



THE CITY OF WEST
JORDAN
COMMITTEE OF THE
WHOLE MEETING
August 26, 2025

[VIEW THE MEETING](#)



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

Welcome to Committee of the Whole meeting!

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

WEST JORDAN PUBLIC MEETING RULES

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WORK SESSION 4:00 pm

1. CALL TO ORDER

2. DISCUSSION TOPICS

- a. Presentation and Discussion on the Draft Traffic Calming Manual
- b. Discussion on Council Oversight, Audit Responsibility, and Future Steps
Regarding the West Jordan Historical Society Lease and Operations
- c. Discussion of the Proposed Vision Statement for the City of West Jordan
- d. Discussion on the Formulation of a Home Ownership Promotion Zone (HOPZ)
and the Applicability of HOPZ to Current Zoning Ordinances
- e. Discussion of a Proposed Future Land Use Map Amendment for Highlands
Landing North

3. ADMINISTRATIVE ITEMS

Topics not included on the agenda, brought up for discussion to address matters of importance or items needing prompt attention. Final action on these topics will not be taken at this meeting.

4. ADJOURN

Please note at the conclusion of this meeting, the Council will convene for a Board of Canvassers meeting.

UPCOMING MEETINGS

- Tuesday, September 9, 2025 – Committee of the Whole (4:00p) – Regular City Council (7:00p)
- Tuesday, September 23, 2025 – Committee of the Whole (4:00p) – Regular City Council (7:00p)
- CANCELED – Tuesday, September 30, 2025 – Committee of the Whole (6:00p) – CANCELED
- Tuesday, October 14, 2025 – Committee of the Whole (4:00p) – Regular City Council (7:00p)
- Tuesday, October 28, 2025 – Committee of the Whole (4:00p) – Regular City Council (7:00p)

CERTIFICATE OF POSTING

I certify that the foregoing agenda was posted at the principal office of the public body, on the Utah Public Notice website <https://www.utah.gov/pmn/>, on West Jordan City's website <https://westjordan.primegov.com/public/portal>, and notification was sent to the Salt Lake Tribune, Deseret News, and West Jordan Journal.

Posted and dated August 22, 2025 Cindy M. Quick, MMC, Council Office Clerk



REQUEST FOR COUNCIL ACTION

Action: Request feedback from Council

Meeting Date Requested : 08/26/2025

Presenter: Kirby Sniderman, Avenue Consultants

Deadline of item : 10/01/2025

Applicant: Brian Clegg, Public Works Director

Department Sponsor: Public Works - Engineering

Agenda Type: DISCUSSION TOPICS

Presentation Time: 30 Minutes

(Council may elect to provide more or less time)

1. AGENDA SUBJECT

Presentation and Discussion on the Draft Traffic Calming Manual

2. EXECUTIVE SUMMARY

This Traffic Calming Manual for New Development is designed to assist the City of West Jordan and residential developers in implementing traffic calming measures in new residential developments.

By applying proactive traffic calming strategies early in the development process, the city aims to create safer neighborhoods that promote lower vehicle speeds, improve pedestrian safety, and enhance the overall quality of life for residents.

The Council is being asked for its input and feedback regarding the new traffic calming manual and requirement and methods of implementation and also the proposed code changes that are needed for the implementation of the Traffic Calming manual.

3. TIME SENSITIVITY / URGENCY

The deadline for completing this project is October 1, 2025.

4. FISCAL NOTE

The Traffic Calming Manual for New Development was funded by a Wasatch Front Regional Council grant, with a 6.67% match from the City of West Jordan.

5. PLANNING COMMISSION RECOMMENDATION

Based on feedback from the City Council the revised version of the Traffic Calming Manual for New Development along with the proposed code changes will be submitted to the Planning Commission for review and action.

6. MAYOR RECOMMENDATION

7. COUNCIL STAFF ANALYSIS

Residents can access traffic management information via the [Neighborhood Traffic Management Program](#), allowing them to easily report a traffic concern and learn more about the city's traffic calming efforts.

Note that the City of West Jordan has discontinued the use of speed bumps due to their negative impact on emergency response times, winter road safety, and overall traffic effectiveness. Instead,

the city prioritizes data-driven strategies—such as traffic studies and targeted enforcement in partnership with local police—to address speeding concerns in residential areas. Residents can initiate this process by requesting a speed study via the traffic program link shared above.

8. POSSIBLE COUNCIL ACTION

The Council may choose to:

1. Continue the item to a future Committee of the Whole meeting;
2. Provide feedback to the Staff and move forward to the Planning Commission for review and action.

9. ATTACHMENTS

Traffic Calming Manual

Traffic Calming Standard Drawings

Traffic Calming Proposed City Code Changes

1 **14-5-5: STREETS:**

2 C. General Design Principles:

3 1. Public and private streets are designed to minimize cut-through traffic
4 in residential areas.

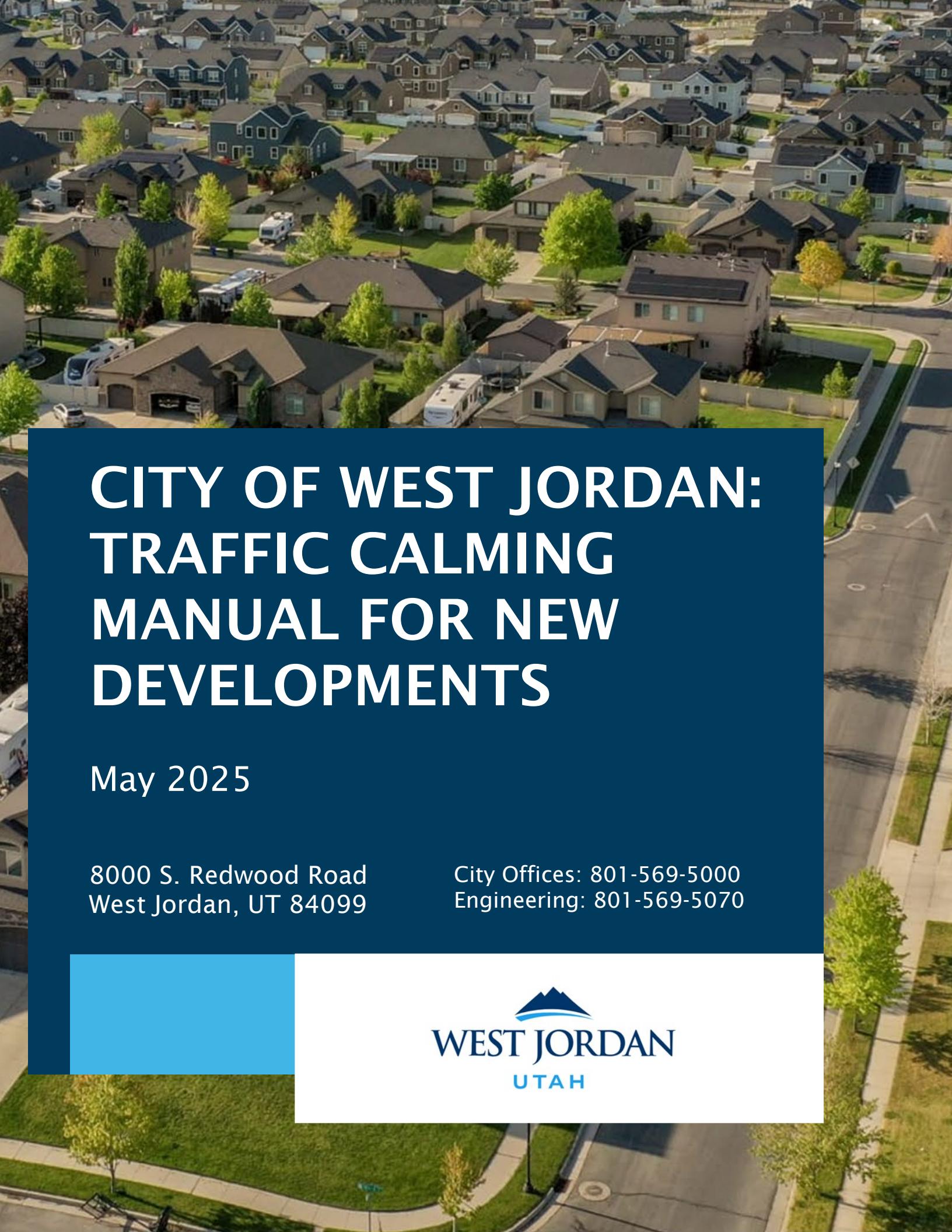
5 ~~2. Local street designs incorporate traffic calming measures to reduce
6 vehicle speeds and promote pedestrian safety.~~

7 2. The City of West Jordan requires traffic calming measures for new
8 public local streets to maintain mean vehicle operating speeds of 25 to
9 30 miles per hour (mph). To achieve this objective, the maximum
10 length of roadway sections between speed control points shall be 500
11 feet. For a definition of the speed control points and design
12 instructions, see the City of West Jordan: Traffic Calming Manual for
13 New Developments. The type and number of required speed control
14 points is subject to review and approval by the City's Traffic Engineer.

15 3. Streets are designed to provide safe and convenient access between
16 neighborhoods and to comply with the level of service standards identified in
17 section 13-7A-3. Local streets should be extended to provide access between
18 adjoining neighborhoods at appropriate intervals.

19

20



CITY OF WEST JORDAN: TRAFFIC CALMING MANUAL FOR NEW DEVELOPMENTS

May 2025

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West Jordan, UT 84099

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Acknowledgements

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1 EXECUTIVE SUMMARY

1.1 Purpose of the Manual

This traffic calming manual is designed to help City of West Jordan and residential developers implement traffic calming measures in new residential developments. By applying proactive traffic calming strategies early in the development process, the city aims to create safer neighborhoods that promote lower vehicle speeds, improve pedestrian safety, and enhance the overall quality of life for residents.

1.2 Traffic Calming Requirements

This manual defines key terms and outlines the process for designing and installing traffic calming devices in new developments. A key regulation in West Jordan traffic calming are speed control points (intentional design elements like curves, roundabouts, chokers, or raised crosswalks) which are to be placed at regular intervals (specified in this manual) to reduce speeds and shape safe driving behavior in new developments.

1.3 Standard Drawings

The manual offers general guidelines for applying traffic calming devices, including recommendations on using multiple device types, maintaining emergency vehicle access, adhering to current design and construction standards, and managing landscaping and maintenance responsibilities. City of West Jordan has approved several traffic calming devices for use in city developments. Each tool was selected based on national research, local context, and alignment with West Jordan's safety goals. Descriptions of these tools are provided. The manual also includes standard drawings, which should be used when submitting development applications and site plans.

1.4 Developer Checklist

The appendix to this manual includes a developer checklist which outlines all required submission materials for traffic calming devices to be used in new residential developments including plans, designs, impact analyses, and maintenance strategies. This checklist ensures that traffic calming tools are built to specification and accomplish the goals of City of West Jordan development.

1.5 Existing Streets

The appendices also include an overview of the existing streets traffic calming program in City of West Jordan is also included, which is not the focus of this manual.

2 PURPOSE AND DEFINITIONS

Traffic calming refers to design strategies and physical measures used to slow down vehicle traffic, improve safety, and enhance the quality of life in neighborhoods and other shared road environments. There are a wide range of tools available for traffic calming, ranging from speed humps and narrowed roadways to roundabouts and raised crosswalks. When applied effectively, these tools help reduce vehicle speeds, minimize cut-through traffic, and create streets that are safer and more comfortable for all users, including pedestrians, cyclists, and drivers.

This manual has been created to guide City of West Jordan and developers in the design, evaluation, and implementation of effective traffic calming strategies in new residential areas of the city. The information in this document was created based upon research into nationally recognized best practices, local context, and coordination with city leadership to help ensure that traffic calming measures are thoughtfully applied and aligned with the community goals of City of West Jordan. By offering a consistent framework and decision-making process, this manual will assist in selecting appropriate treatments, engaging with residents, and achieving measurable improvements in safety, mobility, and neighborhood livability.

The strategies and information in this manual is intended for application in new residential developments in West Jordan City. This intent will allow City of West Jordan to proactively shape safer street environments as city population and residential development increases.

2.1 City Code Regarding Traffic Calming

Current City of West Jordan Code contains the following ordinance regarding traffic calming. This language can be found in section 14-5-5 of city code:

- "The City of West Jordan requires traffic calming measures for new public local streets to maintain mean vehicle operating speeds of 25 to 30 miles per hour (mph). To achieve this objective, the maximum length of roadway section between speed control points shall be 500 feet. For a definition of speed control points and design instructions, see the City of West Jordan: Traffic Calming Manual for New Developments. The type and number of required speed control points is subject to review and approval by the City's Traffic Engineer."

2.2 Speed Control Points: Definition and Regulation

A speed control point is a location along a roadway where a design feature or traffic calming device is intentionally introduced to slow vehicles to a desired speed and influence safer driving behaviors. These points serve as cues which encourage drivers to reduce vehicle speed. Examples of speed control points include roadway curves, various traffic calming devices (including roundabouts, raised crosswalks, chokers, etc.) or strategically spaced signage.

Specifically, Speed Control Points are defined under the following parameters:

- An approved traffic calming device (See Section 4)
- Any design condition that requires a complete stop such as the intersection of a local residential street with an arterial street, or a "T" intersection between local streets.
 - Note: Stop sign controls at four-legged intersections between local streets do not qualify as speed control points.

- A horizontally curved street with the following design features (see Table 1 and Figure 1 below). The radius of the curve (R) and delta angle (D) are calculated from the centerline of the street. Additionally, R is measured from point of curve (PC) to PC.

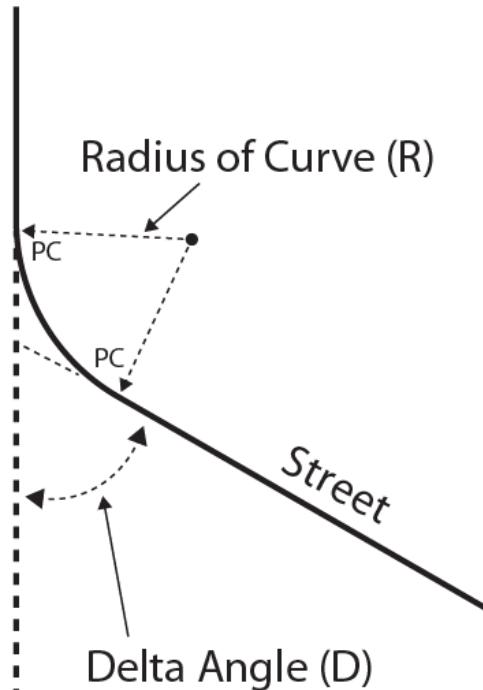


Figure 1: Low Speed Curve Values Diagram

Table 1: Low Speed Curve Values

Delta Angle (D)	Radius (R)
If Delta Angle is less than 30°	<u>Does Not Qualify</u> as a Speed Control Point
If Delta Angle is between 30° and 40°	Radius must be less than 100 Feet
If Delta Angle is between 41° and 50°	Radius must be 120 Feet (Minimum) - 130 (Maximum)
If Delta Angle is greater than 51°	Radius must be 130 Feet (Minimum) - 150 Feet (Maximum)
<u>Does Not Qualify</u> as a Speed Control Point	If Radius is greater than 150 Feet

When placed at appropriate intervals, speed control points create a rhythm that prevents excessive speeding and reinforces the desired speed limit throughout a corridor. For speed control points in West Jordan to achieve their objectives, the maximum length of the roadway section between speed control points is 500 feet. This requirement is based on an analysis of speed control point data and is in line with requirements in other US cities (See Table 2 and Figure 2; Source: Traffic Calming: State of the Practice ITE/FHWA, 1999).

Table 2: Spacing Requirements in Example Cities

Community	Spacing (feet)
Bellevue, Washington	200 – 300
Berkeley, California	150 – 400
Boulder, Colorado	150 – 800
Gwinnett County, Georgia	350 – 500
Howard County, Maryland	400 – 600
Montgomery County, Maryland	400 – 600
Phoenix, Arizona	500 or less
Portland, Oregon	300 – 600

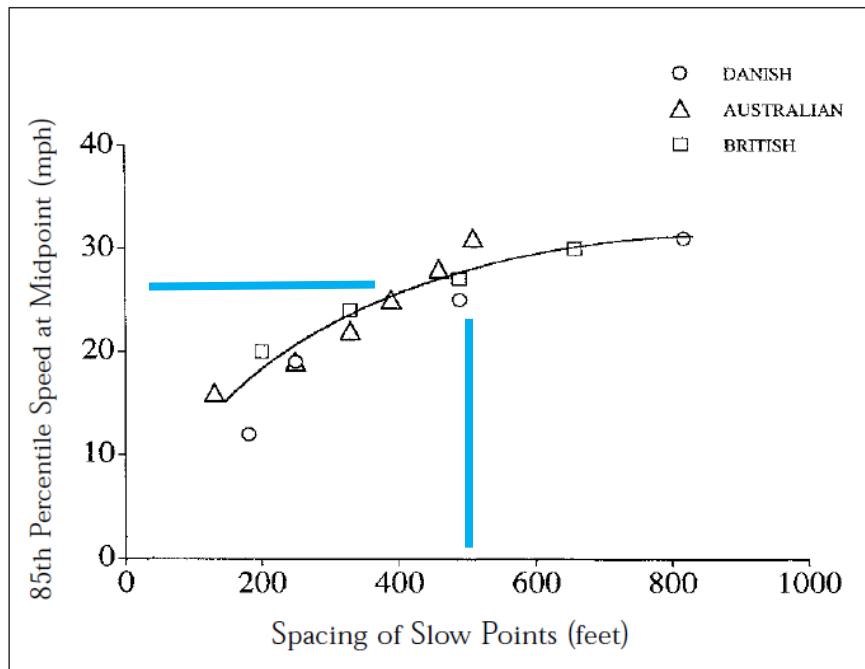


Figure 2: Midpoint Speed Versus Distance Between Speed Control Points

3 GENERAL GUIDELINES FOR IMPLEMENTING TRAFFIC CALMING MEASURES

When a developer plans for traffic calming tools to be used in a new residential development, the tools must be incorporated in the development plan submitted for review by City of West Jordan. This section provides general guidelines regarding the implementation of traffic calming devices.

3.1 Use of Multiple Types of Traffic Calming Devices

To allow flexibility in design and development and to reduce visual redundancy for residents, different types of traffic calming devices may be used in a single development or along an individual street segment. The developer should ensure that the placement of traffic calming tools along a street segment adheres to City of West Jordan standards and the speed control point requirement discussed previously.

3.2 Maintaining Emergency Vehicle Operations

Emergency vehicle operations are important in residential areas. The approved options for traffic control devices discussed in this report are intended to allow emergency vehicle access with minimized delay.

Generally, traffic calming devices should be incorporated into the overall development in a manner that is not detrimental to emergency vehicle operations. For example, the developer must provide access to fire hydrants that allows two-way traffic flow to be maintained around the emergency vehicle during minor emergencies.

3.3 Design and Construction Standards

Design and construction of traffic calming devices will be performed in accordance with this guide, the approval of City of West Jordan, and current versions of the following standards:

- A Policy on Geometric Design of Highways and Streets (American Association of State Highway and Transportation Officials [AASHTO] Green Book)
- Manual on Uniform Traffic Control Devices (MUTCD) (Federal Highway Administration)
- Roundabout: An Information Guide (Federal Highway Administration, Publication No. FHWA-RD-00-067)

If design standards from these sources are in conflict or questions arise over the design of traffic calming measure, City of West Jordan will determine the appropriate standard.

3.4 Landscaping and Maintenance of Traffic Calming Devices

Any desired landscaping of traffic calming devices will be provided by the developer as part of the initial construction. Landscaping will conform to current City of West Jordan landscaping and irrigation standards and should not restrict sight distance for vehicles traveling on main street or side street approaches.

Maintenance of landscaping is the responsibility of the maintaining authority, which is either the property owner or a legally constituted homeowners association.

3.5 Spacing and Locations

Multiple traffic calming devices within a series should normally be placed nor more than 500 feet apart and not less than 200 feet apart. The distance between devices should be measured between the points at which the devices become effective in physically controlling speeds.

The first traffic calming device in a series should usually be located in a position where it cannot be approached at a high speed from either direction. To achieve this objective, the first in a series of traffic calming devices should typically be installed within 200 to 500 feet of a low-speed curve (as previously defined) or a stop condition.

4 TRAFFIC CALMING DEVICES ALLOWED

The traffic calming devices approved by City of West Jordan and allowed for use in residential developments are outlined in this section. Each of these tools was selected based on a combination of national research into traffic calming strategies and coordination with City of West Jordan staff who manage operations, maintenance, and public safety. This process ensured that each device aligns with local policy, roadway conditions, and community needs. By establishing a consistent set of approved traffic calming tools, the City aims to promote safe, predictable, and context-sensitive applications of traffic calming across neighborhoods and corridors.

Different traffic calming tools may be appropriate for varying roadway contexts. As a result, certain tools which are appropriate for higher volume local roads (which see 400 or more vehicles per day [vpd]) would not be appropriate for lower volume local roads (with less than 400 vpd). See Table 3 below for a list of which traffic calming tools are appropriate and approved for use on these different roadway contexts. Traffic volumes can be determined by a traffic study required as part of the West Jordan development process.

Table 3: Approved Traffic Calming Devices for City of West Jordan Developments

Local Low Volume Roads <400 vehicles per day	Local High-Volume Roads 400 - 2000+ vpd
Bulb-out	Bulb-out
Choker	Choker
Realigned Intersections	Speed Feedback Radar Signs
Raised Crosswalk	Ped Refuge Island
	Raised Crosswalk
	Roundabout
	Realigned Intersections

4.1 Approved Traffic Calming Devices

The sections below provide a brief overview and description of each traffic calming tool approved for use in City of West Jordan developments.

4.1.1 *Bulb-out*

A bulb-out (also known as a corner extension) is a horizontal extension of the sidewalk into the street, resulting in a narrower roadway section. Bulb-outs are typically utilized at corner locations at intersections. Bulb-outs help create safer conditions for pedestrians by slowing vehicle turning speeds, shortening pedestrian crossing distance across the roadway, and helping increase pedestrian visibility at intersection areas. Bulb-outs may be used at all corners at an intersection, or only select corners, based on needs of the area. Bulb-outs provide a useful location to place a pedestrian crossing (either level with the roadway or a raised crosswalk).

The design of a bulb-out needs to pay close attention to the existing drainage system, as the existing gutter alignment will be altered and could necessitate a major utility relocation, particularly if additional drainage inlets are required. Typically, bulb-outs are constructed between a width of 6-8 feet and offset from traffic lanes by at least 1.5 feet. However, exact bulb-out dimensions may vary based on the intersection area. Fire apparatuses must be able to navigate through bulb-out areas.



Figure 3: Bulb-Out (FHWA Traffic Calming ePrimer)

4.1.2 Choker

A choker is similar to a bulb-out but is located at a midblock location. Chokers are horizontal extensions of the curb into the street, resulting in a narrower roadway section. They are typically paired at a midblock location that narrows the street by widening the sidewalk or planting strip at that location. A choker can also be created through the use of roadside islands. This narrowing is intended to discourage motorist speeding and to reduce vehicle speeds in general.

The narrower roadway cross-section created by the placement of a choker lowers the margin of error for motorists who, as a result, tend to moderate their speed. A choker may provide a useful location to place a midblock crosswalk (either level with the roadway or as a raised crosswalk) because it shortens the distance a pedestrian walks across the roadway.



Figure 4: Choker (FHWA Traffic Calming ePrimer)

4.1.3 Realigned Intersection

A realigned intersection is the reconstruction of an intersection with perpendicular angles to have skewed approaches or travel paths through the intersection. This is performed to remove or discourage fast vehicle movements through the intersection. An example of a realigned intersection is the conversion of a 3-way intersection (with straight approaches) into curving streets meeting at right angles, removing all straight paths through the intersection area.

When developing a realigned intersection, traffic reviews and analysis of traffic volumes should be completed for the intersection to understand potential impacts to vehicle queues and changes in vehicle and pedestrian movements. Realigned intersection development may also impact elements such as lighting, drainage, and other utilities, which should be considered in the design of the intersection.



Figure 5: Realigned Intersection (FHWA Traffic Calming ePrimer)

4.1.4 Raised Crosswalk

Raised crosswalks are elevated pedestrian crosswalks, constructed similarly to speed humps or speed tables with a marked crosswalk. Raised crosswalks extend from curb to curb providing vertical deflection and a pedestrian crossing area across the width of the roadway. Wheelchair ramps should be installed at each end in accordance with ADA Standards. Drop inlets are required on the uphill side of the raised crosswalk for drainage purposes. All other geometric requirements for speed humps should be applied to raised crosswalks. Raised crosswalks should be marked as regular crosswalks. Pedestrian crossing signs should be installed at raised crosswalks for both directions.

Raised crosswalks can be placed at locations which are likely to have pedestrian demand to cross the street. Common examples include schools, neighborhood recreation areas, and trail access areas.



Figure 6: Raised Crosswalk (FHWA Traffic Calming ePrimer)

4.1.5 Pedestrian Refuge Island

A pedestrian (ped) refuge island is a type of raised median island located along a street centerline which narrows the travel lanes at that location. They also include a cut in the island along a marked crosswalk which runs across the street and through the island. Ped refuge islands encourage slower speeds from oncoming vehicles while helping increase visibility of the crossing area. They reduce potential conflict areas and allow a pedestrian to cross one direction of traffic at a time.

The crossing to the island can be level with the pavement (with a corresponding break in the median island), or raised, where the pedestrian crossing is level with the sidewalk. With the latter option, the ped refuge island is combined with a raised crosswalk, combining the impact and effectiveness of both tools into one.



Figure 7: Ped Refuge Island (FHWA Traffic Calming ePrimer)

4.1.6 Roundabout

Roundabouts are an intersection design which requires traffic to circulate counterclockwise around a center island. Roundabouts may be used at cross-intersections or T-intersections of streets, and act as an alternative to signals, stop controls, or uncontrolled intersections. Roundabouts help reduce potential conflict points and increase safety at intersections; as a result, they may be especially effective at intersections that have a propensity for traffic collisions. The center island of a roundabout typically extends a minimum of 28 feet from the center. The concrete truck apron typically has a width of 2 feet. The inscribed circle diameter should be between 88 and 200 feet. Typically, the circulating roadway has a width of 14 feet to 19 feet. However, these specifications will vary based upon the geometry of the intersection area and may be adjusted to be smaller or larger.

Roundabout design should follow West Jordan Standard Drawing RD-290.



Figure 8: Roundabout (FHWA Traffic Calming ePrimer)

4.1.7 Speed Radar Feedback Signs

Speed radar feedback signs are interactive signs which draw motorist's attention to their current speed. Such signs utilize radar to capture and display the speed of oncoming vehicles. They are combined with a static speed limit sign, showing drivers when they exceed the designated speed limits. Speed radar signs shall be permanently mounted on signposts following West Jordan Standards.

Speed radar signs allow for flexibility in their placement. They may be utilized in residential areas, school zones, on a temporary basis for construction zones, or in other areas where slower vehicle speeds are desired. They are also significantly less costly than the other tools discussed in this manual. However, their long-term impact may lessen over time as drivers grow familiar with their presence. Their impact is also purely behavioral; they do not influence vehicle travel direction or roadway layout in any way.



Figure 9: Speed Radar Feedback Sign (Sacramento County SacDOT)

5 STANDARD DRAWINGS

Standard drawings for the approved traffic calming devices discussed in the previous section are included in a separate appendix for this document, offering visual references and different specifications utilized in the design for traffic calming. These standards have been prepared and adopted to provide a minimum set of standards to be used in the design and construction of traffic calming.

If unique physical conditions affecting a specific subdivision, development or building site are such that it is impossible, or impractical or undesirable for the developer to fully comply with the design standards, the Traffic Engineer or City Engineer may recommend reasonable modifications to such standards and policies for the specific development.

These examples are intended to guide City of West Jordan in developing its own tailored standard drawings and specifications, ensuring consistency and quality as new devices are implemented in the future. While these drawings reflect commonly accepted design practices, they are not intended for direct adoption or use by City of West Jordan for traffic calming standards. Instead, these examples should be used to help the city develop its own designs for traffic calming tools; these designs should then be subject to careful review, adaptation, and approval by city engineers.

The included drawings were sourced from a wide range of public agencies. Examples from Utah were prioritized first. When examples were not found in Utah, examples from other western U.S. states, and finally from communities across the country, were located to ensure a broad and relevant set of references. Several examples are included for each tool.

6 APPENDICES

Additional information pertaining to Traffic Calming in City of West Jordan is included in the appendices of this document.

- Appendix 1 details a review checklist containing information which developers will be required to submit to City of West Jordan when planning to implement traffic calming tools in new residential developments.
- Appendix 2 details the current existing streets traffic calming program in City of West Jordan, which is used to evaluate the need for traffic calming on existing roadways in the city and not new developments (which is the focus of this manual).

6.1 Appendix 1: Development Review Checklist

Developers of new residential areas in City of West Jordan are required to submit the following information with their development application to detail traffic calming devices to be used in their development. All items in this list must be completed in order for the city to review and approve the use of these devices. Note that additional information may be requested by the city.

Ensure all provided information is accurate, complete, and in compliance with City of West Jordan ordinances. Incomplete submissions may result in delays in the review and approval process. For more information, contact City of West Jordan Engineering at 801-569-5070.

6.1.1 *Submittal Requirements*

- Traffic Calming Plan Sheet showing an overview of the development roadway layout to include:
 - Road Name(s)
 - Identification of collector or local road status
 - Identification of public or private road status
 - Locations of traffic calming devices
 - Type of traffic calming devices with identified standard drawing for construction
 - Identification of existing signage and proposed signage with MUTCD references for sign type and size
 - Identify proposed pavement marking locations and materials following MUTCD and UDOT standards
 - Identification of maintenance obligations of special features (if any)
- Narrative Description
 - Comprehensive description including scope, location, and traffic flow impact. Ensures compliance with City of West Jordan standards.
- Impact Analysis
 - Analysis on emergency services and general traffic flow impacts, with strategies for mitigation if necessary.

6.1.2 *Additional Design Requirements*

- Emergency Services
 - No impacts to Emergency Vehicle access and/or to fire hydrants within neighborhood.
- Stormwater Department:
 - No impacts to the existing stormwater runoff system.
- Public Transportation
 - No impacts to bus routes or bus stops

6.2 Appendix 2: City of West Jordan Existing Streets Traffic Calming Program

The processes and procedures discussed in this manual are intended for application in new developments within West Jordan. Regarding existing residential areas, City of West Jordan currently utilizes a Neighborhood Traffic Management Program to guide traffic calming management. Program information is available at the website below. The information in this section was taken from the website and provides an overview of the program.

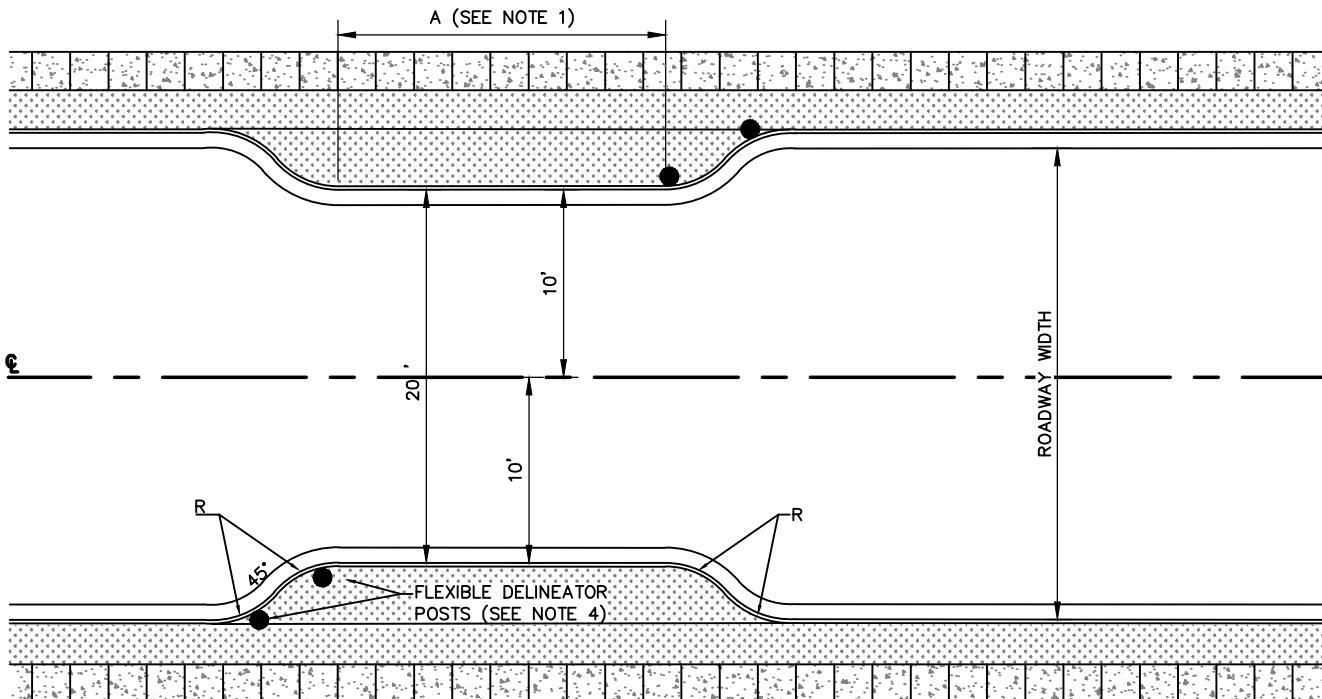
[Traffic Calming - City of West Jordan](#)

6.2.1 Neighborhood Traffic Management Program

The Neighborhood Traffic Management Program for local residential streets represents the City of West Jordan's commitment to the safety and livability of residential neighborhoods.

The program provides a process for identifying and addressing problems related to speeding, excessive traffic volume, and safety on streets classified as "local residential streets." Under the program, the Neighborhood Traffic Calming Committee will work with residents within neighborhoods to evaluate the type and severity of traffic problems.

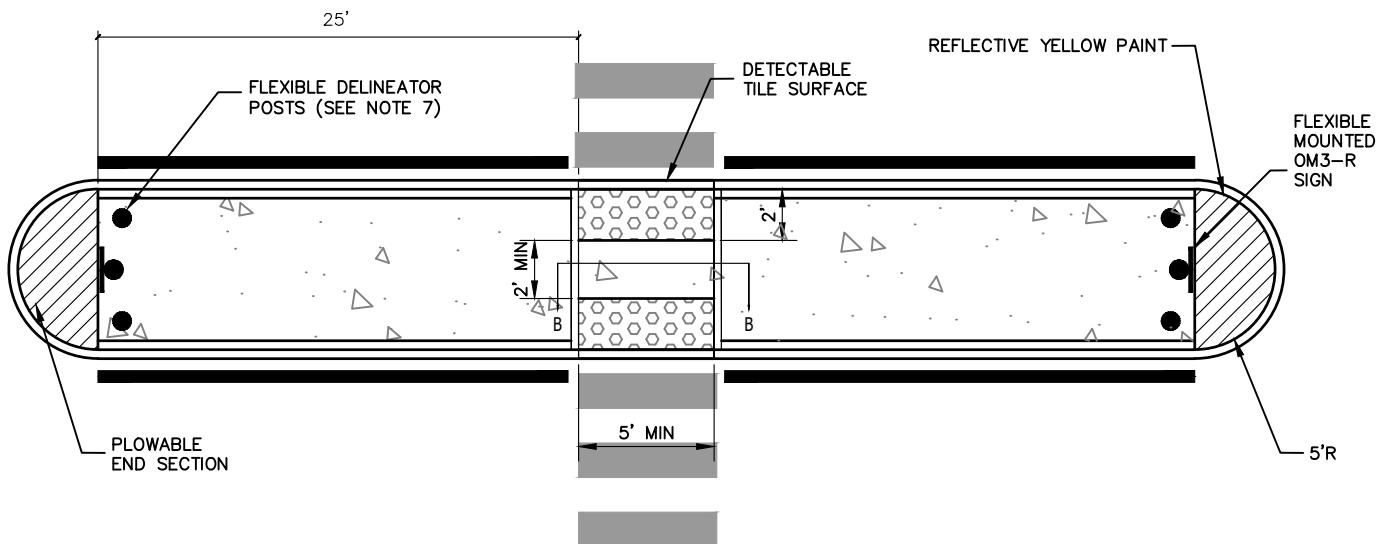
The program website contains a link for residents to report traffic concerns and request a speed study in their neighborhood, which the city can use to determine if traffic calming implementation may be warranted at the reported location. The website also contains resources to contact to report traffic signal problems, to view UDOT traffic cameras, and to download a copy of the West Jordan Active Transportation (AT) Plan for reference.



PLAN VIEW

NOTES:

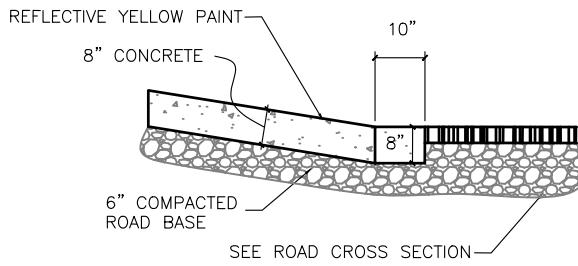
1. THE LENGTH (A) IS DESIRABLY 20 FEET. IT MAY BE SHORTENED OR LENGTHENED TO COORDINATE WITH PAVEMENT, STREETSCAPE, LANDSCAPE OR OTHER URBAN DESIGN TREATMENTS, TO A MAXIMUM OF 50 FEET. PER APPROVAL OF THE CITY ENGINEER.
2. THE RECEIVING AND RETURN ANGLE IS 45 DEGREES.
3. THE RADIUS (R) IS A DESIRABLE 4 FEET BUT MAY BE ALTERED TO COORDINATE WITH PAVEMENT, STREETSCAPE, LANDSCAPE OR OTHER URBAN DESIGN TREATMENTS, PER APPROVAL BY CITY ENGINEER.
4. TYPE 1 FLEXIBLE DELINEATION POST (UDOT STANDARD GW 6B): WHITE WITH RED REFLECTIVE SHEETING. PLACEMENT: IMMEDIATELY BEHIND CURB.



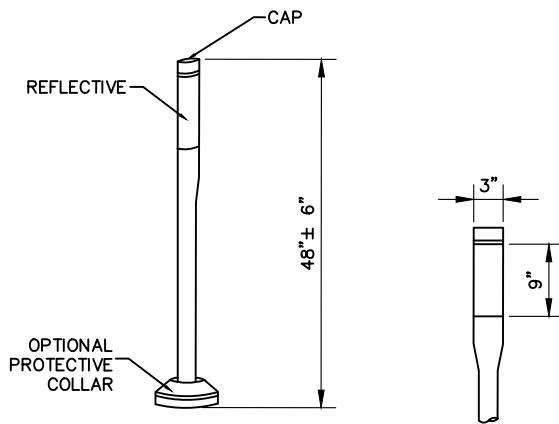
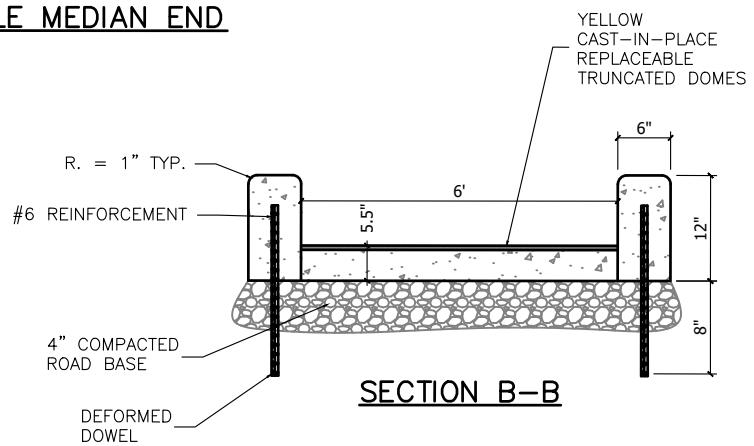
PLAN VIEW

NOTES:

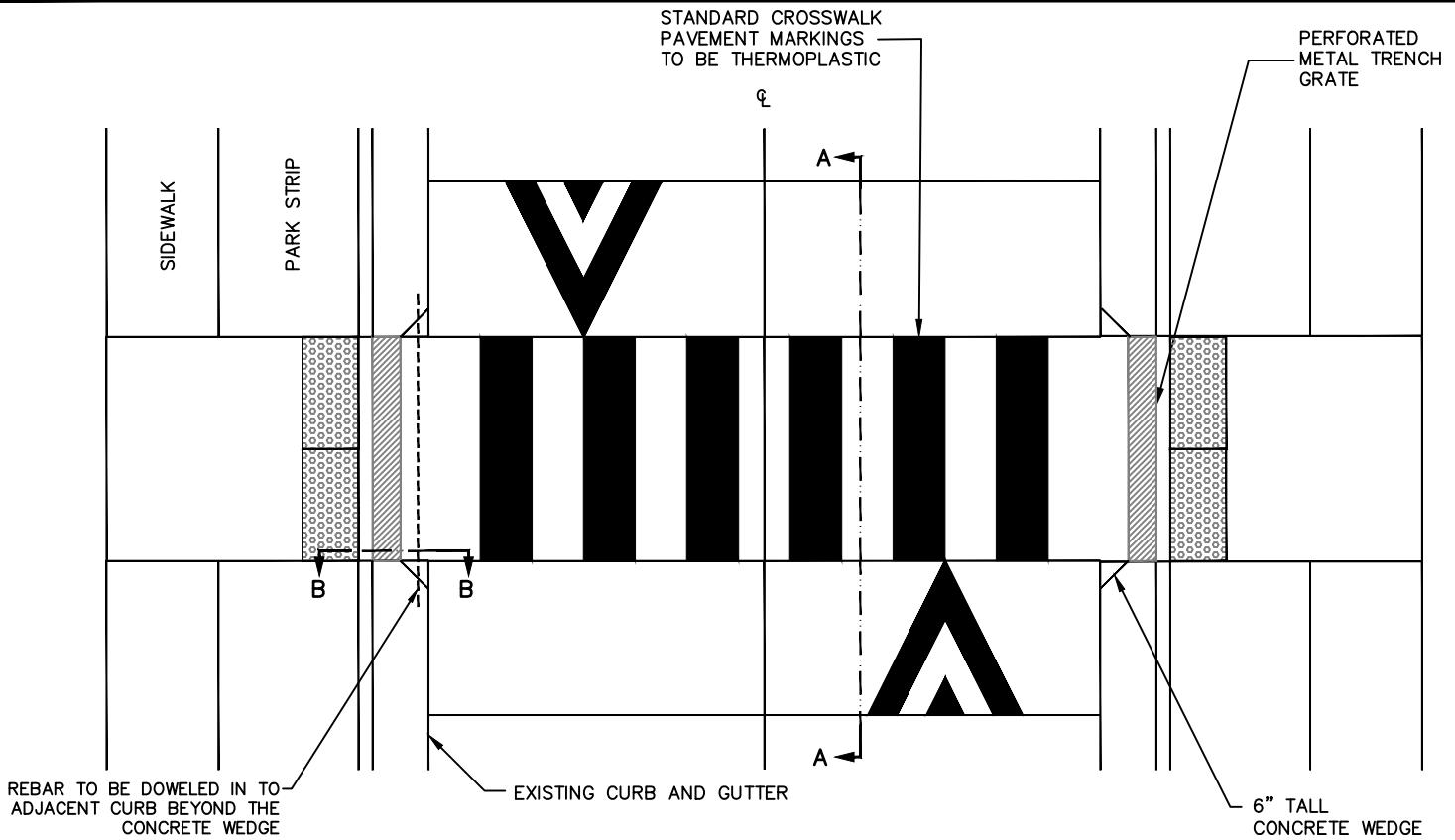
1. UNTREATED BASE COURSE: USE CLASS A UNTREATED BASE COURSE GRADE 1 OR GRADE 3/4 PER APWA SECTION 32 11 23.
 - A. PLACE BACKFILL MATERIAL PER APWA SECTION 32 05 10.
 - B. COMPACT BACKFILL MATERIAL PER APWA SECTION 31 23 26 TO A MODIFIED PROCTOR DENSITY OF 95 PERCENT OR GREATER.
2. CONCRETE: CLASS 4000 PER APWA SECTION 03 30 04.
 - A. IF NECESSARY, PROVIDE CONCRETE WHICH ACHIEVES DESIGN STRENGTH IN 72 HOURS (3 DAYS). USE CAUTION, HOWEVER, AS SPIDER CRACKS DEVELOP IF AIR TEMPERATURE EXCEEDS 90 DEGREES F.
 - B. PLACE CONCRETE PER APWA SECTION 03 30 10.
 - C. PROVIDE 1/2 INCH RADIUS ON ALL EXPOSED CONCRETE EDGES UNLESS OTHERWISE SHOWN.
 - D. APPLY A SEALING/CURING COMPOUND PER APWA SECTION 03 39 00. (TYPE ID CLASS A; CLEAR WITH FUGITIVE DYE)
 - E. PROTECT CONCRETE FROM PREMATURE DRYING, HOT OR COLD TEMPERATURES, GRAFFITI, AND MECHANICAL INJURY.
 - F. REPLACE CONCRETE DAMAGED BY MECHANICAL INJURY, OR THAT DOES NOT CONFORM TO REQUIRED LEVELS, LINES, DETAILS AND ELEVATIONS.
3. EXPANSION JOINTS:
 - A. PROVIDE FULL DEPTH 1/2 INCH THICK F1 JOINT FILLER MATERIAL PER APWA SECTION 32 13 73. SET TOP OF FILLER FLUSH WITH SURFACE OF CONCRETE. PLACE EXPANSION JOINTS EVERY 50 FEET.
 - B. EXPANSION JOINTS ARE NOT REQUIRED IN SLIP FORM WORK EXCEPT AT THE START OR END OF THE WORK DAY, AND AT THE START OR END OF A STREET INTERSECTION CURB RADIUS RETURN.
4. CONTRACTION JOINTS: MAKE CONTRACTION JOINTS VERTICAL, AT LEAST 1/8" WIDE, AND 2 INCHES DEEP OR 1/4 SLAB THICKNESS IF THE SLAB IS GREATER THAN 8 INCHES THICK. PLACE CONTRACTION JOINTS EVERY 10 FEET.
5. COLORING: NO COLOR OR EARTH TONE AS APPROVED BY THE CITY OR MATCH COLOR OF EXISTING, PER CITY ENGINEER. NO BROADCASTING OF COLOR ON THE SURFACE OF THE CONCRETE. APPLY COLOR TO CONCRETE MIX PER MANUFACTURE REQUIRED RATIO.
6. INSTALL SHARKSTEETH MARKINGS 50 FEET AHEAD OF THE CROSSWALK.
7. FLEXIBLE DELINEATOR POSTS SHALL BE YELLOW WITH YELLOW REFLECTIVE SHEETING, INSTALLED AT BACK OF CURB WITH UNIFORM HEIGHT THROUGHOUT. IMPACT RECOVER BASE OR FLEXIBLE BASE TYPE IS ACCEPTABLE. (SEE SHEET 2 FOR DETAIL)
8. REBAR: CONTRACTOR TO USE $\frac{3}{8}$ INCH COATED DEFORMED DOWELS ON 5 FEET MAXIMUM CENTERS.



PLOWABLE MEDIUM END

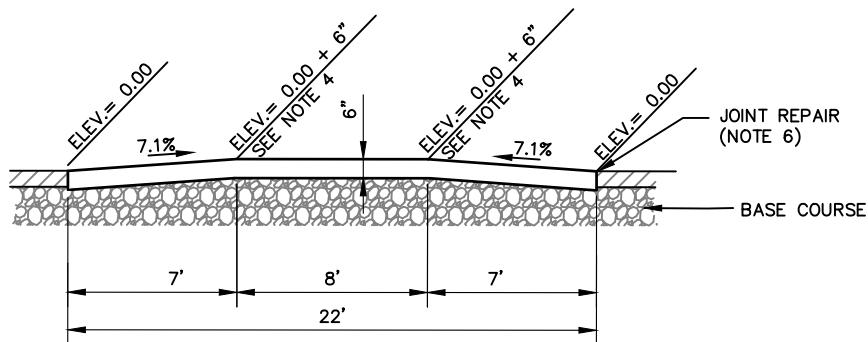


FLEXIBLE DELINEATOR POSTS

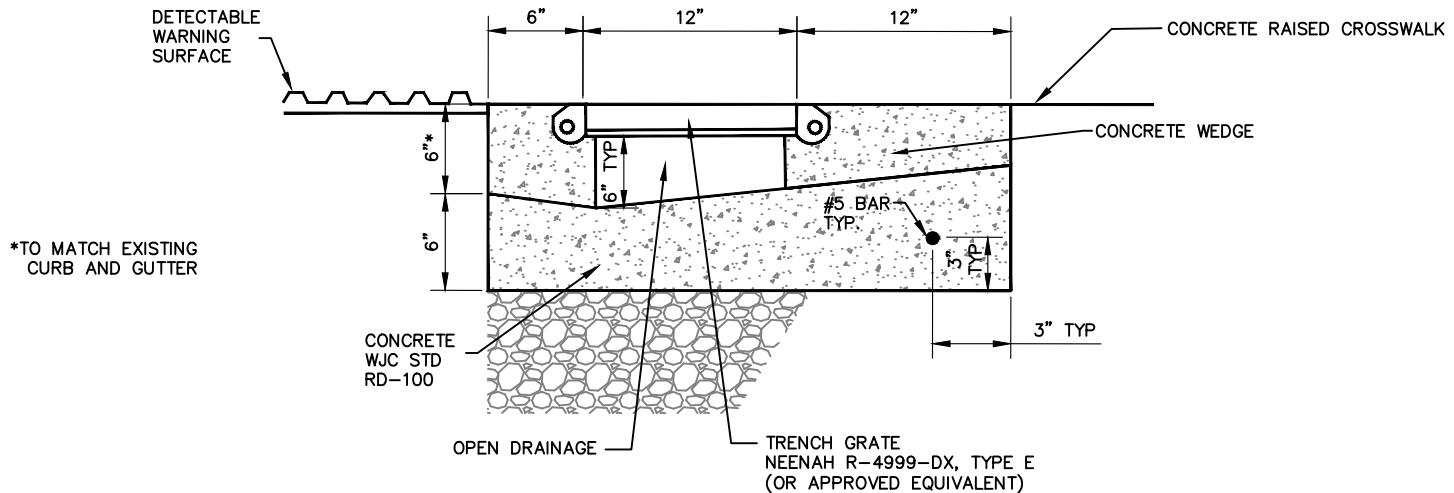


NOTES:

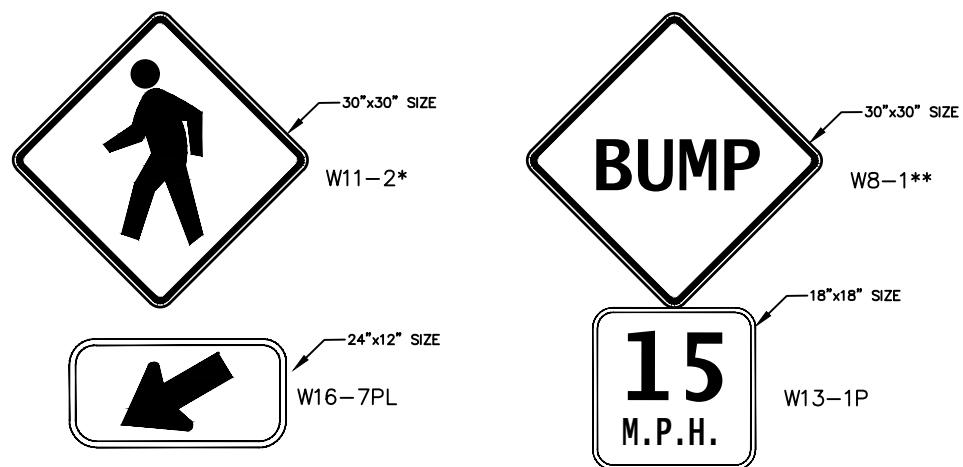
1. UNTREATED BASE COURSE; PROVIDE CLASS A UNTREATED BASE COURSE SPECIFIED IN APWA SECTION 32 11 23.
- PLACE MATERIAL PER APWA SECTION 32 11 23.
 - COMPACT PER APWA SECTION 31 23 26 TO A MODIFIED PROCTOR DENSITY OF 95 PERCENT OR GREATER. MAXIMUM LIFT THICKNESS BEFORE COMPACTION IS 8 INCHES WHEN USING RIDING COMPACTION EQUIPMENT OR 6 INCHES WHEN USING HAND HELD COMPACTION EQUIPMENT.
2. CONCRETE: CLASS 4000 PER APWA SECTION 03 30 04.
- IF NECESSARY, PROVIDE CONCRETE THAT ACHIEVES DESIGN STRENGTH IN LESS THAN 7 DAYS. USE CAUTION; HOWEVER, AS CONCRETE CRAZING (SPIDER CRACKS) MAY DEVELOP IF AIR TEMPERATURE EXCEEDS 90 DEGREES F.
 - PLACE CONCRETE PER APWA SECTION 03 30 10
 - PROVIDE 1/2 INCH RADIUS ON CONCRETE EDGES EXPOSED TO PUBLIC VIEW.
 - CURE CONCRETE PER APWA SECTION 03 39 00 WITH TYPE ID CLASS D (CLEAR WITH FUGITIVE DYE) MEMBRANE FORMING COMPOUND UNLESS SPECIFIED OTHERWISE.
3. EXPANSION JOINTS:
- MAKE EXPANSION JOINTS VERTICAL, FULL DEPTH.
 - PROVIDE F1 JOINT FILLER MATERIAL 1/2 INCH WIDE, APWA SECTION 32 13 73.
 - SET TOP OF FILLER FLUSH WITH SURFACE OF CONCRETE.
4. CONTRACTION JOINT: MAKE CONTRACTION JOINTS VERTICAL 1/8 INCH WIDE AND 1/3 SLAB THICKNESS.
5. FINISH: BROOMED.
6. JOINT REPAIR: IF A CRACK OCCURS AT THE CONNECTION TO EXISTING PAVEMENT, SEAL THE CRACK PER APWA SECTION 32 01 17.
7. SYMBOLS: THERMO-PLASTIC OR METHYL METHACRYLATE TO BE USED AS SPECIFIED IN UDOT SECTION 02765 AND SECTION 02768. REMOVE DIRT, LOOSE STONES, OR OTHER FOREIGN MATERIAL IMMEDIATELY PRIOR TO APPLYING. APPLY PER UDOT SECTION 02765 AND 02768.
8. SIGNING AND STRIPING SHALL COMPLY WITH LATEST UTAH MUTCD SPEED TABLES, CROSSWALK OPTION A.
9. DRAINAGE: INLETS ARE REQUIRED ON THE UPHILL SIDE OF A RAISED CROSSWALK.
10. ADA RAMPS SHALL MEET UDOT ADA RAMP STANDARDS.



SECTION A-A

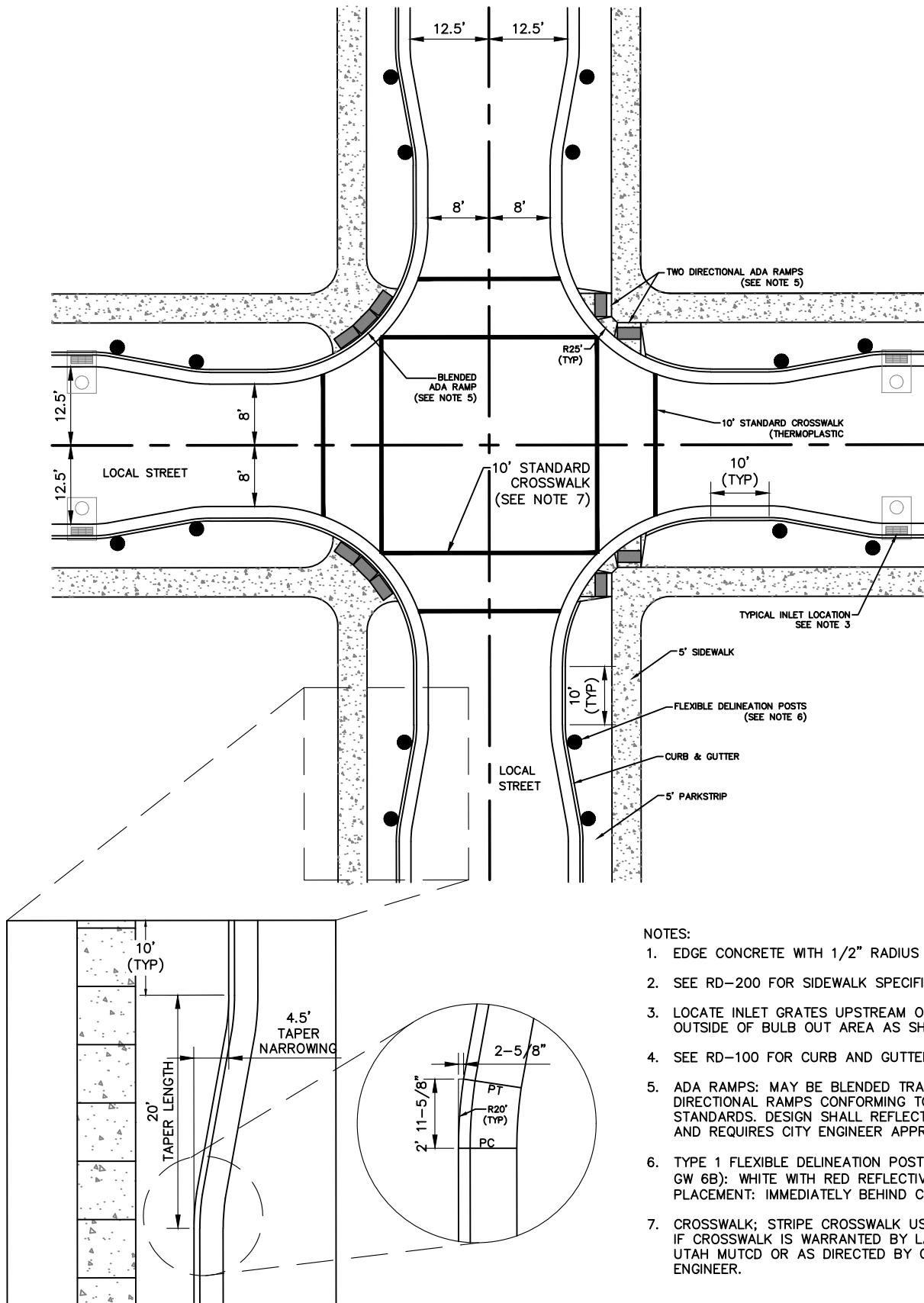


SECTION B-B



*S1-1 FOR SCHOOL CROSSING

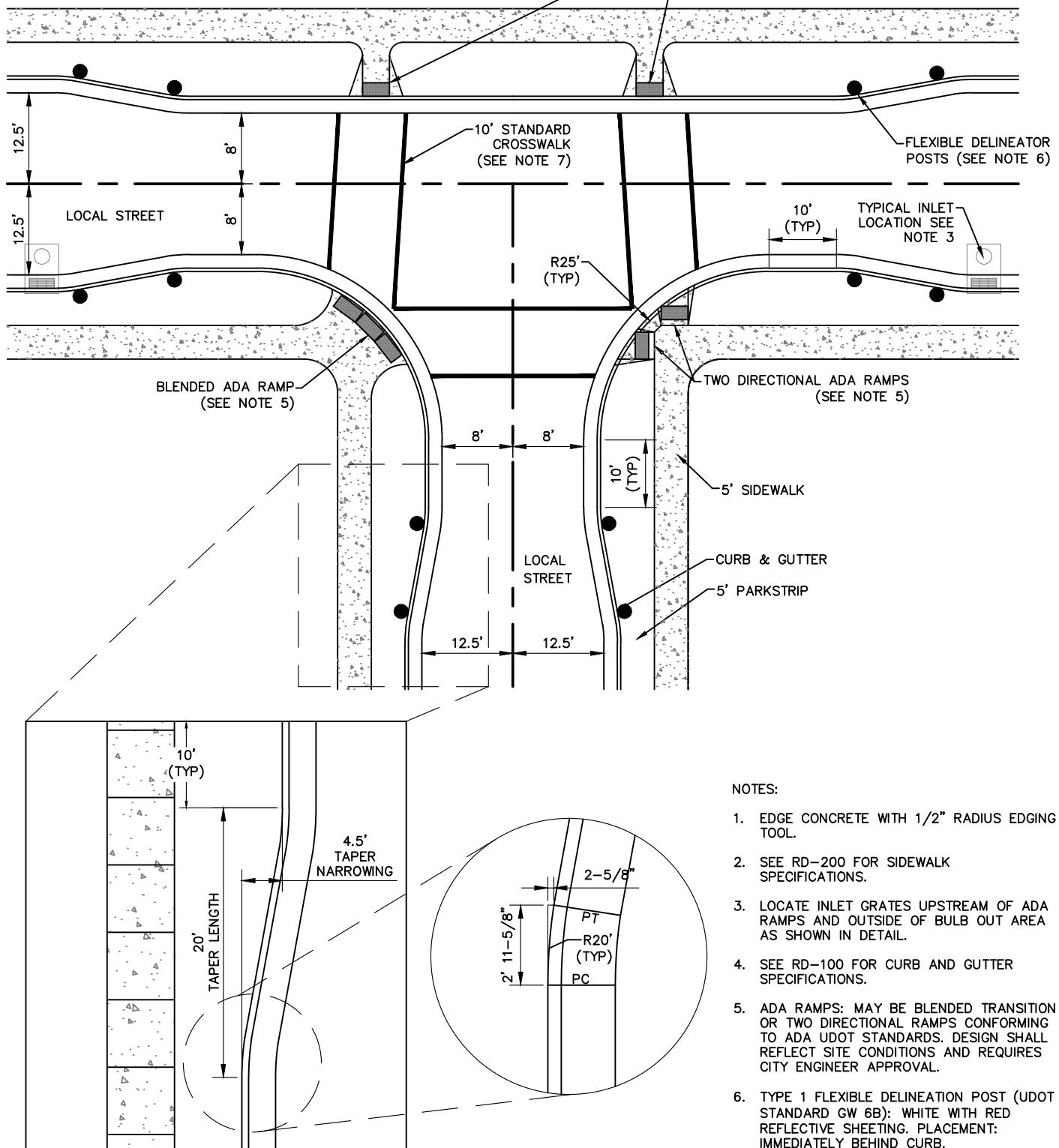
**PLACE AT MINIMUM 50 FEET
BEHIND CROSSING SIGHT



NOTES:

1. EDGE CONCRETE WITH 1/2" RADIUS EDGING TOOL.
2. SEE RD-200 FOR SIDEWALK SPECIFICATIONS.
3. LOCATE INLET GRATES UPSTREAM OF ADA RAMPS AND OUTSIDE OF BULB OUT AREA AS SHOWN IN DETAIL.
4. SEE RD-100 FOR CURB AND GUTTER SPECIFICATIONS.
5. ADA RAMPS: MAY BE BLENDED TRANSITION OR TWO DIRECTIONAL RAMPS CONFORMING TO ADA UDOT STANDARDS. DESIGN SHALL REFLECT SITE CONDITIONS AND REQUIRES CITY ENGINEER APPROVAL.
6. TYPE 1 FLEXIBLE DELINEATION POST (UDOT STANDARD GW 6B): WHITE WITH RED REFLECTIVE SHEETING. PLACEMENT: IMMEDIATELY BEHIND CURB.
7. CROSSWALK: STRIPE CROSSWALK USING THERMOPLASTIC IF CROSSWALK IS WARRANTED BY LATEST VERSION OF UTAH MUTCD OR AS DIRECTED BY CITY TRAFFIC ENGINEER.

ONLY 1 MID BLOCK CROSSING ALLOWED.
LOCATION OF MID BLOCK CROSSING TO
BE APPROVED BY CITY ENGINEER.



NOTES:

1. EDGE CONCRETE WITH 1/2" RADIUS EDGING TOOL.
2. SEE RD-200 FOR SIDEWALK SPECIFICATIONS.
3. LOCATE INLET GRATES UPSTREAM OF ADA RAMPS AND OUTSIDE OF BULB OUT AREA AS SHOWN IN DETAIL.
4. SEE RD-100 FOR CURB AND GUTTER SPECIFICATIONS.
5. ADA RAMPS: MAY BE BLENDED TRANSITION OR TWO DIRECTIONAL RAMPS CONFORMING TO ADA UDOT STANDARDS. DESIGN SHALL REFLECT SITE CONDITIONS AND REQUIRES CITY ENGINEER APPROVAL.
6. TYPE 1 FLEXIBLE DELINEATION POST (UDOT STANDARD GW 6B): WHITE WITH RED REFLECTIVE SHEETING. PLACEMENT: IMMEDIATELY BEHIND CURB.
7. CROSSWALK: STRIPE CROSSWALK USING THERMOPLASTIC IF CROSSWALK IS WARRANTED BY LATEST VERSION OF UTAH MUTCD OR AS DIRECTED BY CITY TRAFFIC ENGINEER.



REQUEST FOR COUNCIL ACTION

Action: Request feedback from Council

Meeting Date Requested : 08/26/2025

Presenter: Pamela Bloom

Deadline of item :

Applicant: Pamela Bloom, Kelvin Green

Department Sponsor: Council Office

Agenda Type: DISCUSSION TOPICS

Presentation Time: 20 Minutes

(Council may elect to provide more or less time)

1. AGENDA SUBJECT

Discussion Regarding the Historical Society Lease:

- Council Oversight, Audit Responsibilities
- Future Steps for Historical Society Museum

2. EXECUTIVE SUMMARY

The Council is being asked to consider and discuss its oversight role for the use of city funds and future decisions related to the West Jordan Historical Society's lease agreement, including reporting obligations.

The purpose of this topic is for the council to determine and set expectations for:

- any annual reporting requirements, and,
- initiate an independent financial audit of the Historical Society use of public funds granted by the City of West Jordan.

Any consensus would provide the Council with direction on potential next steps, including:

- whether or not to fund an audit over the city's grants to the Society,
- what format future reports should take, and
- how to proceed with any desired changes to reporting and lease agreements.

3. TIME SENSITIVITY / URGENCY

The current agreement expired on June 30, 2025.

4. FISCAL NOTE

There is no immediate fiscal impact from discussing this item. However, audit estimates could vary from \$10,000 and up, depending on the scope of an external audit.

5. MAYOR RECOMMENDATION

The Mayor requests a consensus of the majority of the city council before committing staff time to the request.

6. COUNCIL STAFF ANALYSIS

Background of Operating Arrangements

- In its current arrangement, the West Jordan Historical Society (a 501(c)(3) non-profit organization) owns and occupies buildings on city-owned land as part of Veterans Memorial Park. The Society also owns artifacts in the buildings. The land is owned by the city. All

other items are owned by the Historical Society. *"The Society owns a residence, barn, and various outbuildings and personal property (the "Facilities") located on the Property. "* (Agreement Recital B)

- The city provides financial support (most recently \$5,700) and is to receive a report annually; however, questions have arisen regarding the adequacy of that report, especially the, "pertinent financial information" clause. The council could create a required report as part of any future agreement, as they have done with the Cultural Arts Society of West Jordan. This would be part of any future lease arrangement and adopted by Resolution.
- Per the current agreement (Section 8(D)), the Historical Society's report includes:
 - Number of events
 - Types of events held
 - Total visitors
 - Visitors' originating location
 - "Pertinent financial information"
 - Copy of the Certificate of Insurance

This current lease was discussed previously at two council meetings:

- [January 24, 2024](#)
 - Packet included the 10-8-2 study.
 - Public hearing held and closed.
 - Motion passed 6-0 with one councilmember absent.
- [February 14, 2024](#)
 - This was authorizing the mayor to sign the agreement.

Historical Background of the West Jordan Historical Society

- Founded in 1998, the West Jordan Historical Society established the museum on a donated homestead featuring outbuildings, orchard, antique machinery, and livestock.
- Historic structures and exhibits within the museum include a working blacksmith shop, 1867 granary, antique machinery, and relocated buildings like the Cottage Inn (1937 soda fountain) and the Steadman Barn, being restored as a Utah Dairy Museum.
- Unique museum memorabilia and artifacts feature items from boxer Gene Fulmer, millwright Archibald Gardner, original blacksmith tools, and rare pieces like a Saltaire carousel horse and the 1909 LDS dedication stone.
- Museum hours are Tuesday & Thursday from 1–5 PM or by appointment.

7. POSSIBLE COUNCIL ACTION

- Provide direction to staff regarding desired next steps related to the West Jordan Historical Society lease agreement, financial reporting, and if there be any audit requirements.
- Determine whether to initiate a financial audit and, if so, define the desired scope, timeline, and reporting format.
- Discuss expectations for the report and content of the annual report
- Identify any additional information or staff analysis needed before the lease renewal.

8. ATTACHMENTS

Background Information

THE CITY OF WEST JORDAN, UTAH
A Municipal Corporation

RESOLUTION NO. 24-003

**A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE THE LEASE
AGREEMENT WITH THE WEST JORDAN HISTORICAL SOCIETY**

Whereas, the West Jordan City Council has reviewed the attached Lease Agreement (the "Lease Agreement") between West Jordan Historical Society, Inc. and the City of West Jordan; and

Whereas, the City Council desires that the Lease Agreement be executed by the Mayor; and

Whereas, the Mayor is authorized to execute the Lease Agreement pursuant to the Utah State Code.

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

Section 1. The Mayor is authorized to execute the attached Lease Agreement after it has been approved as to legal sufficiency by the City Attorney's office.

Section 2. This Resolution shall take effect immediately.

Adopted by the City Council of West Jordan, Utah, this 14th day of February 2024.

CITY OF WEST JORDAN

By: Zach Jacob
Zach Jacob
Council Chair

ATTEST: Cindy M. Quick 

Cindy M. Quick, MMC
Council Office Clerk

Voting by the City Council

Council Chair Zach Jacob
Council Vice Chair Chad Lamb
Council Member Bob Bedore
Council Member Pamela Bloom
Council Member Kelvin Green
Council Member Kent Shelton
Council Member Kayleen Whitelock

"YES"

"NO"

Resolution No. 24-003 WJ Historical Society Lease Agreement

Final Audit Report

2024-02-16

Created:	2024-02-16
By:	Cindy Quick (Cindy.quick@westjordan.utah.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAq4Phz3RM6K7QJQFk5wFcJXg2wudnFkBs

"Resolution No. 24-003 WJ Historical Society Lease Agreement" History

-  Document created by Cindy Quick (Cindy.quick@westjordan.utah.gov)
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-  Document emailed to zach.jacob@westjordan.utah.gov for signature
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-  Email viewed by zach.jacob@westjordan.utah.gov
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-  Signer zach.jacob@westjordan.utah.gov entered name at signing as Zachary Jacob
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Signature Date: 2024-02-16 - 6:20:13 PM GMT - Time Source: server- IP address: 73.98.254.78
-  Agreement completed.
2024-02-16 - 6:20:13 PM GMT



Adobe Acrobat Sign



City of West Jordan
8000 South Redwood Road
West Jordan, Utah 84088
(801) 569-5100
Fax (801) 565-8978

MEMORANDUM

DATE: December 1, 2023
TO: City Council Members, Parties Interested in Appropriation of City Resources
CC: Mayor Dirk Burton
Korban Lee, Chief Administrative Officer
West Jordan Historical Society
FROM: Becky Condie, Budget and Management Analyst

RE: Quid Pro Quo Study / 10-8-2 Study Regarding the Use of City Resources to Support the West Jordan Historical Society

As the City Council for the City of West Jordan is considering appropriating the use of city resources for the use and benefit of the West Jordan Historical Society, Utah Code requires that “the municipality shall perform a study that analyzes and demonstrates the purpose for an appropriation ...” as per Utah Code Annotated 10-8-2. The purpose of this memo is to serve as that study and designate the purpose for the proposed appropriation.

Appropriation from the City of West Jordan:

The City Council for the City of West Jordan is considering for approval at a public hearing an appropriation of the following use of city resources which total \$70,620:

1. A \$6,000 cash grant to be given to the West Jordan Historical Society for use in the operations of the museum.
2. Use of city-owned land valued at \$64,620 per year, through a land-lease agreement at a price of less than fair market value. (See Appendix A for value calculation.)

Purpose for the Appropriation:

The City Council for the City of West Jordan has determined that it is in the city’s interests to preserve elements of the history of West Jordan for future generations. If approved, this appropriation is deemed necessary by the City Council to “accomplish the reasonable goals and objectives of the municipality in the area of...preservation of historic structures and property” (see U.C.A. 10-8-2(3)(e)(iii)(c)).

Identified Benefits for the Appropriation:

By operating a museum focused on the history of West Jordan, and through its additional historical preservation efforts, the West Jordan Historical Society provides the following benefits, both tangible and intangible, to the West Jordan Community. These time estimates and information about the events the organization offers are provided by the Historical Society itself.

Tangible benefits include:

- Approximately 2,800 volunteer hours annually, and similar efforts moving forward. This work done by volunteers includes museum operations, collection preservation (including digitizing efforts), historic research, historic structure maintenance, special events, education, outreach, and other volunteer service.

- The value of volunteer time is approximated at \$31 per hour according to studies compiled by *Independent Sector* (see independentsector.org/resource/value-of-volunteer-time). Using this rate, the value of the in-kind volunteer hours estimate is \$86,800.
- The nature of these volunteer hours varies from year to year, but typically would include approximately:
 - 1,200 hours annually on museum volunteer time for museum operations and special events
 - 480 hours annually of work on fundraising, grants, and development
 - 480 hours annually on historical research and support
 - 50 hours annually on oral history and photography
 - 100+ hours annually on historic structure maintenance
 - 480 hours annually on artifact documentation, preservation, and digitization
- In-kind donations received by the Historical Society of tangible items other than hours of service (goods, materials, artifacts).
- Additionally, the West Jordan Historical Society has noted:
 - Attendance at the museum of 500+ visitors annually
 - Approximately 39 weeks per year of public open hours at the museum (12 hours per week)
 - Public activity events in Salt Lake County (speaking events at clubs, appearances at schools, etc.)
 - On-site special events to resume (such as a 4th of July activity and a pumpkin walk celebration) to provide more community interaction
 - Preparation of new displays on local themes such as dairy farming and Gene Fullmer/Mary Jensen boxing memorabilia

Other non-tangible benefits include:

- The historical acquisition, preservation, display, and interpretation of artifacts, stories, and structures from the West Jordan Community
- On-going efforts to engage and educate the community across generations and encourage pride in local traditions and customs
- Other annual and one-time community events such as the pumpkin walk, appreciation events, community partnership events, etc.
- Providing a resource for historical information, assistance, and support for community questions
- Serving as an outlet for community volunteers and volunteer projects
- Helping to create a sense of community and community identity within the City of West Jordan

The West Jordan Historical Society received its 501(c)3 non-profit status with the IRS in 1999 and is in its 24th year of operation. The museum has been certified with the Utah Division of Arts and Museums for the past 22+ years and is registered with the State Department of Commerce.

10-8-2 Study Regarding the Use of City Resources to Support the West Jordan Historical Society

APPENDIX A

Land Lease Value Information provided by David Clemence, West Jordan Real Property Administrator:

The lease value was derived on two main points...

First, all of the improvements on the property were owned by the Museum, which means they are really only leasing the raw land and none of the improvements.

Second, the size of the raw land is more substantial than most people realize (1.33 acres or 57,701 sqft). In any event, raw land leases have a very specific lease formula as follows:

Acreage (in square footage) x land value x APR / months.

Land leases generally run between 8% - 10% APR, so this analysis is based on the low end. Using the same formula with a \$14 per square foot value (this is likely on the low end), the current lease rate was calculated as follows:

$57,701 \times \$14.00 \times .08 / 12 = \$5,385$ per month which is $\$64,620$ per year

10-8-2 Study Regarding the Use of City Resources to Support the West Jordan Historical Society

APPENDIX B

Volunteer hours information provided by Robbie Dalley of the West Jordan Historical Society:

Quantifiable Benefits	Avg. Hours per Week	Staff Per Hour of Operation	# of Weeks	Value per Volunteer Hour*	Total Hours per Year	Total Est. Value
Hours per Week Museum Open to the Public	12	2	38	\$ 31.00	912	\$ 28,272.00
Hours per Week by appointment	3	2	10	\$ 31.00	60	\$ 1,860.00
Special Events	20	2	4	\$ 31.00	160	\$ 4,960.00
Additional Volunteer Support	1	2	40	\$ 31.00	80	\$ 2,480.00
Administration (grants, development, reporting, etc)	10	1	48	\$ 31.00	480	\$ 14,880.00
Value of Research and Support	10	1	48	\$ 31.00	480	\$ 14,880.00
Oral History and Photography	1	1	50	\$ 31.00	50	\$ 1,550.00
Maintenance of Historic Structures	2.5	1	40	\$ 31.00	100	\$ 3,100.00
Digital Artifact Documentation and Preservation	5	2	48	\$ 31.00	480	\$ 14,880.00
Total Value of Quantifiable Benefits					2802	\$ 86,862.00

* <https://independentsector.org/wp-content/uploads/2023/04/Value-of-Volunteer-Time-by-State-2001-2022.pdf>

West Jordan Historical Society
Annual Report to West Jordan City Council
July 2024

2023 FY Revenue and Funding (As Reported to SLCO ZAP)	
1. Program Service Revenue (Admissions, tuition, enrollment, etc.)	\$ 3,200.00
2. Other Earned Income (e.g. concessions, contracted services, merchandise, any other earned revenue sources not covered in 1)	\$ 3,200.00
3. Private Contributions (Individual, Corporate, Foundation) (explain in Budget Narrative)	\$ 700.00
4. Public Contributions (Federal, State, Local)	\$ 5,997.00
5. Other Grants (list and explain in Budget)	\$ 1,100.00
6. Other Revenue (explain in Budget)	\$ 1,400.00
7. In-Kind (Be sure to include volunteer hours at \$27.20/hour. Explain in Budget Narrative)	\$ 61,576.00
8. ZAP Local Arts Agency Advancement Initiative Award (not applicable to most applicants)	\$ 0.00
9. ZAP Grant	\$ 12,400.00
Total	\$ 89,573.00

2023 FY Expenses and Funding (As Reported to SLCO ZAP)	
10. Salaries and Benefits	\$ 0.00
11. Independent Contractor Fees	\$0.00
12. Program Expenses (excluding #13)	\$ 16,500.00
13. Royalties/licensing fees	\$0.00
14. General Administration/Office Expenses	\$ 3,500.00
15. Travel and Housing (Explain in Budget Narrative)	\$ 100.00
16. Marketing/Public Relations	\$ 400.00
17. Development/Fundraising	\$ 500.00
18. Facility Rent/Mortgage (include utilities)	\$ 7,300.00
19. Accounting and Legal	\$ 245.00
20. In-Kind (This should match the number entered in Revenue #7)	\$ 61,576.00
21. Other Expenses (Explain in Budget Narrative)	\$0.00
22. Insurance (non-employment related)	\$ 1,200.00
Total	\$ 91,321.00

Posted Hours and Contact Information are posted as both entrances to the Museum House



Upcoming Events



Volunteer Recruitment:

JUSTSERVE Projects Organizations Success Stories About Us Sign In / Register  

West Jordan Historical Society

The West Jordan Historical Society was established in 1998 with the goal of opening a West Jordan Historical Museum. Later in early 1999 the historical society was offered a surplus house that later became part of the city's main park. The house, located at 7800 south and 2053 west, is a small West Jordan homestead including several out buildings, an orchard, tons of trees, chickens, and antique machinery. Some of our featured West Jordan and Utah historical memorabilia includes an original Saltair carousel horse, the 1909 dedication stone for West Jordan's 2nd LDS meeting house and tools once used by Archibald Gardner to build 31 different mills throughout the Salt Lake Valley. The museum features several artifacts, photos and information featuring World Middle Class Champion Boxer Gene Fulmer and his trainer and friend Marv Jensen. The museum also features a working blacksmith shop that features an original forge once owned and operated by Willard Richardson, an early West Jordan resident. Many of Mr. Richardson's original handmade blacksmith tools and hand forged items are on display. We also feature an 1867 granary building that houses unique West Jordan and Utah dairy items and displays.

Location

2053 West 7800 South, West Jordan, Utah, 84088

Contact

Contact Name: Robbie Dalley
Contact Phone: 801-898-8072
Contact Email: robbie@wjhistory.org
Organization Website: www.wjhistory.org

Projects

Search 



Museum Exhibits and Maintenance



Ongoing
West Jordan, Utah, 84088

We are seeking folks to help maintain our exhibits and grounds.



Website Refresh



Ongoing

We are seeking a volunteer/intern to help refresh and update our website and help with social media.

Sponsored By: West Jordan Historical Society



Museum Volunteer



Ongoing

West Jordan, Utah, 84088

We are seeking ongoing volunteers to help provide tours and information for our small local history museum.

Sponsored By: West Jordan Historical Society

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WJHS Annual Report

2024/2025



Main highlights

Fundraiser

The 15th Annual Pumpkin Walk was a success with over 500 attendees and support from many community groups.

Rebranding

Started rebranding efforts to include a revised logo, updating our website (coming this fall) to make it easier to navigate, and efforts to reach more folks via social media.

Strengthing Volunteers

We have made efforts to attract new volunteers, listing opportunities on JustServe.org, reaching out to new groups, including homeschool groups.



2024/2025 PROGRAM REVENUE AND EXPENSE

Item Description

1. Program Service Revenue (admission, tuition, enrollment, etc)
2. Other Earned Income (eg. concessions, contracted services, merchandise, any other earned revenue sources not covered in 1)
3. Private Contributions (Individual, Corporate, Foundation)
4. Public Contributions (Federal, State, Local gov.)
5. Other Grants
6. Other Revenue
7. In-Kind (Includes Volunteer Hours @ \$27 per hour)
8. ZAP Local Arts Agency Advancement Initiative Award (not applicable to most applicants)
9. ZAP Grant
- Total

(A) MOST RECENTLY COMPLETED FY: Actuals	
\$	3,200.00
\$	3,200.00
\$	700.00
\$	5,997.00
\$	1,100.00
\$	1,400.00
\$	61,576.00
\$	12,400.00
\$	89,573.00

Item Description

10. Salaries and Benefits
11. Independent Contractor Fees
12. Program Expenses (excluding #13)
13. Royalties/licensing fees
14. General Administration/Office Expenses
15. Travel and Housing
16. Marketing/Public Relations
17. Development/Fundraising
18. Facility Rent/Mortgage (include utilities)
19. Accounting and Legal
20. In-Kind
21. Other Expenses
22. Insurance (non-employment related)
- Total

(A) MOST RECENTLY COMPLETED FY: Actuals	
\$	-
\$	-
\$	16,500.00
\$	-
\$	3,712.00
\$	-
\$	60.00
\$	400.00
\$	4,092.00
\$	206.00
\$	61,576.00
\$	-
\$	1,157.00
\$	87,703.00



West Jordan Historical Society

West Jordan Historical Society

[Contact](#)



Position:
General Information

 2053 West 7800 South
West Jordan
UT
84088
USA

 (801) 898-8072

Contact Form

Send an Email

* Required field

Name *

Email *

Subject *

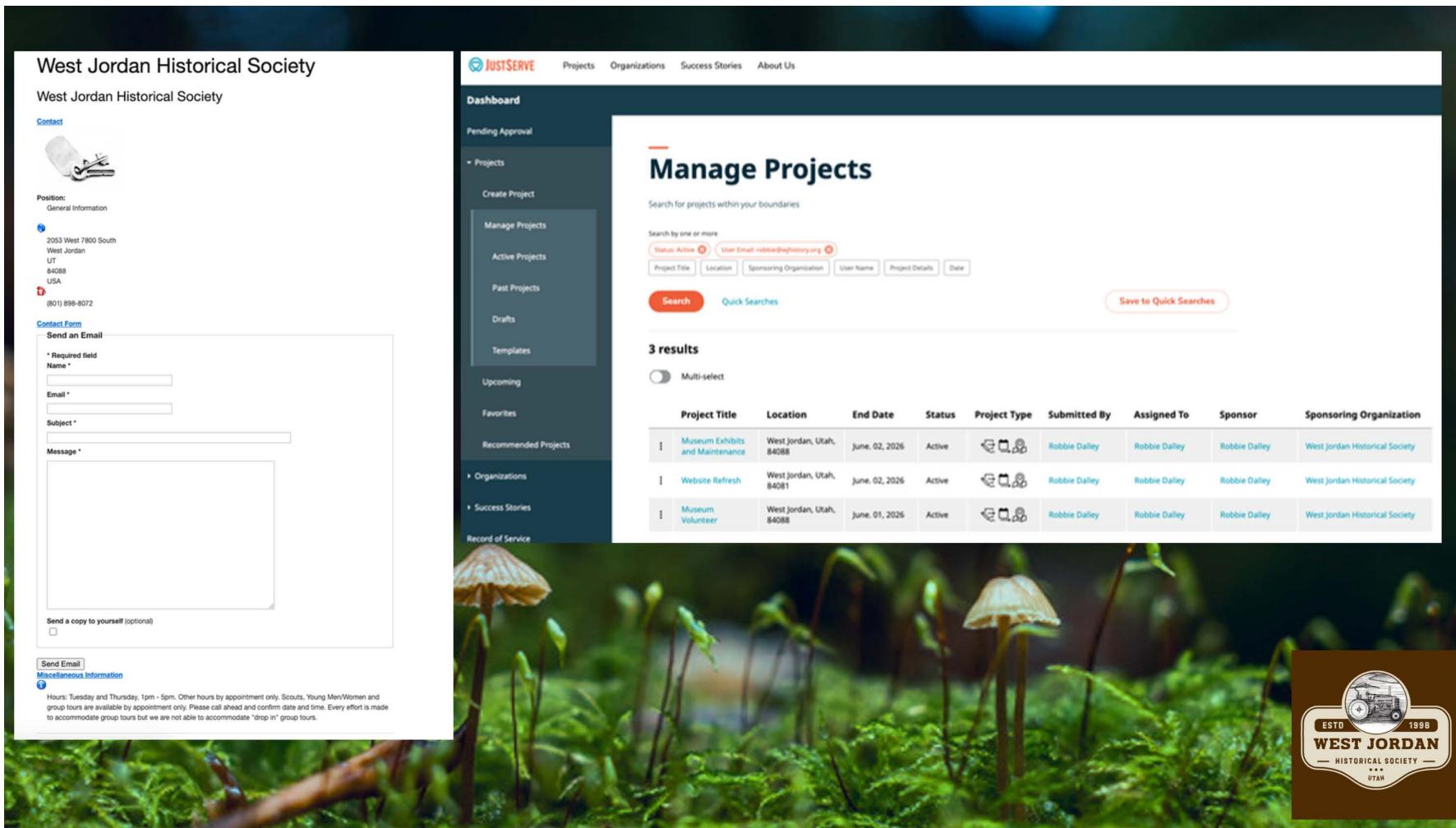
Message *

Send a copy to yourself (optional)

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Miscellaneous Information

Hours: Tuesday and Thursday, 1pm - 5pm. Other hours by appointment only. Scouts, Young Men/Women and group tours are available by appointment only. Please call ahead and confirm date and time. Every effort is made to accommodate group tours but we are not able to accommodate "drop in" group tours.



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Status Active  User Email: robbie@wjhistory.org 

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Project Title	Location	End Date	Status	Project Type	Submitted By	Assigned To	Sponsor	Sponsoring Organization
Museum Exhibits and Maintenance	West Jordan, Utah, 84088	June. 02, 2026	Active	 	Robbie Dalley	Robbie Dalley	Robbie Dalley	West Jordan Historical Society
Website Refresh	West Jordan, Utah, 84081	June. 02, 2026	Active	 	Robbie Dalley	Robbie Dalley	Robbie Dalley	West Jordan Historical Society
Museum Volunteer	West Jordan, Utah, 84088	June. 01, 2026	Active	 	Robbie Dalley	Robbie Dalley	Robbie Dalley	West Jordan Historical Society



Now Playing Utah

Now Playing Utah is a charitable service that showcases transformative cultural experiences across Utah. Support is provided by:

125 Utah Division of Arts & Museums, ZIONS BANK, ZAP!, RIO TINTO, UCA Utah Cultural Alliance

Search by Keyword: Select Category: Select Organization: Select Venue:

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15th Annual West Jordan Historical Society Pumpkin Walk

Presented by West Jordan Historical Society at West Jordan UT

Oct 13 15th Annual West Jordan Historical Society Pumpkin Walk Just us for a fun family activity at the Historic West Jordan Museum and celebrate the spooky season.

Just us for a fun family activity at the Historic West Jordan Museum and celebrate the spooky season.

ADMISSION INFO

\$3 - 12 and under
\$2 - everyone else

16TH ANNUAL PUMPKIN WALK

SAVE THE DATE
OCTOBER 18TH 2025

West Jordan Historical Society
2053 W 7800 S, West Jordan

\$3 - 12 and under
\$2 everyone else

WEST JORDAN HISTORICAL SOCIETY UTAH



THIS YEAR WAS ENCOURAGING. WE
ACHIEVED SOME OF OUR GOALS AND LEFT
SOME FOR THE FUTURE. WE CONTINUE TO
FOCUS ON GROWING OUR VOLUNTEER BASE
AND EXPANDING OUR COMMUNITY
OUTREACH.



Thank you





REQUEST FOR COUNCIL ACTION

Action: Request feedback from Council

Meeting Date Requested : 08/26/2025

Presenter: Warren Hallmark

Deadline of item :

Applicant:

Department Sponsor: Council Office

Agenda Type: DISCUSSION TOPICS

Presentation Time: 10 Minutes

(Council may elect to provide more or less time)

1. AGENDA SUBJECT

Discussion of the proposed Vision Statement for the City of West Jordan.

2. EXECUTIVE SUMMARY

Opportunity to discuss the proposed vision statement, which is on the 8/26 City Council meeting agenda (same evening as this discussion) under Consent Items.

The West Jordan City Council is proposing to adopt the following city vision statement:

"West Jordan Elevated: West Jordan is a welcoming, vibrant, sustainable city that honors its past while embracing future opportunities—building a community where families flourish, businesses thrive, and natural resources are preserved for future generations."

3. TIME SENSITIVITY / URGENCY

4. MAYOR RECOMMENDATION

5. COUNCIL STAFF ANALYSIS

With recent efforts starting in the January 2025 Legislative/Executive Retreat, the West Jordan City Council had expressed a desire to pursue and adopt a vision statement for the City of West Jordan. The proposed vision statement, as portrayed above in the Executive Summary, was determined via a lengthy discussion in the April 29, 2025 Committee of the Whole meeting. Prior to the April 29 meeting, council members and Mayor Burton submitted general statements, ideas, and themes regarding their respective vision for the City.

Common themes included:

- Community and Vibrancy: Emphasizing West Jordan as a lively, welcoming place where people from diverse backgrounds come together to live, work, and play.
- Balance of Growth and Preservation: Growing intentionally while maintaining community character, natural landscapes, and historical roots.
- Livability and Future-Focused Development: Creating a city that is thoughtfully designed with quality infrastructure, housing, and open spaces to serve both current and future residents.

- Regional and Cultural Identity: Positioning West Jordan as a regional destination for events, shopping, and entertainment, and highlighting its role as a neighbor to the broader Utah community.
- Progress and Innovation: Driving progress in technology, arts, retail, and public service, while fostering a forward-thinking, inviting atmosphere.
- Pride and Aspirational Vision: Building a city that residents are proud of and that enhances the overall quality of life for generations to come.

Previous conversations relating to Council Priorities and a potential Vision Statement:

March 11, 2025 – Committee of the Whole

- The meeting centered on the Council's discussion of priorities and the development of a long-term vision for West Jordan.
- Council Members emphasized that all items on the priority list are important and often interconnected. There was consensus on the need to create a clear, shared vision for the city's future—potentially 15-20 years ahead—that would guide decision-making and project funding.
- Council Members discussed starting with defining the city's identity, focusing on what residents want, and identifying the city's strengths, particularly its strategic location in the Salt Lake Valley. They considered including concepts like "live, work, play, and invite" in the vision statement. The idea of forming a subcommittee, possibly comprising Council Members and the Mayor, was proposed to draft and develop this vision, with suggestions to incorporate community input and consider funding options such as tourism tax dollars for promotion.
- *Outcome* - the meeting emphasized aligning priorities with a long-term vision to shape the city's growth and identity. Staff indicated that they would create a survey among council members, requesting they share their vision for the city – results to be discussed in the next available COTW meeting.

March 25, 2025 – Committee of the Whole

- The Council reviewed a list of priorities derived from the aforementioned internal vision survey, emphasizing words like "thriving community," "vibrant," and "welcoming," as well as the concept of live, work, and play.
- Council members discussed the importance of aligning any changes to the city's vision statement with the existing General Plan. There was also talk about attracting specific businesses (e.g., Costco, Trader Joe's) and the need for the city to develop unique attractions to draw people.
- The Council considered funding strategies for development projects, specifically whether to allocate resources for targeted development efforts or to pursue incremental growth. A significant focus was on relocating the School District's facilities near City Hall, which involves a substantial investment and potential funding sources like bonds or property tax increases. Some members expressed concern about the magnitude of the tax increase, with discussions about the possibility of overpaying for property to facilitate the project and the importance of visible progress to satisfy residents' expectations.
- *Outcome* - the Council prioritized development and infrastructure improvements, with an emphasis on strategic planning and community growth. Staff committed to proposing potential vision statements in a future meeting, considering the individual

statements submitted by council and mayor, and vision/goals stated within the general plan and other appropriate documentation.

6. POSSIBLE COUNCIL ACTION

1. Move the item forward to a future Council Meeting for consideration and possible final action (scheduled for Consent in the same evening on 8/26);
2. Continue the item for to a future Committee of the Whole meeting;
3. As applicable, refer the item to the Planning Commission, a Council Subcommittee, or an Ad Hoc Committee;
4. Table the item indefinitely;
5. Make requests of Council Staff, Administrative Staff, or the Mayor for information by way of four agreeing Council Members.

7. ATTACHMENTS



REQUEST FOR COUNCIL ACTION

Action: Request feedback from Council

Meeting Date Requested : 08/26/2025

Presenter: Tayler Jensen

Deadline of item :

Applicant:

Department Sponsor: Community Development

Agenda Type: DISCUSSION TOPICS

Presentation Time: 5 Minutes

(Council may elect to provide more or less time)

1. AGENDA SUBJECT

Discussion on the formulation of a Home Ownership Promotion Zone (HOPZ) and the applicability of HOPZ to current zoning ordinances

2. EXECUTIVE SUMMARY

1. Staff is providing the Council an overview of the Home Ownership Promotion Zone (HOPZ) from SB 168.
2. The Council is being asked if they would like staff to move forward with the drafting of a HOPZ eligible ordinance.
3. The Council is asked to provide staff guidelines on what to include in a potential HOPZ ordinance.
4. The Council is asked if they still want to move forward with changes to the IHD Ordinance

3. TIME SENSITIVITY / URGENCY

n/a

4. FISCAL NOTE

n/a

5. PLANNING COMMISSION RECOMMENDATION

n/a

6. ADMINISTRATIVE STAFF ANALYSIS

The Home Ownership Promotion Zone (HOPZ) is intended to increase the supply of affordable housing by incentivizing the development of "affordable" housing through the addition of **Increased Density**.

To qualify as a HOPZ the following must apply:

- At Least 60% of the homes in the zone must be "Affordable"
 - o Affordable is defined as offered for sale at 80% or less of the median county price of that housing type
- Must be Deed restricted for at least 5 years
- Be 10 acres or less
- Be at least 6 DU/AC

- Not be encumbered with any housing permits when entered into

HOPZ utilizes tax increment of up to 60% for up to 15 years. The money goes to the City and it can be used to pay for Project and / or System Improvements, or to service bond payments that provide project/system improvements. 3% of tax increment may go to administration of HOPZ zone. The City can transfer the Tax Increment to a participant through a participant agreement to be utilized for project and system improvements.

The amount of land that can be zoned HOPZ is limited to 100 acres per school district, and the City is required to issue a Class A public notice to the county and taxing entities once a HOPZ is adopted.

Due to the formulation and requirements of the HOPZ zone staff suggests drafting a new HOPZ ordinance if this is something the city wished to adopt rather than retrofitting current zoning ordinances.

7. MAYOR RECOMMENDATION

8. COUNCIL STAFF ANALYSIS

Timeline & Background Information

In the [July 22 Committee of the Whole](#) meeting, Council held a discussion on encouraging homeownership within West Jordan. As part of this discussion, the Home Ownership Promotion Zone (HOPZ) was addressed, and the Council supported the pursuit of deed restrictions as part of HOPZ regulations.

Additional Information & Analysis

HOPZ was implemented via [S.B. 168 in the 2024 legislative session](#), aimed to increase the availability of affordable, owner-occupied housing in Utah.

- Cities can create HOPZ zones, which must have a minimum density of 6 units per acre and at least 60% of the housing units must be owner-occupied (Council indicated a support for this requirement in the July 22 COTW meeting).
- HOPZ zones can utilize tax increment financing, where a portion of the increased tax revenue generated by the development is captured to support the project's infrastructure costs.

Guiding Principles from the General Plan

- **URBAN DESIGN**
 - Strengthen the identity and image of the City of West Jordan.
 - Support neighborhoods and developments of character.
- **LAND USE**
 - Land use decisions should be made using a regional approach that integrates and participates with programs established to better serve the City as a whole.
 - Land use decisions should be guided by the General Plan to protect existing land uses and minimize impacts to existing neighborhoods.
 - The General Plan is the will of the community and presumed current. Developers have the burden of proof on why the General Plan should be changed.

- Land use designs must promote quality of life, safety, and good urban design.
- **HOUSING**
 - Encourage a balanced variety of housing types that meet the needs of all life stages with a mix of opportunities for today and into the future.
 - Place high density projects near infrastructure which exists to sustain the increased density.
 - Implement programs to encourage the repair, rehabilitation, or replacement of deteriorating residential structures.

9. POSSIBLE COUNCIL ACTION

The Council may choose to:

1. Move the item forward to a future Council Meeting for consideration and possible final action;
2. Continue the item to a future Committee of the Whole meeting;
3. As applicable, refer the item to the Planning Commission, a Council Subcommittee, or an Ad Hoc Committee;
4. Table the item indefinitely;
5. Make requests of Council Staff, Administrative Staff, or the Mayor for information by way of four agreeing Council Members.

10. ATTACHMENTS

Attachment A: ULCT Comparison of Affordable Housing Funding Tools

Attachment B: SB168 Lines 359-572



Comparison of Affordable Housing Funding Tools

Utah League of Cities and Towns

June 2024

	State Treasurer Investment Amendments (HB 572) <i>Low-interest credit</i>	Housing and Transit Reinvestment Zone (SB 268) <i>Tax increment</i>	First Home Investment Zone (SB 268) <i>Tax increment</i>	Home Ownership Promotion Zone (SB 168) <i>Tax increment</i>	Infrastructure Financing District (HB 13) <i>Assessment bonds</i>
Affordable Housing Definition	"Attainable housing" means new homes not exceeding initial qualifying purchase price of \$450,000. The Qualifying purchase price can be adjusted by Utah Housing Corporation.	The definition of "affordable housing" includes two different income thresholds that must be addressed: 1) housing reserved for households earning 80% of gross median income in the statistical area; and, 2) households earning 60% of gross median income in the statistical area.	Rental housing: 80% median gross income for households of the same size. Owner-occupied housing: 80% of the county median home price for homes that are owner occupied.	Affordable housing" means housing offered for sale at 60% or less of the median county home price for housing of that type.	There is no affordability requirement.
Affordable Housing % requirement	At least 60% of funded homes must be sold at an attainable level.	At least 12% of the total units must be affordable. This includes at least 9% of units available at 80% of gross median income and at least 3% of units at 60% of gross median income.	For homes inside the FHIZ, at least 25% of the total homes must be affordable. At least 12% of the total owner-occupied homes and 12% of the total rental homes must be affordable.	60% of homes must be affordable housing.	There is no affordability requirement.
Owner occupancy requirement	Attainable homes must be deed restricted to owner occupancy for a minimum of five years. The local government and builder should establish a plan for managing deed restrictions, which could include an in-house process, a housing authority, or another third party.	The local government must include an affordable housing plan in the proposal to ensure the affordable housing stays affordable. This plan may include deed restrictions.	At least 20% of the extraterritorial homes are affordable housing.	All proposed housing units within the HOPZ must be deed restricted for at least 5 years from the time of the first purchase.	There is no owner-occupancy requirement.
What density is required	The builder and local government should reach an agreement on what density will facilitate the minimum of 60% affordability and five-year ownership requirements.	51% of the developable area within HTRZ must be residential with an average density of 50 dwelling units per acre near fixed rail or 39 dwelling units per acre near BRT stations.	At least 30 units per acre in 51% of the developable area of the FHIZ. Extraterritorial (ET) units can count toward the density requirement. For example, a FHIZ with 500 units/20 acres could meet the density requirement by including 100 ET units (500 total housing units/20 acres = 30 units/acre). ET units must be at least 6 units/acre. Up to 48% of the total units can be extraterritorial.	Must increase density from base zone to at least 6 units per acre within the HOPZ. Residential units may be detached or attached.	There is no density requirement.
Zoning sequence	None specifically. To receive this funding, financial institutions must have a qualified project. Qualified project means new construction with 60% attainable units. The bill expects that a local govt and a builder will have a written agreement confirming the entitlement so that the lender can provide the funding.	1) city submits plan to GOED. 2) GOEO provides notice to affected taxing entities and contracts with independent entity for gap analysis-city pays. 3) Plan must include existing zoning and proposed zoning changes related to the HTRZ—no requirement to do all zoning changes prior to submission of plan. Note: creating an HTRZ qualifies as a moderate-income housing plan strategy.	1) city submits proposal to GOED. 2) GOEO provides notice to affected taxing entities and contracts with independent entity for gap analysis and pro forma analysis-city pays. 3) Plan must include existing zoning and proposed zoning changes related to the FHIZ—no requirement to do all zoning changes prior to submission of plan. Note: creating a FHIZ qualifies as a moderate-income housing plan strategy.	Following the recommendation of the planning commission, the Municipality shall designate the HOPZ by resolution of the council. The HOPZ is created on the effective date of the resolution, subject to the approval by the HTRZ committee. Note: creating a HOPZ qualifies as a moderate-income housing plan strategy.	There is no specific zoning sequence for the IFD. Any development within the IFD follows a municipality's normal zoning process.
What is the financing tool?	The program uses a new subfund of the Transportation Investment Fund.	Tax increment financing	Tax increment financing	Tax increment financing	Special Assessment Bond issued by the IFD are the primary funding mechanism. The IFD may levy a small property tax that can only pay for operation and maintenance of infrastructure being financed through the IFD.
What is the duration of the financing tool?	The deadline for new loans to be issued is December 31, 2025. All loans shall be paid back no later than June 30, 2027. The loan terms must be 24 months or shorter.	At commuter rail stations, a max of 80% capture above base year for no more than 25 consecutive years within a 45-year period. At BRT and light rail, up to 80% of each entity's tax increment above base year for no more than 15 consecutive years within a 30-year period.	The FHIZ captures a max of 60% of each taxing entity's increment above base year for a term of no more than 25 consecutive years within a 45-year period subject to approval by the HTRZ committee. The FHIZ cannot have more than three tax increment capture periods or triggers.	Municipalities determine the tax increment time horizons and amounts with a maximum of 60% of each taxing entity's increment and 15 consecutive years of collection.	Debt cannot be issued for terms exceeding 30 years, but refinancing is allowed within the original 30 years. The district is dissolved within 180 days of the debt repayment.

**UTAH LEAGUE OF
CITIES AND TOWNS**

	State Treasurer Investment Amendments (HB 572)	Housing and Transit Reinvestment Zone (SB 268)	First Home Investment Zone (SB 268)	Home Ownership Promotion Zone (SB 168)	Infrastructure Financing District (HB 13)	
	<i>Low-interest credit</i>	<i>Tax increment</i>	<i>Tax increment</i>	<i>Tax increment</i>	<i>Assessment bonds</i>	
Who receives the financing tool?	Lender (financial institution) applies for program and issues loans to builder.	Municipality or public transit county, who may pass along to a participant through development agreement.	Local governments may pass on to agency (community reinvestment agency) or participant.	Local governments	Developers/property owners	
How to use the funds?	Financial institutions access program funds at a below-market interest rate and in turn lend to builders who use the money for installing infrastructure and construction costs.	Builders must dedicate at least 60% of the homes in the project area to be attainable and owner- occupied. Program loans cannot be 100% of project financing or exceed \$600 for any single project.	Funds may be used for: increased housing costs; structured parking within HTIZ; property acquisition costs; costs to administer program not to exceed 2%; enhanced development costs which include costs with parking, costs incurred due to increased height, "horizontal construction" and "vertical construction" including utility work, transportation infrastructure; and costs associated with construction above four stories to achieve development in HTIZ.	Local governments shall use the FHIZ funds on system and project improvements to promote home ownership and housing affordability and other community planning objectives (water conservation, air quality, childcare, employment, etc.).	Funds may be used for protection improvement costs, system improvement costs. Up to 3% of funds may be used for administration of the home ownership promotion zone. Improvements must be in the HOPZ or directly benefit the HOPZ.	Funds are used for infrastructure improvements, facilities, or buildings that benefit the public, or are maintained by a public entity. These include public facilities that provide sewer, storm drains, electricity, telecommunications, streets, roads, curb, gutter, sidewalk, solid waste, parking, public transportation, parks, green space, trails, and more.
Participation of other taxing entities	\$300m State Transportation Investment Fund Subfund Dollars.	HTIZ committee approves and compels participation by other property taxing entities. Other taxing entities previously represented on the HTIZ committee. Notice must be sent to the State Tax Commission, state auditor, county auditor, GOEO and each affected taxing entity. School districts now have two representatives.	HTIZ committee approves and compels participation by other property taxing entities. Other entities are represented on the HTIZ committee. Notice is provided to affected taxing entities, including the State Tax Commission, municipalities, counties, school districts, and others. School districts now have two representatives.	Once a HOPZ is created, all property taxing entities are compelled to participate. The City must issue a Class A public notice and provide specific notice to either a taxing entity committee (if applicable) or other taxing entities.	Other taxing entities are unaffected.	

Contact ULCT staff for more information on any of these tools:

- *ULCT Executive Director, Cameron Diehl (cdiehl@ulct.org)*
- *ULCT Policy Director, Karson Ellers (kellers@ulct.org)*
- *ULCT Senior Land Use Manager, Meg Ryan (mryan@ulct.org)*

357

359

358 **Part 10. Home Ownership Promotion Zone for Municipalities**357 Section 3, Section **10-9a-1001** is enacted to read:359 **10-9a-1001. Definitions.**As used in this part:361 (1) "Affordable housing" means housing offered for sale at 80% or less of the median362 county home price for housing of that type.363 (2) "Agency" means the same as that term is defined in Section 17C-1-102.364 (3) "Base taxable value" means a property's taxable value as shown upon the assessment365 roll last equalized during the base year.366 (4) "Base year" means, for a proposed home ownership promotion zone area, a year367 beginning the first day of the calendar quarter determined by the last equalized tax roll368 before the adoption of the home ownership promotion zone.369 (5) "Home ownership promotion zone" means a home ownership promotion zone created370 pursuant to this part.371 (6) "Participant" means the same as that term is defined in Section 17C-1-102.372 (7) "Participation agreement" means the same as that term is defined in Section 17C-1-102.373 (8) "Project improvements" means the same as that term is defined in Section 11-36a-102.374 (9) "System improvements" means the same as that term is defined in Section 11-36a-102.375 (10) "Tax commission" means the State Tax Commission created in Section 59-1-201.376 (11) (a) "Tax increment" means the difference between:377 (i) the amount of property tax revenue generated each tax year by a taxing entity from378 the area within a home ownership promotion zone, using the current assessed379 value and each taxing entity's current certified tax rate as defined in Section380 59-2-924 ; and381 (ii) the amount of property tax revenue that would be generated from that same area382 using the base taxable value and each taxing entity's

389

390 Section 4, Section **10-9a-1002** is enacted to read:390 **10-9a-1002. Municipal designation of a home
ownership promotion zone.**391 (1) Subject to the requirements of Sections 10-9a-1003 and 10-
9a-1004, a municipality may392 create a home ownership promotion zone as described in this
section.393 (2) A home ownership promotion zone created under this
section:394 (a) is an area of 10 contiguous acres or less located entirely
within the boundaries of the395 municipality, zoned for fewer than six housing units per acre
before the creation of396 the home ownership promotion zone;397 (b) shall be re-zoned for at least six housing units per acre;
and398 (c) may not be encumbered by any residential building
permits as of the day on which399 the home ownership promotion zone is created.400 (3) (a) The municipality shall designate the home ownership
promotion zone by401 resolution of the legislative body of the municipality, passed or
adopted in a public402 meeting of the legislative body of the municipality, following:403 (i) the recommendation of the municipality planning
commission; and404 (ii) the notification requirements described in Section 10-
9a-1004.405 (b) The resolution described in Subsection (3)(a) shall
describe how the home ownership406 promotion zone created pursuant to this section meets the
objectives and407 requirements in Section 10-9a-1003.408 (c) The home ownership promotion zone is created on the
effective date of the resolution409 described in Subsection (3)(a).410 (4) If a home ownership promotion zone is created as described
in this section:411 (a) affected local taxing entities are required to participate
according to the requirements412 of the home ownership promotion zone established by the
municipality; and413 (b) each affected taxing entity is required to participate at
the same rate.

465 boundaries; and
466 (B) the school district already has 50 acres designated
466 as home ownership
467 promotion zone within the school district's boundaries;
467 or
468 (b) the area in the proposed home ownership zone would
468 overlap with:
469 (i) a project area, as that term is defined in Section 17C-
469 1-102, and created under
470 Title 17C, Chapter 1, Agency Operations, until the project
470 area is dissolved
471 pursuant to Section 17C-1-702; or
472 (ii) an existing housing and transit reinvestment zone.

500 shall be conclusively considered to have been properly
completed if:

501 (a) the agency mails the notice to the property owners as
shown in the records, including
502 an electronic database, of the county recorder's office and at
the addresses shown in
503 those records; and
504 (b) the county recorder's office records used by the agency
in identifying owners to
505 whom the notice is mailed and their addresses were obtained
or accessed from the
506 county recorder's office no earlier than 30 days before the
mailing.

507 (5) The municipality shall include in each notice required under
this section:

508 (a) (i) a boundary description of the proposed home
ownership promotion zone; or
509 (ii) (A) a mailing address or telephone number where a
person may request that a
510 copy of the boundary description of the proposed home
ownership promotion
511 zone be sent at no cost to the person by mail, email, or
facsimile transmission;
512 and
513 (B) if the agency or community has an Internet
website, an Internet address where
514 a person may gain access to an electronic, printable
copy of the boundary
515 description of the proposed home ownership promotion
zone;
516 (b) a map of the boundaries of the proposed home
ownership promotion zone;
517 (c) an explanation of the purpose of the hearing; and
518 (d) a statement of the date, time, and location of the
hearing.

519 (6) The municipality shall include in each notice under
Subsection (3)(b):
520 (a) a statement that property tax revenue resulting from an
increase in valuation of
521 property within the proposed home ownership promotion
zone will be paid to the
522 municipality for proposed home ownership promotion zone
development rather than
523 to the taxing entity to which the tax revenue would otherwise
have been paid; and

- 554 ownership promotion zone will directly benefit the home ownership promotion zone.
- 555 (5) A municipality or agency shall use home ownership promotion zone funds to achieve
- 556 the purposes described in Section 10-9a-1003 by paying all or part of the costs of any of
- 557 the following:
- 558 (a) project improvement costs;
- 559 (b) systems improvement costs; or
- 560 (c) the costs of the municipality or agency to create and administer the home ownership promotion zone, which may not exceed 3% of the total home ownership promotion zone funds.
- 561 (6) Home ownership promotion zone funds may be paid to a participant, if the municipality and participant enter into a participation agreement which requires the participant to utilize the home ownership promotion zone funds as allowed in this section.
- 562 (7) Home ownership promotion zone funds may be used to pay all of the costs of bonds issued by the municipality in accordance with Title 17C, Chapter 1, Part 5, Agency.
- 563 Bonds, including the cost to issue and repay the bonds including interest.
- 564 (8) A municipality may:
- 565 (a) create one or more public infrastructure districts within a home ownership promotion zone under Title 17D, Chapter 4, Public Infrastructure District Act; and
- 566 (b) pledge and utilize the home ownership promotion zone funds to guarantee the payment of public infrastructure bonds issued by a public infrastructure district.

574

575 Section 8, Section **15A-1-202** is amended to read:575 **15A-1-202. Definitions.**

As used in this chapter:

577 (1) "Agricultural use" means a use that relates to the tilling of soil and raising of crops, or

578 keeping or raising domestic animals.

579 (2) (a) "Approved code" means a code, including the standards and specifications

580 contained in the code, approved by the division under Section 15A-1-204 for use by a

581 compliance agency.

582 (b) "Approved code" does not include the State Construction Code.

583 (3) "Building" means a structure used or intended for supporting or sheltering any use or

584 occupancy and any improvements attached to it.

585 (4) "Code" means:

586 (a) the State Construction Code; or

587 (b) an approved code.

588 (5) "Commission" means the Uniform Building Code Commission created in Section

589 15A-1-203 .

590 (6) "Compliance agency" means:

591 (a) an agency of the state or any of its political subdivisions which issues permits for

592 construction regulated under the codes;

593 (b) any other agency of the state or its political subdivisions specifically empowered to

594 enforce compliance with the codes; or

595 (c) any other state agency which chooses to enforce codes adopted under this chapter by

596 authority given the agency under a title other than this part and Part 3, Factory Built

597 Housing and Modular Units Administration Act.

598 (7) "Construction code" means standards and specifications published by a nationally

599 recognized code authority for use in circumstances described in Subsection 15A-1-204

600 (1), including:

601 (a) a building code;

602 (b) an electrical code;

603 (c) a residential one and two family dwelling code;

604 (d) a plumbing code;

605 (e) a mechanical code;



REQUEST FOR COUNCIL ACTION

Action: Request feedback from Council

Meeting Date Requested : 08/26/2025

Presenter: Ray McCandless, Senior Planner

Deadline of item :

Applicant: Peterson Development/Justin Peterson

Department Sponsor: Community Development

Agenda Type: DISCUSSION TOPICS

Presentation Time: 10 Minutes

(Council may elect to provide more or less time)

1. AGENDA SUBJECT

Discussion of a Proposed Future Land Use Map Amendment for Highlands Landing North

2. EXECUTIVE SUMMARY

Highlands Landing North is located at approximately 7592 South 5490 West and is 9.4 acres in size. Justin Peterson/Peterson Development are requesting to:

- Amend the West Jordan General Plan Future Land Use Map from Community Commercial and Parks and Open Land to Community Commercial and Medium Density Residential and;
- Rezone the 9.4 acres from SC-2 (Community Shopping Center) and RR-1D (Rural Residential 1-acre Minimum Lot Size) Zone to SC-2 (Community Shopping Center) and R-3-8 (Multiple-Family Residential, 8 or Less Units/Acre) Zone.

The City Council is being asked to provide input and direction as to whether the requested changes to the Future Land Use Map and zoning, including elimination of the Parks and Open Land Designation are appropriate for this location.

3. TIME SENSITIVITY / URGENCY

N/A

4. FISCAL NOTE

N/A

5. PLANNING COMMISSION RECOMMENDATION

N/A – The Planning Commission will consider the proposed General Plan Future Land Use Map Amendment and Rezone at a future date.

6. ADMINISTRATIVE STAFF ANALYSIS

Peterson Development is requesting Council input and direction regarding a request to amend the General Plan Future Land Use Map and rezone the property located at 7592 South 5490 West in order to develop approximately 2.32 acres fronting 5600 West as two, 1-acre commercial lots and the remaining 6.55 acres to the east as detached single-family residential lots roughly averaging 4,000 to 5,000 feet in area. Forty-two residential lots are proposed and will be developed under R-3-8 zoning standards. The lots will be accessed from private roads and private alleys as shown on the attached concept plan. A public street is proposed which will connect 5490 West with Highlands Loop Road.

The proposed development will require that the West Jordan General Plan Future Land Use Map be amended from Community Commercial and Parks and Open Land to Community Commercial and Medium Density Residential and that the property be rezoned from SC-2 (Community Shopping Center) and RR-1D (Rural Residential 1-acre Minimum Lot Size) Zone to SC-2 (Community Shopping Center) and R-3-8 (Multiple-Family Residential, 8 or Less Units/Acre).

The request is a significant departure from the adopted Future Land Use Map. The request will, among other things, result in the following:

- The commercial area shown on the Future Land Use Map will be reoriented towards 5600 West rather than Highlands Loop Road resulting in the commercial areas located farther away from the existing residential areas to the east.
- The Parks and Open Lands land use designation on the northern half of the property will be eliminated and replaced with commercial and medium density residential. The City Council will need to determine if this is in the best interest of the City as a policy decision.
- Moving the commercial to 5600 West and developing the interior of the property creates a transition in density between the commercial property and established low density residential area to the east.
- The applicant has stated that the request will reduce long-term infrastructure maintenance costs for the City and provide another type of housing option within the City which is supported by the General Plan.

The applicant's justifications supporting the Future Land Use Map Amendment and Rezoning request are included in the attached exhibits.

7. MAYOR RECOMMENDATION

N/A

8. COUNCIL STAFF ANALYSIS

Timeline & Background Information

In September 2012, the City of West Jordan entered into a master development agreement (MDA) with Peterson Development Company for the Highlands Sub-Areas Master Plan. An overview of the initial concept plan for Highlands North included:

- 405 minimum units (694 max) and 629-693 units proposed in the conceptual site plan.
- 16 acres of parks and open space.
- 35% Commercial development, 23% High Density Residential, 6.5% Medium Density Residential, and 35.5% Low Density Residential.

Additional Information & Analysis

Summary of zoning and FLUM designation adjustments according to the current request:

- Current Zoning: SC-2 (Community Shopping Center) and RR-1D (Rural Residential)
- Current Future Land Use Designation: Community Commercial and Parks and Open Land
- Proposed Rezone: SC-2 (Community Shopping Center) and R-3-8 (Multiple Family Residential)

- Proposed Future Land Use Designation: Community Commercial and Medium Density Residential

Guiding Principles from the General Plan

- **URBAN DESIGN**
 - Strengthen the identity and image of the City of West Jordan.
 - Support neighborhoods and developments of character.
- **LAND USE**
 - Land use decisions should be made using a regional approach that integrates and participates with programs established to better serve the City as a whole.
 - Land use decisions should be guided by the General Plan to protect existing land uses and minimize impacts to existing neighborhoods.
 - The General Plan is the will of the community and presumed current. Developers have the burden of proof on why the General Plan should be changed.
 - Land use designs must promote quality of life, safety, and good urban design.
- **HOUSING**
 - Encourage a balanced variety of housing types that meet the needs of all life stages with a mix of opportunities for today and into the future.
 - Place high density projects near infrastructure which exists to sustain the increased density.

9. POSSIBLE COUNCIL ACTIONS

The Council may choose to:

- Continue the item to a future Committee of the Whole meeting;
- As applicable, refer the item to the Planning Commission, a Council Subcommittee, or an Ad Hoc Committee;
- Table the item indefinitely;

10. ATTACHMENTS

- Pre-Application Meeting Letter
- General Plan Future Land Use Map Amendment Exhibits
- Rezoning Exhibits



Community Development
8000 South Redwood Road
West Jordan, Utah 84088
(801) 569-5060

PRE-APPLICATION REVIEW – CITY COMMENTS

PROJECT NAME: HIGHLANDS LANDING NORTH

PROJECT ADDRESS: 7592 S. 5490 W.

DATE: OCTOBER 15, 2024

FROM: RAY MCCANDLESS

The following are departmental comments regarding your pre-application request:

Planning & Zoning Department:

Ray McCandless – Project Manager

(801) 569-5068

ray.mccandless@westjordan.utah.gov

Comments:

1. Design Review Committee review is required.
2. Planning Commission review is required.
3. City Council approval is required.
4. Future Land Use Map amendment is needed. The Future Land Use Map shows a park on the north side of this site. Elimination of the Park will be determined by the City Council.
5. Rezone is required. Commercial areas should be zoned SC-2, residential areas should be zoned R-3-8 or whatever is ultimately approved by the Council.
6. Site plan approval is needed for the commercial sites. Commercial sites must meet all zoning requirements.
7. Subdivision approval is required for both the commercial and residential lots.
8. City Council Committee of the Whole review is required.
9. 5490 W road dedication and street improvements will be needed as required by the Engineering Department.
10. All lots must meet the height, bulk and lot requirements of the R-3-8 zone if approved by the Council
11. Ownership and maintenance of the private driveways must be detailed on the plat.
12. All power lines under 69kV will need to be undergrounded (if there are any).



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(801) 569-5060

13. All fencing requirements will need to be met including a decorative masonry wall between the commercial and residential areas.
14. All lot, bulk, height, landscaping parking etc. requirements of the SC-2 zone will need to be met.

Engineering Department:

Nate Nelson
(801) 569-5072
nate.nelson@westjordan.utah.gov

Comments:

1. Dedicate the full width the of 5490 along the east side of the property.
2. Construct the full width of 5490 South including sidewalks and parkstrips with landscaped parkstrips. All to City collector road standards.
3. At the north end of 5490 South, include a public turn around and relocate private mailboxes
4. Interior roads must meet City standards for local roads.
5. Any access on 5600 West must meet City spacing standards and may require a right-in-right-out configuration.

Traffic Engineer:

Nestor Gallo
(801) 569-5047
nestor.gallo@westjordan.utah.gov

Comments:

1. Access to Highland Loop will be restricted to Right In – Right Out (RIRO).
2. Access to 5600 West will be restricted to RIRO.
3. No residential driveway access to Highland Loop.
4. Submit a Traffic Impact Study.
5. Show ADA access path from the public Right of Way to the buildings.
6. Show driveway dimensions and proposed turning movements.

Fire Department:



Community Development
8000 South Redwood Road
West Jordan, Utah 84088
(801) 569-5060

Paul Brockbank
(801) 260-7354
paul.brockbank@westjordan.utah.gov

Comments:

1. Please show two nearest existing fire hydrants.
2. Any dead-end fire apparatus access road over 150 feet will require an approved fire apparatus turn around. Will accept an automatic sprinkler system as an alternate.
3. Fire apparatus roads shall have an unobstructed width of no less than 20 feet.

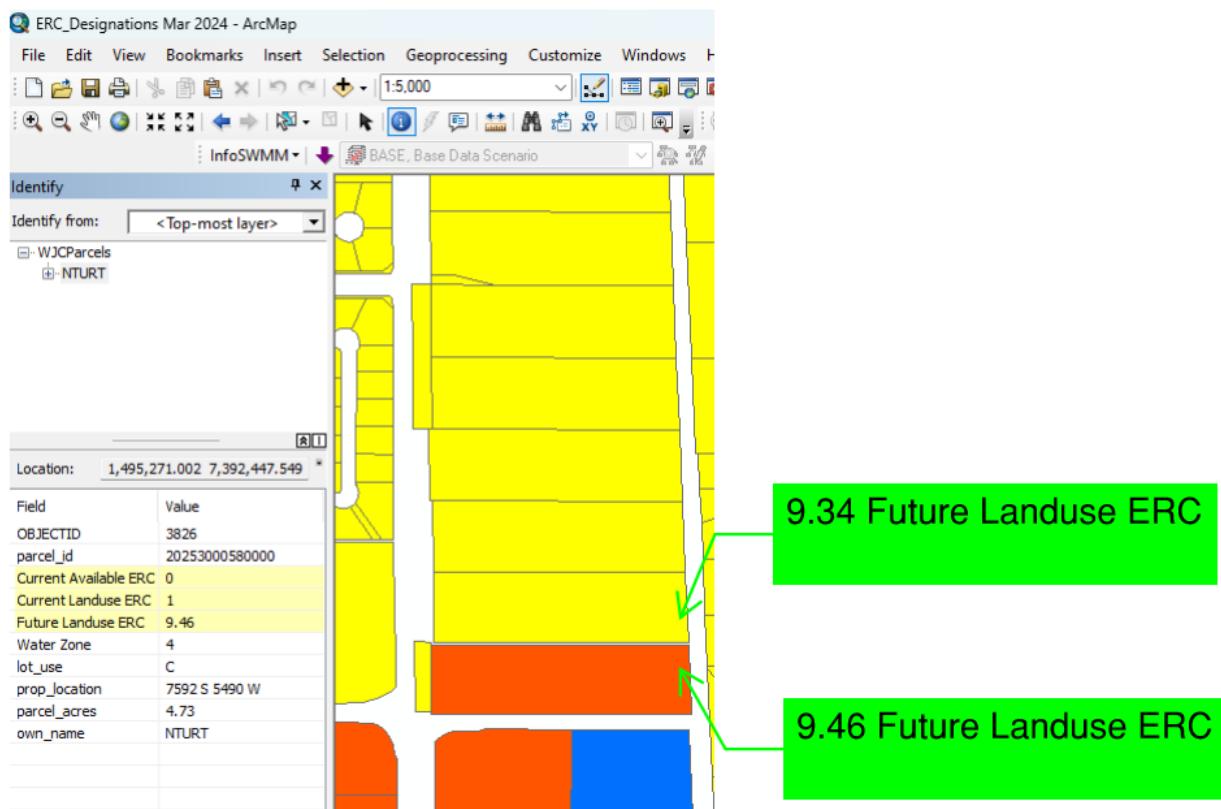
Utilities Department:

Angelica Haro
(801) 569-5078
angelica.haro@westjordan.utah.gov

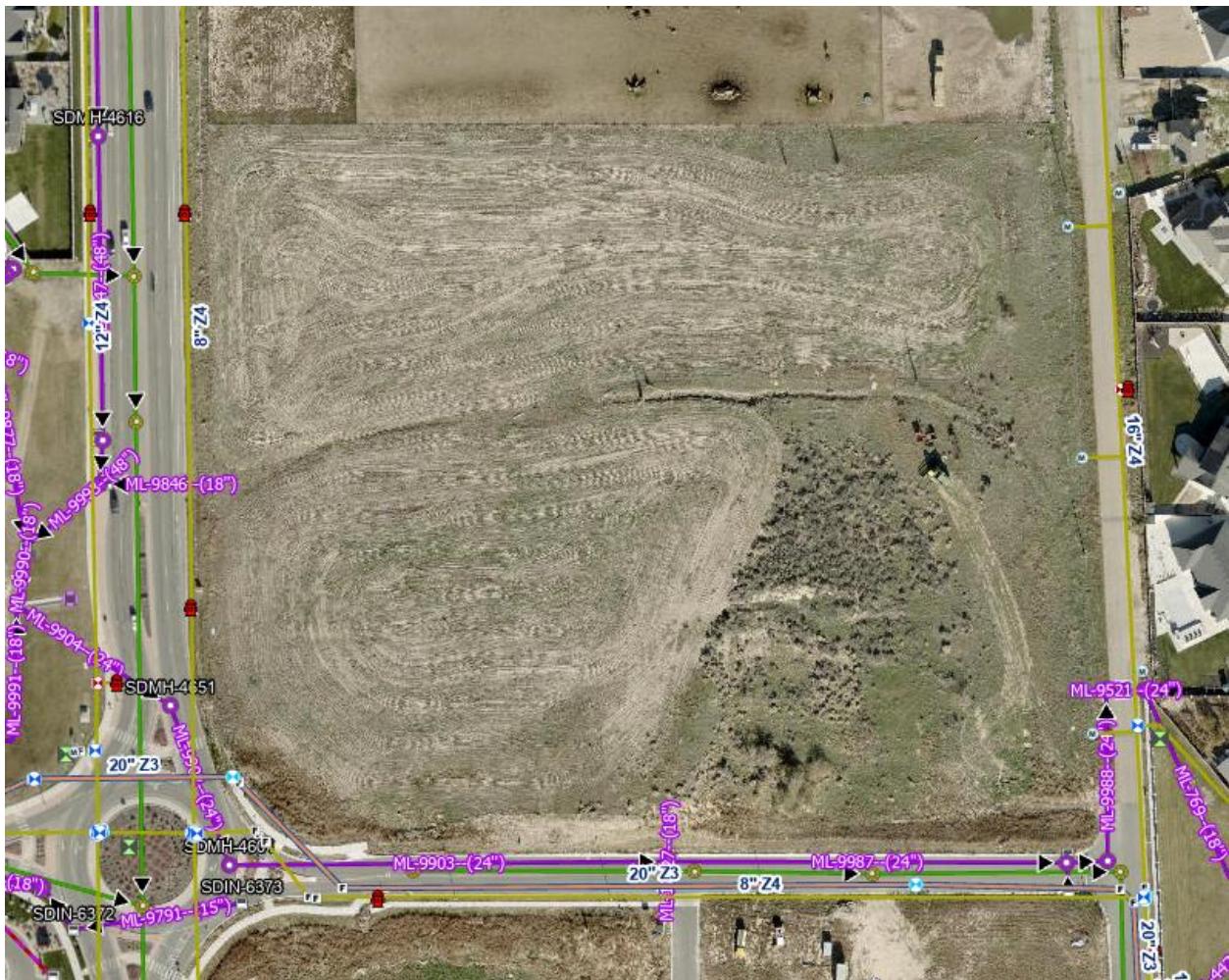
Comments:



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ERC's for both of these properties is 19.



Water: (gold zone 4 lines)

- Water system will need to be looped
- [2023-Part-V-Water-Policies-UPDATED.pdf \(utah.gov\)](https://utah.gov/2023-Part-V-Water-Policies-UPDATED.pdf) Please review our standards

Sewer: (green lines)

- [Sanitary-Sewer-Standards-Updated-10.2021.pdf \(utah.gov\)](https://utah.gov/Sanitary-Sewer-Standards-Updated-10.2021.pdf) Please review our standards

Storm Drain: (purple)

- The storm flow must be detained on site for the expected increase in runoff. The allowable storage release rate is 0.1 cfs/ac.
- Oil water separator is required prior to connecting to city system.
- [Microsoft Word - mso114.doc \(utah.gov\)](https://utah.gov/Microsoft-Word-mso114.doc) Please review our standards for detention pond design criteria.

Please be advised that these comments are intended to identify significant issues specific to site development and outline required review processes in preparation of formal



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submittals. The project will be required to meet all applicable requirements of the City of West Jordan Code, which are available at <https://codelibrary.amlegal.com>. If the plans change significantly, another pre-application meeting may be required.

Impact Fees are charged on all developments to help pay for construction costs of project related off-site capital improvements. These fees are implemented to mitigate the economic burden on the City of West Jordan in its efforts to support growth within the city. Impact Fees are assessed at the end of the review process and need to be paid before the project can be approved.

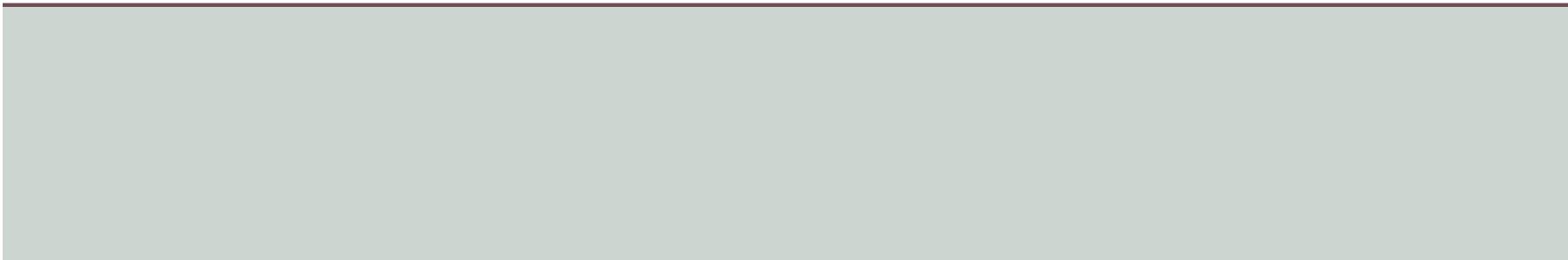
If you have any questions regarding any of the review comments, please feel free to contact either the project manager or project team member.

Thank you.



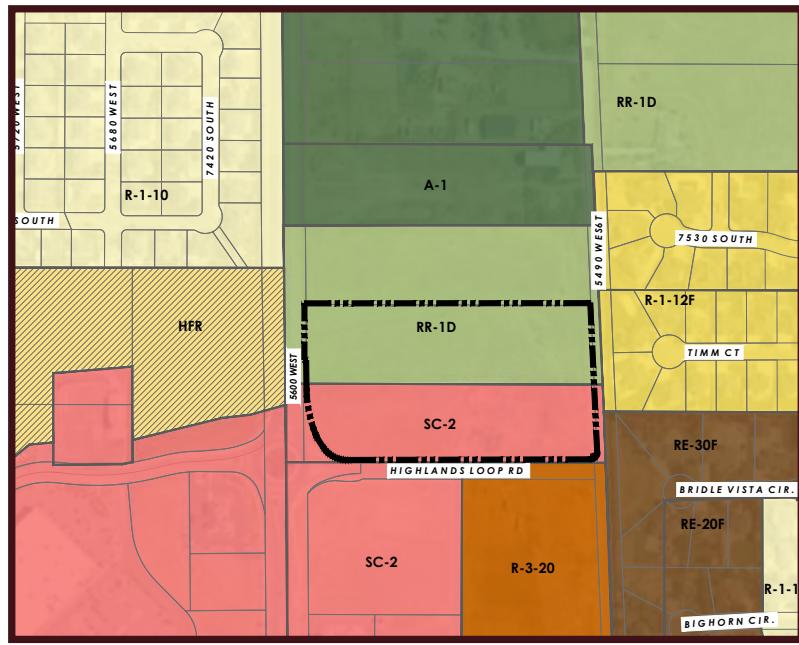
HIGHLANDS LANDING NORTH

GENERAL PLAN MAP AMENDMENT



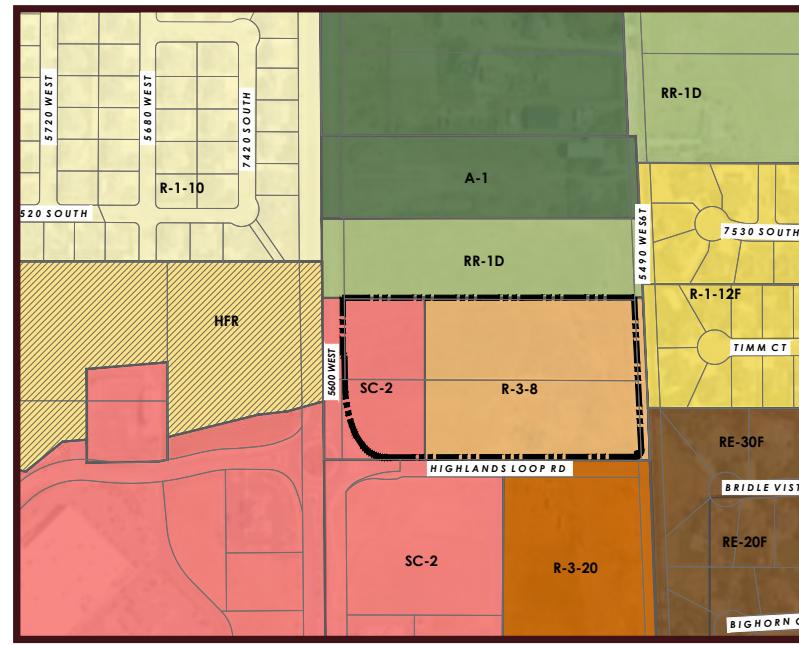
WEST JORDAN, UTAH

ZONING



EXISTING ZONING

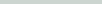
SC-2; RR-1D



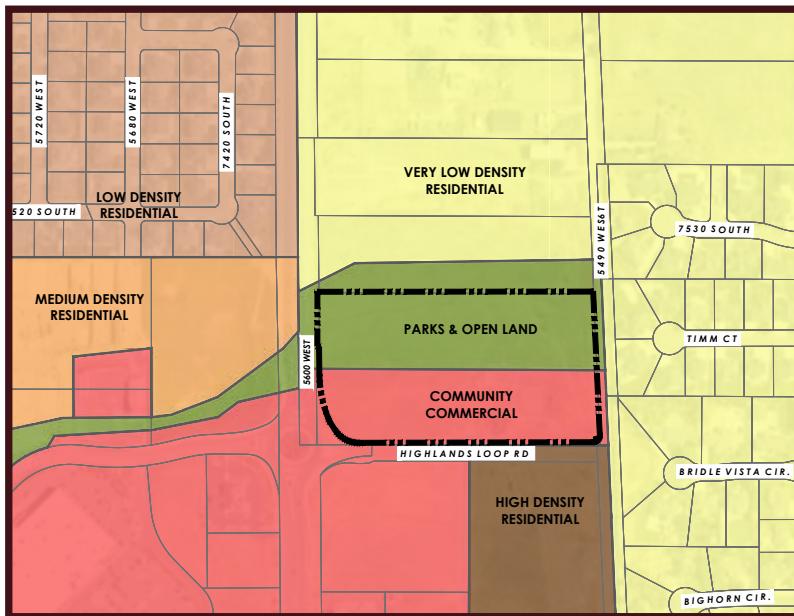
PROPOSED ZONING

SC-2; R-3-8

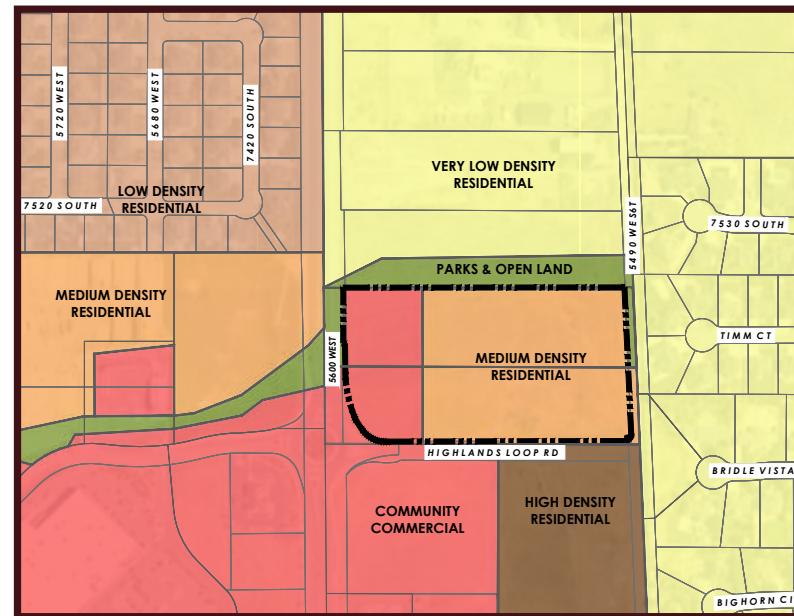
LEGEND

PROJECT BOUNDARY	 HFR: HIGH DENSITY, MULTI-FAMILY RESIDENTIAL	 R-E-20: RESIDENTIAL ESTATE (20,000 SQFT)
 SC-2: COMMUNITY SHOPPING CENTER	 R-3-8: MULTIPLE-FAMILY RESIDENTIAL (8 OR FEWER UNITS PER ACRE)	 R-1-12: SINGLE FAMILY RESIDENTIAL (12,000 SQFT)
 RR-1D: RURAL RESIDENTIAL	 R-3-20: VERY HIGH DENSITY (20 OR FEWER UNITS PER ACRE)	
 A-1: AGRICULTURAL ZONE	 R-1-10: SINGLE FAMILY RESIDENTIAL (10,000 SQFT)	

LAND USE



EXISTING LAND USE
COMMUNITY SHOPPING CENTER,
PARKS AND OPEN LAND

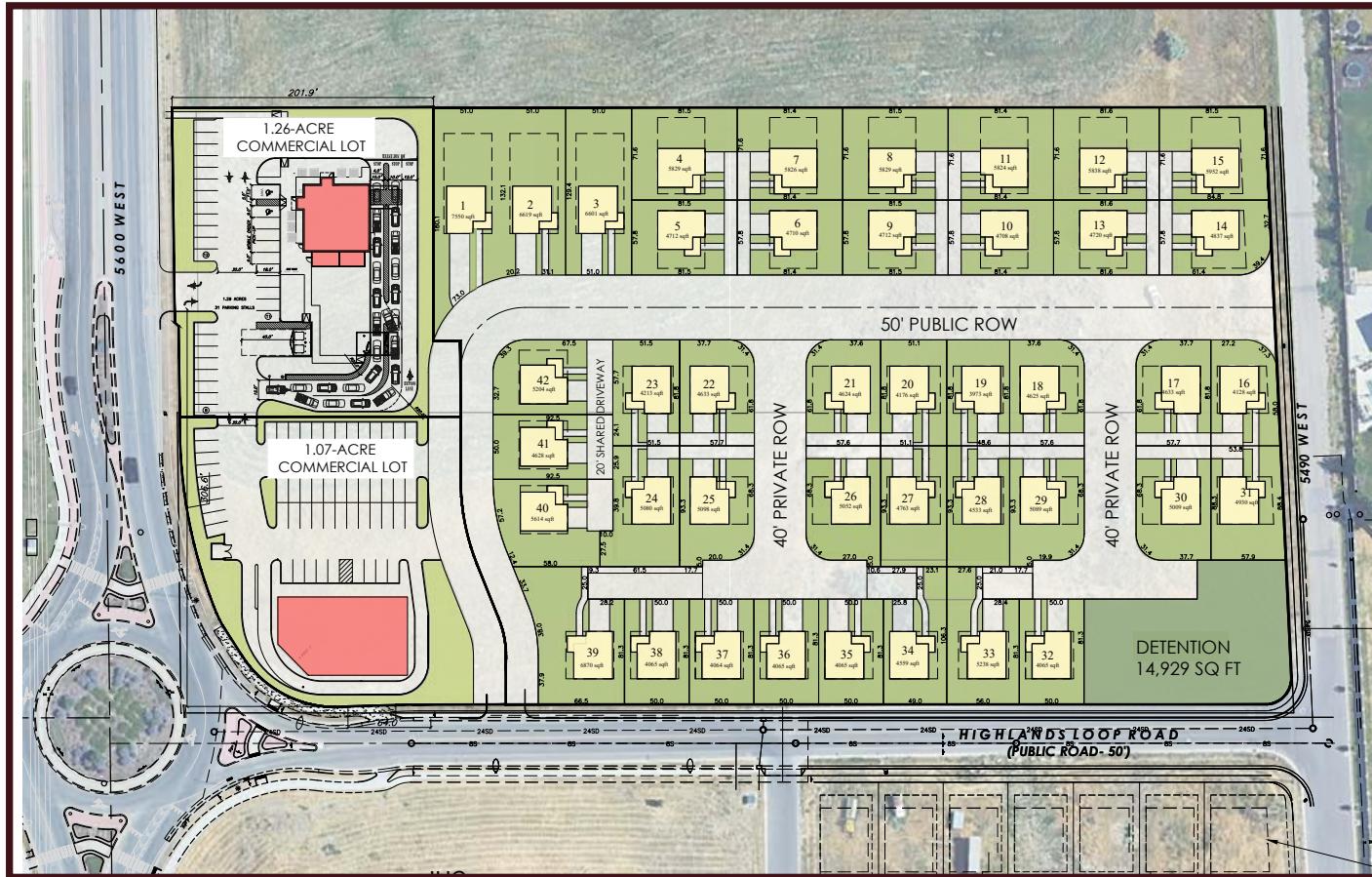


PROPOSED LAND USE
COMMUNITY SHOPPING CENTER,
MEDIUM DENSITY RESIDENTIAL

LEGEND

— PROJECT BOUNDARY	■ VERY LOW DENSITY RESIDENTIAL
■ COMMUNITY COMMERCIAL	■ MEDIUM DENSITY RESIDENTIAL
■ PARKS & OPEN LAND	■ HIGH DENSITY RESIDENTIAL

CONCEPT DEVELOPMENT PLAN



JUSTIFICATION

Findings of Compliance with Municipal Code Requirements:

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

The proposed amendment to rezone Highlands Landing North aligns with West Jordan's General Plan by supporting thoughtful land use transitions and efficient growth. The proposed commercial zoning along 5600 West continues the established commercial corridor, while the medium-density cluster home neighborhood provides a transition between this corridor and the existing single-family neighborhood to the east. The cluster home layout offers a desirable single-family living experience — the preferred housing type for most West Jordan residents — while achieving a higher density that accommodates more families and reduces the city's infrastructure demands and costs. Additionally, the site's proximity to commercial uses encourages walking and biking, helping to reduce traffic and vehicle dependency.

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

The proposed amendment addresses West Jordan's need for additional housing options by introducing a medium-density cluster home neighborhood that balances the City's preference for single-family living with the need for higher-density housing. This layout efficiently utilizes available land while maintaining a desirable living experience. The addition of housing along Highlands Loop Road provides a thoughtful buffer between the existing neighborhood and the proposed commercial zoning, where the current general plan would otherwise place commercial directly adjacent to those existing

homes. Additionally, the site's location along 5600 West — a commercial corridor — makes it an ideal candidate for a residential transition that integrates housing near retail services and the remaining designated park and open space land to the north of the site will be able to meet the area's recreational and environmental needs.

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

The proposed amendment is compatible with surrounding land uses by providing a transition between the existing single-family neighborhood to the east and the commercial corridor along 5600 West. The medium-density single-family home layout offers a residential buffer that complements nearby housing while supporting walkability and access to retail services. Additionally, the continuation of commercial zoning along 5600 West maintains the established commercial corridor.

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

The proposed amendment enhances the adopted general plan by promoting a balanced and efficient land use pattern that benefits the broader community. By introducing medium-density homes, the amendment addresses West Jordan's need for attainable housing options while preserving the preferred single-family living experience. The commercial along 5600 West continues the established commercial corridor. This arrangement creates a more cohesive transition between land uses.

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

This proposed amendment will not adversely impact the neighborhood or community as it aligns with established land use patterns and utilizes existing infrastructure. The proposed neighborhood offers a compatible transition between residential and commercial areas, minimizing disruptions to the surrounding community. Additionally, design allows for a higher number of residences within a smaller footprint, reducing the need for extensive road networks and utility extensions. The site's location along established roadways and near existing commercial services further minimizes the need for costly public infrastructure upgrades, ensuring the amendment supports sustainable growth without placing an undue burden on city resources.

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

The proposed amendment promotes responsible growth, thoughtful land use transitions, and efficient infrastructure use. The medium-density neighborhood aligns with the City's goals for providing diverse housing options while maintaining a single-family living experience. The commercial area offers further support to economic development objectives of West Jordan. Additionally, the development will adhere to all applicable zoning standards, design guidelines, and infrastructure requirements, ensuring compliance with City regulations and contributing to a cohesive community.

JUSTIFICATION

Analysis of the potential impacts on the existing infrastructure and public services such as traffic, streets, intersections, water and sewer, storm drains, electric power, fire protection, garbage collection, etc.

The city's existing and planned water, sewer, and storm drain infrastructure can accommodate the increased demand associated with the proposed amendment. Utility improvements will be integrated into the development plan as needed to ensure efficient service delivery. Public streets and traffic circulation will be carefully planned to minimize congestion and maintain safe and efficient mobility. Fire and police services are expected to meet the needs of the development, with any increased demand addressed through impact fees and strategic planning. Additionally, the project will promote sustainable water use, aligning with the City's long-term resource management goals. By introducing a mix of residential and commercial uses, Highlands Landing will contribute to a stronger tax base, supporting the continued provision of essential public services.

Specify the potential use of the property within the area of the proposed amendment.

The potential uses of the property within the area of the proposed amendment medium-density residential and community shopping center.

Explain why the existing general plan designation/general plan language for the area is no longer appropriate or feasible.

The amendment offers a relatively minimal adjustment to the general plan designation for an area experiencing evolving development patterns and community needs. The proposed amendment introduces medium-density

rather than rural residential. This provides a more appropriate density for meeting current housing needs and reducing the burden on the City's infrastructure and funds. It also reorients commercial and residential land uses to offer an improved transition between land uses.

LEGAL DESCRIPTIONS OF PROPOSED REZONE PARCELS

**LEGAL DESCRIPTION
PREPARED FOR
HIGHLANDS LANDING
CITY OF WEST JORDAN, UTAH**

March 20, 2025

25-0023

RM

BOUNDARY DESCRIPTION ZONE SC-2

A part of the Southwest Quarter Section 25, Township 2 South, Range 2 West, Salt Lake Base and Meridian, located in the City of West Jordan, Salt Lake County, Utah, being more particularly described as follows:

Beginning at a point being N00°43'28"W 1626.10 feet along the Section line and N89°16'32"E 253.54 feet from the Southwest Corner of Section 25, Township 2 South, Range 2 West, Salt Lake Base and Meridian; running thence South 179.88 feet; thence S89°14'14"E 20.97 feet; thence S00°00'09"W 106.90 feet; thence S15°21'05"E 111.72 feet; thence S10°52'48"E 28.31 feet; thence South 37.92 feet; thence S89°56'24"W 71.28 feet; thence Westerly along the arc of a non-tangent curve to the left having a radius of 217.00 feet (radius bears: S00°01'22"E) a distance of 13.83 feet through a central angle of 03°39'05" Chord: S88°09'05"W 13.83 feet; thence Westerly along the arc of a non-tangent curve to the left having a radius of 1,877.00 feet (radius bears: S01°02'40"E) a distance of 36.88 feet through a central angle of 01°07'33" Chord: S88°23'34"W 36.88 feet; thence Northwesterly along the arc of a non-tangent curve to the right having a radius of 86.00 feet (radius bears: N06°12'21"W) a distance of 94.77 feet through a central angle of 63°08'20" Chord: N64°38'11"W 90.04 feet; thence Northwesterly along the arc of a non-tangent curve to the right having a radius of 1,622.00 feet (radius bears: N56°38'36"E) a distance of 28.35 feet through a central angle of 01°00'05" Chord: N32°51'21"W 28.35 feet; thence Northwesterly along the arc of a non-tangent curve to the right having a radius of 96.50 feet (radius bears: N60°26'14"E) a distance of 16.11 feet through a central angle of 09°33'49" Chord: N24°46'52"W 16.09 feet; thence Northerly along the arc of a non-tangent curve to the right having a radius of 380.32 feet (radius bears: N68°35'09"E) a distance of 130.89 feet through a central angle of 19°43'08" Chord: N11°33'17"W 130.25 feet; thence N00°43'28"W 88.83 feet; thence N45°25'06"W 4.27 feet; thence N00°43'28"W 165.52 feet; thence N89°57'13"E 201.91 feet to the point of beginning.

Contains: 2.20 acres+/-



**LEGAL DESCRIPTION
PREPARED FOR
HIGHLANDS LANDING
CITY OF WEST JORDAN, UTAH**

March 20, 2025

25-0023

RM

BOUNDARY DESCRIPTION ZONE R-3-8

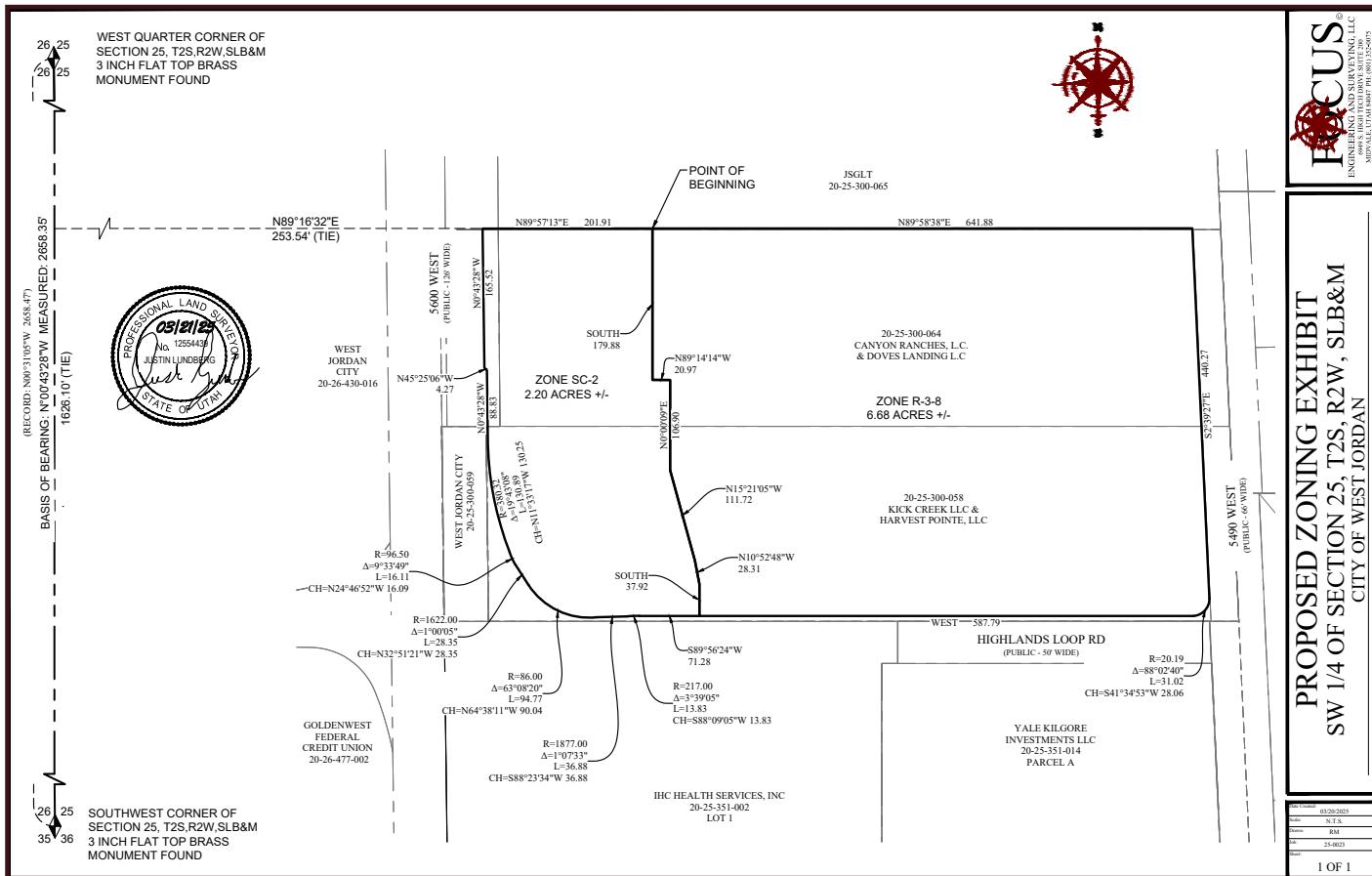
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Contains: 6.68 acres+/-



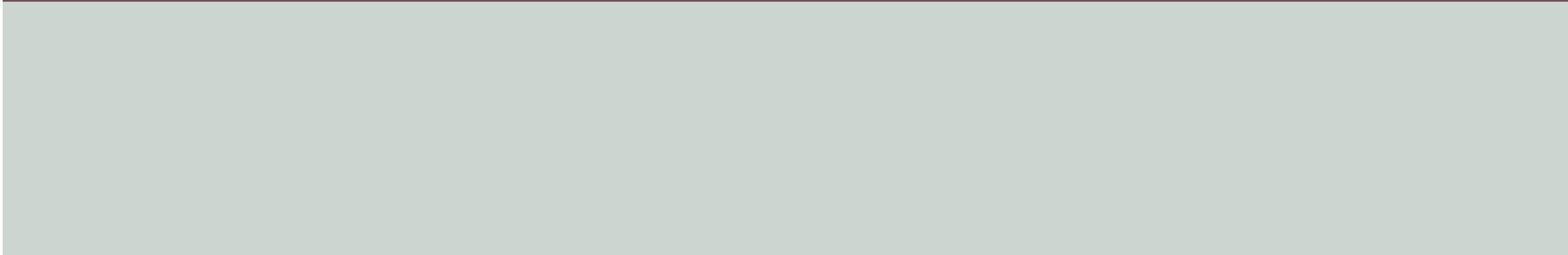
LEGAL DESCRIPTIONS EXHIBIT





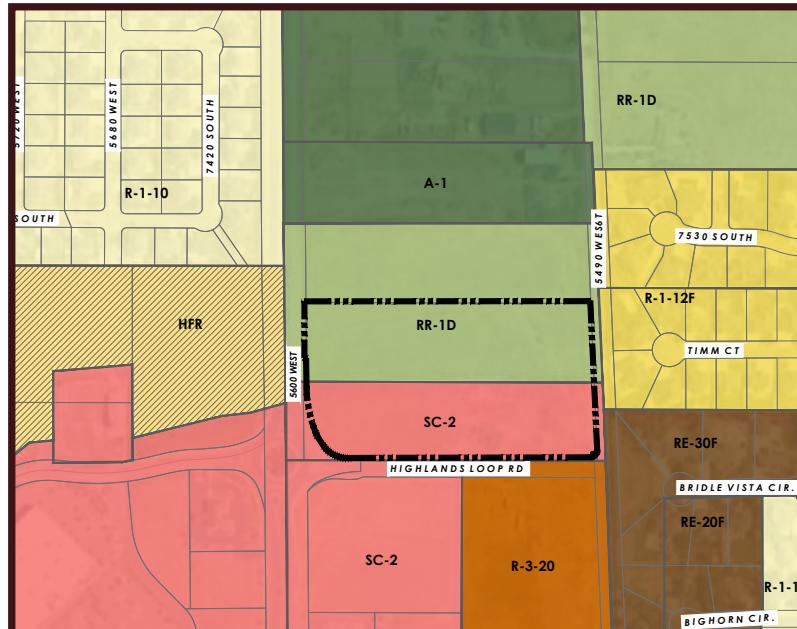
HIGHLANDS LANDING NORTH

ZONING MAP AMENDMENT

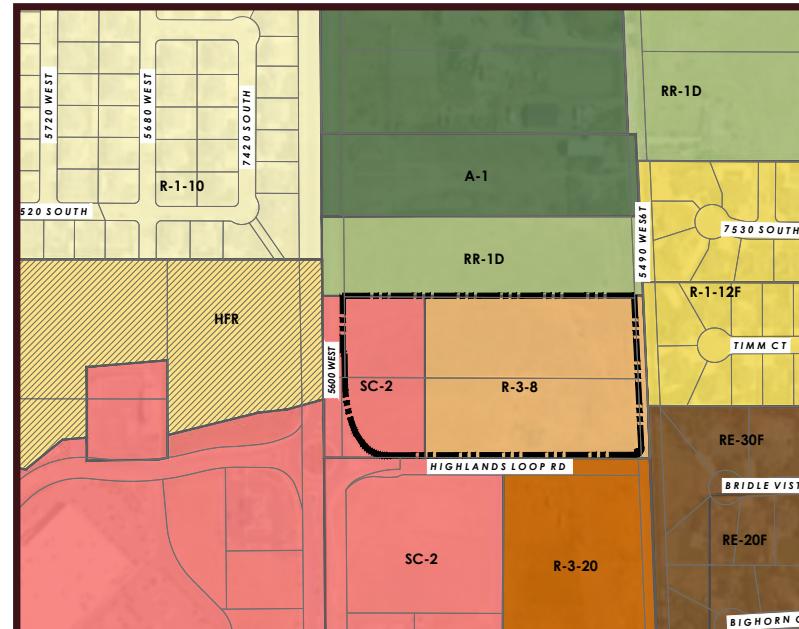


WEST JORDAN, UTAH

ZONING



EXISTING ZONING
SC-2; RR-1D



PROPOSED ZONING
SC-2; R-3-8

LEGEND

PROJECT BOUNDARY			
	SC-2: COMMUNITY SHOPPING CENTER		HFR: HIGH DENSITY, MULTI-FAMILY RESIDENTIAL
	RR-1D: RURAL RESIDENTIAL		R-3-8: MULTIPLE-FAMILY RESIDENTIAL (8 OR FEWER UNITS PER ACRE)
	A-1: AGRICULTURAL ZONE		R-3-20: VERY HIGH DENSITY (20 OR FEWER UNITS PER ACRE)
			R-1-10: SINGLE FAMILY RESIDENTIAL (10,000 SQFT)
			R-E-20: RESIDENTIAL ESTATE (20,000 SQFT)
			R-1-12: SINGLE FAMILY RESIDENTIAL (12,000 SQFT)

LEGAL DESCRIPTIONS OF PROPOSED REZONE PARCELS

**LEGAL DESCRIPTION
PREPARED FOR
HIGHLANDS LANDING
CITY OF WEST JORDAN, UTAH**

March 20, 2025

25-0023

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BOUNDARY DESCRIPTION ZONE SC-2

A part of the Southwest Quarter Section 25, Township 2 South, Range 2 West, Salt Lake Base and Meridian, located in the City of West Jordan, Salt Lake County, Utah, being more particularly described as follows:

Beginning at a point being N00°43'28"W 1626.10 feet along the Section line and N89°16'32"E 253.54 feet from the Southwest Corner of Section 25, Township 2 South, Range 2 West, Salt Lake Base and Meridian; running thence South 179.88 feet; thence S89°14'14"E 20.97 feet; thence S00°00'09"W 106.90 feet; thence S15°21'05"E 111.72 feet; thence S10°52'48"E 28.31 feet; thence South 37.92 feet; thence S89°56'24"W 71.28 feet; thence Westerly along the arc of a non-tangent curve to the left having a radius of 217.00 feet (radius bears: S00°01'22"E) a distance of 13.83 feet through a central angle of 03°39'05" Chord: S88°09'05"W 13.83 feet; thence Westerly along the arc of a non-tangent curve to the left having a radius of 1,877.00 feet (radius bears: S01°02'40"E) a distance of 36.88 feet through a central angle of 01°07'33" Chord: S88°23'34"W 36.88 feet; thence Northwesterly along the arc of a non-tangent curve to the right having a radius of 86.00 feet (radius bears: N06°12'21"W) a distance of 94.77 feet through a central angle of 63°08'20" Chord: N64°38'11"W 90.04 feet; thence Northwesterly along the arc of a non-tangent curve to the right having a radius of 1,622.00 feet (radius bears: N56°38'36"E) a distance of 28.35 feet through a central angle of 01°00'05" Chord: N32°51'21"W 28.35 feet; thence Northwesterly along the arc of a non-tangent curve to the right having a radius of 96.50 feet (radius bears: N60°26'14"E) a distance of 16.11 feet through a central angle of 09°33'49" Chord: N24°46'52"W 16.09 feet; thence Northerly along the arc of a non-tangent curve to the right having a radius of 380.32 feet (radius bears: N68°35'09"E) a distance of 130.89 feet through a central angle of 19°43'08" Chord: N11°33'17"W 130.25 feet; thence N00°43'28"W 88.83 feet; thence N45°25'06"W 4.27 feet; thence N00°43'28"W 165.52 feet; thence N89°57'13"E 201.91 feet to the point of beginning.

Contains: 2.20 acres+/-



**LEGAL DESCRIPTION
PREPARED FOR
HIGHLANDS LANDING
CITY OF WEST JORDAN, UTAH**

March 20, 2025

25-0023

RM

BOUNDARY DESCRIPTION ZONE R-3-8

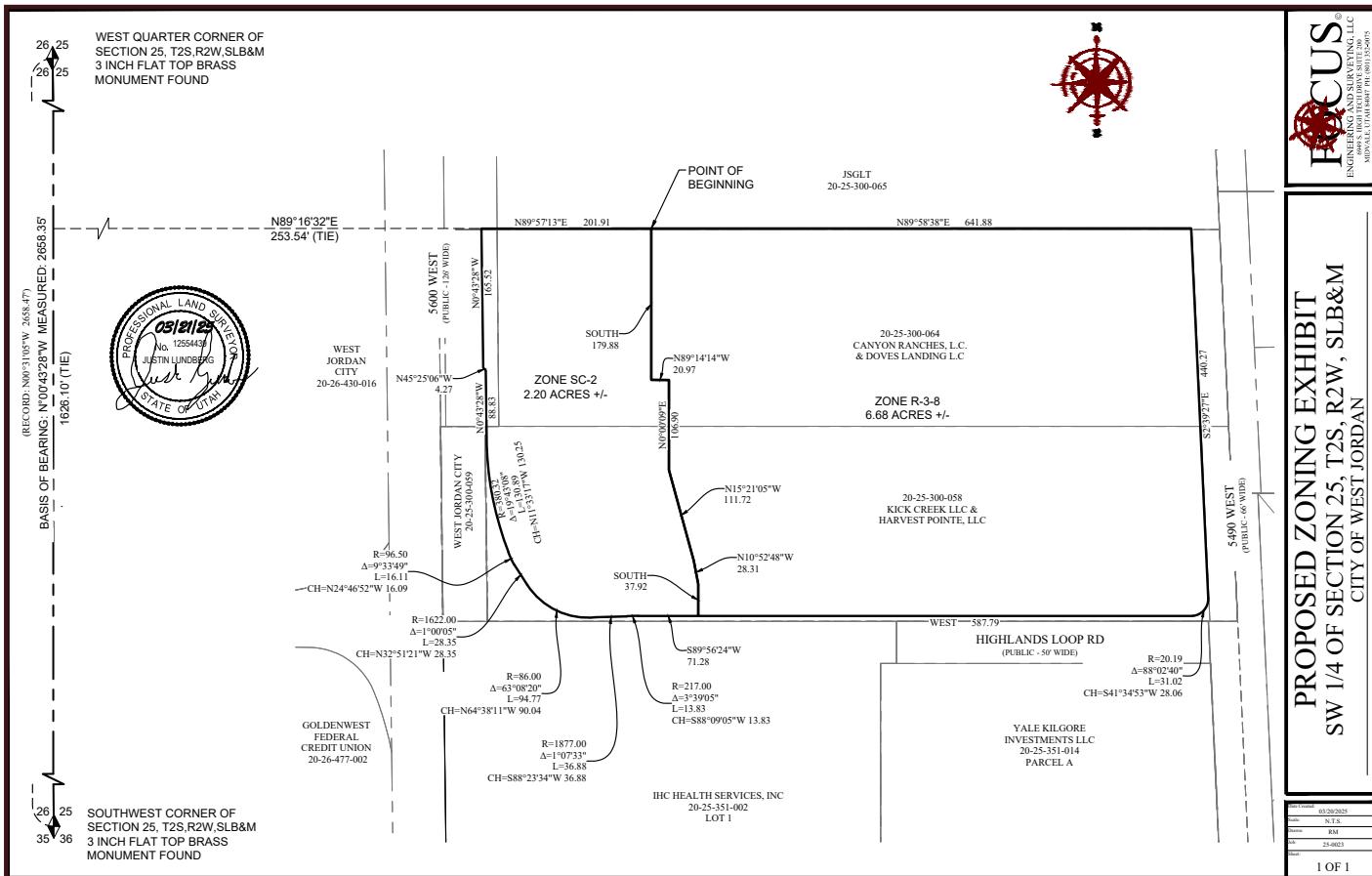
A part of the Southwest Quarter Section 25, Township 2 South, Range 2 West, Salt Lake Base and Meridian, located in the City of West Jordan, Salt Lake County, Utah, being more particularly described as follows:

Beginning at a point being N00°43'28"W 1626.10 feet along the Section line and N89°16'32"E 253.54 feet from the Southwest Corner of Section 25, Township 2 South, Range 2 West, Salt Lake Base and Meridian; running thence N89°58'38"E 641.88 feet to the westerly right-of-way line of 5490 West; thence along said right-of-way line S02°39'27"E 440.27 feet; thence Southwesterly along the arc of a non-tangent curve to the right having a radius of 20.19 feet (radius bears: S87°33'33"W) a distance of 31.02 feet through a central angle of 88°02'40" Chord: S41°34'53"W 28.06 feet; thence West 587.79 feet; thence North 37.92 feet; thence N10°52'48"W 28.31 feet; thence N15°21'05"W 111.72 feet; thence N00°00'09"E 106.90 feet; thence N89°14'14"W 20.97 feet; thence North 179.88 feet to the point of beginning.

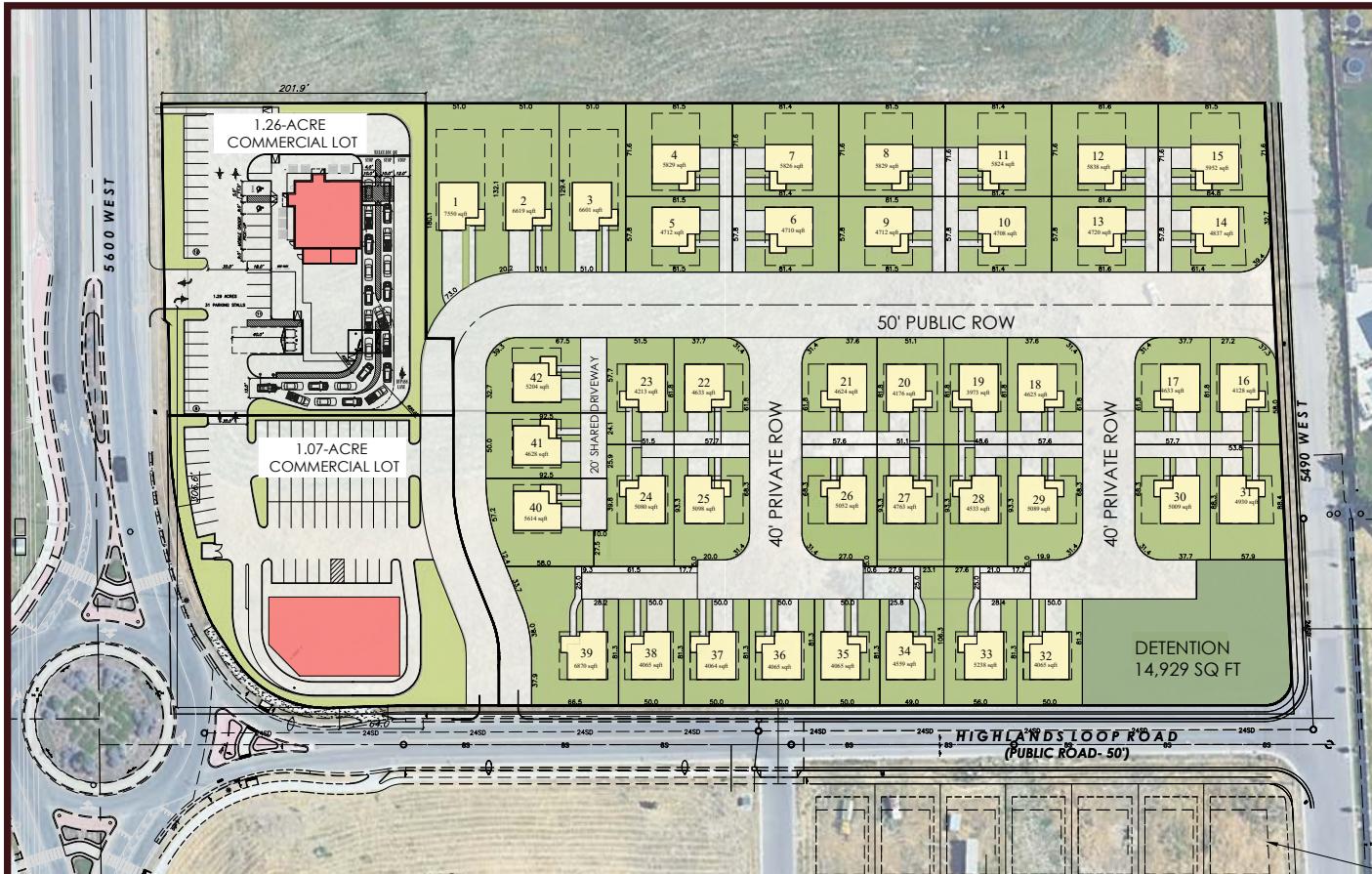
Contains: 6.68 acres+/-



LEGAL DESCRIPTIONS EXHIBIT



CONCEPT DEVELOPMENT PLAN



JUSTIFICATION

The proposed General Plan Map amendment for Highlands Landing supports West Jordan's goals of fostering diverse housing options, promoting walkable communities, and encouraging strategic growth. The amendment introduces a medium-density home neighborhood that balances the City's preference for single-family living with the need for higher-density housing. This layout offers a transition between the existing single-family neighborhood and the commercial corridor along 5600 West.

The commercial zoning along 5600 West continues the established commercial corridor, improving access to retail and services while promoting walkability and reducing traffic demand. The proposed land uses align with the City's objectives to reduce infrastructure costs, enhance connectivity, and provide logical land use transitions. Open space areas planned in nearby land will support recreational needs.

The amendment addresses the current rural residential zoning, which no longer fits the area's evolving land use patterns. The proposed zoning utilizes existing infrastructure without significant expansion, ensuring minimal impacts on City services. Schools are equipped to accommodate projected growth, and the increase in housing will support local businesses and strengthen the local economy. This well-planned amendment enhances West Jordan's long-term vision for balanced, sustainable development.