

**CITY OF SOUTH JORDAN
CITY COUNCIL MEETING AGENDA
CITY COUNCIL CHAMBERS
TUESDAY, DECEMBER 03, 2024 at 6:30 p.m.**



Notice is hereby given that the South Jordan City Council will hold a meeting at 6:30 p.m. on Tuesday, December 3, 2024. The meeting will be conducted in person in the City Council Chambers, located at 1600 W. Towne Center Drive, South Jordan, Utah, and virtually via Zoom phone and video conferencing. Persons with disabilities requesting assistance should contact the City Recorder at least 24 hours prior to the meeting. The agenda may be amended, and an executive session may be held at the end of the meeting. Times listed are approximate and may be accelerated or delayed.

In addition to in-person attendance, individuals may join virtually using Zoom. Attendees joining virtually may not comment during public comment; virtual participants may only comment on items scheduled for a public hearing. Video must be enabled during the public hearing period. Attendees wishing to present photos or documents to the City Council must attend in person.

If the meeting is disrupted in any way deemed inappropriate by the City, the City reserves the right to immediately remove the individual(s) from the meeting and, if necessary, end virtual access to the meeting. Reasons for removal or ending virtual access include, but are not limited to, posting offensive pictures or remarks, making disrespectful statements or actions, and other actions deemed inappropriate.

The ability to participate virtually depends on the individual's internet connection. To ensure that comments are received regardless of technical issues, please submit them in writing to City Recorder Anna Crookston at acrookston@sjc.utah.gov by 3:00 p.m. on the day of the meeting. Instructions on how to join virtually are provided below.

Join South Jordan City Council Meeting Virtually:

- Join on any device that has internet capability.
- Zoom link, Meeting ID and Password will be provided 24 hours prior to meeting start time.
- Zoom instructions are posted <https://ut-southjordan.civicplus.com/241/City-Council>.

Regular Meeting Agenda: 6:30 p.m.

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

B. Invocation: By Director of Strategy & Budget, Don Tingey

C. Pledge of Allegiance: Fire Chief, Chris Dawson

D. Minute Approval:

[D.1.](#) November 19, 2024 City Council Strategic Planning Study Meeting

[D.2.](#) November 19, 2024 City Council Meeting

E. Mayor and Council Reports: 6:35 p.m.

F. Public Comment: 6:50 p.m.

This is the time and place on the agenda for any person who wishes to comment. Any person or group wishing to comment on any item not otherwise scheduled for public hearing on the agenda may address the City Council at this point by stepping to the microphone, and giving their name and address for the record. Note, to participate in public comment you must attend City Council Meeting in-person. Comments should be limited to not more than three (3) minutes, unless additional time is authorized by the Chair. Groups wishing to comment will be asked to appoint a spokesperson. Items brought forward to the attention of the City Council will be turned over to staff to provide a response outside of the City Council Meeting. Time taken on non-agenda items, interrupts the process of the noticed agenda.

G. Presentation Item: 7:00 p.m.

G.1. Thank you & welcoming for elected officials. *(By Mayor, Dawn R. Ramsey)*

H. Wheadon Acres Land Use Public Hearing Items: 7:15 p.m.

[H.1.](#) Presentation on Resolution R2024-42 and Zoning Ordinance 2024-08-Z, all related to the Wheadon Acres Land Use Development. Applicant, Gordon Milar Construction, LLC. *(By Director of Planning, Steven Schaefermeyer)*

H.2. Resolution R2024-42 Public Hearing.

H.3. Zoning Ordinance 2024-08-Z Public Hearing.

[H.4.](#) **Resolution R2024-42**, Authorizing the Mayor of the City of South Jordan to enter into a Development Agreement with Mulberry Cottage, LLC and WHDTMR, LLC pertaining to property located at 10537 S. 3010 W. and 10555 S. 3010 W. RCV *(By Director of Planning, Steven Schaefermeyer)*

[H.5.](#) **Zoning Ordinance 2024-08-Z**, Rezoning property located at 10537 S. 3010 W. from R-1.8 (Single Family Residential) Zone to R-1.8 with the Flag Lot (FL) Overlay Zone. Gordon Milar Construction, LLC (applicant). RCV *(By Director of Planning, Steven Schaefermeyer)*

I. Public Hearing Items: 8:00 p.m.

[I.1.](#) **Resolution R2024-43**, Adopting the South Jordan Trax Station Area Plan. RCV *(By Director of Planning, Steven Schaefermeyer)*

[I.2.](#) **Ordinance 2024-20**, Amending City Code Section 5.12.020, 5.12.040, and 5.12.050 to create a South Jordan Package Agency License. RCV *(By Director of City Commerce, Brian Preece)*

J. Staff Reports and Calendaring Items: 8:30 p.m.

ADJOURNMENT

CERTIFICATE OF POSTING

STATE OF UTAH)
: §
COUNTY OF SALT LAKE)

I, Anna Crookston, the duly appointed City Recorder of South Jordan City, Utah, certify that the foregoing City Council Agenda was emailed to at least one newspaper of general circulation within the geographic jurisdiction of the public body. The agenda was also posted at the principal office of the public body and also posted on the Utah State Public Notice Website <http://www.utah.gov/pmn/index.html> and on South Jordan City's website at www.sjc.utah.gov. Published and posted November 29, 2024.

SOUTH JORDAN CITY
CITY COUNCIL STRATEGIC PLANNING
STUDY MEETING

November 19, 2024

Present: Mayor Dawn R. Ramsey, Council Member Patrick Harris, Council Member Tamara Zander, Council Member Don Shelton, Council Member Kathie Johnson, Council Member Jason McGuire, City Manager Dustin Lewis, Assistant City Manager Jason Rasmussen, City Attorney Ryan Loose, Director of Strategy & Budget Don Tingey, Director of Planning Steven Schaefermeyer, Director of City Commerce Brian Preece, Director of Public Works Raymond Garrison, CFO Sunil Naidu, City Engineer Brad Klavano, Director of Administrative Services Melinda Seager, Police Chief Jeff Carr, Fire Chief Chris Dawson, Director of Recreation Janell Payne, Communications Manager Rachael Van Cleave, Chief Technology Officer Matthew Davis, IS Senior System Administrator Phill Brown, GIS Coordinator Matt Jarman, City Recorder Anna Crookston, Meeting Transcriptionist Diana Baun, Associate Director of Parks Colby Hill

Absent:

Others: Marc Halliday

4:40 P.M.
STUDY MEETING

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

Mayor Ramsey welcomed everyone present and introduced the meeting.

B. Invocation: *By Council Member, Kathie Johnson*

Council Member Johnson offered the invocation.

C. Mayor and Council Coordination - None

D. Discussion/Review of Regular Council Meeting

Tonight's City Council meeting agenda was amended to remove the Altitude Development Land Use Items.

Presentation Items:

- Lung Cancer Awareness Month Proclamation 2024
- Small Business Saturday Proclamation 2024

Altitude Development Land Use Items:

- Resolution R2024-21, Resolution R2024-24, and Zoning Ordinance 2024-05-Z, all related to the Altitude Development Project, approximately located at 500 West Ultradent Drive.

Public Hearings:

- Ordinance 2024-24, Amending Section 16.30.040 (Outdoor Landscaping Standards) of South Jordan Municipal Code to prohibit lawn outside of active recreation areas in all commercial, industrial, and multi-family development common area landscapes.

E. Discussion Items

E.1. Strategic Priorities, Revised Strategic Goals and Objectives, and future action items for Fiscal Year 2025-26.

City Manager Dustin Lewis noted that the council had chosen not to make any changes to the city's mission statement, vision, etc., and opted to not review those at this time. He then reviewed options for potentially closing some of the city's current RDAs and opened a discussion with the council and Director of Commerce Brian Preece.

Director Preece agreed that it wouldn't hurt to discuss options for closing with the taxing entities, while discussing their goals for the future and explaining the effects of closing versus leaving the projects open. He noted that The District was really the only project he could see good reason for leaving it open. Most of the projects were created to deal with infrastructure and to pay off bonds, and those bonds are now paid off. Other than The District he doesn't see any additional benefits to keeping the existing RDAs open if they are eligible for closure based on current laws. He also explained that closing some of the completed RDAs would not affect the landowners' taxes in those areas.

Manager Lewis gave the council the option to have staff go back and calculate the costs of leaving the projects open versus closing them.

The council agreed with staff's recommendations to look into closing the eligible RDAs, but keep The District open for the future.

Manager Lewis agreed to get the council more information on what those details would look like. In addition he discussed the next steps in the budgeting process and asked the council if they were interested in doing a Truth in Taxation this year to help capture some of the inflation costs they have been seeing.

Mayor Ramsey noted that there have been bills proposed in the legislature regarding potential changes in how taxing entities handle tax rate changes.

The council agreed to assess the budget and see if a tax rate change is needed, but for now they are willing to work on the budget before making that choice.

Manager Lewis brought up the option of a Ticket Tax on ticketed events in the city with the new venues being built.

Council Member Zander asked if other cities like Sandy have implemented a similar tax on their large venues.

Manager Lewis will collect that information and get it back to the council members.

Council Member McGuire asked about potential limits for those ticket taxes, possible based on how many seats are available, so that smaller venues aren't subject to the same taxes when they aren't regular events.

Council Member Harris asked about the revenue from interfacility transports.

Manager Lewis responded that they are going very well, and it's a model of service being provided to the community. They plan to continue the program with no plans to expand in the near future unless there are changes in the marketplace.

Mayor Ramsey asked about concerns with possible legislature changes regarding IFTs.

Chief Dawson responded that he doesn't believe those proposed changes will affect the city's program directly based on their current relationships, but that could change and they are watching.

Council Member Shelton asked if the marketplace changes and the city needs to leave the industry, what would the impacts be.

Chief Dawson responded it shouldn't affect them directly, and it has been structured in such a way that everything involved can still continue running.

Council Member Zander asked if the SoJo Race Series was running at a loss.

Manager Lewis responded that no, they actually had to cap the participants at the last race because they maxed out the allowed amount of participants. He continued his review, noting that the goals for this year are to maintain service levels, maintain infrastructure, and maintain programs currently running. The next step in the process will be the discussion of maintaining staff and keeping wages competitive. He asked if the council had anything additional they'd like staff to focus on when they come back for the next budget meeting.

Council Member Harris asked to ensure they aren't creating a burden for future years by pushing any maintenance or services back to save money.

Mayor Ramsey talked about a member of the Boise City Council complementing our city's roads, noting that the county runs all their roads and that we are so lucky to be able to stay on top

of everything. She would also like to know if they are able to maintain services like residential plowing in the budget, and if not, she'd like to know that too so it can be discussed.

Council Member Zander encouraged communicating the value of the services being offered and how the city is being good stewards of tax money, so residents are aware this is being addressed in a superior way compared to other cities.

Council Member Shelton shared he would like to see more sidewalk repairs and the council and staff discussed the options, noting there are plans to improve the program in the coming year.

Council Member Johnson asked if any education has been done with residents regarding what types of trees should and should not be planted, as well as how to have problematic existing ones removed.

Communications Manager Rachael Van Cleave introduced the Bee City Program for feedback from the council (Attachments A and B).

Director Hill discussed how the program would affect maintenance of the parks, noting that manual weed removal requires an intense amount of time and additional finances for the upkeep. The volunteer level of support, working to remove all pesticides does allow time for a plan to be implemented, but it would still require additional finances and time to even create that type of plan. In addition, they expect your habitat to grow every year, which requires more and more space each year which reduces current practices and creates the need for additional resources.

Council and staff discussed the potential for branding and potential growth of the program through volunteer efforts. The council agreed with having staff do more research on possibly participating as a Level 1 city in the future.

Manager Lewis indicated they will continue evaluating programs through priority based budgeting and asked the council if there are any specific programs the council would like them to look at specifically. Staff did not identify any in their research that they would recommend stopping.

CFO Naidu discussed upcoming projects, beginning with the water tank. Everything is good to go, and it's part of the water rate study. The goal is to issue a bond for the tank to fund it. Construction will be bid for the project in the next month or two with construction set to start in July. There will be a resolution brought in February to start that bonding process. The goal is to close on that bond in September of 2025.

Council Member Zander asked how much of the tank is being funded by the work done by Congressman Owens.

CFO Naidu responded that the funding through the Federal Government was about \$1,750,000, and that will be incorporated into the final amount bonded.

Director Garrison discussed the necessity of this tank for our community, including the technical reasons for the tank in this location.

E.2. Summarize Next Steps: Fiscal Year 2025-26 Strategic Planning and Budget.

CFO Naidu discussed a future annex building and additional public works building. There would be increased revenue to allow for those two buildings and he summarized the needs for those. The plan is for the Public Works building to be up and running by July 2027, and have the fire station up and running by July 2028.

Council Member Harris asked about options for things like a PID or special service district to make sure those benefitting from those services are the ones covering the costs.

The council and staff discussed some of the options for funding, including impact fees for the newer areas of the city. Those land owners will be brought into that funding, but they need to work on the finds before those areas come online, so additional funding like bonding will need to be discussed soon.

CFO Naidu discussed looking into an analysis of the costs for South Jordan proper versus impact fees for the newer areas being served by these projects. He also mentioned the council already started the discussion on charging a higher water rate for the newly annexed areas to help with those future costs and not burdening the established residents.

Council Member Zander mentioned the amenities available because of Daybreak, like the stadium, that they need to take into consideration as well to avoid penalizing them further when they do contribute additionally to the tax base.

Council Member McGuire asked about the estimated cost on the Public Works building.

CFO Naidu responded that the estimated cost of the Public Works building is about \$40 million, the fire station is about \$21 million.

Manager Lewis recommended amending the agenda to move the closed session to the end of the regular meeting tonight. For strategic planning he mentioned focusing in 2025 on economic development. He would also like to look at how the city deals with flag lots, suggesting the council pass a resolution for a notice of pending ordinance to allow them to visit and review flag lots in detail in the future. He has a draft of that ready to potentially pass tonight to work on that. All applications received would be under the current rules but would put a stay on new applications until resolved, with a maximum of 6 months to make those changes. He also mentioned the future budget meetings planned for January 29, February 26, and March 26 if needed.

Council Member McGuire motioned to recess the Strategic Planning Study Meeting and return for Item F after the regular Council Meeting. Council Member Zander seconded the motion; vote was 5-0, unanimous in favor.

Council Member Zander motioned to recess the City Council Strategic Planning Study Meeting and move to executive closed session to discuss the deployment of security personnel, devices, or systems. Council Member Johnson seconded the motion.

Roll Call Vote

Yes – Council Member Zander

Yes – Council Member Johnson

Yes – Council Member Harris

Yes – Council Member Shelton

Yes – Council Member McGuire

Motion passes 5-0, vote in favor.

RECESS CITY COUNCIL STUDY MEETING AND MOVE TO EXECUTIVE CLOSED SESSION

F. Executive Closed Session

F.1. Discussion regarding deployment of security personnel, devices, or systems.

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

Council Member McGuire motioned to adjourn the executive closed session and return to the City Council Strategic Planning Study Meeting. Council Member Zander seconded the motion.

Roll Call Vote

Yes – Council Member McGuire

Yes – Council Member Zander

Yes – Council Member Harris

Yes – Council Member Johnson

Yes – Council Member Shelton

Motion passes 5-0, vote in favor.

ADJOURNMENT

Council Member Shelton motioned to adjourn the November 19, 2024 City Council Strategic Planning Study Meeting. Council Member McGuire seconded the motion; vote was 5-0 unanimous in favor.

The November 19, 2024 City Council Study meeting adjourned at 8:45 p.m.

SOUTH JORDAN CITY
CITY COUNCIL MEETING

November 19, 2024

Present: Mayor Dawn R. Ramsey, Council Member Patrick Harris, Council Member Tamara Zander, Council Member Don Shelton, Council Member Kathie Johnson, Council Member Jason McGuire, City Manager Dustin Lewis, Assistant City Manager Jason Rasmussen, City Attorney Ryan Loose, Director of Strategy & Budget Don Tingey, Director of Planning Steven Schaefermeyer, Director of City Commerce Brian Preece, Director of Public Works Raymond Garrison, CFO Sunil Naidu, City Engineer Brad Klavano, Director of Administrative Services Melinda Seager, Police Chief Jeff Carr, Fire Chief Chris Dawson, Director of Recreation Janell Payne, Communications Manager Rachael Van Cleave, Chief Technology Officer Matthew Davis, IS Senior System Administrator Phill Brown, GIS Coordinator Matt Jarman, City Recorder Anna Crookston, Meeting Transcriptionist Diana Baun

Absent:

Others: Brian Gutierrez, Erwick Fischer, Pasten Nielsen, Rhett Bielsen, Dahlia Torgerson, Kent Peterson, Claudine Peterson, Aaron Smith, Sam and Thalea Longhurst, Isaac Vaia, Linda Walker, Erie Walker, Susanna Bruening, Jack Fenn, Marc Halliday, Claudia Gutierrez, Eddy Gutierrez, Lily Gutierrez, Beckett Coates, Sadie Henderson, Adrian Montelongo, Bob Paxton, Shannon Ellsworth, Jen Robison, Shari, Shea, Greg Gunnell

6:40 P.M.
REGULAR MEETING

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

Mayor Ramsey welcomed everyone and introduced the meeting.

B. Invocation – *By Council Member, Tamara Zander*

Council Member Zander offered the invocation.

C. Pledge of Allegiance – *By Police Chief, Jeff Carr*

Chief Carr led the audience in the Pledge of Allegiance.

Council Member McGuire motioned to amend tonight's agenda to add Resolution R2024-46, providing notice of a pending land use ordinance. Council Member Zander seconded the motion; vote was 5-0, unanimous in favor.

D. Minute Approval

D.1. October 15, 2024 City Council Study Meeting

D.2. October 15, 2024 City Council Meeting

Council Member Harris motioned to approve the October 15, 2024 City Council Study Meeting and October 15, 2024 City Council Meeting minutes as published. Council Member McGuire seconded the motion; vote was 5-0, unanimous in favor.

E. Mayor and Council Reports

Council Member Jason McGuire

- Attended various city activities including the Pumpkin Promenade, Blythe Spirit Production by the South Jordan Art's Council, Veteran's Day breakfast, and the Titan Awards sponsored by the South Valley Chamber.
- Attended LPC Meeting.

Council Member Kathie Johnson

- Discussed the Youth Council and recognized those here tonight.

Council Member Patrick Harris

- Attended many of the same events already discussed, including the South Valley Titan Awards, Pumpkin Promenade, Veteran's Day Breakfast, SoJo Race Series Turkey Trot.
- Jordan Basin Sewer Board Meeting.
- Lots of time meeting and speaking with various residents regarding what's going on and coming up in his district.

Council Member Tamara Zander

- On November 8 she visited Station 62 for CPR and AED Certification Training, which is required for her as a Water Aerobics Instructor at the Recreation Center.
- Participated in the following SoJo Races: Turkey Trot, and Ruck Race.
- Invited by Daybreak Elementary 6th Grade Teachers to speak to students on November 4th about local government.
- Invited by Larry H. Miller Group to be on the Urban Land Use Panel.

Council Member Don Shelton

- LPC Meetings.
- Pumpkin Promenade with his family.
- Senior Advisory Committee Meeting.
- Wasatch Front Regional Council Wasatch Choice Fall Workshop.
- Jordan River Executive Committee Meeting.
- Helped with an employee review of the Executive Director over the Jordan River Commission.

- Met with a developer who had some terrific ideas and is looking forward to discussing those with the mayor and others.
- Spoke to a youth group about local government.

Mayor Dawn Ramsey

- She attended most of the same things that were already mentioned.
- Deliberate effort to visit with business owners, including the new owner of our Chick-fil-A.
- Spoke at the Utah Transportation Conference.
- Spoke about the City of South Jordan at the Statewide Housing Forum.
- Filmed videos with the city's communications team to help educate residents.
- Hosted a group of Girl Scouts.
- Spent time with the ULCT working on priorities for the cities based on what is coming through the legislature potentially.
- Met with the UEOC for the state, working on the state's vision for the next 10 years.
- Loved the Veteran's Day Breakfast.
- Met with the Transit Fresh Look group.
- Visited Tampa, Florida for the NLCT annual conference where she also spoke.
- Today presented the state's Martha Hughes Cannon Award.
- Joined the Communications Team at the Golden Spike Awards.

F. Public Comment

Mayor Ramsey opened the public comment portion of the meeting.

Brian Gutierrez (Taylorsville Resident) – I am here today because I am concerned and very worried. I don't feel safe in this city, the reason being because this box right here represents my brother who was shot and killed by the police in this city. Shot and killed in Skye Park on Skye Drive. What really concerns me is I've tried to contact you guys, you specifically Mr. Patrick Harris, we spoke on the phone. Don Shelton, we spoke on the phone. Both of you refuse to listen to me, deflected answers, told me I should talk to the police, when I told you the police are doing an investigation on the case of my dead brother. While I am hearing you guys talk about pumpkin patches and travelling to Tampa, my family is crying every night in bed, we are devastated, a member of our family is dead. This box right here is what his body looks like. He has been reduced to dust because the police in this city shot him to death. He was a sick, adult man, 30 years old, had schizophrenia, and was shot to death by the police in this city. I watched the fire department wash his blood off the sidewalks. My family is scarred for life, and when I tried to reach out to you guys, Jason, Kathie, Patrick, Don, Tamara, when I reached out to you guys, all those I emailed never wrote me back. Those I called deflected, in fact, Don you even accused me of politicizing that phone call when I was calling you asking for help, how dare you. I was calling you asking for help, I am stuck, I am dead inside, my brother is dead and he should be alive, this is him right here. You guys I don't know what to do. Again, one thing that really worries me is that you guys took down your directory off the website, your phone numbers are scrubbed, your emails are scrubbed, Patrick your page just goes to a 404. What is going on you guys, what do I do. For those that are listening at home or in this room, what would you do if

someone shot your family member. This Friday marks five months since he was taken from us, we still don't have any answers. We are trying to be patient, you know the police have to do their investigation and we as citizens understand that, there is an investigation that has to happen. I have tried telling that to you Patrick and you still deflected me to the police. You said you'd call me back, you didn't do it. A female with him added that this Friday is his birthday and they will be crying together on his birthday, not knowing what happened, and that all they want to know is what happened so they can process and heal.

Marc Halliday (Resident) – I know you don't have it on the agenda for the Altitude Development, but I ask that if they come forward again that notice be given out to greater than 300 feet. The reason is we are the only home on that acreage area. That all used to be our family's from 1880, that's how long we've had it, and the only other surrounding areas are commercial, Ultradent and/or the residents that are over there in the apartments to the north. I ask the notification be given to across the river. I know that's greater than 300 feet, but the river is a buffer to most of our residential people that live there in that area. To me, who else gives a damn if we don't take and look at the citizens of our good city here, and they are greater than 300 feet from our area. We are one of the largest agricultural sections left there and I think the people want some agricultural area here. Looking at the general plan done some years ago, you had 12% agricultural in the city, and I heard the lady talk about bees, what have they got to live on if it isn't for agricultural. This used to be a great agricultural city, I ask that we keep some of it still today.

Mayor Ramsey closed public comments. She asked Attorney Loose to address questions from the residents.

Attorney Loose shared that his understanding at this point is the police side of the investigation, which was conducted by an outside agency, has been completed and given to the DA's office. They have had it for a few months and everyone is waiting on them. Our city respects the Salt Lake County DA's request to not release video of officer-involved incidents like the one discussed. As this is a pending investigation, the City Council has not seen the video or been involved in any of it, so they have basically the same general information as the general public. This is why they can't answer specific questions or engage at any higher level than the general public. The city would be happy if the DA's office completed their investigation immediately and released all information. Our hearts really do go out to the family, and the city understands that Friday will be a very difficult day.

The mayor confirmed that the council does not get any of that relative information, and why that is important to safety and the integrity of the investigation. She thanked the family for coming and wished them the best, especially on Friday.

G. Presentation Items

G.1. Lung Cancer Awareness Month Proclamation 2024. *(By Mayor, Dawn Ramsey)*

G.2. Small Business Saturday Proclamation 2024. *(By Mayor, Dawn Ramsey)*

H. Public Hearing Item

H.1. Ordinance 2024-24, Amending Section 16.30.040 (Outdoor Landscaping Standards) of South Jordan City Municipal Code to prohibit lawn outside of active recreation areas in all commercial, industrial, and multi-family development common landscape areas. *(By Director of Planning, Steven Schaefermeyer)*

Director Schaefermeyer reviewed background information from the Staff Report.

Mayor Ramsey opened the Public Hearing for comments.

Bob Paxton (Resident) – If we are not putting in grass, is it going to be a soft surface so the water can continue to percolate into the ground and help our aquifers, or are we talking about concrete, asphalt, pavers, etc.

Mayor Ramsey closed the Public Hearing.

Director Schaefermeyer responded that in each of the listed uses there is a minimum amount of landscape area. Previously you could have everything from lawns to bushes, etc. Now they are just specifying what materials go in those landscape areas; this does not reduce the landscape area requirements that are attached to each development types. Specifically in 16.30.040 B5, it requires that at least 50% of that landscape area be covered at maturity. Hardscape specifically would be the non-permeable materials.

Council Member Zander asked to clarify that any existing homes in the community do not have to make any changes unless they are rehabilitating or redoing their current space.

Director Schaefermeyer responded that she was correct and added that it does not apply to backyards. The city also doesn't require permits for residential re-landscaping, so the only way this issue comes to the city's attention is through citizen complaints.

Council Member Zander then asked what happens if the city is non-compliant.

Manager Rasmussen responded that in working with the related agencies, the city was given options for raising our water amounts for newly annexed land and one of those options was to change the above code for commercial landscapes. This was the option that made sense, helps with overall conservation goals, and will have minimal impact on new development.

Council Member Zander asked if other areas in our county, in this district, are also being asked to adhere to these recommendations.

Manager Rasmussen explained that any lands outside of Jordan Valley's service area prior to a certain date are required to be annexed in with the supply limitation, as a part of long-term forecasting and knowing how much water can be provided to additional lands not planned for.

Council Member McGuire motioned to approve Ordinance 2024-24, Amending Section 16.30.040 (Outdoor Landscaping Standards) of South Jordan City Municipal Code to prohibit lawn outside of active recreation areas in all commercial, industrial, and multi-family development common landscape areas. Council Member Johnson seconded the motion.

Roll Call Vote

Yes – Council Member McGuire

Yes – Council Member Johnson

Yes – Council Member Harris

Yes – Council Member Zander

Yes – Council Member Shelton

Motion passes 5-0, vote in favor.

I. Action Item

I.1. Resolution R2024-46, Resolution of the City Council of the City of South Jordan, Utah, providing notice of a pending Land Use Ordinance to amend the Flag Lot Overlay Zone of the South Jordan Municipal Code 17.130.060. *(By City Attorney, Ryan Loose).*

Attorney Loose presented the Resolution (Attachment A) to the Council and gave a brief review.

Council Member Shelton asked if there was any estimate on a time frame for these changes.

Director Schaefermeyer noted a flag lot will be coming to the council at the next meeting, and he will wait until after that discussion to get further into the new potential changes. With a new Long Range Planner starting Monday he is hoping to have him work on this and have it around early Spring for the planning commission.

Council Member Harris asked for additional information on how other cities are addressing this same problem.

Council Member Johnson motioned to approve Resolution R2024-46, Resolution of the City Council of the City of South Jordan, Utah, providing notice of a pending Land Use Ordinance to amend the Flag Lot Overlay Zone of the South Jordan Municipal Code 17.130.060. Council Member Shelton seconded the motion.

Roll Call Vote

Yes – Council Member Johnson

Yes – Council Member Shelton

Yes – Council Member Zander

Yes – Council Member Harris

Yes – Council Member McGuire

Motion passes 5-0, vote in favor.

J. Staff Reports and Calendaring Items

Manager Lewis discussed the annual report with the council.

Manager Van Cleave shared the city's results from the Golden Spike Awards. We entered into five categories and were finalists in all 5. The City won an award for crisis communication regarding Barbieland in Daybreak. Winning this category put the city in the Top 3 for campaigns, and she has hopes for winning Best in Show next year because of it.

Director Payne reviewed directions for the Council in regard to Light the Night

Council Member Zander motioned to adjourn the November 19, 2024 City Council Meeting. Council Member McGuire seconded the motion; vote was 5-0, unanimous in favor.

ADJOURNMENT

The November 19, 2024 City Council Meeting adjourned at 7:58 p.m.

Dawn R. Ramsey, *Mayor*
Patrick Harris, *Council Member*
Kathie L. Johnson, *Council Member*
Donald J. Shelton, *Council Member*
Tamara Zander, *Council Member*
Jason T. McGuire, *Council Member*



PH: 801.446-HELP @SouthJordanUT

November 25, 2024

TO: South Jordan City Council
FROM: Miguel Aguilera, Planner I
ISSUE: Wheadon Acres Flag Lot Overlay Rezone
ADDRESS: 10537 S & 10555 S 3010 W South Jordan, UT 84009
FILE NO.: **PLZBA202400056**
APPLICANT: Gordon Milar Construction

The Wheadon Acres Flag Lot Overlay Rezone application is being brought again before the City Council after the Council first reviewed it on October 15, 2024. The Council tabled this application for a variety of reasons, including concerns about accessory dwelling units (ADUs) on the properties and asked the applicant to consider changes to the agreement that would address their concerns. The property owner also was not at the October meeting and the Council wanted an opportunity to discuss the proposal directly with the property owner. The property owner responded in writing to the Council addressing specifically the ADU question.

The property owner's response to the Council is attached to this memo. In his response, he explains why he believes it is important for him to have the option of having ADUs on his properties and asks that the Council allow him to have internal ADUs, but has agreed to prohibit detached ADUs (called a "guesthouse" by City Code). The proposed agreement has been updated to include a prohibition on external ADUs.

Attached to this memo is a letter from the property owner to the City Council, the City Council staff report provided to the City Council in October, and an updated development agreement that includes a prohibition on external ADUs.

Daniel Milar
10696 Bison View Cove
South Jordan, UT 84095
danmilar@gmail.com

October 25, 2024

City of South Jordan
Planning Department & City Council

Dear City of South Jordan Council and Planning Department,

I am writing to respectfully ask for reconsideration of the council's request on October 15, 2024 during the city council meeting to remove all Accessory Dwelling Units (ADUs) on the four lots included in the Wheadon Acres Lots 14 & 15A rezone application to allow for the creation 2 flag lots. Allowing ADUs on these lots is essential to address our city's growing housing needs, support multigenerational family living, and achieve affordability—all while having minimal impact on neighborhood character and density. While it is not my intent to build and rent out multiple ADUs on these four proposed properties I cannot in good conscience agree to never put a single ADU into any of them.

As you know, affordable housing is a major concern across South Jordan and the Salt Lake Valley. ADUs present a viable solution to this issue by offering flexible, affordable housing options that allow families to support one another. This flexibility helps us accommodate aging parents, young adults, or other family members who may need a more accessible living arrangement and those who desire to stay in our community but cannot afford a home on their own.

The South Jordan City Council and Planning Commission have always been strong advocates for affordable housing and property rights even when it wasn't the most popular or desired choice amongst residents. We as a city have a reputation for working with homeowners and property developers to invest in the future, allowing for new and different ideas to take root in neighborhoods and communities where we have so much room for growth. That growth can be done beautifully, and fairly for all parties involved. Change is hard, but growth requires change. The city of South Jordan needs growth and change to continue developing strong communities that cross cultural, generational, class and socio-economic boundaries. We need growth that introduce our city residents to a whole new level of community by allowing ADUs, Flag lots and other housing products to mix with existing housing.

See attached "Exhibit B" for projects approved within the last three years that mix housing products and bring diversity to the existing community that surround them. This includes three flag lot applications where approval has no conditions on the property owner's ability to place an ADU. This also includes two housing developments that were proposed for existing and well-established neighborhoods. And although the neighbors

did not all support the idea of these new developments the city council saw the investment in the future and the need for affordable housing products to provide opportunity for all residents.

It is worth noting that flag lots are uniquely suited to accommodate ADUs with minimal impact on neighbors. Their layout generally allows for setbacks from main roads and additional privacy, preserving neighborhood aesthetics. Due to the layout of flag lots, ADUs built on these properties are often out of direct view from the main street, maintaining neighborhood harmony without increasing visible density or disrupting the existing character. Furthermore, flag lots often include enough space for parking and are naturally buffered, reducing concerns around noise and congestion.

It is important to recognize that while some neighbors may have expressed concerns about ADUs and flag lots, these opinions do not reflect the broader community's view. In fact, many homeowners in South Jordan are likely open to the concept of ADUs as a means to support family members, increase housing options, and adapt to our city's growing needs. In any community, there may be a handful of vocal opponents; however, they do not necessarily represent the perspective of the majority, especially given that many neighborhoods will experience significant turnover in the coming 10 to 20 years.

With this generational turnover, it is likely that new residents, as well as current owners, will seek to subdivide larger lots, creating additional flag lots that could benefit from ADU flexibility. Establishing a restrictive precedent now by disallowing ADUs on flag & parent lots may limit the ability of these future residents to build ADUs, potentially impacting housing affordability and community cohesion down the line. By taking a proactive and inclusive approach now, the City Council can ensure that the proper use of flag lots and ADUs remain a viable housing option for South Jordan residents in the years to come

With regard to the neighborhood in question, the council should be aware of the following:

1. There is an existing flag lot directly to the northeast of the two lots in question. No ADU restrictions have been imposed on that lot (See map listed as "Exhibit A")
2. There are several neighbors on this street and many within the neighborhood who have family members residing in basement or other areas of their homes essentially living with ADUs without the formal title of ADU.
3. As noted in the city council meeting by many of the residents, and one council member, this neighborhood is aging. Many of the residents are elderly. The likelihood of the neighborhood turning over to a younger generation in the next 10 years is highly likely. Many of those in the younger generations have already expressed interest in subdividing and creating more housing opportunity for the South Jordan Community we all love and enjoy.
4. While the Wheadon Acres Plat has room for 8-10 more lots this "neighborhood" consists of 53 lots in Wheadon Acres, five lots in Burkhart

Estates (includes amended) and approximately nine other lots not included on any subdivision plat. At least eight of the thirteen buildable lots listed outside of the Wheadon Acres Plat are large enough to subdivide. There are four existing lots which are the result of subdividing two original lots.

5. At least one other homeowner has plans working plans to subdivide in the near future. (See map listed as "Exhibit A"

My goal in creating the two additional flag lots on lots 14 & 15A of Wheadon Acres is to provide housing opportunities for my six children as well as my aging in-laws and other family members. As my children grow and become adults my wife and I want to ensure they have access to affordable housing. We want them to have the ability to stay in the community they were raised in if they so desire. By restricting our ability to build ADUs on our property it is restricting our ability to provide housing for our family in the future.

I am not an investor or businessman purchasing lots in this residential neighborhood to make money. I am a resident of this area. These are my neighbors. I purchased this property to stay in the community I love, while providing for my family both now and in the future. I also purchased these particular lots because I believe in the same value of community my neighbors have. I don't have a desire to change the neighborhood dynamics. I don't want to take down the crash gate. I don't want to change the streets with curb, gutter & sidewalk. That was a large sticking point for me in my early meetings with city staff. I want to maintain the beauty and character of the neighborhood. That is why I ultimately chose not to tear down the two existing homes that front 3010 W. I am fully agreeable to adding an amendment to the development agreement prohibiting external ADUs from these four properties.

While I fully understand the concern of some of the neighbors have, we all share the same goal. Provide affordable housing for our families and building a community where our future generations want to stay and more importantly can afford to stay.

I respectfully urge the Council to approve this rezone application allowing ADUs on all four lots, acknowledging the minimal neighborhood impact and the evolving needs of our community. This would align with the values of family, community, and economic sustainability while maintaining South Jordan's character. Thank you for your consideration and your commitment to fostering a more adaptable, inclusive housing policy in South Jordan. I would be happy to discuss this matter as requested by any member of the council or staff.

Sincerely,
Daniel Milar
801-205-7589

Exhibit A

Item H.1.

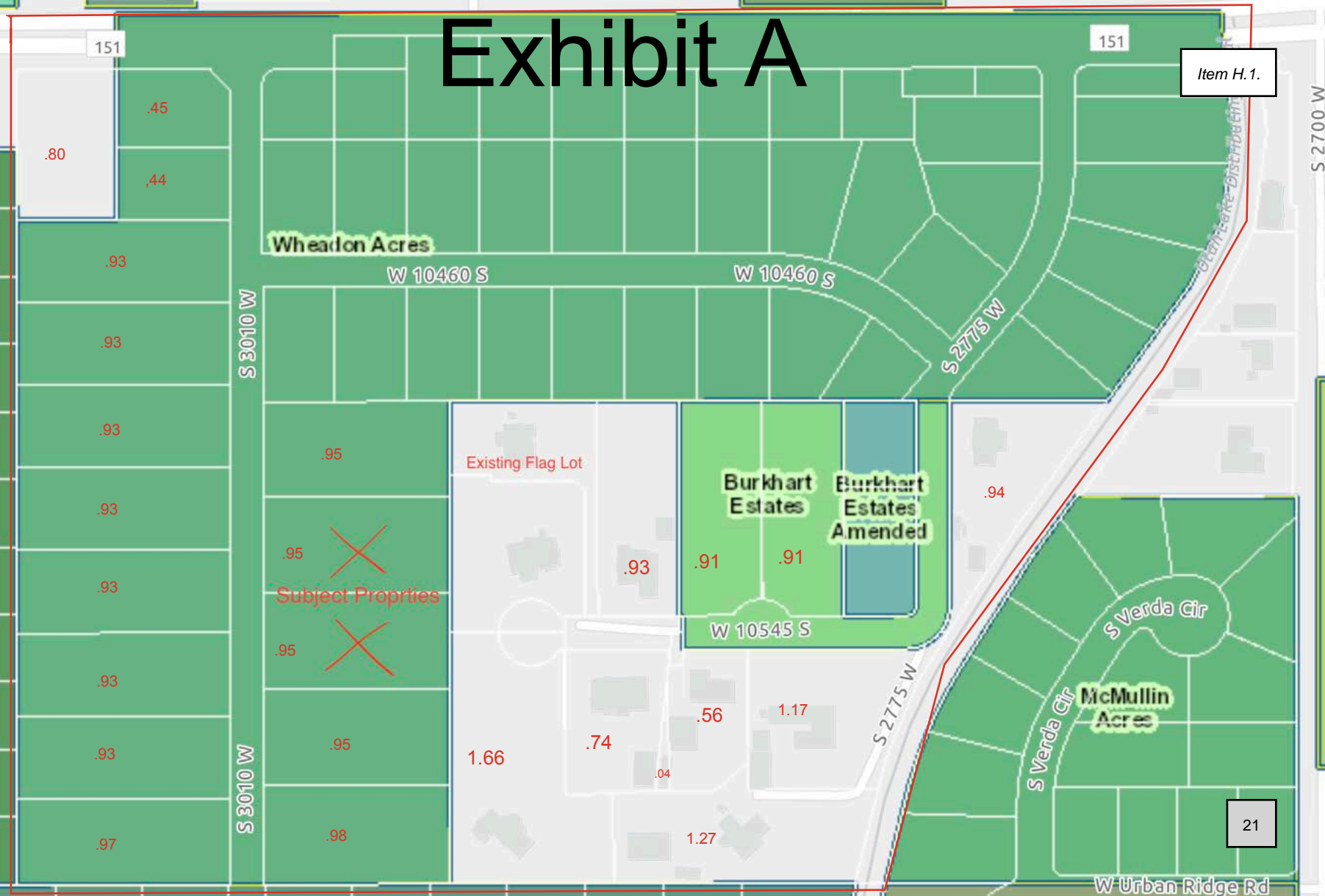


EXHIBIT B

Flag Lot Creation

RIDGECREST ESTATES SUBDIVISION AMENDMENT

Address: 892 W Brookcrest Circle

File No.: PLPLA202100128

SOJO 2700 SUBDIVISION, PRELIMINARY SUBDIVISION PLAT

Address: 10216 S. 2700 W.

File No.: PLPP202200204

COUNTRY ROADS SUBDIVISION SECOND AMENDMENT PRELIMINARY SUBDIVISION AMENDMENT

Address: 10067 S. Single Jack Circle

File No.: PLPLA20240061

Other Housing Product

SJC Townhomes proposed development

Address: 11147 S. Redwood Road

File No.: Resolution R2023-25 and Zoning Ordinance 2023-03-Z

Rise Development

Address: 10657 South 1055 West.

File No.: Resolution R2022-39, Resolution R2022-40, and Zoning Ordinance 2022-07-Z

SOUTH JORDAN CITY CITY COUNCIL REPORT

Meeting Date: 10/15/2024

Issue: WHEADON ACRES LOTS 14 & 15A FLAG LOT OVERLAY REZONE
Rezone from Single-Family Residential (R-1.8) to Single-Family Residential (R-1.8) with the Flag Lot Overlay Zone

Address: 10537 S 3010 W and 10555 S 3010 W South Jordan, UT 84095

File No: PLZBA202400056

Applicant: GORDON MILAR CONSTRUCTION LLC

Submitted by: Miguel Aguilera, Planner I
Shane Greenwood, Supervising Senior Engineer

Staff Recommendation (Motion Ready): I move that the City Council **approve** the following:

- Resolution R2024-42 approving the Wheadon Acres Subdivision Amendment Flag Lot Overlay Development Agreement.
- Ordinance No. 2024-08-Z approving the zone change from Single-Family Residential (R-1.8) to Single-Family Residential (R-1.8) with the Flag Lot Overlay Zone for lots 14 & 15A of the Wheadon Acres Subdivision.

ACREAGE:	Approximately 1.9 acres
CURRENT ZONE:	Single-Family Residential (R-1.8)
CURRENT USE:	Single Family Homes
FUTURE LAND USE PLAN:	Stable Neighborhood
NEIGHBORING ZONES/USES:	North – R-1.8/Single-family residential
	South – R-1.8/ Single-family residential
	West – R-1.8/Single-family residential
	East – R-1.8/ Single-family residential

STANDARD OF APPROVAL

1. REZONE:

The rezoning of property may not be considered if the proposed zoning does not conform to the general plan. The following guidelines shall be considered in the rezoning of parcels:

- A. The parcel to be rezoned meets the minimum area requirements of the proposed zone or if the parcel, when rezoned, will contribute to a zone area which meets the minimum area requirements of the zone.
- B. The parcel to be rezoned can accommodate the requirements of the proposed zone.
- C. The rezoning will not impair the development potential of the parcel or neighboring properties.

(City Code § 17.22.020)

2. FLAG LOT OVERLAY:

- A. Concept: Applicants are encouraged to submit a concept plan and work with staff prior to application to understand the surrounding area, the goals and policies of the City's General Plan, and to ensure the minimum requirements of the FL can be met.
- B. Rezone: An FL shall only be established upon approval by the City Council as a rezone according to the provisions of Chapter 17.22, "Zoning Amendments", of this Title and as may be required elsewhere in this Title. City Council rezone approval of the FL shall be by development agreement.
- C. Concurrent Preliminary Subdivision (Optional): At the applicant's option and with the approval of the Planning Director, the applicant may submit a preliminary subdivision application to be processed concurrently with an FL rezone. In the case of concurrent applications, Planning Commission approval of a concurrent preliminary subdivision shall be contingent on the City Council's approval of the FL rezone.

(City Code § 17.130.060.020)

BACKGROUND:

The applicant is requesting a Flag Lot Overlay rezone for two properties located at 10537 S 3010 W and 10555 S 3010 W. This rezone request *will not* change the property's base zone (Residential R-1.8 Zone), and the lots in the development will comply with the requirements of that zone, including lot size and density. The City Council adopted this overlay zone in 2020 based on a desire to allow flag lots in limited circumstances, where such development may be reasonable and appropriate. Although this Application is not the only flag lot overlay rezone application, it is the first being presented to the Planning Commission and City Council.

In conjunction with this rezone Application, the applicant also filed a subdivision amendment application to subdivide the properties into four lots, two of which will be flag lots. City Code defines flag lots as “[a] lot having a larger area or ‘body’ at the rear (resembling a flag or pan) and which is connected to the street by a narrower portion (resembling a flagpole or handle) which does not meet the lot width or frontage requirements of the zone.” (City Code § 16.04.160.)

The lots in question do not meet the flag lot requirements found in City Code § 16.04.160. The Flag Lot Overlay Zone provides another way the property owner can divide the lots. Both existing lots 14 and 15A have a frontage of approximately 140 feet, exceeding the 125-foot minimum requirement for the overlay zone. The development agreement associated with this Application requires all lots in the amended subdivision to comply with the standards of the Residential R-1.8 Zone and according to the concept plan, with some adjustments to fencing requirements and animal rights.

STAFF FINDINGS, CONCLUSIONS & RECOMMENDATION:

Findings:

- A development agreement is required by the Flag Lot Overlay Zone code. The following are key provisions of the agreement that provide some predictability for how the lots will develop:
 1. All lots created in the rezone and subdivision amendment applications will remain single family residential.
 2. There is an alteration to the fencing requirement, which stipulates that masonry fencing will not be required to be erected between any of the properties within the amended subdivision and in turn, farm animal rights on the subject properties will be restricted.
 3. The placement of the homes in the concept plan shows that they will meet the required setbacks for front, side, and rear yards.
- The Application meets the City Code rezone standards of approval for the R-1.8 and the Flag Lot Overlay Zones.
- This rezone Application will not change the underlying R-1.8 zone.
- This rezone Application will allow the applicant to subdivide the two existing lots and create two flag lots using the Flag Lot Overlay Zone. This is an appropriate use of this code as the subject properties meet the standards established by the Flag Lot Overlay Zone code.
- The Planning Commission reviewed this application on September 24, 2024 and recommended the City Council approve the rezone.

Conclusion:

Based on the findings, the Application, if approved, will be consistent with the goals and policies of the General Plan and the City's Strategic Priorities, and as such, should be approved.

Recommendation:

Based on the findings and conclusion listed above, Staff recommends that the City Council take comments at the public hearing and **approve** the Application, unless, during the hearing, facts are presented that contradict these findings or new facts are presented, either of which would warrant further investigation by Staff.

ALTERNATIVES:

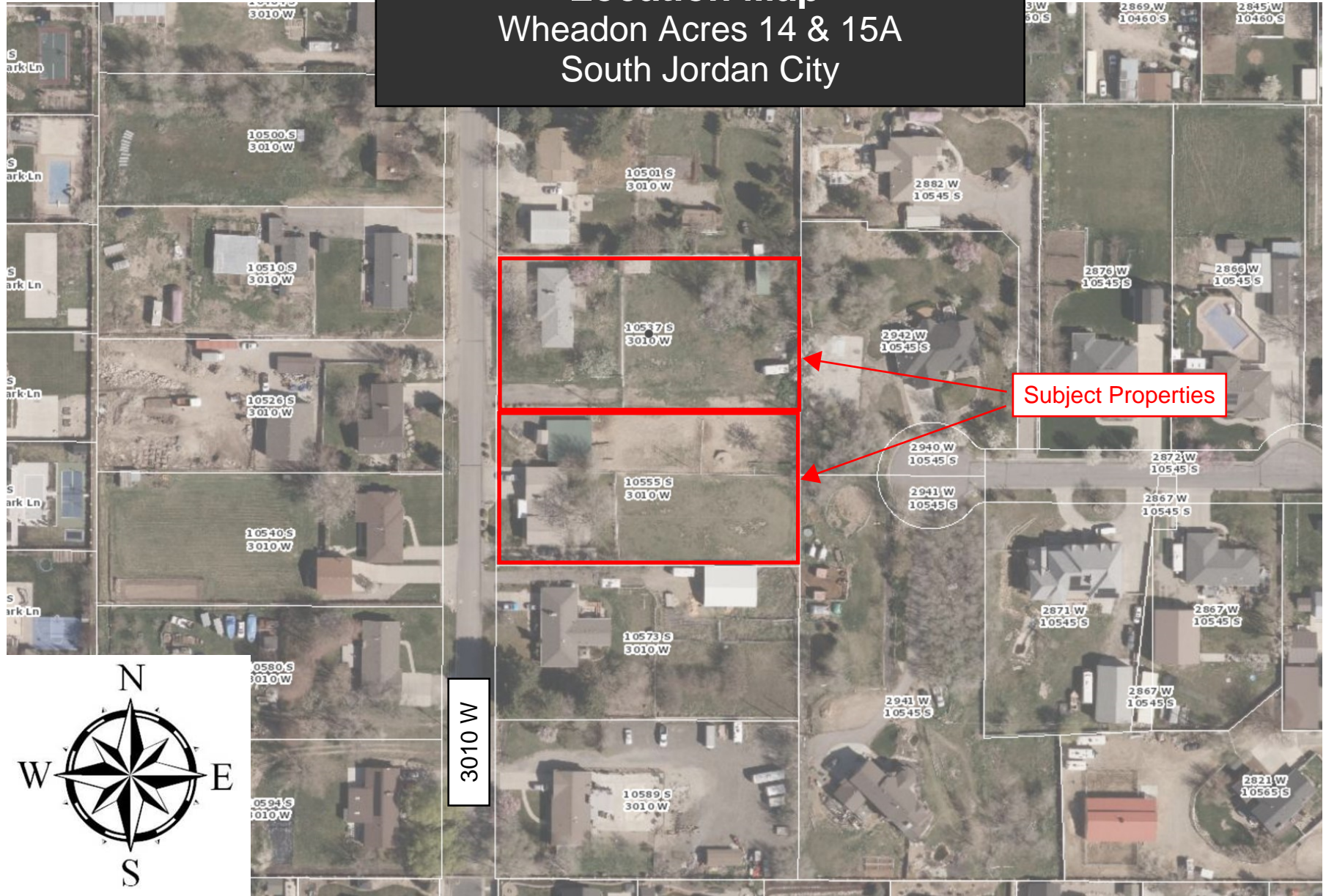
- Approval of an amended Application.
- Denial of the application.
- Schedule the application for a decision at some future date.

SUPPORT MATERIALS:

- | | |
|---|---|
| <ul style="list-style-type: none"> • Aerial Map • Zoning Map • Concept Plan • Development Agreement • Justification Letter | <ul style="list-style-type: none"> • Ordinance No. 2024-08-Z <ul style="list-style-type: none"> • Exhibit A – Proposed concept • Resolution R2024-42 <ul style="list-style-type: none"> • Exhibit 1 - Agreement |
|---|---|

Location Map

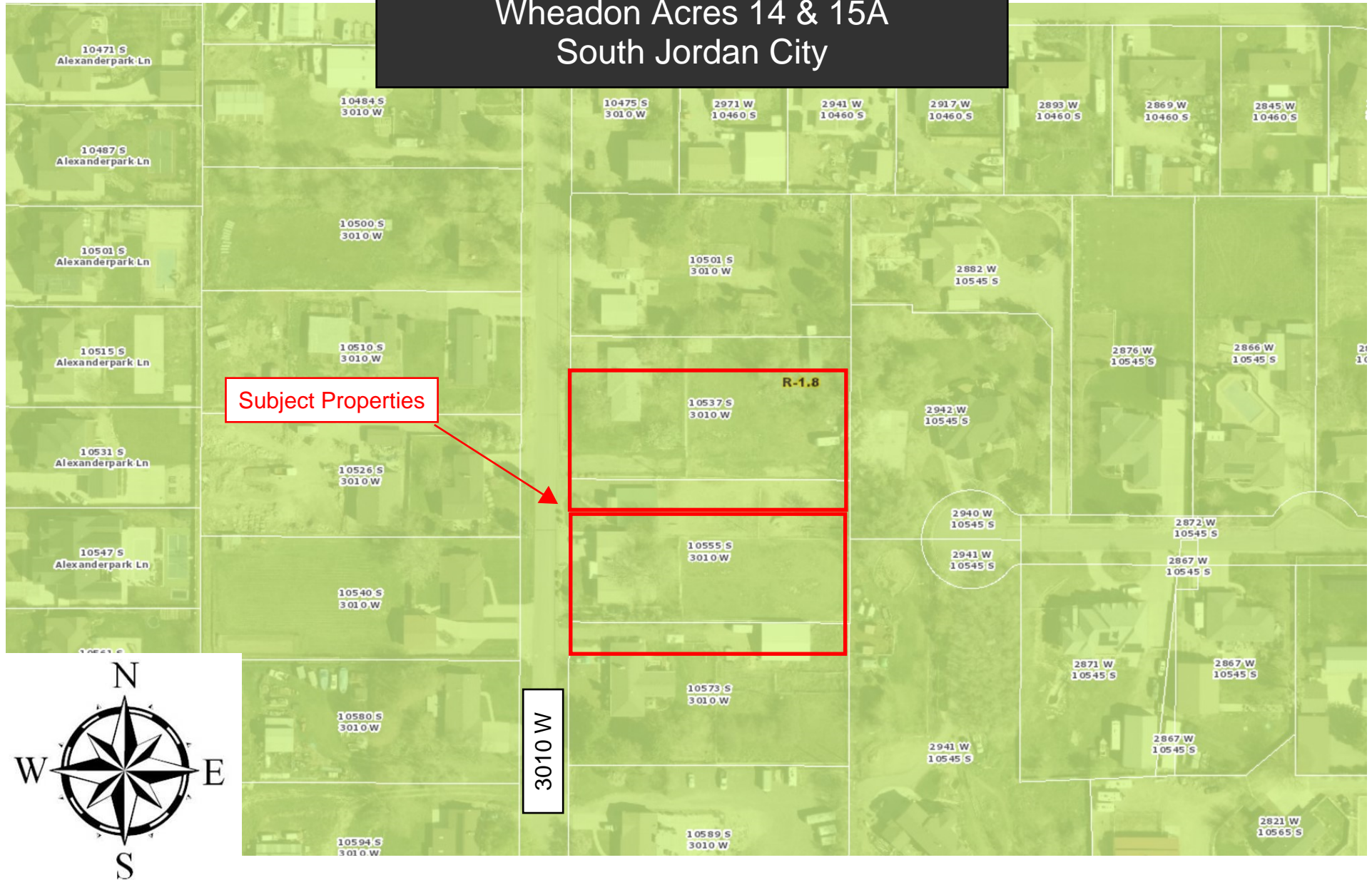
Wheadon Acres 14 & 15A
South Jordan City









Zoning Map

Wheadon Acres 14 & 15A

South Jordan City



LEGEND	
	SECTION CORNER (FOUND)
	SECTION LINE
	CENTERLINE
	BOUNDARY LINE
	EASEMENT LINE
	SETBACK LINE
(M)	MEASURED
(R)	RECORD
○	SET REBAR AND CAP (PROTERRA)

FEE \$ _____ DEPUTY SALT LAKE COUNTY RECORDER



Dan Milar
Property Owner – Applicant
04/02/2024

South Jordan City,

I am the owner of both properties located at 10537 S 3010 W (.95 acre) and 10555 S 3010 W (.95 acre), hereto within referred to as “the property(s)”. I currently reside about ¼ mile to the south in Bison Ridge. My family and I enjoy our neighborhood and community we have here and intend to be residents long into the future.

One aspect that particularly resonated with me when these two properties came up for sale is that I am already a neighbor and friend within this community and intend to keep all four lots of the property for my family. This personal investment demonstrates a genuine commitment to the well-being and prosperity of our neighborhood. All efforts will be to minimize impact on neighboring properties. This is achieved by properly maintaining the construction and development sites, providing oversight and being actively involved and available to neighbors should any issue arise. The impact is also minimized since all four directly affected lots will be owned and maintained by me.

Adding additional lots to the neighborhood and investing in the two existing homes will bring a greater value to the surrounding properties. Creating these two flag lots will also allow me to provide a home for my in-laws, build a new home for my family, and provides an investment in the future to build a fourth home as needed.

Thank you,

Dan Milar

Dan Milar

RESOLUTION R2024 - 42

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, AUTHORIZING THE MAYOR OF THE CITY OF SOUTH JORDAN TO ENTER INTO A DEVELOPMENT AGREEMENT WITH MULBERRY COTTAGE LLC AND WHDTMR LLC PERTAINING TO PROPERTY LOCATED AT 10537 S 3010 W AND 10555 S 3010 W.

WHEREAS, the City of South Jordan is a municipal corporation and political subdivision of the State of Utah (“City”) authorized to enter into development agreements that it considers are necessary or appropriate for the use and development of land within the City pursuant to Utah Code § 10-9a-102, *et seq.*; and

WHEREAS, City has entered into development agreements from time to time as City has deemed necessary for the orderly development of City; and

WHEREAS, Mulberry Cottage LLC and WHDTMR LLC now desires to enter into an agreement for the purpose of developing and changing the zoning designation on property it owns at 10537 S 3010 W and 10555 S 3010 W (the “Property”); and

WHEREAS, the City Council of the City of South Jordan (the “City Council”) has determined that it is in the best interest of the public health, safety, and welfare of the City to enter into a development agreement for the orderly development the Property.

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

SECTION 1. Authorization to Sign Development Agreement. The City Council hereby authorizes the Mayor to sign the Development Agreement, which is attached hereto as Exhibit 1.

SECTION 2. Severability. If any section, clause or portion of this Resolution is declared invalid by a court of competent jurisdiction, the remainder shall not be affected thereby and shall remain in full force and effect.

SECTION 3. Effective Date. This Resolution shall become effective immediately upon passage.

[SIGNATURE PAGE FOLLOWS]


**APPROVED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH,
ON THIS _____ DAY OF _____, 2024 BY THE FOLLOWING VOTE:**

	YES	NO	ABSTAIN	ABSENT
Patrick Harris	_____	_____	_____	_____
Kathie Johnson	_____	_____	_____	_____
Donald Shelton	_____	_____	_____	_____
Tamara Zander	_____	_____	_____	_____
Jason McGuire	_____	_____	_____	_____

Mayor: _____
Dawn R. Ramsey

Attest: _____
City Recorder

Approved as to form:



Gregory Simonsen (Nov 25, 2024 13:05 MST)

Office of the City Attorney

Exhibit 1

(Development Agreement)

DEVELOPMENT AGREEMENT

The City of South Jordan, a Utah municipal corporation (the “City”), and Mulberry Cottage LLC and WHDTMR LLC (the “Developer”), enter into this Development Agreement (this “Agreement”) this _____ day of _____, 20____ (“Effective Date”), and agree as set forth below. The City and the Developer are jointly referred to as the “Parties”.

RECITALS

WHEREAS, the Developer is the owner of certain real property identified as Assessor’s Parcel Number(s) 27-16-178-011 and 27-16-178-012 specifically described in attached Exhibit A (the “Property”) and intends to develop the Property consistent with the Concept Plan attached as Exhibit B (the “Concept Plan”); and

WHEREAS, the City, acting pursuant to (1) its authority under Utah Code Annotated 10-9a-102(2) *et seq.*, as amended, and (2) the South Jordan City Municipal Code (the “City Code”), and in furtherance of its land use policies, goals, objectives, ordinances, resolutions, and regulations, the City has made certain determinations with respect to the proposed development of the Property and in exercise of its legislative discretion has elected to enter into this Agreement; and

WHEREAS, the Property is currently subject to the City Code and is within the Single-Family Residential R-1.8 zone (the “R-1.8 Zone”). A copy of the provisions of such zone designation in the City Code is attached as Exhibit C; and

WHEREAS, the Developer desires to make improvements to the Property in conformity with this Agreement and desires a zone change on the Property from R-1.8 to R-1.8 with the Flag Lot Overlay (the “The R-1.8 (FL) Zone”). A copy of the provisions of the Flag Lot Overlay Zone designation in the City Code is attached as Exhibit D; and

WHEREAS, the Developer and the City acknowledge that the development and improvement of the Property pursuant to this Agreement will provide certainty useful to the Developer and to the City in ongoing and future dealings and relations among the Parties; and

WHEREAS, the City has determined that the proposed development contains features which advance the policies goals and objectives of the South Jordan City General Plan, preserve and maintain the open and sustainable atmosphere desired by the citizens of the City, or contribute to capital improvements which substantially benefit the City and will result in planning and economic benefits to the City and its citizens; and

WHEREAS, this Agreement shall only be valid upon approval of such by the South Jordan City Council, pursuant to Resolution R2024-42 a copy of which is attached as Exhibit E; and

WHEREAS, the City and the Developer acknowledge that the terms of this Agreement shall be enforceable and the rights of the Developer relative to the Property shall vest only if the

South Jordan City Council, in its sole legislative discretion, approves a zone change for the Property currently zoned as R-1.8 to a zone designated as R-1.8 (FL) Zone.

NOW THEREFORE, based upon the foregoing recitals and in consideration of the mutual covenants and promises contained set forth herein, the Parties agree as follows:

TERMS

A. Recitals; Definitions. The recitals set forth above are incorporated herein by this reference. Any capitalized term used but not otherwise defined in this Agreement shall have the meaning ascribed to such term in the City Code.

B. Enforceability: The City and the Developer acknowledge that the terms of this Agreement shall be enforceable, and the rights of the Developer relative to the Property shall vest, only if the South Jordan City Council in its sole legislative discretion approves a zone change for the Property currently zoned as R-1.8 to a zone designated as R-1.8 (FL) Zone.

C. Conflicting Terms. The Property shall be developed in accordance with the requirements and benefits provided for in relation to an R-1.8 zone under the City Code as of the Effective Date. In the event of a discrepancy between the requirements of the City Code including the R-1.8 zone, and this Agreement, this Agreement shall control.

D. Developer Obligations:

1. Concept Plan. The Developer agrees to construct the development consistent with the Concept Plan and the requirements set forth in this Agreement and the City Code.
2. Single Family Housing. Only single-family detached housing shall be allowed in the Wheadon Acres Lots 14 and 15A Amended Subdivision.
3. Accessory Dwelling Units. Internal Accessory Dwelling Units (IADUs) are permitted under this agreement. Guesthouses as defined in Section 17.08.010 of the City Code will be prohibited on the property and Developer agrees to execute further documents that may be necessary such as plat restrictions or deed restrictions that will be recorded and run with the land to memorialize and enforce this restriction.
4. Public Right of Way. The Developer will give to the City cash in-lieu of constructing the required future road improvements in the amount of \$32,098.00.
5. Fencing. The Developer agrees that there are no animal rights on the subject properties pursuant to City Code § 17.130.040 in exchange for not being required to erect masonry walls along the property lines between Lots 101 and 102 and Lots 103 and 104 of the Wheadon Acres Lots 14 and 15A Amended Subdivision. The developer agrees and acknowledges this

restriction will be noted on the official recorded amended subdivision plat. Should future property owners of the amended subdivision plat want to restore animal rights under the Farm Animal Floating Zone, they will need to apply to the City to amend the subdivision plat and comply with the City Code as it exists at that time. This agreement does not change the incompatible land use fencing requirements between the properties of the Wheadon Acres 14 and 15A Amended Subdivision and properties outside of said amended subdivision.

6.

E. City Obligations.

1. Development Review. The City shall review development of the Property in a timely manner, consistent with the City's routine development review practices and in accordance with all applicable laws and regulations. .

G. Vested Rights and Reserved Legislative Powers.

1. Vested Rights. Consistent with the terms and conditions of this Agreement, City agrees Developer has the vested right to develop and construct the Property in accordance with: (i) the R-1.8 and Flag Lot Overlay (Exhibits C and D) zoning designation; (ii) the City Code in effect as of the Effective Date and; (iii) the terms of this Agreement.

2. Reserved Legislative Powers. Developer acknowledges that the City is restricted in its authority to limit its police power by contract and that the limitations, reservations and exceptions set forth herein are intended to reserve to the City all of its police power that cannot be so limited. Notwithstanding the retained power of the City to enact such legislation under the police powers, such legislation shall only be applied to modify the vested rights of Developer under this Agreement and with respect to use under the zoning designations as referenced in *Section III.A.* above under the terms of this Agreement based upon the policies, facts and circumstances meeting the compelling, countervailing public interest exception to the vested rights doctrine in the State of Utah. Any such proposed change affecting the vested rights of the Property shall be of general application to all development activity in the City and Salt Lake County (the "County"); and, unless in good faith the City declares an emergency, Developer shall be entitled to prior written notice and an opportunity to be heard with respect to the proposed change and its applicability to the Property under the compelling, countervailing public interest exception to the vested rights doctrine. The notice required by this paragraph shall be that public notice published by the City as required by State statute

H. Term. This Agreement shall be effective as of the date of recordation, shall run with the land and shall continue in full force and effect until all obligations hereunder have been fully performed and all rights hereunder fully exercised; provided, however, that unless the parties mutually agree to extend the term, this agreement shall not extend further than a period of 10 years from its date of recordation in the official records of the Salt Lake County Recorder's Office.

I. General Provisions.

1. Notices. All Notices, filings, consents, approvals, and other communication provided for herein or given in connection herewith shall be validly given, filed, made, delivered or served if in writing and delivered personally or sent by registered or certified U.S. Postal Service mail, return receipt requested, postage prepaid to the following addresses or to such other addresses as either party may from time to time designate in writing and deliver in like manner. Any such change of address shall be given at least 10 days before the date on which the change is to become effective:

If to City: ATTN: City Recorder
 City of South Jordan
 1600 West Towne Center Drive
 South Jordan City, Utah 84095
 Attention: City Recorder

If to Developer:

Mulberry Cottage LLC & WHDTMR LLC
 10696 S Bison View Cv
 South Jordan, Utah 84095

2. Mailing Effective. Notices given by mail shall be deemed delivered 72 hours following deposit with the U.S. Postal Service in the manner set forth above.

3. No Waiver. Any party's failure to enforce any provision of this Agreement shall not constitute a waiver of the right to enforce such provision. The provisions may be waived only in writing by the party intended to be benefited by the provisions, and a waiver by a party of a breach hereunder by the other Party shall not be construed as a waiver of any succeeding breach of the same or other provisions.

4. Headings. The descriptive headings of the paragraphs of this Agreement are inserted for convenience only, and shall not control or affect the meaning or construction of any provision this Agreement.

5. Authority. The parties to this Agreement represent to each other that they have full power and authority to enter into this Agreement, and that all necessary actions have been taken to give full force and effect to this Agreement. Developer represents and warrants it is fully formed and validly existing under the laws of the State of Utah, and that it is duly qualified to do business in the State of Utah and is in good standing under applicable state laws. Developer and the City warrant to each other that the individuals executing this Agreement on behalf of their respective parties are authorized and empowered to bind the parties on whose behalf each individual is signing. Developer represents to the City that by entering into this Agreement Developer has bound all persons and entities having a legal or equitable interest to the terms of the Agreement as of the Effective Date.

6. Entire Agreement. This Agreement, together with the Exhibits attached hereto, documents referenced herein and all regulatory approvals given by the City for the Property

contain the entire agreement of the parties with respect to the subject matter hereof and supersede any prior promises, representations, warranties, inducements or understandings between the parties which are not contained in such agreements, regulatory approvals and related conditions.

7. Amendment. This Agreement may be amended in whole or in part with respect to all or any portion of the Property by the mutual written consent of the parties to this Agreement or by their successors-in-interest or assigns. Any such amendment of this Agreement shall be recorded in the official records of the Salt Lake County Recorder's Office.

8. Severability. If any of the provisions of this Agreement are declared void or unenforceable, such provision shall be severed from this Agreement. This Agreement shall otherwise remain in full force and effect provided the fundamental purpose of this Agreement and Developer's ability to complete the development of the Property as set forth in the Concept Plan is not defeated by such severance.

9. Governing Law. The laws of the State of Utah shall govern the interpretation and enforcement of the Agreement. The parties shall agree that the venue for any action commenced in connection with this Agreement shall be proper only in a court of competent jurisdiction located in Salt Lake County, Utah. The Parties hereby expressly waive any right to object to such choice of law or venue.

10. Remedies. If any party to this Agreement breaches any provision of this Agreement, the non-defaulting party shall be entitled to all remedies available at both law and in equity.

11. Attorney's Fee and Costs. If any party brings legal action either because of a breach of the Agreement or to enforce a provision of the Agreement, the prevailing party shall be entitled to reasonable attorney's fees and court costs.

12. Binding Effect. The benefits and burdens of this Agreement shall be binding upon and shall inure to the benefit of the parties hereto and their respective heirs, legal representatives, successors in interest and assigns. This Agreement shall be incorporated by reference in any instrument purporting to convey an interest in the Property.

13. No Third Party Rights. The obligations of the Developer and the City set forth in this Agreement shall not create any rights in or obligations to any other persons or parties except to the extent otherwise provided herein.

14. Assignment. Developer may freely assign this Agreement, in which case the assignor or successor-in-interest shall be fully liable under this Agreement and Developer shall be deemed released of its obligations in connection with this Agreement; provided, however, that Developer shall provide the City with notice of the assignment of this Agreement within a reasonable time after the occurrence of such assignment.

15. No Agency Created. Nothing contained in the Agreement shall create any partnership, joint venture, or agency relationship between the parties.


IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date.

{Signatures follow on next page}

CITY OF SOUTH JORDAN,
a Utah Municipal Corporation

APPROVED AS TO FORM:

By: _____
Dawn R. Ramsey
Mayor



Gregory Simonsen (Nov 25, 2024 13:05 MST)
Attorney for the City

State of Utah)
) :ss
County of Salt Lake)

On this _____ day of _____, 20_____, personally appeared before me Dawn R. Ramsey, whose identity is personally known to me or proved to me on the basis of satisfactory evidence, and who affirmed that she is the Mayor, of the City of South Jordan, a Utah municipal corporation, and said document was signed by her on behalf of said municipal corporation by authority of the South Jordan City Code by a Resolution of the South Jordan City Council, and she acknowledged to me that said municipal corporation executed the same.

Notary Public

MULBERRY COTTAGE LLC
a Utah limited liability company

By: _____

Name: Daniel T. Milar

Title: President

On the _____ day of September, 2024 personally appeared before me Daniel T. Milar who being by me duly sworn, did say that he, the said Daniel T. Milar is the President of MULBERRY COTTAGE LLC, a Utah limited liability company, and that the within and foregoing instrument was signed in behalf of said corporation by authority of a resolution of its board of directors and said Daniel T. Milar duly acknowledged to me that said corporation executed the same.

Notary Public

WHD TMR LLC
a Utah limited liability company

By: _____

Name: Daniel T. Milar

Title: President

State of Utah)

:ss

County of Salt Lake)

On the _____ day of September, 2024 personally appeared before me Daniel T. Milar who being by me duly sworn, did say that he, the said Daniel T. Milar is the President of WHDTMR LLC, a Utah limited liability company, and that the within and foregoing instrument was signed in behalf of said corporation by authority of a resolution of its board of directors and said Daniel T. Milar duly acknowledged to me that said corporation executed the same.

Notary Public

Exhibit A

(Legal Description of the Property)

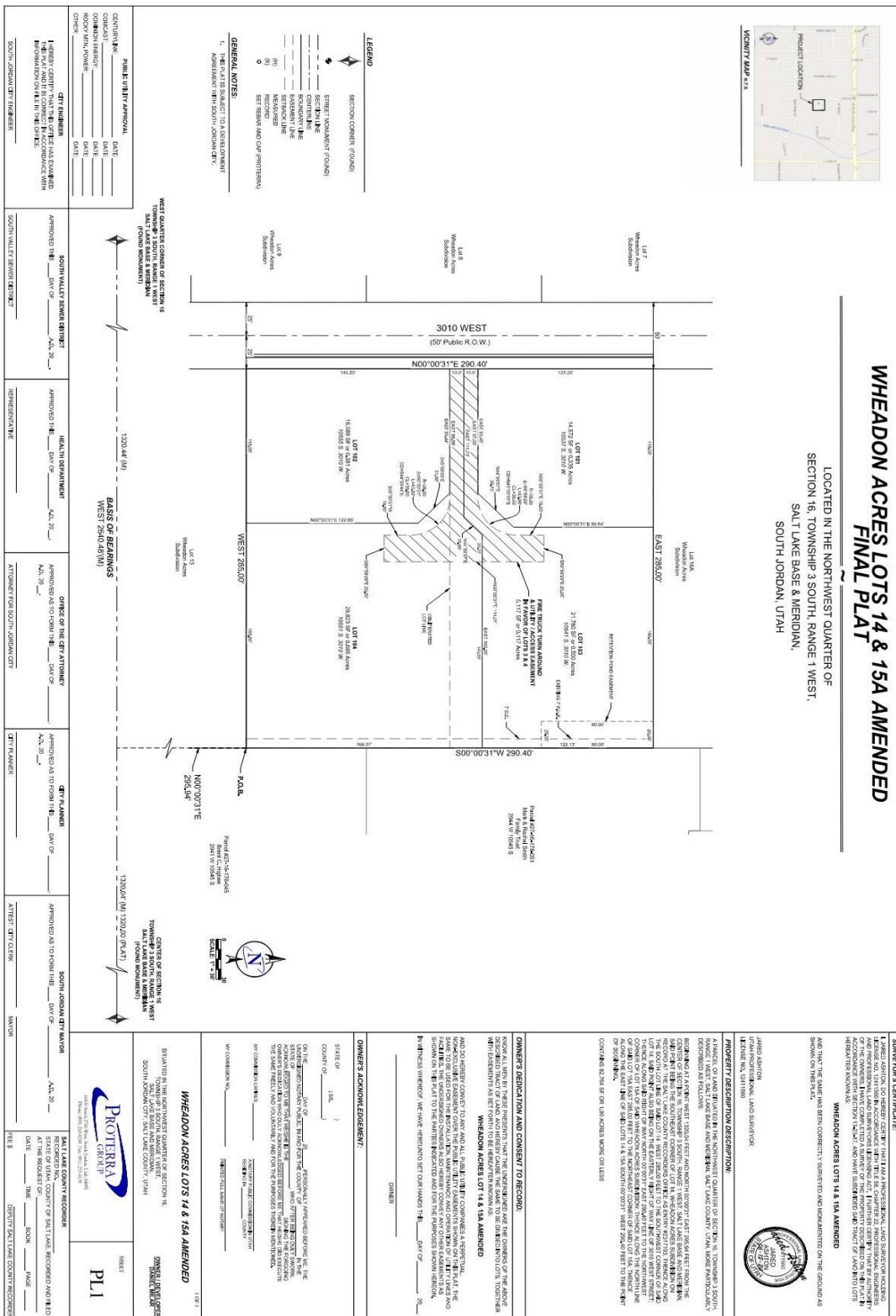
A PARCEL OF LAND SITUATED IN THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, SALT LAKE COUNTY, UTAH, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WEST 1320.04 FEET AND NORTH 00°00'31" EAST 295.95 FEET FROM THE CENTER OF SECTION 16, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, SAID POINT BEING THE SOUTHEAST CORNER OF LOT 14, WHEADON ACRES SUBDIVISION ON RECORD AT THE SALT LAKE COUNTY RECORDERS OFFICE AS ENTRY #2317193; THENCE ALONG THE SOUTH LOT LINE OF SAID LOT 14 WEST 285.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 14, SAID POINT ALSO BEING ON THE EASTERLY RIGHT OF WAY LINE OF 3010 WEST STREET; THENCE ALONG SAID RIGHT OF WAY NORTH 00°00'31" EAST 290.40 FEET TO THE NORTHWEST CORNER OF LOT 15A OF SAID WHEADON ACRES SUBDIVISION; THENCE ALONG THE NORTH LINE OF SAID LOT 15A EAST 285.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 15A; THENCE ALONG THE EAST LINE OF SAID LOTS 14 & 15A SOUTH 00°00'31" WEST 290.40 FEET TO THE POINT OF BEGINNING.

CONTAINS 82,764 SF OR 1.90 ACRES MORE OR LESS

Exhibit B

CONCEPT PLAN



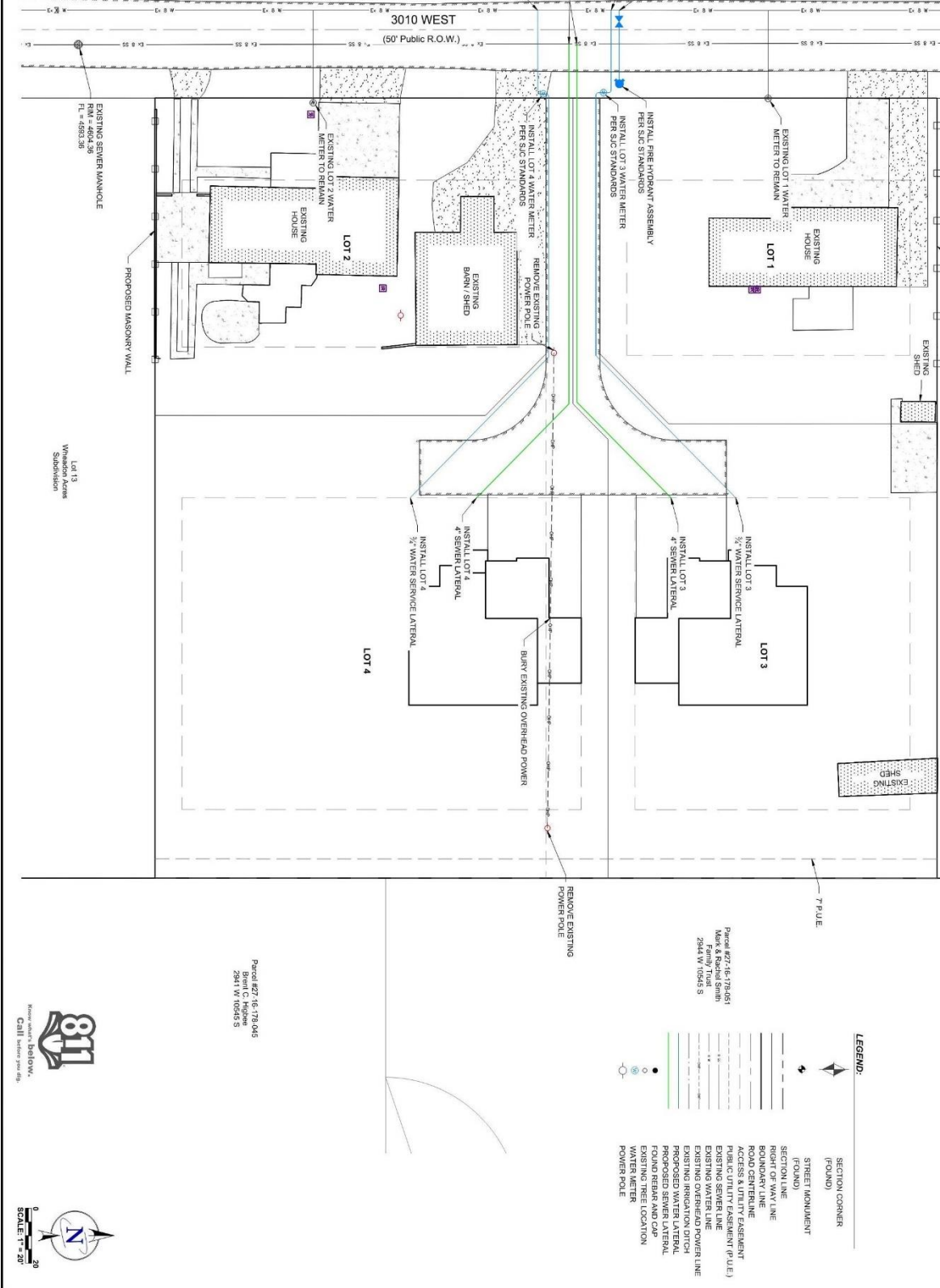


Exhibit C

R - 1.8 ZONE City Code Provisions**CHAPTER 17.40 RESIDENTIAL ZONES****17.40.010: PURPOSE****17.40.020: DEVELOPMENT AND DESIGN STANDARDS****17.40.030: OTHER REQUIREMENTS****17.40.010: PURPOSE**

This chapter is established to provide standards and regulations, consistent with the city's general plan and the purposes and provisions of this title, for single-family residential areas in the city. This chapter shall apply to the following residential zones as established in chapter 17.20, "Zone Establishment", of this title: R-1.8, R-2.5, R-3, R-4, R-5, and R-M zones. Uses may only be conducted in residential zones in accordance with the regulations of this code. Allowed use (permitted and conditional), accessory use, temporary use and other associated use regulations may be found in chapter 17.18, "Uses", of this title.

HISTORY

Repealed & Replaced by Ord. 2016-05 on 5/3/2016

17.40.020: DEVELOPMENT AND DESIGN STANDARDS

1. Development Review: Uses proposed in residential zones may only be established in conformance with development review procedures of the city. Applicants shall follow the procedures and requirements of this code regarding development review in the preparation and review of development proposals in residential zones. All uses shall be conducted according to the approved plan or plat and any conditions of approval. Plans or plats may not be altered without prior approval of the city, except as otherwise allowed under state law.
2. Lot Area: The area of any lot in residential zones shall not be less than the minimum lot area requirement identified in the minimum lot area table below. Every portion of a parcel being subdivided shall be included as a lot or lots in the proposed subdivision plat, right of way or as common, limited common or private ownership.

Zone	Minimum Lot Area (Square Feet)
R-1.8	14,520
R-2.5	12,000
R-3	10,000
R-4	8,000
R-5	6,000
R-M	5,000

3. Lot Density: The maximum gross density (number of lots or primary dwelling units per acre) in any residential development in a residential zone shall not exceed the density

shown in the lot density table below. The primary dwelling density of each area zoned R-M shall be determined, according to the densities established in the lot density table, with approval of a rezoning application per chapter 17.22, "Zoning Amendments", of this title and indicated on the official zoning map with a numerical suffix matching the approved density.

Zone	Maximum Gross Density
R-1.8	1.8
R-2.5	2.5
R-3	3
R-4	4
R-5	5
R-M-5	5
R-M-6	6

4. **Lot Width And Frontage:** Each lot or parcel in a residential zone shall have a minimum lot width not less than the dimension in the minimum width column of the lot width and frontage table below. The minimum lot width shall be measured at the minimum front yard requirement (see subsection F of this section) that shall be determined from a point which corresponds to the midpoint of the front lot line. Each lot or parcel shall abut the right of way line of a public street a minimum distance not less than the dimension in the frontage (standard) column of the lot width and frontage table below, except that lots with side property lines which diverge at an angle of at least twenty degrees (20°) shall abut the right-of-way or landscaped open space a minimum distance not less than the dimension in the frontage (diverged) column.

Zone	Minimum Width	Frontage (Standard)	Frontage (Diverged)
R-1.8	90'	90'	50'
R-2.5	90'	90'	50'
R-3	85'	85'	50'
R-4	80'	80'	50'
R-5	75'	75'	50'
R-M-5	65'	65'	40'
R-M-6	60'	60'	40'

5. Lot Coverage: The area of lot, parcel or private ownership area in a residential zone covered by buildings shall not exceed the percentage identified in the lot coverage table below of the total lot, parcel or private ownership area.

Zone	Maximum Building Coverage
R-1.8	40%
R-2.5	40%
R-3	40%
R-4	40%
R-5	50%
R-M	60%

6. Yard Area: The yard area (setback) requirements below shall apply in all residential zones. Minimum yard areas are measured from the corresponding front, side and rear property lines of lots or from the boundaries of private ownership areas. A land use permit shall be obtained prior to the construction of any accessory building for which a building permit is not required. An application form, lot plan showing streets, existing buildings, dimensions, easements and setbacks of the proposed accessory building and other information as needed shall be submitted for review.

1. Main Buildings: Minimum yard area requirements for main buildings are as follows:

Zone	Front Yard (Interior And Corner Lots)	Garage Opening¹ (Front Or Street Side)	Front Yard (Cul-De-Sac Lots)	Side Yard (Standard)	Side Yard (Corner Lot Street Side)	Rear Yard (Interior Lot)	Rear Yard (Corner Lot)
R-1.8	30'	30'	25'	10'	30'	25'	10'
R-2.5	25'	30'	20'	10'	25'	25'	10'
R-3	25'	30'	20'	10'	25'	25'	10'
R-4	20'	25'	20'	8'	20'	20'	10'
R-5	20'	25'	20'	8'	20'	20'	10'
R-M-5	20'	25'	20'	8'	10'	20'	10'
R-M-6	20'	25'	20'	8'	10'	20'	10'

- 2.

1. Accessory Buildings: Minimum yard area requirements for accessory buildings

are as follows:

1. Location: Accessory buildings may not be located between the front building line of a main building and the right-of-way that determines the front yard area.
2. Side Yard: An accessory building may be located in a side yard, including a street side, if located no closer than the minimum side yard requirement for the main building pursuant to this subsection F, except that accessory buildings less than ten feet (10') in height and not containing habitable space may be located no closer than five feet (5') from the side property line.
3. Rear Yard: An accessory building may be located in a rear yard no closer than three feet (3') from the side or rear property line or boundary and increased by one foot (1') for each foot of building height in excess of sixteen feet (16'), except that the setback shall be increased to no closer than five feet (5') from the side or rear property line or boundary when adjacent to a right-of-way, which shall be increased by one foot (1') for each foot of building height in excess of sixteen feet (16').
2. Buildings Used To Shelter Animals: Buildings used for the housing or shelter of animals shall be located a minimum distance of forty feet (40') from any existing dwelling or neighborhood street right-of-way or, if approved with a conditional use permit, a minimum of twenty feet (20') from any collector street right-of-way line.
3. Projections: The following may be erected on or projected into any required yard space in Residential Zones:
 1. Fences and walls in conformance with this Code.
 2. Agricultural crops and landscape elements, including trees, shrubs and other plants.
 3. Utility or irrigation equipment or facilities.
 4. Decks not more than two feet (2') high.
 5. Cornices, eaves, sills, planter boxes, stairways, landings, porches, decks, awnings or similar architectural features attached to the building and not enclosed by walls, extending not more than two feet (2') into a side yard, or four feet (4') into a front or rear yard.
 6. Chimneys, fireplace keys, box or bay windows or cantilevered walls attached to the building no greater than eight feet (8') wide and extending not more than two feet (2') into a side yard, or four feet (4') into a front or rear yard.

G. Parking And Access: Parking areas and vehicle access in Residential Zones shall meet the requirements of title 16, chapter 16.26, "Parking And Access", of this Code, chapter 17.18, "Uses", of this title, and title 10 of this Code (Traffic Code). A driveway may only directly access a collector or arterial street with approval of the Utah Department of Transportation ("UDOT") for UDOT streets or with approval of the City Engineer for City streets.

1. H. Fencing, Screening And Clear Vision : The fencing, screening and clear vision requirements of this section shall apply in Residential Zones.
 1. Utility Screening: In nonresidential developments, all mechanical equipment,

antennas (where possible), loading areas, and utility areas shall be screened from view at ground level along the property line of the subject property with architectural features or walls consistent with materials used in the associated buildings. Exterior trash receptacles in nonresidential developments shall be enclosed by masonry walls that are at least as tall as the receptacle itself, but not less than six feet (6') tall, and solid steel access doors. The color of trash receptacle enclosures (masonry walls and access doors) shall be consistent with colors used in the associated buildings.

2. Incompatible Land Use Screening: Incompatible land uses, including waterways, trails, parks, open spaces and other uses or zones shall be screened or buffered with fences, walls and/or landscaping as required by the development approval.
3. Rear And Side Yard Fencing: A maximum six foot (6') high fence and/or hedge may be installed and maintained between a dwelling and a rear or side lot line.
4. Front Yard Fencing: A maximum four foot (4') high, nonvisually obscuring decorative wrought iron, simulated wrought iron or nonobscuring vinyl picket fence may be constructed along a side lot line to the right-of-way line or sidewalk of a neighborhood street, except as regulated in Clear Vision Areas, according to Section 16.04.200 (J). A masonry or solid vinyl fence or hedge may also be constructed along lot lines to the right-of-way or sidewalk but may not be greater than three feet (3') high. Brick pillars may not exceed eighteen inches (18") square or be closer than ten feet (10') on center. Posts or pillars may not extend higher than four inches (4") above the fence panel.
5. Clear Vision Area: Landscape materials within a Clear Vision Area shall comply with Section 16.04.200 (J).
6. Collector Street Fencing: Any single-family residential rear or side yard fence erected or maintained roughly parallel to and within twenty feet (20') of a collector or arterial street right-of-way in a Residential Zone shall be constructed according to section 16.04.200 of this Code.

I. Architecture: The following exterior materials and architectural standards are required in Residential Zones:

1. General Architectural Standards:
 - a. All building materials shall be high quality, durable and low maintenance.
 - b. The exteriors of buildings in Residential Zones shall be properly maintained by the owners or owners' association.
 - c. Signs shall meet requirements of title 16, chapter 16.36, "Sign Ordinance", of this Code and shall be constructed of materials that are consistent with the buildings they identify.
 - d. Main buildings shall be no greater than thirty five feet (35') high.
2. Architectural Standards For Main Buildings:
 - a. Residential main buildings shall include a minimum two car garage (minimum twenty-two feet (22') by twenty-two feet (22'), or an approved equivalent area).
 - b. The minimum total floor area, finished and unfinished, of any residential main building shall be one thousand (1,000) square feet not including a garage.

- c. The front of the house shall be accessible by a pedestrian from the adjacent right-of-way.
3. Architectural Standards For Accessory Buildings:
- a. Accessory buildings may not be higher than the main building, except as approved by the Planning Commission as a conditional use permit. In no case shall an accessory building be greater than twenty five feet (25') high.
 - b. The footprint of accessory buildings in the R-2.5, R-3, R-4, R-5 and R-M Zones shall not exceed sixty percent (60%) of the footprint of the main building, including the footprint of an attached garage, except that the Planning Commission may approve a conditional use permit for an accessory building with a footprint that is greater than sixty percent (60%) but in no case shall exceed the footprint of the main building. In the R-1.8 Zone, the footprint of an accessory building, such as a barn or a stable, shall not exceed the footprint of the main building, except with a conditional use permit approved by the Planning Commission.
 - c. Any portion of an accessory building within twenty feet (20') of a property line shall meet the following requirements, except as approved by the Planning Commission as a conditional use permit:
 - 1. Openings (e.g., windows and doors) that are visible from the property line shall not be located in an exterior wall when the floor height exceeds four feet (4') above grade.
 - 2. The average wall height shall not exceed sixteen feet (16') above grade.
 - d. Accessory buildings with a footprint exceeding two hundred (200) square feet shall be constructed with a minimum one to twelve (1:12) roof pitch in the R-1.8 Zone, and a minimum three to twelve (3:12) roof pitch over a majority of the structure in all other Residential Zones.
 - e. Applications for a conditional use permit under subsections I3a, I3b and I3c of this section shall demonstrate that the proposed accessory building is consistent with the character of the surrounding area, which analysis includes, but is not limited to, consideration of nearby structures and uses and applicable declarations of conditions, covenants and restrictions ("CC&Rs"). Written notice shall be provided to all property owners located within the subdivision plat of the subject property and to all property owners otherwise located within three hundred feet (300') of the subject property. Notice shall be provided no less than ten (10) days prior to the scheduled Planning Commission meeting.

J. Landscaping: The following landscaping requirements and standards shall apply in Residential Zones. Landscaping in Residential Zones is also subject to the requirements of Title 16, Chapter 16.30, "Water Efficiency Standards," of this Code.

- 1. The front and street side yards of single-family lots shall be fully improved and properly maintained with not less than fifty percent (50%) of the yard area landscaped and not less than fifty percent (50%) of the required landscaped area

covered in acceptable live plant material unless otherwise approved with a conditional use permit.

2. All collector street and other public and private park strips in Residential Zones shall be improved and maintained by the adjoining property owners according to specifications adopted by the City unless otherwise allowed with development approval.
3. Where an adjacent park strip in a residential right-of-way is a minimum of five feet (5') wide, park strip improvements shall include one shade tree that is a minimum two inch (2") caliper, for every fifty feet (50') of frontage and spaced evenly throughout the landscaped portion of the park strip, except that park strip trees shall not be planted within thirty feet (30') of a stop sign. Park strip trees shall be consistent with the "Streetscape Tree Species for South Jordan City" list.
4. In developments that have a principal use other than single-family, detached, the following landscaping requirements shall apply:
 1. All areas of developments not approved for parking, buildings, recreation facilities, access, other hard surfaces, or otherwise exempted with development approval shall be landscaped and properly maintained with grass, deciduous and evergreen trees and other plant material approved in conjunction with a site plan or plat for the development.
 2. A minimum of one tree per one thousand (1,000) square feet, or part thereof, of landscaped areas, excluding landscaped sports or play areas, is required. At least thirty percent (30%) of all required trees shall be a minimum seven foot (7') evergreen. Deciduous trees shall be a minimum two inch (2") caliper. Deciduous and evergreen trees need not be equally spaced, except as required in parking areas and in park strips but shall be distributed throughout the required yard areas on the site.
 3. Curbed planters with two inch (2") or larger caliper shade trees and other approved plant/landscape materials shall be installed at the ends of each parking row. Planters shall be at least five feet (5') wide.
 4. Minimum five foot (5') wide landscaped planters shall be installed along the street side of building foundations, except at building entrances.
 5. All landscaped areas shall be curbed.
5. Developments that are contiguous to canals, streams or drainage areas shall make reasonable efforts to include banks and rights-of-way in the landscaping of the project and the urban trails system. Any area so included and perpetually preserved as open space may be counted toward required open space for the development. If approved by the City Engineer, waterways which traverse developments may be left open if properly landscaped and maintained by the adjacent owners. Waterways may not be altered without approval of any entity or agency having jurisdiction over said waterways.

6. All required landscaping in yard areas and open spaces shall be installed prior to occupancy unless deferred pursuant to section 16.04.300, "Deferred Improvements", of this Code.
 7. Property owners shall properly irrigate and maintain all landscaped areas, including those in adjacent public rights-of-way that are not maintained by the City.
 8. Required trees may not be topped and required landscape material may not be removed in Residential Zones without City approval.
 9. Dead plant material shall be replaced in accordance with the requirements of this chapter and the conditions of site plan or plat approval.
1. Lighting:
 1. A lighting plan shall be submitted with all new nonresidential developments in Residential Zones.
 2. Lighting shall be shielded to prevent glare on adjacent agricultural and residential properties.
 3. Lighting fixtures in all developments that have a principal use that is not agricultural or residential shall be architectural grade and consistent with the architectural theme of the development.
 4. Lighting fixtures on public property shall be approved by the City Engineer.
 2. Streets: Streets in Residential Zones shall meet the requirements of section 16.04.180, "Streets", of this Code, except that private streets and gated communities are prohibited in Residential Zones unless otherwise provided for in this chapter.

17.40.030: OTHER REQUIREMENTS

1. Grading: All developments shall be graded as required by the City Engineer to provide adequate drainage. Buildings shall be equipped with facilities that discharge all roof drainage onto the subject lot or parcel.
2. Maintenance: All private areas of lots or parcels shall be properly maintained by the owners.
3. Phasing Plan: A project phasing plan shall be submitted for review at the time of plat or site plan approval. Development shall be in accordance with the phasing plan unless a revised phasing plan is approved by the City.
4. Common Areas: All common area improvements in developments, including, but not limited to, buildings, open space, recreational facilities, roads, fences, utilities, landscaping, walkways, streetlights and signs not specifically dedicated to the City or accepted for ownership or maintenance by the City shall be perpetually owned and maintained by the property owners of the development or their agents through a special

taxing district or owners' association with power to assess and collect fees for maintenance or other assessment and maintenance mechanisms acceptable to the City.

5. **Prior Created Lots:** Lots or parcels of land that legally existed or were created by a preliminary or final plat approval prior to the establishment of a Residential Zone shall not be denied a building permit solely for reason of nonconformance with the requirements of this chapter.
6. **Approval:** Before building permits are issued, all projects shall have been approved according to the provisions and requirements of this Code and the applicable plat recorded with the Salt Lake County Recorder's Office.
7. **Open Space:** Any open space provided within a subdivision to be jointly owned, maintained and preserved by a homeowners' association and/or special assessment area acceptable to the City shall be labeled and recorded as common area or as a perpetual open space easement. Private yard areas may not be counted as required open space. The City may determine the location of open space in a subdivision by considering topography, drainage or other land features. The City may require a cash bond or a letter of credit to guarantee installation of improvements.
8. **Developer Requirements:** Developers of projects that will include common area, private streets, shared private improvements, or shall otherwise include restrictive covenants shall submit a proposed declaration of conditions, covenants and restrictions ("CC&Rs") to the City for staff review. The CC&Rs shall be recorded concurrently with the final plat and, except where the City has agreed to and executed documents to guarantee the establishment of a special assessment area, shall include the following:
 1. An opinion of legal counsel licensed to practice law in the State that the project meets requirements of State law.
 2. Provisions for a homeowners' association, maintenance of all buildings, streets, sidewalks, other improvements and common areas, adherence to City conditions and standards applicable to the development at the time of approval, snow removal, and other items recommended by City staff and approved by the Planning Commission.
 3. Language consistent with section 17.04.300 of this title.

Exhibit D

Flag Lot Overlay ZONE City Code Provisions

17.130.060.010: PURPOSE

The purpose of the Flag Lot Overlay Zone (FL) is to allow for the creation of a flag lot in an existing subdivision that does not meet the minimum area requirement in subsection 16.04.160D of Title 16. The FL may be applied to an existing lot under unique circumstances as determined by the City Council and its consideration of following provisions.

HISTORY

Adopted by Ord. 2020-03 on 9/15/2020

17.130.060.020: ESTABLISHMENT

1. Procedure:
 1. Concept: Applicants are encouraged to submit a concept plan and work with staff prior to application to understand the surrounding area, the goals and policies of the City's General Plan, and to ensure the minimum requirements of the FL can be met.
 2. Rezone: An FL shall only be established upon approval by the City Council as a rezone according to the provisions of Chapter 17.22, "Zoning Amendments", of this Title and as may be required elsewhere in this Title. City Council rezone approval of the FL shall be by development agreement.
 3. Concurrent Preliminary Subdivision (Optional): At the applicant's option and with the approval of the Planning Director, the applicant may submit a preliminary subdivision application to be processed concurrently with an FL rezone. In the case of concurrent applications, Planning Commission approval of a concurrent preliminary subdivision shall be contingent on the City Council's approval of the FL rezone.
2. Application Requirements:
 1. The subject lot shall have a minimum lot width not less than one hundred twenty-five feet (125') as measured along the property line adjacent to the public right-of-way.
 2. The applicant shall provide a letter that justifies the establishment of the FL and addresses any efforts to limit the impact of development on neighboring properties.
 3. The applicant shall provide a concept plan that shall include a preliminary subdivision layout showing the location, footprint and building elevations of the proposed house.
 4. Notices of the public hearing shall be sent in accordance with the requirements in Subsection 16.04.060 of Title 16 and the Utah Code Annotated, except that:
 1. The area requirement for notices shall include all property owners within the subdivision and adjacent to the subject property.
3. Effect Of Approval:
 1. All of the provisions of this Code, including those of the base zone, shall be in full force and effect (with the exception of the flag lot requirement contained in subsection 16.04.160D1a in Title 16), unless such provisions are expressly waived or modified by the approved development agreement.

2. An approved FL shall be shown on the zoning map by a "-FL" designation after the designation of the base zone district.
3. The city shall not issue permits for development within an approved FL unless the development complies with the approved development agreement.

HISTORY

Adopted by Ord. 2020-03 on 9/15/2020

17.130.060.030: AMENDMENTS

Any application to amend an approved FL shall be processed as a zone text amendment. Any amendment to an approved FL requires that the corresponding development agreement also be amended.

ORDINANCE NO. 2024-08-Z

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, REZONING PROPERTY LOCATED AT 10537 S 3010 W AND 10555 S 3010 W FROM R-1.8 (SINGLE FAMILY RESIDENTIAL) ZONE TO R-1.8 WITH THE FLAG LOT (FL) OVERLAY ZONE. GORDON MILAR CONSTRUCTION, LLC (APPLICANT).

WHEREAS, the City Council of the City of South Jordan (“City Council”) has adopted the Zoning Ordinance of the City of South Jordan (Title 17 of the City Code) with the accompanying Zoning Map; and

WHEREAS, the Applicant, Gordon Milar Construction, LLC, proposed that the City Council amend the Zoning Map by rezoning the property described in the attached **Exhibit A**; and

WHEREAS, the South Jordan Planning Commission reviewed the proposed rezoning and made a recommendation to the City Council; and

WHEREAS, the City Council held a public hearing concerning the proposed rezoning; and

WHEREAS, the City Council finds that the rezoning will enhance the public health, safety and welfare and promote the goals of the General Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH:

SECTION 1. Rezone. The properties described in Application PLZBA202400056 filed by Gordon Milar Construction, LLC, located at 10537 S 3010 W and 10555 S 3010 W, are hereby reclassified from the R-1.8 (Single Family Residential) Zone to R-1.8 with the Flag Lot (FL) Overlay Zone, on property described/shown in the attached **Exhibit A**.

SECTION 2. Filing of Zoning Map. The Official Zoning Map showing such changes shall be filed with the South Jordan City Recorder.

SECTION 3. Severability. If any section, part or provision of this Ordinance is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Ordinance and all sections, parts, provisions and words of this Ordinance shall be severable.

SECTION 4. Effective Date. This Ordinance shall become effective immediately upon publication or posting as required by law.

[SIGNATURE PAGE FOLLOWS]

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, ON THIS _____ DAY OF _____, 2024 BY THE FOLLOWING VOTE:

	YES	NO	ABSTAIN	ABSENT
Patrick Harris	_____	_____	_____	_____
Kathie Johnson	_____	_____	_____	_____
Donald Shelton	_____	_____	_____	_____
Tamara Zander	_____	_____	_____	_____
Jason McGuire	_____	_____	_____	_____

Mayor: _____
Dawn R. Ramsey

Attest: _____
City Recorder

Approved as to form:



Gregory Simonsen (Nov 25, 2024 13:05 MST)

EXHIBIT A

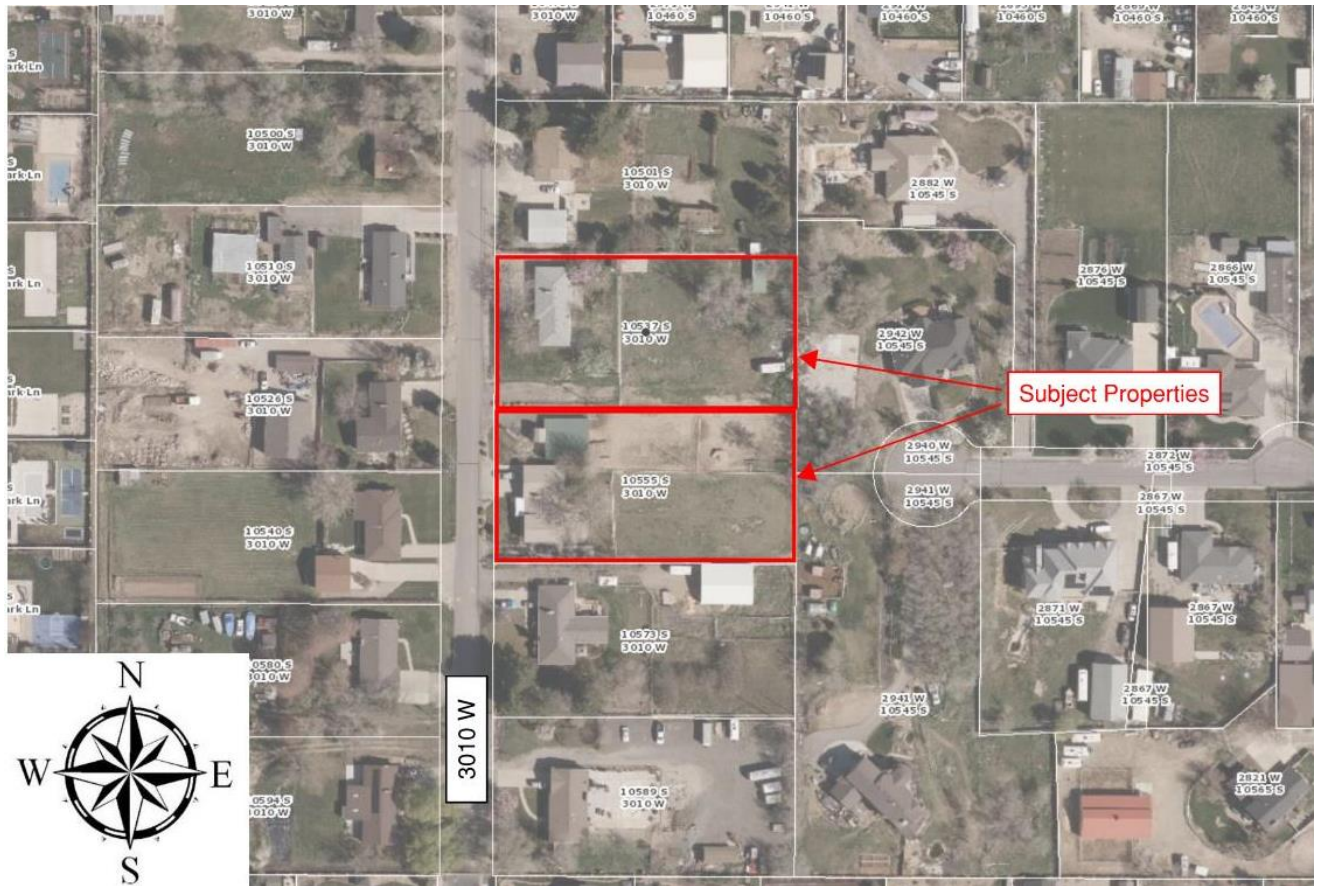
(Property Description)

R-1.8 Zone to R-1.8 with the FL Overlay Zone**PARCEL NUMBERS:** 27-16-178-011 and 27-16-178-012

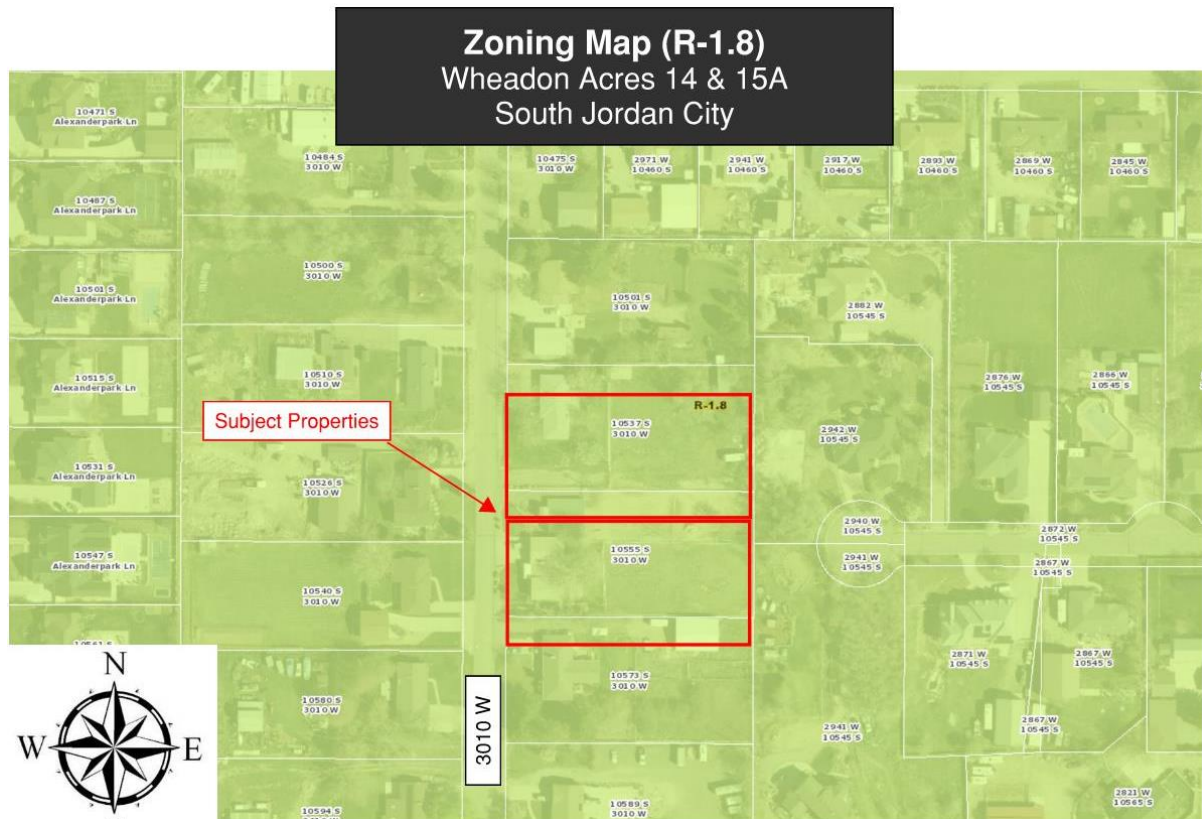
A PARCEL OF LAND SITUATED IN THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, SALT LAKE COUNTY, UTAH, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WEST 1320.04 FEET AND NORTH 00°00'31" EAST 295.95 FEET FROM THE CENTER OF SECTION 16, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, SAID POINT BEING THE SOUTHEAST CORNER OF LOT 14, WHEADON ACRES SUBDIVISION ON RECORD AT THE SALT LAKE COUNTY RECORDERS OFFICE AS ENTRY #2317193; THENCE ALONG THE SOUTH LOT LINE OF SAID LOT 14 WEST 285.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 14, SAID POINT ALSO BEING ON THE EASTERLY RIGHT OF WAY LINE OF 3010 WEST STREET; THENCE ALONG SAID RIGHT OF WAY NORTH 00°00'31" EAST 290.40 FEET TO THE NORTHWEST CORNER OF LOT 15A OF SAID WHEADON ACRES SUBDIVISION; THENCE ALONG THE NORTH LINE OF SAID LOT 15A EAST 285.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 15A; THENCE ALONG THE EAST LINE OF SAID LOTS 14 & 15A SOUTH 00°00'31" WEST 290.40 FEET TO THE POINT OF BEGINNING.

CONTAINS 82,764 SF OR 1.90 ACRES MORE OR LESS



(Zoning Map)



Dawn R. Ramsey, *Mayor*
Patrick Harris, *Council Member*
Kathie L. Johnson, *Council Member*
Donald J. Shelton, *Council Member*
Tamara Zander, *Council Member*
Jason T. McGuire, *Council Member*



PH: 801.446-HELP @SouthJordanUT

November 25, 2024

TO: Mayor, City Council and City Manager
FROM: Steven Schaefermeyer, Director of Planning
SUBJECT: **South Jordan TRAX Station Area Plan**
(Stations: Daybreak Parkway, South Jordan Parkway, 5600 W Old Bingham Hwy, and future South Jordan Central)

State law requires the City of South Jordan to adopt a Station Area Plan (SAP) for any area in the City that is within one-half mile of a FrontRunner, TRAX or bus rapid transit station before December 2025. A station does not have to be located in the City's boundaries for the SAP requirements to apply. As long as an area of the City is within ½ mile of a station, the City must comply with the SAP requirement by adopting a SAP.

Daybreak is a model for transit-oriented development that allows for and encourages a variety of housing, is the result of responsible environmental cleanup and stewardship, enhances access to opportunities, and increases transportation choices and connections. In fact, the TRAX Redline exists because South Jordan's leaders approved the Daybreak development based on a vision of responsible development that has become a model in the state and beyond. The City is excited to share all that has been accomplished and will continue to accomplish with people throughout the state, and even visitors from outside the state.

The City received a grant from Wasatch Front Regional Council (WFRC) to work with a consultant team to comply with the requirements of state law by developing a SAP that covers four TRAX stations in or near the Daybreak community: Daybreak Parkway, South Jordan Central (FUTURE STATION opening spring 2025), South Jordan Parkway, and West Jordan's 5600 W Old Bingham Hwy station. Except for the 5600 W Old Bingham Hwy station, development is in full swing in these overlapping station areas. The extensive development, past planning efforts, existing entitlements and agreements, and existing vision for the Downtown Daybreak area are summarized and explained in the attached TRAX SAP.

By adopting the proposed resolution and SAP (attached to this memo), the City will be complying with state law and preparing the way for the future TRAX station to open in Spring 2025. Staff recommends the City Council approve the TRAX SAP by voting to approve Resolution 2024-43.

PROPOSED MOTION: I move that the City Council approve Resolution 2024-43.

RESOLUTION R2024 - 43**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH,
ADOPTING THE SOUTH JORDAN TRAX STATION AREA PLAN.**

WHEREAS, Section 10-9a-403.1 of the Utah Code requires each city with a fixed guideway transit station to adopt a “Station Area Plan”; and

WHEREAS, the City of South Jordan staff and Wasatch Front Regional Council (“WFRC”) staff recommend that the City of South Jordan City Council (the “City Council”) adopt the attached South Jordan TRAX Station Area Plan (the “TRAX SAP”); and

WHEREAS, the City Council determines that it is in the best interest of South Jordan City to adopt the TRAX SAP; and

WHEREAS, adoption of the TRAX SAP allows the City to forward the plan to the metropolitan planning organization (WFRC) and the public transit district (the Utah Transit Authority) for certification and demonstration of compliance with Utah Code § 10-9a-403.1.

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

SECTION 1. Adoption. The City Council hereby approves the TRAX SAP, attached as Exhibit A, as required by Utah Code § 10-9a-403.1.

SECTION 2. Severability. If any section, part or provision of this Resolution is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Resolution and all sections, parts, provisions and words of this Resolution shall be severable.

SECTION 3. Effective Date. This Resolution shall become effective immediately upon passage.

[SIGNATURE PAGE FOLLOWS]

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, ON THIS _____ DAY OF _____, 2024 BY THE FOLLOWING VOTE:

	YES	NO	ABSTAIN	ABSENT
Patrick Harris	_____	_____	_____	_____
Kathie L. Johnson	_____	_____	_____	_____
Donald Shelton	_____	_____	_____	_____
Tamara Zander	_____	_____	_____	_____
Jason McGuire	_____	_____	_____	_____

Mayor: _____
Dawn R. Ramsey

Attest: _____
City Recorder

Approved as to form:



Gregory Simonsen (Nov 25, 2024 18:00 MST)
Office of the City Attorney

EXHIBIT A



SOUTH JORDAN TRAX STATION AREA PLAN

November 2024



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EXECUTIVE SUMMARY

South Jordan's Daybreak community has been in development for more than 20 years beginning with the 2003 signing of the Daybreak Master Development Agreement ("Daybreak MDA"). The first TRAX station in this area, Daybreak Parkway Station, opened for service on August 7, 2011.

Significant growth has already occurred within the station area and continues at a rapid pace. Ultimately, it will be home to 27,000 South Jordan residents, 9,000 of whom already live here. Larry H. Miller Real Estate ("LHM") is constructing the new Bees ballpark and associated entertainment district. The new South Jordan Central Station will open in time for the first pitch in April 2025. Additionally, Salt Lake County is building an arts center and recently opened the Daybreak Library. The station area has excellent 15 minute TRAX light rail service and excellent freeway access and future vehicle capacity with the adjacent Mountain View Corridor ("MVC").

The Special Tax Assessment Area No. 1 policy, established in 2016, supports the construction of additional public infrastructure. In 2023, a Housing and Transit Reinvestment Zone ("HTRZ") was created to address income-targeted housing costs, structured parking, and other public development needs.

As a result of the 2022 Utah State Legislative session, House Bill 462 ("HB462") was passed and signed into law. It requires cities with a fixed-guideway public transit station to develop a Station Area Plan ("SAP") for that station.

This SAP covers the 1/2 mile radius surrounding the four TRAX stations:

- ◆ 5600 West Old Bingham Highway (located in West Jordan city boundaries)
- ◆ South Jordan Parkway
- ◆ South Jordan Central (under construction)
- ◆ Daybreak Parkway

The station area has been the subject of many visioning exercises, economic analysis, market studies, planning and engineering studies, and code updates. The visioning and collaboration that went into those plans and previous efforts meets or exceeds the principles of HB462, making this station area a regional example of transit-oriented development.

This SAP meets the requirements described in HB462 by promoting the following objectives:

- ◆ **Increasing the availability and affordability of housing**, including moderate income housing by proposing to:
 - Work with Utah Legislature to amend the HTRZ code to address the housing shortage
 - Update the general plan to match future land use
 - Promote development of affordable housing, retail and employment in the station areas
- ◆ **Promotes sustainable environmental conditions** by proposing to:
 - Collaborate on shared parking with stakeholders to reduce surface parking
 - Improve air quality by reducing fuel consumption and vehicle trips with a live, work, play design with affordable housing, retail and employment in the station areas
 - Avoid high power transmission line corridor near MVC

- ◆ **Enhances access to opportunities** by proposing to:
 - Continue to build and maintain attractive public amenities and open spaces
 - Facilitate sustainable economic growth and development
 - Encourage public use, marketing, and engagement of facilities
 - Add wayfinding to and from TRAX stations and destinations
 - Support regional office, retail, and entertainment development
- ◆ **Increases transportation choices** and connections by proposing to:
 - Increase transit service
 - Add additional bike lanes, signage, and trail connections
 - Continue high quality urban design standards in the station area
 - Monitor safety and crash data at busy intersections and consider additional protection
 - Encourage the University of Utah and “Last Holdout” properties to match active transportation facilities planned in Downtown Daybreak

This SAP area is projected to recapture significant existing sales tax leakage, supporting an additional 5 million square feet of growth, including 1.9 million square feet of retail and 6.7 million square feet of office space.

In summary, the transportation facilities and land uses outlined in the Daybreak MDA and this SAP will establish a vibrant downtown area that offers easy access to jobs, affordable housing, entertainment, and sporting events.

I. INTRODUCTION

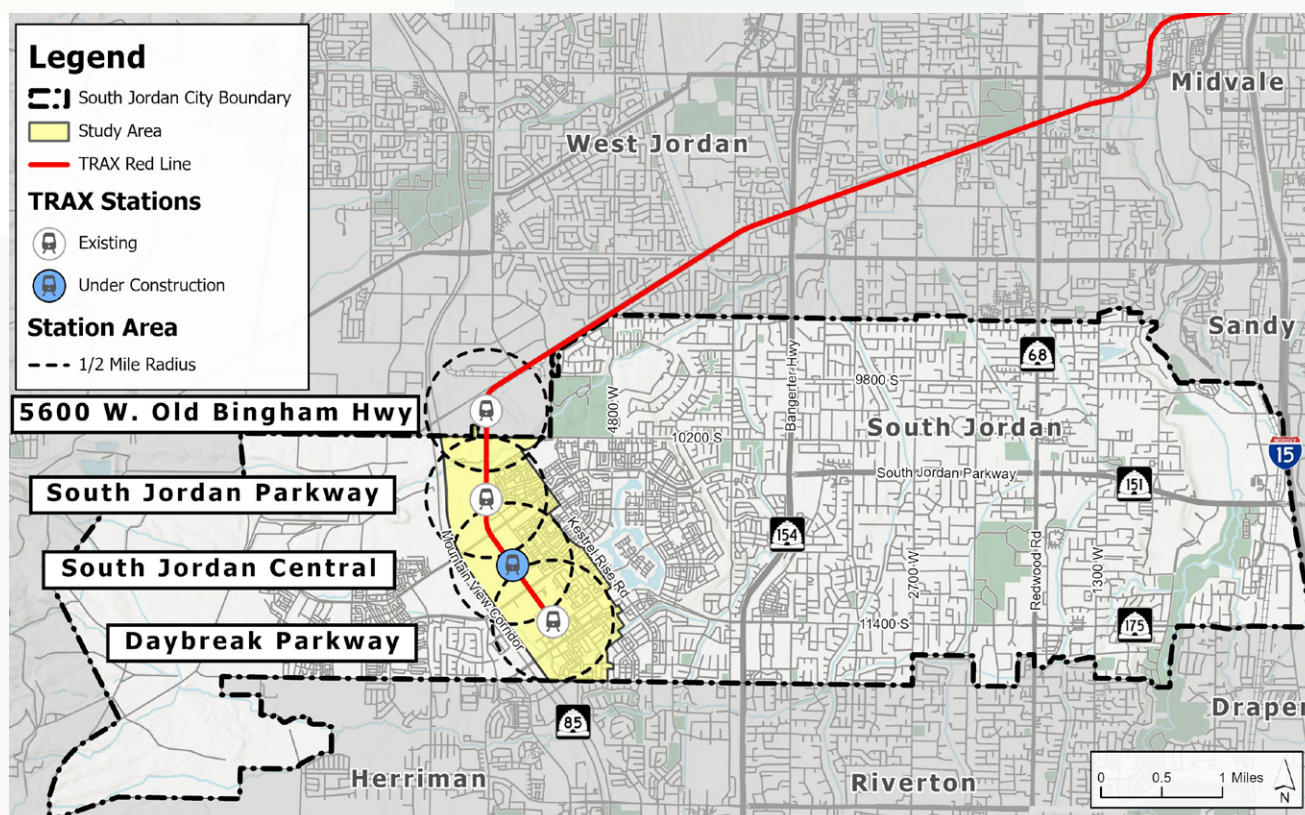
A Station Area Plan ("SAP") is intended to promote the State of Utah's investment in transit with goals and objectives to increase housing availability, improve access to job opportunities, protect the natural environment, and increase transportation options.

As a result of the 2022 Utah State Legislative session, HB462 (titled [Housing Affordability Amendments](#), a summary of which is located [here at Wasatch Front Regional Council \(WFRC\)](#) passed and was signed into law. It requires a city that has a fixed-guideway public transit station (rail or Bus Rapid Transit) to develop an SAP for that station and update its general plan and zoning to implement the SAP if needed. Much of the station area planning work had already been done in this Daybreak area through the innovative Kennecott / South Jordan Master Development Agreement (2003), and through Larry H. Miller Real Estate building the new Salt Lake Bees ballpark, mixed-use district, and surrounding Downtown Daybreak development. The visioning and collaboration that went into those plans and previous efforts meets the principles of HB462 and have made this area an incredible example of transit oriented development in the region. HB462 requires that SAPs promote the following principles:

- ◆ Increase the **availability and affordability of housing**, including moderate income housing
- ◆ Promote **sustainable environmental conditions**
- ◆ Enhance **access to opportunities**
- ◆ Increase **transportation choices and connections**

The City of South Jordan ("City") applied for assistance from WFRC in 2024 and a consultant was hired to facilitate the planning process for the TRAX Red Line station areas located in the City. **This SAP covers the 1/2 mile radius surrounding the 5600 West Old Bingham Highway (located in West Jordan City boundaries), South Jordan Parkway, South Jordan Central (under construction), and the Daybreak Parkway stations.** A separate SAP document covers the South Jordan FrontRunner Station. WFRC and the City worked together to establish the formal study area boundary, which is shown below in Figure 1.

FIGURE 1: Vicinity Map



II. EXISTING CONDITIONS

The existing conditions section documents demographics, existing plans, and existing land use. A multimodal transportation assessment is conducted where existing conditions are documented for the transit, active transportation, and vehicle networks. A review of recent crash data in and around the study area is conducted to ascertain where concerning trends may be and to develop recommendations to improve the safety of the road network.

A. Previous Plans and Studies

KEY TAKEAWAY

- ◆ More than 20 previous plans and studies have been completed.

A review of previous and ongoing planning efforts focused on the TRAX SAP area provides a baseline understanding of needs and possible solutions for the study area. All relevant studies and plans are summarized in Table 1 below with a hyperlink to the document. A brief description for each plan or study is provided in the Appendix.

TABLE 1: PREVIOUS PLANS AND STUDIES	
STUDY NAME	DATE COMPLETED
WFRC SAP Guidance	2022
Wasatch Choice Vision	Ongoing
WFRC Access to Opportunities	2023
WFRC Regional Transportation Plan (RTP)	2023
UTA 2025-2029 Five-Year Service Plan	2024
UTA Moves 2050 Long-Range Transit Plan	2023
Herriman Transit Corridor and Land Use Study	2023
Wasatch Front Regional Council Transportation Improvement Program	2024
Utah's Unified Transportation Plan	2023
Southwest Salt Lake County Transportation Analysis and Solutions Development	2021
WFRC 2023 The Point-Area West Transit Fresh Look Study (link unavailable)	Ongoing
South Jordan City General Plan	2020
Daybreak Plan History and Documentation	2003 - Ongoing
CDBG Consolidation Plan & Action Plan	2020
South Jordan Economic Strategic Plan	2011
Parks & Open Space Master Plan	2017
Storm Drain Master Plan	2021
Streetscape Master Plan	2023
South Jordan Transportation Master Plan	2024
Active Transportation Plan	2020
Water Shortage Management Plan	2021
SLCo West General Plan	2021
Housing Needs Study	2014
Moderate-Income Housing Plan	2019

B. Demographic and Socioeconomic Data

KEY TAKEAWAYS

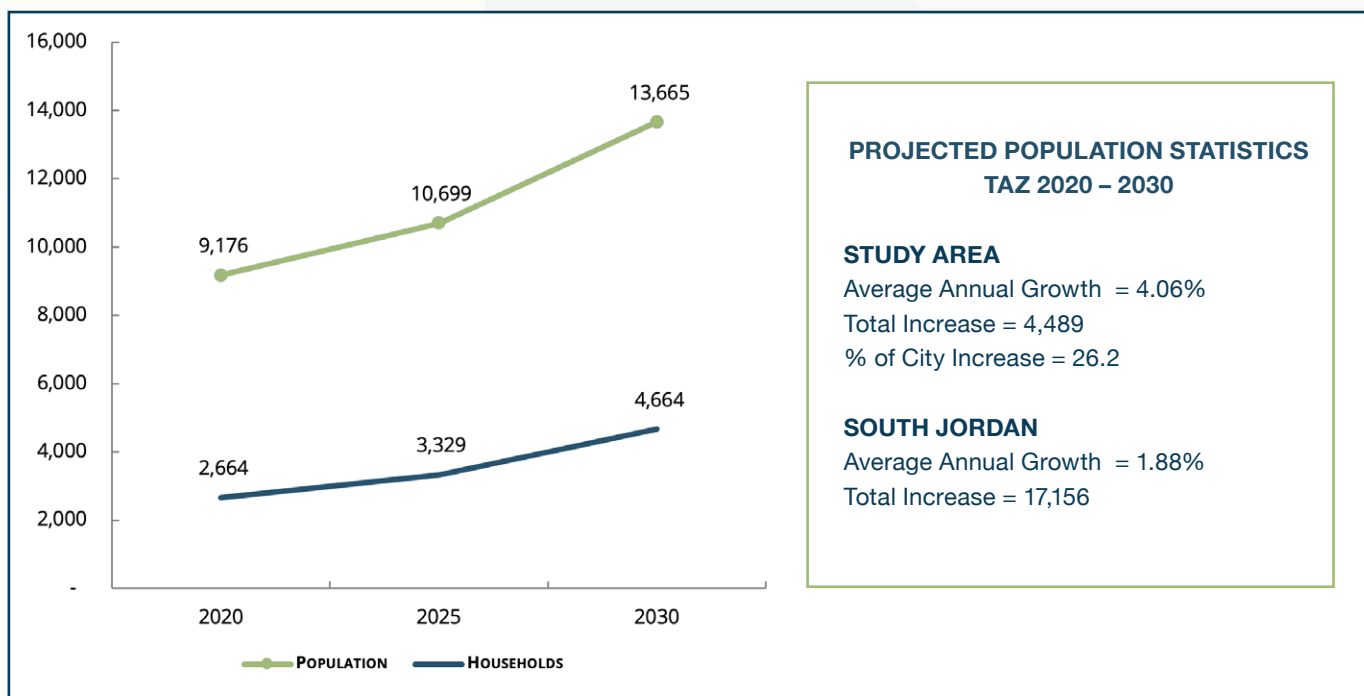
- ◆ 9,000 people are living in the study area in 2024
- ◆ Younger population than average at 31 years, city average is 34
- ◆ Sales tax leakage in all categories
- ◆ Special Service Area (SSA) Tax Assessment issued in 2016
- ◆ Housing and Transit Reinvestment Zone (HTRZ) 2023

As a backbone to the Market Analysis in Section 3 of this report, the existing and previously projected future demographics for the study area are documented below.

Population

Transportation Analysis Zone (TAZ) data from WFRC provide recent, current, and projected population estimates for the study area and the City and are shown below in Figure 2. These estimates show growth for both geographies through 2030, but population growth percentage for the study area is estimated at over double that of the City. Additionally, household growth percentage is estimated to outpace population growth percentage across both geographies, potentially indicating a demographic shift toward smaller households.

FIGURE 2: TAZ Population and Household Projections

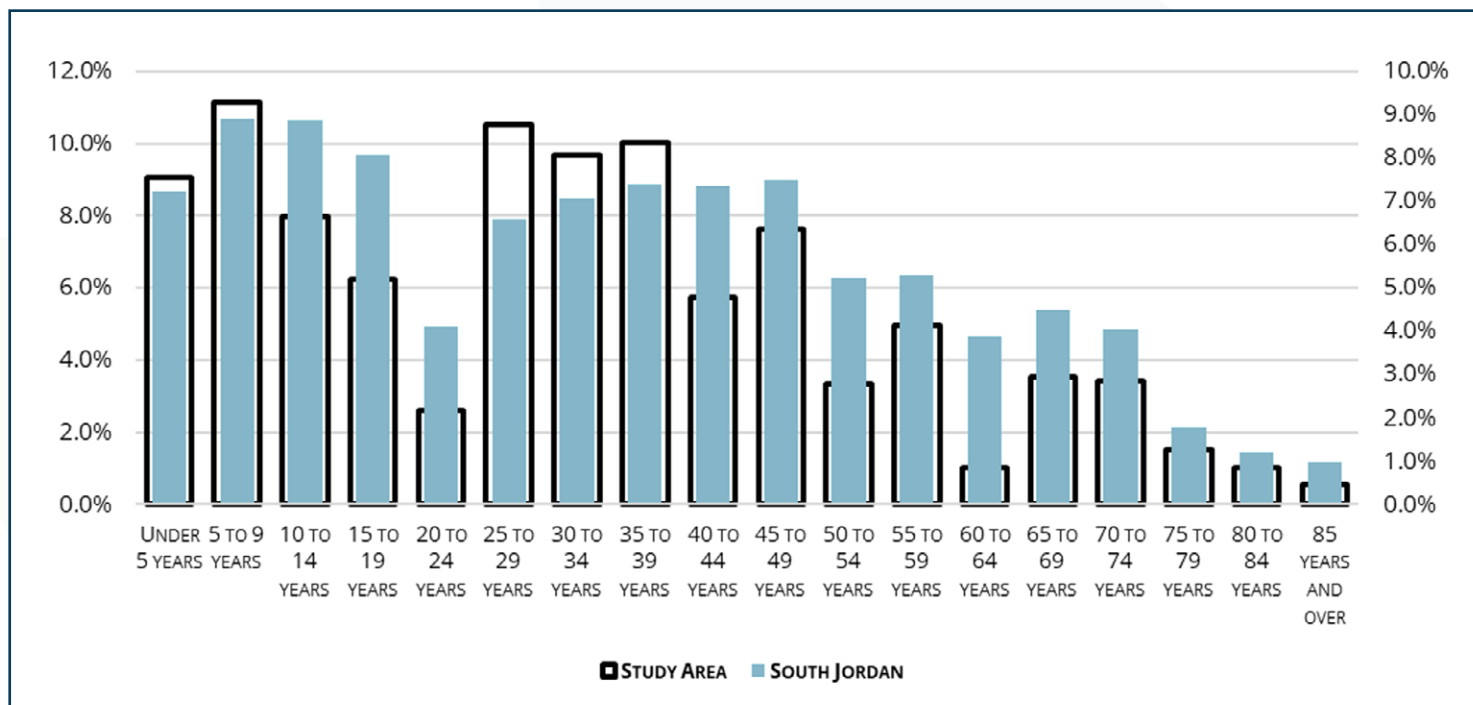


Source: WFRC, Traffic Analysis Zone Projects

Age

Utilizing 2022 5-Year American Community Survey (ACS) estimates, Figure 3 displays the distribution of population by age category for the study area and the City. Where the City is comparatively balanced among categories, with no one category comprising greater than nine percent of the total population, the study area has more specific concentrations within particular categories. Notably, the study area has greater proportions of persons aged 0 to 9 but lower proportions of persons aged 10 to 24, indicating a continuance of the existing trend of a younger population in the study area. The median age for the study area is estimated at 31.5, while the estimate for the City is 34.4.

FIGURE 3: Age Distribution



Source: US Census Bureau, American Community Survey 5-Year Estimates (S0101)

Households

Table 2 displays the distribution of housing unit vacancy between the study area and City. The study area's vacancy rate is slightly higher, five (5) percent, than the City's at 2.8 percent.

TABLE 2: SUMMARY OF HOUSING UNITS				
	STUDY AREA		SOUTH JORDAN	
	Count	Percent	Count	Percent
Occupied Housing Units	2,542	95.0%	24,429	97.2%
Vacant Housing Units	135	5.0%	711	2.8%
Total	2,677		25,140	

Source: US Census Bureau, American Community Survey 5-Year Estimates (DP04)

Table 3 displays the distribution of housing structure occupancy by unit count. The study area contains greater proportions of persons living in single-family units and two-to-nine-unit residences than the City, but it has a slightly smaller proportion of persons living in structures with 10 or more units. There are no mobile home or other structure types represented in the study area.

TABLE 3: SUMMARY OF HOUSING STOCK				
	STUDY AREA		SOUTH JORDAN	
	Count	Percent	Count	Percent
Single Family	2,252	88.6%	21,218	86.9%
2 to 4 Units	39	1.5%	221	0.9%
5 to 9 Units	54	2.1%	338	1.4%
10 or more Units	197	7.8%	2,573	10.5%
Mobile Home & Other	-	0.0%	79	0.3%
Total Units	2,542		24,429	

Source: US Census Bureau, American Community Survey 5-Year Estimates (B25032)

Income and Housing Costs

Below, Table 4 compares housing affordability for both renters and homeowners between the study area and City. In the study area, both renters and homeowners are generally slightly less burdened by housing costs. This difference in housing cost burden is mostly due to the study area having slightly lower housing costs than the City as a whole, as average income levels are very similar.

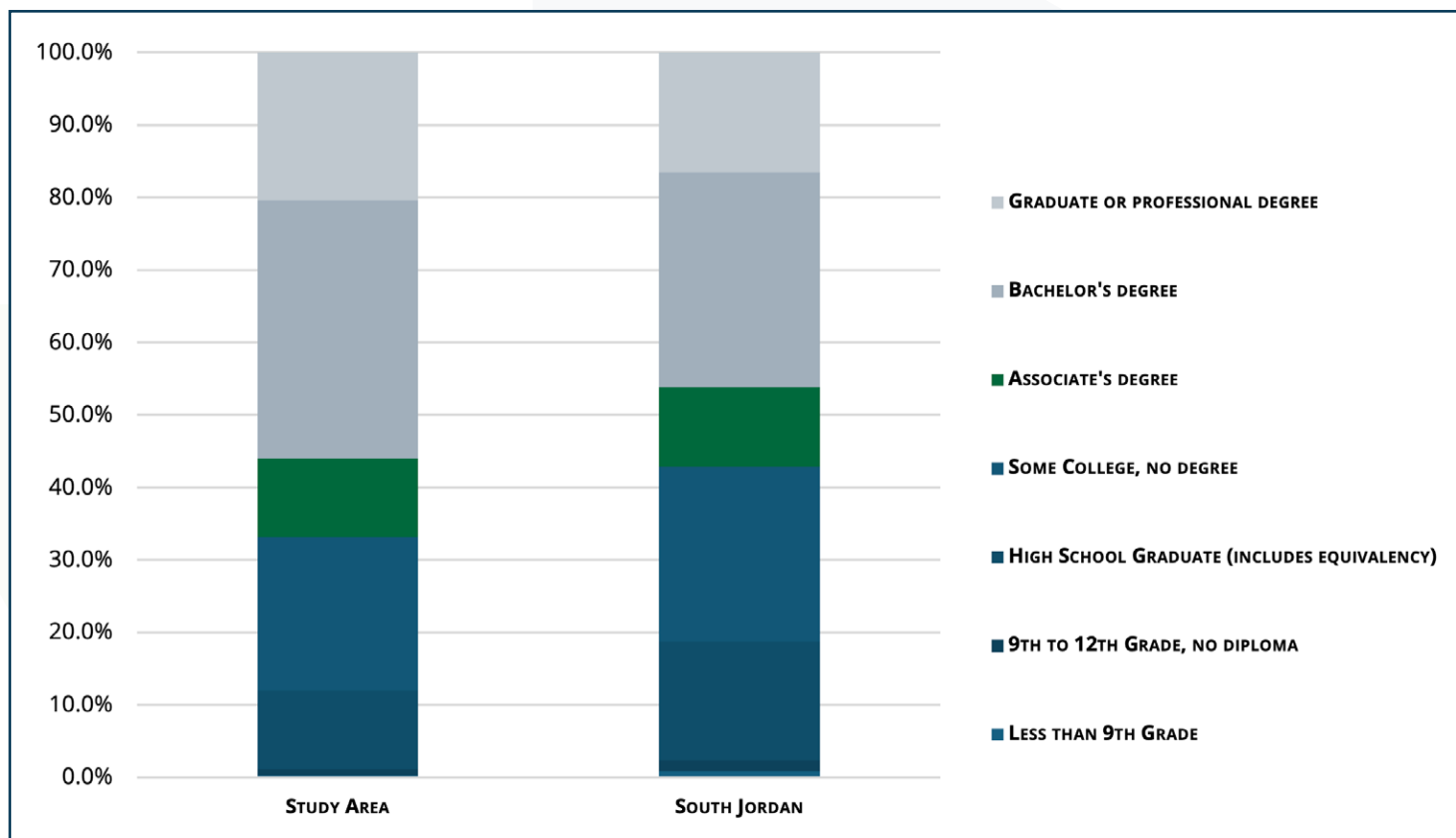
TABLE 4: HOUSING COST RATIO		
	STUDY AREA	SOUTH JORDAN
Median Household Income in the past 12 months	\$125,397	\$119,822
Owner-occupied Median Income	\$133,811	\$133,802
Renter-occupied Median Income	\$76,762	\$76,846
Median Gross Rent	\$1,623	\$1,679
Owner-occupied w/Mortgage Cost	\$2,206	\$2,313
Median Rent to Renter Income	25.4%	26.2%
Median Mortgage to Owner Income	19.8%	20.7%

Source: US Census Bureau, American Community Survey 5-Year Estimates (B25119,B25088, B25064)

Education

Below, Figure 4 displays educational attainment. Generally, residents of the study area have greater educational attainment, with 66.8 percent of residents aged 25 or older holding an associate's degree or higher. Additionally, the proportion of residents with educational attainment lower than a bachelor's degree is lower in each category in the study area compared to the City.

FIGURE 4: Educational Attainment

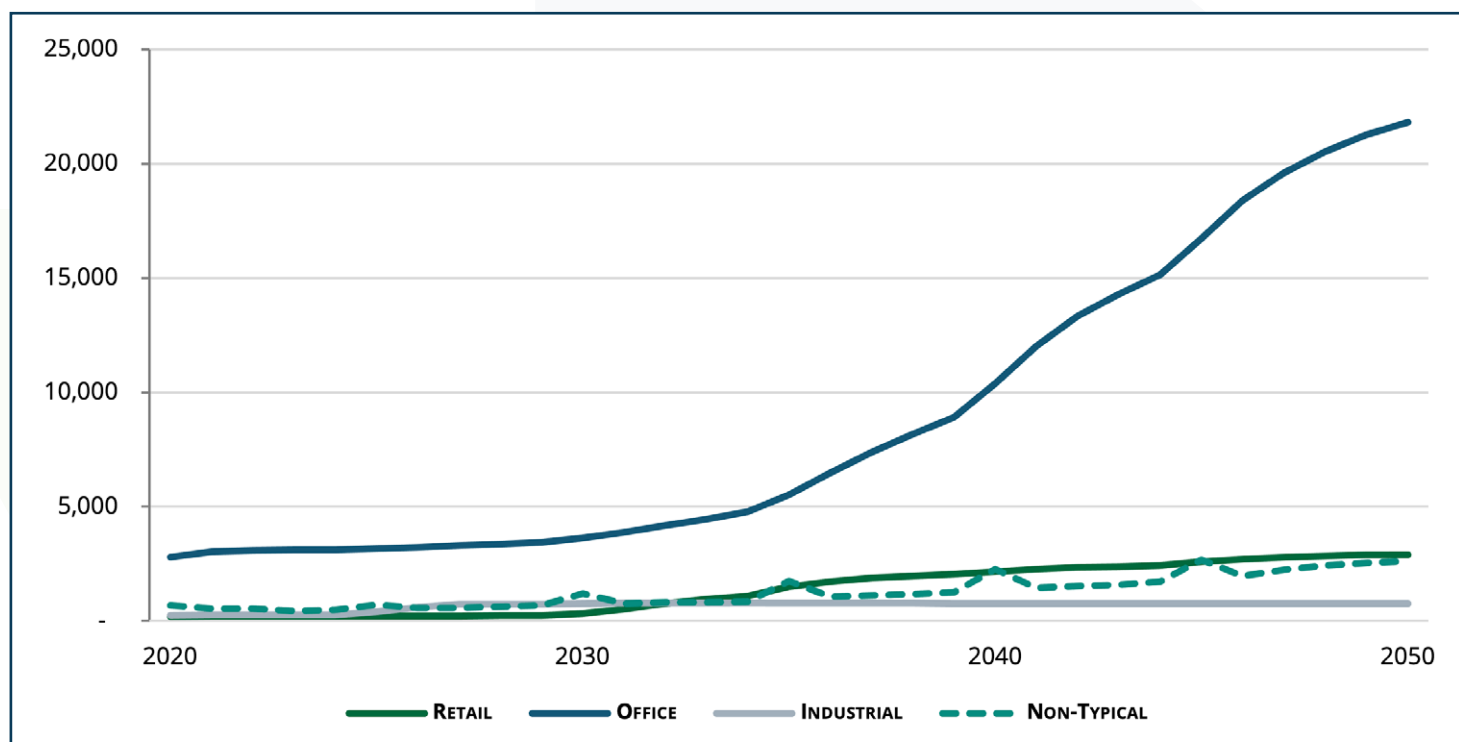


US Census Bureau, American Community Survey 5-Year Estimates (S1501)

Employment

Figure 5 displays recent, current, and projected employment counts, as well as 10-year AAGRs, by industry type for both the study area and the City. These counts are provided through 2050. Generally, through each 10-year period, percent growth of total employment is greater in the study area. This also extends to employment in the retail, office, and non-typical job sectors. While industrial employment is expected to grow at a rate outpacing that of the City through 2030, it is anticipated to slow afterward through 2050. For both geographies, the 10-year period 2031 to 2040 is estimated to show the greatest percent growth for most sectors.

FIGURE 5: Projected Employment



Source: Wasatch Front Regional Council, Traffic Area Zone Projections

Parcel Data Evaluation

Utilizing parcel GIS data from the Salt Lake County Assessor's Office, parcel characteristics for the study area and City were calculated and sorted between land use categories as outlined below.

As shown in Table 5, in the study area the most prolific property type by far is single-family residential, comprising the greatest count of parcels with the highest square footage and taxable and market values. Multifamily parcels also contribute significantly to total square footage and taxable and market values. A notable proportion of total land in the study area is currently occupied by vacant parcels, approximately 22.7 percent. Agricultural land, which may be converted for other uses in the future, comprises an additional 15.4 percent of total acreage.

TABLE 5: STUDY AREA PARCEL CHARACTERISTICS

Category	Count	Acreage	Square Footage	Taxable Value	Market Value
Single-Family	2,356	248	5,801,815	\$666,226,435	\$1,217,427,700
Multifamily	125	40	1,095,260	\$169,557,664	\$309,957,480
Commercial	2	7	486,962	\$24,104,475	\$40,746,380
Office	10	6	81,657	\$19,146,200	\$126,870,800
Industrial	-	-	-	\$0	\$0
Vacant	101	207	840	\$52,109,610	\$108,988,600
Agricultural	24	140	-	\$7,664,050	\$22,913,600
Other	434	265	626,694	\$45,078,880	\$179,635,580
Total	3,052	913	8,093,228	\$983,887,314	\$2,006,540,140

Source: Salt Lake County Parcel Data

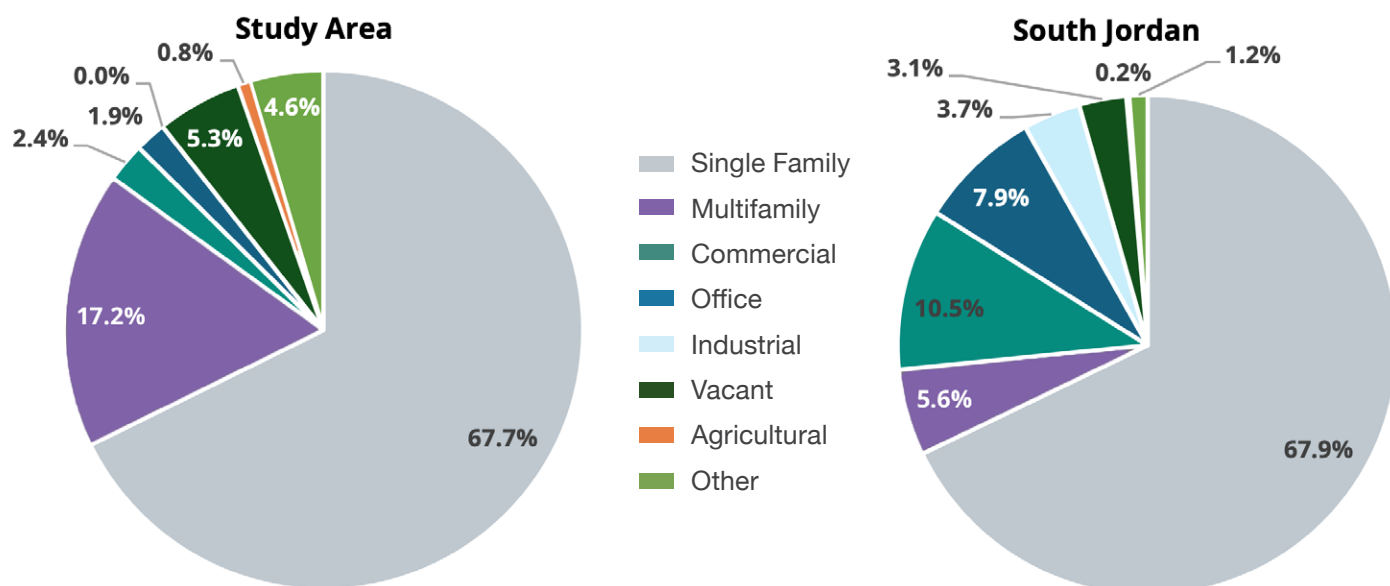
As shown below in Table 6 and Figure 6, in the City's overall parcel count, square footage, and taxable and market values illustrate a concentration of single-family development. At this scale, multifamily, commercial, and office uses represent similar proportions of square footage and taxable and market values. Vacant and agricultural land in the City respectively represent 9.4 and 19.0 percent of total acreage.

TABLE 6: SOUTH JORDAN PARCEL CHARACTERISTICS

Category	Count	Acreage	Square Footage	Taxable Value	Market Value
Single-Family	23,902	6,063	78,205,923	\$8,604,905,538	\$15,730,310,470
Multifamily	910	204	5,271,468	\$707,402,825	\$1,351,316,960
Commercial	286	724	5,662,083	\$1,327,606,535	\$1,422,963,980
Office	328	504	5,258,929	\$1,006,998,050	\$1,289,312,990
Industrial	28	175	2,735,300	\$471,212,169	\$472,197,950
Vacant	1,344	1,353	167,401	\$388,780,033	\$543,537,780
Agricultural	101	2,740	80,291	\$23,104,983	\$261,225,860
Other	2,502	2,633	3,858,279	\$150,327,096	\$1,307,851,780
Total	29,401	14,396	101,239,674	\$12,680,337,229	\$22,378,717,770

Source: Salt Lake County Parcel Data

FIGURE 6: Taxable Value Distribution by Land Type



Source: Salt Lake County Parcel Data



Sales Leakage

Utilizing taxable sales collection data from the Utah State Tax Commission, a sales leakage analysis was completed for the City to provide an overview of leakage and retention by commercial category in comparison to the State of Utah. This sales leakage data is shown below in Table 7. Income is adjusted based on the percentage of South Jordan's per capita income of the State's per capita income to more accurately reflect local economic conditions, and is shown in the Utah Income Adjusted Per Capita Spending column below.

The City is leaking in all major categories in comparison to average state spending. The per capita spending in South Jordan is \$28,399, a figure 24.4 percent lower than the state's average of \$37,566. The total taxable sales leaking to other communities is estimated at just below \$775M. Assuming a sales tax levy of 0.5 percent based on point of sale, this equates to a loss of \$7.3M in annual sales tax revenues. In comparison, the per capita spending in West Jordan is \$23,266 and has a capture rate of 82 percent when compared to the State. Factors influencing a community's capture rate include total population, proximity to major freeways or surface streets, the population within a 360-degree trade area, geographic isolation, and competitive market sites.

TABLE 7: SOUTH JORDAN SALES LEAKAGE

	South Jordan Direct Taxable Sales (CY2022)	Per Capita Spending	Utah Income Adjusted Per Capita Spending	Capture Rate	Per Capita	Total Leakage
RETAIL						
Building Material & Garden Equip	\$17,445,442	\$206	\$2,104	10%	(\$1,898)	(\$160,369,346)
Clothing & Accessories	\$86,704,186	\$1,026	\$937	110%	\$89	\$7,562,165
Electrical & Appliance	\$54,555,675	\$646	\$561	115%	\$85	\$7,152,386
Food & Beverage	\$157,951,160	\$1,869	\$2,468	76%	(\$599)	(\$50,610,579)
Furniture & Home Furnishing	\$11,738,847	\$139	\$495	28%	(\$357)	(\$30,130,435)
Gas Station	\$25,500,000	\$302	\$728	41%	(\$426)	(\$36,011,200)
General Merchandise	\$430,593,931	\$5,095	\$3,574	143%	\$1,522	\$128,598,559
Health & Personal	\$15,099,393	\$179	\$358	50%	(\$180)	(\$15,171,812)
Miscellaneous Retail Trade	\$45,477,702	\$538	\$993	54%	(\$455)	(\$38,411,430)
Motor Vehicle	\$467,611,596	\$5,533	\$3,841	144%	\$1,692	\$142,998,332
Nonstore Retailers	\$231,507,425	\$2,739	\$2,933	93%	(\$194)	(\$16,366,955)
Sporting Good	\$19,739,196	\$234	\$578	40%	(\$345)	(\$29,120,222)
Wholesale Trade-Durable Goods	\$94,984,697	\$1,124	\$2,859	39%	(\$1,735)	(\$146,623,377)
Wholesale Trade-Electronic Markets	\$10,384,280	\$123	\$478	26%	(\$355)	(\$30,015,480)
Wholesale Trade-Nondurable Goods	\$1,632,228	\$19	\$66	29%	(\$47)	(\$3,940,608)
Retail Subtotal	\$1,670,925,758	\$19,772	\$22,973	86%	(\$3,200)	(\$270,460,003)

TABLE 7: SOUTH JORDAN SALES LEAKAGE (Continued)

	South Jordan Direct taxable Sales	Per Capita Spending	Utah Income Adjusted Per Capita Spending	Capture Rate	Per Capita	Total Leakage
INDUSTRY						
Agriculture, Forestry, Fishing & Hunting	\$35,995	\$0	\$17	3%	(\$16)	(\$1,360,181)
Construction	\$7,743,235	\$92	\$676	14%	(\$585)	(\$49,425,904)
Information	\$111,241,490	\$1,316	\$1,353	97%	(\$36)	(\$3,058,397)
Manufacturing	\$38,967,712	\$461	\$1,727	27%	(\$1,265)	(\$106,942,941)
Mining, Quarrying, & Oil & Gas Extraction	\$6,492,286	\$77	\$243	32%	(\$166)	(\$14,002,368)
Transportation & Warehousing	\$2,888,626	\$34	\$135	25%	(\$101)	(\$8,531,492)
Utilities	\$86,624,581	\$1,025	\$1,303	79%	(\$278)	(\$23,510,656)
Industry Subtotal	\$253,993,925	\$3,006	\$5,453	55%	(\$2,447)	(\$206,831,939)
SERVICES						
Accommodation	\$27,237,338	\$322	\$1,231	\$0	(\$909)	(\$76,824,497)
Admin. & Sup & Waste Man.& Remed. Services	\$7,628,045	\$90	\$165	55%	(\$75)	(\$6,336,631)
Arts, Entertainment, and Recreation	\$11,435,904	\$135	\$523	26%	(\$388)	(\$32,776,128)
Educational Services	\$5,173,506	\$61	\$85	72%	(\$24)	(\$1,990,231)
Finance & Insurance	\$11,605,965	\$137	\$145	94%	(\$8)	(\$678,601)
Food Services & Drinking Places	\$194,041,780	\$2,296	\$2,874	80%	(\$578)	(\$48,857,296)
Health Care & Social Assistance	\$5,090,342	\$60	\$71	85%	(\$11)	(\$903,007)
Management Of Companies & Enterprises	\$350,000	\$4	\$13	32%	(\$9)	(\$757,935)
Other Services-Except Public Administration	\$45,117,694	\$534	\$915	58%	(\$381)	(\$32,236,042)
Professional, Scientific, & Technical Services	\$76,831,996	\$909	\$801	113%	\$108	\$9,114,324
Public Administration	\$2,500,000	\$30	\$133	22%	(\$103)	(\$8,717,042)
Real Estate, Rental, & Leasing	\$32,150,762	\$380	\$931	41%	(\$551)	(\$46,545,944)
Services Subtotal	\$419,163,332	\$4,960	\$7,889	63%	(\$2,929)	(\$247,509,030)

TABLE 7: SOUTH JORDAN SALES LEAKAGE (Continued)

	South Jordan Direct taxable Sales	Per Capita Spending	Utah Income Adjusted Per Capita Spending	Capture Rate	Per Capita	Total Leakage
OTHER						
Private Motor Vehicle Sales	\$54,500,000	\$645	\$849	\$1	(\$204)	(\$17,221,156)
Special Event Sales	\$741,726	\$9	\$38	23%	(\$29)	(\$2,472,080)
Unknown/Non-classifiable	(\$14,000)	(\$0)	\$1	-24%	(\$1)	(\$72,532)
Prior-Period Payments & Refunds	\$626,450	\$7	\$364	2%	(\$357)	(\$30,158,066)
Other Subtotal	\$55,854,176	\$661	\$1,252	53%	(\$591)	(\$49,923,834)
TOTAL	\$2,399,937,191	\$28,399	\$37,566	76%	(\$9,167)	(\$774,724,806)

Source: State Tax Commission - Calendar Year Taxable Sales



South Jordan Parkway Station



Daybreak Assessment Area

Daybreak Assessment Area No. 1 is located within the study area and issued Special Assessment Bonds in 2016. Special Assessment Bonds allow a governmental entity to designate a specific area which will benefit from public improvements and levy a special assessment, like a tax lien, to finance the public improvements. This assessment is then used to repay the debt service. Usually, only the property owners receiving the benefit from the improvements are assessed the costs. Special Assessment Bonds may not be created if 50 percent or more of those liable for the assessment payment protest its creation. These bonds usually have a higher interest rate than the other bonds discussed in this section. All improvements must be owned by the issuer and repayment cannot exceed 20 years. The main advantages to these bonds are: 1) no bond election is required, 2) only benefited owners pay for the improvements, and 3) there is limited risk to the City.

The City issued the Series 2016 Special Assessment Bonds at a par amount of \$32,675,000 for financing the costs of acquiring, constructing and installing road, sewer, storm water, culinary water, street lighting, landscaping, and other related improvements to benefit property in Daybreak Assessment Area No. 1. The Assessment Area has been divided into three zones which are distinguished by the type of improvements. Zone 1 and Zone 2 consist of various road improvements and right of way acquisitions while Zone 3 improvements consist of a water storage tank and water transmission lines.

Housing and Transit Reinvestment Zone (HTRZ)

The existing Daybreak MDA and HTRZ and this new SAP promotes the increase the availability and affordability of housing, including moderate-income housing. The HTRZ approved on August 1, 2023 encourages the development of approximately 500 affordable housing units, including 30 percent of the units reserved at 60 percent and 70 percent annual median income. This zone achieves housing densities near 65 units per acre.

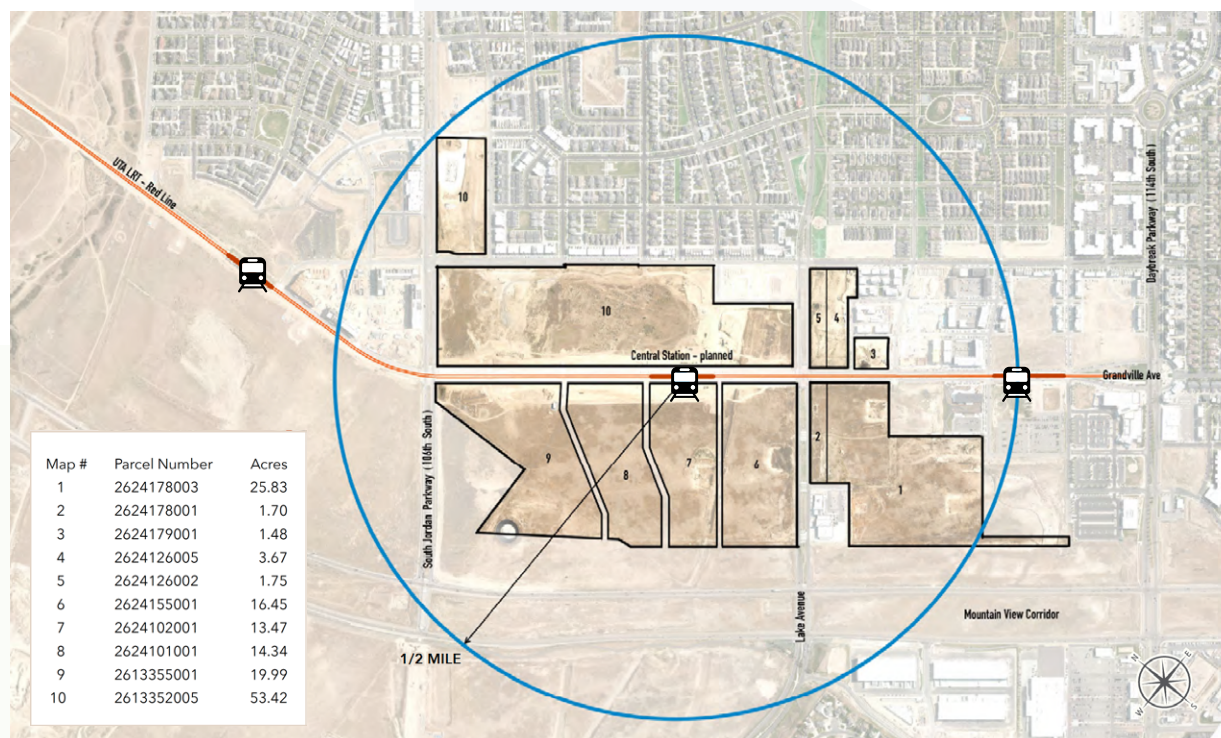
The City implemented an [HTRZ](#) for the Daybreak Area on August 1, 2023. A HTRZ enables a portion of incremental tax revenue growth in an area around a transit station to be captured over a period of time to support costs of development in the area. **HTRZs are designed to help Utah tackle its housing crisis by facilitating mixed-use, multi-family, and affordable housing developments within a given radius of light rail, BRT, or commuter rail stations.**



Communities may work in coordination with development partners for an HTRZ proposal and may utilize funds in the HTRZ area for income-targeted housing costs, structured parking, and other development costs.

This HTRZ (shown in Figure 7) includes 107 acres within the proposed Downtown Daybreak, a 290-acre mixed-use, transit-oriented, and high-density urban development integrated within the 4,157-acre Daybreak community master plan in the City. **The HTRZ should build 4,724 residential units up to 65 units/acre with approximately 500 affordable housing units reserved at 60 percent and 70 percent of adjusted medium income.** It should increase transit ridership and capture approximately 30 percent of auto-generated trips. It should add 7,000 office jobs and 9,000 total jobs.

FIGURE 7: HTRZ Analysis Zones



C. Multimodal Transportation Assessment



KEY TAKEAWAYS

- ◆ Daybreak Parkway TRAX station sees a high usage likely due to being the end of line
- ◆ Abundant active transportation facilities
- ◆ Excellent vehicle access

This section provides an assessment of existing multimodal transportation conditions within the study area including the transit, active transportation, and vehicle networks.




Transit

Public transportation in the City is served by UTA. Public transit typically includes buses, light rail, and shuttle routes. According to the ACS (2022), 2.1 percent of South Jordan residents reported using public transit as their transportation mode to commute to work. This is compared to 1.8 percent of Utahns and 3.8 percent of people in the United States who use public transit as their transportation mode to commute to work.



Existing transit service in the study area is shown in Figure 8, and includes UTA On Demand and the TRAX Red Line. UTA On Demand is an innovative form of transportation that connects riders with other transit services like TRAX, FrontRunner, or bus as well as to other destinations in the community. The app-based technology is managed by Via. Via technology matches multiple riders headed in a similar direction and groups them into a single vehicle, allowing for quick and efficient shared trips. The UTA On Demand South Valley Zone operates Monday through Friday from 4:00 a.m. to 12:15 a.m. and Saturdays from 6:00 a.m. to 1:15 a.m.

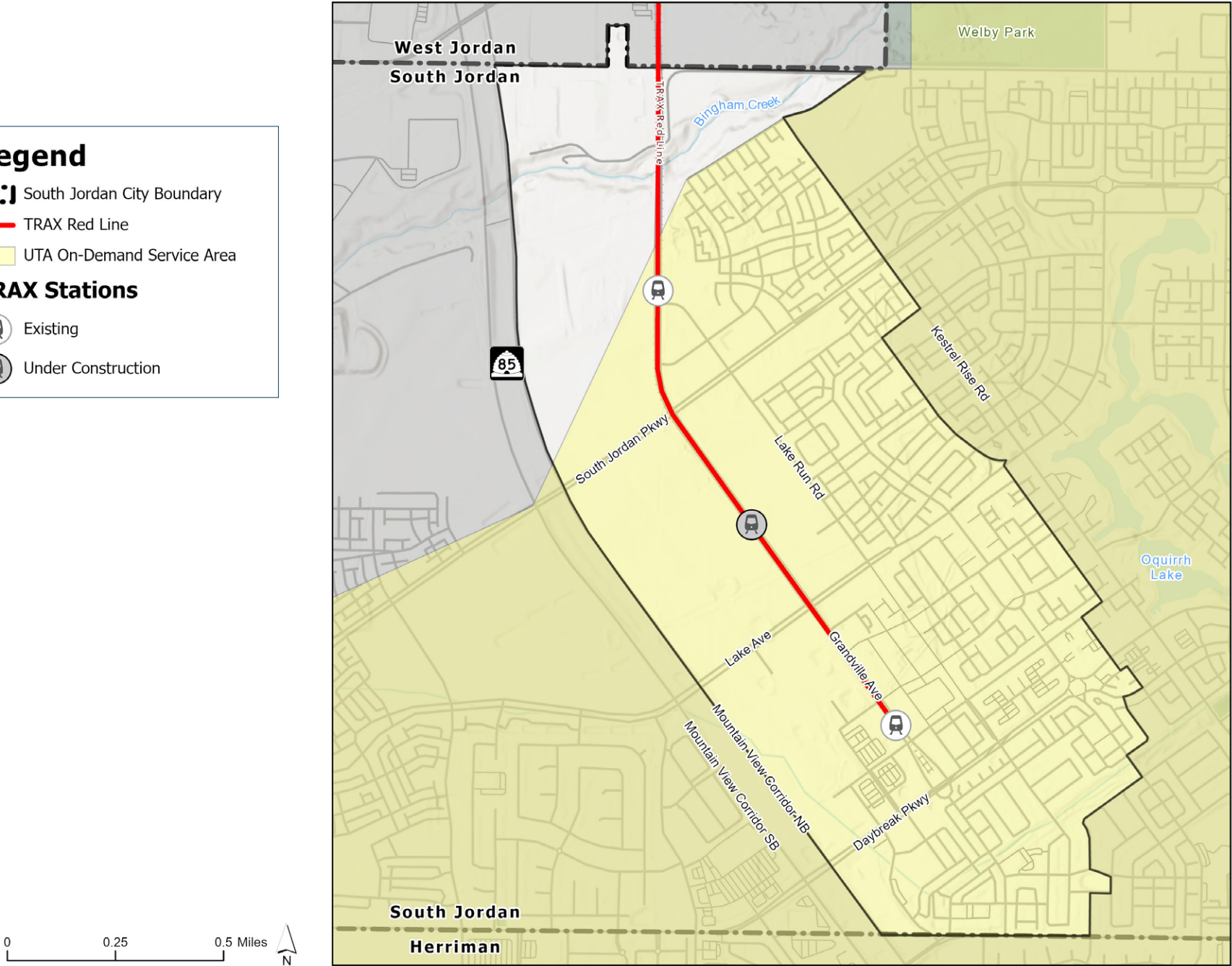
FIGURE 8: Existing Transit

Legend

-  South Jordan City Boundary
-  TRAX Red Line
-  UTA On-Demand Service Area


TRAX Stations

-  Existing
-  Under Construction



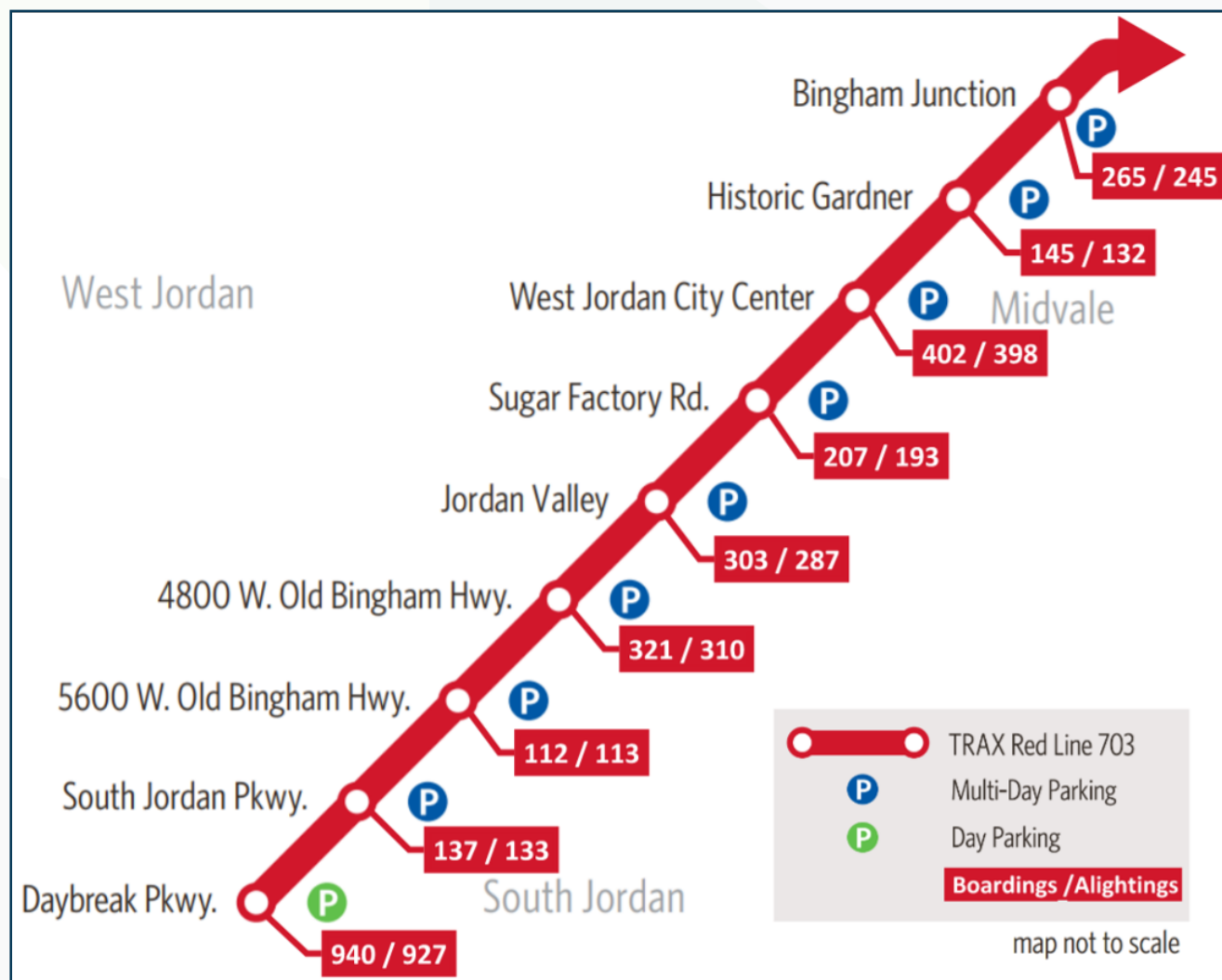
The TRAX Red Line currently operates two stations within the study area: South Jordan Parkway Station and Daybreak Parkway Station. The transit frequency at the TRAX Red Line stations are summarized in Table 8 below.

TABLE 8: TRAX RED LINE SERVICE

Approximate frequency in minutes								
Frequent Service		WEEKDAY			SATURDAY		SUNDAY	
Route		Peak	Day	Night	Day	Night	Day	Night
 TRAX Red Line		15	15	15	15	15	30	30

The TRAX Red Line's west side average daily boardings and alightings are summarized in Figure 9. The Daybreak Parkway Station is at the end of the line and has the highest ridership of any TRAX Red Line station west of I-15. The South Jordan Parkway Station has fairly low ridership, however this is expected to increase substantially as this area continues to grow. Currently both stations receive a large portion of their ridership through vehicle access (park-and-ride), however as Downtown Daybreak builds out it is expected that the number of trips walking to transit will drastically increase.

FIGURE 9: TRAX Red Line West Existing Average Daily Boardings and Alightings



Source: UTA Routes and Most Recent Ridership



South Jordan Parkway Station



Source: South Jordan HTRZ Application

Active Transportation

Active transportation refers to any human-powered mode of travel, such as walking or cycling, often promoted for its health, environmental, and community benefits. Transit ridership relies on adequate bike and pedestrian facilities. An inventory of the existing active transportation facilities within the study area was conducted to find gaps in the network and opportunities for improvement.

Daybreak's neighborhoods are laid out in a dense, well-connected grid network which lends itself to shorter active transportation trips. Figure 10 shows the existing active transportation network.

Existing active transportation facilities in the study area include:

- ◆ **Multi-Use Pathways:** Paved asphalt trails, typically 10' wide that provide a smoother ride for bicyclists.
- ◆ **Shared Wide Sidewalk:** Most existing streets in Daybreak have complete sidewalks ranging from 6 feet to 10 feet in width. The widest of these are intended to accommodate bicycles as well as pedestrians, and have been identified in the maps for this study.
- ◆ **Cycle Track:** A dedicated and protected pathway for bicyclists that is physically separated from motor vehicle traffic and distinct from pedestrian paths.- **Bike Lane** - A portion of a roadway that is designated for the exclusive use of bicycles, typically marked with painted lines, symbols, and signs.
- ◆ **Byway:** Neighborhood byways are shared streets optimized for bicycle travel. Signs and pavement markings are used to create a high comfort environment while traffic calming features manage motor vehicle speeds and volumes.

There are several existing bicycle connections accessing the stations, including both bike lanes and a multi-use pathway on sections of Grandville Avenue, cycle tracks and multi-use paths on Lake Avenue, and bike lanes and wide sidewalks on Daybreak Parkway. The local roads in Daybreak were designed to encourage slower traffic speeds which makes them good options for accessing destinations that don't lie directly on formally defined active transportation facilities. There are gaps in bicycle connectivity between Bingham Rim Road and Grandville Avenue, on sections of South Jordan Parkway, and between Ramutan Way and Daybreak Parkway on Grandville Avenue. The Preferred Vision Plan section will discuss plans that already exist to fill these and other gaps and make further recommendations as needed.

Vehicles

Preserving adequate vehicle access in the study areas is essential for providing good transportation options for residents whose needs are not yet met by the transit or active transportation network in the first and last mile of service to the TRAX station. A majority of our transit trips in Utah start and end with an automobile trip.

Figure 11 shows the existing roadway network with functional classifications and intersection control. The existing 2024 Annual Average Daily Traffic (AADT) volumes were identified as part of the South Jordan Transportation Master Plan. Notable projects that are underway include the extension of Grandville Avenue north to West Jordan and several signals that have been built along Grandville Avenue in preparation for roadway connections. The Preferred Vision Plan section will discuss the current plans for the roadway network and address any gaps.

FIGURE 10: Existing Active Transportation

Legend

South Jordan City Boundary

TRAX Stations

Existing

Under Construction

Existing AT Facilities

Multi Use Pathway

Shared Wide Sidewalk

Cycle Track

Bike Lane

Byway

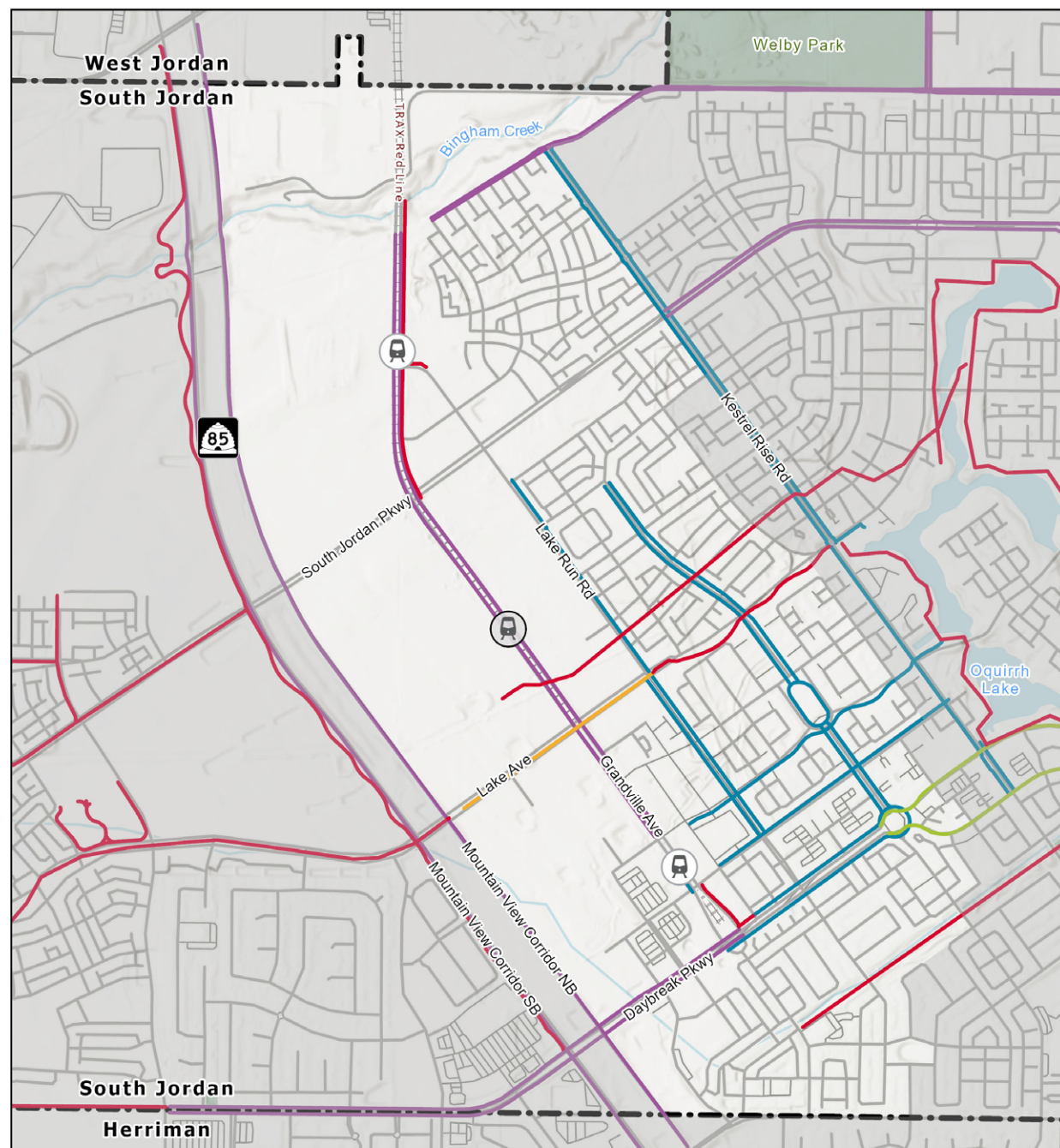
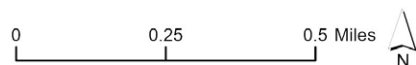


FIGURE 11: Existing Functional Class and Traffic Volumes

Legend

South Jordan City Boundary

TRAX Stations

Existing

Under Construction

Intersection Control

SIGNAL

HAWK

ROUNDABOUT

Existing Functional Classification

ARTERIAL

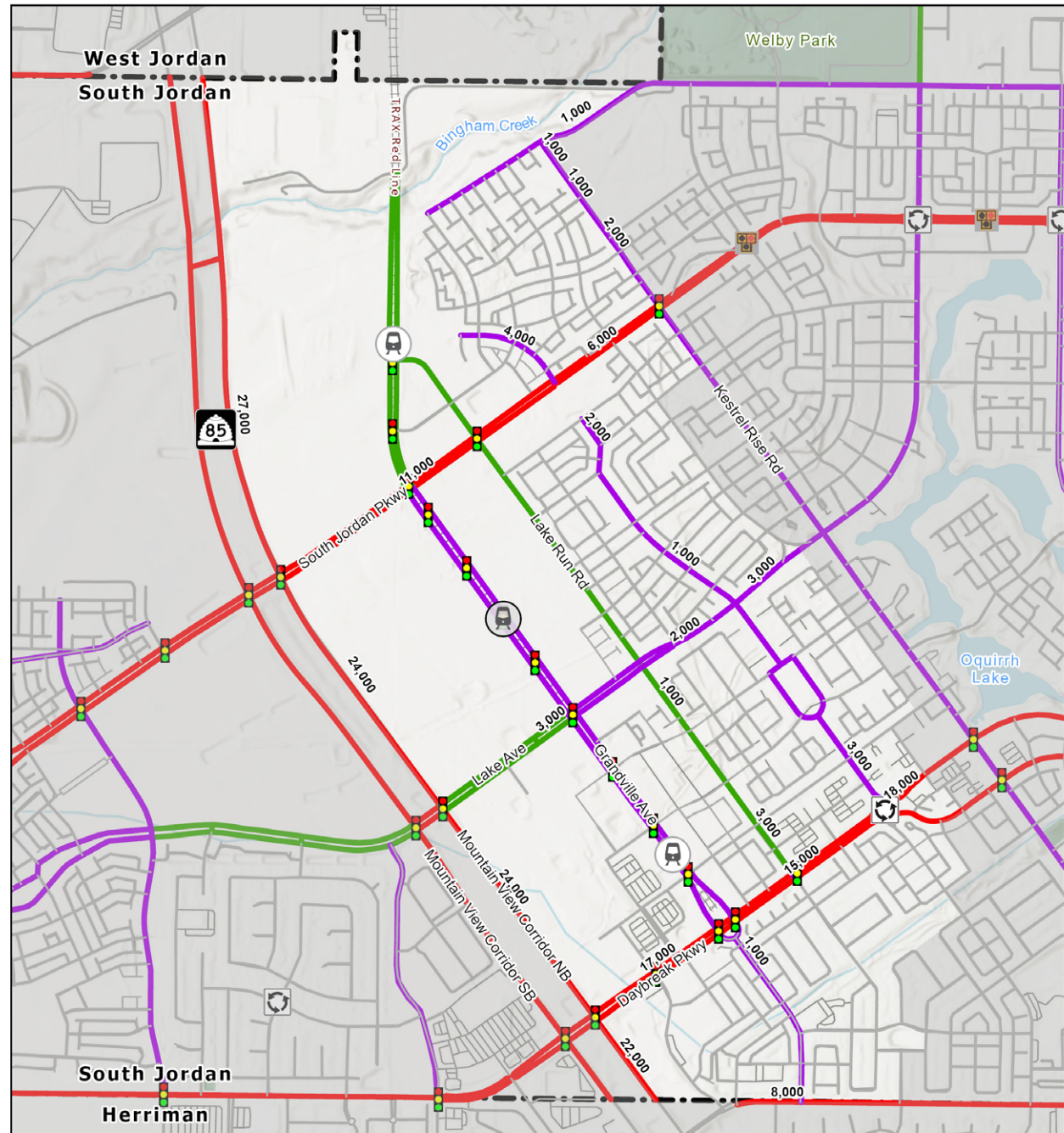
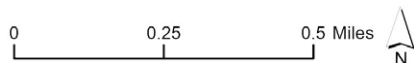
MAJOR COLLECTOR

MINOR COLLECTOR

LOCAL

* Labels are 2024 AADT values

** Refer to the South Jordan TMP for Functional Class Definitions



D. Safety



KEY TAKEAWAYS

- ◆ Most severe crashes involve pedestrians.
- ◆ Safety improvements are needed at pedestrian and vehicle conflict points.

Safety is a crucial consideration for road users when considering whether to walk or bike to a destination. If the route to a transit station provides too little separation from traffic or active transportation crossings feel too exposed, fewer people will utilize the transit stations. A review of crash data in and around the study area was conducted to ascertain where concerning trends may be and to develop recommendations to improve the safety of the road network. While severe crashes (those resulting in fatalities or serious injuries) were the primary focus of this analysis, all reported crashes are mapped in Figure 12 to make trends more apparent.

Patterns of concern within the study area and proposed solutions are listed below:

Pedestrian Crossings

Most severe crashes involve pedestrians; these crashes are scattered throughout the study area without a discernible pattern. As both pedestrian and vehicle volumes continue to grow with the construction of the ballpark and Downtown Daybreak, the City should monitor busy intersections and consider adding raised intersections where feasible. This would be especially helpful for avoiding crashes like the one that occurred at Crosswater Road and Lake Run Road, where the driver of a large truck failed to see a small child as they began to proceed through the stop sign. As Daybreak is a community that seeks to provide independence and freedom of movement for children, and with the popularity of large vehicles with significant front blind spots, efforts should be made to ensure children in particular are more visible at crossings. In addition to building raised intersections, treatments to improve visibility and direct driver attention include placing stop bars farther back from crosswalks, ensuring good lighting coverage, and installing signs reminding drivers to be aware of children.

Daybreak Parkway / Grandville Avenue and Lake Run Road


There were eight crashes involving roadway departures that occurred near these two intersections. The design of this roadway lends itself to slower speeds, with a raised median and street parking that are both tight to the travel lanes. With this in mind, the current posted speed of 35 MPH may be too fast for this context and could be encouraging drivers to go faster than is safe with obstacles positioned so close to the road. As such, it is recommended that the City consider lowering the posted speed limit to 30 MPH east of Grandville Avenue on Daybreak Parkway to match the posted speed east of the Oakmond Road roundabout and better fit the roadway context.

It is also recommended that a ramp be installed at the point where the eastbound bike lane on Daybreak Parkway ends to allow bicyclists to comfortably ascend to the wide sidewalk, decreasing confusion and separating the modes. A ramp should also be installed where the bike lane begins going westbound. This recommendation will be discussed further in the Preferred Vision Plan section.





FIGURE 12: Crash History

Legend


 South Jordan City Boundary


TRAX Stations


 Existing


 Under Construction


Crash Severity

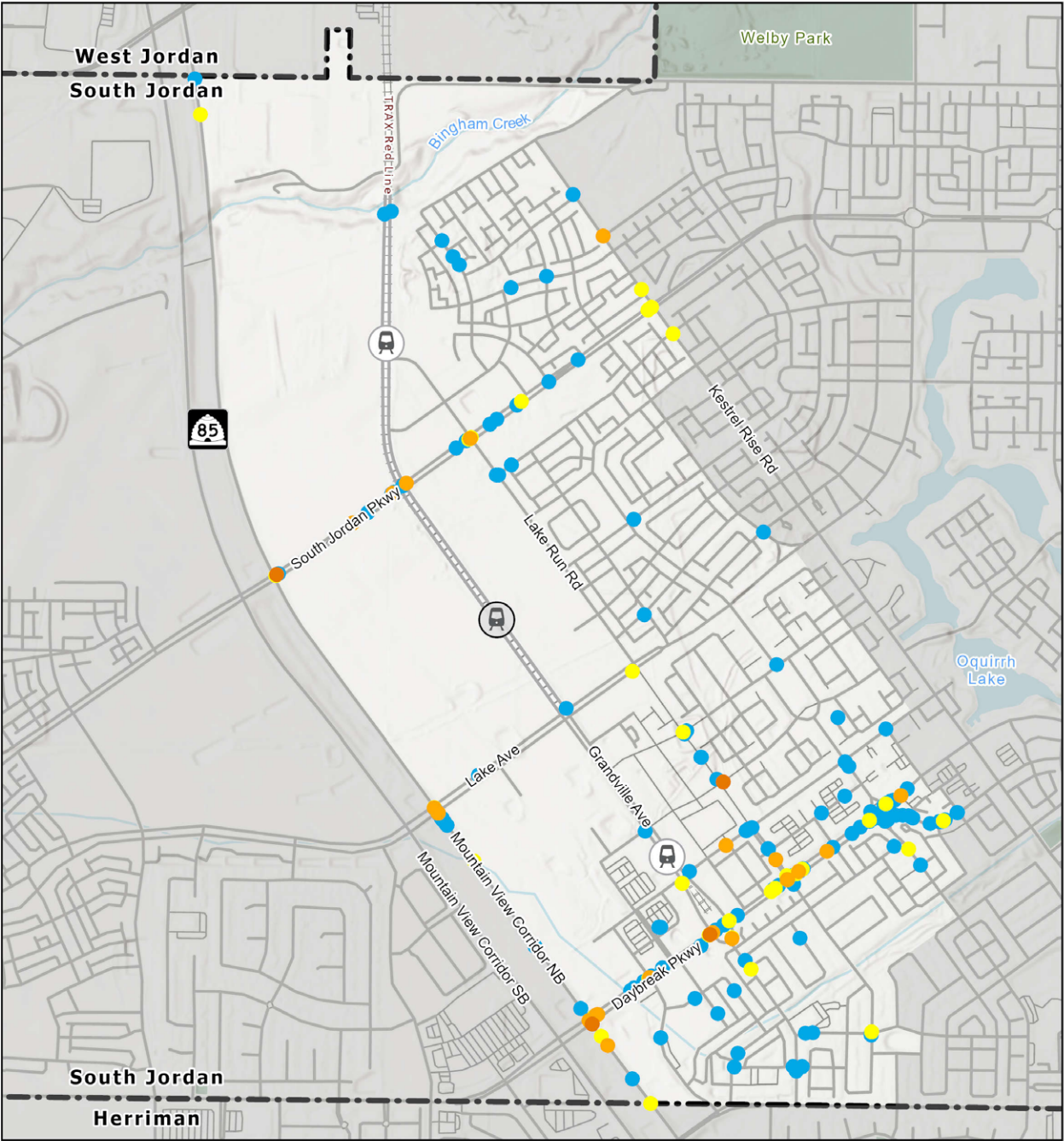
 Fatal

 Suspected Serious Injury

 Suspected Minor Injury

 Possible injury

 No injury/PDO



E. Pedestrian, Bicycle, and Street Connectivity



KEY TAKEAWAYS

- ◆ University of Utah property should continue excellent connectivity.
- ◆ Mountain View Corridor construction techniques could improve connectivity.

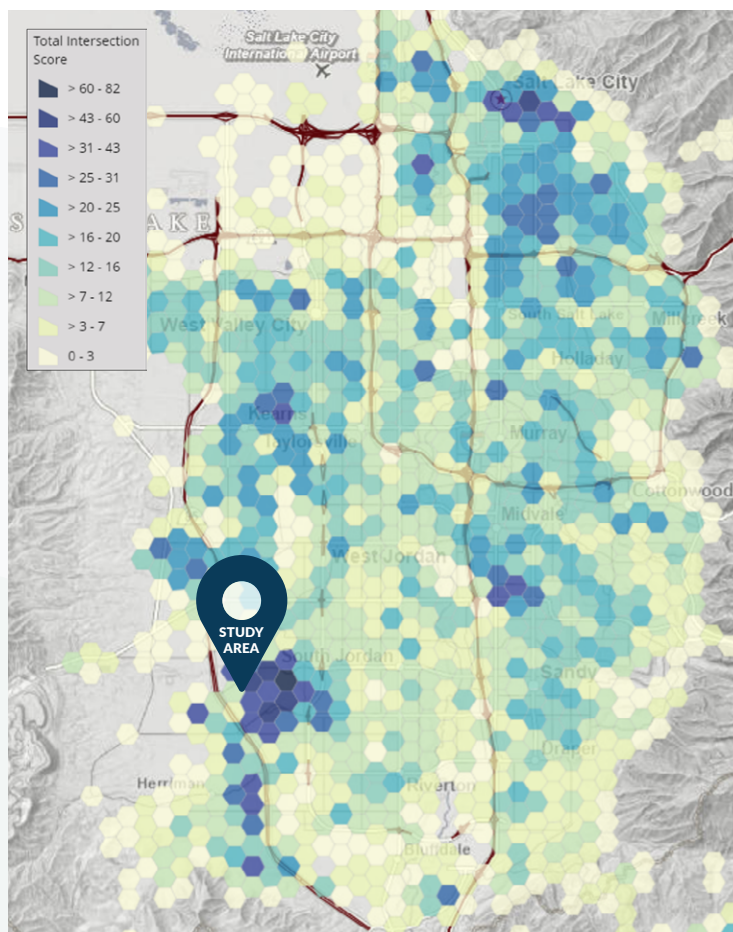
A roadway system with excellent connectivity allows people multiple options when traveling between points within a city. Strong collector and arterial road connectivity distributes traffic between corridors and a well-connected local street network allows short trips to be completed on local roadways rather than relying on regional collectors and arterials. A connected road network improves access and reduces travel times for all users and can reduce the need for future roadway widening. Good network connectivity also improves emergency access and response times and allows multiple exit routes in the event of emergencies.

WFRC maps [connectivity scores](#) across the Wasatch Front. The polygons depict a point system based on the number of 4-way and 3-way intersections within each polygon (1 point for four-way, 0.5 points for three-way). As shown below in Figure 13, this area scores nearly the best in Salt Lake County. Once the full study area roadway network is completed it is likely to score even higher. Current roads under construction within the ballpark will continue this trend of great connectivity within Daybreak. Recommendations for the University of Utah property to continue this great connectivity will be provided later in this report.

The largest connectivity issue will be across the Mountain View Corridor (SR-85). This has been mitigated as much as possible by working with Utah Department of Transportation (UDOT) to:

- ◆ Provide 23-ft. pedestrian/bicycle areas across Lake Avenue and South Jordan Parkway.
- ◆ Depress the freeway under all cross streets to reduce visual impacts of the freeway.
- ◆ Provide frequent right-in/right-out accesses to the Mountain View Corridor frontage roads and U-turn movements. This will provide the best possible vehicle access to the study area.

FIGURE 13: Salt Lake County Connectivity Scores



F. Land Use



KEY TAKEAWAYS

- ◆ Master Development Agreement covers 90% of the study area.
- ◆ Most undeveloped land is planned as Town Center with 30 units per acre, commercial and employment.

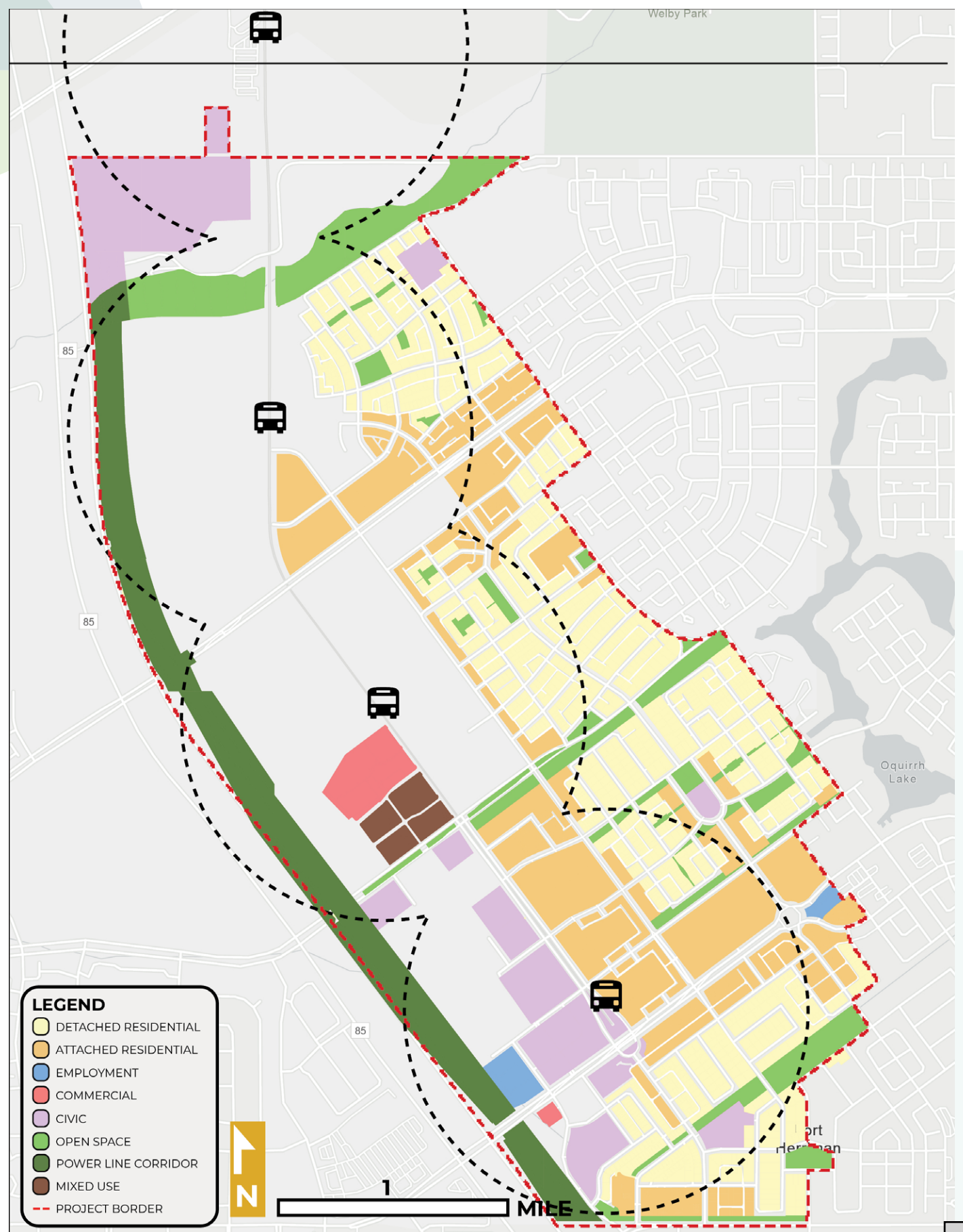
Existing Land Uses within the study area are predominantly attached and detached residential as well as open space pockets and corridors. There are also some civic uses such as the TRAX Stations, fire station, and University of Utah Medical Center. The future ballpark and surrounding mixed-use development is currently under construction and will bring commercial and additional residential land uses to the study area. The planned library and Salt Lake County performing arts center will help anchor the study area and offer services to support the community. **Approximately 60 percent of the study area is built out with over 90 percent of the buildable acreage situated within the Daybreak Master MDA. The Daybreak MDA guides the number of residential units, commercial, and other uses within the study area. The University of Utah has approximately 85 acres of undeveloped property within the study area which fall within the Daybreak Master Development Agreement.** Given their history with land development in the state and their land use plans and goals in this location, there are significant additional civic uses proposed. These civic uses are specific to research and education, which would potentially provide a range of employment opportunities. The Last Holdout, LLC owns the land directly east of Mountain View Corridor, between the University of Utah's property and South Jordan Parkway. The planned land use for this area is primarily commercial and currently has entitlements to support this use. The remaining parcels not within Daybreak ownership are the approximately 40 acres of ground closest to Mountain View Corridor. This acreage falls within the powerline corridor. Much of the undeveloped land within the study area is designated as a town center and is anticipated to contain densities above 30 units to the acre with significant commercial and employment opportunities. The existing land use map below (Figure 14) delineates the current build out and uses of the area.



Daybreak Parkway Station



FIGURE 14: Existing Land Use



G. Public Space and Urban Design



The Daybreak community provides a higher percentage of open space compared to the rest of the City, as the Daybreak MDA requires 25% open space. It should be noted that the general plan designation of town center and the existing city plans showcase this study area as a major gathering place. The design of the area is required by the Daybreak MDA to be heightened with wayfinding signage, trails, multimodal transportation networks, a mix of quality architecture, and connected open spaces. One key location for gathering is the corridor extending south from the ballpark, currently under construction. Another key location for gathering should be centered in the University of Utah's property adjacent to the TRAX Station. Outside of these locations smaller gathering spaces should be incorporated within the remaining land uses with an additional larger gathering space around the Daybreak Parkway Station.

All ground floor development within the study area should be scaled appropriately for pedestrians, and features within the non-vehicular right-of-way should be designed to increase the comfort and orientation of non-vehicular modes of transportation. Landscape, signage, pavement, paths, open spaces, and gathering spaces should maintain the look and feel of the Daybreak community. Figure 15 shows in detail the general layout for how the ballpark area gathering space may look.

FIGURE 15: General Layout for Ballpark Area

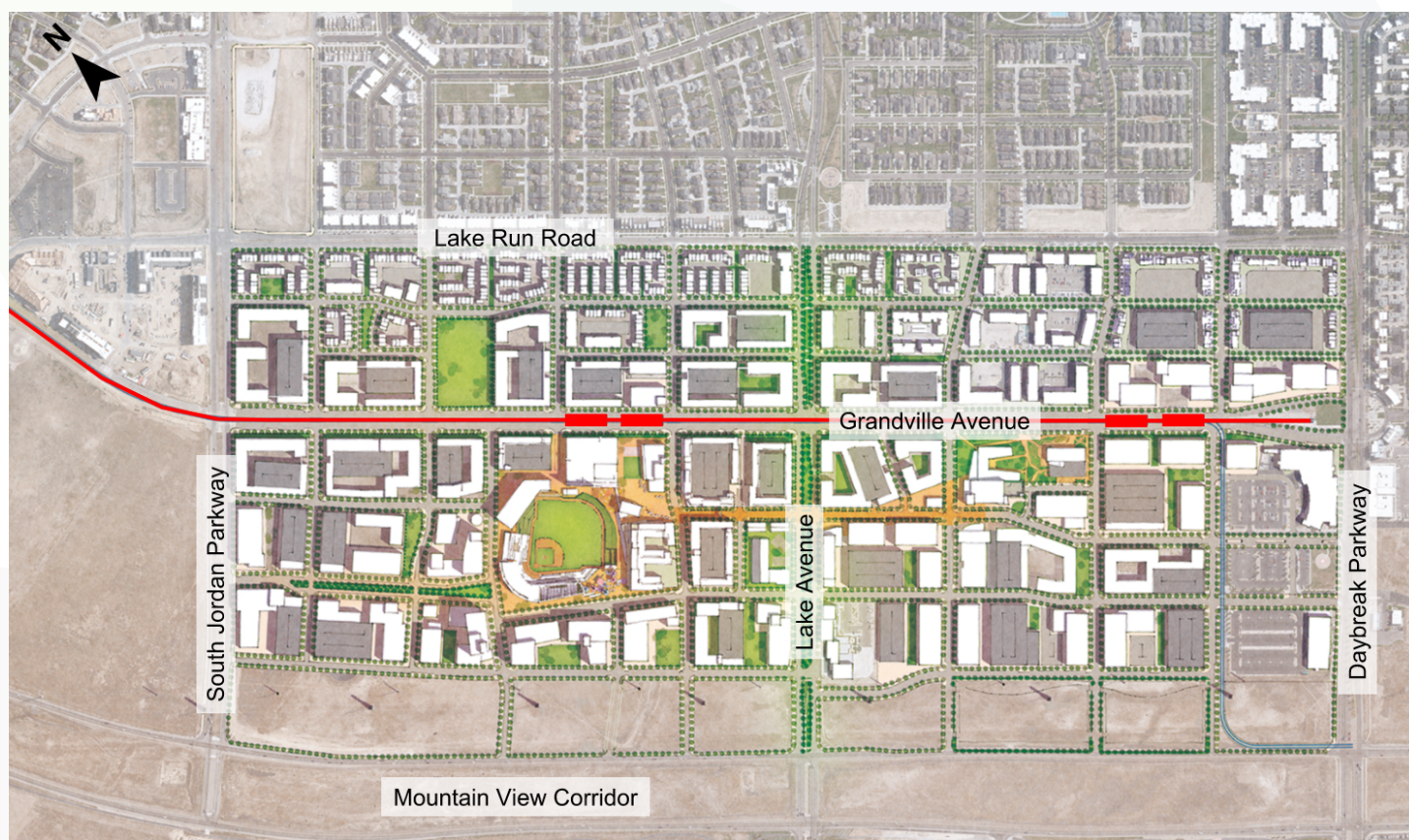


Image Source: LHM Real Estate

III. STAKEHOLDER AND COMMUNITY ENGAGEMENT

The public agencies and community within the study area have been extensively involved in the decision making and approval processes of this area since the original planning efforts were done by Rio Tinto in the mid-2000s. Two decades of development agreements, general plan updates, zoning changes, and public agency negotiations has resulted in a sought-after, award-winning work, live, and play environment. The commercial, retail, and entertainment components have only recently been started within the study area as surrounding residential has mostly been built out.

A. Community Engagement

Over the past 20 years the developers and South Jordan City have actively engaged members of the public on the development process. From 2002–2013, 1,200 [documents from South Jordan City](#) with approximately ninety four separate actions and contracts were entered into by the City during monthly public notice Planning Commissions and City Council meetings. An extensive record of community and public involvement in the development of the current Daybreak plan from 2012 to today is documented in amendments to the Daybreak MDA. Public comment and public hearings on these past contracts and actions are listed in the city council meeting minutes. Each resolution, ordinance, and plan approval is listed separately in the South Jordan City Daybreak History web service found [here](#).

B. Stakeholder Engagement

Extensive stakeholder outreach was conducted with adjoining West Jordan City, Salt Lake County, and major land owners, including University of Utah, LHM Real Estate, UTA's Transit Oriented Development and Planning departments, UDOT's Mountain View Corridor team and UDOT Region Two Planners as well as two decades of public input during the negotiation of the original master development agreement with Rio Tinto in 2003 to the recent HTRZ established in 2023. In late 2024 the project team coordinated with all stakeholders within the study area. Study area property ownership is summarized below in Figure 16. Summaries from the meetings are provided below.

WFRC



WFRC staff has been involved in all aspects of the development of this Station Area Plan. WFRC staff was consulted on study area, travel demand modeling, legislative and MPO requirements of the SAP, identification of stakeholders, and development schedule to sufficiently meet the needs of the local governments and the MPO.

West Jordan City




The SAP project team and City staff met with West Jordan City staff on October 16, 2024 to discuss coordination and connection opportunities between the two cities. West Jordan City is developing a separate SAP for the 5600 W. Old Bingham Hwy TRAX Station at the north end of this SAP. West Jordan City expects adoption of that SAP by the end of 2024. Key details are listed below:


- ◆ Trail connections to the Bingham Creek Trail are planned from the north.
- ◆ Significant business development will continue along Old Bingham Highway.
- ◆ The Utah Transit Authority's (UTA) 5600 West enhanced bus route is under construction and will provide a key connection to this TRAX Station.
- ◆ West Jordan City expressed a desire to connect to Bingham Rim Road east of Grandville Avenue. South Jordan City pointed out the environmental difficulties in making this connection.
- ◆ If redevelopment can occur, 2- to 4- story townhomes are planned on the south side near Bingham Creek.
- ◆ Most of the housing and employment density is in the center of the SAP concept.
- ◆ There are no active plans for Interstate Brick to shut down anytime soon. This single landowner occupies a large portion of the West Jordan City study area. Their SAP is to examine possibilities if this ever occurs.


FIGURE 16: Property Ownership

Legend


 South Jordan City Boundary


TRAX Stations


 Existing


 Under Construction


Owner


 Larry H Miller Real Estate

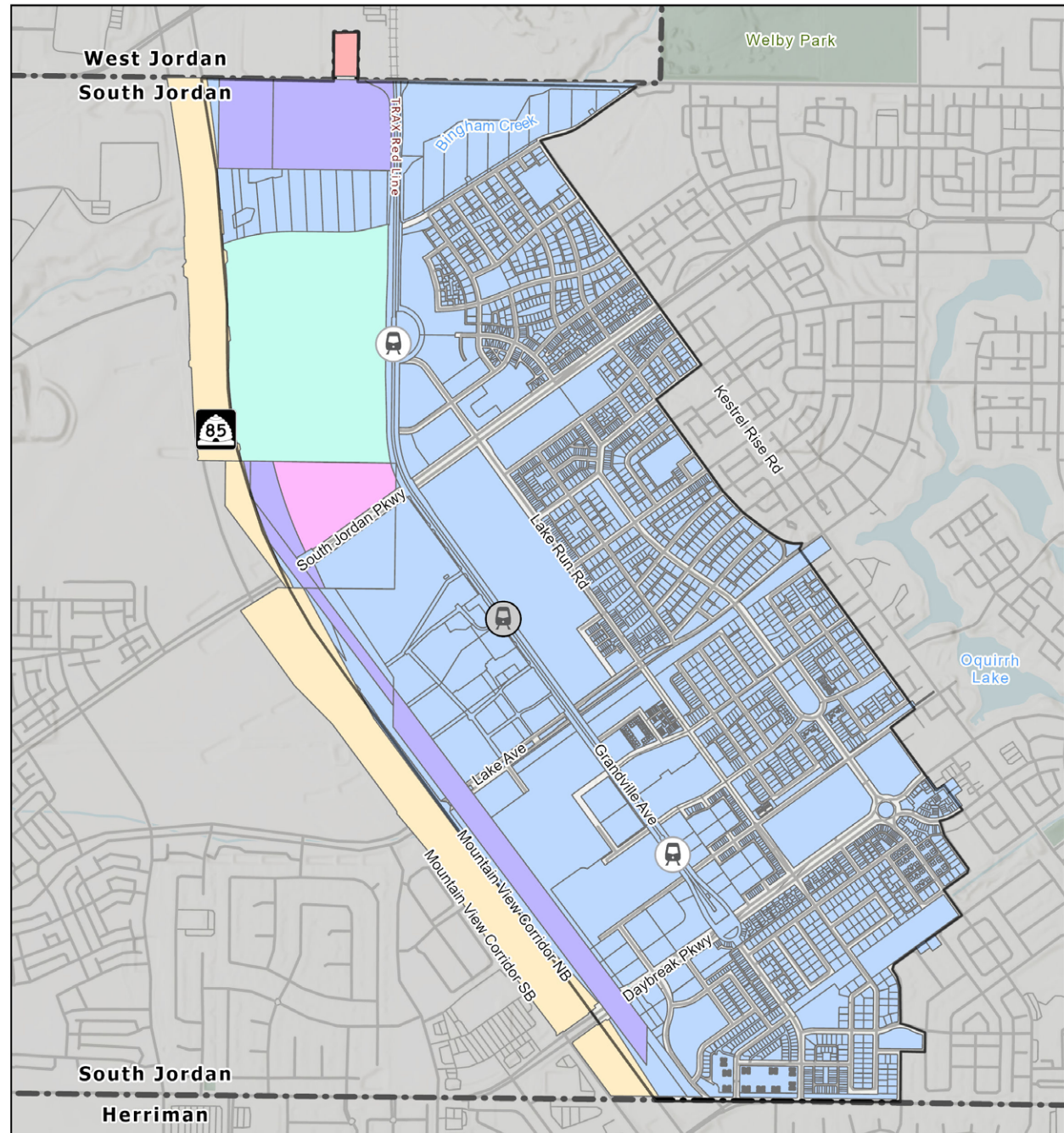
 Jordan Valley Water Conservancy District

 The Last Holdout

 UDOT

 University of Utah

 Utah Power and Light Company



Utah Transit Authority



UTA has been a development partner with South Jordan City in these TRAX stations for decades and is finishing work on the fourth station in the study area, the South Jordan Central Station which is scheduled to open on Tuesday, April 8 2025. UTA is optimistic in the continued land use development as per the HTRZ and future land use plan. UTA is also interested in partnering with South Jordan City, Larry H. Miller Real Estate (LHM), Salt Lake County Arts Center, and other property owners to explore shared parking arrangements to reduce overall parking counts and optimize development opportunity throughout the study area.

Larry H. Miller Real Estate

Larry H. Miller

WCG has assisted with transportation planning and analysis within Daybreak since 2008. WCG staff have worked closely with Larry H. Miller Real Estate since they purchased the property in 2021. This includes weekly coordination with planners, engineers, developers, and site designers. WCG's responsibilities include: traffic analysis, future demographic analysis and modeling, signal design, road network design coordination, UDOT coordination, and all other tasks related to transportation. The project team reached out to Larry H. Miller staff and they had no additional information to provide beyond what has already been shared.

University of Utah



The project team met with the Planning and Real Estate departments from the University of Utah on October 3rd and October 8th, 2024. These discussions outlined that the general purpose of their property was to further facilitate the academic, research, and housing opportunities for University of Utah. These purposes support the desires outlined in the South Jordan General Plan and are shown in the Future Land Use Map (Figure 26). The University of Utah property falls within the Daybreak MDA but some variation may occur due to the University of Utah being a state entity. Land uses, entitlements, and development standards are typically governed by state regulations in these circumstances.

Salt Lake County



The Larry H. & Gail Miller Family Foundation donated three acres of land (on the southwest corner of Lake Avenue and Grandville Avenue) and \$25M to Salt Lake County for a new regional arts center in the heart of Downtown Daybreak in October 2024. Plans for the center include an 800-seat proscenium theater; two multi-use performance, rehearsal, and event spaces; a visual art gallery; and classroom space. A groundbreaking for the center will be in January 2026 with an expected opening in early 2028.

On November 7, 2024 the project team met with Salt Lake County staff to discuss coordination between this project and the SAP. Key details from the meeting are listed below:

- ◆ Salt Lake County expressed how important access for large vehicles is to the site. If Festival Street is closed for an event then large vehicles need a secondary way to access the back of the building.
- ◆ It is key to have safe crossings from transit and off-site parking (only staff parking will be on-site).
- ◆ The Arts Center will need significant space on Lake Avenue for drop-offs and pick-ups.
- ◆ Wayfinding from TRAX Stations to the Arts Center is key.
- ◆ Ample and safe bike parking for visitors is key.



Salt Lake County Library at Daybreak

Located on the corner of Grandville and Rambutan and occupied in 2022 as a Net Zero Energy Petal Certified building, the new library's goal was to be "The Communities Gathering Place with Something for Everyone". The building site, surrounded by the Oquirrh Mountains, trails and Oquirrh Lake, was designed to be an iconic architectural place located at the southern terminus of TRAX. As a 21st century library the building and site have become an important hub of information, events, maker's space complete with a large variety of hands on learning experience that opens to the outdoors to accommodate bike repair classes and other outdoor friendly programming.



Source: South Jordan The City Journals

Utah Department of Transportation



The project team met with Utah Department of Transportation planning staff on October 15, 2024. UDOT supported the plans set forth in this meeting and underscored the importance of providing employment, shopping, and entertainment in this area to reduce the traffic demands on I-15. They were satisfied with the transportation connections to neighboring developments and cities. UDOT expressed how the University of Utah property may be a key element in transforming Daybreak into a regional job center.

Mountain View Corridor Coordination

Over the past year South Jordan City, WCG, and Larry H. Miller Real Estate have met with UDOT numerous times to discuss cross-street cross sections, pedestrian and bicycle facilities, and freeway ramp locations. These discussions shaped this project to provide the best possible freeway accommodations across this new freeway.

UDOT's Mountain View Corridor (SR-85) is the only state-owned roadway adjacent to the study area. In the next few years UDOT will construct a freeway between the two frontage roadways. This freeway will provide additional vehicular capacity for a corridor that is currently very near capacity. However, impacts to pedestrians and cyclists will be mixed. The freeway will create a physical barrier between the west side of Daybreak and the SAP study area, however this will be slightly reduced since the freeway will go under (instead of over) Daybreak Parkway, Lake Ave, and South Jordan Parkway. Additionally, while cross-street traffic will continue to increase, opening the freeway will reduce traffic along the frontage roadways which will improve comfort for pedestrians and cyclists. Currently pedestrians and cyclists utilize 26-ft. medians to cross both South Jordan Parkway and Lake Avenue.

Two key details were ironed out in this process to maximize comfort for pedestrians and cyclists:

- ◆ 23-ft. center medians will be installed through the Lake Ave and South Jordan Parkway interchanges.
- ◆ Freeway to frontage road ramps are not oriented toward Lake Avenue, which reduces vehicle traffic along Lake Avenue. This is key to providing the best possible active transportation corridor across Mountain View Corridor, and thus connecting Downtown Daybreak, west Daybreak, and the rest of the southwest quadrant of Salt Lake County.

IV. MARKET ANALYSIS



KEY TAKEAWAYS

- ◆ Opportunities to capture sales tax leakage with an additional 5M supported sq ft.
- ◆ 1.9M sq. ft. retail and 6.7M sq. ft. office growth appears achievable

The study area will benefit from the economic tools and plans already in place. The Daybreak Assessment Area, established with Special Assessment Bonds in 2016, funds essential public improvements like roads and water infrastructure, benefiting local property owners without requiring a public vote. The Downtown Daybreak plan envisions a walkable community featuring mixed-use developments enhanced by public investments such as a library and planned performing arts center. The Daybreak Housing and HTRZ aims to address housing shortages with high-density development, targeting 10.6 percent of units to be affordable.

Additionally, the Daybreak Field at America First Square, set to open in 2025, will feature a new ballpark and surrounding commercial development including 900 apartments, office, and retail space, supported by significant private investment from Larry H. Miller Sports + Entertainment. These development areas are highlighted in Figure 17 below.



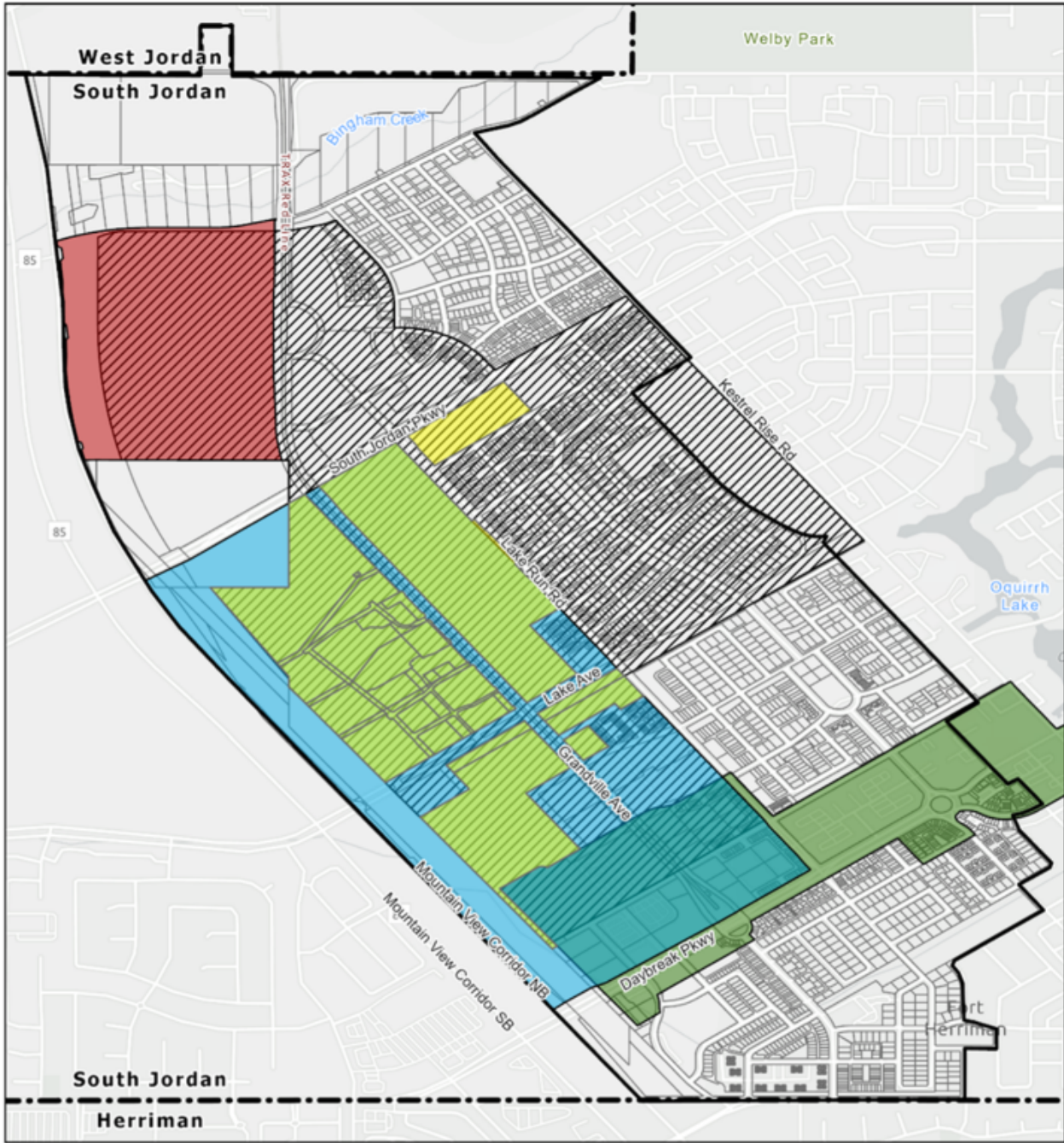
Daybreak — looking west



FIGURE 17: Study Area Economic Development Areas

Legend

- South Jordan City Boundary
- Daybreak SAA
- Downtown Daybreak
- HTRZ Boundary
- South Station CDA
- University of Utah
- Study Area Parcels
- HTRZ & Downtown Daybreak



0 0.25 0.5 Miles



Market factors at the county level indicate Salt Lake County has experienced increases in retail and industrial construction in the second quarter of 2024, with stagnant office construction¹. The southwest quadrant's (includes South Jordan) retail market lease rates have reached \$21.33 for triple net lease properties (NNNs) as of 2024 Q2, with vacancy below average three percent. Office vacancies are at 17.94 percent (Q4 2024), an increase of 2.5 percent from the previous year.

SL County Development Highlights: OFFICE

- ◆ Permitting of office structures has been stagnant.
- ◆ Direct office vacancy is at 17.94 percent (Q2 2024), an increase of 2.5 percent from 2023.
- ◆ Increased vacancy rates and decreased sublease availability indicates a cautious market.
- ◆ It is expected that lower vacancy will allow developers to initiate new projects in the future.

SL County Development Highlights: RETAIL

- ◆ Permitting of retail structures has increased in the second quarter of 2024 due to projects like Downtown Daybreak.
- ◆ Salt Lake County finished Q2 with 653,267 SF of current construction with the South West area accounting for 479,072 SF.
- ◆ Despite major projects, low vacancy rates leave retailers struggling to find space, calling for an increase in retail construction.

To determine the supportable commercial zoning within the City and the study area, this analysis evaluates future taxable sales growth, per capita spending by sector, and general retail and office zoning ratios from the City as a whole. Using two different methodologies, this analysis provides an estimate of supportable acreage by the following categories: general retail, industry, services, and total commercial acreage. The following table (Table 9) provides a summary of South Jordan's sales leakage.

TABLE 9: SUMMARY OF SOUTH JORDAN TAXABLE SALES

	South Jordan Direct Taxable Sales	Per Capita Spending	Utah Income Adjusted Per Capita Spending	Capture Rate	Per Capita	Total Leakage
Retail Subtotal	\$1,670,925,758	\$19,772	\$22,973	86%	(\$3,200)	(\$270,460,003)
Industry Subtotal	\$253,993,925	\$3,006	\$5,453	55%	(\$2,447)	(\$206,831,939)
Services Subtotal	\$419,163,332	\$4,960	\$7,889	63%	(\$2,929)	(\$247,509,030)
Other Subtotal	\$55,854,176	\$661	\$1,252	53%	(\$591)	(\$49,923,834)
Total	\$2,399,937,191	\$28,399	\$37,566	76%	(\$9,167)	(\$774,724,806)

The first methodology employed in this analysis utilizes estimated per capita spending of \$28,399 in South Jordan. Assuming a new population of 48,639 residents by 2050 in the City using TAZ estimates, the total supportable zoning is estimated at 5M sq. ft. as shown in Table 10 below. This assumes a median sales volume of \$275 per square foot of gross leasable area.

¹ Source: Colliers 2024 Q2 Salt Lake City Real Estate Market Report.

TABLE 10: SUPPORTABLE COMMERCIAL ZONING BASED ON PER CAPITA SPENDING

	General Retail	Industry	Services	Other	Total
Per Capita Spending (State Income Adjusted)	\$19,772	\$3,006	\$4,960	\$661	\$28,399
New Growth in City (2050)	48,639	48,639	48,639	48,639	48,639
Total Spending	\$961,717,348	\$146,188,640	\$241,253,476	\$32,147,407	\$1,381,306,870
Median Sales Volume Per Sq. Ft. of GLA	\$275	\$275	\$275	\$275	\$275
Supportable Sq. Ft.	3,497,154	531,595	877,285	116,900	5,022,934

Source: Wasatch Front Regional Council (WFRC) TAZ Estimates

Employing an alternative methodology produces a slightly higher supportable square footage estimate as illustrated in Tables 11 and 12 below. Using the 2023 City employment as a benchmark shows an average of 309 sq. ft. per job. Based on new job growth in the study area using TAZ estimates and the average square feet per job, the supportable commercial square footage results in 3.5M sq. ft. for office and 1.9M for retail, totaling a combined 5.4M sq. ft.

TABLE 11: SOUTH JORDAN COMMERCIAL SQ. FT. PER HOUSEHOLD

	City Employment (2023)	Zoned SQ FT	SQ FT Per Job	New Study Area Job Growth (2050)	Supportable SQ FT
Office Use	27,376	5,258,929	192	18,718	3,595,773
Retail Use	7,966	5,662,083	711	2,678	1,903,180
Total					5,498,953

Source: WCG and Hodges Design

Economic development research and concept plans have been completed by the City, developers, and other stakeholders due to the study area consisting of Downtown Daybreak, an HTRZ, and the Daybreak Field at America First Square. The table below identifies the study area relative to the existing developments. The table below provides the current planned square footage applicable to the study area. In total, 1.9M sq. ft. is dedicated to retail space and 6.7M sq. ft. to office space. Both supportable commercial zoning methodologies reinforce existing retail expansion for the Study Area, which includes a total of 1.9M sq. ft. dedicated to retail and 6.7M sq. ft. dedicated to office. When regional demand is considered, the proposed growth appears achievable.

TABLE 12: DAYBREAK URBAN CENTER PROGRAM AND ABSORPTION FOR USE IN TAZ ZONES (2025 – 2050)

	Total Projected Units	Total Projected Retail SQ FT	Total Projected Office SQ FT
SS CDA /Urban Center Core	434	307,034	870,652
Urban Center Core	4,815	1,491,066	3,603,108
North Station	2,666	150,000	2,318,524
TOTAL	7,915	1,948,100	6,792,283

Source: WCG and Hodges Design

A. Potential Barriers

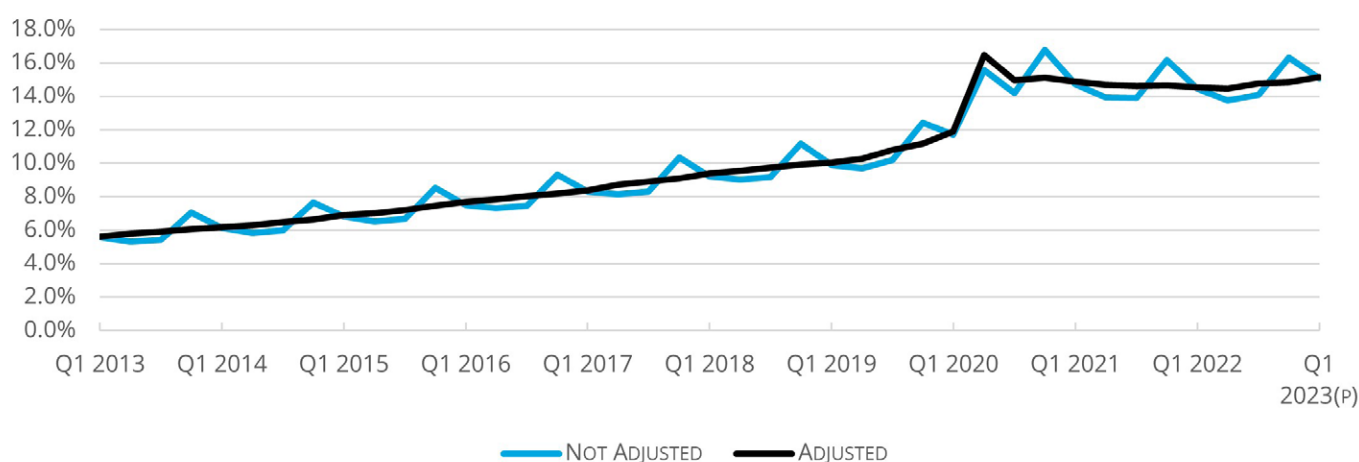
KEY TAKEAWAYS

- ◆ Limited access to I-15 a potential barrier
- ◆ Online sales impact to brick and mortar

Some commercial development may be impacted by factors that serve as barriers toward unconstrained commercial growth within the community. These barriers include geographic challenges and statutory constraints. The study area is located in the western portion of the City and is adjacent to the Mountain View Corridor but does not include access to I-15. As Mountain View Corridor travel patterns increase and infrastructure is expanded, the lack of access to I-15 will likely become less impactful. Proximity to a regional transportation network allows communities to attract larger developments like distribution centers or industrial centers which in turn stimulate job growth and spending.

Additionally, online sales will continue to impact the traditional brick-and-mortar approach. The US Census Bureau's estimate of retail e-commerce sales as percent of total quarterly retail sales continues to rise, increasing from nearly 5.6 percent in 2013 to 15.1 percent during the first quarter in 2023.² Data on retail sales is provided below in Figure 18.

FIGURE 18: Quarterly U.S. Retail E-commerce Sales as a percent of Total Quarterly Retail Sales



Monthly retail sales numbers by the Census Bureau show sales from non-store retailers like Amazon, eBay, QVC, and Alibaba increased 6.5 percent from 2022 to 2023.³ Given this trend, additional measures must be taken to ensure profitability of location-based retail. Methods to promote increased commercial development include:

- ◆ Allow for more residential development and population growth
- ◆ Provide development incentives
- ◆ Promote niche markets that will capture sales from surrounding communities
- ◆ Remove barriers to entry
- ◆ Promote other types of commercial development (industrial, tech, office, etc.)

While the analysis illustrates the potential for substantial office development, increased vacancy rates resulting in cautious developers may highlight challenges for maximizing this land use. However, market trends suggest vacancy rates may decrease, allowing developers to initiate new projects.

Finally, the study area consists of an HTRZ to facilitate mixed-use, multi-family, and affordable housing to address the housing shortage in Utah. Currently, there are no mechanisms to amend the existing Daybreak HTRZ. Potential development growth or uncertainty that would result in zoning corrections to Downtown Daybreak prevented the HTRZ from being amended.

² Source: U.S. Census Bureau, Retail Indicators Branch

³ Source: 2015 Annual Retail Trade Report <https://www.census.gov/retail/index.html>

The Proposed
HTRZ AREA PLAN is the
best opportunity to create
affordable housing in the
fastest-growing quadrant
of Salt Lake County.

Housing and Transit
Reinvestment Zone
(HTRZ) Application



V. PREFERRED VISION PLAN

This Preferred Vision Plan for the South Jordan TRAX Station SAP was created based on 20 years of previous planning efforts, stakeholder coordination, and hundreds of steering committee and public meeting meetings. The Preferred Vision Plan shows how to station areas will meet the principles as described in HB462. The transportation facilities and land use laid out in the Master Development Agreement and SAP will accomplish this plan by forming a beautiful downtown area that provides easy access to jobs, affordable housing, entertainment and sporting events at the new ballpark.

A. Environmental Conditions

KEY TAKEAWAYS

- ◆ Transit oriented development reduces trips and travel times and carry multiple positive environmental impacts
- ◆ Avoid adverse impacts to the Bingham Creek riparian zone shown in Figure 19
- ◆ Avoid high voltage power transmission corridor

The land use design concept is a Transit Oriented Development (TOD) and was recently designated as a HTRZ. This allows local governments to use a portion of local tax revenue to help support the costs of development near transit that should increase transit use. This live, work, play planning and development scheme intends to reduce travel times and trips by providing access to those opportunities within the immediate community of Daybreak and the larger South Jordan and West Jordan Cities.

South Jordan City is proud of its sustainable environmental efforts and are actively promoted by the South Jordan City, the land owner / developers and Salt Lake County including:

- ◆ Efficient mixed use land use with a TOD focus,
- ◆ Air quality enhancements by reducing fuel consumption and vehicle trips with its live, work, play zoning.

- ◆ Requiring 25% of the land as parks, open space, dog parks etc., as well as enhancing recreational opportunities within the site as well as to and from the site are major design components. The City's Open Space Master Plan (2017) designates open space along the Bingham Creek area and the northern portion of the power line corridor.
- ◆ Energy efficiency achievements with its new County Library that opened in 2022 as a net zero certified energy consumption.
- ◆ The City's recently completed Storm Drain Master Plan provides improvements to existing and projected future water quality in the South Jordan City storm drain system. The plan establishes plans for detention, retention, and underground storage areas.

A high voltage transmission line parallels the east edge of Mountain View Corridor through the study area. This large electrical transmission power corridor is owned and operated by Rocky Mountain Power (RMP). Development is restricted here to avoid any impacts from the power transmission lines above. Recreation fields, open space, and surface parking lots are acceptable uses in this zone. RMP is a private utility company regulated by the public utility commission of Utah and is the primary electric utility in this area serving more than 1.2 million customers in Utah, Wyoming, and Idaho.

Bingham Creek on the north end of the site is designated as a ravine stream bed with intermittent flooding. Two additional areas downstream from the study area (just over the border in West Jordan City) adjacent/connected to Bingham Creek are designated as a freshwater pond and freshwater emergent wetland. Development near or across these sensitive wetland and agriculture protection areas should avoid, minimize, and mitigate any impacts to these important resources.

The [National Wetlands Inventory](#) (NWI) was established by the US Fish and Wildlife Service (FWS) to conduct a nationwide inventory of U.S. wetlands to provide biologists and others with information on the distribution and type of wetlands to aid in conservation efforts. Bingham Creek has the following National Wetland Inventory Classification codes: System Riverine (R), Subsystem Intermittent (4), Class Streambed (SB), Water Regime Intermittently Flooded (J).

- ◆ **System Riverine (R):** The Riverine System includes all wetlands and deepwater habitats contained within a channel, with two exceptions: (1) wetlands dominated by trees, shrubs, persistent emergents, emergent mosses, or lichens, and (2) habitats with water containing ocean-derived salts of 0.5 ppt or greater. A channel is an open conduit either naturally or artificially created which periodically or continuously contains moving water, or which forms a connecting link between two bodies of standing water.
- ◆ **Subsystem Intermittent (4):** This Subsystem includes channels that contain flowing water only part of the year. When the water is not flowing, it may remain in isolated pools or surface water may be absent.
- ◆ **Class Streambed (SB):** Includes all wetlands contained within the Intermittent Subsystem of the Riverine System and all channels of the Estuarine System or of the Tidal Subsystem of the Riverine System that are completely dewatered at low tide.
- ◆ **Water Regime Intermittently Flooded (J):** The substrate is usually exposed, but surface water is present for variable periods without detectable seasonal periodicity. Weeks, months, or even years may intervene between periods of inundation. The dominant plant communities under this Water Regime may change as soil moisture conditions change. Some areas exhibiting this Water Regime do not fall within our definition of wetland because they do not have hydric soils or support hydrophytes. This Water Regime is generally limited to the arid West.

FIGURE 19: Existing Sensitive Lands



B. Transportation



A primary objective of the SAP is to facilitate the increase of transportation choices and connections. The plan synthesizes current development plans to document the multimodal network that will be built in the undeveloped areas. It identifies further needs based on key destinations and presents deliverables in a format that will be easy to reference as development moves forward.

An Access to Opportunities score is a way to measure how well people can connect to basic needs and amenities including jobs, schools, grocery and other retail, parks, community centers, recreation, and entertainment. The Access to Opportunity score is calculated at 73 out of 120 for South Jordan City by WFRC. Access to jobs and community necessities were the weakest elements in this score. **The SAP enhances access to opportunities for residents by providing them cost-effective options for accessing work, shopping, recreation, and connecting to the broader region.** This is accomplished in part through the careful planning of a mixed-use district around the stations, which brings residents' needs closer to them, maximizes the utility of transit and other infrastructure, and creates synergy between the different roles people play in the economy and community.

The objectives of the SAP were informed in large part by the City's [goals and priorities](#). **The City strives to build and maintain reliable public infrastructure, provide desirable amenities and open spaces, facilitate sustainable economic growth and development, and encourage public engagement.** The transportation facilities and land use laid out in the SAP will accomplish these goals by forming an aesthetically pleasing downtown area that provides easy access to open spaces, sporting events at the new ballpark, and other opportunities to engage with the community. These benefits will be felt both by residents who live in the study area and those who live outside of it.



Daybreak Parkway Station

Transit

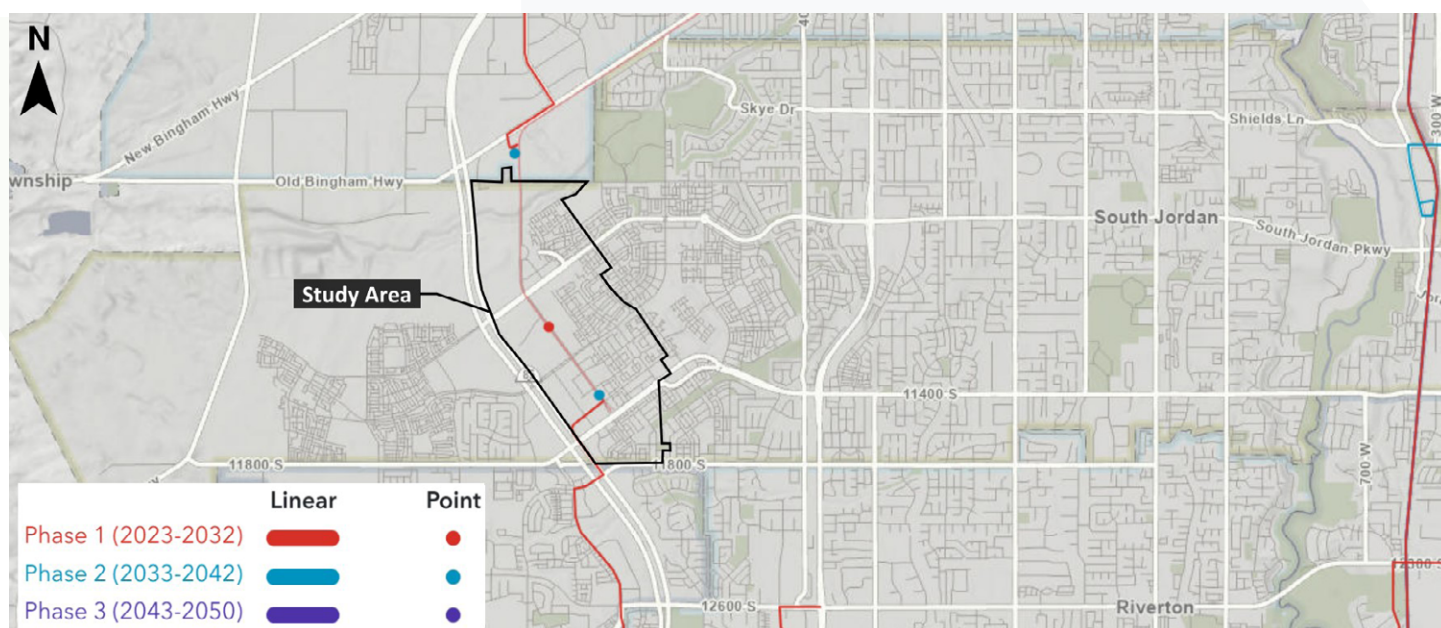
KEY TAKEAWAYS

- ◆ Improve wayfinding to transit
- ◆ Establish a mobility hub at Daybreak Parkway
- ◆ Re-evaluate transit needs with growth

Several transit plans have been completed previously in the study area and are summarized below. The [WFRC regional transportation plan](#) lists the following transit improvements in their 2023–2050 long-range transit plans for the study area:

- ◆ Mid-Jordan Extension Corridor Preservation from Daybreak Parkway Station to 12600 South and Bangerter Highway in phase one
- ◆ South Jordan Central Station in phase one
- ◆ Daybreak Transit Hub in phase two

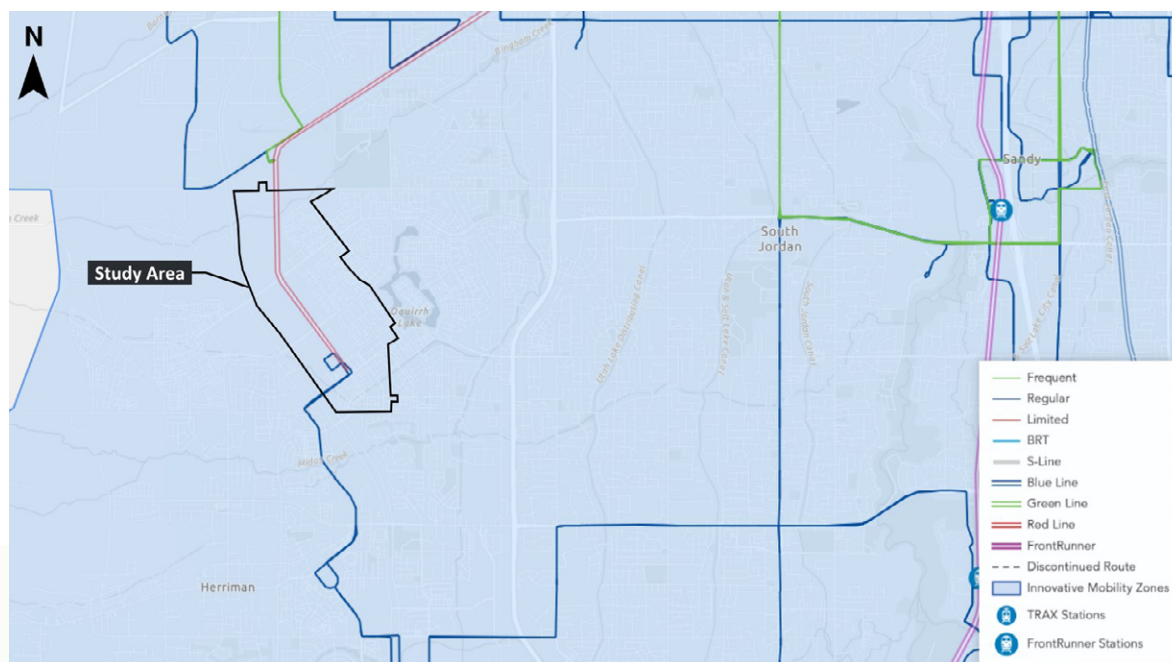
FIGURE 20: WFRC Regional Transportation Plan - Transit



The [UTA Five Year Service Plan](#) identifies the following transit improvement in their 2025–2029 transit plan for the study area:

- ◆ **Route 126 - South Valley Regional:** Route 126 will be a new east-west service between Daybreak Parkway Station in South Jordan and Draper Town Center Station via 12300/12600 South and 13400 South Corridors with connections to Draper FrontRunner Station and Herriman SLCC/Real Academy. The route will run weekdays at a 60-minute frequency and begin service in 2025.
- ◆ **Route 256 - 5600 West** will be a frequent all-day service north-south route that will serve between the Airport Station and 5600 West Old Bingham Hwy TRAX Station via 5600 West. It will provide connections to Salt Lake International Airport, the International Center, Salt Lake and West Valley Industrial areas. Service will begin in 2028 and will be weekday 15-minute frequency, Saturday 30-minute frequency, Sunday 60-minute frequency.
- ◆ **Route F264 - Southwest Quadrant Flex** will provide all-day service heading west and north from the 5600 West Old Bingham Hwy TRAX Station and will be a new flex route serving employment centers within the industrial area of South Jordan connecting 5600 West Old Bingham Hwy Station to 7800 South via 6400 West. The route will be weekday only and have a 30-minute frequency and will begin service in 2029.

FIGURE 21: UTA Five Year Service Plan



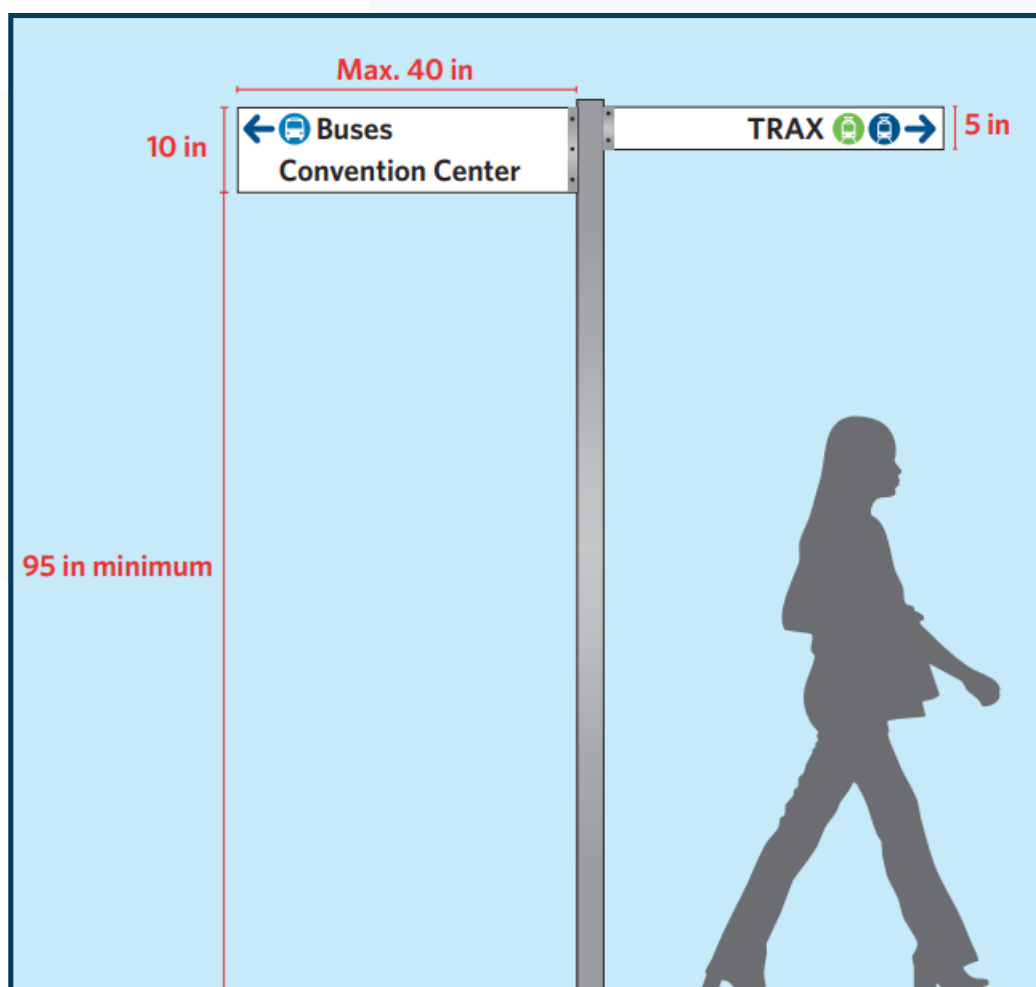
The Long Range Transit Plan for UTA is branded [UTA Moves 2050](#). This 2050 Vision Network is designed to provide more service, more choices, and an easy-to-use system over the next 30 years. It is financially unconstrained, meaning not everything in this network can be realized. The Vision Network enhances existing service while identifying key capital investments to support regional growth in the coming decades. It uses the four UTA Moves 2050 investment strategies — Maintain Our System, Enhance Our System, Expand Our Frequent Service Network, and Serve Our Growth Areas — to identify and prioritize projects throughout the UTA region. In this study area UTA Moves 2050 Increases Transit service on existing routes, adds new bus service and plans to preserve future transit corridors.

FIGURE 22: UTA Moves 2050



This SAP reaffirms and agrees with the transit recommendations made in the WFRC RTP, UTA 5 Year plan, and UTA Moves 2050: LRTP 2023-2050 Plan. In addition to the planned transit service, this SAP emphasizes the recommendation from the WFRC RTP to construct a mobility hub at the Daybreak Parkway station. A mobility hub is a central location where different modes of transportation come together to offer seamless connectivity for travelers. A mobility hub aims to make transportation more efficient, convenient, and sustainable. They often integrate public transit (buses, trains, trams), active transportation (walking and cycling), and shared mobility options (bike-share, car-share, ride-hailing).

It is essential that transit users have a convenient and comfortable transit experience. Special care should be taken to accommodate disadvantaged transit users (i.e. people with disabilities) and families at the stations. Adequate bicycle parking should also be provided at the TRAX Stations. Adequate lighting should be provided at the stations and wayfinding should allow for simple and easy navigation. A wayfinding system will direct people from point to point and confirm their progress along a route. Wayfinding also serves as an additional marketing source: signage builds brand recognition and equity. They elevate a brand story and create a sense of place. **The City is to work with UTA to make wayfinding consistent with the standards in the UTA Wayfinding & Signage Sign Schedule and Drawing Package.**



Wayfinding Signage

Source: UTA Wayfinding & Signage Sign Schedule and Drawing Package

Active Transportation

KEY TAKEAWAYS

- ◆ Family cycling track is unique and could be enhanced
- ◆ Safe connection across MVC is important

The vision for the development in Daybreak includes innovations in the way streets are designed. These streets aim to provide more comfort to bicyclists while encouraging separation from pedestrians and vehicles in a space-efficient manner. Keeping vehicle speeds low is essential to providing a safe and comfortable active transportation network and is done through designing narrow roads with on-street parking, bulb-outs, and an urban environment.

At the forefront of these innovations is the concept of the “family cycling” network versus a “fast cyclists” network. Family cycling facilities prioritize comfort and separation from motor vehicles over speed, in contrast with on-street fast cyclist facilities that guide more confident cyclists and increase their visibility to drivers while allowing them to ride at higher speeds and take more direct routes to their destinations. Family cycling facilities include multi-use pathways, shared wide sidewalks, and a new facility called a “family cycling track.” A family cycling track is an off-street facility adjacent to the sidewalk area. The family cycling track is separated from the sidewalk by landscaped buffers. Concrete links are placed at regular intervals to provide space for lamp posts and signage and provide easy access between the sidewalk and the cycle track. A limited number of these facilities are currently under construction, and many more are planned for other roadways. Other active transportation facilities are described in the Existing Conditions section of this report.

Safe connections across Mountain View Corridor will be essential to a well-functioning active transportation network. As discussed in the UDOT outreach section of the report, **LHM Real Estate and South Jordan City are working closely with UDOT to provide median facilities on the future bridges across Mountain View Corridor at both South Jordan Parkway and Lake Avenue.**

Figure 23 shows the planned active transportation network for the study area, the active transportation plan was developed as part of the recent [South Jordan Transportation Master Plan](#).



FIGURE 23: Future Active Transportation Network

Legend

South Jordan City Boundary

TRAX Stations

Existing

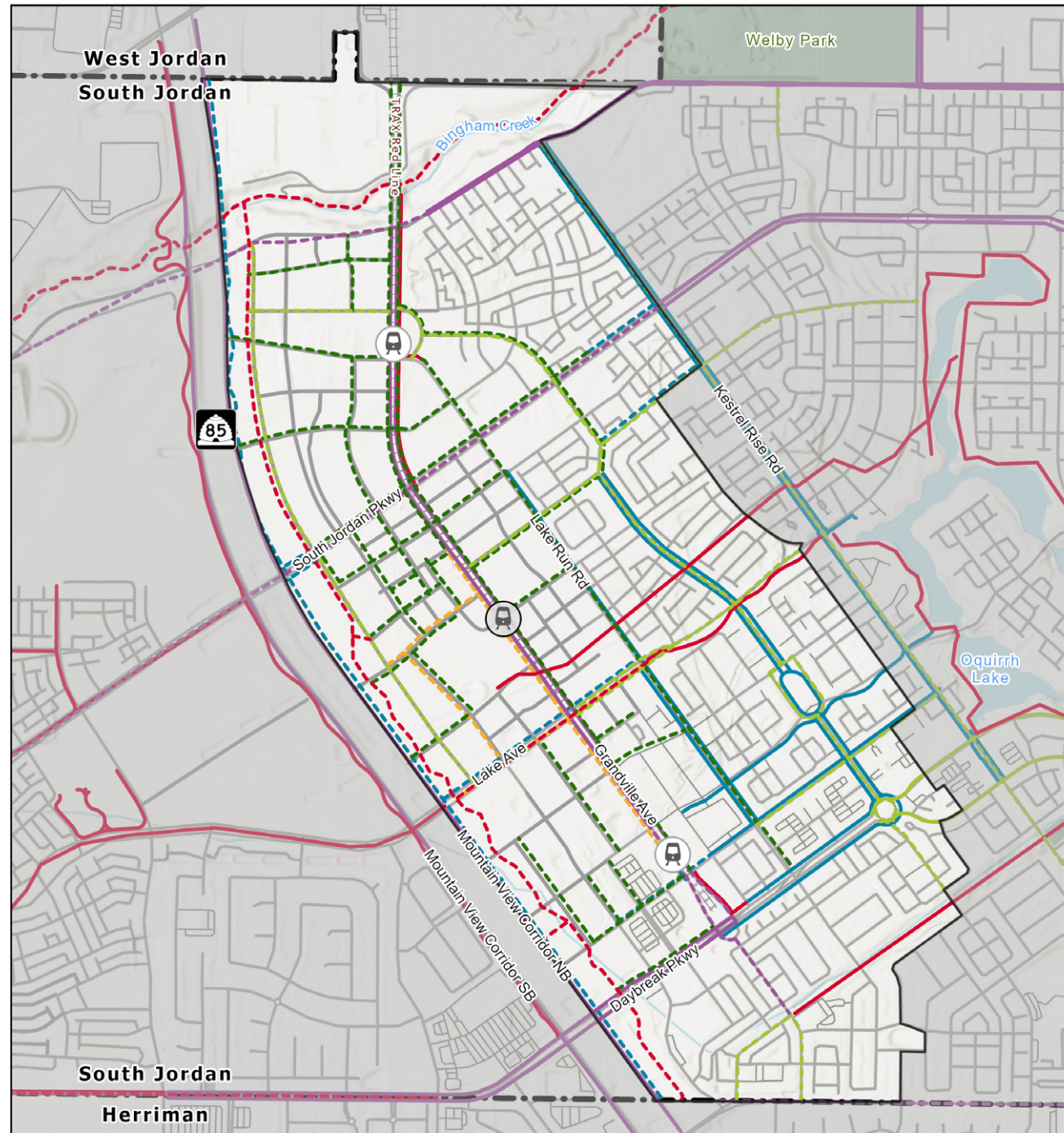
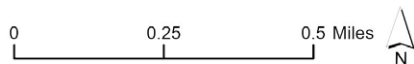
Under Construction

Existing AT Facilities

- Multi Use Pathway
- Shared Wide Sidewalk
- Cycle Track
- Bike Lane
- Byway

Planned AT Facilities

- Multi Use Pathway
- Shared Wide Sidewalk
- Family Cycle Track
- Cycle Track
- Bike Lane
- Byway



In addition to the general alignment of facilities, the following improvements to the existing network and general guidelines for future design are recommended:

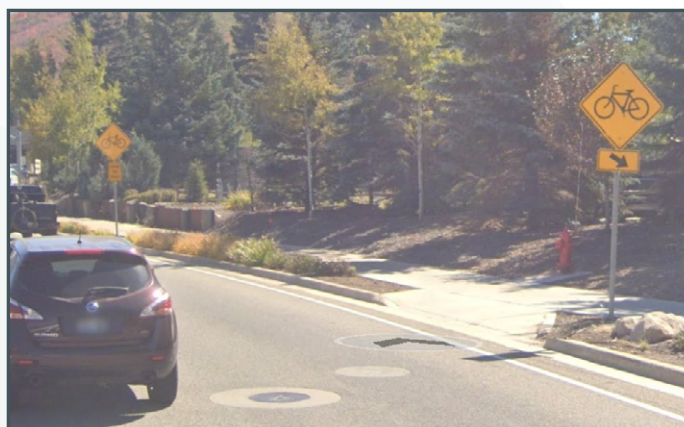
- ◆ **It is recommended that signage and pavement markings be used to make the family cycle tracks more clear to the public.** Temporary signs have been placed in the cycle tracks and official sign posts have been installed in the track, both of which obstruct the use of the facilities. As the urban core is developed, it is expected that these obstructions will be removed and ramps at the intersections will be constructed instead of terminating at the curb as some family cycle tracks currently do. Green pavement markings and other standard cycling paint will demarcate this facility appropriately.
- ◆ Daybreak Parkway has bike lanes between Mountain View Corridor and Grandville Avenue. East of Grandville Avenue, Daybreak Parkway does not have bike lanes. However, wide sidewalks (10-ft. on the south side and 8-ft. on the north side) exist through this section. A portion of riders may feel more comfortable on the sidewalk instead of continuing within the roadway at this point. To accommodate these riders, **angled ramps should be provided (with green pavements markings to provide guidance) to allow riders easy access to/from the wide sidewalks.** The image below illustrates potential locations for these and the image to the right shows an example from Park City of a similar ramp.

Vehicles

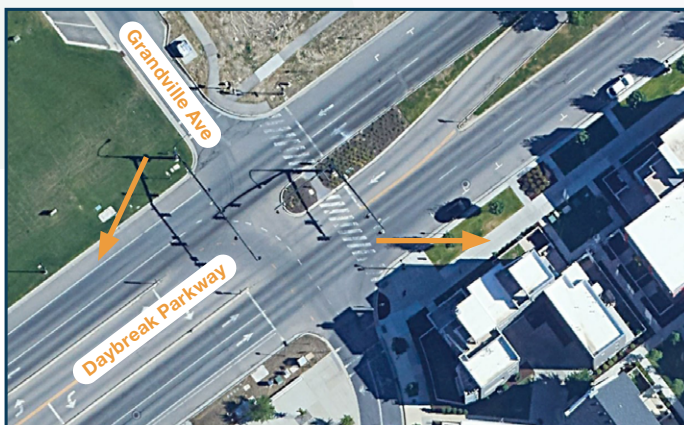
As Daybreak continues to build out, it is important to the City that new developments continue to provide good connectivity for vehicles. Most of the planned arterials and collectors that will form the backbone of the vehicle network are already built, while plots that are currently vacant within this grid will be developed into a dense network of local and collector roads. Figure 24 maps the future (2050) roadway network by functional classification, including existing and future intersection control. A dense grid promotes efficient movement of traffic by providing redundancies and alternative routes in the network. The future roadway network shown in the University of Utah and Last Holdout properties is a concept and is subject to change. The HTRZ agreement requires the construction of structured parking in the study area. Any parking constructed should be shared parking among all the uses so that excess parking is not required.



Example of a Family Cycle Track on Lake Run Road

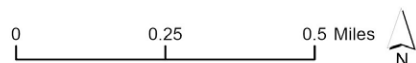
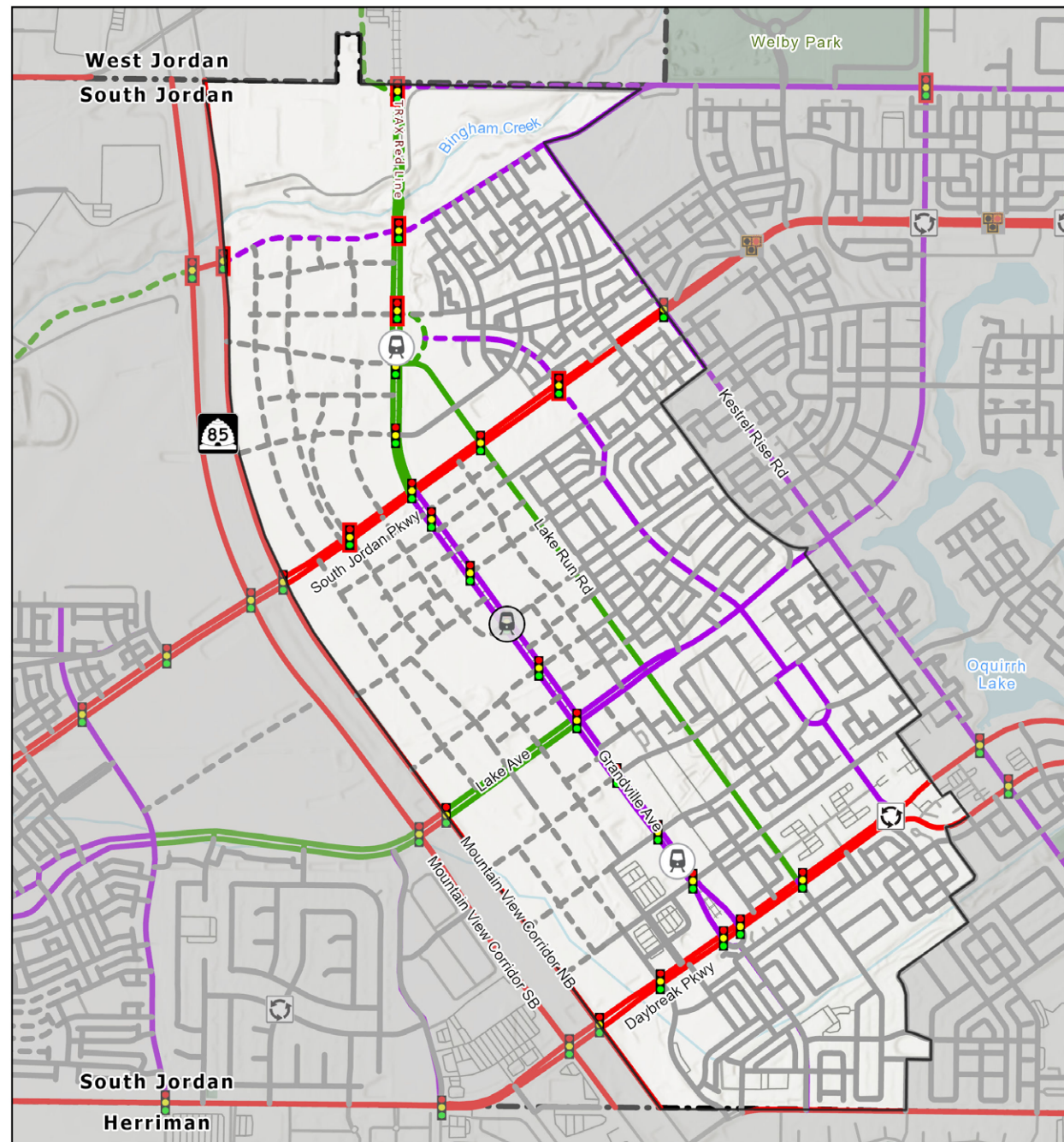
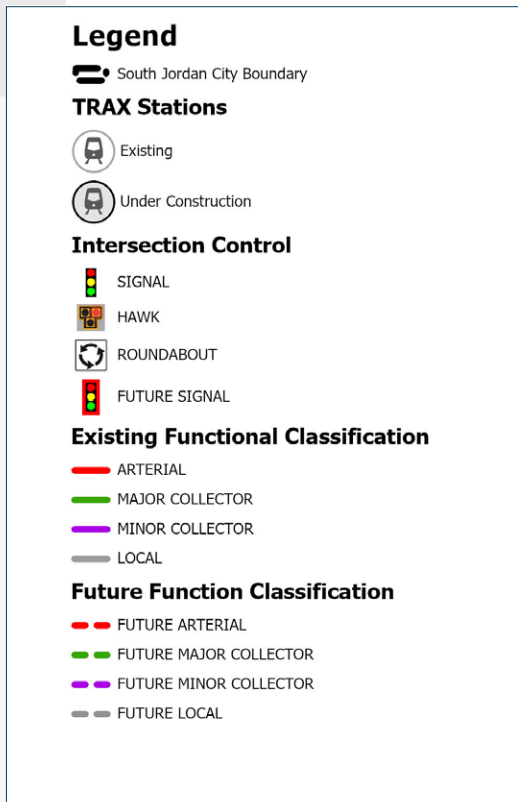


On-Street Bike Transition - Park Avenue, Park City



Potential Alignments for Bike Lane Transition

FIGURE 24: Future Functional Class and Intersection Control



C. Land Use



KEY TAKEAWAY

- ◆ 90% of the land in the study area is entitled in a development agreement and supports SAP goals
- ◆ 27,800 residents projected in 2050

The proposed Future Land Use Map shown in Figure 25 delineates the proposed layout of land uses centralized around the four TRAX Stations. These land uses may change, but are the results of existing uses and discussions with the City, University of Utah, Daybreak Community, and Last Holdout, LLC for undeveloped land. They are also reflective of the existing entitlements and development agreements that govern land use within the area. These land uses also support the following goals of the general plan, specifically:

- ◆ **MG6.2.** Continue to encourage each new development to create designs that invite people to walk and bike as much as possible.
- ◆ **LG1.2.** Implement zoning/density incentives for including planned moderate-income housing within new developments.
- ◆ **LG1.4.** Provide a plan and opportunities for mixed-use development near transit that includes affordable housing.
- ◆ **WG2.1.** Continue coordination with Daybreak to plan for a new high-quality employment campus next to the Mountain View Corridor with top-of-the-line employment amenities.
- ◆ **WG2.5.** Encourage office uses as part of major commercial clusters and mixed-use developments to promote commerce as well as personal service and retail support.
- ◆ **WG4.1.** Promote and leverage expansion of the South Jordan Towne Center on Redwood Road, the development of the Daybreak Town Center, and other appropriate regional commercial development for the benefit of the community.
- ◆ **GG1.1.** Enhance the public space in and around existing shopping destinations to encourage unstructured recreation and gathering in the plaza-like space with additions such as public art, enhanced crosswalks, etc.
- ◆ **GrG1.1.** Review the City's zoning map alongside the Future Land Use Map to ensure accommodation of appropriate commercial development that is compatible with surrounding uses.
- ◆ **GrG3.5.** Encourage mixed-use zoning districts in appropriate areas of the City, designed with a mix of goods and services to reduce vehicle trips and to improve air quality, walkability, and resident convenience.
- ◆ **GrG4.2.** Ensure that development is compatible with surrounding land uses established within the Future Land Use Map and existing surrounding land uses,

The proposed Future Land Use Map incorporates the town center designation, housing needs and affordability, employment and commercial opportunities, opportunities for gathering spaces and recreation, and provides a range of transportation options. **A portion of the units closest to the TRAX Stations (within 1/2 mile) should be encouraged as moderate-income housing units to help facilitate these goals. Open space within the study area will meet the terms of the Daybreak MDA which provide for a mix of open space types integrated within the development.** These open spaces will also be within close proximity to residential units as preceded within the larger Daybreak development. The major goal of the City is to maintain the terms of the Daybreak MDA while supporting a significant amount of employment opportunities to better balance the land uses within and adjacent to the study area.

Given the projected average gross density of 10.5 units/acre, proposed land uses, household sizes (2050), and existing residents, this area should hold approximately 27,800 residents. Of those 27,800 residents, it is anticipated that 61 percent or 16,956 residents of that population will be within the working age range. Adjusting for approximately 50 percent worker leakage and non-employed individuals, the area residents would require approximately 8,543 total jobs. Given the jobs by sector in the Study Area TAZ Employment Projections tables number 7, 9, 10, 11, and 12. 67 percent (or 5,701) of these jobs should be office related and 14 percent (or 1,180) should be retail-related. If we utilize the 711 sq. ft. per retail job and 192 sq. ft. per office job we would need 838,921 sq. ft. and 1,094,664 sq. ft. respectively.

Projected housing units at build-out by type:

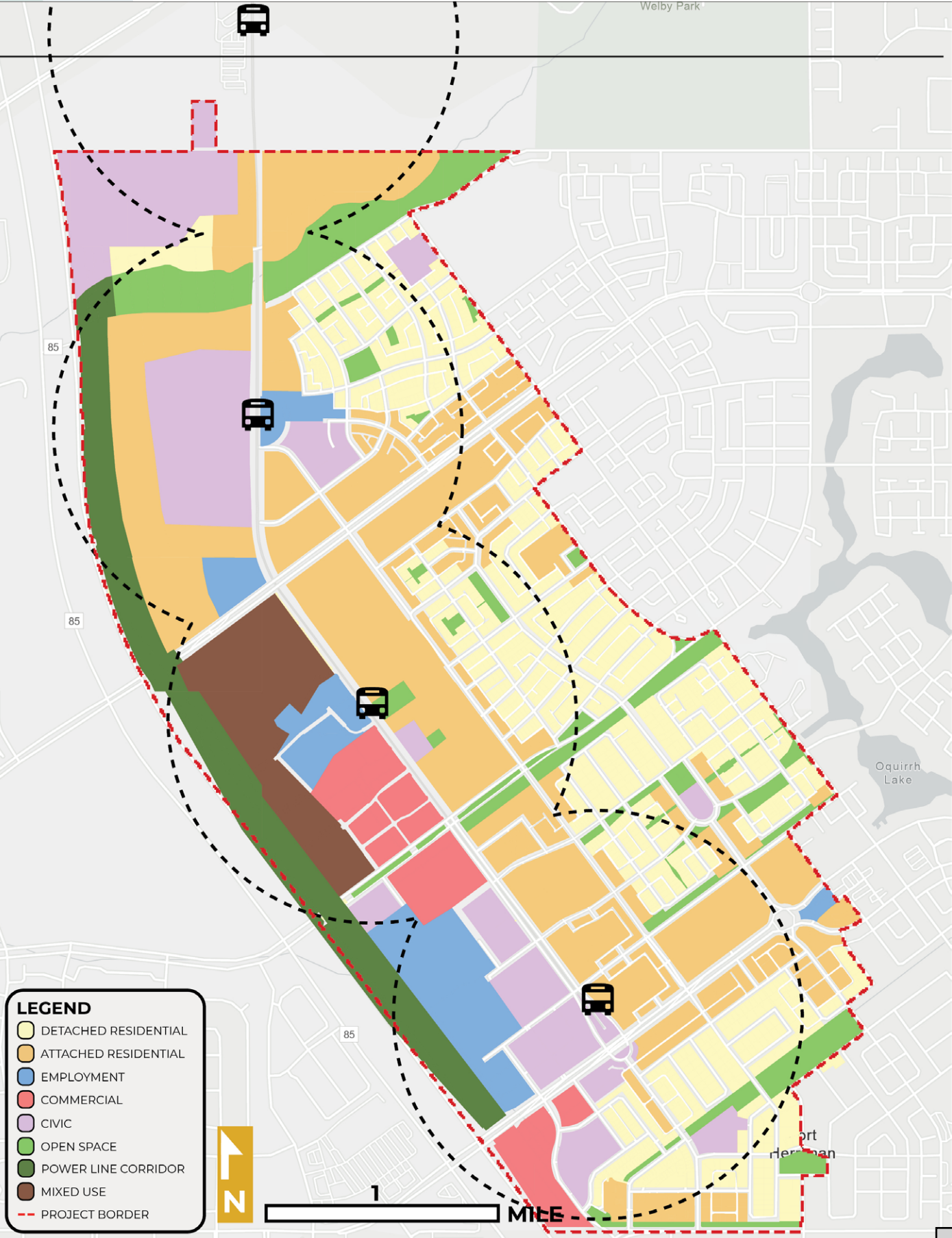
- ◆ Single Family = 1,780
- ◆ Townhomes = 3,800
- ◆ Apartments = 6,000
- ◆ **Total = 11,580**

In terms of acreage the retail space would need approximately 19.3 acres of the project area for retail space. The office uses would require 21 acres with three-story buildings. This is assuming a conservative 40 percent floor area ratio of the ground floor space of buildings in this urban setting. The Future Land Use Map (Figure 25) shows approximately 50 acres of commercially dedicated land uses, with additional commercial land use acreage within the mixed-use designations. The map also shows 40 acres of office space with additional potential office space in the civic and mixed-use designations to further support the economic analysis completed for the project area.

The Future Land Use Map (Figure 25) holds significant amounts of employment and commercial land uses to support the population, reduce congestion, and offer a more balanced, self-sustaining community. This Future Land Use Map also provides significant amounts of residential units to help provide greater affordability within walking distance of transit stations, employment, commercial space, and open space opportunities. Furthermore, this Future Land Use Map responds to the open space, town center, mixed-use, and other established goals of the City, its general plan, and meets the needs of the four goals established for SAPs.



FIGURE 25: Future Land Use



D. Market Analysis, Housing Affordability, and Housing Gaps



KEY TAKEAWAYS

- ◆ The SAP build out could capture the sales tax leakage for the City
- ◆ The SAP could fulfill the moderate-income housing need of the City

An evaluation of taxable sales data within the City suggests an opportunity to expand retail sales in all major categories. Per capita spending in South Jordan is \$28,399, a figure 24.4 percent lower than the state's average of \$37,566. The total taxable sales leaking to other communities is estimated at just below \$775M. Factors influencing a community's capture rate include total population, proximity to major freeways or surface streets, the population within a 360-degree trade area, geographic isolation, and competitive market sites.

The study area serves as a strategic response to this leakage. The area consists of Downtown Daybreak, an HTRZ, and the Daybreak Field at America First Square, a new ballpark/entertainment district. The market demand for office, industrial, and retail opportunities is strong in this area. Supportable commercial zoning methodologies reinforce existing retail expansion for the study area, which includes a total of 1.9M sq. ft. dedicated to retail and 6.7M sq. ft. dedicated to office. When regional demand is considered, the proposed growth appears achievable.

In addition, the study area will continue to provide opportunities for affordable housing. South Jordan has a supply shortage of 7,680 affordable units and projects additional demand of 505 to 560 per year to fulfill the moderate-income housing need. The City has made significant progress regarding moderate-income housing. There are significant existing opportunities in the area for affordable rental and ownership housing. The amendment to the housing plan includes several implementation strategies regarding housing affordability specific to Daybreak. The amendment outlines that City staff will continue to collaborate with the Daybreak developer to review and approve City land use applications and permits, including the affordable housing aspects of the Daybreak HTRZ. The amendment also outlines the City's aim to develop a sustainable ADU solution for Daybreak. There are also plans for additional affordable options within the core area. Additionally, adding services, retail uses, and amenities will increase livability and neighborhood cohesion within the study area.



Study Area Existing Development

VI. 5-YEAR IMPLEMENTATION PLAN

Successful implementation of the South Jordan TRAX Station Area Plans will continue to occur in phases through multi-agency cooperation. Table 13 and Figure 26 below summarizes the recommended implementation plan.

Implementation actions can include projects, programs, policies, and plans for transportation, land use, regulatory framework, urban design, and environmental enhancements.


Actions the City can take, in association with other public sector partners to support private sector stakeholders to induce land owners to act in alignment with the plan to collectively achieve the vision for development at each station area.

- The recommendations have a description, recommended phases, rough order of magnitude costs, and range of impact and indicates if the implementation item is related to the HB462 principles:
- ◆ Affordability of housing, including moderate income housing
 - ◆ Promote sustainable environmental conditions
 - ◆ Enhance access to opportunities
 - ◆ Increase transportation choices and connections


TABLE 13: IMPLEMENTATION PLAN											
Project ID	Category	Project	Cost / Potental Funding Source	Housing	Environment	Access to Opportunity	Transportation	Project Champions	Near-term (1-2 years)	Mid-term (3-5 years)	Long-term (5+years)
1	Policy, Program	Increase transit service in the study area	\$\$, UTA, WFRC, City and developer agreements.			Y	Y	City, UTA	Advocate for transit vision, finalize transit study	Implementation	
2	Project	Add signage, green paint and bicycle icons to family cycle tracks	\$, Developer agreements, City, WFRC, Salt Lake County				Y	City, LHM	Add to projects moving forward, retrofit already-constructed facilities		
3	Project	Add bike lane transition to shared wide sidewalk on Daybreak Parkway	\$, Developer agreements, City, WFRC, Salt Lake County				Y	City, WFRC, LHM	Implement		
4	Project	Mobility hub at Daybreak Parkway	\$\$, Developer agreements, UTA, City, WFRC, Salt Lake County			Y	Y	City, UTA	Add project to UTA's LRTP	Implement bus services	Implement
5	Project	Install wayfinding surrounding TRAX stations	\$, Developer agreements, UTA, City, WFRC, Salt Lake County			Y	Y	City, UTA, LHM	Create wayfinding plan, implement at existing points of interest in the study area	Ensure adequate wayfinding is installed as development occurs	
6	Policy	Continue to support the study area as an ideal site for a future regional office, retail, and entertainment district center in Salt Lake County due to rapid population growth, undeveloped property, and its location adjacent to transportation modes including Mountain View Corridor and a TRAX line.	\$, Partner with Governors office of Economic Development and the Salt Lake Chamber of Commerce			Y		City, WFRC, LHM, U of U	Ongoing		
7	Policy	The study area consists of an HTRZ to facilitate mix ed-use, multi-family, and affordable housing to address the housing shortage in Utah. Currently, there are no mechanisms to amend the existing Daybreak HTRZ. The City will work with legislators to ensure Utah Code allows for amendments to the HTRZ.	\$, South Jordan City and WFRC work with Legislators to amend Utah State code	Y	Y	Y	Y	City, WFRC	The City will work with legislators to ensure Utah Code allows for amendments to the HTRZ.		
8	Policy	Update General Plan to match land uses in the future land use plan	\$, South Jordan City	Y		Y		City	Implement		
9	Policy	Follow the Daybreak MDA and HTRZ that solves for 15%+ of Utah's housing shortage (.Kem C. Gardner Policy Institute, July 2022) // The HTRZ doubles the number of residential units vs. Market Plan = 4,724 Residential Units (65 Units/Acre). // Builds significant affordable housing in fastest-growing quadrant of Salt Lake County = 10.6% Affordable Units (500), including 30% of the units reserved at 60% and 70% of AMI, retail and employment opportunities within ½ mile of the stations.	\$, City partner with stakeholders	Y				City, LHM	Ongoing		
10	Policy	Follow agreements and entitlements to maintain high quality urban design standards in and around the stations.	\$, South Jordan City and Stakeholders	Y		Y		City, LHM, U of U, Last Houldout	Ongoing		
11	Program	Monitor busy intersections for pedestrian and bicyclist related crashes and consider adding raised intersections where heavy pedestrian volumes are expected.	\$, South Jordan City				Y	City	Identify future pedestrian heavy intersections and crossings, monitor amendments to the HTRZ.	Install countermeasures as necessary	
12	Project	City to consider lowering the posted speed limit to 30 MPH east of Grandville Avenue on Daybreak Parkway to better fit the roadway context.	\$, South Jordan City				Y	City	Implement		
13	Policy	City to ensure that U of U and Last Holdout properties have AT facilities that are built in a manner consistent with adjacent Downtown Daybreak with similar facility types and adequate connections.	\$\$, Partner with South Jordan City and Stakeholders			Y	Y	City, U of U, Last Houldout	City to take future developers on a tour of AT facilities in Daybreak		
14	Project	Collaborate on shared parking agreement with stakeholders	\$\$\$, South Jordan City, UTA, WFRC, and Private stakeholders				Y	City , UTA, Developers	Work with stakeholders to implement		


FIGURE 26: Implementation Plan Map


Legend


 South Jordan City Boundary

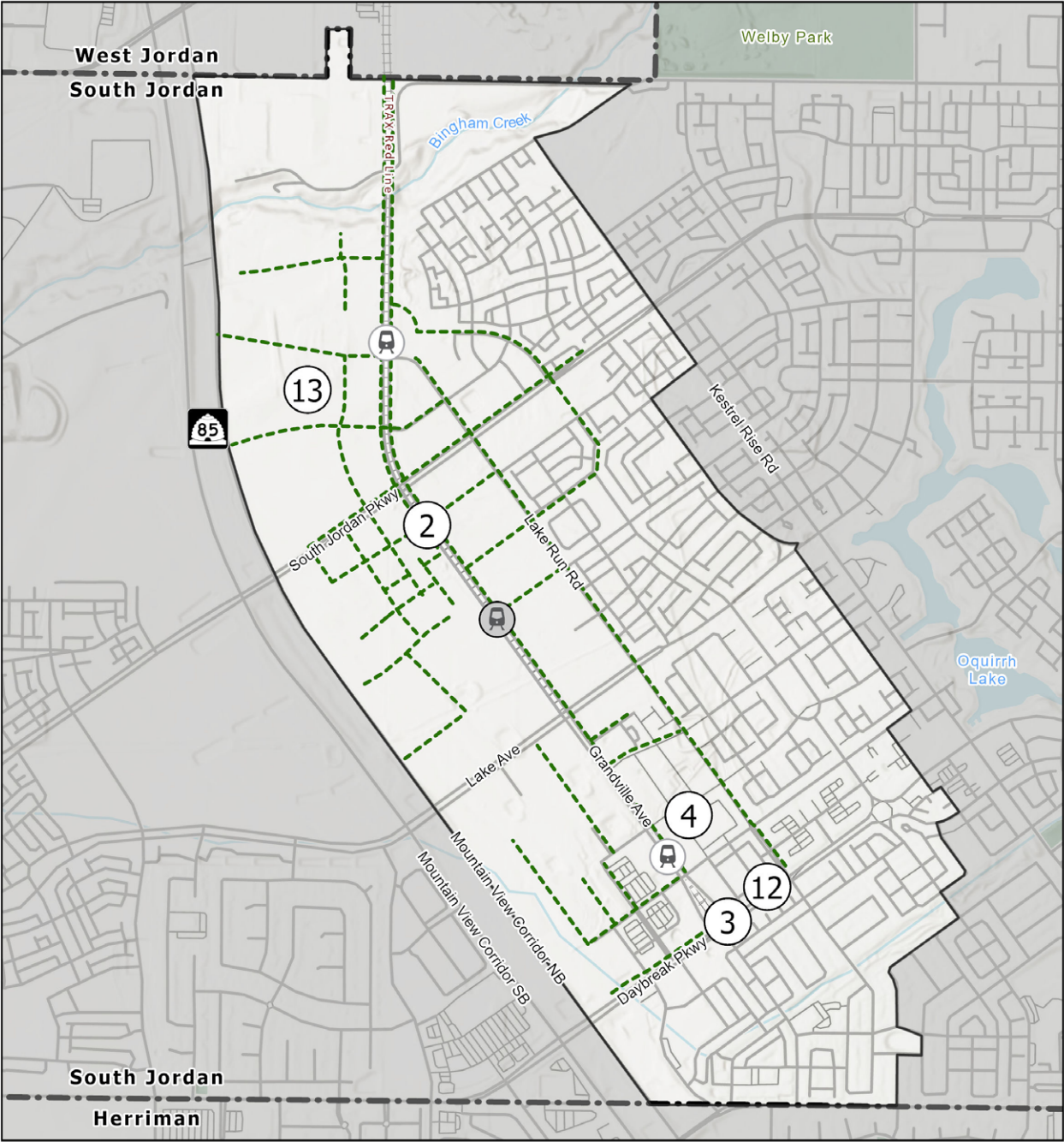
TRAX Stations

 Existing

 Under Construction

 Proposed Family Cycle Track

 Implementation Plan Project ID



VIII. APPENDIX

Appendix A – Previous Plans and Studies

A. Previous Plans and Studies

WFRC SAP Guidance

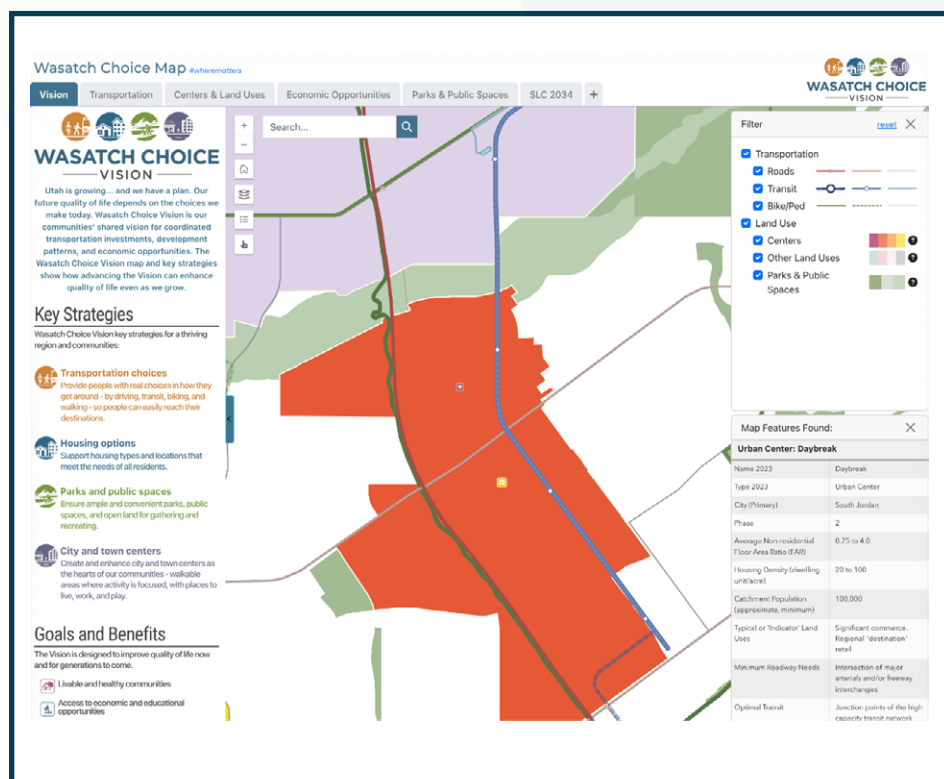
KEY TAKEAWAY

- ◆ Existing SAP resources include, guidance, data, plans, programs, studies and extensive Daybreak development documentation

The Wasatch Front Regional Council Station Area Plan [Certification and Technical Assistance website](#) provides information on what an SAP is meant to accomplish. A SAP is intended to promote shared objectives such as housing availability and affordability, access to opportunities, sustainable environmental conditions, and transportation choices and connections. As a result of the 2022 state Legislative session, HB462 (titled Housing Affordability Amendments, a summary of which is located here) passed and was signed into law. It requires a city that has a fixed-guideway public transit station (rail or bus rapid transit) to develop an SAP for that station and update its general plan and zoning to implement the SAP. HB462 also requires that SAPs promote the following principles:

- ◆ Increase the availability and affordability of housing, including moderate-income housing.
- ◆ Promote sustainable environmental conditions.
- ◆ Enhance access to opportunities.
- ◆ Increase transportation choices and connections.

Wasatch Choice Vision



[Wasatch Choice Vision](#) illustrates a voluntarily implemented regional vision of how changes could occur between now and 2050. Its goal is to support the economy, improve air quality, and enhance the quality of life for Utahns living across the Wasatch Front.

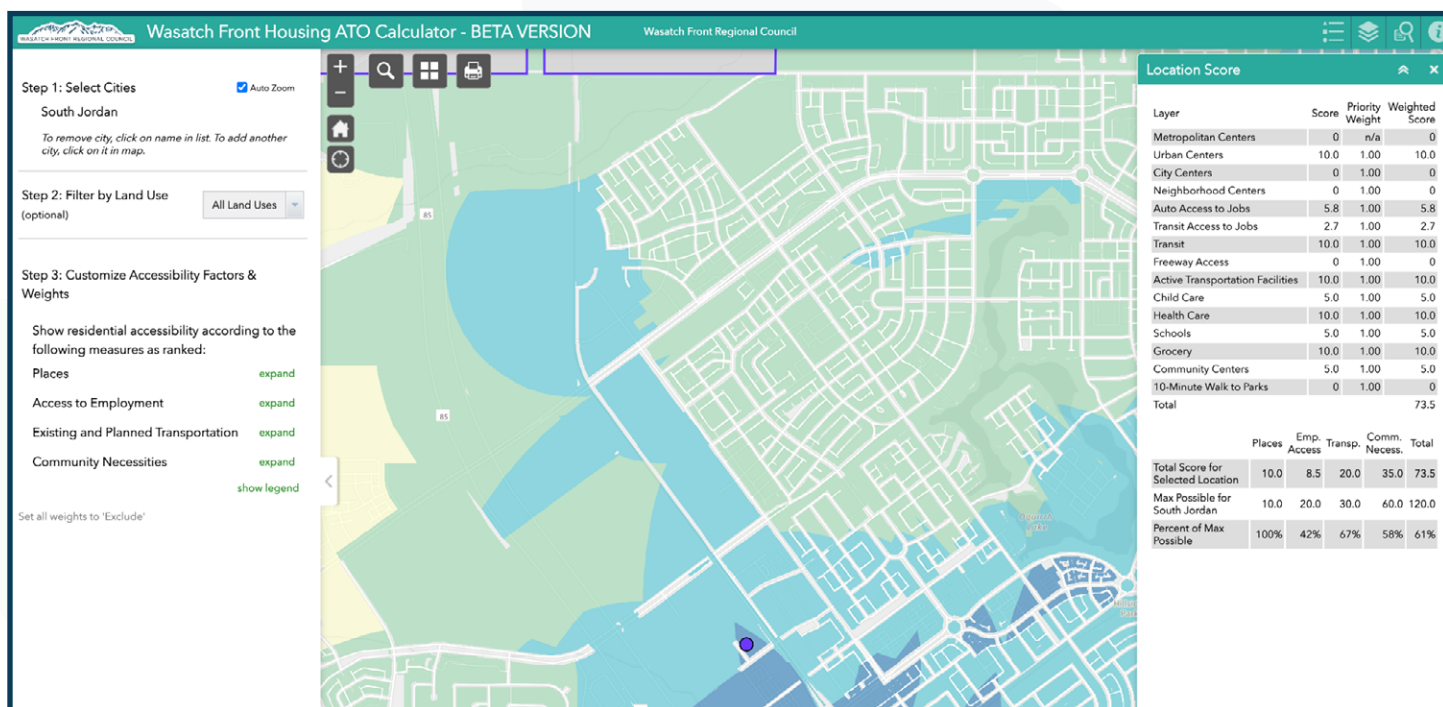
This vision was developed by WFRC, UDOT, UTA, Utah League of Cities and Towns, Utah Association of Counties, Governor's Office of Planning & Budget, Kem C. Gardner Policy Institute and the Salt Lake Chamber & local chambers of commerce

The South Jordan Station Area Planning area is designated by the Wasatch Choice Vision as an urban center with significant commerce, a regional destination retail center, a regional destination retail center with the intersection of major freeways and arterials along with a high-capacity transit network.

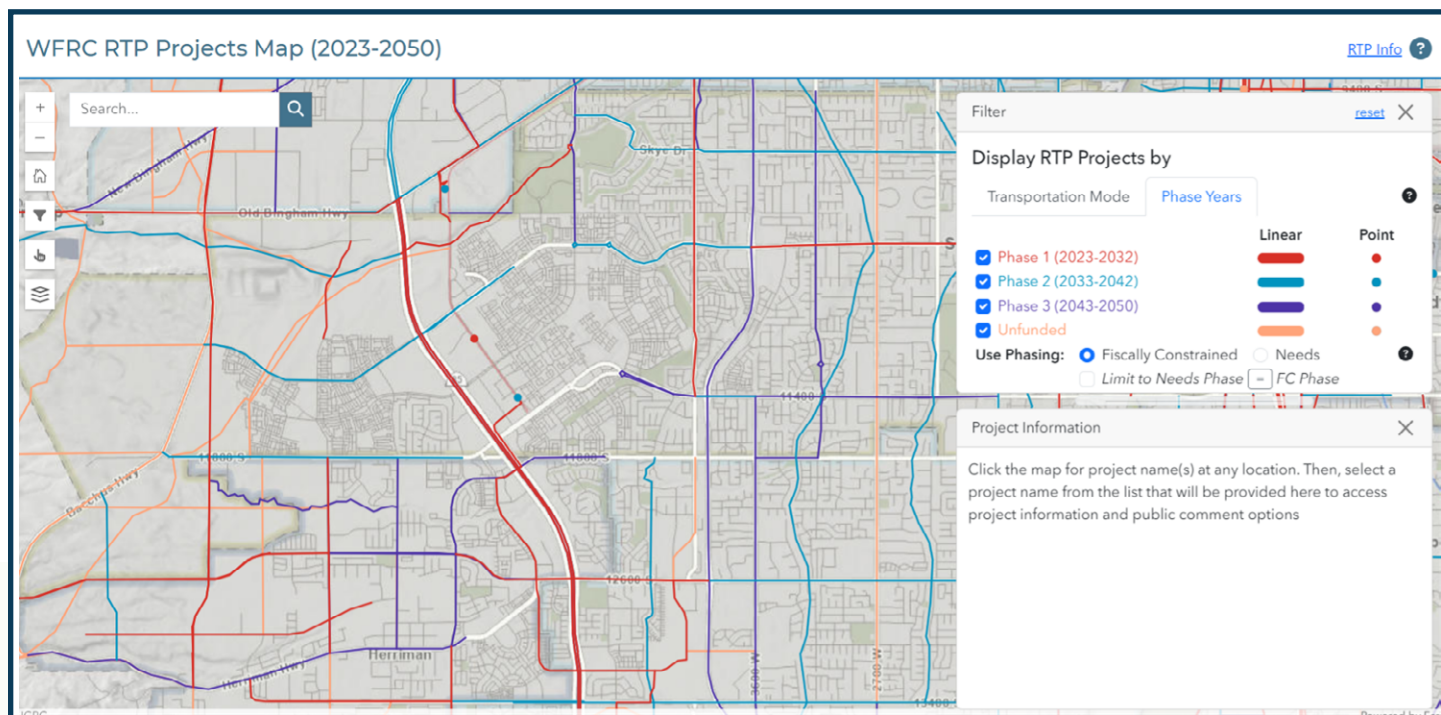
WFRC Access to Opportunities

The [Access to Opportunity](#) (ATO) score for the SAP is calculated at 73 out of 120 for the City. Access to jobs and community necessities were the weakest elements in this score. Access to Opportunities is a way to measure how well people can connect to basic needs and amenities including jobs, schools, grocery and other retail, parks, community centers, recreation, and entertainment.

This GIS-based tool can be utilized to understand future access opportunities for the project area, and help identify weak points for different destinations (jobs, households) and by different modes (auto, transit).



Regional Transportation Plan (RTP) Map



The [Regional Transportation Plan](#) (RTP) sets the regional long-term strategy for our Region's future transportation system. The 2023-2050 RTP outlines investments for all modes of transportation and forms the transportation element of the Wasatch Choice Vision.

Utah is experiencing rapid growth which amplifies the weight of the decisions we make now and over the next few decades. The RTP addresses growth patterns and the transportation of people and goods which impact growth related issues such as poor air quality, high costs of living, and congested roadways. The RTP looks to the future to consider how transportation infrastructure can work with land and economic development decisions to maximize overall quality of life.





UTA 2025-2029 Five-Year Service Plan

The [2025-2029 Five-Year Service Plan](#) is a dynamic guide for UTA's near-term future. Our region is growing rapidly, and where and how we grow affects the transportation network. This vision for the future of UTA works to address these effects through improvements to the transit system. This plan, like a route map, is a snapshot in time. It reflects UTA's intended service based on the best information available. This plan is updated every two years and considers both the UTA Long-Range Transit Plan as well as other regional and local transportation plans in its development.

UTA Moves 2050 Long-Range Transit Plan

Where and how we grow affects the transportation network. UTA has developed a [Long-Range Transit Plan](#) for the next 30 years as a vision for the future of public transportation. This plan, UTA Moves 2050, focuses on understanding and responding to the needs of the community we serve today, tomorrow, and beyond.



Herriman Transit Corridor and Land Use Study

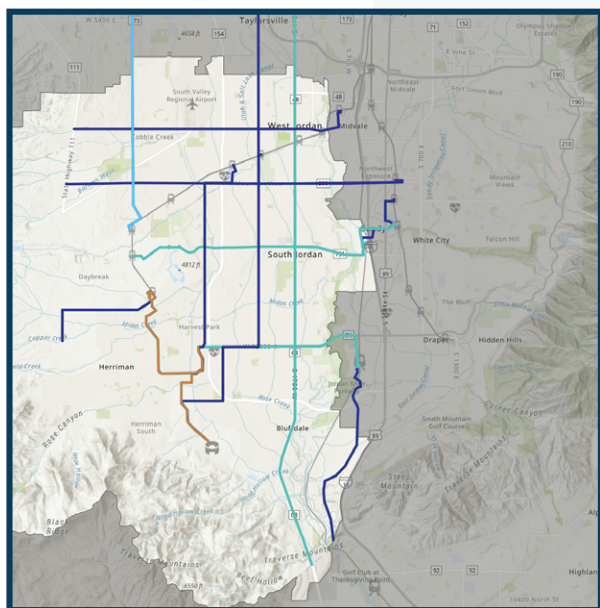
The Herriman Transit Corridor and Land Use Study was initiated to identify and evaluate the corridors where investments in public transit offer the greatest potential to generate mobility benefits for the City of Herriman and the greater region. This study incorporates the data and goals from the Herriman Transportation Master Plan and other previous local and regional studies. The adopted 2019–2050 Regional Transportation Plan (RTP) identifies future transit corridors which were the initial basis of the analysis. These initial corridors were evaluated and adjusted to meet the needs of the study. The study comprised of four main tasks detailed within this report:

1. Land Use Evaluation and Scenario Development
2. Network and Mode Evaluation
3. Connectivity and Stop Location Evaluation
4. Ridership Forecasting



WFRC develops and manages the [Transportation Improvement Program \(TIP\)](#). The Transportation Improvement Program (TIP) is a six-year program of roadway, transit, and active transportation projects for the Salt Lake-West Valley and the Ogden-Layton urbanized areas. It is updated once a year and provides a carefully reviewed prioritization of roadway, transit, bicycle, and pedestrian projects in the region, including operation and maintenance of the existing transportation system. The TIP is developed in close collaboration with UDOT, UTA, and cities and counties along the Wasatch Front and aligns with the Wasatch Choice Vision.

The pathway to quality of life in Utah is rooted in Utah's Transportation Vision, established through a broad collaboration with partnering agencies statewide. This vision is based on recognition of Utah's growth challenges and the relationship between transportation and housing, air quality and the environment, land use, economic development, and access to opportunities for all. Utah is prepared for additional growth and opportunity on the horizon. We have a proven approach to identifying transportation problems and needs, working together to create solutions, and implementing those solutions in a collaborative way. Some have even called it our "secret sauce." This unique collaboration is the foundation of [Utah's Unified Transportation Plan](#).



The purpose of this [2021 study](#) was to identify solutions to mobility concerns in southwest Salt Lake County, focusing on east-west mobility. It explores short-, mid-, and long-term solutions that improve mobility. Partners included Bluffdale, Copperton, Herriman, Riverton, South Jordan, West Jordan, representatives from Salt Lake County, and three partner agencies: UTA, UDOT, and WERC.

WFRC 2023 The Point-Area West Transit Fresh Look Study

The Point-Area West (Southwest Salt Lake County and Northwest Utah County) is one of the fastest-growing areas in the United States. Local leaders are interested in the degree to which transportation plans and current construction are meeting the needs of this growth. The study's hypothesis: With all the growth and land use changes, what could be the future of transit in this area? The study is in progress now and expected to deliver recommendations in 2025.

South Jordan City General Plan

The [South Jordan General Plan](#) serves as a guide for future growth and investment while preserving the City's high quality of life and unique character. The 2020 South Jordan General Plan includes existing conditions, a vision statement, framework maps, and goals and strategies for South Jordan as it continues to develop. In the provided future land use map, it shows the study area as "mixed-use TOD Opportunity (MUT)" with some public, industrial, and natural open space on the north portion of this study area. The document contains significant discussion on the future housing needs and growth patterns, proposing a "density bonus program for inclusion of moderate-income housing", but little to no residential distinctions within the study area. The General Plan denotes the South Jordan Parkway Station as an employment opportunity area and the South Jordan Central and Daybreak Parkway Stations as Daybreak Town Center. The station area is also outlined as a major catalytic activity center for the City and a gathering place for residents. In terms of transportation, the general plan states that the transportation vision for South Jordan is to offer "numerous choices for safe and efficient travel by offering walkable destinations, connected development patterns, and continuous pathways for pedestrians and bicycles with enhanced safety features." Implementation actions for future growth are included at the end of the document.



In August of 2023 the city council designated the TRAX SAP study area as a Housing and Transit Reinvestment Zone. This designation and resulting actions will double the number of residential units (achieving 65 units per acre in some zones), build significant affordable housing, and will add 7,000 additional office jobs immediately next to UTA's TRAX Red Line. See HRTZ section above for more detail.

CDBG Consolidation Plan & Action Plan

The [2020-2024 Consolidated Plan and First Year Annual Action Plan \(2020-2021\)](#) was completed in 2021. The City of South Jordan, in partnership with the U.S. Department of Housing and Urban Development (HUD), is required to have in place a five-year consolidated plan as a grantee of funding for the Community Development Block Group (CDBG) program. The consolidated plan represents the needs and strategic objectives that staff uses on an annual basis in identifying projects to be funded. Projects, including funding amounts, expected benefits, and consistency with the consolidated plan are described in annual action plans. The 2020–2024 Consolidated Plan will be the City’s second consolidated plan under the Consortium. As such, this document represents the city’s portion of the County’s 2020–2024 Consolidated Plan. The needs, strategic objectives, and 2020 Annual Action Plan are specific to the city

South Jordan Economic Strategic Plan

The [South Jordan Economic Development Strategic Plan](#) was prepared November of 2011. The plan provides objectives and implementation strategies for seven focus areas including:

- ◆ Promote Transportation Improvements.
- ◆ Foster a Regional Retail Perspective.
- ◆ Advance Neighborhood/Community Retail to Capture Incremental Growth.
- ◆ Encourage Specialized Commercial Development.
- ◆ Support the Development of Highway Commercial and Transit Oriented Development.
- ◆ Expand Upon the Existing Class A Office Strengths.
- ◆ Build Economic Diversity through Premier Research and Business Parks.



The plan identified six economic districts within the City, which includes Daybreak. The plan posited that Daybreak is an ideal site for a future regional office, retail, and entertainment district center in the southwest Salt Lake Valley due to rapid population growth, undeveloped property, and proximity to transportation modes including Mountain View Corridor and a TRAX line. The plan provided policies for new retail development in Daybreak to ensure a vibrant retail community into the future.

Open Space Master Plan

The South Jordan Parks, Recreation, Community Arts, Trails and [Open Space Master Plan](#) completed in 2017 shows open space designations only along the Bingham Creek area and the northern portion of the power line corridor. It refers to the MDA on additional open space throughout the TRAX Station areas. As the MDA was established prior to the development of this plan, little detail is shown for the study area. It does designate a proposed regional trail along the Bingham Creek corridor, several east-west proposed bike-pedestrian routes, and three east-west bike paths with an additional north-south bike path along the TRAX corridor.

Storm Drain Master Plan

The [Storm Drain Master Plan](#) was completed in 2021. This plan “provides recommended improvements to resolve existing and projected future deficiencies in the South Jordan City storm drain system.” The plan establishes existing conditions for detention, retention, and underground storage areas. It also sets forth general guidelines for City facilities and impact fees. The study area for proposed future improvement specifically excludes the entirety of the TRAX Station areas.

Streetscape Master Plan

The South Jordan [Streetscape Master Plan](#) provides a framework for both beautifying the streets in the City’s primary corridors and reducing overall maintenance and water resource requirements. The plan includes a review of existing relevant planning documents and describes the plan implementation process. This process will be used over time as park strips and medians are incrementally updated. These updates will be made in street reconstruction projects and park strip-only construction projects. Rather than City-wide site-specific planting plans, a planting design algorithm is provided. This algorithm is designed to enable City personnel to create a planting plan unique to each project/corridor using plants and layouts that meet the City’s streetscape goals:

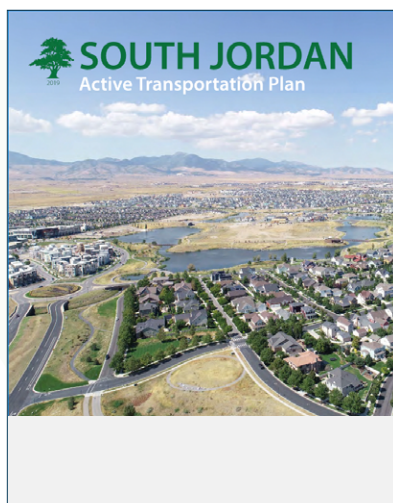


- ◆ **GOAL 1:** Reduce water use in park strips and medians maintained by South Jordan City.
- ◆ **GOAL 2:** Reduce maintenance resources required for park strips and medians maintained by South Jordan City.
- ◆ **GOAL 3:** Create attractive landscaped park strips along South Jordan’s key travel corridors.



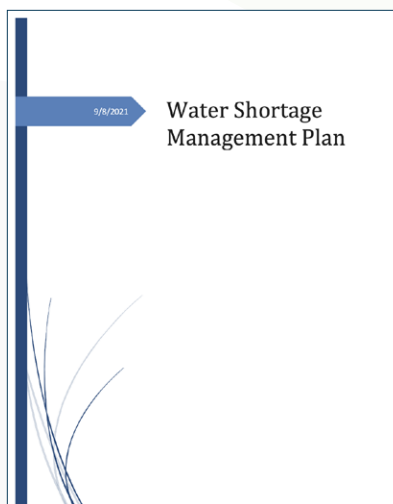
South Jordan Transportation Master Plan

The [South Jordan City Transportation Master Plan \(TMP\)](#) guides transportation infrastructure investments for the future by documenting the roadway network's existing operation and forecasting roadway conditions to future years 2033 and 2050. This allows planners to quantify the effects that land development and the resulting population growth may have on the transportation system, in order to assess future roadway project needs. Included in this discussion is an update to the 2020 Active Transportation plan and recommendations for transit improvements, to be implemented in partnership with UTA. These recommendations were provided with the aim of improving transportation efficiency across each available mode of transportation, which in turn benefits all modes. The TMP also covers City transportation management-related best practices, such as access management standards, safety analyses, identifying policy and ordinance changes, truck routes, traffic calming, and livable street standards.



Active Transportation Plan

The 2020 [Active Transportation Plan \(ATP\)](#) "provides the groundwork for enhancing active transportation in the community by presenting a vision for future AT projects and how to see them realized." The plan documents the existing condition of the sidewalk, bike lane, and trail network, makes plans to improve the Active Transportation system guided by resident priorities and desires, and identifies funding sources to help in the execution of these plans. The ATP was the result of collaboration between the cities of West Jordan and South Jordan and seeks to create a unified, coherent active transportation system across the two cities. The plan formed the foundation for further active transportation planning in the 2024 TMP, which will in turn serve as the primary reference for planning a more complete AT network for the TRAX station areas in this SAP.



Water Shortage Management Plan

The [Water Shortage Management Plan](#) outlines specific measures the City should take given the three outlined water conditions phases. These phases are normal water conditions, moderate water shortage, and severe water shortage. These phases describe voluntary and mandatory actions that take place in the various phases and specific triggers and objectives that move towards these actions for water reduction and conservation practices.

SLCo West General Plan

The [Salt Lake County West General Plan](#) is intended to give guidance on unincorporated land that falls under the county's jurisdiction as of 2021. It "envision[s] safe and beautiful places for current and future generations to live, work, and recreate." Although this plan does not overlap with the study area, several synergistic points should be noted. These synergistic points fall under the transportation, active transportation, and public transportation maps and align with the City's general plan, trails plan, and transportation master plan outlined above. The study area also serves as a major town center for much of Central Oquirrh's future growth.

Housing Needs Study

The [Housing Needs Study](#) was completed in 2014. At that time the City was "short on affordable units for the low- (LIH) and very low-income households (VLIH) and held an excess of moderate-income household (MIH) units." The moderate-income level ranged from \$117,135–\$216,279 at the time of the study. The study also showed a need for 2,265 MIH units but provided over 5,000 MIH units. It also showed the need for 763 LIH and 825 VLIH but provided 28 and 5 units respectively. Part of the reason for this disparity of low and very low units is many of these units are located within Daybreak. Daybreak units are built on small lots, but they are "mostly high-end market rate units with little affordability and no rental subsidy programs." To combat this discrepancy between the need and available stock six goals were established. These goals are as follows:

1. Encourage development of affordable housing, focusing on transit sites and significant transportation corridors.
2. Encourage energy-efficient housing that reduces resident costs.
3. Support housing needs for Special Needs residents.
4. Eliminate barriers to affordable and fair housing.
5. Work with UTA to improve and increase bus routes.
6. Maintain existing housing stock appeal and quality.

Given goal number one, the Daybreak Community, University of Utah, and Last Holdout, LLC should be encouraged to develop affordable housing within the study area.

Moderate Income Housing Plan

The 2019 [Housing Plan](#) ("Plan") identifies South Jordan as one of the fastest-growing cities in Utah and the US. South Jordan's housing stock is predominantly owner-occupied, single-family homes. The Plan identifies a shortage of supply of 7,680 affordable units and projects additional demand of 505 to 560 per year until 2024 to fulfill the moderate-income housing need. The city has made significant progress regarding moderate-income housing, as the City recently amended the Plan in July 2024 to fulfill Utah Code §10-9a-4, which requires the City to implement strategies for ensuring moderating income housing options are available throughout the community.

The amendment to the Plan includes several implementation strategies regarding housing affordability specific to Daybreak. The amendment outlines that City staff will continue to collaborate with the Daybreak Developer to review and approve City land use applications and permits, including the affordable housing aspects of the Daybreak HTRZ. The amendment also outlines the City's aim to develop a sustainable ADU solution for Daybreak.

ORDINANCE NO. 2024 - 20

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, AMENDING CITY CODE SECTIONS 5.12.020, 5.12.040, AND 5.12.050 TO CREATE A SOUTH JORDAN PACKAGE AGENCY LICENSE.

WHEREAS, Utah Code §11-10-1 (3) gives the City authority to issue business licenses to businesses that operate a restaurant, bar, or similar business that allow a person to hold, store, possess, or consume an alcoholic product on the premises, and

WHEREAS, Currently South Jordan City Code does not allow or authorize package agency licenses; and

WHEREAS, The City now desires to amend City Code to more closely align with Utah State Code provisions which do allow a package agency license; and

WHEREAS, Amending the City Code to allow package agency license will grant the City local control to issue and revoke package agency licenses as appropriate; and

WHEREAS, The City Council finds that amending the City Code as outlined below is necessary to promote order and convenience for the City and its inhabitants.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH:

SECTION 1. Amendment. The South Jordan City Municipal Code is hereby amended as shown on Attachment A. The three changes occurring under this ordinance are:

First, adding to Section 5.12.020: Definitions, the following “SOUTH JORDAN PACKAGE AGENCY LICENSE: This license permits a retail liquor location with a package agency agreement with the Utah Department of Alcoholic Beverage Services to sell, offer for sale, or furnish liquor in sealed containers from premises other than those owned or leased by the state. This license requires local consent.

Second, adding a new subsection to 5.12.040: Licenses, and renumbering the remaining sections after the added section “8. South Jordan Package Agency License: Applicable provisions of the Utah Alcoholic Beverage Control Act pertaining to a package agency as set forth at Utah Code Annotated section 32B-2-602 et seq., as currently adopted and as hereinafter amended are adopted as the South Jordan Package Agency regulations.”

Third, updating Section 5.12.050: Application Process, to include the following underlined words in Subsection B. 6. “If the applicant is an on premises beer retailer or a package agency, a signed consent form stating that if granted a license, the licensee will permit any authorized representative of the UABCC, City, Police Department or Health Department unrestricted right to enter the licensee's premises.

SECTION 2. Severability. If any section, part or provision of this Ordinance is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Ordinance and all sections, parts, provisions and words of this Ordinance shall be severable.

SECTION 3. Effective Date. This Ordinance shall become effective immediately upon publication or posting as required by law.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, ON THIS _____ DAY OF _____, 2024 BY THE FOLLOWING VOTE:

	YES	NO	ABSTAIN	ABSENT
Patrick Harris	_____	_____	_____	_____
Kathie Johnson	_____	_____	_____	_____
Donald Shelton	_____	_____	_____	_____
Tamara Zander	_____	_____	_____	_____
Jason McGuire	_____	_____	_____	_____

Mayor: _____
Dawn R. Ramsey

Attest: _____
Anna Crookston, City Recorder

Approved as to form:

Office of the City Attorney

ATTACHMENT A

5.12.020: DEFINITIONS

For purposes of this chapter definitions found in the Utah Alcoholic Beverage Control Act, Utah Code Annotated Title 32B, as amended are hereby adopted except for those defined in this section. Words defined below are either not present in the Utah Code or more restrictive, and will also be binding within the City.

CITY: South Jordan City.

PUBLICLY OWNED RECREATION FACILITY: Any building or permanent structure owned or leased by the State, a county, city or other local political jurisdiction that is used primarily for recreational activities.

SOUTH JORDAN BAR LICENSE: This license may be granted only to businesses that held a South Jordan dining club license as of March 28, 2017 and allows the sale, storage, service, and consumption of alcoholic beverages by the bar on its premises.

SOUTH JORDAN BEER ONLY RESTAURANT LICENSE: This license permits a restaurant to store, sell and allow consumption of only beer on its premises within the City, but not liquor, spirituous liquor, flavored malt beverage, wine, or heavy beer.

SOUTH JORDAN FULL SERVICE RESTAURANT LICENSE: This license permits the licensee to store, sell, and allow consumption of any alcoholic beverage on its premises within the City.

SOUTH JORDAN LIMITED SERVICE RESTAURANT LICENSE: This license permits a restaurant to store, sell and allow consumption of only wine, heavy beer, and beer on its premises within the City, but not liquor, spirituous liquor or flavored malt beverage.

SOUTH JORDAN OFF PREMISES BEER RETAILER LICENSE: This license permits the licensee to sell beer on its premises in original containers for consumption off the premises in accordance with law.

SOUTH JORDAN ON PREMISES BANQUET LICENSE: This license permits the storage, sale, service, and consumption of liquor, wine, heavy beer, and beer for contracted banquet activities on the premises of a hotel, resort facility, sports center, or convention center. It also allows for room service in hotels and resorts. Alcoholic beverages may be sold on any day from ten o'clock (10:00) A.M. until one o'clock (1:00) A.M.

SOUTH JORDAN ON PREMISES BEER RETAILER LICENSE: This license permits a business establishment to sell beer (not liquor) to public patrons for consumption on the

premises. These establishments must be a recreational amenity, but not taverns. This license requires local consent.

SOUTH JORDAN PACKAGE AGENCY LICENSE: This license permits a retail liquor location whith a package agency agreement with the Utah Department of Alcoholic Beverage Services to sell, offer for sale, or furnish liquor in sealed containers from premises other than those owned or leased by the state. This license requires local consent.

SOUTH JORDAN SINGLE EVENT PERMIT: Single event permits are available for a group that wants to sell liquor, wine, beer, or heavy beer at a temporary event not to exceed one hundred twenty (120) hours. These are available to a bona fide partnership, corporation, limited liability company, church, political organization, or incorporated association or to a recognized subordinate lodge, chapter or other local unit thereof that is conducting a civic or community enterprise or convention. The organization must have been in existence as a bona fide organization for at least one year prior to the date of application.

The permit allows for cash bars and the sale of alcoholic beverages to the general public, or to the organization's own invited guests for the duration of the event. The permit may only be issued for zones where regular licenses are permitted.

SOUTH JORDAN SPECIAL USE PERMIT: Special use permits are issued for the purchase, sale, storage, use, consumption, or manufacture of alcoholic products in limited types and quantities, and for limited purposes. The following types of permits are considered special use permits: religious wine permits issued to religious organizations, industrial or manufacturing use permits issued to persons or organizations involved in industrial or manufacturing pursuits, scientific or educational use permits issued to persons or organizations involved in scientific or educational pursuits, healthcare facility use permits issued to hospitals or healthcare facilities, and public service permits issued to operators of airlines, railroads, or other public conveyances.

SOUTH JORDAN TEMPORARY BEER EVENT PERMIT: Temporary event permits for the sale of beer for on premises consumption at a temporary event that does not last longer than thirty (30) days.

5.12.040: LICENSES

- A. Each Place Of Sale, License Required: A separate license shall be required for each place of sale. Each licensee shall display in a prominent place in their business the license issued by South Jordan City. The applicable alcoholic beverage license (including fees) required is in addition to the general business license that shall be required.
- B. Transfer Of License: There shall be no transfer of any type of South Jordan City license from one location to another.

- C. Monetary Value Of License: South Jordan City alcoholic beverage licenses have no monetary value for the purpose of any type of disposition. A person, having been granted a South Jordan City license, may not sell, exchange, barter, give or attempt in any way to dispose of the license whether for monetary gain or not.
- D. Utah Alcoholic Beverage Control Act: Applicable provisions of the Utah Alcoholic Beverage Control Act set forth at Utah Code Annotated section 32B-1-101 et seq., as currently adopted and as hereinafter amended are adopted as the alcoholic beverage licenses of the City.
- E. Enumerated: The following licenses shall be issued under the provisions of this chapter and shall be subject to the operational restrictions of the applicable Alcoholic Beverage Control Act sections and the limitations noted below:
 - 1. South Jordan Beer Only Restaurant License: Applicable provisions of the Utah Alcoholic Beverage Control Act pertaining to off premises beer retailer licenses as set forth at Utah Code Annotated section 32B-6-901 et seq., as currently adopted and as hereinafter amended are adopted as the South Jordan beer only restaurant license.
 - 2. South Jordan Bar License:
 - a. Applicable provisions of the Utah Alcoholic Beverage Control Act pertaining to bar licenses as set forth at Utah Code Annotated section 32B-6-401 et seq., as currently adopted and as hereinafter amended are adopted as the South Jordan bar license.
 - b. Bar licenses are transferable as to owner but not location.
 - 3. South Jordan Full Service Restaurant License: Applicable provisions of the Utah Alcoholic Beverage Control Act pertaining to restaurant licenses as set forth at Utah Code Annotated section 32B-6-201 et seq., as currently adopted and as hereinafter amended are adopted as the South Jordan full service restaurant license. This license includes a specific location authorized by the UABCC under a master full service restaurant license.
 - 4. South Jordan Limited Service Restaurant License: Applicable provisions of the Utah Alcoholic Beverage Control Act pertaining to limited restaurant licenses as set forth at Utah Code Annotated section 32B-6-301 et seq., as currently adopted and as hereinafter amended are adopted as the South Jordan limited service restaurant license. This license includes a specific location authorized by the UABCC under a master limited service restaurant license.
 - 5. South Jordan Off Premises Beer Retailer License: Applicable provisions of the Utah Alcoholic Beverage Control Act pertaining to off premises beer retailer licenses as set forth at Utah Code Annotated section 32B-7-101 et seq., as currently adopted and as hereinafter amended are adopted as the South Jordan off premises beer retailer license with the following exceptions:
 - a. Location Restrictions: A South Jordan off premises beer retailer license will not be issued to any person where the premises would be located within three hundred feet (300') of a community location as measured from the nearest entrance of the outlet by following the shortest route of

either ordinary pedestrian traffic, or where applicable, vehicular travel along public thoroughfares, whichever is the closer, to the property boundary of a public or private school, church, public library, public playground or park. The premises of a South Jordan off premises beer retailer licensee may not be established within one hundred feet (100') of any community location, measured in a straight line from the nearest entrance of the proposed outlet to the nearest property boundary of the public or private school, church, public library, public playground or park.

- b. Hours: A South Jordan off premises beer retailer licensee may only sell beer between the hours of seven o'clock (7:00) A.M. and one o'clock (1:00) A.M.
6. South Jordan On Premises Banquet License: Applicable provisions of the Utah Alcoholic Beverage Control Act pertaining to on premises banquet licenses as set forth at Utah Code Annotated section 32B-6-601 et seq., as currently adopted and as hereinafter amended are adopted as the South Jordan on premises banquet license.
7. South Jordan On Premises Beer Retailer License: Applicable provisions of the Utah Alcoholic Beverage Control Act pertaining to on premises beer retailer licenses as set forth at Utah Code Annotated section 32B-6-701 et seq., as currently adopted and as hereinafter amended are adopted as the South Jordan on premises beer retailer license. Note: South Jordan City does not permit taverns within the City even though they are permissible under the referenced section of the UABCA.
8. South Jordan Package Agency License: Applicable provisions of the Utah Alcoholic Beverage Control Act pertaining to a package agency as set forth at Utah Code Annotated section 32B-2-602 et seq., as currently adopted and as hereinafter amended are adopted as the South Jordan Package Agency regulations.
- ~~8.~~9. South Jordan Single Event Permit: Applicable provisions of the Utah Alcoholic Beverage Control Act pertaining to single event permits as set forth at Utah Code Annotated section 32B-9-301 et seq., as currently adopted and as hereinafter amended are adopted as the South Jordan single event permit.
- ~~9.~~10. South Jordan Special Use Permit: Applicable provisions of the Utah Alcoholic Beverage Control Act pertaining to special use permits as set forth at Utah Code Annotated section 32B-10-101 et seq., as currently adopted, and as hereinafter amended are adopted as the South Jordan special use permit.
- ~~10.~~11. South Jordan Temporary Beer Event Permit: Applicable provisions of the Utah Alcoholic Beverage Control Act pertaining to temporary beer event permits as set forth at Utah Code Annotated section 32B-9-401 as currently adopted and as hereinafter amended are adopted as the South Jordan temporary beer event permit.

5.12.050: APPLICATION PROCESS

- A. Application Forms: All applications for alcoholic beverage control licenses, for renewal or reissuance of licenses and for transfer of licenses authorized by this chapter shall be made on forms provided by the City and shall conform to this chapter and the applicable State Statutes.
- B. Complete Application: A person seeking a license to sell alcoholic beverages within South Jordan City must submit a complete application. A complete application shall include the correct completed form accompanied by:
 - 1. The complete license fee;
 - 2. A copy of the applicant's business license;
 - 3. Evidence of proximity to any community location (i.e., school, church, public library, playground, park);
 - 4. A floor plan of the business, including where the applicant proposes to keep, store and sell liquor;
 - 5. Evidence that the business is carrying dramshop insurance coverage, if required by State law, of at least the State required minimums;
 - 6. If the applicant is an on premises beer retailer or a package agency, a signed consent form stating that if granted a license, the licensee will permit any authorized representative of the UABCC, City, Police Department or Health Department unrestricted right to enter the licensee's premises.
 - 7. Any other information the City may require to accurately evaluate the merits of the application.
- C. Copartnership: If the entity requesting a license is a copartnership, the names and addresses of all partners must be stated on the application.
- D. Corporation: If the entity requesting a license is a corporation, the names and addresses of all officers and directors must be stated on the application.
- E. Circulate To City Departments: The City, upon receipt of a complete application for a license to be issued under the provisions of this chapter, shall circulate it to appropriate City departments who will investigate and make recommendations to the City's business licensing official.