

SOUTH JORDAN CITY  
CITY COUNCIL STUDY MEETING

January 7, 2025

**Present:** Mayor Dawn R. Ramsey, Council Member Patrick Harris, Council Member Don Shelton (Electronically), Council Member Kathie Johnson, Council Member Jason McGuire, City Manager Dustin Lewis, Assistant City Manager Jason Rasmussen, City Attorney Ryan Loose, Director of Planning Steven Schaefermeyer, Director of City Commerce Brian Preece, Director of Public Works Raymond Garrison, CFO Sunil Naidu, City Engineer Brad Klavano, Director of Administrative Services Melinda Seager, Police Chief Jeff Carr, Fire Chief Chris Dawson, Director of Recreation Janell Payne, Associate Director of Strategy & Budget, Katie Olson, Communications Manager Rachael Van Cleave, CTO Matthew Davis, IS Senior System Administrator Phill Brown, GIS Coordinator Matt Jarman, Long-Range Planner Joe Moss, City Recorder Anna Crookston, Planning Commissioner Sam Bishop

**Absent:** Council Member Tamara Zander

**Others:** Ryan Smith

4:35 P.M.  
STUDY MEETING

**A. Welcome, Roll Call, and Introduction:** *By Mayor, Dawn Ramsey*

Mayor Ramsey welcomed everyone present and introduced the meeting. She noted that Council Member Zander was unable to attend tonight's meeting and Council Member Shelton was attending electronically.

**B. Invocation:** *By Council Member, Patrick Harris*

Council Member Harris offered the invocation.

**C. Mayor and Council Coordination**

Council Member McGuire mentioned the State of the City event would take place the following week, on Wednesday, January 15, 2025 and the Wasatch Front Regional Council (WFRC) meeting about trail connections was scheduled for January 14, 2025.

Mayor Ramsey discussed the upcoming legislative session and noted that information was starting to flow, indicating a busy session ahead.

**D. Discussion/Review of Regular Council Meeting**

**Presentation Item:**

- Community Life Saving Award.

**Action Item:**

- **Resolution R2025-01**, Proclaiming January 16, 2025 as Religious Freedom Day in the City of South Jordan.

**Public Hearing Item:**

- **Ordinance 2025-03**, Vacating a portion of Right-of-Way on the east side of Ziggy Lane.

Council Member McGuire mentioned the Chinese New Year celebration on tonight's agenda, noting that students from Harriman High School, Bingham High School, and Mountain Creek Middle School would be participating. It was clarified that while initial information only mentioned Harriman High School, additional schools had since been confirmed.

Mayor Ramsey said that the regular council meeting would conclude with an executive closed session. The session was initially scheduled to include discussions on the purchase, exchange, or lease of real property and the deployment of security personnel, devices, or systems. However, she will be asking for a motion to amend the agenda to at the start of the next meeting to include a discussion for the character, professional competence, or physical or mental health of an individual.

**E. Discussion Items**

**E.1. PD Floating Zone.** *(By Director of Planning, Steven Schaefermeyer)*

**E.2. Moderate Income Housing Plan.** *(By Director of Planning, Steven Schaefermeyer)*

Director Schaefermeyer introduced Long Range Planner, Joe Moss and Ryan Smith with Zion's Bank Public Finance. He noted they would be having a combined discussion regarding the PD Floating Zone and Moderate Income Housing Plan, as they are interconnected with a key implementation item. He reminded the council of the requirement to periodically update the housing report and to develop an accompanying implementation plan, as mandated by the state. This updated housing report and implementation plan will eventually be adopted as part of the city's general plan. The updated plan closely mirrors the prior housing plan adopted in late 2019 as part of the 2020 general plan. The last implementation plan review occurred during the summer, prior to the housing report submission. The goal is to present these updates regularly to ensure compliance with state requirements.

Mr. Smith presented prepared presentation (Attachment A). He highlighted key demographic data, including growth trends and projections. South Jordan's current population is estimated at 82,000 residents, with projections indicating growth to 96,000 by 2030, assuming trends continue. While the number of housing units is expected to increase, average household sizes are projected to decrease. This trend, observed statewide and across the Wasatch Front, reflects

broader shifts in demographics and housing patterns. Currently, South Jordan has an average household size of 3.14 persons, which is higher than both the Salt Lake County and national averages. By 2030, this figure is expected to decline slightly to just over three persons per household. Over the past decade, approximately 9,000 housing units were permitted, contributing to the addition of 18,500 new residents, equating to about two new residents per unit permitted.

Council Member Harris asked about the projected decline in household sizes from 3.14 to 3.01 and whether this trend might be influenced by housing affordability challenges, particularly for younger families moving into the city. He is curious about the potential connection between rising housing costs and the observed demographic shifts.

Mr. Smith referred to the household size data from the 2018–2022 census. He noted that South Jordan's current household size is 3.2, which is relatively high compared to Salt Lake County's 2.86 and Utah's state average of 3.04, already the highest in the nation. This underscores that South Jordan's household size is notably above regional and national trends.

Mayor Ramsey raised a question about the correlation between the current household size of 3.2 and the figure mentioned earlier, where the 9,000 housing units permitted over the past 10 years resulted in an average of only 2.05 people per unit. She expressed concern about how these figures aligned, questioning why the number of residents per unit was so much lower than the projected household size.

Mr. Smith addressed the question by discussing two main factors influencing household sizes: affordability and unit mix. He explained that affordability, particularly for first-time homebuyers, plays a significant role. To illustrate this, he referred to population pyramids comparing South Jordan with Salt Lake County. He pointed out a discrepancy in the 30 to 34 age group in South Jordan, which is similar to the age of Utah's median homebuyer. This suggested potential affordability challenges for first-time buyers, as the proportion in this age group should be closer to the county average if affordability were not an issue. He explained how this demographic trend ties into household sizes. With Utah's median age for having a first child being 26, families may face challenges in purchasing their first home, which could contribute to the smaller household sizes. Families may find it easier to purchase a second home but struggle with the first, which impacts overall household composition, especially in the younger age groups.

City Manager Lewis clarified that the units built over the past 10 years were smaller, with a higher proportion of one and two-bedroom units. As a result, the households moving into these units were typically smaller, such as single individuals or couples, possibly with one child. This trend contributed to the lower average of residents per unit for those specific units. But as a whole for the city, if you go back through all the housing stock that number is higher.

Mr. Smith added further clarification, explaining that the 2.05 net residents per unit figure is based on units that were permitted, not necessarily those that were actually built. He emphasized that not all permitted units are constructed immediately, which means the population impact of those units may not be fully realized in the short term. The number provided helps the city

estimate potential population growth based on the number of building permits issued each year, but it shouldn't be directly compared to the household size, as some units may remain unbuilt for several years.

Mayor Ramsey expressed concern that the 2.05 residents per unit figure seemed too low based on the reality of housing in the area. She pointed out that, although some smaller units have been built, much of the development in her area consists of larger homes, with households typically larger than the 2-person average suggested by the data. She clarified that while she valued the projections and analysis, the figure felt disconnected from the actual housing landscape in certain parts of the city.

Mr. Smith continued presenting prepared presentation (Attachment A), noting that South Jordan has a slightly higher percentage of residents aged 65 and older compared to the county, 12.5% versus 11.3%. A more significant difference is the higher percentage of households with children under 18, with 42.7% of households in South Jordan having children, compared to 35% in the county. This indicates that South Jordan has a higher concentration of family households with children, which also tends to correlate with larger households. Shifting to employment, Mr. Smith presented a map that shows job locations in green dots, with traffic analysis zones (TAZs) marked by gray lines. Although the map provides a general view of job and housing activity, it reveals that the largest employment centers are located on the east side of the city, with additional centers in downtown Daybreak and the southern central area near The District. In these areas, high-density housing is seen alongside retail spaces, indicating a mix of jobs and housing. However, there is a discrepancy in the alignment between available jobs and the city's housing demographics. He referred to a diagram to show that while a substantial portion of South Jordan's population is employed, the overlap between those who live and work in South Jordan is relatively small. This suggests that adding more jobs won't necessarily balance the housing market if those jobs don't align with the type and price of housing available. He then moved to a discussion of housing prices, highlighting a map that shows home values across the city. The map indicates a significant range in home values, from properties worth over \$1.2 million (shown in dark green) to those valued under \$400,000 (in dark red). A general east-to-west pattern emerges, with the majority of high-value homes located east of Bangerter Highway and more moderate-income homes found to the west. He suggested that affordability might play a role in this distribution, with first-time buyers, particularly those with young children, likely finding more affordable options in areas like Daybreak or west of Bangerter.

Mayor Ramsey asked how old this information is pointing out that homes in the far west of the city are now priced between \$800,000 and \$1 million.

Mr. Smith clarified that the data set for home values is from the American Community Survey (ACS) and includes a rolling average from 2018 to 2022, with the data being released in 2023. He explained that while the data is labeled as 2023, it's based on prior years, so the home values might not reflect the most current market trends. He acknowledged that home values have been increasing, particularly for higher-end homes, which is evident in the data showing more homes valued over \$1 million by 2022, a significant shift from 2019 when such homes were rare.

Director Schaefermeyer acknowledged the challenges of reporting on housing and affordable housing, particularly the lag in data collection, which makes it difficult to measure the effects of policies in a high-growth community like South Jordan. He pointed out that while significant development has occurred, the data often doesn't keep pace. Additionally, he noted that comparing the east side of the city with the west side can be difficult due to differences in lot sizes. The east side has larger vacant parcels, while the west side has smaller, more developed areas with higher-density housing. He emphasized that while the data provides a broad understanding of trends, it becomes more complex when analyzing specific areas in detail.

Mayor Ramsey acknowledged the challenges with outdated data and the discrepancy created between the data and the current housing market. She noted that in areas on the west side, it is no longer possible to find a house at the prices reflected in the data, emphasizing how quickly the market has changed.

Council Member Harris inquired whether the data used in the housing studies is consistent across all cities, asking if all cities rely on the same sources for their studies.

Mr. Smith explained that it is standard practice to use census ACS data, county assessor data, and the newer Utah housing unit inventory, which was developed in partnership with the Wasatch Front Regional Council (WFRC) and Mountainland Association of Governments (MAG). He mentioned that this inventory is improving and serves as a supplementary source to align with other data. While there is no legal requirement to use a specific dataset, he emphasized that these data sources are commonly used in housing studies.

Council Member Johnson pointed out that assessor data is not absolute or definitive, but rather an educated estimate based on available information.

Mr. Smith acknowledged that the data primarily relies on the county assessor, who uses recent sales information, multiple listing service (MLS) data, lot sizes, additions, and other relevant factors in their computer-assisted assessment system. He pointed out that while this system is thorough, the city ultimately has to trust the assessor's data to a certain extent.

Director Schaefermeyer added that having a group like Zions conduct these studies is beneficial because they perform similar studies for other communities. This ensures that the data used is consistent and comparable when comparing South Jordan to other communities or the county.

Mr. Smith continued reviewing prepared presentation (Attachment A) and explained the approach to affordability by analyzing the current housing stock and the residents living in South Jordan. Rather than predicting future housing needs, they focus on the existing conditions. He provided background on how they calculate the housing gap, using the Salt Lake County area median income (AMI) as a baseline. For a household to be considered affordable, they should not spend more than 30% of their income on housing. He noted that with current mortgage rates, even moderate-income households struggle to afford homes, as most homes in South Jordan exceed what could be considered affordable for households earning below 80% AMI. He detailed the housing gap, pointing out that there are more households earning below 100% AMI

than there are affordable housing units, with a significant shortfall for lower-income households. He emphasized that while some residents may have purchased homes at lower prices in the past, they would struggle to afford current prices and mortgage rates.

Planner Moss presented prepared presentation (Attachment A). He discussed the state's implementation of requirements for moderate-income housing plans, which South Jordan must include as part of its general plan. The city is required to adopt at least five of the state's 26 approved strategies to address housing affordability, with the option to choose from a range of strategies. However, to receive priority treatment for transportation funding, the city must adopt at least six strategies. South Jordan is proposing seven, focusing on strategies that align with both state requirements and the city's ongoing efforts. Highlighting that the city must include at least one strategy related to transit-oriented development due to the presence of fixed-rail transit. Additionally, one of the chosen strategies must focus on reducing parking requirements for affordable or senior housing. South Jordan has continued to implement strategies it has used traditionally, while also introducing a new strategy labeled "O," aimed at enhancing housing affordability. The city plans to track progress on the strategies it has already been using, while also incorporating this new approach to further address housing needs.

Council Member Harris asked Planner Moss to clarify the number of strategies the city is required to implement.

Planner Moss responded that South Jordan needs to adopt at least five state-approved strategies. However, to prioritize transportation funding, the city must implement at least six. The city is proposing seven strategies in total. He explained that the city is required to implement specific strategies under the state's moderate income housing plan. These include: Strategy W, required because of the fixed rail system in South Jordan. At least one of the strategies from options G or H, which are related to regulations near transit and reducing parking requirements for affordable or senior housing. Strategy O, which is a new approach the city has introduced. Additionally, strategies E, J, and P are standard strategies without specific requirements. He provided an update on Action E, which involves clarifying the city's ADU (Accessory Dwelling Unit) policy, particularly in relation to Daybreak. The city aims to make ADU requirements clearer and more accessible for residents, while continuing to track the permits issued, with 13 ADU permits granted the previous year.

Director Schaefermeyer clarified that the number of 13 ADU permits issued last year only reflects those that were actually permitted and does not include any units within Daybreak. He explained that a recent change in state law now includes a requirement to confirm whether an ADU is intended to be rented out. Previously, the city only regulated based on building permits, but now if a unit looks like an ADU, they inquire about the owner's intentions. The vast majority of people claim they don't intend to rent it out, so the city requires a written statement for the record, approving the space as a finished basement instead of an ADU.

Council Member Johnson asked what happens later if the city finds out they are renting it.

Director Schaefermeyer explained that enforcement can be challenging when it comes to identifying illegal rentals. While some cases, like a townhome split without building permits, are more obvious, others are trickier. The city prefers handling the issue upfront by reviewing building permits to ensure compliance, rather than relying on enforcement after the fact. The process of proving illegal rentals on the back end has always been a challenge.

Planner Moss discussed the importance of coordinating land use regulations near transit stations, specifically in areas like Daybreak with the HTRZ. The city is working on implementing these regulations and ensuring development applications align with them. No development applications have been submitted yet, but the city is prepared to collaborate with developers once they do. Additionally, amendments to the city's code are being considered, including potential reforms to the PD Floating Zone, which could increase density near transit stations, particularly the FrontRunner station.

Director Schaefermeyer explained that the city had previously set a limit of eight units per acre for planned development zone (PD) applications, with exceptions for station area plans or city-initiated applications. However, an area east of the FrontRunner railway, which could be suitable for higher-density development, was not included in this limitation. The proposal being considered would allow flexibility to exceed the eight units per acre cap in this area, specifically south of South Jordan Parkway. The decision would require a text amendment to the city's zoning code, which would then be reviewed by the Planning Commission.

Council Member McGuire raised the point that there are already townhomes in the area east of the FrontRunner railway, where the density might exceed the eight units per acre limit. This suggests that the current development might already be in line with the kind of higher density the city is considering for that area.

Director Schaefermeyer clarified that while there are townhomes nearby, the area east of the FrontRunner railway, particularly around locations like Walmart, CarMax, and Riverton Chevy, currently has limited housing. There are some vacant parcels in that area that could potentially be developed with higher-density housing, which is why the question of exceeding the eight units per acre limit is being considered.

Mayor Ramsey emphasized that integrating housing with commercial development in this area could make such projects financially viable. She suggested that higher-density housing would be ideal for locations like this, where the mix of residential and commercial use could support the overall development.

Director Schaefermeyer added that some commercial developers have expressed a need for housing units to make their projects financially viable, noting that residential developments typically offer quicker returns compared to commercial developments, which take longer to generate a return. He emphasized that the current discussion was a preliminary one, without a finalized text proposal. The proposed text amendment would simply extend the exception to the eight units per acre limit to areas east of the Front Runner railway between the railway and I-15, in addition to the existing exceptions for station area plans and city-driven applications.

Council Member Johnson stated she doesn't see anything less than six units per acre wanting to develop there.

Director Schaefermeyer confirmed that the high cost of land, along with its prime location and connectivity, plays a significant role in developers seeking to include housing in their projects. While there are some existing developments just west of the FrontRunner railway, including higher-density housing, he didn't have specific density figures at hand. He also referenced "Sterling Village" but noted that it was not within the specific area being discussed. He explained that while there aren't many vacant parcels in the area, they anticipate some development and long-term redevelopment opportunities. Using the example of Murray, he noted that developers are increasingly requesting housing to make projects viable, as seen with the transition of the former Best Buy and Barnes & Noble locations. He acknowledged that car dealerships are unlikely to move from prime freeway-adjacent properties, but areas like South Town Mall are exploring ways to incorporate housing for long-term viability, as housing has become a key factor in making commercial sites sustainable.

Mayor Ramsey expressed support for adding housing to the area, noting that there are parcels with commercial potential and that some developers have indicated interest in including housing to make their projects financially viable. She emphasized that while the city has previously rejected housing with commercial developments in other locations, she believes this area is the right place for such a combination.

Council Member Johnson asked if they can make it a requirement that it has to be a mix of the two.

Director Schaefermeyer explained the PD Floating Zone is your most flexible tool. The reason the city initially limited the PD Floating Zone to no more than eight units per acre outside the station area plan was to avoid long, difficult negotiations with developers. This limit was set after multiple instances where the city spent months working through similar conversations with developers to settle on density levels.

City Manager Lewis indicated that having this tool, the PD Floating Zone with the potential for more than eight units per acre in certain areas, would be beneficial for the city. It could be useful for future projects in the specified area, offering greater flexibility for development.

City Attorney Loose recommended not amending the PD Floating Zone to mandate mixed-use developments. Instead, the city should maintain discretion and have initial conversations with developers about desired features, such as homeownership, before moving forward. This approach provides flexibility and allows staff to understand the council's preferences early in the process, without being bound by specific requirements in the zoning text.

Director Schaefermeyer clarified that the proposal aims to make the PD Floating Zone more flexible for the council's use, rather than implementing a mixed-use housing zone. He noted that discussions with Planner Moss have explored adding more language or guidance to the PD Floating Zone ordinance, focusing on clear benefits to the city, such as economic advantages,



preservation of open space, or other design requirements. These adjustments would help set the stage for discussions with the council while maintaining flexibility in deciding on specific projects.

Council Member Harris said this area is likely to see more vertical developments compared to other parts of the city. As such, incorporating a mix of housing types aligns well with this type of development. Vertical projects can often accommodate mixed-use or varied housing more easily than lower-density, ground-level projects. He agrees with Mayor Ramsey's point about this being the right place for such a mix, as the nature of vertical construction lends itself to achieving that balance effectively.

Director Schaefermeyer said this area aligns well with addressing east-west traffic issues due to its proximity to significant infrastructure investments. The state legislature frequently emphasizes the need for cities to prioritize development near these high-investment areas, ensuring that public funds are utilized effectively. By focusing growth and mixed-use opportunities here, the city demonstrates responsiveness to state priorities while leveraging existing infrastructure.

Planner Moss continued to review prepared presentation (Attachment A). He discussed one of the strategies we're implementing is option H, which involves evaluating, reducing, and amending parking requirements in areas where fewer vehicles are typically needed. This includes locations near transit stations or senior housing, where households may only own one car or none at all due to reduced commuting needs. Currently, our code lacks a specific parking ratio for senior housing, which is a common standard in many parking codes. Adding this ratio would be a straightforward improvement, especially as we anticipate future senior housing projects. This adjustment would help optimize land use while supporting the needs of our community.

Council Member Harris expressed concerns about parking and the reality of car ownership, even in areas near transit. While some residents, particularly seniors or those in transit-oriented developments, may rely less on cars, it's true that many still bring vehicles, regardless of location. Balancing parking requirements with housing costs is tricky. Reducing parking can lower housing costs, but it must be done thoughtfully to avoid inadequate parking for residents who own cars. We need to carefully evaluate how parking adjustments impact the broader community and to ensure our strategies reflect real-world behaviors. He added that parking concerns were one of the most frequent complaints received from residents, often related to insufficient parking spaces. He cautioned against reducing parking requirements across the city, citing doubts about whether transit-focused living trends were currently viable. While acknowledging legislative encouragement to reduce parking near transit, he emphasized the need to ensure any changes would align with existing community needs and realities.

Planner Moss highlighted opportunities to review and update parking requirements that may no longer align with current needs or industry standards. As an example, he noted that the city could require hair salons to provide three parking spaces per chair, one for the stylist, one for the customer, and one seemingly unnecessary, possibly intended for an observer. He suggested evaluating such requirements to ensure they are reasonable and relevant to today's market. He

emphasized that the city's parking regulations establish minimum requirements, allowing developers to exceed them if desired. However, requiring excessive parking unnecessarily inflates costs, especially for facilities like senior living centers, where fewer cars may be needed. He noted that each parking space significantly contributes to overall housing costs.

Council Member Harris said shortages appear to be more prevalent around residential areas rather than commercial zones. Reducing parking requirements for residential developments, could exacerbate the issue. However, there might be more flexibility on the commercial side, though further analysis would be needed to determine the appropriate adjustments. He emphasized the need to carefully assess any proposed changes to parking requirements.

Director Schaefermeyer discussed the potential challenges of redeveloping areas with mixed uses, particularly the balance between commercial and residential parking requirements. They highlighted that commercial parking standards could impact the available space for housing. He pointed out that the city's existing code provides some flexibility for shared parking, though this requires careful consideration of the specific project. In some cases, a parking study may be necessary, which would be reviewed by the engineering department. These factors are being taken into account as part of the ongoing evaluation of parking requirements.

Mayor Ramsey expressed concern about parking reductions, particularly drawing attention to issues like those at La Hacienda, where parking shortages have caused significant problems. She added that while new urbanism advocates for eliminating parking, the current reality in Utah and in South Jordan, due to limited transit options, still necessitates planning for car usage. She acknowledged that, while progress is being made toward better transit, funding remains a challenge. She requested more detailed information on the potential parking code changes, recognizing the gap between theoretical ideas and practical realities. She stressed the importance of finding a balanced solution, as the city's residents will continue to rely on cars for the foreseeable future.

Director Schaefermeyer highlighted the importance of being strategic in adjusting the parking code, emphasizing that it isn't necessary to overhaul the entire code. The goal would be to improve and create opportunities for parking reductions or adjustments where appropriate. They referenced La Hacienda as an example of a building originally designed without a restaurant in mind, but later repurposed to include a restaurant, daycare, and rental car business. He noted that planning for such mixed-use developments can be challenging, requiring thoughtful consideration of how to best accommodate varying needs.

Mayor Ramsey mentioned the need to ensure that the HTRZ designation is valid for five years, rather than just a one-year approval, as it was part of a long, ongoing process. She highlighted the importance of reducing parking requirements being factored into the city's Municipal Investment Housing Plan (MIHP) for a more extended period, rather than just as a one-year checkbox, to allow for more sustainable planning and development.

Planner Moss continued to review prepared personation (Attachment A) and provided an update on the city's efforts regarding moderate-income housing strategies. Noting that the work on

incentives for moderate-income units in new developments, such as the PD Floating Zone and shoreline development agreements, was now in the implementation stage. This effort has been ongoing, awaiting development applications to put those incentives into action. He then introduced a new option (Option O), focusing on utilizing Interlocal agreements to promote moderate-income housing. South Jordan has been participating in the HOME Interlocal agreements with Salt Lake County and other local cities since 2014, contributing to CDBG-related funds. However, the city has not yet used these funds within its own boundaries, despite funding affordable housing in other areas of the county. He suggested exploring ways to use these funds for local projects, such as the homeowner repair program or potentially reestablishing the rental assistance program from the COVID-19 period.

Council Member McGuire inquired about the city's involvement in administering affordable housing programs through the HOME Interlocal agreements. Asking whether the city directly manages the programs or if it simply refers residents to the county office for qualification and processing.

Planner Moss responded that the county acts as the executor of the consortium, managing the distribution of funds and overseeing the reporting and usage of those funds.

Director Schaefermeyer explained that while Salt Lake County administers the HOME Interlocal agreements, South Jordan has a voice in the application process. Other cities, such as Taylorsville and West Valley, have also applied for funding from the consortium. South Jordan would follow a similar process, contributing to the funds and applying for programs to receive financial support for affordable housing initiatives. He shared from experience that West Valley and Taylorsville were given priority for funding due to their involvement in the HOME consortium. He noted that while other deserving applicants were also considered, consortium members were favored for funding. The HOME Program, managed by the county, enables larger-scale affordable housing projects or other initiatives that individual cities may not have the resources to fund on their own.

Director Schaefermeyer responded to a question about the city's contributions to the HOME program, clarifying that while South Jordan is contributing, it is not receiving direct benefits for its residents at the moment. The county uses the HOME funds to support larger-scale affordable housing projects. Although the city could potentially donate to such projects, the funds allocated are generally for larger amounts, such as \$100,000 or \$300,000, which individual cities may not be able to provide. He further explained that the county is using the HOME funds for significant projects, such as the renovation of a large tower near the county offices. He noted that while South Jordan contributes to the program, the city has a voice in directing where funds are allocated, and proposed the idea of bringing some of the money back to the city.

Associate Director Katie Olson clarified that South Jordan does not make a direct appropriation but rather participates in a county-wide allocation, which totals about \$500,000.

Director Schaefermeyer highlighted that many organizations applying for HOME funds submit detailed information about their funding sources, demonstrating the extensive efforts made to

secure various forms of financing for affordable housing projects. He emphasized that the HOME program is just one of many funding sources utilized by these groups. He further noted that the demand for funding within the county exceeds the available funds, resulting in many applicants not receiving support. However, cities like Taylorsville and West Valley were successful in securing funding. He concluded by agreeing with the suggestion that the best opportunity for South Jordan to benefit from the HOME funds would likely be through participating in the Interlocal agreements and exploring additional funding strategies.

Planner Moss finished reviewing prepared presentation (Attachment A) briefly discussing the ongoing efforts regarding the utilization of RDA funds for moderate income housing, particularly in relation to the senior housing project with Ivory Innovations. He noted that this is a continuation of efforts to coordinate with the developer and make any necessary adjustments to the code or other aspects to facilitate the project. He also mentioned the requirement by the state to create station area plans due to the presence of fixed-guideway rail systems in the city. He noted that the station area plans for the Trax have already been adopted, and work is currently underway to develop the plan for the FrontRunner station, which is expected to be brought before the council by spring. He concluded by emphasizing the need to adopt the plan and move forward with its implementation once completed.

Mayor Ramsey provided an update regarding the station area plan efforts. She and Director Schaefermeyer have been asked to speak at the Regional Growth Committee (RGC) meeting in the next two weeks to discuss the station area plan application. The goal is for the RGC to recommend approval to the full Wasatch Front Regional Council (WFRC), with the final approval anticipated the following week. She highlighted the significance of this upcoming approval, noting that it would be an important step forward for the city, particularly regarding the Trax stations. She also acknowledged the extensive work that has gone into preparing for this process.

Council Member Shelton inquired about the entities involved in interlocal agreements related to the HOME plan and asked whether these agreements would be with the county or another entity.

Planner Moss clarified that the interlocal agreements related to the HOME plan are signed documents with the county. Additionally, other cities have also submitted their agreements to participate.

Director Schaefermeyer mentioned that the full housing report will first go to the Planning Commission and would be presented to the City Council before a vote. The report will be distributed to the Council members after the current meeting to allow time for review. He noted that there have been personnel changes at DWS this year and that they will be reaching out to the new staff to determine what is required to meet the necessary standards and will do their best to move forward with the process. He encouraged council members to reach out to him, Planner Moss, or Mr. Smith with any questions before the meeting and before the report moves forward.

**E.3. Council member appointment to Boards/Committees. (By City Manager, Dustin Lewis)**

City Manager Lewis provided an update on the current status of the various boards and committees. He began with the Planning Commission, noting that there has been stability with its members, although a recent vacancy has arisen in District 3, which is Council Member Shelton's district. Applications are being reviewed, and a recommendation will be made to fill the spot through the regular process. The term of Planning Commissioners runs concurrently with the City Council, so their terms extend through the remainder of the year.

City Manager Lewis moved onto the Art's Council, it is the fullest filled positons in recent years, though there are still two vacancies. One vacancy is with the Mayor, and the other is with Council Member Harris. He recently met with two qualified individuals interested in serving, both of whom are residents of the city. He offered to pass along their names and resumes for consideration, as both candidates may bring needed expertise to the Arts Council.

City Manager Lewis next discussed the status of the Senior Committee, which currently has six vacancies. The Mayor, Council Member Tamara Zander, and Council Member McGuire has a couple of vacancies. He added while there are no current applicants, the Senior Committee is able to operate with the current number of members. Names for consideration will be shared if any interested individuals come forward during the year.

City Manager Lewis listed other boards and committees, and those to which council members are assigned. He asked if any council members wished to discuss or make changes to these assignments.

Mayor Ramsey clarified that South Jordan City has decided to discontinue its membership with the Economic Development Corporation (EDC Utah). As a result, the city will no longer be part of the EDC, and this membership can be removed from future discussions. The change occurred after the organization shifted under the Salt Lake Chamber umbrella following the loss of state support. This decision was made as many cities, including South Jordan, reassessed the value of their membership after significant changes within the EDC. The city will now focus its efforts more on the South Valley Chamber rather than the EDC.

Council Member Harris expressed a desire to remain as the council liaison for the Historical Committee, despite changes. He highlighted two key activities previously organized by the committee that he would like to see continue, the Veterans Day breakfast and the Memorial Day event. These events were significant for the community, and he suggested that it would be beneficial to continue their involvement in some capacity.

City Manager Lewis confirmed that the Veterans Day breakfast and Memorial Day event would continue, but they would now fall under a different umbrella, likely through the city's recreation programming. He emphasized that while these events would still take place, the responsibility for organizing them would shift, with the newly structured group handling other aspects.

City Manager Lewis agreed to create a list of all boards and committees that staff members participate in, including both city-specific and state appointments. He noted the list will allow for a better understanding of board assignments, ensuring awareness when relevant issues arise.

**Council Member Harris motioned to amend the City Council Study Meeting agenda to add an Executive Closed Session to discuss the character, professional competence, or physical or mental health of an individual. Council Member Johnson seconded the motion; vote was 4-0 unanimous in favor. Council Member Zander was absent from vote.**

**Council Member Harris motioned to recess the City Council Study Meeting agenda to move to Executive Closed Session to discuss the character, professional competence, or physical or mental health of an individual. Council Member McGuire seconded the motion; vote was 4-0 unanimous in favor. Council Member Zander was absent from vote.**

*RECESS CITY COUNCIL STUDY MEETING AND MOVE TO EXECUTIVE CLOSED SESSION*

**F. Executive Closed Session:**

**F.1.** Discuss the character, professional competence, or physical or mental health of an individual.

*ADJOURN EXECUTIVE CLOSED SESSION AND RETURN TO THE CITY COUNCIL STUDY MEETING*

**Council Member McGuire motioned to adjourn the Executive Closed Session and move back to the City Council Study Meeting. Council Member Harris seconded the motion; vote was 4-0 unanimous in favor. Council Member Zander was absent from the vote.**

**ADJOURNMENT**

**Council Member McGuire motioned to adjourn the January 7, 2025 City Council Study Meeting. Council Member Johnson seconded the motion; vote was 4-0 unanimous in favor. Council Member absent from vote.**

The January 7, 2025 City Council Study meeting adjourned at 6:36 p.m.