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
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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, November 12, 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	Clarissa Williams, At-Large
Council Chair	Sharla Bynum
Sergeant at Arms	South Salt Lake PD

Opening Ceremonies

1. Welcome/Introductions	Clarissa Williams
2. Pledge of Allegiance	Nick Mitchell

Approval of Minutes

October 15th, Work Meeting
October 15th, 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. Police Department Accreditation Process	Chief Croyle
b. Fraud Risk Analysis	Crystal Makin
c. Victim Services Federal Grant Update	Jodi Fait

Action Items

Unfinished Business

1. A Resolution of the South Salt Lake City Council Amending the South Salt Lake General Plan 2040 to Adopt the General Plan Water Resource Update and the On The Move Mobility Plan Update	Jed Shum, Carl Osterberg
2. A Resolution of the South Salt Lake City Council Amending the Name of Bugatti Avenue to New Belhaven Way	Eliza Ungricht

New Business

1. 2026 City Council Meeting Schedule	Ariel Andrus

See page two for continuation of Agenda

Motion for Closed Meeting

Adjourn

Posted November 7, 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

Fraud Risk Assessment

Continued

*Total Points Earned: 335 /395 *Risk Level:

Low	Moderate	High	Very High
> 355	316-355	276-315	200-275	< 200

	Yes	Pts
1. Does the entity have adequate basic separation of duties or mitigating controls as outlined in the attached Basic Separation of Duties Questionnaire?	X	200
2. Does the entity have governing body adopted written policies in the following areas:		
a. Conflict of interest?	X	5
b. Procurement?	X	5
c. Ethical behavior?	X	5
d. Reporting fraud and abuse?	X	5
e. Travel?	X	5
f. Credit/Purchasing cards (where applicable)?	X	5
g. Personal use of entity assets?	X	5
h. IT and computer security?	X	5
i. Cash receipting and deposits?	X	5
3. Does the entity have a licensed or certified (CPA, CGFM, CMA, CIA, CFE, CGAP, CPFO) expert as part of its management team?	X	20
a. Do any members of the management team have at least a bachelor's degree in accounting?	X	10
4. Are employees and elected officials required to annually commit in writing to abide by a statement of ethical behavior?		20
5. Have all governing body members completed entity specific (District Board Member Training for local/special service districts & interlocal entities, Introductory Training for Municipal Officials for cities & towns, etc.) online training (training.auditor.utah.gov) within four years of term appointment/election date?	X	20
6. Regardless of license or formal education, does at least one member of the management team receive at least 40 hours of formal training related to accounting, budgeting, or other financial areas each year?	X	20
7. Does the entity have or promote a fraud hotline?	X	20
8. Does the entity have a formal internal audit function?		20
9. Does the entity have a formal audit committee?		20

*Entity Name: City of South Salt Lake

*Completed for Fiscal Year Ending: 6/30/25 *Completion Date: 10/23/25

*CAO Name: Cherie Wood, Mayor *CFO Name: Crystal Makin, Finance Director

*CAO Signature: Cherie Wood *CFO Signature:

*Required

Basic Separation of Duties

See the following page for instructions and definitions.

	Yes	No	MC*	N/A
1. Does the entity have a board chair, clerk, and treasurer who are three separate people?	X			
2. Are all the people who are able to receive cash or check payments different from all of the people who are able to make general ledger entries?			X	
3. Are all the people who are able to collect cash or check payments different from all the people who are able to adjust customer accounts? If no customer accounts, check "N/A".			X	
4. Are all the people who have access to blank checks different from those who are authorized signers?			X	
5. Does someone other than the clerk and treasurer reconcile all bank accounts OR are original bank statements reviewed by a person other than the clerk to detect unauthorized disbursements?	X			
6. Does someone other than the clerk review periodic reports of all general ledger accounts to identify unauthorized payments recorded in those accounts?	X			
7. Are original credit/purchase card statements received directly from the card company by someone other than the card holder? If no credit/purchase cards, check "N/A".	X			
8. Does someone other than the credit/purchase card holder ensure that all card purchases are supported with receipts or other supporting documentation? If no credit/purchase cards, check "N/A".	X			
9. Does someone who is not a subordinate of the credit/purchase card holder review all card purchases for appropriateness (including the chief administrative officer and board members if they have a card)? If no credit/purchase cards, check "N/A".	X			
10. Does the person who authorizes payment for goods or services, who is not the clerk, verify the receipt of goods or services?	X			
11. Does someone authorize payroll payments who is separate from the person who prepares payroll payments? If no W-2 employees, check "N/A".	X			
12. Does someone review all payroll payments who is separate from the person who prepares payroll payments? If no W-2 employees, check "N/A".	X			

* MC = Mitigating Control

RESOLUTION NO. R2025-_____

A RESOLUTION OF THE SOUTH SALT LAKE CITY COUNCIL AMENDING THE SOUTH SALT LAKE GENERAL PLAN 2040 TO ADOPT THE GENERAL PLAN WATER RESOURCE UPDATE AND THE ON THE MOVE MOBILITY PLAN UPDATE.

WHEREAS, Utah Code 10-9a-403 requires a municipality to develop a water use and preservation element that is integrated with their general plan by December 31, 2025; and

WHEREAS, City staff has prepared an updated Water Resource Element, pursuant to state requirements, that integrates water and land use planning, outlines the current and projected water budgets as well as strategies for water conservation.; and

WHEREAS, on September 16, 2025, City Staff worked with the Utah Division of Water Resource to develop a General Plan Appendix that addresses the required water use and preservation element; and

WHEREAS, the completed General Plan Update referred to as the General Plan Water Resource Update is attached hereto as Exhibit A; and

WHEREAS, the City last adopted an update its Mobility Plan in 2021, however, the adoption mistakenly adopted "the General Plan . . . as the South Salt Lake city Strategic Mobility Plan" instead of adopting the mobility plan as a part of the General Plan; and

WHEREAS, the proposed amendment also includes a 2025 update to the City's Mobility Plan that Updates the previous Mobility Plan with current data and recommended policies/practices consistent with the latest City objectives and public outreach; and

WHEREAS, on October 29, 2025, the South Salt Lake City Council ("City Council") discussed the proposed General Plan Water Resource Update and the On the Move Mobility Plan Update 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 November 06, 2025, at which members of the public were able to appear and provide comment on the proposed amendments; and

WHEREAS, following the public hearing, the Planning Commission recommended that the City Council adopt the General Plan Water Resource Update and the On the Move Mobility Plan Update; and

WHEREAS, on November 12, 2025, the City Council reviewed the Planning Commission's recommendation to approve the General Plan Water Resource Update and the On the Move Mobility Plan Update, considered the input from the public, and determined that amending the General Plan to incorporate the above mentioned updis in the best interest of the City.

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

1. The General Plan Water Resource Update, attached hereto as Exhibit A and incorporated herein by this reference, is adopted.
2. The On the Move Mobility Plan Update, attached hereto as Exhibit B and incorporated herein by this reference, is adopted.
3. The General Plan is hereby amended to incorporate the adoption of the above Updates.

(signatures appear on the next page)

Dated this_____day of _____ 2025.

BY THE CITY COUNCIL:

_____

Sharla Bynum, Council Chair

ATTEST:

_____

Ariel Andrus, City Recorder

City Council Vote as Recorded:

Huff	_____
deWolfe	_____
Thomas	_____
Bynum	_____
Mitchell	_____
Sanchez	_____
Williams	_____

Transmitted to the Mayor's office on this_____day of _____2025.

_____

Ariel Andrus, City Recorder

MAYOR'S ACTION:_____

Dated this_____day of_____, 2025.

_____

Cherie Wood, Mayor

ATTEST:

_____

Ariel Andrus, City Recorder

EXHIBIT A

General Plan Water Resource Update

General Plan 2040 Appendix G: Water Resource Element 2025

Overview

Utah statute requires that the City of South Salt Lake General Plan include a Water Resource Element that addresses:

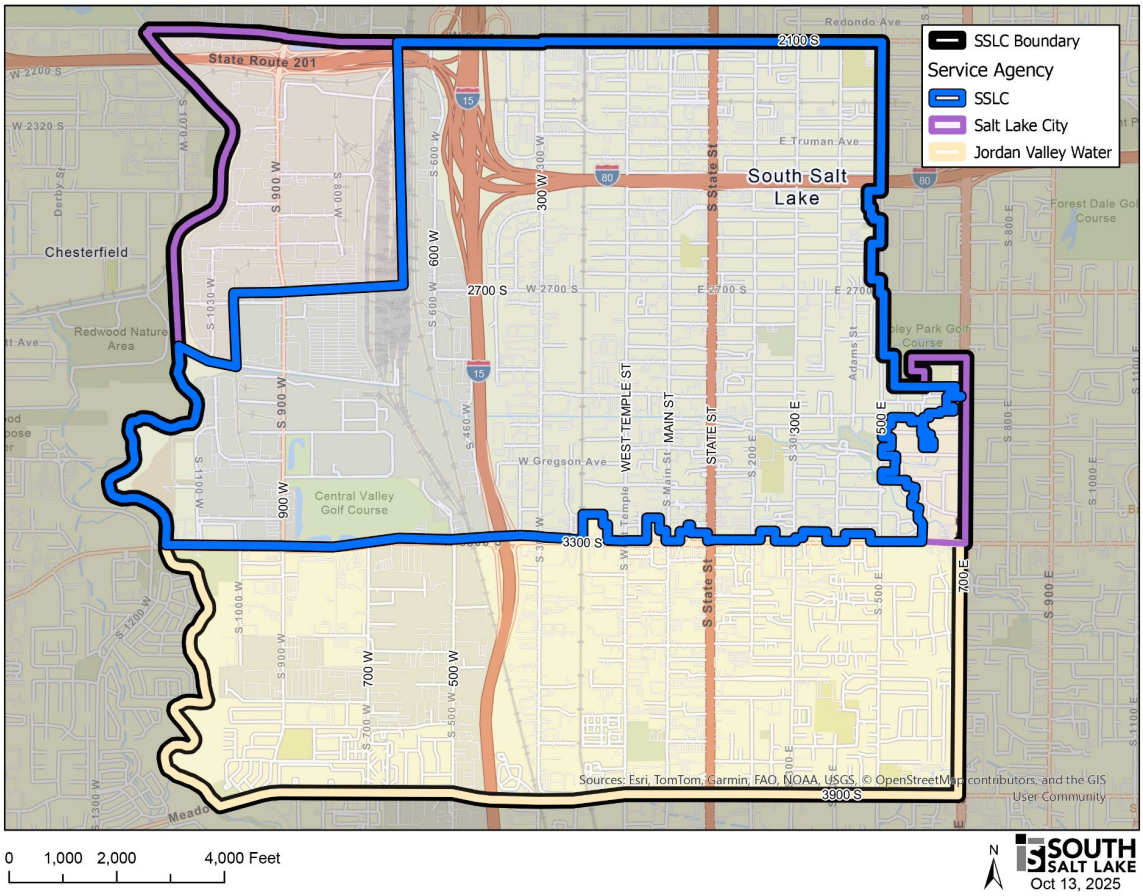
1) Effect of permitted development on water demand and infrastructure.
2) Methods for reducing water demand and per capita consumption for existing development.
3) Methods for reducing water demand and per capita consumption for future development.
4) Opportunities to modify operations to eliminate or reduce conditions that waste water.

The Utah State Legislature adopted SB 110 (Utah Code 10-9a-403), passed in 2022, which requires the City of South Salt Lake (SSLC) to develop a water use and preservation element that is integrated with the land use planning and development within the South Salt City General Plan. This update to the Water Resource Element in the General Plan Appendix integrates water and land use planning, outlines the current and projected water budgets as well as strategies for water conservation. This Water Resource Element of the General Plan has been developed to meet the letter and intent of the State's requirements and to secure a sustainable water future for SSLC.

This updated Water Resource Element seeks to provide detailed information on the current status of the City's water infrastructure and clear guidance for the City to integrate land and water use effectively. The recommendations included in this appendix are based on demand data, growth projections, standards from DDW (State of Utah Division of Drinking Water), city zoning ordinances, known planned developments, and standard engineering practices. The city's water system comprises a variety of components, including wells, booster pumps, storage facilities, valves, and pipes. The water system must be capable of responding to daily and seasonal variations in demand while concurrently providing adequate capacity for firefighting and other emergency needs. Both present and future needs were evaluated in this general plan water resource element update. Present water needs were calculated according to the DDW minimum sizing requirements and compared

with actual water use obtained from billing record data and system flow records. Future water needs were estimated by identifying locations where redevelopment is expected.

SSLC Water Service Agencies



The City was incorporated in 1938, with desire for water and sewer services as some of the primary motivations to incorporate the City. Since its incorporation, the City has evolved into a diverse mix of single-family and multi-family residences, commercial and business areas, and light industrial zones. According to the U.S. Census Bureau, the population for the City is estimated to be 26,003 as of July 1, 2022 (U.S. Census Bureau, 2022).

The city faces two major challenges: an aging water distribution system and declining well capacity. In order to meet expected future demands, the City must address these issues. Many of the system's pipes have been in use for over 50 years and nearing the end of their useful life, resulting in frequent water quality complaints. The City's water supply comes from both local wells and Jordan Valley Water Conservancy District (JVWCD). However, with well production decreasing and water demand increasing, the City has been forced to increase dependence on JVWCD water, which is significantly more expensive than City well water. The City also maintains two connections with Salt Lake City, but this source is

generally avoided due to even higher costs. The JVWCD currently allocates 1,020 acre-feet of water annually to SSLC through a contractual agreement. However, existing limitations within JVWCD's infrastructure necessitate a future strategy for the City to develop independent water sources to meet projected demands.

1) **Effect of permitted development on water demand and infrastructure**

One of the main purposes of the Water Resource Element update is to identify the current water demand and project the future water needs of the City.

To estimate future water needs, the City projected population growth in SSLC is used to forecast water usage demand trends. The growth projections for the City were evaluated as part of this master planning effort. Historic and projected population through 2060 are shown in the graph below.The Water Resource Element update primarily aims to determine current and future water demands for the City.

To achieve this, the City projected population growth within SSLC to forecast water usage trends. Figure 1 illustrates both historical and projected population growth through 2060, which was evaluated as part of this master planning effort.

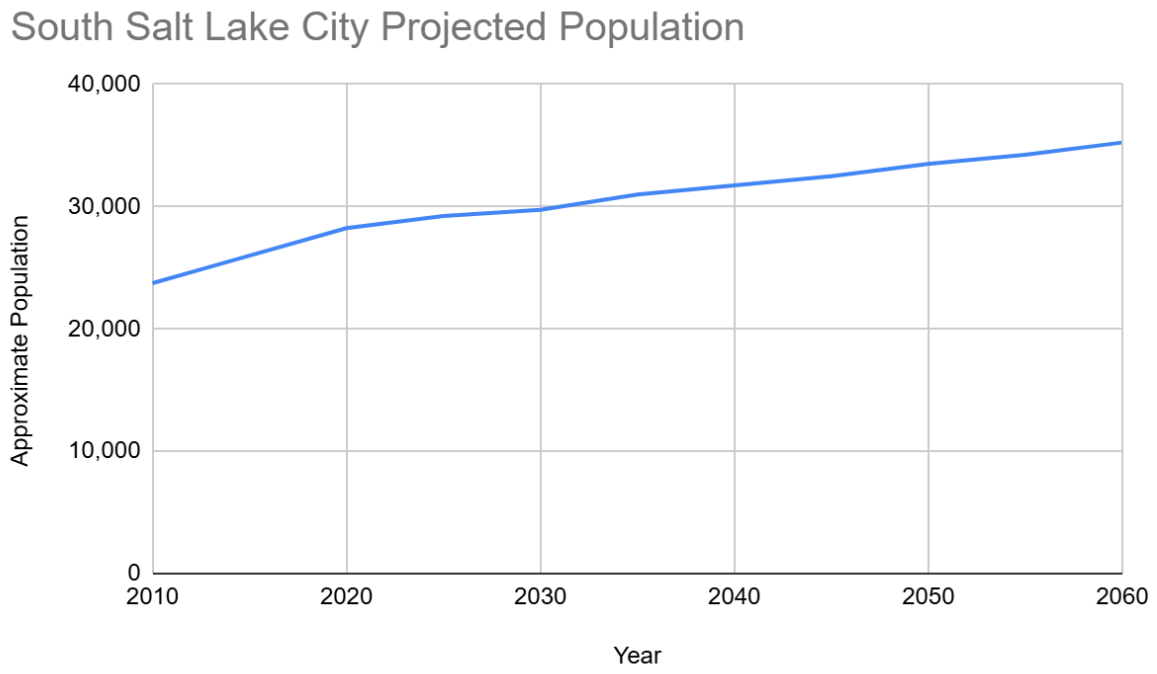


Figure 1

SSLC anticipates continued population growth, particularly as its Downtown and Transit-Oriented Development (TOD) areas continue to transform into high-density residential hubs. This steady increase is projected due to the city's proximity to public transit and its adherence to municipal code guidelines that encourage high-density, mixed-use

developments around transit hubs in the City. These developments aim to create attractive communities, increase the tax base, and boost ridership on the existing public transit system.

Table 1 presents the projected Equivalent Residential Connection (ERC) count for 2032, 2042, and at build-out. This ERC table is crucial for comparing with the City's reliable water supply to evaluate future water demand. It is important to note that "reliable water supply" does not refer to total water rights or the ability to purchase water. The City will continuously monitor and compare its ERC with the growth in water demand to ensure a sufficient water supply as the population increases.

Table 1 ERC Growth Projection

Year:	**Projected ERCs:**
2022	5,848
2032	7,747
2042	9,461
Built-out	16,440

The following paragraphs outline the water rights owned by the City along with the corresponding water sources. A summary of the City's water rights tied to existing wells is shown in Table 2. At the same time, Table 2 can help identify the current water supply and availability through identifying the existing available capacity and total associated water rights in gallons per minute (gpm).

Table 2 Summary of SSL Wells

Source:	**Existing Available Capacity:**	**Total of associated Water Rights (GPM):**
300 E Well	725	2,126

700 E Well	1,200	1,842
Davis Well	2,900	2,944
Total:	4,825	6,912

In addition to the existing wells, the City also maintains four connections with JVWCD, listed in Table 3.

Table 3 Summary of JVWCD Connections

Source	Meter Size (inches)	Flow Capacity (gpm)	Annual Contract (ac-ft)
300 East	6	700	1,020
State St	6	700	
300 West	8	1,300	
900 West	10	1,500	
Total:	-	4,200	1,020

Peak day demand, defined as the highest water usage day of the year, is crucial for determining the necessary source flow capacity for current and future conditions. This demand is primarily characterized by the diurnal demand curve and the average peak day demand. Table 4 summarizes the existing peak day demand. As peak day demand is projected to increase, the City must enhance its peak day capabilities to avoid a water supply deficit.

Table 4 Existing Peak Day Demand

ERCs	Level of Service (gpd/ERC)	Existing Peak Day Requirement (gpm)	Existing Supply (gpm)	Surplus (+) or Deficit (-)
5,484	1,364	5,195	5,425	+230

Water utilities are required to meet the average yearly demand, which is the average volume of water consumed annually. Table 5 summarizes the City's current average yearly demand. With a surplus of 7,554 ac-ft/yr, the City's water supply is adequate to meet immediate needs from new developments, including all approved projects. The City aims to foster an efficient relationship between water demand growth and new developments, supported by water conservation efforts.

Table 5 Existing Average Yearly Demand				
ERCs	**Level of Service (ac-ft/ERC)**	**Existing Requirement (ac-ft/yr)**	**Existing Supply (ac-ft)**	**Surplus (+) or Deficit (-)**
5,484	0.597	3,274	10,828	+7554

Section 1 details South Salt Lake City's current and projected water demand, particularly in relation to permitted development and population growth, including the city's reliance on local wells and the JVWCD. The section also provides data on existing water supply, including well capacities and JVWCD connections, and analyzes current peak and average yearly demands, identifying a surplus in average yearly supply but a deficit in peak day capacity at build-out. Addressing these shortfalls and promoting efficient water use for existing developments are critical for the city's sustainable water future.

2) **Methods for reducing water demand and per capita consumption for existing development.**

The City of South Salt Lake has identified several issues that require attention, according to its Water Conservation Plan. The primary concern is potential water waste resulting from inefficient indoor and outdoor water usage and system-wide losses of water. To achieve statewide water preservation goals, the City has pinpointed the following specific concerns:

- Many pipes in the drinking water distribution system are old or undersized and may be leaking. A pipe replacement program addresses these issues periodically.
- Comparison of the water supplied to the distribution system and the monthly meter readings has revealed water that is unaccounted for.
- Potential for further indoor and outdoor conservation efforts still exists.

South Salt Lake has achieved significant progress in water conservation, decreasing per capita water use by 21% since 2000. The City is committed to ongoing efforts to conserve water resources, aiming to meet or surpass the original statewide conservation targets. The City has identified goals in this General Plan Water Element to address the identified problems and to promote conservation.

- The City will continue to implement the water conservation measures.
- The City's water rate structure has been amended to better promote conservation. The City will consider additional rate modifications to encourage wise water use.
- The City will determine potential causes for unaccounted drinking water and attempt to reduce this water loss.
- The City will continue its pipe replacement program, replacing leaking pipelines as budget allows.

Existing Conservation Measures:

The City of South Salt Lake is currently implementing, and will continue to implement, the following water conservation measures.

1. Promotion of individual water conservation measures to City residents through the City's website, the annual Water Quality Report, bill stuffers, the City's "On the Move" monthly newsletter, and a booth during the City's annual "Celebrate South Salt Lake" community event.
2. The City of South Salt Lake continues to welcome creative and innovative ideas and strategies to conserve water and minimize water waste.
3. Actively promoted conservation measures by the City include the following:
    a. Ways to save water indoors:
        i. Check all faucets, pipes, and toilets for leaks.
        ii. Install water-saving showerheads and low-flush toilets.
        iii. Take shorter showers.
        iv. Never use your toilet as an ashtray or wastebasket.
        v. Turn off the water while brushing your teeth or shaving.
        vi. Defrost frozen food in the refrigerator.
        vii. Rinse vegetables in a full sink or pan of water.
        viii. Fully load your dishwasher. Rinse dishes in a full sink or pan of water.
        ix. Wash full loads of clothes.
    b. Ways to save water outdoors:
        i. Don't over-water landscaping.
        ii. Limit watering of plants during the afternoon and and early evening.
        iii. Adjust sprinklers so that they don't water the sidewalk or street.
        iv. Don't water on cool, rainy, or windy days.
        v. Equip all hoses with shutoff nozzles.
        vi. Use drip irrigation systems for all areas except for turf grass.
        vii. Plant drought-tolerant or low–water use plants and grasses.
        viii. Use shrubs and ground cover to reduce the amount of grass.
        ix. Place mulch around plants to reduce evaporation and discourage weeds.
        x. Set your mower blades one notch higher, since longer grass means less evaporation.
        xi. Use a pool cover to cut down on water evaporation.
        xii. Use a bucket instead of a hose to wash your car.
        xiii. Use a broom rather than a hose to clean sidewalks, driveways, loading docks, and parking lots.
    c. The City directs citizens to the Slow the Flow website (www.slowtheflow.org) for additional conservation ideas.

d. The City directs citizens to the Center for Water-Efficient Landscaping at Utah State University (http://cwel.usu.edu/) for information on efficient landscape irrigation. A Landscape Handbook with water-wise landscaping information is accessible on the City's website. The handbook addresses irrigation techniques, lists recommended water-efficient plants, and outside water-conservation resources.
e. The City has adopted the International Plumbing Code (IPC) which requires installation of water-saving fixtures in new construction (City Code 15.08.050). Maximum flow rates as defined by IPC 604.4 are as follows:
    i. Shower head: 2.5 gpm at 80 psi
    ii. Sink faucet: 2.2 gpm at 60 psi
    iii. Toilet: 1.6 gal per flush
f. The City adopted a new water rate structure effective June 11, 2025. This new rate structure increases every year to encourage water-wise usage. Previous to this change, the rates were slightly increased in the summer of 2024. The 2025 rate increase is shown below in Table 6.

Table 6 Culinary Water - Minimum Monthly Fee

Meter Size	2025-2026	2025-2027	2025-2028	2025-2029	2025-2030
0.75” Meter	$15.00	$18.00	$21.60	$22.79	$24.04
1” Meter	$25.05	$30.06	$36.07	$38.06	$40.15
1.5” Meter	$49.95	$59.94	$71.93	$75.89	$80.05
2” Meter	$79.95	$95.94	$115.13	$121.47	$128.13
3” Meter	$150.00	$180.00	$216.00	$227.90	$240.40
4” Meter	$250.05	$300.06	$360.07	$379.91	$400.75
6” Meter	$499.95	$599.94	$719.93	$759.59	$801.25
8” Meter	$799.95	$959.94	$1,151.93	$1,215.39	$1,282.05

4. The City has implemented a program to replace outdated galvanized steel water services with new copper ones. Approximately 75% of these services have been replaced to date, with the City committed to continuing this replacement as leaks are detected and as budget permits. This initiative, particularly the replacement of galvanized pipes in City parks, has led to an estimated 15% reduction in water consumption.
5. Existing City Code 13.52.050, provides for emergency limitation of water use when necessary.
    a. Mayor's proclamation of water use limitation. In times of scarcity of water or whenever it shall be deemed necessary by the City Council, the Mayor shall, by proclamation, limit the use of water to such extent as may be necessary for the public good. Providing, however, that such restrictions and limitations are not discriminatory and are made on a reasonable basis. It is unlawful for any person by himself, family, servants or agents to violate any such proclamation, and in addition to any other penalties which may be imposed, the water shall be turned off and not turned on again until the payment set by resolution of the City Council for each violation has been made.
6. Existing City Code 13.56.070, prohibits the wasting of water. "Waste prohibited. It is unlawful for any water user to waste water, or to allow tanks, air conditioning units or similar equipment to leak or overflow, or to wastefully run water from hydrants, faucets or stops, or through basins, water closets, urinals, sinks or other apparatus, or to use the water for purposes other than those for which he has paid or to use water in violation of the rules and regulations for controlling the water supply and the provisions of this chapter."
7. Existing City Code 13.56.180, puts restrictions on outside water use times. "Outside water use time restrictions. The outside use of water for irrigation is not permitted between the hours of 10:00 a.m. and 6:00 p.m. unless otherwise directed in writing by the Public Works Director or specific water provider."
8. Existing City Code 17.06.300.D.2.g, regulates irrigation systems for new landscape areas. "Irrigation. Permanent irrigation systems are required wherever Landscaping is required by this Chapter. Irrigation systems shall meet the standards below.
    a. All irrigation shall be appropriate for the designated plant material to achieve the highest water efficiency. Drip irrigation or bubblers shall be used except in Turf Grass areas. Drip irrigation systems shall be equipped with a pressure regulator, filter, flush-end assembly, and any other appropriate components.
    b. Each irrigation valve shall irrigate landscaping with similar site, slope, and soil conditions, and plant materials with similar watering needs. Turf Grass

and planting areas shall be irrigated on separate irrigation valves. In addition, drip emitters and sprinklers shall be placed on separate irrigation valves."

3) **Methods for reducing water demand and per capita consumption for future development.**

As the city undergoes redevelopment, water demand is projected to rise. This will involve either converting open spaces or redeveloping existing properties to higher densities. Similar to current needs, future water source requirements were assessed based on both peak-day and average annual demand. "Build-out water demand" refers to the water volume required for developments currently under construction or in the application phase once they are completed and receive utility services.

Table 7 indicates that the City's build-out water source requirements project a total peak day demand of 15,572 gallons per minute (gpm). To support maximum development density, an additional 10,147 gpm of water sources are needed. This water deficit can be addressed through various strategies, including water conservation efforts, reactivating unused or abandoned wells, or developing new wells. Additionally, the land use coordination goals detailed in this appendix will help mitigate the water shortage by promoting water-efficient development patterns and uses through the alignment of municipal land use code with water efficiency objectives.

Table 7 Build-Out Peak Day Demand

ERCs:	Level Of Service (gdp/ERC):	Build-Out Requirement (gpm):	Existing Supply (gpm):	Surplus (+) or Deficit (-):
16,440	1,364	15,5720	5,425	-10,147

The build-out yearly demand for the City's drinking water system is summarized in Table 8. The build-out annual demand is expected to be met by the annual available groundwater rights.

Table 8 Build-Out Average Yearly Demand				
ERCs:	**Level Of Service (ac-ft/ERC):**	**Build-Out Requirement (ac-ft/yr):**	**Existing Supply (ac-ft):**	**Surplus (+) or Deficit (-):**
16,440	0.597	9,816	10,828	+1,012

To ensure system resilience, drinking water systems should maintain enough source capacity to meet demand even if a major source is unavailable. No single source should be indispensable. Therefore, redundancy evaluations must assume the largest source is out of service.

The Davis Well, with a capacity of 2,900 gpm, is currently the largest source. While the City presently has a surplus physical capacity of 230 gpm, the unavailability of the Davis Well would result in a 2,670 gpm deficiency. In such a scenario, the City might need to utilize existing JVWCD connections to supplement the system's capacity.

Under the build-out scenario, even with all current sources operating at full capacity, there is insufficient capacity. To meet build-out demands with full source redundancy, the City would need to meet a projected demand of 15,572 gpm without relying on the Davis Well.

To support future developments, the City requires additional water supply through alternative sources and expanded infrastructure. The City aims to obtain all its JVWCD (JVWCD) water via one of the four existing connections to mitigate water quality issues and lower peak-day demand charges. An analysis indicated that upgrading the 300 East connection to maintain a constant flow rate of 600 gpm is necessary. It is recommended that the City establish a constant flow rate from JVWCD through this upgraded connection, while utilizing its wells and storage tanks to meet peak-day capacity.

Hansen, Allen & Luce, Inc. (HAL) performed a well-siting study for the City in 2022. As a result of the study, the following actions have been taken and recommendations have been developed:

- The City has acquired the property and purchased the 150 West Price Avenue property and has begun planning for a new well.
- As stated in the well-siting study, it is recommended that the City pursue the Harmony Park well site as the second location for a future well.

- An alternative to constructing a new well is redeveloping an existing, unused well. The best choice for this is the Bolinder Well, as redeveloping the existing well, tank, and booster station will support future growth in the city's downtown area.

Extensive water conservation is recommended for SSLC for the following reasons:

- DDW periodically reviews water use data and issues minimum sizing requirements based on actual water use data. If sustained water conservation can be demonstrated, the City's sizing requirements may be reduced, which would allow the City to extend the capacity of existing sources and storage tanks and delay or eliminate the need for future capital projects.
- Water conservation results in better drought-preparedness and emergency preparedness.
- Water conservation can enhance the City's positive image and promote a culture of conservation among residents. Water conservation may create a positive image for the City and a culture of conservation among residents.

The following recommended actions help ensure sufficient source capacity for current and future customers:

- Regularly update and continuously implement the City's Drinking Water Source Protection plans.
- Take all necessary actions to protect existing water rights.
- Regularly clean and maintain wells to prevent their capacity from diminishing ensure the capacity does not diminish over time. Well cleaning is recommended whenever pumps are removed for maintenance or replacement – typically at intervals of 5–15 years.

South Salt Lake City's commitment to water sustainability is evident in its multi-pronged approach, encompassing both immediate and long-term strategies. From public awareness campaigns and adjustments to water rate structures to significant infrastructure investments and the integration of water-wise policies into future development, the City is actively working to secure a resilient water future. These efforts highlight a holistic vision where conservation, efficient infrastructure, and strategic planning converge to meet the challenges of increasing demand and changing environmental conditions.

4) **Opportunities to modify operations to eliminate or reduce conditions that waste water.**

South Salt Lake City anticipates increased water demand due to ongoing redevelopment. The city is proactively developing a comprehensive strategy to ensure a sustainable water supply for future growth. This includes a clear plan to address projected capacity deficits, promote water conservation, and mitigate the impact of a potential loss of a major water source, ensuring readiness to meet peak day demand at full build-out.

South Salt Lake is proactively addressing its future water needs through a multi-faceted approach. This includes significant infrastructure investments, such as acquiring land for a new well, identifying a second potential well site, redeveloping the Bolinder Well, and upgrading its connection to the JVWCD.

Beyond infrastructure, the City is strongly committed to aggressive water conservation. This commitment is demonstrated through educational initiatives, strategic rate structuring, partnership with JVWCD and updates to city codes, all aimed at managing demand effectively. These efforts are designed to extend the capacity of existing water systems and cultivate a resilient, drought-prepared water culture within the community.

In essence, South Salt Lake is not merely reacting to future water demands but is actively preparing for them. By combining capital projects, strategic partnerships, and community-wide conservation efforts, the City is positioning itself to support continued development and ensure long-term prosperity.

The City of South Salt Lake proposes to implement the following additional Water Conservation measures:

- The City will consider purchasing leak detection equipment and performing a leak detection survey. This survey would be followed by the implementation of the ongoing pipeline replacement program for leaking pipelines.
- The City is currently developing a commercial landscape ordinance to encourage water conservation under Title 17 of the SSLC Municipal Code, which includes the following:
    - Drought Tolerant Species. Climatic conditions in Salt Lake County are generally arid, and the selection of plant species suited to dry conditions is allowed and appropriate. The State of Utah has compiled a list of “WaterWise” plants which can be accessed at http://www.waterwiseplants.utah.gov. Drought tolerant plants shall be from transplants and not seeded on site.

    - Water Conservation. Landscape design pursuant to the requirements of this chapter should be done with water conservation in mind because of population growth, limited available water and the climatic limitations of Salt Lake County. While irrigation systems are required for certain landscaping and may be desirable for other applications, all irrigation systems shall be designed for efficient use of water.

- The City will consider reevaluating its water rate structure to further promote water conservation.
- The City will continue its program to replace old galvanized steel water services with copper water services.
- The City will continue to monitor overall system water loss and institute measures to address unaccounted water.

South Salt Lake City's commitment to water sustainability is evident in its multi-pronged approach, encompassing both immediate and long-term strategies. From public awareness campaigns and adjustments to water rate structures to significant infrastructure investments and the integration of water-wise policies into future development, the City is actively working to secure a resilient water future. These efforts highlight a holistic vision where conservation, efficient infrastructure, and strategic planning converge to meet the challenges of increasing demand and changing environmental conditions.

Continued partnership with the JVWCD is crucial for the City of South Salt Lake's water future and long-term water resource management strategy. This collaboration is essential to effectively address increasing water demand from new development and expansion. It involves coordinated planning for infrastructure upgrades (e.g., new pipelines, storage facilities) and ensuring the city's water rights and usage align with regional supply capabilities. This ongoing coordination provides access to a larger, more resilient water network, mitigating risks from localized supply issues and ensuring a stable and sufficient supply for current residents and future growth.

The City of South Salt Lake recognizes the vital connection between land use development, future planning, and water usage. To foster sustainable growth, the City is committed to strengthening collaboration between its Community Development and Water Departments. This integrated strategy ensures that new developments align with the city's long-term water availability. By sharing and analyzing data on proposed developments and their projected water demands, the city can make informed decisions regarding zoning, density, and infrastructure.

Prioritizing and targeting uses with naturally lower water consumption is a crucial strategy for the City of South Salt Lake, especially given its water supply challenges. This proactive coordination prevents potential water shortages, ensuring that new residential, commercial, and industrial projects are both economically viable and environmentally sustainable. SSLC will continue to encourage water-efficient land uses, such as mixed-use and high-density residential developments. This initiative will be supported by current and future water-efficient landscaping and irrigation codes.

South Salt Lake (SSLC) is dedicated to advancing water conservation through the implementation and promotion of water-efficient landscaping. The city's current efforts include providing water-efficient landscape guidance via the City Landscaping handbook, which helps residents identify suitable local species of trees, shrubs, and other plants. Additionally, SSLC already has water-efficient irrigation codes that consider plant material, needs, soil type, and slope steepness.

To further these initiatives, SSLC will develop educational programs and continue to update land use ordinances as needed. A key goal is the continuous adoption of innovative water-saving measures and the integration of water-wise, streetscape-preserving landscaping requirements for all new and existing developments. This ensures that conservation is prioritized from the outset in future residential, commercial, and public spaces. By mandating drought-tolerant plants, efficient irrigation systems like drip lines, and reduced turf areas, the City aims to significantly decrease overall water consumption and establish a new benchmark for sustainable development.

The City of South Salt Lake, in close coordination with the statewide water preservation program, will continue to explore and adapt efficient ways to save water. The city will continue to explore and adopt new technologies, best practices, and educational programs that are proven to reduce water consumption and demand. This partnership ensures that South Salt Lake City remains at the forefront of water conservation, continually improving its approach to manage this essential resource for both current residents and future generations.

EXHIBIT B

On the Move Mobility Plan Update

Appendix I: 2025 Plan Update

Revising plans over the course of their life is critical to their continued success. This appendix does just that, and gives recommendations to make the second half of the plan's life as (or more) successful than the first.

Relationship to 2020 Mobility Plan

This update is not intended to replace any of the directives in the 2020 mobility plan. Instead, it is intended only to add some projects and priorities that have emerged since the 2020 plan was adopted.

Outreach & Data

Outreach booth at Craftoberfest 2024

During summer and fall of 2024, city staff heard from residents and stakeholders about how South Salt Lake's transportation system is working for them and how it can be improved. Outreach was done in person at city events as well as online.

In addition to hearing from the public, staff compared the plan's original goals with what has been done in the last 5 years. This, combined with the latest safety and demographic data, were used to elevate some projects in priority over the next five years. The data used for this plan update are available in Appendix J.

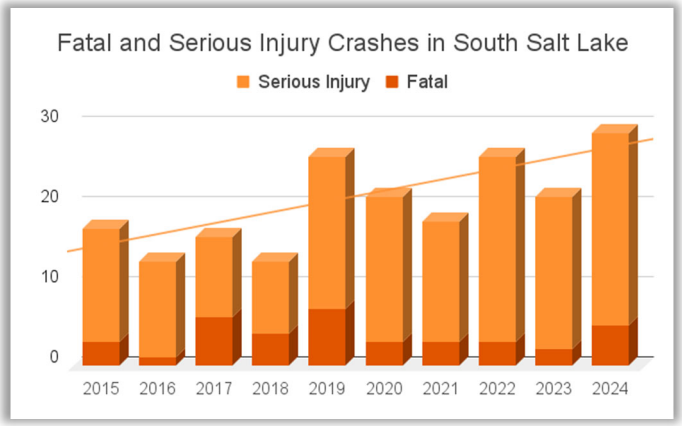
Key themes for the future:

1. Traffic calming and road safety improvements are very high priorities for everyone.

Unfortunately, serious injuries and traffic fatalities continue to rise in South Salt Lake. The City receives many speed and traffic related complaints from residents, and neighboring cities have made great strides towards reducing serious crashes. Because of this, the priority of traffic calming and safety is at an all-time high.

Finishing and implementing the City's Vision Zero and Traffic Calming Policies are imperative to resident health and well-being.

An example of a sidewalk fit for a walking loop



Serious crashes continue to rise

2. There is strong community support for a safe and landscaped walking loop around SSL's Downtown

This is a new concept since the 2020 plan, but was strongly supported by the public in outreach efforts for this update. The suggestion would serve both a transportation and recreational purpose for residents. This loop would likely involve very wide sidewalks, quality landscaping, shade trees, and public art. Wherever necessary, bicycle facilities should be separated from the pedestrian realm for comfort and safety.

3. Improving the *quantity* of mobility routes is more important to our residents than improving the *quality* of existing routes.

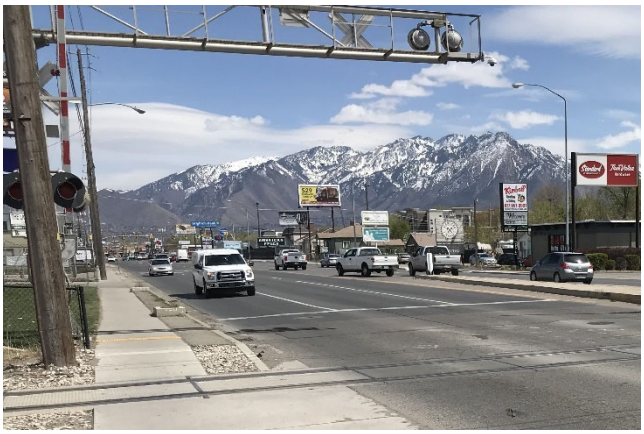
Low cost traffic calming

As costs of infrastructure continue to rise, this could translate into more quick-build solutions to maximize where our residents can travel comfortably, rather than focusing on a few premium corridors. Quick-build solutions might involve traffic paint, flexible plastic posts, planter boxes, and other inexpensive solutions.

These low-cost solutions could be used to address a number of the other priorities in this plan, such as calming traffic, creating neighborhood byways, or improving cycling and pedestrian routes. Over time, the most successful of these can be made permanent.

Similarly, some streets require only minimal upgrades to turn them into a comfortable corridor. For example, missing sidewalk sections and poor lighting were very common issues discovered during public outreach. Improving these does not require rebuilding an entire street, but it can make a big difference on the street's usability.

4. Safe and comfortable East-West Connections are sorely needed in South Salt Lake.



3300 South, the only continuous East-West street through the center of the city

Residents expressed frustration with their ability to navigate the city from East to West, with and without an automobile. Other than Parley's Trail on the North end of the city, no safe, continuous connections exist across town. Myriad rail lines, I15, and State Street all present major barriers to mobility. High priority projects to bridge this divide are:

- Expanding Central Pointe TRAX Station to be accessible from the East side of the tracks
- Mill Creek Trail: a safe, comfortable trail along Mill Creek from the Jordan River to 700E
- A Neighborhood Byway on Gregson Avenue
- A safer crossing of State Street near Woodrow Wilson Elementary
- A continuous complete street from 300W to State Street in South Salt Lake's Downtown

5. Decisions and policies must adapt to changing standards.

The Covid-19 Pandemic accelerated shifts that have been in the making for many years. Travel preferences, behavior, and values are markedly different for younger generations than those who built today's transportation system. Additionally, recent peer reviewed studies throw into question many industry standards previously taken as fact.

As preferences and practices rapidly change, professionals and decision makers must base new decisions on recent evidence. This may include vehicle, pedestrian, and bicyclist counts; peer reviewed studies; and guidance from professional organizations such as the Federal Highway Administration (FHWA), the American Planning Association (APA), the American Association of State Highway Transportation Officials (AASHTO), or the National Association of City Transportation Officials (NACTO).

Some policies likely to be affected by new evidence are land use and parking codes. In addition to raising the costs of goods and housing, many legacy zoning and parking requirements effectively mandate low density, sprawling development patterns at the expense of mobility. Modernizing South Salt Lake's land use and parking regulations has the potential to improve mobility more than any grants or infrastructure improvements can.

Five-Year Plan Priorities

With limited resources to achieve the goals of the 2020 Mobility Plan, effort should be concentrated on the highest priority items. The following table contains unfinished goals from that plan (some consolidated), and are roughly placed in order of urgency. Items on the left have seen measurable progress since 2020. Items on the right have not. Of course, the actual order in which these should be accomplished will vary by funding, season, staff capacity, and other factors. So, the order of this table should be used as a decision-making tool, not a requirement.

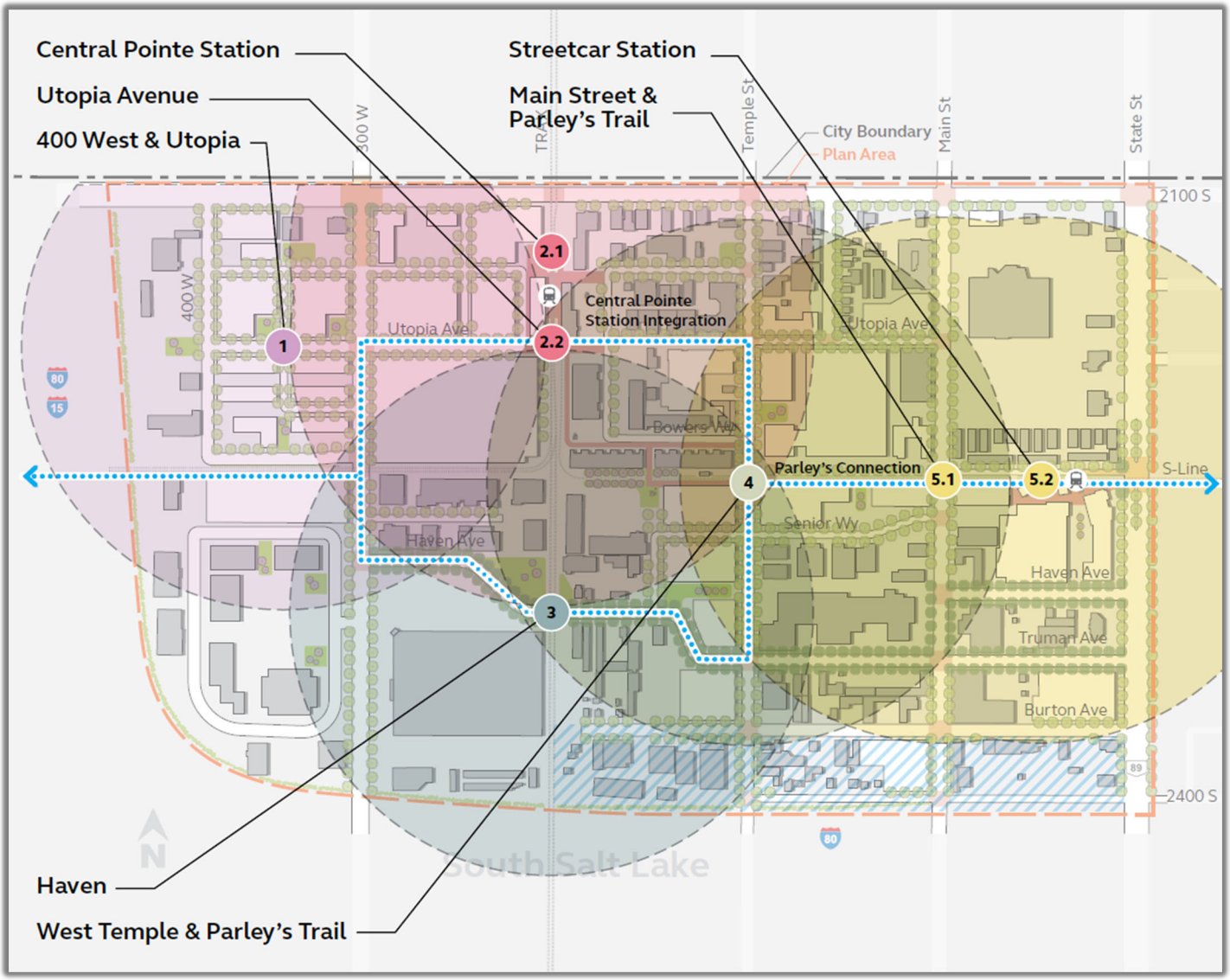
Projects Underway	Projects to Kickstart
Adopt a citywide traffic safety plan and educate stakeholders about Vision Zero practices	Construct a comfortable and landscaped walking loop in Downtown South Salt Lake
Adopt a citywide traffic calming policy that encourages interventions and calming measures	Advance construction detour practices to prioritize multimodal users
Redesign standard street cross sections to promote safe speeds and walkable communities	Continually inform the public of upcoming and ongoing projects
Reconfigure Main Street to accommodate all modes and match current travel patterns	Reform parking requirements to legalize less automobile-oriented developments
Construct a multimodal trail along Mill Creek	Revise Land Development Code to promote denser, multimodal-friendly neighborhoods
Incentivize development of mixed uses and higher densities near transit	Elevate the priority of plowing and repairing damage to trails, sidewalks, etc. equally to streets
Improve the accessibility of transit stops	Provide wayfinding on active transportation routes in South Salt Lake
Reconfigure West Temple Street to increase safety and accommodate all modes	Implement curb management strategies and policies such as loading zones, parklets, bike parking, etc.
Connect a multimodal trail from Carlisle Park Ln to 3900S	Enact Transportation Demand Management (TDM) strategies

New Ideas

While most of the projects and policies in the matrix above were featured in the 2020 Mobility Plan, a few concepts have emerged only in the last five years. The paragraphs below provide more context and background information for the new ideas.

A Comfortable Walking Loop in Downtown South Salt Lake

Since the adoption of the Mobility Plan in 2020, the idea of an urban walking loop, or linear park has been gaining steam. Inspired partly by the success of Parley's Trail, partly by Salt Lake City's Green Loop concept, and partly by original community ideals, this loop would serve a recreation need for the growing number of residents and visitors our downtown sees daily. At present, the city does not own enough property in the downtown to create a traditional park space. Instead, residents and other stakeholders have encouraged the city to consider providing recreational opportunities that rely on road rights-of-way, small parcels, and private developments. Rather than sport courts or open fields, the downtown loop would feature things like quality landscaping, shade trees, walking/cycling space, and outdoor seating. Of course, a safe and inviting loop of this nature would also be a backbone of the multimodal transportation system, connecting important locations such as State Street, transit stations, housing, and other commercial nodes.



A potential alignment of the downtown loop, as shown in the 2025 Downtown Station Area Plan

Keeping the public informed of upcoming and ongoing projects

Unexpected closures or delays can have big consequences for residents and travelers

A number of recent construction projects in the last five years, both within and without South Salt Lake, have highlighted the need to involve the public early and often. Too frequently, those impacted by construction detours, or the new layout of a project in the right-of-way report that they were not given advanced notice or an opportunity to provide feedback.

Going forward, the city should make a concerted effort to inform residents, businesses, and other stakeholders. When possible, opportunity to provide meaningful feedback should also be provided. Due to South Salt Lake's diverse resident base, special effort may need to be made to meet residents where they are at, or to consider alternative information delivery strategies. For some residents or businesses, door-to-door canvassing may be the best way to reach them. Mailers, A webpage, or social media may work best for others. The method and level of effort will depend greatly on the project and the impacted parties, but the concept remains the same: people want to know what's happening, and they want their voice to be heard.

Revise Land Development Codes

The connection between land use and transportation has received more focus and publicity in recent years, and for good reason. The land uses on either side and either end of the street dictate who (or what) uses that street for transportation. Conversely, the character of a street has a huge impact on what land uses can succeed there. For example, a shipping distribution center wouldn't do very well on a tiny lane too narrow for trucks. Likewise, a small café with outdoor dining might have a hard time attracting customers next to a major highway. But the connection goes deeper than this.

By segregating land uses into highly specific zones, many land use codes mandate large distances between homes, workplaces, and stores. Distances between places are further increased by minimum lot sizes, required parking lots, setback requirements, and other density limitations. Highly specific zones make it very unlikely that a parcel will be available for purchase in the same location as the demand for that development type. This raises the cost of urban developments, pushing growth out into the suburbs.

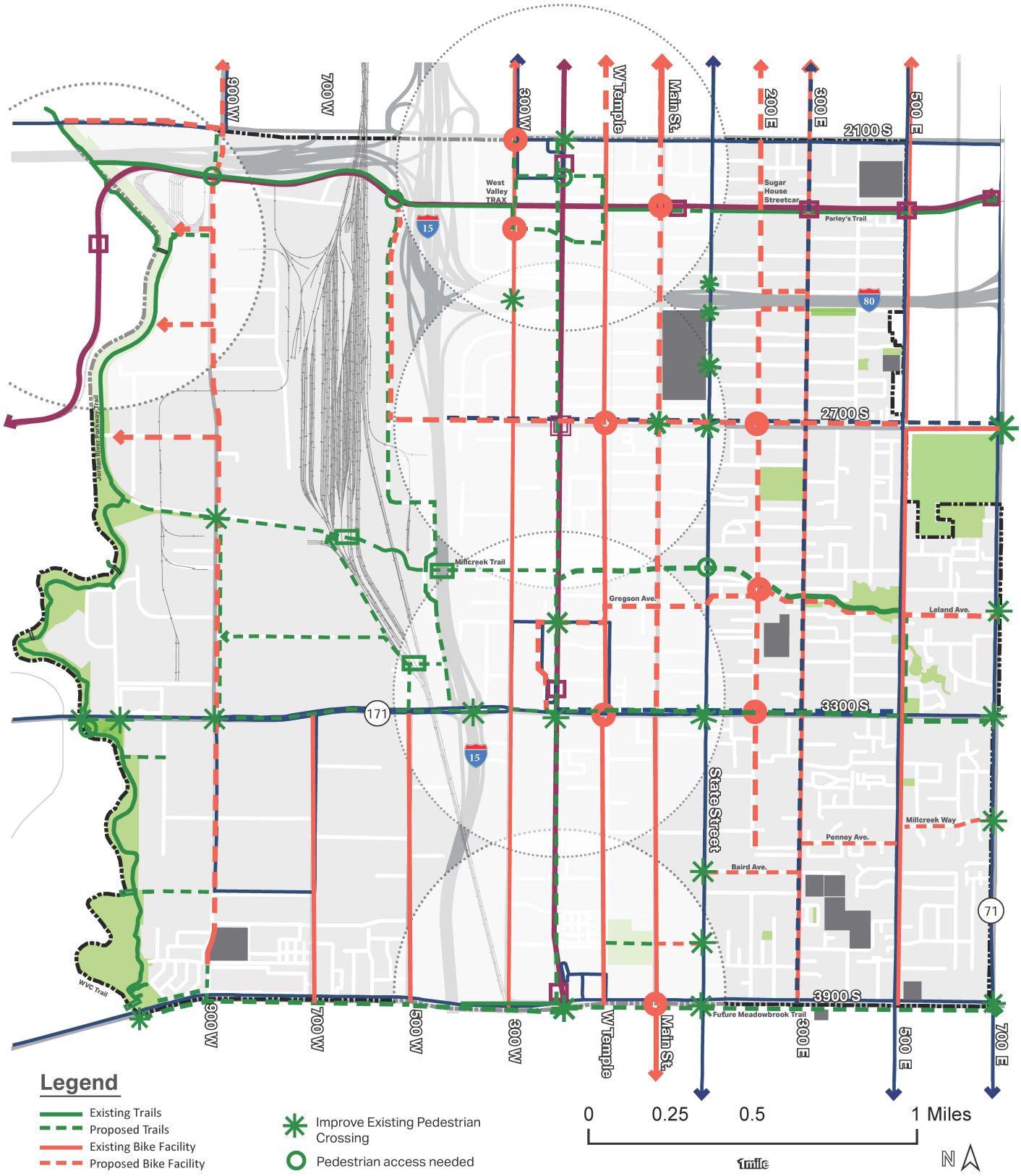
Much of the Salt Lake Valley is characterized by single-story buildings with large setbacks and parking lots

These sprawling development requirements increase the distance people need to travel, making healthy and sustainable transportation modes impractical. They also increase the amount of roads, utilities, and other services per taxpayer, and increase the traffic using those roads and services. To reverse this trend, the city should consider amending land use codes to legalize more workplaces and stores near homes. Fewer zoning districts, more allowed uses per district, smaller setbacks, smaller minimum lots, and lower parking requirements can all encourage more mobility-friendly development.

Updated Future Mobility Map

The public outreach for this plan update provided the public an excellent opportunity to tell the city what parts of the maps they were excited about, what they were not, and what needed to be added. Feedback was compiled and used to inform the following map. Existing conditions and planned improvements were also brought up to date in this version of the mobility map.

This map should be consulted whenever right-of-way or other city property is renovated, so that an opportunity for improvement is not missed. If incorporated early in the project, modernizing bicycle and pedestrian facilities can be cost-neutral, or even lower the total project cost. Other uses for this map are to assist the City's capital improvements planning, informing the public and development community of future conditions, and to assist other government agencies with adjacent or multijurisdictional planning efforts.



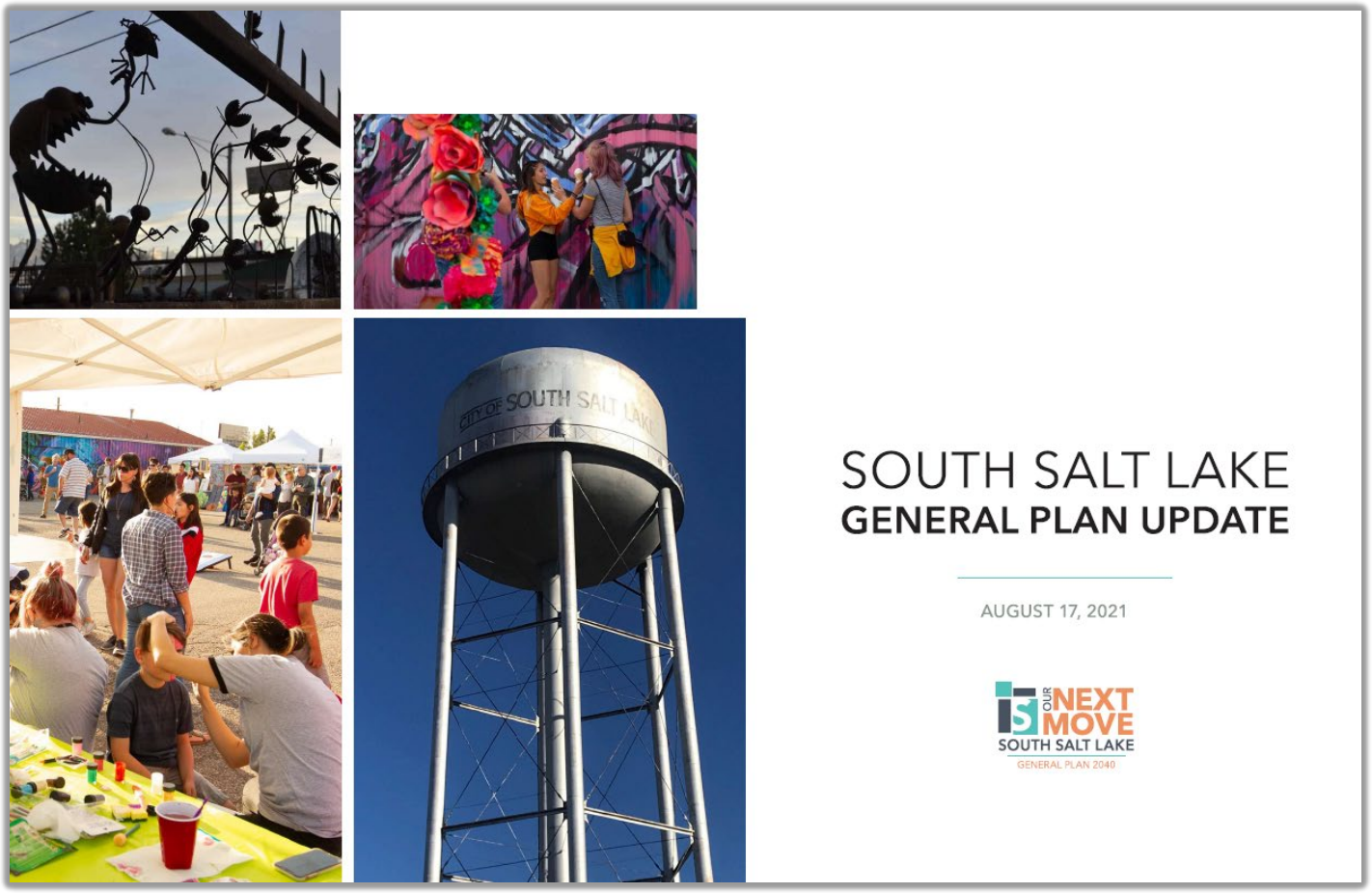
Legend

- Existing Trails
- Proposed Trails
- Existing Bike Facility
- Proposed Bike Facility
- Existing Bus Route
- Proposed Bus Route
- TRAX and Streetcar
- Schools
- Parks and Open Space
- Improve Existing Pedestrian Crossing
- Pedestrian access needed
- Proposed Bridge Crossing
- Bike Crossing/ Intersection
- Existing TRAX Station
- Proposed / Future TRAX Station
- 1/2 mile radius

Appendix J: Plan Update Data Sources

Several sources of information were consulted to asses the relevance of the 2020 Mobility Plan. The sources, as well as the results of the public outreach efforts, are listed in this appendix.

General Plan Update (2021)



South Salt Lake updated its General Plan shortly after adopting the 2020 Mobility Plan. Contents of that plan, particularly the Transportation & Connectivity section (pgs. 49-62), were consulted in this plan update.

Comprehensive Safety Action Plan (2024)

In 2024, Wasatch Front Regional Council (WFRC) prepared a Comprehensive Safety Action Plan. The document assesses the safety of the transportation network within their service area, and recommends areas of improvement. As a Participating Jurisdiction within WFRC's service area, South Salt Lake is covered under this plan. Recommendations from the plan, as well as GIS storymaps of data for the plan, were used to assess and update the Mobility Plan. The Action Plan recommends specific safety enhancements in SSL which are incorporated into this update.

Utah Household Travel Survey (2023)

As part of the Utah Unified Transportation Plan, a large-scale survey was conducted statewide for several transportation and planning organizations throughout the State. The effort surveyed over 26,300 Utahns about many transportation topics such as the cost or location of parking, modes used, and travel preferences. The robust summary of data is the most comprehensive evidence we have about how people are getting around in Utah, and about how they would like to.

Date from the survey can be accessed online in the form of a .pdf report and via a data explorer app. The data explorer app, which can be queried to show results by survey question and by geographic area, was used to inform aspects of the plan update and to evaluate the existing plan.

One of the most noteworthy takeaways from the survey is that roughly half of all automobile trips in both Salt Lake County and the State of Utah are 3.5 miles or less, and 21% of automobile trips are less than 1.5 miles. This is important because these shorter distances are easy to substitute for less impactful modes, such as walking or biking.

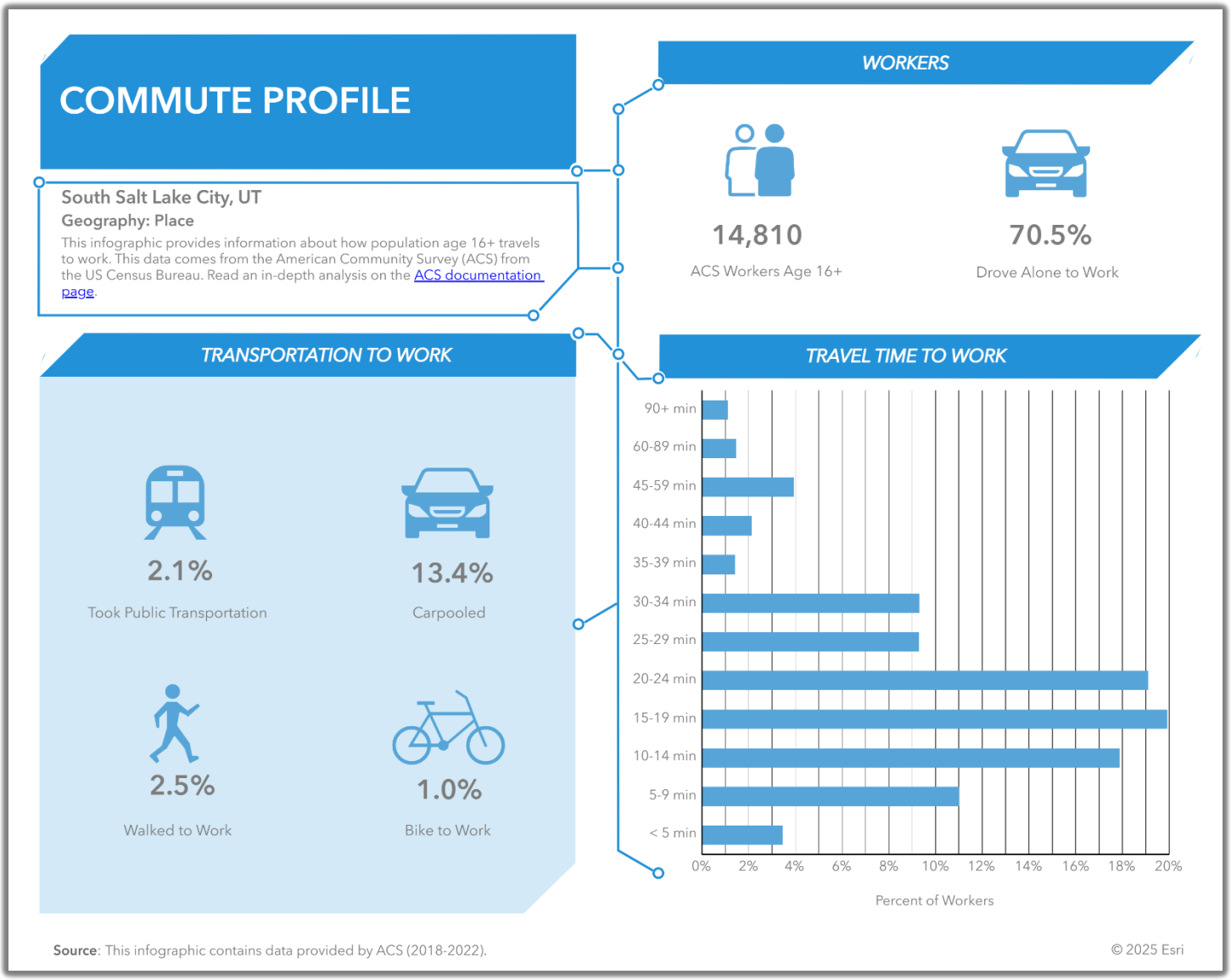
Other key takeaways are that walking accounts for nearly 10% of all trips in Salt Lake County, despite almost 37% of county households responding that they decided against walking or biking due to safety concerns. These findings have implications for where the priority of safety and alternative transportation fall in relation to automobile convenience.

Category	Mean	Median
Roadway maintenance projects	17.6	15
New and expanded roadways	14.3	10
Expand transit system's geographic coverage including on-demand transit service	12.8	10
Roadway safety and efficiency projects	12.2	10
Expand local, neighborhood network bike and pedestrian trails and pathways	9.3	7
Offer more frequent transit service	8.9	5
Eliminate transit fares to grow ridership	8.5	5
Neighborhood sidewalks and crosswalks	8.3	5
Expand regional network of bike and pedestrian trails and pathways	7.8	5

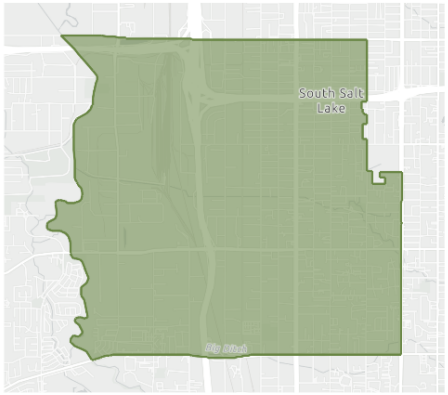
Monetarily, state residents responded that if they were able to choose how transportation funds were spent, 25.4% would go towards bicycle and pedestrian improvements, 44.1% would go towards roadway maintenance and improvements, and 30.2% would go towards transit improvements. This contrasts with South Salt Lake's current transportation budget, the vast majority of which goes towards roadway maintenance and construction.

Esri (2024) and U.S. Census Data (2020)

The software firm Esri, most known for its geographic information system (GIS), also compiles large quantities of useful data. Most of the data is based on the U.S. Census and American Community Survey, but Esri adds their own analyses and collected data for more usefulness. Paid Esri software services (which incorporate Census Data) were used to help inform the plan update. The data and tools within Esri can be used for complex analysis of South Salt Lake and surrounding areas. These analyses reveal things like demographic, commute, and employment trends in South Salt Lake. Analyses to inform this plan were tailored by location and contrasted over time to reveal trends. A sample of data represented with one of Esri's tools is shown below.



By the following graphic, staff and policymakers were surprised to learn that South Salt Lake's population overwhelmingly belongs to the Millennial and Z generations. This contrasts with some preconceptions, perhaps stemming from the demographics of the city's more outspoken residents.



Population Trends and Key Indicators

South Salt Lake City, UT
Geography: Place

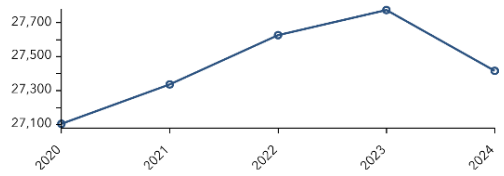
27,416	11,014	2.29	32.5	$61,802	$493,060	55	52	78
Population	Households	Avg Size Household	Median Age	Median Household Income	Median Home Value	Wealth Index	Housing Affordability	Diversity Index

MORTGAGE INDICATORS

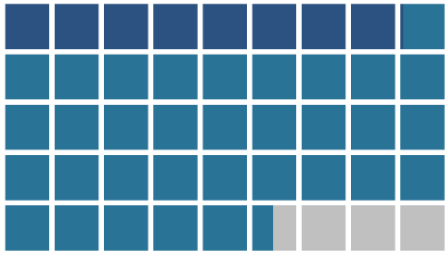
$8,769
Avg Spent on Mortgage & Basics

50.0%
Percent of Income for Mortgage

Historical Trends: Population



POPULATION BY AGE



Under 18 (17.9%) Ages 18 to 64 (74.3%)
Aged 65+ (7.8%)

POPULATION BY GENERATION

1.6%
Greatest Gen: Born 1945/Earlier

10.2%
Baby Boomer: Born 1946 to 1964

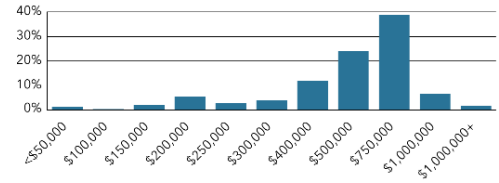
16.4%
Generation X: Born 1965 to 1980

39.6%
Millennial: Born 1981 to 1998

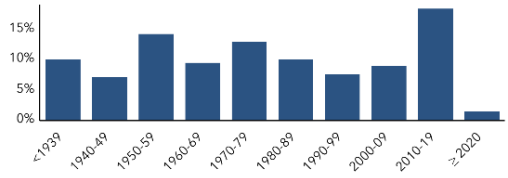
23.2%
Generation Z: Born 1999 to 2016

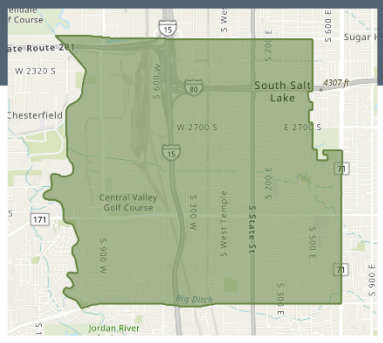
9.0%
Alpha: Born 2017 to Present

Home Value



Housing: Year Built





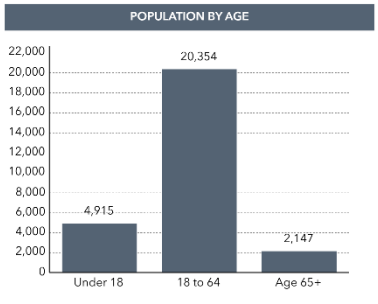
AT RISK POPULATION PROFILE

South Salt Lake City, UT

Geography: Place

27,416	11,014	2.29	32.5	$61,802	$493,060	55	52	78
Population	Households	Avg Size Household	Median Age	Median Household Income	Median Home Value	Wealth Index	Housing Affordability	Diversity Index

POPULATION BY AGE



AT RISK POPULATION

2,523
Households With Disability

2,147
Population 65+

587
Households Without Vehicle

POVERTY AND LANGUAGE

12%
Households Below the Poverty Level

1,265
Households Below the Poverty Level

5
Pop 65+ Speak Spanish & No English

POPULATION AND BUSINESSES

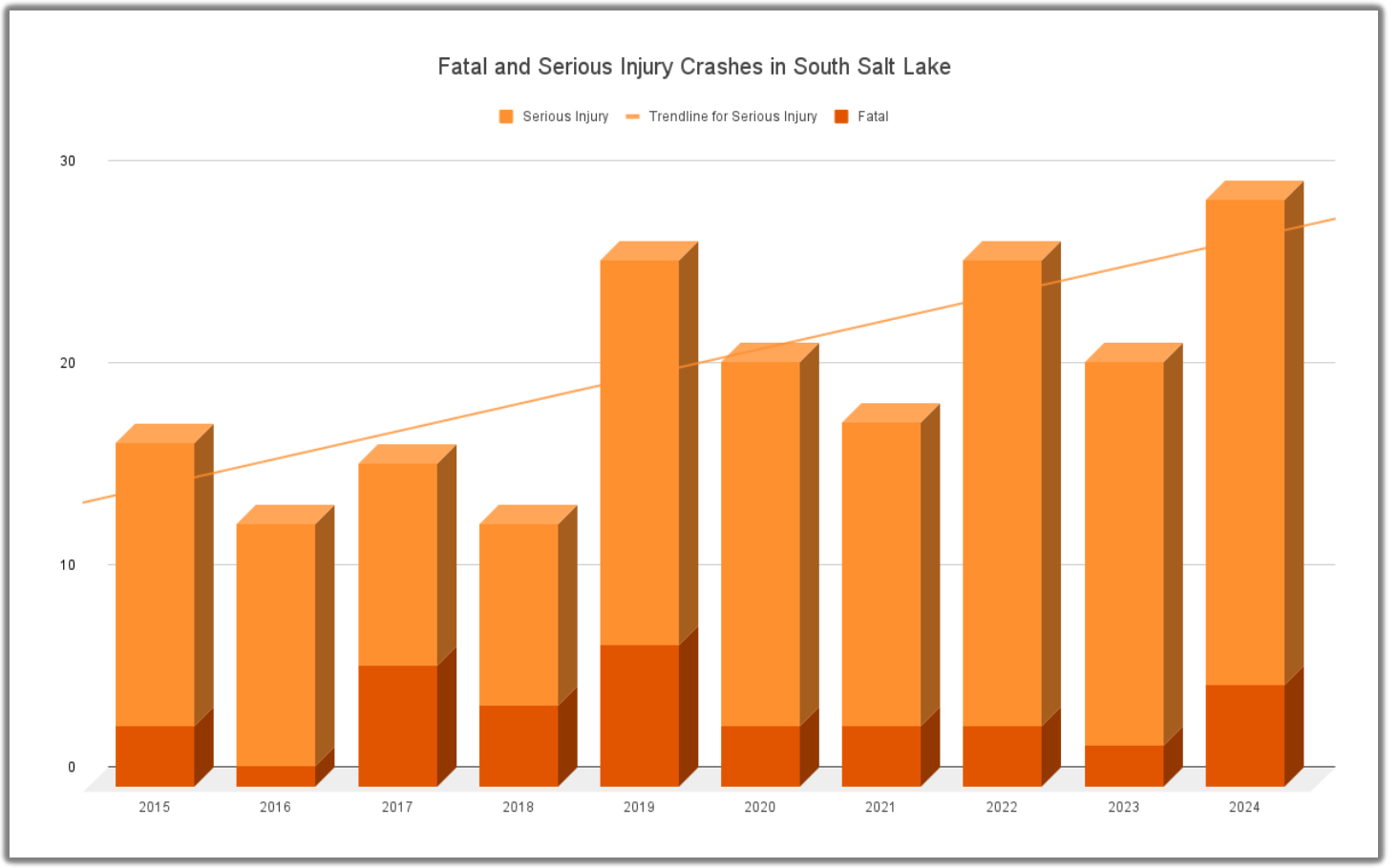
45,671
Daytime Population

2,221
Total Businesses

31,902
Total Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	2,520	12,750	1,642	16,912
Spanish	1,169	4,175	211	5,555
Spanish & English Well	1,143	3,366	41	4,550
Spanish & English Not Well	26	693	165	884
Spanish & No English	0	116	5	121
Indo-European	404	1,077	176	1,657
Indo-European & English Well	404	904	139	1,447
Indo-European & English Not Well	0	173	0	173
Indo-European & No English	0	0	37	37
Asian-Pacific Island	104	499	36	639
Asian-Pacific Isl & English Well	90	377	27	494
Asian-Pacific Isl & English Not Well	14	110	9	133
Asian-Pacific Isl & No English	0	12	0	12
Other Language	1	281	14	296
Other Language & English Well	1	261	0	262
Other Language & English Not Well	0	20	14	34
Other Language & No English	0	0	0	0

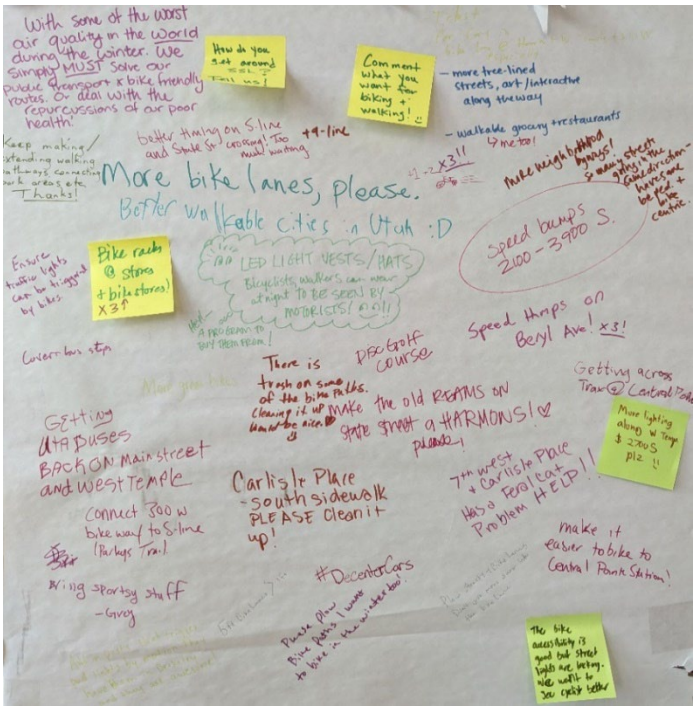
Statewide Safety Data (2010-Present)



The Utah Department of Transportation, through apparent partnerships with AASHTOWare and Numetric, maintains an online database of all reported crashes throughout the state of Utah. These crashes are organized in an interactive map and sortable by location, severity, mode of travel, contributing factors, etc. Graphs and charts can also be produced based on the data. These data were used to corroborate some of the theories in existing plans and heard during outreach efforts. Of course, data were sorted by locality to provide insights on the local transportation system only. Alarmingly, the data reveal that serious injury crashes continue to rise in South Salt Lake, even after adoption of the 2020 mobility Plan. It is worth noting that while these data do include the interstates (I-80 and I-15), the number of serious injuries and fatalities on the interstates is very low compared to the volume of vehicles they carry.

In-Person Outreach Events

Dedicated outreach booths for the mobility plan were set up at various public events during the summer and fall of 2024. These events included Monday with the Mayor, National Night Out, Celebrate South Salt Lake, and Craftoberfest. At the events, city staff were able to speak directly to residents in a candid atmosphere to hear their transportation concerns, needs, and expectations. Interactive exhibits such as maps and posterboards were available for eventgoers to provide feedback on. A sample of feedback from a posterboard is pictured. The most consistent themes from the feedback were requests for more bike lanes, sidewalk/bike lane maintenance, and traffic calming.

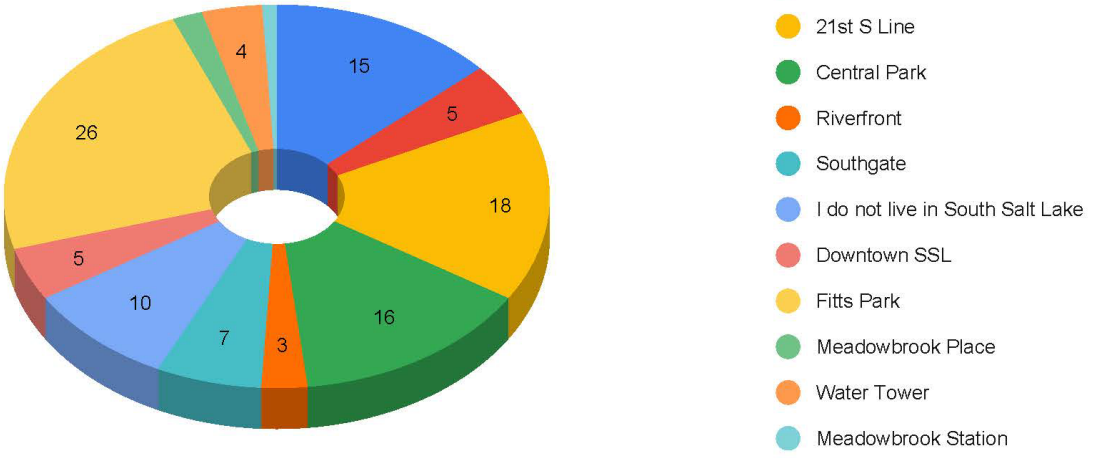


In addition to being analyzed in context, all comments received at the in-person events were fed into a wordcloud generator to highlight which words were used most frequently. The wordcloud below gives an idea of what themes and areas were most prevalent in the comments.

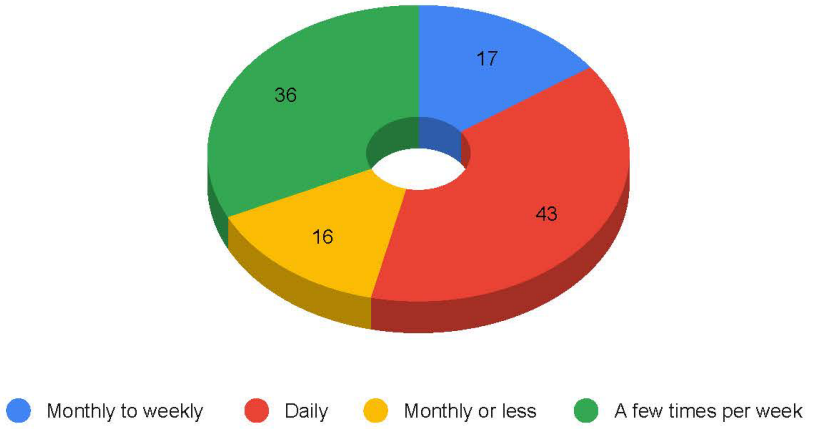
Online Survey

In addition to in-person outreach efforts, the city also conducted an online survey, with options to participate via quick-response (QR) code or by links delivered via email or webpages. In-person event attendees were also directed to the survey. Results are included in the following pages.

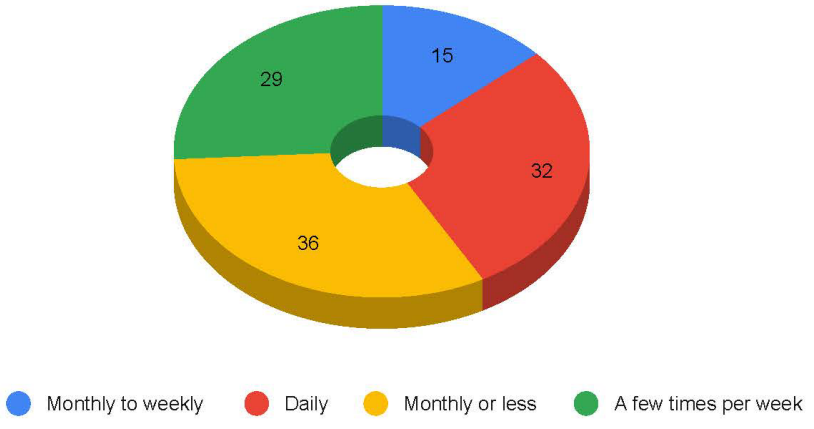
Responses by Neighborhood



How often do you bike, walk, use a wheelchair, rollerblades, skateboard, or scooter for recreation?

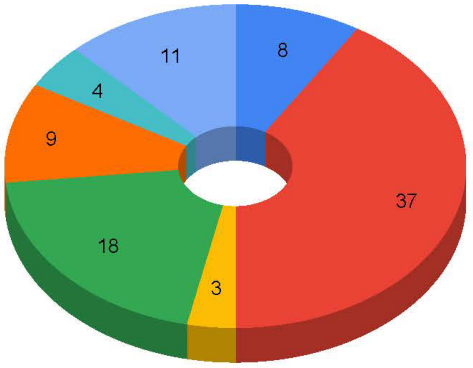


How often do you bike, walk, use a wheelchair, rollerblades, skateboard, or scooter for transportation?



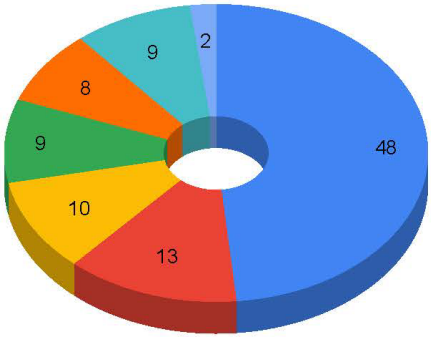
What is the main reason you don't walk (including wheelchairs) more than you currently do?

- I am not interested.
- There are not enough safe or comfortable routes to my destination.
- There may be a good route to my destination, but I do not know the way to go.
- The safe and comfortable routes I can use are not direct or convenient.
- The sidewalk or path is too uneven, including the ramps or crosswalks.
- The road or rail crossings along my route are dangerous or inconvenient.
- The weather is too hot



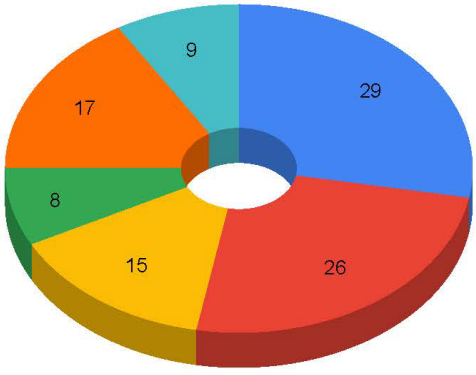
What is the reason you don't bike (or use other forms of rolling like scooters, skateboards, etc) more than you currently do?

- There are not enough safe or comfortable routes to my destination.
- The safe and comfortable routes I can use are not direct or efficient.
- The road or rail crossings along my routes are dangerous or inconvenient.
- The weather is too hot
- I am not interested.
- I cannot afford the equipment.
- There may be a good route to my destination, but I do not know the way to go.

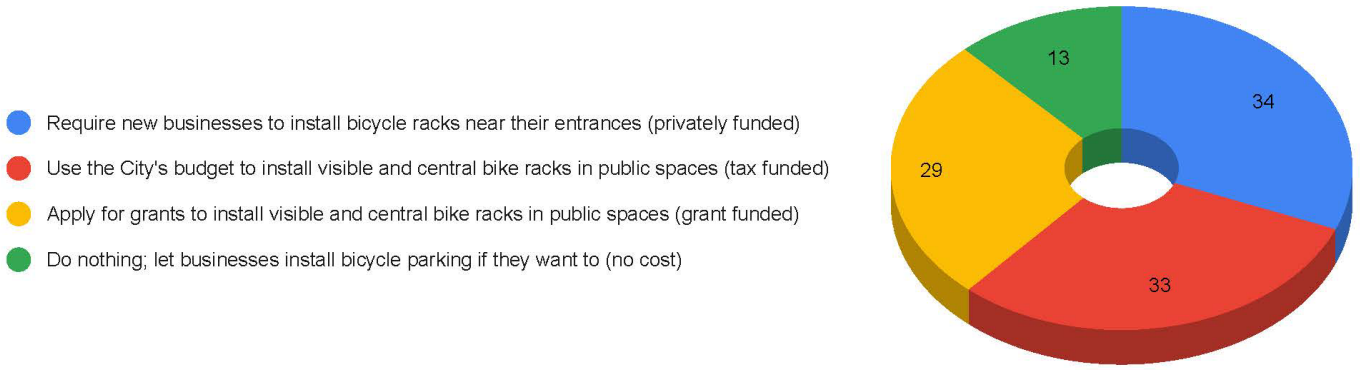


What do you think would be the best next step to make our city more pedestrian friendly?

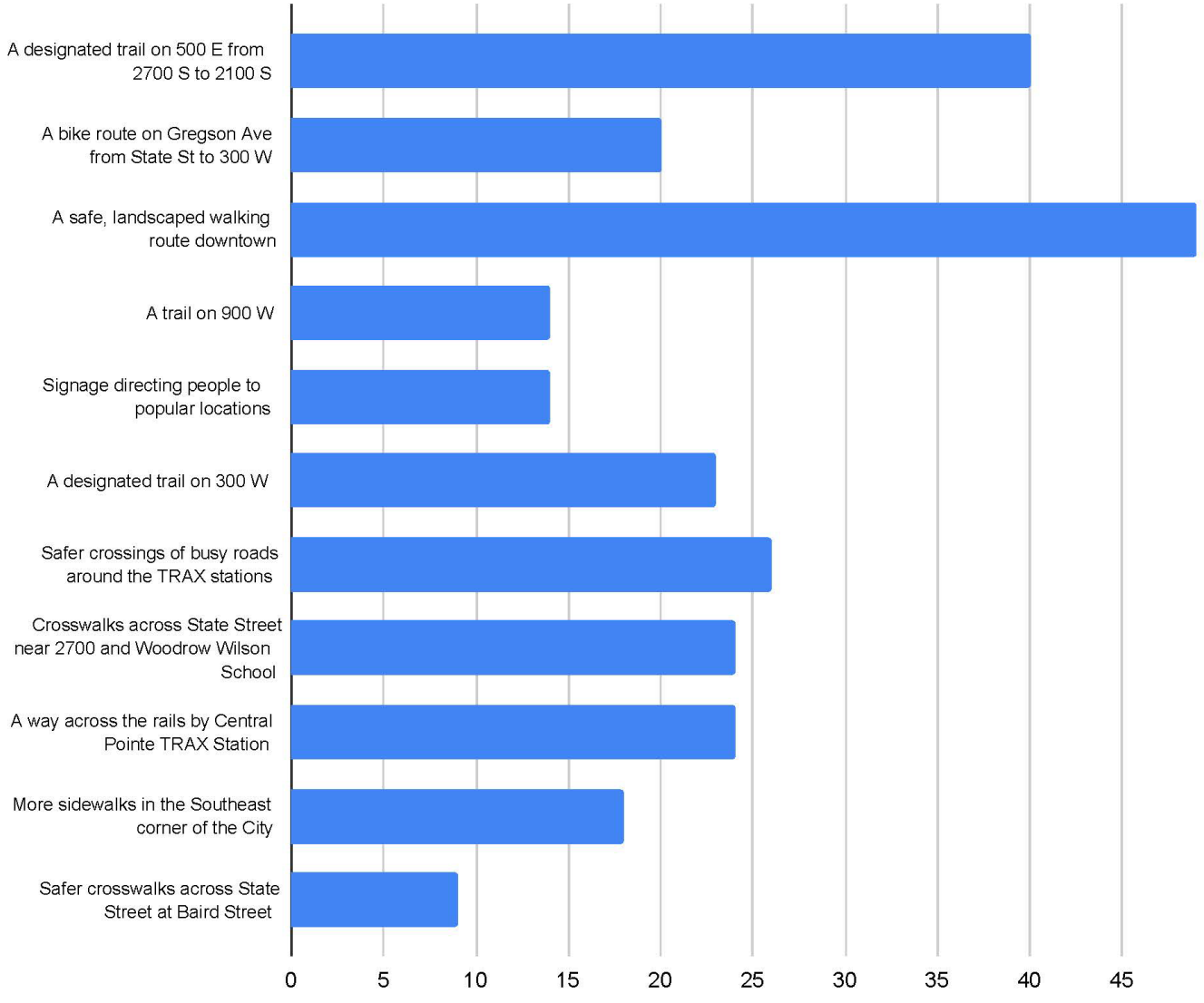
- Install things to calm car traffic, like speed humps or curves in the road
- Install sidewalks where there currently are none.
- Improve the existing crosswalks (with flashing signs, handheld flags, or streetlights for example)
- More crosswalks
- Repair or upgrade existing sidewalks to improve accessibility
- Wider sidewalks



How do you think bicycle parking should be provided near businesses?



Which Three projects do you think should be the top priority for mobility in South Salt Lake?



PLANNING COMMISSION STAFF REPORT

MEETING DATE:	November 06, 2025
PROJECT NUMBER:	GP25-0002
REQUEST:	A resolution of the City of South Salt Lake Planning Commission to forward a recommendation to the City Council to adopt the Water Resource Element update and the On the Move Mobility Plan update in the South Salt Lake City General Plan.
APPLICANTS:	South Salt Lake City

PROJECT INFORMATION:

SYNOPSIS:
Staff is proposing an amendment to the South Salt Lake General Plan 2040 to comply with state requirements to develop a water use and preservation element that is integrated with the land use planning and development. The purpose of the proposed Water Resource Element update to the South Salt Lake General Plan is required by SB 110 (Utah Code 10-9a-403), passed in 2022. SB 110 requires this update to include:

- Effect of permitted development on water demand and infrastructure,
- Methods for reducing water demand and per capita consumption for existing development,
- Methods for reducing water demand and per capita consumption for future development
- Opportunities to modify operations to eliminate or reduce conditions that waste water.

This updated Water Resource Element seeks to provide detailed information on the status of the City's water infrastructure and clear guidance for the City to integrate land and water use effectively.

The proposed amendment also includes the incorporation of the City's Mobility Plan, as well as a 2025 amendment to that plan, into the General Plan. This portion of the amendment accomplishes two things:

1. Corrects an error in the initial adoption of the Mobility Plan (see below)
2. Updates the previous Mobility Plan with current data and recommended policies/practices consistent with the latest city objectives and public outreach.

The Planning Commission is the recommending body for amendments to the General Plan, and the City Council is the land use authority for amendments to the General Plan.

In the Water Resource Element portion of the update, South Salt Lake is required to include the following: Effect of permitted development on water demand and infrastructure, methods for reducing water demand and per capita consumption for existing development, methods for reducing water demand and per capita consumption for future development, and opportunities to modify operations to eliminate or reduce conditions that waste water.

This updated Water Resource Element seeks to provide detailed information on the status of the City's water infrastructure and clear guidance for the City to integrate land and water use effectively. The recommendations included in this appendix are based on demand data, growth projections, standards from DDW (State of Utah Division of Drinking Water), city zoning ordinances, known planned developments, and standard engineering practices. This update to the Water Resource Element in the General Plan Appendix integrates water and land use planning, outlines the current and projected water budgets as well as strategies for water conservation. This Water Resource Element

of the General Plan has been developed to meet the letter and intent of the State's requirements and to secure a sustainable water future for SSLC.

In the Mobility Plan Update portion of the update, the proposal will better address the Transportation and Circulation Element of the General Plan, which is a required component by Utah law. It is believed that the On the Move Mobility Plan may have been intended to be incorporated into the general plan in 2021, but the official action was actually to adopt the General Plan as a part of the Mobility Plan. This is believed to be an error. A goal of this update is to correct that error and to strengthen the General Plan with a more robust transportation element.

A second goal of the Mobility Plan portion of the update is to modernize and improve the On the Move Mobility Plan, which was written in 2020. The update features three appendices:

H. The original On the Move Mobility Plan, unchanged from the final document produced in 2020.
I. An appendix both to the General Plan and to the On the Move Mobility Plan. This appendix reinforces and prioritizes concepts from the original Mobility Plan, and introduces some new concepts borne from city initiatives and public outreach.
J. Another appendix to both the Mobility and General Plans, comprised of data and additional information to support the concepts in Appendix I.

PROPOSED WATER RESOURCE STRATEGIES AND IMPLEMENTATION ELEMENTS:

Section 1: Effect of permitted development on water demand and infrastructure.

Summary:

- Status of City water infrastructure and water demand.
- Projected water demand from future developments.
- Deficit of current water supply and future demand.

Section 2: Methods for reducing water demand and per capita consumption for existing development.

Summary:

- Identified main sources of water waste and inefficient water usage.
- Addressed the City's water conservation goals.
- Water-conservation methods implemented by the City.
- Identified municipal code sections that address water efficient irrigation and water-wise landscaping.

Section 3: Methods for reducing water demand and per capita consumption for future development.

Summary:

- Comparison between projected future water demand at full build-out and planned water supply at full build-out.
- Plans and methods for acquiring additional water supply.
- Recommended actions to help ensure sufficient water source capacity.

Section 4: Opportunities to modify operations to eliminate or reduce conditions that waste water.

Summary:

- Additional water conservation measures for future implementation.
- Explore partnership between the City and water agencies for further and more efficient water conservation efforts.
- Improve coordination between water conservation and land use planning to promote sustainable growth.

STAFF RECOMMENDATION:

Staff recommends the Planning Commission forward a recommendation of approval to the City Council for the resolution to adopt the Water Resource Element update and the On the Move Mobility Plan update in the South Salt Lake City General Plan.

PLANNING COMMISSION AUTHORITY:

17.11.010. Establishment and Duties of Planning Commission.

K. Responsibilities.

A. The Planning Commission makes recommendations to the **City Council** for:

a. The general plan and **amendments to the general plan;**
b. The Land Use Map, and amendments to the Land Use Map;
c. Amendments to land use ordinances;
d. Proposed Application processes and the delegation of power under the land use ordinance.

PLANNING COMMISSION OPTIONS:

Option 1: Approval

Move to forward a recommendation of approval to the City Council for a resolution to adopt the Water Resource Element update and the On the Move Mobility Plan update in the South Salt Lake City General Plan.

Option 2: Denial

Move to forward a recommendation to the City Council to deny a resolution to adopt the Water Resource Element update and the On the Move Mobility Plan update in the South Salt Lake City General Plan.

Option 3: Continuance

Move to table the recommendation to the City Council for a resolution to adopt the Water Resource Element update and the On the Move Mobility Plan update in the South Salt Lake City General Plan.

ATTACHMENTS:

1. Draft South Salt Lake General Plan 2040 Appendix G. Water Resource Element
2. Draft South Salt Lake General Plan 2040 Appendix H. On the Move Mobility Plan
3. Draft South Salt Lake General Plan 2040 Appendix I. Mobility Plan 2025 Update
4. Draft South Salt Lake General Plan 2040 Appendix J. Mobility Plan 2025 Update Supporting Documentation

RESOLUTION NO. R2025-_____

A RESOLUTION OF THE SOUTH SALT LAKE CITY COUNCIL AMENDING THE NAME OF BUGATTI AVENUE TO NEW BELHAVEN WAY.

WHEREAS, Utah Code 10-8-32 allows a municipality to change the names of streets, courts, parks, thoroughfares and other public places; and

WHEREAS, South Salt Lake Municipal Code 2.71.010 defines any city asset as a city property substantially owned and operated by the city, including real estate, parks, and buildings, or elements within a piece of real estate, a park, or a building; and

WHEREAS, the City Council's duties include the naming of major assets, defined by Section 2.71.010 of the City Code; and

WHEREAS, in order to name a major asset, the South Salt Lake Municipal Code 2.71.020 requires the South Salt Lake City Council (the "Council") to hold at least one public meeting where there is an opportunity for the public to comment on the proposed name of the major asset; and

WHEREAS, the applicant, North 300 West LLC, has asked the Council to change the name of Bugatti Avenue, located at approximately 2260 South between approximately 405 West and 305 West, to New Belhaven Way; and

WHEREAS, on October 29, 2025, the Council discussed the proposed street name change during a work meeting; and

WHEREAS, a properly noticed public meeting was held in front of the City Council on November 12, 2025, at which members of the public were able to appear and provide comment on the proposed street name change; and

WHEREAS, on November 12, 2025, the City Council considered the input from the public, and determined the street name change is in the best interest of the City.

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

1. Bugatti Avenue, located at approximately 2260 South between approximately 405 West and 305 West, shall hereafter be called New Belhaven Way.

(signatures appear on the next page)

Dated this_____day of _____ 2025.

BY THE CITY COUNCIL:

_____

Sharla Bynum, Council Chair

ATTEST:

_____

Ariel Andrus, City Recorder

City Council Vote as Recorded:

Huff	_____
deWolfe	_____
Thomas	_____
Bynum	_____
Mitchell	_____
Sanchez	_____
Williams	_____

Transmitted to the Mayor's office on this_____day of _____2025.

_____

Ariel Andrus, City Recorder

MAYOR'S ACTION:_____

Dated this_____day of_____, 2025.

_____

Cherie Wood, Mayor

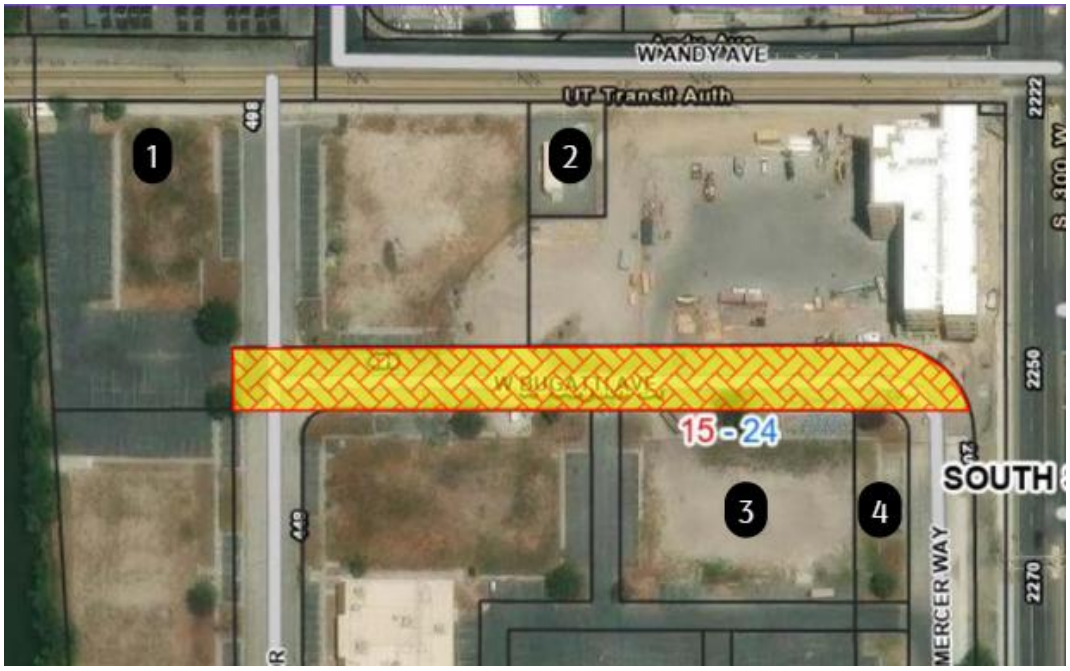
ATTEST:

_____

Ariel Andrus, City Recorder

EXHIBIT A

The shaded area below shows the location of Bugatti Ave, which by this resolution shall now be known as New Belhaven Way

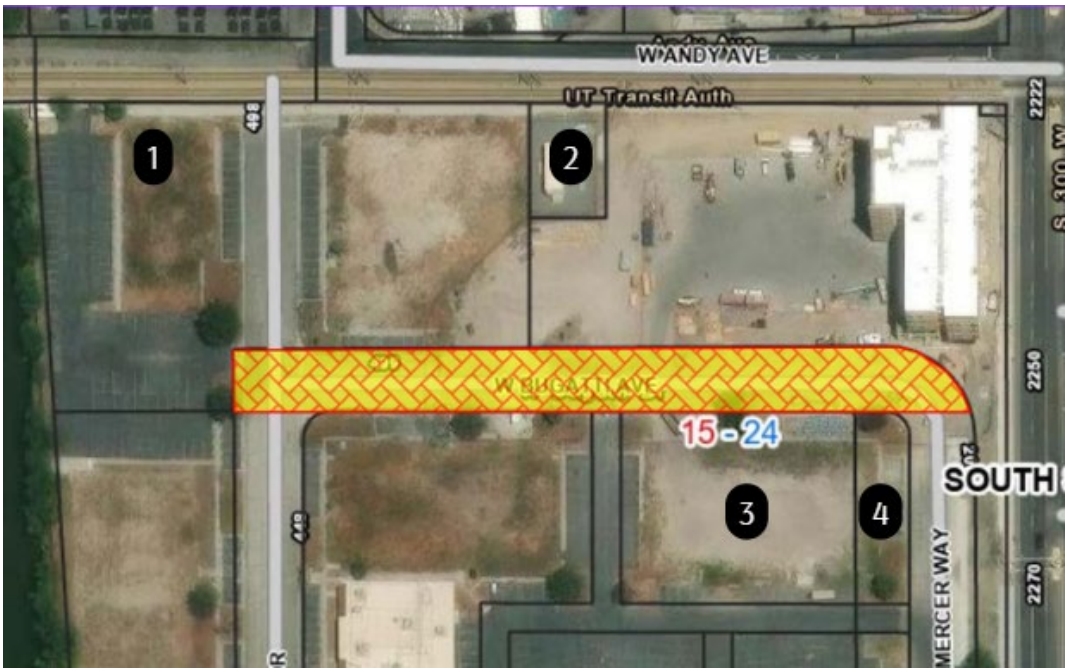


SOUTH SALT LAKE
CITY COUNCIL STAFF REPORT

MEETING DATE:	November 12, 2025
PROJECT NUMBER:	OA25-0011
REQUEST:	A petition to the City Council to change the street name from Bugatti Avenue to New Belhaven Way.
ADDRESS:	Bugatti Avenue
APPLICANT:	Kris Longson, on behalf of North 300 West LLC
TYPE OF ITEM:	Legislative – Street Name Change Application

SUMMARY

Kris Longson, on behalf of North 300 West LLC, requests the City Council to change the name of the street of Bugatti Avenue to New Belhaven Way. Bugatti Avenue is located in the Times Square business park on 300 West in the Downtown District across from RC Willey. (see the image to the right).



Currently, there are only four (4) parcels that have Bugatti Avenue in their address. Three of the four parcels are owned by the applicant the other parcel is owned by UTA.

The business park has been in place since 1970's, so we can assume that Bugatti Avenue has been in place since it was constructed.

The applicant is redeveloping the business park as part of a larger master plan, which will require a vacation of the Right of Ways, a Plat Amendment and Zone Change. The applicant has applied for a Street Name Change application because they want to change the name of Bugatti Avenue to New Belhaven Way prior to the first building opening. They want to have the correct address for the branding.

Per 2.71.030 of the South Salt Lake Municipal Code, this is a Category 4 naming category, which is discretionary. "If a request does not apply to an asset naming category, it shall be left to the discretion of the city to name the asset."

Per City Code, the City Council acting as the Land Use Authority on street name changes.

RECOMMENDATION

Staff recommends the City Council approve a resolution to amending the street name from Bugatti Avenue to New Belhaven Way. This recommendation is based on the analysis and findings outlined in the staff report.

LAND USE AUTHORITY

City Council – Changing an Asset Name

2.71.050 - Changing an asset name.

A. Criteria. The name of a city asset with an existing name shall be changed only after consideration of the:

1. Historical significance of the name;

2. Impact on the currently named individual or organization; and

3. Cost and impact of:

a. Changing existing signage, if any;

b. Rebuilding community recognition; and

c. Updating records such as letterhead, databases, and promotional materials.

B. Consideration. Each request to change an existing name shall be considered on a case-by-case basis pursuant to applicable provisions of this chapter.

Utah Code §10-8-32 – Naming Streets and Public Places

They may name streets, courts, parks, thoroughfares and other public places and change the names thereof.

STAFF RECOMMENDATION

Staff recommends the City Council approve a resolution to amending the street name from Bugatti Avenue to New Belhaven Way. This recommendation is based on the analysis and findings outlined in the staff report, with the Following Findings of Fact and Conclusions of Law:

Findings of Fact:

1. The subject street is Bugatti Avenue.
2. The proposed Street Nace Chance application will change the name of the street to New Belhaven Way.
3. There are four properties that have Bugatti Avenue in their address.
4. Three of the four properties are owned by the applicant.
5. The other property is owned by UTA.
6. The purpose of the street name change is to have the new street name be more with the overall master plan for the site.
7. All items of the staff report.

Conclusions of Law:

1. The Street Name Change is consistent with Title 2 *Administrative Code*.
2. The Street Name Change is consistent with applicable state law.
3. The Street Name Change furthers the purposes of Utah Code § 10-8-32.

CITY COUNCIL OPTIONS:

Option 1: Approval

Move to approve a resolution of the South Salt Lake City Council amending the street name from Bugatti Avenue to New Belhaven Way, based on the Findings of Fact and Conclusions of Law in the staff report.

Option 2: Denial

Move to deny a resolution of the South Salt Lake City Council amending the street name from Bugatti Avenue to New Belhaven Way, based on the analysis and findings set forth on the record.

Option 3: Continuance

Move to table a resolution of the South Salt Lake City Council amending the street name from Bugatti Avenue to New Belhaven Way, to a date certain to allow Staff time to provide information necessary to make a decision.

Below is the proposed schedule for the City Council meetings to be held in 2026. These dates have taken into consideration the meetings of the Utah League of Cities and Towns, Federal and State holidays, and City functions.

PROPOSED CITY COUNCIL MEETING SCHEDULE FOR 2026

TO THE PUBLIC AND RESIDENTS OF THE CITY OF SOUTH SALT LAKE

Public notice is hereby given that the City Council conducts its regular Council meetings at City Hall, 220 East Morris Avenue, Suite 200, on the second and fourth Wednesdays of each month (unless otherwise noted by an*), which meetings begin promptly at 7:00 p.m. Meeting dates are as follows:

January 7 and 21
February 11 and 25
March 11 and 25
April 15 and 29*
May 13 and 27
June 10 and 17**
July 8 and 22
August 12 and 26
September 9 and 23
October 14 and 28
November 18***
December 9****

***APRIL** – I & A (Recorder's office) April 6-10, ULCT Mid-year conference April 22-24 (Council and Mayor) . Change meeting dates to third and fifth Wednesdays.

****JUNE** – The Certified Tax rate must be adopted by June 22. Change meeting dates to the second and third Wednesdays.

*****NOVEMBER** – Adjust meeting dates to one meeting due to Veterans Day and Thanksgiving.

******DECEMBER** – Adjust meeting dates to one meeting due to the Holiday Season.

CHERIE WOOD
MAYOR

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F 801.483.6001