NOTICE AND AGENDA
SANTA CLARA CITY COUNCIL MEETING
Wednesday, July10, 2024
Time: 5:00 P.M.
AGENDA

Public Notice is hereby given that the Santa Clara City Council will hold a Regular Meeting in the City Council Chambers, located at 2603 Santa Clara Drive, Santa Clara, Utah on Wednesday July 10, 2024 commencing at 5:00 PM. The meeting will be broadcast via You Tube linked on our website at https://santaclarautah.gov

1. **Call to Order**

2. **Opening Ceremony:**
   - Pledge of Allegiance: Christa Hinton
   - Opening Comments: Rev. Derek DeToni-Hill, Shepherd of the Hills United Methodist Church, St. George Interfaith Council.

3. **General Citizen Public Comment:**

4. **Conflicts and Disclosures**

5. **Working Agenda:**

   A. Public Hearing(s) 5:00 pm. (None)

   B. Consent Agenda
   1. Approval of Claims and Minutes:
      - June 19, 2024 City Council Work Meeting Minutes
      - June 26, 2024 Regular City Council Meeting Minutes
      - Claims through July 10, 2024

   2. Calendar of Events:
      - July 17, 2024 City Council Work Meeting
      - July 24, 2024 Regular City Council Meeting (Cancelled - Offices Closed)
      - Aug. 21, 2024 City Council Work Meeting. (Cancelled)

   C. General Business:

   1. Discussion and action to consider amending the Snow Canyon Little League Agreement. Presented by Ryan VonCannon, Parks & Trails Director.

   2. Small Lot Single Family Zone Discussion. Presented by Jim McNulty, City Planner.

6. **Reports:**
   a. Mayor / Council Reports:

7. **Executive Session:**

8. **Adjournment:**

Note: In compliance with the Americans with Disabilities Act, individuals needing special accommodation during this meeting should notify the city no later than 24 hours in advance of the meeting by calling 435-673-6712. In accordance with State Statute and Council Policy, one or more Council Members may be connected via speakerphone or may by two-thirds vote to go into a closed meeting.

Zoom Meeting Participants: Participants on the Zoom call is limited to City Staff, Council Members, and applicants on the agenda. Email calendar invitations will be sent out in advance of the meeting. Instructions for each meeting will include the meeting ID, and password to join. When joining the meeting your screen name must show your full name. Each applicant will be accepted into the meeting when their item is up for discussion. Please contact Chris Shelley at (435)673-6712 Ext. 203 with any questions regarding public meetings.

The undersigned, duly appointed City Recorder, does hereby certify that the above notice and agenda was posted within the Santa Clara City limits on this 3rd day of July 2024 at Santa Clara City Hall, on the City Hall Notice Board, at the Santa Clara Post Office, on the Utah State Public Notice Website, and on the City Website at http://www.santaclarautah.gov. The 2024 meeting schedule was also provided to the Spectrum on January 1, 2024.

Chris Shelley – City Recorder

SANTA CLARA CITY COUNCIL WORK MEETING
WEDNESDAY, JUNE 19, 2024
MINUTES

THE CITY COUNCIL FOR THE CITY OF SANTA CLARA, WASHINGTON COUNTY, UTAH, met for a Regular Meeting on Wednesday, June 19, 2024, at 5:00 p.m. in the City Council Chambers of the Town Hall at 2603 Santa Clara Drive, Santa Clara, Utah. Notice of the time, place, and agenda of the meeting was provided to *The Spectrum* and to each member of the governing body by emailing a copy of the Notice and Agenda to *The Spectrum* and also, along with any packet information, to the mayor and each council member, at least two days before the meeting. The meeting will be broadcast via YouTube linked on our website at https://santaclarautah.gov.

Mayor:	Rick Rosenberg
Council Members:	Janene Burton Christa Hinton Dave Pond Jarett Waite
City Manager:	Brock Jacobsen
City Recorder:	Chris Shelley
Others Present:	Jim McNulty, Planning and Economic Development Manager Debbie Bannon, Finance Director Dustin Mouritzen, Public Works Director Gary Hall, Power Director Ryan VonCannon, Parks Director Lance Haynie, Fire Chief Cody Mitchell, Building Official Jaron Studley, Police Chief

1. Call to Order.

Mayor Rick Rosenberg called the meeting to order at 5:00 p.m. and welcomed those present.

2. General Citizen Public Comment.

There was no public comment.

3. Working Agenda.

A. General Business.

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i. Discussion Regarding the Unified Transportation Plan. Presented by Nicholas Gayer, Dixie MPO.

Nicholas Gayer, Transportation Planning Manager for Dixie Metropolitan Planning Organization ("MPO") was present. His job is to assist member cities within the MPO boundaries with additional planning and construction funds for future regionally significant transportation projects within their long-range plans. He described the Utah Unified Transportation Plan, which is a collaborative effort between the other MPOs and the State to facilitate information or planning funding for the various projects. It is a collaborative effort to provide the information to other public entities. Mr. Hayer presented a map of all of the significant projects that are anticipated between 2023 and 2050 that are on the Transportation Investment Program ("TIP") Fund. The three phases were as follows:

- Phase 1 – Present to 2032;
- Phase 2 – 2032 to 2042; and
- Phase 3 – 2042 and 2050.

Other regionally significant projects were identified on the map but are unfunded. Mr. Gayer reported that data showing where future development may occur is based on future population and job projections. The travel demand model is based on socioeconomic data and is updated frequently as there is new data to be added. They recently conducted a Utah Household Survey that resulted in valuable information from residents to see predicted travel trends. Key findings were presented of those traveling for daily activities to other areas in the State. The most popular modes of transportation are in a vehicle in addition to biking and walking. Trip rate data by County was presented and showed that the average number of trips is 4.2 per day. Washington County was third or fourth in the State in terms of walking. Information on telecommuting was presented. During COVID-19, many moved to the State and commenced working from home. Trip barriers were discussed such as people not being able to travel. Data was provided from the survey with the majority being employed full-time. A large number of retirees were also surveyed.

Web-based mapping provided a visual depiction of the data presented. Data showed where people begin their travel in Washington County and where they are going. Most stay within Washington County. Mr. Gayer The data gathered will be used for future modeling. The goal is to provide better planning going forward. He confirmed that the tools provided are available to everyone.

Mayor Rosenberg asked Mr. Gayer to look at Santa Clara Drive. It was estimated that the daily trips on Santa Clara Drive without the Western Corridor are 11,000. Once the Western Corridor is added that number was expected to increase by 3,000 to 14,000. There are currently two lanes. Once there are more than 10,000 daily vehicle trips, additional steps will need to be taken. Mr. Gayer stated that the timing of projects is based on funding. It was anticipated that the north portion of the Western Corridor will be built between 2032 and 2042.

MPO Director, Byron Lee, asked for information on Pioneer Parkway. It was reported that there are currently 7,600 vehicle trips per day. Mr. Gayer reported that they do not just plan for highway projects, and they plan for active transportation projects as well. He noted that Washington County does not have as robust of a transportation network as other areas and there are no future plans for

transit. Possible options were discussed. Mr. Gayer stated that the plans include additional stops in Santa Clara.

ii. Discussion Regarding Golf Carts and ATV Ordinance.

Mayor Rosenberg stated that concern has been expressed about golf carts on public streets and an ATV ordinance was drafted in response. Staff was asked to look at the ordinance in more detail to determine if adjustments are needed.

Police Chief, Jaron Studley, reported that golf carts cannot currently be driven on the street. Public Safety issues were discussed. It was noted that golf carts are often driven by underage people, which was of concern. Categories of off-road vehicles were discussed. In St. George, riders must be 16 years of age or older.

Commissioner Hinton was concerned about safety and the potential for a golf cart to be hit by a car. It was noted that the situation can be enforced now. Chief Studley suggested that nighttime provisions be included. E-bikes and E-motorcycles were discussed.

iii. Discussion Regarding the Little League Agreement.

Parks Director, Ryan VonCannon, presented the proposed changes to the Little League Agreement. He reported that the season was changed to match the end of the Little League season. They want to make sure that the fields are reserved for the coaches who want to use them. The next change was to address how fields are reserved. The City is provided with a game schedule. For practices, coaches need to contact the City and go through the same process as everyone else. City Manager, Brock Jacobsen stated that previously teams were provided with a specific time for practices. Other changes included ensuring that the fields and dugouts are clean after games. Bathrooms must also be shut and locked.

Commissioner Burton commented on the change regarding food vendors and was contacted by Ms. Martinez, who would like information. Mr. VonCannon stated that he has been in contact with Ms. Martinez and invited her to be present at this meeting. He noted that vendors have exclusive rates and contract with the City to ensure that trucks are at events and food is available. Mr. Jacobsen stated that at Gubler Park there have been instances where food trucks have not been present.

Ensuring that lights are turned off and on at the Little League fields was discussed. Mr. Jacobsen suggested that representatives from each league be given access to the lights. It was suggested that it be clarified in the ordinance. Mr. VonCannon reported that the lights come on at 6:00 a.m. at Gubler Park when there are tournaments.

iv. Discussion Regarding Updates to Chapter 17.74 Historic District/Mixed-Use Zone, and 17.76 Historic District Overlay Zone.

Planning and Economic Development Manager, Jim McNulty reported that for the last six months, the Historic District Committee has been working on an update to the Historic District Design

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Guidelines, which were adopted on May 8, 2024. He and City Attorney, Matt Ence, have been working on updates to the Development Code. The process is now laid out and the Guidelines are a companion to the Development Code. The next step is to amend the Code. The proposed revisions to Code Section 17.74 – Historic District Mixed-Use Zone, were presented.

The uses were reviewed and those deemed too large in size and scale for the zone were identified such as athletic clubs, bank and financial institutions, auto parts and new car sales, and bed and breakfast uses. Child daycare was identified as a conditional use so that additional review could take place such as with respect to parking. Convenience markets were also specified as a conditional use. Other conditional uses were identified. Residential uses are permitted but were separated out similar to Accessory Dwelling Units ("ADU"). Because homes are being converted to commercial uses, the verbiage was modified to address that. Mr. McNulty reported that ADUs are allowed in all residential zones and do not have to be reviewed by the Planning Commission. Other uses that could have an impact on a neighborhood were identified. Fruit stands were added to the list of permitted uses. Other potential uses such as ice cream parlors or soda shops were listed.

Height and setback issues for structures that front Santa Clara Drive were discussed. It was noted that the maximum height of any building shall not exceed 30 feet. That height was determined by the City's Historic Committee. Verbiage allowing height averaging was also discussed, which could be amended or dealt with on a case-by-case basis. Setback issues were discussed as well as the appropriate distance that a dining area, for example, could potentially be from a sidewalk in the Historic District. The Design Standards address parking on a case-by-case basis. It was suggested that flexibility and walkability be encouraged. A 10-foot pedestrian area was envisioned with a sidewalk and dining area. Feedback was invited for setbacks and heights for buildings that front Santa Clara Drive.

Mr. McNulty reported on lot size and stated that the minimum square footage for a single-family dwelling is 6,000 square feet and 8,000 square feet for a two-family unit. The intent was to be consistent with the standards for multi-family. The maximum density allowed is eight units per acre. Pad lots were also considered to help with the Governor's Initiative to provide attainable housing. It was noted that pad lot homes typically have two-car garages and parking would be required on site.

With regard to the front setback, it was recommended that 10 to 12 feet be allowed for any building that fronts Santa Clara Drive. It was recommended that flexibility be allowed on Santa Clara Drive. Mayor Rosenberg commented that walkable communities tend to have wider sidewalks and smaller setbacks.

A change was proposed to interior lot lines and side yards. The Building Code calls for 10 feet between buildings. The minimum lot frontage is 50 feet of frontage for a 6,000-square-foot lot and 60 feet for an 8,000 square-foot lot. 80 feet is allowed for a 10,000-square-foot lot. The modified regulations were discussed. Fencing specifications were discussed. The Parking Section was modified to specify that excessive parking shall be avoided and should be located to the side or behind the building where the visual impact is reduced. Exceptions may be considered on a

case-by-case basis to promote compatibility with the area. The parking standards apply to uses in the Multi-Use Zone.

The Site Plan Review process was described. It first involves review and recommendation by the Technical Review Commission ("TRC"), the Heritage Commission, the Planning Commission, and the City Council. Other recommended changes were discussed. It was recommended that an Architect with expertise in historic preservation be involved, as needed. Kim Campbell, a local architect, is one of six architects in the State who is qualified to assist with Historic Preservation and could be retained as needed. Mr. McNulty reported that the demolition and rebuild should be addressed concurrently. A time limit would be imposed based on receipt of a completed application.

Commissioner Waite commented on 17.74.50 Lot Line Regulations. He liked that it was aspirational but did not know how it would be enforced. Mr. McNulty agreed to share the concern with the Planning Commission and report back.

4. <u>Staff Reports.</u>

Parks Director, Ryan VonCannon reported on the following:

- The woman working on the mural tunnel is on vacation. He will reach out to her once she returns.
- Citizens have contacted him about trees that are diseased and dying specifically on Rachel Drive, Highway 91, Ancestor Way, and the perimeter of the cemetery. He was not sure why they were dying. Staff has used are when applying treatments. The only change has been to move to a spray treatment. He was confused as to the cause of the problem. Pre-emergent was applied on the west side of Rachel Drive where there have been problems. Potential diseases were identified, and many were ruled out. Mr. VonCannon consulted with an Arborist who determined that most of the trees are viable. He suspected that the problem is due to the pre-emergent that was used. The Arborist thought that most of the trees that are affected can be saved but may take 1 to 2 years to recover. Staff was aware of the situation and is watching the trees carefully.
- Crews worked on a five-day baseball tournament the previous week and as a result, got behind on their regular maintenance.

Power Director, Gary Hall reported on the following:

- The two poles on Pioneer Parkway are complete. The power had to be shut down to reroute those lines. They were waiting for fiber optics to be moved to another pole.
- Staff has been working on a predictive load program for generators. They enter weather data that predicts the load needed, which has been effective. They can also determine the cost savings of running the generators versus purchasing power from the market. They began running the generators the previous week. They will operate year-round going forward due to price fluctuations.
- Mr. Hall did not attend the recent Utah Associated Municipal Power Systems ("UAMPS") conference due to a family reunion. He heard that PacifiCorp plans to increase its

transmission rates by 45%. The current rate is $6.91 per megawatt hour. The increase would increase that to over $9. UAMPS plans to contest the increase. Mr. Hall acknowledged that what is proposed is a huge increase and will take effect next month.

- The Rate Study is complete and will be presented to the City Council in August. They can then determine if an increase is necessary. Cost issues were discussed.
- Those interested in attending the Annual Member Conference in Heber City were asked to contact him to register.
- A staff member who recently journeyed out has taken a job with Rocky Mountain Power in Salt Lake City and will be leaving.

Public Works Director, Dustin Mouritsen reported on the following:

- The Santa Clara Elementary School Irrigation Line has been installed and is expected to be functioning soon. A change order was submitted to address the waterway on the knuckle across from the tennis courts to prevent the lower home from flooding when there is heavy rain.
- Building plans have been submitted for the civil work on the shop at the Public Works Yard. Once the civil design work is done the project can go out to bid and work can get underway. Much of the work is being done in-house.
- Mr. Mouritsen has been working with Sunrise Engineering on amendments to the Wastewater Master Plan. Some trunk lines will need to be updated. Once complete they will address the fees.
- Mr. Mouritsen reported that the Vineyard Drive Paving Project will start soon. A change order was proposed to complete the east side of Burn Street. The homeowners are supportive. The intent was to install curb, gutter, and a four-foot sidewalk and keep the existing road. A second change order was proposed to complete an irrigation line that will save 3½ million gallons of culinary water per year. The project is on the City's Capital Facilities Plan.
- Earlier in the day a bid was approved to complete a four-foot block wall with two feet of wrought iron above and a gate on Cinnamon Circle. The home was demoed but a chain link fence remained that is hazardous and an eyesore. The proposed change will increase safety and beautify the area.
- My Meter has been steady at 300 users. Another Yopify notice was sent out with 32 more users being added. That represents 10% which is higher than other cities. Staff would continue to send out notices monthly going forward.
- Santa Clara native, Braden Mitchell, was introduced as a new employee. Mr. Mouritsen was happy to have him on board.

Building Official, Cody Mitchell reported on the following:

- The Building Department has been running lean and working well with Ivins City. He has leaned on them substantially over the past few months and should be compensated.
- In the last month, 20 Building Permits have been issued. Eight were single-family. The total was 72 for the year.
- Four Solar Permits have been issued in the last month making 32 for the year.

- Building maintenance was going well with two large sections of drainage line having been replaced.
- Work was to commence on a Chair Project the following month starting in the Banquet Room.
- Deputy City Recorder, Selena Nez was out last week. Fred has also been out and was not expected to return for another month.

Planning and Economic Development Manager, Jim McNulty reported on the following:

- The Heritage Commission is scheduled to meet the following day.
- Staff is working on a Request for Proposals ("RFP") for the General Plan Update. Mr. McNulty and Mr. Ence discussed the matter earlier in the day.

Police Chief, Jaron Studley reported on the following:

- Two new officers are currently doing field training.
- There is an unfunded mandate to perform early intervention. The standard is to report misconduct complaints and ensure that the process is transparent. He noted that information cannot be withheld. A grant was being pursued with the help of Fire Chief, Lance Haynie.

Finance Director, Debbie Bannon reported on the following:

- Work was underway on a Budget Amendment.

City Manager, Brock Jacobsen reported on the following:

- An Interim Special Session was taking place with the Utah State Legislature with a study to be conducted on the Transient Room Tax ("TRT").
- Lance Haynie has been appointed Temporary Interim Fire Chief.
- Staff met with Steve Palmer from Hinton Burdick to commence work on the Audit. The audit was to begin at the end of the month.
- A meeting took place with the Swiss Days Coordinators to discuss the Parade and Parade theme. It was noted that the number of entries will be limited.
- An event with Mayor was scheduled to take place the following Thursday, at 10:00 a.m. at the Park.
- A Smart Water event was scheduled for the following week with the County from 11:00 a.m. to 1:00 p.m. and in the City the following day from 10:00 a.m. to 2:00 p.m.
- A meeting was held the previous day with Black Desert where concerns were discussed. Traffic Engineer, Ryan Hales also addressed traffic impacts.
- The Wildland truck that was purchased three years ago is ready to pick up in Boise, Idaho.
- The Utah League of Cities and Towns ("ULCT") Conference was scheduled to take place September 4 and 5. Those wishing to attend were asked to contact Mr. Jacobsen. The City will pay for lodging.
- Current openings were described.

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Commissioner Waite commented on potential funds to be raised from puzzle sales and an auction.

City Recorder, Chris Shelley reported on the following:

- Elections are scheduled for June 25.

Interim Fire Chief, Lance Haynie reported on the following:

- The Fire Department is seeking creative financing for needed equipment, such as ambulances. A lease option would allow for replacements every 10 years. Competitive pricing was also obtained for a ladder. The intent was to keep payments as low as possible. It was noted that engines would be on a 20-year rotation.
- Issues burdening the price of homes were discussed.

5. Adjournment.

The City Council Meeting adjourned at 7:50 p.m.

_____
Chris Shelley
City Recorder

Approved: _____

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SANTA CLARA SPECIAL CITY COUNCIL MEETING
WEDNESDAY, JUNE 26, 2024
MINUTES

THE CITY COUNCIL FOR THE CITY OF SANTA CLARA, WASHINGTON COUNTY, UTAH, met for a Special Meeting on Wednesday, June 26, 2024, at 5:00 p.m. in the City Council Chambers of the Town Hall at 2603 Santa Clara Drive, Santa Clara, Utah. The meeting will be broadcast via YouTube linked on our website at https://santaclarautah.gov.

Mayor:	Rick Rosenberg
Council Members:	Janene Burton Christa Hinton Dave Pond Ben Shakespeare Jarett Waite
City Manager:	Brock Jacobsen
City Recorder:	Chris Shelley
Others Present:	Jim McNulty, Planning and Economic Development Manager Matt Ence, City Attorney Kristelle Hendrickson, Executive Assistant Debbie Bannon, Finance Director Dustin Mouritsen, Public Works Director Jaron Studley, Police Chief Gary Hall, Power Director Ryan VonCannon, Parks and Trails Director Lance Haynie, Interim Fire Chief Cody Mitchell, Building Official

1. Call to Order.

Mayor Rick Rosenberg called the meeting to order at 5:02 p.m. and welcomed those present.

2. Opening Ceremony.

A. Pledge of Allegiance: Council Member Janene Burton

B. Opening Comments: Shadman Bashir, Islam Faith, St. George Interfaith Council

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3. Conflicts and Disclosures.

Mayor Rosenberg disclosed a potential conflict with item C2. He reported that the firm he is employed with has done engineering work on the project.

4. Working Agenda.

A. Public Hearing

i. Public Hearing to Receive Public Input to Consider Approval of the FY2024 Budget Amendment.

City Manager, Brock Jacobsen, presented the proposed $579,928 General Fund Budget Amendment. He noted that the largest increases incorporated in the amendment are $287,000 in Fire Department expenditures and $147,000 in Public Works expenditures. No funds were originally budgeted for Wildland, which accounts for approximately $200,000 of the increase. The other Fire Department expense is for an additional $50,000 for leased heart monitors. The increases in the Public Works budget include unanticipated projects and engineering fees. Other increases were items that were slightly under-budgeted.

Revenue changes that impacted the current budget include an additional $150,000 in wildland revenue, which offset the Fire Department costs, as well as additional franchise taxes and miscellaneous revenue from payments on the Vineyard Drive sidewalk. The remaining $397,000 in American Rescue Plan Act funds were not initially in the budget but were spent in FY2024, which Mr. Jacobsen noted is both a revenue and expenditure. Impact Fees increased by $97,000 for improvements along Vineyard Drive.

Other adjustments in the Budget Amendment included the following:

- An increase in Capital Projects expenses for the BMX parking lot, which came in slightly above budget.
- Depreciation. Mr. Jacobsen noted that depreciation is not included in the initial Budget, but is added as an amendment at the end of the fiscal year. Most Enterprise Fund changes included in the amendment are to account for depreciation.
- Water Fund: $1.1 million, which includes depreciation and bond payments.
- Sewer Fund: $130,000 for depreciation.
- Power Department: $915,000, which includes approximately $750,000 in depreciation as well as additional operating and maintenance costs for the generators.
- Storm Water Fund: $625,000, of which approximately $426,000 is for the Lower Tuacahn Wash detention basin cleanout that was not included in the initial Budget, as well as depreciation of approximately $200,000. Mr. Jacobsen noted that the cleanout was funded by the Flood Control Authority.

Mayor Rosenberg opened the public hearing. There were no public comments. The public hearing was closed.

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B. Consent Agenda.

i. Approval of Claims and Minutes:

- **June 12, 2024, City Council Regular Meeting**
- **June 19, 2024, City Council Work Meeting**
- **Claims through June 26, 2024**

ii. Calendar of Events:

- **July 4, 2024, City Offices Closed**
- **July 10, 2024, Regular City Council Meeting**
- **July 17, 2024, City Council Work Meeting**
- **July 24, 2024, Regular City Council Meeting Canceled**

Mr. Jacobsen noted that there is a fifth Wednesday on July 31, so a meeting can be scheduled for that date, if necessary.

Council Member Waite moved to APPROVE the Consent Agenda, as presented. Council Member Pond seconded the motion. Vote on motion: Council Member Waite-Yes, Council Member Pond-Yes, Council Member Hinton-Yes, Council Member Burton-Yes, Council Member Shakespeare-Yes. The motion passed unanimously.

C. General Business.

i. Discussion and Action to Consider Approval of the FY2024 Budget Amendment and Approve Ordinance 2024-11. Presented by Brock Jacobsen, City Manager.

Council Member Hinton moved to APPROVE the FY2024 Budget Amendment and APPROVE Ordinance 2024-11, as presented. Council Member Burton seconded the motion. Vote on motion: Council Member Shakespeare-Yes, Council Member Burton-Yes, Council Member Hinton-Yes, Council Member Pond-Yes, Council Member Waite-Yes. The motion passed unanimously.

ii. Discussion and Action to Consider a General Plan Amendment and Approve Ordinance 2024-13, Neil Walter, Applicant. Presented by Jim McNulty, City Planner.

Planning and Economic Development Manager, Jim McNulty, presented the Staff Report regarding the application for a General Plan Amendment to amend the Master Transportation Plan. Applicant Neil Walter proposed to disconnect the required public road for the Clara Crossing subdivision from Bonneli Trail, which the Master Transportation Plan indicates will eventually connect to Gates Lane.

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The Clara Crossing subdivision was approved by the Planning Commission on March 14, 2024. It includes a total of five lots. Lot 4 and Lot 5 have frontage on Santa Clara Drive. Lots 1, 2, and 3 have frontage on Bonneli Trail, which is a public street that includes a typical public cross-section plus another ten feet for the multipurpose trail. Mr. McNulty noted that the multipurpose trail is already in place on the portion of Bonneli Trail that fronts the Rhone subdivision. The City plans to install the multipurpose trail at a later time along the public portion of Bonneli Trail. The Applicant informed the City that the public road will not connect to Bonneli Trail, Quail Street, or Chapel Street in the future. Access to the subdivision will be provided from Santa Clara Drive and Gates Lane.

A public hearing was held on May 9, 2024, with the Planning Commission. Notices were sent to property owners within 300 feet of the subject property, and the property was posted per state Code. City staff received emails and phone calls regarding the item prior to the public hearing. Several residents also attended the public hearing. Emails received were forwarded to the Planning Commission and included in the City Council Meeting Packet. Resident Justin Caplan supports the General Plan Amendment to allow for a dead-end cul-de-sac. Resident Tyson Hafen does not support the amendment as he wants the road to continue public access and connection as per the Master Plan. Between 10 and 12 residents attended the public hearing, and four of them spoke on the record. Some of those residents were also present at the City Council meeting.

Mr. McNulty reviewed Section 8 of the Santa Clara General Plan, entitled "Infrastructure for a Livable, Sustainable Community."

Section 8.1, Balanced Transportation System, states: “An efficient transportation system provides multiple interconnected travel options, including automobiles, bicycles, pedestrians, and transit. It builds community-friendly streets, including arterials and collectors, which provide safe and convenient walking and bicycling routes."

Section 8.1.1, Santa Clara Street Classification, states: “In general, the street system in Santa Clara is a modified, interconnected grid. In some locations, steep terrain prevents connectivity but there are a limited number of dead-end local streets or cul-de-sacs."

The Santa Clara Street system is made up of four street types based on function and capacity. The four street types include:

- Arterial
- Major Collector
- Collector
- Local

The proposed public street for the Clara Crossing Subdivision is classified as a Local Street. Quail Street, Chapel Street, and Old Farm Road are examples of local streets in the vicinity. These streets provide access to neighborhoods and low traffic demand land uses such as single-family homes. A typical right-of-way is 50 feet to 60 feet in width, including sidewalks for pedestrian movement. Streets should be designed as bike routes, where bikes and other vehicles share the road.

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Policy 8.3, in support of Section 8, states: "In general, terrain permitting, future development shall provide an interconnected grid of streets that also connect to adjacent development. Long dead-end streets and restricted-entry neighborhoods should not be permitted. All streets shall include safe, usable sidewalks, and are encouraged to include bike paths or lanes where appropriate."

Policy 8.4, in support of Section 8, states: "Extend or preserve connections from Chapel Street, Quail Street, Old Farm Road, and Gates Lane into the South Hills."

Based on the application, which includes a dead-end street design without future connection to Bonneli Trail, Quail Street, or Chapel Street, City staff and legal counsel identified the following four areas of concern:

1. Section 8.1 of the General Plan indicates that an efficient transportation system provides multiple interconnected travel options, including automobiles, bicycles, pedestrians, and transit, and builds community-friendly streets that provide safe and convenient walking and bicycling routes.

2. Section 8.1.1 of the General Plan indicates that the street system in Santa Clara is a modified, interconnected grid. In some locations, steep terrain prevents connectivity but there are a limited number of dead-end local streets or cul-de-sacs.

3. Policy 8.3 of the General Plan states that long dead-end streets and restricted-entry neighborhoods should not be permitted. All streets shall include safe, usable sidewalks, and are encouraged to include bike paths or lanes where appropriate.

4. Policy 8.4 of the General Plan states that connections from Chapel Street, Old Farm Road, and Gates Lane into the South Hills need to be extended or preserved.

It is Staff's opinion that the proposed amendment does not meet the policies and goals stated in the General Plan.

Utah Code §10-9a-404 includes requirements for a General Plan amendment. To consider a General Plan amendment and rezoning, a city must hold at least one public hearing. Additionally, a public hearing to consider the item requires 10 days' notice, and a sign must be posted. Public notice was given prior to the public Planning Commission hearing on May 9, 2024. City Staff determined that all State Code requirements were met for this application.

On May 9, 2024, the Planning Commission held a public hearing on this application. Several residents made comments at the public hearing. After taking public comment, the Planning Commission forwarded a Recommendation of Denial with a 3-to-2 vote. City Staff recommended that the City Council review the submitted General Plan Amendment to determine if the application is complete. If the application was determined to be complete, City Staff recommended that City Council consider the General Plan Amendment application subject to the following findings:

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1. That the proposed General Plan Amendment does not comply with Section 8.1, Balanced Transportation System, of the General Plan.

2. That the proposed General Plan Amendment does not comply with Section 8.1.1, Santa Clara Street Classification, of the General Plan.

3. That the proposed General Plan Amendment does not comply with Policy 8.3 of the General Plan.

4. That the proposed General Plan Amendment does not comply with Policy 8.4 of the General Plan.

City Attorney, Matt Ence, provided additional context regarding the proposed General Plan Amendment. He clarified that the application before the City Council was for the disconnection of the road, but not the disconnection of the trail. It would not impact the Master Plan trail. He noted that the City is not asking or requiring the property owner to make the connection at this time. The roadway is designated as a through street on the Master Transportation Plan, which means that at some point in the future, either prompted by development of the property or identification of a need for a connection, the City could either purchase or acquire the street through eminent domain. The question before the City Council was whether to continue to identify the road as a through street for future connection.

The applicant, Neil Walter thanked Mr. McNulty for his report and Mr. Ence for his comments. He noted that they have both been very helpful throughout the process. When creating the preliminary plat for the five-lot subdivision off Gates Lane, he wanted to change the name of the private road. Because the road was part of the Master Transportation Plan, he was told that the name could not be changed without a different process. He submitted a General Plan Amendment requesting a name change for the road in front of the three lots that face the river with the understanding and acknowledgment that at a later date, if the City decided to improve the road or a development request was submitted to add to the road, an additional road would be built.

Mr. Walter noted that he was given two options for requesting the name change. One option was to amend the Rhone subdivision, where the road was originally named, but his property is not part of that subdivision. He did not believe it would make sense to submit an amendment to that subdivision to change the name of the street in front of these three lots. The second option was to submit a General Plan Amendment to change the Roads Master Plan. That process required a public Planning Commission hearing, then coming before the City Council. He expressed his belief there was some confusion at the Planning Commission hearing regarding whether there was a dedicated City street that would be abandoned. He noted that there is a plan for a future road, and the only way to change the name of a segment of that road is to abandon that segment of the Roads Master Plan. He indicated that he was not requesting that change, just a name change in front of the three lots. He made a specific request to change the street name in front of the three lots and was told that the only way to do that would be through one of two processes, and he chose the one that was most transparent.

Mr. Walter stated that the City Council's decision will have no impact on the subdivision and whether the road goes in. His request is to change the name of 1,000 feet of road between two streets. He noted that there is only one other place in Santa Clara where the streets are disconnected in that way but share a road name, and he felt it would be less confusing to the public and avoid a lot of turnarounds if the road is named differently than Bonneli Trail.

Council Member Shakespeare asked Mr. Walter to clarify his specific reasons for changing the road name. Mr. Walter responded that there are two purposes. He believes it would be confusing to have a short street that serves three houses and some agricultural land with the same name as Bonneli Trail and would result in unnecessary turnarounds for people who are trying to get somewhere that the road does not go. He also believes it is a unique area with the two bridges, and Clara Crossing is an appropriate name. He recognizes that the City has a long-term plan to have a street that connects Chapel Street and Gates Lane, but noted that there is no road dedication or easement between Chapel Street and the City's property to the south of the Leavitt property. There is only an existing infrastructure easement for a sewer line.

Council Member Shakespeare asked about the process to connect the road in the future, given that there will essentially be a single-lot subdivision at the end of the cul-de-sac. Mr. Ence noted that the turnaround shown on the subdivision plat is a temporary solution. It could turn into a permanent solution if the road never goes through, but the idea behind it is so that there is a turnaround at the end of the street. It is not a platted cul-de-sac. How the road eventually connects is an open question. It is designated on the Master Plan for a future connection, just like many other future roadways, because it was identified as a future connection of value when the City prepared and approved its last Master Transportation Plan. The property where the turnaround is located could eventually be subdivided, at which point the City would require the road to be extended. The properties to the east could also be developed and sections of the roadway would be required to be dedicated there. Less likely is the possibility that the City could decide it is a critical need and either negotiate to purchase the land for the roadway or acquire it by eminent domain.

From Staff's perspective, it started with a simple principle that where a road is shown as a connecting road on the Master Transportation Plan, it is the same road whether it connects today or 20 years from now. It was mentioned that there is one other road in the City like this, which is Circle Drive on the Heights. The two sections of Circle Drive do not currently connect, but they do connect on the Master Transportation Plan. They could still connect in the future if there is a need or if development leads to its dedication. That is why Mr. Walters was provided with two separate options. If the road is designated as a single road on the plan, it is Staff's position that it should have the same name. If it doesn't have the same name, it should be a separate road. That is what led to the application for disconnection.

Mayor Rosenberg mentioned that there is an existing sewer line underneath the roadway that connects Chapel Street to Gates Lane. It is a main City trunk line that also feeds Quail Street. The large, pressurized irrigation line that connects Gunlock to Saint George is also in that corridor. Those are two major utilities that need to be maintained frequently, and open access is required. In addition, this area was heavily damaged during the 2005 flood event. The City received Federal Emergency Management Agency ("FEMA") and Natural Resources Conservation Service

("NRCS") money to do rock wall armoring through the reach from Gates Lane to Chapel Street, which is also immediately adjacent to the existing utilities and the roadway shown on the subdivision plat. The City has been trying to get paved access to be able to maintain those rock wall improvements. During the flood, they were able to prevent additional erosion in the areas they were able to access to provide additional rock. If there is a rock wall, the City would like to have an adjacent road to facilitate maintenance of that erosion protection. The roadway will be fixed in that location.

Another concern is potential confusion if the name of the road changes as the name would potentially change twice at the intersections. It will be a continuous road in the long term. Even though it may not connect today, there will be a point in time when it will need to connect. There is only one additional alternate highway access for Santa Clara Drive. If there is an event on Santa Clara Drive, right now people would need to go through Sycamores. This road would provide relief relative to that. Mayor Rosenberg's position is that the road name should not change at those intersections.

In response to a question from Council Member Hinton, Mayor Rosenberg stated that there will be a road that parallels the bank of the river from Gates Lane to Chapel Street, and that is the location of Bonneli Trail on the Roads Master Plan. It runs adjacent to the rock wall in front of the Rhone subdivision, then continues down through Jim Ence's property and into some of the agricultural property. That road will be relatively continuous adjacent to the existing utilities through that area. The road is necessary for the City to maintain the rock wall as they are obligated to do by agreements with the NRCS and to protect private property and infrastructure within the City. The road will most likely be in that location. The road name could be changed in the subject subdivision, but it would likely necessitate offsetting an intersection or another measure to make it noncontinuous. Otherwise, you would drive on the same street and its name would change twice.

Mr. Walter understood that there is an easement for the public utility infrastructure, specifically sewer and water, that needs to be maintained. He recognizes that it is important for the City to maintain the riprap, and there is an existing easement for that. He noted that it has been 20 years since those easements were put in place but there is still no road. He is not opposed to that if the City decides that they want the road. He stated that his request would not be to change the Roads Master Plan if there was another way to request a name change. He acknowledged that if the road name is changed, in the future there could be a segment with a different name, or the road could be renamed, but asserted that road names are changed between City boundaries all the time. For example, Santa Clara Drive has a different name through Saint George. Saint George City also went through a process of renaming several roads. He stated that there is no way of knowing how many years in the future that could be an issue, and his goal is to avoid confusion today. He does not want to prevent the City from maintaining the public infrastructure, but believes there is a difference between that and having an effectively dedicated, public access road that anyone who wants to use can use for any purpose, which he believes is an important distinction.

It was noted that they also proposed changing the name of Bonneli Trail. The Roads Master Plan doesn't include road names until the roads are established. The usual process for a road to be named is through the subdivision and road dedication process. Bonneli Trail is called Bonneli Trail because that is how it was designated when the Rhone subdivision was platted. The homes

were then addressed with that road name. Mr. McNulty stated that all the property owners on Bonneli Trail would have to agree to the change and go through the process of changing their address.

Council Member Shakespeare stated that his home is on Bonneli Trail and he knows of five owners who would agree to the name change immediately. He did not disagree with not approving the name change but thought it might be simpler to change the name now before it connects other subdivisions in the future. He stated his belief that the majority of Santa Clara residents would prefer a name change. Mayor Rosenberg noted that the road was named after David Bonneli, and a group of Santa Clara residents made the initial request for that road to be named Bonneli Trail. Mr. Bonneli was one of the first leaders of the Swiss Colony that came to Santa Clara.

In response to a question from Council Member Hinton, Mr. McNulty stated that good planning connects neighborhoods, and those connections should be north-south and east-west. Long, dead-end cul-de-sacs should be avoided. The City cannot require the property owner to connect the road. Farin Leavitt's property is adjacent to the subject property, to the west of Bonneli. Normally, you would have the owner extend the roadway along their property frontage, and then the next property owner extends the roadway, and it eventually connects. Each property owner is responsible for their frontage. If the road isn't connected, he is concerned about the trail. The multipurpose trail is heavily used. Kids don't follow rules. They go on hikes along the river. If a portion of the trail dead ends, he is concerned about children trespassing on Mr. Walters' property to get to the other section of Bonneli Trail that is highly used. If the roadway isn't connected, he believes it is important to maintain the trail access.

Council Member Hinton asked if approval meant the City be precluded from connecting in the future. Mr. Ence noted that the subdivision plat and temporary cul-de-sac are already approved. It was part of the preliminary plat approval. Mr. McNulty added that the cul-de-sac is necessary for fire and emergency vehicle access and turnaround, and is temporary until the next phase of the road is developed.

Council Member Burton asked Mr. Walters why he opposed keeping the name. He stated that he has nothing against the Bonneli family. His concern is the confusion caused by the dead-end street. By renaming the street, he believes it will minimize confusion. Some residents might have an interest in changing the name entirely, but that was not his proposal. He referred to Circle Drive, which has been separated for decades. Until the streets are connected, you can't get from one to the other, even though they have the same name. He does not believe that is good for the community. If the road was going through in the near future, he would likely feel differently. The City has not expressed an intent to connect the road, and he has no intention of doing so. For now, he believes people will turn onto the road trying to access the Rhone subdivision or to navigate along the river and have to turn around at the cul-de-sac.

Council Member Burton asked why there is a delay in connecting the road if it is on the Master Transportation Plan. Mayor Rosenberg clarified that the Master Plan identifies future needs of the City over a specified planning period. The connection has been on the Master Plan for 15 or more years. It predates both the Sycamore subdivision and the Chapel Street bridge.

Mr. McNulty stated that the remaining portion of Mr. Walters' property is quite large, approximately 10 to 12 acres. The five lots total 2.97 acres. Generally, roads are dedicated when developers subdivide a property. The zoning is Residential Agricultural ("RA"), which allows for 0.5 acre lots. The Rhone subdivision has 0.5 acre to 1 acre or larger lots. In this case, the property owner has decided to retain the majority of the property as a large estate lot to build his residence and keep horses, which does not necessitate continuing the road frontage. Mr. McNulty is concerned that if structures are built in the right-of-way area, the City would be required to pay more for the property in the eminent domain process. Most cities don't have readily available funds to purchase land for future rights-of-way, so developers dedicate the land and add improvements as they subdivide. At one time, Mr. Walters was considering ten or more 0.5 acre lots, but he changed that to three 0.5 acre lots and one large estate lot.

Council Member Hinton noted that at the Planning Commission hearing, an access agreement between the City and the Leavitts was discussed. She asked Mr. Ence to explain the agreement. Mr. Ence clarified that the City Council's action on this amendment would have no impact on private rights. The City is not the adjudicator of any access claims, easements, or rights-of-way other than ones it claims.

Council Member Pond stated that residents have reached out to him to express concern about the trail. There is confusion because the street is named Bonneli Trail and it also has a walkable trail. Their concern has been the continuation of the trail access along the river. Mr. Walter stated that there is a trail on the Master Plan, but there is no actual easement or public access. People have been using it, but that doesn't mean that there is public access or that something is being taken away from them that they already have. Mr. Ence stated that he generally agrees with that statement, but everything that was discussed regarding the road connection also applies to the trail. It is a separate analysis because the Roads Master Plan and Trails Master Plan are separate parts of the General Plan. This is identified as a Master Plan Trail that the City eventually intends to connect, but there is no formal dedication or easement at this point. Mr. McNulty added that the City could put it in with this phase of the project.

Council Member Hinton asked if the City Council has the discretion to just approve the name change, and it was clarified that they do. Staff proceeded under the assumption that the City would want roads that connect on the Roads Master Plan to have the same name throughout their entire length. However, as the policymaking body of the City, they can decide that an exception should be made. Council Member Pond indicated that that would change his opinion. Council Member Hinton expressed her agreement. She stated that the applicant made a valid point, that it is confusing for this Bonneli Trail to not connect to the other Bonneli Trail.

Council Member Waite asked if there is an easement for the planned extension at Quail Street. Mayor Rosenberg noted that there are sewer and irrigation easements through that area, and it is also on the Roads Master Plan. Council Member Waite mentioned that Tobler Park is being designed with the parking lot on the south end, so he believes the road will connect at that intersection. He noted that it is a question of confusion now or confusion in the future.

In response to a question from Council Member Burton, Public Works Director, Dustin Mouritsen, stated that Bonneli Trail is on the Roads Master Plan and will go through eventually. He deferred to the Council regarding the street name.

Mr. McNulty commented that any potential confusion can be avoided with a street sign indicating that it is a dead end or not a through street. If you don't live there and drive down it once, you'll know not to drive down it again. Street signs are used all the time in cul-de-sacs.

Council Member Shakespeare noted that when you bring a trail through a subdivision and dead-end it, that almost encourages people to trespass. People walk through the property all the time, so they are already trespassing. He asked if there was any reason to work together and extend the trail to the end of Mr. Walters' property now. Mayor Rosenberg asked if Mr. Walter would be willing to work with the City to construct the trail. Mr. Walter indicated that he would not agree to add a trail that would connect Bonneli Trail to Gates Lane at this time because he believes that would make it difficult to secure his property. One concern with his horses at the family property on Santa Clara Drive is that people come to the fences multiple times each day and give them treats. He believes it will be better for his horses to have them in a place where that can't happen.

Mr. McNulty stated that he has thought about this and seen it in other places. It would be a ten-foot multipurpose trail that runs along the river. They could include a semi-private fence with three feet of solid fencing and three feet of open fencing to exercise Crime Prevention Through Environmental Design ("CPTED") principles and allow for both connectivity and privacy. He noted that the parcel is 12 acres, so the horses could be located elsewhere on the property. He does not believe the road will not connect unless the City pushes for that connection. He believes the trail is vital. Otherwise, people will trespass, and the police will have to get involved. He has seen that happen everywhere he has worked.

Council Member Shakespeare asked if Mr. Walter could legally fence his property to the river. Mr. Ence clarified that there is currently no easement for the trail. However, there is a principle in the law by which the City can require access rights to the property through a long period of public use. If the public uses a right-of-way for either pedestrian or vehicle use for a long enough period of time, it becomes a public right-of-way. Subject to that qualification, and as long as Mr. Walter provides the City with necessary access to maintain the utility infrastructure, he is allowed to fence his property.

Council Member Hinton asked Mr. Walter if his intention is to prevent the public from accessing the trail. Mr. Walter stated that yes, that is his intent. He indicated that he is not opposed to trying to work something out with the City because he recognizes the desire for public access, but he would not agree to do it as a condition. He reiterated that his request was for a road name change. Because the road was named when the Rhone subdivision was approved, he was not provided the option to name the subject road section. As the developer, he would normally be able to name the road. It is a highly unusual thing to bring to the Council, but it is the only way for him to make the request.

Mayor Rosenberg noted that there was no public hearing but the City Council read all citizen comments and understood their concerns.

Council Member Shakespeare stated that, based on issues raised in the previous City Council meeting, he did not believe a Master Plan Amendment would be approved. He asked if the Council was open to discussing the name. Council Member Hinton stated that she is fine with the name change to Clara Crossing. Mayor Rosenberg clarified that that is not the item on the Agenda. It is the Roads Master Plan amendment. Changing the road name would be a separate request.

Mr. McNulty noted that the subdivision has not received final plat approval. The preliminary plat has been approved, so the final entitlement requires only Staff review before recordation. Mr. Ence stated that this could provide some leeway on how to address the issue. The final plat approval is an administrative approval. If the City Council desires that the road name be different on the final plat than is stated on the preliminary plat, Staff can take that direction without a formal vote. He asked for the Council's direction on the road name issue when the plat comes up for administrative review. It came before the Council this way because Staff proceeded on what Mr. Ence believes is the correct assumption that the policy of the City is a connected road that needs to have the same name. If the City Council's desire is to no longer follow that policy or make an exception to that policy, they could provide direction on that without taking formal action. Mr. McNulty agreed. He noted that this is an irregular request.

Mayor Rosenberg clarified that the Council had the option to deny the General Plan Amendment but give Staff direction to allow the name change through that subdivision.

In response to a comment from Council Member Shakespeare, Mr. Ence noted that there are multi-acre agricultural properties throughout the City with Master Plan roads going through them. This is not a unique scenario. Mr. McNulty added that the Master Plan requirements are brought up when the land is developed.

Council Member Waite stated that the question is if the road name change would create more confusion in the future. He noted that it is a unique situation. Council Member Pond added that he can see a scenario where Quail Street connects to Bonneli, and that is where Bonneli Trail ends. The cul-de-sac becomes permanent, and maybe a trail goes through it and maybe it doesn't.

Mayor Rosenberg gave the scenario that the applicant builds his subdivision, then the Leavitts decide to build a subdivision. They would then bring Quail Street down and connect to Bonneli Trail. The length between the Quail Street intersection and the temporary cul-de-sac is too long to create a permanent cul-de-sac, so it would have to extend and connect to Quail Street at some point. If the name change is allowed to Clara Crossing and that gets platted, either the road will eventually go through and connect to Chapel Street with a name change at the intersection or it will tie into Quail Street in some other configuration. Both will loop out to that point because that is where the infrastructure is, and they will both need a second access to avoid the long, dead-end cul-de-sac. The connection will happen. If the name is changed, the City will have to deal with any confusion that causes in the future. However, the use of GPS may alleviate that confusion. He reiterated that the Master Plan connection between Gates Lane and Chapel Street should remain.

Council Member Pond stated that it would make sense for Gates Lane to Chapel Street to be named Clara Crossing. Tobler Park is on the corner of Chapel Street and the future road. With the bridge at Bonneli Trail and Chapel Street, it seems like a natural intersection. He believes it would be less confusing to do it there than at Quail Street.

Council Member Hinton moved to DENY the General Plan Amendment for the property located at the Southeast Corner of Santa Clara Drive and Gates Lane, and directed City Staff to work with the Applicant to allow the road name change to Clara Crossing. Council Member Pond seconded the motion. Vote on motion: Council Member Waite-No, Council Member Pond-Yes, Council Member Hinton-Yes, Council Member Burton-Yes, Council Member Shakespeare-Yes. The motion passed 4-to-1.

Mr. Ence thought it was a great discussion because it emphasized the importance of the City's Master Plans. Mr. Walter was very forthright that he did not want public access through his property, and that is his prerogative. The way the City preserves its intent to have that access without imposing any restrictions at this time is through the Master Plans. It was a perfect example of why the Master Plans are so important.

iii. Discussion and Action to Consider Amending Ordinance 2009-15, Allowing Restricted Use of Off-Highway Vehicles in the City of Santa Clara by Adding Golf Cart and ATV Restrictions and Approve Ordinance 2024-12. Presented by Brock Jacobsen, City Manager.

The above agenda item was not discussed.

iv. Discussion and Action to Consider Amending the Snow Canyon Little League Agreement. Presented by Ryan VonCannon, Parks and Trails Director.

Parks Manager, Ryan VonCannon, presented the Staff Report and stated that the following changes have been made since it was last reviewed by the Council to incorporate Council Member Hinton's suggestions and clarify some sections of the Ordinance.

Item 2 previously stated, "Before March 1 each year, the League will provide the City with any specific dates and times it wants it to be reserved for practice at Spence Gunn Field and Gubler Field. Any dates and times that are not reserved on these fields by the League will be available for reservation by the general public for other events." Council Member Hinton previously noted that practice is not scheduled two months out. "Before March 1" was removed from the agreement and replaced with "The League will provide any specific dates." When they want to use the field, they call and reserve it. The two Little League fields are not included; only Little League is allowed to use those fields in season. It applies to the City's five other fields. If they are not reserved, other people can reserve them.

Item 6 was also changed to read, "League will provide names for persons with access to lighting schedules."

Mr. VonCannon noted that the rest of the Agreement is identical to the draft that was previously reviewed by the City Council.

Council Member Hinton and Council Member Shakespeare asked if the Little League had reviewed and approved the changes. Snow Canyon Little League President, Josh Westbrook, stated that he wasn't aware of any changes, but Blake Frei has also been working with the City. Mr. VonCannon noted that changes were made the previous week that might not have been reviewed, but those changes were proposed by Blake Frei. Mr. Jacobsen noted that he invited Blake Frei to attend the Council meeting, but he had a prior commitment. Mr. Westbrook indicated that he did not believe the new agreement had been reviewed.

Mayor Rosenberg suggested tabling the item until all parties have had a chance to review the agreement.

Council Member Pond moved to TABLE the Snow Canyon Little League Memorandum of Understanding until the Next City Council Meeting. Council Member Pond seconded the motion. The motion passed unanimously.

5. Reports.

A. Mayor/Council Reports.

Council Member Pond reported on the following:

- He attended the Steve's Automotive ribbon cutting three weeks prior. They have been open for over one year but it was a nice event to meet the owners and staff.

Council Member Waite reported on the following:

- He attended a Community Education Channel ("CEC") meeting where there was discussion about the winddown. The previous station manager, who stepped into another role two years ago is willing to return part-time to assist with events. There will be cash on hand when it dissolves, which will be distributed proportionately to each city. Santa Clara will City is due to receive approximately $5,000. They also discussed what to do with the approximately $100,000 in assets. The salvage value is approximately $30,000. The university needs the equipment to continue broadcasting games and graduation, so the Board will likely donate the equipment to them. He asked any Council members who disagreed to let him know.

  He noted that the Franchise Agreement with TDS Telecom may change when the CEC closes. Currently, $1 of the bill goes to the CEC, and that could potentially go to the cities instead. That is the highest fee the TDS charges on any bill across the United States. He does not expect to receive $1 for every connection, but there may be room to negotiate for some of the money that was going to the CEC to come to the City.

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- He attended a Utah Infrastructure Agency ("UIA") meeting where they passed their budget for 2025. They are looking at how their bond rating is calculated and how to avoid bonding in the coming year. To have enough cash on hand, they may need to increase the fee they charge to providers by up to $4 per month. They have not raised their prices in 15 years. There is a real potential that the price increase will get passed on, so the packages will go up by $4. The increase is not guaranteed, but it was included in the budget. He investigated and the next-lowest-cost option he could find was $75 per month, so they will still be less expensive even with the increase.

Mayor Rosenberg reported on the following:

- He went to the Transportation Executive Committee meeting. The Traffic Study numbers are in on the Northern Corridor Impact Fees and were presented to the Bureau of Land Management. The public comment period has been extended until July 9, 2024. Anyone who has not had the opportunity to comment should do so by the deadline.

- The "Doing Our Part: Facilitating Attainable Housing" press conference will be held on June 27, 2024, at 8:00 a.m., at the Dixie ATC. It will address what the cities have done relative to supporting attainable housing efforts. The press conference is in response to the Governor's May presentation.

- Staff participating in "Growing Water Smart" met earlier that day and will have another meeting with the facilitators on June 27. They reviewed the City's water conservation goals. Santa Clara had as many achievements as any other city, so he felt good about everything the staff is doing. He expressed his appreciation for Messrs. Mouritsen and VonCannon, as well as their staff.

- Staff met with Ryan Anderson to discuss the reception center and the Conditional Use Permit. They also met with potential developers on the Silverado commercial property.

- He attended the showing of Horizon the previous night. Council Member Burton was also in attendance. It was three hours long, but it was good. The scenery was beautiful.

- He met with the owner of the property where the Native American Mural is located on Santa Clara Drive. They have a path worked out to obtain the retaining wall and mural property, which will allow the City to construct the awning and install drainage improvements to help protect it long-term. It was a very productive meeting.

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Power Director, Gary Hall, reported on the following:

- Generator 1 has a bad valve. It was rebuilt because of a dropped valve. After only running for 36 hours another valve was dropped in a different cylinder. Wheeler Machinery inspected all the valves and replaced valves on four different cylinders. The one that failed passed inspection. He has been in contact with Wheeler Machinery to see if they will take responsibility for it and cover the associated costs.
- He needed to know who will be attending the Utah Associated Municipal Power Systems Annual Conference by the following morning so he could secure hotel reservations. The event is August 18-21, 2024. Mr. Jacobsen indicated that he will be attending. Council Member Waite has already registered for the event. Council Member Shakespeare will attend but does not need hotel reservations. Council Member Burton will attend. Council Member Hinton stated that she would decide the following morning.

Police Chief, Jaron Studley, reported on the following:

- In response to a question from Council Member Hinton, Chief Studley stated that they will be enforcing the law regarding golf carts. They are currently banned. Mayor Rosenberg added that the City Council must enact an ordinance before they are allowed.

6. Executive Session.

There was no Executive Session.

7. Adjournment.

Council Member Shakespeare moved to ADJOURN. Council Member Hinton seconded the motion. The motion passed with the unanimous consent of the Council.

The City Council Meeting adjourned at 6:54 p.m.

_____
Chris Shelley
City Recorder

Approved: _____

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City of Santa Clara
Check Register
All Bank Accounts - 07/03/2024 to 07/03/2024

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
ASPHALT PRESERVATION, LLC	71311	662	07/01/2024	07/03/2024	93,889.98	ASPHALT SLURRY SEAL	104410-412 - CHIP SEALING M&S	
					$93,889.98			
CITY OF ST GEORGE - S	71312	JUNE 2024 SEW	07/02/2024	07/03/2024	43,369.75	3065 SEWER CONNECTIONS @14.15 JUNE 2024	525210-945 - SEWER TREATMENT -	
					$43,369.75			
CITY OF ST GEORGE - UTILITIES	71313	062824 - WELL 7	06/28/2024	07/03/2024	6,170.69	SNOW CANYON WELL 7	515110-271 - WELLS UTILITY COSTS	
CITY OF ST GEORGE - UTILITIES	71313	062824 - WATER	06/28/2024	07/03/2024	29,905.24	WATER TANK AT THE MOUTH	515110-275 - SNOW CANYON OP CO	
					$36,075.93			
					$36,075.93			
CITY OF ST GEORGE-IMPACT	71314	APRIL - JUNE 20	07/03/2024	07/03/2024	15,169.00	SEWER IMPACT FEES APRIL - JUNE 2024	522411-000 - SEWER IMPACT - ST G	
					$15,169.00			
COLF'S PLUMBING INC	71315	14263	06/25/2024	07/03/2024	229.95	SEWER SMELL IN BUILDING	104240-260 - BUILDING MAINTENAN	
					$229.95			
DR. ROBERT R. FOSTER, D.O. P.C.	71316	JULY 2024 MED	07/02/2024	07/03/2024	1,200.00	MEDICAL SERVICES DIRECTOR	104230-400 - EMERGENCY MEDICAL	
					$1,200.00			
ERICKSON, M. RICK	71317	JUNE 2024 CITY	07/02/2024	07/03/2024	1,850.00	CITY PROSECUTOR JUNE 2024	104120-330 - LEGAL SERVICES	
					$1,850.00			
FREEDOM MAILING SERVICES, IN	71318	48130	06/27/2024	07/03/2024	2,135.98	BILL PROCESSING	104130-370 - PROFESSIONAL SERVI	
					$2,135.98			
HUNT ELECTRIC, INC.	71319	80307	06/27/2024	07/03/2024	107,275.00	REPLACE INSTALL 2 STEEL STRUCTURES	535310-254 - NEW SUBDIVISION EXP	
					$107,275.00			
MCRAE, ALEXANDER & KARLI	71320	Refund: 1086504	07/02/2024	07/03/2024	30.18	Refund: 1086504 - MCRAE, ALEXANDER & KARLI	531311-000 - ACCOUNTS RECEIVABL	
					$30.18			
OPHEIKENS, JOCELYN	71321	062524 REFUND	06/25/2024	07/03/2024	350.00	CASE #241200027 - COURT REFUND	103511-000 - FINES AND PENALTIES	
					$350.00			
PROTECT YOUTH SPORTS	71322	1178245	06/30/2024	07/03/2024	19.20	BACKGROUND CHECK FIRE & ADMIN	104230-200 - ADMINISTRATION	
PROTECT YOUTH SPORTS	71322	1178245	06/30/2024	07/03/2024	22.15	BACKGROUND CHECK FIRE & ADMIN	104130-370 - PROFESSIONAL SERVI	
PROTECT YOUTH SPORTS	71322	1178245	06/30/2024	07/03/2024	32.85	BACKGROUND CHECK FIRE & ADMIN	104230-200 - ADMINISTRATION	
					$74.20			
					$74.20			
SCHOLZEN PRODUCTS CO., INC.	71323	HR03047810	06/15/2024	07/03/2024	219.20	CYLINDER CONTRACT RENEWAL	104410-260 - BUILDING MAINTENAN	
					$219.20			
STATE OF UTAH / BLDG	71324	APRIL - JUNE 20	07/03/2024	07/03/2024	570.78	BUILDING SURCHARGE APRIL - JUNE 2024	104240-940 - INTERGOVT CHARGES	
					$570.78			
SUNRISE ENGINEERING, INC.	71325	0143633	06/01/2024	07/03/2024	690.00	PARKS & TRLS MASTER PLAN	484200-320 - ENGINEERING SERVIC	
SUNRISE ENGINEERING, INC.	71325	0144086	06/20/2024	07/03/2024	210.00	THE HILLS @ SC PLAN REVIEW	104240-320 - ENGINEERING	
SUNRISE ENGINEERING, INC.	71325	0144087	06/20/2024	07/03/2024	90.00	SYCAMORE CONST DRAWINGS	104240-320 - ENGINEERING	
SUNRISE ENGINEERING, INC.	71325	0144088	06/20/2024	07/03/2024	245.00	SNOW CANYON ESTATES	104240-320 - ENGINEERING	
					$1,235.00			
					$1,235.00			

City of Santa Clara
Check Register
All Bank Accounts - 07/03/2024 to 07/03/2024

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
UTAH LEAGUE OF CITIES & TOWN	71326	MEMBERSHIP F	07/02/2024	07/03/2024	6,423.98	MMEMBERSHIP FEE 2024-2025	104130-210 - SUBSCRIPTIONS & ME	
					$6,423.98			
UTAH STATE TREASURER / FINES	71327	JUNE 2024 COU	07/02/2024	07/03/2024	10,840.24	COURT SURCHARGES	104120-905 - STATE FINE COLLECTI	
					$10,840.24			
VALLEY UNDERGROUND, INC.	71328	675	07/03/2024	07/03/2024	19,055.00	CANYON VIEW DRIVE - KNUCKLE CROSS GUTT	545410-730 - IMPROVEMENTS	
VALLEY UNDERGROUND, INC.	71328	676	07/02/2024	07/03/2024	2,973.60	CRESTVIEW CONCRETE REPLACEMENT	104410-413 - SIDEWALK/CURB/GUTT	
					$22,028.60			
					$22,028.60			
WASH. CO. FLOOD CONTROL DIS	71329	JUNE 2024 FLO	07/02/2024	07/03/2024	4,951.50	FLOOD CONTROL DISTRICT 53-3301000004-JU	545410-770 - FLOOD CONTROL DIST.	
					$4,951.50			
WASHINGTON CITY PUBLIC WOR	71330	2024-002	07/02/2024	07/03/2024	20,000.00	BALANCE 2018 MIRAGE RS SEWER INSPECTIO	525210-740 - CAPITAL EQUIPMENT	
WASHINGTON CITY PUBLIC WOR	71330	2024-003	07/02/2024	07/03/2024	25,000.00	2012 WACHS TRAV-L VAC VALVE EXERCISER	515110-282 - RENTALS	
					$45,000.00			
					$45,000.00			
WASHINGTON COUNTY- HCP	71331	APRIL - JUNE 20	07/03/2024	07/03/2024	9,122.64	HCP IMPACT FEES JAN-MAR 2024	102260-000 - HCP IMPACT FEES - CO	
					$9,122.64			
WESTERN UNITED ELECTRIC SU	71332	6118607	07/01/2024	07/03/2024	3,227.96	CUTOUTS, INSULATORS, MISC SUPPLIES	535310-466 - POWER LINES/POLES/	
					$3,227.96			
					$405,269.87			

Mayor
Rick Rosenberg

City Manager
Brock Jacobsen

CITY OF
SANTA CLARA
FOUNDED 1854

City Council
Dave Pond
Christa Hinton
Janene Burton
Ben Shakespeare
Jarett Waite

Meeting **Agenda Item: 1**

Date:7-10-24

Applicant: Santa Clara City **Requested by:** Ryan VonCannon

Subject: Little League Agreement

Discussion:
Consider approval of Amended Little League agreement.

Recommendation:
Approval

Cost: N/A
Legal Approved: N/A
Finance Approval: N/A
Budget Approved: N/A

2603 Santa Clara Drive, Santa Clara, Utah 84765
Phone (435) 673-6712 Fax (435) 628-7338

Snow Canyon Little League Memorandum of Understanding

This Memorandum of Understanding (MOU) is entered into this 26th day of June 2024, between the City of Santa Clara, a municipal corporation of the State of Utah, hereinafter "City" and Snow Canyon Little League (hereafter "League"). City and League understand, acknowledge, and agree that there are mutual benefits to be derived by each party to this memorandum.

City and League have worked cooperatively over the years to facilitate a Youth Little League Baseball and Softball Program (hereinafter "Program). Both parties mutually agree that the Program benefits the area's youth.

City and League desire to enumerate their working relationship in order to prevent potential conflicts resulting from different understanding and expectations. Therefore, the follow are agreed to by the parties of this Memorandum:

1. The City will permit the use of the following baseball fields for the undertaking of the Program from March 1 until the end of the League season:
    a. Two (2) baseball fields known as Little League North and Little League South, located at 2357 Little League Dr. and 1400 Canyon View Dr. (the "Little League Fields").
    b. The baseball field known as Spence Gunn Field, located at 1400 Canyon View Dr. ("Spence Gunn Field"); and
    c. Four (4) ballfields known as Archie H. Gubler Fields 1, 2, 3, and 4, located at 2375 Rachel Dr. (the "Gubler Fields").
2. Before March 1 each year, the City will provide the League dates and times that the Little League Fields will not be available from March 1 to the end of the League season. The Little League Fields will be considered reserved for the League at all other times during the season.
3. The League will provide the City any specific dates and times it wants reserved for practice at Spence Gunn Field and Gubler Fields. Any dates and times that are not reserved on these fields by the League will be available for reservation by the general public for other events.
4. The City will provide field maintenance and clean restrooms for all games listed on the season schedule that the League will provide by March 20th.
5. The City will contract a Food Vendor that will have exclusive right to all food sales for scheduled games on all City fields
6. League will provide names for persons with access to lighting schedules.
7. League will ensure the League follows Little League international player safety requirements. Little League International requires all leagues and districts in the United States to conduct an annual background check, including a nationwide criminal search and a search of the National Sex Offender Registry.
8. League will provide game schedules for all League games by March 20.
9. League will ensure the dugouts are clean and common areas are free of litter, including sunflower seed shells, after each game. League will walk the fields at the conclusion of

each evening games and pick up trash in dugouts, common areas, bleachers, and areas where players/fans gather.

10. League will lock facilities, including bathrooms, when each event ends.
11. League will provide a service project(s) that add a significant value to City and City Fields annually to enhance the parks in return for field use. League will coordinate with City to agree upon and approve such projects each year.
12. League will maintain liability insurance at all times when using the aforementioned fields and provide evidence of such policy acceptable to the City with a minimum coverage of $3,000,000 showing the City as additional insured before League commences each year.
13. League will work to operate a program that is safe and free from unreasonable hazards and indemnify and hold harmless the City, from any and all costs and /or uninsured losses occurring the Leagues use of City property.

The Parties agree that this Memorandum of Understanding shall be interpreted with the laws of the State of Utah. The parties executing this MOU hereby warrant and represent that they are duly authorized to do so in the capacity stated. The parties additionally agree that they shall act in good faith in all negotiations and dealings between them. Any party to this MOU may withdraw from participation by August 1 each year by giving at least sixty (60) days written notice of withdrawal.

City of Santa Clara

By:_____

Snow Canyon Little League

By:_____

Mayor
Rick Rosenberg

City Manager
Brock Jacobsen

CITY OF SANTA CLARA
FOUNDED 1854

City Council
Ben Shakespeare
Jarett Waite
Christa Hinton
David Pond
Janene Burton

CITY COUNCIL

Meeting Date: July 10, 2024 **Agenda Item:** 2

Applicant: Santa Clara **Requested by:** Jim McNulty

Subject: Small Lot Single-Family Zone Discussion

Description: On June 27, 2024, local mayors from Washington County participated in a Housing Panel discussion at Dixie Technical College. The title for this event was "Doing our Part" which included discussion on paving the way for attainable housing. The event was attended by builders, contractors, realtors, and local government officials. Mayor Rosenberg and City staff would like to discuss the possibility of creating a small lot single-family zone allowing for lots of 4,000 square feet. This would allow for individuals to build a single-family detached home with a one-car or two-car garage and yard area. Recently, Hurricane City has discussed the creation of a similar zoning district while St. George City has a Residential Central City zone that allows for small lots.

Some of you may have attended this event. Additionally, the St. George News ran a story about this event on June 27, 2024, if you would like to read about it.

Recommendation: N/A

Attachments:

Cost: N/A

Legal Approval: N/A

Finance Approval: N/A

Budget Approval: N/A

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