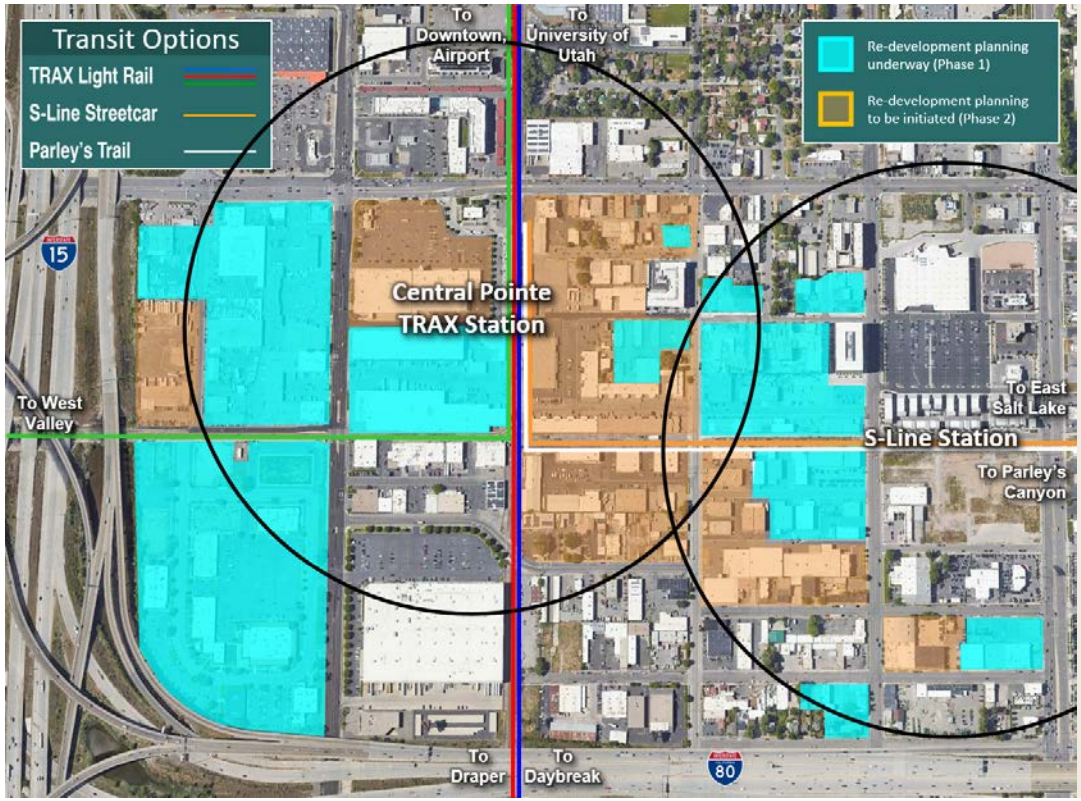
Downtown SSL Public Improvements

Select public enhancements in or adjacent to the Downtown SSL HTRZ, directly benefiting the HTRZ, include:

- Sidewalks with benches, bike racks, and streetlights
- Park strips and trees lining the streets
- Approximately 6 acres of parks
- High-comfort bike routes
- Improvements to Parley's Trail and S-Line Greenway
- Public Art
- Wayfinding, signage, and gateways
- Transit access upgrades
- Roadway improvements

Downtown SSL: The Place to **MOVE**

The proposed HTRZ maximizes Downtown SSL's unparalleled transportation network

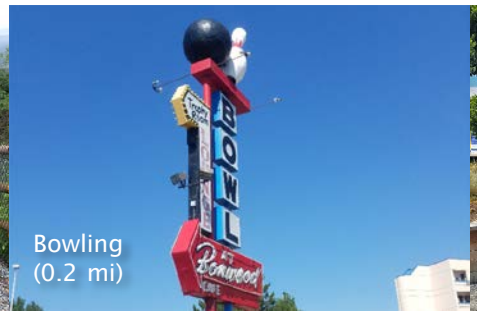


- No other HTRZ in the state includes access to all three light rail lines, streetcar, regional trail networks, and immediate access to Interstates 15 and 80 and SR-201.
- The Central Pointe TRAX Station connects transit riders to UTA's regionwide light rail and bus systems.
- The Parley's/S-Line trail will be improved throughout Downtown SSL and a new high-comfort bike line will traverse the site from north to south.
- Downtown SSL is uniquely poised to leverage the tremendous investments in infrastructure made in recent decades by UTA, UDOT, and local governments.

Downtown SSL: The Place to **PLAY**

South Salt Lake offers many opportunities for residents of Downtown SSL to relax, play, and have fun

We are focused on increasing recreation and leisure opportunities in Downtown SSL, including adding ground-floor dining and shopping opportunities to energize the street scene and creating one or more public parks in the HTRZ.



Local Recreation (Distance from HTRZ)

SECTION III: SSL HTRZ MEETS THE OBJECTIVES

A. *Promotes greater utilization of public transit.*

B. *Increases availability of housing, including affordable housing.*

C&D. *Improves water conservation and air quality improvements through efficient land use and reduced fuel consumption/motor vehicle trips.*

E. *Encourages transformative mixed-use development and collaborative investment in transit and transportation in strategic areas.*

F. *Maximizes planning and economic development tools to strengthen and grow major transit corridors.*

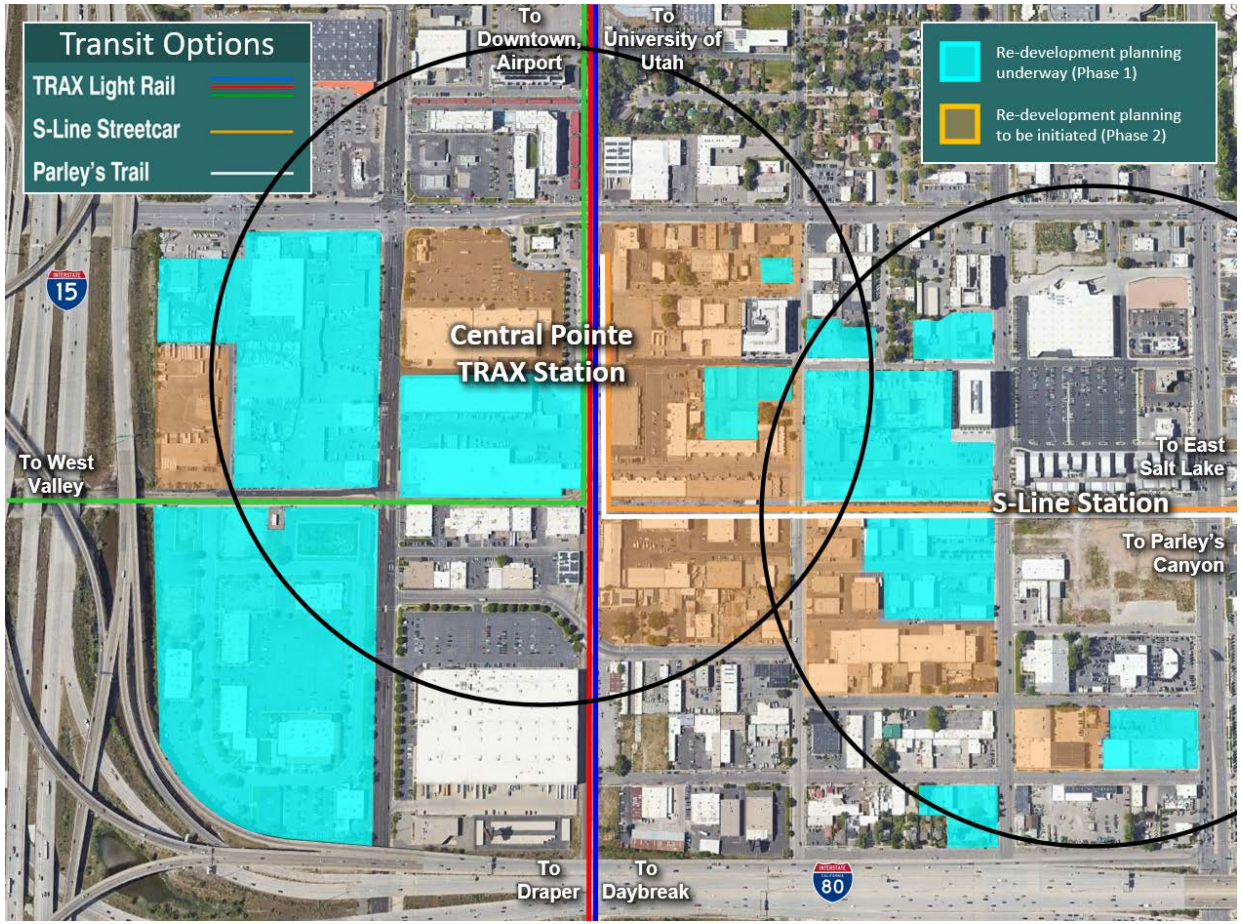
G&H. *Increases access to employment, education opportunities, and child care.*

HTRZ/Sales and Use Tax Boundary

South Salt Lake City is proposing the formation of an HTRZ area that includes 99.77 acres, as part of the master-planned 200-acre Downtown area. The HTRZ area is proposed to be located within 1/4-mile of the Central Pointe TRAX Station and S-Line Station. The HTRZ area includes both parcels with planned redevelopment and yet to be planned development.

The HTRZ area includes 195 parcels, which are detailed in the appendix. Parcels that are part of planned projects in which part of the project is within 1/4-mile of the stations have been included in the HTRZ.

The analysis to derive the initial funding gap (including the number of units and parking stalls) conservatively takes in only those parcels shaded in blue, which are furthest along in planning.



- *The City worked with the Governor's Office of Economic Opportunity (GOEO) to verify the viability of using two 1/4-mile radii from a TRAX and an S-Line Station within a single HTRZ application, rather than submitting two separate proposals simultaneously. GOEO confirmed this approach is allowed by Statute, so long as the total area included in the HTRZ does not exceed the 100-acre maximum. See the appendices for parcel numbers of properties in the proposed HTRZ.*
- *Areas in blue are currently in the city planning process for redevelopment. The areas in orange have been identified as redevelopment opportunities in a subsequent phase. This proposal contemplates using HTRZ funds within the black circles and all areas shaded blue and orange for "horizontal construction costs", "vertical construction costs", and "enhanced development costs" as defined in 63N-3-602, as such costs will directly benefit the HTRZ.*

A: Promotes Greater Utilization of Public Transit

Downtown SSL includes strategies for promoting and generating increased transit ridership and addressing first/last mile opportunities within the downtown area. Downtown SSL was visualized and designed for walkability and to provide unmatched access and mobility for all travelers. Two key strategies will promote greater utilization of public transit: 1) Downtown SSL-specific design standards, and 2) unparalleled access to transit options.

DOWNTOWN SSL DESIGN STANDARDS

The Downtown SSL Form-Based Code is the culmination of over a decade of discussion, planning, and design that started with visioning for a new mode of transit to serve the South Salt Lake downtown. With the S-Line Streetcar as its impetus, the plan was developed to promote transit-oriented development, as well as a walkable, urban development. Downtown SSL design standards include "complete streets" that encourage street-level urbanism, promote walking, support public transportation, and encourage use of streets as public space.

The Downtown SSL Design Standards include a "Station" subdistrict designed specifically to support transit-oriented development by focusing on uses that are most closely tied to transit – housing and jobs.

Design standards include an emphasis on walking, biking, and transit use. The Station subdistrict allows unlimited height and density near the Downtown SSL transit stations. The Downtown SSL

Promotes Greater Utilization of Public Transit Continued

Code also includes Transit Greenway Open Space that will include walking and biking paths (Parley's Trail) and other first/last mile solutions. These specific subdistrict design standards were created to optimize the opportunities found nowhere else in the state – the convergence of streetcar and all three TRAX lines at the Central Pointe Station within the HTRZ.

The Downtown SSL HTRZ was designed to promote real transportation choices that encourage residents, workers, and visitors to leave their cars at home.

UNPARALLELED ACCESS TO TRANSIT

As noted above, Downtown SSL is the only area in the state that includes access to the Streetcar and all three TRAX lines. This convergence provides unmatched connection to local and regional bus and rail services for Downtown SSL's residents, workers, and visitors. HTRZ funding will help make transit more available and convenient for thousands of potential riders.

The proposed 1,228-unit Intermountain Development within the HTRZ is less than 150 feet from the Central Pointe TRAX Station. The developers propose to incorporate a seamless integration of their building lobby and the Station. Residents will be able to access the region's entire public transit network within just steps of their homes.

All residential units within the HTRZ will be within a five-minute walk of a public transit station.

OBJECTIVE A OVERVIEW

Downtown SSL Design Standards

- Designed for walkability and to provide unmatched access to mobility.
- The Station Subdistrict allows for unlimited height and density
- Design standards emphasize walking, biking, and transit use throughout Downtown SSL.

Unparalleled Access to Transit

- Includes access to all three TRAX lines and S-Line Streetcar.
- Large portion of residential units less than 150 feet from HTRZ's transit stations.
- All residential units within 5-minute walk of transit station.

B: Increase Availability of Housing, Including Affordable Housing

All 5,125 planned residential units within the HTRZ will be located within a five-minute walk of a light rail station.

The HTRZ includes **51.37 units per acre** of high-density housing over the entire 99.77-acre area. **Currently, 44.24 acres in the HTRZ area are planned for development, with an average of 115 units per acre**. Once developed, the entire HTRZ area will likely have a similar density. In total, **89% of the HTRZ's planned developable square footage will be residential.**

According to the US Census, South Salt Lake's population is 26,777 persons living in 9,904 households, for an average household size of 2.70. The median income of South Salt Lake residents is $50,859, which is below the 60% Salt Lake City Metro HUD income level for a household of 3 persons ($55,320), allowing for an exemption from the affordable housing set-aside requirement.

While exempt from the affordable housing requirement, South Salt Lake understands that one of the key tenets of HTRZ areas is increasing affordable housing options. With the approval of HTRZ funding, **South Salt Lake is committed to restricting 12.5% of the units for households with a gross household income equal to or less than 80% AMI.**

A vital component of high-density development in Downtown SSL is structured parking. **HTRZ funding is needed to build parking infrastructure to enable the highest housing densities around the transit stations.**

OBJECTIVE B OVERVIEW

- 5,125 residential units.
- Currently, 44.24 acres of the HTRZ are planned, including 115 units per acre.
- Counting only planned units, the equates to 52.13 units per acre across entire HTRZ.
- While South Salt Lake is exempt from HTRZ housing requirement, City is still restricting 12.5% of units for affordable housing.
- Structured parking is required to enable highest residential densities around transit stations.

C & D: Improves Water Conservation Resources and Air Quality Improvements Through Efficient Land Use and Reduced Fuel Consumption/Motor Vehicle Trips

IMPROVES WATER CONSERVATION

The Downtown SSL landscape design standards include goals of 1) promoting prudent use of water and energy resources by maintaining sustainable, functional landscapes and 2) shading large expanses of pavement and reducing the urban heat island effect.

Additionally, the City has created a Landscape Handbook that assists with the implementation of the City's landscape requirements and includes various water conservation methods, including landscape design principles, irrigation considerations, and recommended water efficient plants.

The contemplated higher-density residential units will significantly reduce the amount of water needed to maintain landscaping when compared to low-density single- family housing.

AIR QUALITY IMPROVEMENTS

The structured parking design of the HTRZ will significantly reduce the large expanses of pavement seen in typical Utah urban developments. In turn, this helps reduce the urban heat island effect, decreasing air pollution levels and energy costs.

Studies* have shown that transit-oriented developments within a quarter-mile of transit stations reduce vehicle trips between 25-50%. As the Downtown SSL HTRZ includes direct access to all regional transit lines, it is reasonable to assume that it will be on the high end of transit-oriented vehicle trip reduction percentages. This decrease in vehicle trips will reduce the amount of carbon monoxide, hydrocarbons, and other harmful emissions; improving air quality, decreasing fuel consumption, and reducing the dilapidation of the region's highways and roads.

OBJECTIVES C & D OVERVIEW

- Water conservation design standards.
- Higher density = less landscape watering.
- Reduced emissions from pavement and vehicle trips.
- Transit access to all regional job centers.

Comparative case studies: trip and parking generation at Orenco Station TOD, Portland Region, and Station Park TOD, Salt Lake City Region.

E: Encourages Transformative Mixed-Use Development and Collaborative Investment in Transit and Transportation in Strategic Areas

Downtown SSL has a strong history in industrial, manufacturing, and commercial uses. While still perceived as an industrial zone, Downtown SSL, with the assistance of HTRZ funding, will be the state's first completely redeveloped transit-oriented development, as the funds will be used to transform this once industrial-focused area into a vibrant, creative, mixed-use City Center.

Downtown SSL has been identified as a key regional transit and transportation strategic area. In 2022, South Salt Lake was awarded a $100,000 Transportation and Land Use Connection grant to assist with the Central Pointe Station Area Plan, ensuring that the development and growth within Downtown SSL aligns with transit investments that have been made in the area. The station area plan will focus on the nexus of transit infrastructure, land uses, and connections to the available rider network. The end result will be a vision and implementation plan that the City and UTA will use to guide future decisions within this strategic area.

OBJECTIVE E OVERVIEW

- State's first completely redeveloped TOD.
- UTA/WFRC partnerships Downtown SSL recently received a $100,000 TLC grant for a Station Area Plan.

F: Strategic Land Use and Municipal Planning in Major Transit Investment Corridors

Downtown SSL is identified as an "Urban Center" in the Wasatch Front Regional Council's Wasatch Choice 2050 Plan. Urban centers are described as mid- to high-density, pedestrian, bicycle, and transit friendly, and mixed-use.

These centers boast diverse populations and extensive employment opportunities. Intermodal transportation options ensure that residents, workers, and visitors have convenient access to retail, recreation, and employment.

As outlined earlier in this section, the Downtown SSL area, with the assistance of HTRZ funding has been strategically planned by the City to capture the vision of a true Urban Center, as outlined in the Wasatch Choice 2050 Plan. Including high density, multi-modal transport friendly, diverse population, and access to extensive employment opportunities.

OBJECTIVE F OVERVIEW

- Downtown SSL is a strategic Urban Center in WFRC's Wasatch Choice 2050 Plan.
- Downtown SSL has been planned to capture the vision of a true Urban Center.

G & H: Increases Access to Employment, Educational Opportunities, and Child Care

The Central Pointe Station includes direct access to the University of Utah Campus via the TRAX Red Line. Additionally, with access to the Blue and Green Lines, residents within the HTRZ will have access to all of the other major Wasatch Front universities and colleges.

There will be numerous direct employment opportunities within the HTRZ, as the anticipated development includes over 268,000 square feet of office space and 125,000 square feet of commercial space. Using employee per square foot averages collected from CoreNet Global and other regional developments, the HTRZ development will create over **2,000 direct jobs.** This is in addition to the existing employment hub within the Downtown SSL area.

Additionally, access to all the region's light rail lines connects residents within the HTRZ to Salt Lake City's Central Business District, Silicon Slopes, and all other major regional employment hubs.

Childcare is an economic issue that has only increased since the pandemic. Lack of childcare opportunities results in program closures, higher childcare costs, and a reduction in available workforce.

In the 2022 Report "Untapped Potential: How Childcare Impacts Utah's Workforce Productivity and the State Economy," 307 parents were surveyed to gauge the current state of childcare in Utah. Results of the survey show that one of the top three primary reasons for selecting their childcare arrangement is proximity to their home, work, or school.

The Downtown SSL HTRZ will assist working parents with connecting them to additional childcare choices, especially for parents who rely on transit and other forms of public transportation.

OBJECTIVES G & H OVERVIEW

- Central Pointe Station includes direct access to the University of Utah and connections to all other regional universities and colleges.
- Over 2,000 direct jobs.
- Connection to region's main employment hubs.
- The HTRZ will increase childcare choices for working parents.

SECTION IV: MARKET ANALYSIS

Comparison of Development Without HTRZ Approval

The following table shows a comparison of a typical market development vs. the planned HTRZ development. The first column outlines the market development, which would be reduced or altogether absent parking structures, as HTRZ funds are necessary to achieve the proposed density with supportive parking. The level of development is consistent with other non-incentivized development in the City and neighboring communities and assumes 30 units per acre (in aggregate) may be achieved, with its supportable commercial square footage. Many parcels likely would not be re-developed.

The next column represents the projected development intensity with HTRZ approval. **With HTRZ funds, the projected residential density triples and the commercial uses are nearly double** when compared to the market development. This equates to a **311% increase** in building assessed values, **increasing from $267.83 million to $1.10 billion.** Using 2022 certified tax rates, this equates to an **additional $9.28 million of annual property tax revenue for the taxing entities within the HTRZ.** Under the proposed HTRZ plan, residential land acreage represents 58% of the overall HTRZ acreage, with 89% of the developable square footage being residential.

With HTRZ funding, residential density triples & commercial uses nearly double.

Development	Market Plan	HTRZ Plan	Increase Over Market Plan
Multi-Family Units	1,235	5,125	3,890
of which Affordable	-	640	640
Office Square Feet	93,000	268,000	175,000
Retail Square Feet	25,135	64,564	39,429
Hotel Keys	-	130	130
Multi-Family Assessed Value	$237,950,882	$983,941,577	$745,990,694
Office Assessed Value	$24,220,239	$83,574,560	$59,354,320
Retail Assessed Value	$5,655,375	$14,526,900	$8,871,525
Hotel Assessed Value	-	$19,889,132	$19,889,132
Total Assessed Value	**$267,826,497**	**$1,101,932,168**	**$834,324,761**

Comparison of Market Rate Apartment Development

South Salt Lake is uniquely positioned as an intermediary market between downtown and suburban. Currently, South Salt Lake City lacks many Class A multi-family residential options. Per Costar data, the average rent for relatively new units is **$2.06 per square foot.** Interestingly, this is equal to the average of downtown rent per square foot and suburban rent per square foot published in CBRE's *The Greater Salt Lake Area Multifamily Market Report (Class A).*

Due to its proximity, east of I-15 and north of I-80, the most relevant comparison to South Salt Lake is downtown Salt Lake City. The average rent for relatively new projects similar to the South Salt Lake comps is **$2.54 per square foot**. This ~25% rent premium allows downtown Type III construction projects to be economically justifiable, whereas, the same project in South Salt Lake is not feasible without public assistance.

SSL rents would support Type V construction, but Type V is not feasible in the SSL HTRZ. First, the prevailing land cost is too high to facilitate Type V density. Second, Type V is not feasible due to fragmented land ownership, small parcels not suitable for Type V parking, and other infill characteristics of the area.

Source: Costar

South Salt Lake Comps

Name	Address	Yr Built	Units	Unit Size	Rent / SF
Capitol Homes Apartments	1749 S State St	2021	93	612	$2.44
Strata99 Townhomes	99 E Central Pointe Pl	2019	95	1,074	$2.02
@2100 Apartments	1977 S 300 W	2020	82	710	$1.98
The Bowers Residences	55 W Utopia Ave	2023	236	745	$2.28
Wilmington Flats	1235 E Wilmington Ave	2015	105	873	$2.02
The Zeller	2255 S 300 E	2018	293	835	$2.16
2550 South Main	2550 S Main St	2013	112	1,012	$1.45
South Salt Lake Average by Unit Type				**Unit Size**	**Rent / SF**
Studio				478	$2.93
1 Bed				661	$2.35
2 Bed				1,051	$1.79
3 Bed				1,360	$1.90
South Salt Lake Average				**829**	**$2.06**

Downtown Comps

Name	Address	Yr Built	Units	Unit Size	Rent / SF
Lotus Republic	25 S 300 E	2023	80	519	$3.21
Post District Apartments	510 S 300 W	2022	580	807	$2.80
Skyhouse	308 North Temple	2018	240	803	$2.52
The Hardison	480 E South	2021	139	695	$3.03
Slate	915 Washington	2023	150	506	$3.01
The Olive	378 W 300 S	2022	120	711	$2.61
SevenO2 Main	702 S Main St	2022	239	671	$2.53
Skyhouse	308 North Temple	2018	240	803	$2.52
The Charli	828 S Richards	2021	91	686	$2.49
Camber Apartments	320 N 490 W	2023	422	1,005	$2.47
The Morton	245 S 200 E	2019	137	677	$2.40
Cottonwood on	325 E 300 S	2023	254	790	$2.40
Pierpont Apartments	315 W Pierpont	2019	87	714	$2.34
4th West Apartments	255 N 400 W	2017	493	869	$2.31
Harvest Apartments	588 N 300 W	2022	252	791	$2.27
Hardware Apartments	455 W 200 N	2018	453	1,024	$2.25
Block 44	380 S 400 East	2018	214	1,127	$2.08
Downtown Average					**$2.54**

SECTION V: DEVELOPMENT IMPEDIMENTS

HTRZ is Needed to Overcome Infill Costs

1. LAND AND DEMOLITION: For many years, the parcels around Central Pointe Station have supported industrial, warehouse, and other uses. These aging buildings are no longer the highest and best use for this land, which is ideally situated for transit-oriented development.

Despite not being the best use of the land, current landowners generate cash flow from these antiquated uses. For an existing owner to give up the annual cash flow, a developer seeking to create a high-density development must induce the landowner with a price attractive enough to relinquish both the land itself and the annual cash flow it generates. In South Salt Lake today, inducing a landowner to sell requires an average price of around $3-4 million per acre, depending on location and site-specific characteristics. A developer building in a suburban location typically does not have to pay a premium to this degree to overcome this barrier. Further, a developer is required to pay for demolition and removal costs associated with removing the existing use.

2. INFRASTRUCTURE: Infill development in older and lower-density areas requires upgrading existing infrastructure. For instance, the sewer system in this area is running at maximum capacity and is not capable of handling the demand generated by the high-density development envisioned by the City, and handling the density

articulated in the HTRZ objectives. The all-in cost to improve the sewer to service the HTRZ area is $31.65 million.

Infill development around Central Pointe also includes other redevelopment costs like burying power lines, environmental remediation, and public enhancements like sidewalks, parks, bike routes, trail improvements, public art, transit access upgrades, and roadway improvements.

3. OTHER INFILL RELATED COSTS: Additionally, the cost of staging construction materials, managing traffic flow, crane placement, and implementing safety precautions goes up significantly to build in this commercially active area. For example, construction will often occur in off-peak times to mitigate traffic impacts, which increases labor costs.

HTRZ is Needed to Overcome Hard Costs

4. HARD COST: Construction costs increase as density increases. Building material costs increase as different construction materials like concrete, steel, and elevators are required for taller, higher- density buildings. The complexity of mechanical, electrical, plumbing specifications and systems increase.

As discussed in the Market Analysis, South Salt Lake is uniquely positioned as an intermediary market between downtown and suburban. The cost of construction within the HTRZ are equivalent to downtown Salt Lake, but the rents are significantly lower, which creates an additional financing gap.

The rents supported by this market do not make up for these costs without the implementation of the HTRZ, together with all development impediments discussed herein.

Stories	Type IIIA – Podium
7	Wood Framing
6	Wood Framing
5	Wood Framing
4	Wood Framing
3	Wood Framing
2	Concrete Podium
1	Concrete Podium

Hard Cost Per Foot (excl Parking costs): $350-$450

HTRZ is Needed to Overcome Parking Costs

5. PARKING: To generate the density required to create a truly walkable, transit-oriented development, parking must transition from surface parking (typical in suburban markets) to podium structured parking (typical of new urban TOD).

Currently, **the HTRZ anticipates 6,336 structured parking stalls. Residential development is characterized by a parking ratio of 1.0 to 1.25 stalls per residential unit on average.** The relatively low ratio is, in part, a function of the City's allowance for a 20% parking requirement reduction to promote high-density development around Central Pointe and to encourage the utilization of public transit over private transportation.

To surface-park as many cars would take approximately 58 acres of land (excluding any buildings). This is equivalent to using up 46% of land in an HTRZ radius for parking instead of housing, as illustrated to the right. This approach is neither economically feasible due to land costs, nor practically feasible due to fragmented land ownership, nor would this advance the objectives of HTRZ.

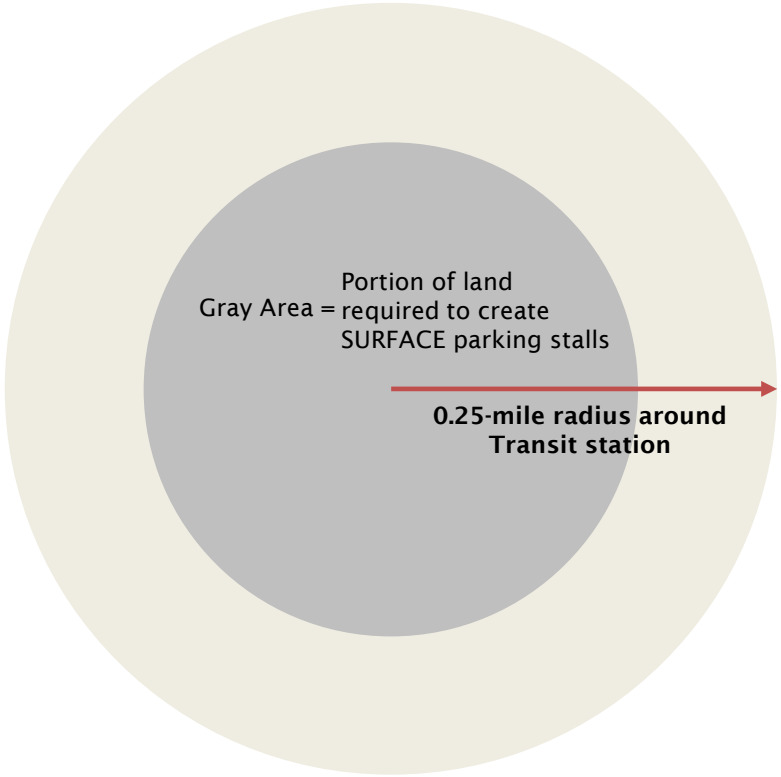


Illustration of Surface Parking Inefficiency in TOD Areas

HTRZ is Needed to Overcome Parking Costs

5. PARKING: To maximize density and walkability around Downtown SSL, development projects will be characterized by **structured parking,** typically within the footprint of the building.

The table below summarizes the cost differential between building a surface lot and structured parking in a concrete podium. Notably, the Downtown SSL area has a high water table, which necessitates the use of geo-piers for parking structures planned within the HTRZ, increasing the cost per structured stall to $45,000, which is $10,000-$15,000 higher per structured stall than found in other parts of the Salt Lake Metro area.

In total, **the cost differential** between surface parking and structured parking **within the HTRZ is $262,944,000.**[1] The rents supported by this market are insufficient to offset the higher cost of building Type IIIA structured parking needed to meet the planned density. But for the HTRZ funding to offset these costs, creating a high-density zone typified by structured parking will be infeasible.

Parking Type	Cost Per Stall			Total Cost		Surface Cost vs. Structured
	Low	High	Midpoint	Total Stalls	Total Cost	
Market Cost (Surface)	3,000	4,000	3,500	6,336	22,176,000	-
Structured in South Salt Lake	40,000	50,000	45,000		285,120,000	262,944,000

Note 1: The number of stalls and total cost in this analysis excludes land areas in the to-be-designed Phase 2. Including these parcels increases the total difference in parking cost by up to ~50%.

HTRZ is Needed to Overcome Affordable Housing Loss in Values

6. AFFORDABLE HOUSING: The following analysis summarizes the loss in value from subsidizing rents to meet the HTRZ 80% AMI affordable housing requirement. As discussed previously, while South Salt Lake is exempt from the affordability requirement, the City is committed to subsidizing 12.5% of the residential units at 80% AMI or below. The annual loss amount in the table below is used to calculate the loss in market value on a per unit basis for a **hypothetical 31 units** (12.5% of a typical 250-unit project) and the **per unit reimbursement** needed to allow the project to move forward.

Loss per Unit from Subsidized Rent

Assumption	Value
Weighted Average Affordable Rent	$1,530
Blended Market Rate	$1,702
Loss Rent $ Unit/mo.	-$172.00
Affordable Units	31
Annual Loss Total	($63,984)

Loss In Value from Subsidized Rents

Cap Rate	Market NOI	Value	12.5% Affordable NOI	Value	Variance Above/(Below) Market	Loss Per Unit
4.50%	$3,930,350	$87,341,111	$3,866,366	$85,919,244	($1,421,867)	($45,867)
4.75%	$3,930,350	$82,744,211	$3,866,366	$81,397,179	($1,347,032)	($43,453)
5.00%	$3,930,350	$78,607,000	$3,866,366	$77,327,320	($1,279,680)	($41,280)

Reimbursement per Affordable Unit: **$41,300**

SECTION VI: PROPOSED HTRZ BUDGET

Projected HTRZ Funds

TAX INCREMENT REVENUES

New development within the HTRZ is anticipated to begin in fall of 2023 - spring of 2024. The development within the HTRZ will generate significant additional property tax revenue above what is currently generated within the HTRZ. It is projected that property tax increment (TIF) generation could begin as early as 2025. It is anticipated that 2022 will be the base year value for both TIF and Sales Tax generation within the HTRZ. As outlined in 63N-3-603, the TIF collection period is for 15 years on each parcel within a 30-year period.

- 2022 Base Year Value - Property Tax: **$193,190,009**.
- Over the 30-year TIF collection period, the HTRZ will generate **$412.63 million in incremental property tax**. It is anticipated that **$179.28 million (80%) of the TIF will go towards funding the HTRZ** and $233.35 million will go to the taxing entities. This is in addition to the $64.51 million of of Base Year Taxes generated during the 30-year period.
- After the HTRZ TIF collection period, the taxing entities will receive **$15.22 million of annual property tax revenue**, a **411% increase in the annual tax increment generated by the Market Plan**.

PROPERTY TAX INCREMENT GENERATION

Taxing Entity	2022 Tax Rates	30-Year Tax Increment	80% Increment to HTRZ (15 Yr/Parcel)	Balance to Taxing Entities	Annual Property Tax Revenue After HTRZ
Salt Lake County	0.001459	$54,090,768	$23,501,099	$30,589,668	$1,997,853
Salt Lake County Library	0.000386	$14,310,512	$6,217,563	$8,092,949	$528,562
Granite School District	0.006311	$233,973,156	$101,655,544	$132,317,612	$8,641,845
South Salt Lake City	0.002565	$95,094,461	$41,316,189	$53,778,272	$3,512,333
South Salt Lake Valley Mosquito Abatement District	0.000009	$333,665	$144,969	$188,696	$12,324
Central Utah Water Conservancy District	0.000400	$14,829,546	$6,443,070	$8,386,475	$547,732
Total	**0.011130**	**$412,632,107**	**$179,278,435**	**$233,353,671**	**$15,240,648**

Projected HTRZ Funds

TTIF SALES TAX REVENUES

As outlined in 63N-3-610, one year after the HTRZ is established, the tax commission shall, at least annually, transfer an amount equal to 15% of the state's sales and use tax increment within the HTRZ into the Transit Transportation Investment Fund (TTIF) to be used to fund transit transportation projects throughout the state. While TTIF projects within HTRZ areas are prioritized, the full amount of TTIF Funds generated by the HTRZ will not likely be fully reinvested in the HTRZ.

- 2022 Sales Tax Base Year: TBD by Utah State Tax Commission
- Over the 30-year incremental sales tax collection period, the HTRZ will generate **$67.82 million in incremental state sales tax,** 15% of which, or **$10.17 million will be transferred to the TTIF fund**.

SALES TAX INCREMENT GENERATION

Assumptions	Annual Average	30-Year Total
Commercial Sales per Square Foot	$425.00	
Commercial Square Feet	64,564	
Hotel Rooms	130	
ADR	$155.00	
Occupancy Rate	60%	
Annual Growth	2.50%	
Utah Sales Tax Rate	4.85%	
Gross Taxable Sales	$46,613,768	$1,398,413,048
State Sales Tax Revenue	$2,260,768	$67,823,033
TTIF Revenue (15%)	**$339,115**	**$10,173,455**

Proposed Development Plan

Vertical development within the HTRZ is anticipated to begin in late 2023 or early 2024, with a completion date of 2028.

The currently planned development will include the following:

- **5,125 multi-family units, of which 640 are affordable**
- **268,000 square feet of office space**
- **64,564 square feet of commercial space**
- **130-room hotel**

DEVELOPMENT PLAN ABSORPTION SCHEDULE

Development Type	Total Units/Sq. Ft.	Start Date	End Date
Multi-Family Residential	5,125 Units	2023	2028
Office	268,000 Sq. Ft.	2024	2028
Commercial	64,564 Sq. Ft.	2024	2028
Hotel	130 Rooms	2024	2026

If all aspects outlined above are constructed, the HTRZ produces an estimated **$1.02 billion of new taxable assessed value.** The 64,546 square feet of commercial space will be ground floor retail within the multi-family development and is included in the valuation of the multi-family units.

DEVELOPMENT PLAN ABSORPTION SCHEDULE

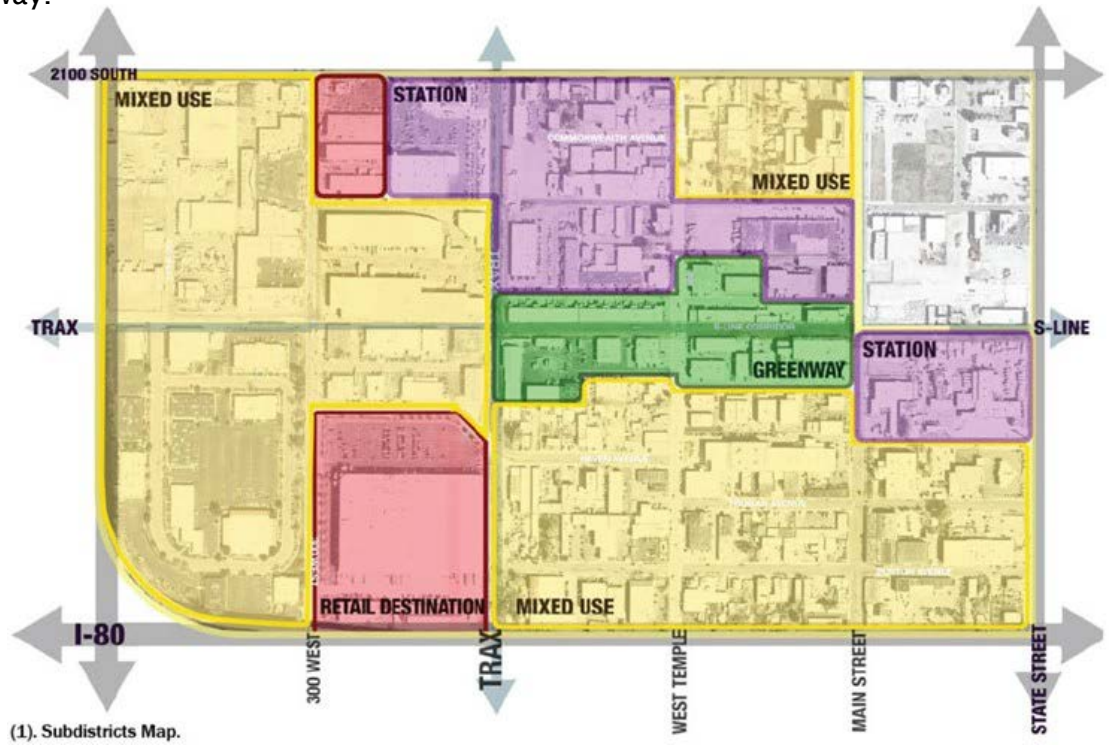
Development Type	Total Units/Sq. Ft.	Value per Unit/Sq. Ft.	Total Assessed Value
Multi-Family Residential	5,125 Units	$350,314	$1,795,359,989
Office	268,000 Sq. Ft.	$260.43	$69,795,959
Commercial[1]	64,564 Sq. Ft.	Combined with Multi-Family	Combined with Multi-Family
Hotel	130 Rooms	$130,076	$16,909,933
Incremental Land Value			$21,626,672
Personal Property Values			$14,195,251
Primary Residential Exemption			(815,955,635)
2022 Building Values			($86,766,281)
Total Taxable Value			**$1,015,165,888**

Note: These tables depict the assessed values of the HTRZ areas currently in design. It is conservatively estimated that 33% of the undesigned acreage will be developed over the life of the HTRZ. This developed will add $354.16 million in assessed value. The future development will be obligated to meet the requirements outlined in 63N-3-603(2).

Specific Transportation Infrastructure Needs and Proposed Improvements

Over the last 10 years the City has partnered with UTA, UDOT, real estate developers, and other stakeholders to construct various infrastructure improvements to enhance the ability of potential riders to access the public transit station. One example is the Parley's Trail and S-Line Greenway.

The Downtown SSL Masterplan is divided into four subdistricts, including the Station and Greenway subdistricts. These are the two subdistricts that surround the transit stations within Downtown SSL. These two subdistricts will require significant investment in parking, transportation, trail connectivity, linear parks and green space, community gathering spaces, and other infrastructure improvements.



(1). Subdistricts Map.

The Central Pointe Station will require significant improvements to be highly functional and to support transit-oriented development. Additionally, transportation infrastructure projects include Parley's Trail improvements, designated bike lanes, and other first/last mile upgrades.

Other Financing Sources

The City and other stakeholders are committed to investing in Downtown SSL. In 2022, a group of landowners seeking to advance redevelopment efforts within the Downtown and East Streetcar zones consented to pay **$31.65 million in for sewer infrastructure improvements** needed for any future increase in density within Downtown SSL. In collaboration with the City, the landowners financed this cost through a Public Infrastructure District (PID).

In addition to the Downtown PID, the HTRZ is within the Census Tract 1115 Opportunity Zone (OZ), which will spur private investment in the Downtown SSL through federal tax incentives. Historically, a significant portion of the land within the Downtown SSL area had industrial uses and to date, many of the redevelopment projects have required environmental remediation. As remediation is needed on future development within the HTRZ, the City will work with Salt Lake County and the EPA on finding other financing sources for remediation efforts.

The approval of HTRZ funding in Downtown SSL will facilitate the leveraging of the other public financing mechanisms and large private investment to amplify the effects of the public investments. Combining these various financing sources will allow Downtown SSL to meet the requirements and objectives outlined in 63N-3-603 and this proposal.

SECTION VII: DEVELOPMENT PRO FORMA

The proforma shows that bringing this antiquated zone up to market standard requires public assistance to be viable and induce development around these critical transit stops

SSL Cost Impediments Include:

Rent per sqft in SSL is 25%+ lower than downtown submarket

SOUTH SALT LAKE HTRZ

Type	Units	% Mix	Unit Sq.	Rentable Sq. Feet	Asking Rent $ Unit/mo.	Asking Rent $ PSF/mo.	Annual
Studio	40	16%	478	19,132	1,401	2.93	672,672
One Bed	100	40%	661	66,137	1,554	2.35	1,865,076
Two Bed	100	40%	1,051	105,088	1,881	1.79	2,257,291
Three	10	4%	1,360	13,600	2,584	1.90	310,080
TOTAL	**250**	**100%**	**816**	**203,957**	**1,702**	**2.09**	**$5,105,119**

BASE YEAR STABILIZED CASH FLOW			
	Rent		5,105,119
	Ancillary Income	300	900,000
Less:	Vacancy - Overall	6.5%	(390,333)
EFFECTIVE RENTAL INCOME			5,614,786
Less:	Operating Expenses (% of ERI)	26.0%	(1,459,844)
	Management Fees (% of ERI)	3.0%	(168,444)
	Reserves (% of ERI)	1.0%	(56,148)
TOTAL EXPENSES & RESERVES		30.0%	(1,684,436)
NET OPERATING INCOME			$3,930,350
	Construction Interest		(3,773,528)
Construction Cash Flow			156,822
	Long-Term Debt Service		(3,321,761)
Long-Term Cash Flow			608,589

PROJECT MARKET VALUE		
Market Value - Multifamily	5.08%	77,369,100
Market Value - Other	-	-
TOTAL MARKET VALUE	5.08%	$77,369,100

FINANCING		
CONSTRUCTION LOAN		$53,907,543
Interest Rate		7.00%
Annual Construction Interest	12 Mos.	3,773,528
Loan-to-Value		70%
Loan-to-Cost		50%
PERM LOAN		$51,063,606
Loan-to-Value (LTV)		66%
Interest Rate		5.00%
Amortization Period		30
Annual Debt Service		3,321,761
Debt Yield / Loan Constant	7.7% /	6.5%
Debt Service Coverage Ratio (DSCR)		1.18

Building Cost $ per RSF					INCOME
C&S	Finish	FF&E	\ Total	in $	% COST
275.00	20.00	10.00	$305.00	$62,206,951	8.2%

COST SUMMARY				
TOTAL BUILDING COSTS			62,206,951	57.7%
Demo and Site Prep		$10/ GSF	1,089,000	1.0%
Amenities			1,000,000	0.9%
Parking	290 Stalls	45,000	13,050,000	12.1%
Infrastructure Upszing and Enhancement			3,100,000	2.9%
Contingency (5.00%)			4,022,298	3.7%
TOTAL CONSTRUCTION COSTS			84,468,249	78.3%
LAND PURCHASE	108,900 SF		7,500,000	7.0%
TOTAL LAND & CONSTRUCTION			91,968,249	85.3%
OTHER COSTS				
Architects & Engineers (3.50% of TCC)			2,956,389	2.7%
Legal & Misc. (1.00% of TCC)			844,682	0.8%
City Permits & Fees (3.00% of TCC)			2,534,047	2.4%
Development Overhead (5.00% of TCC)			4,223,412	3.9%
Leasing / Marketing			553,361	0.5%
Constr. Loan & Costs (1.00% of Constr. Loan)			539,075	0.5%
Construction Interest			3,773,528	3.5%
Other Contingency			422,341	0.4%
Total Other Costs			15,846,837	14.7%
TOTAL COSTS			$107,815,085	100.0%

INVESTMENT ANALYSIS		
TOTAL MARKET VALUE		$77,369,100
TOTAL PROJECT COSTS		107,815,085
PROFIT ON SALE (BEFORE ASSISTANCE)	1.50% (sales costs)	-$31,606,522
PUBLIC ASSISTANCE	146,000 Per Unit	36,500,000
ADJUSTED PROJECT COST		71,315,085
PROFIT ON SALE (WITH ASSISTANCE)		**4,893,478**
OTHER INVESTMENT METRICS		
Construction Loan		$53,907,543
Net Capital Requirement- Construction		17,407,543
Net Capital Requirement - Long Term		20,251,479
Yield-On-Cost (Incl. Land)		5.5%
Yield/Cap Rate Spread		0.4%

SSL Cost Impediments Include:

1. Cost to build Type IIIA vs Type V
2. Demo required for redevelopment
3. Increased cost to build structured parking in SSL
4. Contribution to upgrading infrastructure and amenities
5. Increased land costs for owners to relinquish existing buildings generating cashflow

**At the requested level of assistance, economics are still challenged relative to Type V and Type III developments feasible in surrounding submarkets. See appendix D for summary of data sources.*

Projected Total Gap for the HTRZ

Development Impediment Impact (structured parking, construction cost, upgrading infrastructure, and land cost)

Total Units in HTRZ	5,125
X TIF Incentive per Unit	$146,000
= Min. Amount of TIF for Development	$748,250,000

Affordable Housing Development Impediment Impact

Total Units in HTRZ	5,125
% Affordable	12.5%
Affordable Units	640
X TIF Incentive per Unit	$41,300
= Min. Amount of TIF for Subsidizing Rent	$26,432,000

Combined Total Initial Gap *	**$774,682,000**
HTRZ Budget **	$176,983,123
Remaining GAP to be Funded by Non-HTRZ Sources	($597,698,877)

* The $598 million initial gap includes the current development in design (blue-shaded parcels). Conservatively estimating that 33% of the to-be-designed acreage (orange-shaded parcels on map) will be developed over the life of the HTRZ would add 1,700 residential units, increasing the gap.

** Proposal seeks 80% tax-increment capture

APPENDICES

APPENDIX A: HTRZ Parcels

Parcel ID	Owner	Acreage
15-24-204-005	INTERMOUNTAIN CENTRE 1 LLC	7.48
15-24-127-011	LC FREEWAY GZ II	2.28
15-24-127-012	FREEWAY GZ II, LC	0.9
15-24-127-013	LC FREEWAY GZ II	1.63
15-24-127-014	LC FREEWAY GZ II	0.99
15-24-201-018	LC FREEWAY GZ II	0.54
15-24-201-019	LC FREEWAY GZ II	0.6
15-24-201-021	LC FREEWAY GZ II	0.87
15-24-201-020	LC FREEWAY GZ II	1.29
15-24-201-022	LC FREEWAY GZ II	1.36
15-24-201-023	LC FREEWAY GZ II	2.48
15-24-126-002	LC FREEWAY GZ II	1.8
15-24-201-017	UTAH TRANSIT AUTHORITY	0.07
15-24-251-006	UTAH TRANSIT AUTHORITY	0.01
15-24-251-005-4001	300 WEST OWNER LLC	0.24
15-24-251-005-4002	NORTH 300 WEST LLC	0.16
15-24-251-002	NORTH 300 WEST LLC	0.84
15-24-251-003	NORTH 300 WEST LLC	0.83
15-24-176-006	NORTH 300 WEST LLC	1.29
15-24-177-010	NORTH 300 WEST LLC	3.37
15-24-178-001	NORTH 300 WEST LLC	1.69
15-24-178-002	NORTH 300 WEST LLC	0.72
15-24-178-004	NORTH 300 WEST LLC	1.12
15-24-252-001	NORTH 300 WEST LLC	0.78
15-24-252-006	NORTH 300 WEST LLC	0.34
15-24-252-004	NORTH 300 WEST LLC	0.69
15-24-252-005	NORTH 300 WEST LLC	0.33
15-24-252-007	NORTH 300 WEST LLC	0.03
15-24-252-003	NORTH 300 WEST LLC	0.03
15-24-254-006	G&C PROPERTIES LLC	0.57
15-24-254-019	250 CROSSROADS LLC	1.39
15-24-254-021	PAZOS ENTERPRISES, LLC	0.66

Parcel ID	Owner	Acreage
15-24-254-013	BLANCHAT & CO LLC	0.39
15-24-254-017	S.G. REAL ESTATE LLC	0.46
15-24-254-016	STANISLAW, RALPH M; TR ETAL	0.29
15-24-254-023	265 CROSSROADS, LLC	0.29
15-24-254-022	CLL COMMERCIAL REAL ESTATE, LLC	0.57
15-24-227-036	COMMONWEALTH PARTNERS, LLC	1.3
15-24-227-002	COMMONWEALTH PARTNERS, LLC	0.12
15-24-227-003	SAM AND HILARY WILSON, LLC	0.12
15-24-227-004	SAM AND HILARY WILSON, LLC	0.12
15-24-227-005	COMMONWEALTH GROUP PROPERTIES, LL	0.12
15-24-227-031	298 ALABAMA, LLC	0.24
15-24-227-008	153 WEST HOLDINGS, LLC	0.12
15-24-227-009	153 WEST HOLDINGS, LLC	0.06
15-24-227-010	153 WEST HOLDINGS, LLC	0.06
15-24-227-011	GREAT PYRENEES PROPERTIES LLC	0.12
15-24-227-012	WAVE PRODUCTS INC	0.12
15-24-227-022	DISCOUNT MUFFLER AND PERFORMANCE I	0.21
15-24-227-023	STEVEN G BRINGS; PHILIP S MCDONALD	0.14
15-24-227-024	LD INVESTMENTS, LLC	0.12
15-24-227-025	LD INVESTMENTS, LLC	0.1
15-24-227-027	JAMES D NELSON	0.09
15-24-227-026	PEG'S TRUST 08/12/2020	0.08
15-24-227-028	BDR PROPERTY HOLDINGS LLC	0.57
15-24-227-017	RCJ HOLDINGS, LLC	0.2
15-24-227-016	SAM AND HILARY WILSON, LLC	0.13
15-24-227-015	COMMONWEALTH PARTNERS, LLC	0.06
15-24-227-014	COMMONWEALTH PARTNERS, LLC	0.06
15-24-227-013	COMMONWEALTH PARTNERS, LLC	0.09
15-24-227-037	UTOPIA WEALTH, LLC	0.12
15-24-228-041	CENTRAL POINT HOLDINGS, LLC	0.05
15-24-228-003	UNCOMMONWEALTH, LLC	0.13
15-24-228-022	UNCOMMONWEALTH, LLC	0.14

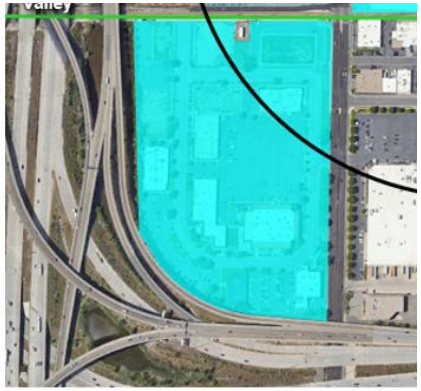
Parcel ID	Owner	Acreage
15-24-254-013	BLANCHAT & CO LLC	0.39
15-24-254-017	S.G. REAL ESTATE LLC	0.46
15-24-254-016	STANISLAW, RALPH M; TR ETAL	0.29
15-24-254-023	265 CROSSROADS, LLC	0.29
15-24-254-022	CLL COMMERCIAL REAL ESTATE, LLC	0.57
15-24-227-036	COMMONWEALTH PARTNERS, LLC	1.3
15-24-227-002	COMMONWEALTH PARTNERS, LLC	0.12
15-24-227-003	SAM AND HILARY WILSON, LLC	0.12
15-24-227-004	SAM AND HILARY WILSON, LLC	0.12
15-24-227-005	COMMONWEALTH GROUP PROPERTIES, LL	0.12
15-24-227-031	298 ALABAMA, LLC	0.24
15-24-227-008	153 WEST HOLDINGS, LLC	0.12
15-24-227-009	153 WEST HOLDINGS, LLC	0.06
15-24-227-010	153 WEST HOLDINGS, LLC	0.06
15-24-227-011	GREAT PYRENEES PROPERTIES LLC	0.12
15-24-227-012	WAVE PRODUCTS INC	0.12
15-24-227-022	DISCOUNT MUFFLER AND PERFORMANCE I	0.21
15-24-227-023	STEVEN G BRINGS; PHILIP S MCDONALD	0.14
15-24-227-024	LD INVESTMENTS, LLC	0.12
15-24-227-025	LD INVESTMENTS, LLC	0.1
15-24-227-027	JAMES D NELSON	0.09
15-24-227-026	PEG'S TRUST 08/12/2020	0.08
15-24-227-028	BDR PROPERTY HOLDINGS LLC	0.57
15-24-227-017	RCJ HOLDINGS, LLC	0.2
15-24-227-016	SAM AND HILARY WILSON, LLC	0.13
15-24-227-015	COMMONWEALTH PARTNERS, LLC	0.06
15-24-227-014	COMMONWEALTH PARTNERS, LLC	0.06
15-24-227-013	COMMONWEALTH PARTNERS, LLC	0.09
15-24-227-037	UTOPIA WEALTH, LLC	0.12
15-24-228-041	CENTRAL POINT HOLDINGS, LLC	0.05
15-24-228-003	UNCOMMONWEALTH, LLC	0.13
15-24-228-022	UNCOMMONWEALTH, LLC	0.14

Parcel ID	Owner	Acreage
15-24-228-023	125 GROUP, LLC	0.27
15-24-228-024	151 W COMMONWEALTH AVE LLC	0.14
15-24-228-025	151 W COMMONWEALTH AVE LLC	0.14
15-24-228-026	SECOND ANNA STEVENSON FAMILY, LLC	0.14
15-24-228-038	SECOND ANNA STEVENSON FAMILY, LLC	0.01
15-24-228-039	SECOND ANNA STEVENSON FAMILY, LLC	0.2
15-24-228-029	SECOND ANNA STEVENSON FAMILY, LLC	0.2
15-24-228-028	CALL HOME INVESTMENTS, LLC	0.41
15-24-228-011	UNCOMMONWEALTH, LLC	0.13
15-24-228-010	CENTRAL POINT HOLDINGS, LLC	0.25
15-24-228-001	CENTRAL POINT HOLDINGS, LLC	0.21
15-24-228-037	UTOPIA WEALTH, LLC	0.06
15-24-230-015	RESID, TRST	1.67
15-24-230-016	RESID, TRST	2.1
15-24-229-014	MILNER. WILLIAM & JACQUELINE	0.16
15-24-229-004	BRC ADG QOZB 1 JV, LLC	0.26
15-24-229-010	BRC ADG QOZB 1 JV, LLC	0.08
15-24-229-011	BRC ADG QOZB 1 JV, LLC	0.08
15-24-229-009	BRC ADG QOZB 1 JV, LLC	0.16
15-24-229-006	BRC ADG QOZB 1 JV, LLC	0.18
15-24-229-007	BRC ADG QOZB 1 JV, LLC	0.19
15-24-229-015	RDB ASSOCIATES LC	0.23
15-24-230-003	BRC ADG QOZB 1 JV, LLC	0.29
15-24-230-004	BRC ADG QOZB 1 JV, LLC	0.29
15-24-230-006	LYNN O FREEMAN	0.19
15-24-230-007	BRINKERHOFF, ALLAN T	0.25
15-24-230-008	BRINKERHOFF, ALLAN T	1.61
15-24-276-028	CRUS OIL, INC	0.81
15-24-276-029	CRUS PROPERTY 1, LLC	0.32
15-24-276-030	CRUS OIL, INC	1.23
15-24-276-022	CRUS DEVELOPMENT, LLC	0.67
15-24-276-023	TORONTO LAND & DEVELOPMENT COMPA	0.61

Parcel ID	Owner	Acreage
15-24-276-019	CRUS OIL, INC	0.13
15-24-276-021	ROBERTS LAND, LLC	0.4
15-24-276-020	ARCH ENTERPRISES LC	0.72
15-24-276-025	WASATCH MANAGEMENT ASSOCIATES, LLC	1.01
15-24-276-026	HAVEN AVE LLC	0.24
15-24-276-007	R FLINN LLC	0.24
15-24-276-008	R FLINN LLC	0.24
15-24-276-009	AM I 140 WEST HAVEN, LLC	0.43
15-24-276-010	DELVIES INVESTMENT	0.52
15-24-276-017	MITCHELL FAMILY PROPERTIES LC	0.17
15-24-276-018	TWINKEL LLC	0.3
15-24-276-014	VINA, ANTHONY	0.15
15-24-276-013	VINA, ANTHONY	0.16
15-24-280-002	JEFFREY P RICHARDS	0.37
15-24-280-001	MBI 1, LLC	0.29
15-24-279-009	TEMPLE VENTURES LLC	0.47
15-24-279-008	HIVESPACE LLC	0.45
15-24-280-022	GB 2270-2280 S MAIN ST, LLC	0.37
15-24-280-023	GB 2270-2280 S MAIN ST, LLC	0.45
15-24-280-006	UFI LLC	0.48
15-24-280-007	J&B BUCHI PROPERTIES, LLC	0.48
15-24-279-010	CALIFORNIA BANGERTER OFFICE, LLC	0.3
15-24-279-004	CALIFORNIA BANGERTER OFFICE, LLC	0.42
15-24-279-005	CALIFORNIA BANGERTER OFFICE, LLC	0.34
15-24-279-007	CALIFORNIA BANGERTER OFFICE, LLC	0.54
15-24-279-006	CALIFORNIA BANGERTER OFFICE, LLC	0.53
15-24-237-003	PG INVESTMENTS 2, L.C.	0.85
15-24-237-004	PG INVESTMENTS 2, L.C.	0.47
15-24-236-002	L.C. PG INVESTMENTS 2	0.51
15-24-236-003	PG INVESTMENTS 2, L.C.	0.6
15-24-236-009	PG INVESTMENTS 2, L.C.	0.96
15-24-236-006	PG INVESTMENTS 2, L.C.	0.83

Parcel ID	Owner	Acreage
15-24-239-001	SOUTH CITY CONDOMINIUMS HOA	2.15
15-24-239-002	SSLC MULTIFAMILY-PARKING	0.01
15-24-239-003	SSLC MULTIFAMILY-PARKING	0.01
15-24-239-004	SSLC OFFICE 1, LLC	0.01
15-24-239-005	SSLC OFFICE 1, LLC	0.01
15-24-239-006	SSLC OFFICE 1, LLC	0.01
15-24-239-007	SSLC MULTIFAMILY-PARKING	0.01
15-24-239-008	SSLC MULTIFAMILY-PARKING	0.01
15-24-233-021	LD INVESTMENTS, LLC	0.21
15-24-233-013	LD INVESTMENTS, LLC	0.23
15-24-233-019	UTOPIA PROPERTIES QOZB, LLC	0.22
15-24-233-018	UTOPIA PROPERTIES QOZB, LLC	0.11
15-24-234-021	PANAMA PARTNERS WEST, LLC	0.17
15-24-234-020	PANAMA PARTNERS WEST, LLC	0.16
15-24-235-012	PANAMA PARTNERS WEST, LLC	0.17
15-24-235-011	PANAMA PARTNERS WEST, LLC	0.16
15-24-235-010	PANAMA PARTNERS WEST, LLC	0.08
15-24-235-009	PANAMA PARTNERS WEST, LLC	0.08
15-24-235-008	PANAMA PARTNERS WEST, LLC	0.12
16-19-153-010	EDISON WAY LLC	0.45
16-19-153-007	EDISON WAY LLC	0.59
16-19-153-006	EDISON WAY LLC	0.13
16-19-153-005	EDISON WAY LLC	0.19
16-19-153-004	EDISON WAY LLC	0.13
16-19-153-009	EDISON WAY LLC	0.13
16-19-153-008	EDISON WAY LLC	0.13
16-19-153-003	2345 S MAIN BUILDING LLC	0.13
16-19-153-002	DEVENPORT, DAN DEVENPORT, JOE	0.13
16-19-153-001	2345 S MAIN BUILDING LLC	1.5
15-24-282-013	BURTON AND MAIN STREET LLC	0.23
15-24-282-028	BURTON AND MAIN STREET LLC	0.25
15-24-282-010	BURTON AND MAIN STREET LLC	0.13

Parcel ID	Owner	Acreage
15-24-282-009	BURTON AND MAIN STREET LLC	0.13
15-24-282-029	BURTON AND MAIN STREET LLC	0.05
15-24-282-022	BURTON AND MAIN STREET LLC	0.2
15-24-282-025	BURTON AND MAIN STREET LLC	0.08
15-24-282-024	BURTON AND MAIN STREET LLC	0.08
15-24-282-023	BURTON AND MAIN STREET LLC	0.08
15-24-280-005	TURNKEY PROPERTIES, LLC	0.52
15-24-280-021	ALLERGY RESEARCH GROUP, LLC	1.43
15-24-280-020	ALLERGY RESEARCH GROUP, LLC	0.56
15-24-280-018	ALLERGY RESEARCH GROUP, LLC	0.82
15-24-280-004	ALLERGY RESEARCH GROUP, LLC	0.63
15-24-280-008	PAB INVESTMENTS LLC	0.35
15-24-280-009	ALLERGY RESEARCH GROUP, LLC	0.13
15-24-280-010	CRESSIDA, LLC	0.25
15-24-280-013	CULP CONSTRUCTION COMPANY	0.47
16-19-154-001	SUNBELT RENTALS, INC	0.22
16-19-154-007	NEIGHBORHOOD RENEWAL LLC	0.08
16-19-154-008	SUNBELT RENTALS, INC	0.13
16-19-154-016	SUNBELT RENTALS, INC	0.25
16-19-154-002	SUNBELT RENTALS, INC	0.13
16-19-154-003	SUNBELT RENTALS, INC	0.13
16-19-154-004	SUNBELT RENTALS, INC	1.27
16-19-154-005	BLACK MOUNTAIN INVESTMENTS LLC	0.13
16-19-154-006	STAPLES, RICHARD E & JUDITH F	0.13
16-19-154-011	BLACK MOUNTAIN INVESTMENTS LLC	0.13
16-19-154-012	STAPLES, RICHARD E & JUDITH F	0.13
16-19-154-013	STAPLES, RICHARD E & JUDITH F	0.27
16-19-154-017	PARTS LC	0.12
16-19-154-018	PARTS LC	0.28
15-24-126-003	MIDWEST MOTOR EXPRESS, INC	3.41
15-24-203-007	MNG INTERPOINTE LLC	0.97
15-24-203-013	MNG INTERPOINTE LLC	0.52
15-24-203-014	MNG INTERPOINTE LLC	0.1
15-24-203-011	MNG INTERPOINTE LLC	2.29
15-24-203-015	MNG INTERPOINTE LLC	3.12
TOTAL		**99.77**



As discussed with GOEO prior to submittal, the above-shaded area (know as Time Square) is made up of several parcels all of which have been aggregated by the same ownership group for redevelopment as a cohesive project. The existing uses and parcel delineations will be modified from their current status. All future parcel boundaries, pursuant to updated plats, will be bisected by the HTRZ boundary. This re-platting process, occurring in phases, has been initiated between the developer and the city.

APPENDIX B: Absorption Schedule

	2024	2025	2026	2027	2028	Total (2023-2028)
Residential (units)	634	1,791	1,344	679	679	5,125
Office (sqft)	18,000	150,000	-	50,000	50,000	268,000
Hotel (keys)	-	130	-	-	-	130

APPENDIX C: Property Tax Budget – Financing Schedule

	Payment Year	2026	2027	2028	2029	2030	2031	2032	2033
INCREMENTAL PROPERTY TAX ANALYSIS:	**Tax Year**	***2025***	***2026***	***2027***	***2028***	***2029***	***2030***	***2031***	***2032***
Cumulative Taxable Value	**Year**	***Year 1***	***Year 2***	***Year 3***	***Year 4***	***Year 5***	***Year 6***	***Year 7***	***Year 8***
Residential		272,909,879	734,074,205	734,074,205	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477
Office		51,751,721	51,751,721	51,751,721	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560
Hotel		19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132
To be Planned Development		-	-	-	35,416,458	70,832,916	106,249,374	141,665,832	177,082,290
Current Property Value		193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009
(Less 2022 Building Valuations)		(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)
(Less Base Year Value)		(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)
TOTAL INCREMENTAL VALUE:		**257,784,451**	**718,948,777**	**718,948,777**	**1,050,582,346**	**1,085,998,804**	**1,121,415,262**	**1,156,831,720**	**1,192,248,178**
CDA PROJECT AREA BUDGET	**Payment Year**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**
Sources of Funds:	**Tax Year**	***2025***	***2026***	***2027***	***2028***	***2029***	***2030***	***2031***	***2032***
INCREMENTAL TAX RATE & ANALYSIS	2022								
Salt Lake County	0.001459	376,108	1,048,946	1,048,946	1,532,800	1,584,472	1,636,145	1,687,817	1,739,490
Salt Lake County Library	0.000386	99,505	277,514	277,514	405,525	419,196	432,866	446,537	460,208
Granite School District	0.006311	1,626,878	4,537,286	4,537,286	6,630,225	6,853,738	7,077,252	7,300,765	7,524,278
South Salt Lake City	0.002565	661,217	1,844,104	1,844,104	2,694,744	2,785,587	2,876,430	2,967,273	3,058,117
South Salt Lake Valley Mosquito Abatement District	0.000009	2,320	6,471	6,471	9,455	9,774	10,093	10,411	10,730
Central Utah Water Conservancy District	0.000400	103,114	287,580	287,580	420,233	434,400	448,566	462,733	476,899
Totals:	0.011130	2,869,141	8,001,900	8,001,900	11,692,982	12,087,167	12,481,352	12,875,537	13,269,722
Property Tax Increment for Budget									
Salt Lake County		300,886	839,157	839,157	1,226,240	1,267,578	1,308,916	1,350,254	1,391,592
Salt Lake County Library		79,604	222,011	222,011	324,420	335,356	346,293	357,230	368,166
Granite School District		1,301,502	3,629,829	3,629,829	5,304,180	5,482,991	5,661,801	5,840,612	6,019,423
South Salt Lake City		528,974	1,475,283	1,475,283	2,155,795	2,228,470	2,301,144	2,373,819	2,446,493
South Salt Lake Valley Mosquito Abatement District		1,856	5,176	5,176	7,564	7,819	8,074	8,329	8,584
Central Utah Water Conservancy District		82,491	230,064	230,064	336,186	347,520	358,853	370,186	381,519
Total Property Tax Increment for Budget:		**2,295,313**	**6,401,520**	**6,401,520**	**9,354,385**	**9,669,733**	**9,985,081**	**10,300,430**	**10,615,778**
Uses of Tax Increment Funds		2026	2027	2028	2029	2030	2031	2032	2033
HTRZ Allowable Costs		2,295,313	6,401,520	6,401,520	9,354,385	9,669,733	9,985,081	10,300,430	10,615,778
Total:		**2,295,313**	**6,401,520**	**6,401,520**	**9,354,385**	**9,669,733**	**9,985,081**	**10,300,430**	**10,615,778**

2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
2033	*2034*	*2035*	*2036*	*2037*	*2038*	*2039*	*2040*	*2041*	*2042*	*2043*	*2044*
Year 9	*Year 10*	*Year 11*	*Year 12*	*Year 13*	*Year 14*	*Year 15*	*Year 16*	*Year 17*	*Year 18*	*Year 19*	*Year 20*
998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477
83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560
19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132
212,498,748	247,915,206	283,331,664	318,748,122	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580
193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009
(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)
(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)
1,227,664,636	**1,263,081,094**	**1,298,497,552**	**1,333,914,010**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**

2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
2033	*2034*	*2035*	*2036*	*2037*	*2038*	*2039*	*2040*	*2041*	*2042*	*2043*	*2044*
1,791,163	1,842,835	1,894,508	1,946,181	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853
473,879	487,549	501,220	514,891	528,562	528,562	528,562	528,562	528,562	528,562	528,562	528,562
7,747,792	7,971,305	8,194,818	8,418,331	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845
3,148,960	3,239,803	3,330,646	3,421,489	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333
11,049	11,368	11,686	12,005	12,324	12,324	12,324	12,324	12,324	12,324	12,324	12,324
491,066	505,232	519,399	533,566	547,732	547,732	547,732	547,732	547,732	547,732	547,732	547,732
13,663,907	14,058,093	14,452,278	14,846,463	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648

1,432,930	1,474,268	1,515,606	1,556,944	1,598,283	1,598,283	1,598,283	1,196,123	657,852	657,852	353,230	311,892
379,103	390,039	400,976	411,913	422,849	422,849	422,849	316,452	174,044	174,044	93,452	82,516
6,198,233	6,377,044	6,555,854	6,734,665	6,913,476	6,913,476	6,913,476	5,173,908	2,845,581	2,845,581	1,527,918	1,349,108
2,519,168	2,591,842	2,664,517	2,737,192	2,809,866	2,809,866	2,809,866	2,102,848	1,156,539	1,156,539	620,997	548,322
8,839	9,094	9,349	9,604	9,859	9,859	9,859	7,378	4,058	4,058	2,179	1,924
392,853	404,186	415,519	426,852	438,186	438,186	438,186	327,930	180,357	180,357	96,842	85,508
10,931,126	**11,246,474**	**11,561,822**	**11,877,170**	**12,192,518**	**12,192,518**	**12,192,518**	**9,124,639**	**5,018,432**	**5,018,432**	**2,694,618**	**2,379,269**

2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
10,931,126	11,246,474	11,561,822	11,877,170	12,192,518	12,192,518	12,192,518	9,124,639	5,018,432	5,018,432	2,694,618	2,379,269
10,931,126	**11,246,474**	**11,561,822**	**11,877,170**	**12,192,518**	**12,192,518**	**12,192,518**	**9,124,639**	**5,018,432**	**5,018,432**	**2,694,618**	**2,379,269**

2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	
2045	*2046*	*2047*	*2048*	*2049*	*2050*	*2051*	*2052*	*2053*	*2054*	
Year 21	*Year 22*	*Year 23*	*Year 24*	*Year 25*	*Year 26*	*Year 27*	*Year 28*	*Year 29*	*Year 30*	
998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	998,468,477	
83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	83,574,560	
19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	19,889,132	
354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	354,164,580	
193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	193,190,009	
(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	(86,766,281)	
(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	(193,190,009)	
1,369,330,468	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	**1,369,330,468**	
2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	
2045	*2046*	*2047*	*2048*	*2049*	*2050*	*2051*	*2052*	*2053*	*2054*	
										TOTALS **NPV**
1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	1,997,853	54,090,768 29,469,785
528,562	528,562	528,562	528,562	528,562	528,562	528,562	528,562	528,562	528,562	14,310,512 7,796,667
8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	8,641,845	233,973,156 127,473,483
3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	3,512,333	95,094,461 51,809,457
12,324	12,324	12,324	12,324	12,324	12,324	12,324	12,324	12,324	12,324	333,665 181,788
547,732	547,732	547,732	547,732	547,732	547,732	547,732	547,732	547,732	547,732	14,829,546 8,079,448
15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	15,240,648	412,632,107 224,810,627
										TOTALS **NPV**
270,554	229,215	187,877	146,539	105,201	63,863	22,525	-	-	-	23,501,099 15,738,827
71,579	60,642	49,706	38,769	27,833	16,896	5,959	-	-	-	6,217,563 4,163,939
1,170,297	991,487	812,676	633,865	455,055	276,244	97,433	-	-	-	101,655,544 68,079,328
475,648	402,973	330,298	257,624	184,949	112,275	39,600	-	-	-	41,316,189 27,669,700
1,669	1,414	1,159	904	649	394	139	-	-	-	144,969 97,087
74,175	62,842	51,509	40,175	28,842	17,509	6,175	-	-	-	6,443,070 4,314,963
2,063,921	**1,748,573**	**1,433,225**	**1,117,877**	**802,529**	**487,181**	**171,832**	**-**	**-**	**-**	**179,278,435 120,063,845**

2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	Totals	NPV
2,063,921	1,748,573	1,433,225	1,117,877	802,529	487,181	171,832	-	-	-	179,278,435	120,063,845
2,063,921	**1,748,573**	**1,433,225**	**1,117,877**	**802,529**	**487,181**	**171,832**	**-**	**-**	**-**	**179,278,435**	**120,063,845**

Data Sources for SSL Pro forma

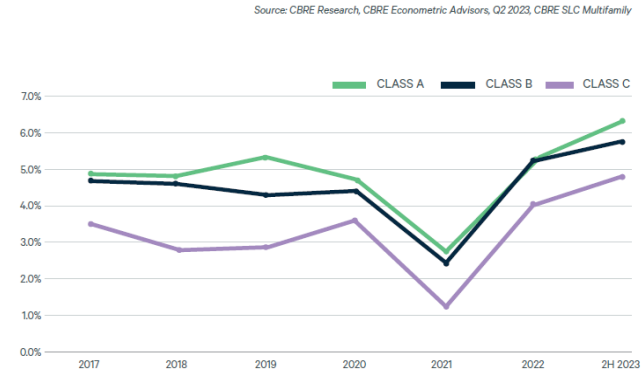
Rents Unit sizes and rents derived from Costar (see page 28)

Vacancy CBRE Multifamily Market Report Mid-Year 2023 (see Right)

Note: The 6.5% vacancy is a conservative assumption for the purposes of this proposal. Costar data reports SSL submarket vacancy at 8.9% with a forecast future run-rate vacancy at ~8.0%

GREATER SALT LAKE VACANCY RATES

The Greater Salt Lake Area experienced a sharper increase in vacancy since 2021 compared to the U.S. market, suggesting the rapid increase in supply provided greater optionality for renters.



Cap Rate 5.08%, Average cap rate as reported in Colliers Utah Multifamily Market Update, Fall 2023

Note 1: Downtown typically enjoys a cap rate spread 20-70 bps lower relative to South Salt Lake. (See average Downtown cap rate at far right, per Costar)

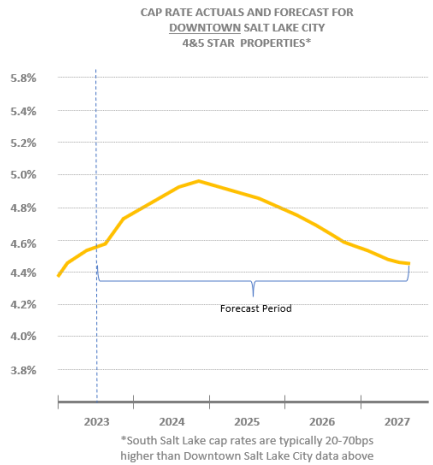
Note 2: Costar expects cap rates to rise in coming years. No decline from today's cap rate is anticipated in the foreseeable future

Costs Interviews with multiple developers and contractors.

Colliers
(Salt Lake Metro)

	H1 2023
Total Transactions	24
Average Cap Rate	5.08%

Costar
(Downtown Class A*)



While reasonable market return and profitability thresholds have recently been established by Zion's Bank, for reference is the pro forma and return for a developer developing in downtown Salt Lake City. Assumes no public assistance.

DOWNTOWN (Many of the Same Development Impediments, but Higher Rents than SSL)

Type	Units	% Mix	Unit Sq.	Rentable Sq. Feet	Asking Rent $ Unit/mo.	Asking Rent $ PSF/mo.	Annual
Studio	40	16%	478	19,132	1,710	3.57	820,660
One Bed	100	40%	661	66,137	1,896	2.87	2,275,393
Two Bed	100	40%	1,051	105,088	2,295	2.18	2,753,895
Three	10	4%	1,360	13,600	3,152	2.32	378,298
TOTAL	**250**	**100%**	**816**	**203,957**	**2,076**	**2.54**	**$6,228,245**

Building Cost $ per RSF C&S	Finish	FF&E	\ Total	in $	INCOME % COST
275.00	20.0	10.0	**$305**	62,206,951	**10.0%**

BASE YEAR STABILIZED CASH FLOW			
	Rent		6,228,245
	Ancillary Income	400	1,200,000
Less:	Vacancy - Overall	5.0%	(371,412)
EFFECTIVE RENTAL INCOME			7,056,833
Less:	Operating Expenses (% of ERI)	26.0%	(1,834,777)
	Management Fees (% of ERI)	3.0%	(211,705)
	Reserves (% of ERI)	1.0%	(70,568)
TOTAL EXPENSES & RESERVES		30.0%	(2,117,050)
NET OPERATING INCOME			$4,939,783
	Construction Interest		(3,606,415)
Construction Cash Flow			1,333,368
	Long-Term Debt Service		(4,712,986)
Long-Term Cash Flow			226,797
	PROJECT MARKET VALUE		
Market Value - Multifamily		4.50%	109,772,954
Market Value - Other		-	-
TOTAL MARKET VALUE		**4.50%**	**$109,772,954**
	FINANCING		
CONSTRUCTION LOAN			$51,520,218
Interest Rate			7.00%
Annual Construction Interest		12 Mos.	3,606,415
Loan-to-Value			47%
Loan-to-Cost			50%
PERM LOAN			$72,450,150
Loan-to-Value (LTV)			66%
Interest Rate			5.00%
Amortization Period			30
Annual Debt Service			4,712,986
Debt Yield / Loan Constant		6.8% /	6.5%
Debt Service Coverage Ratio (DSCR)			1.05

COST SUMMARY				
TOTAL BUILDING COSTS			62,206,951	60.4%
Demo and Site Prep		$10/ GSF	1,089,000	1.1%
Amenities			1,000,000	1.0%
Parking	290 Stalls	45,000	13,050,000	12.7%
Infrastructure Enhancement			250,000	0.2%
Site Contingency (5.00%)			3,879,798	3.8%
TOTAL CONSTRUCTION COSTS			81,475,749	79.1%
LAND PURCHASE	108,900 SF		7,500,000	7.3%
TOTAL LAND & CONSTRUCTION			88,975,749	86.4%
OTHER COSTS				
Architects & Engineers (3.50% of TCC)			2,851,651	2.8%
Legal & Misc. (1.00% of TCC)			814,757	0.8%
City Permits & Fees (3.00% of TCC)			2,444,272	2.4%
Development Overhead (5.00% of TCC)			4,073,787	4.0%
Leasing / Marketing			553,361	0.5%
Constr. Loan & Costs (1.00% of Constr. Loan)			515,202	0.5%
Construction Interest			2,404,277	2.3%
Other Contingency			407,379	0.4%
Total Other Costs			14,064,687	13.6%
TOTAL COSTS			$103,040,436	100.0%

INVESTMENT ANALYSIS		
TOTAL PROJECT COSTS		103,040,436
ADJUSTED PROJECT COSTS		$103,040,436
PROFIT ON SALE (NO ASSISTANCE) *	1.50% (sales costs)	**$5,085,924**
OTHER INVESTMENT METRICS		
Construction Loan		51,520,218
NET CAPITAL REQUIREMENT- Construction		51,520,218
NET CAPITAL REQUIREMENT - Long term		30,590,286
YIELD-ON-COST (incl. Land)		4.8%
YIELD/CAP RATE SPREAD		0.29%

** Analysis illustrates challenged economics, suggesting that many projects proposed downtown will no longer be economically justifiable, particularly with cap rates expected to increase, unless such projects warrant public assistance.*

While reasonable market return and profitability thresholds have recently been established by Zion's Bank, for reference is a pro forma and return for a developer developing at 30 du/ac (typical of neighboring suburban markets which are not subject to the impediments found in South Salt Lake). Assumes no public assistance.

SUBURBAN (Development Imediments found in SSL HTRZ Are Not Applicable)

Type	Units	% Mix	Unit Sq.	Rentable Sq. Feet	Asking Rent $ Unit/mo.	Asking Rent $	Annual
Junior 1	40	17%	574	22,967	1,148	2.00	551,208
One Bed	100	33%	777	77,666	1,437	1.85	1,724,179
Two	100	14%	1,040	104,011	1,820	1.75	2,184,228
Three	10	2%	1,462	14,624	2,267	1.55	272,001
TOTA	**250**	**65%**	**523**	**219,267**	**960**	**1.83**	**$4,731,617**

Building Cost $ per RSF C&S	Finish	FF&E	\ Total	in $	INCOME % COST
185.00	15.0	10.0	**$210**	46,046,137	**10.3%**

BASE YEAR STABILIZED CASH FLOW			
Rent			4,731,617
Ancillary Income		300	900,000
Less: Vacancy - Overall		6.5%	(366,055)
EFFECTIVE RENTAL INCOME			5,265,562
Less: Operating Expenses (% of ERI)		26.0%	(1,369,046)
Management Fees (% of ERI)		3.0%	(157,967)
Reserves (% of ERI)		1.0%	(52,656)
TOTAL EXPENSES & RESERVES		30.0%	(1,579,668)
NET OPERATING INCOME			$3,685,893
Construction Interest			(2,174,823)
Construction Cash Flow			1,511,071
Long-Term Debt Service			(2,831,960)
Long-Term Cash Flow			853,933

PROJECT MARKET VALUE			
Market Value - Multifamily		5.08%	72,556,952
Market Value - Other		-	
TOTAL MARKET VALUE	Blend -------	**5.08%**	**$72,556,952**

FINANCING			
CONSTRUCTION LOAN			$31,068,894
Interest Rate			7.00%
Annual Construction Interest	12 Mos.		2,174,823
Loan-to-Value			43%
Loan-to-Cost			50%
PERM LOAN			$43,534,171
Loan-to-Value (LTV)			60%
Interest Rate			5.00%
Amortization Period			30
Annual Debt Service			2,831,960
Debt Yield / Loan Constant		8.5% /	6.5%
Debt Service Coverage Ratio (DSCR)			1.30

COST SUMMARY				% TOTAL COSTS
TOTAL BUILDING COSTS			46,046,137	74.1%
Demo and Site Prep		$0/ GSF	0	0.0%
Amenities			1,000,000	1.6%
Parking	290 Stalls	3,200	928,000	1.5%
Off-Sites / Infrastructure			1,000,000	1.6%
Site Contingency (5.00%)			96,400	0.2%
TOTAL CONSTRUCTION COSTS			**49,070,537**	**79.0%**
LAND PURCHASE *		363,000 SF	4,374,150	7.0%
TOTAL LAND & CONSTRUCTION			53,444,687	86.0%
OTHER COSTS				
Architects & Engineers (3.50% of TCC)			1,717,469	2.8%
Legal & Misc. (1.00% of TCC)			490,705	0.8%
City Permits & Fees (3.00% of TCC)			1,472,116	2.4%
Development Overhead (5.00% of TCC)			2,453,527	3.9%
Leasing / Marketing			553,361	0.9%
Constr. Loan & Costs (1.00% of Constr. Loan)			310,689	0.5%
Construction Interest			1,449,882	2.3%
Other Contingency			245,353	0.4%
Total Other Costs			8,693,102	14.0%
TOTAL COSTS			**$62,137,789**	**100.0%**

INVESTMENT ANALYSIS			
TOTAL PROJECT COSTS			62,137,789
ADJUSTED PROJECT COSTS			$62,137,789
PROFIT ON SALE	1.50%	(sales costs)	**$9,330,809**
OTHER INVESTMENT METRICS			
Construction Loan			31,068,894
NET CAPITAL REQUIREMENT- Construction			31,068,894
NET CAPITAL REQUIREMENT - Long term			18,603,618
YIELD-ON-COST (incl. Land)			5.9%
YIELD/CAP RATE SPREAD			0.85%

** Developing at this density in SSL would require a material shift in market land values. No developer, equity partner, or lender could or would aggregate 8.33 acres of land in SSL at a price $25-$33MM ($3-4MM per acre) to achieve 30 du/ac. Doing so makes the above proforma economically unjustifiable and falls outside of the scope of HTRZ public assistance and City's vision.*

5/31/2023 UTA's Central Pointe Meeting with SLC & Design Workshop

- **Plan**
    - Focused on transit supportive land use (pedestrian circulation is a small component - avoiding rehashing 300 W since that has just been done)
    - Using social pinpoint through June
    - Open House & Online Survey in August
    - Seeking adoption in the fall of 2023
- **Context**
    - Lots of development pressure from 1000 S to 2100 S, from W Temple to I15, really focused on 1700 S to 2100 S
    - High growth (likely due to new MF buildings)
    - Lower income area with fewer families and higher median age
    - Higher diversity index scores in this area than in SLC overall
    - Perception of lower ridership/use despite it being one of the highest ridership locations in the system
    - Major transfer point from:
        - S line to trax lines
        - To Airport
        - Frontrunner to Murray to Red/Blue to Central Pointe for Green
    - What amenities are most needed at transfer stations?
    - Likely needs double the bus service to accommodate future ridership
        - Would need to take away parking to do that
        - Likely a new 300 W line running every 15 minutes
    - Lots of "jay" walking: need more crosswalks, need platform on south side too
    - Platform feels narrow and isn't covered from the elements
    - Bus shelters there need to be revamped - want to make it more inviting and dignified
        - Revamping process will be different for "railside" amenities versus "bus loop side" amenities
    - High magnitude station - link to communities outside of SLC - plus lots more bus coming
        - Infrastructure will need to support this!
    - Micromobility in the area
        - 10 greenbikes (classic) and their parking spots
        - Transit Signal Priority Planning for route 21
            - Will be equipped in phase 3 - 2025-2027
        - Ethan Ray could speak more about e-scooters etc.
    - Better pedestrian connections needed along the east corridor by the new developments
    - Split (side) platform instead of center platform?
        - Landowners interested in this, and should help with access & safety
        - Would make a south side transit plaza on the east better too!
    - Train goes through that crossing every 2.5 minutes! (mostly n-s)

    - 5,000 more units in the next 5 years or so - all centrally located in the Downtown SSL area around Central Pointe
        - Mostly apartments - no density or height restrictions - mostly 5-6 stories with podiums - all in construction or planning phase
    - UTA really cares about ensure safety for pedestrians: separation from pedestrians & rail
    - UTA starting an ambassador program to work with folks experiencing homelessness
    - Can pull data about incidents in the area on UTA property (transit police)
    - A great location for locating affordable housing units - need to be careful not to displace & gentrify
    - (Lack of) east-west street connectivity is a barrier - overcoming industrial land use challenges
    - Address a railside trail in the TechLink study? Trail more likely to happen if developers grant easements

- **Engagement**
    - UTA is happy to support engagement with ridership - Samantha Aramburu is contact person


ASTRO
BURGER
BOWLERO
SUZUKI
HONDA
SPEED LIMIT
35
A

APPENDICES

The appendices include comprehensive material from the planning process, analysis, and used methodologies complementing the Life on State Implementation Plan.

INSIDE THE APPENDIX:

APPENDIX I: OUTREACH SUMMARY

Public outreach and engagement were critical to the planning process and to shaping the tools and implementation strategies outlined in this plan. A plan that reflects the community's input, and their needs and desires for the future is an important part of building momentum and support for future change on State Street.

The following Appendix describes the outreach process in greater detail, and provides a more complete summary of findings and results from outreach activities.

Public Workshops

- **129 attendees**
- 3 interactive activities
- 20 workshop maps
- 100 State Street cross sections

Live Polling + Public Survey

- **983 participants**

Pop-up Meetings

- Liberty Park Farmers Market
- Pioneer Park Farmers Market
- World Refugee Day

Stakeholder Meetings

- Developer & Property Owners
- Business Owners
- Housing Authority of Salt Lake City
- City Council members
- City & County Employees

Community Meetings

- State Street Coalition
- Ballpark Community Council
- Liberty Wells Community Council
- Downtown Community Council
- Downtown Merchants' Association
- Downtown Safety & Maintenance Committee
- SLC Accessibility Council
- South Salt Lake Chamber of Commerce
- Youth Outreach at Woodrow Wilson Elementary

PUBLIC WORKSHOP

A public workshop was held in February 2017 to share project progress and gather ideas from residents, stakeholders and the wider Salt Lake community. 129 attendees participated in the interactive workshop, taking part in a live polling activity and two hands-on exercises that offered participants an opportunity to grapple with trade-offs and contribute ideas to the planning process.

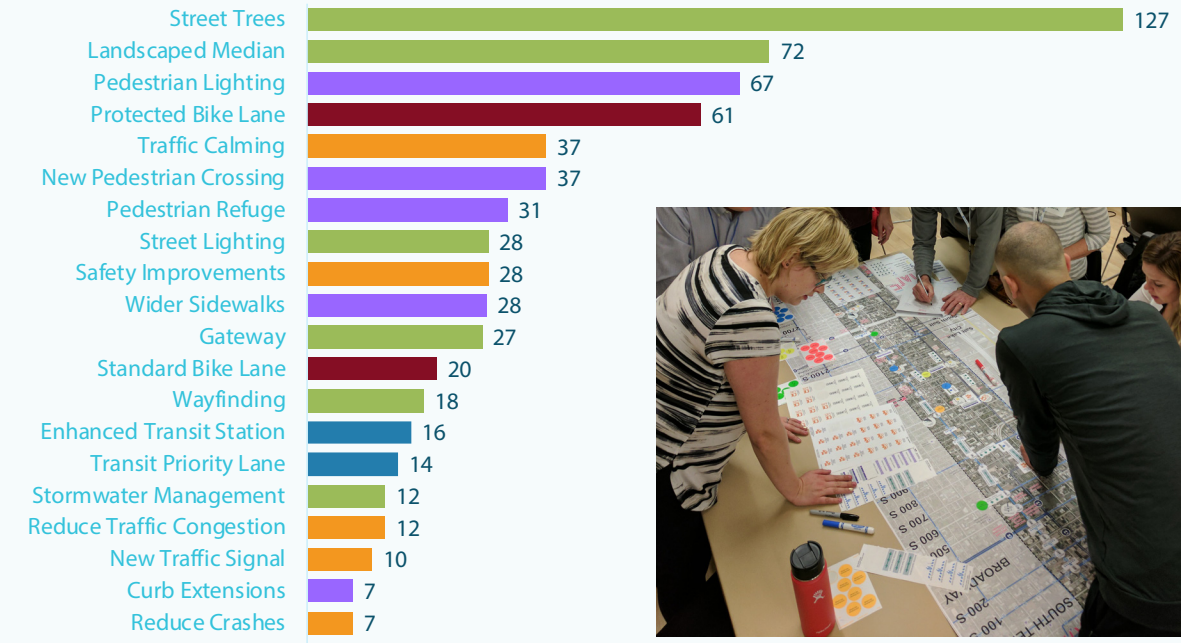
The **Live Polling Activity** revealed that a majority of participants ranged in age from 20-49, and 85% indicated it was their first time participating in a planning event about the State Street corridor. Workshop participants had a wide mix of connections to the area, ranging from living, working or going to school in the corridor, owning property or a business, and visiting the area for shopping and entertainment. The questions asked of workshop participants were opened to the broader Salt Lake community through an online survey, the responses of which were combined with the polling results. A summary of these combined results can be found on the following page.

In the **Life on State Mapping Exercise**, workshop participants stated their priorities for the location of new housing and businesses, community centers and services, and infrastructure upgrades along the State Street corridor. They did so by placing "game pieces", or stickers, on a map of the area in places where they saw the greatest opportunity for positive change.

Top priorities included:

- More Green! Parks, Trees, Landscaping
- Higher quality bike & pedestrian infrastructure
- Traffic calming measures & general traffic safety
- Additional mixed-use development and shopping/services throughout the corridor

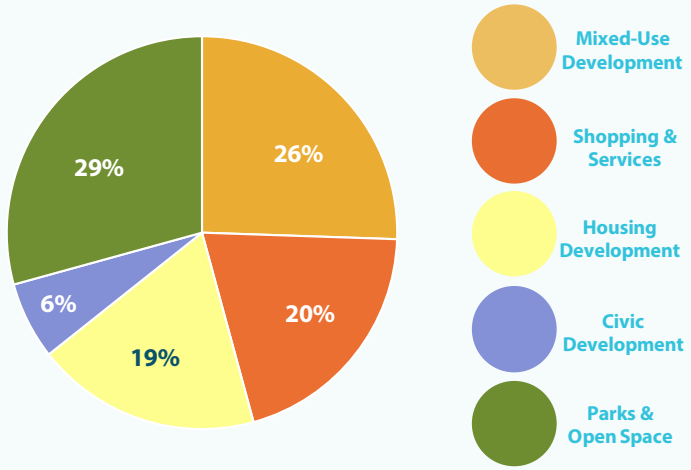
STREET GAME PIECES: 666 TOTAL PLACED ON MAPS

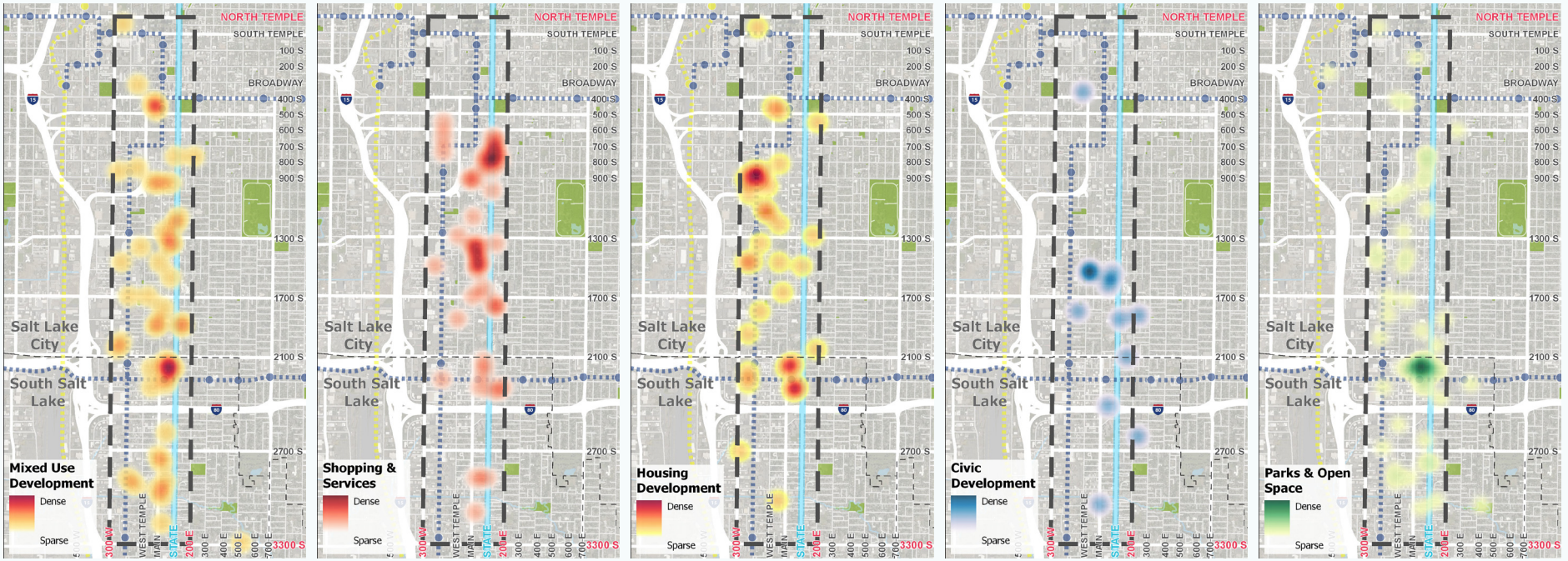


One of 20 groups completing the Mapping Exercise

PUBLIC WORKSHOP (CONTINUED...)

DEVELOPMENT GAME PIECES: 188 TOTAL PLACED ON MAPS





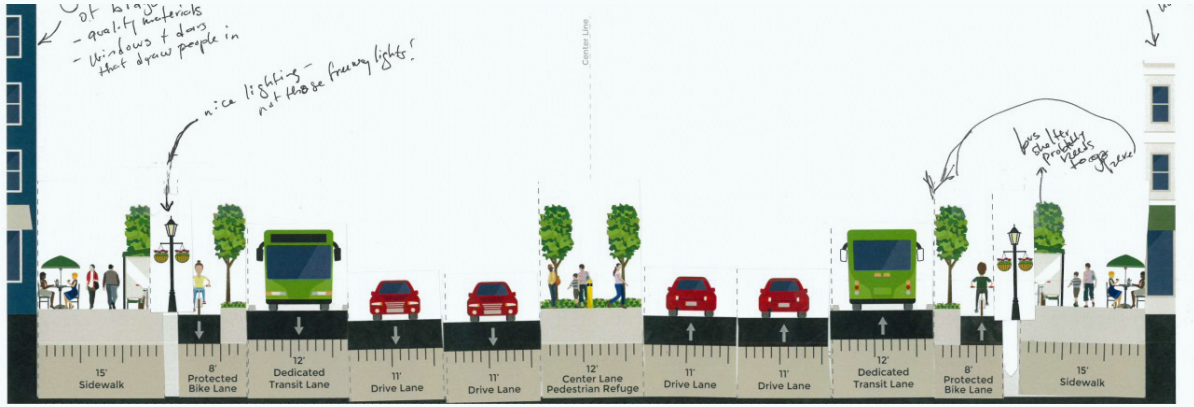
PUBLIC WORKSHOP (CONTINUED...)

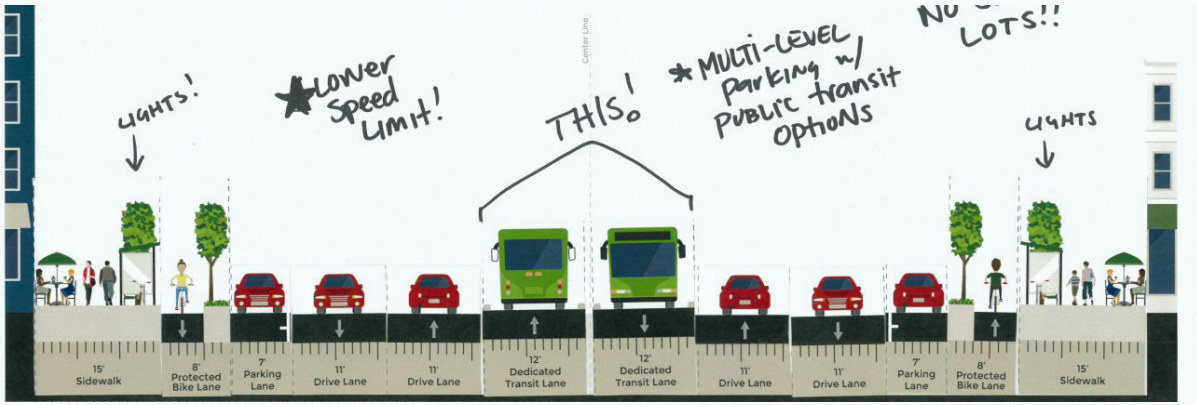
The **State Street Design Exercise** engaged workshop participants in a hypothetical redesign of State Street where they used streetscape elements, such as travel lanes and sidewalks of various widths, lighting, street trees, transit, and bike lanes to design their ideal version of a better State Street.

Top priorities included:

- The preference to reduce travel lanes in order to achieve other goals (77% of participants reduced the current number of travel lanes).
- The desire for more robust transit in the form of dedicated transit lanes, or transit priority lanes. (76% of participants included enhanced bus lanes).
- The importance of shorter, protected crossings (72% of participants included pedestrian refuges to decrease crossing distances).
- The desire for improved bicycle facilities (86% of participants included either standard or protected bike lanes).

STATE STREET DESIGN EXERCISE: 100 TOTAL CROSS SECTIONS COMPLETED



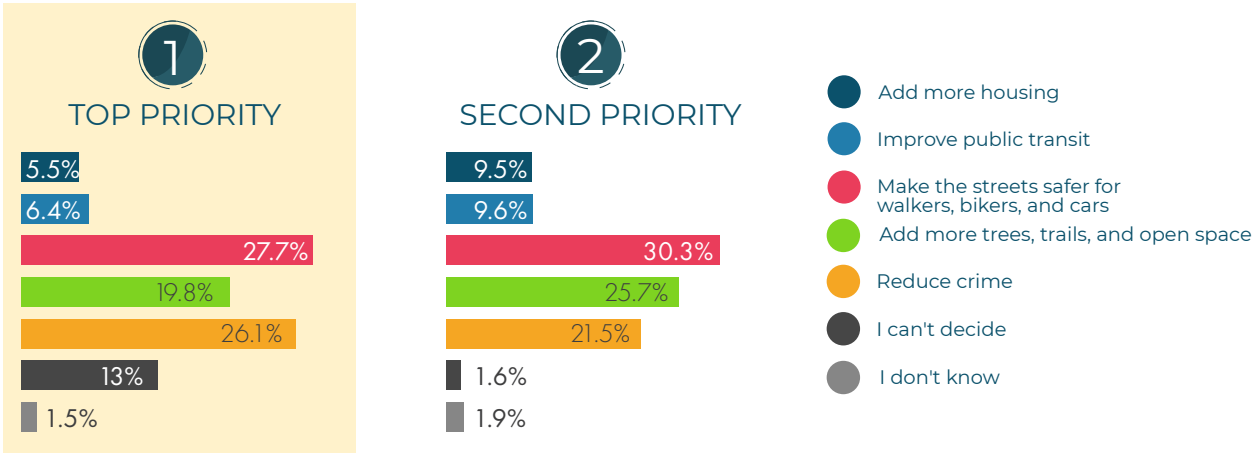


2 of 100 Street Design Exercises completed at the Workshop. Participants cut and pasted their own design to create their ideal cross section for the future of State Street

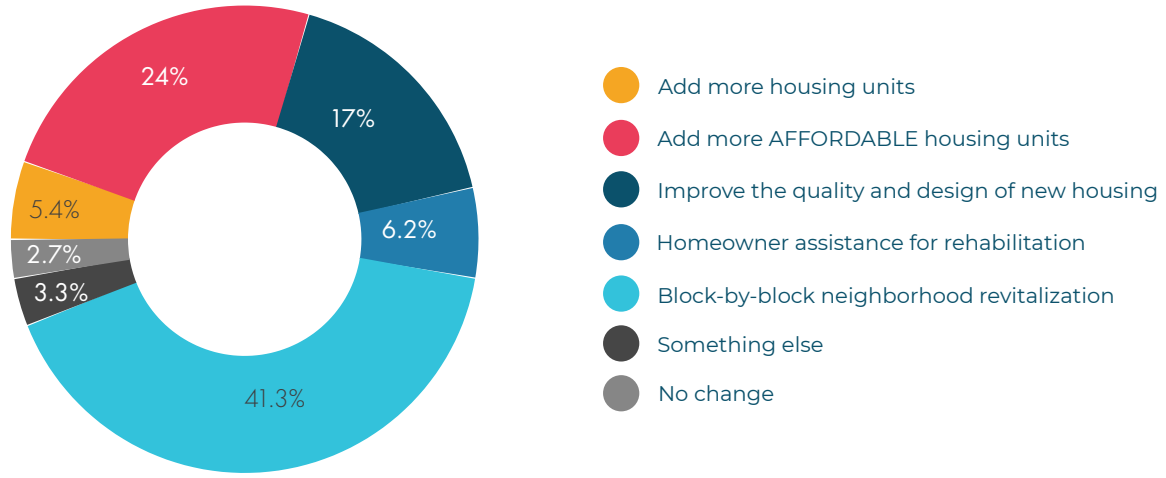
PUBLIC SURVEY

A total of 983 participants answered questions, either through the live polling activity at the Public Workshop, or through an online survey. Participants were asked how they travel to, from, and on State Street, how they typically use the corridor. Most importantly, participants stated what their top priorities are for the future of State Street as it relates to housing, mobility, business, and overall.

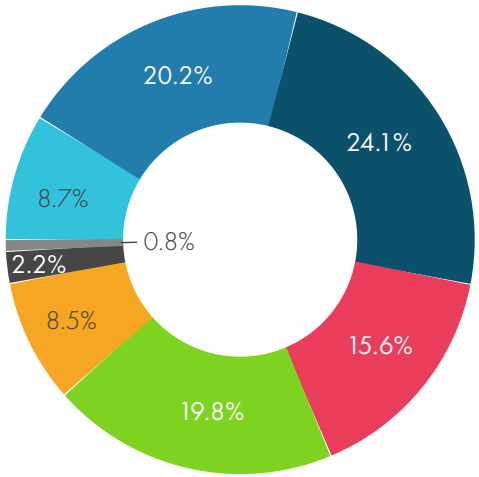
TOP PRIORITY FOR THE CORRIDOR



TOP PRIORITY FOR HOUSING

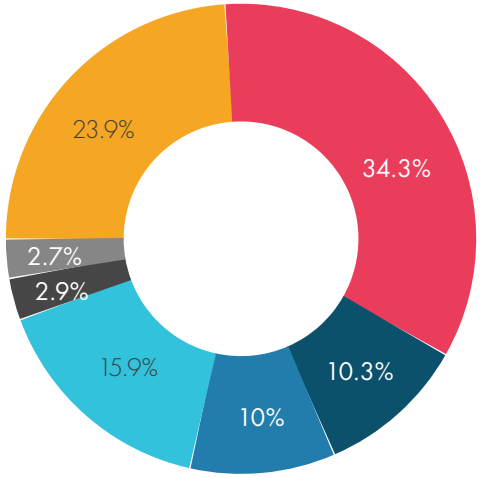


TOP PRIORITY FOR BUSINESS



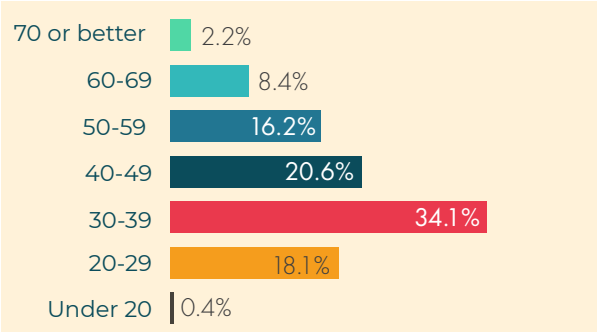
- Catalyst developments on major sites
- Existing storefront improvements
- Bring new business and jobs to the area
- Help local businesses (re) located to the corridor
- Public space improvements and street trees
- Cleaner streets and sidewalks
- Something else
- No change

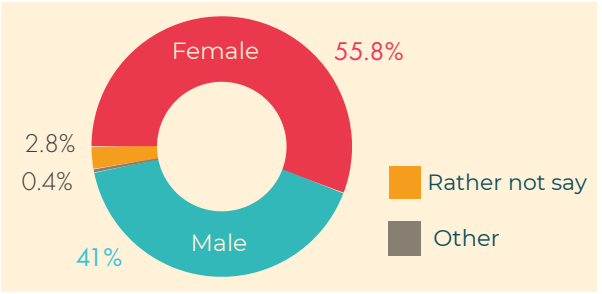
TOP PRIORITY FOR MOBILITY

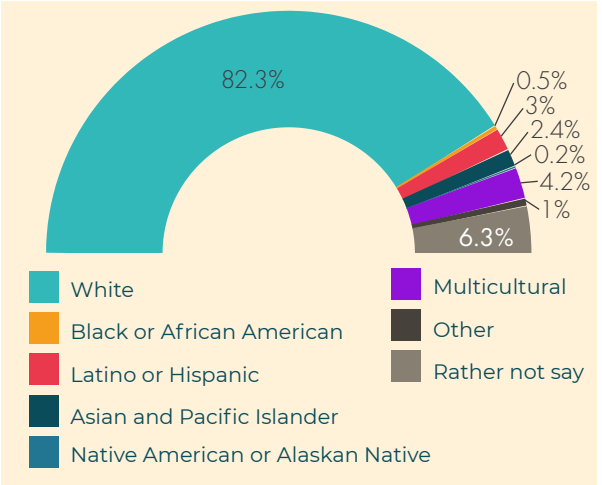


- Better connections for bikes and pedestrians
- Safety improvements for bikes and pedestrians
- Improve existing transit
- New transit lines
- Reduce traffic congestion
- Something else
- No change

DEMOGRAPHICS







DEVELOPER & PROPERTY OWNER INTERVIEWS

In person and phone interviews were held with local investors (developers and property owners) to understand their views on the challenges and opportunities that exist on and around State Street. They were asked about:

- Development potential in the study area ;
- How current conditions support or hinder that potential;
- How transportation improvements might influence investment on State Street;
- Their experience working with the cities' regulatory and development processes.

Developers identified State Street itself as the biggest obstacle to redevelopment – the current design and character make it hard to attract investors to a major project on State. However, small "pioneering" property owners and investors were more positive, and were typically tackling smaller projects to repurpose buildings they already owned.

Overall reflections from the group of investors interviewed included:

- The current design and roadway conditions of State Street limit the investment potential of the area. The existing auto-oriented design, lack of pedestrian-oriented amenities, and general absence of green space makes it an unattractive place for urban style development.

- Investment potential exists due to State Street's proximity to transit and downtown Salt Lake City. However, most interviewees do not believe these factors alone can overcome the current design of the roadway.

- Downtown and form-based zones in both cities are viewed positively, however older use-based zones, specifically Commercial Corridor (CC), are viewed as outdated and a major hindrance to "good" development. Height restrictions, deep setbacks and high parking standards within these zones are cited as development challenges.

- Tangible commitment from the cities, UDOT, and other partner agencies to improve the conditions on State Street has the potential to leverage significant private investment. Interested investors believe public investments in new streetscapes, pedestrian enhancements, landscaping, and transit and bicycle facilities could greatly accelerate new private investment.

BUSINESS OWNER INTERVIEWS

Local business owners were interviewed at the outset of the project and were asked to provide input throughout the process. **General takeaways from these discussions included:**

- Crime and personal security are major concerns for business owners and their customers, and seen as having a negative impact on their businesses.
- On-street parking is seen as important to support small businesses due to the lack of publicly accessible off-street parking available in the corridor.
- Many business owners welcomed the idea of widened sidewalks, more mid-block crossings, and additional street trees and green amenities as being good for business.
- Concerns exist about how new investment and redevelopment may impact existing business owners, and hoped to see the cities initiate policies and programs to provide support for existing businesses to adapt and thrive in a potentially changing environment.

STAKEHOLDER DISCUSSIONS

People who interact daily with State Street and the people on it took part in discussions in meetings they organized. This included police, fire and crossing guards, school principal and teachers, business owners, public works dept, community development departments, Salt Lake County, Salt Lake Community College and others.

Fifth graders at Woodrow Wilson Elementary took part in a classroom activity to discuss their experiences on State Street. They were asked to share the best and worst parts of the street and what they would like to see happen there.

The city and county mayors and agency directors participated in an executive committee throughout the project. They discussed their observations on the issues, community priorities and how changes on State Street fit into each of their strategic plans.

WEBSITE & ONLINE ENGAGEMENT

A project website, www.LifeOnState.com, was established and continually updated with information about the project, outreach events, survey and workshop results, and project resources and documents. It will continue to be an open resource to learn about State Street plans and progress.

Between December 2016 and December 2017, the website received:

- 10,500 page views
- 3,185 unique visitors

APPENDIX II: ENVISION TOMORROW MODELING

Land use and transportation scenarios are an important part of the exploratory process in planning. Testing a range of policy options, development types and transportation improvements allows for a comparison of the relative strengths and weaknesses of potential futures, and it allows decision makers to understand the possibilities that their decisions may unlock. Each scenario is derived from a certain set of rules and assumptions, and asks the question "what if..."

While not a forecast nor a prediction, the scenarios provide a wealth of information about how the effects of policy and transportation choices could play out when compared to current trends. This helps deepen our understanding of likely outcomes to better ensure the future reflects the community's vision and goals for the State Street corridor. For the Life on State scenarios, the "what ifs" that were explored dealt with a range of regulatory changes and transportation investments that could be made on State Street.

The following Appendix explains the assumptions that support the scenario results in greater detail.

Four separate land use and transportation scenarios were evaluated within the State Street corridor using the open source scenario planning platform Envision Tomorrow.

Envision Tomorrow is a suite of planning tools that includes analysis and scenario design applications. The analysis tools allow users to analyze aspects of their current community using commonly accessible GIS data, such as tax assessor parcel data and Census data. The scenario design tools allow users to digitally map alternative future development scenarios on the landscape, and compare scenario outcomes in real time for a range of measures from public health, fiscal resiliency and environmental sustainability.

The location and styles of development that were tested came from public input through the workshop process and the existing conditions analysis of redevelopment potential. The transportation components of the scenarios were a combination of public input from the workshops, and a narrowing down of roadway design options by the project team.

CRAFTING A SCENARIO

DEVELOPMENT PATTERNS INPUT

Land uses, such as housing mix and office spaces, are variables in the scenarios, driven by data on current trends and future forecasts.

2 SCENARIO MAP CREATED

The computer model places building types, such as mixed-use, infill commercial, or housing for each scenario. Different patterns emerge and are mapped.

3 DEVELOPMENT OUTCOMES

Each scenario's performance is calculated and compared. These indicators match several project goals so success can be measured.

SCENARIO BUILDING BLOCKS

Each of the scenarios was constructed using a range of building types that could be constructed in the Salt Lake market. Within a context such as the State Street corridor, a range of buildings could be anticipated. However, due to existing roadway conditions and regulatory requirements, the development of building types that could truly transform State Street into the mixed-use, urban corridor envisioned have been lacking: predominantly three and four-story apartments, five and six story mixed-use buildings, townhomes and rowhouses, and small grained retail projects that can infill some of the shallow, narrow lots in the corridor.






Building Characteristics	6-Story Mixed-use Office	Office Tower	4-Story Mixed-use Residential	6-Story Mixed-use Residential	4-Story Apartments	Townhomes/ Rowhouse	Small lot Retail Infill
Parking Ratios	• No parking required for first 3,000 sqft • 2.0 spaces per 1,000 sqft above 2,000	• No parking required for first 3,000 sqft • 2.0 spaces per 1,000 sqft above 2,000	• 1 space per dwelling unit • No parking required for first 3,000 sqft comm. • 2.0 spaces per 1,000 sqft above 2,000	• 1 space per dwelling unit • No parking required for first 3,000 sqft comm. • 2.0 spaces per 1,000 sqft above 2,000	1 space per dwelling unit	2 space per dwelling unit	• No parking required for first 3,000 sqft • 2.0 spaces per 1,000 sqft above 2,000
Housing density (DU per acre)	-	-	71	82	51	35	-
Job density (jobs per acre)	196	2,156	12	12	-	-	23
Average dwelling unit size in sqft	-	-	750	750	750	850	-

Investments in walkability and placemaking have measureable impacts on residential pricing.

Within the current context of the corridor, it is not financially feasible for land developers to invest in the type of mixed-use, urban development described above. However, with investments into roadway improvements and regulatory changes, such as increased height allowances or reduced parking minimums, the corridor could support higher-density, higher quality development.

There is a growing body of research supporting the assertion that public realm investments into walkability, placemaking and high-capacity transit such as light rail, streetcar and bus rapid transit can have a positive effect on residential pricing. This implies that people are willing to pay more to live in areas with these kinds of amenities – ultimately, contributing to the feasibility of more expensive, urban style projects. However, as market conditions swing in favor of more expensive development, the preservation and production of affordable housing becomes increasingly important.

Variable	Factor	Rent/Price Impact	Product Type	Study Area	Source
Distance to LRT Station	within 1/4 mile of station	+11-19%	Multi Family	Dallas	*Measuring the Value of Transit Access for Dallas County: A Hedonic Approach.* Leonard (2007)
Accessibility Increase	walking distance to station	+3-40%	All	California, New Jersey, Georgia, Pennsylvania, Florida	*Impacts Of Rail Transit On Property Values.* Diaz (2007)
Distance to LRT Station	within 500 ft	+11%	Single Family	Portland	Al-Mosaindet al. (1993)
Distance to LRT Station	1/4 to 1/2 mile of station	+6-45%	All Residential	Comprehensive review of studies undertaken between 1993-2004	Cervero (2004)
Distance to LRT Station	within 1/4 mile of station	+40%	Commercial	Dallas	Cervero (2004)
Distance to BRT Station	within 1/2 mile of station	+10-21%	Residential	Pittsburgh	NBRTI (2009)
Proximity of "full package of amenities"	neighborhood amenity level	+20%	All Uses	Portland	*An Assessment of the Marginal Impact of Urban Amenities on Residential Pricing.* Johnson/Gardner (2007)

ALTERNATIVE SCENARIOS

The power of scenario analysis lies in the ability to test out and compare different alternative futures. The alternatives considered in this analysis ranged from a no action scenario **(Scenario 1: Business as Usual)**; a scenario in which investments were made to enhance State Street with additional street trees and planted medians **(Scenario 2: Streetscape Upgrades)**, but no additional investments; a scenario that relied on less expensive transportation investments, or even temporary implementation strategies like glue-down bollards **(Scenario 3: Moderate Investment)**; and finally, a scenario that assumes substantial investment into the roadway **(Scenario 4: Full Implementation)**.

In scenarios 2-4, it is assumed that both cities address key zoning issues to allow for a wider mix of development, require active street fronts, provide transit-supportive parking standards, and make other regulatory improvements to support higher quality development.

These assumptions, when fed into the Envision Tomorrow model, lead to an estimated increase in achievable rents (shown in the table below), increasing the feasbility of urban style development in the State Street corridor. As developers are able to charge higher rents they are able to maintain an adequate return on investment (ROI) while paying more for land, and also making more expensive construction feasible. This relationship between the amount a developer is willing to pay for land in relation to their project costs is called "residual land value". The table on the next page shows the estimated increase in residual land value by building type as assumed investments are made in each scenario.

In summary, the increasingly high levels of investment assumed in scenarios 2-4 lead to an estimated increase in development and infill within the corridor, showing the substantial opportunity for change that new investment into walkability and placemaking unlocks.

Assumed rent increases by scenario + Building Type

Building Type	Scenario 1: Business as Usual	Scenario 2: Streetscape Upgrades	Scenario 3: Moderate Investment	Scenario 4: Full Implementation
Residential	$1.50 / sqft	$1.60 / sqft	$1.85 / sqft	$2.20 / sqft
Office	$12 /sqft	$14 / sqft	$20 / sqft	$25 / sqft
Retail	$12 / sqft	$14 /sqft	$18 / sqft	$25 / sqft

Assumed change in residual land value* (cost/sqft) by building type






Scenario	6-Story Mixed-use Office	Office Tower	4-Story Mixed-use Residential	6-Story Mixed-use Residential	4-Story Apartments	Townhomes/ Rowhouse	Small lot Retail Infill
Scenario 1: Business as Usual	($169.25)**	($1,945.60)**	($46.89)**	($59.40)**	($8.12)**	$15.07	($16.57)**
Scenario 2: Streetscape Upgrades	(136.46)**	($1,677.71)**	($29.75)**	($39.32)**	$1.51	$21.92	($9.26)**
Scenario 3: Moderate Investment	($51.11)**	($819.11)**	$11.91	$12.71	$25.10	$38.74	$13.46
Scenario 4: Full Implementation	$23.12	$323.80	$71.05	$80.29	$59.22	$79.22	$32.28

*residual land value = amount a developer is willing to pay when considering building a project.

**negative values, shown in red, represent that a building type is not feasible at the assumed rent, no matter what the land cost

APPENDIX II: ZONING ASSESSMENT

Zoning regulations and related design guidelines have a major impact on the types of development that occur in an area. While existing roadway conditions are the biggest limiting factor to private investment in the corridor, discussions with local developers and investors (see Appendix I) pointed out that some zoning categories in the corridor are restricting, or not supportive of the type of urban style development desired and expressed in this plan.

In particular, the CC zones in both cities are viewed as outdated and a major hindrance to "good" development in the corridor. CG in Salt Lake City is similarly viewed in a negative light, and D-2 in Salt Lake City is viewed as too permissive in allowing low-intensity, less urban styles of development.

The following Appendix provides a brief overview of zoning in the corridor, explains the shortcomings of current zones, and makes recommendations for code amendments.

SALT LAKE CITY & SOUTH SALT LAKE ZONING

- D-1 Central Business District
- D-2 Downtown Support
- D-3 DT Warehouse Residential
- D-4 Secondary CBD
- CG General Commercial
- CC Commercial Corridor
- CN Neighborhood Commercial
- CB Community Business
- R-MU Residental Mixed Use
- R-MU-45 Residential Mixed Use
- RMF-35 Moderate Density Multifamily
- RMF-45 Moderate/High Density Multifamily
- RMF-75 High Density Multifamily
- FB-UN1 Form Based Urban Neighborhood 1
- FB-UN2 Form Based Urban Neighborhood 2
- R-1-5000 Single-Family Residential
- R2 Single and Two-Family Residential
- UI Urban Institutional
- I Institutional
- PL Public Lands
- OS Open Space

- DT Downtown District
- CC Corridor Commercial
- CG General Commercial
- CN Neighborhood Commercial
- East Streetcar Neighborhood
- Light Industrial
- Mixed
- MPMU Master Planned Mixed Use
- PO Professional Office
- R-1 Single Family Residential

0 .25 .5 mi

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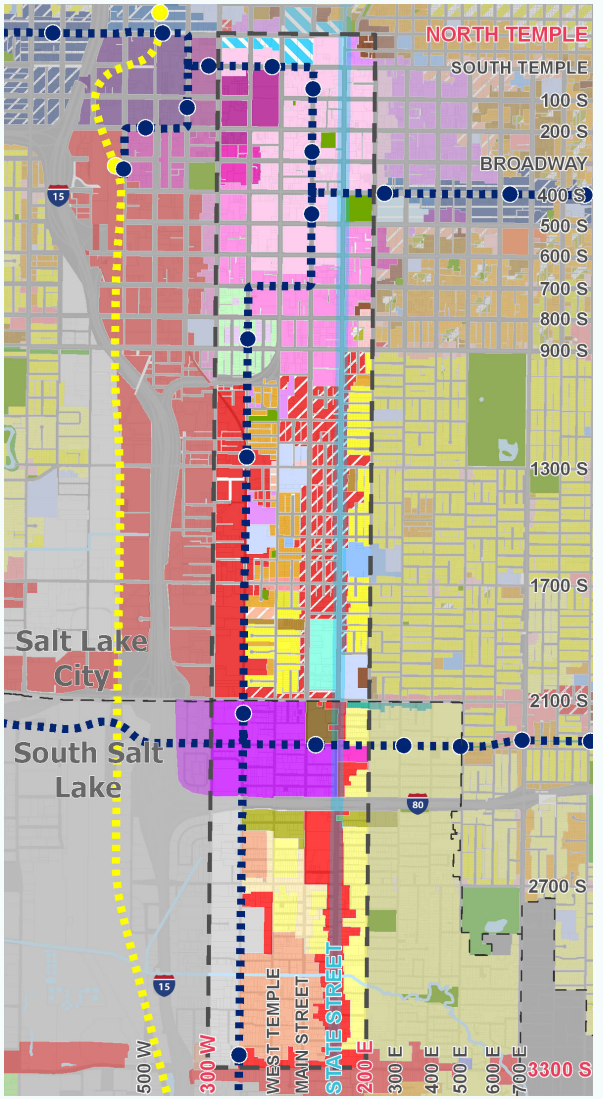


ZONING OVERVIEW

The State Street corridor has many zoning designations applied within it. Within downtown Salt Lake City, the predominant zoning is D-1 Central Business District and D-2 Downtown Support. South of downtown, CG General Commercial and CC Commecial Corridor are the main zoning designations.

In South Salt Lake, DT Downtown District zoning covers most of the corridor north of I-80. South of I-80, CC Corridor Commercial is the dominant zoning category along State Street, while CG General Commercial covres most land west of State. In both cities, areas to the east of the corridor are zoned primarily for single family residential uses.

Specific zoning designations within the Life on State corridor study area are shown in the tables to the right.

Salt Lake City -
Current Zoning in Study Area

Category	Acreage	%
D-1 - Central Business District	223	21%
CG - General Commercial	152	14%
D-2 Downtown Support	145	13%
CC - Commercial Corridor	142	13%
R-1-5000 - SF Residential	109	10%
PL - Public Lands	55	5%
D-4 - Secondary CBD	45	4%
FB-UN2 - Form Based Urban Neighborhood 2	33	3%
RMF-35 - Moderate Density Multifamily	30	3%
BP - Business Park	27	2%
R-MU - Residential Mixed Use	23	2%
I - Institutional	22	2%
UI - Urban Institutional	19	2%
D-3 DT Warehouse Residential	16	1%
RMF-45 Moderate/High Density Residential	9	1%
CN - Neighborhood Commercial	6	1%
RMF-75 - High Density Residential	6	1%
FB-UN1 - Form Based Urban Neighborhood 1	6	1%

South Salt Lake -
Current Zoning in Study Area

Category	Acreage	%
CC - Corridor Commercial	165	20%
DT - Downtown District	158	19%
CG - General Commercial	149	18%
Light Industrial	140	17%
R-1 - Single Family Residential	129	15%
CN - Neighborhood Commercial	34	4%
MIXED - Mixed-Use	33	4%
MPMU - Master Planned Mixed Use	17	2%
East Streetcar Neighborhood	8	1%
PO - Professional Office	2	0.2%

ZONE BY ZONE ASSESSMENT

During the Life on State planning process, Fregonese Associates conducted a zoning assessment for the major zoning categories within the corridor. Using the Envision Tomorrow Return on Investment (ROI) tool, each zone was tested for financial feasibility with the omptimum buildout under existing regulations. It tested whether a zone was able to cost-effectively build a mixed-use residential building with good urban form and a project return of 10% IRR. Assessment of current zoning was then used to test the feasibility impacts of new development regulations, to see if they improved the ability to produce an urban style development.

The zones tested were those with the highest amount of land coverage impacting State Street itself. They included:

Salt Lake City

- D-2 - Downtown Support
- CC - Commercial Corridor

South Salt Lake

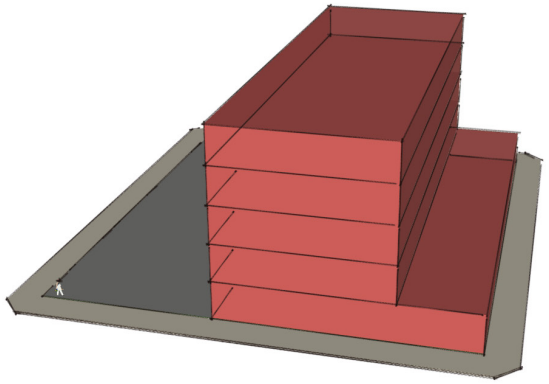
- CC - Corridor Commercial

Salt Lake City - D-2 - Downtown Support

Site Characteristics	Current Zoning
Lot Size	20,000 sqft
Height	5 stories; 65 feet
Landscaping	0%
Parking Ratios	• 0.5 per Unit • 1 per 1000 sqft commercial
Average Unit Size	750
Density	93 units / acre 10.3 jobs / acre
Floor Area Ratio (FAR)	2.23
Project Value	$8.3 Million
Unit Rent (average)	$1,500 / month

Findings

- D-2 zoning permits the construction of an efficient, cost-effective urban building
- Height, parking, and lot coverage requirements are adequate for an urban setting
- However, regulations do not require urban style-construction



Simplified rendering of cost-effective 4-over-1 mixed-use residential building type. Building style permitted under D-2 Downtown Support zoning, but not required.

Recommendation

- Introduce simple, but clear design criteria to ensure an active ground floor experience
- Do not permit large surface parking lots facing the street

Salt Lake City -
CC - Commercial Corridor

Site Characteristics	Current Zoning
Lot Size	20,000 sqft
Height	3 stories; 30-45 feet
Landscaping	19%
Parking Ratios	• 1 per 1br Unit; • 2 per 2br Unit • 2 per 1000 sqft retail
Average Unit Size	750
Density	38.3 units / acre 4.2 jobs / acre
Floor Area Ratio (FAR)	0.92
Project Value	$4.45 Million
Unit Rent (average)	$1,665 / month

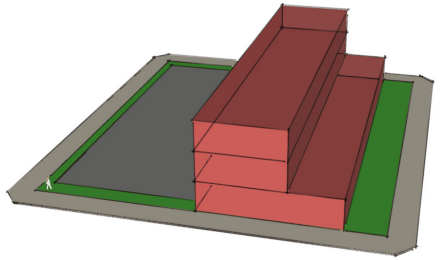
Findings

- By-right height limits of 30';15' front and side setback requirements; >1 parking ratios results in infeasible building when attempting mixed-use development
- SSSC South State Street Corridor Overlay district exemption of 15' front setback improves feasibility, but does not overcome height limitations

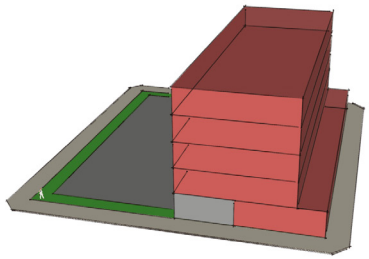
Site Characteristics	Alternative
Lot Size	20,000 sqft
Height	5 stories; 55-75 feet
Landscaping	10%
Parking Ratios	• 1 per Unit; • 1 per 1000 sqft retail
Average Unit Size	750
Density	73.6 units / acre 12.9 jobs / acre
Floor Area Ratio (FAR)	1.86
Project Value	$6.94 Million
Unit Rent (average)	$1,500 / month

Findings

- Increased height limit to 75' allows for cost-effective 4-over-1 mixed use building
- Lower parking standards allows for higher building coverage and increased housing density
- Removal of front and/or side setbacks results in better urban form
- Results in greater housing/job density and lower average rents due to more cost-effective construction typology



CURRENT ZONING: Simplified rendering of base CC zoning building. Low-density with high surface parking results in infeasible building.



Recommended: Increased height limits, lower parking standards and removal of setbacks produces cost-effective 4-over-1 mixed-use building with tuck-under parking.

Recommendation

- Increase base height limit to 75'; allows for 5-over-1 mixed-use
- Reduce marking minimums to 1, or 0.5, stalls per unit
- Remove front and side setback requirements; require building to front State Street

South Salt Lake -
CC - Corridor Commercial

Site Characteristics	Current Zoning
Lot Size	87,000 sqft
Height	6 stories; 65 feet
Landscaping	50%
Parking Ratios	• 1.5 per 1br Unit; • 2 per 2br Unit • 2.5 per 3+br unit • 4 per 1000 sqft retail/office
Average Unit Size	750
Density	24.9 units / acre 2.7 jobs / acre
Floor Area Ratio (FAR)	0.59
Project Value	$11.14 Million
Unit Rent (average)	$1,275 / month

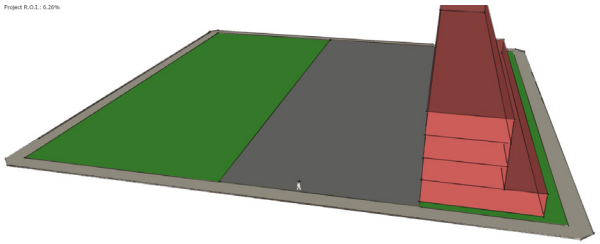
Findings

- 65' height limit allows for urban intensity
- However, combination of minimum 50 units in multifamily and 25 units/acre maximum means lot size must be nearly 2 acres (87,000 sqft) to accommodate.
- Leads to very high effective landscaping
- Essentially promotes a suburban garden apartment form

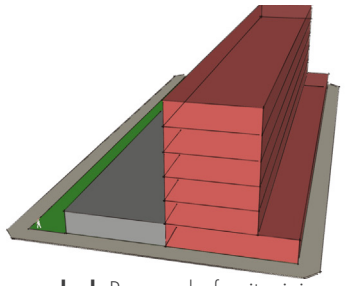
Site Characteristics	Alternative
Lot Size	40,000 sqft
Height	6 stories; 75 feet
Landscaping	15%
Parking Ratios	• 1 per Unit; • 2 per 1000 sqft retail
Average Unit Size	750
Density	87.8 units / acre 9.7 jobs / acre
Floor Area Ratio (FAR)	2.1
Project Value	$15.8 Million
Unit Rent (average)	$1,275 / month

Findings

- Reduction in parking requirements and removal of unit/acre limit allows for cost-effective 5-over-1 mixed-use building
- Removal of front setback allows for better urban form
- Major limiting factor is unit/acre cap combined with 50 unit minimum; removal allows for more conventional urban style apartment



CURRENT ZONING: Simplified rendering of base CC zoning building. High parking requirements and 25 unit/acre cap with 50 unit minimum leads to garden style apartment



Recommended: Removal of unit minimum and unit/acre cap allows for more conventional, cost-effective urban construction

Recommendation

- Remove 50 unit minimum on multifamily projects
- Remove 25 unit/acre cap
- Reduce parking minimums to 1 stall per unit
- These three factors will allow for a much wider range of housing types along State Street

APPENDIX IV: TRACKING METRICS

This appendix outlines the State Street-specific tracking metrics related to projects goals as defined through the planning process. Metrics where baseline data exists is included.

State Street-specific Tracking Metrics

1. Total number of auto accidents
2. Auto accidents involving bicycles or pedestrians
3. Fatalities involving bicycles or pedestrians
4. Transit ridership
5. Total crime
6. Petty crime
7. Violent crime

LIFE ON STATE

OUR NEXT MOVE

SOUTH SALT LAKE

COMMUNITY VALUES STUDY

2020 SURVEY RESEARCH

Y2 ANALYTICS

SURVEY METHODOLOGY

@

South Salt Lake City residents were sampled from consumer listings of randomly selected households within City boundaries, as well as the publicly available registered voter file. Survey invitations were sent via email, phone, and USPS mail, and interviews were completed online and via live-dial telephone interviews. Online responses were collected from Nov 19-Dec 9, 2020, and phone responses from Nov 20-23, 2020.

11m

The median South Salt Lake resident took 11 minutes to complete the survey.

5%

A total of 648 residents responded to this survey, with 114 live telephone interviews and the remainder completed online. Email and printed mail surveys had response rates of 4% and 6%, respectively. The phone survey had a response rate of 3%, resulting in an overall average response rate of approximately 5%.

+ - 4

The margin of error for the survey is plus or minus 3.8 percentage points. The data was weighted to reflect the demographic composition of all residents in South Salt Lake City according to the American Community Survey population estimates, specifically regarding age, gender, ethnicity, and home ownership.

4

1. *4-out-of-5 residents say the City is headed in the right direction and nearly half (43%) say it has gotten better in the last 5 years. 18% of respondents haven't lived here long enough to make that 5-year comparison though, so among those residents with enough basis, 52% say the City has improved over time.*
2. *Ratings for the value of city services and utility fees are mostly average, but very few residents are dissatisfied with the value they receive in these areas. Overall, residents express more positive evaluations of the service they receive for utility fees than property taxes.*
3. *Most residents like the safety and accessibility of South Salt Lake. It's generally perceived as a convenient, affordable community to live in. Crime and public safety and maintaining neighborhood character are seen as top planning priorities looking toward the future, more safe places to walk and bike are the most appealing types of projects the City could invest in, and internet access and affordable housing are seen as the most important personal issues.*
4. *One-in-three (34%) residents say they trust the SSL Police Department a great deal. 44% express a moderate amount of trust. This leaves approximately 1 out of every 4 SSL residents who indicate having a small amount to no trust in local police. Overall, SSL police are perceived as reasonable and fair (61%) and residents believe they usually do the right thing in difficult situations (63%).*

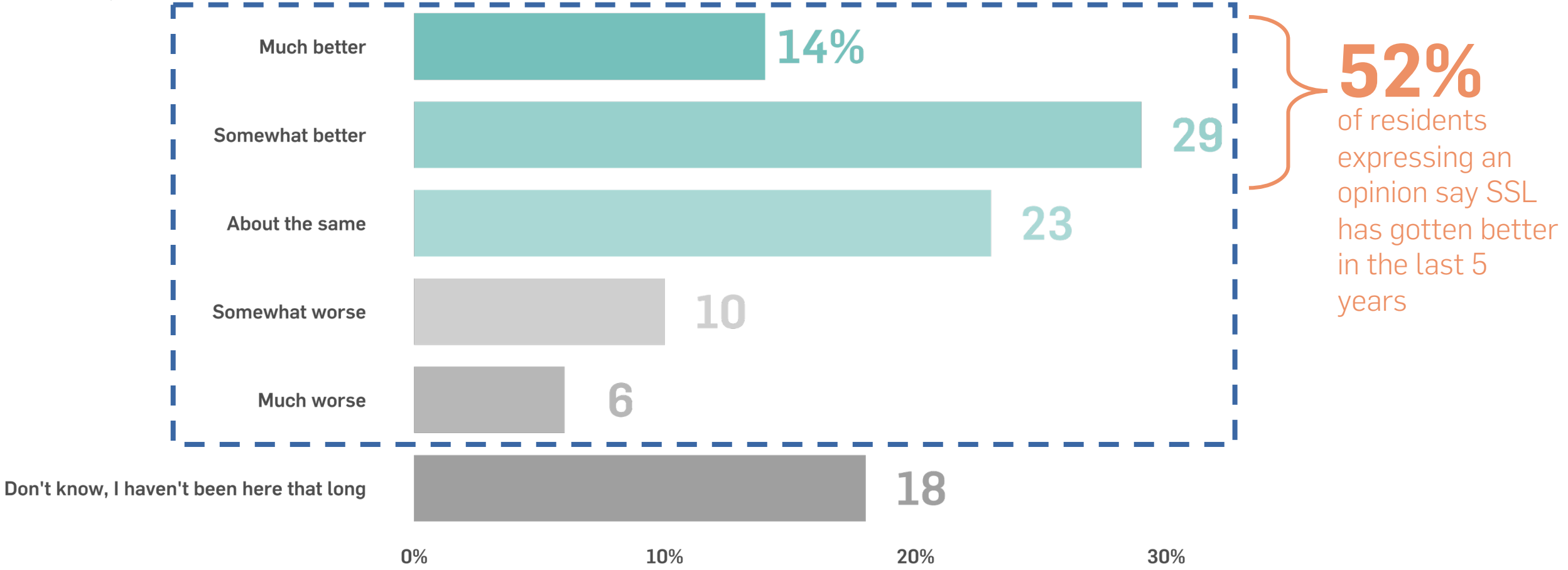
FINDINGS TO REMEMBER

COMMUNITY OUTLOOK

SOUTH SALT LAKE TODAY VS FIVE YEARS AGO

43% of respondents say South Salt Lake is better than it was five years ago, while 23% do not see a difference. Almost one fifth, however, are newer residents who do not have an opinion.

Q How would you rate the city of South Salt Lake today compared to five years ago? (n = 580)

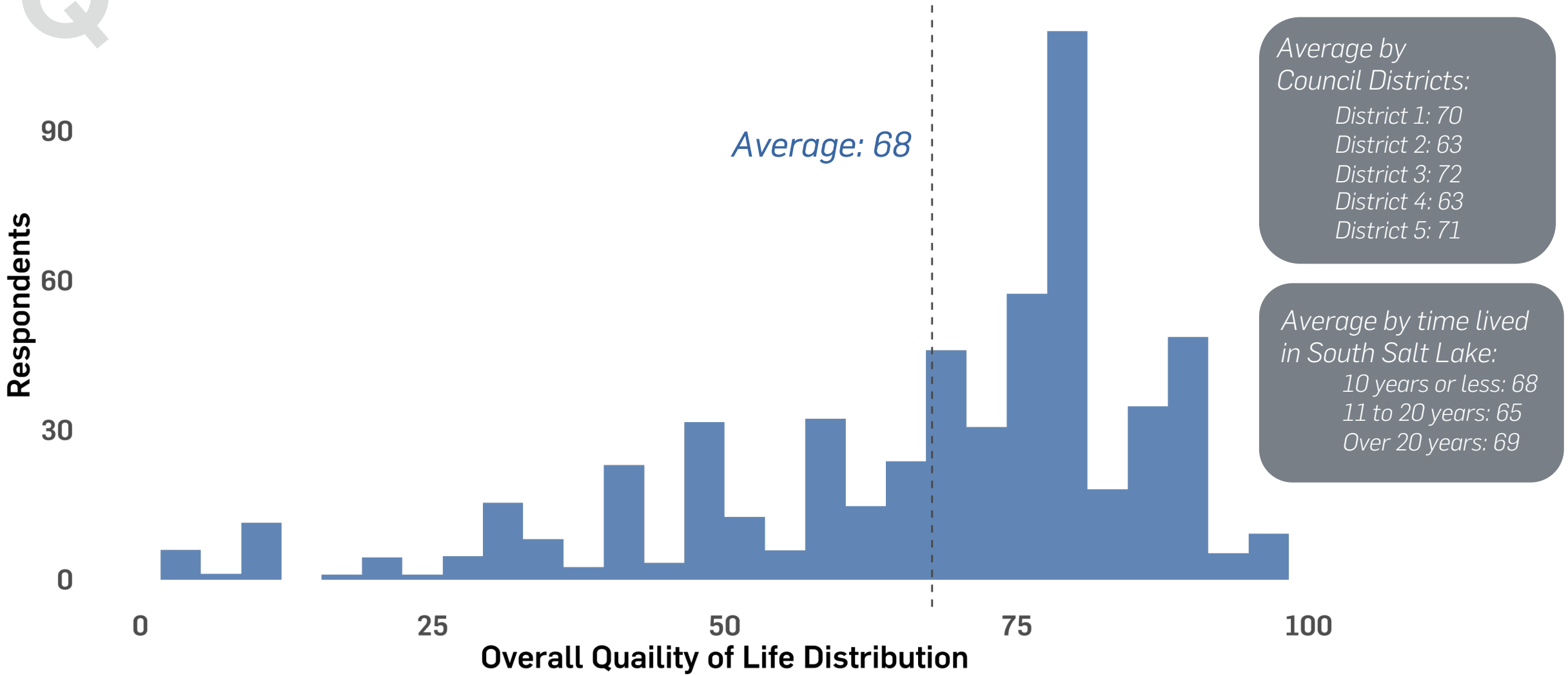


52% of residents expressing an opinion say SSL has gotten better in the last 5 years

QUALITY OF LIFE

74% of respondents give an overall a quality of life score above 50 on a scale of 0-100. The average across all respondents is 68, slightly varying across each of the five South Salt Lake City Council districts. Length of residence is not a significant factor in quality of life evaluations.

Q On a scale of 0-100, with 0 being very low and 100 being very high, how would you rate your overall quality of life in South Salt Lake? (n = 578)



Average by Council Districts:

District 1: 70
District 2: 63
District 3: 72
District 4: 63
District 5: 71

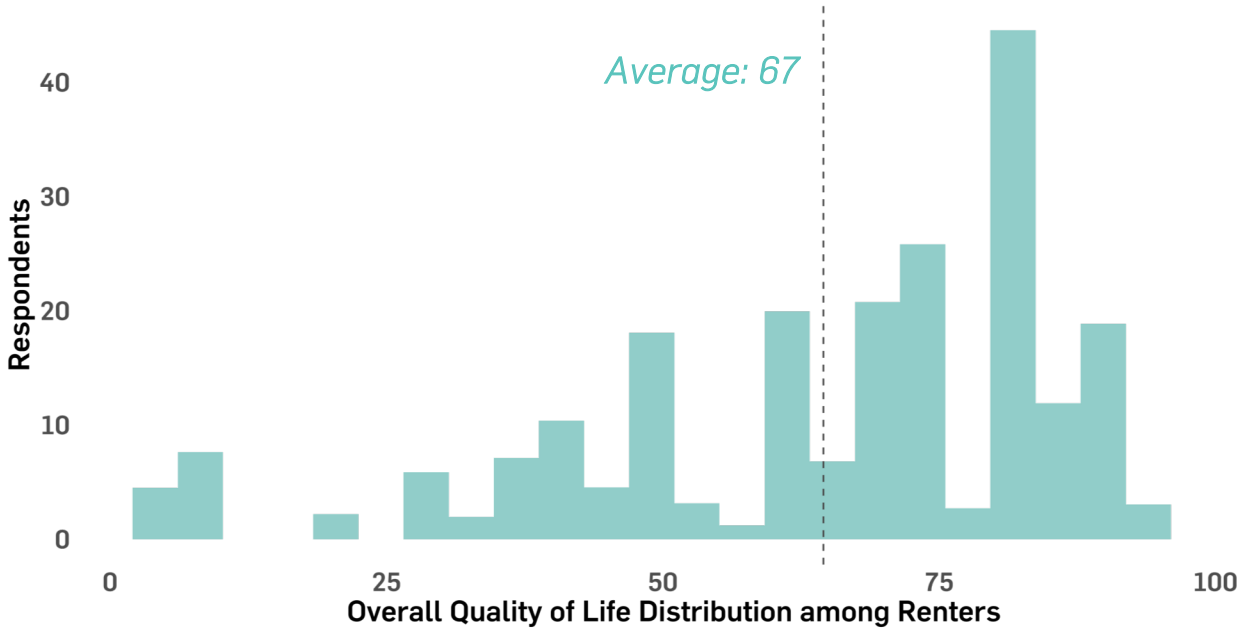
Average by time lived in South Salt Lake:

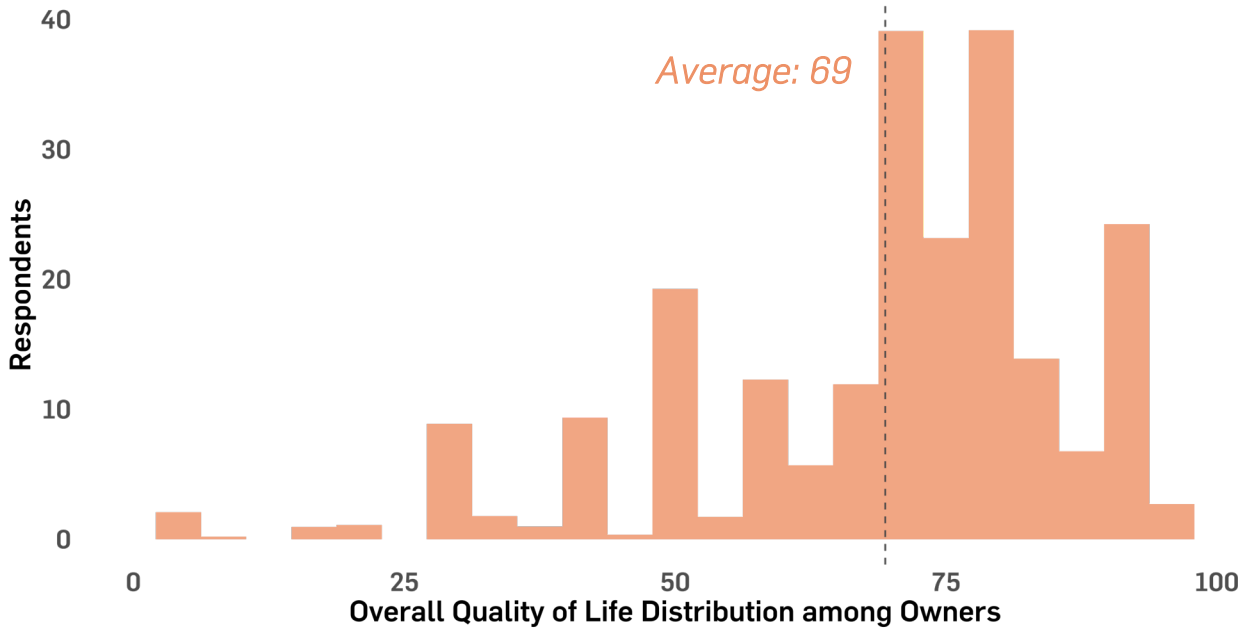
10 years or less: 68
11 to 20 years: 65
Over 20 years: 69

HOMEOWNERS REPORT HIGHER QUALITY OF LIFE

Survey respondents who own their home show a show a slightly higher quality of life score in comparison to those who rent (+2% average).

Q On a scale of 0-100, with 0 being very low and 100 being very high, how would you rate your overall quality of life in South Salt Lake? (n = 578)



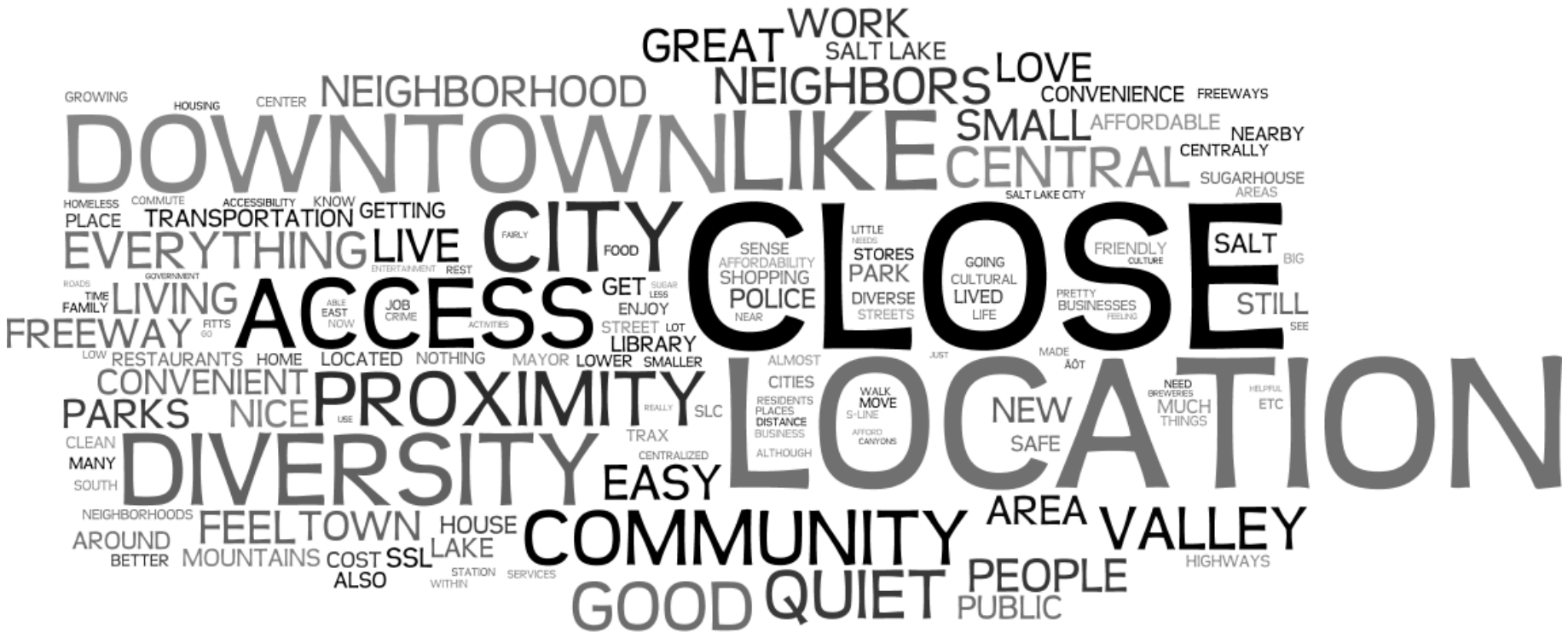


RESIDENTS LOVE LOCATION OF SOUTH SALT LAKE

Residents listed proximity to downtown, quietness, and diversity as some of the things they love most about South Salt Lake City.

Q

In just a few words, what do you like most about living in South Salt Lake? (n = 426)

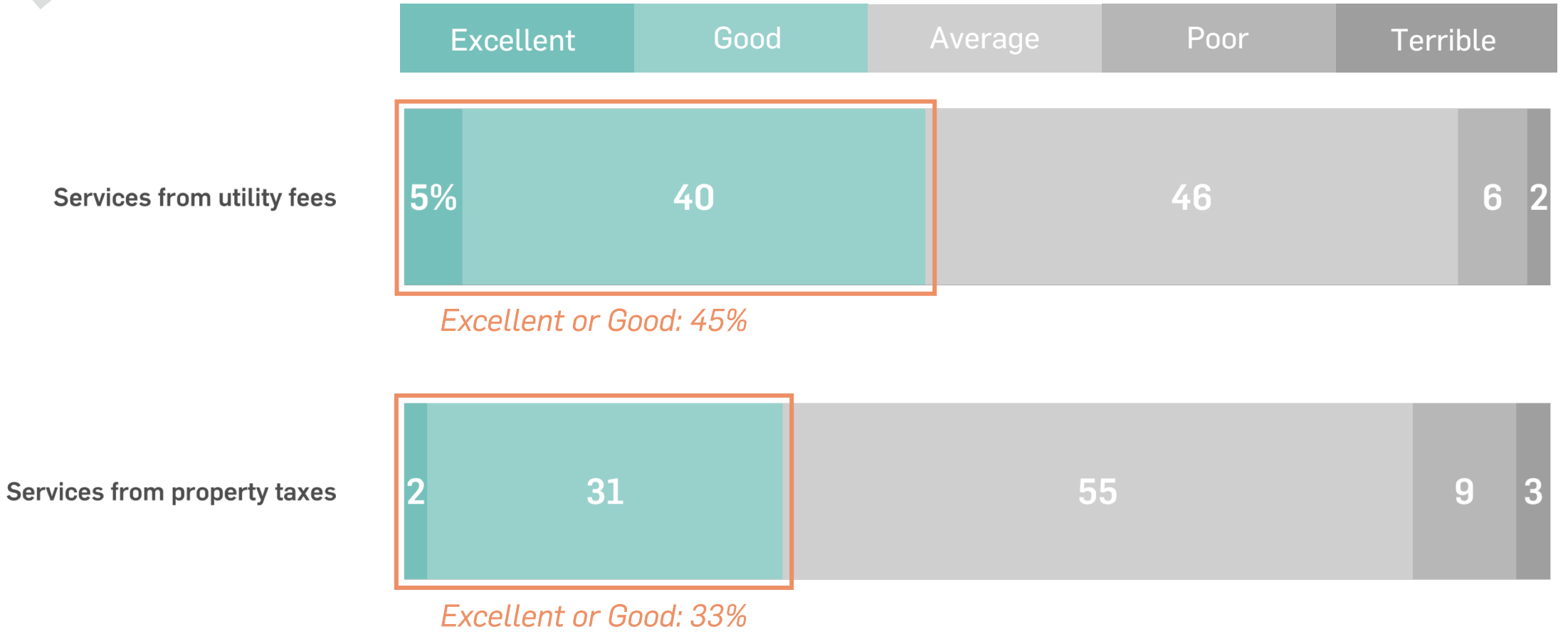


OVERALL, SERVICES FROM FEES NOT SEEN AS FAVORABLE

Only one-third of respondents believe their services are good or excellent from their property taxes, which is 12% lower than the services provided by utility fees.

Q

In general, how do you rate the service you receive from South Salt Lake from the property taxes you pay? (n = 453)
In general, how do you rate the service you receive from South Salt Lake from the utility fees you pay? (n = 452)



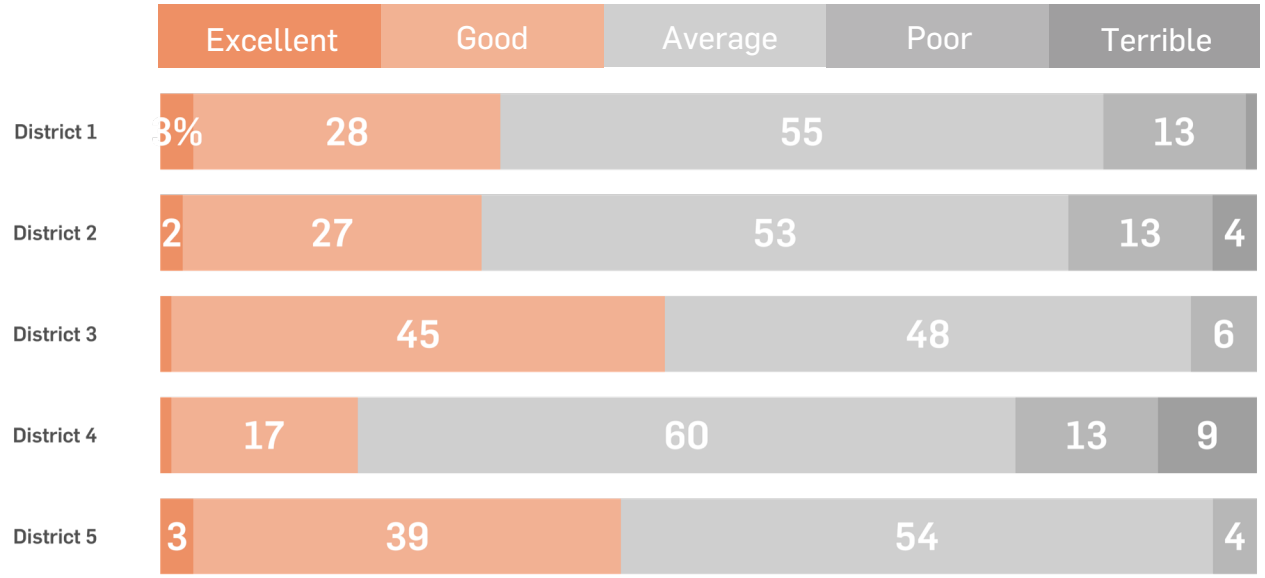
OPINIONS OF SERVICES VARY BY DISTRICT

Opinions of residents vary across districts for both services from property taxes and utility fees. District 4 shows the lowest with only 18% who say they are excellent or good, 15% below the city-wide average of 33%.

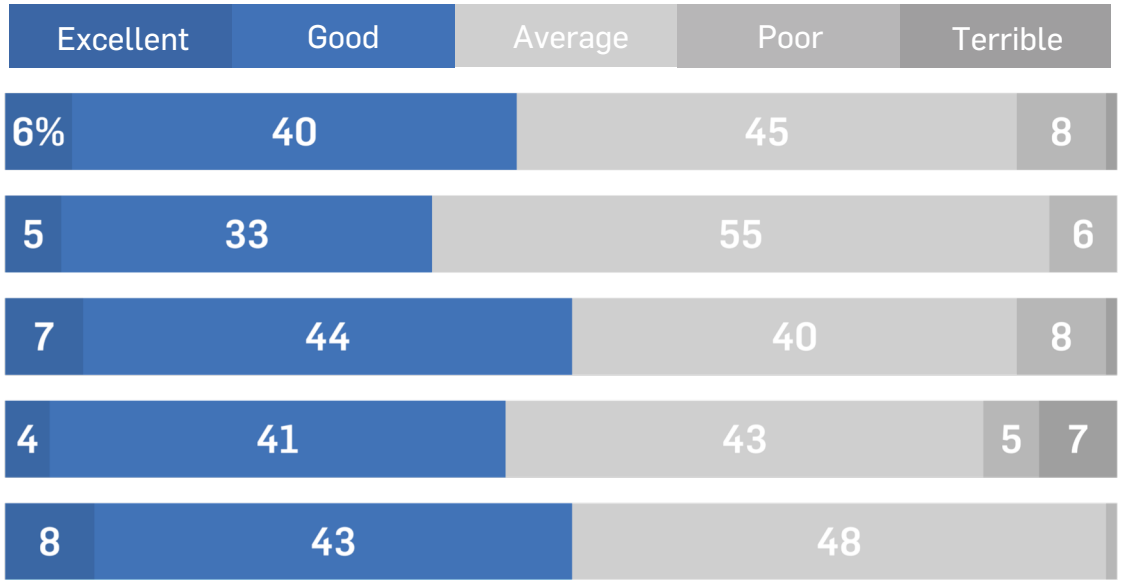
Q

In general, how do you rate the service you receive from South Salt Lake from the property taxes you pay? (n = 453)
In general, how do you rate the service you receive from South Salt Lake from the utility fees you pay? (n = 452)

Services from Property Taxes



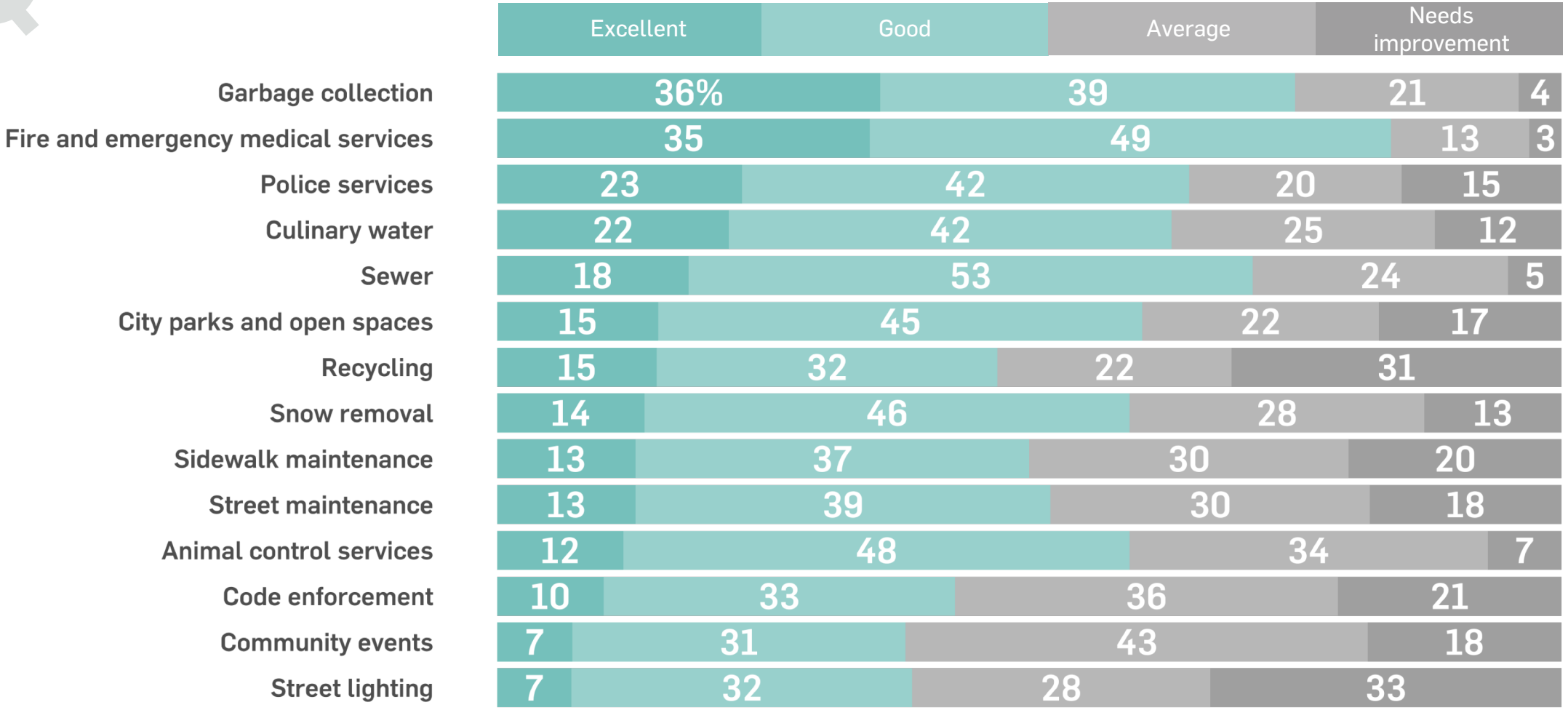
Services from Utility Fees



GARBAGE COLLECTION IS EXCELLENT; STREET LIGHTING IS NOT

A solid majority of residents said the garbage collection in South Salt Lake is good or better. Fire and EMS, Police, Water, and Sewage also received high marks. Street lighting and community events receive the lowest "excellent" or "good" ratings, though community events are largely seen as "average." Street lighting and recycling are the services residents are most likely to indicate need improvement.

Q How do you rate the services you currently receive from South Salt Lake? (n = 430-435)

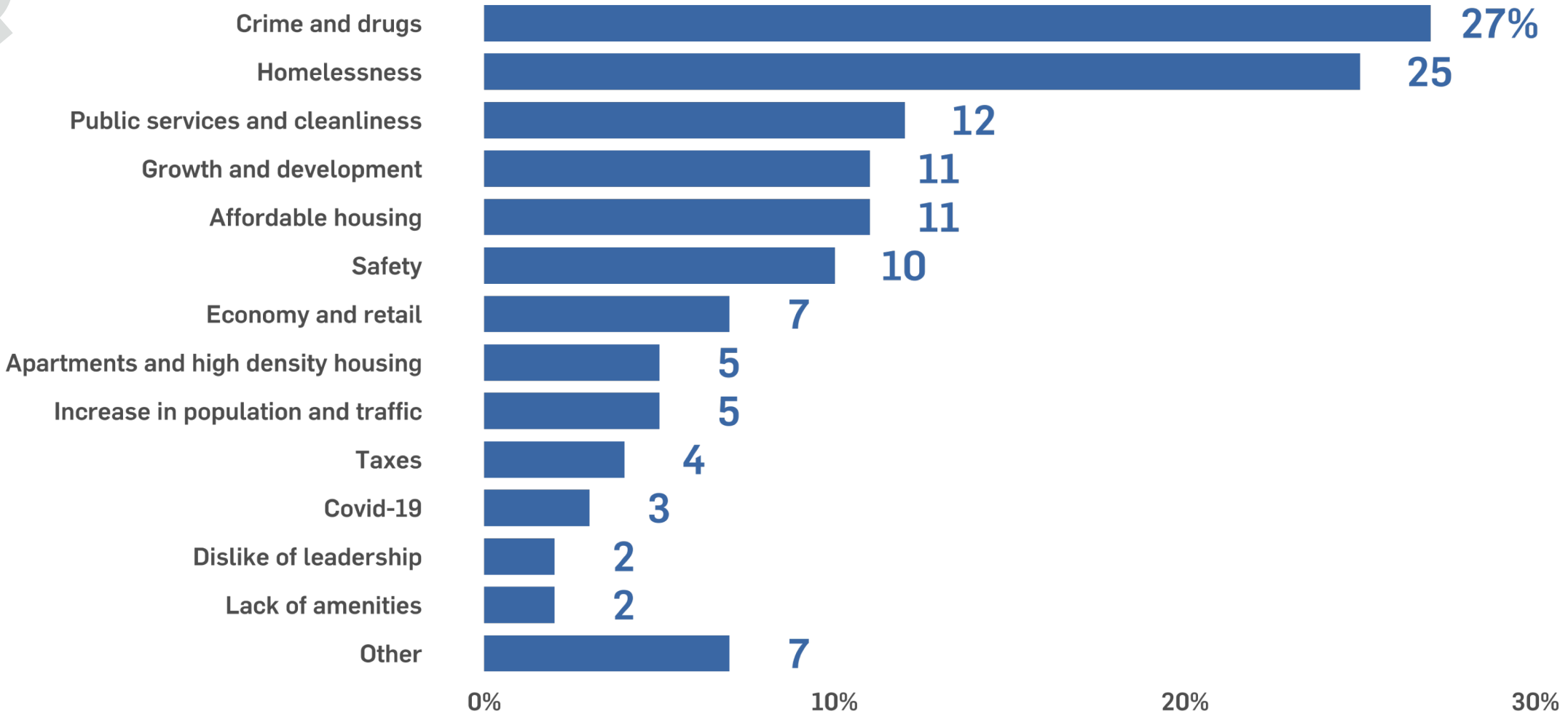


COMMUNITY ISSUES

CRIME AND DRUGS SEEN AS KEY PROBLEMS

Many residents of South Salt Lake are concerned about the effect crime and drugs have on the community, as well as the effects of the homeless population.

Q In your opinion, what is the most important issue facing South Salt Lake today? *(Categorized open-ended responses)* (n = 430)



ATTITUDES TOWARDS NEIGHBORHOOD ISSUES

Respondents were asked to share their concerns regarding their own neighborhoods, and crime remains a top priority. Residents also raise a concern with traffic and overall safety.

What is the most important issue facing your neighborhood? (n = 419)

The noise from the freeway and traffic on the back roads. 500 West really needs some repairs to existing holes whereas if big trucks hit certain holes it shakes our townhome. We live on a busy narrow street where huge semi trucks will use our road as a shortcut. It's upsetting.
-- DISTRICT 5 RESIDENT

Parking, animals and police. Poor planning, code enforcement and permits causing crime, overcrowding and parking issues.
-- DISTRICT 1 RESIDENT

1. Affordable, nice housing is always an issue. 2. UTA changed a route recently and there has been an uptick in foot traffic in the neighborhood couple that with the people speeding through the neighborhood to avoid traffic lights it's a recipe for an accident.
-- DISTRICT 2 RESIDENT

Seems like there are a lot of criminal activity in my neighborhood. Along with the school zone speed limit the are too many people that speed down here. I think it needs to be patrolled better.
-- DISTRICT 4 RESIDENT

Increasing property crime and trash being allowed to accumulate along our streets.
-- DISTRICT 3 RESIDENT

I would like to see more parks and things like recreational trails, outdoor areas. The quality of the roads need improvement as well.
-- DISTRICT 5 RESIDENT

In the winter, snow removal is last in this area. It is not uncommon to see the police in my area at least once a week. Some homes in this area are trashed. Lack of lighting on my street, and it is a through fare for State Street.
-- DISTRICT 4 RESIDENT

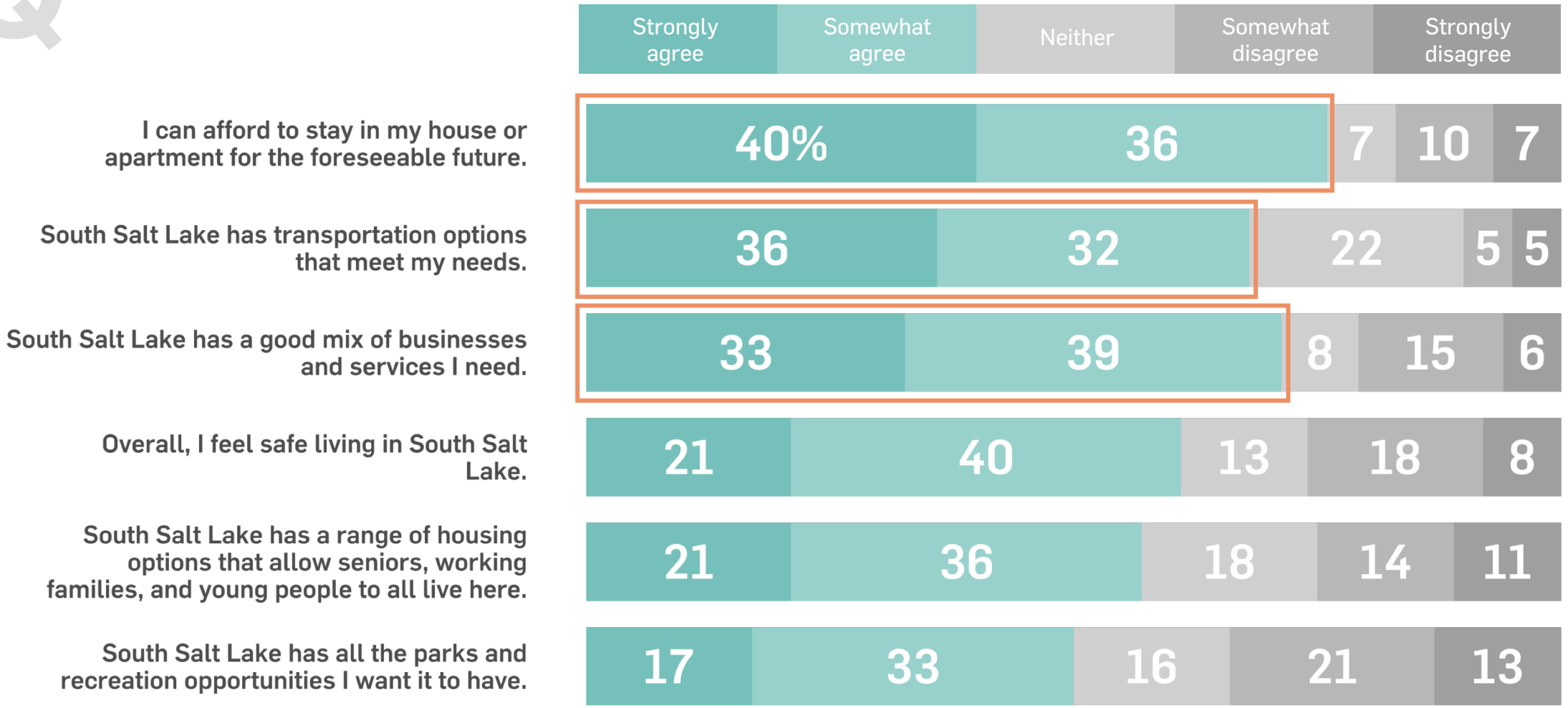
Probably the same answer: construction/demolition/renovation -- that's where I see a lot of room for improvement and community involvement, right around my neighborhood.
-- DISTRICT 1 RESIDENT

Traffic with large apartment/townhome communities. S-Line isn't well maintained (a ton of graffiti and generally not clean)
-- DISTRICT 1 RESIDENT

OVER 3/4 RESPONDENTS SAY CURRENT RESIDENCE IS AFFORDABLE

Of all the statements we pitched to respondents, the one that garnered the highest level of agreement was that they could afford to stay in their house or apartment for the foreseeable future. Most respondents also agree that South Salt Lake has robust transportation options and a good mix of businesses and services. One-in-three residents would like to see more parks and recreation opportunities in the City.

Q To what extent do you agree or disagree with the following statements about South Salt Lake? (n = 533)

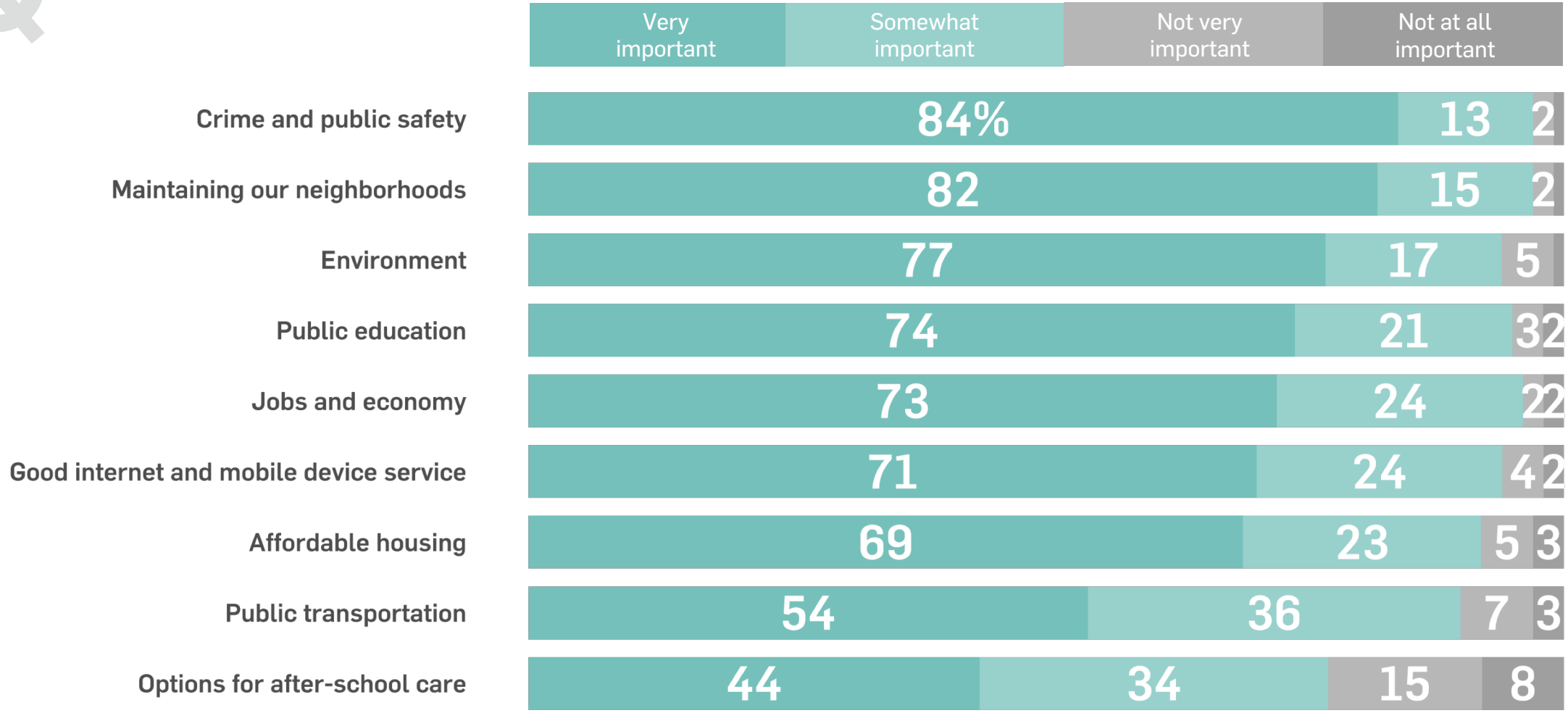


LOOKING AHEAD

CRIME IS TOP ISSUE TO FUTURE OF SOUTH SALT LAKE

Crime and public safety is the top issue, with 97% of respondents reporting as important. Even as the lowest ranked issue, after-school care options are still seen as important with 78%.

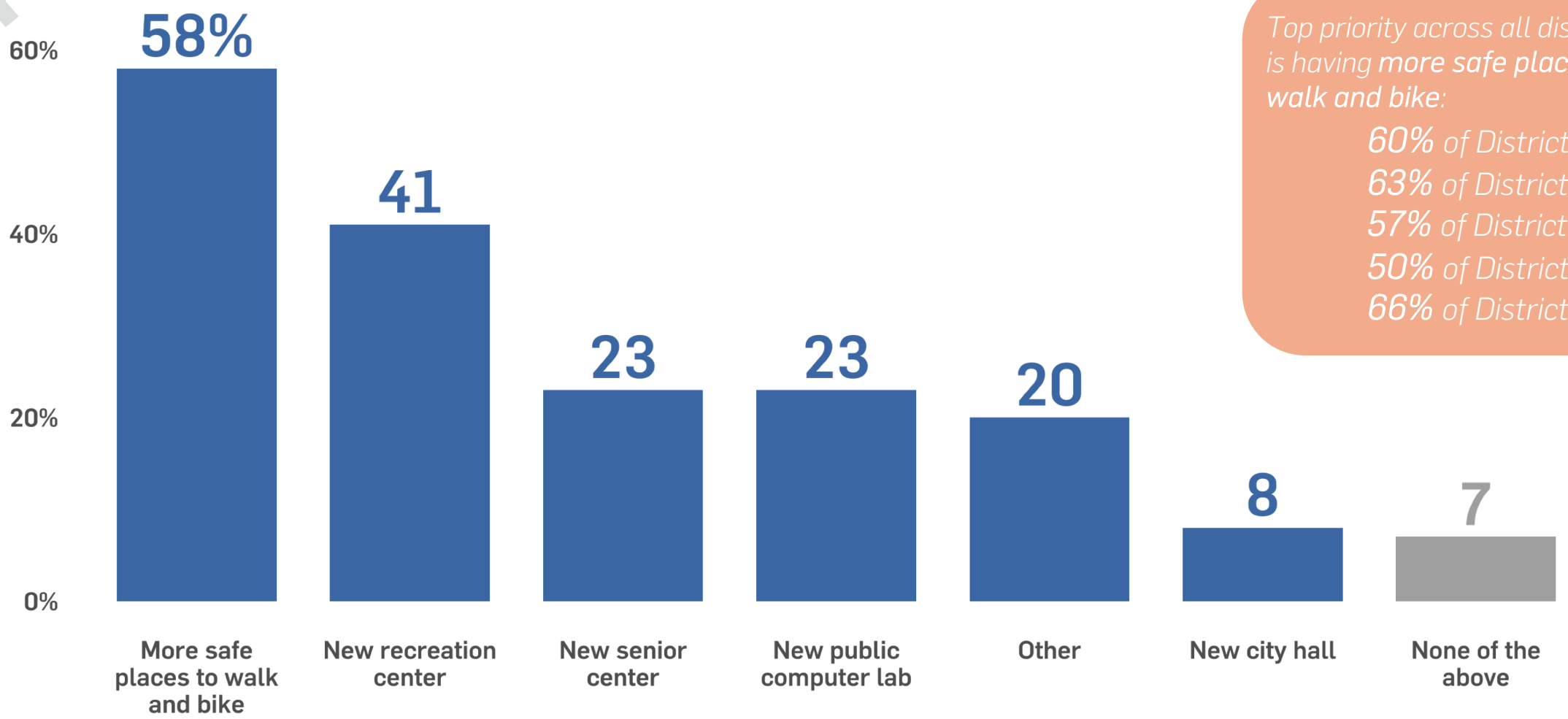
Q How important are the following issues to South Salt Lake's future? (n = 529-531)



SAFETY TOP PRIORITY FOR THE FUTURE

Over half of respondents say that more safe places to walk and bike should be a priority for South Salt Lake's future. Only 8% say South Salt Lake should prioritize a new city hall.

Q Which of the following projects should South Salt Lake prioritize for the future? Select up to three. (n = 547)



*Top priority across all districts is having **more safe places to walk and bike**:*

60% of District 1
63% of District 2
57% of District 3
50% of District 4
66% of District 5

MOST IMPORTANT ISSUES

Respondents rate access to internet and mobile device service the highest, with 93% considering it very or somewhat important.

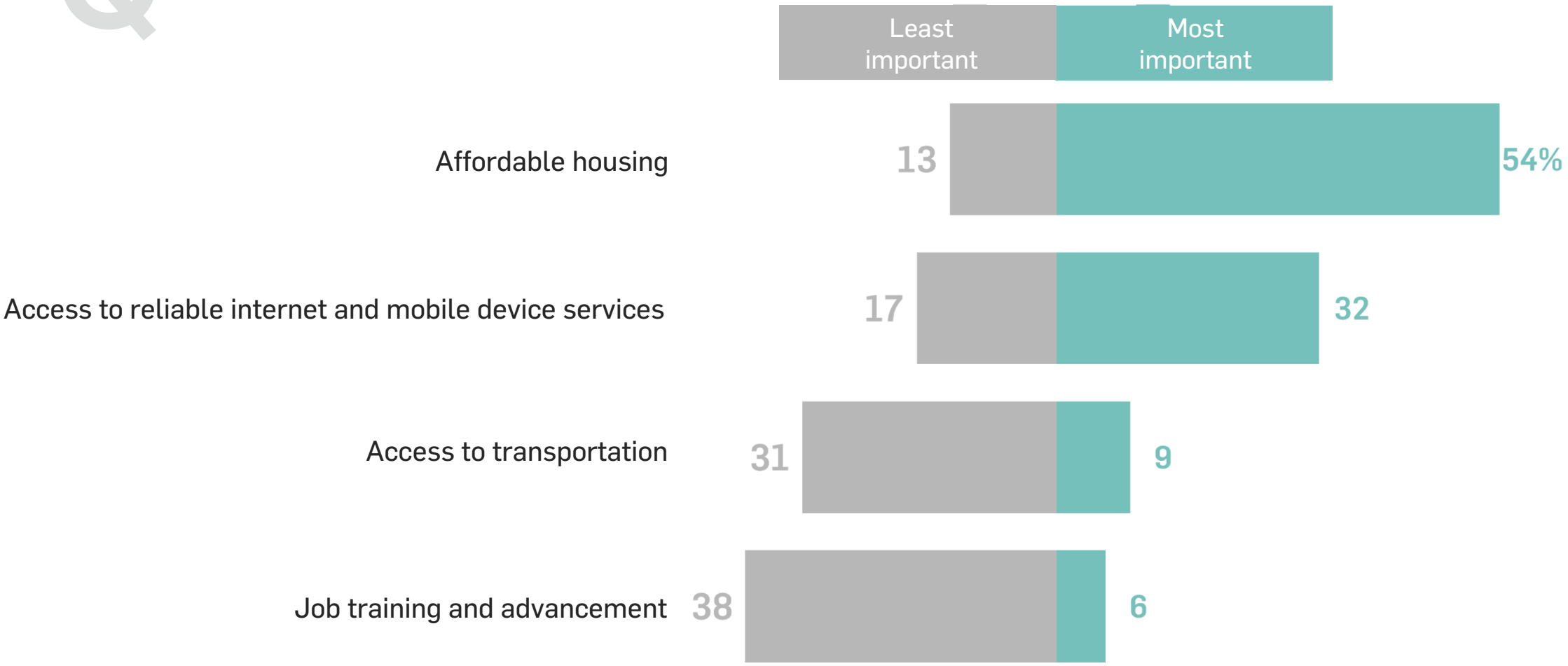
Q How important are each of the following issues to you personally? (n = 427-429)

AFFORDABLE HOUSING MOST IMPORTANT

More than half, 54%, of our sample selected “affordable housing” as the option most important to them. “Access to reliable internet and mobile device services was selected by about 1/3. Nearly 4 in 10 respondents said “job training and advancement” was the least important to them.

Q

And thinking about each of the following issues, which is MOST important to you? Which is LEAST important to you? (n = 403)

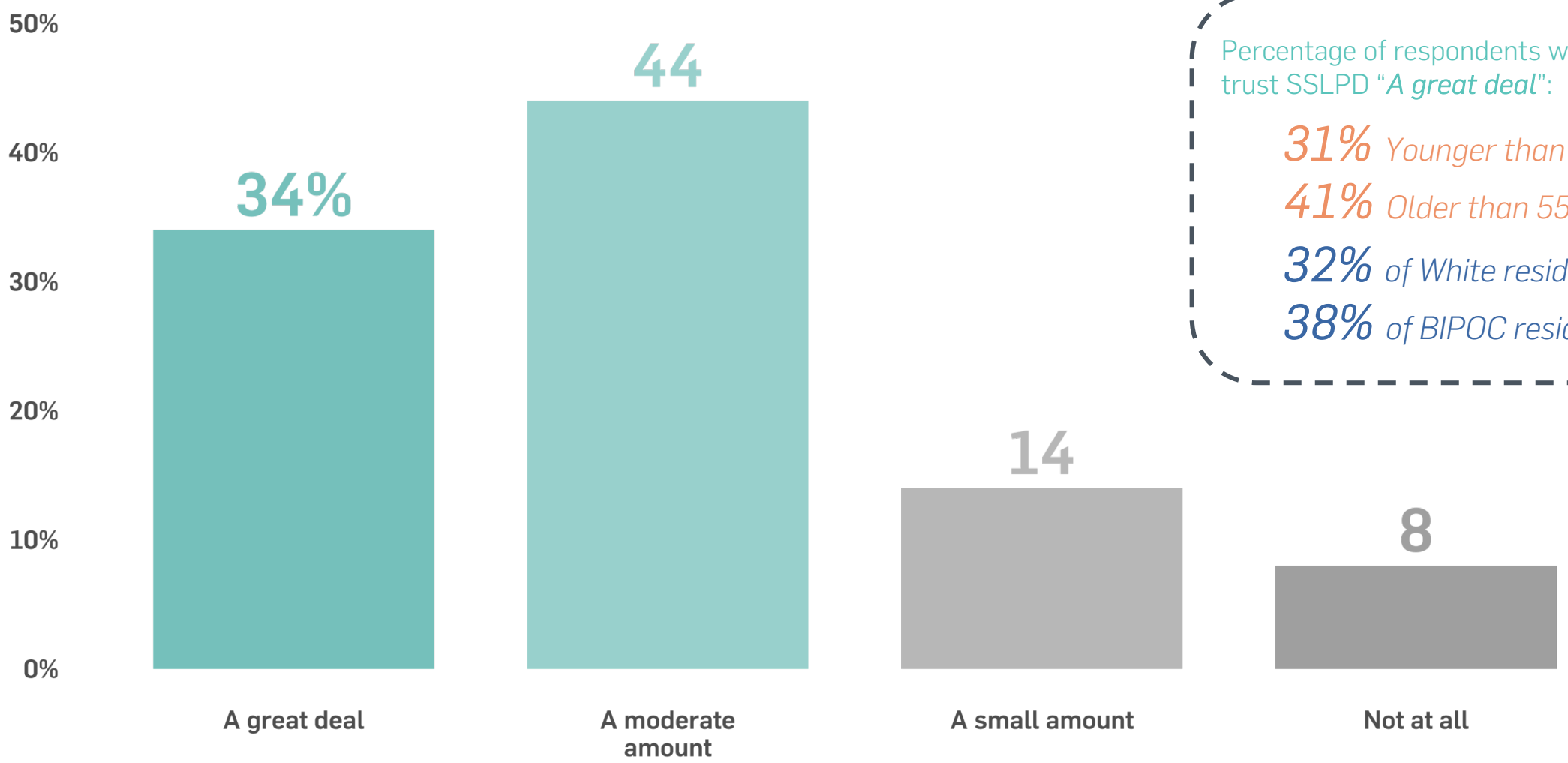


SOUTH SALT LAKE POLICE DEPARTMENT IMPRESSIONS

FAIR OVERALL TRUST FOR SOUTH SALT LAKE POLICE DEPARTMENT

While over 75% of respondents trust the police department a great or moderate amount, only 34% say they trust a great the department a great deal. A higher percentage of those 55 years and older reported a higher level of trust, 10% higher than those younger than 55.

Q How much do you trust the South Salt Lake Police Department? (n = 548)



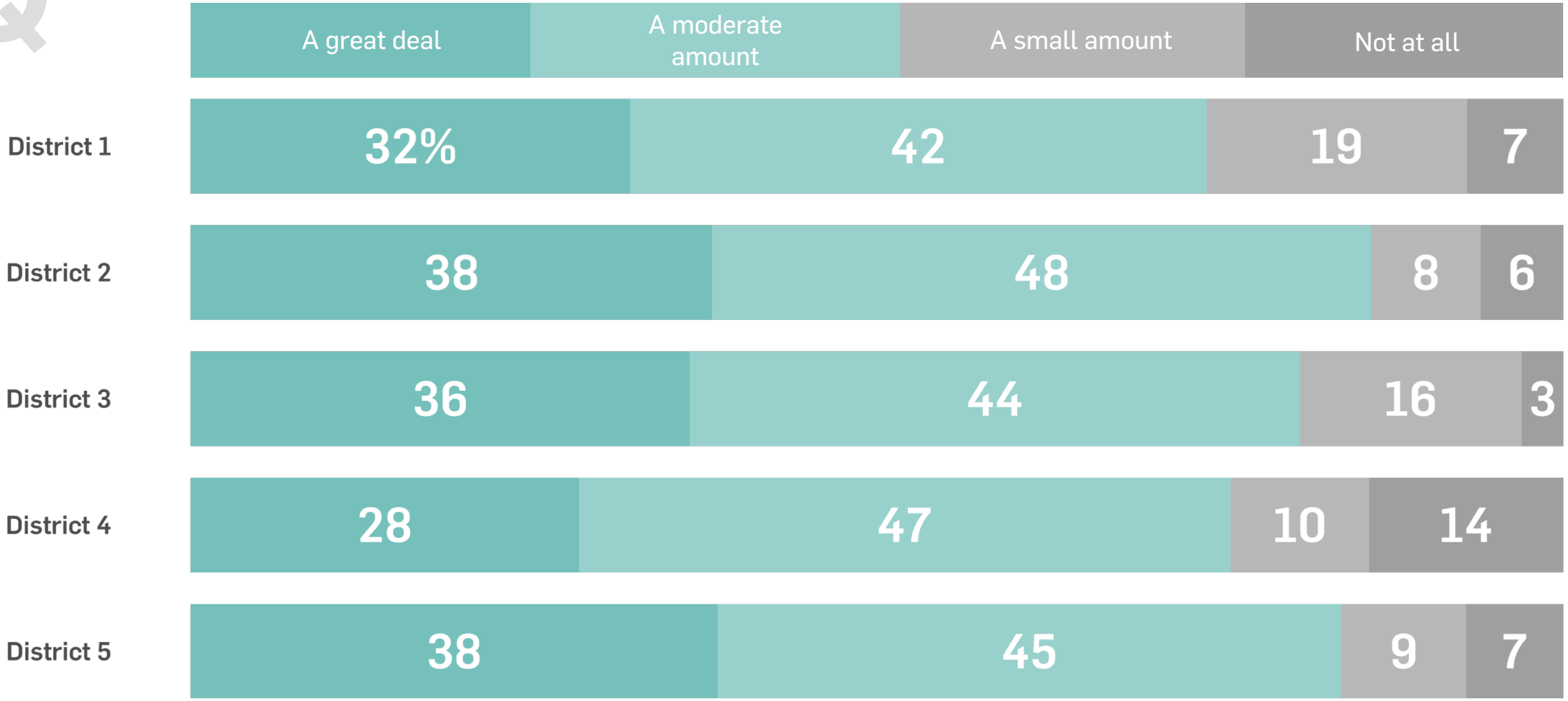
Percentage of respondents who trust SSLPD "*A great deal*":

- *31%* *Younger than 55*
- *41%* *Older than 55*
- *32%* *of White residents*
- *38%* *of BIPOC residents*

FAIR TRUST ACROSS FIVE DISTRICTS

Across the five districts of South Salt Lake, District 2 reports the highest level of overall trust. About ¼ of those in Districts 1 and 4 say they trust the police department either only a small amount or not at all. 14% of those in District 4 say they do not trust the police at all, which is almost double the city-wide average.

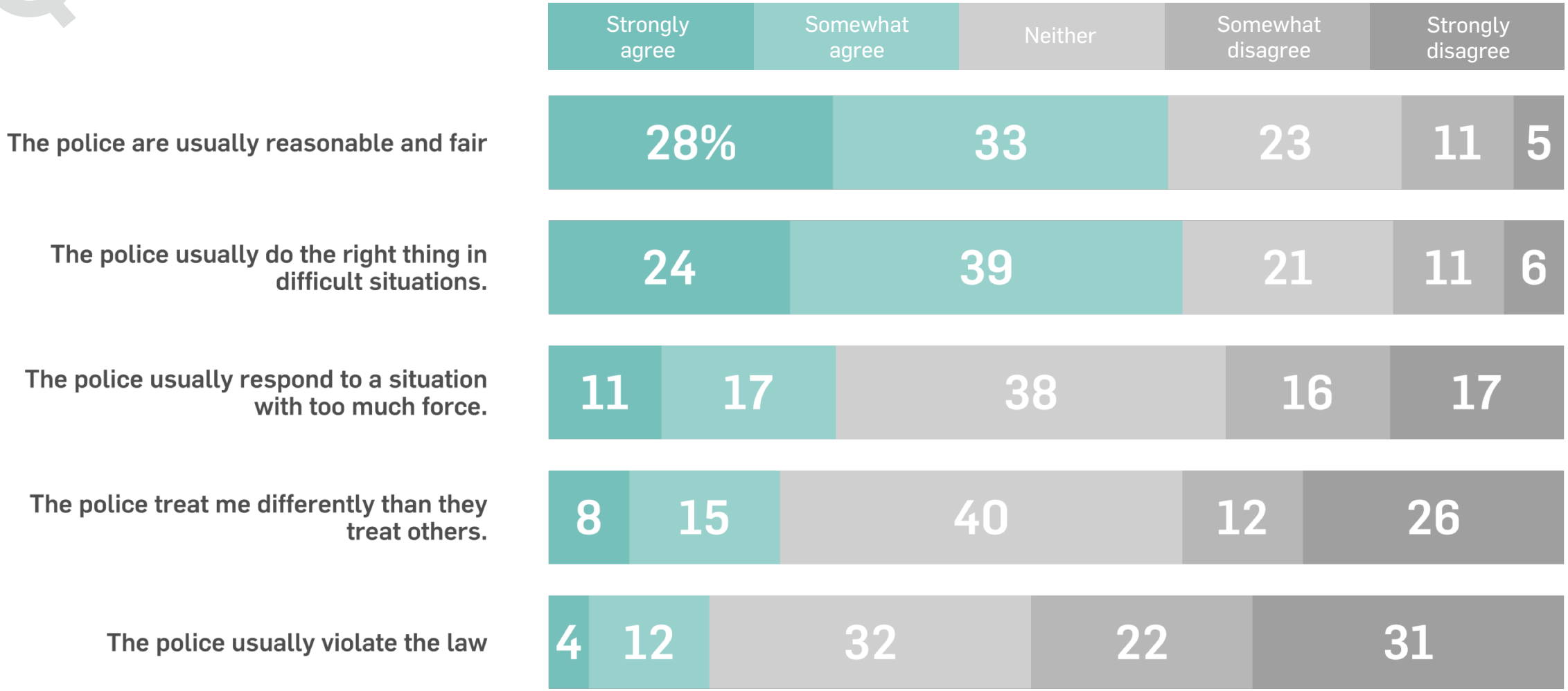
Q How much do you trust the South Salt Lake Police Department? (n = 548)



FAIR MAJORITY SAY POLICE ARE REASONABLE, FAIR

61% of respondents said they agreed that South Salt Lake police are usually reasonable and fair. 63% said they agreed they usually do the right thing. Less than 30% said they thought the police used too much force, treated them differently than others, or violate the law.

Q Now, thinking about the general practices of South Salt Lake Police Department, to what extent do you agree or disagree with each statement (n = 428)



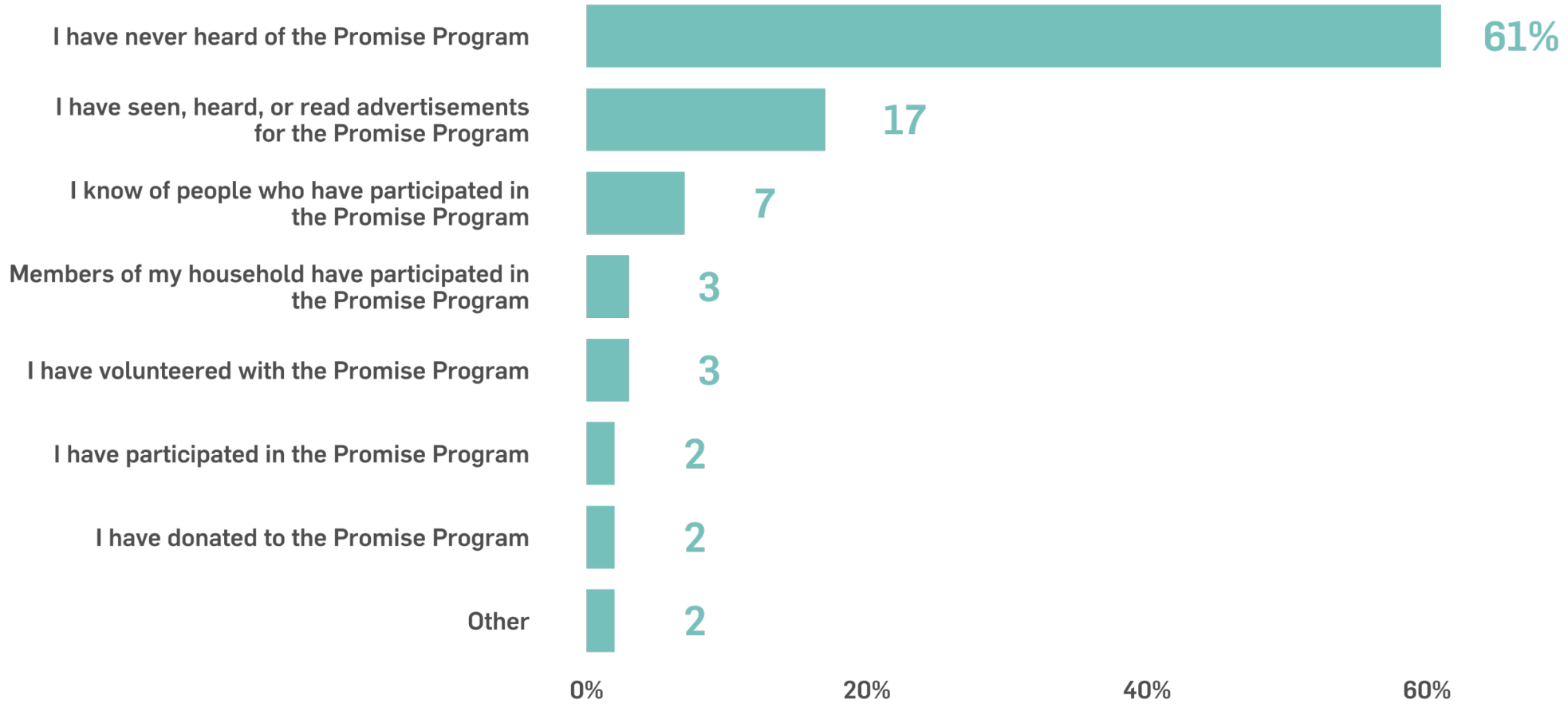
SAMPLE COMPOSITION

ROOM TO GROW AWARENESS FOR PROMISE PROGRAM

Nearly two-thirds of respondents had never heard of the city's Promise Program. Only 17% had previously heard about the program, and fewer than 10% have participated or know participants.

Q

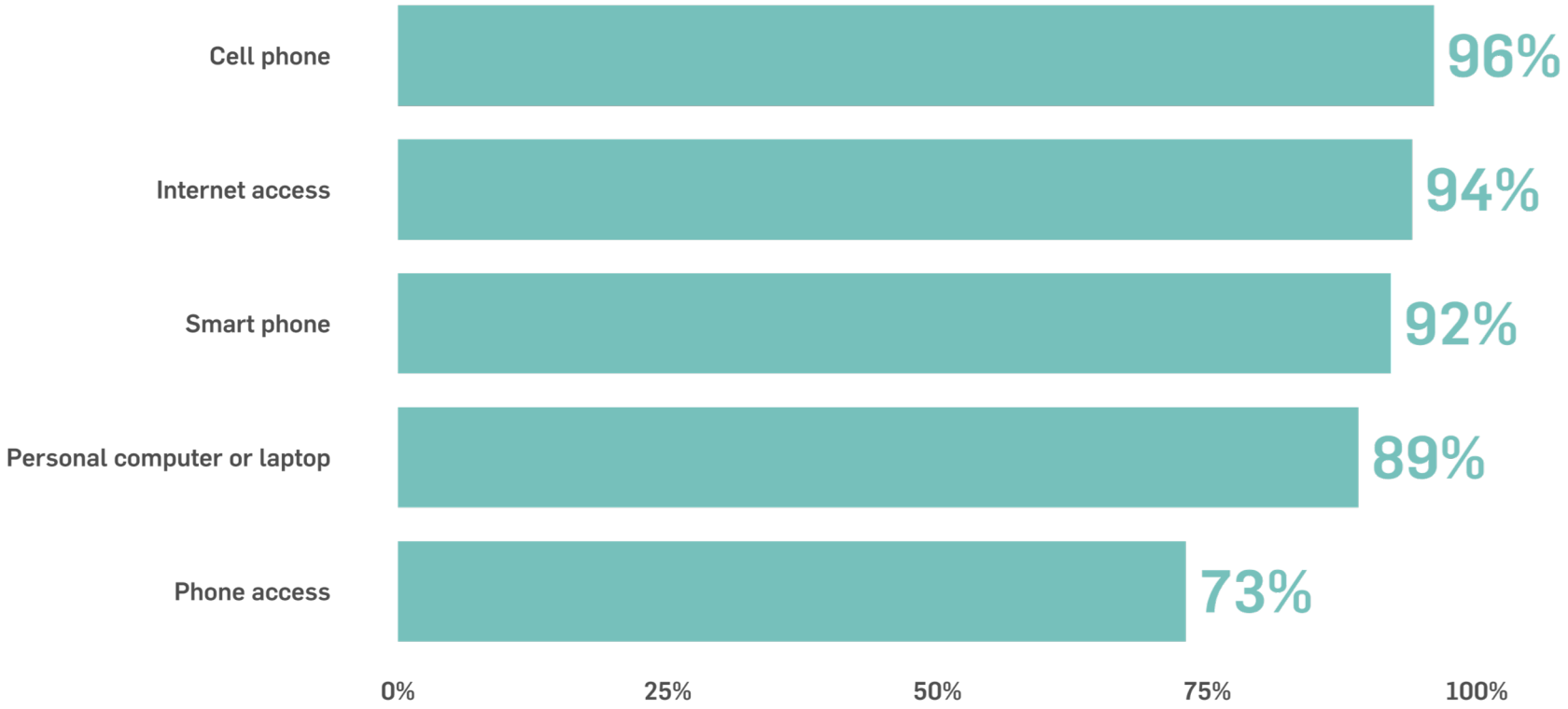
South Salt Lake's Promise Program offers support for youth, families, and refugee residents in South Salt Lake through before and after school programs and community centers.
How would you describe your familiarity with the Promise Program? Select all that apply. (n = 531)



RESIDENTS HAVE HIGH ACCESS TO TECHNOLOGY TOOLS

An overwhelming majority of respondents have access to technology at their home, with over 90% for most tools.

Q Which, if any, of the following technology tools do you have access to at home? (n = 542)



Renters far less likely to have access to personal computers, cell phones, and the internet at home.

27% of African Americans don't have access to smart phones, and 30% of Hispanics don't have access to phones at home.

19% of American Indian / Natives Americans, Hispanic / Latinos, and those of "other" races don't have personal computers at home.

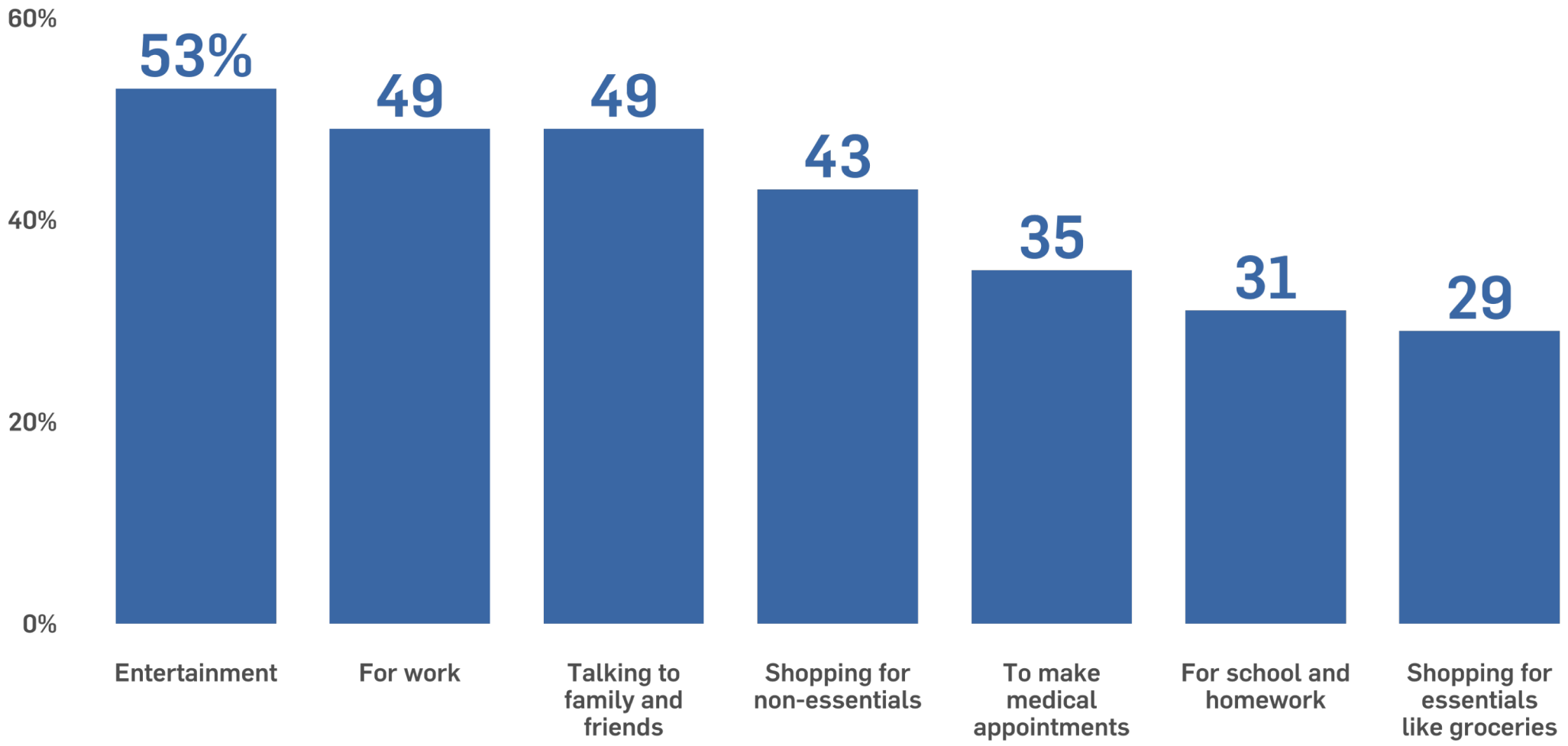
Residents in City Council District 5 are more likely to have access to all technology except home phones compared to residents from other districts.

Those whose annual income is under $25,000 per year are less likely to have access to the internet, personal computers, smart phones, and cell phones.

WIDE RANGING TECHNOLOGY USES

The most common use for technology is for entertainment purposes, with work and to talk to friends and family tied in close second. Less than one third use the internet or technology for shopping for essentials, much lower than shopping for non-essentials.

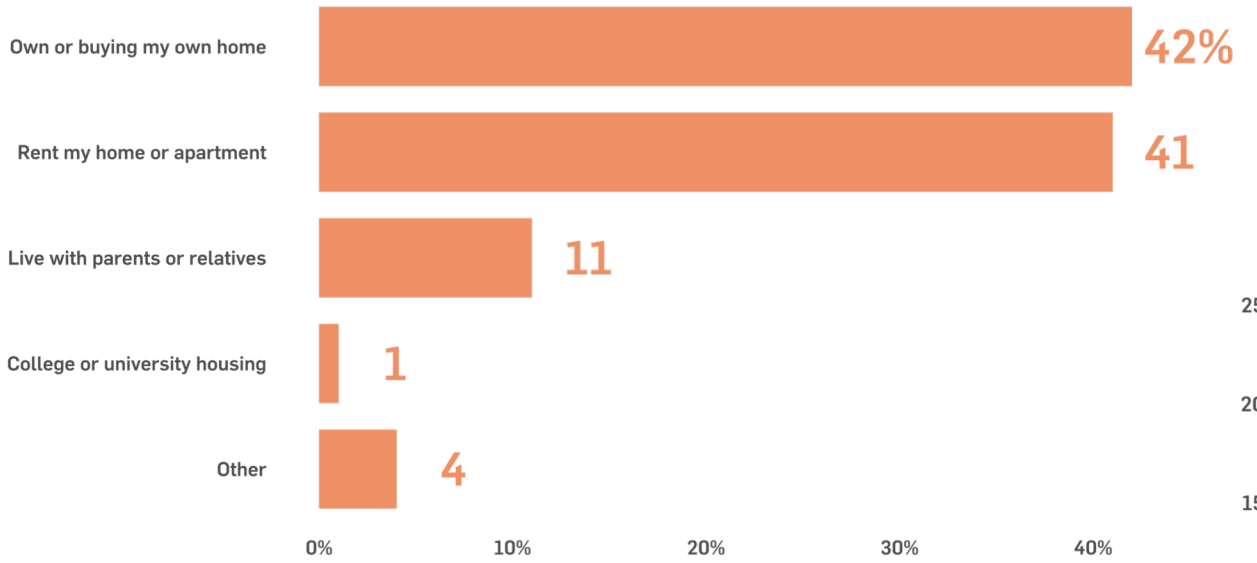
Q What are the main reasons you or members of your household use the internet and/or technology from home? Select all that apply. (n = 422)



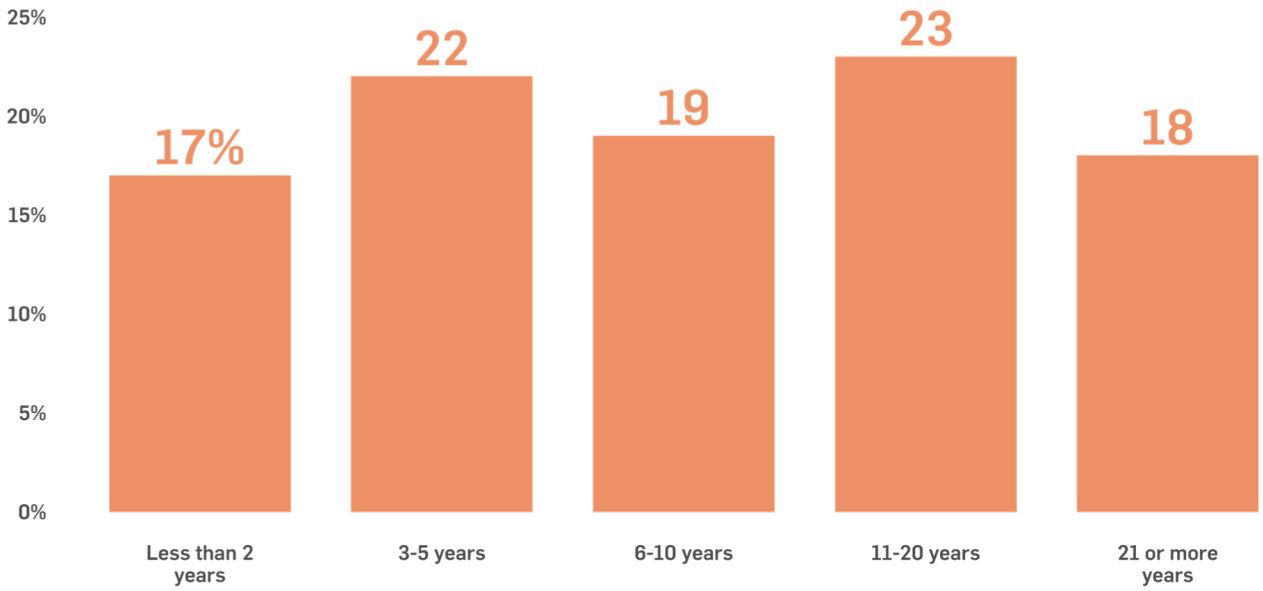
RESPONDENT OVERVIEW

A majority of residents either own their own home or are renting. Few live with family or college housing (11% and 1%, respectively). Approximately 40% of those who took the survey report they have been living in South Salt Lake City for less than 5 years.

Q Which of the following best describes where you are currently living? (n = 540)



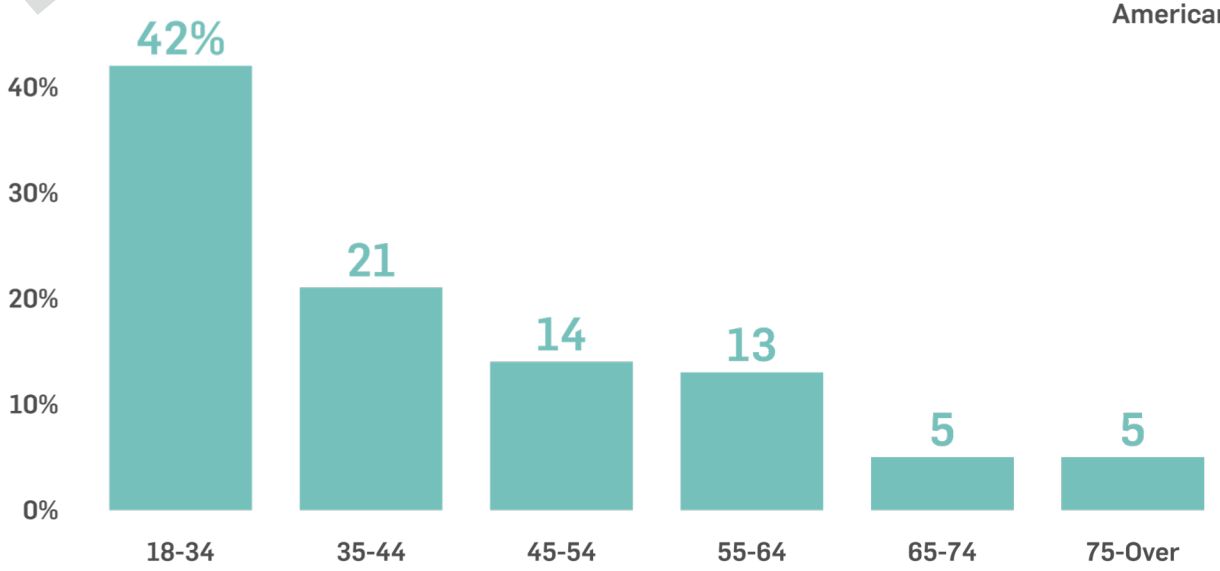
Q How long have you lived in South Salt Lake? (n = 540)



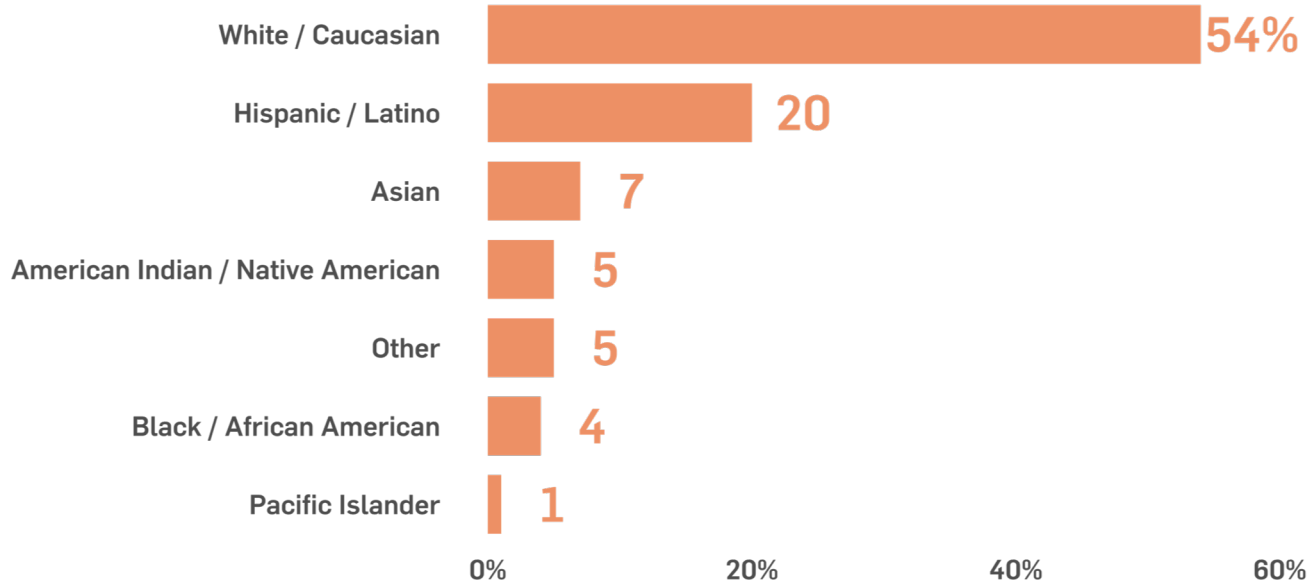
RESPONDENT OVERVIEW

Over half of those who took the survey were younger than 45 (63%). 54% of the respondents were white, and 20% were Hispanic or Latino.

Q What year were you born? (Recoded into age categories) (n = 523)



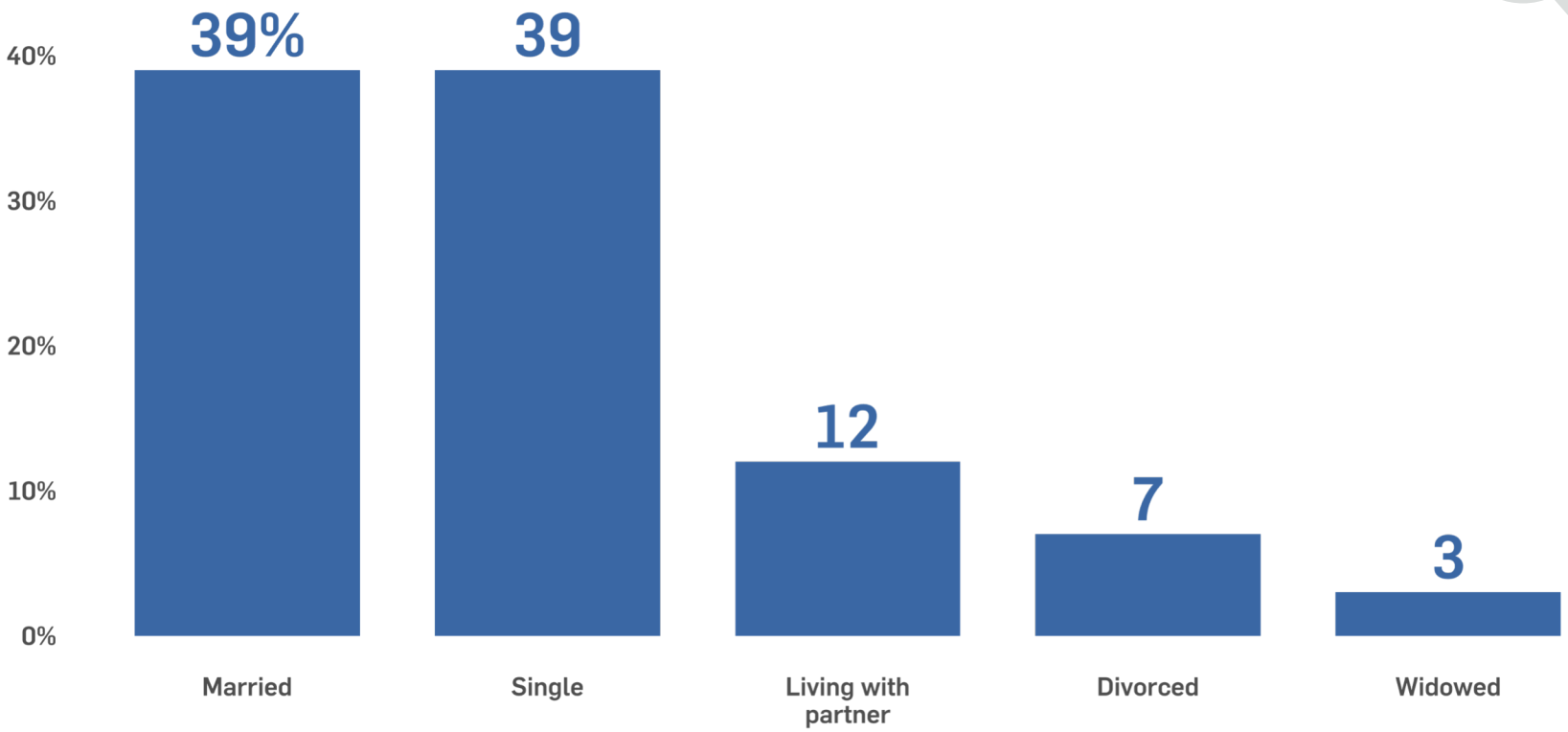
Q Are you: (n = 633)



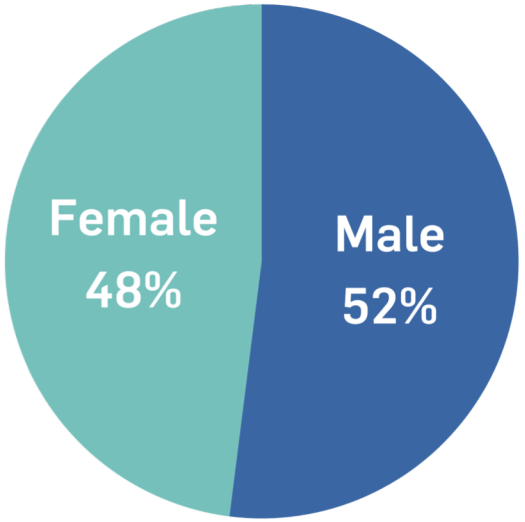
RESPONDENT OVERVIEW

Married and single residents each made up 39% of the respondents. Respondents were relatively equally distributed between genders.

Q Are you currently... (n = 534)



Q Which of the following best describes how you think of yourself? (n = 540)



ANALYTICS

Kyrene Gibb, Partner & Vice President of Research
Kelly Patterson, Ph.D, Founding Partner
y2analytics.com

RESOLUTION NO. R2025-20

A RESOLUTION OF THE CITY OF SOUTH SALT LAKE ADOPTING THE SALT LAKE COUNTY MULTI- JURISDICTIONAL MULTI-HAZARD MITIGATION PLAN, AS REQUIRED BY THE FEDERAL DISASTER MITIGATION AND COST REDUCTION ACT OF 2000.

WHEREAS, President William J. Clinton signed H.R. 707, the Disaster Mitigation and Cost Reduction Act of 2000 (the "Act") into law on October 30, 2000 establishing a national disaster hazard mitigation program; and

WHEREAS, to be eligible to receive Federal Emergency Management Agency (FEMA) post-disaster funds, the City must comply with the requirements of the Disaster Mitigation Act of 2000, including development of a Pre-Disaster Hazard Mitigation Plan in accordance with the Act; and

WHEREAS, the Salt Lake County Multi-Jurisdictional Multi-Hazard Mitigation Plan, attached to this Resolution as "Exhibit A," has been prepared in accordance with FEMA requirements of 44 C.F.R. § 201.6 through cooperation of Salt Lake County's Bureau of Emergency Management and other local jurisdictions including the City of South Salt Lake (the "City"); and

WHEREAS, the City, which is located within Salt Lake County, has participated in the preparation of the Salt Lake County Multi-Jurisdictional Multi-Hazard Mitigation Plan attached hereto; and

WHEREAS, the South Salt Lake City Council (the "Council") is concerned about mitigation of potential losses of any natural disaster and seeking post-disaster relief funds in the event of a natural disaster; and

WHEREAS, the Council finds that it is in the best interest of the City and the community to adopt the Salt Lake County Multi-Jurisdictional Multi-Hazard Mitigation Plan as the City's Multi-Hazard Mitigation Plan; and

NOW, THEREFORE, be it resolved by the City Council of the City of South Salt Lake that:

1. The City adopts the Salt Lake County Multi-Jurisdictional Multi-Hazard Mitigation Plan as the City's Multi-Hazard Mitigation Plan, which is incorporated by this reference and attached hereto as Exhibit A, pursuant to the Act.
2. The Council authorizes the Mayor to take any action necessary to formalize the City's participation in and adoption of the plan, including acceptance of any changes made to the plan after its adoption.

APPROVED AND ADOPTED by the City Council of the City of South Salt Lake, Utah, on this 27th day of August, 2025.

BY THE CITY COUNCIL:

Sharla Bynum

Sharla Bynum, Council Chair

Council vote as recorded:

Bynum	yes
deWolfe	yes
Huff	yes
Mitchell	yes
Sanchez	absent
Thomas	absent
Williams	yes

CITY OF SOUTH SALT LAKE CORPORATE Seal SALT LAKE COUNTY, UTAH

ATTEST:

Ariel Andrus, City Recorder

EXHIBIT A

Salt Lake County Multi-Jurisdictional Multi-Hazard Mitigation Plan

SSL City Council Report

MEETING DATE: August 13, 2025
SUBJECT: Resolution to Adopt the updated Salt Lake County Mitigation Plan
SUBMITTED BY: Yasmin Abbyad, Emergency Management Coordinator

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ACTION: Adopt the updated Salt Lake County Mitigation Plan and City of South Salt Lake Jurisdictional Annex

WHY WE NEED TO PASS A RESOLUTION TO ADOPT:

The Hazard Mitigation Plan is required under the Robert T. Stafford Disaster Relief and Emergency Assistance Act for local jurisdictions to be eligible for certain types of non-emergency disaster assistance and hazard mitigation funding, including Building Resilient Infrastructure and Communities (BRIC)and Public Assistance Hazard Mitigation grants.

This plan must be updated every five years according to federal guidelines. The previous Hazard Mitigation Plan was adopted by the City of South Salt Lake in 2019, and expired in May 2025. It was adopted by the Salt Lake County Council earlier this summer.

WHAT IS THE HAZARD MITIGATION PLAN:

The Hazard Mitigation Plan (HMP) is a comprehensive document that outlines our long-term strategy to reduce damages and losses in a disaster. It identifies potential natural disasters, their risks, our vulnerabilities and capabilities, and outlines future actions we plan to take to minimize their impact on our city.

The process of updating the plan takes a significant amount of coordination, effort, and time. Salt Lake County initiated this process in September of 2024 with the help of a contracted company. From September to December, the plan was drafted and public feedback regarding local hazards was collected. Final draft actions were completed from January to March 2025, and the draft was submitted to Utah State Department of Emergency Management in April 2025 for review. FEMA is aware of the current status of this plan update, and has asked local jurisdictions to obtain adoption resolutions to expedite the process. The plan was adopted in July 2025 by the Salt Lake County Council.

RESOURCES:

- Salt Lake County Emergency Management has outlined a general plan overview [here].
- The Multi-Jurisdictional Hazard Mitigation Plan
  - Volume 1: County's Plan
  - Volume 2: SSL Annex P.1196

City of South Salt Lake

Jurisdictional Annex to the
Salt Lake County Hazard Mitigation Plan

Month XXXX | Draft X.X

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City of South Salt Lake Annex

To participate in this multi-jurisdictional hazard mitigation plan (MJHMP) update for Salt Lake County (SLCo), the governing body of the City of South Salt Lake passed a formal resolution, a copy of which is maintained at the local government offices.

Planning Process Contact Information

Table 1 provides information on the point of contact during the updating of the MJHMP.

Table 1: Contact Information for the City of South Salt Lake

Name	Contact Information
Yasmin Abbyad	**Phone:** 385-395-2563; **email:** Yabbyad@sslc.gov

The City of South Salt Lake has a fully integrated approach to hazard mitigation planning and program implementation. During the 2024 update process, the MJHMP participation roles in Table 2 were recorded.

Table 2: Participant List for the City of South Salt Lake

Name	Title	Jurisdiction/Agency
Craig Giles	Public Works Director	City of South Salt Lake
Christopher Merket	Director of Engineering	City of South Salt Lake
Jonathan Weidenhamer	Community & Economic Development Director	City of South Salt Lake
Sharen Hauri	Director of Neighborhoods	City of South Salt Lake
Terry Addison	Fire Chief	City of South Salt Lake
Yasmin Abbyad	Emergency Management Coordinator	City of South Salt Lake
Steve Niedenhauser	Facilities Manager	City of South Salt Lake
Kelli Meranda	Promise South Salt Lake Director	City of South Salt Lake

Contact List

Table 3 lists plan contacts and stakeholders for the City of South Salt Lake update.

Table 3: Contact and Stakeholder List for the City of South Salt Lake

Name	Title	Jurisdiction/ Agency	Email	Phone	Stake-holder Type[1]	Should they receive meeting invites?	Should they complete a survey?	Should they review the draft plan?
Tereza Bagdasarova	President, Board of Directors	South Salt Lake Chamber of Commerce	tbagdasarova@sslc.gov	801-483-6033	4	Y	N	Y
Jeff King	Emergency Manager	Jordan Valley Water Conservancy District	JeffK@jvwcd.org	801-565-4300	4	Y	N	Y
Zach Stevens	Lines Superintendent	Mt. Olympus Improvement District	Zack@mtoid.org	801-513-1399	4	Y	N	Y
Isaac Talbot	Emergency Manager	Central Valley Water Reclamation Facility	talboti@cvwrf.org	801-973-9100 ext. 151	4	Y	N	Y
Shazelle Terry	General Manager	Jordan Valley Water Conservancy District	Shazellet@jvwcd.org	801-565-4300	4	Y	N	Y
Tom Holstrom	Assistant Manager	Central Valley Water Reclamation Facility	holstromt@cvwrf.org	801-243-7710	4	Y	N	Y

[1] 1 – Local and regional agencies involved in hazard mitigation activities; 2 – Agencies that have the authority to regulate development; 3 – Neighboring communities; 4 – Representatives of businesses, academia, and other private organizations; 5 – Representatives of nonprofit organizations, including community-based organizations, that work directly with and/or provide support to underserved communities and socially vulnerable populations.

Existing Plans and Resources

Table 4 lists the plans and resources available to the city.

Table 4: Existing Plans and Resources for the City of South Salt Lake

Plan, Study, Report, or Technical Information	Is it available online?	If online, add the link here.	Is it on SharePoint? Or where can we access it?	Comments
South Salt Lake (SSL) General Plan	Yes	https://sslc.gov/DocumentCenter/View/247/General-Plan-2040-PDF?bidId	https://sslc.gov/DocumentCenter/View/247/General-Plan-2040-PDF	Updated 2021.
SSL Parks Master Plan	Yes	https://sslc.gov/DocumentCenter/View/802/SSL-2015-Parks-Master-Plan-PDF		Created in 2015.
SSL Economic Development Strategic Plan	No			
Moderate Income Housing Plan and Needs Assessment	Yes	https://sslc.gov/DocumentCenter/View/1996/2023-SSL-Housing-Needs-Assessment?bidId		
Municipal Code	Yes	https://library.municode.com/ut/south_salt_lake/codes/code_of_ordinances		
SLCo Parks and Recreation Facilities Master Plan	Yes	https://sslc.gov/DocumentCenter/View/1941/Salt-Lake-County-2015-Parks-and-Recreation-Facilities-Master-Plan-PDF		2015
Comprehensive Emergency Management Plan	Yes		On SharePoint: (click link)	

Jurisdiction Profile

Date of Incorporation

September 29, 1938

Location and Description

The City of South Salt Lake is located south of Salt Lake City and is bordered by West Valley City, Salt Lake City, Millcreek, and Murray. The City of South Salt Lake has a mixture of residential, commercial, and industrial areas with recent growth in urban development and revitalization. The City of South Salt Lake maintains a suburban atmosphere with access to major transportation routes, such as I-15 and I-80. The city features a range of parks, shopping centers, and community services that attract local businesses and families.

Population

The 2022 American Community Survey 5-Year Estimate from the U.S. Census Bureau records the population of the city of South Salt Lake as 26,122.

Demographics

Most of the 26,122 people are between the ages of 25 and 29, with a median age of 31.3; 13,518 are males (51.7%) and 12,604 are females (48.3%). English is the primary language in 67.5% of homes,, with 22.2% Spanish, 6.6% other Indo-European languages, 2.5% Asian and Pacific Islander languages, and 1.2% other languages.

Brief History

Latter-Day Saints (LDS) pioneers originally settled South Salt Lake in 1847, but it took nearly a century before the area was incorporated. Inspired by New York City, Jesse Fox Jr began to develop the area in 1890. Originally named Central Park, the area eventually merged with Millcreek and Southgate. Vidas Avenue and Beryl Avenue are tributes to Mr. Fox, bearing the names of his two daughters. The Granite School District was formed in 1904, and Granite High School opened in 1906.

The area of South Salt Lake eventually became the LDS Central Park Ward in 1925, reflecting its growing population and business activity. This eventually led to South Salt Lake's incorporation. In 1936, Salt Lake City attempted to annex the area because of its development and proximity, but the proposal failed mainly due to South Salt Lake's lack of a sewer system. Recognizing the urgent need for a sewer system, residents opted to create a township with its own infrastructure. The Town of Central Park was incorporated from this need but it disincorporated the following year. In 1938, community members voted to incorporate the Town of South Salt Lake, changing its name from Central Park.

Climate

The City of South Salt Lake has a semi-arid climate (BSk Köppen classification), which is common for much of the region. This is characterized by hot, dry summers and snowy winters. Summer temperatures range from 80°F to the lower 90s°F with winter temperatures ranging from the 30s°F and 40s°F. Annual rainfall is approximately 20.9 inches, with snowfall between 30 and 40 inches.

Public Services

The Utah Transit Authority (UTA) light rail system has three stations in the City of South Salt Lake as it passes along 200 West. The Blue, Red, and Green lines all enter the city from the north through Central Pointe station. The Green Line funnels west toward West Valley City, while the Blue and Red lines funnel south, stopping at Millcreek station before exiting the city near Meadowbrook station. Besides the light rail system, UTA operates many local bus routes throughout the City of South Salt Lake.

Governing Body

The city of South Salt Lake is governed by a council-mayor form of government, which includes the Mayor and a seven-member city council. The Mayor is not part of the council but is a separate branch of the government. The city also has several boards and commissions that serve as advisory bodies to the Mayor and the city council, including the Civilian Review Board, Planning Commission, and the Redevelopment Agency.

Development Trends

The city is a major business provider in the county, with over 2,000 businesses that bring approximately 40,000 workers to the city each day. Business areas account for approximately two-thirds of the land use in the area of jurisdiction. The municipality is the crossroads for the region's transportation network. The major interstates of I-15 and I-80 intersect within the municipal boundaries. The city's residents are among the highest users of public transportation, thanks to major bus routes, three light rail stations, and three new stops as part of the South Salt Lake/Salt Lake City streetcar. The city is also the center for government, utility, and education. The State of Utah, Salt Lake County, Utah Transit Authority, and Granite School District have offices and key facilities in South Salt Lake which encompasses approximately 21% of the land in South Salt Lake. Due to the city's proximity to Salt Lake City and vast transit networks, the city has seen a substantial increase in homebuilding. Because the city is essentially "built out," there is very little land for new development, and what remains is expensive. For this reason, most development in the city is more of urban nature with small-lot single-family detached homes, townhomes, and multi-family development.

Jurisdiction-Specific Hazards and Risk

The Calculated Priority Risk Index (CPRI) is a comprehensive assessment tool for evaluating and prioritizing risks in a given context. It considers various factors, such as probability, impact, and urgency, to determine the level of risk associated with events or situations. The results for each hazard, including its risk factor (RF) value, are shown in Table 5. The results are based on the criteria in Table 6 and the equation that follows it. The CPRI helps organizations and individuals make informed decisions about risk management and mitigation strategies. It provides a systematic approach to identifying and addressing potential issues, allowing for a more efficient allocation of resources and proactive risk prevention. With the CPRI, stakeholders can prioritize their focus on the most critical risks, leading to more effective risk management and, ultimately, better outcomes.

Table 5: Calculated Priority Risk Index Values for the City of South Salt Lake

Type of Hazard Event	Probability of Future Events	Spatial Extent	Severity of Life/ Property Impact	Warning Time	Duration	Response Capacity	Risk Factor Value
Avalanche	1	1	1	1	1	1	1
Drought	3	4	2	1	4	2	2.6
Earthquake	3	4	4	4	4	3	3.6
Extreme Heat	3	4	3	1	4	2	2.9
Extreme Cold	2	4	2	1	3	1	2.1
Flooding	3	2	2	3	3	3	2.6
Landslide/Slope Failure	1	1	1	1	1	1	1
Radon	2	3	1	1	4	4	2.1
Heavy Rain	3	3	2	3	1	1	2.3
High Wind	2	3	2	1	1	2	1.9
Lightning	3	1	1	1	1	3	1.8
Severe Winter Weather	3	4	2	1	3	2	2.5
Tornado	1	1	3	4	1	1	1.9
Wildfire	2	2	2	2	2	2	2
Dam Failure	2	3	3	4	2	2	2.6
Civil Disturbance	3	1	2	3	4	1	2.4
Cyberattack	3	3	2	4	4	3	2.9
Hazardous Materials Incident (Transportation & Fixed Facility)	4	2	2	4	4	3	3.1
Public Health Epidemic/ Pandemic	2	4	3	1	4	2	2.6
Terrorism	1	3	4	4	3	4	2.9

Table 6: Criteria for the Calculated Priority Risk Index

Risk Index Factor	Degree of Risk Level		Criteria	Factor Weight for Degree of Risk Level
Probability of Future Events	1	Unlikely	Less than 1 percent probability of occurrence in the next year or a recurrence interval of greater than every 100 years.	30%

Risk Index Factor	Degree of Risk Level		Criteria	Factor Weight for Degree of Risk Level
	2	Occasional	1 to 10 percent probability of occurrence in the next year or a recurrence interval of 11 to 100 years.	
	3	Likely	11 to 90 percent probability of occurrence in the next year or a recurrence interval of 1 to 10 years.	
	4	Highly Likely	91 to 100 percent probability of occurrence in the next year or a recurrence interval of less than 1 year.	
Spatial Extent	1	Limited	Less than 10% of the planning area could be impacted.	10%
	2	Small	10%–25% of the planning area could be impacted	
	3	Significant	25%–50% of the planning area could be impacted.	
	4	Extensive	50%–100% of the planning area could be impacted.	
Severity of Life/Property Impact	1	Negligible	Less than 5% of the affected area's critical and non-critical facilities and structures are damaged/ destroyed. Only minor property damage and minimal disruption of life. Temporary shutdown of critical facilities.	30%
	2	Limited	More than 5% and less than 25% percent of property in the affected area is damaged/ destroyed. Complete shutdown of critical facilities for more than one day but less than one week.	
	3	Critical	More than 25% and less than 50% of property in the affected area was damaged/destroyed. Complete shutdown of critical facilities for over a week but less than one month.	
	4	Catastrophic	Over 50% of critical and non-critical facilities and infrastructures in the affected area are damaged/ destroyed. Complete shutdown of critical facilities for more than one month.	
Warning Time	1	Self-defined	More than 24 hours	10%
	2	Self-defined	12 to 24 hours.	
	3	Self-defined	6 to 12 hours.	
	4	Self-defined	Less than 6 hours.	
Duration	1	Brief	Up to 6 hours.	10%
	2	Intermediate	Up to one day.	
	3	Extended	Up to one week.	
	4	Prolonged	More than one week.	
Response Capacity	1	High	Significant resources and capability to respond to this kind of event; staff are trained, experienced, and ready.	10%

Risk Index Factor	Degree of Risk Level		Criteria	Factor Weight for Degree of Risk Level
	2	Medium	Some resources and capability to respond to this kind of staff; some staff may be trained, experienced, and ready while others may need additional support.	
	3	Low	Limited resources and capability to respond to this kind of event; additional staff or staff training needed.	
	4	None	No resources and capability to respond this kind of event; additional outside support would be required.	

RISK FACTOR (RF) EQUATION

RF Value = [(Probability x 0.30) + (Spatial Extent x 0.10) + (Severity of Life/Property Impact x 0.30) + (Warning Time x 0.10) + (Duration x 0.10) + (Response Capacity x 0.10)]

Hazards with an RF value greater than or equal to 2.5 are considered high risk. Those with RF values of 2.0 to 2.4 are considered moderate risk hazards, and those with an RF value less than 2.0 are considered low risk. The highest possible RF value is 4.

Hazard Event History

Examining hazard event histories provides valuable insights to inform decision-making and help prioritize resources for risk prevention and response efforts. Table 7 lists the hazard events impacting the city of South Salt Lake since the 2019 plan update, as recorded in the Storm Events Database from the National Centers for Environmental Information.

Table 7: History of Hazard Events in the City of South Salt Lake

Type of Hazard Event	FEMA Disaster #	Date(s)	Damage or Impacts	Description
Avalanche	N/A	N/A	N/A	Avalanches do not affect SSL.
Drought	N/A	Aug.–Sep. 2024	Drought has not had severe damage or impacts on SSL.	SSL has experienced D0 (abnormally dry) drought conditions during the late Summer of 2024 based on the U.S. Drought Monitor Scale.
Earthquake	2020-02	March 18, 2020	There was no severe damage caused to city building infrastructure. Issues from sewer	A 5.7M earthquake hit Magna Utah, approximately 12.2 miles away from SSL.

Type of Hazard Event	FEMA Disaster #	Date(s)	Damage or Impacts	Description
			laterals were identified by some homeowners.	
Extreme Heat	N/A	Summers, 2020–2024	Extreme heat has damaged infrastructure and people's health.	Extreme heat events have contributed to heat-related illnesses in SSL. Cooling centers were activated and open to the public.
Extreme Cold	N/A	Winter 2023	Extreme cold affects vulnerable groups like the unsheltered.	Extreme cold events happen most winters in SSL. Additional steps with the local PD help get those who are unsheltered to sheltering areas for the night.
Flooding	NA	Aug. 18, 2021	6–8 commercial properties and 12–15 private homes had minor impacts from localized flash flooding.	SSL and the city of Millcreek had approximately 0.8" of rain in about 1 hour that caused the Mill Creek to rise. The culvert at approximately 675 E. 3300 South was inundated, and water flowed down 3300 South, west toward 400 East, and then north back to the creek. This impacted many homes and businesses. The city closed all impacted roads until the event was over.
Landslide/ Slope Failure	NA	Spring 2022	No damage occurred – there was fear of impacts on life and property damage during this time.	After a very heavy snow year, the snow water equivalent in most drainage basins flowing into the Jordan River were 150%–200% of normal. As temperatures began to rise, there was fear of mass flooding along Mill Creek, the Jordan River, and Spring Creek as the snow began to melt. Due to a steady temperature increase, flooding did not occur.
Radon	N/A	N/A	N/A	Radon affects approximately 47% of households in the Salt Lake valley. Around 30% of homes,, in SSL zip codes are over 4 picocuries.
Heavy Rain	N/A	N/A	There have been heavy rains, but no major damage has resulted in the last five years.	
High Wind	N/A	Sep. 7–8, 2020	The city had serious property damage, including downed trees and power lines, damage to homes and	The state of Utah, including SSL, experienced a severe windstorm with wind speeds exceeding 100 mph in some places.

Type of Hazard Event	FEMA Disaster #	Date(s)	Damage or Impacts	Description
			vehicles, destroyed sidewalks, road closures, loss of power, and many other items of property damaged or destroyed.	
Lightning	N/A		There has been some lightning, but no major damage has resulted in the last 5 years.	
Severe Winter Weather	N/A	N/A	There have been heavy snow/blizzard events but no major damage has been associated in the last 5 years.	N/A
Tornado	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Dam Failure	N/A	N/A	N/A	N/A
Civil Disturbance	N/A	N/A	There have been minor civil disturbances, but no major damage has resulted in the last 5 years.	N/A
Cyberattack	N/A	N/A	N/A	N/A
Hazardous Materials Incident (Transporta-tion & Fixed Facility)	N/A	N/A	N/A	N/A
Public Health Epidemic/ Pandemic	N/A	March 15, 2020–Present	There was unknown damage to community members and major economic losses.	SARS-CoV-2 is a strain of coronavirus that causes COVID-19. SARS-CoV-2 was responsible for the pandemic that killed millions and had many medical repercussions that are still being studied. There is no specific data on SSL residents who were affected medically or otherwise.
Terrorism	N/A	N/A	N/A	N/A

National Flood Insurance Program Summary

The City of South Salt Lake participates in the National Flood Insurance Program (NFIP). Table 8 displays statistics related to the NFIP. The city of South Salt Lake does not participate in the Community Rating System (CRS).

Table 8: National Flood Insurance Program Status for the City of South Salt Lake[2]

Initial FHBM Identified	Initial FIRM Identified	Current Effective Map Date	Adopted Date	Date Joined NFIP	Tribal
09/19/1975	12/18/1985	08/02/2012	2012	12/18/1885	No

The city has designated the South Salt Lake City Engineer as the Floodplain Administrator. The current Flood Damage Prevention Ordinance is dated 1/8/2020. The current effective FIRM is from 8/2/2012. The Building Permits Division is responsible for issuing development permits, including in the SFHA. The Building Permits Division coordinates with the Engineering Division, which helps oversee projects. Every permit also requires an inspection. Substantial damage/substantial improvements are identified through the permitting and inspection process. These structures are required to come into compliance with applicable codes.

Jurisdiction-Specific Vulnerabilities and Impacts

Table 9 provides information on the vulnerable assets in the city of South Salt Lake, including its critical facilities, highlighting the city's vulnerability to identified hazards. It also describes the potential impacts to the community arising from those vulnerabilities. Impacts are the consequences or effects of each hazard on the assets. By understanding the risks associated with these assets, local authorities can develop proactive strategies to mitigate vulnerabilities and ensure the safety and functionality of these important assets during hazard events. These data are invaluable for decision-making and prioritizing resources for emergency response and preparedness efforts, ultimately contributing to more effective risk management and greater resilience in the community.

Vulnerable assets in South Salt Lake include 26,122 residents, 17 schools, 3 fire stations, and 3 police stations. No hospitals are located in South Salt Lake but there may be smaller health clinics. Primary transportation routes include I-15, I-80, State Street, Highway 201, 3300 South, 2100 South, FrontRunner, Trax, and Union Pacific Railroad/Roper Train Yard that traverse South Salt Lake. City parks and the Central Golf Course (Golf the Round) and Jordan River Parkway are among the outdoor assets in the community.

Table 9: Jurisdiction-Specific Vulnerabilities and Impacts the City of South Salt Lake

Hazard	Vulnerable Asset	Description of Vulnerability and Impacts
Avalanche	People	N/A – avalanches do not affect South Salt Lake (SSL).
Drought	People	*Vulnerability:* All South Salt Lake residents are vulnerable to drought. Certain vulnerable groups may experience more severe effects, including the elderly, low-income households, families with children, and homeless populations.

[2] FIRM = Flood Insurance Rate Map, FHBM = Flood Hazard Boundary Map

Hazard	Vulnerable Asset	Description of Vulnerability and Impacts
		Impacts: Drought causes water scarcity for household use. It can lead to decreased water quantity and quality and may increase the risk of illness and/or disease. Drought also affects air quality. Vulnerable Populations: • Elderly individuals are more susceptible to heat and potential limitations on water availability, especially during droughts. • Low-income households may struggle with the costs of water conservation measures, such as drought-resistant landscaping, water-efficient appliance upgrades, or paying higher water bills during shortages. • Families with children are particularly affected in neighborhoods lacking access to well-maintained parks or water-based recreational areas. • Homeless populations lack access to clean water, cooling centers, or consistent water supplies for hygiene and drinking. Health Impacts: • There is an increased risk of heat-related illnesses and dehydration due to drought conditions. • Air quality deteriorates as a result of dust and wildfires, which can be worsened by prolonged dry conditions. Action Considered – Partnerships and Collaboration: • Strengthen partnerships with the Jordan Valley Water Conservation District and the Central Valley Water Reclamation Facility to support water conservation programs, provide rebates for efficient water use, and expand community engagement on sustainability initiatives.
	Structures	*Vulnerability:* Residential and commercial properties, as well as public facilities, are vulnerable to drought. *Impacts:* A lack of water can impede future development and landscaping. Residential Properties: • Homes with traditional landscaping and conventional irrigation systems will experience higher water demand. • Older homes with outdated plumbing systems may face more significant challenges in conserving water, which can lead to higher costs and inefficiencies. Commercial Buildings: • Water-reliant businesses, such as laundromats, restaurants, and car washes, may face higher costs or operational limitations due to water scarcity. Public Facilities: • Parks, public pools, and other recreational areas that rely on water may face closures or restricted operations due to reduced well water availability. Agricultural Land: • If agricultural properties are present, they may experience crop losses or reduced yields, impacting the local economy and food supply.

Hazard	Vulnerable Asset	Description of Vulnerability and Impacts
		Action considered – Upgrading Infrastructure: • Invest in smart irrigation systems, leak-detection technology, and infrastructure improvements for both residential and public buildings to increase water efficiency and reduce waste from the well system.
	Economic Assets	*Vulnerability:* Water-intensive businesses and government services are vulnerable to drought conditions. *Impacts:* Water restrictions can lead to economic losses for some businesses. Businesses: • Companies, such as landscaping services, nurseries, and vehicle washing services, could face severe economic strain due to water restrictions from well system limitations. Tourism: • Drought conditions may affect the appeal of local outdoor attractions, thereby reducing tourism and the revenue it generates for local businesses. Utilities and Municipal Services: • Increased demand on the well water supply system may strain municipal budgets and resources as efforts to maintain consistent service levels grow more challenging.
	Natural, Historic, and Cultural Resources	*Vulnerability:* City green spaces and parks are vulnerable to drought conditions. *Impacts:* Drought conditions can lead to the deterioration of natural resources, historic sites, and cultural resources. Natural Resources: • Parks, the Jordan River, and other green spaces dependent on the water table may see a reduction in flora and fauna, impacting biodiversity. • Wetlands, if present, could experience substantial degradation, thus harming wildlife habitats. Historic Sites: • Drought-related damage, such as cracking and deterioration from heat, could threaten historic landmarks and buildings if water becomes limited for essential maintenance. Cultural Resources: • Cultural events that rely on public spaces like parks may be affected by drought conditions, which could limit available venues or resources.
	Critical Facilities and Infrastructure	*Vulnerability:* Water supply systems and emergency response services are vulnerable to drought conditions. *Impacts:* Drought can significantly affect the functionality and efficiency of critical infrastructure. Water Supply: • The well system providing culinary water may come under strain, leading to rationing, use restrictions, or infrastructure challenges.

Hazard	Vulnerable Asset	Description of Vulnerability and Impacts
		• Public irrigation systems, especially for parks and city lands, may become vulnerable as well levels drop, limiting functionality. Stormwater Management Systems: • Extended droughts can lead to soil compaction, which increases the risk of flooding during heavy rains, posing threats to the stormwater management infrastructure. Emergency Services: • Increased fire risks from dry conditions will place additional pressure on fire departments and emergency response teams. • Hospitals and clinics may see a rise in heat-related illness and dehydration cases, impacting the healthcare system.
	Community Activities	*Vulnerability:* Recreation areas and activities are vulnerable to drought conditions. *Impacts:* Drought conditions can significantly impact the usability and enjoyment of community recreational areas. • Sports fields, Golf the Round, and parks may become less usable because water restrictions limit the ability to maintain landscaping. • Outdoor festivals and public gatherings may be canceled or experience decreased attendance due to drought-related fire risks or lack of viable green spaces. Gardening and Landscaping: • Local residents and businesses may transition to xeriscaping or other water-efficient landscaping designs to conserve water. Action Considered – Public Events and Water Use Campaigns: • Community outreach programs will increasingly focus on water conservation to raise awareness about drought-resistant practices and encourage changing behaviors around water use. Community Education and Outreach: • Launch targeted educational campaigns to inform residents and businesses about water-saving practices, available rebates, and the benefits of drought-resistant landscaping.
Earthquake	People	*Vulnerability:* All South Salt Lake residents are vulnerable to earthquakes. Some populations may face unique challenges. SSL has a large daytime population due to commuters. *Impacts:* People may be injured or killed by falling objects or collapsed structures. Many day-to-day activities such as school and work may be disrupted. Some people may be displaced from their homes. • Elderly individuals may be more susceptible to injury during an earthquake and in the immediate aftermath because of limited resources available. • Low-income households may be unable to rebuild their homes if they are damaged. In addition, these individuals is less likely to have earthquake insurance or the ability to retrofit their homes. • Families with children may be separated during and in the aftermath of an earthquake if infrastructure, such as roads and communication lines, is down or damaged. • Unsheltered populations may not have the resources to prepare for a catastrophic disaster, such as a major earthquake.

Hazard	Vulnerable Asset	Description of Vulnerability and Impacts
		Health Impacts*:* • Health impacts may be severe, with many individuals injured if infrastructures such as roads or bridges are unusable. Individuals may be impacted by hazmat spills, and there will likely be limited sheltering options.
	Structures	*Vulnerability:* All structures in South Salt Lake are vulnerable, including homes and businesses. • Older structures and unreinforced masonry homes that were built before 1975 and have not been retrofitted are likely to sustain severe damage. • There is a moderate to high potential for liquefaction in all of SSL that could affect building structures, including residential and commercial properties, as well as city and county owned property. • SSL is adjacent to both the West Valley Zone, including Taylorville's Fault, and the East Bench Fault in the Wasatch Fault Zone. *Impacts:* Shaking from a moderate to strong earthquake can damage walls, chimneys, and foundations. Damage may be extensive, and buildings may become unusable. Businesses may be forced to close, and residents may be displaced.
	Economic Assets	*Vulnerability:* Businesses and commerce are vulnerable to disruption from earthquakes. *Impacts:* The flow of commerce and goods may be severely affected if the Roper Train Yard and/or the intersection of I-15 & I-80 are severely damaged. Many businesses may be slow to reopen in the immediate aftermath of an earthquake. Commerce could be severely interrupted. Businesses will likely lose revenue and workers could be severely impacted by wage loss. Economic loss could be felt across the region. The sales tax base would be impacted by business losses.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Historic structures are highly susceptible to earthquake damage *Impacts:* Historic Scott's School and the South Salt Lake Community Center would likely be severely damaged.
	Critical Facilities and Infrastructure	*Vulnerability:* All city infrastructure—including roads, pipes, water, communications, city buildings, police stations, fire stations, and major highways—may be severely affected. *Impacts:* Fire and police stations, healthcare facilities, schools, and other government buildings may be damaged by earthquakes, and their service may be disrupted. Water supply networks, wastewater systems, power distribution networks, and communication systems are also vulnerable to damage from earthquakes and may be inoperable. Critical facilities and government services may not be able to operate until these systems are restored. Several major transportation routes in South Salt Lake could be damaged. I-15, I-80, rail lines in Roper Train Yard, Trax, FrontRunner, and numerous local roads could be damaged and impassable. Emergency response and delivery of goods and materials may be inhibited, delaying recovery.

Hazard	Vulnerable Asset	Description of Vulnerability and Impacts
	Community Activities	*Vulnerability:* Day-to-day activities, work, education, and community events may be canceled following an earthquake. *Impacts:* Response and recovery efforts may disrupt activities following an earthquake. A stronger magnitude earthquake will likely result in longer disruptions and cancellations. If an earthquake occurred during events such as the 4th of July Parade and Celebration, Craftoberfest, Mural Fest, or Celebrate SSL, it would lead to major losses and difficulties with evacuation.
Extreme Heat	People	*Vulnerability:* All residents are vulnerable to extreme heat. Socially vulnerable populations, like seniors, individuals with disabilities, lower-income individuals, and those who are unsheltered, can be severely affected by extreme heat. In addition, those who work primarily outdoors or who do not have air conditioning may be greatly affected. *Impacts:* Individuals without access to shade, air conditioning, and water are vulnerable to heat-related illnesses such as heat exhaustion, heat stroke, and dehydration. Vulnerable populations, such as the elderly and young children, may have difficulty regulating their body temperature and may suffer heat-related illness, requiring medical care. Low-income households may not be able to cool their homes.
	Structures	*Vulnerability:* Extreme heat can be detrimental to homes, businesses, industry, and city-owned buildings. *Impacts:* Extreme heat can strain building materials, increase energy consumption, reduce air quality, and create fire hazards. Materials like metal and glass can amplify heat retention, while areas with limited green space typically experience higher temperatures. South Salt Lake may experience urban heat island effects, which exacerbate extreme heat conditions.
	Economic Assets	*Vulnerability:* Businesses are vulnerable to economic losses due to extreme heat. *Impacts:* Investment in the local economy could decrease, especially if local businesses cannot absorb the high energy demands and costs for proper ventilation and air conditioning. Construction or other outdoor occupations may reduce productivity during extreme heat. Additionally, people may not want to go outside or travel if the temperatures are very high, leading to losses in the tourism and recreation industries.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Parks and recreational activities are vulnerable to extreme heat. *Impacts:* Extreme heat will affect leisure activities such as Golf in the Round, and play for children at all city parks including Fitts, Bickley, and Harmony Parks.
	Critical Facilities and Infrastructure	*Vulnerability:* City facilities and transportation systems may be affected by extreme heat. *Impacts:* Extreme heat would have an effect on the city's infrastructure and its ability to respond to some incidents like large fires. Residents may depend on city facilities as cooling stations. Proper ventilation and cooling would pose an issue.

Hazard	Vulnerable Asset	Description of Vulnerability and Impacts
		Roads can buckle due to extreme heat, which may cause significant transportation disruptions on I-15, I-80, or other major roads through South Salt Lake. Rail lines could also be damaged.
	Community Activities	*Vulnerability:* Community events are vulnerable to extreme heat. *Impacts:* Extreme heat may reduce attendance or affect staff availability for local events, such as the 4th of July Parade, Mural Fest, Craftoberfest, and Celebrate SSL.
Extreme Cold	People	*Vulnerability:* All South Salt Lake residents can be exposed to extreme cold. Socially vulnerable populations, such as seniors, individuals with disabilities, lower-income individuals, and those who are unsheltered, can be severely affected by extreme cold. *Impacts:* Below-freezing temperatures occur annually in SSL. They impact the elderly, low-income, and transient populations the most. Individuals exposed to extreme cold can experience life-threatening health effects, including hypothermia and frostbite. Residents may struggle with increased heating costs.
	Structures	*Vulnerability:* Homes, businesses, and water systems are vulnerable to extreme cold. *Impacts:* Pipes and heating systems in buildings or residential properties can be adversely affected by extreme cold. There is the potential for burst pipes, water damage, or power failure.
	Economic Assets	*Vulnerability:* Business disruptions are susceptible to disruptions due to extreme cold. *Impacts:* Businesses may face increased heating costs, and economic assets could suffer if heating is limited or in short supply, which could affect the local energy supply. Extreme cold can cause power disruptions if pipes freeze, potentially preventing locals from visiting businesses.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Local vegetation and wildlife are affected by extreme cold. *Impacts:* Wildlife may change migration patterns, and vegetation may die off due to harsh conditions.
	Critical Facilities and Infrastructure	*Vulnerability:* Critical facilities, including homeless shelters and transportation systems, are vulnerable to extreme cold. *Impacts:* Facilities are at risk of water failure or damage if pipes freeze or if heating is not adequate. Extreme cold, coupled with heavy snow or high winds, can disrupt essential services like police and fire departments. The homeless shelter in South Salt Lake may experience increased demand and exceed capacity, necessitating additional resources, particularly during Code Blue alerts. Extreme cold combined with rain or snow can create icy road conditions, leading to transportation delays.
	Community Activities	*Vulnerability:* Community activities, recreation, and events are vulnerable to extreme cold. *Impacts:* Attendance at community events would be affected if adequate heating cannot be guaranteed. Additionally, transportation to

Hazard	Vulnerable Asset	Description of Vulnerability and Impacts
		and from community activities would be impacted if public transportation is unable to operate in very low temperatures.
Flooding	People	*Vulnerability:* Residents in flood zones, unsheltered populations, and workers are vulnerable to flooding. A significant proportion of South Salt Lake near Millcreek is in a Special Flood Hazard Area, either a 1% or 0.2% annual chance flood zone. *Impacts:* Residences near Millcreek and Jordan River could be flooded, displacing residents. Those who are displaced or impacted by floodwaters might require rescue operations.
	Structures	*Vulnerability:* Residences and commercial facilities near the creek and/or river may be affected by floodwaters. The area is primarily residential east of State Street and commercial on the west side, so homeowners and renters would be impacted the most. *Impacts:* Flooding can cause extensive damage to structures. The levee along Jordan River is owned and operated by Salt Lake County. Roper Train Yard and the I-80/I-15 intersection could be disrupted by a major flood.
	Economic Assets	*Vulnerability:* Businesses, rail lines, and commerce are vulnerable to flooding. *Impacts:* Roper Train Yard and the Union Pacific Railroad may be affected, with issues such as submerged rail lines disrupting the transportation of goods. Inventory could be damaged.
	Natural, Historic, and Cultural Resources	Vulnerabilities: Tracy Aviary, Scott School, and Fitts Park are vulnerable to flooding. *Impacts:* Cultural sites could be affected by floodwaters and sustain considerable damage.
	Critical Facilities and Infrastructure	Vulnerabilities: Water systems, transportation systems, critical facilities, and emergency response facilities are vulnerable to flooding. *Impacts:* South Salt Lake Public Works and Mount Olympus Sewer District could see a large volume of inflow into their sewer system that could cause significant backups. The pump stations near the Jordan River may be impacted and become fully surcharged. South Salt Lake Public Works has a water well and storage tank located next to the creek that could be impacted by power outages and/or contaminated by floodwaters. First responders may need to rescue people.
	Community Activities	Vulnerabilities: Community events and parks are vulnerable to flooding. *Impacts:* Events may be canceled, and recreation areas closed. Mill Creek, which flows through the South Salt Lake Fitts Park, has multiple events during the year that could be impacted by floodwaters. Jordan River Park Trail could also be impacted.
Landslide/ Slope Failure	People	N/A – landslides do not affect SSL.
Radon	People	*Vulnerability:* All South Salt Lake residents are vulnerable to radon exposure. Results of home radon tests in South Salt Lake show that between 25% and 50% of homes have dangerous levels of radon.

Hazard	Vulnerable Asset	Description of Vulnerability and Impacts
		Residents in older homes or those situated over radon-prone soils are at higher risk. *Impacts:* Long-term radon exposure is the second-leading cause of lung cancer. Children and those smokers are at increased risk of lung cancer in homes where radon is present or has not been tested for.
	Structures	*Vulnerability:* Structures have minimal vulnerability to radon, as it is primarily a health risk. *Impacts:* Although radon doesn't directly impact structures, the condition of structures contributes to radon levels that pose a risk to occupants. Buildings with basements or slab-on-grade foundations are at a higher risk of radon infiltration, especially those with cracks in flooring or foundation walls. Older homes without updated ventilation systems are particularly susceptible in this part of the Salt Lake Valley, where naturally occurring uranium in the underlying geology increases radon presence. Residential and commercial properties are at risk, especially if there is not adequate ventilation or there are cracks in the building foundation for radon to seep through.
	Economic Assets	*Vulnerability:* Real estate and home values are vulnerable to radon issues. *Impacts:* Residential and commercial properties in South Salt Lake may experience lower market value and increased maintenance costs due to radon remediation needs. Real estate transactions can be delayed or disrupted when radon is detected, and rental units may require costly mitigation to meet tenant safety expectations. Radon could affect the city's reputation if mitigation work and public education are not prioritized. The public may choose to recreate or invest in other areas if there are high radon levels in the city.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Historic buildings are vulnerable to radon exposure. *Impacts:* Historical buildings that have not been regularly maintained or inspected are at higher risk.
	Critical Facilities and Infrastructure	*Vulnerability:* Public buildings are vulnerable to radon exposure. *Impacts:* Critical facilities pose an increased health risk if the building foundation has leaks, potentially exposing employees to radon. Schools, daycares, and community centers in South Salt Lake should consider regular testing to protect young children and staff.
	Community Activities	*Vulnerability:* Community activities have limited vulnerability to radon exposure, given that radon primarily poses a long-term health risk rather than an immediate threat to activities. *Impacts:* Radon is a long-term exposure risk and hasn't typically affected day-to-day activities. With increased awareness, indoor community activities may be canceled or have low attendance if the building has high radon levels.
Heavy Rain	People	*Vulnerability:* All of the South Salt Lake population is vulnerable to heavy rain. People near creeks are at higher risk. *Impacts:* Heavy rain can cause flash flooding in low-lying areas and may contribute to flooding in Mill Creek and along the Jordan River. Homeowners living along waterways might be displaced by flooding.

Hazard	Vulnerable Asset	Description of Vulnerability and Impacts
	Structures	*Vulnerability:* Homes and businesses are vulnerable to heavy rain. Heavy rain events have overwhelmed select areas of the city including Mill Creek at the 700 East culvert. *Impacts:* Homes and businesses along the Mill Creek and the Jordan River might flood.
	Economic Assets	*Vulnerability:* Businesses and inventory are vulnerable to heavy rain. Impact: Businesses situated along waterways or in flooding zones might be flooded and lose inventory or revenue from closures.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Vegetation is vulnerable to heavy rain. *Impacts:* Local vegetation would be affected by significant rain levels, causing soil erosion and crop loss.
	Critical Facilities and Infrastructure	*Vulnerability:* Stormwater systems and drainage structures are vulnerable to heavy rain. *Impacts:* During heavy rains, the culvert at 700 East and 3300 South can overflow, flooding nearby homes and residential buildings.
	Community Activities	*Vulnerability:* Community events, fairs, and markets are vulnerable to heavy rain. *Impacts:* Community activities in Harmony Park may be disrupted by heavy rain.
High Wind	People	*Vulnerability:* The entire population in South Salt Lake is vulnerable to high wind. Wind events occur over a large area and can impact the whole city as well as neighboring jurisdictions. *Impacts:* Those who are unsheltered or who work primarily outdoors may be severely injured by sudden gusts of wind or by unsecured objects caught in the wind. Drivers may be affected by sudden gusts of wind and become unable to control the vehicle's direction, especially on I-80 and I-15. Debris on roads would also impact driving.
	Structures	*Vulnerability:* All structures in South Salt Lake are vulnerable to high wind. *Impacts:* High winds may down trees, damage roofs, and break windows. Debris can cause road closures and affect emergency vehicle access. Sidewalks, fences, sheds, homes, vehicles, and many other items of property could be damaged.
	Economic Assets	*Vulnerability:* Businesses may experience disruption due to high wind. *Impacts:* Windstorms may affect highway and train travel to and within SSL.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Trees and parks are vulnerable to high wind. *Impacts:* High winds may cause damage or destruction to city park trees and add increased stress to playground equipment.
	Critical Facilities and Infrastructure	*Vulnerability:* Utility systems and transportation are vulnerable to high wind. *Impacts:* Damaged tree limbs can block roads and interfere with power lines. Windstorms can cause severe damage to power lines, destroy sidewalks, cause road closures, damage city communications towers

Hazard	Vulnerable Asset	Description of Vulnerability and Impacts
		and buildings, and disrupt power. The widespread loss of power can take days to restore.
	Community Activities	*Vulnerability:* Public events are vulnerable to high wind. *Impacts:* There may be severe disruptions and potential injuries caused by high wind events at any of the city's public events, such as the 4th of July Parade, Mural Fest, Craftoberfest, and Celebrate SSL. These events could overwhelm essential services like police and fire.
Lightning	People	*Vulnerability:* Lightning can occur anywhere in South Salt Lake, and all populations are vulnerable. People engaging in outdoor recreation are at increased risk, and unhoused populations are particularly at risk. *Impacts:* SSL has many recreational parks, and those recreating outdoors may be subject to lightning storms. Lightning can cause severe injury or death. The homeless population may not be able to obtain shelter quickly.
	Structures	*Vulnerability:* All structures are vulnerable to lightning. *Impacts:* Lightning can ignite fires or cause electrical damage. Storms can cause power outages, which affect essential services like police and fire response.
	Economic Assets	*Vulnerability:* Businesses are vulnerable to disruption from lightning. *Impacts:* Local businesses may suffer if there is a prolonged power outage or lightning event. There are cascading events if lightning is coupled with heavy rain or high winds.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Historic trees and homes are vulnerable to lightning strikes. *Impacts:* Mature trees and historic buildings may be damaged by lightning strikes, which could potentially cause fires.
	Critical Facilities and Infrastructure	*Vulnerability:* Power networks, emergency response, and healthcare facilities are vulnerable to disruptions from lightning. *Impacts:* Power networks may be impacted by lightning and critical facilities could be disrupted if they lack power. Essential services could be disrupted if there are road closures or debris on the road caused by lightning. Additionally, it may be difficult to help patients if there are downed power lines or power disruptions.
	Community Activities	*Vulnerability:* Public events are vulnerable to the effects of lightning. *Impacts:* Outdoor events may be affected by lightning, especially during the summer months. Sheltering a large number of people could pose an issue.
Severe Winter Weather	People	*Vulnerability:* Severe winter weather can affect the entire city. All South Salt Lake residents are vulnerable. Elderly, young, disabled, and unhoused populations are particularly vulnerable. *Impacts:* Heavy snow, blizzards, and snow squalls happen frequently in the winter months. Snowy or icy conditions can lead to injuries from slips and falls. Unhoused populations may experience hypothermia. Elderly individuals may struggle with mobility and experience cardiac problems from shoveling heavy snow. People with disabilities may depend on assistance that might be delayed or unavailable during storms. Those without reliable transportation could become stranded.

Hazard	Vulnerable Asset	Description of Vulnerability and Impacts
		People driving on snowy roads can be injured in car accidents due to slick conditions.
	Structures	*Vulnerability:* Homes and businesses have limited vulnerability to severe winter weather. *Impacts:* Homes and other structures could be affected by heavy snow or blizzards, especially roofs.
	Economic Assets	*Vulnerability:* Businesses may experience disruptions due to severe winter weather. *Impacts:* The flow of commerce may be disrupted if the highways, such as I-80 or I-15, and the Roper Train Yard are disrupted by heavy snow or blizzards. Employers may be temporarily affected when roads are unsafe for travel.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Vegetation, wildlife, and historic buildings are vulnerable to the effects of severe winter weather. *Impacts:* Historical structures may be at risk, depending on their building material or roof age, if the snow exceeds a certain amount. Roofs could collapse from the heavy load or affect power. Local vegetation might be impacted by heavy snow or blizzards. Wildlife migration patterns could be disrupted by consistent heavy snow and blizzard conditions.
	Critical Facilities and Infrastructure	*Vulnerability:* Power systems and transportation are vulnerable to severe winter weather. *Impacts:* Power may be interrupted in heavy snow or blizzard conditions, disrupting government operations, healthcare facilities, and emergency response. There may be an increased demand for response and medical care if there are many traffic accidents. Transportation may be temporarily disrupted in heavy snow, blizzard, icing, and snow squall conditions. I-15, I-80, State Street, 3300 South, and other routes could be closed or experience significant delays. Rail and transit lines may also be delayed.
	Community Activities	*Vulnerability:* Public events are vulnerable to severe winter weather. *Impacts:* If transportation is affected, there could be temporary disruptions to daily activities. Commutes to work or entertainment in SSL may be disrupted.
Tornado	People	*Vulnerability:* The entire South Salt Lake population could be affected by a tornado. Tornadoes are rare but could potentially occur anywhere in the city. *Impacts:* Residents are vulnerable to serious injury from blowing debris, uprooted trees, or falling limbs, and structural collapse. Individuals living in mobile homes face higher risks, as these structures can be easily damaged. Those with limited mobility, such as the elderly and people with disabilities, may struggle to reach safety quickly.
	Structures	*Vulnerability:* Any structure near or on the path of a tornado is vulnerable to damage. This could occur anywhere in South Salt Lake, and all buildings are vulnerable. *Impacts:* Homes and businesses could sustain heavy damage from a tornado, including roofs torn from homes, broken windows, and walls damaged or compromised. Mobile homes and some older homes are

Hazard	Vulnerable Asset	Description of Vulnerability and Impacts
		particularly at risk due to their light weight and insecure foundations. Large-span structures can have roofs easily lifted by tornado winds, which may affect commercial and other large structures between the train yard and the Jordan River.
	Economic Assets	*Vulnerability:* Businesses are vulnerable to interruption in the event of a tornado. *Impacts:* Any business in the path of the tornado is vulnerable. Tornadoes can damage retail and commercial structures, warehouses, hotels, restaurants, and other businesses. Damage to power or communication systems will cause temporary business closures. Operational downtime and damage to structures and inventory may lead to lost revenue and potentially lost wages or layoffs. Recovery would be challenging if local businesses or homeowners do not have the funds or an insurance policy in place to make repairs or rebuild. Roads and bridges may be blocked, which may disrupt access to businesses or interrupt supply chains.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Parks and open spaces are vulnerable to damage from tornadoes. *Impacts:* Cultural resources, including monuments and parks that are vital to community heritage, also may be at risk. South Salt Lake's parks and open spaces could be severely damaged by tornado.
	Critical Facilities and Infrastructure	*Vulnerability:* Fire and police stations, city facilities, healthcare clinics, and utility systems are vulnerable. Any aboveground facilities in the path of the tornado could be affected. *Impacts:* Public safety buildings, schools, and other civic facilities may need emergency inspections or repairs and may be closed temporarily. Utilities like communication towers or power stations are at risk. Disruption to these services might affect the operation of other critical facilities. If there's debris on the roads or highways, it would create significant delays in emergency response.
	Community Activities	*Vulnerability:* Public events are vulnerable to cancellation due to tornadoes. *Impacts:* Outdoor events such as festivals, fairs, and sporting events may be canceled, reducing opportunities for social engagement. Any community activity taking place during or in the immediate aftermath of a tornado would be affected.
Wildfire	People	*Vulnerability:* There is limited wildfire risk in South Salt Lake, but fire may be possible in undeveloped land near the Jordan River. Air quality could be affected. *Impacts:* The unhoused population and those engaging in recreation along the Jordan River may be vulnerable to harm from wildfires. Although SSL has a low wildfire risk, there is potential for wildfires to move in from surrounding cities like Millcreek and Salt Lake City. The entire valley could experience poor air quality and related health impacts from wildfire in the region. Children, the elderly and those with respiratory health problems are at higher risk for complications from poor air quality.
	Structures	*Vulnerability:* The risk to structures from wildfires in SSL is low.

Hazard	Vulnerable Asset	Description of Vulnerability and Impacts
		Impacts: A few structures near undeveloped areas along the Jordan Willow could potentially be damaged by a wildfire.
	Economic Assets	*Vulnerability:* Outdoor recreation businesses are vulnerable to impacts from wildfires. *Impacts:* Golf courses and local parks would be impacted by a wildfire moving into SSL or poor air quality from fires in neighboring cities. How fast the city recovers would dictate whether people choose to visit local businesses or recreate in SSL again.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Local vegetation and wildlife are vulnerable to impacts from wildfires. *Impacts:* Riparian vegetation and wildlife along Jordan River could be adversely affected by a wildfire.
	Critical Facilities and Infrastructure	*Vulnerability:* Power supply is vulnerable to disruption by wildfires. *Impacts:* Emergency response, healthcare, and other city services could be disrupted by a power outage resulting from a wildfire.
	Community Activities	*Vulnerability:* Public events are vulnerable to cancellation due to wildfires. *Impacts:* Outdoor community activities would be impacted by a wildfire if people cannot find shelter. Outdoor events may be canceled due to wildfire smoke. Other factors, such as high winds and lightning, can increase the severity of a wildfire.
Dam Failure	People	*Vulnerability:* Although SSL does not have any dams within the city, there are a few high and significant hazard dams in neighboring cities. People in potential inundation areas are vulnerable, primarily in the eastern and northern areas of the city (see maps in Volume 1). *Impacts:* Dam failure can cause swift-moving floodwaters that may injure those downstream. Flooding from dam failure would significantly impact the local population in terms of sheltering, road access, and medical assistance. Injuries are likely, and socially vulnerable groups like the elderly, youth, and unsheltered individuals are at greater risk.
	Structures	*Vulnerability:* Structures within dam inundation boundaries could be damaged by flood. *Impacts:* Residences and businesses downstream of dams are likely to experience damage if a dam fails.
	Economic Assets	*Vulnerability:* Business are vulnerable to disruption due to dam failure. *Impacts:* Businesses in potential inundation areas could experience structural damage and inventory loss. Damage to utility systems or roads may disrupt business functions. If an insurance policy is not in place or the funds are not available to make necessary repairs after flooding from a dam failure, it will be difficult for local businesses to recoup lost revenue.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Vegetation, parks, and natural waterways are vulnerable to impacts from dam failure. *Impacts:* Waterways and open spaces like parks may be flooded and experience damage and deterioration. Local vegetation would be impacted, leading to soil erosion.

Hazard	Vulnerable Asset	Description of Vulnerability and Impacts
	Critical Facilities and Infrastructure	*Vulnerability:* Two police stations, one fire station, four schools, and five county facilities are within dam failure inundation boundaries in South Salt Lake. Additionally, major transportation routes such as I-80, State Street, 2100 South, Trax/FrontRunner, and utilities are at risk. *Impacts:* Critical infrastructure would be compromised. Emergency response facilities and community assets could be damaged and services unavailable following a dam failure. Power substations could be damaged, leading to power outages. Water supply could be disrupted if reservoir dams fail. Roads could be damaged or blocked, disrupting access to communities and contributing to emergency response delays. Additionally, a medical surge could occur if there are numerous injuries or fatalities.
	Community Activities	*Vulnerability:* Public events are vulnerable to disruption due to dam failure. *Impacts:* Outdoor community activities would be impacted if people do not feel safe or if the area is still in the process of rebuilding.
Civil Disturbance	People	Business owners (looting) and those attending community events or large gatherings could be affected.
	Structures	Local businesses along State Street, Main Street, or near the jail may be affected by civil disturbance. In addition, the SSL City Hall, Justice Court, and police and fire stations may be affected.
	Economic Assets	There may be damage to parks, city-owned property, vehicles, or new development.
	Natural, Historic, and Cultural Resources	The SSL Community Center, Granite Library, Tracy Aviary, and/or churches in the area may see damage or destruction to property.
	Critical Facilities and Infrastructure	Drinking water, clinics, the jail, the Roper Train Yard, power, and schools may be affected by a civil disturbance event.
	Community Activities	The 4th of July, Celebrate SSL, Mural Fest, Spooky City Hall, and Craftoberfest may be disrupted by civil disturbances.
Cyberattack	People	The public will have a difficult time accessing municipal services. Services to the public may be slowed. This may impact Fire and Police interaction with the public, Finance, and Communication capabilities.
	Structures	Physical security may be compromised so commercial and residential structures are at risk. If the hacker can get into the system, they could change settings or get into homes.
	Economic Assets	Economic flow of services may be disrupted or delayed from the city to its residence and vice versa.
	Natural, Historic, and Cultural Resources	Physical security could be compromised in historic buildings. Valuable items could be stolen if the hackers can gain access.

Hazard	Vulnerable Asset	Description of Vulnerability and Impacts
	Critical Facilities and Infrastructure	Water services may be affected for the entire city during a severe cyberattack. Essential services could be disrupted if emergency calls cannot be routed.
	Community Activities	Planning for community activities, such as the City's 4th of July Parade, Festivals, and Celebrate SSL, may be disrupted during a cyberattack. This would impact city revenue.
Hazardous Materials Incident (Transportation & Fixed Facility)	People	Those most vulnerable to a hazmat spill include those who are immunocompromised, children, the elderly, and unsheltered populations.
	Structures	Depending on the hazardous material, it could compromise the building components and cause structures to be evacuated. It could cause long-term closures of bridges and railways.
	Economic Assets	A hazmat incident at or near Roper Train Yard, I-80, or I-15 causing severe damage would disrupt the flow of goods across the country.
	Natural, Historic, and Cultural Resources	Parks may have to be evacuated in the event of a hazmat incident. Local vegetation would be significantly impacted by hazardous materials, impacting long-term growth and soil quality. Local wildlife may die due to the contaminated vegetation.
	Critical Facilities and Infrastructure	SSL's drinking and/or stormwater may be affected during a hazmat incident. If roads and highways are closed, it could affect emergency response.
	Community Activities	During a community activity, a hazmat event could force an evacuation or a shelter-in-place directive. This would severely disrupt the 4th of July Parade, City Festivals and/or Celebrate SSL.
Public Health Epidemic/ Pandemic	People	As seen with the 2020 COVID-19 pandemic, the individuals most vulnerable include those who are immunocompromised, frontline workers, the elderly, children, and those who are pregnant.
	Structures	Commercial and residential properties would be impacted by a pandemic or epidemic, especially if social distancing is necessary or stores need to limit the amount of people in them.
	Economic Assets	Roper Train Yard and interstate travel of goods may be disrupted. In addition, the closure of schools may affect these assets.
	Natural, Historic, and Cultural Resources	There may be an increased population visiting the Fitts and Harmony Parks.
	Critical Facilities and Infrastructure	The Resource Centers that shelter those unhoused may be affected. Medical surge is a concern if people are sick and need to be transported to a hospital.
	Community Activities	Community activities would be disrupted, such as the 4th of July Parade, the City Festivals, and Celebrate SSL.
Terrorism	People	SSL is one of the most diverse cities in Utah. Those from an international origin may be at an increased risk of a terrorist attack.
	Structures	SSL city facilities, homes, and businesses surrounding the train yard and the highways may be affected during a terrorism threat.

Hazard	Vulnerable Asset	Description of Vulnerability and Impacts
	Economic Assets	SSL city facilities may not operate at full capacity for a short period, and the flow of goods by train or highway may be severely disrupted.
	Natural, Historic, and Cultural Resources	Visits to cultural or historic areas in SSL may be reduced if people do not feel safe.
	Critical Facilities and Infrastructure	SSL water services may be severely impacted during and after a terrorist event. Medical surge is possible if there's a high number of fatalities or injuries.
	Community Activities	4th of July, Celebrate SSL, Mural Fest, and Craftoberfest, may be the target or may be disrupted and cause severe damage during or after a terrorist event.

Hazards Not Profiled

Avalanche and landslide/slope failure have been omitted from further discussion of hazard impacts and from mitigation actions. As shown in the hazard description in Volume 1, avalanche and landslide risk is primarily in the Wasatch and Oquirrh Mountains in Salt Lake County. South Salt Lake has mostly flat terrain and minimal risk of impacts from these hazards. No previous occurrences of avalanche or landslide have impacted South Salt Lake.

Problems soils were identified in the mitigation action table of South Salt Lake's 2019 Hazard Mitigation Plan annex; however, no hazard profile details were included in the annex regarding the vulnerability of the city to problem soils, and no reports of damage from previous occurrences were found. Because this hazard was not profiled in the county plan or neighboring jurisdictions, and risk is low, the city opted not to complete a hazard profile for problem soils.

Jurisdiction-Specific Changes in Vulnerability

Hazard events can impact communities, infrastructures, and ecosystems. The severity of these impacts can be influenced by climate change, population patterns, and land use developments. Understanding these factors is crucial for the city of South Salt Lake to develop a resilient community and minimize the impacts of hazards. Table 10 displays the changes within the community and the related effects on each identified hazard affecting the city of South Salt Lake.

Table 10: Jurisdiction-Specific Changes in Vulnerability in the City of South Salt Lake

Type of Hazard Event	Effects of Climate Change	Changes in Population Patterns	Changes in Land Use and Development	Overall Vulnerability
Avalanche	N/A	N/A	N/A	N/A
Drought	Climate change creates an increased chance of drought,	The increased population affects water access,	The city could consider additional	Increased

Type of Hazard Event	Effects of Climate Change	Changes in Population Patterns	Changes in Land Use and Development	Overall Vulnerability
	especially if there is decreased snowpack and rain to get us through the summer.	potentially leading to water rationing and/or higher crime rates to get water.	regulations to limit water irrigation for residential and/or commercial use.	
Earthquake	Climate can impact soil and water quality, causing soil erosion and changes in wildlife patterns. Local vegetation would be impacted by an earthquake. Drought conditions can contribute to an earthquake.	The increased population makes it more challenging for SSL to recover from an earthquake. If people do not have insurance policies or the funds in place to rebuild, this significantly impacts the local economy.	Earthquakes are widespread and will affect every area. People may choose to move out of SSL if earthquake risk is high or recovery efforts take a long time.	Increased
Extreme Heat	There are more high heat days and warnings for periods where temperatures do not cool overnight. Incidence and duration of heat waves have increased. Wildlife migration patterns may change to adapt to the extreme heat.	An increased population will add to the possibility of a heat island effect. Outdoor recreation would be impacted by extreme heat, with people avoiding the middle of the day when it is very warm. Outdoor workers would need shade or more frequent breaks.	Extreme heat could affect watering, which would impact residential properties as well as commercial properties like golf courses.	Increased
Extreme Cold	Extreme cold would impact local vegetation and wildlife, which impacts the local ecosystem as far as wildlife migration patterns and growth.	Extreme cold impacts tourism in SSL. Revenue loss is a concern if people choose not to visit local businesses or go outside their homes due to the weather conditions.	Properties like golf courses may be repurposed to adapt to the cold weather conditions.	Increased
Flooding	Climate change is making storms more intense and severe. Over the last five years, there have been several minor	The population increase, especially for vulnerable groups, is a concern for rescue and	Some areas along the Jordan River are in a floodplain. Commercial or residential	Same

Type of Hazard Event	Effects of Climate Change	Changes in Population Patterns	Changes in Land Use and Development	Overall Vulnerability
	and close-call events. Increased flooding impacts water and soil quality. Soil erosion and ecosystem disruption are concerns.	recovery efforts. Emergency response efforts may be impacted.	properties may need to be rezoned or relocated if they are repetitive loss properties.	
Landslide/Slope Failure	N/A	N/A	N/A	N/A
Radon	Warmer temperatures can impact radon levels, allowing it to seep into foundation cracks or soil. Permafrost thaw releases contaminants into the atmosphere, affecting soil, water, and air quality.	Increase of population – Radon dependent upon area and dwelling. If people aren't aware of their radon levels or do not have the funds to mitigate radon, it places their long-term health in jeopardy.	Land use may change if there are high radon levels in certain areas. Residents may move outside SSL.	Same
Heavy Rain	Storms have become more severe in recent years. When they are frequent, soil becomes saturated and the water has nowhere to go. This can contribute to soil and water quality issues.	Changes in population have not affected heavy rain events. However, heavy rain events can impact emergency response and create medical surges if there are a significant number of traffic accidents.	No large changes in land use or development. The city has identified storm drain issues. Heavy rain can lead to flooding, which impacts the local economy.	Same
High Wind	Stronger storms have brought more down slope wind events and other sudden high winds.	The daytime population is at risk, especially during the evening commute, if there are road closures or debris. Emergency vehicle access is a concern.	N/A – areas of growth not impacted more than others by high wind.	Same
Lightning	More extreme weather may increase the occurrence of lightning.	More people recreating outdoors means an increased chance	Lightning can impact local vegetation, which impacts land development.	Same

Type of Hazard Event	Effects of Climate Change	Changes in Population Patterns	Changes in Land Use and Development	Overall Vulnerability
		of someone being hit by lightning.	Downed trees from lightning can impact recovery efforts or place outdoor areas like golf courses at greater risk.	
Severe Winter Weather	The last few winters have had larger, more extreme storms and widespread transportation impacts. This impacts local wildlife and vegetation as far as soil and water quality.	With an increased population, it may add increased risk to roads and outdoor spaces.	Frequent heavy snow and blizzards may cause people to relocate to other areas of the valley. Local businesses may lose revenue if people choose not to visit or cannot access them due to the conditions.	Same
Tornado	Thunderstorm frequency can increase the likelihood of tornadoes. There are impacts on local vegetation and wildlife as far as water, air, and soil quality.	The increased population places the daytime population as well as socially vulnerable groups at greater risk. The evening and morning work commutes would be affected by a tornado as far as traffic accidents, emergency response, and debris in roads.	Land use could change if residents choose to live in different areas of the county due to tornado frequency and risk.	Same
Wildfire	Soil erosion, drought conditions, and high winds impact the likelihood of a wildfire moving into SSL. The golf courses are a concern.	The daytime population is a concern as far as emergency response efforts, especially if people want to get away from the wildfire and clog up roads/ highways.	Residents and local businesses may move out of SSL if they cannot financially recover from a wildfire.	Same
Dam Failure	Permafrost thaw and increased precipitation could	The daytime population would	Residents and local businesses could move out of	Same

Type of Hazard Event	Effects of Climate Change	Changes in Population Patterns	Changes in Land Use and Development	Overall Vulnerability
	lead to more dam failures. Additionally, snowpack levels and melt rates can impact the likelihood of a dam failure, which would significantly impact SSL.	be impacted as far as transportation.	dam inundation areas, impacting the local economy.	
Civil Disturbance	Conversations about climate change can incite hostility, which would impact emergency response efforts.	The daytime population in SSL would be significantly impacted as far as transportation to and from SSL.	Multiple county buildings including the jail and Men's Resource Center could impact a civil disturbance incident.	Increased
Cyberattack	N/A – Climate change will not affect the likelihood of a cyberattack.	A cyberattack could impact the city's reputation, causing people to look elsewhere for basic services.	May delay economic development with inability to process permitting.	Increased
Hazardous Materials Incident (Transporta-tion & Fixed Facility)	Climate change can have an impact on hazmat incidents. It may contribute to extreme weather events that can damage storage facilities. Temperature is a consideration for storage of some materials.	Although the population has increased, the risk to the population has not increased. The daytime population is at risk as far as potential road closures or emergency response efforts.	A hazmat incident could have long-term impacts on water and soil quality, affecting local vegetation.	Same
Public Health Epidemic/ Pandemic	Climate change may play a factor in the spread of an epidemic or pandemic.	N/A – SSL's population is not changing drastically. However, the daytime population may be impacted if there are social distancing measures in place or a restriction on the number of people in buildings. This would impact the local economy	If more people are working remotely, this can impact property values. People may buy in other areas, affecting the revenue of local businesses.	Same

Type of Hazard Event	Effects of Climate Change	Changes in Population Patterns	Changes in Land Use and Development	Overall Vulnerability
		if people are not getting lunch in the city, not recreating outside, or choosing to work remotely.		
Terrorism	Climate change does not increase SSL's risk of being targeted for a terrorist event. However, discussions surrounding climate change can lead to civil disturbances or terrorism events.	A larger, more diverse population may make SSL more of a target for terrorist activity.	If an area in SSL is deemed unsafe, people may not recreate in the area or purchase property.	Same

Additional Public Involvement

The city of South Salt Lake provided several opportunities for public participation. Figure 1 is an example of public outreach.

Figure 1: Social Media Post for the Hazard Mitigation Survey

Plan Integration

Incorporating the underlying principles of the Hazard Mitigation Plan and its recommendations into other plans is a highly effective and low-cost way to expand their influence. All plan participants will use existing

methods and programs to implement hazard mitigation actions where possible. As previously stated, mitigation is most successful when it is incorporated into the day-to-day functions and priorities of government and public service. This plan builds on the momentum developed through previous and related planning efforts and mitigation programs, and it recommends implementing actions where possible through these other program mechanisms. These existing mechanisms include the following:

- Regularity Capabilities
- Administrative Capabilities
- Fiscal Capabilities

Respective planning stakeholders will conduct implementation and incorporation into existing planning mechanisms and will be done through the routine actions of:

- Monitoring other planning/program agendas;
- Attending other planning/program meetings;
- Participating in other planning processes; and
- Monitoring community budget meetings for other community program opportunities.

The successful implementation of this plan will require constant and vigilant review of existing plans and programs for coordination and multi-objective opportunities that promote a safe, sustainable community. Regular efforts should be made to monitor the progress of mitigation actions implemented through other planning mechanisms. Where appropriate, priority actions should be incorporated into planning updates. Table 11 lists existing planning mechanisms in which the Hazard Mitigation Plan has been integrated. Table 12 lists the opportunities for integrating elements of this plan into other plans.

Table 11: Integration of Previous Plans by the City of South Salt Lake

Plan	Description
General Plan	Incorporation of known vulnerabilities

Table 12: Opportunities for Integration with Future Plans of the City of South Salt Lake

Plan	Description
Strategic Mobility Plan	Travel needs to, through, and from the city
Moderate Income Housing Plan	Inform mitigation actions and policies to prevent resident exposure to hazards
Parks, Open Space, Trail, and Community Centers Master Plan	Inform mitigation actions for recreation areas
Urban Forestry Plan	Incorporation of mitigation actions to reduce hazard risks
Pandemic-Specific Continuity of Operations Plan	Incorporation of mitigation actions to reduce hazard risks when there's a power failure, communication issue, pandemic, etc.
Comprehensive Emergency Management Plan	Guides the city's actions before, during, and after a disaster

Capability Assessment

Local mitigation capabilities are existing authorities, policies, programs, and resources that reduce hazard impacts or could help carry out hazard mitigation activities.

Planning and Regulatory Capabilities

Planning and regulatory capabilities are the plans, policies, codes, and ordinances that prevent and reduce the impacts of hazards.

Table 13: Assessment of the Planning Capabilities of the City of South Salt Lake

Plan	Does it address hazards? (Y/N)	How can it be used to implement mitigation actions?	When was the last update? When is the next update?
General Plan	Y	Incorporate goals and implementation strategies into mitigation actions	August 17, 2021
Capital Improvement Plan	Y	By allocating funding and resources for projects that reduce risk and enhance resilience to hazards.	Completion of plan is scheduled for 2026–2027
Climate Change Adaptation Plan	N	N/A	N/A
Community Wildfire Protection Plan (CWPP)	N – minimal wildfire risk so a CWPP has not been created	Inform the public about general wildfire risk and ensure coordination between surrounding jurisdictions/agencies	N/A
Economic Development Plan	Y – section in General Plan	Identify funding sources and responsible departments/parties for mitigation actions	August 17, 2021
Land Use Plan	Y – Parks Open Space, Trails, and Community	Incorporate	2015
Comprehensive Emergency Management Plan	Y	Incorporate disaster response efforts into mitigation actions	February 2024
Stormwater Management Plan	Y	Incorporate flooding response efforts into mitigation actions	2024
Transportation Plan	Y	Incorporate known issues and transportation improvement efforts into mitigation actions	2020
Substantial Damage Plan	N	N/A	N/A

Plan	Does it address hazards? (Y/N)	How can it be used to implement mitigation actions?	When was the last update? When is the next update?
Other? (Describe)	Pandemic Continuity of Operations	Incorporate staffing needs into mitigation actions to improve response efforts	March 30, 2020

Table 14: Assessment of the Regulations and Ordinances of the City of South Salt Lake

Regulation/Ordinance	Does it effectively reduce hazard impacts?	Is it adequately administered and enforced?	When was the last update? When is the next update?
Building Code	Y; South Salt Lake has adopted the state's building codes, including the International Building Code (IBC 2021) as amended.	Y	2021
Flood Insurance Rate Maps	Y	Y	2023
Floodplain Ordinance	Y	Y	2020
Subdivision Ordinance	Y	Y	2023
Zoning Ordinance	Y	Y	2023
Natural Hazard-Specific Ordinance (Stormwater, Steep Slope, Wildfire)	Y	Y	2023
Acquisition of Land for Open Space and Public Recreation Use	Y	Y	2021
Prohibition of Building in At-Risk Areas	Y	Y	2023
Other? (Describe)			

Administrative and Technical Capabilities

Administrative and technical capabilities include staff and their skills. They also include tools that can help carry out mitigation actions.

Table 15: Assessment of the Administrative Capabilities of the City of South Salt Lake

Administrative Capability	In Place? (Y/N)	Is staffing adequate?	Are staff trained on hazards and mitigation?	Is coordination between agencies and staff effective?
Chief Building Official	Yes	Yes	Yes	Yes
Civil Engineer	Yes	Yes	Yes	Yes
Community Planner	Yes	Yes	Yes	Yes

Administrative Capability	In Place? (Y/N)	Is staffing adequate?	Are staff trained on hazards and mitigation?	Is coordination between agencies and staff effective?
Emergency Manager	Yes	Yes	Yes	Yes
Floodplain Administrator	Yes	Yes	Yes	Yes
Geographic Information System (GIS) Coordinator	Yes	Yes	Yes	Yes
Planning Commission	Yes	Yes	Yes	Yes
Fire Safe Council	No	N/A	N/A	N/A
CERT (Community Emergency Response Team)	Yes	Yes	Yes	Yes
Active VOAD (Voluntary Agencies Active in Disasters)	Yes	Yes	Yes	Yes
Other? (Please describe.)				

Table 16: Assessment of the Technical Capabilities of the City of South Salt Lake[3]

Technical Capability	In Place? (Y/N)	How has it been used to assess/mitigate risk in the past?	How can it be used to assess/mitigate risk in the future?
Mitigation Grant Writing	Yes, coordination with SLCo EM	Has not been used	Grant funding can be used to reduce risk of local hazards.
Hazard Data and Information	Y	Identified areas with a lot of emergency calls to prioritize resources.	Improve response times and reduce risk to hazards.
GIS	Y	Identified areas that are at risk of flooding as well as transportation challenges	Prioritize areas based on mitigation actions to reduce hazard risk
Mutual Aid Agreements	Yes	Coordination between agencies	Improve response times and procedures between agencies/surrounding jurisdictions, especially if there are power failures or road closures for an extended period.
Other? (Please describe.)			

[3] SLCo EM = Salt Lake County Emergency Management.

Financial Capabilities

Financial capabilities are the resources to fund mitigation actions. Talking about funding and financial capabilities is important to determine what kinds of projects are feasible, given their cost. Mitigation actions like outreach programs are lower cost and often use staff time and existing budgets. Other actions, such as earthquake retrofits, could require substantial funding from local, state, and federal partners. Partnerships, including those willing to donate land, supplies, in-kind matches, and cash, can be included.

Table 17: Assessment of the Financial Capabilities of the City of South Salt Lake

Funding Resource	In Place? (Y/N)	Has it been used in the past and for what types of activities?	Could it be used to fund future mitigation actions?	Can it be used as the local cost match for a federal grant?
Capital Improvements Project Funding	Yes	Yes, it has been used all throughout the city for all types of projects	Yes	Yes
Community Development Block Grant	Yes	The last 2 years it has been for rebuilding the community center, and this year it'll be used for affordable housing.	Yes	No
Stormwater Utility Fee	Yes	Operation of the storm water system	Yes	Yes
Impact fees for new development	Yes	Yes, fees for water, sewer and parks have been used for new construction on businesses. Impact fee for sewer are being used to build a new pump station and fund a new well.	Yes, for select projects	Yes, for select projects
State funding programs	Yes	Yes, used in wastewater for upgrade to Central Valley Sewer District	Yes	Yes

Education and Outreach Capabilities

Education and outreach capabilities are programs and methods that could communicate about and encourage risk reduction. These programs may be run by a participant or a community-based partner. Partners, especially those who work with underserved communities, can help identify additional education and outreach capabilities.

Table 18: Assessment of the Education and Outreach Capabilities of the City of South Salt Lake[4]

Education and Outreach Capability	In Place? (Y/N)	Does it currently incorporate hazard mitigation?	Could it be used to support mitigation in the future?
Community Newsletter(s)	Y	Y	Y
Hazard Awareness Campaigns (such as Firewise, Storm Ready, Severe Weather Awareness Week, School Programs)	Y	Y	Y
Public Meetings/Events (Please describe.)	Y	Y	Y
Emergency Management Listserv	Y	Y	Y
Local News	Y	Y	Y
Distributing Hard Copies of Notices (e.g., public libraries, door-to-door outreach)	Y	N	Y
Insurance Disclosures/Outreach	Y	N	Y
Organizations that Represent, Advocate for, or Interact with Underserved and Vulnerable Communities (Please describe.)	Y	Y	Y
Social Media (Please describe.)	Yes	Y The city runs monthly campaigns, some involving mitigation actions individuals can take in their daily lives	Y
Other? (Please describe.)	Websites, Community events, CERT trainings, disaster response training with elected officials.	Y	Y

Opportunities to Expand and/or Improve Capabilities

Actions that can expand and improve existing authorities, plans, policies, and resources for mitigation include budgeting for mitigation actions, passing policies and procedures for mitigation actions, adopting and implementing stricter mitigation regulations, approving mitigation updates, and making additions to existing plans as new needs are recognized. Table 19 lists the opportunities for the city of South Salt Lake.

[4] CERT = Community Emergency Response Team.

Table 19: Opportunities to Expand and/or Improve the Capabilities of the City of South Salt Lake

Capability	Opportunity to Expand and/or Improve
Planning and Regulation	The city could develop a new plan for managing trees. This would help reduce risks from hazards like drought, extreme heat, and wildfire.
Administrative and Technical	Additional training for city inspectors on how to conduct damage assessments would help with mitigation efforts such as enforcing floodplain management regulations. Additionally, staff could be trained in mitigation grant writing.
Financial	The city has not been awarded Hazard Mitigation Assistance grants yet. Applying for federal mitigation grants such as the Hazard Mitigation Grant Program (HMGP) and Flood Mitigation Assistance (HMA) can help expand funding capabilities.
Education and Outreach	Develop education programs and/or campaigns to target specific groups, including homeowners, business owners, schools, and those with access and functional needs. Develop and continue educational programs to protect against extreme heat and flood dangers for youth.

Mitigation Strategy

Mitigation strategies provide proactive measures that are designed to minimize the impacts of hazards on the city of South Salt Lake. Table 20 shows mitigation action alternatives, and Table 21 shows the status of previous mitigation activities. Table 22 is the 2025 mitigation action plan for the city of South Salt Lake.

Table 20: Mitigation Action Alternatives for the City of South Salt Lake

Action	Type of Action	Selected for inclusion in the plan?	If not selected, why not?
Provide public education regarding radon, lightning, drought, floods, earthquakes, extreme cold/heat and heavy rain events through live trainings and web-based, print, and broadcast media.	Education and Awareness Programs	Yes	
Conduct an inventory and assessment of communications equipment and systems and identify needs.	Structure and Infrastructure Projects	Yes	
Conduct training and awareness activities on communication equipment, tools, and systems.	Structure and Infrastructure Projects	Yes	
Provide information on landscaping alternatives for persons subject to green area requirements.	Natural Systems Protection	Yes	
Forestry Plan – identify appropriate trees for climate zone.	Natural Systems Protection	Yes	
Identify city-owned structures at risk of earthquake damage.	Structure and Infrastructure Projects	Yes	

Action	Type of Action	Selected for inclusion in the plan?	If not selected, why not?
Pursue and implement needed mutual aid agreements for goods and services before or during an incident.	Local Plans and Regulations	Yes	
Train and certify City Inspectors to conduct pre/post-disaster damage assessments.	Local Plans and Regulations	Yes	
Adopt a soil cell retention specification in the downtown area.	Local Plans and Regulations	Yes	
Establish agreements to share communications equipment between agencies involved in emergency operations.	Local Plans and Regulations	Yes	
Establish notification capabilities and procedures for emergency personnel.	Local Plans and Regulations	Yes	
Assess the following critical facilities for structural weaknesses: SSL City Hall, police station, fire stations, Public Works building, SSL Community Center, and well sites.	Structure and Infrastructure Projects	Yes	
Identify structural deficiencies at Historic Scott School.	Structure and Infrastructure Projects	Yes	
Update parking lot to improve water retention at SSL Police Department and Historic Scott School.	Structure and Infrastructure Projects	Yes	
Inventory the trees.	Natural Systems Protection	Yes	
Use GIS to identify city-owned facilities and infrastructure at risk of flooding.	Natural Systems Protection	Yes	
Confirm accuracy of FEMA and Salt Lake County flood plain maps.	Structure and Infrastructure Projects	Yes	
Develop education programs and/or campaigns to target specific groups including homeowners, business owners, schools, and those with access and functional needs.	Education and Awareness Programs	Yes	
Develop and continue educational programs to protect against extreme heat and flood dangers to youth.	Education and Awareness Programs	Yes	
Redevelop SSL's Public Works campus.	Structure and Infrastructure Projects	Yes	
Capital Improvement Plan.	Local Plans and Regulations	Yes	

Action	Type of Action	Selected for inclusion in the plan?	If not selected, why not?
Increase storm drain capacity at 700 W.	Structure and Infrastructure Projects	Yes	
Increase storm drain capacity at 300 W.	Structure and Infrastructure Projects	Yes	
Install storm drain facility in southeast SSL.	Natural Systems Protection	Yes	
Install storm drains that flow into underground stormwater storage.	Natural Systems Protection	Yes	

Table 21: Status of Prior Mitigation Actions of the City of South Salt Lake[5]

Action	Hazard(s)	Agency Lead	Support Agency(ies)	Status Update
Conduct an inventory and assessment of communications equipment and systems and identify needs.	All hazards	SSL EM	SSL PD, SSL FD, SLCo EM, SSL PW	Ongoing – There are upgrades being made to all city Public Safety radios and SSL's staff emergency communications system. SSL will continue to improve its communications.
Conduct training and awareness activities on communication equipment, tools, and systems.	All hazards	SSL EM	SLCo EM, SSL PD, SSL FD, SSL PW	Ongoing – Training and awareness activities on communications are ongoing. SSL participates in training and exercises involving our HAM radio team, updating the CEMP, including communication notifications, and upgrading public safety radios.
Establish agreements to share communications equipment between agencies involved in emergency operations.	All hazards	SSL EM	SSL Communications, SSL PD, SSL FD, SLCo EM, SSL PW	Ongoing/Completed – Interlocal agreements between SSL FD and SSL PD to ensure that communications equipment can be shared between agencies.
Establish notification capabilities and procedures for emergency personnel.	All hazards	SSL EM	SSL Communications, SSL FD, SSL PD, SLCo EM	Ongoing – SSL is updating its CEMP, which includes establishing notification capabilities and procedures for emergency personnel.
Evaluate vulnerability of critical communications systems.	All hazards	SSL PW and SSL Communications	SSL EM, VECC, SSL PD, SSL FD, SLCo EM, SSL PW	Ongoing – SSL evaluates areas of vulnerability and develops solutions, such as moving one of our repeaters to City Hall to help with HAM radio communications.

[5] CEMP = Comprehensive Emergency Management Plan, MOU = memorandum of understanding, PIO = Public Information Officer, SSL = South Salt Lake, SSL FD = South Salt Lake Fire Department, SSL PD = South Salt Lake Police Department, SSL PW = South Salt Lake Public Works, UFA = Unified Fire Authority, VECC = Salt Lake Valley Emergency Communications Center.

Action	Hazard(s)	Agency Lead	Support Agency(ies)	Status Update
Establish a coordinating group to address long-term communication needs and implementation strategies.	All hazards	SSL EM	Communications, SSL PD, SSL FD, SLCo EM, SSL PW, VECC	Ongoing – Multiple groups (PIO, Policy Group) have been identified to help with implementing strategies. SSL will continue working with the county and internally to address long-term communications needs.
Acquire, upgrade, and/or integrate communications equipment and systems as determined by coordinating group.	All hazards	SSL Communications	SSL EM, SSL FD, SSL PD, SLCo EM, VECC, SSL PW	Ongoing – SSL has purchased new radios for its Public Safety Teams and has purchased new equipment and systems (such as Catapult EMS) to maintain operability.
Utilize GIS to identify facilities and infrastructure at risk.	All hazards	SSL GIS	SSL EM, SSL PD, SSL PW, SSL FD, SLCo EM	Ongoing – A capital facilities campaign will help address facilities and infrastructure at risk using GIS.
Assess critical facilities for hazard exposure, structural weaknesses, power, communications and equipment resources and redundancy, and adequate emergency procedures.	All hazards	SSL PW	SSL EM, SSL GIS, and SSL FD	Ongoing/Completed – A general understanding of building facilities has been updated. A new Public Works building will be constructed in 2026 to address structural weaknesses.
Pursue and implement needed mutual aid agreements.	All hazards	SSL EM	SLCo EM, SLCo PW, local jurisdictions EM, local jurisdictions PW, UFA, local jurisdictions FD, local jurisdictions PD	Ongoing – SSL has multiple interlocal agreements with nearby cities and MOUs for city inspectors conducting damage assessments.

Action	Hazard(s)	Agency Lead	Support Agency(ies)	Status Update
Provide education regarding all natural hazards through live trainings, as well as web-based, print, and broadcast media.	All hazards	SSL EM	SLCo EM, SSL FD, SSL PW, SSL PD, SSL Communications	Ongoing/Completed – SSL EM has provided educational training regarding flooding and earthquakes and will continue to provide educational materials, training, and resources to staff and the public to prepare for natural disasters.
Develop education programs to target groups including homeowners, developers, schools, and people with special needs.	All hazards	SSL EM	Promise SSL, SSL Communications, SSL FD, SSL PD, SLCo EM, SSL PW	Ongoing – Targeted education programs have been developed for specific groups, including homeowners and school aged children.
Provide information on landscaping alternatives for persons subject to green area requirements.	Drought	SSL EM	SSL PW	Ongoing/Completed – A new ordinance is complete and will be updated further. The city is retrofitting water-wasting landscapes.
Identify structures at risk of earthquake damage.	Earthquake	SSL PW	SSL EM, SSL GIS, SLCo EM, and SSL FD	Ongoing – Through the Capital Facilities Plan, select buildings/ infrastructure have been identified and will continue to be identified.
Determine potential flood impacts and identify areas in need of additional flood control structures.	Flood	SSL City Engineer and SSL PW	SSL EM, SSL FD, SLCo EM	Ongoing – SSL has continued development throughout the city and identified potential flood impacts on any new development. Areas in need of additional flood control structures have been identified.

Action	Hazard(s)	Agency Lead	Support Agency(ies)	Status Update
Address identified problems through construction of debris basins, flood retention ponds, emergency dissipaters or other flood control structures.	Flood	SSL City Engineer and SSL PW	SSL EM, SLCo EM	Ongoing – SSL City Engineering and Public Works have identified several areas in the most recently annexed parts of the city that need stormwater facilities.
Establish maintenance and repair programs to remove debris, improve resistance, and otherwise maintain effectiveness of stormwater and flood control systems.	Flood	SSL PW	SSL EM	Completed/Ongoing – SSL Public works established maintenance and repair programs that are continuously updated.
Identify and assess structures for deficiencies.	Flood	SSL City Engineer and SSL PW	SSL EM, SSL FD	Completed/Ongoing – Deficiencies have been identified, and they have either been addressed or are in the process of being addressed.
Modify structures as needed to address deficiencies.	Flood	SSL City Engineer and SSL PW	SSL EM, SSL FD	Ongoing/Completed – Structures have been and will continue to be modified as needed to address deficiencies.
Train and Certify City Inspectors to Conduct Pre/Post-Disaster Damage Assessments.	Earthquake	SSL Community Development Department	SSL EM, SSL FD, SSL PD, SSL PW, SLCo EM	Ongoing/Completed – All SSL city Building Inspectors are trained and certified to conduct pre/post disaster damage assessments for both residential and commercial structures.
Conduct a Seismic Vulnerability Assessment of City-owned critical facilities.	Earthquake	SSL Facilities	SSL EM, SSL FD, SLCo EM	Ongoing – Capital Facilities Plan will outline a seismic vulnerability assessment of city-owned critical facilities.

Action	Hazard(s)	Agency Lead	Support Agency(ies)	Status Update
Conduct a Geotechnical Study.	Problem Soils	SSL Engineering	SSL PW, SSLs Facilities	Ongoing/Completed – No longer profiled. Most new city buildings had a geotechnical study completed before construction.

Table 22: 2025 Mitigation Action Plan for the City of South Salt Lake[6]

#	Action	Hazard(s)	Lead Agency	Potential Partners	Benefits (Losses Avoided)	Cost Estimate	Funding Source(s)	Time-frame	Priority	Comments
1	Provide public education regarding radon, lightning, drought, flooding, earthquakes, extreme cold/heat, and heavy rain events through live training and web-based, print, and broadcast media.	Radon, Lightning, Drought, Flooding, Earthquakes, Extreme Cold, Extreme Heat, and Heavy Rain	SSL EM	SSL PIO, SSL FD, SSL PW, SSL PD, Promise SSL, SLCo EM	Provides educational benefits to underserved populations	Low	SSL general fund	Long term	High	Update the public on hazard information and mitigation measures, including available grant funding and hazard-specific opportunities. For example, provide information on radon mitigation systems (radon), lightning rods and surge protectors (lightning), water conservation (drought), rain gardens, utility elevations, flood mapping, dam inundation areas, (flooding, heavy rain), home weatherization, including the installation of proper insulation (extreme cold, extreme heat).
2	Conduct an inventory and assessment of communications equipment and systems and identify needs.	Earthquake, Flood, Wind, Tornado	SSL EM	SSL FD, SSL PD, SSL PW	Enhances interoperability	Low	SSL general fund	Short term	High	
3	Conduct training and awareness activities on communications equipment, tools, and systems.	Earthquake, Flooding, High Wind, Tornado	SSL EM	SSL FD, SSL PD, SSL PW, SLCo EM	Enhances interoperability	Low	SSL general fund	Short term	High	
4	Provide information on landscaping alternatives for persons subject to green area requirements.	Drought, Extreme Heat, Wildfire	SSL Neighborhoods	SSL Urban Forestry, SSL Water Division, SSL FD, SLCo EM	Protects city culinary supply & preserves urban forest	Low	Jordan Valley Water Conservancy District, SSL Water Division, SSL FD, SLCo EM, UDWR	Short term	High	
5	Forestry Plan – identify and plant appropriate trees for the climate zone, focusing west of State Street.	Earthquake, Drought, Wildfire, Extreme Heat	SSL Neighborhoods	FFSL, SLCo EM, SSL PW, SSL EM	Maintains city operations and protecting assets	Low	Community Forestry Partnership grant, SSL general fund, SSL PW	Short term	High	
6	Identify city-owned structures at risk of earthquake damage.	Earthquake	SSL Facilities	SSL Community Development, SSL FD, SSL EM, SLCo EM	Protects lives and property	Medium	SSL general fund, HMGP grant	Medium	Medium	
7	Pursue and implement mutual aid agreements for goods and services before or during an incident.	Earthquake, Flood, Windstorm, Tornado, Extreme Cold	SSL EM	SSL FD, SSL Legal Department, SSL PD, SLCo EM, UDEM, local	Reduces delay of services or displacement	Low	SSL general fund	Short term	Medium	There are multiple organizations with which SSL would like to pursue mutual aid agreements. These agreements will take time to develop.

[6] EMPG = Emergency Management Performance Grant, FFSL = Division of Forestry, Fire, and State Lands, FMA = Flood Mitigation Assistance, HMGP = Hazard Mitigation Grant Program, SLCo EM = Salt Lake County Emergency Management, SLCo PW = Salt Lake County Public Works, SSL = South Salt Lake, SSL EM = South Salt Lake Emergency Management, SSL FD = South Salt Lake Fire Department, SSL IT = South Salt Lake Information Technology, SSL PD = South Salt Lake Police Department, SSL PIO = South Salt Lake Public Information Officer, SSL PW = South Salt Lake Public Works, UDEM = Utah Division of Emergency Management, UDWR = Utah Division of Water Resources.

#	Action	Hazard(s)	Lead Agency	Potential Partners	Benefits (Losses Avoided)	Cost Estimate	Funding Source(s)	Time-frame	Priority	Comments
				jurisdictions EM, SLCo PW						
8	Train and certify city inspectors to conduct pre/post-disaster damage assessment.	Earthquakes, Floods, Tornado, Wind damage	Community Development	SSL FD, SSL EM, SLCo EM	Ensures a more efficient response to an incident	Low	SSL general fund, HMGP grant	Short term	High	
9	Adopt a soil cell retention specification in the downtown area.	Drought, Extreme Heat, Flooding, Heavy Rain, Severe Winter Weather	SSL Engineering	SSL Community Development	Enhances quality of life, reduces risk of climate change, and has environmental benefits	Medium	HMGP grant, FMA grant, EMPG grant	Short term	Medium	This plan will be developed in the next year. However, the project itself will take time to implement.
10	Establish agreements to share communications equipment between agencies involved in emergency operations.	Civil Disturbance, Dam Failure, Drought, Earthquake, Extreme Cold, Extreme Heat, Flooding, Hazardous Materials, Heavy Rain, High Wind, Lightning, Public Health Epidemic/ Pandemic, Radon, Severe Winter Weather, Terrorism, Tornado	SSL EM	SSL PW, SSL PIO, SSL FD, SSL PD, SSL IT, SSL Engineering, SLCo EM, local jurisdictions EM, SLCo PW	Reduces delay of services or displacement	Low	SSL general fund	Short term	High	
11	Establish notification capabilities and procedures for emergency personnel.	Civil Disturbance, Dam Failure, Drought, Earthquake, Extreme Cold, Extreme Heat, Flooding, Hazardous Materials, Heavy Rain, High Wind, Lightning, Public Health Epidemic/ Pandemic, Radon, Severe Winter Weather, Terrorism, Tornado	SSL EM	SSL FD, SSL PD, SSL PW, SSL PIO, SSL Engineering, SLCo EM	Reduces delay of service	Low	SSL general fund, SLCo EM, EMPG grant	Short term	High	
12	Assess the following critical facilities for structural weaknesses: SSL City Hall, the police station, fire stations, Public Works building, SSL Community Center and well sites.	Earthquake, High Wind, Tornado	SSL Engineering, SSL Facilities	SSL PW, SSL Community Development, SSL PD, SSL FD	Identifies risk associated with critical facilities that provide essential services for city residents and formulates a plan to update identified weaknesses	Medium	HMGP grant, SSL general fund	Long term	Medium	This project will take time to develop. The city has some information on the building history of these facilities which will be used to help determine which buildings are prioritized in this project.
13	Identify structural deficiencies at Historic Scott School.	Earthquake	SSL Engineering, SSL Facilities	SSL Community Development	Identifies risk associated with Historic Scott School that provide services for city youth and the city's art program and formulates a plan to update identified weaknesses	Medium	SSL general fund, HMGP grant	Short	High	
14	Update parking lot to improve water retention at SSL PD and Historic Scott School.	Drought	SSL Facilities	SSL Community Development, SSL Engineering, SSL PW	Reduces risk of climate change and contains environmental benefits	Medium	SSL general fund	Medium	Low	
15	Inventory city trees and prepare management plan.	Drought, Extreme Heat, Wildfire	SSL Parks/ Neighborhoods	SSL PW	Reduces risk of climate change and contains environmental benefits	Medium	SSL general fund, Community Forestry Partnership grant	Medium	High	

#	Action	Hazard(s)	Lead Agency	Potential Partners	Benefits (Losses Avoided)	Cost Estimate	Funding Source(s)	Time-frame	Priority	Comments
16	Use GIS to identify city-owned facilities and infrastructure at risk of flooding.	Flooding	SSL GIS	SSL EM, SSL PW, SSL Facilities, SSL Engineering, SLCo EM	Reduces possibility of displacement	Low	SSL general fund	Medium term	Low	The city uses older maps and FEMA flood plain maps to help identify these areas. The city ultimately wants to take a closer look at these areas in conjunction with the location of city-owned facilities.
17	Confirm accuracy of FEMA and SLCo floodplain maps.	Flooding, Heavy Rain	SSL Engineering	SSL GIS, SLCo Flood Control Engineering, SLCo EM	Reduces delay of services	Low	SSL general fund, SLCo Flood Control Engineering	Medium	Medium	
18	Develop educational programs and/or campaigns to target specific groups, including homeowners, business owners, schools, and those with access and functional needs.	Civil Disturbance, Dam Failure, Drought, Earthquake, Extreme Cold, Extreme Heat, Flooding, Hazardous Materials, Heavy Rain, High Wind, Lightning, Public Health Epidemic/ Pandemic, Radon, Severe Winter Weather, Terrorism, Tornado	SSL EM	Promise SSL, SSL PIO, SSL PW, SLCo EM	Benefits underserved populations and enhances quality of life	Low	SSL general fund, HMGP grant	Long term	High	
19	Develop and continue educational programs to protect against extreme heat and flood dangers to youth.	Extreme Heat, Flooding, Drought, Dam Failure, Heavy Rain, Extreme Heat, Severe Winter Weather	SSL EM	SSL PIO, Promise SSL, SLCo EM, SSL PW, SSL PD, SSL FD	Benefits underserved populations and enhances quality of life	Low	SSL general fund, HMGP grant	Long Term	High	Educational programs are continually updated and shared. As this is somewhat of an ongoing project, it is deemed “long term.”
20	Redevelop SSL’s Public Works Campus.	Earthquake	SSL PW	Layton Construction, Method Design	Reduces delay of services	High	SSL general fund	Short	High	
21	Develop a Capital Improvement Plan.	Earthquake, Flooding, Extreme Cold, Extreme Heat, Heavy Rain, Severe Winter Weather, High Wind, Lightning, Public Health Epidemic/Pandemic, Hazardous Materials, Dam Failure	SSL PW	SSL Engineering	Identifies system deficiencies on critical infrastructure	Medium	SSL general fund	Medium	High	
22	Increase storm drain capacity at 700 W.	Flooding, Heavy Rain, Severe Winter Weather, Dam Failure	SSL Engineering	SSL PW		High	Wasatch Front Regional Council’s Surface Transportation Program and local SSL match	Short	High	Reduce flooding risk in the northeast part of the community.
23	Increase storm drain capacity at 300 W.	Flooding, Heavy Rain, Severe Winter Weather, Dam Failure	SSL Engineering	SSL PW		High	Wasatch Front Regional Council’s Surface Transportation Program and local SSL match	Long	Medium	Reduce flooding risk in the northeast part of the community.

#	Action	Hazard(s)	Lead Agency	Potential Partners	Benefits (Losses Avoided)	Cost Estimate	Funding Source(s)	Time-frame	Priority	Comments
24	Install storm drain facility in southeast SSL.	Flooding, Drought, Heavy Rain, Severe Winter Weather, Extreme Heat	SSL Engineering	SSL PW	Installation of storm drain reduces the likelihood of flooding while retaining groundwater to prevent drought	High	Community Development Block grant, SSL general fund	Long	Medium	
25	Install storm drains that flow into underground stormwater storage.	Flooding, Drought, Heavy Rain, Severe Winter Weather, Dam Failure, Extreme Heat	SSL Engineering	SSL PW	Installation of storm drain reduces the likelihood of flooding while retaining groundwater to prevent drought	Medium	SSL general fund	Short	High	
26	Work with county and state agencies to conduct risk studies or engineering assessments to identify the needs for improving dam safety condition rating.	Dam Failure	SLCo EM	Dam Owners, Salt Lake County Public Works Flood Control Engineering, Utah Division of Water Rights Dam Safety Section, Salt Lake City Public Utilities, Local Governments	Reduce potential losses from the failure of HHPDs.	Medium	Salt Lake County General Fund, HHPD Grant, HMGP Grant	Medium	Medium	High hazard potential dams with potential impacts on South Salt Lake City and a safety condition rating of fair: SLCO Rotary Glen Park and SLCO Scott Avenue. HHPDs with potential impacts on SLC and a safety condition rating of poor: Mountain Dell.
27	Partner with county and state agencies, as well as neighboring jurisdictions, to rehabilitate or complete other safety projects for high hazard dams based on dam safety reports or risk studies.	Dam Failure	SLCo EM	Dam Owners, Salt Lake County Public Works Flood Control Engineering, Utah Division of Water Rights Dam Safety Section, Salt Lake City Public Utilities, Local Governments	Reduce potential losses from the failure of HHPDs.	High	Salt Lake County General Fund, HHPD Grant, HMGP Grant	Long term	High	See above.

Mitigation Action Prioritization

The mitigation actions were evaluated based on the STAPLEE criteria.

Table 23: Mitigation Action Prioritization – STAPLEE

Action #	Social	Technical	Administrative	Political	Legal	Economic	Environmental	Priority
1		3	4	4	4	4	4	High
2	N/A	3	3	N/A	N/A	3	n/a	High
3	N/A	3	3	N/A	N/A	3	n/a	High
4	3	2	2	2	4	4	4	High
5	3	4	3	2	4	4	4	High
6	3	3	2	3	4	4	3	Medium
7	3	4	3	3	4	4	n/a	Medium
8	4	3	3	3	4	2	n/a	High
9	4	4	3	3	4	3	4	High
10	3	2	3	4	4	3	n/a	Medium
11	4	3	3	4	4	3	n/a	High
12	4	2	2	4	4	2	2	High
13	3	2	2	4	4	2	2	High
14	2	2	3	2	4	3	3	Low
15	4	4	3	4	4	3	4	High
16	3	2	3	4	4	3	n/a	Low
17	3	2	3	3	4	2	n/a	Medium
18	4	4	4	4	4	4	3	High
19	4	4	4	4	4	4	n/a	High
20	3	4	4	4	4	3	3	High
21	3	4	3	4	4	3	3	High
22	2	4	4	3	4	4	3	High
23	2	4	4	3	4	3	3	Medium
24	2	3	4	4	4	3	3	Medium
25	3	3	2	3	4	3	3	High

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ORDINANCE NO. 2025-43

AN ORDINANCE OF THE SOUTH SALT LAKE CITY COUNCIL AMENDING CHAPTER 3.16 OF THE SOUTH SALT LAKE CITY MUNICIPAL CODE RELATED TO THE DISPOSAL OF SURPLUS CITY PERSONAL PROPERTY.

WHEREAS the South Salt Lake City Council ("City Council") is authorized to enact and amend ordinances to carry out certain government functions for the City of South Salt Lake ("City");

WHEREAS the City is authorized, pursuant to Utah Code Ann. § 10-8-2, to sell, convey, or dispose of personal property for the benefit of the municipality and enacted Chapter 3.16 of the South Salt Lake City Municipal Code for such purpose;

WHEREAS the City Council has reviewed and considered proposed changes to Chapter 3.16 to more efficiently dispose of surplus city owned personal property and finds the changes to be in the best interests of the City;

NOW THEREFORE, BE IT ORDAINED, by the City Council of the City of South Salt Lake as follows:

Section 1. Enactment. Chapter 3.16 of the South Salt Lake City Municipal Code is hereby amended as outlined in Exhibit A, which is attached hereto and incorporated by this reference.

Section 2. Severability. If any section, subsection, sentence, clause, phrase, or portion of this ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such provision shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions of this ordinance.

Section 3. Conflict with Existing Ordinances, Resolutions, or Policies. To the extent that any ordinances, resolutions, or policies of the City of South Salt Lake conflict with the provisions of this ordinance, this ordinance shall prevail.

Section 4. Effective Date. This ordinance shall become effective upon Mayor's signature and publication, or after fifteen days of transmission to the office of the Mayor if neither approved nor disapproved by the Mayor, and thereafter, publication.

(Signatures on the following page.)

DATED this 27th day of August, 2025.

BY THE CITY COUNCIL:

Sharla Bynum

Sharla Bynum, Council Chair

ATTEST:

Ariel Andrus, City Recorder

City Council Vote as Recorded:

Huff	yes
Thomas	absent
Bynum	yes
Mitchell	yes
Sanchez	absent
DeWolfe	yes
Williams	yes

CITY OF SOUTH SALT LAKE CORPORATE Seal SALT LAKE COUNTY, UTAH

Transmitted to the Mayor's office on this 28 day of August 2025.

Ariel Andrus, City Recorder

MAYOR'S ACTION: Approve

Dated this 28th day of August, 2025.

Cherie Wood

Cherie Wood, Mayor

ATTEST:

Ariel Andrus, City Recorder

Exhibit A:

Chapter 3.16 DISPOSAL OF SURPLUS PROPERTY

Sections:

3.16.010 Surplus property.

City personal property that is so used, obsolete, depreciated, excess or is no longer necessary to current and projected needs as to be unfit or undesirable for use or retention by the city may be declared "surplus property". Surplus property may be sold, exchanged or disposed of by the city as provided by Utah Code Ann. § 10-8-2 et. seq, as amended. No provision of this chapter shall be construed to require or invalidate any sale, conveyance, transaction, or transfer by the city, nor to vest rights of action of any kind against the city, its officers, agents and employees.

3.16.020 Inventory of surplus property.

Each Department head shall exercise supervision of all inventories of city personal property within the control of or assigned to their departments. Each department head shall, at least annually, submit to the Purchasing agent a list of all city property which the department head has determined is no longer useful or of benefit to that department or the city.

~~A. The mayor, or his or her designee, shall review the list of property submitted by the department head, and then inspect, or cause to be inspected, the listed property to determine whether the property should be sold, transferred to another department, or otherwise disposed of pursuant to this policy. The mayor will then formulate and approve a final list of all surplus property to be disposed or transferred.~~

~~1. The final approved list will then be forwarded to all departments for review by the department head to determine whether any items on the final list could be put to further use by that department. Any requests by the department head for listed property will be made as described in this chapter.~~

3.16.0320 Disposal of ~~equipment and supplies—All property except real property and motor vehicles~~surplus personal property.

Subject to this Chapter, the Purchasing agent may authorize the disposition of surplus personal property by sale, lease, trade in, exchange, or destruction. Before ~~equipment and supplies~~ the disposal of surplus personal property ~~are sold by the city,~~ the department head shall ~~review the mayor's final list of surplus property for equipment and supplies which could as efficiently and effectively be put to further use as new equipment and supplies.~~certify in writing that the property is no longer of public use and the estimated value of such property after having taken reasonable steps to determine the value of the property, by researching and performing an informal market survey of such property, obtaining evaluations or appraisals by qualified and disinterested appraisers, consulting with industry professionals or others with knowledge regarding any specialized or limited use property or utilizing other professional publications or valuation services.

The Purchasing agent shall authorize the disposition of surplus personal property in a method likely to produce the highest and best return to the city, either through sale by auction by the city or by a third party, sale by sealed bids, trade ins or exchanges, sale and advertisement through online classifieds or other fair, open and lawful methods determined to produce the highest and best return, pursuant to existing state law, city policy and as follows:

A. When the value of the surplus property is considered negligible in relation to the time, labor and expense of selling, leasing, trading, transferring or conveying property, the Purchasing agent may authorize the destruction of the property.

B. All surplus property sold, exchanged, transferred or conveyed shall be "as is" with no express or implied warranties and all sales shall be final.

C. The disposal of surplus firearms shall comply with Utah Code Ann. § 24-3-101 et. seq., as amended and all applicable federal laws and regulations.

D. When the surplus property contains equipment or components, software or data specific for city or government use only, the equipment, components, software and data must be removed prior to any transfer.

E. Local units of government may be given, but are not required to be given, a preference in the acquisition of the city's surplus personal property.

F. All records of the disposition of surplus personal property shall be maintained in accordance with the city's adopted retention schedules.

~~A. When the department head determines that surplus property could be put to further use by that department, he or she shall notify the mayor in writing within ten days of receipt of the mayor's final approved list of surplus property of which surplus equipment and supplies the department requires, and include an explanation of the reasons for the department's need for such equipment and supplies.~~

~~1. Upon receipt from the department heads of a request for equipment and supplies which could be put to further use by that department, the mayor will determine the priority in which specific requests from department heads should be granted, grant such requests as necessary, then have the equipment and supplies requested forwarded to the requesting department.~~

~~B. Any equipment and supplies which cannot be put to further use by a department shall then be sold in the following manner:~~

~~1. All surplus property sold by the city of South Salt Lake shall be sold "as is," with no express or implied warranties, and all sales of surplus property by the city will be final.~~

~~a. Notice that all property sold by the city will be "as is" and that all sales are final shall be posted in a conspicuous place or in a conspicuous manner.~~

~~2. A list of all remaining equipment and supplies will be sent to the city treasurer, who will then determine which equipment and supplies should be sold directly by the city, or through a company providing auction services.~~

~~a. All equipment and supplies to be sold by an auction services company shall then, as directed by the treasurer, be forwarded to the company for immediate sale. The city treasurer shall ensure that the process employed by the auctions services company is open and fair.~~

~~b. All equipment and supplies to be sold directly by the city will then be sold in an open, fair manner, with adequate notice, and an open hearing and sale as determined and directed by the city treasurer. Preference may be given to other government agencies when such need for preference is provided in advance of any sale by the interested government agency.~~

~~3.16.030 Disposal of motor vehicles.~~

~~All motor vehicles determined to be surplus will be disposed of pursuant to the manner described above with the following exceptions:~~

~~A. Police Vehicles. All police vehicles will, prior to the time when they are sold either by the city or an auction services company, be stripped of all emergency and other police equipment.~~

~~B. At the time of the sale of motor vehicles a minimum price will be established for each vehicle to be sold below which no bids will be accepted. Bids submitted for motor vehicles in excess of the established minimum price may be accepted.~~

~~(Ord. 96-29 § 2)~~

~~3.16.050 Disposal of surplus property which is of a specialized or limited use (specialty property).~~

~~Property which has a specialized function, or limited to use by a particular industry or business may be disposed of by the mayor or the mayor's designee as follows:~~

~~A. Together with the department head, industry professionals, or others with the knowledge and ability to designate the value of specialty property, the mayor shall establish a reasonable and fair value for specialty property.~~

~~1. Property valued at less than twenty-five thousand dollars ($25,000.00) may be negotiated and sold directly by the mayor to other governmental entities or businesses.~~

~~2. Property valued at more than twenty-five thousand dollars ($25,000.00) shall be following notice and hearing as described above.~~

~~(Ord. 96-29 § 4)~~

~~**3.16.060 Miscellaneous policies and procedures.**~~

~~Trade-In of Surplus Property. The mayor may trade in surplus property when the mayor and the department head determine that new property can be acquired by the city through trading of surplus property at a greater value than selling the same property.~~

~~(Ord. 96-29 § 5)~~

ORDINANCE NO. 2025-44

AN ORDINANCE OF THE SOUTH SALT LAKE CITY COUNCIL AMENDING SECTION 3.11.010 OF THE SOUTH SALT LAKE CITY MUNICIPAL CODE TO MODIFY ANIMAL SERVICES FEES.

WHEREAS, The South Salt Lake City Council (the "City Council") is authorized to enact and amend ordinances establishing regulations related to the health, safety, and welfare of the residents of the City of South Salt Lake (the "City"); and

WHEREAS, the Animal Services Division of the South Salt Lake Neighborhoods Department provides services to members of the public relating to the health and welfare of animals and the community at large; and

WHEREAS, Animal Services finds that adjustments need to be made to certain services it provides, such as euthanasia and cremation services; and

WHEREAS, certain technical corrections are needed to improve accuracy in the City's Consolidated Fee Schedule; and

WHEREAS, the City Council finds that, after a review and assessment of the City's costs and needs, the Animal Services portion of the City's consolidated fee schedule, codified in South Salt Lake Municipal Code 3.11.010, should be updated to reflect the current economic status of the City's services and costs in maintenance and administration of the services provided by the Animal Services Division of the South Salt Lake Neighborhoods Department; and

WHEREAS, the City Council hereby determines that amending section 3.11.010 of the South Salt Lake Municipal Code to modify fees as shown in "Exhibit A," which is attached hereto and incorporated by this reference, is in the best interest of the health, safety, and welfare of the residents of South Salt Lake City.

NOW THEREFORE, BE IT ORDAINED, by the City Council of the City of South Salt Lake as follows:

SECTION 1. **Enactment.** Section 3.11.010 is hereby amended, as attached hereto and incorporated by reference in "Exhibit A."

SECTION 2. **Severability.** If any section, subsection, sentence, clause, phrase, or portion of this ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such provision shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions of this ordinance.

SECTION 3. **Conflict with Existing Ordinances, Resolutions, or Policies.** To the extent that any ordinances, resolutions, or policies of the City of South Salt Lake conflict with the provisions of this ordinance, this ordinance shall prevail.

SECTION 4. **Effective Date.** This ordinance shall become effective upon Mayor's signature and publication, or after fifteen days of transmission to the office of the Mayor if neither approved nor disapproved by the Mayor, and thereafter, publication.

DATED this 27th day of August, 2025.

BY THE CITY COUNCIL:

Sharla Bynum, Council Chair

ATTEST:

Ariel Andrus, City Recorder

City Council Vote as Recorded:

Huff	yes
Thomas	absent
Bynum	yes
Mitchell	yes
Sanchez	absent
deWolfe	yes
Williams	yes

Transmitted to the Mayor's office on this 28 day of August 2025.

Ariel Andrus, City Recorder

MAYOR'S ACTION: Approve

Dated this 28th day of August, 2025.

Cherie Wood, Mayor

ATTEST:

Ariel Andrus, City Recorder

Exhibit A:

Chapter 3.11 CONSOLIDATED FEE SCHEDULE

Sections:

3.11.010 Animal Services.

A. Licenses.

Altered* Dog	$30.00/year
Altered Dog, Microchipped	$25.00/year
Altered* Dog—Senior citizen (65+)	$30.00 (lifetime license)
Unaltered Dog	$100.00/year
Unaltered Dog—Senior citizen (65+)	$75.00 (lifetime license)
Altered* Cat	$30.00/year
Altered Cat, Microchipped	$20.00/year
Altered* Cat—Senior citizen (65+)	$30.00 (lifetime license)
Unaltered cat	$50.00/year
Unaltered cat—Senior citizen (65+)	~~$20~~30.00 (lifetime license)
Ferret (rabies vaccination and microchip required)	$30.00/year
Vicious Animals (rabies vaccination and proof of liability insurance required)	$150.00/year
~~Service animal (Altered*)~~	~~$0.00 (lifetime license)~~
~~Service animal (Unaltered*)~~	~~$30.00 (lifetime license)~~
Late fee (license expired for more than 30 days)	$10.00/month ~~up to max. annual fee~~

* Altered animals have been either spayed or neutered.

B. Permits.

Type of Permit	Initial	Renewal
Hobby/private cattery	$75.00	$30.00
Urban poultry	$75.00	$30.00
~~Beehive~~	~~$75.00~~	~~$30.00~~
~~Kennel and Dog Boarding Business~~	~~$200.00~~	~~$75.00~~

C. Adoptions.

Dog (Altered, Microchipped, Vaccinated)	$75.00
Cat (Altered, Microchipped, Vaccinated)	$40.00
Small Animal (rabbit, guinea pig, bird, reptile, etc.)	$25.00

D. Impounds.

Dogs, cats, and large livestock (horse, cow, llama, goat, sheep, etc.):	
First impound	$100.00
Second impound	$200.00
Third impound	$300.00
Fourth and each subsequent impound	$400.00
Small livestock—Per animal (chicken, rabbit, etc.)	$50.00
Boarding Fee for impounded animals	$30.00/day
Sterilization deposit	$150~~0~~.00

E. Surrender.

Dog or cat—Altered, licensed, vaccinated and rabies certified	$50.00
Dog or cat—Unaltered, unlicensed, unvaccinated or rabies non-certified dog or cat	$100.00
Litter (2 or more unweaned animals)	$300.00

F. Services.

Microchip	~~$50.00~~ At City's cost
Vaccination	At City's cost

~~Sedation for Shelter Services~~	~~At City's cost~~
~~Euthanasia~~	~~$100.00~~
Carcass Pickup—Current license	$25.00
Carcass Pickup—No current license	$100.00
Carcass Disposal (no cremation)	$40.00
~~Cremation (ashes returned, container not included)~~	
~~— Individual (single animal)~~	~~$150.00~~
~~— Communal (different owners, combined ashes)~~	~~$30.00~~

G. Nuisance Animal.

~~Animal Trap rental (per property, per rental period)~~	~~$25.00~~
Animal Trap deposit (per trap, refundable upon return)	$50.00
Trapped clearing/recovery (per trip)	$25.00

H. Citations.

Animal Ordinance Violation	
First Violation	~~$50.00~~ 100.00
Second Violation	~~$100.00~~ 250.00
Third and Subsequent Violation	~~$200.00~~ 500.00
Late payment fine per day	$25.00

ORDINANCE NO. 2025-45

AN ORDINANCE OF THE SOUTH SALT LAKE CITY COUNCIL AMENDING SECTION 3.11.110 OF THE SOUTH SALT LAKE CITY MUNICIPAL CODE TO MODIFY PARKS AND COMMUNITY CENTER FEES.

WHEREAS, The South Salt Lake City Council (the "City Council") is authorized to enact and amend ordinances establishing regulations related to the health, safety, and welfare of the residents of the City of South Salt Lake (the "City"); and

WHEREAS, the Facilities Division of the South Salt Lake Neighborhoods Department and the South Salt Lake Recreation Department provides services to members of the public through management and use of certain City facilities for public recreation and general use; and

WHEREAS, the City finds that adjustments need to be made to certain services it provides, such as available facility space for public use and additional staff support options; and

WHEREAS, certain technical corrections are needed to improve accuracy in the City's Consolidated Fee Schedule; and

WHEREAS, the City Council finds that, after a review and assessment of the City's costs and needs, the Parks and Community Center fees portion of the City's consolidated fee schedule, codified in South Salt Lake Municipal Code 3.11.110, should be updated to reflect the current economic status of the City's services and costs in maintenance and administration of the services provided at the City's Parks and Community Centers; and

WHEREAS, the City Council hereby determines that amending section 3.11.110 of the South Salt Lake Municipal Code to modify fees as shown in "Exhibit A," which is attached hereto and incorporated by this reference, is in the best interest of the health, safety, and welfare of the residents of South Salt Lake City.

NOW THEREFORE, BE IT ORDAINED, by the City Council of the City of South Salt Lake as follows:

SECTION 1. **Enactment**. Section 3.11.110 is hereby amended, as attached hereto and incorporated by reference in "Exhibit A."

SECTION 2. **Severability.** If any section, subsection, sentence, clause, phrase, or portion of this ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such provision shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions of this ordinance.

SECTION 3. **Conflict with Existing Ordinances, Resolutions, or Policies.** To the extent that any ordinances, resolutions, or policies of the City of South Salt Lake conflict with the provisions of this ordinance, this ordinance shall prevail.

SECTION 4. **Effective Date.** This ordinance shall become effective upon Mayor's signature and publication, or after fifteen days of transmission to the office of the Mayor if neither approved nor disapproved by the Mayor, and thereafter, publication.

DATED this 27th day of August, 2025.

BY THE CITY COUNCIL:

Sharla Bynum, Council Chair

ATTEST:

Ariel Andrus, City Recorder

City Council Vote as Recorded:

Huff	yes
Thomas	absent
Bynum	yes
Mitchell	yes
Sanchez	absent
deWolfe	yes
Williams	yes

CITY OF SOUTH SALT LAKE CORPORATE Seal SALT LAKE COUNTY, UTAH

Transmitted to the Mayor's office on this 28 day of August 2025.

Ariel Andrus, City Recorder

MAYOR'S ACTION: Approve

Dated this 28th day of August, 2025.

Cherie Wood, Mayor

ATTEST:

Ariel Andrus, City Recorder

Exhibit A:

3.11.110 Parks and Community Centers.

Individuals and Entities renting a City facility, or a portion of a City facility, are subject to the terms, conditions, and fees detailed below and any other terms and conditions stated in City facility rental applications/contracts and all other laws and City policies related to City Parks and Community Centers.

A. Resident Rate. The "resident" rate applies only in cases in which: (1) a person residing in the City of South Salt Lake schedules a facility for a private, personal, or family event; or (2) a business located in South Salt Lake schedules a facility for an employee social event. A person residing in the City or a business licensed in the City scheduling a facility for an entity/organization/institute event or function or for a business enterprise shall pay the "standard" rate.

B. Non-profit Rate. The "non-profit" rate applies only in cases where a non-profit entity schedules a facility for purposes that do not include fundraising or revenue generation for the entity. Any non-profit entity that schedules a facility for purposes that include fundraising shall pay the "standard" rate. Collecting a participation fee from those attending an event for the purpose of covering the cost of the event shall not be considered fundraising. Proof of non-profit 501(c)(3) status must be provided, such as a certificate issued by the state or the United States. Government agencies may receive the "non-profit" rate, upon request.

C. Deposits. Deposits must be paid at the time of booking and may be refunded subject to a post-event inspection. The City may retain all or part of a deposit when the event causes damage to property, additional costs for clean up or property restoration. In cases in which the deposit does not cover damage, additional labor, or other costs resulting from the event the entity renting the facility shall reimburse the City for all of the City's costs related to the repair and restoration of the damaged facility. If the event occupies the facility beyond the scheduled time, the deposit will be used to pay for additional time, in one-hour increments.

D. Insurance. All parties are required to demonstrate to the City adequate insurance coverage.

E. Security Service Fee. For large or high-risk events, or for large group rentals during evening hours after 5 p.m. and weekends, security shall be required. The City shall evaluate event-related risks and require the City to provide security services at the costs detailed in this Title. A security plan may be required by the police department and is subject to approval by the police department.

F. After Hours Fee. Any person or organization that receives approval to use facilities under this Section after normal hours of operation shall pay an additional, non-refundable fee as outlined in this Title. An offer by an organization or person to pay this additional fee does not obligate the City to schedule after hours events.

G. Cancellation Fee: Events that are cancelled less than 14 days prior to rental date are subject to cancellation charge equal to booking deposit paid. Bookings not paid in full 14 days prior to rental date are subject to cancellation and cancellation charge.

H. Late Booking Fee Addition (1): Rentals must be confirmed and paid for a minimum of 14 days in advance. For rentals booked 7 to 13 days in advance, an additional twenty-five percent (25%) of the room rental fee will be charged. For rentals booked 3 to 6 days in advance, an additional fifty percent (50%) of the room rental fee will be charged. No bookings allowed less than 36 hours in advance.

I. Multi Booking Fee Reductions. A twenty-percent reduction in rental fees for a community center facility is authorized where the scheduling party schedules ten hours or more in any one calendar month. In such cases, the required fee must be paid in advance and will be non-refundable.

J. Multi Room/Facility Fee Reduction. A twenty percent reduction in cumulative rental fees may be granted for a renter that intends to use a group of rooms and/or facilities simultaneously for a large event. In such cases, the required fee must be paid in advance and will be non-refundable.

K. Community Parks.

Fitts Park Pavilions (per day)	**Standard**	**Non-Profit**	**Resident**	**Deposit**
Lions Pride Pavilion	$125.00	$100.00	$75.00	$200.00
Spring Creek Pavilion*	$75.00	$60.00	$50.00	$100.00
Wandamere Pavilion	$75.00	$50.00	$40.00	$100.00
Mill Creek Pavilion**	$75.00	$50.00	$40.00	$100.00

~~*Formerly known as Swire Pavilion~~
~~**Formerly known as Xango Pavilion~~

L. Community Centers.

South Salt Lake Community Center	Hourly Rate			Deposit	Setup Fee
	Standard	**Non-Profit**	**Resident**		
Patio	$100.00	$75.00	$50.00	$100.00	$50.00
Green Space	$75.00	$50.00	$25.00	$100.00	N/A
Auditorium	$150.00	$100.00	$75.00	$500.00	$50.00
Gymnasium	$100.00	$50.00	$35.00	$500.00	$25.00
Meeting Rooms 101,110	$50.00	$35.00	$25.00	$200.00	$10.00
Class Rooms 111, 112	$75.00	$35.00	$25.00	$100.00	$10.00
Conference Rooms 113, 114	$20.00	$15.00	$5.00	$100.00	N/A
Conference Rooms 115, 116	$30.00	$20.00	$10.00	$100.00	N/A
Co-Op Community Lounge (non-exclusive use)	$75.00	$50.00	$25.00	$200.00	$25.00
Co-Op Center (all rooms, exclusive use)	$500.00	$400.00	$400.00	$500.00	$50.00
Audiovisual equipment	**Daily Rate**			**Deposit**	
Flat Screen TV Monitor (mobile)	$25.00			$200.00	
Projector	$25.00			$200.00	
Laptop	$25.00			$200.00	

Microphone & Speaker	$25.00			$200.00	
Podcast Equipment	$50.00			$200.00	
Central Park Community Center	**Hourly Rate**			**Deposit**	**Setup Fee**
	Standard	**Non-Profit**	**Resident**		
Gymnasium	$100.00	$50.00	$25.00	$200.00	$25.00
~~Athletic field or court~~	~~$100.00~~	~~$75.00~~	~~$50.00~~	~~$200.00~~	~~N/A~~
Historic Scott School	**Hourly rate**			**Deposit**	
	Standard	**Non-Profit**	**Resident**		
Patio and Lawn	$50.00	$35.00	$25.00	$200.00	N/A
Glenn Beeley Room	$50.00	$35.00	$25.00	$200.00	$10.00
~~Art Studio~~	~~$50.00~~	~~$35.00~~	~~$25.00~~	~~$200.00~~	~~N/A~~
All Buildings: 1. Security Service Fee - $50.00/hr per staff 2. Audiovisual tech support - $50.00/hr per staff ~~2~~3. After Hours Fee - $200.00 per hour for use of the facility, in addition to rental fee. ~~3~~4. Set Up Fee: Includes setup and take down of tables and chairs. Renters may set up own furnishings at no cost.					

South Salt Lake City Public Works Dept.

Stormwater Div.

Corby Talbot

Back Ground

1. State of Utah has determined that the City is subject to Utah Pollutant Discharge Elimination System (UPDES) permit No. UTR090000 for Discharges from Small Municipal Separate Storm Sewer Systems (MS4s), as modified by the State of Utah on March 11, 2025
2. State of Utah recently passed into law;
   a. 2024 Construction Amendments Bill (H.B. 507), the
   b. 2025 Construction Modifications Bill (S.B. 220), and the
   c. 2025 Local Land Use Amendments Bill (H.B. 368),

   Each of which necessitate revisions to the City's ordinances concerning conditions for approval of building applications, penalties for stormwater violations, assurances for land improvements, and methods for conducting site inspections;

What was changed

1. 13.25.020 Equivalent Residential Unit (ERU) to equal 3700 sq.ft.
2. 13.76
   a. Updated 13.76.020 Definitions to meet permit
3. 13.78
   a. 13.78.050 Private landscaping requirement cannot hold up C of O(HB 368)
   b. SWPPP review requirements # of days to complete (HB 507, SB 220)
   c. 13.78.080 Included the requirement of allowing electronic oversight inspection and the rules pertaining to that process, also the process for physical oversight inspections.(SB 220)
   d. 13.78.110 Stop work order exceptions (SB 220)
   e. 13.78.120 Included the new violation and penalties issuance process (SB 220)
4. 13.79.050 Permanent BMP design included a line to prevent from disposing pet waste.(new permit)
5. 13.80.070 Updated the list of allowable to discharges to read like permit (new permit)

Questions

Remember

“Get your mind in the GUTTER, let’s keep it CLEAN”

ORDINANCE NO. 2025-XX

AN ORDINANCE OF THE SOUTH SALT LAKE CITY COUNCIL AMENDING CHAPTERS 13.25, 13.76,13.78, 13.79 AND 13.80 TO REFLECT LEGISLATIVE DEVELOPMENTS AND ENSURE COMPLIANCE WITH THE CITY'S MUNICIPAL SEPARATE STORM SEWER SYSTEM PERMIT

WHEREAS, the South Salt Lake City Council (the "Council") met in a regular session on [MONTH, DATE] 2025 to consider, among other things, amending Chapters 13.25, 13.76,13.78, 13.79 and 13.80 in an effort to ensure compliance with state storm water permit requirements and new state laws;

WHEREAS, the City of South Salt Lake (the "City") owns and operates a storm water collection system which has been developed over many years and consists of a network of natural conveyances and humanmade structures and conduits that collect, control, and route stormwater runoff;

WHEREAS, the City has authority under the Utah Municipal Code, Utah Code Annotated Section 10-8-38(I)-(2), to "construct, reconstruct, maintain, and operate ... culverts, drains, sewers, catch basins, manholes, cesspools, and all systems, equipment and facilities necessary to the proper drainage ... of the city" and make a "reasonable charge" for such services;

WHEREAS, the City has authority under the Utah Municipal Code, Utah Code Annotated Section 10-8-38(2)(b) to “adopt an ordinance” governing the administration and enforcement of the City’s stormwater management program;

WHEREAS, the State of Utah has determined that the City is subject to Utah Pollutant Discharge Elimination System (UPDES) permit No. UTR090000 for Discharges from Small Municipal Separate Storm Sewer Systems (MS4s), as modified by the State of Utah on March 11, 2025;

WHEREAS, the State of Utah recently passed into law the 2024 Construction Amendments Bill (H.B. 507), the 2025 Construction Modifications Bill (S.B. 220), and the 2025 Local Land Use Amendments Bill (H.B. 368), each of which necessitate revisions to the City’s ordinances concerning conditions for approval of building applications, penalties for stormwater violations, assurances for land improvements, and methods for conducting site inspections;

WHEREAS, the City considers it prudent and necessary to amend its local Stormwater Ordinance to reflect its obligations under the new UPDES permit and its compliance with Utah state statutes;

WHEREAS, the City has also determined to make further minor changes to the Stormwater Ordinance to provide detail on design requirements and for organization and internal consistency;

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of South Salt Lake as follows:

SECTION 1. Amendment. Chapters 25, 76, 78, 79 and 80 of Title 13 of the South Salt Lake Municipal Code is hereby amended as set forth in the redline attached hereto and incorporated by reference in Exhibit A.

SECTION 3. Severability. If any section, subsection, sentence, clause, phrase, or portion of this ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such provision shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portion of this ordinance.

SECTION 4. Conflict with Existing Ordinances, Resolutions, or Policies. To the extent that any ordinances, resolutions, or policies of the City of South Salt Lake conflict with the provisions of this ordinance, this ordinance shall prevail.

SECTION 5. Effective Date. This ordinance shall become effective upon Mayor's signature and publication, or after fifteen days of transmission to the office of the Mayor if neither approved nor disapproved by the Mayor, and thereafter, publication.

DATED this _____ day of _____, 2025.

BY THE CITY COUNCIL

_____
[NAME], Council Chair

ATTEST:

_____
Ariel Andrus, City Recorder

City Council Vote as Recorded:
Name _____
Name _____
Name _____
Name _____
Name _____
Name _____
Name _____

Transmitted to the Mayor's office on this ____ day of _____, 2025.

_____
Ariel Andrus, City Recorder

MAYOR'S ACTION: _____

Dated this _____ day of _____, 202_.

_____
Cherie Wood, Mayor

ATTEST:

_____
Ariel Andrus, City Recorder

EXHIBIT A

Amendments to Chapter 13.25, 13.76, 13.78, 13.79, 13.80
South Salt Lake Municipal Code

The following Chapter (13.25) to be recodified as Chapter 13.75, and to include the substantive changes made herein:

Chapter 13.25 – STORMWATER UTILITY

13.25.010 – Policy and Purpose.

The city has determined and hereby declares that the city's storm water system benefits and services all property within incorporated city limits and protects the health, safety, and welfare of the city and its residents, businesses, and visitors by managing and controlling storm water runoff, reducing hazards to life and property from storm water runoff, reducing undesirable storm water conditions, and preventing polluted waters from entering receiving waters.

(Ord. No. 2021-17, § 1(Exh. A), 10-27-2021)

13.25.020 – Definitions.

"Base rate" means the standard storm water user's fee set forth in the consolidated fee schedule for the City of South Salt Lake.

"BMP" means best management practices to improve storm water quality and prevent or detain storm water runoff.

"City" means the City of South Salt Lake.

"Council" means City of South Salt Lake Council.

"County" means Salt Lake County.

"Customer" or "person"' means any individual; public or private corporation and its officers; partnership; association; firm; trustee; executor of an estate; the state or its departments, institutions, bureaus, agencies; county; city; political subdivision; or any other governmental or legal entity recognized by law.

"Developed property" means any parcel that has been altered from its natural conditions by grading, filling, overlaying, or the constructions of improvements or other impervious surfaces.

"Equivalent residential unit" or "ERU" means a unit equal to ~~2~~3,700 square feet of impervious surface area. This is based on an average single-family residential parcel, which has an impervious surface area of ~~2~~3,700 square feet. Total ERU's are calculated by dividing total square feet of impervious surface by ~~2~~3,700 (one ERU), rounded to the nearest whole number.

"Impervious surfaces" means any hard surface that prevents or hinders the absorption of

water into the soil, or that causes reduced quality of runoff water, or causes water to runoff in greater quantities or at greater flow rates than the natural surface.

"Mitigation" means onsite facilities, BMPs or infrastructure which retain storm water onsite, manage water runoff, reduce storm water flow, and/or improve storm water quality.

"Other developed property" means all property that is not single-family residential property including, but not limited to, commercial, industrial, institutional, and multi- family residential property.

"Parcel" means a separately, segregated unit of land having an identified owner(s). A parcel has boundaries and a surface area which is identified and documented with an identification number by Salt Lake County.

"Phase II Permit" means the UPDES Permit issued to the Jordan Valley municipalities, including the city. Permit No. UTS000001, as amended.

"Reduced rate" means the reduced storm water user's fee rate set forth in the consolidated fee schedule for the City of South Salt Lake for property owners that meet the requirements of Section 13.25.04(D).

"Single-family residential" means any one parcel of land containing no more than one single-family dwelling unit.

"Storm water" means water produced by storms, surface drainage, snow and ice melt, and any other water produced by natural means.

"Storm water fund" means the fund created by this ordinance to receive storm water user fees and operate, maintain, and improve the city's storm water system.

"Storm water maintenance agreement" means the permit required in Title 13.78.090 of the Storm Water Management Ordinance.

"Storm water system" means all human-made storm sewer facilities and conveyances, and natural storm water systems owned or maintained by the city that store, control, treat, and/or convey storm water.

"Storm water program" means the city's program developed to implement the requirements of the phase II permit.

"Storm water utility" means the utility created by this chapter which operates, maintains, regulates, and improves storm water facilities and programs within the city.

"Storm water user fee" means the fee(s) calculated pursuant to Section 13.25.04 of this chapter by multiplying the number of ERUs for the parcel (or one ERU for single-family residential parcels) by the base rate or reduced rate if applicable.

"Storm water system" means all man-made storm water facilities, man-made or naturally occurring storm water conveyances including, but not limited to, designated open space and areas owned by and maintained by the city that retains, controls, or conveys storm water.

"Undeveloped parcel" means any parcel that has not been altered, graded, filled, overlaid, or constructed and has less than five percent impervious surface.

"UPDES permit" means the state/national program for issuing, modifying, revoking and reissuing, termination, monitoring, and enforcing permits, and imposing and enforcing pretreatment requirements, under sections 307, 318, 402, and 405 of the Clean Water Act.

(Ord. No. 2021-17, § 1(Exh. A), 10-27-2021)

13.25.030 – Storm Water Utility.

A. Creation. There is hereby created and established a storm water utility operated by the city and funded by a service fee rate structure. The storm water utility, under the supervision and control of the mayor and council, shall:

    1. Administer and enforce this ordinance and all regulations and procedures adopted relating to the design, construction, maintenance, operation, and alteration of the storm water system and the storm water program; and

    2. Implement the requirements of the phase II permit and the storm water program.

B. Enterprise Fund. There is hereby established a storm water utility enterprise fund ("storm water fund") to record all revenue, expenses, asset, and liability information as well as other financial transactions related to the storm water utility. All fees and other revenue collected in accordance with this ordinance shall be recorded into the storm water fund accounts and shall be used exclusively for the storm water utility. All revenue and expenses and other financial information shall be reported as prescribed by the State of Utah's Uniform Fiscal Procedures Act for Utah Cities.

C. Administration. The storm water utility shall be administered by the city engineer, unless otherwise designated by the mayor.

(Ord. No. 2021-17, § 1(Exh. A), 10-27-2021)

13.25.040 – Storm Water User Fee.

A. Fee Imposed. Beginning October 1, 2018, all owners of properties within the city that have impervious surfaces that contribute runoff water to the storm water system or otherwise benefit from the storm water system are responsible for paying the storm water user fee as set forth in this chapter.

B. Base Rate. The council, by ordinance or resolution, shall establish, and periodically adjust, the base rate for the storm water utility to ensure adequate revenues to fund the costs of storm water management. The base rate shall be set forth in the City of South Salt Lake Consolidated Fee Schedule, available at Title 3, Chapter 11.

C. Amount of Charge. For purposes of calculating the storm water user fee, there is hereby established an equivalent residential unit ("ERU") of ~~2~~3,700 square feet to be used to calculate respective fees using the base rate set forth in the City of South Salt Lake Consolidated Fee Schedule, Title 3, Chapter 11. The ERU is derived from the average impervious surface of single-family residential parcels within the city limits. For the purposes of determining the storm water user fee, all properties are classified into one of the following classes:

1. Single-Family Residential. The council finds that the intensity of development of most parcels classified as single-family residential is similar and that it would be inefficient to determine the precise impervious surface on each parcel. Therefore, all single-family residential properties in the city shall be charged the equivalent of one ERU multiplied by the base rate.

2. Other Developed Property. The storm water user fee for all other non-single-family residential property shall be the base rate multiplied by the numerical factor obtained from dividing the total impervious surface area (in square feet) of other developed property by one ERU and rounded to the nearest whole number.

(Impervious-Surface square footage ÷ One ERU) x Base Rate = Storm Water User Fee

3. Undeveloped Property. Any parcel that has not been altered by grading, filling or construction and which has less than five percent impervious surface shall have no storm water user fee assessed.

D. Reduced Rate for Implementing BMPs. An owner of other developed property may apply to the city to calculate a storm water user fee using the reduced rate set forth in the City of South Salt Lake Consolidated Fee Schedule, Title 3 Chapter 11, where the owner has implemented mitigation to reduce storm water runoff from the property. The reduced rate is available for commercial, industrial, institutional, and multi-family developments that implement long-term best management practices ("BMPs") to reduce or remove pollutants from storm runoff before the runoff leaves the development site. To qualify for this rate, the owner or representative of a parcel must:

1. Obtain BMP approval and secure a storm water maintenance agreement through the city's engineering department; and

2. Agree to allow inspections of the property to ensure the approved BMP is still in place and properly maintained. If BMPs are not properly maintained, the site will no longer qualify for a reduced rate.

E. Property Owners Responsible for Charges. The property owner of record is responsible for the storm water user fee. An alternative billing arrangement may be requested as set forth in Section 13.25.05; however, the property owner retains all obligations for payment of storm water user fees.

F. Policies. The city may adopt policies and rules to assist in applying, administering, and interpreting the service fee credit and other provisions related to the storm water utility.

G. Appeals. Any person or property owner who is aggrieved by the provisions of this chapter, or the application and calculation of the service charge to their property may appeal to the city pursuant to Section 13.74.090 and Title 2.22 of the South Salt Lake City Code.

(Ord. No. 2021-17, § 1(Exh. A), 10-27-2021)

12.25.050 – Billing and Collection.

The city shall bill property owners of impervious surfaces for the storm water user fee via a separate line item on existing utility bills or a separate invoice, consistent with the procedures set forth in Section 13.74.04 of the South Salt Lake City Code. Charges and fees shall be considered delinquent if not paid as determined by rules, policies, and procedures established by the city. Such delinquent fees shall be subject to recovery, with any assessed delinquent charges and fees, by civil action or otherwise pursuant to Section 13.74.040(H).

A. Alternative Billing Arrangement. Owners may assign the payment of the storm water user fee to non-owners by signing an "alternate billing agreement" with the city. Multi-family properties may also choose to have individual property owners billed separately pursuant to an alternate billing agreement.

(Ord. No. 2021-17, § 1(Exh. A), 10-27-2021)

12.25.060 – Annual Report.

The city's storm water division shall develop an annual report on the storm water utility, to be made available to the council and storm water utility customers each year by the first council meeting in October. This report shall summarize the financial activities of the utility and the major areas of expenditure, activities, accomplishments, and the upcoming year's priorities.

(Ord. No. 2021-17, § 1(Exh. A), 10-27-2021)

12.25.070 – Severability.

If any section of this chapter is determined to be illegal, invalid, or superseded by other lawful authority, including any federal or state legislative, regulatory, or administrative action, such section shall be deemed a separate, distinct, and independent provision, and such

determination shall have no effect on the validity of any other section.

(Ord. No. 2021-17, § 1(Exh. A), 10-27-2021)

Chapter 13.76- STORM WATER MANAGEMENT PROGRAM

13.76.010 - Intent.

By implementing this ordinance as part of its Storm Water Management Program, the City intends to reduce the amount of Pollutants entering streams, lakes and rivers as a result of Runoff from residential, commercial, public and industrial areas, and to enable the City to comply with Utah Pollutant Discharge Elimination System permit (NPDES/UPDES) No. UTS00000l for Jordan Valley Municipalities "State MS4 Permit") and applicable regulations, 40 CFR § 122.26 et. seq., for Storm Water discharges. The provisions of Division IV, Storm Sewer System, are required under the Federal Clean Water Act, the Utah Water Quality Act and regulations promulgated by the U.S. Environmental Protection Agency and Utah Department of Environmental Quality.

13.76.020 - Definitions.

As used in Division IV of this code:

"80th percentile rainfall event" means an event in which precipitation total is greater than or equal to 80 percent of all storm events averaged over a given period of record.

"Analytical Monitoring" refers to Monitoring of waterbodies (streams, ponds, lakes, etc.) or of Storm Water, according to state and federal regulations or to protocols established by state or federal agencies for biomonitoring or stream bioassessments.

"Authorized Enforcement Agent" means the City Engineer and/or any individual that the City Engineer, the provisions of this ordinance, or the underlying legal authorities designate as authorized to implement and enforce this ordinance, which individuals include, but are not limited to, City employees, employees of the Utah Division of Water Quality, and EPA personnel.

"Best Management Practices" or "BMPs" means schedules of activities, prohibitions of practices, general good housekeeping practices, pollution prevention and educational practices, Maintenance procedures, and other management practices to prevent or reduce the discharge of Pollutants directly or indirectly to Storm Water, receiving waters, or Storm Water conveyance systems. BMPs also include treatment practices, operating procedures, and practices to control Site Runoff, spillage or leaks, sludge or water disposal, or drainage from raw materials storage. The City maintains a list of its preferred BMPs on its website: https://sslc.gov/477/Stormwater.

"Channel" means a natural or artificial Watercourse with a definite bed and banks that conducts flowing water continuously or periodically.

"City" means the City of South Salt Lake, Utah, including the mayor and all other employees of the administrative branch of the City.

"City Engineer" means the professional engineer for the City or a designee of the professional engineer.

"City Permit" means a project approval from the City including, but is not limited to, a building permit, street cut permit, or excavation permit.

"Clean Water Act" means the federal Water Pollution Control Act (33 U.S.C. § 1251 et seq.), and any subsequent amendments thereto.

"Clearing" means any activity that removes the vegetative surface cover.

"Construction Activity" means activities subject an NPDES Construction Permit. NPDES Storm Water Phase II Permits are required for construction projects resulting in land disturbance of one acre or more. Such activities include but are not limited to Clearing and Grubbing, grading, excavating, and demolition.

"Contaminant" means any physical, chemical, biological, or radiological substance or matter in water. "Control Measure" refers to any BMP or other method used to prevent or reduce the discharge of Pollutants to the Storm Water system or waters protected by the state of Utah or the federal government. "DEQ" refers to the Utah Department of Environmental Quality.

"Discharge" means to dispose, deposit, spill, pour, inject, seep, dump, leak or place by any other means including direct or indirect entry of a solid or liquid matter into the MS4.

"Division" means the Utah Division of Water Quality.

"Drainage Way" means any Channel that conveys surface Runoff throughout a construction Site. "Erosion Control" means a measure that prevents erosion.

"Grading" means excavation or fill of material, including the resulting conditions thereof. "Grubbing" means to clear roots and stumps.

"Ground Water" means water in a saturated zone or stratum beneath the surface of land or below a surface water body.

"Hazardous Materials" means any material, including any substance, waste, or combination thereof, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may cause, or significantly contribute to, a substantial present or potential hazard to human health, safety, property, or the environment when improperly treated, stored, transported, disposed of, or otherwise managed. *See* 40 C.F.R. part 262.

"Illegal Discharge" means any direct or indirect Non-Storm Water Discharge to the storm drain system, except as exempted in Section 13.80.070.

"Illicit Connections" means either of the following:

1. Any drain or conveyance, whether on the surface or subsurface, which allows an illegal Discharge to enter the storm drain system including but not limited to any conveyances which allow any non-Storm Water Discharge including sewage, process Wastewater, and wash water to enter the storm drain system and any connections to the storm drain system from indoor drains and sinks, regardless of whether said drain or connection had been previously allowed, permitted, or approved by an authorized enforcement agency; or
2. Any drain or conveyance connected from a commercial or industrial land use to the storm drain system which has not been documented in plans, maps, or equivalent records and approved by an authorized enforcement agency.

"Industrial Activity" means activities subject to NPDES industrial Permits as defined in 40 CFR. Section 122.26 (b)(l4).

"Intentionally" has the same meaning as in Section 76-2-103(1) of the Utah Criminal Code, as amended.

"Knowingly" has the same meaning as in Section 76-2-103(2) of the Utah Criminal Code, as amended.

"Maintenance" means any activity that is necessary to keep a Storm Water facility in good working order so as to function as designed. Maintenance shall include complete reconstruction of a Storm Water facility if reconstruction is needed in order to restore the facility to its original operational design parameters. Maintenance shall also include the correction of any problem on the Site property that may directly impair the functions of the Storm Water facility.

"Maintenance Agreement" means a duly executed and legally recorded document that provides for long-term maintenance of Post-Construction Stormwater Management Measures.

"Manual" refers to the SWMP guidance document published by Salt Lake County Engineering and Flood Control.

"MS4" is an acronym referring to the City Municipal Separate Storm Sewer System.

"MS4 Permit" refers to the current General Permit for Discharges from Small Municipal Separate Storm Sewer Systems, as amended.

"Maximum Extent Practicable" or "MEP" is the technology-based Discharge standard for MS4s established by the Clean Water Act.

"Monitoring" means tracking or measuring activities, progress, results, etc.

"Municipal Separate Storm Sewer System" means the conveyance system employed by the City to collect and convey Storm Water into Waters of the State, including the roads and streets and their drainage systems, catch basins, curbs, gutters, ditches, man-made Channels, and storm drains.

"National Pollutant Discharge Elimination System (NPDES) Storm Water Discharge Permit" means a permit issued by EPA (or by the state of Utah under authority delegated pursuant to 33 USC § 1342) that authorizes the Discharge of Pollutants to waters of the United States, whether the permit is applicable on an individual, group, or general area-wide basis.

"Negligence" means simple negligence, the failure to exercise that degree of care that an ordinary reasonable and prudent person exercises under like or similar circumstances.

"Non-storm Water Discharge" means any discharge to the storm drain system that is not composed entirely of Storm Water.

"Perimeter Control" means a barrier that prevents Sediment from leaving a Site by filtering Sediment- laden Runoff or diverting it to a Sediment trap or basin.

"Permit" refers to authorization to Discharge municipal Storm Water under the UPDES, including but not limited to coverage under UPDES Construction General Permit No. UTRC000000 ("Construction General Permit") and UPDES General Multi-Sector Industrial Storm Water Permit Industrial Storm Water No. UTR000000 ("Industrial General Permit").

"Person" means any individual, association, organization, partnership, firm, corporation or other entity recognized by law and acting as either the owner or as the owner's agent.

"Phasing" means clearing a parcel of land in distinct phases. with the Stabilization of each phase completed before the Clearing of the next.

"Pollutant" means anything which causes or contributes to pollution. Pollutants may include, but are not limited to: paints, varnishes, and solvents; oil and other automotive fluids; non-hazardous liquid and solid wastes and yard wastes; refuse. rubbish, garbage, litter, or other discarded or abandoned objects, ordnances, and accumulations, so that same may cause or contribute to pollution; floatables; pesticides, herbicides, and fertilizers; hazardous substances and wastes; sewage, fecal coliform and pathogens; dissolved and particulate metals; animal wastes; wastes and residues that result from constructing a building or structure; and noxious or offensive matter of any kind.

"Post Construction Stormwater Management Measures" means the use of structural or non-structural measures at developed sites after construction that are designed to reduce storm water runoff and pollutant loading to the MS4, as directed by the City's SWMP and approved by the

City Engineer.

"Premises" means any building, lot, parcel of land, or portion of land whether improved or unimproved including adjacent sidewalks and parking strips.

"Private landscaping plan" has the same meaning as in Utah Code Ann. § 10-9a-604.5(1)(a), as amended: a proposal to install landscaping on a lot owned by a private individual or entity, submitted to the city by a private individual or entity, or on behalf of a private individual or entity, that owns the lot.

"Qualified Person" has the same meaning as in Section 4.2.4.4.1 of the Small MS4 General Permit, UPDES Permit No. UTR090000. ~~means a person knowledgeable in the principles and practice of erosion control, sediment control, and pollution prevention who possesses the skills to assess conditions at effectiveness of any stormwater controls selected and installed to meet Permit requirements, such as but not limited to, the following: Utah Registered Stormwater Inspector (RSI); Certified Professional in Erosion and Sediment Control (CPESC); Certified Professional in Stormwater Quality (CPSWQ); Certified Erosion, Sediment, and Storm water Inspector (CESSWI); Certified Inspector of Sediment and Erosion Control (CISEC); National Institute for Certification in Engineering Technologies, Erosion, and Sediment Control, Level 3 (NICET); and Utah Department of Transportation Erosion Control Supervisor (ECS).~~

"Recklessly" has the same meaning as in Section 76-2-103(3) of the Utah Criminal Code, as amended.

"Responsible Person" means the Person(s) determined by the City who is responsible for causing or maintaining a violation of this ordinance. The term shall include, but is not limited to, a property owner, agent, tenant, lessee, occupant, architect, builder, contractor, or other Person who individually or together with another Person is responsible for the violation of any provision of this chapter.

"Runoff" is water that travels across the land surface, or laterally through the ground near the land surface, and Discharges to water bodies either directly or through a collection and conveyance system. Runoff includes Storm Water and water from other sources that travels across the land surface.

"Sediment" means solid material, both mineral and organic, that is in suspension, is being transported, or has been moved from its site of origin by air, water, gravity, or ice and has come to rest on the earth's surface either above or below sea level, and which can settle in stream beds and disrupt the natural flow of the stream.

"Sediment control" means measures that prevent Sediment from leaving the Site.

"Site" means a parcel of land or a contiguous combination thereof, where Grading work is performed as a single unified operation.

"Stabilization" means providing adequate measures, vegetative and/or structural, that will

prevent erosion from occurring.

"Standard Operating Procedure" or "SOP" means a set of written instructions that document a routine or repetitive activity. For purposes of this ordinance, SOPs refer to pollution Control Measures to protect water quality.

"Start of Construction" means the first land-disturbing activity associated with a development, including land preparation such as Clearing, Grading, and filling; installation of streets and walkways; excavation for basements, footings, piers, or foundations; erection of temporary forms; and installation of accessory buildings such as garages.

"Storm Drainage System" means publicly-owned facilities by which Storm Water is collected and/or conveyed, including but not limited to any roads with drainage systems, municipal streets, gutters, curbs, inlets, piped storm drains, pumping facilities, retention and detention basins, natural and human-made or altered drainage Channels, reservoirs, and other drainage structures.

"Storm Water" means Storm Water Runoff, snowmelt Runoff, and surface Runoff and drainage. "Storm Water Management Plan" or "SWMP" means a written plan that outlines various control measures required under the Ms4 Permit, including specifications to accomplish measurable goals, actions, and activities which are designed to reduce the Discharge of Pollutants from the MS4 to the quality and quantity of Storm Water Runoff to pre-development levels, and to protect water quality.

"Storm Water Pollution Prevention Plan" or "SWPPP" means a document which describes the BMPs and activities to be implemented by a Person or business to identify sources of pollution or contamination at a Site and the actions to eliminate or reduce Pollutant Discharges to Storm Water, Storm Water conveyance systems, and/or receiving waters to the MEP.

"Storm Water Runoff means flow on the surface of the ground, resulting from precipitation. "Uncontaminated" means water which is free from all physical, chemical, biological, or radiological substances or matter.

"Utah Pollutant Discharge Elimination System" or "UPDES" has the same meaning as the current version of Utah Administrative Rule R3 l 7-8- l .5 { 63), and which is currently defined as the state-wide program for issuing, modifying, revoking and reissuing, terminating, Monitoring and enforcing permits, and imposing and enforcing pretreatment requirements under the Utah Water Quality Act.

"UPDES Permit" means a permit issued by the Utah Water Quality Board pursuant to Utah laws and regulations.

'Wastewater" means any water or other liquid, other than Uncontaminated Storm Water, Discharged from a facility.

'Watercourse" means a permanent or intermittent stream or other body of water, either natural or man-made, which gathers or carries surface water within the City, regardless of its

source.

'Waterway" means a Channel that directs surface Runoff to a watercourse or to the MS4. 'Waters of the State" means all streams, lakes, ponds, water-courses, Waterways, wells, springs, irrigation systems, drainage systems, and all other bodies or accumulations of water, surface and underground, natural or artificial, public or private which are contained within, flow through, or border upon the state of Utah. 'Waters of the State" does not include bodies of water confined to and retained within the limits of private property which do not develop into or constitute a nuisance, a public health hazard, or a menace to fish or wildlife.

13.76.030 - Creation and Maintenance of SWMP-Policies and Procedures.

A. The City Engineer is responsible for the creation and Maintenance of a Storm Water Management Program for all Discharges into the Storm Water system of the City.

B. The City Engineer shall have authority to implement policies and procedures consistent with the provisions of this chapter.

C. The City Engineer, in consultation with the City Attorney, shall have the authority to bring administrative or civil actions to enforce the provisions of this chapter, or the policies and procedures duly created and published by the City Engineer. The City Attorney shall have the authority to bring criminal actions to enforce the provisions of this chapter, or the policies and procedures duly created and published by the City Engineer.

13.76.040- Non-storm Water Discharges Exempt from SWMP.

The following Discharges are not prohibited, unless the City Engineer determines that these Discharges are a significant source of Pollutants to the MS4 or the Waters of the State:

A. Water line flushing;

B. Landscape irrigation;

C. Diverted stream flows;

D. Rising Ground Waters;

E. Uncontaminated Ground Water infiltration;

F. Uncontaminated pumped Ground Water;

G. Discharges from potable water sources;

H. Foundation or footing drains;

I. Air conditioning condensate;

J. Irrigation water;

K. Springs;

L. Water from crawl space pumps;

M. Individual residential car washing;

N. Flows from riparian habitats and wetlands;

O. De-chlorinated swimming pool (if dechlorinated typically less than one PPM chlorine) or water reservoir discharges;

P. Residual street wash water;

Q. Discharges or flows from emergency firefighting activity;

R. Lawn watering runoff;

S. Any other Discharge specifically exempted by a UPDES Permit.

13.76.050 - Altering Drainage Channels.

A. Property owners shall not alter or restrict natural Channels and Waterways without proper federal, state, and City permits.

8. Modification of sensitive areas may require approval from other governing agencies.

C. Property owners proposing to redirect Runoff, surface, and/or pipe flow to properties or facilities outside of City boundaries shall provide written approval from the state, county, or municipality onto which the water will be directed.

D. Discharges or modifications to the canal require written approval from the canal owners and applicable government agencies.

Chapter 13.78- POLLUTANT DISCHARGES FROM CONSTRUCTION SITES

13.78.010 Introduction/purpose.

During the construction process, soil is highly vulnerable to erosion by wind and water. Watercourses are also vulnerable to debris, chemicals and other potentially harmful construction materials if those materials are permitted to enter the city's MS4. Eroded soil is a major cause of stream degradation and necessitates repair of sewers and ditches and the dredging of rivers. As a result, the purpose of this local regulation is to safeguard persons, protect property, and prevent damage to the environment within and around the city. This chapter will also promote the public welfare by guiding, regulating, and controlling the design, construction, use, and maintenance of any development or other activity that disturbs or breaks the topsoil or results in the movement of earth on land in the city.

(Ord. No. 2019-05, § I, 4-3-2019)

13.78.020 Definitions.

Definitions for this chapter are included in Section 13.76.020.

(Ord. No. 2019-05, § I, 4-3-2019)

13.78.030 City permits.

A. No person shall be granted a building permit or other city permit for land-disturbing activity that would uncover one acre or more without obtaining coverage under the general construction storm water permit from the Utah State Division of Water Quality. If a site less than one acre in size is part of a common plan of development or sale which collectively disturbs one or more acres, the requirements of this section will still apply.

B. Permittees for sites greater than one acre in size, or sites that are less than one acre in size but are part of a common plan of development or sale, which collectively disturbs one or more acres, shall employ post construction stormwater management measures.

C. No person shall be granted a building permit for land disturbing activity of less than one acre of land if such activity poses a significant or unique threat to water or public health or safety without obtaining coverage under the construction general permit.

D. Prior to issuing a city permit, a SWPPP complying with the requirements of the general construction storm water permit and this chapter shall be submitted for review and approval by the city engineer, addressing sediment and erosion control and other applicable requirements of the SWMP. The city will conduct a pre-construction meeting to review the site design, planned operations, planned BMPs during construction and after development, and the city's enforcement policy.

E. No SWPPP is required for the following activities, unless otherwise provided:

   1. Any emergency activity that is immediately necessary for the protection of life, property, or natural resources;

   2. Existing nursery and agricultural operations conducted as a permitted main or accessory use;

   3. Agricultural activity that is consistent with an approved farm conservation plan or a management plan prepared or approved by the appropriate city, federal, or state agency;

   4. Additions or modifications to existing single-family structures; or

   5. Residential gardening.

F. Each SWPPP shall include the following:

   1. Name(s) and address(es) of the owner or developer of the Site, and of any consulting firm retained by the applicant together with the name and telephone number of the applicant's contact at such firm that will be responsible for the implementation of the SWPPP;

   2. Address and legal description of the subject property including the tax reference number and parcel number of the subject property;

   3. A statement indicating the nature, extent and purpose of the land disturbing activity, and a certification that any land Clearing, construction, or development involving the movement of earth shall be in accordance with the SWPPP; and

4. Measures addressing the requirements of Section 13.78.050.

~~G. The applicant may be required to file with the city building official a faithful performance bond, letter of credit, or other improvement security in an amount deemed sufficient by the city to cover all costs of improvements, landscaping, maintenance of improvements for such period as specified by the city, and engineering and inspection costs to cover the cost of failure or repair of improvements installed on the site.~~

G. Notwithstanding the provisions of this section, all land disturbance activity must be carried out in accordance with the control measures addressed in a SWPPP.

(Ord. No. 2019-05, § I, 4-3-2019; Ord. No. 2021-17, § 1(Exh. B), 10-27-2021)

13.78.040 Review and approval.

A. For every Construction Activity that meets or exceeds the scope designated in Section 13.78.030 of this chapter, the city building official will review each application for a city permit to determine its conformance with the provisions of this regulation. Within thirty (30) days after receiving an application, the city Engineer shall, in writing:

   1. Approve the city Permit application;

   2. Approve the city Permit application subject to such reasonable conditions as may be necessary to secure substantially the objectives of this regulation, and issue the permit subject to these conditions; or

   3. Disapprove the city Permit application, indicating the reason(s) and procedure for submitting a revised application and/or submission.

B. Failure of the city Engineer to act on an original or revised application within thirty (30) days of receipt shall authorize the applicant to proceed in accordance with the plans as filed unless such time is extended by agreement between the applicant and the city. Pending preparation and approval of a revised plan, development activities shall be allowed to proceed in accordance with conditions established by the city.

(Ord. No. 2019-05, § I, 4-3-2019)

13.78.050 Stormwater Pollution Prevention Plan.

A. The SWPPP shall include the following information:

   1. A general location map and a Site map (including spot elevations and contour lines before and after construction) indicating:

      a. Drainage patterns before and after minor Grading activities;

      b. Construction boundaries and a description of existing vegetation prior to Grading activities;

      c. Estimates of the total area of the Site and the total area that will be disturbed by construction activities;

d. The location of major structural and nonstructural controls identified in the plans;

e. The location of areas where Stabilization practices are expected to occur;

f. All surface waters including wetlands;

g. Locations where stormwater is discharged to surface water;

h. Locations of material and equipment storage;

2. A description of the nature and location of construction activities;

3. A description of the intended sequence and schedule of major construction activities for development of the site, including clearing and grubbing; rough grading; construction of utilities, infrastructure, and buildings; and final grading and landscaping. Sequencing shall identify the expected date on which clearing will begin, the estimated duration of exposure of cleared areas, areas of clearing, installation of temporary erosion and sediment control measures, and establishment of permanent vegetation pursuant to ~~an approved~~ landscaping plan;

4. An estimate of the runoff coefficient for the site before and after construction activities are completed;

5. The name of waters receiving runoff from the site;

6. A copy of the construction general permit requirements;

7. A description of all control measures that will be implemented to meet the objectives of the construction general permit throughout all phases of construction and after completion of development of the site. Depending upon the complexity of the project, the drafting of intermediate plans may be required at the close of each season;

8. The name, address and phone number of the person or entity responsible for implementation of each control measure;

9. Provisions for maintenance of control facilities, including easements and estimates of the cost of maintenance;

10. Statement of recognition and permission for an authorized enforcement agent to inspect the site for compliance with the SWPPP.

11. All parties responsible for execution of the SWPPP must certify and sign the SWPPP.

B. The city may require the submission of a private landscaping plan before landscaping is installed, but will not withhold an applicant's building permit or certificate of occupancy because the applicant has not submitted a private landscaping plan.

C. Within 14 days of receiving a complete SWPPP, the city engineer will review the SWPPP for compliance with local, state, and federal law. Upon review, the city engineer will either approve the SWPPP by written authorization to the permittee, request more information, or request a modification of the SWPPP. If the city engineer requests more information or modification of the SWPPP, then the city engineer will complete review of the new information or modified SWPPP within 5 days of receipt.

D. Requests by the permittee to modify the SWPPP ~~Modifications to the SWPPP~~ shall be ~~processed and approved or disapproved~~ reviewed in the same manner as Section 13.78.~~040~~050(B) of this chapter~~, may be authorized by the city engineer by written authorization to the permittee,~~ and shall include:

1. Major amendments of the SWPPP submitted to the city engineer;
2. Field modifications of a minor nature.

(Ord. No. 2019-05, § I, 4-3-2019)

13.78.060 Design requirements.

A. Control measures shall be designed to meet the following criteria:

1. Prevent or Minimize Discharges. The proposed control measures shall be designed to prevent or minimize the discharge of sediment, chemicals, debris, and other construction-related pollutants from the construction site by stormwater runoff into the storm drainage system.
2. Prevent or Minimize Construction Debris. The proposed control measures shall be designed to prevent or minimize, to the MEP, the deposit, discharge, tracking by construction vehicles, or dropping of mud, sediment, debris, or other potential pollutants onto the public streets and rights-of-way.
3. The proposed control measures shall include BMPs available at the time that the SWPPP is submitted.
4. The proposed control measures shall be designed to preserve existing vegetation, where possible. Disturbed portions of the Site shall be stabilized.
5. The proposed control measures shall be employed to minimize the risk of discharge of construction-related pollutants (such as paint, thinners, solvents and other chemicals) from the construction site.

B. Clearing and grading of sensitive areas such as forests and wetlands, is not permitted, except when in compliance with all other chapters of this ordinance. Clearing techniques that retain natural vegetation and drainage patterns shall be used to the satisfaction of the city engineer.

C. Clearing, except that necessary to establish sediment control devices, shall not begin until all sediment control devices have been installed and have been stabilized.

D. Phasing shall be required on all sites disturbing greater than thirty (30) acres, with the size of each phase to be established at plan review and as approved by the city engineer.

E. Erosion control requirements shall include the following:

1. Soil stabilization shall be completed as soon as practicable, but in no case more than fourteen (14) days after clearing or inactivity in construction except under the following circumstances:

a. If the initiation of stabilization measures by the fourteenth day after construction activity temporarily or permanently ceases is precluded by snow cover or frozen ground conditions, stabilization measures shall be initiated as soon as practicable; or

b. If construction activity on a portion of the site is temporarily ceased, and earth disturbing will resume within fourteen (14) days, temporary stabilization measures need not be initiated on that portion of the site.

2. If seeding or another vegetative erosion control method is used, it shall become established within two weeks or the city engineer may require the site to be reseeded or a nonvegetative option employed.

3. Special techniques that meet the design criteria outlined in the manual on steep slopes or in drainage ways shall be used to ensure stabilization.

4. Soil stockpiles must be stabilized or covered at the end of each workday.

5. If the city engineer deems it necessary, the entire site must be stabilized, using a heavy mulch layer or another method that does not require germination to control erosion, at the close of the construction season.

6. Techniques shall be employed to prevent the blowing of dust or sediment from the site.

7. Techniques that divert upland runoff past disturbed slopes shall be employed.

8. Sediment control requirements shall include:

a. Settling basins, sediment traps, or tanks and perimeter controls. sediment must be removed from sediment traps or settling basins when design capacity has been reduced by fifty (50) percent;

b. Settling basins that are designed in a manner that allows adaptation to provide long-term stormwater management, if required by the city Engineer;

c. Protection for adjacent properties and waterways by the use of a vegetated buffer strip in combination with perimeter controls.

9. Waterway and watercourse protection requirements shall include:

a. A temporary stream crossing installed and approved by Salt Lake County if a wet watercourse will be crossed regularly during construction;

b. Stabilization of the watercourse channel before, during, and after any in-channel work;

c. All on-site stormwater conveyance channels designed according to the criteria outlined in the manual;

d. Stabilization adequate to prevent erosion located at the outlets of all pipes and paved channels.

10. The use of impervious surfaces for stabilization should be minimally used.

(Ord. No. 2019-05, § I, 4-3-2019)

13.78.070 Low impact development.

As required by the MS4 Permit, the city encourages a low impact development (LID) approach, which includes the implementation of structural BMPs, where practicable, that infiltrate, evapotranspire, or harvest and use the storm water for the site to protect water quality. All development requiring a city permit and compliance with the construction general permit must include an LID analysis and achieve the retention requirements set forth in the storm water management plan and in Section 13.78.060, if applicable.

(Ord. No. 2019-05, § I, 4-3-2019; Ord. No. 2021-17, § 1(Exh. B), 10-27-2021)

13.78.080 Inspection.

A. Except as provided in Subsection (B) of this part, the city will conduct all oversight inspections through an electronic site inspection, for which the permittee shall submit photo documentation~~The construction permittee shall allow an authorized enforcement agent to enter the premises to make inspections as hereinafter required or authorized~~. Upon inspection, the authorized enforcement agent shall approve the portion of the work completed or shall notify the permittee wherein the completed work fails to comply with the SWPPP, as approved. The permittee shall maintain a copy of the SWPPP at the Site during the progress of the work. ~~The permittee shall notify the city building official at least two working days before the following~~ Photographs submitted for electronic site inspection shall:

   1. Include meta data verifying the date, time, and GPS location corresponding to the construction site; and

   2. Be of sufficient resolution and clarity to assess compliance with general best management practices.

B. The construction permittee shall allow an authorized enforcement agent to enter the premises to make on-site inspections as hereinafter required or authorized. An authorized enforcement agent is hereby authorized to enter the property of the permittee for an on-site inspection of a construction site if:

   1. The applicant opts in to on-site inspections;

   2. The city has a documented reason for justifying an on-site oversight inspection, which may include:

      a. Alterations of electronic photographs;

      b. Failure to submit an electronic site inspection at the appropriate time; or

      c. The construction site is within one-half mile of a river, a stream, or a lake; or

   3. The city is inspecting a state transportation project or a military project.

~~The permittee shall notify the city building official at least two working days before the following:~~

~~1. Start of construction;~~

~~2. Installation of sediment and erosion measures;~~

~~3. Completion of site clearing;~~

~~4. Completion of rough grading;~~

~~5. Completion of final grading;~~

~~6. Close of the construction season;~~

~~7. Completion of final landscaping.~~

~~B~~C. The permittee or his/her agent shall make regular inspections of all control measures at least once every fourteen (14) calendar days and within twenty-four (24) hours of the end of a storm that produced twenty-five one-hundredths (0.25) of an inch of rainfall or greater. The purpose of such inspections will be to determine the overall effectiveness of the control plan and the need for additional control measures. All inspections shall be documented in written form, maintained on-site, and made available to the city building official or authorized enforcement agent upon request.

~~C. An authorized enforcement agent is hereby authorized to enter the property of the applicant as deemed necessary to make regular inspections to ensure the validity of the reports filed pursuant to subsection (B) of this section~~.

(Ord. No. 2019-05, § I, 4-3-2019)

13.78.090 Post-construction inspections—Maintenance agreements.

A. Consistent with the requirements of the MS4 permit, the city is required to inspect stormwater control measures on private property to ensure that adequate maintenance is being performed.

B. Property owners must, for the purposes of maintenance of post-construction stormwater management measures:

1. Provide permission for inspections of post-construction stormwater management measures on private property annually by a qualified person pursuant to a maintenance agreement and every five years by an authorized enforcement agent, or more frequently at the discretion of the city engineer, when that property discharges into the MS4, as necessary;

2. Prior to issuance of a city permit, enter into a maintenance Agreement which requires the property owner to reimburse the city for inspection costs and that requires annual certification of maintenance by the property owner, tenant or a qualified third party. Such certification must state that all maintenance has been performed and that the structural controls are operating as designed to protect water quality. The maintenance agreement shall run with the land and must be transferred to subsequent purchasers.

~~B~~ C. The city may conduct oversight inspections every five years, or when there is an apparent system failure. If a property owner objects to the inspection, an authorized enforcement agent may apply for an administrative warrant to inspect the property.

~~C~~ D. If a property owner does not appropriately maintain the stormwater control measures, then the city may seek all remedies identified in this chapter, including abatement and assessment of costs, civil or criminal actions, and declaratory or injunctive relief.

(Ord. No. 2019-05, § I, 4-3-2019)

13.78.100 Construction site access and traffic.

This section shall apply to all construction activities regardless of the size of the construction site.

A. Construction site access requirements shall include a temporary access road provided at all sites as well as the following measures to assure that sediment is not carried onto public streets by construction vehicles or washed into storm drains.

B. Each permittee shall be responsible to see that vehicles used in the process of carrying out the work authorized by the building permit shall not track any mud, dirt, or debris of any kind upon any city street and, if necessary, shall install a suitable process to clean vehicles prior to leaving the job site and entering city streets. The suitable process shall consist of:

1. A cleaning area and crew to clean mud and dirt off the wheels and exterior body surface of the equipment;

2. The cleaning area shall be arranged to provide adequate drainage to prevent puddling, and the cleaning area shall be kept mud-free and may be on a macadam or concrete slab;

3. The cleaning area shall be located on private property and arranged in such a way that there is no blocking of traffic on city streets;

4. The cleaning water or solution used for cleaning shall not be allowed to enter the city street, gutter or storm drain system.

C. All trucks and equipment leaving the site with earthen materials or loose debris shall be loaded and/or covered in such a manner as to prevent dropping of materials on city streets and/or sidewalks.

D. Ramps constructed over curbs and gutters shall not interfere with or block the passage of water along the gutter and shall be constructed of material that will not erode or deteriorate under adverse weather conditions.

(Ord. No. 2019-05, § I, 4-3-2019)

13.78.110 Required Measures and Enforcement.

A. The permittee shall install erosion and water runoff controls sufficient to ensure that no stormwater, surface water, or debris from the construction site shall erode, drain, wash, or be tracked into any public right-of-way, including curb and gutter, into any part of the city's storm sewer system or into any ditch, canal, stream, or river. These controls shall be sufficient to cover any contingency, including, but not limited to, seasonal storms, unseasonable storms, and methods of construction.

B. The sidewalk, street, and/or curb and gutter shall not be used for storage of debris, dirt, or excavated materials. The sidewalks shall not be removed, blocked, or otherwise rendered unusable by either the storage of construction equipment or material or the construction procedures unless a safe, usable alternate walkway along the same side of the street is provided by the contractor. All alternate walkways shall be ramped and so constructed as to provide a walking surface four feet wide and as sound and smooth as the normal concrete sidewalk.

C. The permittee shall be responsible for the immediate removal of mud, dirt, or debris deposited on city streets, sidewalks, and/or curb and gutters by equipment leaving the site or by his construction procedures.

D. If it becomes necessary for the city to remove any mud, dirt, or debris which has been deposited upon a street, gutter, or sidewalk, or in any storm sewer, the total cost to the city for such removal will be charged to the property owner, including legal fees, if any. Payment of such charges will be made to the city prior to final inspections, utility clearances, and issuance of a certificate of occupancy. pursuant to South Salt Lake City Ordinance, 2.22, the property owner may appeal the costs of such abatement.

E. If any person holding a city permit pursuant to this chapter violates the terms of the permit or implements Site development in such a manner as to materially and adversely affect the health, welfare, or safety of persons residing or working in the neighborhood or development site so as to be materially detrimental to the public welfare or injurious to property or improvements in the neighborhood, the city building official may stop the work and suspend or revoke the city permit, unless:

    1. The violation is a result from a deficiency in a best management practice;
    2. The person selected the city's preferred best management practice for the site conditions; and
    3. The person implemented and properly maintained the preferred best management practice.

F. The permittee shall develop and implement post construction stormwater management measures to reduce runoff and the discharge of pollutants after construction is completed, as directed and approved by the city engineer. These post construction measures shall be sufficient to cover any contingency, including, but not limited to, seasonal and unseasonable storms.

(Ord. No. 2019-05, § I, 4-3-2019)

13.78.120 Violation and penalties.

A. Any person who violates a provision of this chapter, or who fails to comply with an affirmative obligation established by this chapter, shall be deemed guilty of a class B misdemeanor of a separate offense for each day during which any violation of a provision of this chapter is committed, continued, or permitted.

B. Upon discovery of a violation of this chapter, the city:

1. Will first notify the applicant, in writing, of a specific violation;
2. Will provide the applicant a reasonable time of at least one business day to correct the specific violation; and
3. May perform an onsite inspection to verify the applicant corrects the specific violation.

C. If an applicant does not correct the specific violation described in Subsection (B) within the timeline provided, the city:

1. Will issue a written warning that the applicant has not corrected the specific violation;
2. Impose a fine if the applicant does not correct the specific violation within one additional business day; and
3. May perform an onsite inspection to verify that the applicant corrected the specific violation.

D. If an applicant does not correct the specific violation for which the applicant received notice in accordance with Subsection (B), within the timeline set under subsection (C), the city:

1. Will notify the applicant, in writing, that the applicant has not corrected the specific violation; and
2. Impose an administrative fine for each occurrence, which shall be set forth in the Consolidated Fee Schedule, available at Title 3, Chapter 11 of the South Salt Lake Municipal Code; and
3. May impose the administrative fine:
    a. for each business day the specific violation continues beginning on the day after the day on which the city issues the administrative fine; and
    b. within 30 days after the day on which the applicant corrects the violation.

~~B.~~ E. In its sole discretion, the city may choose to enforce this chapter against any person violating any of its provisions by criminal citation, civil citation, notice of violation, and summons as provided in Chapter 8.14 of this ordinance, or other judicial remedies, including injunctive relief.

~~C.~~ F. Any person adversely affected by a decision of an enforcement official made pursuant to this title, shall have the right to request an administrative hearing as provided under Chapter 2.22 of this Code.

~~D.~~ G. Any person found responsible in a civil proceeding of violating any provision of this chapter shall be deemed responsible for a separate violation of this ordinance for each day during which any violation of any of the ordinance is committed, continued, or permitted. Upon civil citation for any such violation, such Person, partnership, or corporation shall be punished by a civil fine of not more than one thousand dollars ($1,000.00) for each offense.

~~E.~~ H. In addition to any other penalty authorized by this section, any Person, partnership, or corporation convicted of violating any of the provisions of this chapter shall be required to bear the expense of any work or restoration performed by the city pursuant to an order from an administrative proceeding. Properties which require correction by the city are subject to liens for the work completed by the city.

(Ord. No. 2019-05, § I, 4-3-2019; Ord. No. 2021-17, § 1(Exh. B), 10-27-2021)

13.78.130 Separability.

The provisions and sections of this chapter shall be deemed to be separable, and the invalidity of any portion of this chapter shall not affect the validity of the remainder.

(Ord. No. 2019-05, § I, 4-3-2019)

…

13.79.050 – Standards for nonstructural stormwater management measures.

A. To the maximum extent practicable, property owners shall use nonstructural stormwater management measures to reduce the discharge of stormwater to the MS4 and to achieve flood control, groundwater recharge, and pollutant reduction.

B. Nonstructural stormwater management measures shall:

1. Protect areas that provide water-quality benefits and areas that are particularly susceptible to erosion or sediment loss;
2. Minimize impervious surfaces and break up or disconnect the flow of runoff from impervious surfaces;
3. Maximize the protection of natural drainage features and vegetation;
4. Provide low-maintenance landscaping that encourages retention and the planting of native vegetation and minimizes the use of fertilizers and pesticides;
5. Provide vegetated open-channel conveyance systems discharging into and through stable vegetated areas; and
6. Provide other source controls to prevent or minimize the use or exposure of pollutants at the site to prevent the release of pollutants to the MS4 including, but not limited to:

a. Site design features that prevent accumulation of trash and debris in drainage systems;

b. Site design features that prevent the discharge of trash and debris from drainage systems; and

c. Site design features that prevent or contain spills or other harmful accumulations of pollutants at industrial or commercial development sites.

d. Site design features that prevent disposal of pet waste in management features.

(Ord. No. 2019-05, § II, 4-3-2019)

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13.80.070 – Discharge Prohibitions

A. Prohibition of Illegal Discharges. All persons are prohibited from discharging or causing to be discharged into the MS4 or watercourses any materials, including but not limited to pollutants or waters containing any pollutants, other than stormwater~~, has violated this chapter~~.

B. The commencement, conduct or continuance of any illegal discharge to the storm drain system is prohibited, except as described as follows:

1. ~~Uncontaminated w~~ Water line flushing or other potable water sources;

2. ~~Uncontaminated l~~ Landscape irrigation or lawn watering;

3. Diverted stream flows;

4. Rising groundwater;

5. Groundwater infiltration to storm drains;

6. Uncontaminated springs or pumped groundwater;

7. ~~Uncontaminated f~~ Foundation or footing drains;

8. ~~Uncontaminated c~~ Crawl space pumps or air conditioning condensation;

9. Lawn watering runoff;

~~9.~~ 10. Individual residential car washing;

~~10~~. 11. Swimming pools (if dechlorinated typically less than one PPM chlorine);

12. Residential street wash water;

13. Dechlorinated water reservoir discharges;

~~12.~~ 14. Dye-testing, if verbal notification is provided to the authorized enforcement agent prior to the time of testing; and

~~13.~~ 15. Emergency fire fighting activities or discharges specified in writing by the authorized enforcement agency as being necessary to protect public health and safety.

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