



MAGNA CITY COUNCIL WORKSHOP MEETING

May 13, 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
Steve Prokopis
Trish Hull
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
Trent Sorenson, Director of Planning and Development
Justin Smith, Planner
Chief Del Craig, UPD

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 absent 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.

MAGNA COUNCIL MEMBERS

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

4. PUBLIC COMMENTS

Marlon Moore spoke on behalf of Maria Herrera regarding issues with a shared driveway located near the library and a shared water meter with a neighboring property. Mr. Moore explained that the neighboring individual had made it difficult to share the water meter, noting that while they previously shared it without issue, access had since been revoked. He asked if there was any possibility of obtaining financial assistance or guidance on financing options to address the problem.

Council Member Sudbury asked whether Mr. Moore had contacted Magna Water to discuss the situation. Mr. Moore responded that they had spoken with Magna Water, but were informed that the matter involved a private company responsible for such work, while Magna Water's role was limited to approving the meter and conducting inspections. Council Member Sudbury thanked Marlon Moore for the information.

5. STAKEHOLDER REPORTS

A. Unified Police Department

Chief Del Craig presented the monthly public safety statistics for April, noting that the total number of calls had decreased by 100 compared to April 2024. He reported that nearly every category had shown improvement except for family offenses, which had increased by five cases. Chief Craig acknowledged that family-related offenses continued to be a persistent issue in the city and expressed a desire to find a long-term solution. He stated that vandalism incidents had decreased in April but had already risen again in May. He cited recent graffiti incidents at the concessions area in Magna Copper Park and four or five additional graffiti events in the nearby county park, which is expected to become part of the Redevelopment Agency area. Some of the graffiti had gang-related markings. He credited Salt Lake County's graffiti abatement team for their prompt response, noting that the clean-up was handled quickly and effectively. Chief Craig also informed the council that the parking lot lights at the ballpark were not functioning and that he had only recently become aware of the issue. He concluded his report by saying that he had no further items unless council members had questions.

Council Member Mick Sudbury asked when the lights at the park would be repaired, emphasizing that the lack of lighting created a safety concern, particularly with the upcoming Fourth of July celebrations. He stated that the copper wiring had apparently been stolen and that the city needed to determine the cost of repairs to ensure the area was safe and usable by that time.

Chief Craig confirmed that copper theft had occurred previously, recalling a similar incident more than a year earlier involving the scoreboard and a light tower at the same location. He noted that this type of theft was a recurring issue throughout the valley.

Council Member Trish Hull asked whether the outage affected the entire park, to which Council Member Sudbury replied that all lights along the park and near the dog park were out. Mayor Eric Barney described the park as essentially being a "black hole" at night, underscoring the seriousness of the situation.

Council Member Hull then brought up another concern relayed to her by junior high school sources, stating that students had been starting fires using their Chromebooks as part of a TikTok challenge. She explained that the students were inserting pencils or paper clips into the devices, which caused them to overheat, emit a toxic odor, and sometimes catch fire.

Chief Craig said that this was the first he had heard of the issue but noted that Detective Harry Holt appeared to be aware of it.

Detective Harry Holt explained that the students were inserting pencil lead into the USB ports, which caused the internal mechanics of the Chromebooks to smoke heavily rather than ignite. He added that just two Chromebooks could produce enough smoke to fill an entire classroom. He said that several incidents had already occurred at Cypress High School and that school resource officers were aware of the trend and were taking preventive measures. Council Member Hull added that similar incidents had also occurred at Matheson Junior High School.

B. Pleasant Green Cemetery

No updates at this time.

6. CONSENT AGENDA – None

7. PRESENTATION ITEMS

A. Cordero Drive Traffic Calming Options for Council Consideration

Ian Hartman, the Municipal Services District's Traffic Engineer, reported that a resident from the Little Valley Gateway neighborhood had complained about frequent speeding and numerous crashes. He stated that crash data from the past five years showed 29 total crashes, including 13 collisions with parked vehicles, five speed-related incidents with one police report estimating a vehicle at 85 mph on Cordero where the posted limit was 35 mph, and eight angle crashes at intersections. He said none of the incidents involved disregarding traffic control devices. He explained that many streets measured about 28 feet in width, and parking on both sides reduced usable roadway to roughly 12–13 feet, which contributed to sideswipes by larger contractor trucks and vehicles with trailers. He outlined mitigation options that included posting no-parking signs at curb returns and, if needed, along one or both sides of certain streets; installing corner extensions to prevent vehicles from stopping in crosswalks; and pursuing speed management tools such as speed humps, speed cushions designed for emergency vehicle clearance, or raised crosswalks near the high school. He noted that a January 2024 study on Cordero found an 85th-percentile speed of 32 mph with maximum recorded speeds of 61–63 mph in each direction, indicating most drivers traveled below the 35 mph limit while a minority drove significantly faster. He emphasized that Federal Highway Administration guidance did not recommend vertical traffic-calming measures on roads posted at 35 mph or higher, and therefore recommended reducing Cordero's posted speed to 30 mph to enable installation of measures such as humps, cushions, and raised crosswalks. He added that roundabouts could improve safety by reducing conflict points but would likely be prohibitively expensive (\$1–\$5 million each) and require right-of-way acquisitions that could affect nearby

homes. He identified a need for an enhanced crossing at the high school and suggested a raised crosswalk paired initially with a rectangular rapid-flashing beacon (RRFB), at an estimated cost near \$10,000, with the option to upgrade later to a HAWK signal costing \$100,000–\$200,000 if warranted by future volumes, noting that the raised crosswalk would be compatible with either device and RRFB equipment could be relocated later.

Mayor Eric Barney interjected that a seminary president had informed him that the LDS Church had a contract with DR Horton requiring the developer to install a crosswalk serving the new seminary. He stated that he had no documentation of that agreement and considered it a matter between those parties.

Ian Hartman said he had previously spoken with the seminary president and had not been told about such a contract but agreed to follow up to clarify what the seminary and DR Horton intended to construct at the crossing.

Mayor Eric Barney asked for clarification of an RRFB.

Ian Hartman explained that an RRFB consisted of rectangular yellow beacons that flashed when activated by a pedestrian, and he reiterated relative costs and the staged approach of starting with an RRFB on a raised crosswalk and upgrading to a HAWK later if traffic volumes met warrants.

Council Member Trish Hull asked how RRFB equipment would remain compatible if the city later chose a HAWK.

Ian Hartman stated that the city would not operate both simultaneously; the raised crosswalk would remain in place for either system, and the RRFB hardware could be removed and repurposed elsewhere.

David Brickey asked the council to consider immediately setting Cordero's speed limit at 30 mph so staff could order signs, while deferring broader decisions on parking controls and vertical traffic-calming to a council subcommittee.

Council Member Steve Prokopis questioned whether an 85th-percentile speed of 32 mph indicated acceptable compliance and asked how typical it was for 15% of drivers to exceed the posted limit.

Ian Hartman responded that speed limits were historically tied to the 85th-percentile speed to reflect what the vast majority of drivers considered reasonable. He said most drivers on Cordero already chose speeds below 35 mph, and lowering the limit to 30 mph would align policy with observed behavior and, more importantly, allow deployment of traffic-calming devices that FHWA discouraged at 35 mph.

Mayor Eric Barney said his experience living on a high school street suggested that speeding tended to occur between school rush periods and expressed skepticism about the effectiveness of speed humps, noting they appeared to have little effect where he lived.

Council Member Steve Prokopis expressed doubt that simply lowering the posted limit would change behavior on a wide, 50-foot roadway and cautioned against assuming signage alone would reduce speeds.

Mayor Eric Barney suggested concentrating neighborhood parking on Cordero while restricting it elsewhere to slow traffic.

Council Member Steve Prokopis asked how much of the neighborhood circulation was the city's responsibility versus that of a PUD or HOA and whether the concerns centered on narrower streets.

Council Member Trish Hull stated that complaints were widespread across the neighborhood, including Cordero, Cloud Peak, and Loveridge, and described problematic movements at certain locations.

Dan Torres stated that the alley-loaded driveways shown as blue lines on the map were private, while all other streets were public and thus the city's responsibility.

Council Member Mick Sudbury noted that some alleys backed onto each other, indicating adjacency of private access ways.

Council Member Trish Hull reiterated problem spots and referenced Loveridge as a location with risky maneuvers.

Ian Hartman reported that he had spoken with UDOT about extending a median near 8400 West. He said UDOT lacked funding within the 8400 West signal project but was exploring whether maintenance funds or another source could support at least a partial extension.

Mayor Eric Barney asked whether temporary concrete barriers like those used in freeway construction could be placed while UDOT sought funding.

Ian Hartman said he did not know the cost and would raise the idea with UDOT, noting that 8400 West fell under UDOT jurisdiction.

Council Member Trish Hull asked UDOT to address stepped speed-limit signage on 8400 West and U-111, stating that signs did not currently show gradual reductions and that drivers saw a 60 mph sign without intermediate steps.

Mayor Eric Barney observed that speeds transitioned from 60 mph to 35 mph over the railroad tracks.

Council Member Trish Hull said drivers lacked notice of graduated changes.

Ian Hartman said he believed UDOT would re-sign the corridor if speeds changed and that he had forwarded a law-enforcement note about a missing northbound sign; he agreed to follow up on the status.

Council Member Trish Hull added that a southbound sign near Little Valley Gateway posted 60 mph immediately after a 35 mph zone.

Ian Hartman said a 45 mph sign existed at Loveridge and that a 60 mph sign stood just south of 4100 South.

Council Member Steve Prokopis asked whether targeted enforcement, radar speed signs, and patrol emphasis had been tried as lower-cost alternatives to construction.

Council Member Trish Hull favored painting red curbs and installing no-parking signs to prevent parking at corners and in conflict areas, stating that compliance generally improved when curbs were visibly marked and signs existed.

Mayor Eric Barney noted that the municipal code already prohibited certain parking behaviors, such as within five feet of a driveway.

Council Member Trish Hull said public awareness would be necessary for enforcement to be effective.

Dan Torres reminded the council that the recently adopted parking ordinance included restrictions at bulb-outs and curb returns. He said staff had mapped approximately 7,500 linear feet of curb returns in the neighborhood and priced painting those segments, along with an estimated 252 no-parking signs to accompany the paint. He said staff sought a second price quote and wished to work with a committee to refine recommendations and bring quantified costs for council decision.

Mayor Eric Barney asked for the estimated cost.

Dan Torres estimated \$60,000 for painting and signs, with repainting likely needed about every three years. He added that two demonstration grant programs—Safe Routes for All and Safe Routes—were open in May and June, and staff intended to apply in coordination with the Granite School District and the Unified Police Department's Safe Routes to School map to offset costs.

Council Member Trish Hull asked whether those grants could fund RRFBs or similar devices.

Dan Torres said prior MSD communities had used demonstration grants for rapid-flashing beacons and that, while federal guidance preferred non-permanent installations, there was flexibility to make them more permanent.

Mayor Eric Barney stated that the immediate decision concerned Cordero's speed limit and the formation of a subcommittee to refine additional measures.

Council Member Trish Hull said residents perceived widespread speeding even when data showed an 85th-percentile speed of 32 mph and suggested lowering the limit to 30 mph to demonstrate responsiveness to community concerns. She moved to adopt the traffic study recommendation to reduce Cordero's speed to 30 mph.

Council Member Mick Sudbury seconded the motion.

Mayor Eric Barney called the question to reduce Cordero's speed limit to 30 mph, and the motion carried without opposition.

David Brickey asked the council to identify a subcommittee to work with staff on scope and costs for parking restrictions and traffic-calming options.

Mayor Eric Barney said that, because the area was within Council Member Trish Hull's district and she had fielded many complaints, he would nominate Trish Hull to serve, and he confirmed Council Member Mick Sudbury's participation given their existing work on a parking committee.

Council Member Trish Hull agreed and said the prior committee work had primarily focused on this area.

David Brickey said staff would work with those two council members to develop additional information for a near-term or subsequent meeting.

Council Member Mick Sudbury supported adding a raised crosswalk near the high school, citing advance warning signs and student safety.

David Brickey said it would be beneficial if DR Horton funded the improvement pursuant to any existing contract and asked Ian Hartman to investigate.

Council Member Trish Hull asked about the currency of data from January 2024 given ongoing home construction and said updated volumes could yield different conclusions.

Council Member Steve Prokopis noted that completion of 4100 South would add a second access and alter traffic patterns once the high school opened.

Council Member Trish Hull asked whether the city could influence completion of that road.

Mayor Eric Barney said the property belonged to West Valley City.

Council Member Trish Hull sought clarification on responsibility.

Council Member Steve Prokopis said it was his understanding that DR Horton was obligated to complete 4100 South as part of its development's final phase and that the additional access would serve the entire area. He reiterated that the added outlet would change circulation.

Council Member Trish Hull asked whether the city could withhold funds if the road was not finished.

Mayor Eric Barney asked whether she meant state-allocated infrastructure funds.

Dan Torres said state law had made such withholdings more difficult and advised consulting the city attorney. He proposed that the subcommittee also examine alternate access routes for Little Valley and recommended conducting a new traffic study after school started to capture post-opening conditions.

Council Member Steve Prokopis said traffic patterns would shift significantly after August and supported revisiting options once updated counts were available.

Ian Hartman agreed that the city should reassess traffic-calming choices after obtaining new data following school opening.

Council Member Mick Sudbury suggested hiring another traffic officer and funding the position through citation revenue, noting that only two traffic officers were currently assigned.

B. Discussion Regarding Ordinance 2025-O-08, Rezone of Property Located at 2734 S 8750 W from the C-3 Zone to the C-1 Zone. Applicant James Schouten

Justin Smith stated that the rezone request covered 2743 South 8750 West and a second parcel constituting part of an alley addressed from Magna Main, both shown within the application's blue boundary. He explained that the properties were zoned C-3 and were not included when the mixed-use area was rezoned because they sat too far east. He said no development plan had been submitted and described the site as a 0.35-acre lot with a 2017 garage/warehouse-type structure and limited front landscaping behind a fence. He characterized C-3 as a legacy zone that allowed very few commercial uses, mostly institutional such as parks and schools. He reported that a Salt Lake County Health Department letter indicated the operator's auto-detailing activities were compliant. He said the applicant initiated the rezone after applying for a business license and intended to conduct minor auto and equipment repair, which could include oil changes and brakes but not major work such as engine or transmission replacements. He added that major auto repair would not be permitted in C-1 and would instead require M-1 or M-2 zoning. He noted that the Planning Commission,

at its meeting the prior Thursday, recommended approval of the rezone with a condition prohibiting auto sales and dealerships, and he committed to updating his staff report to reflect that recommendation. He confirmed to Council Member Trish Hull that auto sales are allowed in C-1, and he told Mayor Eric Barney that C-3 would not allow the requested commercial use. He said the prior activity on the site had been a concrete business that operated without filing a "my use" application and acknowledged Council Member Steve Prokopis's observation that the prior use might have been nonconforming. He told Paul Ashton that he would return with an amended report and told Council Member Trish Hull that he typically did not make a staff recommendation, leaving that role to the Planning Commission.

Council Member Steve Prokopis asked whether the intended use was auto detailing and whether spray painting would be included. He later said he appreciated the Planning Commission's proposed conditions, stated that C-3 seemed ill-suited to such a small area with limited permissible uses, and argued that the council should not assume the worst about every applicant because enforcement tools existed for noncompliance after approval.

Council Member Mick Sudbury questioned whether the scope of minor repair could be guaranteed, expressed concern that similar approvals had led to junkyard conditions, and said code enforcement already had a heavy workload. He referenced another Magna business that was supposed to be limited to tire sales but was advertising a full-time mechanic, and he told Justin Smith the city was not catching that noncompliance.

Council Member Trish Hull said the site appeared small, expressed openness to C-1 if the activity remained auto detailing, and emphasized the importance of having code enforcement and clear conditions. She noted the location was somewhat hidden but said she did not want to punish an applicant attempting to follow the process, adding that operating under a business license benefited the city.

Mayor Eric Barney asked whether the existing C-3 zoning would allow the same use and, after hearing it would not, said he shared concerns about potential blight given the property's tucked-away location. He stated that while he did not wish to constrain tax-generating businesses, the lack of public visibility could allow problems to escalate if the operation expanded beyond permitted activities.

8. COUNCIL BUSINESS

A. Discussion and Potential Action Regarding Ordinance 2025-O-06 Amending Magna City Code, Specifically Title 8, Animals

David Brickey reminded the council that the proposed change to Title 8 stemmed from an earlier discussion about allowing Administrative Law Judges (ALJs) to address violations related to animal treatment. He said it had been discovered that prior ordinances contained no numerical limits on household animals, despite previous efforts to support county-level animal control enforcement. He explained that council members had expressed the belief that setting a specific number of permitted animals made practical sense. The proposed amendment would establish that limit for residential areas without restricting agricultural properties that

used animals for legitimate agricultural purposes. He said the ordinance left it to the council to determine the number—whether two, four, or five—and clarified that under the proposed framework, keeping five animals would require a kennel license.

Trent Sorenson elaborated that Title 19 defined the keeping of animals as a land-use matter, including numerical limits and species, while Title 8 governed care, regulation, and permitting. He said Brian Tucker had recommended that Title 8 either mirror or directly reference Title 19 to maintain consistency. Under current Title 19 language, household pets were allowed in R-1 and A zones, with one or two pets always permitted. A “private kennel” was defined as a noncommercial shelter for three to five dogs or cats kept, bred, boarded, or trained without monetary gain. Private kennels required licensing and were listed as permitted uses in R-1.6 through R-1.21 and all A zones, while six or more pets were prohibited. Sorenson said Title 8 currently lacked any limits, and the proposed revision would correct that. He explained that Brian’s recommendation was to cap the number at five, which would encompass both the two always permitted and the three to five allowed under a private kennel license. However, Sorenson said he and Brian had discussed the possibility of simplifying Title 8 to defer entirely to Title 19 rather than repeating the rules in both places.

Council Member Steve Prokopis clarified that owning more than two pets would require a private kennel permit, and Trent Sorenson confirmed that was correct. Council Member Prokopis said referring back to Title 19 would be cleaner, and Trent Sorenson agreed, saying that would avoid duplication.

Mayor Eric Barney summarized his understanding that households could have up to two pets without a permit and would need a kennel permit for up to five, and Trent Sorenson confirmed that. Council Member Trish Hull confirmed that this applied only up to five and clarified that private kennels were noncommercial. Sorenson added that while enforcement might be difficult, the framework would enable the city to develop clearer private kennel regulations in Title 19 later. He explained that more than five animals would qualify as a commercial kennel, which would be limited to specific zones.

Council Member Trish Hull asked about temporary overages, such as a dog giving birth to a litter. Sorenson said enforcement officers would not issue citations for short-term overages and expected owners to return to compliance once the animals were rehomed.

Mayor Eric Barney said enforcement would likely follow a complaint-based model similar to how short-term rental violations were handled, and he expressed support for deferring Title 8 provisions to Title 19 for clarity.

Council Member Steve Prokopis observed that the ordinance referred primarily to dogs but questioned whether it covered other household animals such as fish or reptiles.

Trent Sorenson explained that the revision also clarified language about domestic fowl and deferred those standards to Title 19 as well. He said the update would not change the

allowable number of chickens or ducks but would ensure Title 8 referenced the same standards to eliminate internal inconsistencies.

Council Member Trish Hull emphasized that the intent was not to proactively inspect homes but to provide a clear rule when complaints arose. Sorenson agreed, stating that the current Title 8 lacked enforceable limits, leaving code enforcement in a difficult position.

Council Member Mick Sudbury and Council Member Trish Hull both expressed agreement that aligning Titles 8 and 19 would streamline enforcement and allow the council to move forward.

Paul Ashton confirmed that the council had discussed the issue previously, and the evening's discussion served as a follow-up to finalize direction. He clarified that the process involved cross-referencing relevant sections. Trent Sorenson agreed to handle the file and proceed if that arrangement was acceptable. Paul Ashton added that Brian Tucker should review the document before final approval, explaining that the group could make improvements and Brian Tucker could then finalize and clean up the document.

Diana Baun asked whether the council should sign the actual ordinance page, noting that it only referenced the attached documents. Paul Ashton advised waiting to sign it. Diana Baun confirmed that this approach matched her understanding. Trent Sorenson noted that the ordinance draft was included in the council packet, though not in the presentation, and explained that it currently contained a placeholder stating "no more than [blank] household pets." He agreed with the earlier suggestion to adjust the language to properly reference the applicable section without inserting a specific number.

Council Member Sudbury moved to approve Ordinance 2025-O-06, Amending Title 8 of the Magna City Code, Specifically Related to Animals. Council Member Hull seconded the motion; vote was 4-0, unanimous in favor with Council Member Pierce absent from the vote.

Following the vote, Paul Ashton asked for clarification on whether the amendment also applied to fowl, such as chickens. Council Member Steve Prokopis confirmed that this had been the council's intent.

B. Discussion and Potential Action Regarding Ordinance 2025-O-07, Updating Magna City Engineering Standards

Lizel Allen, Director of Engineering, presented updates to the Magna City engineering standards. She explained that these were the same standards previously reviewed, with one minor change. In April, the standards had been presented, and in May, they were taken before the Magna Planning Commission. The only modification since that time was a correction to the sidewalk width requirement—changed from four feet to five feet—to align with Magna's existing city code.

Mayor Eric Barney noted that the arterial street light reference in the standards was outdated and should be replaced with a more effective model. Lizel Allen confirmed that this update could be included and explained that the proposed standards would apply to public infrastructure and private

development projects, such as those completed by developers like Ivory Homes and D.R. Horton. She outlined the intent to adopt industry-standard references, including those from the American Public Works Association (APWA), the American Association of State Highway and Transportation Officials (AASHTO), and the Utah Manual on Uniform Traffic Control Devices (MUTCD). To streamline future updates, she proposed that new editions of these standards be automatically adopted, as APWA typically issues revisions every seven years. She further described that Magna's engineering standards contained one page of exceptions to APWA guidelines, the most debated being Plan 255, which governs how roadway cuts—such as those made for utility repairs—are patched.

Lizel Allen detailed that APWA's Plan 255 was updated in 2017 to include a two-inch mill and overlay after a T-patch repair. However, Magna's right-of-way excavation standards are stricter, requiring restoration to the centerline or 15 feet on each side of a cut for roads between zero and three years old, and somewhat reduced requirements for older roads. She reviewed how other municipalities handle similar regulations and recommended that Magna waive the mill and overlay requirement when an upcoming road project was planned within two years.

Council Member Trish Hull asked if the exemption assumed that the affected road would soon undergo a mill and overlay or reconstruction. Mayor Eric Barney expressed concern about relying on anticipated projects, citing that scheduled roadwork often faces multi-year delays, which could leave roads in poor condition. Lizel Allen acknowledged that such timelines were difficult to define precisely.

Council Member Steve Prokopis suggested clarifying the language to specify that the exemption applies only when a project is "planned and budgeted." Lizel Allen noted that capital projects are typically funded one year in advance, and the operations department maintains an annual plan for overlays. Mayor Eric Barney indicated greater comfort with that approach, emphasizing the need to ensure only confirmed projects qualify for exemptions. Lizel Allen agreed to revise the exception accordingly, specifying that the exemption would apply to funded capital or operational projects scheduled for that season.

Steve Prokopis added that including projects already in the design phase might also be appropriate. Dan Torres then informed the council that a transportation master plan was underway for the Municipal Services District (MSD), which would include detailed project lists for each community. He explained that the plan would help Magna prioritize capital and maintenance projects, improve budgeting, and potentially allow the city to independently fund projects using revenue sources such as property tax or telecommunication tax.

Council Member Trish Hull reiterated that design and funding typically occur close in time, so both conditions should be specified. Mayor Eric Barney referenced past delays, such as with 8000 West, which had been designed and funded years earlier but remained incomplete. Steve Prokopis agreed, recalling that discussions on those projects dated back nearly a decade. Mayor Barney cautioned against relying on uncertain timelines and suggested removing the exemption altogether, but deferred to staff input.

Paul Ashton advised focusing on the condition for roads seven years and older, as mill and overlay requirements would not apply there. He recommended simplifying the exemption language to state that a mill and overlay would not be required where a project was budgeted within the next two years, calling it a fair compromise given shared funding sources between utilities and the city. Paul Ashton acknowledged a conflict of interest due to his work with other municipalities but emphasized that the decision rested with the council.

City Manager David Brickey briefly commented, emphasizing the need to protect city road integrity while balancing costs with utility coordination. Lizel Allen confirmed that the proposed revisions represented a compromise. She noted that the county's standards, which Magna had previously followed informally, had required mill and overlay but were never consistently enforced. Only the T-patch had typically been required for road repairs in practice. She clarified that Magna's zero-to-three-year road requirements had been enforced, but not the additional mill and overlay provisions for older roads.

After further review of the exceptions, Council Member Trish Hull and Steve Prokopis agreed that adding the phrase "funded, upcoming city project" or "designed and budgeted" would resolve the issue. Lizel Allen confirmed she supported this modification and observed that most affected roads were over seven years old, meaning the exemption would apply to a small number of cases.

Council Member Hull moved to approve Ordinance 2025-O-07, Updating Magna City's Engineering Standards, with the following revisions:

- Adding "designed and budgeted within two years" as the condition for not requiring a mill and overlay.
- Updating the sidewalk standard to five feet.
- Replacing the street lights with the newer fixture.

Council Member Sudbury seconded the motion; vote was 4-0, unanimous in favor with Council Member Pierce absent from the vote.

C. Discussion and Potential Action Regarding Adoption of \$50 Declaration of Candidacy Fee and FY2026 Fee Schedule

Council Member Prokopis moved to approve the adoption of a \$50 Declaration of Candidacy Fee, amending the current fee schedule to include this fee. Council Member Sudbury seconded the motion; vote was 4-0, unanimous in favor with Council Member Pierce absent from the vote.

D. Consideration of Resolution R2025-05, approving an interlocal agreement with Salt Lake County relating to the conveyance of real property to Magna City

David Brickey introduced the item by noting that the council was being asked to accept property transfers from Salt Lake County to the city. He said that if the council wished, Adam Long could provide further explanation about why the transfer was necessary. Brickey clarified that the properties being transferred included parcels near the community park, located a few blocks off Main Street.

Paul Ashton clarified that the parcels under consideration were not those previously transferred to the Magna Community Reinvestment Agency (CRA). Instead, these were two specific parcels being conveyed directly from Salt Lake County to the city itself.

Council Member Sudbury asked about the parcel located near the VFW building. Paul Ashton responded that he was unsure about that particular piece. Council Member Sudbury then confirmed that those parcels belonged to the Redevelopment Agency (RDA). Paul Ashton reiterated that the two parcels in question were detailed in the meeting packet.

Mayor Eric Barney identified one of the parcels as the retention basin at Copper Park and noted that the other was located at approximately 9150 West. Council Member Sudbury recognized that location and expressed interest in ensuring those parcels were included. David Brickey specified the address as approximately 2905 South, 9150 West. Mayor Barney explained that the parcel represented one remaining piece of the community park property, as the other sections had already been transferred to the city.

Council Member Sudbury then asked about the small parcel located between Colossimos and a nearby building, questioning its ownership. Paul Ashton replied that the main goal was to complete the process of transferring all remaining county-owned property within the city boundaries into municipal ownership.

Council Member Prokopis moved to approve Resolution R2025-05, approving an interlocal agreement with Salt Lake County relating to the conveyance of real property to Magna City. Council Member Sudbury seconded the motion; vote was 4-0, unanimous in favor with Council Member Pierce absent from the vote.

9. CITY MANAGER/CITY ATTORNEY UPDATES

David Brickey provided several updates to the council, beginning with progress on the Webster Center project. He reported that the subcommittee had recently met with the architectural firm and moved forward with the action items outlined in the attached three-page Webster Center Committee Report. Starting the following day, the architects would begin an on-site visit of the Webster Center to conduct building scans between May 14 and May 16. The subcommittee planned to meet again on May 19 to review two preliminary design options, referred to as "Design A" and "Design B." Brickey stated that he would present these conceptual designs to the council on May 20 and again at a public meeting on May 27, during which the council would likely identify a preferred option. The design team would then refine that option through June, following the timeline described in the report, though Brickey cautioned that the schedule could shift depending on findings during the building inspection. He added that the minutes of the subcommittee meeting would be included in the official city council minutes so the public could access them easily. He then reported on the coordination meeting held with the construction company, engineers, and contractors for the Magna Main Street reconstruction project. He said the mayor had expressed confidence that the Fourth of July parade could still proceed, though the route would be slightly altered from its usual course along Main Street. An open house for the Main Street project was scheduled for May 29 at the Webster Center from 6:00 to 7:30 p.m. The event would feature a looping informational video about the reconstruction, and representatives from the engineering firm and contractor would be available to answer questions. Brickey explained that flyers would be distributed to Main Street residents beginning that week to provide information about the open house and include a phone number for residents to call with questions about impacts to their neighborhood. Mayor Dean Alexander was assisting with the creation of a city web page dedicated to Main Street construction updates, where residents could find real-time information about closures or detours. The flyers would include a QR code linking directly to that page.

Council Member Trish Hull asked whether construction would begin after the open house. Brickey confirmed that while some minor preliminary work, such as staging and site preparation, would occur beforehand, full construction was scheduled to begin June 2. He added that the city would notify residents in advance of construction activities and was still finalizing the staging area for materials. Lizel Allen clarified that the preliminary work referred to as "SWPPP" involved stormwater pollution prevention measures, such as placing straw wattles near storm drains, and would not affect traffic. David Brickey emphasized that these steps were necessary to prevent debris from entering the drainage system.

Council Member Sudbury asked if electronic signage, similar to that used by the Utah Department of Transportation, would be installed to inform drivers of construction updates. David Brickey confirmed that the outreach team's contract included electronic message boards that would be placed at various points along Main Street and updated regularly. Council Member Trish Hull suggested using the driver's education lot for material staging, and David Brickey replied that the city was exploring that possibility, with assistance from the police chief in coordinating with Rio Tinto for approval. He reiterated that the open house would begin at 6:00 p.m., following a Fourth of July committee meeting scheduled earlier that evening.

Council Member Steve Prokopis expressed frustration that the Main Street construction would overlap with the city's biggest event of the year, stating that the project should be postponed until after the parade to minimize disruption. He said the city had waited long enough for the reconstruction and that delaying by 30 days would not be unreasonable. Brickey responded that the concern had been shared with the contractor, who was reviewing alternative scheduling options and would report back by May 23. Brickey said he would share that information with the council once available.

Mayor Eric Barney then asked David Brickey to provide updates on city signage projects. Brickey reported that the Harper Park sign was scheduled for construction on May 22, including concrete work and installation. However, the timeline for the Pleasant Green Cemetery signs differed because three separate signs were involved—two columns at the top of the hill requiring caps and one lower monument sign. He said he had requested a completion date and expected confirmation the following week. Council Member Sudbury noted that the cemetery signs likely would not be finished in time for Memorial Day, and David Brickey agreed, saying he believed she was correct. Council Member Sudbury remarked that since the project had been pending for four years, waiting a little longer would be acceptable, and Brickey acknowledged her patience with humor.

Council Member Steve Prokopis suggested swapping the construction sequence of the two projects so that the Magna Park signage could be completed before the Fourth of July celebration. David Brickey explained that the order was influenced by an inspection delay involving the cemetery columns, which required additional structural review before installation. Council Member Sudbury said she was glad to know the work was being done correctly and appreciated the update. Mayor Eric Barney added a brief lighthearted comment about ensuring the columns' stability.

10. COUNCIL REPORTS

Council Member Mick Sudbury reported on the most recent Wasatch Front Waste and Recycling District meeting. He stated that Pam Roberts had announced her upcoming retirement, with her final day scheduled for September 30. He added that the district was in the process of issuing requests for dumpsters as part of its ongoing waste management operations. He concluded by noting that he had no further updates to share and reiterated that Pam Roberts's retirement announcement had been the primary news from the meeting.

Council Member Steve Prokopis reported on matters related to the Unified Police Department (UPD). He stated that the UPD board would be meeting that Thursday and noted that the department was currently in its budget season. He explained that Magna's public safety costs were expected to increase due to the funding formula used by the UPD, which is based on call volume, population, and assessed property valuation. He noted that Magna's call volume had risen by approximately 1,000 calls over the past year as a result of community growth, which would likely contribute to the cost increase for the precinct. Prokopis said he did not yet have specific figures for the budget impact but would provide additional details as the budget discussions progressed.

Council Member Trish Hull announced that the Unified Fire Authority (UFA) would be meeting the following week. She also reminded everyone that the annual Health and Safety Fair would take place on Saturday at the Recreation Center from 9:00 to 11:00 a.m. She clarified that the accompanying pancake breakfast would begin at 7:00 a.m., followed by the Health and Safety Fair at 9:00 a.m. She encouraged residents to enjoy pancakes before attending the fair.

Mayor Eric Barney reported on the Municipal Services District (MSD) and stated that he had been on vacation during the most recent MSD Board Meeting. He explained that the board had been reviewing the budget during that session and asked for clarification on whether the approved document had been the tentative or the final version. After brief discussion, Mayor Barney said he believed it had been the actual budget that was approved. Paul Ashton confirmed that a public hearing had been held and agreed that the final budget had likely been adopted at that meeting. Mayor Barney concluded by affirming that the MSD budget had been approved as presented.

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

11. 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

12. ADJOURN

Council Member Hull moved to adjourn the May 13, 2025 Magna City Council Meeting. Council Member Sudbury seconded the motion; vote was 4-0, unanimous in favor with Council Member Pierce absent from the vote.

The May 13, 2025 Magna City Council Meeting adjourned at 7:45 PM

This is a true and correct copy of the May 13, 2025 City Council Meeting Minutes, which were approved on October 14, 2025.

Attest:

Diana Baun

Diana Baun, Magna City Recorder

Eric Barney

Eric Barney, Magna City Mayor



Traffic Calming on Cordero Drive in Little Valley Gateway

Ian Hartman, PE, PTOE;
Traffic Engineer

Public Complaints

Resident request received February 2024

Frequent speeding in the neighborhood

Multiple crashes in the neighborhood



Crash History

Most Recent 5 years (Feb. 2021-Feb. 2025)

- Total crashes – 29
 - 13 involved hitting parked cars
 - 5 speed related
 - One vehicle traveling ~85mph on Cordero
 - 8 crashes at an intersection
 - None were listed as disregarding traffic control devices



Crash Mitigation

NO PARKING signs and/or curb paint

- At intersection corners
 - reduce angle crashes
- One side
 - reduce hitting parked cars
- Both sides
 - reduce hitting parked cars



Crash Mitigation (cont.)

Corner Extensions

- Cars cannot park within the intersection



Speed Data on Cordero Drive

January 2024

- Posted Speed: 35 mph
- 85th percentile speed: 32 mph
- Max recorded speed: 63 mph
- Most drivers are driving below the posted speed
- Some drivers are driving significantly above the posted speed



Speed Mitigation

Speed Humps

- More gradual than a speed bump
- Can be installed throughout the development
- Slows vehicles down



Speed Mitigation (cont.)

Speed Cushions

- Similar to speed hump but with gaps for emergency vehicles



Speed Mitigation (cont.)

Raised Crosswalk

- Slows vehicle traffic
- Increases crossing and pedestrian visibility



Posted Speed Reduction

Traffic calming not recommended for 35 mph or higher posted speeds

Propose lowering the posted speed to 30 mph

- Not a traffic calming measure in itself
- Allows for in roadway traffic calming measures:
 - Speed humps, speed cushions, or raised crosswalks
- Supported by the Jan 2024 speed data and Federal Highway Administration standards



Roundabouts

Roundabouts

Pros

- Slows vehicle traffic
- Safer than 4-way intersections

Cons

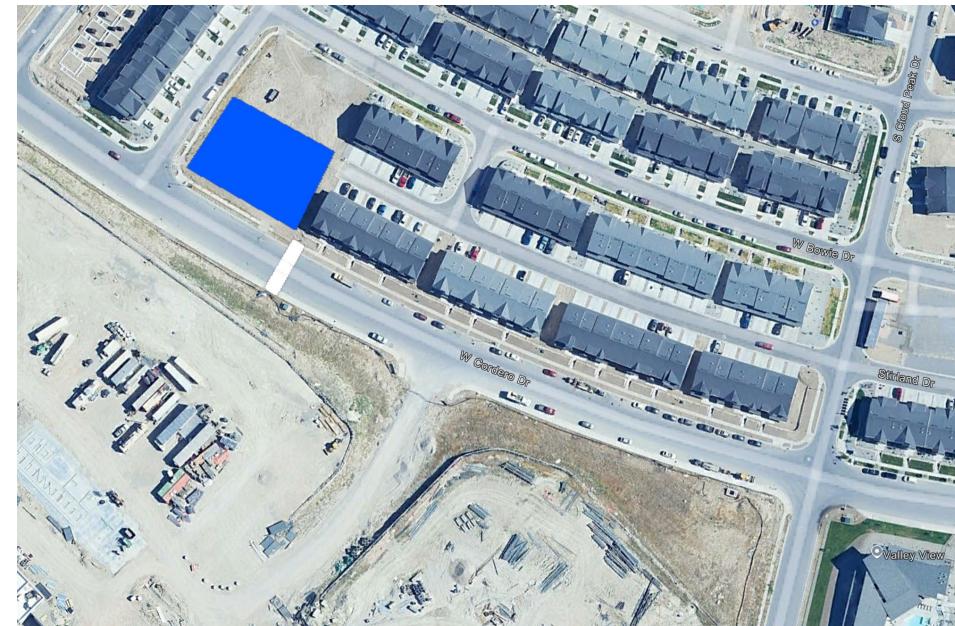
- Pedestrians and cyclists tend to not like them
- \$1,000,000-\$5,000,000
- Significant Right-of-Way impacts
 - Potentially need to remove homes



High School Crossing on Cordero

Allows students/residents to more safely cross Cordero

- Raised crosswalk would be ideal
 - Can be combined with an RRFB
 - ~\$10,000-\$20,000
 - HAWK signal
 - Not currently warranted, but can be installed later
 - ~\$100,000-\$200,000



Engineering Recommendations

(Short Term)

1. Reduce posted speed on Cordero Drive to 30 mph
 - Will allow for in roadway traffic calming measures
2. Form Council Subcommittee
 - To help determine scope of measures



Engineering Recommendations

(Longer Term)

1. NO PARKING zones throughout
 - Intersection corners at a minimum
 - Other locations as needed
 - Work with Council Subcommittee
2. Install speed humps or speed cushions along Cordero Drive
3. Install a raised crosswalk on Cordero Drive with RRFB at the High School
 - HAWK signal can be installed at a later date if/when warranted



Discussion/Comments



Curb Paint and No-Parking Signs

(DRAFT Locations and costs)

Signs

- 252 Total
- \$125 Each
- \$31,500

Paint

- 7,591 LF
- \$3.50/LF
- \$27,500
- Repaint: Every 3 years





Magna City Engineering Standard Drawings

Lizel Allen, PE, CFM;
Director of Engineering

Need for Adopting Engineering Standard Drawings

HB 368 (lines 4198-4201) – Inspection Standards Need to be Adopted by Each Municipality

Schedule:

- April 8th – Presentation to Council for Consideration/Discussion
- May 8th – Planning Commission Recommended for Adoption
- May 13th – Presentation for Adoption
 - Minor edit to Standards in packet → final version to be included in meeting minutes



Engineering Standard Drawings

Apply to:

- Public Infrastructure
- Development Projects

We Recommend Adopting Industry Standards:

- APWA (American Public Works Association)
- AASHTO (American Association of State Highway and Transportation Officials)
- Utah MUTCD (Manual on Uniform Traffic Control Devices)



Industry Standards

Recommend Language to Automatically Adopt State Specific
Updates of Industry Standards:

GENERAL PROVISIONS

Magna City automatically adopts the latest revision of AASHTO “A Policy on Geometric Design of Highways and Streets” (Green Book), the Utah Manual on Uniform Traffic Control Devices (MUTCD), and APWA Manual of Standard Plans and Manual of Standard Specifications, with exceptions noted in this document.

The city engineer may approve exceptions to engineering standards and drawings where appropriate.



Exceptions to Standards

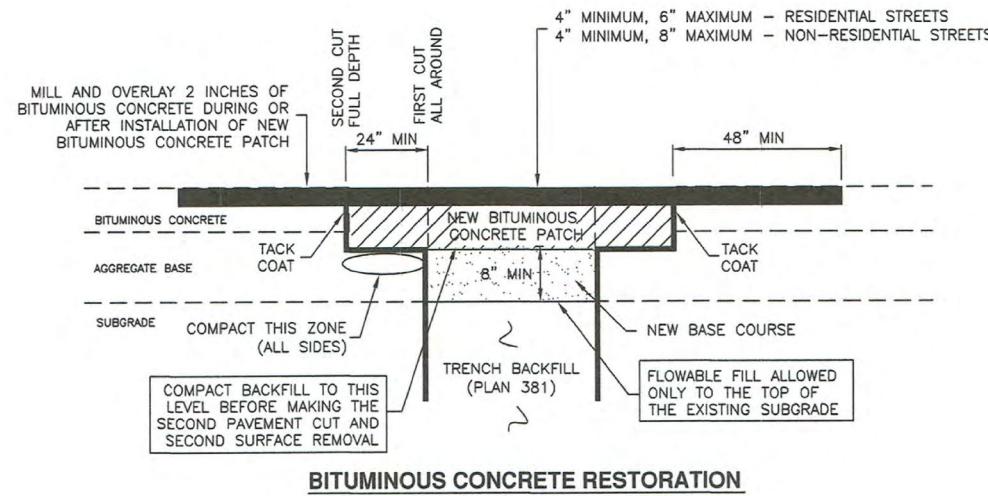
Sheet 3 of Magna City Engineering Standard Drawings and Specifications →

APWA Plan No./Specification Section	Exception
215, 216, 221.1, 221.2, 225, 229.1 & 229.2	APWA Plan No's. 221.1 and 221.2 are acceptable for use. APWA Plan No's. 215, 216, 225, 229.1, and 229.2 are not acceptable for use unless otherwise authorized by the MSD Engineer.
221.1, 221.2	When adverse slopes, right-of-way limitations, or existing obstructions occur, MSD Engineering may authorize deviations from the APWA apron/slope geometry.
251	Bituminous Concrete (asphalt) T-Patch thickness is 6" minimum for both residential and non-residential streets.
255	Bituminous Concrete (asphalt) T-Patch thickness is 6" minimum for both residential and non-residential streets. 2" mill and overlay are never required if there is a known upcoming city Capital Improvement Project that will reconstruct or overlay the road within two (2) years. Otherwise, the mill and overlay is only required when length of T-patch is over 300 feet, and existing pavement (full depth or overlay) is less than seven (7) years old. Mill and overlay must meet requirements in Magna City Code 14.16.010C.
292	Steel tube is to be 12" x 2" x 2". Standard Plan 140 in this book applies in locations where sign is installed in concrete.
315.1, 315.2 & 316	Where APWA inlet plans refer to frame and grate per APWA Plan No. 308, contractor shall use Standard Plan 201 in this book, unless otherwise authorized by the MSD Engineer.
332	The use of pre-cast "knock-out" boxes in storm drain facilities may be authorized by the MSD Engineer, upon written request and provided the following conditions are met: a) All other requirements of APWA Plan 332 - Precast Box, are still met. b) Boxes shall have engineered design for AASHTO's HL-93 live load and shall be designed for lateral soil loads appropriate for the burial depth and conditions. c) The thickness of concrete collars where the pipe enters box at the knockout face shall extend 6" to 9" from the exterior face of the box and shall cover the entire side of the structure with no less than 12" concrete all the way around the pipe. Collars shall have a minimum of four (4) #4 dowels tying the collar to the precast box and include a #4 rebar ring or square tie around the pipe. d) Inspection and certification required on all precast boxes.
381	(Note 2A) - Use granular backfill borrow for common fill. (Note 2B) - Use granular backfill borrow for common fill.
382	(Note 3A) - Minimum trench width is to be Pipe O.D. + 24" or (Pipe O.D. x 1.25)+12", whichever is greater.
33 05 02	Public storm drain pipes and culverts shall be 15" dia.or greater RCP unless otherwise authorized by the MSD Engineer. Installation must follow manufacturer's direction. Provide a minimum amount of 1' cover over top of concrete pipes and 2' cover over the top of pipes of other materials unless approved otherwise by manufacturer and MSD Engineer. Corrugated metal pipe and vitrified clay pipe are not allowed.



Exceptions to Standards—Excavations

APWA Plan 255 – Mill and Overlay Requirement:



Required on ALL Roadway Excavation



Exceptions to Standards—Excavations

Magna Code 14.16.010.C – Right-of-Way Excavation

- More Stringent
- New, Overlaid, Reconstructed (0-3 years)
 - To Center of Road
 - Or 15' in Each Direction from Each Side of the Cut
- Slurry or Chip-sealed Streets (0-2 years)
 - 15' in Each Direction from Each Side of the Cut



Exceptions to Standards

What are Other Municipalities Doing?

- Commonly Accepted Across the Valley
- West Valley City – City Specific 255 Standard
- Salt Lake City
 - Required on Newly Constructed Roads for 7 Years
 - Required on Repaved Roads for 3 Years



Engineering Recommendation

APWA Plan 255, with following exceptions:

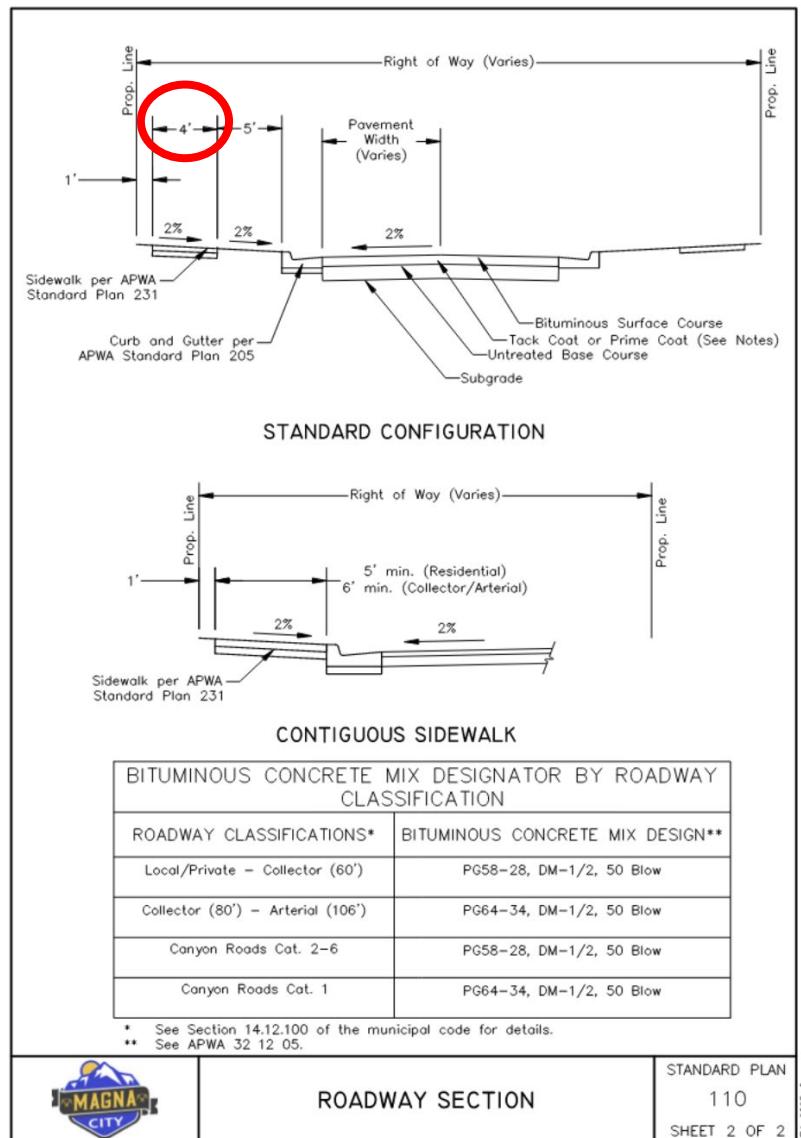
- Mill and overlay not required whenever there is an upcoming city project that will mill and overlay or reconstruct the road within two (2) years.
- Call to City Code – requires full-width mill and overlay on roads newer than three (3) years.
- APWA Mill and overlay required if street cut is longer than 300 feet long and pavement is 3-7 years old.
- Mill and overlay not required if pavement is greater than 7 years old.



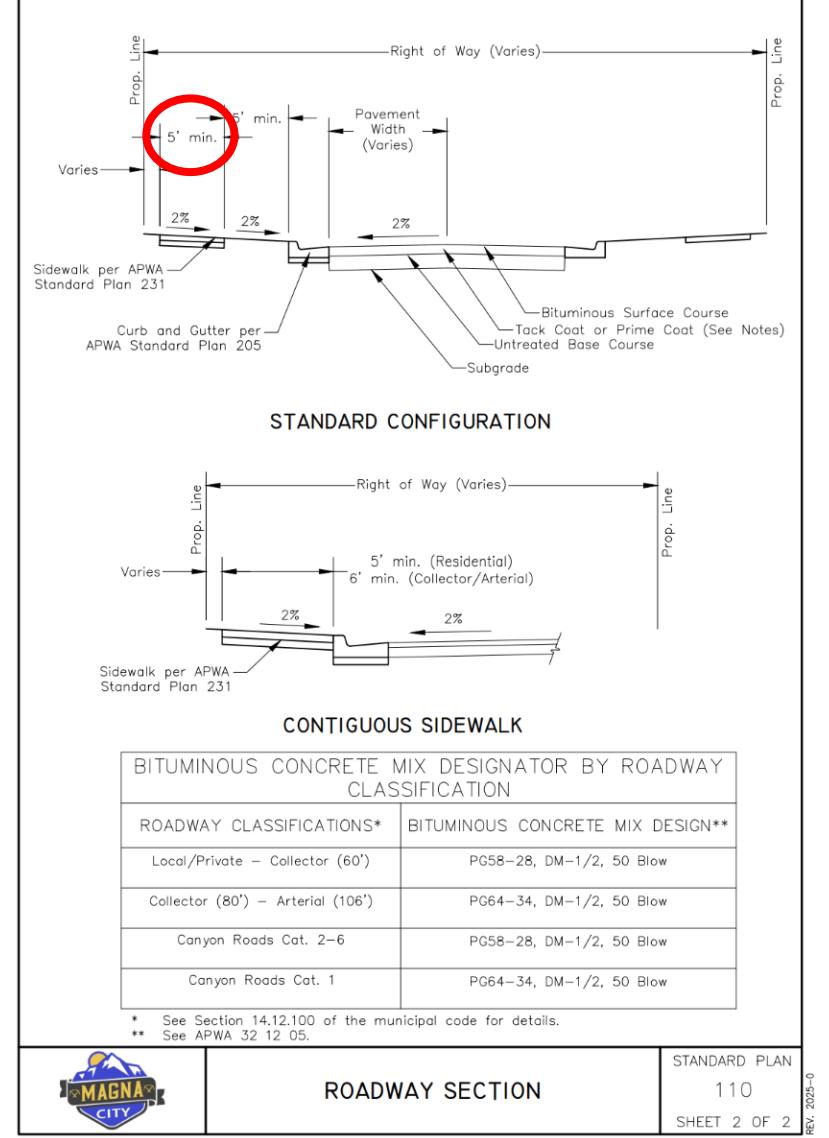


Discussion/Comments





To meet
Magna Code
14.12.060
Sidewalks





**Title 8 Animals
Magna City Council
May 13, 2025**



GREATER SALT LAKE
**Municipal Services
District**



Regulation of Animals

- Title 19 establishes the keeping of animals as a use of land, including the number of horses, goats, chickens and other animals
- Title 8 establishes permitting requirements, regulates animal care and cruelty, and enforcement procedures for the keeping of animals
- The land use aspect of animals, including the allowed number of animals/fowl belong in Title 19
- Title 8 should either mirror Title 19 or defer to Title 19 with regard to the number of animals



Household Pets in Title 19

- Household pets are allowed in the R-1 zones and A zones, meaning that 1 or 2 household pets are always allowed
- “Kennel, Private” means a shelter for or a place where over three and no more than five dogs and cats are bred, boarded, or trained for no monetary gain.
- Private Kennels are listed as a permitted uses in the R-1-6 to R-1-21 zones and all A zones (Chapters 19.26 and 19.28), meaning that a private kennel permit is required to keep 3-5 pets
- 6 or more pets is prohibited



Household pets

- Title 8 does not currently limit the number of household pets
- Proposed Ordinance would places a limit on household pets
- Council to decide limit, Staff recommend a limit of 5
- A limit of 5 pets in Title 8 would span both the "Household Pet" and "Kennel, Private" land uses
- With the zoning ordinance being the regulatory framework for a private kennel permit for 3-5 dogs
- This requirement for a permit for private kennels means that a permit could be revoked if non-compliant



Chapter 8.12 Domestic Fowl

- Proposed Ordinance:
 - Defers to Specific Use Standards for the Residential Keeping of Chickens and Ducks in the Zoning Ordinance (Subsection 19.42.130)
 - Defers to Zoning Ordinance for lot coverage standards and setbacks
 - Regulations concerning Enclosures and Coops amended to mirror the more robust language in the Zoning Ordinance (Subsection 19.42.130)
 - Does not change requirements that the keeping of fowl be non-commercial
 - Does not change the existing permit requirements with animal services
 - Does not change the existing Health and Sanitation requirements or enforcement mechanisms

