



MAGNA CITY COUNCIL MEETING

AUGUST 26, 2025 @ 6:00 PM
WEBSTER COMMUNITY CENTER
8952 West Magna Main Street
Magna, Utah 84044

MAGNA CITY COUNCIL MEETING MINUTES

Council Members Present:

Eric Barney, Mayor
Trish Hull
Steve Prokopis
Mick Sudbury

Council Member(s) Excused:

Audrey Pierce

Staff Present:

David Brickey, City Manager
Paul Ashton, Legal Counsel
Diana Baun, City Recorder
Daniel Torres, Economic Development Manager

Others Present:

6:00 PM – PUBLIC MEETING

1. Call to Order

Mayor Barney, presiding, called the meeting to order at 6:00 pm. He noted that Council Member Pierce was excused from the meeting.

2. Determine Quorum

A quorum was present, allowing the meeting to proceed.

3. Pledge of Allegiance

The Pledge of Allegiance was recited.

4. COMMUNITY UPDATE

A. High School Traffic Management Presentation

Chief Del Craig reported on traffic operations at Cyprus High School during the opening week.

MAGNA COUNCIL MEMBERS

MAYOR ERIC BARNEY, MAYOR PRO TEM AUDREY PIERCE,
COUNCIL MEMBER TRISH HULL, COUNCIL MEMBER STEVE PROKOPIS,
COUNCIL MEMBER MICK SUDBURY

He stated that semaphores at Cordero Drive and 8400 West were installed the day before school began and, after on-site coordination, were activated mid-day on the first day of school. He explained that morning commuter volumes on U-111 were substantially higher than at the former Cyprus campus, producing an initial load time of about 1 hour 45 minutes and citywide congestion from approximately 4100 South to SR-201, with Little Valley Gateway residents unable to enter or exit their neighborhood for a period. He said Unified Police Department, the Municipal Services District, UDOT and city staff adjusted traffic patterns daily, used a drone to validate assumptions, and focused on maximizing on-campus and on-Cordero queuing while protecting emergency access. By week's end, the morning load time had been reduced to about 30 minutes, though parking and localized "hot spots" remained. He stated his view that a dual left-turn lane from eastbound Cordero to northbound 8400 West was needed for long-term functionality and acknowledged the need to improve direct communication with Little Valley Gateway residents in addition to school families.

Council Member Mick Sudbury thanked Del Craig for intervening to ensure the signal was activated on the first day of school, crediting that action with preventing a further delay.

Ian Hartman, traffic engineer for the Municipal Services District, provided the technical report. He stated that school started on August 13 with roughly 2,700 students pre-registered but about 3,000 arriving, including approximately 300 who enrolled on the first day. He reported that bus service increased from about 6 buses at the old campus to 14 at the new campus. He described the circulation plan directing parent drop-off to the west entrance at McElroy with four on-campus pull-outs, student parking via the north access, and afternoon egress that stored queues along Cordero. He explained that UDOT's signal initially ran on fixed timing the first afternoon, gained detection by the next morning, and was connected to UDOT's Traffic Operations Center by that Friday to allow remote timing adjustments. He noted the raised crosswalk at the LDS seminary is a 3.5-inch concrete table with flashing beacons, and construction began the day after school started due to material galvanizing delays; Cordero was fully closed from Thursday to the following Monday with a revised detour and no-parking enforcement on Bowie Drive. He stated Salt Lake County added a two-way left-turn lane the morning school opened and later installed school legends and crosswalk striping on Cordero and Cloud Peak. He said the runaway truck ramp will remain until Ivory Homes builds the east leg of the intersection, anticipated in spring 2026, and that a privately owned dirt road west of 8400 West—under West Valley City—has been used informally by buses and some school traffic; DR Horton received West Valley approval in May 2024 to pave the final segment but needed land from Rio Tinto, and the development agreement lacked a build-before-opening deadline. For next steps, he said UDOT is evaluating a second eastbound left-turn lane at Cordero/8400; if approved, the city would restripe Cordero between Cloud Peak and 8400 to two lanes each direction over about 0.2 miles to increase storage. He added that turning-movement and pedestrian counts were being collected at Cordero/Cloud Peak to conduct a warrant study for a signal or all-way stop. He noted coordination is needed with UDOT and Magna Water because 8400 West is a UDOT facility and has water lines near the proposed tie-in.

Council Member Trish Hull thanked staff and noted reports from her family of students

stepping into the crosswalk at Cordero/8400 West during the protected left-turn phase, which prevented turns. She asked that the school reinforce compliance with pedestrian signals. Ian Hartman agreed to work with the school on messaging and stated that bilingual communications had improved compliance, explaining that when maps were provided in both English and Spanish, parent routing improved. He added that while federal standards require English on guide signs, options for supplemental Spanish messaging are being explored.

5. PUBLIC COMMENTS

Clint Dille, General Manager of Magna Water District, stated that Magna Water District supported construction of the roadway connection at 4100 South and 8400 West but explained that the district still owned a needed corner of property there. He said a prior concept to swap parcels with the developer had been approved by the district's board, but the developer had not completed the acquisition and had ceased contact about a year earlier. He reported that the developer's contractor had nonetheless accessed district property, removed fencing, graded across district land over water lines, and proceeded without obtaining the property, and he wanted the council to be aware of these actions amid circulating rumors about the 4100 South project.

Megan Olsen delivered public comment (Attachment A) opposing removal of the runaway truck ramp on 8400 West. She referenced a 1985 crash involving a family expressed in the letter attached to the minutes, and described severe injuries and two deaths that followed, and asserted the ramp had been installed to prevent similar tragedies. She criticized the council's July 2023 action to request removal of the ramp, contending it occurred without public input or evaluation of alternatives, and urged the council to retain or relocate the ramp rather than remove it. She stated that as of May 2024 the lane remained accessible and had been used, and she argued that the new signal at Cordero Drive would compromise ramp safety if it stayed in place. Mayor Eric Barney, as a point of order, noted he had not been present at the meeting referenced.

Becky Colonna asked the council to consider opening 9180 West to and from SR-201 to relieve congestion on 8400 West during construction and growth in Magna. She requested an update on the long-pending cemetery sign, noting it would reach four years without a sign next month, asked for the city's public office hours so residents would know when staff were available, and reported that tree growth obscured the flashing 20 mph school-zone signs on 3100 South near Magna Elementary. Council Member Mick Sudbury stated that he had already addressed the visibility issue.

Melinda Burrell, a resident of Little Valley Gateway, stated that neighborhood traffic problems were the result of area design and access rather than the school's presence alone. She objected to comments advising residents to avoid the area, described congestion and visibility problems caused by on-street parking, and opposed the approval of approximately \$218,000 for a skate park given competing needs such as parking enforcement, road maintenance, and traffic control. She proposed weekday no-parking on the north side of Cordero Drive during the day, limiting internal streets to one-side parking where safe, and prohibiting parking on key

routes including Cloud Peak and Loveridge. She added that residents would need to use garages and driveways, avoid illegal vehicle work and sales, and reconsider overcrowding, and she urged installation of a traffic signal at Cordero Drive and Cloud Peak Drive synchronized with 8400 West. She noted she had emailed additional concerns to the council.

Corby Larsen identified as a lifelong Magna resident and one of the children injured in the 1985 crash. He urged the council to reconsider removing the runaway truck ramp to help prevent future tragedies.

Rosemary Coon, a longtime Magna resident and parent of a child injured in the same crash, opposed removal of the runaway truck ramp. She stated that pedestrian crossings on 8400 West were more heavily used today than decades ago and urged the council to keep or relocate the ramp to protect students and residents using multiple nearby schools.

6. STAKEHOLDER REPORTS

A. Unified Police Department

Chief Del Craig had nothing additional to add tonight.

B. Pleasant Green Cemetery

Sharon Nicholes, representing Pleasant Green Cemetery, reported that during the past month the cemetery had five burials, three of which were full-body burials and two cremations. Five plots were sold, and four headstones were set. She said she had an upcoming meeting with a family regarding questions about graves dating back to the 1940s at the Webster Center.

She also explained that there had been recent incidents of pranks at the cemetery, which created significant problems. She said that when headstones are to be placed, the cemetery marks the locations with traffic cones labeled with the family's name. Twice, someone had moved the cones, resulting in headstones being installed in incorrect locations. Families later contacted her, and when she investigated, the cones had been shifted as much as 16 feet from their proper positions. This required the headstone company to return, remove the stones, and reinstall them correctly, causing additional time and cost.

To prevent further issues, she stated they had begun photographing the cones in place and sending the images to the headstone company, so if they arrived and saw discrepancies, they could contact her for assistance. She said she and City Manager David Brickey had discussed the possibility of installing cameras or trail cameras to identify those responsible. She emphasized that while the actions seemed to be intended as pranks rather than malicious vandalism, they nonetheless created costly and time-consuming problems. She concluded by asking if the council had any questions, and none were raised.

7. CONSENT AGENDA - None

8. PRESENTATION ITEMS

A. Development Agreement with Cingular Wireless to Co-locate on an Existing Monopole at 8585 W Magna Main Street

Jay Springer, land use counsel for the Municipal Services District, presented an application from AT&T regarding a cell tower modification. He explained that the request was unusual compared to those typically handled by the MSD or other communities. AT&T sought to add 20 feet to an existing tower to allow for co-location. Under current code, such a modification would be allowed if the tower were farther from a residential zone, but the 300-foot residential setback rule prohibited approval in this case. He stated that staff and the planning commission lacked authority to approve the application under existing code. To resolve the issue, a development agreement was drafted as a legislative action, which allowed the city to make an exception under these specific circumstances without creating a new precedent or delegating authority. He explained that while AT&T and the property owner had argued federal law preempted local restrictions, the MSD opted not to engage in a formal dispute but instead crafted a solution that respected both federal law and local code. He noted that the application had been submitted in April and, under federal timelines, would normally have been approved in June. Delays occurred as both sides worked through the process, but all other components of the application had passed staff review and met code requirements. The proposed height increase was already allowed under code in other zones, just not at this location.

Council Member Mick Sudbury asked whether the tower's proximity to the police station could create communication interference. Mr. Springer said that issue fell outside his scope but emphasized that the Federal Communications Commission regulated such matters.

Mayor Eric Barney explained that although the application was listed as a presentation item, the council's agenda allowed for approval of any item if the council deemed it timely and necessary. Council Member Steve Prokopis suggested that public input be considered, as the tower was near a residential area.

Jay Springer confirmed that the application had gone before the planning commission, a public hearing had been held, nearby residents had been notified, and no public comments had been submitted.

Council Member Steve Prokopis asked whether the cell tower application near residential areas presented an opportunity to replace the existing structure with something more aesthetically pleasing, such as a pine tree-style design or water tower form. He asked if the project involved replacing the tower or simply adding height.

Jay Springer responded that the planning commission had already addressed this issue with the applicant. He explained that the current application only allowed for an extension of 20 feet in the same style as the existing structure, not demolition or reconstruction. The components were designed to stack together, making it infeasible to change the style under the current proposal.

Council Member Trish Hull inquired whether public notice had been properly provided for the planning commission hearing. Jay Springer confirmed it had been noticed as a Class A public hearing, which did not require mailed notices to property owners within a specific radius.

Council Member Steve Prokopis noted that members of the audience had asked how close the nearest residence was to the tower. Gordon Bennett replied that it was approximately 75 feet away, about half the 300-foot setback normally required. Mayor Eric Barney confirmed that the tower was located directly adjacent to a duplex.

B. Ordinance 2025-O-14, An Ordinance adding Chapter 19.38 to Title 19 of the Magna Municipal Code Establishing Public Facilities and Institutions Zones to be Used on Properties to be Designated at a Later Date Through the Rezone Process

Daniele Benigni, the new long-range planner for the Municipal Services District, presented a proposed ordinance amendment to add Chapter 19.38 to Title 19 of the Magna City Municipal Code, creating public facilities and public institution zones. He explained that the purpose was to better align existing land uses with appropriate zoning designations and to give the city greater oversight and decision-making authority when such properties were sold, rezoned, or redeveloped. He noted that some properties, such as churches, were currently zoned residential even though their use was institutional. Establishing these new zones would ensure such properties were appropriately designated in the future. The amendment also aligned with the Magna General Plan, particularly goals in the land use and neighborhood section that called for reviewing zoning designations to ensure consistency with the plan and increasing parks, trails, and open space to support healthy, active lifestyles.

Council Member Mick Sudbury asked if the new zones would include high schools, and Daniele Benigni confirmed they would. He clarified that the “public facilities” zone was intended for areas owned by public and quasi-public entities, while the “public institution” zone would cover educational institutions, municipal uses, churches, and athletic facilities, regardless of ownership.

Mr. Benigni concluded by stating that staff found the amendment consistent with both the general plan and state code and recommended council adoption of the proposed ordinance.

C. Ordinance 2025-O-11, An Ordinance of the Magna City Council Amending Section 19.42.020 of the Zoning Ordinance to Waive Specific Use Standards Pertaining to Lot Size, Building Orientation, Street Frontage, and Building Height for Uses That Will Occupy Pre-existing Commercial Structures

Curtis Woodward presented a proposed ordinance amendment, explaining that it was straightforward and addressed a gap discovered in the zoning code adopted in 2023. He said the city’s current zoning ordinance included Chapter 19.42, which set specific use standards for various land uses. While these standards worked well for new construction, they created unintended obstacles when applicants sought to repurpose existing commercial buildings. He provided examples, noting that the code required all hotels to be at least three stories tall.

Under the current rules, someone attempting to convert an existing two-story building into a hotel—even if it had sufficient parking and amenities—would be prohibited unless they added another floor. Similarly, the ordinance required daycare centers to be located on 20,000-square-foot lots and on major arterial streets, which would prevent a smaller daycare from opening in a commercial space along Magna Main Street. He clarified that the proposed amendment would allow certain standards that were clearly designed for new construction to be waived when an applicant sought to reuse an existing commercial building for a permitted use in that zone. All other applicable requirements, such as parking, setbacks, distance from schools, hours of operation, and noise standards, would remain in effect. He emphasized that the change was limited in scope and intended only to remove barriers that prevented reasonable reuse of existing buildings.

D. Ordinance 2025-O-13, Rezone from A-1 to R-1.8 at 7372 West 2820 South
(Applicant: Amy Cosby)

Gordon Bennett presented a rezone request for the parcel at 7372 West 2020 South. He explained that the parcel, approximately 2.5 acres in size, was currently zoned A-1, which since December 10, 2024, required a minimum lot size of one acre. Prior to that date, A-1 required a 10,000 square foot minimum. The applicant, who owns the property, sought to rezone from A-1 to R-1-8, a single-family residential designation with a minimum lot size of 8,000 square feet. He said the property was surrounded by single-family subdivisions with 10,000 square foot lots, and the applicant's intent was to mirror that character. Although the rezone would technically allow smaller lots, he reported that the applicant intended to subdivide the parcel into seven lots of 10,000 square feet each. He stated that the R-1-8 zone was sought to meet setback requirements while maintaining lot sizes consistent with the neighborhood.

Council Member Mick Sudbury raised concerns about parking impacts, noting ongoing issues throughout the city. He questioned whether reducing minimum lot sizes would exacerbate the problem. Gordon Bennett replied that the applicant had indicated they would comply with both on-street and off-street parking requirements.

Council Member Steve Prokopolis asked about the size of neighboring parcels and road width requirements. Gordon Bennett responded that the parcels east and west were 10,000 square feet and confirmed that changing from 8,000 to 10,000 square feet would not affect road width requirements.

Todd Richards from Magna Planning clarified that the proposal was for seven lots, each meeting the 10,000 square foot size, even though the applicant sought the R-1-8 zoning designation. Mayor Eric Barney asked whether the planning commission had recommended limiting the project to seven lots despite the zoning allowing more. Todd Richards said no such restriction was included. Another staff member noted that due to the parcel's shape, cul-de-sac layout, and minimum width requirements in the R-1-8 zone, the site could realistically yield only seven or possibly eight lots.

Gordon Bennett concluded by citing the Magna General Plan, which designates the area for residential use. He stated that although surrounding parcels retained A-1 zoning, they had been subdivided before the one-acre minimum was imposed. He said the rezone to R-1-8 would align the property with surrounding development and recommended approval. He reported that the Magna Planning Commission had recommended approval of the rezone on August 14.

9. COUNCIL BUSINESS

A. Discussion and Potential Approval of Resolution R2025-11, A Resolution for an Interlocal Agreement between Magna on behalf of Magna CTC and Utah State University

David Brickey explained that the Communities That Care (CTC) program was seeking to strengthen its educational component, and Utah State University was expected to take a greater role in program design and oversight.

Council Member Trish Hull elaborated, noting that Magna's Youth Court had been highly successful, prompting Granite School District to expand the program districtwide. The plan was to establish four youth courts across the district. Previously, Magna's Youth Court coordinator had been funded through a grant administered locally, with support from Utah State University. Under the new arrangement, the grant money would be directed to Utah State University, which would then pay Magna's coordinators. She emphasized that the change would not cost the city additional funds, as the program remained fully grant-funded. The modification was essentially administrative, shifting who issued the checks.

David Brickey clarified that the urgency of the matter was tied to the implementation date of September 8, while the next council meeting would not occur until September 9, making it necessary for the council to act that evening.

Council Member Steve Prokopolis asked whether relinquishing direct control of the grants to Utah State University risked the city losing access to the funding in the future. Council Member Trish Hull responded that the funding source and purpose remained the same, with Salt Lake County as the grant recipient. She explained that the city had already experienced administrative delays with federal funding from the original \$2 million Department of Justice grant and had received an extension to carry the program through September of the following year. She stressed that Utah State University's involvement was meant to streamline administration, not divert the funds.

Mayor Eric Barney summarized that the proposal represented a partnership with Utah State University to administer the grant funds.

Council Member Hull moved to approve Resolution R2025-11, for an Interlocal Agreement between Magna on behalf of Magna CTC and Utah State University. Council Member Prokopolis seconded the motion. Vote was 4-0, unanimous in favor with Council Member Pierce absent from the vote.

- B. Discussion and Potential Approval of Resolution R2025-12, A Resolution for a Second Amendment to Salt Lake County Subaward Agreement Between Salt Lake County and Magna City for Community-Based Safety and Success Initiatives Within Magna**

Council Member Sudbury moved to approve Resolution R2025-12, Approving a Second Amendment to a Salt Lake City Subaward Agreement between Salt Lake County and Magna City as described above. Council Member Hull seconded the motion; vote was 4-0, unanimous in favor with Council Member Pierce absent from the vote.

- C. Discussion and Potential Approval of Resolution R2025-05-A, A Resolution of the Magna City Council Affirming Additional Details of the Fiscal Year 2026 Magna City Budget**

City Manager David Brickey informed the council that the Municipal Services District had raised concerns about the way certain council decisions and policies were being represented, particularly in relation to the administrative budget. He explained that, because an administrative budget had not previously been submitted, complications had arisen. As an example, he cited a recent case in which the Magna Museum attempted to access funding authorized under section 10.8.2 of the Utah Code. Since the budget process had not been properly completed, the funding could only move forward with the mayor's direct approval. He said the absence of a clear budget had also affected planning commissioners, who had gone two months without compensation. She stated that the measure before the council was intended to clarify the issue, ensure compliance, and resolve the funding and compensation problems. He added that he believed he had identified a way to prevent the situation from occurring again in future years.

Council Member Sudbury moved to approve Resolution R2025-05-A, Affirming Additional Details of the Fiscal Year 2026. Council Member Hull seconded the motion; vote was 4-0, unanimous in favor with Council Member Pierce absent from the vote.

- D. Discussion and Potential Action Regarding URS Audit Report**

David Brickey reported that a recent Utah Retirement Systems (URS) audit identified a policy gap dating back to Magna City's creation. URS required that the city establish a policy designating retirement benefits for Tier 1 and Tier 2 elected officials, with Tier 2 defined as individuals elected within the past two years. The purpose of the policy was to clarify eligibility and ensure compliance. He noted that at least three council members were already receiving retirement benefits, and the policy would ensure that Mayor Eric Barney or any future elected officials could also access benefits if they chose. Council Member Mick Sudbury interjected to state that he did not take any compensation. David Brickey acknowledged this, adding that Sudbury's lack of pay did not diminish his value to the council. Mayor Eric Barney clarified for the record that he had no intention of taking retirement benefits.

David Brickey said the policy was largely a matter of formalizing procedures, requiring confirmation from the council and signatures from both himself and the mayor before submission to URS. He further disclosed that the audit revealed three recipients who had not previously been recognized for URS benefits. The city calculated and made the appropriate payments in coordination with URS to correct the issue.

Council Member Trish Hull emphasized that the policy was not limited to current officials but would apply to all future elected officials, ensuring compliance going forward.

Council Member Hull moved to approve the URS Audit Report as discussed above. Council Member Prokopis seconded the motion; vote was 4-0, unanimous in favor with Council Member Pierce absent from the vote.

10. MANAGER/CITY ATTORNEY UPDATES

City Manager David Brickey introduced the next item, explaining that AJC Architects had completed a feasibility study on the Webster Center and prepared cost spreadsheets for council review. He emphasized that the item was informational only and that a decision would not be requested until the September 9 meeting.

Dan Torres presented the findings, noting that the Webster Center subcommittee had explored long-term use of the building as a civic and community space for at least the next 10 years. Priorities included code compliance, energy efficiency, cost-effectiveness, and ensuring adequate space for future city administration growth. He reviewed the building's history, with original portions constructed in 1969 and an addition added in 1999, and explained that the study evaluated seismic stability, HVAC, electrical, plumbing, energy efficiency, and ADA compliance. Recommendations included architectural modernization to support council chambers, community events, and offices, energy efficiency upgrades, accessibility improvements, replacement of outdated HVAC systems, electrical panel upgrades, LED lighting, and installation of a fire alarm system. The north parking lot was also identified as a major noncompliant feature requiring complete regrading. Mr. Torres presented a committee-preferred layout option, though Council Member Mick Sudbury pointed out that the graphic showed shifted doors, which could create additional costs. Mr. Torres said AJC would verify and adjust as needed. Council Member Steve Prokopis observed that the proposed plan reduced the size of the city manager's office.

Mr. Torres then reviewed cost considerations. The estimated total project cost was \$3.3 million, with major expenses related to mechanical, electrical, ADA, and site improvements. He explained that the building's historic district status limited how much could be altered without risking the downtown district's designation. He compared the renovation cost to new construction, estimating that a new 10,000-square-foot building at \$500 per square foot would cost approximately \$5 million. He added that Magna had applied for funding assistance through the Tourism, Recreation, Cultural & Convention (TRCC) fund, including a pending request for up to \$300,000 to help cover the civic and community space component.

Council Member Trish Hull asked whether the budget broke down FFEs (furniture, fixtures, and equipment). Mr. Torres replied that the estimates included FFEs but without detail, and that those costs—such as desks and projectors—were expected to be refined and potentially reduced, with hopes that TRCC funding might offset them. He acknowledged that costs reflected broader increases in construction expenses but stressed that the committee’s focus was on maximizing the building’s long-term value for the community while addressing the city’s growing administrative needs.

Council Member Steve Prokopis asked how the Webster Center renovation project might be funded.

Mr. Torres responded that the current recommendation did not anticipate incurring debt. He explained that the city had built up reserves through frugal council decisions, including underutilization of the administrative budget, leftover CARES Act funds, and American Rescue Plan Act (ARPA) monies. He said ARPA dollars were particularly well suited for this type of capital improvement project. In addition, the city could draw from the county’s redevelopment agency funds designated for the downtown district, with some of those funds recommended for use on the project.

Paul Ashton then addressed the council on a separate matter. He explained that the city had an opportunity to purchase a parcel of property and had been in contact with the broker. While the purchase and sale agreement was not yet finalized, staff had been reviewing red-lined terms and preparing the document. Once signed, the agreement would begin a 90-day feasibility period during which the city could assess potential uses and verify the property’s value. Mr. Ashton stated that the property’s value appeared to be significantly higher than the price the city would pay. He noted that earnest money had been negotiated at \$10,000 and said it would be helpful for the council to authorize the mayor to sign the agreement once the document reflected the original offer terms. After signature, the matter would be brought into a public meeting for further discussion. Mr. Ashton emphasized that mechanisms were in place to allow the city to withdraw during the feasibility period if needed and recommended proceeding. He then asked for a motion authorizing the mayor to sign the agreement to begin the process.

Council Member Hull moved to authorize the mayor to sign the agreement as discussed above to move forward with the purchase of property. Council Member Sudbury seconded the motion; vote was 3-1 with Council Member Prokopis giving a “nay” vote and Council Member Pierce absent from the vote.

City Manager David Brickey reported that, following up on discussions at the council retreat, bylaws had been drafted for a proposed Traffic and Safety Committee. The committee would be composed of citizens who would review and consider community input on parking and other traffic-related concerns. He stated that in the past two weeks alone, he had received at least 18 emails from residents raising concerns about traffic patterns and related issues. He asked whether he could move forward with advertising for committee members.

The council expressed support for the idea and agreed to place the item on the September 9 agenda for formal consideration.

11. COUNCIL REPORTS

Council Member Trish Hull reported that the Unified Fire Authority had met and that Council Member Steve Prokopis would soon be bringing the Wildlife Urban Interface (WUI) issue to the council. She explained that UFA had been coordinating with other cities and noted that as demonstrated in Millcreek, wildland fires could occur anywhere if land was not properly maintained. She also said UFA was working on establishing requirements for a secondary ambulance provider. Gold Cross was the primary ambulance transport service, but the city needed to designate an additional provider.

Council Member Steve Prokopis reported on a Unified Police Department meeting held the previous week. He said discussions centered on facilitation meetings between UPD, the Salt Lake Valley Law Enforcement Service Area (SLVLESA), and the county. Four workshops were planned, and two had already taken place. The ongoing challenge was determining how UPD and SLVLESA could coexist while both required funding.

Council Member Trish Hull added that a similar process was underway with the county and UFA. She said it was simpler because the county's contribution related specifically to the canyons, but the county was struggling financially and did not want to continue those payments. She stated that while both sides understood each other's positions, no resolution had been reached.

Council Member Mick Sudbury reported on the Wasatch Front Waste and Recycling District meeting. He said a new manager from Moab had been hired to replace Pam Roberts, who would be leaving in September. He noted that one city was withdrawing from the district after finding cheaper service elsewhere and recommended that Magna carefully evaluate the costs of remaining in the district. He cautioned that decisions should be made before the district entered into new bonds or leases, which could obligate members financially even if they later withdrew.

Mayor Eric Barney reported that in his absence, Council Member Audrey Pierce had attended the Municipal Services District board meeting and provided him an update. The only item affecting Magna involved changes to newsletters distributed prior to elections. He explained that due to new legislation limiting how information could be shared, the September newsletters would still be issued but would exclude photographs of elected officials in order to comply with the law.

Council Member Sudbury moved to recess the City Council Meeting and move to Closed Session. Council Member Hull seconded the motion; vote was 4-0, unanimous in favor with Council Member Pierce absent from the vote.

12. CLOSED SESSIONS IF NEEDED AS ALLOWED PURSUANT TO UTAH CODE §52-4-205

- A. Discussion of the character, professional competence or physical or mental health of an individual.**
- B. Strategy sessions to discuss pending or reasonably imminent litigation.**
- C. Strategy sessions to discuss the purchase, exchange, or lease of real property.**
- D. Discussion regarding deployment of security personnel, devices, or systems; and**
- E. Other lawful purposes as listed in Utah Code §52-4-205**

Council Member Sudbury moved to adjourn the Closed Session and return to the Council Meeting. Council Member Hull seconded the motion; vote was 4-0, unanimous in favor with Council Member Pierce absent from the vote.

13. ADJOURN

Council Member Hull moved to adjourn the August 26, 2025 Magna City Council Meeting. Council Member Sudbury seconded the motion; vote was 4-0, unanimous in favor. Council Member Pierce was absent from the vote.

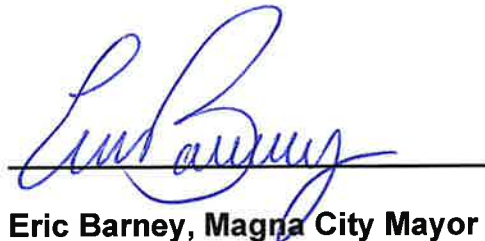
The August 26, 2025 Magna City Council Meeting adjourned at 8:57 PM

This is a true and correct copy of the August 26, 2025 City Council Meeting Minutes, which were approved on September 9, 2025.

Attest:



Diana Baun, Magna City Recorder



Eric Barney, Magna City Mayor

Handed out By Speaker #2: M. Olson

Attachment A
8/26/25 CC
Wtg

Many residents, including myself, are worried about the council's poor planning. In July 2023, — every council member sitting here today except for Mick Sudbury — approved sending a letter to UDOT to remove the runaway truck lane on 8400 West, a safety measure added after several accidents.

I will be sharing a letter from Ty Whitting—

In 1985, a fully loaded Harper Excavation semi lost control on 8400 West and slammed into my mother's car. My brother Josh, just 5 years old, was thrown through the windshield and dragged 50 feet in the wheel well of the truck. His spinal cord was severed. He could not breathe without a ventilator or move without a motorized wheelchair. On his hardest day after that accident, he told my mom, "I really just wish I could still ride my bike." Josh died at 12 from cardiac failure caused by the strain those injuries placed on his body.

My brother Shiloh was also critically injured. He lived with worsening disabilities for decades before dying in 2022. The damage to his body's ability to heal meant he could not survive his COVID-19 infection.

The truck shoved my mother's car into a group of children at the crosswalk, injuring six kids and the crossing guard, Debbie, who still works in Magna. The trauma of that day still lives in this community.

The runaway truck ramp was built to prevent this from happening again. The fact that it has not been used is a blessing; it means it is doing its job. Removing it tells trucking companies no one is watching anymore.

I understand that progress will happen and that our community will grow and change. Sidewalks, road alignments, and new development can all serve the greater good. But true progress does not erase safeguards that were put in place because of real, devastating loss. Removing this ramp is not progress. It is forgetting.

Taking down that ramp will not heal anyone involved. It will erase the visible reminder that this community cared enough to act, that children's lives mattered, and that the price of safety was paid in my family's blood.

We will never know if that ramp could have saved my brothers. But we do know this: the safety of 8400 West was bought with their lives. That cost should never be forgotten, and it should never be treated as expendable.

The council has long authorized this project, but it is not too late to relocate the runaway ramp instead of removing it. If there is any question about why this infrastructure is important to this community, let my letter and my family's experience be the answer. The runaway ramp stands as both a safeguard and a promise that this community will never allow such a tragedy to happen again.

If the council removes this ramp in the name of progress, then they are declaring that my brothers' lives, and the lives of the children injured that day, were a price this community is now willing to forget.

I would like to extend my sincere condolences to the families affected by this tragic event.

Ten people, mainly elementary school children, were injured that day, with four requiring air ambulance transport. The truck ramp was installed for safety after community requests, but council members removed it without public input or considering alternatives like relocation or truck restrictions. This decision raises concerns about their motives and priorities.

As of May 2024, the lane remained accessible and was used by a driver- possibly saving lives. Now with the stoplight for Cordero Drive the ramp would not be safe for a truck to use even though there are 4 signs on Northbound U-111 showing its presence.

I respectfully request that the council reconsider its decision, as our community expects and deserves thoughtful and accountable leadership.

The attached minutes are inaccurate and omit details about council members' support for lane removal. Please refer to the meeting recording for full context

- July 11, 2023 Council meeting minutes:

<https://www.utah.gov/pmn/files/1106081.pdf>

Action/Discussion Items

8400 West Project, UDOT, & Runaway Truck Lanes

Steven Kuhlmeier, Engineer, Salt Lake County Engineering & Flood Control, stated there is no known justification for why the runaway truck lane was installed. Aligning Cordero Drive would benefit the community. UDOT wants Magna Metro Township to formally put in a request to have the runaway truck ramp removed. He has drafted a letter requesting the removal of the runaway truck ramp and a request for a new corridor agreement. The new corridor agreement outlines the community needs as they have changed. He is requesting that the Council authorize the Mayor to sign the letter to be sent to UDOT. The Greater Salt Lake Municipal Services District (MSD) approved funding for the 8400 sidewalks.

Council Member Prokopis stated he would prefer to eliminate the runaway truck ramp altogether with relocation being a second option.

Mr. Kuhlmeier stated he will get more information after the letter is provided to UDOT. It will be UDOT's decision if the runaway truck ramp will be removed or moved to another location.

Council Member Hull, seconded by Council Member Prokopis, moved to authorize Mayor Peay to sign the letter to UDOT after all Council Members have reviewed it. The motion passed unanimously.

- July 11, 2023 Council meeting recording:

<https://www.utah.gov/pmn/files/1003263.mp3>

- Runaway lane being utilized in May 2024



- In 2016 a truck was able to successfully use the lane after experiencing airline failure
- Magna Times Article about 1985 Accident
<https://newspapers.lib.utah.edu/details?id=27101887>
- Magna Times Article about a incident in 1985
https://newspapers.lib.utah.edu/details?id=27107999&q=Runaway+Truck+8400+W&sort=rel&year_start=1986&year_end=2000
- 1996 Runaway Truck
https://newspapers.lib.utah.edu/details?id=27110462&q=Runaway+Truck+8400+W&sort=rel&year_start=1986&year_end=2000
- Magna Times Article about possible Runaway Truck Lane being installed
<https://newspapers.lib.utah.edu/details?id=27110680>
- Runaway Truck Ramp Installed
https://newspapers.lib.utah.edu/details?id=28596654&facet_county=%22Salt+Lake%22&q=runaway+truck+lane&sort=rel&year_start=1986&year_end=2000
- Pictures of current signs on U-111 showing Runaway Ramp Open



CUP2025-001379

Item 8A



**Development Agreement
8585 W Magna Main Street
Magna City Council
August 26th, 2025**



**Municipal Services
District**



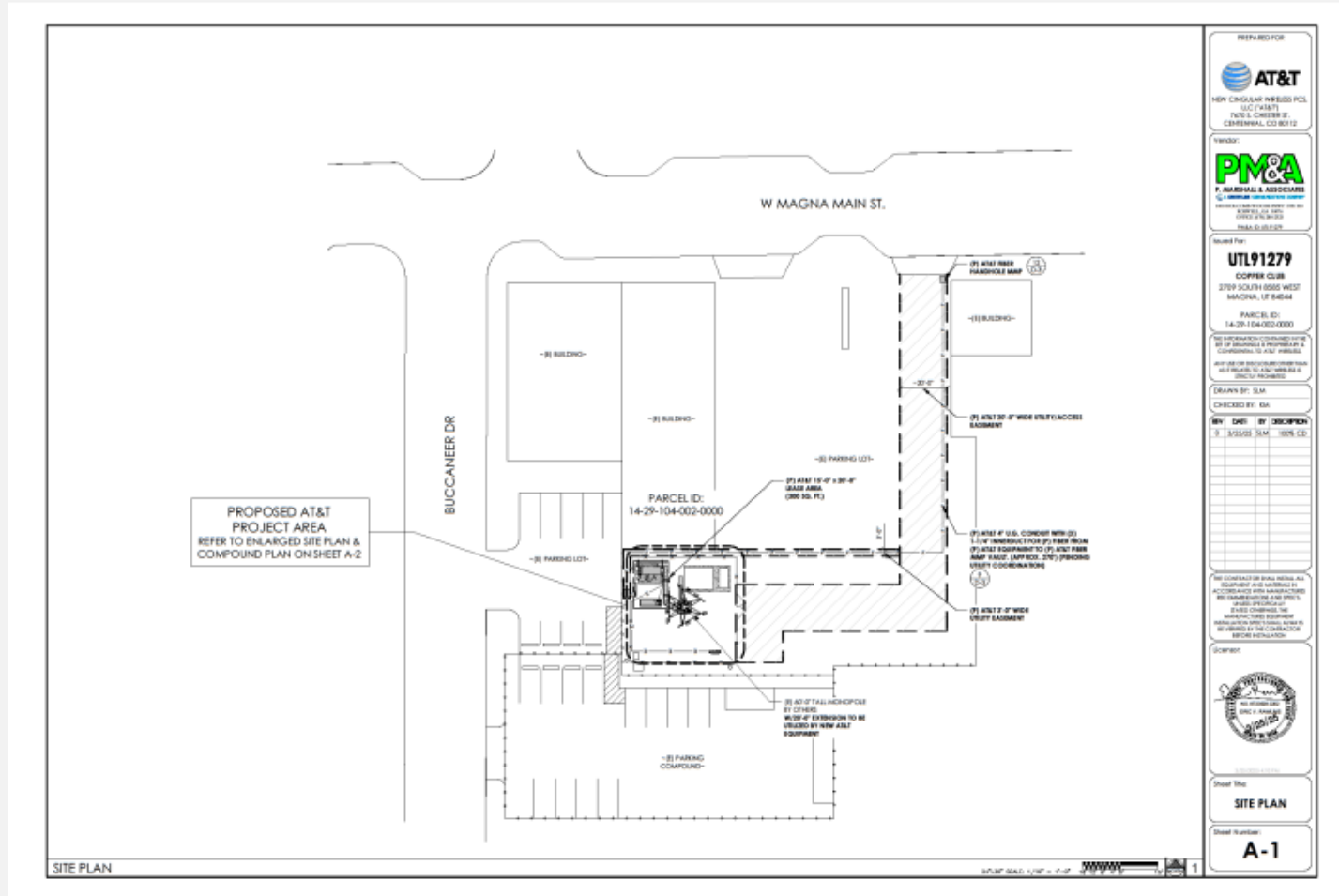
Current Zoning



- The parcel at 8585 W Magna Main Street is zoned C-2, which is defined by Magna Code as a Commercial Zone



■ Wireless Communications Tower Site Plan





Existing Conditions

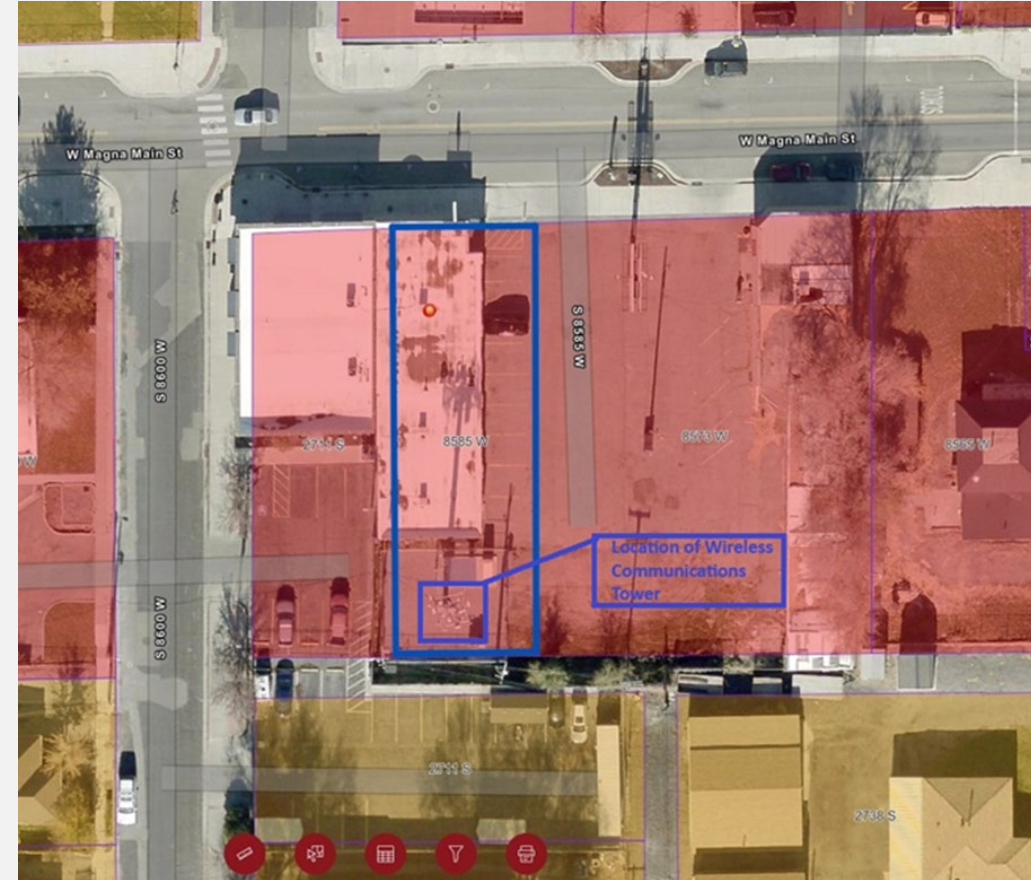
- The existing wireless communications tower is owned and operated by the applicant, AT&T, and is currently in compliance with Section 19.42.350 (E, 3, a) of Magna Code, being at the maximum height of 60 feet



Analysis



- Section 19.42.350.E.3.a authorizes the planning commission to allow the additional height upon finding:
 - The monopole will blend in with surrounding structures, poles, or trees and is compatible with surrounding land uses,
 - The monopole will be available for co-location with other companies,
 - The monopole will be setback at least three hundred feet (300') from any residential zone boundary.
 - As shown in the picture on the right, the site of the proposed tower height extension is within three hundred feet, directly north of an R-4-8.5 Residential Zone.





Analysis

- The applicant has found that there are federal regulations that can exempt the wireless communications tower height increase limit of 60 feet as stated in Magna Code





Magna Planning Commission Recommendation

- On August 14th, 2025, the Magna Planning Commission recommended approval for the development agreement for application CUP2025-001379



Conclusion





REZ2025-01428

Item 8D



**Rezone
7372 W 2820 S
Magna City Council
August 26th, 2025**



**Municipal Services
District**

Site Aerial View





Current Zoning

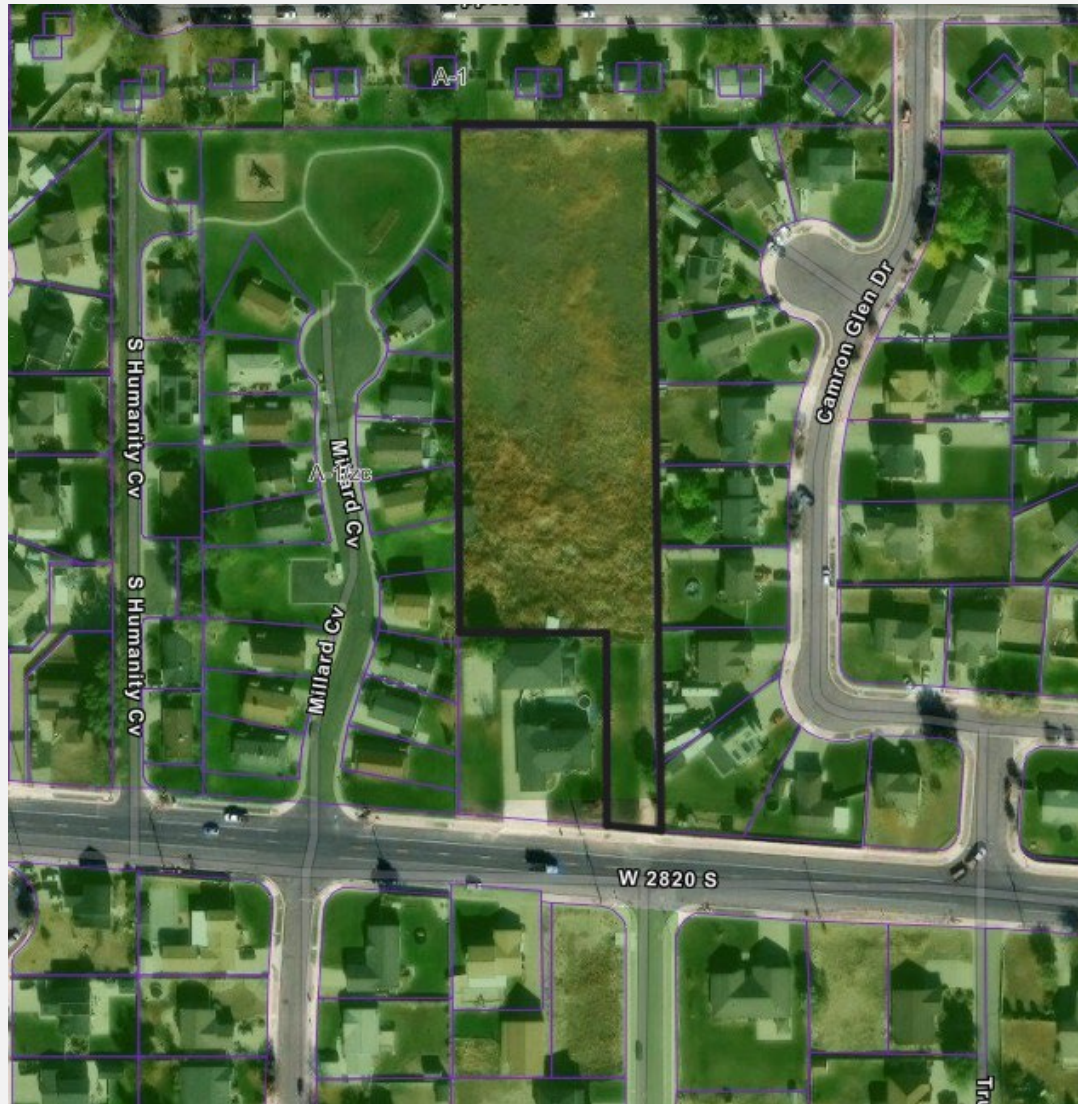
- The parcel at 7372 W 2820 S is currently zoned A-1, which is defined by Chapter 19.26 of Magna Code as an Agricultural Zone with a minimum lot size of 1 acre.
 - Prior to December 10th, 2024, the minimum lot size in an A-1 Zone was 10,000 square feet



Proposed Zoning

- The applicant is looking to rezone the parcel from A-1 to R-1-8
 - The R-1-8 Zone is defined by Chapter 19.28 of Magna Code as a Single-Family Residential Zone with a minimum lot size of 8,000 square feet.

Existing Conditions





General Plan Considerations

- 2021 Magna General Plan
 - The parcel is located in the Northeast Neighborhoods Area, which is primarily designated as a residential area as stated on pg. 28
 - “The Northeast Neighborhoods Area has approximately 79 acres of vacant or underutilized land appropriate for residential development”(pg. 29)
 - Future Land Use Considerations
 - “There are several parcels or groups of parcels that are appropriate for medium-to higher density housing”





Analysis

- Because the A-1 Zone now requires a minimum lot size of 1 acre, the request for a rezone would reflect the existing character of the surrounding area, which is primarily made up of single-family housing.
- Although the surrounding parcels are zoned A-1, they were subdivided and developed prior to the adoption of the 1-acre minimum lot size requirement in that zone.
- The applicant plans to subdivide the lot into 10,000 square foot lots.
 - Given that the minimum lot width in an R-1-8 Zone is 65 feet, this would allow the subdivision to be in harmony with the surrounding community as they have the same lot sizes and lot widths.





Magna Planning Commission Recommendation

- On August 14th, 2025, the Magna Planning Commission recommended approval of rezoning the parcel at 7372 W 2820 S from an A-1 to R-1-8 Zone.



Conclusion



