



**THE CITY OF WEST JORDAN
CITY COUNCIL MEETING
December 16, 2025**

8000 S Redwood Road, 3rd Floor
West Jordan, UT 84088

PARTICIPATE IN MEETING



VIEW THE MEETING



Welcome to City Council meeting!

While the Council encourages in-person attendance, you may attend virtually by using the links in the top right corner:

- To provide public comment, click **"Participate in Meeting"** (registration required)
- To observe the meeting, click **"View the Meeting"**

WEST JORDAN PUBLIC MEETING RULES

To view meeting materials for any agenda item, click the item title to expand it, then select the view icon to access attachments, or visit <https://westjordan.primegov.com/public/portal>

CITY COUNCIL MEETING 7:00 PM

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. SPECIAL RECOGNITION

- Recognition of Outgoing Council Members Pamela Bloom and Kelvin Green
- Resolution No. 25-062 Providing Advice and Consent to Reappoint Ammon Allen for a Third Term to the Planning Commission
- Resolution No. 25-063 Providing Advice and Consent to Reappoint Tom Hollingsworth for a Second Term on the Planning Commission
- Resolution No. 25-064 Providing Advice and Consent to Appoint Cheryl Acker to the Planning Commission
- Resolution No. 25-061 Providing Advice and Consent to Appoint Paul Jerome as an Alternate on the Trans-Jordan Landfill Board

4. PUBLIC COMMENT

5. PUBLIC HEARINGS

- Ordinance No. 25-62 a Petition from Wagstaff Investments, LLC / Brent Neel to Amend the Future Land Use Map Amendment for 3.73 acres to Neighborhood Commercial and Rezone the Property to SC-1 Zone for a Development Located at 9047 S Copper Dust Lane
- Ordinance No. 25-48 Adopting the West Jordan City Impact Fee Facilities Plan (IFFP), Impact Fee Analysis (IFA), and Impact Fees for Transportation

6. BUSINESS ITEMS

- a. Resolution No. 25-065 Authorizing the Mayor to Execute a Partnership Agreement With the Wasatch Improv Festival
- b. Ordinance No. 25-63 Adoption of the West Jordan Wildland Urban Interface (WUI) Map and Code Modifications

7. REPORTS TO COUNCIL

- a. City Council Reports
- b. Council Office Report
- c. Mayor's Report
- d. City Administrator's Report

8. CONSENT ITEMS

- a. Approve Meeting Minutes
 - November 18, 2025 – Regular City Council Meeting
 - December 2, 2025 – Committee of the Whole Meeting
 - December 2, 2025 – Regular City Council Meeting

9. ADJOURN

Please note at the conclusion of this meeting, the Council will convene in its Redevelopment Agency meeting

UPCOMING MEETINGS

- Monday, January 5, 2026 – Oath of Office Ceremony (6:00p) at Canyon View Credit Union Community & Arts Center – 8105 South 2200 West
- Friday, January 9 and Saturday, January 10, 2026 – Council Retreat
- Tuesday, January 13, 2026 – Committee of the Whole (4:00p) – Regular City Council (7:00p)
- Tuesday, January 27, 2026 – Committee of the Whole (4:00p) – Regular City Council (7:00p)

CERTIFICATE OF POSTING

I certify that the foregoing agenda was posted at the principal office of the public body, on the Utah

Public Notice website, on West Jordan City's website, and notification was sent to the Salt Lake Tribune, Deseret News, and West Jordan Journal.

Posted and dated December 12, 2025 Cindy M. Quick, MMC, Council Office Clerk



REQUEST FOR COUNCIL ACTION

Action: Need Council to take action

Meeting Date Requested : 12/16/2025

Presenter: Mayor Dirk Burton

Deadline of item :

Applicant:

Department Sponsor: Administration

Agenda Type: SPECIAL RECOGNITION

Presentation Time:

(Council may elect to provide more or less time)

1. AGENDA SUBJECT

Resolution No. 25-062 Providing Advice and Consent to Reappoint Ammon Allen for a Third Term to the Planning Commission

2. EXECUTIVE SUMMARY

The City Council is being asked to approve the reappointment of Ammon Allen to the Planning Commission Committee and waive the term limit as outlined in City Code Section [2-1-4\(D\)](#). If approved this would allow Ammon to continue his service for a third term on the Planning Commission.

3. TIME SENSITIVITY / URGENCY

The time sensitivity is correlated to the request for his service to continue as soon as possible to provide a seamless transition for the commission.

4. FISCAL NOTE

There is no budget impact.

5. STAFF ANALYSIS

Planning Commission Committee meets on the 1st and 3rd Tuesdays of every month in the Council Chambers to make recommendations to City Council regarding annexations and zone changes, commercial development plans, subdivision plans, and other development and planning activities.

6. MAYOR RECOMMENDATION

The Mayor recommends a term limit waiver pursuant to West Jordan City Code Section 2-1-4D.

7. COUNCIL STAFF ANALYSIS

Advice and consent is a duty of the city council, pursuant to [Section 1-6-5A3](#), to vote on each of the mayor's appointments, made pursuant to subsection 2-2-2; each vote may either approve or disapprove of a given appointment.

In accordance with [West Jordan City Code 2-1-2](#), the mayor shall appoint, with the council's advice and consent, qualified persons to be members of the planning commission. Planning commission members may serve a maximum of two consecutive terms or any length ([West Jordan Code 2-2-2](#)) unless receiving a waiver, recommended by the mayor but approved by the City Council ([West Jordan Code 2-1-4](#)).

The waiver provision is specified within the resolution, making Mr. Allen eligible for a third term.

8. POSSIBLE COUNCIL ACTION

The Council may choose to take one of the following actions:

1. Approve the Resolution as written and as proposed OR with stated amendments;
2. Not Approve the Resolution;
3. Continue the item to a future specified date;
4. Move the item to an unspecified date;
5. Refer the item back to a Committee of the Whole Meeting, Council Subcommittee, or an Ad Hoc Committee;
6. Refer the item back to Council Staff or Administrative Staff.

9. ATTACHMENTS

Resolution No. 25-062

THE CITY OF WEST JORDAN, UTAH
A Municipal Corporation

RESOLUTION NO. 25-062

**A RESOLUTION PROVIDING ADVICE AND CONSENT TO THE
MAYOR'S REAPPOINTMENT OF AMMON ALLEN
TO THE PLANNING COMMISSION**

WHEREAS, City Code § 1-7-8 vests the Mayor with the duty to appoint, with the City Council's advice and consent, members of the Planning Commission; and

WHEREAS, Mayor Burton desires to reappoint Ammon Allen to serve on the Planning Commission; and

NOW, THEREFORE, IT IS RESOLVED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH:

Section 1. Advice and Consent. Pursuant to City Code § 1-7-8 of the West Jordan City Code, the City Council hereby grants the Mayor advice and consent to reappoint Ammon Allen on the Planning Commission waiving Section 2-1-4a regarding term limits. Mr. Allen's term will expire on December 31, 2028.

Section 2. Effective Date. This Resolution shall take effect immediately upon passage.

Adopted by the City Council of West Jordan, Utah, this 16th day of December 2025.

CITY OF WEST JORDAN

By: _____
Kayleen Whitelock
Council Chair

ATTEST:

Cindy M. Quick, MMC
Council Office Clerk

Voting by the City Council	"YES"	"NO"
Chair Kayleen Whitelock	<input type="checkbox"/>	<input type="checkbox"/>
Vice Chair Bob Bedore	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Pamela Bloom	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Kelvin Green	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Zach Jacob	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Chad Lamb	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Kent Shelton	<input type="checkbox"/>	<input type="checkbox"/>



REQUEST FOR COUNCIL ACTION

Action: Need Council to take action

Meeting Date Requested : 12/16/2025

Presenter: Mayor Dirk Burton

Deadline of item :

Applicant:

Department Sponsor: Administration

Agenda Type: SPECIAL RECOGNITION

Presentation Time:

(Council may elect to provide more or less time)

1. AGENDA SUBJECT

Resolution No. 25-063 Providing Advice and Consent to Reappoint Tom Hollingsworth for a Second Term on the Planning Commission

2. EXECUTIVE SUMMARY

The City Council is being asked to approve the reappointment of Tom Hollingsworth for a second term on the Planning Commission.

3. TIME SENSITIVITY / URGENCY

The time sensitivity is correlated to the request for his service to continue as soon as possible to provide a seamless transition for the commission.

4. FISCAL NOTE

There is no budget impact.

5. ADMINISTRATIVE STAFF ANALYSIS

Planning Commission meets on the 1st and 3rd Tuesdays of every month in the Council Chambers to make recommendations to City Council regarding annexations and zone changes, commercial development plans, subdivision plans, and other development and planning activities.

6. MAYOR RECOMMENDATION

7. COUNCIL STAFF ANALYSIS

In accordance with West Jordan City Code [2-1-2](#), the mayor shall appoint with the council's advice and consent, a qualified person to be a member of the planning commission.

Advice and consent is a duty of the city council, pursuant to Section [1-6-5A3](#), to vote on each of the mayor's appointments, made pursuant to Section [2-2-2](#), each vote may either approve or disapprove of a given appointment.

8. POSSIBLE COUNCIL ACTION

The Council may choose to take one of the following actions:

1. Approve the Resolution as written and as proposed OR with stated amendments;
2. Not Approve the Resolution;
3. Continue the item to a future specified date;

4. Move the item to an unspecified date;
5. Refer the item back to a Committee of the Whole Meeting, Council Subcommittee, or an Ad Hoc Committee;
6. Refer the item back to Council Staff or Administrative Staff.

9. ATTACHMENTS

Resolution No. 25-063

THE CITY OF WEST JORDAN, UTAH
A Municipal Corporation

RESOLUTION NO. 25-063

**A RESOLUTION PROVIDING ADVICE AND CONSENT TO THE
MAYOR'S REAPPOINTMENT OF TOM HOLLINGSWORTH
TO THE PLANNING COMMISSION**

WHEREAS, City Code § 1-7-8 vests the Mayor with the duty to appoint, with the City Council's advice and consent, members of the Planning Commission; and

WHEREAS, Mayor Burton desires to reappoint Tom Hollingsworth to serve on the Planning Commission; and

NOW, THEREFORE, IT IS RESOLVED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH:

Section 1. Advice and Consent. Pursuant to City Code § 1-7-8 of the West Jordan City Code, the City Council hereby grants the Mayor advice and consent to reappoint Tom Hollingsworth on the Planning Commission waiving Section 2-1-4a regarding term limits. Mr. Hollingsworth's term will expire on December 31, 2028.

Section 2. Effective Date. This Resolution shall take effect immediately upon passage.

Adopted by the City Council of West Jordan, Utah, this 16th day of December 2025.

CITY OF WEST JORDAN

By: _____
Kayleen Whitelock
Council Chair

ATTEST:

Cindy M. Quick, MMC
Council Office Clerk

Voting by the City Council	"YES"	"NO"
Chair Kayleen Whitelock	<input type="checkbox"/>	<input type="checkbox"/>
Vice Chair Bob Bedore	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Pamela Bloom	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Kelvin Green	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Zach Jacob	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Chad Lamb	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Kent Shelton	<input type="checkbox"/>	<input type="checkbox"/>



REQUEST FOR COUNCIL ACTION

Action: Need Council to take action

Meeting Date Requested : 12/16/2025

Presenter: Mayor Dirk Burton

Deadline of item :

Applicant:

Department Sponsor: Administration

Agenda Type: SPECIAL RECOGNITION

Presentation Time:

(Council may elect to provide more or less time)

1. AGENDA SUBJECT

Resolution No. 25-064 Providing Advice and Consent to Appoint Cheryl Acker to the Planning Commission

2. EXECUTIVE SUMMARY

The City Council is being asked to approve the appointment of Cheryl Acker to serve on the Planning Commission.

Ms. Acker would fill a soon to be vacant position on the Planning Commission. Mayor Burton met and interviewed the candidate – her resume and photo are attached to this packet.

3. TIME SENSITIVITY / URGENCY

The time sensitivity is correlated to the request for his service to begin as soon as possible to provide a seamless transition into the committee.

4. STAFF ANALYSIS

Planning Commission Committee meets on the 1st and 3rd Tuesdays of every month in the Council Chambers to make recommendations to City Council regarding annexations and zone changes, commercial development plans, subdivision plans, and other development and planning activities.

5. MAYOR RECOMMENDATION

6. COUNCIL STAFF ANALYSIS

In accordance with West Jordan City Code [2-2-2](#), the mayor shall appoint, with the council's advice and consent, qualified persons to be members of the planning commission.

Advice and consent is a duty of the city council, pursuant to Section [1-6-5A3](#), to vote on each of the mayor's appointments, made pursuant to Section [2-2-2](#); each vote may either approve or disapprove of a given appointment.

7. POSSIBLE COUNCIL ACTION

The Council may choose to take one of the following actions:

1. Approve the Resolution as written and as proposed OR with stated amendments;
2. Not Approve the Resolution;
3. Continue the item to a future specified date;

4. Move the item to an unspecified date;
5. Refer the item back to a Committee of the Whole Meeting, Council Subcommittee, or an Ad Hoc Committee;
6. Refer the item back to Council Staff or Administrative Staff.

8. ATTACHMENTS

Resolution No. 25-064

THE CITY OF WEST JORDAN, UTAH
A Municipal Corporation

RESOLUTION NO. 25-064

**A RESOLUTION PROVIDING ADVICE AND CONSENT TO THE
MAYOR'S REAPPOINTMENT OF CHERYL ACKER
TO THE PLANNING COMMISSION**

WHEREAS, City Code § 1-7-8 vests the Mayor with the duty to appoint, with the City Council's advice and consent, members of the Planning Commission; and

WHEREAS, Mayor Burton desires to reappoint Cheryl Acker to serve on the Planning Commission; and

NOW, THEREFORE, IT IS RESOLVED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH:

Section 1. Advice and Consent. Pursuant to City Code § 1-7-8 of the West Jordan City Code, the City Council hereby grants the Mayor advice and consent to appoint Cheryl Acker to serve on the Planning Commission. Ms. Acker's term will expire on December 31, 2028.

Section 2. Effective Date. This Resolution shall take effect immediately upon passage.

Adopted by the City Council of West Jordan, Utah, this 16th day of December 2025.

CITY OF WEST JORDAN

By: _____
Kayleen Whitelock
Council Chair

ATTEST:

Cindy M. Quick, MMC
Council Office Clerk

Voting by the City Council	"YES"	"NO"
Chair Kayleen Whitelock	<input type="checkbox"/>	<input type="checkbox"/>
Vice Chair Bob Bedore	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Pamela Bloom	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Kelvin Green	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Zach Jacob	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Chad Lamb	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Kent Shelton	<input type="checkbox"/>	<input type="checkbox"/>

Cheryl Acker

Professional Summary Experienced real estate professional with almost 30 years in residential and commercial real estate, 9 years of managing and training agents as a Broker/Owner, land use, and community planning. Proven leader in real estate governance, education, and mediation. Deep understanding of smart growth principles, development processes, and the relationship between policy and property values. Dedicated to serving West Jordan through thoughtful, balanced planning and responsible growth management.

Professional Experience

Broker / Realtor – Utah Key Real Estate Owner and Branch Broker | West Jordan, UT | 1996 – Present

- Oversee brokerage operations, agent training, and compliance.
 - Mediate complex real estate negotiations, sales and contract disputes.
 - Work directly with builders, developers, and clients in both residential and commercial markets.
 - Advise clients on zoning, land use, and community development trends.
 - Mentor new agents and promote professional ethics and continuing education.
-

Leadership & Committee Service

Salt Lake Board of Realtors®

- President, 2016
- Realtor of the Year, 2017 Award Recipient
- 2020 - Present - Professional Standards Committee – Member & Mediator
- 2023 - Present - Education Committee – Instructor and mentor for agents throughout Utah
- 2006 - Present - Government Affairs Committee – Advocacy and policy review

Utah Association of Realtors®

- 2006 - Utah Association of Realtors Leadership Academy
- 2011 - Present - Legislative Committee – Reviewed and advised on housing and land use legislation

National Association of Realtors® (NAR)

- 2016 - 2018 Smart Growth Committee – Promoted balanced, sustainable community development
- 2017 - 2019 Land Use Committee – Focused on development policy, zoning, and smart growth

City of West Jordan

- General Plan Committee Member, 2018 – Contributed to the city's long-term land use and development strategy
-

Education & Credentials

- 2025 - Utah Association of Realtors Leadership Designation Program
 - Certified Residential Specialist (CRS)
 - Certified Sales Professional (CSP)
 - Licensed Broker/Realtor®, State of Utah since 1996
 - Lincensed Continuing Education Instructor, State of Utah since 2013
-

Community Engagement & Interests

- Advocate for sustainable growth and balanced development
 - Passionate about preserving neighborhood integrity and housing affordability
 - Dedicated to improving communication between residents, developers, and city leaders
-

Objective To serve on the West Jordan Planning Commission and contribute professional insight, collaborative leadership, and balanced decision-making to support the city's long-term vision and quality of life.





REQUEST FOR COUNCIL ACTION

Action: Need Council to take action

Meeting Date Requested : 12/16/2025

Presenter: Mayor Burton

Deadline of item : 12/16/2025

Applicant:

Department Sponsor: Public Works Admin

Agenda Type: BUSINESS ITEMS

Presentation Time: 5 Minutes

(Council may elect to provide more or less time)

1. AGENDA SUBJECT

Resolution No. 25-061 Providing Advice and Consent to Appoint Paul Jerome as an Alternate on the Trans-Jordan Landfill Board

2. EXECUTIVE SUMMARY

The Mayor is seeking the advice and consent of the Council in appointing Paul Jerome as an Alternate Board Member on the Trans-Jordan Landfill Board.

3. TIME SENSITIVITY / URGENCY

The Administration requests the city council's advice and consent as the current alternate will no longer serve, the Administration requests timely advice and consent to ensure uninterrupted participation on the Trans-Jordan Landfill Board.

4. FISCAL NOTE

None

5. MAYOR RECOMMENDATION

Mayor Burton recommends the council approves the advice and consent for Paul Jerome's appointment as the alternate board member for the Trans-Jordan Landfill Board.

6. COUNCIL STAFF ANALYSIS

Timeline & Background Information

West Jordan, along with several other cities like Sandy, Draper, Riverton (among others) are member cities that own and use the Trans-Jordan Cities landfill for their solid waste disposal.

[From their website](#), "Trans-Jordan Cities was created to develop, implement and manage the disposal of solid waste in an economical and environmentally sound manner using modern land filling technology. Member Cities individually encourage and manage alternatives to disposal, which include; waste reduction and recycling. The cities' are committed to pursue these alternatives resulting in both extending the life of the landfill and improving the cleanliness and quality of the environment."

Additional Information & Analysis

In accordance with West Jordan City Code [1-7-8](#), the Mayor shall appoint individuals to serve on external boards, subject to the City Council's advice and consent. The Mayor is requesting the appointment of Paul Jerome to serve as an Alternate on the Trans-Jordan Landfill Board.

In accordance with City Code [1-6-5\(A\)\(3\)](#), the City Council has the duty to provide advice and consent on all mayoral appointments which requires Council to approve or disapprove of each appointment. The process ensures oversight and shared responsibility in appointments to external boards.

8. POSSIBLE COUNCIL ACTION

The Council may choose to take one of the following actions:

1. Approve the Resolution as written and as proposed OR with stated amendments;
2. Not Approve the Resolution;
3. Continue the item to a future specified date;
4. Move the item to an unspecified date;
5. Refer the item back to a Committee of the Whole Meeting, Council Subcommittee, or an Ad Hoc Committee;
6. Refer the item back to Council Staff or Administrative Staff.

9. ATTACHMENTS

Resolution No. 25-061

THE CITY OF WEST JORDAN, UTAH
A Municipal Corporation

RESOLUTION NO. 25-061

**A RESOLUTION PROVIDING ADVICE AND CONSENT TO THE
MAYOR'S APPOINTMENT OF PAUL JEROME TO SERVE AS AN
ALTERNATE ON THE TRANS JORDAN CITIES LANDFILL COMMITTEE**

WHEREAS, City Code § 1-7-8 (A)(2) vests the Mayor with the duty to appoint, with the City Council's advice and consent, qualified persons to serve on the Trans Jordan Landfill Committee as an alternate board member; and

WHEREAS City Code 1-6-5 (A)(3) requires the council's advice and consent for statutory officers, statutory committee members, and department heads; and

WHEREAS Mayor Burton desires to appoint Paul Jerome to serve as an alternate member on the Trans Jordan Landfill Committee and is seeking the City Council's advice and consent to do so.

NOW, THEREFORE, IT IS RESOLVED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH:

Section 1. Advice and Consent

The City Council hereby grants the Mayor its advice and consent to appoint Paul Jerome as an alternate board member on the Trans Jordan Landfill Committee.

Section 2. Effective Date. This Resolution shall take effect immediately upon passage.

CITY OF WEST JORDAN

By: _____
Kayleen Whitelock
Council Chair

ATTEST:

Cindy M. Quick, MMC
Council Office Clerk

Voting by the City Council

	"YES"	"NO"
Council Chair Kayleen Whitelock	<input type="checkbox"/>	<input type="checkbox"/>
Council Vice Chair Bob Bedore	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Zach Jacob	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Pamela Bloom	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Kent Shelton	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Kelvin Green	<input type="checkbox"/>	<input type="checkbox"/>
Council Member Chad Lamb	<input type="checkbox"/>	<input type="checkbox"/>



REQUEST FOR COUNCIL ACTION

Action: Need Council to take action

Meeting Date Requested : 12/16/2025

Presenter: Ray McCandless, Senior Planner

Deadline of item :

Applicant: Brent Neel / Wagstaff Development

Department Sponsor: Community Development

Agenda Type: PUBLIC HEARINGS

Presentation Time: 10 Minutes

(Council may elect to provide more or less time)

1. AGENDA SUBJECT

Ordinance No. 25-62 a Petition from Wagstaff Investments, LLC / Brent Neel to Amend the Future Land Use Map Amendment for 3.73 acres to Neighborhood Commercial and Rezone the Property to SC-1 Zone for a Development Located at 9047 S Copper Dust Lane

2. EXECUTIVE SUMMARY

The Council is being asked to consider a petition from Wagstaff Investments, LLC / Brent Neel to amend the General Plan Future Land Use Map for 3.73 acres from Low Density Residential to Neighborhood Commercial and rezone the property from a R-1-10D (ZC) Zone (Single-family residential 10,000 square foot lots with zoning conditions) to SC-1 Zone (Neighborhood Shopping Center) for a development located at 9047 South Copper Dust Lane.

3. TIME SENSITIVITY / URGENCY

N/A

4. FISCAL NOTE

N/A

5. PLANNING COMMISSION RECOMMENDATION

On November 25, 2025, the Planning Commission voted 5-2 to forward a positive recommendation to the City Council to amend the future land use map from Low Density Residential to Neighborhood Commercial and rezone the property from R-1-10(ZC) to SC-1.

6. ADMINISTRATIVE STAFF ANALYSIS

I. BACKGROUND: This property is located at 9047 S Copper Dust Ln. at the intersection of 9000 South and New Bingham Highway. It is comprised of two parcels of land, a 1.05 ac. parcel and 2.68 ac. parcel for a total of 3.73 acres. The property has a triangular shape and is vacant. The applicant is requesting the rezoning and Future Land Use Map amendment to develop the property as neighborhood commercial sometime in the future.

II. GENERAL INFORMATION & ANALYSIS:

The subject property's existing surrounding zoning and land uses are as follows:

	Future Land Use	Zoning	Existing Land Use
North	Low Density Residential	R-1-10E(ZC)	Single-Family Residential
South	Light Industrial (South of New Bingham Hwy.	M-1	Light Industrial
West	Low Density Residential	R-1-10D(ZC)	Single-Family Residential
East	Parks and Open Land/Light Industrial/Professional Office	P-F/P-O/M-1	Ron Wood Park/Copper Hills Youth Center/Light Industrial

The property is currently zoned R-1-10D/E (ZC), (Single-family residential 10,000 square foot minimum lots/zoning conditions). The R-1-10 zoning allows this property to be developed as single-family residential with a minimum 10,000 square foot lot size.

The Copperfield Subdivision is west of this property. The Duck Creek subdivision is to the north. Both are single-family residential subdivisions and are zoned R-1-10.

The applicant presented this request to the City Council for discussion at the Committee of the Whole meeting on October 14, 2025. Council members had differing opinions about the request that are outlined in the attached Committee of the Whole meeting minutes; However, at the end of the discussion, none of the Council members were in support of the request moving forward (Attachment G).

On October 30, 2025, at the recommendation of the City Council, a town hall meeting was held with neighboring residents with the applicant and some Councilmembers. After hearing concerns from the neighbors, the applicant opted to proceed with the request.

Following the town hall meeting, the applicant provided a concept site plan showing two proposed retail buildings along with a new convenience store with a gas pump canopy and automated car wash (Attachment E). The convenience store has a drive through lane and window. The concept plan may change. If the property is rezoned, any future site plan will be reviewed by staff and Planning Commission to assure that land uses, site layout, landscaping, buffering requirements etc. meet all SC-1 zoning and other city requirements and standards.

The intersection of New Bingham Highway and 9000 South will be completely reconfigured so that New Bingham Highway will connect with 9000 South at South Duck Ridge Way. 9000 South will become the major east-west through street. The concept plan shows the anticipated intersection and street alignments.

On November 25, 2025, the Planning Commission in a 5 to 2 vote, made a positive recommendation to the City Council to approve the proposed Future Land Use Map amendment and rezoning as requested by the applicant.

III. FINDINGS OF FACT:

13-7C-6: Amendments to the Land Use Map

Amendments to the general plan, including maps, may be approved by the City Council only if affirmative determinations are made regarding each of the following criteria:

Finding A: The proposed amendment conforms to and is consistent with the adopted goals, objectives and policies set forth in the current general plan.

Staff Analysis: The applicant is requesting to change the Future Land Use Map designation from Low Density Residential to Neighborhood Commercial to be consistent with the proposed SC-1 zoning.

Significant guiding principles of the 2023 general plan that apply to this request include the following:

Land Use:

“Land use decisions should be guided by the General Plan to protect existing land uses and minimize impacts to existing neighborhoods.”

The adjoining property to the west and north are designated on the Future Land Use Map as Low Density Single-family Residential. Ron Wood Park is shown as Parks and Open Land. The area South of New Bingham Highway is shown as Light Industrial. The Jones Ranch and Southwest Quadrant areas west of 6400 West will be a mix of land uses as they are developed in the future.

The Future Land Use map shows a commercial node at the intersection of 9000 South and the Mountain View Corridor which is approximately ½ mile east of this property. There is currently an automotive sales business and a Maverik convenience store east of the Mountain View Corridor. Other commercial uses will be developed at this intersection in the future. About a mile to the west, on the north side of the intersection at 9000 South and U-111 is an undeveloped area that is designated as Community Commercial. The subject property lies between these two commercial nodes. From a regional perspective, there are or will be other commercial areas near this area; However, this site would not only serve local through-traffic but provide convenient services and possibly some employment opportunities to residents in adjoining neighborhoods.

Developing the site as low density residential by keeping the property zoned as is would protect existing residential land uses and minimize impacts to existing neighborhoods; However, these new homes would likely be exposed to noise from New Bingham Highway and 9000 South and to any negative effects generated by light industrial uses to the south. Commercial uses are generally less affected by noise and more intensive land uses.

If zoned SC-1, protection of existing neighborhoods such as buffering, traffic impacts, lighting etc. will be evaluated during the site plan review and Planning Commission approval processes sometime in the future.

“The General Plan is the will of the community and presumed current. Developers have the burden of proof on why the General Plan should be changed”

The adopted Future Land Use Map shows this property as Low Density Residential which is compatible with the adjoining low-density residential to the north and west as it is the same use.

The applicant has indicated that commercial development would make more sense at this location as the property is irregularly shaped, only 3 acres in size and is between two arterial streets which would be noisy. The applicant is also aware of the potential negative impacts commercial development can have on residential property such as lighting, noise etc. and has indicated they are willing to mitigate these concerns through site design, building placement/orientation, parking layout, landscape setbacks, fencing/screening, access etc. Following the town hall meeting, the property owner sent a letter to residents in the area further explaining the proposed use and reasons supporting changing the zoning to commercial (Attachment F).

Housing:

“Encourage a balanced variety of housing types that meet the needs of all life stages with a mix of opportunities for today and into the future”

The development of additional single-family homes on the subject property would be consistent with this goal.

Economic Development:

“Attract, recruit, and retain quality businesses that benefit and enhance the quality of life in West Jordan”

“Encourage the creation of planned commercial centers that provide the services and amenities residents need, and which reduce the need for extra or lengthy vehicle trips”

“Diversify and strengthen the employment and tax base in the City of West Jordan”

Developing the property as commercial could help reduce the need for extra vehicle trips as it would serve the adjoining neighborhoods. It would also strengthen employment and tax base in the city.

Staff Opinion: The City Council will need to determine if proposed amendment conforms to and is consistent with the adopted goals, objectives, and policies set forth in the City General Plan. The burden of proof on why the General Plan should be changed is on the developer.

Finding B: *The development pattern contained in the current general plan inadequately provides the appropriate optional sites for the use and/or change proposed in the amendment;*

Staff Analysis: In considering this request, the City Council will need to determine if the Future Land Use Map does not provide sufficient optional sites for commercial uses needed to support other land uses in the surrounding area.

As noted in Finding A, although the Future Land Use Map provides optional sites for commercial development, the adjoining residential area may benefit from the additional neighborhood-related commercial uses the SC-1 zone would provide; However, if the property remains zoned residential, the adjoining neighborhoods may also benefit from the buffering the new homes would provide from New Bingham Highway and industrial uses to the south.

Staff Opinion: Although the Future Land Use Map provides appropriate optional sites for commercial development within reasonable proximity to this location, the neighboring residential areas may benefit from the additional commercial uses at this site.

Finding C: *The proposed amendment will be compatible with other land uses, existing or planned, in the vicinity.*

Staff Analysis: The City Council will need to determine if the proposed Neighborhood Commercial land use designation or, leaving the property designated as Low Density Residential is in the best interests of the City and compatible with other land uses in the area.

The existing residential land use designation is compatible with the adjoining residential development to the north and west but not so much with the light industrial land uses to the south, across New Bingham Highway or with New Bingham Highway itself due to the traffic noise.

Commercial land uses next to residential uses are relatively common throughout the city. The building placement, parking, setback requirements and required landscape setback can help buffer residential uses from other land uses *provided that the site is properly designed*. Site plan approval will occur at a later time and the site plan will be required to be reviewed by the Design Review Committee and approved by the Planning Commission.

Staff Opinion: Although the existing single-family residential is compatible with existing residential development, the Neighborhood Commercial designation is more compatible with the light industrial land uses to the south and is less affected by noise. Staff is of the opinion that negative impacts to adjoining residential uses can be mitigated through proper site design.

Finding D: *The proposed amendment constitutes an overall improvement to the adopted general plan future land use map and is not solely for the good or benefit of a particular person.*

Staff Analysis: In reviewing this request, the City Council will need to determine if the request to amend the future land use map and rezoning the property to SC-1 is an overall improvement to the general plan and in the best interest of the City. Below is a list of pros and cons to consider for both options:

No Change: Keep the Future Land Use Map designation and zoning as is and develop the property as single-family residential:

- Developing the property as single-family residential is consistent with the Copperfield Subdivision to the east and Duck Creek subdivision to the north. It will improve the triangular area between 9000 South and New Bingham Highway.
- A second access on 9000 South may or may not be required for emergency vehicle access.
- The property is located at the intersection of two major arterial streets which would likely be noisy. It may or may not be difficult to market.
- May provide existing residents with some additional buffering yet creates additional land uses issues such as noise and more homes near industrial uses.
- Will complete the 6250 West streetscape.

Change the Future Land Use Map to Neighborhood Commercial and Rezone the Property to SC-1

- Street noise is not as much of a concern for commercial development.
- Light trespass - A photometric plan is required as part of the site plan review submittal demonstrating no more than 1.0 foot-candle at property line. This should not be a concern and will be addressed with site plan review.
- Access may or may not be allowed directly onto New Bingham Highway but 9000 South.
- Improvements on 6250 West will be completed.
- Perhaps offer some employment for nearby residents.
- Provide some additional and convenient commercial services between 4000 West and U-111 that will serve local residents.
- Provides buffering from industrial uses to the south.

Staff Opinion: In staff's view, either option can be appropriate for the property, but staff favors rezoning the property to SC-1 as impacts from commercial uses can be mitigated through the site plan review process and commercial uses are less affected by noise and adjacent industrial uses and would be an overall improvement to the general plan.

Finding E: *The proposed amendment will not adversely impact the neighborhood and community as a whole by significantly altering acceptable land use patterns and requiring larger and more expensive public infrastructure improvements, including, but not limited to, roads, water, wastewater and public safety facilities than would otherwise be needed without the proposed change; and*

Staff Analysis: Both options are compatible with the established land use pattern in the area. Utility, road, storm water and traffic improvement plans will need to be developed to demonstrate that the site can be adequately serviced.

Staff Opinion: Either rezoning the property or leaving it as is will not adversely impact the neighborhood and community as a whole by significantly altering acceptable land use patterns and requiring larger and more expensive public infrastructure improvements, including, but not limited to, roads, water, wastewater and public safety facilities, than would otherwise be needed without the proposed change.

Finding F: *The proposed amendment is consistent with other adopted plans, codes and ordinances.*

Staff Analysis: Any future development will be reviewed against applicable City Code requirements and standards when preliminary subdivision applications and/or site plans are submitted for review.

Staff Opinion: Either option is or will be consistent with other adopted plans, codes and ordinances.

Section 13-7D-7(A): Amendments to the Zoning Map

Prior to approving an amendment to the Zoning Map, the City Council shall make the following findings:

Criteria 1: *The proposed amendment is consistent with the purposes, goals, objectives and policies of the adopted general plan and future land use map;*

Staff Analysis: This is addressed in Finding A in the Future Land Use Map Amendment section.

Staff Opinion: The proposed amendment is consistent with the purposes, goals, objectives, and policies of the City's General Plan.

Criteria 2: *The proposed amendment will result in compatible land use relationships and does not adversely affect adjacent properties;*

Staff Analysis: This is discussed in Finding C in the Land Use Map Amendment section.

Staff Opinion: The proposed amendment will result in compatible land use relationships and does not adversely affect adjacent properties.

Criteria 3: *The proposed amendment protects the public health, safety and general welfare of the citizens of the city;*

Staff Analysis: The change of zoning will not harm the public health, safety or welfare of the city as a whole. The change of zoning will not change emergency service response efforts.

Staff Opinion: The proposed amendment furthers the public health, safety and general welfare of the citizens of the city.

Criteria 4: *The proposed amendment will not unduly impact the adequacy of public services and facilities intended to serve the subject zoning area and property than would otherwise be needed without the proposed change, such as, but not limited to, police and fire protection, water, sewer and roadways; and*

Staff Analysis: Significant improvements may need to be made to utility infrastructure to support this project, particularly with regard to storm drain, sanitary sewer and water service as noted in the Utilities Department comments.

Utilities Comments:

1. The lot in question appears to be 3.73 total acres presently zoned R-1-10D (ZC). This yields 11 ERC for water use and sewer use. If the proposed development is to exceed that water use or sewer use as defined in the current Master Plans, then an Adequate Public Facilities checklist B may be required. Please declare what the intended level of water and sewer use is contemplated for the site. Include landscape water use as well.
2. With the intended re-alignment of New Bingham Highway under consideration, there are existing major water, sewer, and storm drain facilities that may be relocated. If they are relocated, new property may become available for use with this application. Consideration should be given to the issues (the relocation of utilities, property exchanges or acquisitions, and access locations) that this project and the City relocation project may cause.
3. Show all proposed connection points to City utility systems on the site plan. Keep in mind these locations may change with the City roadway modifications.

Engineering Comments:

1. Commercial access to the residential area may be restricted, and/or unpopular with nearby residents.
2. Access at 9000 South would need to be right-in-right-out.
3. There is a possibility that when the City realigns New Bingham Highway, some additional property could be available to deed over to this site. This should be considered and should be further discussed as more information becomes available.

Fire Comments:

1. Provide a Building Code analysis that includes total square footage (all floors and mezzanines) and construction type. This information is needed to determine fire flow, flow duration, and number of hydrants needed for the project.
2. Show the two closest existing fire hydrants and their distance to the property line. Because of the car count and roadway width, only hydrants on the north side of New Bingham Highway and the south side of 9000 s. may be counted.
3. Minimum turn radii through the parking lot must be 30 feet inside and 50 feet outside. Verify with a 50' design vehicle.

4. **Staff Opinion:** Significant connections/improvements to the City's storm drain, sewer and water utility systems may be required to develop this property as requested.

Criteria 5: *The proposed amendment is consistent with the provisions of any applicable overlay zoning districts which may impose additional standards.*

Staff Analysis: The property is located in the T15 Year Groundwater Protection Zone. All proposed land uses will be subject to meeting the requirements and standards of Article F, Drinking Water Source Protection Overlay Zone and any other applicable overlay zone. A gasoline service station as shown on the concept plan requires conditional use permit approval.

Staff Opinion: Proposed land uses are subject to meeting all requirements of City Code, Article F. Drinking Water Source Protection Overlay Zones and any other applicable overlay zone.

Criteria 6: *An amendment to the zoning map regarding changing or removing any existing overlay zoning district designation, or part of such existing district designation, may be recommended for approval by the planning commission to the city council only if affirmative determinations are made regarding each of the following additional criteria:*

- a. The changing or removing of the existing overlay zoning district will not create or exacerbate one or more nonconforming (or noncomplying) uses or structures;*
- b. Properties and structures within the existing overlay zoning district will not be significantly negatively affected by a restriction or change of use or uses;*
- c. Properties and structures within the existing overlay zoning district will not be significantly negatively affected by lessened or changed design standards; and*
- d. The design and layout of the properties and structures within the existing overlay zoning district will maintain the same or higher level of (i) functionality and (ii) compliance with applicable regulations.*

Staff Analysis: The requested action does not change or remove any existing overlay zoning district designation.

Staff Opinion: This criteria does not apply.

7. MAYOR RECOMMENDATION

N/A

8. COUNCIL STAFF ANALYSIS

Timeline & Background Information

The Council initially discussed this item in the [October 14, 2025, Committee of the Whole Meeting](#):

- Council Members expressed mixed views: some worried about impacts on nearby homes, traffic safety, and property values, while others saw potential for commercial use as a buffer between residential and industrial areas. The developer indicated flexibility in design, including possible buffers and visual barriers, but emphasized the need for return on investment.
- Council Members debated whether commercial development was appropriate at the site. Some, like Council Member Green, argued the FLUM should remain residential given no substantial changes in the area, while others, like Council Member Lamb, felt additional residential would contradict past Council concerns about the neighborhood's layout. Suggestions included waiting until the completion of the 9000 South project to assess traffic impacts, considering medium-density housing, or allowing low-impact commercial uses that would serve the neighborhood without disrupting quality of life. The developer acknowledged residents' concerns and offered to explore design solutions, but staff clarified that rezoning could not be conditioned on specific uses.
- Ultimately, no Council Member supported moving forward with the current request. Chair Whitelock and several members favored deferring consideration until after the 9000 South project was complete, while others encouraged the developer to return with a proposal more compatible with the existing FLUM designation and neighborhood context. The supported outcome was to hold off on rezoning and request that the developer engage residents through a neighborhood meeting before bringing back a revised plan.

Additional Information & Analysis

The Council is being asked to take formal action on whether a 3.73-acre parcel at Copper Dust Lane should shift from low-density residential to neighborhood commercial. This request comes after a Planning Commission recommendation in favor (5–2 vote) and a town hall meeting where residents expressed concerns but the applicant chose to proceed. Council's role is to weigh whether the proposed SC-1 zoning represents an overall improvement to the General Plan, balancing neighborhood compatibility with economic development opportunities.

The tradeoffs are clear: retaining residential zoning would preserve consistency with the Copperfield and Duck Creek subdivisions, but new homes would face noise and adjacency issues from nearby arterials and industrial uses. Rezoning to SC-1 could introduce convenient services and modest employment opportunities, while also buffering residential areas from industrial activity to the south. Neighboring cities such as Herriman and Riverton have allowed small commercial nodes at arterial intersections to serve local traffic, often requiring enhanced landscaping, lighting controls, and access management to mitigate impacts. Council may wish to consider whether similar conditions could address residents' concerns here. Stakeholders not directly mentioned include nearby homeowners who value neighborhood character, as well as potential small business operators who could benefit from a new commercial site.

Ultimately, the decision hinges on whether Council believes this location is better suited to absorb commercial activity than additional housing, given its triangular shape, arterial frontage, and proximity to industrial uses.

Guiding Principles from the General Plan

- **URBAN DESIGN**
 - Strengthen the identity and image of the City of West Jordan.
 - Support neighborhoods and developments of character.

- **LAND USE**

- Land use decisions should be made using a regional approach that integrates and participates with programs established to better serve the City as a whole.
- Land use decisions should be guided by the General Plan to protect existing land uses and minimize impacts to existing neighborhoods.
- The General Plan is the will of the community and presumed current. Developers have the burden of proof on why the General Plan should be changed.
- Land use designs must promote quality of life, safety, and good urban design.

- **HOUSING**

- Encourage a balanced variety of housing types that meet the needs of all life stages with a mix of opportunities for today and into the future.
- Place high density projects near infrastructure which exists to sustain the increased density.
- Implement programs to encourage the repair, rehabilitation, or replacement of deteriorating residential structures.

9. POSSIBLE COUNCIL ACTION

The Council may choose to take one of the following actions:

1. Approve the Ordinance as written and proposed OR with stated amendments;
2. Not Approve the Ordinance;
3. Continue the item to a future specified date;
4. Move the item to an unspecified date;
5. Refer the item back to a Committee of the Whole Meeting, Council Subcommittee, or an Ad Hoc Committee;
6. Refer the item back to Council Staff or Administrative Staff.

10. ATTACHMENTS

Ordinance No. 25-62

Attachment A – Vicinity Map

Attachment B – Future Land Use Map (Existing)

Attachment C- Future Land Use Map (Proposed)

Attachment D – Zoning Map

Attachment E – Concept Site Plan

Attachment F – Letter to Neighbors

Attachment G – Council Committee of the Whole Meeting Minutes

Attachment H – Planning Commission Meeting Minutes

1 **Recording Requested By and**
2 **When Recorded Return to:**

3
4 City of West Jordan
5 Attention: City Recorder
6 8000 South Redwood Road
7 West Jordan, Utah 84088
8

9
10 For Recording Purposes Do
11 Not Write Above This Line

12 THE CITY OF WEST JORDAN, UTAH
13 A Municipal Corporation

14 **ORDINANCE NO. 25-62**

15 **AN ORDINANCE FOR APPROXIMATELY 3.73 ACRES OF PROPERTIES LOCATED AT**
16 **APPROXIMATELY 9047 SOUTH COPPER DUST LANE,**
17 **IDENTIFIED AS THE WAGSTAFF INVESTMENTS PROPERTY;**

18 **AMENDING THE GENERAL PLAN LAND USE MAP**
19 **FOR THE WAGSTAFF INVESTMENTS PROPERTY; AND**

20 **AMENDING THE ZONING MAP FOR THE WAGSTAFF INVESTMENTS PROPERTY**
21

22 WHEREAS, the City of West Jordan (“City”) adopted the Comprehensive General Plan
23 (“**General Plan**”) in 2023, as amended, which provides for a general plan land use map (“**General Plan**
24 **Land Use Map**”), which is periodically updated; and the City adopted the West Jordan City Code (“**City**
25 **Code**”) in 2009, as amended, which provides for a zoning map for the City (“**Zoning Map**”), which is
26 periodically updated; and

27 WHEREAS, an application was made by **Wagstaff Investments, LLC**, a Utah Limited Liability
28 Company (referred to as “**Applicant**”, “**Property Owner**”, or “**Applicant/Property Owner**”), for
29 approximately 3.73 acres of real property, located at approximately 9047 South Copper Dust Lane and
30 identified as **Assessor’s Parcel Numbers 26-02-304-018 and 26-02-304-019** (collectively referred to as
31 the “**Property**” or “**Wagstaff Investments Property**”), for, in part, a *General Plan Land Use Map*
32 *Amendment* from a Low Density Residential designation to a Neighborhood Commercial designation,
33 and a *Rezone* from an R-1-10D (ZC) Zone (Single-family Residential 10,000 square foot lots, with zoning
34 conditions Zone) to an SC-1 Zone (Neighborhood Shopping Center Zone) (collectively “**Application**”
35 and “**Map Amendments**”); and

36 WHEREAS, on November 25, 2025, the Application was considered by the West Jordan Planning
37 Commission (“**Planning Commission**”), which held a public hearing and made a *positive*
38 recommendation to the West Jordan City Council (“**City Council**”) concerning the Map Amendments,
39 based upon the criteria in City Code Sections 13-7C-6 and 13-7D-6; and

40 WHEREAS, a public hearing was held before the City Council on December 16, 2025 concerning
41 the Map Amendments; and

42 WHEREAS, the City Council has reviewed and considered the Map Amendments; and

43 WHEREAS, in its sole legislative discretion, the City Council now finds it to be in the best interest
44 of the public health, safety, and welfare of the residents of the City to approve the Map Amendments.
45

46 NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WEST
47 JORDAN, UTAH AS FOLLOWS:

48 **Section 1. Map Amendments.** For the Property, the *Map Amendments are approved*, with a
49 *General Plan Land Use Map Amendment* from a Low Density Residential designation to a Neighborhood
50 Commercial designation, and a *Rezone* from an R-1-10D (ZC) Zone (Single-family Residential 10,000
51 square foot lots, with zoning conditions Zone) to an SC-1 Zone (Neighborhood Shopping Center Zone),
52 as per the legal description in "Attachment A", which is attached hereto.

53 **Section 2. Severability.** If any provision of this Ordinance is declared to be invalid by a court of
54 competent jurisdiction, the remainder shall not be affected thereby.

55 **Section 3. Effective Date.** This Ordinance shall become effective immediately upon posting or
56 publication as provided by law and upon (i) the Mayor signing the Ordinance, (ii) the City Council duly
57 overriding the veto of the Mayor as provided by law, or (iii) the Mayor failing to sign or veto the Ordinance
58 within fifteen (15) days after the City Council presents the Ordinance to the Mayor.

59 PASSED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH, THIS
60 _____ DAY OF _____ 2025.

61
62 CITY OF WEST JORDAN

63
64
65
66 _____
67 Kayleen Whitelock
68 Council Chair

69 ATTEST:
70
71 _____
72 Cindy M. Quick, MMC
73 Council Office Clerk

74			
75			
76			
77	Voting by the City Council	"YES"	"NO"
78	Chair Kayleen Whitelock	<input type="checkbox"/>	<input type="checkbox"/>
79	Vice Chair Bob Bedore	<input type="checkbox"/>	<input type="checkbox"/>
80	Council Member Pamela Bloom	<input type="checkbox"/>	<input type="checkbox"/>
81	Council Member Kelvin Green	<input type="checkbox"/>	<input type="checkbox"/>
82	Council Member Zach Jacob	<input type="checkbox"/>	<input type="checkbox"/>
83	Council Member Chad Lamb	<input type="checkbox"/>	<input type="checkbox"/>
84	Council Member Kent Shelton	<input type="checkbox"/>	<input type="checkbox"/>

85
86
87 (continued on the next page)

88
89
90
91 **PRESENTED TO THE MAYOR BY THE CITY COUNCIL ON _____.**

Mayor's Action: _____ Approve _____ Veto

By: _____
Mayor Dirk Burton Date

ATTEST:

Tangee Sloan, MMC, UCC
City Recorder

STATEMENT OF APPROVAL/PASSAGE (check one)

_____ The Mayor approved and signed Ordinance No. 25-62.

_____ The Mayor vetoed Ordinance No. 25-62 on _____ and the City Council
timely overrode the veto of the Mayor by a vote of _____ to _____.

_____ Ordinance No. 25-62 became effective by operation of law without the Mayor's approval
or disapproval.

Tangee Sloan, MMC, UCC
City Recorder

CERTIFICATE OF PUBLICATION

I, Tangee Sloan, certify that I am the City Recorder of the City of West Jordan, Utah, and that a
short summary of the foregoing ordinance was published on the Utah Public Notice Website on the
_____ day of _____ 2025. The fully executed copy of the ordinance is retained
in the Office of the City Recorder pursuant to Utah Code Annotated, 10-3-711.

Tangee Sloan, MMC, UCC
City Recorder

(Attachment on the following page)

**Attachment A to
ORDINANCE NO. 25-62**

**AN ORDINANCE FOR APPROXIMATELY 3.73 ACRES OF PROPERTIES LOCATED AT
APPROXIMATELY 9047 SOUTH COPPER DUST LANE,
IDENTIFIED AS THE WAGSTAFF INVESTMENTS PROPERTY;**

**AMENDING THE GENERAL PLAN LAND USE MAP
FOR THE WAGSTAFF INVESTMENTS PROPERTY; AND**

AMENDING THE ZONING MAP FOR THE WAGSTAFF INVESTMENTS PROPERTY

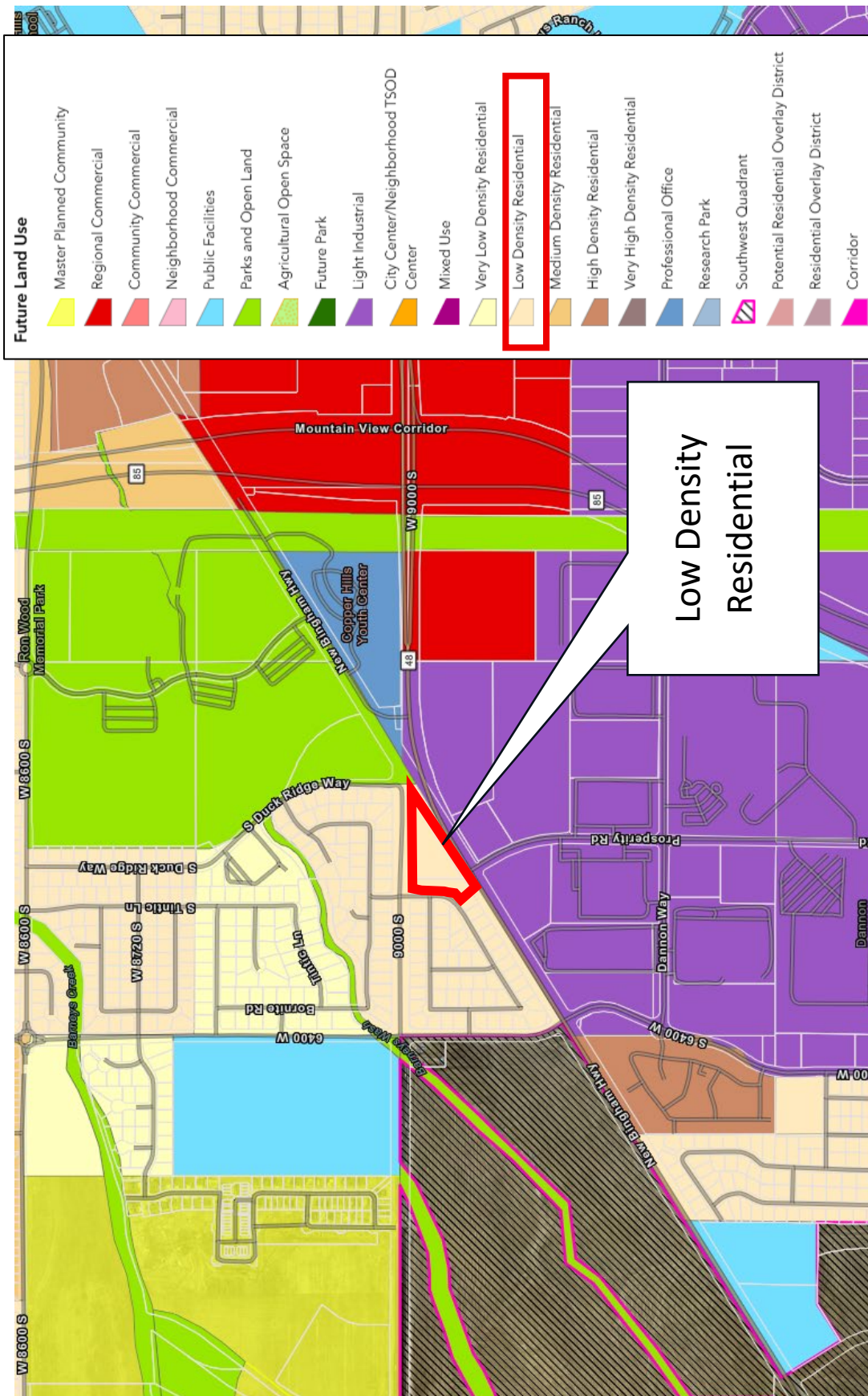
LEGAL DESCRIPTION
PREPARED FOR WAGSTAFF INVESTMENTS PROPERTY:

Lot 152, Copperfield Phase 1; and Lot 35, Duck Creek Sub. Phase 1.

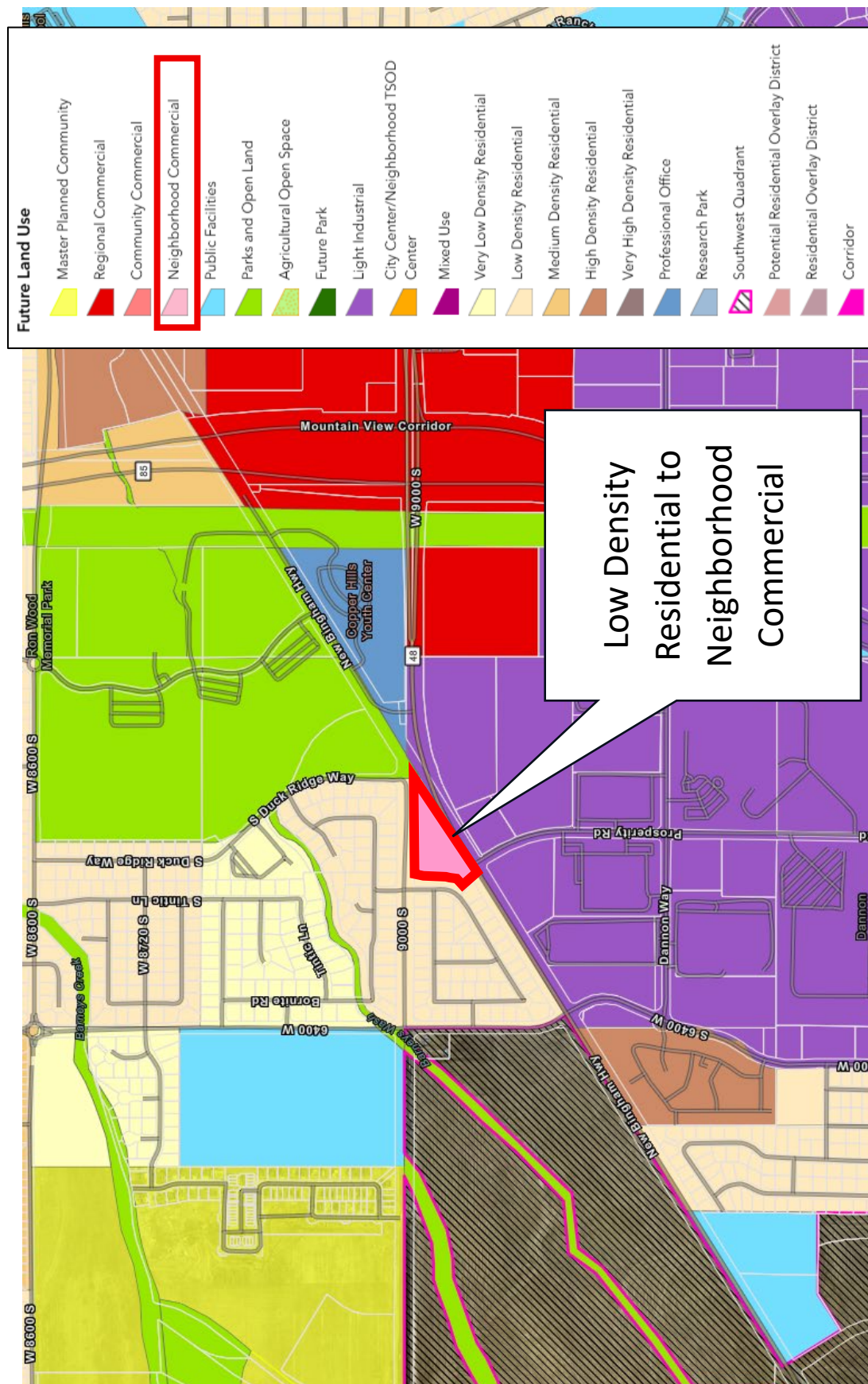


Vicinity Map

Attachment A



Attachment B Future Land Use Map (Existing)





Zoning Map

Attachment D

November 10, 2025

Joe Colosimo
Catholic Diocese Salt Lake City
27 C Street
Salt Lake City, Utah 840103
801-556-3320

Dear Neighbor

My name is Joe Colosimo and I work for the Catholic Diocese of Salt Lake. I'm sure you know the church owns the parcel sandwiched between 9000 South and New Bingham Highway and we are your neighbor. We are currently trying to sell the piece to Wagstaff Investments. Over the past 30 years, since we acquired the parcel, our Church Modeling has changed and we have become more of a destination church verses a neighborhood church due to the lack of priests to run the parishes. Our new model is to build bigger churches to accommodate more parishioners on bigger pieces of ground to handle the parking needs.

Through a study, we have realized we need a church 25 block south of this location and are currently working with the Daybreak Development to acquire a piece. Part of that acquisition is the sale of this piece. We have received an attractive offer from Wagstaff investments that will help us accomplish that goal.

We recently had a town hall with the neighbors and they really focused on how poorly the city has handled the developing of the road network and the island neighborhood feels like the city has abandoned them. There seemed to be a lot of confusion on the new road layout. I have included a copy of the layout I received from Nate Nelson the city engineer. He indicated they have completed the environmental studies and will complete design and acquisition in 2026 and start road construction some time in 2027. (Road Layout)

In the meeting I indicated in our efforts to sell we had reached out to a couple of trusted parishioners that were home builders about buying the piece and they indicated that they felt it was not a good R-1-10 property. A neighbor, who is a real estate agent, felt like that was not a big enough sample size and someone mentioned that Edge Homes would buy it. I have attached a letter from, Steve Maddox CEO of Edge Homes, where he assesses the viability of it being a residential development. (See the attached Letter)

We currently have an offer from Wagstaff Investments who want to do a quality Commercial development. They plan to include one of their C-stores, a gas island, car wash and a small strip center. (See the attached site plan)

Letter to Neighbors

Attachment F

A concern was raised that a potential tenant could be a vape store. I spoke with Larry Gardner, West Jordan City Planner, and he indicated that West Jordan has its allotted vape stores and one would not be allowed in the center.

Though the meeting started as referendum on the handling of the road network we did receive some good feedback from neighbors that stayed after to visit and ask questions. It was mentioned how that subdivision has been open ended on the east side since the church has owned the parcel. It was asked would Wagstaff finish the east edge of the current subdivision. Wagstaff shows a six- foot wall set back 25-30 feet from Copper Dust drive with landscaping between the wall and the edge of the road. They feel this will finish that edge of the subdivision. All commercial traffic will be left to travel on 9000 South and New Bingham Highway.

We ask for you to consider that if a zone change is denied in December, it is inevitable that a new zone change application will come next year by a new buyer. As a matter of fact, as of the date of this letter we have already been contacted by a potential new buyer wanting to present a backup offer on the piece. Is there any value in dealing with Wagstaff, a reputable commercial developer, now to make a quality development and not have to track development applications for the foreseeable future.

I would love to discuss this more with you either by phone or in person. Do not hesitate to call me at 801-556-3320

Sincerely



Joe Colosimo

Catholic Diocese of Salt Lake City.

Letter to Neighbors

Attachment F

November 5, 2025

Catholic Diocese of Salt Lake City
Attn: Mr. Joe Colosimo
Email: colosimo.joe2000@gmail.com

Re: Salt Lake County Tax Parcels 26-02-304-019 & -018

Dear Mr. Colosimo:

Thank you for providing EDGEhomes with the opportunity to submit an offer to purchase the above-referenced tax parcels (depicted in the image below) with a combined size of 3.73 acres located between 9000 South and New Bingham Highway (approximately 6200 West) (collectively, the "Property").



As you know, the Property's current zoning is R-1-10, which requires single-family detached homes on building lots of at least 10,000 square feet. Although EDGEhomes is actively seeking to acquire additional land in this general location to construct new residential communities, we must respectfully decline to submit a purchase offer at this time.

Given the Property's relatively small size and unique shape, combined with its proximity to high-traffic roadways, we do not believe single-family homes on 10,000 square-foot lots would be well received by the homebuyer market. We would be more interested in acquiring this site if West Jordan City were willing to rezone the Property to allow for high-density multifamily housing (e.g., condominium buildings or apartments) with at least sixty (60) or more housing units. In all candor, however, the Property appears more suitable for commercial or industrial development.



Letter to Neighbors

Attachment F



Please let us know if you come across other land purchase opportunities that might be a better fit for our new residential communities.

Sincerely,

EDGE HOMES OF UTAH, LLC


Steven Maddox, CEO

cc: Paxton Guymon, General Counsel
Jed Stewart, VP of Land Acquisition

Attachment F Letter to Neighbors

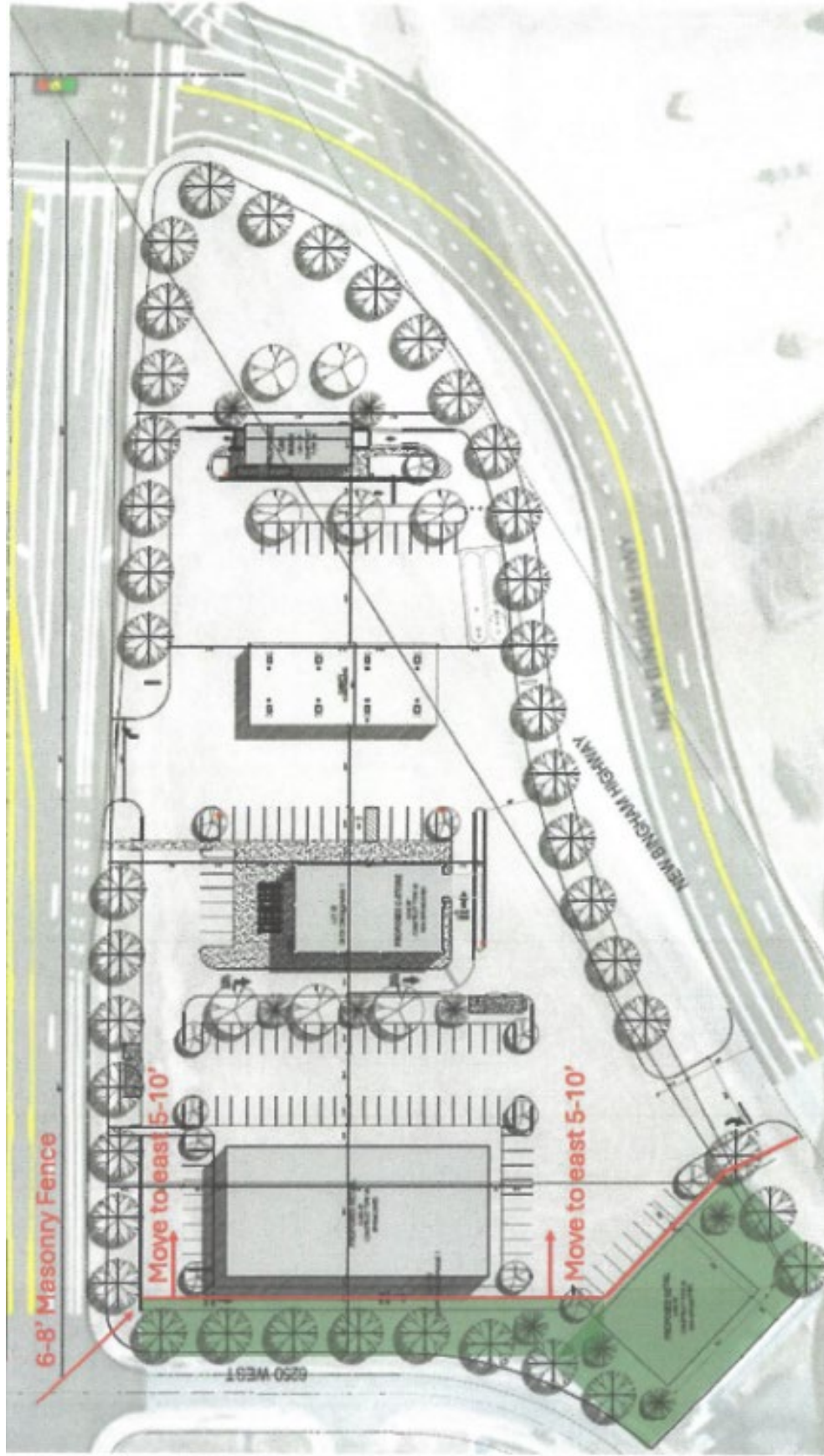
PROPOSED IMPROVEMENTS

The proposed project will realign and reconstruct the intersection of 9000 South & New Bingham Highway, converting the current two-leg intersection into a signalized four-leg intersection.

Planned Improvements Include:

- New traffic signals for all directions of travel
- New curb, gutter, sidewalk, pedestrian access ramps, and crosswalks
- New pavement markings and roadway signage
- A controlled right-turn lane for eastbound traffic on 9000 South
- Drainage system upgrades
- Minor utility modifications





Attachment F Letter to Neighbors

said the regulations were meant to provide transparency, and help consumers know where animals were coming from.

Staff asked how they would verify proof of license for breeders. Council Member Bloom believed there was a database of licensed breeders.

A majority of the Council indicated support for allowing input from Amy Motta with Bailing out Benji. Council Member Shelton asked Ms. Motta if she knew of any licensed breeders that she would categorize as “puppy mills.” Ms. Motta responded there were, and stated that requiring animals to be sourced from USDA licensed breeders would not really help the situation. She said USDA licensing only included subsistence requirements.

Council Member Shelton believed the regulations would need to be similar to those adopted by Sandy City if the Council wanted to make a difference. Council Member Lamb said adopting such regulations would prevent any other pet stores from opening in West Jordan. Council Member Shelton expressed concern with effectively creating a pet store monopoly in the City but he wanted to protect animals and consumers.

Council Member Lamb commented that he would be fine adopting regulations similar to Sandy City, but did not believe the regulations would solve the current puppy store problem. Council Member Bloom felt the regulations would be a tangible step. Vice Chair Bedore added that regulations would send a message and expressed support for adopting something like Sandy City.

Council Member Jacob did not agree with adopting requirements for a specific type of business, that other businesses would not have to adhere to. He did not agree with unfairly singling out specific businesses.

Council Members Bloom, Shelton, Bedore, and Jacob indicated support for mirroring Sandy City regulations. Chair Whitelock pointed out that she did not like Sandy City’s regulations. She suggested staff work with Council Members Bloom and Bedore to draft proposed language to bring back to the Committee of the Whole for consideration. A majority of the Council indicated support.

b. Discussion on Wagstaff Investments, LLC Request to Amend the Future Land Use Map and Rezone Property Located at 6205 W 9000 S to SC-1 for a Commercial Development

Senior Planner Ray McCandless presented a request to amend the Future Land Use Map (FLUM) from Low Density Residential to Neighborhood Commercial, and request to rezone the subject property from R 1-10(ZC) to SC-1. Mr. McCandless asked the Council if they felt the proposal was appropriate for the property.

Chair Whitelock mentioned that residents had expressed opposition, and she was not convinced the property was a great spot for commercial. She asked for clarification regarding the type of commercial being proposed. Mr. McCandless showed a concept plan for commercial on the property. Council Member Bloom shared resident concerns for traffic and safety on Copper Cloud Lane. Mr. McCandless stated that the primary traffic

concern would probably be on 6250 West. Brent Neel, a representative of Wagstaff Investments, said a traffic study had been performed by Hales Engineering.

Council Member Green noted a Holiday Oil logo on the concept plan, and asked if the development was planned to be a gas station. Mr. Neel said Wagstaff Investments owned all the land for Holiday Oil, but also had industrial warehouses, retail, and strip malls. He said the end use for the property was not yet determined.

Council Member Green agreed with Chair Whitelock that many residents did not want the proposed commercial in their neighborhood. He believed it made sense to keep the property residential on the FLUM, because there had not been substantial change on or around the property. He said the FLUM designation had been set with the knowledge that 9000 South would eventually go through. Council Member Green expressed the opinion there were plenty of commercial spaces between Mountain View and U-111. He was not willing to approve three acres of concrete in the current residents' backyards.

Council Member Lamb emphasized that Council often commented how the residential in the pie-shaped neighborhood shown should never have been built, which he felt was evidence that additional residential should not be developed on the subject property. Council Member Lamb expressed the opinion that putting more homes on the subject property would be going against what the Council had said for the last eight years. He believed the property needed commercial that would work, but did not believe the commercial should directly access neighboring residential.

Council Member Bloom had underlying concerns about traffic, visual clutter, lighting, and downgraded property values and felt those issues needed to be addressed. The Council discussed potential uses for the property. Chair Whitelock believed from her experience that residential on both the north and west sides of the subject property would be impacted by the proposed commercial. She expressed the opinion that homes on the subject property would sell, and did not think it would be fair to current residents to allow commercial at that location.

Council Member Bloom asked if it would be possible to defer consideration until six months after completion of 9000 South to measure actual traffic flow. Council Member Green believed completion of the 9000 South project may take another three or four years. Council Member Jacob expressed the opinion that some commercial uses may be a good buffer between existing residential and industrial. He believed a gas station would be lower impact than a strip mall. He suggested a medium density residential product like town homes could also be a good buffer.

Council Member Green said he might not be against low-impact commercial that would enhance the walkability of the neighborhood, and referred to a commercial strip in front of City Hall with frozen yogurt and cupcake stores. He would not want something that would be open 24 hours per day. Council Member Bloom liked the idea of commercial that would serve the neighborhood. Council Member Lamb noted that the Holiday near his home closed at 11 pm.

Mr. Neel said Wagstaff Investments would need to plan development for the best use of the property and the best return on investment (ROI). Council Member Bloom wanted to make sure there was a balance between ROI and protecting quality of life.

Mr. Neel said Wagstaff would prefer as many accesses as possible but asked if eliminating the proposed west access to the neighborhood and replacing with a masonry fence and trees would be sufficient buffer. Council Member Jacob felt providing visual blockage would be sufficient. Council Member Lamb would only consider commercial with a buffer and no access to the neighborhood. A representative of Wagstaff said they wanted the neighbors to be happy with the development, and residents often objected to a development project initially, but accepted and were happy with it after completion. He said there were many things that could be done to create a good transition.

Community Development Director Scott Langford commented that a rezone could not be approved conditionally regarding use. Permitted uses in the SC-1 Zone were already established by ordinance. Mr. Langford added that the developer would have a right to access from a public street per current ordinances, including access to the existing neighborhood street.

Council Member Green was not in favor of changing the FLUM. Council Members Bloom and Jacob felt torn. Council Member Bloom repeated her suggestion to wait until six months after completion of the 9000 South project. Chair Whitelock agreed. Staff said construction on the 9000 South project was scheduled to begin in 2027. Council Member Green had not seen evidence that the FLUM should be changed. Council Member Shelton did not believe any developer in the current market would put R-1-10 on the subject property.

Chair Whitelock pointed out the property was currently owned by the Catholic Diocese. She commented that property tax was not an issue for a church and did not anticipate the property owner would have a problem with a request from the Council to wait for the betterment of the community.

Council Member Green speculated that perhaps R-1-8 or the Integrated Housing Ordinance would be a better fit for the property. He encouraged the developer to bring back a proposal that fit within the current FLUM designation.

Responding to a question from Council Member Bloom, Mr. Neel said development on the property would not begin until the 9000 South project was completed, but purchase of the land would ideally occur sooner. Council Member Bloom said the residents had not seemed opposed to development, but had wanted evidence that development would be safe and compatible.

No member of the Council indicated support for the current request moving forward. Chair Whitelock said the Council would be more supportive of something that would fit better with existing residential. Chair Whitelock suggested the developer hold a neighborhood meeting.

4. Terraine Pool Complex; 7173 W. Hikers Pass Drive; Preliminary Site Plan and Preliminary Subdivision Plat (1 lot on .714 acres); PCH Zone; Third Cadence LLC/Gary Langston (applicant) [#34878, 34879; parcel 20-27-100-009]

Gary Langston, applicant, said this is the first of two required pool sites for the Terraine development and serves the middle to southern area. The building is oriented to be opposite of the Bistro and Community Hall. The architecture is similar to those buildings with concrete, steel, and wood. Parking is intended to be on-street and there is angled parking and a drop off zone. The facility will be open generally from Memorial Day to Labor Day. The site is also connected to the trail system. There will be higher density residential to the east in the future.

Ray McCandless explained that the approvals include a site plan and a subdivision plat.

Based on the analysis and findings contained in the report, staff recommended that the Planning Commission approve the Preliminary Site Plan and Preliminary Subdivision Plat (1 lot on .714 acres) for the Terraine Pool Complex located at 7173 West Hikers Pass Drive in a PCH zone, with the conditions and requirements of approval listed in this report.

Conditions and Requirements of Approval:

1. Per City Code, Section 13-7B-5: Expiration of Approved Site Plans: An approved preliminary site plan shall remain valid for one year following the date of the approval.
2. The preliminary site plan shall comply with all applicable City Department and City Code requirements.
3. Expiration of preliminary and final subdivision approvals are subject to the standards listed in City Code, Section 14-13-8 Expiration of Subdivision Approval.

Jay Thomas opened the public hearing.

Further public comment was closed at this point for this item.

MOTION: Emily Gonzalez moved to approve the Preliminary Site Plan and Preliminary Subdivision Plat for Terraine Pool Complex located at 7173 West Hikers Pass Drive with the conditions and requirements of approval as listed in the report. The motion was seconded by Jimmy Anderson and passed 7-0 in favor.

5. Wagstaff Investments; 9047 South Copper Dust Lane; Recommendation to the City Council for a Future Land Use Map Amendment for 3.73 acres from Low Density Residential to Neighborhood Commercial and Rezone from R-1-10D (ZC) (Single-family residential 10,000 square foot lots with zoning conditions) Zone to SC-1 (Neighborhood Shopping Center) Zone; Wagstaff Investments, LLC/Brent Neil (applicant) [#34983, 34984; parcels 26-02-304-018, 019]

Brent Neil, applicant, said they had been in communications with the Catholic Church for 1-2 years but now with the realignment of 9000 South and connection to Bacchus Highway they felt it was a great place for commercial uses. He said they had met with the Council at their committee of the whole meeting as well as a neighborhood meeting that generated a lot of comments. He felt that the

concept plan reflects the feedback from those meetings. Residential buffering includes a masonry fence and landscaped setbacks of 20 feet or more, which he knows will be addressed at the time of site plan approval.

Ammon Allen explained that today's action is for a recommendation to the City Council to change the future land use map and zoning map and not for planning the site plan. He asked about the connection to 9000 South and if it was approved by UDOT.

Brent Neil said UDOT would accept a 350-foot spacing, and that is what is shown on the concept.

Ray McCandless explained that the property has unusual circumstances with the shape and being adjacent to 9000 South and New Bingham. The application is to change the future land use map from low density residential to neighborhood commercial and to change the zoning from R-1-10 to SC-1. He reviewed the zoning and land use designations for the surrounding properties. The realignment of New Bingham Highway will provide for a safer intersection at 9000 South. The concept plan shows two commercial buildings, a gas station, and a carwash. However, if the property is rezoned, then any of the uses allowed in the SC-1 zone could go on the property. The site plan process requires a hearing with the Planning Commission and addresses details like building setback, landscaping, parking, access points, etc. Some rezonings are straight-forward, but this situation is more difficult. Single-family homes could provide buffering for existing residents, but it would place more homes across from industrial uses. There are other subdivisions that back onto an arterial road, so there is a case to be made for either option. Commercial uses could act more as a buffer to the heavier industrial uses. If the property is rezoned to commercial, the impacts are typically mitigated through the zoning ordinance or through building orientation or through fencing, etc. He explained that with any change in the future land use map and zoning map, the Commission needs to make positive findings on all criteria. If they cannot identify a finding that supports the request then a negative recommendation is required. The Commission should determine if this is an appropriate location for a commercial use rather than single-family and if there is a need for it.

Staff recommended that the Planning Commission forward a favorable recommendation to the City Council to amend the Future Land Use Map from Low Density Residential to Neighborhood Commercial and Rezone from R-1-10D (ZC) to SC-1, approximately 3.73 acres of property located at 9047 South Copper Dust Lane.

Jay Thomas said it would be difficult to develop single-family there due to the shape. Commercial could also be difficult, but fewer structures allow for setbacks to be more easily met.

Ray McCandless agreed that single-family lots would probably be odd-shaped, and there is more flexibility on building placement with commercial.

Jay Thomas opened the public hearing.

Brett Seegmiller, West Jordan resident, stated that there were more than 50 people at the meeting with City Council and none of them wants this change. He said the neighbors would even support higher density housing over commercial. He pointed out the safe walking route for children and said that there is no safe plan for kids to cross 9000 South. There are no plans for a crosswalk or flashing stop sign, etc. They understand the difficulties developing the property, so even condos or townhomes

could make it profitable. Another concern is with all of the commercial vacancies and that this project could also sit empty.

Logan Gregory, West Jordan resident, stated that the residents appreciated the City Council opening the dialogue with this request. He referred to a letter received from Joe Colosimo, who represents the Catholic church, which states the property was acquired by them 30 years ago. He felt that this is a bait and switch because it was supposed to be a church. There have been 12 accidents at the intersection of 9000 South and 6400 West in less than a year since it has been open. There are safety concerns for the children and that commercial would entice them to cross the street. He referred to the letter from Edge Homes stating that they would not be interested in the property for single-family residential. However, they would be open to a zoning that allowed smaller lot residential. He asked the Commission to consider the residents and asked for it to stay residential and as safe as possible.

Gene McEntire, West Jordan resident speaking remotely, echoed the previous comments. His home would be in line with the gas station based on the plan. He was concerned with the additional, noise, traffic, and increased lighting that would make it difficult for his health. His research showed that a gas station and retail space next to residential often reduces property values. He said the property could support townhouses not an additional gas station. He was opposed to the request.

Further public comment was closed at this point for this item.

Jimmy Anderson said it seemed that the Planning Commission had more latitude with this type of application to voice concerns. He echoed the concerns of the residents that it is unfair that they were told it would be a church and now it will be a gas station or something else unknown.

John Roberts provided some thoughts based on his 25 years of real estate and appraisal experience. It does feel like a bait and switch, but that is the risk with church uses because they usually go on residential properties. So, if the church goes away or does not happen, whatever comes next will seem inferior to those existing residents. As an appraiser or potential developer, there is not a single home site that is appealing. Almost every house will back a five-lane road. Even looking at high density or commercial, neither is appealing to the residents. The highest and best use is generally the most financially productive. The church has their best offer from the commercial developer, which tells him the property is probably worth more as commercial than multi-family housing. We do not know if there is even a buyer for residential.

Trish Hatch said building high density housing would only exacerbate the problem of children crossing in the area. She did not think multi-family was the best use. She did not know if commercial was the right use either. She said it did not feel like there was a best answer.

Tom Hollingsworth thought the concept of bait and switch is moot. Whenever you buy property next to vacant land you do not know what will go there, because situations and economic realities change over the years. If a developer said 5-story apartments would be the only economically viable option for high density residential, he did not think the neighbors would want that. The value of the property is in the shape, which is not suitable for similar housing in the area. He was leaning toward a positive recommendation for commercial, because it does not make economic sense to keep it residential.

Ammon Allen said he could see the property as residential and it could also be a fantastic spot for

commercial. They are not looking at a site plan, so a lot of the concerns cannot be worked out at this time. The City Council could possibly consider a master development agreement that identifies access points and uses if they choose to rezone the property to commercial. West Jordan has no duty to the church to make it profitable and the church has no duty to the residents to build a church. Another less viable option is for the group of people who do not want the change to buy the property. Otherwise, the city has to determine how to balance the rights of the property owner with what is in the city code and what is most appropriate for the city moving forward. He thought that a commercial zoning would be appropriate for the property once 9000 South goes through.

MOTION: Tom Hollingsworth moved, based on the analysis and findings contained in the staff report, to forward a positive recommendation to the City Council for Wagstaff Investments located at 9047 South Copper Dust Lane for a Future Land Use Map Amendment for 3.73 acres from Low Density Residential to Neighborhood Commercial and Rezone from R-1-10D(ZC) Zone to SC-1 Zone. The motion was seconded by Ammon Allen and passed 5-2 in favor with Jimmy Anderson and Jay Thomas casting the negative votes.

MOTION: Emily Gonzales moved to adjourn.

The meeting was adjourned at 7:14 p.m.

JAY THOMAS
Chair

ATTEST:

JULIE DAVIS
Executive Assistant
Community Development Department

Approved this _____ day of _____, 2025

CITY OF WEST JORDAN NOTICE OF PUBLIC HEARING

The purpose of this notice is to inform you of a public hearing to be held before the City Council on **Tuesday, December 16, 2025, at 7:00 pm** (or as soon thereafter as possible) at **West Jordan City Hall, 3rd Floor, 8000 S. Redwood Rd, West Jordan, UT 84088**. Please note that agenda items are subject to change and may be reordered or tabled in order to accommodate the needs of the City Council and staff.

The purpose of the hearing is to receive public comments regarding a petition from Brent Neel / Wagstaff Investments, LLC **to Amend the Future Land Use Map** for 3.73 acres from Low Density Residential **to Neighborhood Commercial** and **Rezone** from R-1-10D (ZC) Zone (Single family residential 10,000 square foot lots with zoning conditions) **to SC-1 Zone (Neighborhood Shopping Center)** for Wagstaff Investments located at **9047 South Copper Dust Lane**.

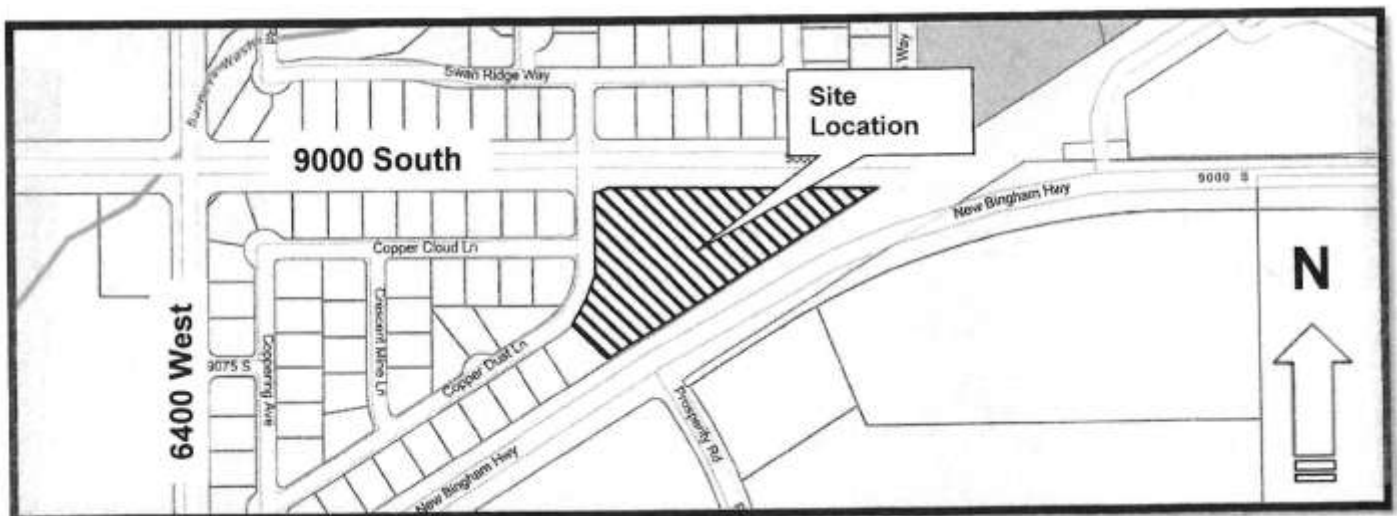
You are invited to attend the public hearing either in person or remotely to learn more about the proposal and provide public comments regarding how this proposal may impact you or your entity. If you wish to provide public comment on the item, your comments will be limited to three (3) minutes.

In accordance with the Americans with Disabilities Act, the City of West Jordan will make reasonable accommodations for participation in the meeting. Requests for assistance can be made by contacting the Council Office at (801) 569-5017 at least three working days' advance notice of the meeting.

Please visit the City of West Jordan website at <https://westjordan.primegov.com/public/portal> approximately four (4) days prior to the meeting for packet materials and Zoom login information.

Alternatively, interested parties may contact the Council prior to the meeting by calling the 24-hour Public Comment Line at (801) 569-5052 or emailing councilcomments@westjordan.utah.gov; please include your name and phone number. *(Comments made prior to the meeting will not be read during the meeting but will be provided to all Council Members).*

If you have any questions concerning this notice, please contact Ray McCandless at (801) 569-5060.





REQUEST FOR COUNCIL ACTION

Action: Need Council to take action

Meeting Date Requested : 12/16/2025

Presenter: Danyce Steck, Administrative Services Director

Deadline of item :

Applicant:

Department Sponsor: Admin. Services

Agenda Type: PUBLIC HEARINGS

Presentation Time: 15 Minutes

(Council may elect to provide more or less time)

1. AGENDA SUBJECT

Ordinance No. 25-48 Adopting the West Jordan City Impact Fee Facilities Plan (IFFP), Impact Fee Analysis (IFA), and Impact Fees for Transportation

2. EXECUTIVE SUMMARY

This meeting will provide the Council the opportunity to hear public comment related to the proposed fees, the Impact Fee Facilities Plan (IFFP), and the Transportation Impact Fee Analysis (IFA). study and fees.

Following the public hearing, the Council may choose to adopt the fees by ordinance.

Once adopted, there is a mandatory 90-day waiting period before the fees become effective. If adopted during this meeting, the fees listed in the ordinance will become effective on March 16, 2026. All noticing requirements have been met, including the initial noticing on September 9, 2024 when the study process began.

The Transportation Impact Fee Facilities Plan (IFFP) was prepared by Wall Consultant Group (WCG). The Transportation Impact Fee Analysis (IFA) was prepared by LRB Public Finance Advisors (LRB). The Council received both reports and discussed the results in several work sessions - 09/09/2025, 10/28/2025, and 11/18/2025. Discussions centered around the financial impact of future development, methodology, and several options to balance the desire for growth with the needs identified in the reports.

3. TIME SENSITIVITY / URGENCY

Once adopted, there is a mandatory 90-day waiting period before the fees become effective. If adopted during this meeting, the fees listed in the ordinance will become effective on March 16, 2026.

4. FISCAL NOTE

The financial impact of the proposed fees is outlined in the study results and presentation. Postponement of adoption will reduce available impact fee revenue and subsequently delay development-related infrastructure.

5. ADMINISTRATIVE STAFF ANALYSIS

According to best practice and due to various changes that occur over time, both with development schedules and economic conditions, impact fee studies should be updated every 3-5 years. The City's current impact fee study for transportation was completed in May 2017. In October 2021, the City selected LRB Public Financial Advisors to complete an impact fee analysis for all impact fees charged by the city. Impact fee studies for Parks, Police, Fire, Water, Wastewater, and Stormwater were completed in September of 2023.

Based on the city's transportation master plan adopted in September 2024, WCG prepared the IFFP. LRB then used information from the IFFP and staff input to prepare the IFA and calculate the corresponding road impact fees. Through Council work sessions, the recommended categories and level of fees were determined based on desired policy of the majority of the Council and are shown in Exhibit C of Ordinance 25-48.

The recommended fees are brought at this meeting to a public hearing and presented for Council adoption. State code requires a 90-day waiting period before impact fees can become effective.

6. MAYOR RECOMMENDATION

7. COUNCIL STAFF ANALYSIS

Timeline & Background Information

Council was presented with road impact fee reports initially in the [September 9, 2025, Committee of the Whole Meeting](#).

In the [October 28, 2025, Committee of the Whole meeting](#), Council was presented with proposed methodology to focus on new and expanded infrastructure rather than recouping existing "buy-in" costs.

- Council Members discussed methodology, fee categories, comparisons with other cities, and potential economic implications and legislative perception of fee increases, particularly for commercial and restaurant developments.
- **Outcome** - The Council supported more frequent updates (3-5 years) and requested comparisons for commercial categories, input from Economic Development Director, and clarification on consolidated land use classifications for continued discussion at a future work session.

Lastly, in the [November 18, 2025, Committee of the Whole Meeting](#):

- Staff presented Council with a comparison of road impact fees across several cities, focusing on restaurant, office, and retail projects. It was explained that comparing total impact fees was challenging due to different calculation methods, but staff prepared a road impact fee comparison. West Jordan's proposed discounted fee would rank third highest for restaurants, highest for office projects, and third highest for retail projects.
- Staff recommended several adjustments: assigning restaurants to the commercial retail fee structure, discounting the study-supported fee by 25% (removing the buy-in component), pursuing other funding sources to cover the gap, and considering annual fee increases of 5–10% until the next study update. Council Member Bloom asked if higher fees would discourage businesses, but Economic Development Director David Dobbins said potential hospital developers were comfortable with the proposal.

- Council Member Jacob questioned the arbitrariness of the 25% discount, but staff explained that councils often set priorities this way. Chair Whitelock asked if any members opposed the recommendations, and none did.
- **Outcome** - Ms. Steck confirmed she would bring the proposal back to the December 2, 2025 Council meeting for action.

Additional Information & Analysis

The Council is being asked to adopt updated transportation impact fees based on the recently completed Impact Fee Facilities Plan (IFFP) and Impact Fee Analysis (IFA). This action follows multiple work sessions where methodology and fee levels were reviewed and now moves to a public hearing and ordinance adoption. Council's role is to determine whether the proposed fee schedule appropriately balances infrastructure needs with development costs, recognizing that postponement would delay revenue collection and potentially slow transportation improvements tied to growth.

The tradeoffs involve setting fees high enough to fund necessary road projects while keeping them reasonable for developers and residents. Neighboring cities such as South Jordan and Herriman update their transportation impact fees every 3–5 years, often aligning them with regional master plans to ensure consistency across the southwest valley. West Jordan's last transportation study was in 2017, so adoption now would bring the city back into compliance with best practice. Stakeholders not directly mentioned include developers who will bear the cost, residents who rely on timely infrastructure improvements, and regional partners who coordinate transportation planning. Council may wish to consider whether the proposed fee levels adequately reflect both current growth pressures and long-term fiscal sustainability.

Guiding Principles from the General Plan

- **TRANSPORTATION**
 - Provide a safe and efficient multi-modal transportation system.
 - Improve the aesthetic quality of the City's streets.
- **ECONOMIC DEVELOPMENT**
 - Attract, recruit, and retain quality businesses that benefit and enhance the quality of life in West Jordan.
 - Diversify and strengthen the employment and tax base in the City of West Jordan.
 - Encourage the creation of planned commercial centers that provide the services and amenities residents need, and which reduce the need for extra or lengthy vehicle trips.
 - Provide well-designed, attractive, and aesthetically pleasing professional office and business environments within the City.

8. POSSIBLE COUNCIL ACTION

The Council may choose to take one of the following actions:

1. Approve the Ordinance as written and proposed OR with stated amendments;
2. Not Approve the Ordinance;
3. Continue the item to a future specified date;
4. Move the item to an unspecified date;
5. Refer the item back to a Committee of the Whole Meeting, Council Subcommittee, or an Ad Hoc Committee;
6. Refer the item back to Council Staff or Administrative Staff.

9. ATTACHMENTS

Ordinance No. 25-48
Transportation IFFP
Transportation IFA
Summary
Presentation

1 **THE CITY OF WEST JORDAN, UTAH**
2 **ORDINANCE NO. 25-48**

3 **AN ORDINANCE ADOPTING THE IMPACT FEE FACILITIES PLAN AND**
4 **IMPACT FEE ANALYSIS DATED SEPTEMBER 2025 AND IMPACT FEES FOR**
5 **TRANSPORTATION**

6 WHEREAS, the City of West Jordan (“**City**”) adopted West Jordan City Code (“**City Code**”) in 2009; and the City Council of the City (“**Council**” or “**City Council**”) is the legislative body for the City; and

9 WHEREAS, the City, in accordance with Utah Code Ann. Section 11-36a-101 *et seq.*, imposes impact fees for new growth on a proportionate share basis for development of capital facilities; and

11 WHEREAS, as necessary, capital facilities plans, other related plans, impact fee studies, and impact fees should be periodically reviewed and amended; and

13 WHEREAS, the City has commissioned Wall Consultant Group (“**WCG**”) to prepare revisions to the Impact Fee Facilities Plan (“**IFFP**”), and LRB Public Finance Advisors (“**LRB**”) to prepare revisions to the Impact Fee Analysis (“**IFA**”) for Transportation; and

16 WHEREAS, the proposed IFFP and IFA for Transportation are attached hereto and incorporated herein by reference; and

18 WHEREAS, the noticing requirements of Utah Code Ann. Section 11-36a-501 *et seq.* have been met; and

20 WHEREAS, the City Council held a public hearing on December 16, 2025, regarding the proposed IFFP and IFA and impact fees for Transportation, and

22 WHEREAS, the City Council finds it to be in the best interest of the public health, safety, and welfare of the residents of the City to adopt the following proposed IFFP and IFA for Transportation, and

25 WHEREAS, to support economic development and affordable housing initiatives, the City Council desires to exclude from the transportation impact fees a buy-in component of previous transportation projects, and thus adopt and enact the Transportation Impact Fees included as Exhibit C.

29 NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH AS FOLLOWS:

31 **Section 1. Adoption of IFFP and IFA.** The IFFP prepared by WCG and the IFA for Transportation prepared by LRB dated September 2025, attached as Exhibits A and B, are hereby adopted.

34 **Section 2. Adoption of and Effective Date of Impact Fees.** The transportation impact fees, attached as Exhibit C, are hereby adopted and enacted, to become effective on March 16, 2026, in accordance with Utah Code Ann. Section 11-36a-401(2).

Section 3. Adoption of Statutory Requirements. The following statutory provisions, required by Utah Code Ann. Section 11-36a-402, are hereby adopted:

- (a) The City hereby establishes one service area for the entire city limits of the City for Transportation Impact Fee purposes;
- (b) The schedules or formulas that the City will use to calculate each Transportation Impact Fee are set forth in Exhibit C;
- (c) The documents in Exhibit C contain provisions to adjust the standard impact fee at the time the fee is charged to:
 - (i) respond to:
 - (A) unusual circumstances in specific cases; and/or
 - (B) a request for a prompt and individualized impact fee review for the development activity of the state, a school district, or a charter school and an offset or credit for a public facility for which an impact fee has been or will be collected; and
 - (ii) ensure that the impact fees are imposed fairly;
- (d) The documents in Exhibit C contain provisions governing the calculation of the amount of the impact fee to be imposed on a particular development that permits adjustment of the amount of the impact fee based upon studies and data submitted by the developer;
- (e) The City shall allow a developer, including a school district or a charter school, to receive a credit against or proportionate reimbursement of an impact fee if the developer:
 - (i) dedicates land for a system improvement;
 - (ii) builds and dedicates some or all of a system improvement; or
 - (iii) dedicates a public facility that the local political subdivision or private entity and the developer agree will reduce the need for a system improvement;
- (f) The City requires a credit against impact fees for any dedication of land for, improvement to, or new construction of, any system improvements provided by the developer if the facilities:
 - (i) are system improvements; or
 - (ii)
 - (A) are dedicated to the public; and
 - (B) offset the need for an identified system improvement.

Section 4. Severability. If any provision of this Ordinance is declared to be invalid by a court of competent jurisdiction, the remainder shall not be affected thereby. All other ordinances in conflict or inconsistent with this ordinance are hereby repealed.

Section 5. Effective Date. Except as set forth in Section 2 above, this Ordinance shall become effective immediately upon adoption.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH, THIS _____ DAY OF _____ 2025.

CITY OF WEST JORDAN

By: _____

Kayleen Whitelock

Council Chair

ATTEST:

Cindy M. Quick, MMC
Council Office Clerk

Voting by the City Council

"YES"

"NO"

Council Chair Kayleen Whitelock

☐☐

Council Vice-Chair Bob Bedore

☐☐

Council Member Pamela Bloom

☐☐

Council Member Kelvin Green

☐☐

Council Member Zach Jacob

☐☐

Council Member Chad Lamb

☐☐

Council Member Kent Shelton

☐☐

PRESENTED TO THE MAYOR BY THE CITY COUNCIL ON _____.

Mayor's Action: _____ Approve _____ Veto

By: _____
Mayor Dirk Burton

Date

ATTEST:

Tangee Sloan, MMC, UCC
City Recorder

(Continued on the following pages)

STATEMENT OF APPROVAL/PASSAGE (check one)

_____ The Mayor approved and signed Ordinance No. 25-48.

_____ The Mayor vetoed Ordinance No. 25-48 on _____ and the
City Council timely overrode the veto of the Mayor by a vote of _____ to _____.

_____ Ordinance No. 25-48 became effective by operation of law without the
Mayor's approval or disapproval.

Tangee Sloan, MMC, UCC
City Recorder

CERTIFICATE OF PUBLICATION

I, Tangee Sloan, certify that I am the City Recorder of the City of West Jordan, Utah, and that
a short summary of the foregoing ordinance was published on the Utah Public Notice Website on the
_____ day of _____ 2025. The fully executed copy of the ordinance is
retained in the Office of the City Recorder pursuant to Utah Code Annotated, 10-3-711.

Tangee Sloan, MMC, UCC
City Recorder

(Exhibits on the following pages)

170
171
172
173
174
175
176
177
178
179
180
181
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200
201
202
203
204
205
206
207
208
209
210
211
212
213

EXHIBIT A

IMPACT FEE FACILITIES PLAN
TRANSPORTATION
PREPARED BY WALL CONSULTANT GROUP

(See the attached following pages)

215
216
217
218
219
220
221
222
223
224
225
226
227
228
229
230
231
232
233
234
235
236
237
238
239
240
241
242
243
244
245
246
247
248
249
250
251
252
253
254
255
256
257
258

EXHIBIT B

IMPACT FEE ANALYSIS

TRANSPORTATION

PREPARED BY LRB PUBLIC FINANCE ADVISORS

(See the attached following pages)

EXHIBIT C

TRANSPORTATION IMPACT FEES

CATEGORY	FEE
Single Family	\$3,946 per dwelling unit
Multi-family	\$2,820 per dwelling unit
Assisted Living	\$1,088 per bed
Hotel	\$3,343 per room
Motel	\$1,402 per room
Institutional	\$3,180 per 1,000 sq ft
Industrial	\$2,038 per 1,000 sq ft
Warehouse	\$716 per 1,000 sq ft
Hospital	\$4,507 per 1,000 sq ft
Nursing Home	\$2,824 per 1,000 sq ft
Office	\$4,536 per 1,000 sq ft
Commercial	\$10,997 per 1,000 sq ft

FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:

Total Demand Units x Estimated Trips per Unit x Adjustment Factors x \$418.44 = Impact Fee per Demand Unit

City of West Jordan
Transportation Impact Fees Summary
December 2025

The City of West Jordan is pursuing an update to its transportation impact fees. These fees are charged to new development so the City can maintain its current level of service. For example, as new developments are constructed and more drivers will be using the roads, the City will need to build additional roads to keep the traffic flow and level of service at its current acceptable level.

There are three types of documents needed to update the impact fees. The first is an Impact Fee Facilities Plan (IFFP). The IFFP determines the City's current level of service for the type of improvement (roads and transportation) and what future improvements are needed to maintain the current level of service as new development occurs. This IFFP document is based on the details and planned projects included in the City's Transportation Master Plan.

The second document type is an Impact Fee Analysis (IFA). The IFA is based on the projects in the IFFP and determines the maximum fee amount to charge new development for construction of those projects and thus maintain the current level of service.

The third document type is an ordinance. The City's impact fees are adopted by the City Council by approving an ordinance. Whenever the City desires to change its impact fees, the changes must be approved by the City Council by ordinance, and the fees must not be set above the maximum allowed by the IFA.

Further details are included in the documents:

- the IFFP for transportation (i.e. roads) prepared by Wall Consultant Group;
- the IFA for transportation (i.e. roads) prepared by LRB Public Finance Advisors; and
- the proposed ordinance for the City Council to adopt the updated impact fees for transportation (i.e. roads)

The proposed fees are as follows:

CATEGORY	FEE	CATEGORY	FEE
Single Family	\$3,946 per dwelling unit	Industrial	\$2,038 per 1,000 sq ft
Multi-family	\$2,820 per dwelling unit	Warehouse	\$716 per 1,000 sq ft
Assisted Living	\$1,088 per bed	Hospital	\$4,507 per 1,000 sq ft
Hotel	\$3,343 per room	Nursing Home	\$2,824 per 1,000 sq ft
Motel	\$1,402 per room	Office	\$4,536 per 1,000 sq ft
Institutional	\$3,180 per 1,000 sq ft	Commercial	\$10,997 per 1,000 sq ft

FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:

Total Demand Units x Estimated Trips per Unit x Adjustment Factors x \$418.44 = Impact Fee per Demand Unit

IMPACT FEE FACILITIES PLAN

September 2025



TABLE OF CONTENTS

I. INTRODUCTION	3
A. Overview	3
B. Service Area	3
II. ANALYSIS METHODOLOGY	4
A. Purpose	4
B. Proposed LOS	4
C. Excess Capacity	5
D. Trips	5
E. Cut-through Trips	6
F. Re-routed Existing Trips	6
G. Intersection Projects	6
H. System and Project Improvement	6
III. TRANSPORTATION DEMANDS	7
A. Purpose	7
B. Existing Roadway Conditions	7
C. Future Roadway Conditions	7
IV. MITIGATION PROJECTS	10
A. Purpose	10
B. Future Projects	10
C. Project Costs Attributable to Future Growth	14
V. FUNDING SOURCES	17
A. Purpose	17
B. Federal Funding	17
C. State/County Funding	17
D. City Funding	18
E. Interfund Loans	19
F. Developer Dedications and Exactions	19
G. Developer Impact Fees	19
VI. IMPACT FEE CERTIFICATION	20
A. Overview	20

TABLES

Table 1: Level of Service Capacities (Two Way Daily Trips)	4
Table 2: West Jordan City 2033 Roadway Project List	11
Table 3: West Jordan City 2033 Intersection Project List.	12

FIGURES

Figure 1: Service Area – West Jordan City	3
Figure 2: Levels of Service Definitions	4
Figure 3: Existing (2023) Roadway LOS.	8
Figure 4: Future (2033) No Build Roadway LOS	9
Figure 5: Phase 1 (2023-2032) Projects	13

I. INTRODUCTION

A. Overview

The purpose of the West Jordan City Transportation Impact Fee Facilities Plan (IFFP) is to identify public roadway improvements that are needed to accommodate anticipated development and to evaluate the amount that is impact fee eligible. Utah law requires cities to prepare an IFFP prior to preparing an impact fee analysis (IFA) and establishing an impact fee. According to Utah State Code Title 11, Chapter 36a, Section 302, the IFFP is required to accomplish the following:

- Identify the existing level of service (LOS)
- Establish a proposed LOS
- Identify any excess capacity to accommodate future growth at the proposed LOS
- Identify demands placed upon existing public facilities by new development activity at the proposed LOS
- Identify the means by which the political entity will meet those growth demands
- Include a general consideration of all potential revenue sources to finance system improvements

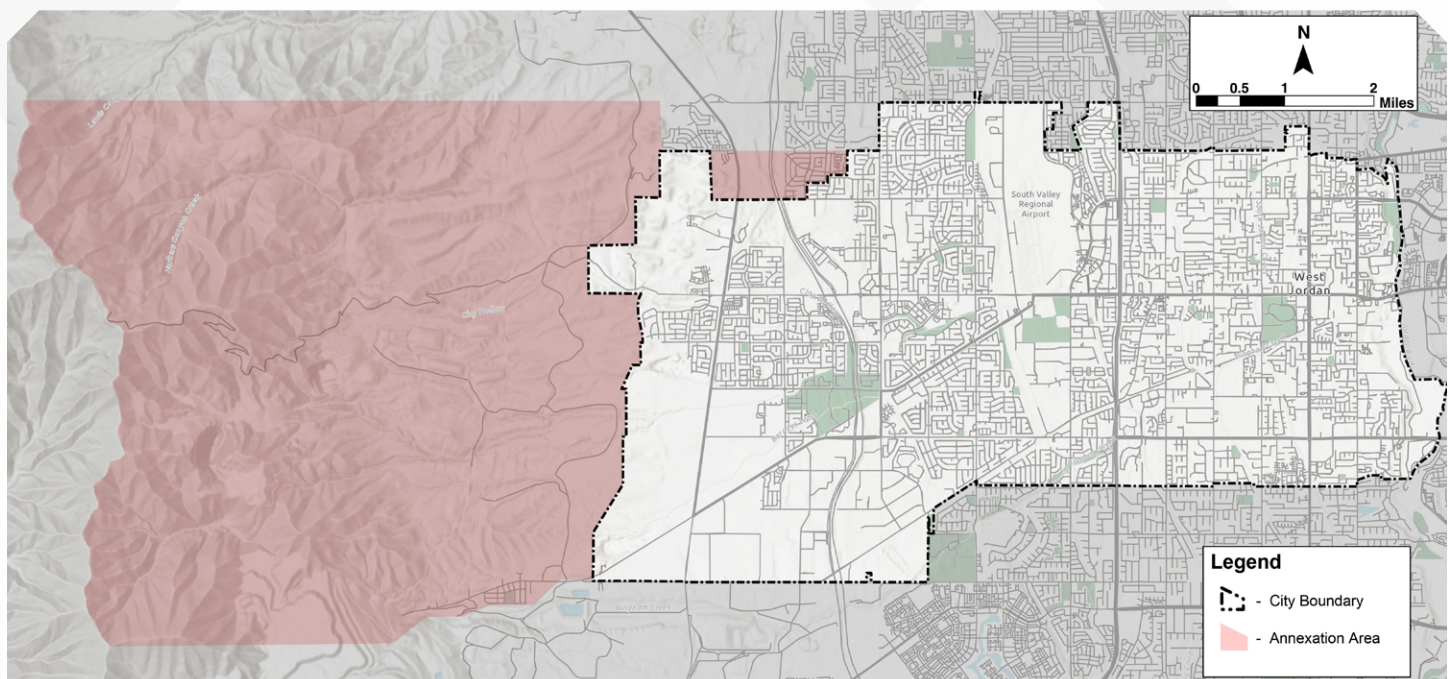
This analysis incorporates information from the West Jordan Transportation Master Plan (TMP) (2024), which was completed by Wall Consultant Group (WCG). The TMP includes information regarding the existing and future demands on the transportation infrastructure and the proposed improvements to provide acceptable levels of service. The TMP provides additional detail regarding the methodology used to determine future travel demand.

This document focuses on the improvements that will be needed over the next six years. Utah law requires that any impact fees collected for these improvements be spent within six years of being collected. Only capital improvements are included in this plan; all other maintenance and operation costs are assumed to be covered through the City's General Fund as tax revenues increase due to additional development. The city council may choose to adopt a fee lower than the maximum impact fee identified, but not higher.

B. Service Area

The service area for the transportation impact fee analysis is the city of West Jordan, shown below in Figure 1.

Figure 1: Service Area – West Jordan City



II. ANALYSIS METHODOLOGY

A. Purpose

The purpose of this chapter is to discuss the Level of Service (LOS) methodology and the proposed LOS threshold for West Jordan City roadways. According to Utah State Code Title 11, Chapter 36a, Section 102, LOS is defined as “the defined performance standard or unit of demand for each capital component of a public facility within a service area.” The LOS of a roadway segment or intersection is used to determine if capacity improvements are necessary. LOS is measured on a roadway segment using its daily traffic volume and at an intersection based on a high-level analysis of the intersection.

B. Proposed LOS

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing free-flow conditions, and F representing traffic congestion. A visual representation of each LOS is shown in Figure 2.

The Highway Capacity Manual (HCM), 7th ed. (2022) methodology was used in this analysis to remain consistent with “state of the practice” professional standards. The capacity of roadway segments is determined based on the number of lanes and/or functional classification of the roadway. The roadway LOS is then determined by comparing the actual traffic volumes with the capacity. West Jordan City determined that LOS A – D is acceptable for roadway segments within the City. LOS E – F are considered failing and are evaluated for mitigation measures to bring the level of service up to an acceptable level. Table 1 summarizes the maximum acceptable daily capacities (LOS D) for arterial and collector roadway segments used in the West Jordan TMP (2024).

Figure 2: Levels of Service Definitions

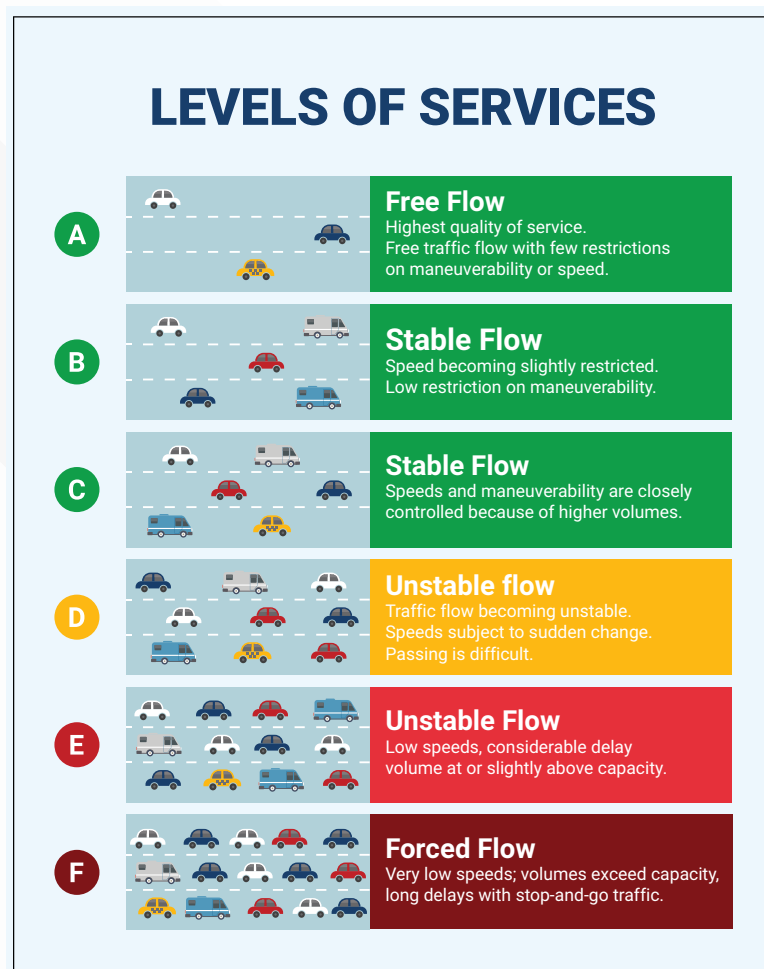


TABLE 1: LEVEL OF SERVICE CAPACITIES (TWO WAY DAILY TRIPS)

Functional Classification	Lanes	LOS A-C	LOS D	LOS E	LOS F
Collectors & Arterials	2	< 9,375	9,375 to 10,625	10,625 to 12,500	> 12,500
	3	< 13,350	13,350 to 15,130	15,130 to 17,800	> 17,800
	5	< 28,500	28,500 to 32,300	32,300 to 38,000	> 38,000
	7	< 43,500	43,500 to 49,300	49,300 to 58,000	> 58,000

The proposed LOS provides a standard of evaluation for roadway conditions. This standard will determine whether or not a roadway will need improvements. According to Utah State Code Title 11, Chapter 36a, Section 302:

“(b) A proposed level of service may diminish or equal the existing level of service.

(c) A proposed level of service may:

(i) exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or

(ii) establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service.”

As noted in the West Jordan TMP (2024), the proposed LOS threshold for West Jordan is LOS D. Therefore, improvements are recommended and eligible for impact fees for roadways that are projected to operate at LOS E or F in the future.

C. Excess Capacity

An important element of the IFFP is the determination of excess capacity on the roadway network. Excess capacity is defined as the amount of available capacity on any given street in the roadway network under existing conditions. This capacity is available for new development in the City before additional infrastructure will be needed. This represents a buy-in component from the City if the existing residents and businesses have already paid for these improvements.

New roads do not have any existing excess capacity, and roads that are not under city jurisdiction have their capacity information removed from the calculations. The excess capacity for roadways that are identified as needing improvements in the IFFP was calculated and accounted for in the impact fee calculations.

D. Trips

The unit of demand for transportation impact is the vehicle trip. A vehicle trip is defined by the Institute of Transportation Engineers (ITE) as a “single or one-direction vehicle movement with either the origin or the destination (exiting or entering) inside a study site”. The total traffic impact of a new development can be determined by the sum of the total number of vehicle trips generated by a development in a typical weekday. This trip generation number or impact can be estimated for an individual development using the ITE Trip Generation Manual, 11th ed. (2021). ITE’s trip data is based on data collection at numerous sites over several decades.

An additional consideration is that certain developments generate pass-by trips. Pass-by trips are stops taken on the way from one development to another. An example of this is someone stopping at a gas station on the way home from work. The pass-by trip is still counted at the gas station access. However, the pass-by trip was completed by a vehicle already on the road due to other developments.

Pass-by trips do not add additional traffic to the roadway and, therefore, do not create additional impact. Many land-use types in the ITE Trip Generation Manual have a suggested reduction for pass-by trips where applicable. In each case, the trip reduction rate will be applied to the trip generation rate used in the IFA.

E. Cut-through Trips

Trips that do not have an origin or destination within West Jordan City need to be removed from the impact fee calculation. For example, if the driver of a vehicle starts a trip in South Jordan, travels through West Jordan City, and ends that trip in Taylorsville, this trip adds traffic to a West Jordan roadway. However, the cost of the incremental congestion it adds to West Jordan City roadways cannot be recovered through impact fees. The details behind these calculations are described in Chapter 4 of this document.

The travel demand model developed specifically for the West Jordan Transportation Master Plan was utilized to determine cut-through percentages on West Jordan City roadways. A “select link” analysis was performed to determine cut-through percentages. This analysis examines a specific roadway link and traces the origins and destinations of every vehicle trip on that link. All vehicle trips that had both an origin and destination outside of West Jordan City were totaled, then divided by the total link volume to obtain the cut-through percentage. This analysis was performed on all roadways within West Jordan City that have a planned improvement project that is impact fee eligible.

Roadways within West Jordan City were found to have cut-through rates ranging from 0 to 44%. Roadways that will connect adjacent municipalities or straddle city boundaries, such as 6200 South, had higher cut-through rates due to connectivity to other jurisdictions.

F. Re-routed Existing Trips

New roadways may result in existing trips being re-routed from existing roadways to the new road. Therefore, the future volume on the roadway may not represent only trips from new development. Therefore, the amount of existing trips that will be re-routed to the new road is estimated and accounted for in the impact fee eligible calculations. These trips are removed from the new capacity used calculation, thus reducing the percent of the project cost that is impact fee eligible.

G. Intersection Projects

If trips resulting from new growth require an intersection to be upgraded, the full cost of the intersection is impact fee eligible. If it weren't for new development, the existing intersection configuration would be adequate. Thus, excess capacity is not accounted for with intersection projects.

H. System and Project Improvement

There are five primary classifications of roads defined in the West Jordan TMP: Major Arterial, Minor Arterial, Major Collector, Minor Collector, and Residential. These are defined in the roadway classification map in the West Jordan TMP.

Improvements made to collectors and arterials are considered system improvements as defined in the Utah Impact Fee Law, as these streets serve users from multiple developments. All intersection improvements on existing and future collectors and arterials are also considered system improvements. System improvements may include anything within the roadway, such as curb and gutter, asphalt, road base, sidewalks/trails, lighting, and signing for collectors and arterials. These projects are eligible to be funded with impact fees and are included in this IFFP.



III. TRANSPORTATION DEMANDS

A. Purpose

The purpose of this chapter is to identify the existing and future transportation demands on West Jordan roadway facilities. Future transportation demands are based on new development in the City. Once defined, the transportation demands help identify roadways that have excess capacity and those that require additional capacity due to high transportation demands.

B. Existing Roadway Conditions

Existing roadway conditions were determined by using data collected by West Jordan City, WCG, the Utah Department of Transportation (UDOT), the Wasatch Front Regional Council (WFRC) Regional Transportation Plan (RTP) (2023 – 2050), and other previous studies. The traffic volumes were compared with each roadway capacity to identify the LOS of each segment.

The existing LOS of major roadways in West Jordan City is shown in Figure 3. As shown, most of the major City roadways are currently operating at an acceptable LOS (D or better) other than:

- U-111 (Bacchus Hwy); 7400 South to 7000 South
- 7000 South; Bangerter Highway to Redwood Road
- 7800 South; 6400 West to Copper Rim Drive
- 7800 South; Bangerter Highway to Eastern City Border
- 9000 South; Old Bingham Highway to Eastern City Border

C. Future Roadway Conditions

Future traffic volumes were projected using the travel demand model. WCG used the latest model from WFRC, which is the local metropolitan planning organization (MPO), and refined it to better reflect conditions in West Jordan and the surrounding areas. The existing traffic volumes and data from planned developments and land uses were used to adjust the model to estimate future traffic volumes. The model was developed to estimate future volumes in 2033, assuming a no-build condition, meaning that no City roadway improvements were assumed. A no-build scenario is intended to show what the roadway network would be like in the future if no action is taken to improve the City roadway network. The future (2033) no-build LOS is shown in Figure 4. As shown, there are a number of roadways that are anticipated to deteriorate to LOS E or F. In addition, there are several new roads that will be needed to accommodate future development.

Based on the analysis in the West Jordan TMP, the anticipated growth resulting from new development in West Jordan City from 2023 to 2033 is **106,687** daily trips.







IV. MITIGATION PROJECTS

A. Purpose

The purpose of this chapter is to discuss the recommended improvements and new roadways that will mitigate capacity deficiencies on City roadways, as well as the cost of those improvements. The cost of the recommended improvements is critical in the calculation of the impact fees.

B. Future Projects

Reduced levels of service on roadways are generally mitigated by building new roads or adding travel lanes. In some cases, additional lanes can be gained by re-striping the existing pavement width. This can be accomplished by eliminating on-street parking, creating narrower travel lanes, or adding two-way left-turn lanes where they don't currently exist. Improvements can also be made at intersections to improve LOS by adding turn lanes or by changing the intersection type or the intersection control. At signalized intersections, methods to improve intersection LOS include additional left- and right-turn lanes and signal-timing improvements.

The existing and future (2033) no-build scenarios were used as a basis to predict the necessary projects to include in the IFFP. For the purposes of this IFFP, only projects that are planned to be completed by 2033 will be considered. Table 2 and Table 3 shows all City projects expected to be constructed by 2033 to meet the demands placed on the roadway network by new development. These projects are included in the IFFP analysis. UDOT projects will be funded entirely with state funds and are therefore not eligible for impact fee expenditure and are not included in this analysis. The projects planned to be completed by 2033 are shown in Figure 5.

The Impact Fees Act allows for the inclusion of a time price differential to ensure the future value of costs incurred at a later date are accurately calculated to include the costs of construction inflation. The costs shown herein represent 2024 costs, but the Impact Fee Analysis (IFA) includes an inflation component to reflect the future cost of facilities. The impact fee analysis should be updated regularly to account for changes in cost estimates over time.



TABLE 2: WEST JORDAN CITY 2033 ROADWAY PROJECT LIST

Project ID	Description	Responsibility	Improvement Scope	# of Lanes		Estimated Cost
				2023	Proposed	
1-1	7000 South Widening from Bangerter Highway to Redwood Road*	WFRC, WJC	Widening	4	5	\$43,280,000
1-2	7800 South Widening from Redwood Road to Bingham Junction Boulevard*	WFRC, WJC, Midvale	Widening	5	7	\$19,632,000
1-3	7800 South Widening from SR-111 to 5600 West*	WFRC, WJC	Widening	3	5	\$18,904,081
1-4	9000 South New Construction from SR-111 to New Bingham Highway*	WFRC, WJC, Developer	New Construction	0	5	\$38,340,000
1-5	9000 South Widening from New Bingham Highway to Bangerter Highway	WFRC, UDOT	Widening	5	7	\$65,950,000
1-6	9000 South Widening from Bangerter Highway to Redwood Road	WFRC, UDOT	Widening	5	7	\$56,970,000
1-7	10200 South Widening from Bacchus Highway to Mountain View Corridor*	WFRC, WJC	Widening	2	5	\$19,410,000
1-8	SR-111 / Bacchus Highway Widening from 5400 South to South Jordan Parkway (11000 South)	WFRC, UDOT	Widening	2	5	\$156,590,000
1-9	Mountain View Corridor Widening from Old Bingham Highway to Porter Rockwell Boulevard	WFRC, UDOT	Widening	2 NB, 2 SB	2Fr+2Fwy NB, Fr+2Fwy SB	\$490,000,000
1-10	7000 South New Construction from WJC Limits to 6100 West*	WFRC, WJC, Developer	New Construction	0	3	\$29,390,000
1-11	8600 South New Construction from WJC Limits to 5600 West*	WFRC, WJC, Developer	New Construction	0	3	\$42,320,000
1-12	7200 West New Construction from 8200 South to 9000 South*	WFRC, WJC, Developer	New Construction	0	3	\$27,690,000
1-13	6700 West New Construction from 8600 South to Wells Park Rd*	WFRC, WJC, Developer	New Construction	0	3	\$26,550,000
1-14	9000 South New Construction from City Limits to SR-111*	WFRC, WJC, Developer	New Construction	0	3	\$18,990,000
1-15	7800 South Operations from Bangerter Highway to Jaguar Drive	WFRC, UDOT	Operations	5	5	\$3,500,000
1-16	7800 South Widening from Jaguar Drive to Redwood Road	WFRC, UDOT	Widening	5	7	\$21,550,000
1-17	9400 South New Construction from SR-111 to 6700 West*	WFRC, WJC, Developer	New Construction	0	3	\$9,696,000
1-18	7800 South New Construction from SR-111 to Tracks*	WFRC, WJC, Developer	New Construction	1	3	\$15,300,000
1-19	Old Bingham Highway: 5600 West to Mountain View Corridor*	WJC, Developer	Widening	2	3	\$7,053,889
1-20	5600 West: Park and Ride to 10200 South	WJC	New Construction	0	2	\$3,207,544
1-21	Wells Park Road Extension to 6700 West	WJC, Developer	New Construction	0	2	\$2,865,472
1-22	Verdigris Drive New Construction	WJC, Developer	New Construction	0	2	\$2,853,078
1-23	Copper Rim Drive: 7000 South to Verdigris Drive	WJC, Developer	New Construction	0	2	\$4,593,183
1-24	Wood Ranch Collector	Developer	New Construction	0	2	\$14,867,735
1-25	New Sycamore Drive; 7000 South to 7800 South	Developer	New Construction	0	2	\$11,000,835
1-26	6200 South; 4800 West to Bangerter*	WFRC, WJC, Taylorsville, Kearns	Widening	4 / 5	7	\$34,120,000
1-27	4000 West; Old Bingham Hwy to South Jordan Border*	WJC, WFRC	Widening	3	5	\$17,367,169
1-28	6600 West; Wells Park Rd to Old Bingham Hwy	WJC, Developer	New Roadway	0	2	\$11,052,889
1-29	7400 South; SR-111 to Wood Ranch Collector	WJC, Developer	New Roadway	0	2	\$8,737,707
1-30	New Bingham Highway	WJC, UDOT	Widening	3	5	\$3,604,577
1-31	7400 South from 6700 West to SR-111	WJC, Developer	New Construction	0	3	\$2,751,955
1-32	7400 South New Construction from Brook Maple Way to Verdigris Drive*	WFRC, WJC, Developer	New Construction	0	3	\$5,780,000
1-33	Haven Maple Drive to Fallwater Drive	WJC, Developer	New Construction	0	2	\$5,949,077

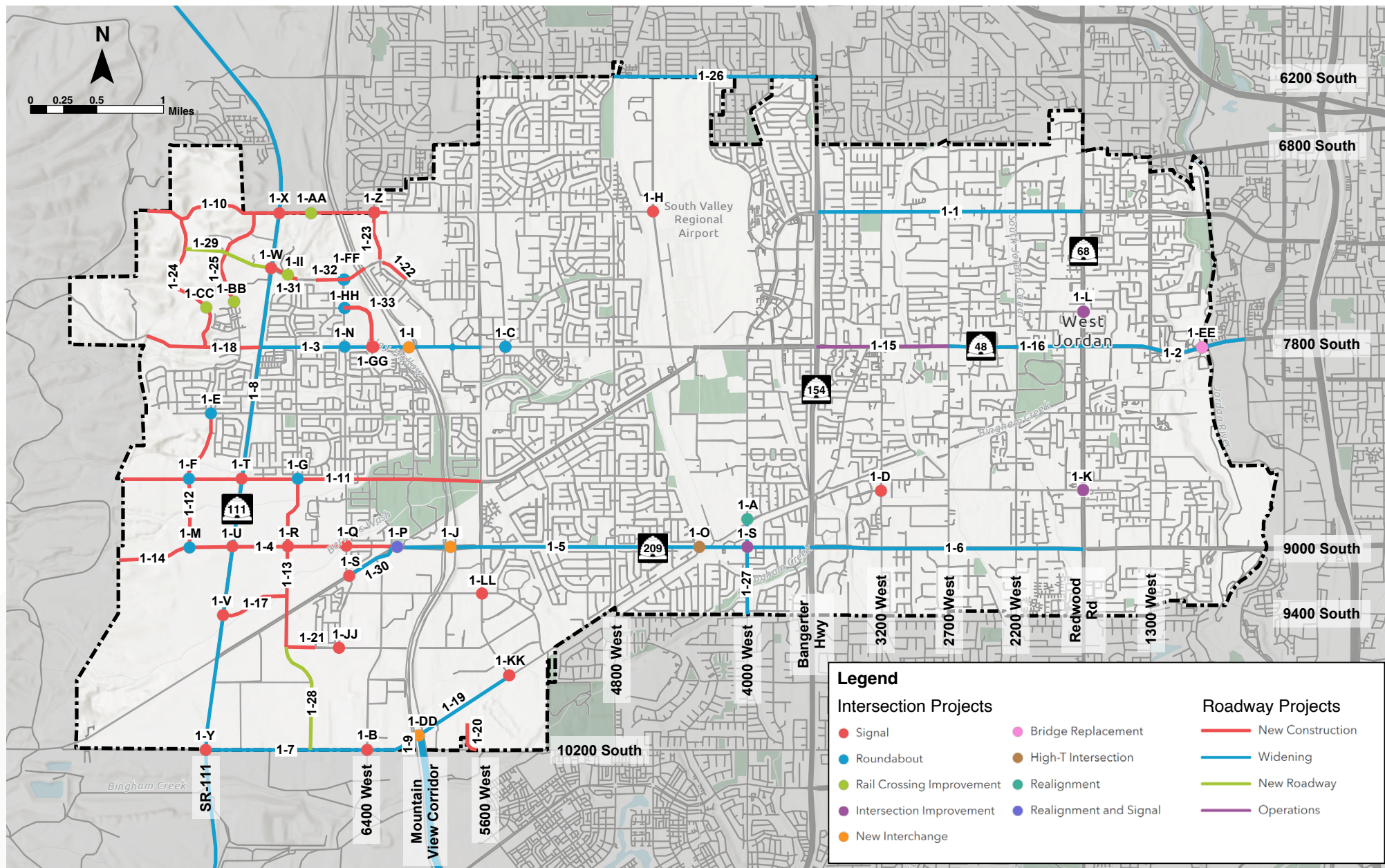
* Impact Fee Eligible Project

TABLE 3: WEST JORDAN CITY 2033 INTERSECTION PROJECT LIST

Project ID	Description	Responsibility	Improvement Scope	Estimated Cost
1-A	4000 West & Old Bingham - Realignment to North*	WJC	Realignment	\$5,000,000
1-B	Prosperity & 10200 South*	WJC, SJC	Signal	\$400,000
1-C	5490 West & 7800 South*	WJC, WFRC	Roundabout	\$1,500,000
1-D	3200 West & Jordan Line Parkway	Developer	Signal	\$375,000
1-E	7200 West & 8200 South*	WJC	Roundabout	\$1,499,551
1-F	7200 West & 8600 South	WJC, Developer	Roundabout	\$1,253,248
1-G	6700 West & 8600 South*	WJC	Roundabout	\$1,458,767
1-H	Airport Rd & 7000 South*	WJC	Signal	\$375,000
1-I	Mountain View Corridor Interchange	WFRC, UDOT	New Interchange	\$50,000,000
1-J	Mountain View Corridor Interchange	WFRC, UDOT	New Interchange	\$50,000,000
1-K	Gardner Lane and Redwood Road*	UDOT, WJC	Intersection Improvements	\$718,000
1-L	7600 South and Redwood Road*	UDOT, WJC	Intersection Improvements	\$600,000
1-M	7300 West and 9000 South	WJC, Developer	Roundabout	\$1,253,248
1-N	6400 West and 7800 South	WJC, WFRC	Roundabout	\$1,565,329
1-O	9000 South and Old Bingham Highway	WJC, UDOT	High-T Intersection	\$1,000,000
1-P	9000 South & New Bingham Hwy	WJC, UDOT, WFRC	Realignment and Signal	\$4,705,308
1-Q	9000 South & 6400 West*	WJC	Signal	\$400,000
1-R	9000 South & 6700 West*	WJC	Signal	\$400,000
1-S	6400 West & New Bingham Highway	UDOT	Signal	\$400,000
1-T	8600 South & Bacchus Highway	UDOT	Signal	\$450,000
1-U	9000 South & Bacchus Highway	UDOT	Signal	\$450,000
1-V	9400 South & SR-111	UDOT	Signal	\$450,000
1-W	7400 South & SR-111	UDOT	Signal	\$400,000
1-X	7000 South & SR-111	UDOT	Signal	\$450,000
1-Y	Old Bingham Hwy & SR-111	UDOT	Signal	\$400,000
1-Z	7000 South & High Bluff Drive*	WJC	Signal	\$400,000
1-AA	7000 South Rail Crossing Improvement	WJC, Developer	Rail Crossing Improvement	\$3,000,000
1-BB	New Sycamore Drive Rail Crossing Improvement*	WJC	Rail Crossing Improvement	\$2,000,000
1-CC	Wood Ranch Collector Rail Crossing Improvement*	WJC	Rail Crossing Improvement	\$2,000,000
1-DD	Old Bingham Hwy & Mountain View Corridor Interchange	UDOT, WFRC	New Interchange	\$60,000,000
1-EE	7800 South & Jordan River Bridge Replacement*	WJC, WFRC, Midvale, UDOT	Bridge Replacement	\$20,000,000
1-FF	6400 West & 7400 South*	WJC	Roundabout	\$1,246,032
1-GG	6200 West & 7800 South*	WJC	Roundabout	\$1,556,551
1-HH	6400 West & 7600 South*	WJC, Developer	Roundabout	\$1,437,910
1-II	7400 South Rail Crossing Improvement*	WJC	Rail Crossing Improvement	\$2,000,000
1-JJ	6400 West & Wells Park Road*	WJC	Signal	\$450,000
1-KK	Old Bingham Hwy & Hawley Park Road*	WJC	Signal	\$450,000
1-LL	Bagley Park Rd & Hawley Park Road*	WJC	Signal	\$400,000

* Impact Fee Eligible Project

Figure 5: Phase 1 (2023-2032) Projects



C. Project Costs Attributable to Future Growth

Table 4 and Table 5 represent all projects expected to be constructed by 2033 based on the analysis in the TMP. The total cost for all projects is estimated to be \$1,460,311,137. Only a portion of the total cost is impact fee eligible. Some projects are expected to be partially or fully funded by developers. Funding for regional projects can also come through other sources, such as the local metropolitan planning organization, UDOT, or the County. The Mountain View Corridor widening project from Old Bingham Highway to Porter Rockwell Boulevard, for example, is expected to cost \$490,000,000 and is fully funded by UDOT. The City will need to find funding to cover the portion of the projects that are not impact fee eligible, and are not fully funded by developers or outside sources. The cost due to future growth can be shared by new development through the assessment of transportation impact fees.

The amount of each project to be funded by impact fees varies depending on the cut-through traffic, projected traffic volumes, and capacity of each roadway. A vehicle trip is considered cut-through when the origin and the destination for a specific trip occurs outside the city limits. A cut-through traffic analysis was completed on key roadways where projects are planned in the city using a select-link analysis within the travel demand model. Specific cut-through values were assigned to each project roadway based on this analysis. The select-link analysis is described in the cut-through section in Chapter 2.

The impact fee eligibility of each project was calculated by dividing the total new development-related traffic volume of the future (2033) traffic volume by roadway capacity added by the proposed project. This eligibility percentage was then multiplied by the project cost to calculate the impact fee eligible cost for each project. The following formulas outline how the impact fee eligible cost was calculated.

$$2033 \text{ ADT in Excess of } 2023 \text{ Capacity} = 2033 \text{ ADT} - 2023 \text{ Capacity} - \text{Existing Trips shifted to New Road}$$

¹ If 2033 ADT is greater than 2033 capacity, then use 2033 capacity

$$\% \text{ Impact Fee Eligible} = \frac{2033 \text{ ADT in Excess of } 2023 \text{ Capacity}}{\text{New Capacity}} \times (1 - \% \text{ cut through})$$

$$\text{Impact Fee Eligible Cost} = \% \text{ Impact Fee Eligible} \times \text{Total Project Cost}$$

A summary of the costs and impact fee eligibility of each project is shown in Table 4 and Table 5. As shown, the total impact fee eligible cost for planned West Jordan City projects expected to be completed by 2033 is **\$35,074,254**.



TABLE 4: WEST JORDAN CITY 2033 ROADWAY PROJECT IMPACT FEE ELIGIBLE COST SUMMARY

#	Project	Type	Functional Class	Cost ²	Outside Funding Sources ¹	Outside Funding	2023 ADT	2033 ADT	2023 Capacity	2033 Capacity	'33 ADT in Excess of '23 Capacity	New Capacity	% Cut-through	% Impact Fee Eligible (until 2033)	Impact Fees Beyond 2033	Impact Fee Eligible Cost (until 2033)
Phase 1 (2023 - 2033)																
1-1	7000 South Widening from Bangerter Highway to Redwood Road	Widening	Minor Arterial (5-lane)	\$43,280,000	WFRC	\$40,349,944	27,000	34,000	27,900	32,300	4,400	4,400	21%	79%	0%	\$2,314,744
1-2	7800 South Widening from Redwood Road to Bingham Junction Boulevard	Widening	Major Arterial (7-lane)	\$19,632,000	WFRC	\$18,302,914	44,000	52,000	32,300	49,300	17,000	17,000	23%	77%	0%	\$1,023,397
1-3	7800 South Widening from SR-111 to 5600 West	Widening	Minor Arterial (5-lane)	\$18,904,081	WFRC	\$17,624,275	23,000	32,000	15,130	32,300	16,870	17,170	7%	92%	1%	\$1,177,422
1-4	9000 South New Construction from SR-111 to New Bingham Highway	New Construction	Minor Arterial (5-lane)	\$38,340,000	WFRC	\$35,744,382	0	16,000	0	32,300	16,000	32,300	1%	49%	50%	\$1,271,853
1-5	9000 South Widening from New Bingham Highway to Bangerter Highway	Widening	Major Arterial (7-lane)	\$65,950,000	WFRC, UDOT	\$65,950,000	UDOT FUNDED									
1-6	9000 South Widening from Bangerter Highway to Redwood Road	Widening	Major Arterial (7-lane)	\$56,970,000	WFRC, UDOT	\$56,970,000	UDOT FUNDED									
1-7	10200 South Widening from Bacchus Highway to Mountain View Corridor	Widening	Minor Arterial (5-lane)	\$19,410,000	WFRC, SJC	\$18,621,566	8,000	16,000	10,625	32,300	5,375	21,675	44%	14%	42%	\$110,381
1-8	SR-111 / Bacchus Highway Widening from 5400 South to South Jordan Parkway (11000 South)	Widening	Minor Arterial (5-lane)	\$156,590,000	WFRC, UDOT	\$156,590,000	UDOT FUNDED									
1-9	Mountain View Corridor Widening from Old Bingham Highway to Porter Rockwell Boulevard	Widening	Freeway	\$490,000,000	WFRC, UDOT	\$490,000,000	UDOT FUNDED									
1-10	7000 South New Construction from WJC Limits to 6100 West	New Construction	Major Collector (3-lane)	\$29,390,000	WFRC, Developer	\$27,400,297	0	10,000	0	15,130	10,000	15,130	12%	58%	30%	\$1,154,028
1-11	8600 South New Construction from WJC Limits to 5600 West	New Construction	Major Collector (3-lane)	\$42,320,000	WFRC	\$39,454,936	0	4,000	0	15,130	4,000	15,130	1%	26%	73%	\$744,917
1-12	7200 West New Construction from 8200 South to 9000 South	New Construction	Major Collector (3-lane)	\$27,690,000	WFRC	\$25,815,387	0	2,000	0	15,130	2,000	15,130	0%	13%	87%	\$243,700
1-13	6700 West New Construction from 8600 South to Wells Park Rd	New Construction	Major Collector (3-lane)	\$26,550,000	WFRC	\$24,752,565	0	5,000	0	15,130	5,000	15,130	9%	30%	61%	\$539,231
1-14	9000 South New Construction from City Limits to SR-111	New Construction	Major Collector (3-lane)	\$18,990,000	WFRC	\$17,704,377	0	12,000	0	15,130	12,000	15,130	0%	79%	21%	\$1,015,642
1-15	7800 South Operations from Bangerter Highway to Jaguar Drive	Operations	Minor Arterial (5-lane)	\$3,500,000	WFRC, UDOT	\$3,500,000	UDOT FUNDED									
1-16	7800 South Widening from Jaguar Drive to Redwood Road	Widening	Major Arterial (7-lane)	\$21,550,000	WFRC, UDOT	\$21,550,000	UDOT FUNDED									
1-17	9400 South New Construction from SR-111 to 6700 West	New Construction	Major Collector (3-lane)	\$9,696,000	WFRC	\$9,039,581	0	2,000	0	15,130	2,000	15,130	40%	8%	52%	\$52,514
1-18	7800 South New Construction from SR-111 to Tracks	New Construction	Major Collector (3-lane)	\$15,300,000	WFRC	\$14,264,190	0	11,000	0	15,130	11,000	15,130	0%	73%	27%	\$756,141
1-19	Old Bingham Highway: 5600 West to Mountain View Corridor	Widening	Major Collector (3-lane)	\$7,053,889			6,000	17,000	10,625	15,130	4,505	4,505	25%	75%	0%	\$5,290,417
1-20	5600 West: Park and Ride to 10200 South	New Construction	Minor Collector (2-lane)	\$3,207,544	WFRC, SJC	\$3,207,544	WFRC, SJC FUNDED									
1-21	Wells Park Road Extension to 6700 West	New Construction	Minor Collector (2-lane)	\$2,865,472	Developer	\$2,865,472	DEVELOPER FUNDED									
1-22	Verdigris Drive New Construction	New Construction	Minor Collector (2-lane)	\$2,853,078	Developer	\$2,853,078	DEVELOPER FUNDED									
1-23	Copper Rim Drive: 7000 South to Verdigris Drive	New Construction	Minor Collector (2-lane)	\$4,593,183	Developer	\$4,593,183	DEVELOPER FUNDED									
1-24	Wood Ranch Collector	New Construction	Minor Collector (2-lane)	\$14,867,735	Developer	\$14,867,735	DEVELOPER FUNDED									
1-25	New Sycamore Drive; 7000 South to 7800 South	New Construction	Minor Collector (2-lane)	\$11,000,835	Developer	\$11,000,835	DEVELOPER FUNDED									
1-26	6200 South; 4800 West to Bangerter	Widening	Major Arterial (7-lane)	\$34,120,000	WFRC, Kearns, Taylorsville	\$33,196,030	35,000	40,000	32,300	49,300	7,700	17,000	36%	29%	35%	\$267,951
1-27	4000 West; Old Bingham Hwy to South Jordan Border	Widening	Minor Arterial (5-lane)	\$17,367,169	WFRC	\$16,191,411	13,000	15,000	15,130	32,300	0	17,170	23%	0%	77%	\$0
1-28	6600 West; Wells Park Rd to Old Bingham Hwy	New Roadway	Minor Collector (2-lane)	\$11,052,889	Developer	\$11,052,889	DEVELOPER FUNDED									
1-29	7400 South; SR-111 to Wood Ranch Collector	New Roadway	Minor Collector (2-lane)	\$8,737,707	Developer	\$8,737,707	DEVELOPER FUNDED									
1-30	New Bingham Highway	Widening	Minor Arterial (5-lane)	\$3,604,577	UDOT	\$3,604,577	DEVELOPER FUNDED									
1-31	7400 South from 6700 West to SR-111	New Construction	Major Collector (3-lane)	\$2,751,955			0	2,000	0	15,130	2,000	15,130	0%	13%	87%	\$357,754
1-32	7400 South New Construction from Brook Maple Way to Verdigris Drive	New Construction	Major Collector (3-lane)	\$5,780,000	WFRC, UDOT	\$5,388,694	0	2,500	0	15,130	2,500	15,130	0%	16%	84%	\$62,609
1-33	Haven Maple Drive to Fallwater Drive	New Construction	Minor Collector (2-lane)	\$5,949,077	Developer	\$5,949,077	DEVELOPER FUNDED									
TOTAL				\$1,239,867,193		\$1,207,142,647										\$16,382,699

1. WFRC STIP (State Transportation Improvement Program), UDOT, adjacent cities, or other external funding sources

2. Widening costs estimates represent the cost of widening for new growth

TABLE 5: WEST JORDAN CITY 2033 INTERSECTION PROJECT IMPACT FEE ELIGIBLE COST SUMMARY

#	Intersection	Improvement	Cost	Other Outside Funding Sources ¹	Outside Funding	% Cut-through	% Impact Fee Eligible	Impact Fee Eligible Cost
PHASE #1 (2023-2033)								
1-A	4000 West & Old Bingham - Realignment to North	Realignment	\$5,000,000			23%	77%	\$3,854,671
1-B	Prosperity & 10200 South	Signal	\$400,000	SJC	\$200,000	44%	56%	\$112,191
1-C	5490 West & 7800 South	Roundabout	\$1,500,000	WFRC	\$750,000	7%	93%	\$698,629
1-D	3200 West & Jordan Line Parkway	Signal	\$375,000	Developer	\$375,000	DEVELOPER FUNDED		
1-E	7200 West & 8200 South	Roundabout	\$1,499,551			0%	100%	\$1,499,551
1-F	7200 West & 8600 South	Roundabout	\$1,253,248	Developer	\$1,253,248	DEVELOPER FUNDED		
1-G	6700 West & 8600 South	Roundabout	\$1,458,767			1%	99%	\$1,448,698
1-H	Airport Rd & 7000 South	Signal	\$375,000			29%	71%	\$266,661
1-I	Mountain View Corridor Interchange	New Interchange	\$50,000,000	UDOT	\$50,000,000	UDOT FUNDED		
1-J	Mountain View Corridor Interchange	New Interchange	\$50,000,000	UDOT	\$50,000,000			
1-K	Gardner Lane and Redwood Road	Intersection Improvements	\$718,000	UDOT		2%	98%	\$703,640
1-L	7600 South and Redwood Road	Intersection Improvements	\$600,000	UDOT		35%	65%	\$388,216
1-M	7300 West and 9000 South	Roundabout	\$1,253,248	Developer	\$1,253,248	DEVELOPER FUNDED		
1-N	6400 West and 7800 South	Roundabout	\$1,565,329	WFRC	\$1,565,329	WFRC FUNDED		
1-O	9000 South and Old Bingham Highway	High-T Intersection	\$1,000,000	UDOT	\$1,000,000	UDOT FUNDED		
1-P	9000 South & New Bingham Hwy	Realignment and Signal	\$4,705,308	UDOT, WFRC	\$4,705,308	UDOT FUNDED		
1-Q	9000 South & 6400 West	Signal	\$400,000			1%	99%	\$396,000
1-R	9000 South & 6700 West	Signal	\$400,000			1%	99%	\$396,000
1-S	6400 West & New Bingham Highway	Signal	\$400,000	UDOT	\$400,000	UDOT FUNDED		
1-T	8600 South & Bacchus Highway	Signal	\$450,000	UDOT	\$450,000			
1-U	9000 South & Bacchus Highway	Signal	\$450,000	UDOT	\$450,000			
1-V	9400 South & SR-111	Signal	\$450,000	UDOT	\$450,000			
1-W	7400 South & SR-111	Signal	\$400,000	UDOT	\$400,000			
1-X	7000 South & SR-111	Signal	\$450,000	UDOT	\$450,000			
1-Y	Old Bingham Hwy & SR-111	Signal	\$400,000	UDOT	\$400,000			
1-Z	7000 South & High Bluff Drive	Signal	\$400,000			25%	75%	\$301,455
1-AA	7000 South Rail Crossing Improvement	Rail Crossing Improvement	\$3,000,000	Developer	\$3,000,000	DEVELOPER FUNDED		
1-BB	New Sycamore Drive Rail Crossing Improvement	Rail Crossing Improvement	\$2,000,000			0%	100%	\$2,000,000
1-CC	Wood Ranch Collector Rail Crossing Improvement	Rail Crossing Improvement	\$2,000,000			0%	100%	\$2,000,000
1-DD	Old Bingham Hwy & Mountain View Corridor Interchange	New Interchange	\$60,000,000	UDOT, WFRC	\$60,000,000	UDOT FUNDED		
1-EE	7800 South & Jordan River Bridge Replacement	Bridge Replacement	\$20,000,000	WFRC, UDOT, Midvale	\$18,646,000	23%	77%	\$1,036,044
1-FF	6400 West & 7400 South	Roundabout	\$1,246,032	Developer	\$934,524	0%	100%	\$310,782
1-GG	6200 West & 7800 South	Roundabout	\$1,556,551	UDOT, WFRC	\$1,451,173	7%	93%	\$98,161
1-HH	6400 West & 7600 South	Roundabout	\$1,437,910	Developer	\$1,437,910	DEVELOPER FUNDED		
1-II	7400 South Rail Crossing Improvement	Rail Crossing Improvement	\$2,000,000			0%	100%	\$1,995,338
1-JJ	6400 West & Wells Park Road	Signal	\$450,000			0%	100%	\$448,951
1-KK	Old Bingham Hwy & Hawley Park Road	Signal	\$450,000			25%	75%	\$337,500
1-LL	Bagley Park Rd & Hawley Park Road	Signal	\$400,000			0%	100%	\$399,068
			\$220,443,944		\$199,571,739			\$18,691,555

1. WFRC STIP (State Transportation Improvement Program), UDOT, adjacent cities, or other external funding sources

V. FUNDING SOURCES

A. Purpose

The purpose of this chapter is to identify the funding sources that are available for roadway improvement projects. All possible revenue sources have been considered as a means of financing transportation capital improvements needed as a result of new growth. Funding sources for transportation are essential to enable the recommended improvements in West Jordan City to be built. This chapter discusses the potential revenue sources that could be used to fund transportation needs.

Transportation routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions or agencies often help pay for such regional benefits. Those jurisdictions and agencies could include the Federal Government, the State (UDOT), the County, and the local MPO (WFRC). The City will need to continue to partner and work with these other jurisdictions to ensure adequate funds are available for the specific improvements necessary to maintain an acceptable LOS. The City will also need to partner with adjacent communities to ensure corridor continuity across jurisdictional boundaries (i.e., arterials connect with arterials, collectors connect with collectors, etc.).

B. Federal Funding

Federal money is available to cities and counties through the federal-aid program. In Utah, UDOT administers these funds. To be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher as established on the Statewide Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Committee reviews all applications and then a portion of the applications are passed to the State Transportation Commission. Transportation enhancements include twelve categories ranging from historic preservation, bicycle and pedestrian facilities, and water runoff mitigation.

WFRC accepts applications for federal funds from local and regional government jurisdictions. The WFRC Technical Advisory and Regional Planning Committees select projects for funding every two years. The selected projects form the Transportation Improvement Program (TIP). In order to receive funding, projects should include one or more of the following aspects:

- **Congestion relief** – spot improvement and corridor improvement projects intended to improve levels of service and/or reduce average delay along those corridors identified in the Regional Transportation Plan as high-congestion areas
- **Mode choice** – projects improving the diversity and/or usefulness of travel modes other than single-occupant vehicles
- **Air quality improvements** – projects showing demonstrable air quality benefits
- **Safety** – improvements to vehicular, pedestrian, and bicyclist safety

C. State/County Funding

The distribution of State Class B and C program funds is established by State Legislation and is administered by UDOT. Revenues for the program are derived from State fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. Seventy-five percent of these funds are kept by UDOT for their construction and maintenance programs. The rest is made available to counties and cities. As some of the roads in West Jordan fall under UDOT jurisdiction, it is in the interest of the City that staff are aware of the procedures used by UDOT to allocate those funds and to be active in requesting the funds be made available for UDOT-owned roadways in the City.

Class B and C funds are allocated to each city and county based on the following formula: 50 percent based on the percentage that the population of the county or municipality bears to the total population of the state, and 50 percent based on the percentage that the B and C road weighted mileage of the county or municipality bears to the total Class B and Class C road total weighted mileage. Class B and C funds can be used for maintenance and construction projects.

D. City Funding

Some cities utilize general fund revenues for their transportation programs. Another option for transportation funding is to create special improvement districts. These districts are organized for the purpose of funding a single specific project that benefits an identifiable group of properties. Another source of funding used by cities is revenue bonding for projects intended to benefit the entire community.

Private interests often provide resources for transportation improvements. Developers construct the local streets within subdivisions and often dedicate right-of-way and participate in the construction of collector/arterial streets adjacent to their developments. Developers can also be considered a possible source of funds for projects through the use of impact fees. These fees are assessed as a result of the impacts a particular development will have on the surrounding roadway system, such as the need for traffic signals or street widening.

General fund revenues are typically reserved for operation and maintenance purposes as they relate to transportation. However, general funds can be used, if available, to fund the expansion or introduction of specific services. Providing a line item in the City budgeted general funds to address roadway improvements that are not impact fee eligible is a recommended practice to fund transportation projects, should other funding options fall short of the needed amount.

General obligation bonds are debt paid for or backed by the City's taxing power. In general, facilities paid for through this revenue stream are in high demand amongst the community. Typically, general obligation bonds are not used to fund facilities that are needed as a result of new growth because existing residents would be paying for the impacts of new growth. As a result, general obligation bonds are not considered a fair means of financing future facilities needed as a result of new growth. They may be considered as a reasonable method to address existing deficiencies.

Certain areas might have different needs or require different methods of funding than traditional revenue sources. A Special Assessment Area (SAA) can be created for infrastructure needs that benefit or encompass specific areas of the City. The municipality can create an SAA through a resolution declaring that public health, convenience, and necessity require the creation of an SAA. The boundaries and services provided by the district must be specified and a public hearing must be held before the SAA is created. Once the SAA is created, funding can be obtained from tax levies, bonds, and fees when approved by the majority of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can apply to specific areas in the City needing to benefit from the improvements.



E. Interfund Loans

Since infrastructure generally must be built ahead of growth, it is sometimes funded before expected impact fees are collected. Bonds are the solution to this problem in some cases. In other cases, funds from existing user rate revenue will be loaned to the impact fee fund to complete initial construction of the project. As impact fees are received, they will be reimbursed. Consideration of these loans will be included in the impact fee analysis and should be considered in subsequent accounting of impact fee expenditures.

F. Developer Dedications and Exactions

Developer dedications and exactions can both be credited against the developer's impact fee analysis. If the value of the developer's dedications and/or exactions are less than the developer's impact fee liability, the developer will owe the balance of the liability to the City. If the dedications and/or exactions of the developer are greater than the impact fee liability, the City may reimburse the developer the difference.

G. Developer Impact Fees

Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements resulting from and needed to serve new growth. The premise behind impact fees is that if no new development occurred, the existing infrastructure would be adequate. Therefore, new development should pay for the portion of required improvements that result from new growth. Impact fees are assessed for many types of infrastructure and facilities that are provided by a community, such as roadways. According to state law, impact fees can only be used to fund growth-related system improvements.

According to State statute, impact fees must only be used to fund projects that will serve needs caused by future development. They are not to be used to address present deficiencies. Only project costs that address future needs are included in this IFFP. This ensures a fair fee since developers will not be expected to address present deficiencies.

Legislation requires that impact fees should be spent or encumbered within six years after each impact fee is paid. Impact fees collected in the next six years should be spent on those projects outlined in the IFFP as growth related costs to maintain the City established LOS. Impact fees collected as buy-in to existing facilities can be allocated to the General Fund to repay the City for historic investment.



VI. IMPACT FEE CERTIFICATION

A. Overview

This report has been prepared in accordance with Utah Code Title 11, Chapter 36a, "Impact Fees Act." This report (including its results and projections) relies upon the planning, engineering, land use, and other source data provided in the West Jordan City TMP (2024).

In accordance with Utah Code Annotate, 11-36a-306(1), WCG certifies that this impact fee facilities plan:

1. Includes only the cost of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. are projected to be incurred or encumbered within six years of the day on which each impact fee is paid;
2. Does not include:
 - a. costs of operation and maintenance of public facilities; or
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the LOS supported by existing residents; and
3. Complies in each and every relevant respect with the Impact Fees Act.

This certification is made with the following limitations:

- All of the recommendations for implementing this IFFP and IFA are followed in their entirety by the City.
- If any portion of the IFFP is modified or amended in any way, this certification is no longer valid.

All information presented and used in the creation of this IFFP is assumed to be complete and correct, including any information received from the City or other outside sources.





PUBLIC
FINANCE
ADVISORS

LEWIS | ROBERTSON | BURNINGHAM



WEST JORDAN CITY, UTAH

SEPTEMBER
2025

IMPACT FEE ANALYSIS (IFA) TRANSPORTATION

PREPARED BY:

LRB PUBLIC FINANCE ADVISORS

FORMERLY LEWIS YOUNG ROBERTSON & BURNINGHAM INC.

TABLE OF CONTENTS

IMPACT FEE CERTIFICATION	3
IFA CERTIFICATION	3
DEFINITIONS	4
SECTION I: EXECUTIVE SUMMARY	5
PROPORTIONATE SHARE ANALYSIS	5
CONSIDERATION OF ALL REVENUE SOURCES	7
EXPENDITURE OF IMPACT FEES	7
GROWTH-DRIVEN EXTRAORDINARY COSTS	7
SUMMARY OF TIME PRICE DIFFERENTIAL.....	7
SECTION II: GENERAL IMPACT FEE METHODOLOGY	8
SECTION III: OVERVIEW OF SERVICE AREA, DEMAND AND LEVEL OF SERVICE	10
SERVICE AREA.....	10
DEMAND UNITS	10
LEVEL OF SERVICE.....	11
SECTION IV: EXISTING FACILITIES INVENTORY	12
EXCESS CAPACITY & BUY-IN	12
SECTION V: CAPITAL FACILITY ANALYSIS.....	13
FUTURE CAPITAL PROJECTS	13
SYSTEM VS. PROJECT IMPROVEMENTS	15
FUNDING OF FUTURE FACILITIES	16
PROPOSED CREDITS OWED TO DEVELOPMENT	16
EQUITY OF IMPACT FEES	17
NECESSITY OF IMPACT FEES.....	17
SECTION VI: TRANSPORTATION IMPACT FEE CALCULATION	18
PROPOSED TRANSPORTATION IMPACT FEE	18
CONSIDERATION OF ALL REVENUE SOURCES	20
EXPENDITURE OF IMPACT FEES	20
GROWTH-DRIVEN EXTRAORDINARY COSTS	20
SUMMARY OF TIME PRICE DIFFERENTIAL.....	20
APPENDIX A: TRANSPORTATION IMPACT FEE FACILITIES PLAN PROJECT COSTS.....	21

IMPACT FEE CERTIFICATION

IFA CERTIFICATION

LRB Public Finance Advisors certifies that the Impact Fee Analysis (IFA) prepared for transportation:

1. includes only the costs of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. does not include:
 - a. costs of operation and maintenance of public facilities;
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
 - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement;
 - d. offsets costs with grants or other alternate sources of payment; and
3. complies with every relevant respect with the Impact Fees Act.

LRB Public Finance Advisors makes this certification with the following caveats:

1. All the recommendations for implementation of the IFFP made in the IFFP documents or in the IFA documents are followed by City Staff and elected officials.
2. If all or a portion of the IFFP or IFA are modified or amended, this certification is no longer valid.
3. All information provided to LRB is assumed to be correct, complete, and accurate. This includes information provided by the City as well as outside sources.

LRB PUBLIC FINANCE ADVISORS

DEFINITIONS

The following acronyms or abbreviations are used in this document:

AADT: Average Annual Daily Trips

IFA: Impact Fee Analysis

IFFP: Impact Fee Facilities Plan

KSF: 1,000 Square Feet

LOS: Level of Service

LRB: LRB Public Finance Advisors

DRAFT

SECTION I: EXECUTIVE SUMMARY

The purpose of the Transportation Impact Fee Analysis (IFA) is to fulfill the requirements established in Utah Code Title 11 Chapter 36a, the "Impact Fee Act," and help West Jordan City (the City) plan necessary capital improvements for future growth. This document will determine the appropriate impact fee the City may charge to new growth to maintain the level of service (LOS) for the transportation system. This analysis is supported by the 2025 West Jordan Impact Fee Facilities Plan (IFFP) and the 2024 Transportation Master Plan (TMP).

- **Impact Fee Service Area:** The impact fees related to transportation will be assessed within the proposed Service Area as shown in **Figure 3.1**.
- **Demand Analysis:** The demand unit utilized in this analysis are trips on existing and proposed roadways. As residential and commercial growth occurs within the City, it generates new trips on existing and proposed roadways. The capital improvements identified in this study are designed to maintain the current level of service for new growth.
- **Level of Service:** LOS assesses the level of congestion on a roadway segment or intersection. LOS is measured using a letter grade A through F, where A represents free flowing traffic with absolutely no congestion and F represents grid lock. The City has adopted an acceptable standard of LOS D for its street network and intersections.
- **Excess Capacity:** It is anticipated that new development will benefit from the existing roadways that have been constructed within the service area. Approximately 12.9 percent of the system is attributed to the demand within the IFFP planning horizon. As a result, **\$14.9M** of the total original system cost is included in this analysis, based on the original cost of system improvements as identified in the City's financial records.
- **Capital Facilities Analysis:** The IFFP has identified **\$75.5M** in city-funded improvements needed within the next ten years, based on construction timing and inflation of five percent annually. A total of **\$44.6M** is related to the demand within the next ten years.
- **Financing of Future Facilities:** The future capital projects which are intended to serve new growth will be financed using impact fees, transportation funding, general fund revenues, or inter-fund loans. The costs associated with future debt are not included in the Impact Fee Analysis.

PROPORTIONATE SHARE ANALYSIS

The proportionate share analysis determines the cost assignable to new development based on the proposed capital projects and the new growth served by the proposed projects. The impact fee per trip is **\$558.27** as shown in **Table 1.1** below.

TABLE 1.1: PROPORTIONATE SHARE ANALYSIS

	TOTAL COST	ALLOCATION TO IFFP	COST TO IFFP	TRIPS SERVED	COST PER TRIP
Existing Facilities	\$115,436,821	12.9%	\$14,917,703	106,687	\$139.83
Future Roadways	\$44,180,659	52.5%	\$23,172,976	106,687	\$217.21
Future Intersections	\$31,301,160	68.5%	\$21,433,079	106,687	\$200.90
Professional Expense (IFFP/IFA)	\$36,160	100.0%	\$36,160	106,687	\$0.34
TOTAL					\$558.27

IMPACT FEE SUMMARY BY LAND USE TYPE

The impact fee by land use type is illustrated in Table 1.2.

TABLE 1.2: IMPACT FEE SUMMARY BY LAND USE TYPE

LAND USE CATEGORY	LAND USE GROUP	DEMAND UNIT	ITE CODE	AVG. DAILY TRIP RATE	PASS BY REDUCTION	% NEW TRIPS	NET NEW TRIPS	PROPOSED FEE
Light Industrial	Industrial	KSF	110	4.87	0%	100%	4.87	\$2,719
Warehouse		KSF	150	1.71	0%	100%	1.71	\$955
Mini-Warehouse		KSF	151	1.45	0%	100%	1.45	\$809
Single Family	Residential	dwelling	210	9.43	0%	100%	9.43	\$5,264
Multifamily Housing (Low-Rise)		dwelling	220	6.74	0%	100%	6.74	\$3,763
Multifamily Housing (Mid-Rise)		dwelling	221	4.54	0%	100%	4.54	\$2,535
Assisted Living		beds	254	2.60	0%	100%	2.60	\$1,451
Hotel	Lodging	rooms	310	7.99	0%	100%	7.99	\$4,461
Motel		rooms	330	3.35	0%	100%	3.35	\$1,870
Public Elementary School	Institutional	Students	520	2.27	0%	100%	2.27	\$1,267
Public High School		Students	530	4.11	0%	100%	4.11	\$2,294
University/College		Students	550	1.56	0%	100%	1.56	\$871
Church	Medical	KSF	560	7.60	0%	100%	7.60	\$4,243
Day Care		KSF	565	47.62	44%	56%	26.67	\$14,889
Hospital		KSF	610	10.77	0%	100%	10.77	\$6,013
Nursing Home		KSF	620	6.75	0%	100%	6.75	\$3,768
General Office	Office	KSF	710	10.84	0%	100%	10.84	\$6,052
Medical/Dental Office		KSF	720	36.00	0%	100%	36.00	\$20,098
Free-Standing Discount Store	Retail/Service	KSF	815	53.87	20%	80%	43.10	\$24,061
Shopping Center		KSF	820	37.01	29%	71%	26.28	\$14,671
Automobile Sales (New)		KSF	840	27.84	0%	100%	27.84	\$15,542
Automobile Sales (Used)		KSF	841	27.06	0%	100%	27.06	\$15,107
Supermarket		KSF	850	93.84	24%	76%	71.32	\$39,816
Convenience Market-24 hr		KSF	851	762.28	51%	49%	373.52	\$208,524
Pharmacy/Drugstore with Drive-Through Window		KSF	881	108.40	49%	51%	55.28	\$30,861
Drive-In Bank		KSF	912	100.35	35%	65%	65.23	\$36,416
Auto Parts Sales	Restaurant/Drinking	KSF	843	54.57	43%	57%	31.10	\$17,362
Restaurant: Sit-Down		KSF	932	107.20	43%	57%	61.10	\$34,110
Fast Food, w/Drive-Up		KSF	934	467.48	55%	45%	210.37	\$117,443

Source: ITETripGen Web-Based App, Trip Generation Manual, 11th Edition, Accessed 4.24.2025

Adjustment factors based on "List of Land Uses with Vehicle Pass-By Rates and Data", ITE Generation Manual, 11th Edition, Accessed 4.24.2025

NON-STANDARD IMPACT FEES

The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon public facilities.¹ This adjustment could result in a different impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis. The formula for a non-standard impact fee is as follows:

FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:

Total Demand Units x Estimated Trips per Unit x Adjustment Factors x \$558.27 = Impact Fee per Unit

CONSIDERATION OF ALL REVENUE SOURCES

The Impact Fees Act requires this document consider all revenue sources to finance the impacts on system improvements, including: (a) grants; (b) bonds; (c) interfund loans; (d) impact fees; and (e) anticipated or accepted dedications of system improvements. See **Section V** for further discussion regarding the consideration of revenue sources.

EXPENDITURE OF IMPACT FEES

While this plan addresses a 10-year planning horizon, legislation requires that impact fees should be spent or encumbered within six years after each impact fee is paid. Impact fees collected in the IFFP planning horizon should be spent only on those projects outlined in the IFFP as growth-related costs to maintain the LOS.

GROWTH-DRIVEN EXTRAORDINARY COSTS

The City does not anticipate any extraordinary costs necessary to provide services to future development.

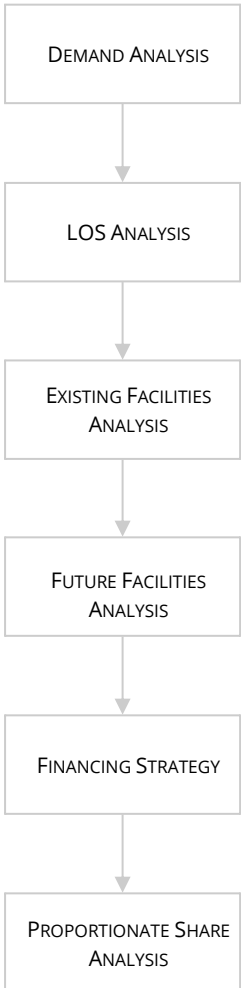
SUMMARY OF TIME PRICE DIFFERENTIAL

The Impact Fees Act allows for the inclusion of a time price differential to ensure that the future value of costs incurred at a later date is accurately calculated to include the costs of construction inflation. A five percent annual construction inflation adjustment is applied to the proposed capital improvements identified in this analysis. The impact fee analysis should be updated regularly to account for changes in cost estimates over time.

¹ 11-36a-402(1)(c)

SECTION II: GENERAL IMPACT FEE METHODOLOGY

FIGURE 2.1: IMPACT FEE METHODOLOGY



The purpose of this study is to fulfill the requirements of the Impact Fees Act regarding the establishment of an IFFP and IFA. The IFFP is designed to identify the existing LOS and the demands placed upon existing public facilities by future development and evaluate how these demands will be met. The IFFP is also intended to outline the system improvements which are intended to be funded by impact fees.

The IFA is designed to proportionately allocate the cost of the new public facilities and any excess capacity to new development, while ensuring that all methods of financing are considered. Each component must consider the existing level of service (LOS) provided to existing development and ensure that impact fees are not used to raise that level of service. The following elements are important considerations when completing an IFFP and IFA.

DEMAND ANALYSIS

The demand analysis serves as the foundation for the IFFP. This element focuses on a specific demand unit related to each public facility – the existing demand on public facilities and the future demand as a result of new development that will impact public facilities.

LEVEL OF SERVICE ANALYSIS

The demand placed upon existing public facilities by existing development is known as the existing “Level of Service” (LOS). Through the inventory of existing facilities, combined with the growth assumptions, this analysis identifies the level of service which is provided to a community’s existing residents and ensures that future facilities maintain these standards. Any excess capacity identified within existing facilities can be apportioned to new development. Any demand generated from new development that overburdens the existing public facilities beyond the existing capacity justifies the construction of new public facilities.

EXISTING FACILITY INVENTORY

In order to quantify the demands placed upon existing public facilities by new development activity, to the extent possible, the Impact Fee Facilities Plan provides an inventory of the existing public facilities. The inventory valuation should include the original construction cost and estimated useful life of each facility. The inventory of existing facilities is important to properly determine the excess capacity of existing facilities and the utilization of excess capacity by new development.

FUTURE CAPITAL FACILITIES ANALYSIS

The demand analysis, existing facility inventory, and LOS analysis allow for the development of a list of capital projects necessary to serve new growth and to maintain the existing LOS. This list includes any excess capacity of existing facilities as well as future system improvements necessary to maintain the level of service.

FINANCING STRATEGY

This analysis must also include a consideration of all revenue sources, including impact fees, future debt costs, alternative funding sources, and the dedication of system improvements, which may be used to obtain or finance system improvements.² In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to maintain the existing LOS.³

PROPORTIONATE SHARE ANALYSIS

The written impact fee analysis (IFA) is required under the Impact Fees Act and must identify the impacts placed on public facilities by development activity and how these impacts are reasonably related to the new development. The written impact fee analysis (IFA) must include a proportionate share analysis, clearly detailing that the cost of future or existing (that have excess capacity) public facilities improvements are roughly proportionate to the reasonably related to the service demands needed for any new development activity. A local political subdivision or private entity may only impose impact fees on development activities when its plan for financing system improvements establishes that impact fees are necessary to maintain the existing level of service (UCA 11-36a-302 (3)). The City has determined that assessing impact fees on development activities are necessary to maintain the existing level of services into the future

DRAFT

² 11-36a-302(2)

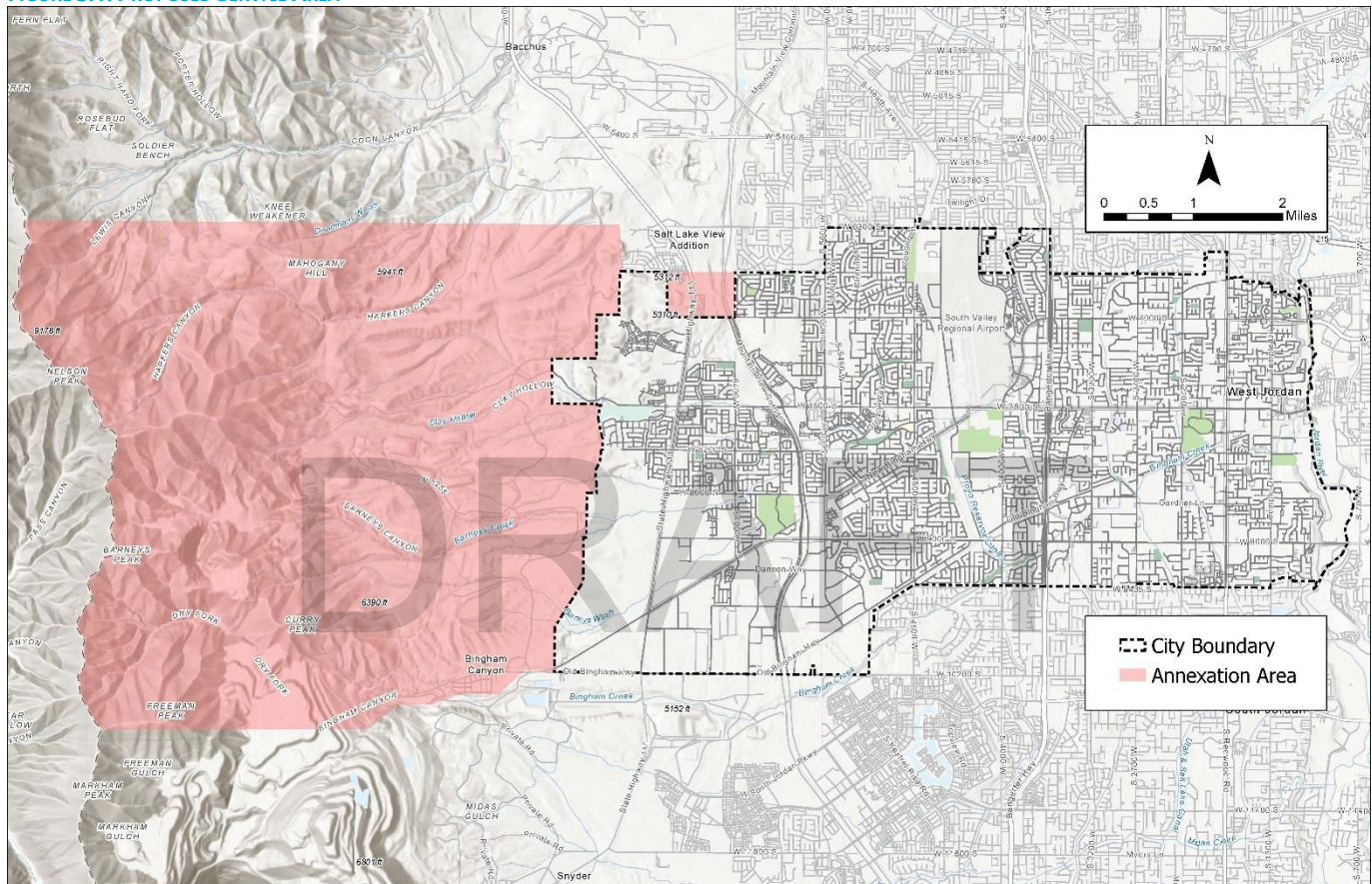
³ 11-36a-302(3)

SECTION III: OVERVIEW OF SERVICE AREA, DEMAND, AND LEVEL OF SERVICE

SERVICE AREA

Figure 3.1 illustrates the proposed impact fee service area, which incorporates the entire municipal boundary of the City. The impact fees related to transportation will be assessed within the proposed service area.

FIGURE 3.1: PROPOSED SERVICE AREA



DEMAND UNITS

The demand units utilized in this analysis are based on undeveloped residential and commercial land and the new trips generated from these land-use types. As residential and commercial growth occurs within the City, additional trips will be generated on the City's roadways. The transportation capital improvements identified in this study are based on maintaining the current level of service as defined by the City. The proposed impact fees are based upon the projected growth in demand units which are used as a means to quantify the impact that future users will have upon the City's system. The demand unit used in the calculation of the transportation impact fee is based upon each land use category's impact and road usage characteristics expressed in the number of trips generated. The existing and future trip statistics used in this analysis were prepared by the City and their engineers based on existing modeling software.

To determine the proportionate impact from each land use type, the existing trips are allocated to the different land use types based on trip statistics as presented in the Institute of Traffic Engineers (ITE) Trip Generation

Manual, 11th Edition. The most common method of determining growth is measuring the number of trips within a community based on existing and future land uses. Appropriate adjustment factors are applied to remove pass-by traffic. Based on the growth in trips, the City will need to expand its current facilities to accommodate new growth. Growth from new development will create an additional 106,687 trips by 2033, as shown in **Table 3.1**.

TABLE 3.1: PROJECTED NEW TRIPS OVER IFFP PLANNING HORIZON

	2023	2033	2050 (BUILDOUT)
Total Trips	586,103	692,790	825,570
New Trips		106,687	239,467
Source: IFFP, p. 7 WCG			

LEVEL OF SERVICE

LOS assesses the level of congestion on a roadway segment or intersection. LOS is measured using a letter grade A through F, where A represents free flowing traffic with absolutely no congestion and F represents grid lock. West Jordan City has adopted an acceptable standard of LOS D for its street network and intersections.⁴

DRAFT

⁴ See West Jordan Transportation Master Plan, 2024 p.18

SECTION IV: EXISTING FACILITIES INVENTORY

EXCESS CAPACITY & BUY-IN

Transportation impact fees are justified when trips are added to system-wide roadways that are at or nearing capacity or when new system-wide roadways are needed to meet the demands of growth. A buy-in component is contemplated for the roadways that have sufficient capacity to handle new growth while maintaining safe and acceptable levels of service.

EXISTING TRANSPORTATION SYSTEM BUY-IN

The determination of a buy-in component related to existing infrastructure is based on proportionate trips generated within the IFFP planning horizon. The eligible system value is used to determine the appropriate buy-in fee. City records indicate that the transportation system is valued at \$202M. However, only approximately \$115M is considered system improvements, with the remaining considered project improvements or have a life expectancy that is less than ten years⁵, and therefore removed from the analysis. It is anticipated that new development will benefit from the existing roadways that have been constructed within the service area. Approximately 12.9 percent of the total demand on the system through buildout will occur within the IFFP planning horizon. As a result, \$14,917,703 of the total original system cost is included in this analysis, as shown in **Table 4.1**.

TABLE 4.1: ALLOCATION OF BUY-IN COMPONENT

Original Value Total	\$201,874,264
Eligible System Total	\$115,436,821
% IFFP Demand of Buildout	12.9%
TOTAL BUY-IN	\$14,917,703
Source: West Jordan Depreciation Schedule	

⁵ 11-36a-102(17)

SECTION V: CAPITAL FACILITY ANALYSIS

FUTURE CAPITAL PROJECTS

The IFFP has identified the growth-related projects needed within the next 10 years. Capital projects related to curing existing deficiencies were not included in the calculation of the impact fees. Total future projects applicable to new development are shown below. **Table 5.1** summarizes the estimated cost of future **roadway** capital improvements within the Service Area, as identified in the IFFP. The total cost in the IFFP that isn't funded by outside funding sources is \$44,180,659, based on construction timing and inflation of five percent annually. A total of \$23,172,976, or 52.5 percent, is related to the demand within the next 10 years. Additional details are provided in **Appendix A**.

TABLE 5.1: SUMMARY OF FUTURE ROADWAY SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON

#	PROJECT	TYPE	YEAR*	BASE COST (2024\$)	CONST. YR. COST	% OUTSIDE FUNDED	% CITY FUNDED	% TO IFA	COST TO IFA
1-1	7000 S Widening from Bangerter Hwy to Redwood Rd	Widening	2029	\$43,280,000	\$55,237,466	93%	7%	79%	\$2,954,265
1-2	7800 S Widening from Redwood Rd to Bingham Junction Boulevard	Widening	2033	\$19,632,000	\$30,455,676	93%	7%	77%	\$1,587,623
1-3	7800 S Widening from SR-111 to 5600 W	Widening	2025	\$18,904,081	\$19,849,285	93%	7%	92%	\$1,236,293
1-4	9000 S New Construction from SR-111 to New Bingham Hwy	New Construction	2027	\$38,340,000	\$44,383,343	93%	7%	49%	\$1,472,329
1-5	9000 S Widening from New Bingham Hwy to Bangerter Hwy	Widening	2035	\$65,950,000	\$112,796,881	100%	0%	UDOT FUNDED	
1-6	9000 S Widening from Bangerter Hwy to Redwood Rd	Widening	2035	\$56,970,000	\$97,438,033	100%	0%	UDOT FUNDED	
1-7	10200 S Widening from Bacchus Hwy to Mountain View Corridor	Widening	2033	\$19,410,000	\$30,111,281	96%	4%	14%	\$171,237
1-8	SR-111/Bacchus Hwy Widening from 5400 S to South Jordan Parkway (11000 S)	Widening	2033	\$156,590,000	\$242,922,485	100%	0%	UDOT FUNDED	
1-9	Mountain View Corridor Widening from Old Bingham Hwy to Porter Rockwell Blvd	Widening	2027	\$490,000,000	\$567,236,250	100%	0%	UDOT FUNDED	
1-10	7000 S New Construction from WJC Limits to 6100 W	New Construction	2033	\$29,390,000	\$45,593,536	93%	7%	58%	\$1,790,276
1-11	8600 S New Construction from WJC Limits to 5600 W	New Construction	2025	\$42,320,000	\$44,436,000	93%	7%	26%	\$782,162
1-12	7200 W New Construction from 8200 S to 9000 S	New Construction	2033	\$27,690,000	\$42,956,278	93%	7%	13%	\$378,058
1-13	6700 W New Construction from 8600 S to Wells Park Rd	New Construction	2033	\$26,550,000	\$41,187,764	93%	7%	30%	\$836,523
1-14	9000 S New Construction from City Limits to SR-111	New Construction	2033	\$18,990,000	\$29,459,723	93%	7%	79%	\$1,575,594
1-15	7800 S Operations from Bangerter Hwy to Jaguar Drive	Operations	2030	\$3,500,000	\$4,690,335	100%	0%	UDOT FUNDED	
1-16	7800 S Widening from Jaguar Drive to Redwood Rd	Widening	2032	\$21,550,000	\$31,839,165	100%	0%	UDOT FUNDED	
1-17	9400 S New Construction from SR-111 to 6700 W	New Construction	2033	\$9,696,000	\$15,041,678	93%	7%	8%	\$81,466
1-18	7800 S New Construction from SR-111 to Tracks	New Construction	2033	\$15,300,000	\$23,735,322	93%	7%	73%	\$1,173,023
1-19	Old Bingham Hwy: 5600 W to Mountain View Corridor	Widening	2033	\$7,053,889	\$10,942,897	0%	100%	75%	\$8,207,173
1-20	5600 W: Park and Ride to 10200 S	New Construction	2033	\$3,207,544	\$4,975,954	100%	0%	WFRC, SJC FUNDED	

#	PROJECT	TYPE	YEAR*	BASE COST (2024\$)	CONST. YR. COST	% OUTSIDE FUNDED	% CITY FUNDED	% TO IFA	COST TO IFA
1-21	Wells Park Road Extension to 6700 W	New Construction	2025	\$2,865,472	\$3,008,746	100%	0%	DEVELOPER FUNDED	
1-22	Verdigris Drive New Construction	New Construction	2033	\$2,853,078	\$4,426,060	100%	0%	DEVELOPER FUNDED	
1-23	Copper Rim Drive: 7000 S to Verdigris Drive	New Construction	2033	\$4,593,183	\$7,125,534	100%	0%	DEVELOPER FUNDED	
1-24	Wood Ranch Collector	New Construction	2030	\$14,867,735	\$19,924,187	100%	0%	DEVELOPER FUNDED	
1-25	New Sycamore Drive; 7000 S to 7800 S	New Construction	2030	\$11,000,835	\$14,742,171	100%	0%	DEVELOPER FUNDED	
1-26	6200 S; 4800 W to Bangerter	Widening	2033	\$34,120,000	\$52,931,319	97%	3%	29%	\$415,680
1-27	4000 W; Old Bingham Hwy to South Jordan Border	Widening	2033	\$17,367,169	\$26,942,179	93%	7%	0%	\$0
1-28	6600 W; Wells Park Rd to Old Bingham Hwy	New Roadway	2025	\$11,052,889	\$11,605,533	100%	0%	DEVELOPER FUNDED	
1-29	7400 S; SR-111 to Wood Ranch Collector	New Roadway	2030	\$8,737,707	\$11,709,363	100%	0%	DEVELOPER FUNDED	
1-30	New Bingham Hwy	Widening	2030	\$3,604,577	\$4,830,478	100%	0%	DEVELOPER FUNDED	
1-31	7400 S from 6700 W to SR-111	New Construction	2027	\$2,751,955	\$3,185,732	0%	100%	13%	\$414,145
1-32	7400 S New Construction from Brook Maple Way to Verdigris Drive	New Construction	2033	\$5,780,000	\$8,966,677	93%	7%	16%	\$97,127
1-33	Haven Maple Drive to Fallwater Drive	New Construction	2033	\$5,949,077	\$9,228,971	100%	0%	DEVELOPER FUNDED	
TOTAL				\$1,239,867,191	\$1,673,916,301	97%	3%		\$23,172,976

Source: IFFP, p. 15

* Based on review by City staff. Project year may differ from that in the IFFP.

Table 5.2 summarizes the future cost of **intersection** capital improvements in the IFFP. The total cost in the IFFP that isn't funded by outside funding sources is \$31,301,160. The total intersection cost attributable to the IFFP is \$21,433,079, or 68.5 percent. Additional details are provided in **Appendix A**.

TABLE 5.2: SUMMARY OF FUTURE SIGNALIZATION SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON

#	PROJECT	IMPROVEMENT	YEAR*	BASE COST (2024\$)**	CONST. YR. COST	% OUTSIDE FUNDED	% CITY FUNDED	% TO IFA	COST TO IFA
1-A	4000 W & Old Bingham - Realignment to N	Realignment	2027	\$5,000,000	\$5,795,147	0%	100%	77%	\$4,462,264
1-B	Prosperity & 10200 S	Signal	2025	\$400,000	\$420,716	50%	50%	56%	\$117,801
1-C	5490 W & 7800 S	Roundabout	2028	\$1,500,000	\$1,826,211	50%	50%	93%	\$849,188
1-D	3200 W & Jordan Line Parkway	Signal	2026	\$375,000	\$413,438	100%	0%	DEVELOPER FUNDED	
1-E	7200 W & 8200 S	Roundabout	2033	\$1,499,551	\$2,326,296	0%	100%	100%	\$2,326,296
1-F	7200 W & 8600 S	Roundabout	2033	\$1,253,248	\$1,944,199	100%	0%	DEVELOPER FUNDED	
1-G	6700 W & 8600 S	Roundabout	2025	\$1,458,767	\$1,536,498	0%	100%	99%	\$1,521,133
1-H	Airport Rd & 7000 S	Signal	2025	\$375,000	\$394,358	0%	100%	71%	\$279,994
1-I	Mountain View Corridor Interchange	New Interchange	2033	\$50,000,000	\$77,566,411	100%	0%	UDOT FUNDED	
1-J	Mountain View Corridor Interchange	New Interchange	2033	\$50,000,000	\$77,566,411	100%	0%	UDOT FUNDED	
1-K	Gardner Lane and Redwood Road	Intersection Improvements	2025	\$718,000	\$753,900	0%	100%	98%	\$738,822
1-L	7600 S and Redwood Road	Intersection Improvements	2030	\$600,000	\$800,379	0%	100%	65%	\$520,247
1-M	7300 W and 9000 S	Roundabout	2033	\$1,253,248	\$1,944,199	100%	0%	DEVELOPER FUNDED	

#	PROJECT	IMPROVEMENT	YEAR*	BASE COST (2024\$)**	CONST. YR. COST	% OUTSIDE FUNDED	% CITY FUNDED	% TO IFA	COST TO IFA
1-N	6400 W and 7800 S	Roundabout	2025	\$1,565,329	\$1,643,595	100%	0%	WFRC FUNDED	
1-O	9000 S and Old Bingham Hwy	High-T Intersection	2033	\$1,000,000	\$1,551,328	100%	0%	UDOT FUNDED	
1-P	9000 S & New Bingham Hwy	Realignment and Signal	2027	\$4,705,308	\$5,446,982	100%	0%	UDOT FUNDED	
1-Q	9000 S & 6400 W	Signal	2025	\$400,000	\$420,000	0%	100%	99%	\$415,800
1-R	9000 S & 6700 W	Signal	2025	\$400,000	\$420,000	0%	100%	99%	\$415,800
1-S	6400 W & New Bingham Hwy	Signal	2025	\$400,000	\$420,000	100%	0%	UDOT FUNDED	
1-T	8600 S & Bacchus Hwy	Signal	2026	\$450,000	\$496,125	100%	0%	UDOT FUNDED	
1-U	9000 S & Bacchus Hwy	Signal	2025	\$450,000	\$472,500	100%	0%	UDOT FUNDED	
1-V	9400 S & SR-111	Signal	2033	\$450,000	\$698,098	100%	0%	UDOT FUNDED	
1-W	7400 S & SR-111	Signal	2025	\$400,000	\$420,000	100%	0%	UDOT FUNDED	
1-X	7000 S & SR-111	Signal	2030	\$450,000	\$603,043	100%	0%	UDOT FUNDED	
1-Y	Old Bingham Hwy & SR-111	Signal	2025	\$400,000	\$420,000	100%	0%	UDOT FUNDED	
1-Z	7000 S & High Bluff Drive	Signal	2030	\$400,000	\$538,638	0%	100%	75%	\$403,979
1-AA	7000 S Rail Crossing Improvement	Rail Crossing Improvement	2027	\$3,000,000	\$3,472,875	100%	0%	DEVELOPER FUNDED	
1-BB	New Sycamore Drive Rail Crossing Improvement	Rail Crossing Improvement	2034	\$2,000,000	\$3,257,789	0%	100%	0%***	\$0
1-CC	Wood Ranch Collector Rail Crossing Improvement	Rail Crossing Improvement	2030	\$2,000,000	\$2,680,191	0%	100%	100%	\$2,680,191
1-DD	Old Bingham Hwy & Mountain View Corridor Interchange	New Interchange	2033	\$60,000,000	\$93,079,693	100%	0%	UDOT FUNDED	
1-EE	7800 S & Jordan River Bridge Replacement	Bridge Replacement	2033	\$20,000,000	\$30,832,057	93%	7%	77%	\$1,607,244
1-FF	6400 W & 7400 S	Roundabout	2033	\$1,246,032	\$1,928,500	75%	25%	100%	\$482,125
1-GG	6200 W & 7800 S	Roundabout	2025	\$1,556,551	\$1,637,038	93%	7%	93%	\$103,069
1-HH	6400 W & 7600 S	Roundabout	2033	\$1,437,910	\$2,230,670	100%	0%	DEVELOPER FUNDED	
1-II	7400 S Rail Crossing Improvement	Rail Crossing Improvement	2033	\$2,000,000	\$3,095,424	0%	100%	100%	\$3,095,424
1-JJ	6400 W & Wells Park Rd	Signal	2030	\$450,000	\$601,637	0%	100%	100%	\$601,637
1-KK	Old Bingham Hwy & Hawley Park Rd	Signal	2026	\$450,000	\$496,125	0%	100%	75%	\$372,094
1-LL	Bagley Park Rd & Hawley Park Rd	Signal	2026	\$400,000	\$439,972	0%	100%	100%	\$439,972
TOTAL				\$220,443,944	\$330,590,444	91%	9%		\$21,433,079

Source: IFFP, p. 16

* Based on review by City staff. Project year may differ from that in the IFFP.

** Displays the rounded base cost to align with IFFP. The calculated construction year cost and cost to IFA reflects actual costs.

***Project year established by City staff is beyond the IFFP horizon and is not IFA eligible.

SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing and future public facilities designed to provide services to service areas within the community at large.⁶ Project improvements are improvements and facilities that are planned and designed to provide service for a specific development (resulting from a

⁶ 11-36a-102(21)

development activity) and considered necessary for the use and convenience of the occupants or users of that development.⁷ To the extent possible, this analysis only includes the costs of system improvements related to new growth within the proportionate share analysis.

FUNDING OF FUTURE FACILITIES

The IFFP must also include a consideration of all revenue sources, including impact fees and the dedication of system improvements, which may be used to finance system improvements.⁸ In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.⁹

In considering the funding of future facilities, the IFFP has identified the portion of each project that is intended to be funded by the City, as well as funding sources from other government agencies. The capital projects that will be constructed to cure the existing system deficiencies will be funded through general fund revenues. All other capital projects within the planning horizon which are intended to serve new growth will be funded through impact fees or on a pay-as-you-go approach. Where these revenues are not sufficient, the City may need to issue bonds or issue inter-fund loans to construct the proposed projects. At this time, **the cost associated with future debt is not included in the Impact Fee Analysis**. If bonding is used in the future, this cost can be included in the analysis.

The City does not anticipate any donations from new development for future system-wide capital improvements related to transportation facilities. A donor will be entitled to a reimbursement for the negotiated value of system improvements funded through impact fees if donations are made by new development. The impact fees should also be adjusted if grant monies are received. New development may be entitled to a reimbursement for any grants or donations received by the City for growth-related projects or for developer-funded IFFP projects.

Impact fees are an ideal mechanism for funding growth-related infrastructure. Impact fees will be charged to ensure that new growth pays its proportionate share of the costs for the development of public infrastructure. Impact fee revenues can also be attributed to the future expansion of public infrastructure if the revenues are used to maintain an existing LOS. Increases to an existing LOS cannot be funded with impact fee revenues. An impact fee analysis is required to accurately assess the true impact of a particular user upon the City infrastructure and to prevent existing users from subsidizing new growth.

PROPOSED CREDITS OWED TO DEVELOPMENT

The Impact Fees Act requires a local political subdivision or private entity to ensure that the impact fee enactment allows a developer, including a school district or a charter school, to receive a credit against or proportionate reimbursement of an impact fee if the developer: (a) dedicates land for a system improvement; (b) builds and dedicates some or all of a system improvement; or (c) dedicates a public facility that the local political subdivision or private entity and the developer agree will reduce the need for a system improvement.¹⁰

⁷ 11-36a-102(14)

⁸ 11-36a-302(2)

⁹ 11-36a-302(3)

¹⁰ 11-36a-402(2)

The facilities must be considered system improvements or be dedicated to the public and offset the need for an improvement identified in the IFFP.

EQUITY OF IMPACT FEES

Impact fees are intended to recover the costs of capital infrastructure that relates to future growth. The impact fee calculations are structured for impact fees to fund 100 percent of the growth-related facilities identified in the proportionate share analysis as presented in the impact fee analysis. Even so, there may be years that impact fee revenues cannot cover the annual growth-related expenses. In those years, other revenues such as general fund revenues will be used to make up any annual deficits. Any borrowed funds are to be repaid in their entirety through impact fees.

NECESSITY OF IMPACT FEES

An entity may only impose impact fees on development activity if the entity's plan for financing system improvements establishes that impact fees are necessary to achieve parity between existing and new development. This analysis has identified the improvements to public facilities and the funding mechanisms to complete the suggested improvements. Impact fees are identified as a necessary funding mechanism to help offset the costs of new capital improvements related to new growth.

DRAFT

SECTION VI: TRANSPORTATION IMPACT FEE CALCULATION

The transportation impact fees proposed in this analysis will be assessed to the Service Area as defined in **Section III**. The impact fee calculations include the costs of constructing future transportation improvements.

PROPOSED TRANSPORTATION IMPACT FEE

The proportionate share analysis determines the cost assignable to new development based on the proposed capital projects and the new growth served by the proposed projects. The impact fee per trip is **\$558.27** as shown in **Table 6.1** below.

TABLE 6.1: PROPORTIONATE SHARE ANALYSIS

	TOTAL COST	ALLOCATION TO IFFP	COST TO IFFP	TRIPS SERVED	COST PER TRIP
Existing Facilities	\$115,436,821	12.9%	\$14,917,703	106,687	\$139.83
Future Roadways	\$44,180,659	52.5%	\$23,172,976	106,687	\$217.21
Future Intersections	\$31,301,160	68.5%	\$21,433,079	106,687	\$200.90
Professional Expense (IFFP/IFA)	\$36,160	100.0%	\$36,160	106,687	\$0.34
TOTAL					\$558.27

IMPACT FEE SUMMARY BY LAND USE TYPE

The impact fee by land use type is illustrated in **Table 6.2**.

TABLE 6.2: IMPACT FEE SUMMARY BY LAND USE TYPE

LAND USE CATEGORY	LAND USE GROUP	DEMAND UNIT	ITE CODE	AVG. DAILY TRIP RATE	PASS BY REDUCTION	% NEW TRIPS	NET NEW TRIPS	PROPOSED FEE
Light Industrial	Industrial	KSF	110	4.87	0%	100%	4.87	\$2,719
Warehouse		KSF	150	1.71	0%	100%	1.71	\$955
Mini-Warehouse		KSF	151	1.45	0%	100%	1.45	\$809
Single Family	Residential	dwelling	210	9.43	0%	100%	9.43	\$5,264
Multifamily Housing (Low-Rise)		dwelling	220	6.74	0%	100%	6.74	\$3,763
Multifamily Housing (Mid-Rise)		dwelling	221	4.54	0%	100%	4.54	\$2,535
Assisted Living		beds	254	2.60	0%	100%	2.60	\$1,451
Hotel	Lodging	rooms	310	7.99	0%	100%	7.99	\$4,461
Motel		rooms	330	3.35	0%	100%	3.35	\$1,870
Public Elementary School	Institutional	Students	520	2.27	0%	100%	2.27	\$1,267
Public High School		Students	530	4.11	0%	100%	4.11	\$2,294
University/College		Students	550	1.56	0%	100%	1.56	\$871
Church		KSF	560	7.60	0%	100%	7.60	\$4,243
Day Care	Medical	KSF	565	47.62	44%	56%	26.67	\$14,889
Hospital		KSF	610	10.77	0%	100%	10.77	\$6,013
Nursing Home		KSF	620	6.75	0%	100%	6.75	\$3,768
General Office	Office	KSF	710	10.84	0%	100%	10.84	\$6,052
Medical/Dental Office		KSF	720	36.00	0%	100%	36.00	\$20,098
Free-Standing Discount Store	Retail/Service	KSF	815	53.87	20%	80%	43.10	\$24,061
Shopping Center		KSF	820	37.01	29%	71%	26.28	\$14,671
Automobile Sales (New)		KSF	840	27.84	0%	100%	27.84	\$15,542
Automobile Sales (Used)		KSF	841	27.06	0%	100%	27.06	\$15,107
Supermarket		KSF	850	93.84	24%	76%	71.32	\$39,816

LAND USE CATEGORY	LAND USE GROUP	DEMAND UNIT	ITE CODE	AVG. DAILY TRIP RATE	PASS BY REDUCTION	% NEW TRIPS	NET NEW TRIPS	PROPOSED FEE
Convenience Market-24 hr		KSF	851	762.28	51%	49%	373.52	\$208,524
Pharmacy/Drugstore with Drive-Through Window		KSF	881	108.40	49%	51%	55.28	\$30,861
Drive-In Bank		KSF	912	100.35	35%	65%	65.23	\$36,416
Auto Parts Sales		KSF	843	54.57	43%	57%	31.10	\$17,362
Restaurant: Sit-Down	Restaurant/ Drinking	KSF	932	107.20	43%	57%	61.10	\$34,110
Fast Food, w/Drive-Up		KSF	934	467.48	55%	45%	210.37	\$117,443

Source: ITETripGen Web-Based App, Trip Generation Manual, 11th Edition, Accessed 4.24.2025

Adjustment factors based on "List of Land Uses with Vehicle Pass-By Rates and Data", ITE Generation Manual, 11th Edition, Accessed 4.24.2025

NON-STANDARD IMPACT FEES

The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon public facilities.¹¹ This adjustment could result in a different impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis. The formula for a non-standard impact fee is as follows:

FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:

Total Demand Units x Estimated Trips per Unit x Adjustment Factors x \$558.27 = Impact Fee per Unit

The formula for a non-standard impact fee should be included in the impact fee enactment (by resolution or ordinance). In addition, the impact fee enactment should contain the following elements:

- A provision establishing one or more service areas within which the local political subdivision or private entity calculates and imposes impact fees for various land use categories.
- A schedule of impact fees for each type of development activity that specifies the amount of the impact fee to be imposed for each type of system improvement or the formula that the local political subdivision or private entity will use to calculate each impact fee.
- A provision authorizing the local political subdivision or private entity to adjust the standard impact fee at the time the fee is charged to:
 - Respond to unusual circumstances in specific cases or a request for a prompt and individualized impact fee review for the development activity of the state, a school district, or a charter school and an offset or credit for a public facility for which an impact fee has been or will be collected.
 - Ensure that the impact fees are imposed fairly.
- A provision governing calculation of the amount of the impact fee to be imposed on a particular development that permits adjustment of the amount of the impact fee based upon studies and data submitted by the developer.
- A provision that allows a developer, including a school district or a charter school, to receive a credit against or proportionate reimbursement of an impact fee if the developer:
 - Dedicates land for a system improvement.
 - Builds and dedicates some or all of a system improvement.
 - Dedicates a public facility that the local political subdivision or private entity and the developer agree will reduce the need for a system improvement.

¹¹ 11-36a-402(1)(c)

- A provision that requires a credit against impact fees for any dedication of land for, improvement to, or new construction of, any system improvements provided by the developer if the facilities:
 - Are system improvements; or,
 - Dedicated to the public and offset the need for an identified system improvement.

Other provisions of the impact fee enactment include exemption of fees for development activity attributable to low-income housing, the state, a school district, or a charter school. Exemptions may also include other development activities with a broad public purpose. If an exemption is provided, the entity should establish one or more sources of funds other than impact fees to pay for that development activity. The impact fee exemption for development activity attributable to a school district or charter school should be applied equally to either scenario.

CONSIDERATION OF ALL REVENUE SOURCES

The Impact Fees Act requires the proportionate share analysis to demonstrate that impact fees paid by new development are the most equitable method of funding growth-related infrastructure. See **Section V** for further discussion regarding the consideration of revenue sources.

EXPENDITURE OF IMPACT FEES

While this plan addresses a 10-year planning horizon, legislation requires that impact fees should be spent or encumbered within six years after each impact fee is paid. Impact fees collected in the IFFP planning horizon should be spent only on those projects outlined in the IFFP as growth-related costs to maintain the LOS.

GROWTH-DRIVEN EXTRAORDINARY COSTS

The City does not anticipate any extraordinary costs necessary to provide services to future development.

SUMMARY OF TIME PRICE DIFFERENTIAL

The Impact Fees Act allows for the inclusion of a time price differential to ensure that the future value of costs incurred at a later date is accurately calculated to include the costs of construction inflation. A five percent annual construction inflation adjustment is applied to the proposed capital improvements identified in this analysis. The impact fee analysis should be updated regularly to account for changes in costs estimates over time.

APPENDIX A: TRANSPORTATION IMPACT FEE FACILITIES PLAN PROJECT COSTS

TABLE A.1: WEST JORDAN CITY 2033 ROADWAY PROJECT IMPACT FEE ELIGIBLE COST SUMMARY

#	PROJECT	TYPE	FUNCTIONAL CLASS	YEAR *	BASE COST (2024\$) ²	CONST. YR. COST	OUTSIDE FUNDING SOURCES ¹	% OUTSIDE FUNDING	2023 ADT	2033 ADT	2023 CAPACITY	2033 CAPACITY	2033 ADT IN EXCESS OF '23 CAPACITY	NEW CAPACITY	% CUT-THROUGH	% IF ELIGIBLE (UNTIL 2033)	IF BEYOND 2033	IF ELIGIBLE (UNTIL 2033)	IF ELIGIBLE CONT. YEAR COST	
1-1	7000 S Widening from Bangerter Hwy to Redwood Rd	Widening	Minor Arterial (5-lane)	2029	\$43,280,000	\$55,237,466	WFRC	93%	27,000	34,000	27,900	32,300	4,400	4,400	21%	79%	0%	\$2,314,744	\$2,954,265	
1-2	7800 S Widening from Redwood Rd to Bingham Junction Boulevard	Widening	Major Arterial (7-lane)	2033	\$19,632,000	\$30,455,676	WFRC	93%	44,000	52,000	32,300	49,300	17,000	17,000	23%	77%	0%	\$1,023,396	\$1,587,623	
1-3	7800 S Widening from SR-111 to 5600 W	Widening	Minor Arterial (5-lane)	2025	\$18,904,081	\$19,849,285	WFRC	93%	23,000	32,000	15,130	32,300	16,870	17,170	7%	92%	1%	\$1,177,422	\$1,236,293	
1-4	9000 S New Construction from SR-111 to New Bingham Hwy	New Construction	Minor Arterial (5-lane)	2027	\$38,340,000	\$44,383,343	WFRC	93%	-	16,000	-	32,300	16,000	32,300	1%	49%	50%	\$1,271,853	\$1,472,329	
1-5	9000 S Widening from New Bingham Hwy to Bangerter Hwy	Widening	Major Arterial (7-lane)	2035	\$65,950,000	\$112,796,881	WFRC, UDOT	100%	UDOT FUNDED											
1-6	9000 S Widening from Bangerter Hwy to Redwood Rd	Widening	Major Arterial (7-lane)	2035	\$56,970,000	\$97,438,033	WFRC, UDOT	100%	UDOT FUNDED											
1-7	10200 S Widening from Bacchus Hwy to Mountain View Corridor	Widening	Minor Arterial (5-lane)	2033	\$19,410,000	\$30,111,281	WFRC, SJC	96%	8,000	16,000	10,625	32,300	5,375	21,675	44%	14%	42%	\$110,381	\$171,237	
1-8	SR-111/Bacchus Hwy Widening from 5400 S to South Jordan Parkway (11000 S)	Widening	Minor Arterial (5-lane)	2033	\$156,590,000	\$242,922,485	WFRC, UDOT	100%	UDOT FUNDED											
1-9	Mountain View Corridor Widening from Old Bingham Hwy to Porter Rockwell Blvd	Widening	Freeway	2027	\$490,000,000	\$567,236,250	WFRC, UDOT	100%	UDOT FUNDED											
1-10	7000 S New Construction from WJC Limits to 6100 W	New Construction	Major Collector (3-lane)	2033	\$29,390,000	\$45,593,536	WFRC, Developer	93%	-	10,000	-	15,130	10,000	15,130	12%	58%	30%	\$1,154,028	\$1,790,276	
1-11	8600 S New Construction from WJC Limits to 5600 W	New Construction	Major Collector (3-lane)	2025	\$42,320,000	\$44,436,000	WFRC	93%	-	4,000	-	15,130	4,000	15,130	1%	26%	73%	\$744,917	\$782,162	
1-12	7200 W New Construction from 8200 S to 9000 S	New Construction	Major Collector (3-lane)	2033	\$27,690,000	\$42,956,278	WFRC	93%	-	2,000	-	15,130	2,000	15,130	0%	13%	87%	\$243,700	\$378,058	
1-13	6700 W New Construction from 8600 S to Wells Park Rd	New Construction	Major Collector (3-lane)	2033	\$26,550,000	\$41,187,764	WFRC	93%	-	5,000	-	15,130	5,000	15,130	9%	30%	61%	\$539,231	\$836,523	
1-14	9000 S New Construction from City Limits to SR-111	New Construction	Major Collector (3-lane)	2033	\$18,990,000	\$29,459,723	WFRC	93%	-	12,000	-	15,130	12,000	15,130	0%	79%	21%	\$1,015,642	\$1,575,594	
1-15	7800 S Operations from Bangerter Hwy to Jaguar Drive	Operations	Minor Arterial (5-lane)	2030	\$3,500,000	\$4,690,335	WFRC, UDOT	100%	UDOT FUNDED											
1-16	7800 S Widening from Jaguar Drive to Redwood Rd	Widening	Major Arterial (7-lane)	2032	\$21,550,000	\$31,839,165	WFRC, UDOT	100%	UDOT FUNDED											
1-17	9400 S New Construction from SR-111 to 6700 W	New Construction	Major Collector (3-lane)	2033	\$9,696,000	\$15,041,678	WFRC	93%	-	2,000	-	15,130	2,000	15,130	40%	8%	52%	\$52,514	\$81,466	
1-18	7800 S New Construction from SR-111 to Tracks	New Construction	Major Collector (3-lane)	2033	\$15,300,000	\$23,735,322	WFRC	93%	-	11,000	-	15,130	11,000	15,130	0%	73%	27%	\$756,141	\$1,173,023	
1-19	Old Bingham Hwy: 5600 W to Mountain View Corridor	Widening	Major Collector (3-lane)	2033	\$7,053,889	\$10,942,897		0%	6,000	17,000	10,625	15,130	4,505	4,505	25%	75%	0%	\$5,290,417	\$8,207,173	
1-20	5600 W: Park and Ride to 10200 S	New Construction	Minor Collector (2-lane)	2033	\$3,207,544	\$4,975,954	WFRC, SJC	100%	WFRC, SJC FUNDED											
1-21	Wells Park Road Extension to 6700 W	New Construction	Minor Collector (2-lane)	2025	\$2,865,472	\$3,008,746	Developer	100%	DEVELOPER FUNDED											
1-22	Verdigris Drive New Construction	New Construction	Minor Collector (2-lane)	2033	\$2,853,078	\$4,426,060	Developer	100%	DEVELOPER FUNDED											
1-23	Copper Rim Drive: 7000 S to Verdigris Drive	New Construction	Minor Collector (2-lane)	2033	\$4,593,183	\$7,125,534	Developer	100%	DEVELOPER FUNDED											
1-24	Wood Ranch Collector	New Construction	Minor Collector (2-lane)	2030	\$14,867,735	\$19,924,187	Developer	100%	DEVELOPER FUNDED											

#	PROJECT	TYPE	FUNCTIONAL CLASS	YEAR *	BASE COST (2024\$) ²	CONST. YR. COST	OUTSIDE FUNDING SOURCES ¹	% OUTSIDE FUNDING	2023 ADT	2033 ADT	2023 CAPACITY	2033 CAPACITY	2033 ADT IN EXCESS OF '23 CAPACITY	NEW CAPACITY	% CUT-THROUGH	% IF ELIGIBLE (UNTIL 2033)	IF BEYOND 2033	IF ELIGIBLE (UNTIL 2033)	IF ELIGIBLE CONT. YEAR COST	
1-25	New Sycamore Drive; 7000 S to 7800 S	New Construction	Minor Collector (2-lane)	2030	\$11,000,835	\$14,742,171	Developer	100%	DEVELOPER FUNDED											
1-26	6200 S; 4800 W to Bangerter	Widening	Major Arterial (7-lane)	2033	\$34,120,000	\$52,931,319	WFRC, Kearns, Taylorsville	97%	35,000	40,000	32,300	49,300	7,700	17,000	36%	29%	35%	\$267,951	\$415,680	
1-27	4000 W; Old Bingham Hwy to South Jordan Border	Widening	Minor Arterial (5-lane)	2033	\$17,367,169	\$26,942,179	WFRC	93%	13,000	15,000	15,130	32,300	-	17,170	23%	0%	77%	\$0	\$0	
1-28	6600 W; Wells Park Rd to Old Bingham Hwy	New Roadway	Minor Collector (2-lane)	2025	\$11,052,889	\$11,605,533	Developer	100%	DEVELOPER FUNDED											
1-29	7400 S; SR-111 to Wood Ranch Collector	New Roadway	Minor Collector (2-lane)	2030	\$8,737,707	\$11,709,363	Developer	100%	DEVELOPER FUNDED											
1-30	New Bingham Hwy	Widening	Minor Arterial (5-lane)	2030	\$3,604,577	\$4,830,478	UDOT	100%	DEVELOPER FUNDED											
1-31	7400 S from 6700 W to SR-111	New Construction	Major Collector (3-lane)	2027	\$2,751,955	\$3,185,732		0%	-	2,000	-	15,130	2,000	15,130	0%	13%	87%	\$357,754	\$414,145	
1-32	7400 S New Construction from Brook Maple Way to Verdigris Drive	New Construction	Major Collector (3-lane)	2033	\$5,780,000	\$8,966,677	WFRC ,UDOT	93%	-	2,500	-	15,130	2,500	15,130	0%	16%	84%	\$62,609	\$97,127	
1-33	Haven Maple Drive to Fallwater Drive	New Construction	Minor Collector (2-lane)	2033	\$5,949,077	\$9,228,971	Developer	100%	DEVELOPER FUNDED											
TOTAL					\$1,239,867,191	\$1,673,916,301		97%										\$16,382,698	\$23,172,976	

1. WFRC STIP (State Transportation Improvement Program), UDOT, adjacent cities, or other external funding sources
2. Widening costs estimates represent the cost of widening for new growth
Source: IFFP, p. 15
*Based on review by City staff. Project year may differ from that in the IFFP.

DRAFT

TABLE A.2: WEST JORDAN CITY 2033 INTERSECTION PROJECT IMPACT FEE ELIGIBLE COST SUMMARY

#	PROJECT	IMPROVEMENT	ESTIMATED YEAR*	BASE COST**	CONSTRUCTION YEAR COST	OUTSIDE FUNDING SOURCES ¹	% OUTSIDE FUNDING	% CUT-THROUGH	% IF ELIGIBLE (UNTIL 2033)	IF ELIGIBLE (UNTIL 2033)	IF ELIGIBLE CONT. YEAR COST
1-A	4000 W & Old Bingham - Realignment to N	Realignment	2027	\$5,000,000	\$5,795,147		0%	23%	77%	\$3,854,671	\$4,462,264
1-B	Prosperity & 10200 S	Signal	2025	\$400,000	\$420,716	SJC	50%	44%	56%	\$112,191	\$117,801
1-C	5490 W & 7800 S	Roundabout	2028	\$1,500,000	\$1,826,211	WFRC	50%	7%	93%	\$698,629	\$849,188
1-D	3200 W & Jordan Line Parkway	Signal	2026	\$375,000	\$413,438	Developer	100%			DEVELOPER FUNDED	
1-E	7200 W & 8200 S	Roundabout	2033	\$1,499,551	\$2,326,296		0%	0%	100%	\$1,499,551	\$2,326,296
1-F	7200 W & 8600 S	Roundabout	2033	\$1,253,248	\$1,944,199	Developer	100%			DEVELOPER FUNDED	
1-G	6700 W & 8600 S	Roundabout	2025	\$1,458,767	\$1,536,498		0%	1%	99%	\$1,448,698	\$1,521,133
1-H	Airport Rd & 7000 S	Signal	2025	\$375,000	\$394,358		0%	29%	71%	\$266,661	\$279,994
1-I	Mountain View Corridor Interchange	New Interchange	2033	\$50,000,000	\$77,566,411	UDOT	100%			UDOT FUNDED	
1-J	Mountain View Corridor Interchange	New Interchange	2033	\$50,000,000	\$77,566,411	UDOT	100%			UDOT FUNDED	
1-K	Gardner Lane and Redwood Road	Intersection Improvements	2025	\$718,000	\$753,900	UDOT	0%	2%	98%	\$703,640	\$738,822
1-L	7600 S and Redwood Road	Intersection Improvements	2030	\$600,000	\$800,379	UDOT	0%	35%	65%	\$388,216	\$520,247
1-M	7300 W and 9000 S	Roundabout	2033	\$1,253,248	\$1,944,199	Developer	100%			DEVELOPER FUNDED	
1-N	6400 W and 7800 S	Roundabout	2025	\$1,565,329	\$1,643,595	WFRC	100%			WFRC FUNDED	
1-O	9000 S and Old Bingham Hwy	High-T Intersection	2033	\$1,000,000	\$1,551,328	UDOT	100%			UDOT FUNDED	
1-P	9000 S & New Bingham Hwy	Realignment and Signal	2027	\$4,705,308	\$5,446,982	UDOT, WFRC	100%			UDOT FUNDED	
1-Q	9000 S & 6400 W	Signal	2025	\$400,000	\$420,000		0%	1%	99%	\$396,000	\$415,800
1-R	9000 S & 6700 W	Signal	2025	\$400,000	\$420,000		0%	1%	99%	\$396,000	\$415,800
1-S	6400 W & New Bingham Hwy	Signal	2025	\$400,000	\$420,000	UDOT	100%			UDOT FUNDED	
1-T	8600 S & Bacchus Hwy	Signal	2026	\$450,000	\$496,125	UDOT	100%			UDOT FUNDED	
1-U	9000 S & Bacchus Hwy	Signal	2025	\$450,000	\$472,500	UDOT	100%			UDOT FUNDED	
1-V	9400 S & SR-111	Signal	2033	\$450,000	\$698,098	UDOT	100%			UDOT FUNDED	
1-W	7400 S & SR-111	Signal	2025	\$400,000	\$420,000	UDOT	100%			UDOT FUNDED	
1-X	7000 S & SR-111	Signal	2030	\$450,000	\$603,043	UDOT	100%			UDOT FUNDED	
1-Y	Old Bingham Hwy & SR-111	Signal	2025	\$400,000	\$420,000	UDOT	100%			UDOT FUNDED	
1-Z	7000 S & High Bluff Drive	Signal	2030	\$400,000	\$538,638		0%	25%	75%	\$301,455	\$403,979
1-AA	7000 S Rail Crossing Improvement	Rail Crossing Improvement	2027	\$3,000,000	\$3,472,875	Developer	100%			DEVELOPER FUNDED	
1-BB	New Sycamore Drive Rail Crossing Improvement	Rail Crossing Improvement	2034	\$2,000,000	\$3,257,789		0%	0%	0%***	\$0	\$0
1-CC	Wood Ranch Collector Rail Crossing Improvement	Rail Crossing Improvement	2030	\$2,000,000	\$2,680,191		0%	0%	100%	\$2,000,000	\$2,680,191
1-DD	Old Bingham Hwy & Mountain View Corridor Interchange	New Interchange	2033	\$60,000,000	\$93,079,693	UDOT, WFRC	100%			UDOT FUNDED	
1-EE	7800 S & Jordan River Bridge Replacement	Bridge Replacement	2033	\$20,000,000	\$30,832,057	WFRC, UDOT, Midvale	93%	23%	77%	\$1,036,044	\$1,607,244
1-FF	6400 W & 7400 S	Roundabout	2033	\$1,246,032	\$1,928,500	Developer	75%	0%	100%	\$310,782	\$482,125
1-GG	6200 W & 7800 S	Roundabout	2025	\$1,556,551	\$1,637,038	UDOT, WFRC	93%	7%	93%	\$98,161	\$103,069
1-HH	6400 W & 7600 S	Roundabout	2033	\$1,437,910	\$2,230,670	Developer	100%			DEVELOPER FUNDED	
1-II	7400 S Rail Crossing Improvement	Rail Crossing Improvement	2033	\$2,000,000	\$3,095,424		0%	0%	100%	\$1,995,338	\$3,095,424
1-JJ	6400 W & Wells Park Rd	Signal	2030	\$450,000	\$601,637		0%	0%	100%	\$448,951	\$601,637
1-KK	Old Bingham Hwy & Hawley Park Road	Signal	2026	\$450,000	\$496,125		0%	25%	75%	\$337,500	\$372,094
1-LL	Bagley Park Rd & Hawley Park Road	Signal	2026	\$400,000	\$439,972		0%	0%	100%	\$399,068	\$439,972
TOTAL				\$220,443,944	\$330,590,444		91%			\$16,691,556	\$21,433,079

¹ WFRC STIP (State Transportation Improvement Program), UDOT, adjacent cities, or other external funding sources
Source: IFFP, p. 16
* Based on review by City staff. Project year may differ from that in the IFFP.
** Displays the rounded base cost to align with IFFP. The calculated construction year cost and cost to IFA reflects actual costs.
*** Project year established by City staff is beyond the IFFP horizon and is not IFA eligible.

ITEM 5A:ORDINANCE 25-48

Topic: Adopting the Impact Fee Facilities Plan (IFFP), Impact Fee Analysis (IFA), and impact fees for transportation

Applicant:

Staff Contact: Danyce Steck, Administrative Services Director

WHAT ARE IMPACT FEES?

One-time fees charged by local governments to developers to offset the financial impact that new development has on public infrastructure.

They are designed to ensure that the costs associated with new development are borne by the development rather than existing taxpayers.

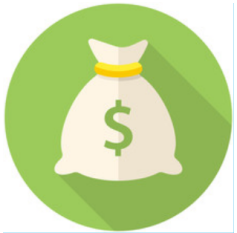
UTAH CODE 11-36A (IMPACT FEE ACT)

Before imposing an impact fee, the following shall be prepared:



Impact Fee Facilities Plan (IFFP)

- Demand on the City from new development
- Projects resulting from the demand



Impact Fee Analysis (IFA)

- Cost of the projects
- All financing sources for the projects

OUTSIDE CONSULTANTS

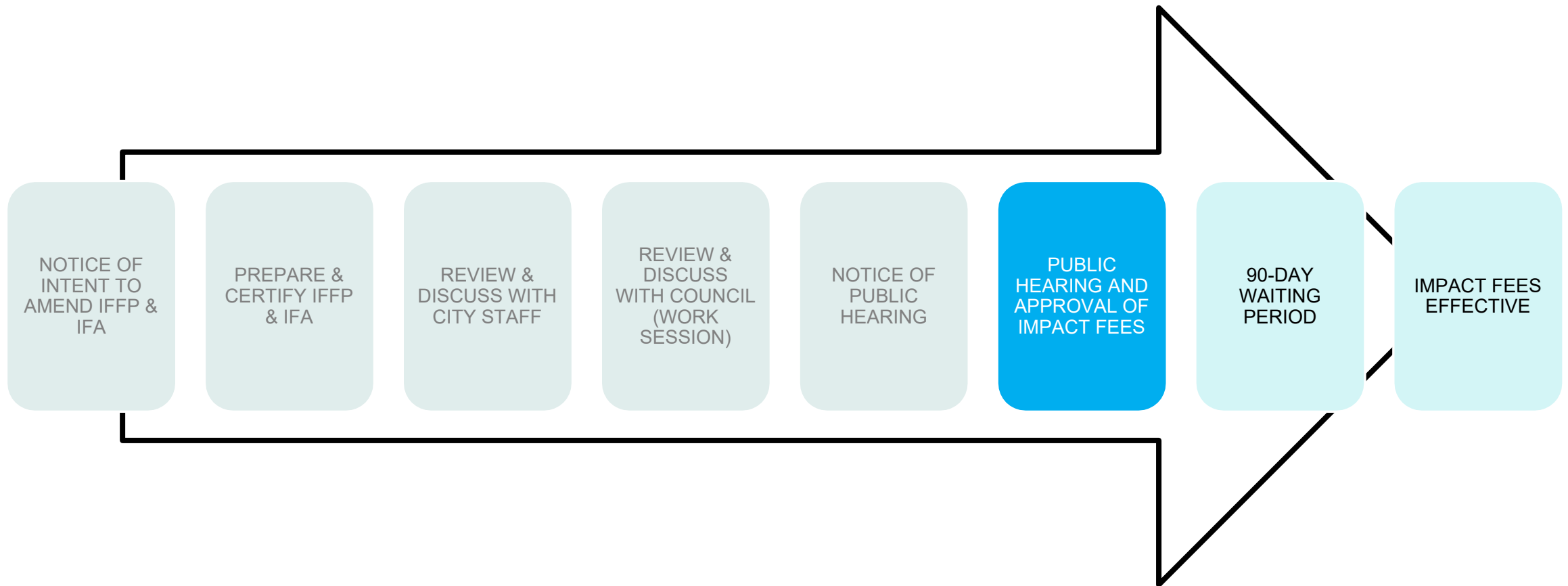
Impact Fee Facilities Plan (IFFP)



Impact Fee Analysis (IFA)



PROCESS



METHODOLOGY

Service area	Entire city
Inventory of existing infrastructure	Depreciation schedule
Level of service	Level of Service D for arterial and collector roadways <i>Source: IFFP and Transportation Master Plan</i>
Projects	Study: Combined buy-in to existing roads and new roads Staff Proposed: Remove buy-in component
Financing sources	No bonding considered Other financing considered

COST ANALYSIS & RECOMMENDATION

	Total Cost	% to Development	Cost to Development	New Trips	Cost per Trip
Existing Roads (Buy-in)	\$ 115,436,821	12.9%	\$ 14,917,703	106,687	\$ 139.83
Future Roads	44,180,659	52.5%	23,172,976	106,687	217.21
Future Intersections	31,301,160	68.5%	21,433,079	106,687	200.90
Study Updates	36,160	100.0%	36,160	106,687	0.34
Study-supported Maximum Impact Fee					\$ 558.27
Proposed Impact Fee					\$ 418.44

INCREASING CONSTRUCTION COSTS

Previous study was conducted in 2016

The National Highway Construction Cost Index
(NHCCI) increased
by over 92%
between 2016 – 2025.

Source: FHWA NGCCI Dashboard

PROVEN VARIATIONS

The developer may provide a trip study for the specific development and receive a discount on the impact fee if the trips generated are less than those listed in the IFFP.

RECOMMENDATIONS

- Maintain consolidated categories (shown on next slide)
- Discount the study-supported fee by 25% (removing the buy-in component)
Study-supported fee = \$558.27 per trip
Proposed fee = \$418.44 per trip
- Consider increasing the fee annually by 5-10% per year until next study update
- Conduct study updates every 2-4 years to address inflation

Land Use Group	Land Use Category	Per	Current Fee	Study Fee ³	Proposed Fee
Residential	Single Family	Dwelling	\$ 2,333	\$ 5,264	\$ 3,946
	Multifamily Housing	Dwelling	1,690	3,763	2,820
	Assisted Living	Bed	273	1,451	1,088
Lodging	Hotel	Room	578	4,461	3,343
	Motel	Room	578	1,870	1,402
Institutional	Church ²	K Sq Ft ¹	2,706	4,243	3,180
Industrial	Light Industrial	K Sq Ft ¹	392	2,719	2,038
	Warehouse	K Sq Ft ¹	365	955	716
Medical	Hospital	K Sq Ft ¹	1,359	6,013	4,507
	Nursing Home	K Sq Ft ¹	781	3,768	2,824
Office	General Office	K Sq Ft ¹	1,706	6,052	4,536
Commercial	Retail ²	K Sq Ft ¹	2,706	14,671	10,997

FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:

Total Demand Units x Estimated Trips per Unit x Adjustment Factors x \$418.44 = Impact Fee per Demand Unit

¹ K Sq Ft = 1,000 square feet

² Current fee uses Commercial category, Include restaurants in this category

³ Study fee is the maximum fee justified in the study

QUESTIONS ?



Office of the City Council

8000 South Redwood Road

West Jordan, Utah 84088

(801) 569-5017

CITY OF WEST JORDAN NOTICE OF PUBLIC HEARING

Notice is hereby given that the City of West Jordan intends to adopt an updated Impact Fee Facilities Plan, Impact Fee Analysis, and Impact Fee Ordinance, for transportation and road infrastructure within the City of West Jordan. The West Jordan City Council will hold a public hearing on **Tuesday, December 16, 2025, at 7:00 p.m.** (or as soon thereafter as possible) at **West Jordan City Hall in the Council Chambers, 8000 S Redwood Road, West Jordan, Utah.** The purpose of the public hearing is to receive input and consider approval and adoption of the Impact Fee Facilities Plan, Impact Fee Analysis, and setting the impact fees by ordinance. All interested persons shall be given the opportunity to be heard.

Copies of the Impact Fee Facilities Plan and Impact Fee Analysis, including a summary, are available for public review at West Jordan City Hall, West Jordan Library, and Bingham Creek Library, and are available digitally on the City website at www.westjordan.utah.gov/finance-department.

If you are interested in participating in the public hearing, please visit the City of West Jordan website at <https://westjordan.primegov/public/portal> approximately four (4) days prior to the meeting for packet materials and Zoom login information.

Alternatively, you may share your comments with the Council prior to the meeting by calling the 24-Hour Public Comment line at (801) 569-5052 or by emailing councilcomments@westjordan.utah.gov. Please contact the Council Office at (801) 569-5017 for further information.

Notice of Special Accommodations (ADA)

In accordance with the Americans with Disabilities Act, the City of West Jordan will make reasonable accommodations for participation in the meeting. Request for assistance can be made by contacting the West Jordan City Council Office at (801) 569-5017 and providing at least three working days advance notice of the meeting. TTY 711

Notice of Electronic or Telephone Participation

One or more council members may participate electronically in this meeting using online video conferencing technology per Utah Code (§52-4-207) and West Jordan City Code 1-13-1-E. Participation will be broadcast and amplified so all present in the meeting will be able to hear or see the communication.

Posted December 3, 2025

/s/ Cindy M. Quick, MMC

Council Office Clerk



REQUEST FOR COUNCIL ACTION

Action: Need Council to take action

Meeting Date Requested : 12/16/2025

Presenter: Korban Lee, City Administrator

Deadline of item :

Applicant: Wasatch Improv Festival

Department Sponsor: Administration

Agenda Type: BUSINESS ITEMS

Presentation Time: 5 Minutes

(Council may elect to provide more or less time)

1. AGENDA SUBJECT

Resolution No. 25-065 Authorizing the Mayor to Execute a Partnership Agreement With the Wasatch Improv Festival

2. EXECUTIVE SUMMARY

Council is being asked to consider a partnership agreement with the Wasatch Improv Festival (Festival) for use of the CVCU Community & Arts Building.

The Festival has reserved the CVCU Community & Arts Building (8105 South 2200 West, West Jordan, UT 84088) for their 9th annual event and are requesting that the City of West Jordan sponsor their use of the facility.

3. TIME SENSITIVITY / URGENCY

The Festival is scheduled for January 15-17, 2026

4. FISCAL NOTE

Evening rates at the CVCU Community & Arts Center range from \$262.50-\$750, pending residency and/or non-profit status. Costs are estimated to be \$350/day, including a \$750 security deposit (~\$1,800).

5. MAYOR RECOMMENDATION

6. COUNCIL STAFF ANALYSIS

Timeline & Background Information

This potential partnership was discussed among Council in the [December 2, 2025, City Council Meeting](#):

- Council Member Bob Bedore, one of the founding members of the Wasatch Improv Festival, disclosed his involvement and offered to recuse himself from voting but remained available to answer questions as an expert. The festival, which has been held in Midvale for eight years, is seeking to relocate to West Jordan's new Canyon View Credit Union Community and Arts Center. Council Member Kent Shelton explained that the organizers were requesting a fee waiver for use of the facility.
- City Administrator Korban Lee proposed structuring the arrangement as a partnership contract rather than a simple waiver. Under this agreement, the City would contribute the facility and co-sponsorship, while the festival would market West Jordan as the new home

of the event, provide free improv classes for residents, and elevate the city's cultural profile. Council Members discussed whether the group qualified as nonprofit or for-profit, and how the arrangement would comply with state requirements for city support.

- Council Members expressed enthusiasm about hosting the festival, noting its reputation and potential to draw audiences and performers. Bedore highlighted that the festival could sell out the 230-seat venue, attract hotel stays, and bring recognition to West Jordan. The consensus was supportive of moving forward with a formal agreement that clearly outlined the quid pro quo: the City provides the venue and visibility, while the festival delivers community benefits such as resident classes and cultural enrichment

Additional Information & Analysis

From their website (wasatchimprov.com): *The Wasatch Improv Festival strives to shine light upon the many different forms of Improv and lend a welcoming stage to its performers. Through activities, teaching, and performances, it is the goal of the festival to grow the love of this craft and present a true "Yes, and" experience to all who participate, whether they be a performer or an audience member.*

7. POSSIBLE COUNCIL ACTION

The Council may choose to take one of the following actions:

1. Approve the Resolution as written and proposed OR with stated amendments;
2. Not Approve the Resolution;
3. Continue the item to a future specified date;
4. Move the item to an unspecified date;
5. Refer the item back to a Committee of the Whole Meeting, Council Subcommittee, or an Ad Hoc Committee;
6. Refer the item back to Council Staff or Administrative Staff.

8. ATTACHMENTS

Resolution No. 25-065
Agreement

THE CITY OF WEST JORDAN, UTAH
A Municipal Corporation

RESOLUTION NO. 25-065

**A RESOLUTION APPROVING A SPONSORSHIP AGREEMENT WITH QUICK WITS
COMEDY, LLC FOR THE WASATCH IMPROV FESTIVAL**

WHEREAS, the City Council of the City of West Jordan has reviewed the attached sponsorship agreement (the "Agreement") between Quick Wits Comedy, LLC and the City of West Jordan; and

WHEREAS, Quick Wits Comedy, LLC is organizing the Wasatch Improv Festival to be held January 15-17, 2026;

WHEREAS, the City Council believes that hosting the Wasatch Improv Festival will bring economic and other benefits to West Jordan;

WHEREAS, the City Council desires to support the Wasatch Improv Festival through sponsorship and to allow the festival to be hosted in West Jordan;

WHEREAS, the City Council desires to approve of the Agreement and to authorize the Mayor to execute the Agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH:

Section 1. The City Council hereby approves of the Agreement and authorizes the Mayor to execute the same.

Section 2. This Resolution shall take effect immediately.

ADOPTED by the City Council of the City of West Jordan, Utah, this ___ day of December 2025.

CITY OF WEST JORDAN

By: _____

Kayleen Whitelock

Council Chair

ATTEST:

Cindy M. Quick, MMC

Council Office Clerk

Voting by the City Council

Council Chair Kayleen Whitelock

Council Vice Chair Bob Bedore

"YES"

☐☐

"NO"

☐☐

51	Council Member Chad Lamb	<input type="checkbox"/>	<input type="checkbox"/>
52	Council Member Pamela Bloom	<input type="checkbox"/>	<input type="checkbox"/>
53	Council Member Kelvin Green	<input type="checkbox"/>	<input type="checkbox"/>
54	Council Member Kent Shelton	<input type="checkbox"/>	<input type="checkbox"/>
55	Council Member Zach Jacob	<input type="checkbox"/>	<input type="checkbox"/>

WASATCH IMPROV FESTIVAL SPONSORSHIP AGREEMENT

This WASATCH IMPROV FESTIVAL SPONSORSHIP AGREEMENT (“Agreement”) is made and entered into by and between the CITY OF WEST JORDAN (“City”) and QUICK WITS COMEDY, LLC (“Quick Wits”). City and Quick Wits are sometimes collectively referred to herein as “Parties” and individually as “Party.”

RECITALS

A. WHEREAS, Quick Wits manages the Wasatch Improv Festival (“WIF”), a three-day festival dedicated to improvisational comedy.

B. WHEREAS, the City has determined that the WIF will provide a cultural and financial benefit to the community.

NOW, THEREFORE, in consideration of the foregoing recitals and the mutual covenants hereinafter set forth, and other good and valuable consideration, the receipt and adequacy of which is hereby acknowledged, the Parties agree as follows:

AGREEMENT

1. Term. This Agreement shall be effective upon its execution by all Parties (the “Effective Date”). The initial term of this Agreement shall end on December 31, 2026 (“Initial Term”). This Agreement may be renewed for four (4) additional one (1) year terms upon written agreement of the Parties (each a “Renewal Term”). The City may terminate this Agreement at any time, for any reason, upon thirty (30) days’ notice.

2. Festival. Quick Wits may utilize the Canyon View Credit Union Community and Arts Center (“CVCU Center”) from January 15, 2026 through January 17, 2026 for the WIF without payment of fees to the City, excluding the refundable security deposit as set forth herein. For each Renewal Term, Quick Wits may reserve, in accordance with the City’s then-current facility use policy, the CVCU Center for a three-day block for the WIF in accordance with the terms of this Agreement.

3. Workshops. During the Initial Term and each Renewal Term, Quick Wits shall hold three (3) improv workshops that are free to West Jordan residents. Subject to availability, Quick Wits may utilize the CVCU Center for the workshops without payment of fees to the City, excluding the security deposit set forth herein. Use of the CVCU Center for the workshops must be scheduled in accordance with the City’s then-current facility use policy.

4. Security Deposit. Quick Wits shall pay a refundable security deposit in the amount of \$750 to the City (“Security Deposit”) prior to each event held at the CVCU Center. Should Quick Wits or its invitees and guests cause any damage to City facilities or property, the City will, at its sole discretion, debit the cost of any repairs or replacement of property from the Security Deposit. The cost of repairs or replacement of property exceeding the amount of the Security Deposit will be charged to Quick Wits. Quick Wits will pay the City the amount due and owing

within seven (7) days of receipt of demand for payment. Any leftover balance of the Security Deposit will be refunded to Quick Wits within forty-five (45) days of the last date of the facility reservation.

5. Marketing.

- a. During the Initial Term and any Renewal Terms, Quick Wits will:
 - i. Use the City’s name (either “City of West Jordan” or “West Jordan”) in any communications or marketing materials referencing the WIF;
 - ii. Use the name “Canyon View Credit Union Community & Arts Center” when referencing the CVCU Center, unless the City directs otherwise in writing;
 - iii. Provide City Communications staff clear and complete event information no later than thirty (30) days prior to any event, including, data, time, location, description, cost, and registration information;
 - iv. Notify City Communications staff of any changes to event information as soon as reasonably possible;
 - v. Provide City Communications staff with a high-quality logo (PNG or SVG preferred) and additional branding guidelines, if any, no later than thirty (30) days prior to any event; and
 - vi. Designate a point of contact for reviewing and approving graphics or verifying event information.
- b. During the Initial Term and any Renewal Terms, and when provided timely event information and other materials, City will:
 - i. Promote the WIF and approved events in social media with at least one (1) Facebook post and one (1) Instagram Story;
 - ii. Promote the WIF and approved events with at least one (1) message in the City email newsletter;
 - iii. Promote the WIF and approved events in the City’s online community calendar; and
 - iv. Provide event graphics if Quick Wits cannot provide ready-to-use logos and other marketing materials that do not meet City standards.

- c. City shall maintain sole discretion over final wording, timing, platform, and frequency of promotional messaging to maintain applicable City standards.

6. Access. Quick Wits and its agents, members, and guests may only utilize, enter, or occupy the CVCU Center, including entrances, exits, or other areas approved by the City. Use, access, or occupation of any area of the CVCU Center otherwise closed to the public is expressly prohibited.

7. Prohibited Activities. Quick Wits and its agents, members, and guests may not use the CVCU Center to engage in activities involving the use of weapons, ignition devices (such as fireworks), large quantities of water, open flames, throwing objects, cooking, or any inherently dangerous physical activity, including, but not limited to, running, jumping, or wrestling. Quick Wits must notify the City's Risk Manager of any injury or damage to property occurring on City property and involving any individual attending a Quick Wits event within twenty-four (24) hours of the occurrence. The City Risk Manager may be contacted by calling (801) 569-5140.

8. Signs. Quick Wits may post limited, simple signage in and outside the CVCU Center for the sole purpose of directing agents, members, and guests to approved entrances, exits, and other spaces in the CVCU Center. Quick Wits is prohibited from placing any other signs, placards, flags, banners, lights, displays, or advertisements of any character on the building exterior, landscaping, or windows visible to the exterior of any City facility without the City's express written authorization. Quick Wits is solely responsible for creating and posting any signage allowed under this Agreement.

9. Cleanup. Quick Wits is solely responsible for all damage to the CVCU Center or other City property resulting from Quick Wits' use of the same. It is Quick Wits' sole responsibility to return the CVCU Center, and any City property impacted by Quick Wits' activities under this Agreement, to the same condition as existed prior to Quick Wits' use of the same, including cleaning up all waste, trash, or other debris. The City may, in its sole discretion, debit any cleanup, repair, or replacement costs from the Security Deposit or submit an invoice for payment to Quick Wits. Quick Wits shall remit full payment to City within seven (7) days of Quick Wits' receipt of any invoice for the cost of any repair or replacement of damaged property.

10. Compliance with Law. Quick Wits and its agents, members, and guests shall at all relevant times strictly comply with: (1) all applicable federal, state, and local laws and regulations; and (2) the City's applicable facility use policy to the extent such policy is not inconsistent with the terms of this Agreement.

11. City's Right of Access. Quick Wits' use of the CVCU Center shall not limit or interfere with City's ability to enter or access the CVCU Center, or any other City property, as the City deems appropriate in its sole discretion.

12. Indemnification. Quick Wits, on behalf of itself and its officers, directors, employees, members, agents, successors, assigns, affiliates, and subsidiaries agrees to defend, indemnify, and hold harmless City and its employees, officials, agents, successors, assigns, affiliates, and subsidiaries from all claims, liabilities, actions, causes of action, suits, demands,

warranties, rights, losses, damages, punitive damages, costs, expenses, attorney fees, and compensation of any kind and nature whatsoever, whether known or unknown, foreseen or unforeseen, and whether based on tort, strict liability, warranty, contract, statute, common law, or other theory which any individual or entity now has or which it may hereafter accrue on account of, resulting from, or in any way arising out of Quick Wits' use of the CVCU Center or other City property.

13. Insurance. Quick Wits shall procure, and maintain for the duration of this Agreement, insurance against claims for injuries to persons or damages to property which may arise from or is in connection with Quick Wits' use of the CVCU Center. Quick Wits shall bear all costs of such insurance. Quick Wits shall provide proof of insurance to the City at least seven (7) days prior to any event. Quick Wits shall provide the City with copies of certificates (on the City certificate form) for all policies reflecting the coverage. The insurance coverage shall be issued by insurers duly qualified to offer and bind coverage within the state of Utah, with an AM Best rating of A or better and a Financial Size Category of X or higher. Coverage shall be at least as broad as follows:

A. General Liability Insurance. Commercial general liability insurance written on an occurrence basis, arising out of claims for bodily injury (including death), property damage, products liability, completed operations liability, personal injury, advertising injury, damage to premises rented to you, with not less than \$1,000,000 per occurrence and \$1,000,000 aggregate with the City, its officers, agents, employees, and volunteers as an additional insured and waiver of all rights of subrogation on the part of the insurer against the City, its officers, agents, employees, and volunteers.

B. Workers' Compensation and Employer's Liability. Worker's compensation and employer's liability insurance sufficient to cover all of Quick Wits' employees pursuant to Utah law. This requirement includes those who are doing business as an individual and/or as a sole proprietor as well as corporations and partnerships. In the event any work is subcontracted, Quick Wits shall require its subcontractor(s) similarly to provide worker's compensation insurance for all of the latter's employees, unless a waiver of coverage is allowed and acquired pursuant to Utah law.

C. Additional Insured. Quick Wits shall name the City as an Additional Insured, for the above referenced insurance requirements.

D. Waiver. Quick Wits hereby waives any and every claim for recovery from the City and its officers, directors, employees, members, agents, successors, assigns, affiliates, and subsidiaries for any and all loss or damage covered by any of the insurance policies to be maintained under this Agreement.

14. Governmental Immunity. No term or condition of this Agreement shall be construed or interpreted as the City's waiver, express or implied, of any of the immunities, rights, benefits, protections, or other provisions of the Utah Governmental Immunity Act, Utah Code §§ 63G-7-101, *et seq.*

15. Integration Clause. This Agreement contains the entire agreement between the Parties relating to Quick Wits' use of the CVCU Center and supersedes all previous negotiations, discussions, or agreements between the Parties. No evidence of any prior or other release shall be permitted to contradict or vary the terms hereof. This Agreement may not be modified, except in writing signed by all Parties.

16. Severability Clause. In the event any provision of this Agreement shall be held to be invalid or unenforceable, such invalidity or unenforceability shall not affect the validity of any other provision hereof and this Agreement shall be construed as if such invalid or unenforceable provision were not contained herein provided that the Agreement as so modified preserves the basic intent of the Parties.

17. Further Assurances. Each Party shall take any and all actions as are reasonably requested by another Party and are necessary to carry out the purposes, provisions, and intent of this Agreement.

18. Counterparts. This Agreement may be executed simultaneously in two or more counterparts, all of which together shall constitute one and the same instrument. Any copy, facsimile, electronic, or other non-original duplication of an original signature of this Agreement shall be deemed an original for purposes of the enforcement or establishment of the validity or authenticity of this Agreement.

19. Successors and Assigns. This Agreement will be binding on and inure to the benefit of the Parties, and, where applicable, their respective parents, subsidiaries, divisions, officers, directors, owners, associates, predecessors, successors, heirs, assigns, agents, partners, employees, insurers, and representatives.

20. Construction of Agreement. This Agreement will be construed as a whole in accordance with its fair meaning and in accordance with the laws of the state of Utah. The Parties acknowledge that they have read this Agreement and are fully aware of its content and its legal effect. The terms of this Agreement have been negotiated by the Parties and their respective legal counsel. Accordingly, the terms of this Agreement may not be construed in favor of or against any Party. The headings used in this Agreement are for reference only and may not affect the construction of this Agreement.

21. Venue. Any and all actions arising from or out of this Agreement shall be filed in a state or federal court sitting in Salt Lake County in the state of Utah. The Parties hereby consent to the jurisdiction of the courts sitting in the state of Utah and waive any argument that venue in Salt Lake County, Utah is not convenient.

22. Authority. By executing this Agreement, each Party represents that such Party has the right, legal capacity, power, and authority to enter into this Agreement and to perform the obligations set forth in this Agreement without the consent, approval, or authorization of any person, entity, tribunal, or other regulatory or governmental authority. The execution of this Agreement by the Parties, the performance by the Parties of their obligations under this

Agreement, and the transactions contemplated by this Agreement do not require any further action by or consent of any third party.

23. Representation Regarding Ethical Standards for City Officers and Employees and Former City Officers and Employees. Quick Wits represents that it has not (1) provided an illegal gift or payoff to a City officer or employee or former City officer or employee or their relative or business entity; (2) retained any person to solicit or secure this contract upon an agreement or understanding for a commission, percentage, brokerage or contingent fee, other than bona fide employees or bona fide commercial selling agencies for the purpose of securing business; (3) knowingly breached any of the ethical standards set forth in the City's conflict of interest ordinance; or (4) knowingly influenced, and hereby promises that it will not knowingly influence, a City officer or employee or former City officer or employee to breach any of the ethical standards set forth in the City's conflict of interest ordinance, Title 1, Chapter 1 of the West Jordan City Code.

IN WITNESS WHEREOF, the Parties execute this Agreement as of the date set forth below.

CITY OF WEST JORDAN	
<hr/>	
Mayor Dirk Burton	Date
ATTEST:	
<hr/>	
City Recorder	Date
APPROVED AS TO FORM:	
<hr/>	
City Attorney's Office	Date

QUICK WITS COMEDY, LLC
Date: _____
By: _____
Title: _____



REQUEST FOR COUNCIL ACTION

Action: Need Council to take action

Meeting Date Requested : 12/16/2025

Presenter: Deputy Fire Chief Chris Trevino

Deadline of item :

Applicant:

Department Sponsor: Fire Department

Agenda Type: BUSINESS ITEMS

Presentation Time: 15 Minutes

(Council may elect to provide more or less time)

1. AGENDA SUBJECT

Ordinance No. 25-63 Adoption of the West Jordan Wildland Urban Interface (WUI) Map and Code Modifications

2. EXECUTIVE SUMMARY

The Council is being asked to adopt the 2006 Wildland Urban Interface Code and a map specific to the City of West Jordan outlining a defined wildland urban interface area. The purpose of this presentation is to seek approval to meet the necessary requirements of HB 48, which will take effect on January 1, 2026.

3. TIME SENSITIVITY / URGENCY

The bill outlines that each municipality must adopt and enforce the WUI Code by January 1, 2026.

4. FISCAL NOTE

Currently, there are no noted costs to the city.

5. PLANNING COMMISSION RECOMMENDATION

The Planning Commission recommended that this item be forwarded to the City Council for approval during the Planning Commission meeting held on December 9, 2025.

6. ADMINISTRATIVE STAFF ANALYSIS

Fire department staff worked to capture the needs of the City and to meet the intent of the bill as outlined.

7. MAYOR RECOMMENDATION

8. COUNCIL STAFF ANALYSIS

Timeline & Background Information

Staff initially discussed this item with the Council in the [October 28, 2025 Committee of the Whole meeting](#):

- The Council received a briefing on House Bill 48, which requires cities to adopt the Wildland Urban Interface (WUI) Code and designate a WUI area by January 2026. Staff explained that although the State's code includes a map, West Jordan would create its own, and the primary concerns centered on cost impacts, insurance implications, and how the designation might affect development. Staff emphasized that the purpose of HB 48 is

mitigation, that West Jordan likely has no areas considered “high-risk,” and that any designated WUI area would require fire-resistant construction standards for new development.

- Council discussion focused on where the WUI boundary should be drawn, with several members expressing support for placing it as far west as possible—generally along the western edge of developable land. Questions were raised about oversight, fireworks restrictions, and how the designation might evolve over time.
- **Outcome:** staff would return with a formal recommendation for the WUI boundary, based on Council feedback favoring a narrow 300–500-foot strip along the far western edge of the city.

Additional Information & Analysis

As found on the [FAQ page](#) of the Utah Division of Forestry, Fire and State Lands (UDFFSL), House Bill 48 (HB 48), titled “Wildland Urban Interface Modifications,” was passed during the 2025 General Legislative Session in Utah. The bill focuses on reducing wildfire risks in the Wildland Urban Interface (WUI) and establishes new responsibilities, standards, and fees for homeowners, cities, and counties.

Introduced “due to the increasing frequency and severity of wildfires... [and] to proactively protect communities and generate funding for mitigation efforts”, HB 48 became law on March 3, 2025, and will take effect January 1, 2026. The bill can be found on the [Utah State Legislature’s website](#).

There is an interactive state map found at <https://wrap.wildfirerisk.utah.gov/Map/Public/#whatsyour-risk>.

9. POSSIBLE COUNCIL ACTION

The Council may choose to take one of the following actions:

1. Approve the Ordinance/Resolution as written and proposed OR with stated amendments;
2. Not Approve the Ordinance/Resolution;
3. Continue the item to a future specified date;
4. Move the item to an unspecified date;
5. Refer the item back to a Committee of the Whole Meeting, Council Subcommittee, or an Ad Hoc Committee;
6. Refer the item back to Council Staff or Administrative Staff.

10. ATTACHMENTS

Ordinance No. 25-63
West Jordan WUI Map
WUI Code

THE CITY OF WEST JORDAN, UTAH
A Municipal Corporation

ORDINANCE NO. 25-63

AN ORDINANCE ADOPTING THE 2006 UTAH WILDLAND-URBAN INTERFACE CODE, AS
REQUIRED BY HB 48 OF THE 2025 UTAH GENERAL LEGISLATIVE SESSION; AND
ADOPTING THE WJ WUI ZONE MAP FOR THE CITY OF WEST JORDAN
(ADOPTED AS A SET OF LAND USE REGULATIONS)

WHEREAS, the City of West Jordan (“City”) adopted the Comprehensive General Plan (“**General Plan**”) in 2023, as amended, which provides for a general plan land use map (“**General Plan Land Use Map**” or “**Future Land Use Map**”), which is periodically updated; and the City adopted the West Jordan City Code (“**City Code**”) in 2009, as amended, which provides for a zoning map for the City (“**Zoning Map**”), which is periodically updated; and

WHEREAS, the Legislature for the State of Utah (“**Legislature**”) occasionally requires the City to adopt certain special codes and special maps; and

WHEREAS, the Legislature, in its 2025 General Legislative Session, in HB 48, required certain local governments, including the City, to adopt the 2006 Utah Wildland-Urban Interface Code and a special map that delineates a “Wildland Urban Interface Zone” in the City; which the City has determined to be a 500 foot buffer zone at the western boundary of the City (“**WUI Code**” and “**WJ WUI Zone Map**”); and

WHEREAS, on December 9, 2025, the WUI Code and WJ WUI Zone Map were considered by the West Jordan Planning Commission (“**Planning Commission**”), which held a public hearing and made a *positive* recommendation to the West Jordan City Council (“**City Council**”) concerning the WUI Code and WJ WUI Zone Map, which are being approved as land use regulations; and

WHEREAS, the City Council held a public meeting on December 16, 2025, concerning the WUI Code and WJ WUI Zone Map; and the City Council has reviewed and considered the WUI Code and WJ WUI Zone Map; and

WHEREAS, in its sole legislative discretion, the City Council now finds it to be in the best interest of the public health, safety, and welfare of the residents of the City to approve, as land use regulations, the WUI Code (without any of the attachments) and WJ WUI Zone Map.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH AS FOLLOWS:

Section 1. Adoption of WUI Code and WJ WUI Zone Map. The WUI Code (without any of the attachments) and WJ WUI Zone Map are hereby adopted, as land use regulations, as set forth in Attachments A and B. The attachments to the WUI Code are not adopted but are attached for reference purposes only.

Section 2. Severability. If any provision of this Ordinance is declared to be invalid by a court of competent jurisdiction, the remainder shall not be affected thereby.

Section 3. Effective Date. This Ordinance shall become effective immediately upon posting or publication as provided by law and upon (i) the Mayor signing the Ordinance, (ii) the City Council duly overriding the veto of the Mayor as provided by law, or (iii) the Mayor failing to sign or veto the Ordinance within fifteen (15) days after the City Council presents the Ordinance to the Mayor.

PASSED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH, THIS
DAY OF 2025.

CITY OF WEST JORDAN

By: _____
Kayleen Whitelock
Council Chair

ATTEST:

Cindy M. Quick, MMC
Council Office Clerk

Voting by the City Council

"YES" "NO"

Chair Kayleen Whitelock

☐☐

Vice Chair Bob Bedore

☐☐

Council Member Pamela Bloom

☐☐

Council Member Kelvin Green

☐☐

Council Member Zach Jacob

☐☐

Council Member Chad Lamb

☐☐

Council Member Kent Shelton

☐☐

PRESENTED TO THE MAYOR BY THE CITY COUNCIL ON _____.

Mayor's Action: _____ Approve _____ Veto

By: _____
Mayor Dirk Burton Date

ATTEST:

Tangee Sloan, MMC, UCC
City Recorder

92 **STATEMENT OF APPROVAL OF PASSAGE** (check one)

93
94 _____ The Mayor approved and signed Ordinance No. 25-63.

95
96
97 _____ The Mayor vetoed Ordinance No. 25-63 on _____ and the
98 City Council timely overrode the veto of the Mayor by a vote of _____ to _____.

99
100 _____ Ordinance No. 25-63 became effective by operation of law without the
101 Mayor's approval or disapproval.

102
103
104 _____
105 Tangee Sloan, MMC, UCC
106 City Recorder
107

CERTIFICATE OF PUBLICATION

108
109 I, Tangee Sloan, certify that I am the City Recorder of the City of West Jordan, Utah, and that a short
110 summary of the foregoing ordinance was published on the Utah Public Notice Website on the _____ day
111 of _____, 2025. The fully executed copy of the ordinance is retained in the Office of
112 the City Recorder pursuant to Utah Code Annotated, 10-3-711.

113
114
115 _____
116 Tangee Sloan, MMC, UCC
117 City Recorder

118
119
120
121
122
123
124 *[See next page.]*

125
126
127
128
129
130
131
132
133
134
135
136
137
138 **Attachments to**

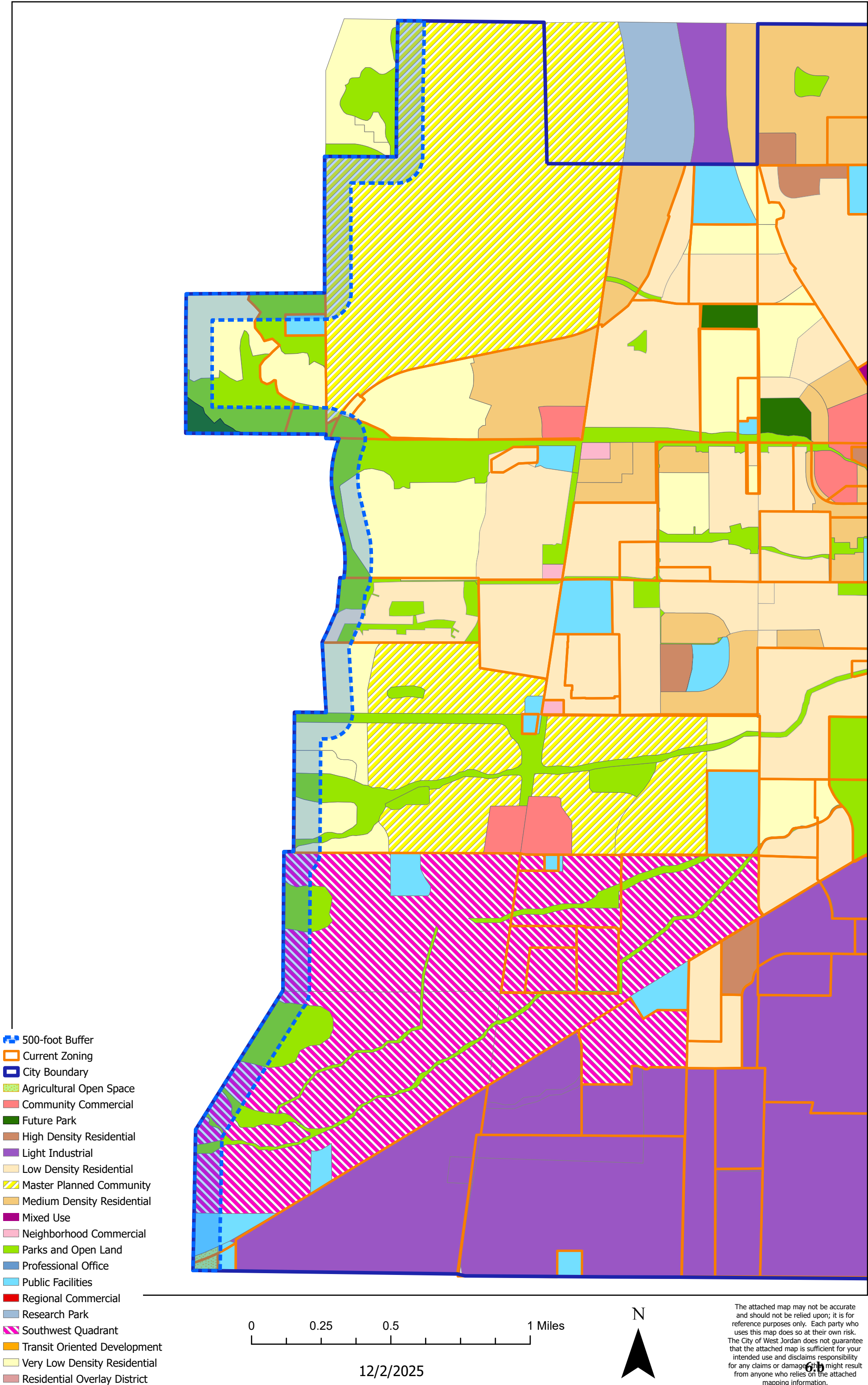
ORDINANCE NO. 25-63

**AN ORDINANCE ADOPTING THE 2006 UTAH WILDLAND-URBAN INTERFACE CODE, AS
REQUIRED BY HB 48 OF THE 2025 UTAH GENERAL LEGISLATIVE SESSION; AND
ADOPTING THE WJ WUI ZONE MAP FOR THE CITY OF WEST JORDAN
(ADOPTED AS A SET OF LAND USE REGULATIONS)**

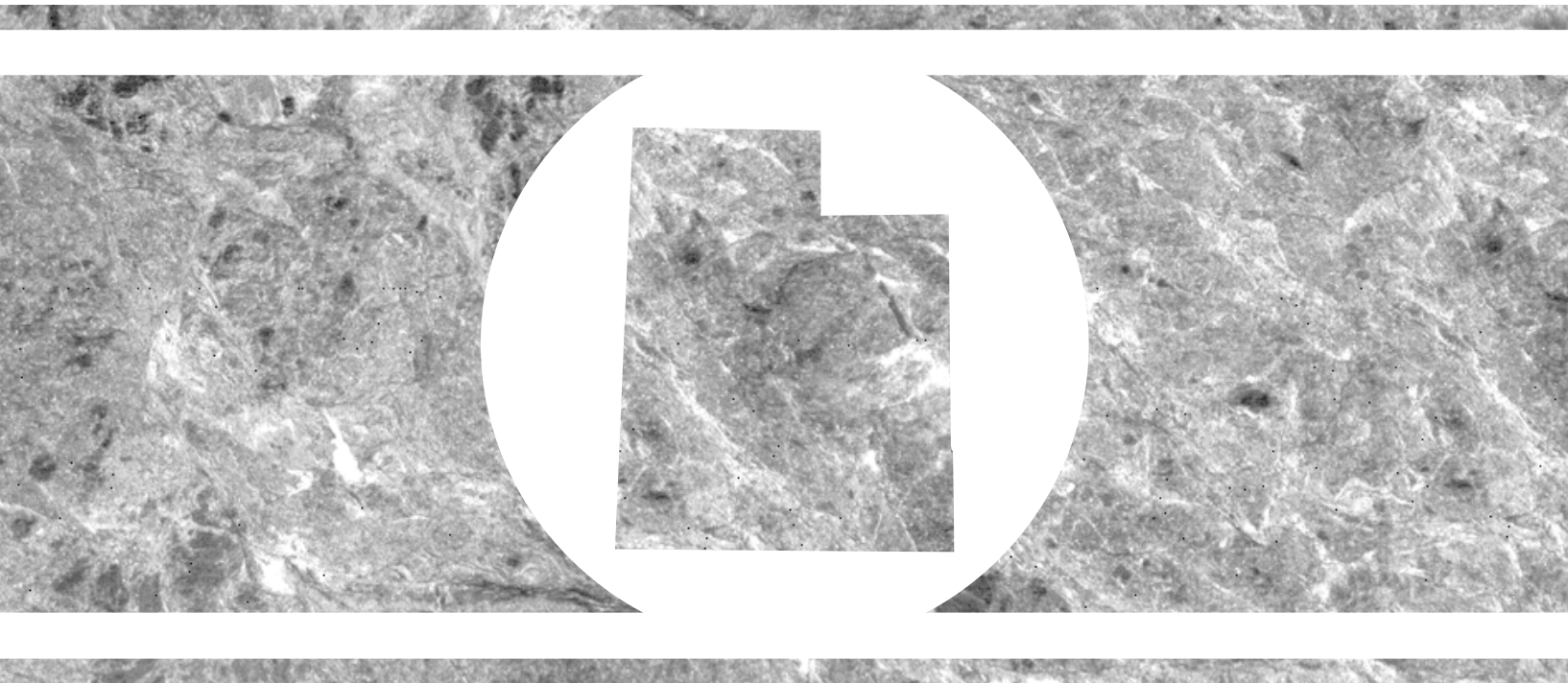
Attachment A – WJ WUI ZONE MAP FOR THE CITY OF WEST JORDAN
(See the attached Map.)

Attachment B - 2006 UTAH WILDLAND-URBAN INTERFACE CODE
*(See the attached Code; only the Code is adopted, not the Appendices,
which are only attached for reference purposes.)*

West Jordan West Bench Zoning



2006 UTAH WILDLAND-URBAN INTERFACE CODE



2006 Utah Wildland-Urban Interface Code

First Printing: July 2006
Second Printing: October 2006
Third Printing: March 2007
Fourth Printing: February 2008
Fifth Printing: June 2008

COPYRIGHT © 2006
by
INTERNATIONAL CODE COUNCIL, INC.

ALL RIGHTS RESERVED. This 2006 *Utah Wildland-Urban Interface Code* contains substantial copyrighted material from the 2003 *International Wildland-Urban Interface Code*, which is a copyrighted work owned by the International Code Council, Inc. Without advance written permission from the copyright owner, no part of this book may be reproduced, distributed or transmitted in any form or by any means, including, without limitation, electronic, optical or mechanical means (by way of example and not limitation, photocopying, or recording by or in an information storage retrieval system). For information on permission to copy material exceeding fair use, please contact: Publications, 4051 West Flossmoor Road, Country Club Hills, IL 60478-5771. Phone 1-888-ICC-SAFE (422-7233).

Trademarks: “International Code Council,” the “International Code Council” logo and the “International Residential Code” are trademarks of the International Code Council, Inc.

PRINTED IN THE U.S.A.

PREFACE

Introduction

Internationally, code officials recognize the need for a modern, up-to-date code addressing the mitigation of fire in the urban-wildland interface. The *International Wildland-Urban Interface Code*™, in this 2003 edition, is designed to bridge the gap between enforcement of the *International Building Code*® and *International Fire Code*® by mitigating the hazard of wildfires through model code regulations, which safeguard the public health and safety in all communities, large and small.

This comprehensive urban-wildland interface code establishes minimum regulations for land use and the built environment in designated urban-wildland interface areas using prescriptive and performance-related provisions. It is founded on data collected from tests and fire incidents, technical reports and mitigation strategies from around the world. This 2003 edition is fully compatible with all the *International Codes*™ (“I-Codes”™) published by the International Code Council® (ICC®), including the *International Building Code*®, *ICC Electrical Code*™, *International Energy Conservation Code*®, *International Existing Building Code*®, *International Fire Code*®, *International Fuel Gas Code*®, *International Mechanical Code*®, *ICC Performance Code*™, *International Plumbing Code*®, *International Private Sewage Disposal Code*®, *International Property Maintenance Code*®, *International Residential Code*® and *International Zoning Code*®.

The *International Wildland-Urban Interface Code* provisions provide many benefits, including the model code development process, which offers an international forum for fire safety professionals to discuss performance and prescriptive code requirements. This forum provides an excellent arena to debate proposed revisions. This model code also encourages international consistency in the application of provisions.

Development

This is the first edition of the *International Wildland-Urban Interface Code* (2003) and is the culmination of an effort initiated in 2001 by the ICC and the three statutory members of the International Code Council: Building Officials and Code Administrators International, Inc. (BOCA), International Conference of Building Officials (ICBO) and Southern Building Code Congress International (SBCCI). The intent was to draft a comprehensive set of regulations for mitigating the hazard to life and property from the intrusion of fire from wildland exposures and fire from adjacent structures, and preventing structure fires from spreading to wildland fuels. Technical content of the 2000 *Wildland-Urban Interface Code*, published by the International Fire Code Institute, was utilized as the basis for the development, followed by the publication of the 2001 Final Draft. This 2003 edition is based on the Final Draft, with changes approved in the 2002 ICC Code Development Process. A new edition such as this is promulgated every three years.

With the development and publication of the family of *International Codes* in 2000, the continued development and maintenance of the model codes individually promulgated by BOCA (“BOCA National Codes”), ICBO (“Uniform Codes”) and SBCCI (“Standard Codes”) was discontinued. The 2003 *International Codes*, as well as their predecessors—the 2000 *International Codes*—are intended to be the successor set of codes to those codes previously developed by BOCA, ICBO and SBCCI.

The development of a single family of comprehensive and coordinated *International Codes* was a significant milestone in the development of regulations for the built environment. The timing of this publication mirrors a milestone in the change in structure of the model codes, namely, the pending consolidation of BOCA, ICBO and SBCCI into the ICC. The activities and services previously provided by the individual model code organizations will be the responsibility of the consolidated ICC.

This code is founded on principles intended to mitigate the hazard from fires through the development of provisions that adequately protect public health, safety and welfare; provisions that do not unnecessarily increase construction costs; provisions that do not restrict the use of new materials, products or methods of construction; and provisions that do not give preferential treatment to particular types or classes of materials, products or methods of construction.

Adoption

The *International Wildland-Urban Interface Code* is available for adoption and use by jurisdictions internationally. Its use within a governmental jurisdiction is intended to be accomplished through adoption by reference in accordance with proceedings establishing the jurisdiction’s laws. At the time of adoption, jurisdictions should insert the appropriate information in provisions requiring specific local information, such as the name of the adopting jurisdiction. These locations are shown in bracketed words in small capital letters in the code and in the sample ordinance. The sample adoption ordinance on page v addresses several key elements of a code adoption ordinance, including the information required for insertion into the code text.

Maintenance

The *International Wildland-Urban Interface Code* is kept up-to-date through the review of proposed changes submitted by code enforcing officials, industry representatives, design professionals and other interested parties. Proposed changes are carefully considered through an open code development process in which all interested and affected parties may participate.

The contents of this work are subject to change both through the Code Development Cycles and the governmental body that enacts the code into law. For more information regarding the code development process, contact the Code and Standard Development Department of the International Code Council.

Although the development procedure of the *International Wildland-Urban Interface Code* assures the highest degree of care, ICC and the founding members of ICC—BOCA, ICBO and SBCCI—their members and those participating in the development of this code do not accept any liability resulting from compliance or noncompliance with the provisions, because ICC and its founding members do not have the power or authority to police or enforce compliance with the contents of this code. Only the governmental body that enacts the code into law has such authority.

Authority

The Division is required to establish minimum standards for a wildland fire ordinance and specify minimum standards for wildland fire training, certification and wildland fire suppression equipment in accordance with subsections 65A-8-6(3)(a) and 65A-8-6(3)(b). This requirement is promulgated under general rule-making authority of subsection 65A-1-4(2).

ORDINANCE

The *International Codes* are designed and promulgated to be adopted by reference by ordinance. Jurisdictions wishing to adopt the 2003 *International Wildland-Urban Interface Code* as an enforceable regulation for the mitigation of fire in the urban-wildland interface should ensure that certain factual information is included in the adopting ordinance at the time adoption is being considered by the appropriate governmental body. The following sample adoption ordinance addresses several key elements of a code adoption ordinance, including the information required for insertion into the code text.

Minimum Standards for Wildland Fire Ordinance

The division uses the *International Wildland-Urban Interface Code* as a basis for establishing the minimum standards discussed in this document. A county ordinance that at least meets the minimum standards should be in place by September 2006.

The Division incorporates by reference the 2003 *International Code Council Wildland-Urban Interface Code* as the minimum standard for wildland fire ordinance in conjunction with Utah requirements.

SAMPLE ORDINANCE FOR ADOPTION OF THE *INTERNATIONAL WILDLAND-URBAN INTERFACE CODE*

ORDINANCE NO. _____

An ordinance of the [JURISDICTION] adopting the 2003 edition of the *International Wildland-Urban Interface Code* as currently amended by the division of Forestry, Fire and State Lands, regulating and governing the mitigation of hazard to life and property from the intrusion of fire from wildland exposures, fire from adjacent structures and prevention of structure fires from spreading to wildland fuels in the [JURISDICTION]; providing for the issuance of permits and collection of fees therefor; repealing Ordinance No. _____ of the [JURISDICTION] and all other ordinances and parts of the ordinances in conflict therewith.

The [GOVERNING BODY] of the [JURISDICTION] does ordain as follows:

Section 1. That a certain document, three (3) copies of which are on file in the office of the [TITLE OF JURISDICTION'S KEEPER OF RECORDS] of [NAME OF JURISDICTION], being marked and designated as the *International Wildland-Urban Interface Code*, 2003 edition, including Appendix Chapters [FILL IN THE APPENDIX CHAPTERS BEING ADOPTED], as published by the International Code Council, be and is hereby adopted as the Urban-Wildland Interface Code of the [JURISDICTION], in the State of [STATE NAME] for regulating and governing the mitigation of hazard to life and property from the intrusion of fire from wildland exposures, fire from adjacent structures and prevention of structure fires from spreading to wildland fuels as herein provided; providing for the issuance of permits and collection of fees therefor; and each and all of the regulations, provisions, penalties, conditions and terms of said Urban-Wildland Interface Code on file in the office of the [JURISDICTION] are hereby referred to, adopted, and made a part hereof, as if fully set out in this ordinance, with the additions, insertions, deletions and changes, if any, prescribed in Section 2 of this ordinance.

Section 2. The following sections are hereby revised:

Section 101.1. Insert: [NAME OF JURISDICTION]

Section 3. That Ordinance No. _____ of [JURISDICTION] entitled [FILL IN HERE THE COMPLETE TITLE OF THE ORDINANCE OR ORDINANCES IN EFFECT AT THE PRESENT TIME SO THAT THEY WILL BE REPEALED BY DEFINITE MENTION] and all other ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 4. That if any section, subsection, sentence, clause or phrase of this ordinance is, for any reason, held to be unconstitutional, such decision shall not affect the validity of the remaining portions of this ordinance. The [GOVERNING BODY] hereby declares that it would have passed this ordinance, and each section, subsection, clause or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses and phrases be declared unconstitutional.

Section 5. That nothing in this ordinance or in the *Wildland-Urban Interface Code* hereby adopted shall be construed to affect any suit or proceeding impending in any court, or any rights acquired, or liability incurred, or any cause or causes of action acquired or existing, under any act or ordinance hereby repealed as cited in Section 2 of this ordinance; nor shall any just or legal right or remedy of any character be lost, impaired or affected by this ordinance.

Section 6. That the [JURISDICTION'S KEEPER OF RECORDS] is hereby ordered and directed to cause this ordinance to be published. (An additional provision may be required to direct the number of times the ordinance is to be published and to specify that it is to be in a newspaper in general circulation. Posting may also be required.)

Section 7. That this ordinance and the rules, regulations, provisions, requirements, orders and matters established and adopted hereby shall take effect and be in full force and effect [TIME PERIOD] from and after the date of its final passage and adoption.

Section 8. Specific boundaries of natural or man-made features of wildland-urban interface areas shall be as shown on the wildland area interface map. The legal description of such areas is as described as follows: [INSERT LEGAL DESCRIPTION]

TABLE OF CONTENTS

CHAPTER 1 ADMINISTRATION..... 1

Section

101	General	1
102	Authority of the Code Official	1
103	Compliance Alternatives	2
104	Appeals	2
105	Permits	2
106	Plans and Specifications	3
107	Inspection and Enforcement	4
108	Certificate of Completion	5

CHAPTER 2 DEFINITIONS 7

Section

201	General	7
202	Definitions.....	7

CHAPTER 3 WILDLAND-URBAN INTERFACE AREAS..... 9

Section

301	Wildland-Urban Interface Area Designations.....	9
-----	---	---

CHAPTER 4 WILDLAND-URBAN INTERFACE AREA REQUIREMENTS..... 11

Section

401	General	11
402	Applicability	11
403	Access.....	11
404	Water Supply.....	12
405	Fire Protection Plan.....	13

CHAPTER 5 SPECIAL BUILDING CON- STRUCTION REGULATIONS 15

Section

501	General	15
502	Fire Hazard Severity	15
503	Ignition-resistant Construction	15
504	Class 1 Ignition-resistant Construction	15
505	Class 2 Ignition-resistant Construction	16
506	Class 3 Ignition-resistant Construction	17
507	Replacement or Repair of Roof Coverings.....	18

CHAPTER 6 FIRE-PROTECTION REQUIREMENTS 19

Section

601	General	19
603	Defensible Space.....	19
604	Maintenance of Defensible Space.....	20
605	Spark Arresters	20
606	Liquefied Petroleum Gas Installations	20
607	Storage of Firewood and Combustible Materials	20

APPENDIX A GENERAL REQUIREMENTS..... 21

Section

A101	General	21
A102	Vegetation Control	21
A103	Access Restrictions	22
A104	Ignition Source Control.....	22
A105	Control of Storage.....	23
A106	Dumping	23
A107	Protection of Pumps and Water Storage Facilities.....	23
A108	Land Use Limitations	24

APPENDIX B VEGETATION MANAGEMENT PLAN..... 25

APPENDIX C FIRE HAZARD SEVERITY FORM..... 27

INDEX..... 29

CHAPTER 1

ADMINISTRATION

SECTION 101 GENERAL

101.1 Scope. The provisions of this code shall apply to the construction, alteration, movement, repair, maintenance and use of any building, structure or premises within the urban-wildland interface areas in this jurisdiction.

Buildings or conditions in existence at the time of the adoption of this code are allowed to have their use or occupancy continued, if such condition, use or occupancy was legal at the time of the adoption of this code, provided such continued use does not constitute a distinct danger to life or property.

Buildings or structures moved into or within the jurisdiction shall comply with the provisions of this code for new buildings or structures.

101.2 Objective. The objective of this code is to establish minimum regulations consistent with nationally recognized good practice for the safeguarding of life and property. Regulations in this code are intended to mitigate the risk to life and structures from intrusion of fire from wildland fire exposures and fire exposures from adjacent structures and to mitigate structure fires from spreading to wildland fuels.

The development and use of property in wildland-urban interface areas is a potential threat to life and property from fire and resulting erosion. Safeguards to prevent the occurrence of fires and to provide adequate fire-protection facilities to control the spread of fire in wildland-urban interface areas shall be in accordance with this code.

This code shall supplement the jurisdiction's building and fire codes, if such codes have been adopted, to provide for special regulations to mitigate the fire- and life-safety hazards of the wildland-urban interface areas.

101.3 Retroactivity. The provisions of the code shall apply to conditions arising after the adoption thereof, conditions not legally in existence at the adoption of this code, to conditions which, in the opinion of the code official, constitute a distinct hazard to life or property.

101.4 Additions or alterations. Additions or alterations may be made to any building or structure without requiring the existing building or structure to comply with all of the requirements of this code, provided the addition or alteration conforms to that required for a new building or structure.

Exception: Provisions of this code that specifically apply to existing conditions are retroactive. See Section 601.1 and Appendix A.

Additions or alterations shall not be made to an existing building or structure that will cause the existing building or structure to be in violation of any of the provisions of this code nor shall such additions or alterations cause the existing building or structure to become unsafe. An unsafe condition shall be deemed to have been created if an addition or alteration will cause the existing building or structure to become structurally

unsafe or overloaded; will not provide adequate access in compliance with the provisions of this code or will obstruct existing exits or access; will create a fire hazard; will reduce required fire resistance or will otherwise create conditions dangerous to human life.

101.5 Maintenance. All buildings, structures, landscape materials, vegetation, defensible space or other devices or safeguards required by this code shall be maintained in conformance to the code edition under which installed. The owner or the owner's designated agent shall be responsible for the maintenance of buildings, structures, landscape materials and vegetation.

SECTION 102 AUTHORITY OF THE CODE OFFICIAL

102.1 Powers and duties of the code official. The code official is hereby authorized to administer and enforce this code, or designated sections thereof, and all ordinances of the jurisdiction pertaining to designated wildland-urban interface areas. For such purposes, the code official shall have the powers of a law enforcement officer.

102.2 Interpretations, rules and regulations. The code official shall have the power to render interpretations of this code and to adopt and enforce rules and supplemental regulations to clarify the application of its provisions. Such interpretations, rules and regulations shall be in conformance to the intent and purpose of this code.

A copy of such rules and regulations shall be filed with the clerk of the jurisdiction and shall be in effect immediately thereafter. Additional copies shall be available for distribution to the public.

102.3 Liability of the code official. The code official charged with the enforcement of this code, acting in good faith and without malice in the discharge of the duties required by this code or other pertinent law or ordinance, shall not thereby be rendered personally liable for damages that may accrue to persons or property as a result of an act or by reason of an act or omission in the discharge of such duties. A suit brought against the code official or employee because of such act or omission performed by the code official or employee in the enforcement of any provision of such codes or other pertinent laws or ordinances implemented through the enforcement of this code or enforced by the code enforcement agency shall be defended by this jurisdiction until final termination of such proceedings, and any judgment resulting therefrom shall be assumed by this jurisdiction. The code enforcement agency or its parent jurisdiction shall not be held as assuming any liability by reason of the inspections authorized by this code or any permits or certificates issued under this code.

102.4 Other agencies. When requested to do so by the code official, other officials of this jurisdiction shall assist and coop-

erate with the code official in the discharge of the duties required by this code.

SECTION 103 COMPLIANCE ALTERNATIVES

103.1 Practical difficulties. When there are practical difficulties involved in carrying out the provisions of this code, the code official is authorized to grant modifications for individual cases on application in writing by the owner or a duly authorized representative. The code official shall first find that a special individual reason makes enforcement of the strict letter of this code impractical, the modification is in conformance to the intent and purpose of this code, and the modification does not lessen any fire protection requirements or any degree of structural integrity. The details of any action granting modifications shall be recorded and entered into the files of the code enforcement agency.

If the code official determines that difficult terrain, danger of erosion or other unusual circumstances make strict compliance with the vegetation control provisions of the code detrimental to safety or impractical, enforcement thereof may be suspended, provided that reasonable alternative measures are taken.

103.2 Technical assistance. To determine the acceptability of technologies, processes, products, facilities, materials and uses attending the design, operation or use of a building or premises subject to the inspection of the code official, the code official is authorized to require the owner or the person in possession or control of the building or premises to provide, without charge to the jurisdiction, a technical opinion and report. The opinion and report shall be prepared by a qualified engineer, specialist, laboratory or fire safety specialty organization acceptable to the code official and the owner and shall analyze the fire safety of the design, operation or use of the building or premises, the facilities and appurtenances situated thereon and fuel management for purposes of establishing fire hazard severity to recommend necessary changes.

103.3 Alternative materials or methods. The code official, in concurrence with approval from the building official and fire chief, is authorized to approve alternative materials or methods, provided that the code official finds that the proposed design, use or operation satisfactorily complies with the intent of this code and that the alternative is, for the purpose intended, at least equivalent to the level of quality, strength, effectiveness, fire resistance, durability and safety prescribed by this code. Approvals under the authority herein contained shall be subject to the approval of the building official whenever the alternate material or method involves matters regulated by the *International Building Code*.

The code official shall require that sufficient evidence or proof be submitted to substantiate any claims that may be made regarding its use. The details of any action granting approval of an alternate shall be recorded and entered in the files of the code enforcement agency.

SECTION 104 APPEALS

104.1 General. To determine the suitability of alternative materials and methods and to provide for reasonable interpretations of the provisions of this code, there shall be and hereby is created a board of appeals consisting of five members who are qualified by experience and training to pass judgment on pertinent matters. The code official, building official and fire chief shall be ex officio members, and the code official shall act as secretary of the board. The board of appeals shall be appointed by the legislative body and shall hold office at their discretion. The board shall adopt reasonable rules and regulations for conducting its investigations and shall render decisions and findings in writing to the code official, with a duplicate copy to the applicant.

104.2 Limitations of authority. The board of appeals shall not have authority relative to interpretation of the administrative provisions of this code and shall not have authority to waive requirements of this code.

SECTION 105 PERMITS

105.1 General. When not otherwise provided in the requirements of the building or fire code, permits are required in accordance with Section 105.

105.2 Permits required. Unless otherwise exempted, no building or structure regulated by this code shall be erected, constructed, altered, repaired, moved, removed, converted or demolished unless a separate permit for each building or structure has first been obtained from the code official.

When required by the code official, a permit shall be obtained for the following activities, operations, practices or functions within an wildland-urban interface area:

1. Automobile wrecking yard;
2. Candles and open flames in assembly areas;
3. Explosives or blasting agents;
4. Fireworks;
5. Flammable or combustible liquids;
6. Hazardous materials;
7. Liquefied petroleum gases;
8. Lumberyards;
9. Motor vehicle fuel-dispensing stations;
10. Open burning;
11. Pyrotechnical special effects material;
12. Tents, canopies and temporary membrane structures;
13. Tire storage;
14. Welding and cutting operations; or
15. Other activities as determined by the code official.

105.3 Work exempt from permit. Unless otherwise provided in the requirements of the building or fire code, a permit shall not be required for the following:

1. One-story detached accessory buildings used as tool and storage sheds, playhouses and similar uses, provided the floor area does not exceed 120 square feet (11.15 m²) and

the structure is located more than 50 feet (15 240 mm) from the nearest adjacent structure.

2. Fences not over 6 feet (1829 mm) high.

Exemption from the permit requirements of this code shall not be deemed to grant authorization for any work to be done in any manner in violation of the provisions of this code or any other laws or ordinances of this jurisdiction.

The code official is authorized to stipulate conditions for permits. Permits shall not be issued when public safety would be at risk, as determined by the code official.

105.4 Permit application. To obtain a permit, the applicant shall first file an application therefor in writing on a form furnished by the code enforcement agency for that purpose. Every such application shall:

1. Identify and describe the work, activity, operation, practice or function to be covered by the permit for which application is made.
2. Describe the land on which the proposed work, activity, operation, practice or function is to be done by legal description, street address or similar description that will readily identify and definitely locate the proposed building, work, activity, operation, practice or function.
3. Indicate the use or occupancy for which the proposed work, activity, operation, practice or function is intended.
4. Be accompanied by plans, diagrams, computation and specifications and other data as required in Section 106 of this code.
5. State the valuation of any new building or structure or any addition, remodeling or alteration to an existing building.
6. Be signed by the applicant or the applicant's authorized agent.
7. Give such other data and information as may be required by the code official.

105.5 Permit approval. Before a permit is issued, the code official, or an authorized representative, shall review and approve all permitted uses, occupancies or structures. Where laws or regulations are enforceable by other agencies or departments, a joint approval shall be obtained from all agencies or departments concerned.

105.6 Permit issuance. The application, plans, specifications and other data filed by an applicant for a permit shall be reviewed by the code official. If the code official finds that the work described in an application for a permit and the plan, specifications and other data filed therewith conform to the requirements of this code, the code official is allowed to issue a permit to the applicant.

When the code official issues the permit, the code official shall endorse in writing or stamp the plans and specifications APPROVED. Such approved plans and specifications shall not be changed, modified or altered without authorization from the code official, and all work regulated by this code shall be done in accordance with the approved plans.

105.7 Validity of permit. The issuance or granting of a permit or approval of plans, specifications and computations shall

not be construed to be a permit for, or an approval of, any violation of any of the provisions of this code or of any other ordinance of the jurisdiction. Permits presuming to give authority to violate or conceal the provisions of this code or other ordinances of the jurisdiction shall not be valid.

105.8 Expiration. Every permit issued by the code official under the provisions of this code shall expire by limitation and become null and void if the building, use or work authorized by such permit is not commenced within 180 days from the date of such permit, or if the building, use or work authorized by such permit is suspended or abandoned at any time after the work is commenced for a period of 180 days.

Any permittee holding an unexpired permit may apply for an extension of the time within which work may commence under that permit when the permittee is unable to commence work within the time required by this section for good and satisfactory reasons. The code official may extend the time for action by the permittee for a period not exceeding 180 days on written request by the permittee showing that circumstances beyond the control of the permittee have prevented action from being taken. No permit shall be extended more than once.

105.9 Retention of permits. Permits shall at all times be kept on the premises designated therein and shall at all times be subject to inspection by the code official or other authorized representative.

105.10 Revocation of permits. Permits issued under this code may be suspended or revoked when it is determined by the code official that:

1. It is used by a person other than the person to whom the permit was issued.
2. It is used for a location other than that for which the permit was issued.
3. Any of the conditions or limitations set forth in the permit have been violated.
4. The permittee fails, refuses or neglects to comply with any order or notice duly served on him under the provisions of this code within the time provided therein.
5. There has been any false statement or misrepresentation as to material fact in the application or plans on which the permit or application was made.
6. When the permit is issued in error or in violation of any other ordinance, regulations or provisions of this code.

The code official is allowed to, in writing, suspend or revoke a permit issued under the provisions of this code whenever the permit is issued in error or on the basis of incorrect information supplied, or in violation of any ordinance or regulation or any of the provisions of this code.

SECTION 106 PLANS AND SPECIFICATIONS

106.1 General. Plans, engineering calculations, diagrams and other data shall be submitted in at least two sets with each application for a permit. When such plans are not prepared by an architect or engineer, the code official may require the applicant submitting such plans or other data to demonstrate that state law does not require that the plans be prepared by a li-

censed architect or engineer. The code official may require plans, computations and specifications to be prepared and designed by an architect or engineer licensed by the state to practice as such even if not required by state law.

Exception: Submission of plans, calculations, construction inspection requirements and other data, if it is found that the nature of the work applied for is such that reviewing of plans is not necessary to obtain compliance with this code.

106.2 Information on plans and specifications. Plans and specifications shall be drawn to scale upon substantial paper or cloth and shall be of sufficient clarity to indicate the location, nature and extent of the work proposed, and show in detail that it will conform to the provisions of this code and all relevant laws, ordinances, rules and regulations.

106.3 Site plan. In addition to the requirements for plans in the *International Building Code*, site plans shall include topography, width and percent of grade of access roads, landscape and vegetation details, locations of structures or building envelopes, existing or proposed overhead utilities, occupancy classification of buildings, types of ignition-resistant construction of buildings, structures and their appendages, roof classification of buildings, and site water supply systems.

106.4 Vegetation management plans. When utilized by the permit applicant pursuant to Section 502, vegetation management plans shall be prepared and shall be submitted to the code official for review and approval as part of the plans required for a permit. See Appendix B.

106.5 Fire protection plan. When required by the code official pursuant to Section 405, a fire protection plan shall be prepared and shall be submitted to the code official for review and approved as a part of the plans required for a permit.

106.6 Other data and substantiation. When required by the code official, the plans and specifications shall include classification of fuel loading, fuel model light, medium or heavy, and substantiating data to verify classification of fire-resistive vegetation.

106.7 Vicinity plan. In addition to the requirements for site plans, plans shall include details regarding the vicinity within 300 feet (91 440 mm) of property lines, including other structures, slope, vegetation, fuel breaks, water supply systems and access roads.

106.8 Retention of plans. One set of approved plans, specifications and computations shall be retained by the code official for a period of not less than 90 days from date of completion of the work covered therein; and one set of approved plans and specifications shall be returned to the applicant, and said set shall be kept on the site of the building, use or work at all times during which the work authorized thereby is in progress.

SECTION 107 INSPECTION AND ENFORCEMENT

107.1 Inspection.

107.1.1 General. All construction or work for which a permit is required by this code shall be subject to inspection by the code official and all such construction or work shall

remain accessible and exposed for inspection purposes until approved by the code official.

It shall be the duty of the permit applicant to cause the work to remain accessible and exposed for inspection purposes. Neither the code official nor the jurisdiction shall be liable for expense entailed in the removal or replacement of any material required to allow inspection.

Approval as a result of an inspection shall not be construed to be an approval of a violation of the provisions of this code or of other ordinances of the jurisdiction. Inspections presuming to give authority to violate or cancel the provisions of this code or of other ordinances of the jurisdiction shall not be valid.

A survey of the lot may be required by the code official to verify that the mitigation features are provided and the building or structure is located in accordance with the approved plans.

107.1.2 Authority to inspect. The code official shall inspect, as often as necessary, buildings and premises, including such other hazards or appliances designated by the code official for the purpose of ascertaining and causing to be corrected any conditions that could reasonably be expected to cause fire or contribute to its spread, or any violation of the purpose of this code and of any other law or standard affecting fire safety.

107.1.3 Reinspections. To determine compliance with this code, the code official may cause a structure to be reinspected. A fee may be assessed for each inspection or reinspection when such portion of work for which inspection is called is not complete or when corrections called for are not made.

Reinspection fees may be assessed when the approved plans are not readily available to the inspector, for failure to provide access on the date for which inspection is requested or for deviating from plans requiring the approval of the code official.

To obtain a reinspection, the applicant shall pay the reinspection fee as set forth in the fee schedule adopted by the jurisdiction. When reinspection fees have been assessed, no additional inspection of the work will be performed until the required fees have been paid.

107.2 Enforcement.

107.2.1 Authorization to issue corrective orders and notices. When the code official finds any building or premises that are in violation of this code, the code official is authorized to issue corrective orders and notices.

107.2.2 Service of orders and notices. Orders and notices authorized or required by this code shall be given or served on the owner, operator, occupant or other person responsible for the condition or violation either by verbal notification, personal service, or delivering the same to, and leaving it with, a person of suitable age and discretion on the premises; or, if no such person is found on the premises, by affixing a copy thereof in a conspicuous place on the door to the entrance of said premises and by mailing a copy thereof to such person by registered or certified mail to the person's last known address.

Orders or notices that are given verbally shall be confirmed by service in writing as herein provided.

107.3 Right of entry. Whenever necessary to make an inspection to enforce any of the provisions of this code, or whenever the code official has reasonable cause to believe that there exists in any building or on any premises any condition that makes such building or premises unsafe, the code official is authorized to enter such building or premises at all reasonable times to inspect the same or to perform any duty authorized by this code, provided that if such building or premises is occupied, the code official shall first present proper credentials and request entry; and if such building or premises is unoccupied, the code official shall first make a reasonable effort to locate the owner or other persons having charge or control of the building or premises and request entry.

If such entry is refused, the code official shall have recourse to every remedy provided by law to secure entry. Owners, occupants or any other persons having charge, care or control of any building or premises, shall, after proper request is made as herein provided, promptly permit entry therein by the code official for the purpose of inspection and examination pursuant to this code.

107.4 Compliance with orders and notices.

107.4.1 General compliance. Orders and notices issued or served as provided by this code shall be complied with by the owner, operator, occupant or other person responsible for the condition or violation to which the corrective order or notice pertains.

If the building or premises is not occupied, such corrective orders or notices shall be complied with by the owner.

107.4.2 Compliance with tags. A building or premises shall not be used when in violation of this code as noted on a tag affixed in accordance with Section 107.4.1.

107.4.3 Removal and destruction of signs and tags. A sign or tag posted or affixed by the code official shall not be mutilated, destroyed or removed without authorization by the code official.

107.4.4 Citations. Persons operating or maintaining an occupancy, premises or vehicle subject to this code who allow a hazard to exist or fail to take immediate action to abate a hazard on such occupancy, premises or vehicle when ordered or notified to do so by the code official shall be guilty of a misdemeanor.

107.4.5 Unsafe conditions. Buildings, structures or premises that constitute a fire hazard or are otherwise dangerous to human life, or which in relation to existing use constitute a hazard to safety or health or public welfare, by reason of inadequate maintenance, dilapidation, obsolescence, fire hazard, disaster damage or abandonment as specified in this code or any other ordinance, are unsafe conditions. Unsafe buildings or structures shall not be used. Unsafe buildings are hereby declared to be public nuisances and shall be abated by repair, rehabilitation, demolition or removal, pursuant to applicable state and local laws and codes.

SECTION 108 CERTIFICATE OF COMPLETION

No building, structure or premises shall be used or occupied, and no change in the existing occupancy classification of a building, structure, premise or portion thereof shall be made until the code official has issued a certificate of completion therefor as provided herein. The certificate of occupancy shall not be issued until the certificate of completion indicating that the project is in compliance with this code has been issued by the code official.

Issuance of a certificate of occupancy shall not be construed as an approval of a violation of the provisions of this code or of other pertinent laws and ordinances of the jurisdiction. Certificates presuming to give authority to violate or cancel the provisions of this code or other laws or ordinances of the jurisdiction shall not be valid.

CHAPTER 2

DEFINITIONS

SECTION 201 GENERAL

201.1 Scope. Unless otherwise expressly stated, the following words and terms shall, for the purposes of this code, have the meanings shown in this chapter.

201.2 Interchangeability. Words stated in the present tense include the future; words stated in the masculine gender include the feminine and neuter, and the singular number includes the plural and the plural the singular.

201.3 Terms defined in other codes. Where terms are not defined in this code and are defined in other *International Codes*, such terms shall have the meanings ascribed to them as in those codes.

201.4 Terms not defined. Where terms are not defined through the methods authorized by this section, such terms shall have their ordinarily accepted meanings such as the context implies.

SECTION 202 DEFINITIONS

ACCESSORY STRUCTURE. A building or structure used to shelter or support any material, equipment, chattel or occupancy other than a habitable building.

APPROVED. Approval by the code official as the result of review, investigation or tests conducted by the code official or by reason of accepted principles or tests by national authorities, or technical or scientific organizations.

BRUSH, SHORT. Low-growing species that reach heights of 1 to 3 feet. Sagebrush, snowberry and rabbitbrush are some varieties.

BRUSH, TALL. Arbor-like varieties of brush species and/or short varieties of broad-leaf trees that grow in compact groups or clumps. These groups or clumps reach heights of 4 to 20 feet. In Utah, this includes primary varieties of oak, maples, chokecherry, serviceberry and mahogany, but may also include other species.

BUILDING. Any structure used or intended for supporting or sheltering any use or occupancy.

BUILDING OFFICIAL. The officer or other designated authority charged with the administration and enforcement of the *International Building Code*, or the building official's duly authorized representative.

CERTIFICATE OF COMPLETION. Written documentation that the project or work for which a permit was issued has been completed in conformance with requirements of this code.

CODE OFFICIAL. The official designated by the jurisdiction to interpret and enforce this code, or the code official's authorized representative.

DEFENSIBLE SPACE. An area either natural or man-made, where material capable of allowing a fire to spread unchecked has been treated, cleared or modified to slow the rate and intensity of an advancing wildfire and to create an area for fire suppression operations to occur.

DRIVEWAY. A vehicular ingress and egress route that serves no more than two buildings or structures, not including accessory structures, or more than five dwelling units.

FIRE AREA. The floor area, in square feet (square meters), used to determine the adequate water supply.

FIRE CHIEF. The chief officer or the chief officer's authorized representative of the fire department serving the jurisdiction.

FIRE PROTECTION PLAN. A document prepared for a specific project or development proposed for the wildland-urban interface area. It describes ways to minimize and mitigate the fire problems created by the project or development, with the purpose of reducing impact on the community's fire protection delivery system.

FIRE WEATHER. Weather conditions favorable to the ignition and rapid spread of fire. In wildfires, this generally includes high temperatures combined with strong winds and low humidity.

FIRE-RESISTANCE-RATED CONSTRUCTION. The use of materials and systems in the design and construction of a building or structure to safeguard against the spread of fire within a building or structure and the spread of fire to or from buildings or structures to the wildland-urban interface area.

FLAME SPREAD RATING. As used herein refers to rating obtained according to tests conducted as specified by a nationally recognized standard.

FUEL BREAK. An area, strategically located for fighting anticipated fires, where the native vegetation has been permanently modified or replaced so that fires burning into it can be more easily controlled. Fuel breaks divide fire-prone areas into smaller areas for easier fire control and to provide access for fire fighting.

FUEL, HEAVY. Vegetation consisting of round wood 3 inches (76 mm) or larger in diameter. The amount of fuel (vegetation) would be 6 tons per acre or greater.

FUEL, LIGHT. Vegetation consisting of herbaceous and round wood less than 1/4 inch (6.4 mm) in diameter. The amount of fuel (vegetation) would be 1/2 ton to 2 tons per acre.

FUEL, MEDIUM. Vegetation consisting of round wood 1/4 to 3 inches (6.4mm to 76 mm) in diameter. The amount of fuel (vegetation) would be 2 to 6 tons per acre.

FUEL MODIFICATION. A method of modifying fuel load by reducing the amount of nonfire-resistive vegetation or altering the type of vegetation to reduce the fuel load.

DEFINITIONS

FUEL MOSAIC. A fuel modification system that provides for the creation of islands and irregular boundaries to reduce the visual and ecological impact of fuel modification.

FUEL-LOADING. The oven-dry weight of fuels in a given area, usually expressed in pounds per acre (lb/a) (kg/ha). Fuel loading may be referenced to fuel size or timelag categories, and may include surface fuels or total fuels.

GREENBELT. A fuel break designated for a use other than fire protection.

HAZARDOUS MATERIALS. As defined in the *International Fire Code*.

HEAVY TIMBER CONSTRUCTION. As described in the *International Building Code*.

INSURANCE SERVICES OFFICE (ISO). An agency that recommends fire insurance rates based on a grading schedule that incorporates evaluation of fire fighting resources and capabilities.

LEGISLATIVE BODY. The governing body of the political jurisdiction administering this code.

LOG WALL CONSTRUCTION. A type of construction in which exterior walls are constructed of solid wood members and where the smallest horizontal dimension of each solid wood member is at least 6 inches (152 mm).

MULTILAYERED GLAZED PANELS. Window or door assemblies that consist of two or more independently glazed panels installed parallel to each other, having a sealed air gap in between, within a frame designed to fill completely the window or door opening in which the assembly is intended to be installed.

NONCOMBUSTIBLE. As applied to building construction material means a material that, in the form in which it is used, is either one of the following:

1. Material of which no part will ignite and burn when subjected to fire. Any material conforming to ASTM E 136 shall be considered noncombustible within the meaning of this section.
2. Material having a structural base of noncombustible material as defined in Item 1 above, with a surfacing material not over $\frac{1}{8}$ inch (3.2 mm) thick, which has a flame-spread rating of 50 or less. Flame-spread rating as used herein refers to rating obtained according to tests conducted as specified in ASTM E 84.

“Noncombustible” does not apply to surface finish materials. Material required to be noncombustible for reduced clearances to flues, heating appliances or other sources of high temperature shall refer to material conforming to Item 1. No material shall be classed as noncombustible that is subject to increase in combustibility or flame-spread rating, beyond the limits herein established, through the effects of age, moisture or other atmospheric condition.

NONCOMBUSTIBLE ROOF COVERING. One of the following:

1. Cement shingles or sheets.
2. Exposed concrete slab roof.
3. Ferrous or copper shingles or sheets.

4. Slate shingles.

5. Clay or concrete roofing tile.

6. Approved roof covering of noncombustible material.

SLOPE. The variation of terrain from the horizontal; the number of feet (meters) rise or fall per 100 feet (30 480 mm) measured horizontally, expressed as a percentage.

STRUCTURE. That which is built or constructed, an edifice or building of any kind, or any piece of work artificially built up or composed of parts joined together in some manner.

TREE CROWN. The primary and secondary branches growing out from the main stem, together with twigs and foliage.

UNENCLOSED ACCESSORY STRUCTURE. An accessory structure without a complete exterior wall system enclosing the area under roof or floor above.

WILDFIRE. An uncontrolled fire spreading through vegetative fuels, exposing and possibly consuming structures.

WILDLAND. An area in which development is essentially nonexistent, except for roads, railroads, power lines and similar facilities.

WILDLAND URBAN INTERFACE. The line, area or zone where structures or other human development (including critical infrastructure that if destroyed would result in hardship to communities) meet or intermingle with undeveloped wildland or vegetative fuel.

CHAPTER 3

WILDLAND-URBAN INTERFACE AREAS

SECTION 301 WILDLAND-URBAN INTERFACE AREA DESIGNATIONS

301.1 Declaration. The legislative body shall declare the wildland-urban interface areas within the jurisdiction. The urban-wildland interface areas shall be based on the maps created in accordance with Section 301.

301.2 Mapping. In cooperation, the code official and the Division of Forestry, Fire and State Lands (FFSL) wildfire representative (per participating agreement between county and FFSL) will create or review Wildland-Urban Interface Area maps, to be recorded and filed with the clerk of the jurisdiction. These areas shall become effective immediately thereafter.

301.3 Review of wildland-urban interface areas. The code official and the FFSL wildfire representative shall reevaluate and recommend modification to the wildland-urban interface areas in accordance with Section 301.1 on a three-year basis or more frequently as deemed necessary by the legislative body.

CHAPTER 4

WILDLAND-URBAN INTERFACE AREA REQUIREMENTS

SECTION 401 GENERAL

401.1 Scope. Wildland-urban interface areas shall be provided with emergency vehicle access and water supply in accordance with this chapter.

401.2 Objective. The objective of this chapter is to establish the minimum requirements for emergency vehicle access and water supply for buildings and structures located in the wildland-urban interface areas.

401.3 General safety precautions. General safety precautions shall be in accordance with this chapter. See also Appendix A.

SECTION 402 APPLICABILITY

402.1 Subdivisions.

402.1.1 Access. New subdivisions, as determined by this jurisdiction, shall be provided with fire apparatus access roads in accordance with the *International Fire Code* and access requirements in accordance with Section 403.

402.1.2 Water supply. New subdivisions as determined by this jurisdiction shall be provided with water supply in accordance with Section 404.

402.2 Individual structures.

402.2.1 Access. Individual structures hereafter constructed or relocated into or within wildland-urban interface areas shall be provided with fire apparatus access in accordance with Section 403.2. Marking of fire protection equipment shall be provided in accordance with Section 403.5 and address markers shall be provided in accordance with Section 403.6.

402.2.2 Water supply. Individual structures hereafter constructed or relocated into or within wildland-urban interface areas shall be provided with a conforming water supply in accordance with Section 404.

Exceptions:

1. Structures constructed to meet the requirements for the class of ignition-resistant construction specified in Table 503.1 for a nonconforming water supply.
2. Buildings containing only private garages, carports, sheds and agricultural buildings with a floor area of not more than 600 square feet (56 m²).

SECTION 403 ACCESS

403.1 Restricted access. Where emergency vehicle access is restricted because of secured access roads or driveways or where immediate access is necessary for life-saving or fire-fighting purposes, the code official is authorized to require a key box to be installed in an accessible location. The key box shall be of a type approved by the code official and shall contain keys to gain necessary access as required by the code official.

403.2 Driveways. Driveways shall be provided when any portion of an exterior wall of the first story of a building is located more than 150 feet (45 720 mm) from a fire apparatus access road. Driveways shall provide a minimum unobstructed width of 12 feet (3658 mm) and a minimum unobstructed height of 13 feet 6 inches (4115 mm). Driveways in excess of 150 feet (45 720 mm) in length shall be provided with turnarounds. Driveways in excess of 200 feet (60 960 mm) in length and less than 20 feet (6096 mm) in width shall be provided with turnouts in addition to turnarounds.

A driveway shall not serve in excess of five dwelling units.

Driveway turnarounds shall have inside turning radii of not less than 30 feet (9144 mm) and outside turning radii of not less than 45 feet (13 716 mm). Driveways that connect with a road or roads at more than one point may be considered as having a turnaround if all changes of direction meet the radii requirements for driveway turnarounds.

Driveway turnouts shall be an all-weather road surface at least 10 feet (3048 mm) wide and 30 feet (9144 mm) long. Driveway turnouts shall be located as required by the code official.

Vehicle load limits shall be posted at both entrances to bridges on driveways and private roads. Design loads for bridges shall be established by the code official.

403.3 Fire apparatus access road. When required, fire apparatus access roads shall be all-weather roads with a minimum width of 20 feet (6096 mm) and a clear height of 13 feet 6 inches (4115 mm); shall be designed to accommodate the loads and turning radii for fire apparatus; and have a gradient negotiable by the specific fire apparatus normally used at that location within the jurisdiction. Dead-end roads in excess of 150 feet (45 720 mm) in length shall be provided with turnarounds as approved by the code official. An all-weather road surface shall be any surface material acceptable to the code official that would normally allow the passage of emergency service vehicles to protect structures and wildlands within the jurisdiction.

403.4 Marking of roads. Approved signs or other approved notices shall be provided and maintained for access roads and driveways to identify such roads and prohibit the obstruction thereof or both.

All road identification signs and supports shall be of noncombustible materials. Signs shall have minimum 4-inch-high (102 mm) reflective letters with $\frac{1}{2}$ inch (12.7 mm) stroke on a contrasting 6-inch-high (152 mm) sign. Road identification signage shall be mounted at a height of 7 feet (2134 mm) from the road surface to the bottom of the sign.

403.5 Marking of fire protection equipment. Fire protection equipment and fire hydrants shall be clearly identified in a manner approved by the code official to prevent obstruction.

403.6 Address markers. All buildings shall have a permanently posted address, which shall be placed at each driveway entrance and be visible from both directions of travel along the road. In all cases, the address shall be posted at the beginning of construction and shall be maintained thereafter, and the address shall be visible and legible from the road on which the address is located.

Address signs along one-way roads shall be visible from both the intended direction of travel and the opposite direction.

Where multiple addresses are required at a single driveway, they shall be mounted on a single post, and additional signs shall be posted at locations where driveways divide.

Where a roadway provides access solely to a single commercial or industrial business, the address sign shall be placed at the nearest road intersection providing access to that site.

403.7 Grade. The gradient for fire apparatus access roads and driveways shall not exceed the maximum approved by the code official. It will be up to the code official to ascertain the standard based on local fire equipment grade not to exceed 12 percent.

SECTION 404 WATER SUPPLY

404.1 General. When provided in order to qualify as a conforming water supply for the purpose of Table 503.1, an approved water source shall have an adequate water supply for the use of the fire protection service to protect buildings and structures from exterior fire sources or to suppress structure fires within the wildland-urban interface area of the jurisdiction in accordance with this section.

404.2 Water sources. The point at which a water source is available for use shall be located not more than 1,000 feet (305 m) from the building and be approved by the code official. The distance shall be measured along an unobstructed line of travel.

Water sources shall comply with the following:

1. Man-made water sources shall have a minimum usable water volume as determined by the adequate water supply needs in accordance with Section 404.5. This water source shall be equipped with an approved hydrant. The water level of the water source shall be maintained by rainfall, water pumped from a well, water hauled by a tanker, or by seasonal high water of a stream or river. The design, construction, location, water level maintenance, access, and access maintenance of man-made water sources shall be approved by the code official.
2. Natural water sources shall have a minimum annual water level or flow sufficient to meet the adequate water supply needs in accordance with Section 404.5. This wa-

ter level or flow shall not be rendered unusable because of freezing. This water source shall have an approved draft site with an approved hydrant. Adequate water flow and rights for access to the water source shall be ensured in a form acceptable to the code official.

404.3 Draft sites. Approved draft sites shall be provided at all natural water sources intended for use as fire protection for compliance with this code. The design, construction, location, access and access maintenance of draft sites shall be approved by the code official.

The pumper access point shall be either an emergency vehicle access area alongside a conforming access road or an approved driveway no longer than 150 feet (45 720 mm). Pumper access points and access driveways shall be designed and constructed in accordance with all codes and ordinances enforced by this jurisdiction. Pumper access points shall not require the pumper apparatus to obstruct a road or driveway.

404.4 Hydrants. All hydrants shall be designed and constructed in accordance with nationally recognized standards. The location and access shall be approved by the code official.

404.5 Adequate water supply. Adequate water supply shall be determined for purposes of initial attack and flame front control by the local jurisdiction. NFPA 1142 may be used as a reference.

404.6 Fire department. The water system required by this code can only be considered conforming for purposes of determining the level of ignition-resistant construction (see Table 503.1).

404.7 Obstructions. Access to all water sources required by this code shall be unobstructed at all times. The code official shall not be deterred or hindered from gaining immediate access to water source equipment, fire protection equipment or hydrants.

404.8 Identification. Water sources, draft sites, hydrants and fire protection equipment shall be clearly identified in a manner approved by the code official to identify location and to prevent obstruction by parking and other obstructions.

404.9 Testing and maintenance. Water sources, draft sites, hydrants and other fire protection equipment required by this code shall be subject to periodic tests as required by the code official. Code official shall establish a periodic testing schedule. Costs are to be covered by the water provider. All such equipment installed under the provisions of this code shall be maintained in an operative condition at all times and shall be repaired or replaced where defective. Additions, repairs, alterations and servicing of such fire protection equipment and resources shall be in accordance with approved standards. Mains and appurtenances shall be installed in accordance with NFPA 24. Water tanks for private fire protection shall be installed in accordance with NFPA 22. The costs are to be covered by the water provider.

404.10 Reliability.

404.10.1 Objective. The objective of this section is to increase the reliability of water supplies by reducing the exposure of vegetative fuels to electrically powered systems.

404.10.2 Clearance of fuel. Defensible space shall be provided around water tank structures, water supply pumps and pump houses in accordance with Section 603.

404.10.3 Standby power. Stationary water supply facilities within the wildland-urban interface area dependent on electrical power supplied by power grid to meet adequate water supply demands shall provide functional standby power systems in accordance with the ICC *Electrical Code* to ensure that an uninterrupted water supply is maintained. The standby power source shall be capable of providing power for a minimum of two hours.

Exceptions: When approved by the code official, a standby power supply is not required where the primary power service to the stationary water supply facility is underground or there is an on-site generator.

SECTION 405 FIRE PROTECTION PLAN

405.1 Purpose. The plan is to provide a basis to determine overall compliance with this code, for determination of Ignition Resistant Construction (IRC) (see Table 503.1) and for determining the need for alternative materials and methods.

405.2 General. When required by the code official, a fire protection plan shall be prepared and approved prior to the first building permit issuance or subdivision approval.

405.3 Content. The plan shall be based upon a site-specific wildfire risk assessment that includes considerations of location, topography, aspect, flammable vegetation, climatic conditions and fire history. The plan shall address water supply, access, building ignition and fire-resistance factors, fire protection systems and equipment, defensible space and vegetation management.

405.4 Cost. The cost of fire protection plan preparation and review shall be the responsibility of the applicant.

405.5 Plan retention. The fire protection plan shall be retained by the code official.

CHAPTER 5

SPECIAL BUILDING CONSTRUCTION REGULATIONS

SECTION 501 GENERAL

501.1 Scope. Buildings and structures shall be constructed in accordance with the *International Building Code* and this code.

Exceptions:

1. Accessory structures not exceeding 120 square feet (11 m²) in floor area when located at least 50 feet (15 240 mm) from buildings containing habitable spaces.
2. Agricultural buildings at least 50 feet (15 240 mm) from buildings containing habitable spaces.

501.2 Objective. The objective of this chapter is to establish minimum standards to locate, design and construct buildings and structures or portions thereof for the protection of life and property, to resist damage from wildfires, and to mitigate building and structure fires from spreading to wildland fuels. The minimum standards set forth in this chapter vary with the critical fire weather, slope and fuel type to provide increased protection, above the requirements set forth in the *International Building Code*, from the various levels of hazards.

SECTION 502 FIRE HAZARD SEVERITY

The fire hazard severity of building sites for all buildings hereafter constructed, modified or relocated into wildland-urban

interface areas shall be established in accordance with Appendix C.

The fire hazard severity is allowed to be reduced by implementing a vegetation management plan in accordance with Appendix B.

SECTION 503 IGNITION-RESISTANT CONSTRUCTION

503.1 General. Buildings and structures hereafter constructed, modified or relocated into or within wildland-urban interface areas shall meet the construction requirements in accordance with Table 503.1. Class 1, Class 2 or Class 3 ignition-resistant construction shall be in accordance with Sections 504, 505 and 506, respectively.

SECTION 504 CLASS 1 IGNITION-RESISTANT CONSTRUCTION

504.1 General. Class 1 ignition-resistant construction shall be in accordance with Section 504.

504.2 Roof covering. Roofs shall have a Class A roof covering or a Class A roof assembly. For roof coverings where the profile allows a space between the roof covering and roof decking, the space at the eave ends shall be firestopped to preclude entry of flames or embers.

TABLE 503.1
IGNITION-RESISTANT CONSTRUCTION^a

DEFENSIBLE SPACE ^c	FIRE HAZARD SEVERITY					
	Moderate Hazard		High Hazard		Extreme Hazard	
	Water Supply ^b		Water Supply ^b		Water Supply ^b	
	Conforming ^d	Nonconforming ^e	Conforming ^d	Nonconforming ^e	Conforming ^d	Nonconforming ^e
Nonconforming	IR 2	IR 1	IR 1	IR 1 N.C.	IR 1 N.C.	Not Permitted
Conforming	IR 3	IR 2	IR 2	IR 1	IR 1	IR 1 N.C.
1.5 x Conforming	Not Required	IR 3	IR 3	IR 2	IR 2	IR 1

a. Access shall be in accordance with Section 402.

b. Subdivisions shall have a conforming water supply in accordance with Section 402.1.

IR 1 = Ignition-resistant construction in accordance with Section 504.

IR 2 = Ignition-resistant construction in accordance with Section 505.

IR 3 = Ignition-resistant construction in accordance with Section 506.

N.C. = Exterior walls shall have a fire-resistance rating of not less than 1-hour and the exterior surfaces of such walls shall be noncombustible. Usage of log wall construction is allowed.

c. Conformance based on Section 603.

d. Conformance based on Section 404.

e. A nonconforming water supply is any water system or source that does not comply with Section 404, including situations where there is no water supply for structure protection or fire suppression.

504.3 Protection of eaves. Eaves and soffits shall be protected on the exposed underside by materials approved for a minimum of 1-hour fire-resistance-rated construction. Fascias are required and must be protected on the backside by materials approved for a minimum of 1-hour fire-resistance-rated construction or 2-inch (51 mm) nominal dimension lumber.

504.4 Gutters and downspouts. Gutters and downspouts shall be constructed of noncombustible material.

504.5 Exterior walls. Exterior walls of buildings or structures shall be constructed with materials approved for a minimum of 1-hour fire-resistance-rated construction on the exterior side or constructed with approved noncombustible materials.

Exception: Heavy timber or log wall construction.

Such material shall extend from the top of the foundation to the underside of the roof sheathing.

504.6 Unenclosed underfloor protection. Buildings or structures shall have all underfloor areas enclosed to the ground with exterior walls in accordance with Section 504.5.

Exception: Complete enclosure may be omitted where the underside of all exposed floors and all exposed structural columns, beams and supporting walls are protected as required for exterior 1-hour fire-resistance-rated construction or heavy timber construction.

504.7 Appendages and projections. Unenclosed accessory structures attached to buildings with habitable spaces and projections, such as decks, shall be a minimum of 1-hour fire-resistance-rated construction, heavy timber construction or constructed of approved noncombustible materials.

When the attached structure is located and constructed so that the structure or any portion thereof projects over a descending slope surface greater than 10 percent, the area below the structure shall have all underfloor areas enclosed to within 6 inches (152 mm) of the ground, with exterior wall construction in accordance with Section 504.5.

504.8 Exterior glazing. Exterior windows, window walls and glazed doors, windows within exterior doors, and skylights shall be tempered glass, multilayered glazed panels, glass block or have a fire protection rating of not less than 20 minutes.

504.9 Exterior doors. Exterior doors shall be approved noncombustible construction, solid core wood not less than 1³/₄ inches thick (45 mm), or have a fire protection rating of not less than 20 minutes. Windows within doors and glazed doors shall be in accordance with Section 504.8.

Exception: Vehicle access doors.

504.10 Vents. Attic ventilation openings, foundation or underfloor vents, or other ventilation openings in vertical exterior walls and vents through roofs shall not exceed 144 square inches (0.0929 m²) each. Such vents shall be covered with noncombustible corrosion-resistant mesh with openings not to exceed 1/4 inch (6.4 mm).

Attic ventilation openings shall not be located in soffits, in eave overhangs, between rafters at eaves, or in other overhang areas. Gable end and dormer vents shall be located at least 10 feet (3048 mm) from property lines. Underfloor ventilation openings shall be located as close to grade as practical.

504.11 Detached accessory structures. Detached accessory structures located less than 50 feet (15 240 mm) from a building containing habitable space shall have exterior walls constructed with materials approved for a minimum of 1-hour fire-resistance-rated construction, heavy timber, log wall construction or constructed with approved noncombustible materials on the exterior side.

When the detached structure is located and constructed so that the structure or any portion thereof projects over a descending slope surface greater than 10 percent, the area below the structure shall have all underfloor areas enclosed to within 6 inches (152 mm) of the ground, with exterior wall construction in accordance with Section 504.5 or underfloor protection in accordance with Section 504.6.

Exception: The enclosure may be omitted where the underside of all exposed floors and all exposed structural columns, beams and supporting walls are protected as required for exterior 1-hour fire-resistance-rated construction or heavy-timber construction.

See Section 504.2 for roof requirements.

SECTION 505

CLASS 2 IGNITION-RESISTANT CONSTRUCTION

505.1 General. Class 2 ignition-resistant construction shall be in accordance with Section 505.

505.2 Roof covering. Roofs shall have at least a Class A roof covering, Class B roof assembly or an approved noncombustible roof covering. For roof coverings where the profile allows a space between the roof covering and roof decking, the space at the eave ends shall be firestopped to preclude entry of flames or embers.

505.3 Protection of eaves. Combustible eaves, fascias and soffits shall be enclosed with solid materials with a minimum thickness of 3/4 inch (19 mm). No exposed rafter tails shall be permitted unless constructed of heavy timber materials.

505.4 Gutters and downspouts. Gutters and downspouts shall be constructed of noncombustible material.

505.5 Exterior walls. Exterior walls of buildings or structures shall be constructed with materials approved for a minimum of 1-hour fire-resistance-rated construction on the exterior side or constructed with approved noncombustible materials.

Exception: Heavy timber or log wall construction.

Such material shall extend from the top of the foundation to the underside of the roof sheathing.

505.6 Unenclosed underfloor protection. Buildings or structures shall have all underfloor areas enclosed to the ground, with exterior walls in accordance with Section 505.5.

Exception: Complete enclosure may be omitted where the underside of all exposed floors and all exposed structural columns, beams and supporting walls are protected as required for exterior 1-hour fire-resistance-rated construction or heavy timber construction.

505.7 Appendages and projections. Unenclosed accessory structures attached to buildings with habitable spaces and projections, such as decks, shall be a minimum of 1-hour fire-re-

sistance-rated construction, heavy timber construction or constructed with approved noncombustible materials.

When the attached structure is located and constructed so that the structure or any portion thereof projects over a descending slope surface greater than 10 percent, the area below the structure shall have all underfloor areas enclosed to within 6 inches (152 mm) of the ground, with exterior wall construction in accordance with Section 505.5.

505.8 Exterior glazing. Exterior windows, window walls and glazed doors, windows within exterior doors, and skylights shall be tempered glass, multilayered glazed panels, glass block or have a fire-protection rating of not less than 20 minutes.

505.9 Exterior doors. Exterior doors shall be approved noncombustible construction, solid core wood not less than 1³/₄-inches thick (45 mm), or have a fire protection rating of not less than 20 minutes. Windows within doors and glazed doors shall be in accordance with Section 505.8.

Exception: Vehicle access doors.

505.10 Vents. Attic ventilation openings, foundation or underfloor vents or other ventilation openings in vertical exterior walls and vents through roofs shall not exceed 144 square inches (0.0929 m²) each. Such vents shall be covered with noncombustible corrosion-resistant mesh with openings not to exceed 1/4 inch (6.4 mm).

Attic ventilation openings shall not be located in soffits, in eave overhangs, between rafters at eaves, or in other overhang areas. Gable end and dormer vents shall be located at least 10 feet (3048 mm) from property lines. Underfloor ventilation openings shall be located as close to grade as practical.

505.11 Detached accessory structures. Detached accessory structures located less than 50 feet (15 240 mm) from a building containing habitable space shall have exterior walls constructed with materials approved for a minimum of 1-hour fire-resistance-rated construction, heavy timber, log wall construction, or constructed with approved noncombustible material on the exterior side.

When the detached structure is located and constructed so that the structure or any portion thereof projects over a descending slope surface greater than 10 percent, the area below the structure shall have all underfloor areas enclosed to within 6 inches (152 mm) of the ground, with exterior wall construction in accordance with Section 505.5 or underfloor protection in accordance with Section 505.6.

Exception: The enclosure may be omitted where the underside of all exposed floors and all exposed structural columns, beams and supporting walls are protected as required for exterior 1-hour fire-resistance-rated construction or heavy-timber construction.

See Section 505.2 for roof requirements.

SECTION 506

CLASS 3 IGNITION-RESISTANT CONSTRUCTION

506.1 General. Class 3 ignition-resistant construction shall be in accordance with Section 506.

506.2 Roof covering. Roofs shall have at least a Class A roof covering, Class C roof assembly or an approved noncombustible roof covering. For roof coverings where the profile allows a space between the roof covering and roof decking, the space at the eave ends shall be firestopped to preclude entry of flames or embers.

506.3 Unenclosed underfloor protection. Buildings or structures shall have all underfloor areas enclosed to the ground with exterior walls.

Exception: Complete enclosure may be omitted where the underside of all exposed floors and all exposed structural columns, beams and supporting walls are protected as required for exterior 1-hour fire-resistance-rated construction or heavy timber construction.

506.4 Vents. Attic ventilation openings, soffit vents, foundation or underfloor vents or other ventilation openings in vertical exterior walls and vents through roofs shall not exceed 144 square inches (0.0929 m²) each. Such vents shall be covered with noncombustible corrosion-resistant mesh with openings not to exceed 1/4 inch (6.4 mm).

SECTION 507

REPLACEMENT OR REPAIR OF ROOF COVERINGS

The roof covering on buildings or structures in existence prior to the adoption of this code that are replaced or have 25 percent or more replaced in a 12-month period shall be replaced with a roof covering required for new construction based on the type of ignition-resistant construction specified in accordance with Section 503.

CHAPTER 6

FIRE PROTECTION REQUIREMENTS

SECTION 601 GENERAL

601.1 Scope. The provisions of this chapter establish general requirements for new and existing buildings, structures and premises located within wildland-urban interface areas.

601.2 Objective. The objective of this chapter is to establish minimum requirements to mitigate the risk to life and property from wildland fire exposures, exposures from adjacent structures and to mitigate structure fires from spreading to wildland fuels.

SECTION 602 AUTOMATIC FIRE SPRINKLER SYSTEMS DELETED

SECTION 603 DEFENSIBLE SPACE

603.1 Objective. Provisions of this section are intended to modify the fuel load in areas adjacent to structures to create a defensible space.

603.2 Fuel modification. In order to qualify as a conforming defensible space for individual buildings or structures on a property, fuel modification shall be provided within a distance from buildings or structures as specified in Table 603.2. For all other purposes, the fuel modification distance shall not be less than 30 feet (9144 mm) or to the property line, whichever is less. Distances specified in Table 603.2 shall be measured on a horizontal plane from the perimeter or projection of the building or structure as shown in Figure 603.2. Distances specified in Table 603.2 may be modified by the code official because of a

site-specific analysis based on local conditions and the fire protection plan.

Persons owning, leasing, controlling, operating or maintaining buildings or structures requiring defensible spaces are responsible for modifying or removing nonfire-resistive vegetation on the property owned, leased or controlled by said person.

Trees are allowed within the defensible space, provided the horizontal distance between crowns of adjacent trees and overhead electrical facilities or unmodified fuel is not less than 10 feet (3048 mm). Deadwood and litter shall be regularly removed from trees.

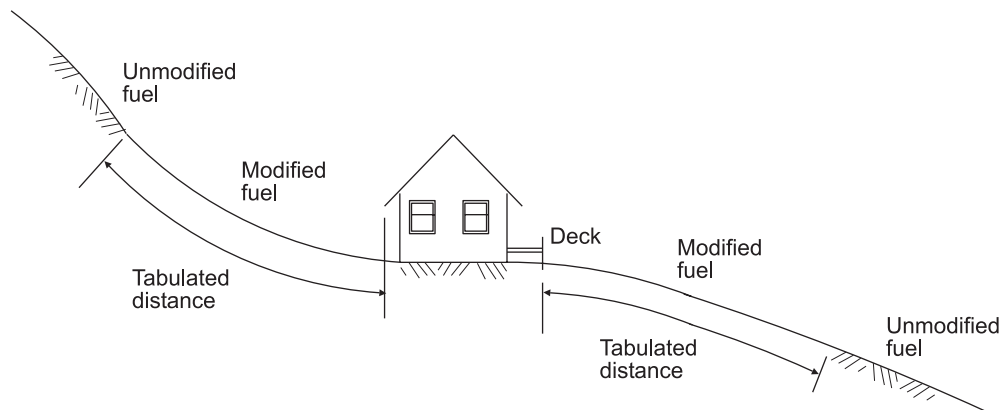
Where ornamental vegetative fuels or cultivated ground cover, such as green grass, ivy, succulents or similar plants are used as ground cover, they are allowed to be within the designated defensible space, provided they do not form a means of transmitting fire from the native growth to any structure.

**TABLE 603.2
REQUIRED DEFENSIBLE SPACE**

WILDLAND-URBAN INTERFACE AREA	FUEL MODIFICATION DISTANCE (feet)
Moderate hazard	30
High hazard	50
Extreme hazard	100

For SI: 1 foot = 304.8 mm.

603.3 Community fuel modification zones. Fuel modification zones to protect new communities shall be provided when required by the code official in accordance with Section 603, in order to reduce fuel loads adjacent to communities and structures.



**FIGURE 603.2
MEASUREMENTS OF FUEL MODIFICATION DISTANCE**

603.3.1 Land ownership. Fuel modification zone land used to protect a community shall be under the control of an association or other common ownership instrument for the life of the community to be protected.

603.3.2 Fuel modification zone plans. Fuel modification zone plans shall be approved prior to fuel modification work and shall be placed on a site grading plan shown in plan view. An elevation plan shall also be provided to indicate the length of the fuel modification zone on the slope. Fuel modification zone plans shall include, but not be limited to the following:

1. Plan showing existing vegetation.
2. Photographs showing natural conditions prior to work being performed.
3. Grading plan showing location of proposed buildings and structures, and set backs from top of slope to all buildings or structures.

SECTION 604 MAINTENANCE OF DEFENSIBLE SPACE

604.1 General. Defensible spaces required by Section 603 shall be maintained annually, or as necessary in accordance with Section 604.

604.2 Modified area. Nonfire-resistive vegetation or growth shall be kept clear of buildings or structures, in accordance with Section 603, in such a manner as to provide a clear area for fire suppression operations.

604.3 Responsibility. Persons owning, leasing, controlling, operating or maintaining buildings or structures are responsible for maintenance of defensible spaces. Maintenance of the defensible space shall include modifying or removing nonfire-resistive vegetation and keeping leaves, needles and other dead vegetative material regularly removed from roofs of buildings and structures.

604.4 Trees. Individual trees and/or small clumps of trees or brush crowns, extending to within 10 feet (3048 mm) of any structure, shall be pruned to maintain a minimum horizontal clearance of 10 feet (3048 mm). Tree crowns within the defensible space shall be pruned to remove limbs located less than 6 feet (1829 mm) above the ground surface adjacent to the trees.

Portions of tree crowns that extend within 10 feet (3048 mm) of the outlet of a chimney shall be pruned to maintain a minimum horizontal clearance of 10 feet (3048 mm).

Deadwood and litter shall be regularly removed from trees.

SECTION 605 SPARK ARRESTERS

Chimneys serving fireplaces, barbecues, incinerators or decorative heating appliances in which solid or liquid fuel is used, shall be provided with a spark arrester. Spark arresters shall be constructed of woven or welded wire screening of 12 USA standard gage wire (0.1046 inch) (2.66 mm) having openings not exceeding $\frac{1}{2}$ inch (12.7 mm).

The net free area of the spark arrester shall not be less than four times the net free area of the outlet of the chimney.

SECTION 606 LIQUEFIED PETROLEUM GAS INSTALLATIONS

606.1 General. The storage of LP-gas and the installation and maintenance of pertinent equipment shall be in accordance with the *International Fire Code* or, in the absence thereof, recognized standards.

606.2 Location of containers. LP-gas containers shall be located within the defensible space in accordance with the *International Fire Code*.

SECTION 607 STORAGE OF FIREWOOD AND COMBUSTIBLE MATERIALS

Firewood and combustible material shall not be stored in unenclosed spaces beneath buildings or structures, or on decks or under eaves, canopies or other projections or overhangs. When required by the code official, storage of firewood and combustible material stored in the defensible space shall be located a minimum of 30 feet (9144 mm) from structures and separated from the crown of trees by a minimum horizontal distance of 15 feet (4572 mm).

Firewood and combustible materials not for consumption on the premises shall be stored so as to not pose a hazard. See Appendix A.

APPENDIX A

GENERAL REQUIREMENTS (optional)

SECTION A101 GENERAL

A101.1 Scope. The provisions of this appendix establish general requirements applicable to new and existing properties located within urban-wildland interface areas.

A101.2 Objective. The objective of this appendix is to provide necessary fire-protection measures to reduce the threat of wild-fire in an urban-wildland interface area and improve the capability of controlling such fires.

SECTION A102 VEGETATION CONTROL

A102.1 General. Vegetation control shall comply with this section.

A102.2 Clearance of brush or vegetative growth from roadways. The code official is authorized to require areas within 10 feet (3048 mm) on each side of portions of fire apparatus access roads and driveways to be cleared of nonfire-resistive vegetation growth.

Exception: Single specimens of trees, ornamental vegetative fuels or cultivated ground cover, such as green grass, ivy, succulents or similar plants used as ground cover, provided they do not form a means of readily transmitting fire.

A102.3 Clearance of brush and vegetative growth from electrical transmission and distribution lines.

A102.3.1 General. Clearance of brush and vegetative growth from electrical transmission and distribution lines shall be in accordance with Section A102.3.

Exception: Section A102.3 does not authorize persons not having legal right of entry to enter on or damage the property of others without consent of the owner.

A102.3.2 Support clearance. Persons owning, controlling, operating or maintaining electrical transmission or distribution lines shall have an approved program in place that identifies poles or towers with equipment and hardware types that have a history of becoming an ignition source, and provides a combustible free space consisting of a clearing of not less than 10 feet (3048 mm) in each direction from the outer circumference of such pole or tower during such periods of time as designated by the code official.

Exception: Lines used exclusively as telephone, telegraph, messenger call, alarm transmission or other lines classed as communication circuits by a public utility.

A102.3.3 Electrical distribution and transmission line clearances.

A102.3.3.1 General. Clearances between vegetation and electrical lines shall be in accordance with Section A102.3.3.

A102.3.3.2 Trimming clearance. At the time of trimming, clearances not less than those established by Table A102.3.3.2 shall be provided. The radial clearances shown below are minimum clearances that shall be established, at time of trimming, between the vegetation and the energized conductors and associated live parts.

**TABLE A102.3.3.2
MINIMUM CLEARANCES BETWEEN VEGETATION
AND ELECTRICAL LINES AT TIME OF TRIMMING**

LINE VOLTAGE	MINIMUM RADIAL CLEARANCE FROM CONDUCTOR (feet)
2,400-72,000	4
72,001-110,000	6
110,001-300,000	10
300,001 or more	15

For SI: 1 foot = 304.8 mm.

Exception: The code official is authorized to establish minimum clearances different than those specified by Table A102.3.3.2 when evidence substantiating such other clearances is submitted to and approved by the code official.

A102.3.3.3 Minimum clearance to be maintained. Clearances not less than those established by Table A102.3.3.3 shall be maintained during such periods of time as designated by the code official. The site-specific clearance achieved, at time of pruning, shall vary based on species growth rates, the utility company-specific trim cycle, the potential line sway due to wind, line sag due to electrical loading and ambient temperature and the tree's location in proximity to the high voltage lines.

Exception: The code official is authorized to establish minimum clearances different than those specified by Table A102.3.3.3 when evidence substantiating such other clearances is submitted to and approved by the code official.

**TABLE A102.3.3.3
MINIMUM CLEARANCES BETWEEN VEGETATION AND
ELECTRICAL LINES TO BE MAINTAINED**

LINE VOLTAGE	MINIMUM CLEARANCE (inches)
750-35,000	6
35,001-60,000	12
60,001-115,000	19
115,001-230,000	30.5
230,001-500,000	115

For SI: 1 inch = 25.4 mm.

A102.3.3.4 Electrical power line emergencies. During emergencies, the utility shall perform the required work to the extent necessary to clear the hazard. An emergency

can include situations such as trees falling into power lines, or trees in violation of Table A102.3.3.3.

A102.4 Correction of condition. The code official is authorized to give notice to the owner of the property on which conditions regulated by Section A102 exist to correct such conditions. If the owner fails to correct such conditions, the legislative body of the jurisdiction is authorized to cause the same to be done and make the expense of such correction a lien on the property where such condition exists.

SECTION A103 ACCESS RESTRICTIONS

A103.1 Restricted entry to public lands. The code official is authorized to determine and publicly announce when urban-wildland interface areas shall be closed to entry and when such areas shall again be opened to entry. Entry on and occupation of urban-wildland interface areas, except public roadways, inhabited areas or established trails and campsites that have not been closed during such time when the urban-wildland interface area is closed to entry, is prohibited.

Exceptions:

1. Residents and owners of private property within urban-wildland interface areas and their invitees and guests going to or being on their lands.
2. Entry, in the course of duty, by peace or police officers, and other duly authorized public officers, members of a fire department and members of the Wildland Firefighting Service.

A103.2 Trespassing on posted private property.

A103.2.1 General. When the code official determines that a specific area within an urban-wildland interface area presents an exceptional and continuing fire danger because of the density of natural growth, difficulty of terrain, proximity to structures or accessibility to the public, such areas shall be restricted or closed until changed conditions warrant termination of such restriction or closure. Such areas shall be posted in accordance with Section A103.2.2.

A103.2.2 Signs. Approved signs prohibiting entry by unauthorized persons and referring to this code shall be placed on every closed area.

A103.2.3 Trespassing. Entering and remaining within areas closed and posted is prohibited.

Exception: Owners and occupiers of private or public property within closed and posted areas; their guests or invitees; authorized persons engaged in the operation and maintenance of necessary utilities such as electrical power, gas, telephone, water and sewer; and local, state and federal public officers and their authorized agents acting in the course of duty.

A103.3 Use of fire roads and defensible space. Motorcycles, motor scooters and motor vehicles shall not be driven or parked on, and trespassing is prohibited on, fire roads or defensible space beyond the point where travel is restricted by a cable, gate or sign, without the permission of the property owners. Vehicles shall not be parked in a manner that obstructs the entrance to a fire road or defensible space.

Exception: Public officers acting within their scope of duty.

Radio and television aerials, guy wires thereto, and other obstructions shall not be installed or maintained on fire roads or defensible spaces, unless located 16 feet (4877 mm) or more above such fire road or defensible space.

A103.4 Use of motorcycles, motor scooters, ultralight aircraft and motor vehicles. Motorcycles, motor scooters, ultralight aircraft and motor vehicles shall not be operated within urban-wildland interface areas, without a permit by the code official, except on clearly established public or private roads. Permission from the property owner shall be presented when requesting a permit.

A103.5 Tampering with locks, barricades, signs and address markers. Locks, barricades, seals, cables, signs and address markers installed within urban-wildland interface areas, by or under the control of the code official, shall not be tampered with, mutilated, destroyed or removed.

Gates, doors, barriers and locks installed by or under the control of the code official shall not be unlocked.

SECTION A104 IGNITION SOURCE CONTROL

A104.1 General. Ignition sources shall be in accordance with Section A104.

A104.2 Objective. Regulations in this section are intended to provide the minimum requirements to prevent the occurrence of wildfires.

A104.3 Clearance from ignition sources. Clearance between ignition sources and grass, brush or other combustible materials shall be maintained a minimum of 30 feet (9144 mm).

A104.4 Smoking. When required by the code official, signs shall be posted stating NO SMOKING. No person shall smoke within 15 feet (4572 mm) of combustible materials or nonfire-resistant vegetation.

Exception: Places of habitation or in the boundaries of established smoking areas or campsites as designated by the code official.

A104.5 Equipment and devices generating heat, sparks or open flames. Equipment and devices generating heat, sparks or open flames capable of igniting nearby combustibles shall not be used in urban-wildland interface areas without a permit from the code official.

Exception: Use of approved equipment in habitated premises or designated campsites that are a minimum of 30 feet (9144 mm) from grass-, grain-, brush- or forest-covered areas.

A104.6 Fireworks. Fireworks shall not be used or possessed in urban-wildland interface areas.

Exception: Fireworks allowed by the code official under permit in accordance with the *International Fire Code* when not prohibited by applicable local or state laws, ordinances and regulations.

The code official is authorized to seize, take, remove or cause to be removed fireworks in violation of this section.

A104.7 Outdoor fires.

A104.7.1 General. No person shall build, ignite or maintain any outdoor fire of any kind for any purpose in or on any urban-wildland interface area, except by the authority of a written permit from the code official.

Exception: Outdoor fires within inhabited premises or designated campsites where such fires are in a permanent barbecue, portable barbecue, outdoor fireplace, incinerator or grill and are a minimum of 30 feet (9144 mm) from any combustible material or nonfire-resistive vegetation.

A104.7.2 Permits. Permits shall incorporate such terms and conditions that will reasonably safeguard public safety and property. Outdoor fires shall not be built, ignited or maintained in or on hazardous fire areas under the following conditions:

1. When high winds are blowing,
2. When a person 17 years old or over is not present at all times to watch and tend such fire, or
3. When a public announcement is made that open burning is prohibited.

A104.7.3 Restrictions. No person shall use a permanent barbecue, portable barbecue, outdoor fireplace or grill for the disposal of rubbish, trash or combustible waste material.

A104.8 Incinerators, outdoor fireplaces, permanent barbecues and grills. Incinerators, outdoor fireplaces, permanent barbecues and grills shall not be built, installed or maintained in urban-wildland interface areas without approval of the code official.

Incinerators, outdoor fireplaces, permanent barbecues and grills shall be maintained in good repair and in a safe condition at all times. Openings in such appliances shall be provided with an approved spark arrestor, screen or door.

Exception: When approved by the code official, unprotected openings in barbecues and grills necessary for proper functioning.

A104.9 Reckless behavior. The code official is authorized to stop any actions of a person or persons if the official determines that the action is reckless and could result in an ignition of fire or spread of fire.

A104.10 Planting vegetation under or adjacent to energized electrical lines. No vegetation shall be planted under or adjacent to energized power lines that, at maturity, shall grow within 10 feet (3048 mm) of the energized conductors.

SECTION A105 CONTROL OF STORAGE

A105.1 General. In addition to the requirements of the *International Fire Code*, storage and use of the materials shall be in accordance with Section A105.

A105.2 Hazardous materials. Hazardous materials in excess of 10 gallons (37.8 L) of liquid, 200 cubic feet (5.66 m³) of gas, or 10 pounds (4.54 kg) of solids require a permit and shall comply with nationally recognized standards for storage and use.

A105.3 Explosives. Explosives shall not be possessed, kept, stored, sold, offered for sale, given away, used, discharged, transported or disposed of within urban-wildland interface areas, except by permit from the code official.

A105.4 Combustible materials.

A105.4.1 General. Outside storage of combustible materials such as, but not limited to, wood, rubber tires, building materials or paper products shall comply with the other applicable sections of this code and this section.

A105.4.2 Individual piles. Individual piles shall not exceed 5,000 square feet (465 m²) of contiguous area. Piles shall not exceed 50,000 cubic feet (1416 m³) in volume or 10 feet (3048 mm) in height.

A105.4.3 Separation. A clear space of at least 40 feet (12192 mm) shall be provided between piles. The clear space shall not contain combustible material or nonfire-resistive vegetation.

SECTION A106 DUMPING

A106.1 Waste material. Waste material shall not be placed, deposited or dumped in urban-wildland interface areas, or in, on or along trails, roadways or highways or against structures in urban-wildland interface areas.

Exception: Approved public and approved private dumping areas.

A106.2 Ashes and coals. Ashes and coals shall not be placed, deposited or dumped in or on urban-wildland interface areas.

Exceptions:

1. In the hearth of an established fire pit, camp stove or fireplace.
2. In a noncombustible container with a tightfitting lid, which is kept or maintained in a safe location not less than 10 feet (3048 mm) from nonfire-resistive vegetation or structures.
3. Where such ashes or coals are buried and covered with 1 foot (305 mm) of mineral earth not less than 25 feet (7620 mm) from nonfire-resistive vegetation or structures.

SECTION A107 PROTECTION OF PUMPS AND WATER STORAGE FACILITIES

A107.1 General. The reliability of the water supply shall be in accordance with Section A107.

A107.2 Objective. The intent of this section is to increase the reliability of water storage and pumping facilities and to protect such systems against loss from intrusion by fire.

A107.3 Fuel modification area. Water storage and pumping facilities shall be provided with a defensible space of not less than 30 feet (9144 mm) clear of nonfire-resistive vegetation or growth around and adjacent to such facilities.

Persons owning, controlling, operating or maintaining water storage and pumping systems requiring this defensible

space are responsible for clearing and removing nonfire-resistive vegetation and maintaining the defensible space on the property owned, leased or controlled by said person.

A107.4 Trees. Portions of trees that extend to within 30 feet (9144 mm) of combustible portions of water storage and pumping facilities shall be removed.

A107.5 Protection of electrical power supplies. When electrical pumps are used to provide the required water supply, such pumps shall be connected to a standby power source to automatically maintain electrical power in the event of power loss. The standby power source shall be capable of providing power for a minimum of two hours in accordance with the ICC *Electrical Code*.

Exception: A standby power source is not required where the primary power service to pumps are underground as approved by the code official.

SECTION A108 LAND USE LIMITATIONS

A108.1 General. Temporary fairs, carnivals, public exhibitions and similar uses must comply with all other provisions of this code in addition to enhanced ingress and egress requirements.

A108.2 Objective. The increased public use of land or structures in urban-wildland interface areas also increases the potential threat to life safety. The provisions of this section are intended to reduce that threat.

A108.3 Permits. Temporary fairs, carnivals, public exhibitions or similar uses shall not be allowed in a designated urban-wildland interface area, except by permit from the code official.

Permits shall incorporate such terms and conditions that will reasonably safeguard public safety and property.

A108.4 Access roadways. In addition to the requirements in Section 403, access roadways shall be a minimum of 24 feet (7315 mm) wide and posted NO PARKING. Two access roadways shall be provided to serve the permitted use area.

When required by the code official to facilitate emergency operations, approved emergency vehicle operating areas shall be provided.

APPENDIX B

VEGETATION MANAGEMENT PLAN

Vegetation management plans shall be submitted to the code official for review and approval as part of the plans required for a permit. Vegetation management plans shall describe all actions that will be taken to prevent a fire from being carried toward or away from the building. A vegetation management plan shall include at least the following information:

1. A copy of the site plan.
2. Methods and timetables for controlling, changing or modifying areas on the property. Elements of the plan shall in-

clude removal of slash, snags, vegetation that may grow into overhead electrical lines, other ground fuels, ladder fuels and dead trees, and the thinning of live trees.

3. A plan for maintaining the proposed fuel-reduction measures.

To be considered a fuel modification for purposes of this code, continuous maintenance of the clearance is required.

UTAH FIRE RESISTIVE SPECIES

*Adapted from "Utah Forest Facts: Firewise Plants for Utah Landscapes"
Utah State University Extension, 2002*

Grasses

Agropyron cristatum (Crested Wheatgrass)
Agropyron smithii (Western Wheatgrass)
Buchloe dactyloides (Buffalograss)
Dactylis glomerata (Orchardgrass)
Festuca cinerea and other species (Blue Fescue)
Lolium species (Rye Grass)
Poa pratensis (Kentucky Bluegrass)
Poa secunda (Sandberg Bluegrass)

Herbaceous Perennials

Achillea clavennae (Silvery Yarrow)
Achillea filipendulina (Fernleaf Yarrow)
Achillea - other species & hybrids (Yarrow)*
Aquilegia - species & hybrids (Columbine)
Armeria maritime (Sea Pink, Sea Thrift)
Artemisia stelleriana (Beach Wormwood, Dusty Miller)
Artemisia - other species & hybrids (Various names)*
Bergenia – species & hybrids (Bergenia)
Centranthus ruber (Red Valerian, Jupiter's Beard)
Cerastium tomentosum (Snow-in-summer)
Coreopsis auriculata var. *Nana* (Dwarf Mouse Ear Coreopsis)
Coreopsis – other perennial species (Coreopsis)
Delosperma nubigenum (Hardy Ice Plant)
Dianthus plumarius & others (Pinks)
Erigeron hybrids (Fleabane)*
Gaillardia X grandiflora (Blanket Flower)
Geranium cinereum (Hardy Geranium)
Geranium sanguineum (Bloody Cranesbill, Bloodred Geranium)

Geranium species (Geranium)
Hemerocallis species (Daylily)
Heuchera sanguinea (Coral Bells, Alum Root)
Iberis sempervirens (Evergreen Candytuft)
Iris species & hybrids (Iris)
Kniphofia species & hybrids (Red-hot Poker)
Lavandula species (Lavender)
Leucanthemum X superbum (Shasta Daisy)
Limonium latifolium (Sea-lavender, Statice)
Linum species (Flax)
Liriope spicata (Lily-turf)
Lupinus species & hybrids (Lupine)*
Medicago sativus (Alfalfa)
Oenothera species (Primrose)
Papaver species (Poppy)
Penstemon species & hybrids (Penstemon)
Perovskia atriplicifolia (Russian Sage, Azure Sage)
Potentilla nepalensis (Nepal Cinquefoil)
Potentilla tridentata (Wineleaf Cinquefoil)
Potentilla verna (tabernaemontani) (Spring Cinquefoil; Creeping Potentilla)
Potentilla – other non-shrubby species & hybrids (Cinquefoil, Potentilla)*
Salvia species & hybrids (Salvia, Sage)*
Sedum species (Stonecrop, Sedum)
Sempervivum tectorum (Hen and Chicks)
Stachys byzantina (Lamb's Ear)
Yucca filamentosa (Yucca)

continued

APPENDIX B

Shrubs and Woody Vines

Atriplex species (Saltbush)
Ceanothus americanus (New Jersey Tea)
Ceanothus ovatus & others (Ceanothus)
Cistus species (Rock-rose)
Cotoneaster dammeri (Bearberry Cotoneaster)
Cotoneaster horizontalis (Rockspray or Rock Cotoneaster)
Cotoneaster – other compact species (Cotoneaster)
Hedera helix (English Ivy)
Lonicera species & hybrids (Honeysuckle)
Mahonia repens (Creeping Oregon Grape)
Parthenocissus quinquefolia (Virginia Creeper)
Prunus besseyi (Sand Cherry)
Purshia tridentata (Bitterbrush, Antelope Bitterbrush)
Pyracantha species (Firethorn, Pyracantha)
Rhamnus species (Buckthorn)
Rhus trilobata (Skunkbush Sumac)
Rhus – other species (Sumac)
Ribes species (Currant, Gooseberry)
Rosa rugosa & other hedge roses (Rugosa Rose)
Shepherdia canadensis (Russet Buffaloberry)
Syringa vulgare (Lilac)
Vinca major (Large Periwinkle)
Vinca minor (Dwarf Periwinkle, Common Periwinkle)

Trees

Acer species (Maple)
Betula species (Birch)
Cercis canadensis (Eastern Redbud)
Populus tremuloides (Quaking Aspen)
Populus – other species (Poplar, Cottonwood)
Salix species (Willow)

*** Plants or groups of plants marked with an asterisk (*) can become weedy in certain circumstances, and may even be noxious weeds with legal restrictions against their planting and cultivation. Check with your local Extension office or State Department of Agriculture for information on noxious weeds in your area.**

Note: Some of the listed plants may not be considered “water-wise” or drought-tolerant for arid climates.

APPENDIX C

FIRE HAZARD SEVERITY FORM

This appendix is to be used to determine the fire hazard severity.

A. Subdivision Design

	Points
1. Ingress/Egress	
Two or more primary roads	1___
One road	10___
One-lane road in, one-lane road out	15___
2. Width of Primary Road	
20 feet or more	1___
Less than 20 feet	5___
3. Accessibility	
Road grade 5% or less	1___
Road grade 5-10%	5___
Road grade greater than 10%	10___
4. Secondary Road Terminus	
Loop roads, cul-de-sacs with an outside turning radius of 45 feet or greater	1___
Cul-de-sac turnaround	5___
Dead-end roads 200 feet or less in length	8___
Dead-end roads greater than 200 feet in length	10___
5. Street Signs	
Present but unapproved	3___
Not present	5___

B. Vegetation (IUWIC Definitions)

1. Fuel Types	
Surface	
Lawn/noncombustible	1___
Grass/short brush	5___
Scattered dead/down woody material	10___
Abundant dead/down woody material	15___
Overstory	
Deciduous trees (except tall brush)	3___
Mixed deciduous trees and tall brush	10___
Clumped/scattered conifers and/or tall brush	15___
Contiguous conifer and/or tall brush	20___

2. Defensible Space	
70% or more of lots completed	1___
30% to 70% of lots completed	10___
Less than 30% of lots completed	20___

C. Topography

Located on flat, base of hill, or setback at crest of hill	1___
On slope with 0-20% grade	5___
On slope with 21-30% grade	10___
On slope with 31% grade or greater	15___
At crest of hill with unmitigated vegetation below	20___

D. Roofing Material

Class A Fire Rated	1___
Class B Fire Rated	5___
Class C Fire Rated	10___
Nonrated	20___

E. Fire Protection—Water Source

500 GPM hydrant within 1,000 feet	1___
Hydrant farther than 1,000 feet or draft site	5___
Water source 20 min. or less, round trip	10___
Water source farther than 20 min., and 45 min. or less, round trip	15___
Water source farther than 45 min., round trip	20___

F. Siding and Decking

Noncombustible siding/deck	1___
Combustible siding/no deck	5___
Noncombustible siding/combustible deck	10___
Combustible siding and deck	15___

G. Utilities (gas and/or electric)

All underground utilities	1___
One underground, one aboveground	3___
All aboveground	5___

Total for Subdivision

Moderate Hazard	50–75
High Hazard	76–100
Extreme Hazard	101+

INDEX

A	DEFINITIONS202
ACCESS	DUMPING Appendix A, Section A106
Applicability402	F
Driveways403.2	FIRE HAZARD SEVERITY502
Fire apparatus.....403.2	FIRE HAZARD SEVERITY FORM Appendix C
Grade403.7	G
Individual structures402.2	GENERAL REQUIREMENTS Appendix A
Marking of roads.....403.4	I
Restricted403.1	IGNITION SOURCE CONTROL Appendix A, Section A104
Subdivisions402.1	INSPECTION AND ENFORCEMENT
ADDITIONS OR ALTERATIONS101.4	Authority to inspect107.1.2
ALTERNATIVE MATERIALS OR METHODS ...103.3	Citations.....107.4.4
AUTOMATIC FIRE SPRINKLER SYSTEMS602	Enforcements107.2
C	Reinspections107.1.3
CERTIFICATE OF COMPLETION108	Right of entry107.3
CLASS 1 IGNITION-RESISTANT	Unsafe conditions107.4.5
CONSTRUCTION504	L
Detached accessory structures504.11	LAND USE LIMITATIONS Appendix A, Section A108
Exterior doors504.9	LIABILITY OF THE CODE OFFICIAL102.3
Exterior walls504.5	LPG INSTALLATIONS606
Protection of eaves.....504.3	M
Roof covering504.2	MAINTENANCE101.6
Vents.....504.10	MAINTENANCE OF DEFENSIBLE SPACE604
Windows.....504.8	Modified area604.2
CLASS 2 IGNITION-RESISTANT	Responsibility604.3
CONSTRUCTION505	Trees.....604.4
Detached accessory structures505.11	P
Exterior doors505.9	PERMITS
Exterior walls505.5	Application105.4
Protection of eaves.....505.3	Approval105.5
Roof covering505.2	Expiration105.8
Vents.....505.10	Issuance105.6
Windows.....505.8	Required105.2
CLASS 3 IGNITION-RESISTANT	Retention105.9
CONSTRUCTION506	Revocation105.10
Roof covering506.2	Validity.....105.7
Unenclosed underfloor protection506.3	
Vents.....506.4	
CONTROL OF STORAGE Appendix A, Section A105	
D	
DEFENSIBLE SPACE603	
Fuel modification.....603.2	

INDEX

Work exempt from permit	105.3	Testing and maintenance	404.9
PLANS AND SPECIFICATIONS	106	Water sources	404.2
Information on plans and specifications	106.2		
Vegetation management plans	106.4		
POWERS AND DUTIES OF THE			
CODE OFFICIAL	102.1		
PRACTICAL DIFFICULTIES	103.1		
PROTECTION OF PUMPS AND WATER			
STORAGE FACILITIES	Appendix A,		
	Section A107		
 R			
REPLACEMENT OR REPAIR OF			
ROOF COVERINGS	507		
RETROACTIVITY	101.4		
 S			
SPARK ARRESTERS	605		
STORAGE OF FIREWOOD AND			
COMBUSTIBLE MATERIALS	607		
 T			
TECHNICAL ASSISTANCE	103.2		
 U			
URBAN-WILDLAND INTERFACE			
AREA DESIGNATIONS	301		
Declaration	301.1		
Mapping	301.2		
Review	301.3		
 V			
VEGETATION CONTROL	Appendix A,		
	Section A102		
VEGETATION MANAGEMENT PLAN	Appendix B		
 W			
WATER SUPPLY			
Adequate water supply	404.5		
Applicability	402		
Draft sites	404.3		
Hydrants	404.4		
Identification	404.8		
Individual structures	402.2		
Obstructions	404.7		
Reliability	404.10		
Subdivisions	402.1		



MINUTES OF THE CITY OF WEST JORDAN
CITY COUNCIL MEETING
Tuesday, November 18, 2025 – 7:00 pm
Waiting Formal Approval
8000 S Redwood Road, 3rd Floor
West Jordan, UT 84088

1. CALL TO ORDER

COUNCIL: Chair Kayleen Whitelock, Vice Chair Bob Bedore, Pamela Bloom, Kelvin Green, Zach Jacob, Chad Lamb, Kent Shelton

STAFF: Council Office Director Alan Anderson, Mayor Dirk Burton, City Attorney Josh Chandler, Public Works Director Brian Clegg, Business Development Manager Paul Coates, Budget & Management Analyst Rebecca Condie, Utility Manager Greg Davenport, Policy Analyst & Public Liaison Warren Hallmark, Assistant City Administrator Paul Jerome, City Administrator Korban Lee, Public Information Manager Marie Magers, Assistant City Attorney Duncan Murray, Council Office Clerk Cindy Quick, Deputy Police Chief Jeremy Robertson, City Recorder Tangee Sloan, Administrative Services Director Danyce Steck, Police Chief Ken Wallentine

Chair Whitelock called the meeting to order at 7:00 pm

2. PLEDGE OF ALLEGIANCE

Atyana Crosby led participants in the Pledge of Allegiance

3. SPECIAL RECOGNITION

a. Recognition of West Jordan Resident Melanie Bjork-Jensen

Public Information Manager Marie Magers introduced Melanie Bjork-Jensen, and recognized her for winning the Food Network Season 11 Halloween Baking Championship. Ms. Bjork-Jensen spoke of teaching herself how to bake and presented the Council with a baked treat. The Council presented her with a certificate and took the opportunity for a photograph.

b. Resolution No. 25-059 Providing Advice and Consent to Appoint Jeremy Robertson as Police Chief for the City of West Jordan

Mayor Burton noted that prior to announcing his retirement, Police Chief Ken Wallentine had prepared an individual to take his place, and prepared the entire department for the change. Chief Wallentine explained that over his years in law enforcement, he had hired individuals based on integrity, motivation, capacity, knowledge, and experience. He believed Deputy Chief Jeremy Robertson was the best candidate to replace him because he was a man of integrity with motivation to serve and added the belief that Robertson would be the best Police Chief West Jordan had ever seen.

MOTION: Council Member Green moved to APPROVE Resolution No. 25-059 Providing Advice and Consent to Appoint Jeremy Robertson as Police Chief for the City of West Jordan.
Council Member Shelton seconded the motion.

Chair Whitelock thanked Chief Wallentine and his wife for the service they had provided to West Jordan. Council Member Jacob thanked Chief Wallentine for putting the Police Department on the right course, and for preparing someone to succeed him. Vice Chair Bedore commented that he had come to understand the importance of having strong leadership in the Police Department and believed the leadership in West Jordan was exemplary. He thanked Chief Wallentine for all he had done. Council Member Lamb was grateful for Chief Wallentine and for Deputy Chief Robertson. Council Member Green thanked Chief Wallentine and felt the City had been honored and blessed to have him in charge, and thanked Deputy Chief Robertson for what he knew he would do.

The vote was recorded as follows:

YES: Chad Lamb, Kayleen Whitelock, Bob Bedore, Pamela Bloom, Kelvin Green, Zach Jacob, Kent Shelton

NO:

ABSENT:

The motion Passed 7-0.

c. Oath of Office and Badge Pinning for Police Chief and Deputy Chiefs

Outgoing Police Chief Ken Wallentine administered the Oath of Office for Police Chief Jeremy Robertson, Deputy Police Chief Rich Bell, and Deputy Police Chief Morgan Anders. The Council took the opportunity for photographs.

4. PUBLIC COMMENT

Chair Whitelock opened the public comment period at 7:26 pm.

Comments:

Randolph Taylor, resident serving as the local representative for justserve.org, thanked the Council for their willingness to consider West Jordan becoming a JustServe City. He encouraged the Council to pass and sign the proposed proclamation and display it at City Hall. Mr. Taylor said West Jordan was full of civic-minded, volunteering people, which he felt should be recognized more formally. He noted that as a JustServe City, West Jordan would have the opportunity to qualify for a Global Just City award.

Chair Whitelock closed public comment at 7:29 pm.

5. PUBLIC HEARINGS

a. Ordinance No. 25-59 a Petition from Wixom Investments LLC to Rezone 1.47 acres from A-5 Zone to R-1-8 Zone for Sandra's Place located at 1490 West 8600 South

Brandon Wixom, applicant, presented his petition to rezone 1.47 acres located at 1490 West 8600 South for Sandra's Place, a six-lot single-family home development. He said

the Future Land Use Map (FLUM) designation was Low Density Residential, and he requested to rezone from A-5 to R-1-8 to build new single-family homes that would attract families and working professionals to West Jordan. Surrounding properties were zoned R-1-10 and R-1-8. Mr. Wixom showed a photograph of the existing residence and the field behind. He said access would be with a private lane off 8600 South with 5-foot sidewalks. All units would have 2-3 car garages, and no parking would be allowed on the private lane. He showed a concept diagram for the six proposed lots, as well as a concept rendering, and spoke of walkability and nearby trails and public transportation. Mr. Wixom said the requested zone change was consistent with the General Plan.

Responding to a question from Council Member Lamb, Mr. Wixom divulged that the existing residence would be removed, and six new homes constructed. He noted the private lane would meet all emergency access requirements.

Associate Planner Mark Forsythe said water, sewer, and storm drain infrastructure could tie into the property from 8600 South. Council Member Green believed City ordinance discouraged private streets and asked why a private street was proposed for the development. Mr. Forsythe said private streets were allowed if approved by the Planning Commission for an infill purpose. Council Member Green asked if the private street would be built to City standards. Mr. Forsythe responded the proposed private roads would have sidewalk on one side. Council Member Green asked if detention ponds would be necessary, and Mr. Forsythe said detention ponds would be addressed in the next steps of the process.

Vice Chair Bedore said the report from the Planning Commission meeting reflected discussion of R-1-8 versus R-1-10, with the point made that R-1-10 would hold the developer to a certain size, while a rezone to R-1-8 could result in something different than conceptually shown. Vice Chair Bedore asked why the applicant had not requested R-1-10. Mr. Forsythe responded that five of the six lots were over 10,000 square feet, and one lot was around 9,000 square feet. He believed R-1-10 would be feasible if more property were shifted to the smaller lot. Mr. Forsythe suggested the applicant requested R-1-8 for the flexibility it would provide. Vice Chair Bedore asked if Mr. Forsythe had any qualms about making the property R-1-10, and Mr. Forsythe responded he did not.

Council Member Shelton commented that with R-1-8, up to eight units could be developed on the property. He said he appreciated the need for flexibility, but would be more comfortable with R-1-10.

Council Member Jacob was not bothered by the question of R-1-8 or R-1-10 but expressed the opinion that the location and the concept proposed were like a square peg in a round hole. He said the request was for single-family units, and suggested that front and side yard setbacks would make the difference.

Chair Whitelock asked the applicant if there was any reason the development could not be R-1-10. Mr. Wixom said setbacks were the reason for the requested R-1-8. He said there were only enough ERCs for six homes and was willing to guarantee a maximum of six homes. Dale Bennett with Benchmark Engineering said they wanted the homes to be

beautiful, and R-1-10 only provided a few setbacks, which would require the homes to be skinnier than they were comfortable with. Mr. Bennett said the lots would be the same size with either zone, and confirmed they would not develop more than six units.

Chair Whitelock opened a public hearing at 7:49 pm.

Comments:

Kate Simonutti, West Jordan resident, said she opposed the proposed zoning change as inconsistent with the established neighborhood. She provided a petition signed by 23 neighbors also opposed to the R-1-8 rezoning. Ms. Simonutti requested R-1-10 as being more in keeping with the surrounding properties. She expressed concern that existing roadways and public infrastructure were not designed for increased demand, and suggested limiting the development to 4-6 lots as more responsible.

Nora Lems, West Jordan resident, said her main concern was about traffic. She felt the proposed lane was too narrow and questioned whether a fire truck would be able to fit. Ms. Lems said her lane in the same neighborhood (8600 South) had not been plowed in two years, and the only reason it had been plowed in the past was because her husband was on the City Council. She appreciated that the lane had finally been recognized as a street, and the City replacing the water line. Ms. Lems asked where all the potential residents would park if street parking was not allowed. She suggested the number of homes needed to be reduced and the street width increased to allow street parking. Ms. Lems emphasized that water retention was needed, and challenged the Council to look at the property before they voted.

Steve Jones, West Jordan resident, asked if the City had made sure the storm drain system could accommodate proposed development.

Chair Whitelock closed the public hearing at 7:57 pm.

Mr. Wixom said the concerns expressed were valid, and a lot of the concerns would be addressed in the next steps of the process. He showed a current zoning map, said R-1-8 was directly south of the subject property, and spoke of City plans to improve existing streets in the area. Mr. Wixom argued that R-1-8 made sense with existing development. He repeated he did not want to develop more than six units.

Council Member Green asked Utility Manager Greg Davenport how many ERCs were tied to the property. Mr. Davenport was not sure of the exact number; it was usually based on the General Plan and estimated a range of 4-8. Mr. Davenport did not anticipate a problem with utilities which would be addressed at the engineering phase of the process.

Council Member Green spoke of bulk standards for R-1-8 and R-1-10, and said he did not feel there was a substantial enough difference. He said the General Plan designation for the property was Low Density, and the application was for low density. He said the private street was the most concerning aspect to him because residents would need to pay for plowing and maintenance above and beyond City taxes and fees. He was also concerned about a private street not built to City standards, especially if it became necessary for the City to take over responsibility for the street in the future. Mr. Langford clarified that private roads were required to be built to City standards curb to curb. With a public road,

property lines went to back of sidewalk, and with a private street, property lines went to center of the road, adding to the overall lot size. From curb to curb, the road would be constructed to City standards.

Chair Whitelock had driven and walked the roads in the area that summer. She pointed out that ADUs would be allowed and believed parking was a legitimate concern. She did not understand why street parking would not be allowed if the street was a standard width.

Council Member Jacob looking at a street view of 8600 South suspected it was not the City standard width. He said 8600 South was a country road in the middle of the city and thought it was interesting a developer wanted to put a standard-width road, wide enough for vehicles to pass and for emergency vehicle access, at the end of the narrower country road. Council Member Jacob believed the issue of 8600 South needed to be addressed separately. He agreed that a responsible development on the subject property would be 4-6 lots, and pointed out the developer was asking for six. Council Member Jacob felt that parking issues would be addressed by the Planning Commission as part of the process and believed the requested zoning fit.

Council Member Green felt it was inevitable that properties like the subject property would continue to infill. He thought it was interesting that at least eight of the individuals who signed the petition against R-1-8 on the subject property, lived in an R-1-8 Zone. Council Member Green expressed the opinion that if the road were built as a private road, on-street parking should be allowed, but said parking was not a concern of a rezone. He said the Utility Manager indicated utilities were sufficient. Council Member Green said he believed voting against the request would be placing the property rights of one above another. He said he believed property rights were fundamental, and believed the rezone request was reasonable. Council Member Green said he was not willing to add fodder to the State Legislature's arguments against local control by denying a reasonable request.

Council Member Bloom emphasized the Fire Department had reviewed the concept, which was within the desired three-minute response time.

MOTION: Council Member Bloom moved to APPROVE Ordinance No. 25-59 a Petition from Wixom Investments LLC to Rezone 1.47 acres from A-5 Zone to R-1-8 Zone for Sandra's Place located at 1490 West 8600 South Council Member Jacob seconded the motion.

Chair Whitelock said the State Legislature desired to take local control away did not think the developer could get more than six homes on the subject property. She expressed the opinion that if the private road was built to City standards, street parking should not be restricted because it was not fair to expect that residents and guests would take up space on adjacent streets. She emphasized that 8600 South was a narrow street.

Vice Chair Bedore knew 8600 South well and was not convinced that R-1-10 would not work for the project. He wanted the area to be as beautiful as it could be. Council Member

Green pointed out that a denial of the motion would mean the developer could not reapply for another year.

The vote was recorded as follows:

YES: Kayleen Whitelock, Pamela Bloom, Kelvin Green, Zach Jacob, Kent Shelton

NO: Chad Lamb, Bob Bedore

ABSENT:

The motion Passed 5-2.

b. Resolution No. 25-056 Amending the Consolidated Fee Schedule for Fiscal Year 2026

Administrative Services Director Danyce Steck presented a request to remove the Land Use Engineering Fee from the Consolidated Fee Schedule, and add fees for the columbarium at the cemetery.

Chair Whitelock opened a public hearing at 8:24 pm.

Comments:

None

Chair Whitelock closed the public hearing at 8:25 pm.

MOTION: Council Member Lamb moved to APPROVE Resolution No. 25-056 amending the Consolidated Fee Schedule for Fiscal Year 2026.

Vice Chair Bedore seconded the motion.

The vote was recorded as follows:

YES: Chad Lamb, Kayleen Whitelock, Bob Bedore, Pamela Bloom, Kelvin Green, Zach Jacob, Kent Shelton

NO:

ABSENT:

The motion Passed 7-0.

c. Ordinance No. 25-60 Amending the Budget for Fiscal Year Ending June 30, 2026

Administrative Services Director Danyce Steck presented proposed amendments to the FY2026 Budget.

Chair Whitelock opened a public hearing at 8:33 pm.

Comments:

None

Chair Whitelock closed the public hearing at 8:33 pm.

MOTION: Council Member Green moved to APPROVE Ordinance No. 25-60 amending the Budget for Fiscal Year Ending June 30, 2026.

Council Member Shelton seconded the motion.

The vote was recorded as follows:

YES: Chad Lamb, Kayleen Whitelock, Bob Bedore, Pamela Bloom, Kelvin Green, Zach Jacob, Kent Shelton

NO:

ABSENT:

The motion Passed 7-0.

6. BUSINESS ITEMS

a. Resolution No. 25-052 Submitting Two Nominees to Governor Spencer Cox for the Division 4 Board Seat on the Jordan Valley Water Conservancy District Board

Council Office Director Alan Anderson explained the Council was required to submit two names to the Governor as candidates to fill one seat on the Jordan Valley Water Conservancy District Board. He said Council Member Jacob had been serving, but his term was coming to an end. Mr. Anderson said Council Member Jacob and Chair Whitelock had both expressed interest. Responding to a question from Chair Whitelock, Mr. Anderson had not reached out to Council Members Elect to know if they had interest in serving on the board.

MOTION: Council Member Green moved to APPROVE Resolution No. 25-052 submitting Zach Jacob and Kayleen Whitelock to Governor Spencer Cox for the Division 4 Board Seat on the Jordan Valley Water Conservancy District Board.

Council Member Bloom seconded the motion.

The vote was recorded as follows:

YES: Chad Lamb, Kayleen Whitelock, Bob Bedore, Pamela Bloom, Kelvin Green, Zach Jacob, Kent Shelton

NO:

ABSENT:

The motion Passed 7-0.

b. Joint Resolution No. J25-01 Proclaiming the City of West Jordan as a JustServe City

MOTION: Council Member Green moved to APPROVE Joint Resolution No. J25-01 Proclaiming the City of West Jordan as a JustServe City.

Vice Chair Bedore seconded the motion.

The vote was recorded as follows:

YES: Chad Lamb, Kayleen Whitelock, Bob Bedore, Pamela Bloom, Kelvin Green, Zach Jacob, Kent Shelton

NO:

ABSENT:

The motion passed 7-0.

7. REPORTS TO COUNCIL

a. City Council Reports

Chair Whitelock spoke of a visit to Terrain to see development progress and the new beet statue in the Recreation Center parking lot.

Council Member Green spoke of the grand opening of Furniture Row and Denver Mattress. He said the beet statue was a great symbol for West Jordan, knowing how much sugar beets were the life of the economy in that part of the valley in the past. He spoke of a rainy experience at Tuacahn in St. George, where he met a family from The Oaks in West Jordan.

Council Member Jacob hoped the City would continue to fund public art projects in the future.

Council Member Shelton spoke of the beet statue, and the Furniture Row ribbon cutting. He spoke of a recent accident in which a 16-year-old was hit by a vehicle, and said the young lady would survive. He thanked staff for taking action to make the intersection safer. Council Member Shelton said the cost of making improvements and making crosswalks safer seemed expensive until something like that happened.

b. Council Office Report

Council Office Director Alan Anderson said the Council were provided with holiday cards for them to use at their discretion.

c. Mayor's Report

Mayor Dirk Burton spoke of taking a tour of a micro-shelter in Salt Lake City, and attending a Government Affairs Boot Camp. He reported on recent events in the community, and spoke of upcoming activities.

d. City Administrator's Report

City Administrator Korban Lee reported that asphalt maintenance had closed for the season. He spoke of two new employees, and gave an update on the Taylorsville City Courtroom. Mr. Lee invited suggestions from the Council for an awards banquet planned for January.

8. CONSENT ITEMS

a. Approve Meeting Minutes

- **October 28, 2025 – Committee of the Whole Meeting**
- **October 28, 2025 – Regular City Council Meeting**

MOTION: Council Member Green moved to APPROVE Consent Items as listed.
Chair Whitelock seconded the motion.

The vote was recorded as follows:

YES: Chad Lamb, Kayleen Whitelock, Bob Bedore, Pamela Bloom, Kelvin Green, Zach Jacob, Kent Shelton

NO:

ABSENT:

The motion Passed 7-0.

9. ADJOURN

Chair Whitelock adjourned the meeting at 9:03 pm.

I hereby certify that the foregoing minutes represent an accurate summary of what occurred at the meeting held on November 18, 2025. This document constitutes the official minutes for the West Jordan City Council meeting.

Cindy M. Quick, MMC
Council Office Clerk

Approved this ____ day of ____ 2025



MINUTES OF THE CITY OF WEST JORDAN
COMMITTEE OF THE WHOLE
Tuesday, December 02, 2025 – 4:00 pm
Waiting Formal Approval
8000 S Redwood Road, 3rd Floor
West Jordan, UT 84088

1. CALL TO ORDER

COUNCIL: Chair Kayleen Whitelock, Vice Chair Bob Bedore, Pamela Bloom, Kelvin Green, Zach Jacob, Chad Lamb, Kent Shelton

STAFF: Council Office Director Alan Anderson, Senior Assistant City Attorney Patrick Boice, Mayor Dirk Burton, City Attorney Josh Chandler, Utilities Manager Greg Davenport, City Planner / Zoning Administrator Larry Gardner, Policy Analyst & Public Liaison Warren Hallmark, Assistant City Administrator Paul Jerome, City Administrator Korban Lee, Public Information Manager Marie Magers, Council Office Clerk Cindy Quick

Chair Whitelock called the meeting to order at 4:00 pm.

2. DISCUSSION TOPICS

a. Discussion on Separate Utility Meters for Accessory Dwelling Units

Public Utilities Director Greg Davenport said staff had been tasked with drafting proposed language for City Code to allow separate utility meters for Accessory Dwelling Units (ADUs). Mr. Davenport presented the proposed language and asked for Council input. Chair Whitelock expressed the opinion that such code should be written with residents in mind, not developers, and emphasized clarity should be one of the goals. She did not think the proposed language provided clarity. Council Member Green noted he would provide suggested changes to staff, with a copy to the Council. Mr. Davenport understood and would try to simplify the language where he could.

Council Member Shelton asked if a separate meter, if required, would need to be tied to the property owner, or if the account could be in the renter's name. Chair Whitelock commented that the City typically put a lien on a property if an account was not paid. Council Member Green believed a rental account stayed in the property owner's name, but a copy could be requested to be sent to the renter.

Council Member Shelton thought it would be nice for a property owner to have a rental account in the name of a renter. However, when a renter moved out, an account should revert to the landowner's name. He knew Provo City would not put a new name on an account until the account for a previous renter was paid in full. Council Member Green felt substantial change to Section 9-2a-3 of City Code would be needed to accommodate for rental situations. City Administrator Korban Lee explained that the City had the ability to put

a tenant name on an account with the property owner so the tenant could pay, but responsibility for a utility bill ultimately rested with the property owner.

Council Member Jacob referred to lines 45-52 of the proposed code and said the language addressed situations in which a separate meter would be required, but did not address situations in which a property owner may be allowed to install a separate meter. Council Member Jacob suggested the Code should list circumstances under which a property owner with an external ADU could have a separate meter. Mr. Davenport expressed the opinion that a separate lateral and separate account should be required for a separate meter.

Council Member Bloom agreed with offering the possibility of a separate meter and agreed with Council Members Jacob and Green that guardrails should be in place. She expressed the opinion that an owner occupant should be associated with both accounts.

Chair Whitelock summarized the discussion noting that Council wanted the language to be cleaner and wanted the property owner ultimately responsible for the bill. The Council unanimously agreed with allowing property owners to request separate sewer and water hookups for an external ADU. Chair Whitelock requested the code be revised in resident-friendly language, emphasizing separate meters would require separate impact fees and noted that an impact fee study may be needed. Council Member Green expressed agreement. Chair Whitelock asked that the matter be brought back to the Committee of the Whole.

b. Discussion Regarding Proposed Future Land Use Map Amendment and Rezone to Allow Residential Use on UDOT Surplus Property

City Planner Larry Gardner reported the subject UDOT surplus property (2.86 acres) was in the CG Zone, and currently designated Neighborhood Commercial on the Future Land Use Map (FLUM). He explained that UDOT wanted to know if the Council would entertain changing the FLUM designation to High Density Residential and changing it to a residential zone.

Ross Crowe, Director of Right-of-Way and Property Management for UDOT, declared that UDOT acquired the property for the widening of Bangerter Highway. The property still had four retail tenants. The surplus section was placed on auction, with no offers. Mr. Crowe noted that 2025 House Bill 360 allowed UDOT to sell surplus land at fair market value and allowed developers to not pay UDOT for up to five years during development. He said HB360 allowed UDOT to use the site for housing with 10% affordable housing (calculated using 80% area median income), and believed the site would lend itself well to a multi-story residential rental project, with double-pane windows to mitigate noise. Mr. Crowe emphasized that the location was not currently desirable for commercial users. He mentioned UDOT had 14 such sites throughout the Wasatch Front, all west of I-15.

Council Member Green suggested extending the Interchange Overlay Zone (IOZ) to the subject property. Council Member Jacob believed a FLUM amendment and zone change would still be needed. Mr. Gardner recommended using the IOZ as well. Council Member Lamb believed mixed-use would be the best use of the property.

Chair Whitelock asked if any member of the Council opposed extending the IOZ to the subject property, with no opposition voiced. Chair Whitelock expressed the opinion that 80% AMI did not count as affordable in the West Jordan area. She expressed the opinion that it sounded like a developer would get a cushy deal for a high-rise apartment complex that would not actually be affordable.

Steve Waldrip, Senior Advisor for Housing Strategy for Governor Cox, noted that the use of a development agreement would allow the City to require owner-occupancy. He encouraged condominiums. Mr. Waldrip divulged that the City would have control of the discount to the purchase price through the development agreement, and said developers would be in competition to deliver the best product to the City.

Responding to a question from Council Member Green, Mr. Waldrip reported that the City could require some of the project be funded by the Olene Walker Housing Fund. Council Member Green felt if the City was going to give up that much commercial, and was serious about affordability, one of the requirements needed to be that the housing was truly affordable. Council Member Green suggested incorporating State HOPZ requirements in the IOZ. Mr. Davenport commented that the area was older and there may be infrastructure costs to be able to meet the needs of the desired density. Mr. Crowe stated that the State had set aside infrastructure funding to help make such projects work. Mr. Crowe spoke of a past project and was sensitive to the affordable housing issue.

Chair Whitelock felt tired of hearing about a housing crisis, and what the State considered affordable noting her skepticism was based on experience with developers. Mr. Waldrip stated that a development agreement was vital in establishing parameters for the process.

Chair Whitelock summarized that the Council was comfortable with the idea of housing on the subject property, and supportive of the IOZ with owner-occupied, affordable restrictions. She explained the City would need money from the State to fund necessary infrastructure. Mr. Waldrip believed the first step would be looking at HOPZ options.

Council Member Shelton had recently attended a meeting in South Jordan about transportation master plans. He said one of the proposed ideas involved a Trax line on Bangerter Highway, and asked if UDOT would end up buying the subject property back if the idea came to fruition. Mr. Crowe had never heard the concept.

Mr. Lee asked if the Council would support a broader application of the IOZ to more than the subject property. The Council did not express opposition. Council Member Lamb asked if the existing strip mall would be removed, and Mr. Crowe said the decision would be up to the development team.

c. Discussion of Proposed Amendments to West Jordan City Code Title 2 Chapter 6 and Title 3 Chapter 4 Related to Fee Waivers and City Support

Senior Assistant City Attorney Patrick Boice said proposed amendments to Title 2 and Title 3 regarding fee waivers and City support were previously discussed with the Council at a meeting in September. He presented changes made since the September discussion. Chair Whitelock referred to a requirement for proof of registration as a non-profit entity, and

asked what the proof would entail. Mr. Boice said they would be looking for something from the State showing proof of registration as a not-for-profit organization.

Council Member Green suggested creating a fund in the budget to waive fees for City groups. He did not agree with requiring neighborhood groups to file as a non-profit, and expressed the opinion that State Code 10-8-2 was vague enough that the City could define what constituted a non-profit entity. Council Member Bloom suggested including a review clause. Council Member Green suggested specific changes to clean up proposed language.

Chair Whitelock said the item could come back to a Council meeting for action.

d. Discussion of a Proposed Environmental Resolution to Establish Long-Term Sustainability

Council Member Jacob noted his goal with the proposed resolution was to put direction in City budgeting policy to work on sustainability issues in West Jordan. Council Member Bloom believed the proposed environmental resolution would provide a framework and signal City priorities. Council Member Jacob felt the language could be adopted as a resolution or an ordinance. Vice Chair Bedore believed the proposed language represented wishes and encouragement, and said an ordinance would be more demanding.

Council Member Bloom felt the proposed resolution would turn current Council direction into official direction that would survive election changes and staff turnover. Council Member Jacob believed a resolution was a good first step. Council Member Bloom added that a resolution would build public awareness and show what was important to the City.

Council Member Lamb mentioned water-efficient changes that had been made by the Mayor's Office without direction from the Council and felt the proposed resolution was nice, but did not have teeth and thought it would not accomplish anything. Chair Whitelock suggested a better place for the guidelines would be the budget, she was not in favor of the proposed resolution.

Council Member Green did not like use of the word "will" in the resolution, and suggested using "encourage." He would not want department heads to take the language as direction to make everything sustainable and end up with an increased budget.

Council Member Bloom believed resolutions could turn good intentions into policy, give clear direction to staff, and strengthen grant applications. Council Members Shelton and Bedore would be willing to consider the resolution with changes suggested by Council Member Green.

Chair Whitelock had concerns with the first drafted statement in the resolution, which she believed would be a foot in the door for the zero emissions by 2030 consortium. She wanted energy efficiency and encouraged energy efficient measures for her friends and family, but did not want to promote an increase in what residents had to pay to achieve energy efficiency. Council Member Jacob said the proposed resolution would not lock the Council into any specific vote on any specific issue. Council Member Green believed that changes needed to be made to the wording and agreed to send suggestions to Council Member Jacob.

Council Members Bloom, Jacob, Green, Shelton, and Bedore indicated support for the Committee of the Whole considering the proposed resolution with changes discussed.

e. Discussion of a Proposed Environmental Resolution to Support Regional Collaboration on Air Quality

Council Member Jacob reported that a former resident of the City had frequently brought up the regional airport as creating a lot of pollution in the City. Council Member Jacob did some research and found that private aviation was the number one source of pollution in the air. He learned through that research that there was not a lot the Council could do to change or improve the lead pollution from the regional airport, but the proposed resolution would express the will of the City to those who could do something about it.

Council Member Bloom believed the proposed language was collaborative, not confrontational understanding the City did not operate the regional airport, but the residents lived with the impacts. Council Member Bloom believed the proposed resolution would give the City a formal seat at the table by urging transparency, reporting, and cleaner fuel adoption.

Council Member Jacob was okay removing goal #2 from the proposed resolution because the airport joined the Airport Carbon Accreditation program in October. He wanted to let the Salt Lake Department of Airports know that West Jordan cared about air quality. The Council discussed that older personal planes were not designed to use unleaded fuel.

Council Member Green asked Mayor Burton what he believed the fall out would be if the Council approved the proposed resolution. Mayor Burton felt the resolution would send the message that West Jordan wanted to change how things were done at the airport. City Attorney Josh Chandler mentioned speaking with a representative of the airport and a federal statute required that airports not restrict or prohibit the use of leaded fuel if they received federal grants. Any airports receiving federal funding continued to offer leaded fuel. He suggested the City be mindful that the airport was restricted in what could or could not be done.

Council Member Lamb said the proposed resolution did not have any teeth, and could not make the airport do anything. Council Member Jacob said the resolution would ask the Salt Lake Department of Airports to report if they were promoting unleaded fuel, and said Salt Lake City was generally good about doing environmentally friendly things.

Chair Whitelock asked if what Council Member Jacob wanted could be accomplished by asking the Mayor to speak on the City's behalf in a Salt Lake Department of Airports Board meeting. Council Member Jacob's desire was to express the will of the City Council.

Council Member Lamb said Salt Lake City was already very environmentally conscious, and said he suspected the rules were the same for the bigger international airport and the smaller regional airport. Council Member Shelton was not in favor of leaded fuel but he did not want to put undue pressure on the airport to faze out leaded fuel planes because they were used to teach new pilots, and were extremely valuable pieces of equipment that could

become outdated with no fuel available. Council Member Shelton did not personally believe that lead poisoning was a problem in West Jordan and he wanted to maintain a good relationship with the airport. He did not disagree with the sentiment, but did not support the proposed resolution.

Chair Whitelock reported that the proposed resolution did not have majority support of the Council. Council Member Jacob appreciated that resolutions could express the will of the City to other cities and groups and wanted the City Council to be a voice for the residents of West Jordan regarding air quality. Council Member Bloom said air quality was one of the biggest issues facing the community. She felt the proposed resolution would express a desire to collaborate and be part of the discussion.

Council Member Green suggested the Council ask for a representative of the regional airport to meet with the Council and give a presentation and discuss air quality. Council Member Jacob agreed with the suggestion.

Vice Chair Bedore said not a lot of people had approached him wanting to talk about the issue. He questioned whether the proposed resolution would represent the voice of the people, or just the voice of a loud few. Vice Chair Bedore suggested the Council make sure they were representing all sides.

Mayor Burton suggested inviting the Board to meet with the Council. Chair Whitelock believed the entire Council wanted clear air but wanted to be careful in how they communicated the desire.

f. Discussion of a Potential Partnership Agreement with the Wasatch Improv Festival

Vice Chair Bedore divulged being a founding member of the Wasatch Improv Festival and would recuse himself from voting on the topic but would be happy to answer questions.

Council Member Shelton explained that the Wasatch Improv Festival had been held in Midvale for eight years. He said West Jordan had the beautiful new Canyon View Credit Union Community and Arts Center, and spoke in favor of the festival moving to the new facility, with a request for a fee waiver.

Mr. Lee suggested the City enter a contract to co-sponsor the festival, and contribute use of the facility. As a co-sponsor, the City would be able to market and advertise the event, and the City would be listed as the home of the festival. The quid pro quo agreements would be outlined in the contract. Council Member Green expressed support. Vice Chair Bedore added that free improv classes would be offered to residents in both English and Spanish. Council Member Shelton mentioned that the festival was a labor of love for Vice Chair Bedore and believed the festival would be a great benefit to the City.

Vice Chair Bedore answered questions about attendance and sponsorship. He said the event logo would include West Jordan City. Vice Chair Bedore said bringing festivals and other events to West Jordan would contribute to the City identity and noted that the festival would take responsibility for cleaning the facility following the event. Staff said a City facilities team would go in afterward to make sure everything was taken care of.

Council Member Green spoke in favor of supporting events. Chair Whitelock said she thought bringing in events would be a good thing for the City. Mr. Lee asked if the Council would support a one-year contract with options to renew, and a majority of the Council indicated support.

3. ADMINISTRATIVE ITEMS

None

4. ADJOURN

Chair Whitelock adjourned the meeting at 6:03 pm.

I certify that the foregoing minutes represent an accurate summary of what occurred at the meeting held on December 2, 2025. This document constitutes the official minutes for the West Jordan Committee of the Whole meeting.

Cindy M. Quick, MMC
Council Office Clerk

Approved this ____ day of ____ 2025



MINUTES OF THE CITY OF WEST JORDAN
CITY COUNCIL MEETING
Tuesday, December 02, 2025 – 7:00 pm
Waiting Formal Approval
8000 S Redwood Road, 3rd Floor
West Jordan, UT 84088

1. CALL TO ORDER

COUNCIL: Chair Kayleen Whitelock, Vice Chair Bob Bedore, Pamela Bloom, Kelvin Green, Zach Jacob, Chad Lamb, Kent Shelton

STAFF: Council Office Director Alan Anderson, Senior Assistant City Attorney Patrick Boice, Mayor Dirk Burton, City Attorney Josh Chandler, City Planner / Zoning Administrator Larry Gardner, Policy Analyst & Public Liaison Warren Hallmark, Assistant City Administrator Paul Jerome, Community Development Director Scott Langford, City Administrator Korban Lee, Public Information Manager Marie Magers, Assistant City Attorney Duncan Murray, Council Office Clerk Cindy Quick

Chair Whitelock called the meeting to order at 7:00 pm

2. PLEDGE OF ALLEGIANCE

Lois Durrant led participants in the Pledge of Allegiance

3. PUBLIC COMMENT

Chair Whitelock opened the public comment period at 7:01 pm

Comments:

Chris McConnehey, West Jordan resident, asked the Council to consider reducing the lot line adjustment fee, which was significantly higher than the fee charged by other cities. He suggested the current fee was not commensurate with the staff effort required.

Chair Whitelock closed public comment at 7:03 pm

4. PUBLIC HEARINGS

a. Resolution No. 25-054 Authorizing the Mayor to Execute a Service in Lieu of Fees Agreement with Scouting of America

City Administrator Korban Lee said it had been proposed that Scouts be allowed to use City facilities for meetings from time to time. He said a service in lieu of fee agreement was proposed, wherein the Scouts would perform service in the community at a value commensurate with or greater than the rental fee for use of the City facility. Mr. Lee noted the agreement would be open ended, and specify rates the Scouts could take advantage of when a facility was needed.

Council Member Green voiced concern that the proposed resolution did not assign a total dollar value. Mr. Lee mentioned the dollar amount would vary based on the room rented. Council Member Green pointed out that the Council was limited to no more than 1% of the City budget for fee waivers, and believed a dollar amount needed to be attached to the waiver for accounting purposes. Mr. Lee felt a maximum amount could be calculated based on the most expensive space the Scouts could rent, and said the Scouts were limited to 12 event days per year.

City Attorney Josh Chandler said that 1% requirements were clearly stated in Section 10-8-2 and agreed that the value needed to be recorded. However, the Code did not require the value to be set at the time the agreement was entered. He said the City would need to track and record the value to be gauged against the 1% limit, but did not need to be set forth in the agreement beforehand.

Council Member Green was not sure how he felt about an open-ended check. Responding to a question from Chair Whitelock, Mr. Lee confirmed the Scouts had the necessary insurance.

Chair Whitelock opened a public hearing at 7:10 pm.

Comments:

None

Chair Whitelock closed the public hearing at 7:10 pm.

The Council and staff discussed existing rental rates for City facilities. Mr. Lee said staff could come back with a not-to-exceed total value. Council Member Green calculated that \$170 per hour for ten hours over 12 days could equal a \$20,000 value waiver. He asked if the Council would be comfortable with a \$20,000 waiver, and if the Council believed a commensurate value would be provided in service.

Chair Whitelock asked Mr. Lee if he felt comfortable adding a dollar amount to the resolution that evening. Mr. Lee said \$20,000 far exceeded the expectation and was still far below the 1%.

Council Member Lamb estimated \$170 per hour for two hours over 12 days for a total of \$4,080, which he believed was a more reasonable estimate than \$20,000. Council Member Green felt the Council should know ahead of time if they were authorizing two hours or a full-day rental. Mr. Lee explained that the main intent had been to use the Community Room, which was less expensive than the Fire Station. He said he would be comfortable including a maximum amount of \$10,000.

MOTION: Chair Whitelock moved to APPROVE Resolution No. 25-054 authorizing the Mayor to execute a Service in Lieu of Fees Agreement with Scouting of America not to exceed \$10,000.

Council Member Lamb seconded the motion.

The vote was recorded as follows:

YES: Bob Bedore, Pamela Bloom, Kelvin Green, Zach Jacob, Chad Lamb, Kent Shelton, Kayleen Whitelock

NO:

ABSENT:

The motion Passed 7-0.

b. Ordinance No. 25-56 Amendments to Parking Lot Materials, Drainage Standards, and Related Definitions

City Planner Larry Gardner oriented the Council with the item explaining that the purpose of the proposed amendment was to clarify misinterpretations of the parking standards ordinance. He summarized the proposed amendments: new definitions added; parking requirements updated; design and location standards revised; specific use standards expanded; redundant word cleanup; outdated references to prior ordinances removed; and certain duplicative driveway and parking surface requirements consolidated.

Responding to a question from Chair Whitelock about non-conforming properties, Mr. Gardner said the requirements were for all uses. Council Member Bloom asked if Mr. Gardner anticipated appeals or variances for industrial uses. Mr. Gardner did not anticipate variances because the amendments were more friendly to development. Council Member Jacob suggested vehicle screening requirements should be clarified. Chair Whitelock expressed agreement.

Chair Whitelock opened a public hearing at 7:29 pm.

Comments:

None

Chair Whitelock closed the public hearing at 7:30 pm.

Council Member Green expressed the opinion that proposed language conflicted with HOPZ requirements regarding garages and parking spaces, and suggested the matter should be tabled for revision. Mr. Gardner said the language referenced HOPZ requirements and asked for specific direction. Mr. Gardner said he would change the Use Table to include asphalt or concrete, and pointed out garages were still required in some zones. Council Member Green suggested reference to garages should be removed because garages were not required with HOPZ.

MOTION: Council Member Green moved to POSTPONE Ordinance No. 25-56 Amendments to Parking Lot Materials, Drainage Standards, and Related Definitions to come back no later than the first meeting in February 2026. Chair Whitelock seconded the motion.

The vote was recorded as follows:

YES: Bob Bedore, Pamela Bloom, Kelvin Green, Zach Jacob, Kent Shelton, Kayleen Whitelock

NO: Chad Lamb

ABSENT:

The motion Passed 6-1.

Chair Whitelock asked that members of the Council email Mr. Gardner with any questions or suggestions.

c. *Ordinance No. 25-58 Amending West Jordan City Code Section 14-5-9 Utilities and Utility Easements*

City Planner Larry Gardner reported that the City had required public utility easements along rear property lines of subdivided lots for decades. He emphasized that utilities would no longer be placed in rear yards and proposed eliminating the 7.5-foot easement in backyards and at the edge of subdivisions, with the requirement that if engineering saw the need for a public utility easement, it could be required to be on the plat.

Chair Whitelock opened a public hearing at 7:38 pm.

Comments:

Chris McConnehey, West Jordan resident, said the existing backyard utility easement impacted the ability to place an external ADU on his property. He felt it would be helpful to future development to have the Code cleaned up. Mr. McConnehey thanked the members of the Council for their time and service.

Chair Whitelock closed the public hearing at 7:40 pm.

MOTION: Council Member Jacob moved to APPROVE Ordinance No. 25-58 amending West Jordan City Code Section 14-5-9 Utilities and Utility Easements.

Council Member Lamb seconded the motion.

Council Member Jacob thanked staff for the amendment.

The vote was recorded as follows:

YES: Bob Bedore, Pamela Bloom, Kelvin Green, Zach Jacob, Chad Lamb, Kent Shelton, Kayleen Whitelock

NO:

ABSENT:

The motion Passed 7-0.

d. *Ordinance No. 25-57 Amending West Jordan City Code to Establish Public Art Regulations and Definitions*

Mr. Gardner presented proposed amendments to City Code to establish public art regulations and definitions. He said public art would be defined as a work of art that was placed or installed upon public property owned by the City. A work of art would be defined

as any form of original creation of visual art including, but not restricted to, any sculpture, bas relief, high relief, mobile, fountain, painting, graphic, print, lithograph, etching, embossing, drawing, mural, mosaic, supergraphic, fresco, photograph, ceramic, fiber, mixed media, or combination of forms.

Council Member Green asked why the proposed ordinance named the City Administrator as the approval authority instead of the Mayor or his designee. Mr. Gardner said he was not comfortable writing ordinance that designated an elected official because he did not like putting an elected official in a vulnerable position. Council Member Green said he would rather designate an elected official because they were accountable to the public. Mayor Burton said the Mayor could usurp the authority if a controversial situation came up. Council Member Jacob said he agreed with the suggestion to name the Mayor or designee. Chair Whitelock and Vice Chair Bedore said they agreed.

Chair Whitelock opened a public hearing at 7:46 pm.

Comments:

None

Chair Whitelock closed the public hearing at 7:46 pm.

Mr. Chandler suggested "Mayor or designees" would be clearer, but said "Mayor or designee" would work fine.

MOTION: Council Member Green moved to APPROVE Ordinance No. 25-57 Amending West Jordan City Code to Establish Public Art Regulations and Definitions, amending line 15 of the Legislative Draft to read "approval of Mayor or designee."

Vice Chair Bedore seconded the motion.

The vote was recorded as follows:

YES: Bob Bedore, Pamela Bloom, Kelvin Green, Zach Jacob, Chad Lamb, Kent Shelton, Kayleen Whitelock

NO:

ABSENT:

The motion passed 7-0.

5. BUSINESS ITEMS

a. Ordinance No. 25-61 the 2026 Annual Meeting Schedule for City Council and Agency Boards

Council Office Director Alan Anderson presented the proposed 2026 Annual Meeting Schedule. He noted that the October Utah League of Cities and Towns (ULCT) Conference was scheduled on a Tuesday and Wednesday (October 27 and 28) at the Salt Palace, in conflict with the regularly scheduled Council meeting on the 27th.

Council Member Lamb said the Council's job was to hold Council meetings and expressed the opinion the Council should keep the scheduled October 27 meeting on the calendar, despite the ULCT Conference. Council Member Jacob suggested moving the meetings in October to the 6th and the 20th. Council Member Green suggested moving the November 3 meeting to November 10 to avoid election day.

MOTION: Vice Chair Bedore moved to APPROVE Ordinance No. 25-61, the 2026 Annual Meeting Schedule for City Council and Agency Boards.
Council Member Lamb seconded the motion.

The vote was recorded as follows:

YES: Bob Bedore, Pamela Bloom, Kelvin Green, Zach Jacob, Chad Lamb, Kent Shelton, Kayleen Whitelock

NO:

ABSENT:

The motion passed 7-0.

With no objection, Chair Whitelock amended the agenda to take Consent Items before Reports to Council.

7. CONSENT ITEMS

a. Approve Meeting Minutes

- November 18, 2025 – Committee of the Whole Meeting
- November 18, 2025 – Board of Canvassers Meeting

b. Resolution No. 25-058 Franchise Agreement with Enbridge Gas Utah

c. Resolution No. 25-060 Franchise Agreement with Rocky Mountain Power

MOTION: Council Member Jacob moved to APPROVE consent items as listed.
Chair Whitelock seconded the motion.

The vote was recorded as follows:

YES: Bob Bedore, Pamela Bloom, Kelvin Green, Zach Jacob, Chad Lamb, Kent Shelton, Kayleen Whitelock

NO:

ABSENT:

The motion passed 7-0.

6. REPORTS TO COUNCIL

a. City Council Reports

Chair Whitelock reported on a recent ULCT meeting, and said she believed the Council needed to schedule discussion of drone delivery and possible impacts on the community to be proactive. She commented that the JustServe website had information on how to elevate the America250 experience.

b. Council Office Report

Council Office Director Alan Anderson said staff were working with Council Members Elect to ease the upcoming transition to office.

c. Mayor's Report

Mayor Dirk Burton announced the successful retirement celebration of Chief Wallentine and thanked the Council for their participation. He reported on recent events in the community and encouraged participation in upcoming activities. Mayor Burton spoke of current crosswalk safety studies.

d. City Administrator's Report

None

8. ADJOURN

Chair Whitelock moved to adjourn the Council Meeting.

The meeting adjourned at 8:08 pm.

I hereby certify that the foregoing minutes represent an accurate summary of what occurred at the meeting held on December 2, 2025. This document constitutes the official minutes for the West Jordan City Council meeting.

Cindy M. Quick, MMC
Council Office Clerk

Approved this ____ day of ____ 2025