

SOUTH JORDAN CITY
CITY COUNCIL STUDY SESSION

April 15, 2014

Present: Mayor Dave Alvord, Councilman Mark Seethaler, Councilman Chuck Newton, Councilman Don Shelton, Councilman Steve Barnes, Councilman Chris Rogers, Interim CM Gary Whatcott, City Attorney Rob Wall, IS Director Jon Day, Police Chief Lindsay Shepherd, City Engineer Brad Klavano, City Council Secretary MaryAnn Dean

Others: See Attached ([Attachment A](#)).

Mayor Alvord welcomed everyone present. He recognized members of the UTA that were present. He noted that Councilman Barnes will be arriving late.

STUDY SESSION – 4:00 PM

A. Invocation: *By Councilman Don Shelton*

Councilman Shelton offered the invocation.

B. Executive Closed Session: Discuss pending or reasonably imminent litigation.

This item was done later in the meeting.

C. UTA Update: *(By Mike Allegra, Bruce Jones, Chuck Gates & Bob McKinley)*

Mike Allegra, General Manager for UTA, said they have seen UTA grow considerably. He introduced the UTA representatives that are present. He offered for the City Council to attend an upcoming *UTA In Transit Academy*, which is a ½ day session on May 2nd. He said they have 44 million users a year with an average growth rate of 4 ½ percent, which exceeds the population growth. He said ¾ of their riders own a car. They have transitioned from building a lot of capital to operational excellence and the customer. One of the keys is TOD's. If they continue to grow as they have been, they will run out of land. They need to determine how they can grow better in the future. There is no definition for a TOD; it is what the community wants it to be. He said residential and office developments are good for TOD's, but not necessarily uses such as fast food. Not every TOD should be the same.

Councilman Newton said he feels if TOD's are commercial only, they are not as effective. Mr. Allegra said as a whole system, they need places where people live, work, and play. All of those uses should be connected together. Mayor Alvord asked does every TOD need to be mixed use? Mr. Allegra said they would hope that the network would have some cohesiveness. Each TOD is based on what the community's needs are. It is part of a master plan that will take years to develop.

City Attorney Wall asked what can the city do to implement a circulator to get people to the various mass transit stations? Mr. Allegra said their goal is to have a route coming every 15 minutes as well as accessibility. He said their goal is also to have 90 percent of the population within less than a mile of a major transit station. He said the circulator study that is underway is a partnered approach that they need with the cities. It was noted that busses, trains, bicycles, walking, etc. are all part of their plan.

UTA representatives passed out a map with potential transit improvements ([Attachment B](#)). Hal Johnson, UTA, indicated that Sandy, South Jordan, and UTA are partnering on the circulator study. They are looking at how to connect the commuter rail station, the light rail station in Sandy, and the job center in South Jordan. They need fast convenient circulators. He noted that route 218 just started to assist with that effort.

City Attorney Wall asked what can they expect from UTA and what should the community be doing to reach the goal of having everyone within ¼ mile of mass transit? Mr. Allegra said the city master plan, corridor preservation, and developments that support a higher investment in transit. If there are areas that want bus rapid transit, the city should create nexus's in land development plans that are more supportive of that, rather than low density residential. This is the only strategy to help with congestion and air quality issues. It is important to have balance.

Councilman Seethaler asked what does it take to develop a community compatible with mass transit? A UTA representative indicated that Daybreak is a good model. Mr. Allegra said they recently did a TOD guide for cities and planners to use. **Jennifer Kohler**, UTA, said the city is doing what needs to be done and concentrating development on those lines.

Councilman Seethaler said they need a deeper understanding how the system works. Some say Daybreak is a great example. Others don't want Daybreak philosophies to be in the rest of the city. Mr. Allegra said the closer they are to walking to something, the more inclined they are to use it. The proximity to the stations are the choice areas that have a sphere of transit influence.

Councilman Newton noted a stop in West Jordan by Gardner Village and has a number of apartments. The difficulty is that they have to cross the street to get to the station. With the circulator bus system, does that provide the South Jordan station with some advantages? Mr. Allegra said both situations would be acceptable to them, but they would encourage better walking access. He said the commuter rail market is different than trax.

Councilman Rogers said on the map provided, he noted that there are more north/south routes in neighboring cities. He said that might help the ridership in South Jordan. Mr. Allegra concurred that there are holes. Some of it is dependent on the development patterns that occur. Councilman Rogers said Daybreak is a high growth area, with not as much transit focus.

Councilman Newton said he drew the proposed routes for the circulator bus presented to UTA. Route 218 is important for the TOD. The north daybreak station will be a TOD type of stop. It will be crucial for this circulator to be successful.

UTA passed out a map outlining Route 218 ([Attachment C](#)).

David Findlay, resident, said he used to work for UTA. He said ridership in lower income areas is higher with transit. South Jordan is a higher income area. He does not feel the ridership in South Jordan is high.

Mr. Allegra said they have 20,000 users riding commuter rail daily. They are seeing great success in ridership. They feel route 218 is doing reasonably well. It has only been in service 6 months. He said it is not just low income individuals riding the system.

City Attorney Wall said before frontrunner was complete, staff mapped out some routes on how to create a circulator system so people could get to a major line within 15 minutes. He said in their plan, it accesses every school, church, and community building in the city. What is UTA's view on this type of internal circulation?

Hal Johnson, UTA, said there are different markets and needs within a community. They need to figure out the market and how to best provide a service to connect those markets. City Attorney Wall asked if the expectation, in the short term at least, is that UTA's focus has to be regional transportation. Getting into specific neighborhoods will have to come from the city at this time.

Mr. Allegra said they do have a regional perspective. They would like to integrate the city's ideas. He said they would love to overlay circulator ideas with the regional plan. He encouraged the city to keep presenting their ideas and working with UTA. He said their growth will mostly be rubber tire in the future.

Councilman Newton said they appreciate UTA working with them on route 218. They appreciate UTA being flexible in getting a downtown option on the frontrunner line. They need to work on getting the word out better on the mass transit options.

Robert McKinley, board member, said it is positive to see how the local governments work together and with the transit authority. They can't satisfy everyone. He said UTA is an efficient and responsive organization. These types of meetings are beneficial.

Councilman Newton said they are expecting significant growth along the Wasatch front. They have to be prepared to deal with that.

Bruce Jones, said South Jordan and UTA are in stages of new beginnings. The city spent money to hire a nationally renowned consultant in Forest City. He said cities cannot afford to build roads, utilities and infrastructure further and further out. They should listen to the independent consultant. He said TOD is much broader than UTA. They are a limited part of the city's TOD structure. They are involved because of ridership, clean air, congestion mitigation, and lifestyle. That is what makes them successful. Cities want TOD's for sales taxes, property taxes, and employment. UTA are not developers. They are the transit arm. The city is in charge of land use. An ideal TOD is mixed use with residential, maybe a civic center, and some office. It creates a place with a restaurant, laundry or financial institutions. On UTA's 12 acres, some ideas that

have been discussed are a hotel, an office, or a residential component. They want to give the city choices, not dictates. The developer has proposed 2 offices on this site. TOD is about choices of lifestyle. In order for there to be quality of life in communities, people have to build more vertical. They want direction from the city on their property. They look to the city for guidance.

City Attorney Wall said for the UTA property, the site would not have a mix of uses. The city looks at the area holistically (including 40 acres). Mr. Jones concurred. He said they also recognize a need for more services such as circulators.

Councilman Barnes asked if they should be looking at the area holistically, or should each development have a mix of uses? City Attorney Wall said their work has been to look at the area holistically. He noted that the Forest City study was accepted only as a range of options for the city to consider. Mr. Jones said they want the consultants to push the envelope so they can pick and choose what they want.

City Attorney Wall said the study encompassed 1000 acres. Forest City came back with some conceptual ideas, which he reviewed. It includes an office intense use and higher density. The other option is nothing. The City hasn't made a decision even conceptually what they are going to do. The advice from Forest City was that the train station does not create economic development, but it is an amenity.

The City Council thanked UTA for coming and took a short recess.

Councilman Rogers made a motion to go into an executive closed session to discuss pending or reasonably imminent litigation. Councilman Barnes seconded the motion. Roll call vote. The vote was unanimous in favor.

B. Executive Closed Session: Discuss pending or reasonably imminent litigation.

Councilman Newton made a motion to come out of closed meeting. Councilman Rogers seconded the motion. The vote was unanimous in favor, with Councilman Barnes absent.

D. Revisit: Mix Use Zone & Land Use Map for public process direction.
(By *Community Development Director, George Shaw*)

This item was not discussed.

ADJOURNMENT

Councilman Rogers made a motion to adjourn the study session. Councilman Shelton seconded the motion. The vote was unanimous in favor.

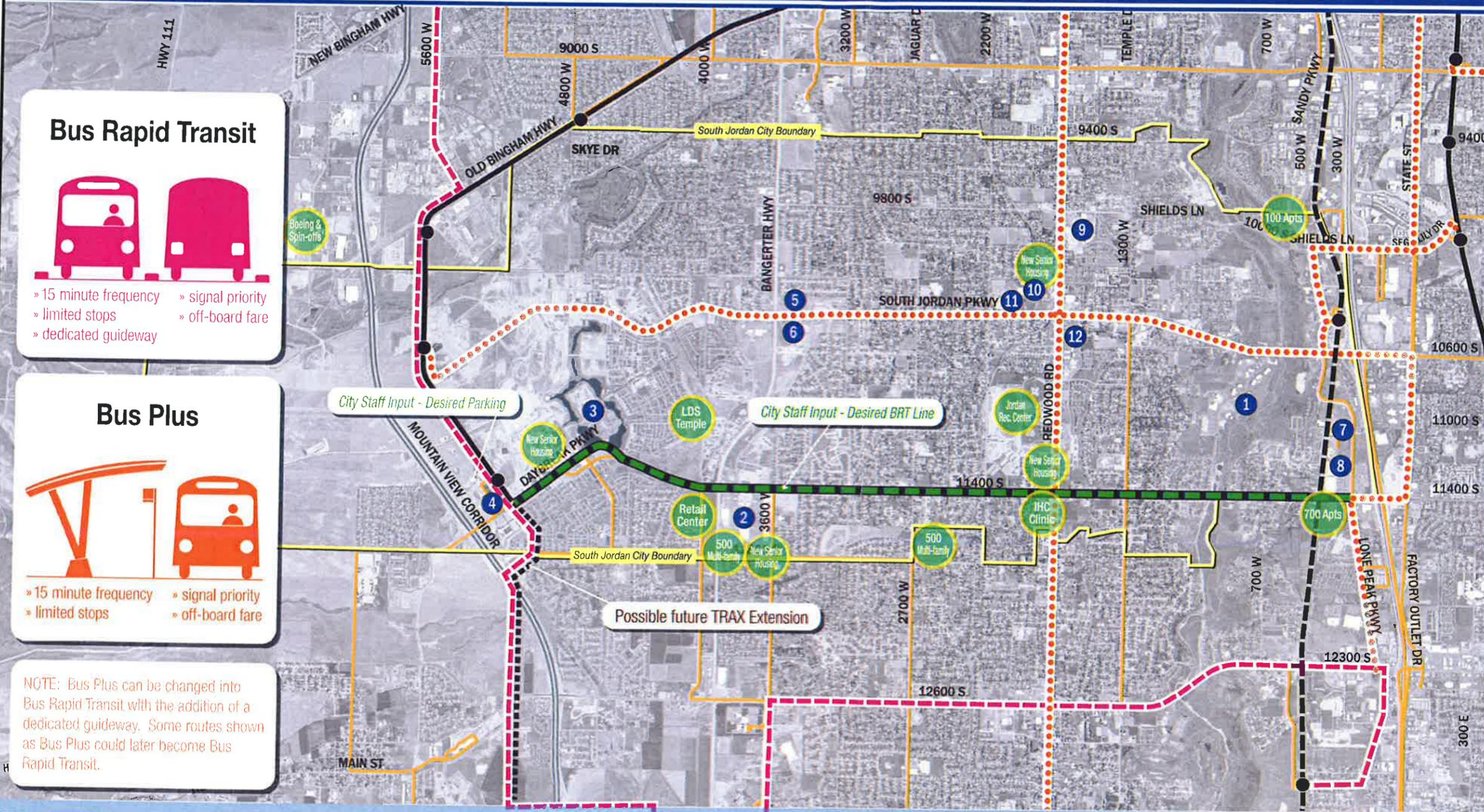
The April 15, 2014 study session adjourned at 5:58 p.m.

This is a true and correct copy of the April 15, 2014 Council meeting minutes, which were approved on May 6, 2014.

Anna M. West
South Jordan City Recorder

South Jordan Area Potential Transit Improvements with Unified Plan Funding

November 2013



BENEFITS to South Jordan

- » Bus Rapid Transit (BRT) would connect FrontRunner to TRAX line at DayBreak South, DayBreak North, and 5600 West TRAX Stations, then continues north to I-80
- » New Bus Plus lines would improve east-west mobility through South Jordan, and enhance existing bus service to and from other parts of the valley
- » Improvements in existing local and flex bus service could include more routes with increased frequency
- » The percentage of South Jordan Residents living within 1/2 mile of major transit stops could essentially double

Bus Rapid Transit

- » 15 minute frequency
- » limited stops
- » dedicated guideway
- » signal priority
- » off-board fare

Bus Plus

- » 15 minute frequency
- » limited stops
- » signal priority
- » off-board fare

NOTE: Bus Plus can be changed into Bus Rapid Transit with the addition of a dedicated guideway. Some routes shown as Bus Plus could later become Bus Rapid Transit.

LEGEND (Existing)

- TRAX
- FrontRunner
- Local Bus and Flex Routes

LEGEND (Unified Plan Funding)

- Bus Plus
- Bus Rapid Transit

LEGEND (Input from City Staff)

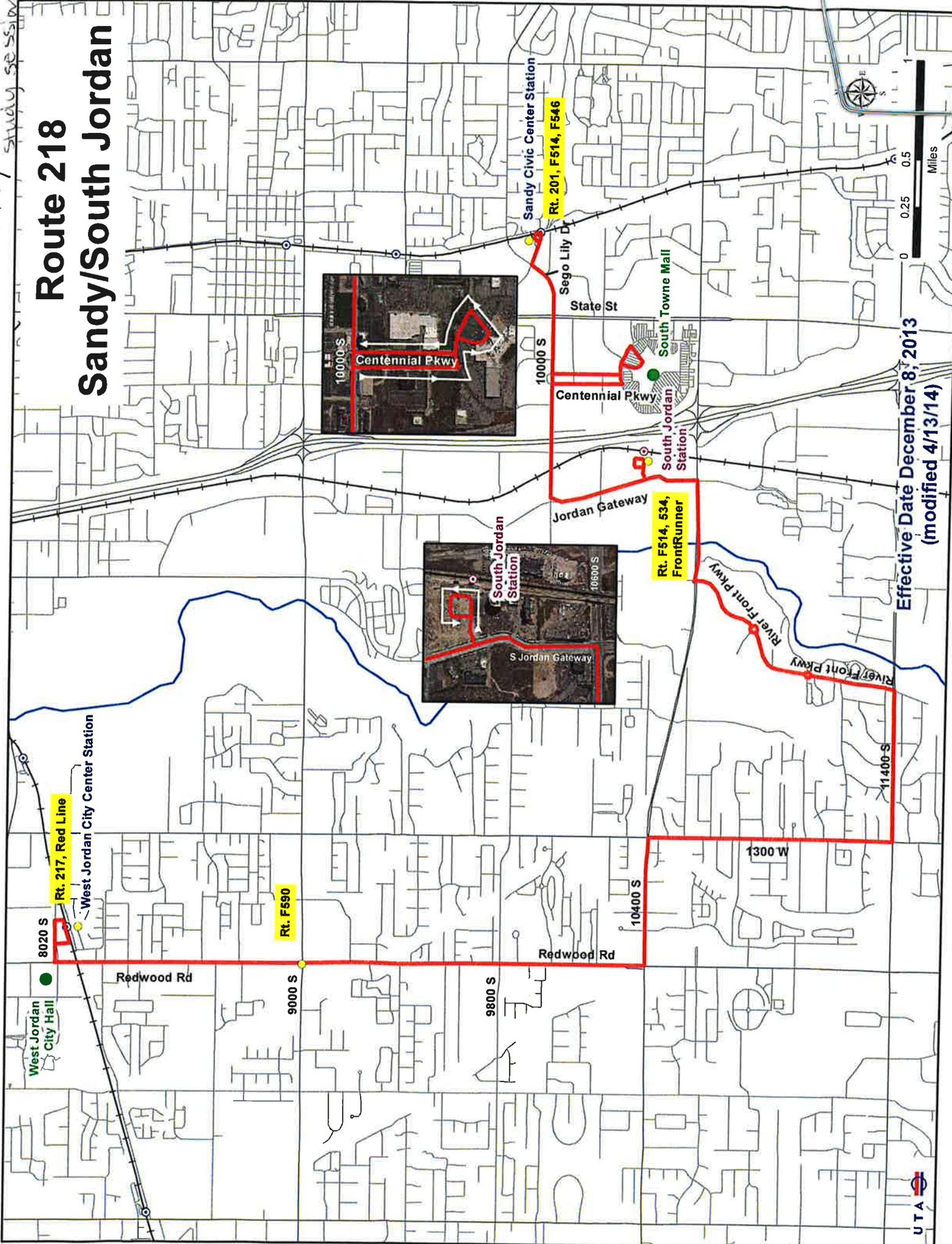
- Desired BRT Line
- 500 Multi-family
- Current Growth Activities



- ### 1 Major Activity Centers
- | | | |
|--------------------------------------|-------------------------------|--------------------------|
| 1. River Park Corporate Center | 5. Future Walmart Supercenter | 9. Merit Medical Systems |
| 2. The District | 6. Future Costco | 10. Marv Jensen Park |
| 3. DayBreak | 7. Valley High School | 11. Bingham High School |
| 4. University of Utah Medical Center | 8. Walmart Supercenter | 12. Harmons |

Attachment C / 4-15-14
study session

Route 218 Sandy/South Jordan



Effective Date December 8, 2013
(modified 4/13/14)

