

**CITY OF SOUTH JORDAN  
CITY COUNCIL MEETING AGENDA  
CITY COUNCIL CHAMBERS  
TUESDAY, JANUARY 06, 2026 at 7:00 p.m.**



Notice is hereby given that the South Jordan City Council will hold a City Council meeting at 7:00 p.m. on Tuesday, January 6, 2026. The meeting will be conducted in person in the City Council Chambers, located at 1600 W. Towne Center Drive, South Jordan, Utah, and virtually via Zoom phone and video conferencing. Persons with disabilities requesting assistance should contact the City Recorder at least 24 hours prior to the meeting. The agenda may be amended, and an executive session may be held at the end of the meeting. Times listed are approximate and may be accelerated or delayed.

In addition to in-person attendance, the City intends to provide virtual access via Zoom for phone and video conferencing; however, virtual access is not guaranteed and may be limited by technical issues or connectivity constraints. Individuals may join via phone or video, using Zoom. In the event the Meeting is disrupted in any way that the City in its sole discretion deems inappropriate, the City reserves the right to immediately remove the individual(s) from the Meeting and, if needed, end virtual access to the Meeting. Reasons for removing an individual or ending virtual access to the Meeting include, but are not limited to, the posting of offensive pictures, remarks, or making offensive statements, disrespectful statements or actions, and any other action deemed inappropriate.

Please note that attendees joining virtually or by phone may not comment during public comment or a public hearing; to comment, individuals must attend in person or submit written comments prior to the meeting. To ensure comments are received, please submit them in writing to City Recorder Anna Crookston at [acrookston@sjc.utah.gov](mailto:acrookston@sjc.utah.gov) by 3:00 p.m. on the day of the meeting.

The ability to participate virtually depends on the individual's internet connection. Instructions on how to join virtually are provided below.

**Join South Jordan City Council Meeting Virtually:**

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

**Regular Meeting Agenda: 7:00 p.m.**

- A. Welcome, Roll Call, and Introduction:** By Mayor, Dawn R. Ramsey
- B. Reading:** By Resident, Lorrie Ann Arthur
- C. Pledge of Allegiance:** By Assistant City Manager, Jason Rasmussen
- D. Minute Approval:**
  - [D.1.](#) November 18, 2025 City Council Study Meeting
  - [D.2.](#) November 18, 2025 City Council Meeting
  - [D.3.](#) December 2, 2025 City Council Study Meeting
  - [D.4.](#) December 2, 2025 City Council Meeting

**E. Mayor and Council Reports: 7:15 p.m.**

**F. Public Comment: 7:30 p.m.**

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

**G. Action Item: 7:45 p.m.**

[G.1.](#) **Resolution R2026-01**, Proclaiming January 16, 2026 as Religious Freedom Day in the City of South Jordan. *(By City Manager, Dustin Lewis)*

**H. Public Hearing Item: 7:50 p.m.**

[H.1.](#) **Ordinance 2026-01**, Vacating a portion of Rosary Way right-of-way east of Kitty Hawk Drive. RCV *(By Director of Planning & Economic Development, Brian Preece)*

**I. Staff Reports and Calendaring Items: 8:00 p.m.**

ADJOURNMENT

CERTIFICATE OF POSTING

STATE OF UTAH     )  
: §  
COUNTY OF SALT LAKE    )

I, Anna Crookston, the duly appointed City Recorder of South Jordan City, Utah, certify that the foregoing City Council Agenda was emailed to at least one newspaper of general circulation within the geographic jurisdiction of the public body. The agenda was also posted at the principal office of the public body and also posted on the Utah State Public Notice Website <http://www.utah.gov/pmn/index.html> and on South Jordan City's website at [www.sjc.utah.gov](http://www.sjc.utah.gov). Published and posted January 3, 2026.

SOUTH JORDAN CITY  
CITY COUNCIL STUDY MEETING

November 18, 2025

**Present:** Mayor Dawn R. Ramsey, Council Member Kathie Johnson, Council Member Don Shelton, Council Member Tamara Zander, Council Member Jason McGuire, City Manager Dustin Lewis, Assistance City Manager Jason Rasmussen, Assistant City Manager Don Tingey, City Attorney Ryan Loose, Fire Chief Chris Dawson, Police Chief Jeff Carr, Deputy City Engineer Jeremy Nielson, CFO Sunil Naidu, Director of Human Resources Teresa Cook, Director of Public Works Raymond Garrison, Director of Planning & Economic Development Brian Preece, Director of Recreation Janell Payne, Director of Administrative Services Melinda Seager, PIO/Communication Manager Rachael Van Cleave, GIS Coordinator Matt Jarman, City Recorder Anna Crookston, Planning Commissioner Sam Bishop

**Absent:**

**Other (Electronic) Attendance:** Council Member Patrick Harris, Tomas Longholtz, Admin, Test

**Other (In-Person) Attendance:** Ted Knowlton, Chandler Buhler

4:40 P.M.  
REGULAR MEETING

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

Mayor Ramsey welcomed everyone present and introduced the meeting.

**B. Invocation – By Council Member, Jason McGuire**

Council Member McGuire offered the invocation.

**C. Mayor and Council Coordination**

Mayor Ramsey expressed appreciation for the invocation and reiterated that community members are welcome to offer invocations at future work or council meetings by coordinating with the City Recorder. She noted that a month had passed since the last meeting, resulting in several updates. She highlighted the upcoming National League of Cities (NLC) conference, which will be held in Salt Lake City. She stated that councilmembers are registered to attend and noted that staff are available to assist with accessing the conference app to review sessions, speakers, and events. She reminded the council about “State Night” scheduled for Friday evening and encouraged attendance, noting that participation is expected to be higher due to the local venue. She referenced strong attendance at past NLC conferences held in other cities, including Washington, D.C., and Kansas City, and shared that recent conferences have drawn several thousand participants. She

also noted that site visits are offered as part of the conference and shared that she is registered to participate in the Hill Air Force Base tour.

Council Member Zander asked for clarification regarding the time for the “State Night” on Friday evening. It was confirmed that the event is scheduled from 6:00 p.m. to 7:30 p.m. and will be held at the Museum of Illusions.

Mayor Ramsey noted that the grand opening ceremony for the Utah Department of Transportation (UDOT) Bangerter interchange project is also scheduled for Friday, creating multiple overlapping events that day. She explained that the ceremony will mark the opening of all three Bangerter interchanges and will take place at the 9800 South interchange, in the adjacent parking lot. She shared that she was recently asked to speak at the event and indicated that scheduling conflicts are being worked through to determine how best to accommodate all commitments.

Council Member Zander noted an email indicating that Governor Cox is scheduled to speak with the Governor of New Mexico on Friday morning and asked whether other councilmembers had seen the communication. Council members discussed uncertainty about the email regarding the Governor’s speaking engagement and whether it was scheduled for Friday. It was noted that while there was a general recollection of the Governor being listed as a speaker, the specific date and time were unclear. Councilmembers shared that they planned to review the conference schedule through the event app to confirm details and better coordinate attendance at various sessions and events.

Mayor Ramsey noted that enhanced security measures are expected at the conference. She explained that similar conferences held in Washington, D.C., require advanced security procedures when high-profile officials, such as the President or First Lady, attend, which can result in longer entry lines. She advised that comparable security protocols will likely be in place for this conference, given current conditions, and encouraged attendees to plan accordingly and allow additional time to pass through security checkpoints.

#### **D. Discussion/Review of City Council Meeting**

##### **Action Items:**

- Resolution R2025-58, Supporting America250.
- Resolution R2025-59, Approving Privacy Program Policy #300-03.
- Resolution R2025-60, Interlocal Cooperation Agreement between SLCo and the City transferring 5200 West Right-of-Way to the City.
- Resolution R2025-61, Interlocal Cooperation Agreement between SLCo and the City, transferring six (6) Parcels of publicly owned real property located in the Glenmoor Subdivision.

##### **Public Hearing Item:**

- Ordinance 2025-17, Amending Chapters 16.04.160, 16.14, 17.04.060, 17.08 of the Municipal Code to comply with changes in State Legislation.

##### **PID Application Acknowledgment: No Vote**

- LOI to create Downtown Daybreak PID. Council Member Jason McGuire joined the meeting.

## **E. Presentation Item:**

- E.1. Wasatch Front Regional Council will provide an update on the Transit Fresh Look (TFL) effort, which envisions the future of transit in Southwest Salt Lake County and Northwest Utah County. (By WFRC Deputy Director, Ted Knowlton)

Ted Knowlton, Deputy Director of the Wasatch Front Regional Council, introduced himself and thanked the council for the opportunity to present. He noted that he was joined by Chandler Buetler of UTA and expressed appreciation for the opportunity to be on the agenda.

Mayor Ramsey thanked Chandler Buetler for attending and invited him to join the table as part of the presentation. She acknowledged UTA as a key partner in the Transit Fresh Look effort and expressed the council's appreciation for UTA's strong partnership and continued good work in South Jordan.

Mr. Knowlton provided a brief update on the Transit Fresh Look effort, explaining that the project is nearing completion. He outlined the goal of the presentation; to give the council a sense of the current status, highlight opportunities and options for South Jordan and surrounding communities, and convey how the proposed transit improvements could benefit residents. He reviewed prepared presentation (Attachment A). He explained that the Transit Fresh Look effort aims to unite communities, key partners, and transportation agencies around a single, unified transit vision. The process encourages considering all possibilities, not just existing plans, by asking what the community wants to accomplish and then determining what is needed to achieve it. He clarified that the effort is distinct from the regional transportation plan but will ultimately be integrated into it. He highlighted the strong partnership across southwest Salt Lake County and northwest Utah County. He noted Mayor Ramsey, City Manager Dustin Lewis, and City Attorney Ryan Loose as key representatives for South Jordan. He presented the draft vision, including South Jordan specific projects; the fuchsia line for South Jordan Parkway Bus Rapid Transit, the light blue Rio Tinto Loop Bus Rapid Transit, and the dark blue 11800 South Bus Rapid Transit. He also discussed a major regional project extending the Red Line along Bangerter Highway to connect with the new FrontRunner station in Bluffdale, noting that this ambitious project has broad support from partners and enhances transit connectivity across southwest Salt Lake County.

Mayor Ramsey expressed pride in the progress of the Transit Fresh Look effort, noting that it has been over a year of intensive work. She emphasized the significance of aligning all key stakeholders, including cities, the business and education communities, MPOs, transit agencies, and legislators, on a shared vision. She highlighted that past challenges with east-west connectivity in the valley stemmed from a lack of unified planning, making this draft vision a critical milestone. She stressed the importance of integrated transit across communities, the potential long-term benefits for mobility and quality of life, and the need to consider funding, land use, and other implementation factors. She noted the extension of the Red Line beyond South Jordan, connections to the FrontRunner station, integration with the Blue Line through Draper, and the development of Bus Rapid Transit lanes as components of a fully looped transit system. She acknowledged the exhaustive stakeholder engagement and review that has gone into the draft vision, calling the

resulting plan “monumental” and expressing gratitude for the collaborative partnership that made it possible.

Council Member Zander asked for a more detailed explanation of the Red Line project, noting that previous references had been too vague to fully understand. She acknowledged that plans may change but requested specifics regarding the project’s scope, alignment, and potential impacts.

Mr. Knowlton responded that the current draft map represents the general corridor for the Red Line, but the precise alignment still needs to be determined. He explained that refining the alignment is a future step that will involve collaboration with affected communities, particularly Riverton, to address how the line interacts with the Bangerter Highway corridor. He emphasized that while the corridor is established, the specific details and implementation will require further discussion and planning.

Mayor Ramsey described the envisioned Red Line alignment, noting that it would generally follow a southward corridor, passing through Herriman into Riverton. She indicated that the line would eventually cut across to connect with other key transit stations, supporting regional connectivity and integration with the broader transit network.

Council Member Zander clarified that the Red Line’s alignment had already been decided within the city’s transportation plan. She noted that the line will turn west from South Jordan, rather than cutting in front of Early Light Academy (ELA), following a route similar to Duckhorn, before continuing to the other side of the corridor.

Mayor Ramsey noted that the alignment on the far side of Mountain View has not been finalized and it is too early to know the exact route. However, some corridor has been preserved to allow for future transit development.

Mr. Knowlton stated that the alignment will continue to be refined over the next few months. He assured the council that they will work with staff to ensure the proposed line aligns as closely as possible with the routes already preserved by the city. He noted that information has already been gathered from city staff to help represent the appropriate corridor.

Council Member Zander clarified that her concern is not about the alignment within South Jordan, which has already been approved, but rather about the pathway for the Red Line once it leaves the city. She asked whether there is a clear plan for the alignment beyond South Jordan.

Mayor Ramsey explained that while there is agreement on the general southward direction of the Red Line, the exact alignment beyond South Jordan has not been finalized. The collaborative group chose a route that goes south before cutting east to connect with the FrontRunner line at The Point. She emphasized that the specific alignment will require further coordination with neighboring cities, UTA, and other stakeholders to ensure consensus and proper integration with local communities.

Mr. Knowlton explained that the next steps involve working closely with each community to refine the proposed corridors. He continued to review prepared presentation (Attachment A), noting the

final documents will include cut sheets for each corridor showing the current contemplated alignment in more detail, along with preliminary station locations, which are subject to change. These materials are intended to start conversations within each community about the most appropriate alignment and station placement based on land use, focal points, and local priorities. He emphasized that this phase will involve detailed corridor-level planning, including land use coordination, station location refinement, and exploring funding opportunities, requiring creativity and collaboration from all stakeholders. He explained that the purple polygons shown on the maps, called Planning Exploration Areas, were developed in collaboration with city staff to identify areas where land use and zoning could potentially change. These areas are not prescriptive but serve as reference points for discussion. He emphasized that communities are not bound to these areas and can provide input on how they align with local priorities. He noted that advancing challenging transit projects will require close collaboration, careful planning, and creative approaches to funding, land use, and transit market capture. He highlighted that much of this work involves other communities in the region, not just South Jordan, but stressed the importance of working together. He shared that the last anticipated partnership meeting for this effort is scheduled for December 1, focusing on near-term actions and coordination among partners. He concluded by emphasizing the spirit of collaboration among cities, communities, major landowners, and transportation agencies, which will be essential to advancing the ambitious transit vision.

Chandler Buetler added that the Transit Fresh Look process has been highly beneficial, providing an opportunity for UTA to listen to feedback from stakeholders, cities, and partners. He noted that this type of collaborative visioning at such a scale is unprecedented and gives UTA a clearer sense of direction for future transit development. He expressed appreciation for the partnership with WFRC, South Jordan, and other participating cities, emphasizing UTA's commitment to working together to advance the projects and move the vision forward.

Council Member Shelton asked for clarification on the proposed Bus Rapid Transit (BRT) along South Jordan Parkway, specifically inquiring how far west and east the route is planned to extend.

Mr. Knowlton responded that the South Jordan Parkway BRT and the Rio Tinto Loop on the west side of the community could be considered together as a composite project. He noted that there are multiple ways the project could be implemented, and collaboration with the city would help determine the most effective approach for alignment and integration.

Council Member Shelton asked for clarification on the 11800 South Bus Rapid Transit project, specifically inquiring how far the route extends to the east and west.

Mayor Ramsey described the Rio Tinto Loop BRT as a route designed to connect the east and west sides of South Jordan, allowing residents to travel across the city efficiently and reasonably.

Mr. Knowlton noted that while the overall vision is largely established, there is still time for modest adjustments to the alignment. He explained that if the council or mayor identifies areas needing refinement, such as extending 11800 South further west, these adjustments can still be considered, though it is too late to introduce entirely new ideas.

Council Member Shelton asked how a Bus Rapid Transit route could be implemented along Daybreak Parkway in the Daybreak community, expressing curiosity about the feasibility and design of the alignment through that area.

Council members discussed the alignment of the various Bus Rapid Transit (BRT) and transit lines. They clarified that the 11800 South BRT extends only to the Mountain View Corridor area. The pink line represents South Jordan Parkway, connecting to the Mountain View Corridor before transitioning to the loop line, which continues further east, potentially to 12600 South. The blue line, identified as the 11800 South Rapid Transit, was noted as the primary BRT route, extending all the way to approximately U-111.

Mayor Ramsey emphasized that while the region is interconnected, different areas have unique transit priorities. She noted that communities like Eagle Mountain and Saratoga Springs have distinct needs that must be balanced with broader regional planning. The draft vision incorporates these considerations, including proposed Bus Rapid Transit along the Mountain View Corridor and potential connections between northern Utah County and existing transit lines. She highlighted that the planning process involved collaboration among representatives from multiple communities and agencies to address these regional transit challenges.

Council Member Shelton asked whether the previously discussed requirement for a Bus Rapid Transit route along 5600 West, prior to the Mountain View Corridor being converted to a freeway, is still in effect.

Mr. Buetler confirmed that the 5600 West BRT project is currently underway. He noted that the project includes enhanced lanes that function similarly to Bus Rapid Transit, providing improved transit service along the corridor prior to the Mountain View Corridor freeway conversion.

Mr. Knowlton added that the 5600 West BRT aligns with the lime-colored Mountain View Corridor Bus Rapid Transit concept, suggesting that the line could continue south into Utah County, providing a connected regional transit route.

Mayor Ramsey emphasized that the draft vision represents a significant milestone, outlining proposed transit corridors throughout southwest Salt Lake County and northwest Utah County. She noted that while considerable work remains to refine and implement the plan, reaching this point is a major accomplishment for regional transit planning.

Council Member Shelton confirmed that the South Jordan Parkway Bus Rapid Transit route is intended to connect directly to the FrontRunner station, providing a continuous link between the BRT corridor and regional rail service.

Council Member McGuire asked about the anticipated timeline for the transit projects, acknowledging that many are long-term or generational initiatives, and inquired if there is any indication of when implementation might begin.



Mr. Buetler emphasized that now that the transit vision has been established, securing funding is the next critical step. He highlighted the need for community and stakeholder support to identify and obtain the necessary resources to advance the projects.

Mr. Knowlton explained that implementation of the transit projects depends on funding and, to some extent, land use considerations. He noted that many projects will be phased, starting with near-term improvements to provide service where none currently exists. This approach allows communities to begin benefiting from transit while shaping future land use and development plans around the new service.

Council Member McGuire raised the issue of how to implement a transitional plan to make the draft vision actionable. He noted long-standing resident requests for bus service along South Jordan Parkway and 11400 South, emphasizing that without local connections to mass transit stops, people continue to rely on cars. He asked how the city can work with UTA to develop a phased plan that provides practical, near-term service improvements while moving toward the larger transit vision.

Mr. Buetler explained that UTA approaches transit implementation in steps and phases. They maintain a five-year service plan for near-term planning, which will be reevaluated next year. Feedback from cities and stakeholders is critical during this process. Input gathered will inform both the five-year plan and the longer-range 10-year transit plan, allowing projects to be incrementally advanced over time. This phased approach enables gradual implementation of larger transit initiatives while incorporating community priorities.

Mr. Knowlton encouraged council members to continue voicing their community priorities. He noted that understanding where each community wants to start allows WFRC and partners to align available resources and support implementation. He emphasized that clear communication of local priorities is essential as stakeholders work together to advance transit projects.

Council Member Johnson noted that providing Bus Rapid Transit service is only beneficial if it increases ridership and demonstrates actual demand. She emphasized that without measurable impact on service usage, it is difficult to justify or plan for further expansion, and the need for the service may remain uncertain.

Council Member McGuire highlighted that while increased development, such as the downtown Daybreak area, may demonstrate transit demand, there are still gaps in connectivity. He shared feedback from Salt Lake residents who want to attend events like Bees games but are deterred by traffic and limited transit connections. Specifically, he noted the lack of convenient links from FrontRunner stations to local destinations, such as the Red Line or bus connections from South Jordan Parkway, which reduces the practicality of using transit for these trips.

Mr. Buetler offered to share his contact information with the council to maintain engagement on the five-year service plan. He emphasized that this will allow council members to stay informed, provide input, and remain involved as the plan is developed and refined.

Mayor Ramsey thanked UTA representatives, noting that the previous update of the five-year service plan did not include any allocations for South Jordan. She expressed support for including routes such as South Jordan Parkway in the plan. She also acknowledged the extensive work that has gone into developing the transit vision and appreciated the concise presentation provided to the council.

Mayor Ramsey tabled Item F.1, Curbside Recycling Level of Service, noting that additional information is pending and the discussion will be postponed to a future meeting until that information is available.

**F. Discussion Item:**

- F.1. Curbside Recycling Level of Service. (By Director of Public Works, Raymond Garrison)

**Council Member Zander motioned to recess the City Council Study Meeting and move to Executive Closed Session for the discussion of the purchase, exchange, or lease of real property. Council Member Johnson seconded the motion. Vote was 5-0, unanimous in favor.**

***RECESS CITY COUNCIL STUDY MEETING AND MOVE TO EXECUTIVE CLOSED SESSION***

**G. Executive Closed Sessions:**

- G.1. Discussion of the purchase, exchange, or lease of real property.  
G.2. The deployment of security personnel, devices, or system.

***ADJOURN EXECUTIVE CLOSED SESSION AND RETURN TO CITY COUNCIL STUDY MEETING***

**Council Member McGuire motioned to adjourn the Executive Closed Session and move back to the City Council Study Meeting. Council Member Zander seconded the motion. Vote was 4-0, unanimous in favor; Council member Harris was absent for the vote.**

**Council Member Shelton motioned to adjourn the November 18, 2025 City Council Study Meeting. Council Member Johnson seconded the motion. Vote was 4-0, unanimous in favor; Council member Harris was absent for the vote.**

**ADJOURNMENT**

The November 18, 2025 City Council Study Meeting adjourned at 6:27 p.m.

SOUTH JORDAN CITY  
CITY COUNCIL MEETING

NOVEMBER 18, 2025

**Present:** Mayor Dawn R. Ramsey, Council Member Kathie Johnson, Council Member Don Shelton, Council Member Tamara Zander, Council Member Jason McGuire, City Manager Dustin Lewis, Assistance City Manager Jason Rasmussen, Assistant City Manager Don Tingey, City Attorney Ryan Loose, Fire Chief Chris Dawson, Police Chief Jeff Carr, Deputy City Engineer Jeremy Nielson, CFO Sunil Naidu, Director of Human Resources Teresa Cook, Director of Public Works Raymond Garrison, Director of Planning & Economic Development Brian Preece, Director of Recreation Janell Payne, Director of Administrative Services Melinda Seager, PIO/Communication Manager Rachael Van Cleave, GIS Coordinator Matt Jarman, Police Lieutenant Adrian Montelongo, City Recorder Anna Crookston

**Absent:** Council Member Patrick Harris

**Other (Electronic) Attendance:** Brody, Admin

**Other (In-Person) Attendance:** Patrick Hinds, Tomas Langholt, David Cannon

6:34 P.M.  
REGULAR MEETING

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

Mayor Ramsey welcomed everyone present and introduced the meeting.

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

Council Member Zander offered the invocation.

**C. Pledge of Allegiance – By Scout Troop III, Patrick Hinds**

Patrick Hinds led the audience in the Pledge of Allegiance.

**D. Minute Approval:**

- D.1. October 7, 2025 City Council Study Meeting
- D.2. October 7, 2025 City Council Meeting
- D.3. October 21, 2025 City Council Study Meeting
- D.4. October 21, 2025 City Council Meeting

City Recorder Anna Crookston noted that the minutes were not included in the initial publishing but were inserted on Monday. She offered to resend the updated materials to the council if they

had not had a chance to review them, with the option to approve the minutes at the December meeting.

Mayor Ramsey directed that the approval of the minutes be moved to the December 2 meeting, allowing the council ample time to review them.

#### **E. Mayor and Council Reports:**

Council Member Johnson reminded the Youth Council in attendance that they will be meeting on Thursday and visiting Pure SoJo. She encouraged participation, noting that the experience will be impressive for those unfamiliar with the program.

Council Member McGuire attended the Veterans Day breakfast with most of the council, expressing appreciation for the city's tradition of honoring those who have served. He also attended Forever Plaid, a theater production sponsored by the South Jordan Arts Council and produced by Sandbox Theater Company, highlighting its audience interaction and strong performances. He met with the Arts Council to review and prepare for the upcoming March art show, including discussions on categories and definitions for submissions. Additionally, he participated in the Utah League of Cities and Towns legislative policy committee meeting, noting ongoing legislative discussions regarding potential changes to local land use authority. He emphasized the importance of monitoring such legislation, advocating that local governance remains closest to the people.

Council Member Zander shared that she missed the Veterans Day breakfast but celebrated her mother-in-law's 91st birthday. She attended the Titan Awards hosted by the South Valley Chamber of Commerce on October 29, recognizing community leaders in business and service. She also visited downtown Daybreak on November 14 for the ice rink installation and noted the grand opening of the ice skating rink the following day, highlighting the festive atmosphere in America First Square.

Council Member Shelton highlighted several recent activities in the city. He noted the opening of Ace Hardware, the pumpkin promenade at Bingham Creek Regional Park, and meetings with the Senior Advisory Committee. He participated in three legislative policy committee meetings, including two focused on housing, and attended discussions with the Commission on Housing Affordability, which is being restructured. He acknowledged attending Mayor Ramsey's election event and the Wasatch Front Regional Council's Wasatch Choice meeting, providing feedback on regional transportation and transit plans. He also participated in Jordan River Commission meetings and attended a Daybreak diversity and inclusion event, engaging with community members on city perspectives and initiatives. He commented that it had been a very busy period, including election activities.

Mayor Ramsey provided a summary of her recent engagements, noting participation in many events already mentioned by council members. She gave special recognition to the Youth Council and volunteers for their efforts in organizing the Veterans Day breakfast, highlighting their roles in setup, service, and cleanup. She also participated in the ice rink and holiday lights opening at America First Square, noting the private-public partnership that enabled the event and the festive

activities, including musical performances. She attended multiple conferences, including the Utah Transportation Conference, the Utah Land Use Institute, the Ivory Innovations National Conference, and a panel at the Elected Women of Utah Conference, focusing on topics such as public-private partnerships. She acknowledged and praised the Arts Council and Sandbox Theater for Forever Plaid production. She noted ongoing community events such as school musicals and holiday activities throughout South Jordan.

#### **F. Public Comment:**

Mayor Ramsey opened the public comment portion of the meeting. There were no comments. Mayor Ramsey closed the public comment portion of the meeting.

#### **G. Action Items:**

- G.1. Resolution R2025-58, Supporting America250 and recognizing and approving the South Jordan America250 Utah Community Committee. (By Assistant City Manager, Don Tingey)

Assistant City Manager Don Tingey introduced the Utah America 250 program and logo (Attachment A), explaining that the city is in the process of becoming a partner with the state and other municipalities across Utah. He noted that one of the program requirements is for the City Council to pass a resolution in support of participation. He shared that internal planning and engagement with community partners are already underway, with broad excitement for involvement. He highlighted that upcoming events, including Summer Fest, as well as city communications, will incorporate programming related to the Utah America 250 initiative.

**Council Member Zander motioned to approve Resolution R2025-58, Supporting America250 and recognizing and approving the South Jordan America250 Utah Community Committee. Council Member Johnson seconded the motion. Vote was 4-0 unanimous in favor; Council Member Harris was absent for the vote.**

Mayor Ramsey expressed excitement about participating in the Utah America 250 program. She emphasized that next year will be a nationwide celebration and highlighted South Jordan's enthusiasm for being part of it. She remarked that America belongs to all its residents, regardless of differences, and noted the importance of celebrating democracy and the American experiment. She affirmed that South Jordan is proud to participate and looks forward to the events and activities planned in the coming year.

- G.2. Resolution R2025-59, Approving Privacy Program Policy #300-03. (By Assistant City Manager, Don Tingey)

Assistant City Manager Don Tingey provided an overview of recent state legislation affecting data privacy, noting that House Bill 444 establishes data privacy requirements for all state entities, including municipalities. He reviewed prepared presentation (Attachment B). He summarized the evolution of local government privacy regulations, from GRAMA (Government Records Access Management Act) to HB 491 in 2024, and now HB 444, which requires municipalities to

implement an active citywide data privacy program. He explained that the city has already begun staff training, including an annual eight-minute data privacy awareness video for all employees and leadership. Records officers will also receive training under this program. The policy before the Council represents one of the first steps in compliance with HB 444. He noted that minor typos in the draft policy will be corrected during codification. He emphasized that the city will continue annual efforts to remain compliant, exceeding current privacy practices, and that additional legislative updates on data privacy are expected in upcoming sessions.

Council Member Shelton noted that there were several acronyms in the data privacy policy that he could not identify. He asked for clarification on their meaning and suggested that readers unfamiliar with certain acronyms should reference the footnotes or definitions included in the policy. He requested that staff ensure that acronyms are clearly defined so that all readers can understand the document.

Assistant City Manager Tingey acknowledged Council Member Shelton's concern and confirmed that the acronyms could either be clarified during the discussion or formally added to the policy under a definitions section, ensuring that all terms are clearly explained for future reference.

Council Member Shelton asked about the surveillance section in the policy, noting it outlines steps the city would take to perform surveillance. He inquired whether there are occasions when surveillance could be conducted without a warrant, as he did not see a requirement in the policy for a judge-issued warrant.

Assistant City Manager Tingey responded that the situations in question are considered high-risk activities. He noted that the Police Chief Jeff Carr recently attended a conference discussing these issues and that some will be addressed in future legislation. He added that tools such as license plate readers, drones, and AI fall under high-risk activities, and the legislature will provide guidance on warrant requirements in upcoming sessions.

City Attorney Ryan Loose explained that Section 13.1 of the policy addresses surveillance, noting that such activities will only occur if permitted by law. He clarified that while the policy doesn't explicitly say "warrant," any judicial authorization falls under "permitted by law." He added that certain tools, like license plate readers, are allowed in public spaces and are also covered by law, and emphasized that the city is actively monitoring relevant legal developments.

**Council Member Shelton motioned to approve Resolution R2025-59, Approving Privacy Program Policy #300-03. Council Member McGuire seconded the motion. Vote was 4-0 unanimous in favor; Council Member Harris was absent for the vote.**

- G.3. Resolution R2025-60, Authorizing Mayor Dawn R. Ramsey to sign the Interlocal Cooperation Agreement between Salt Lake County and the City of South Jordan transferring 5200 West Right-of-Way to the City. (By Assistant City Manager, Don Tingey)

Assistant City Manager Don Tingey reviewed prepared presentation (Attachment C). He explained that when Bingham Creek Park was developed, the park property was originally owned by Salt

Lake County and is now managed by the Park Authority through an interlocal agreement with the city. He noted that 5200 West was not included in the original park transfer because it lay outside the park boundary and had been used by the county Public Works yard as access to the park. Over time, discussions have occurred about transferring 5200 West to become part of the city's transportation network, providing public access from the north into the park. Salt Lake County has agreed to the transfer, signed the interlocal agreement, and the city will assume ownership and maintenance of the road, which also serves the Interstate Brick properties.

Council Member McGuire asked if there are any legal concerns about taking ownership of a road that is outside of the city boundaries.

Assistant City Manager Tingey clarified that the road is actually within the city limits, though its path around the park creates some complexity. He added that it was a good clarifying question and acknowledged it could be hard to see on a map, but confirmed that the corporate boundaries of South Jordan go around that property.

Mayor Ramsey noted that, given how the area has developed, it is now better for the city to own the road rather than the county.

Council Member Shelton asked about the condition of the road, noting that the last time he was on it, it was in poor shape, and inquired whether it remains in that condition.

Assistant City Manager Tingey responded that Deputy City Engineer Jeremy Nielson could provide more details, noting that some initial evaluations of the road have already been completed.

Deputy City Engineer Jeremy Nielson noted that the road's asphalt is in rough condition and will need to be incorporated into the city's pavement preservation plan.

Mayor Ramsey noted that city ownership is preferable, as it will allow the city to maintain and take care of the road.

**Council Member McGuire motioned to approve Resolution R2025-60, Authorizing Mayor Dawn R. Ramsey to sign the Interlocal Cooperation Agreement between Salt Lake County and the City of South Jordan transferring 5200 West Right-of-Way to the City. Council Member Johnson seconded the motion. Vote was 4-0 unanimous in favor; Council Member Harris was absent for the vote.**

- G.4. Resolution R2025-61, Authorizing Mayor Dawn R. Ramsey to sign the Interlocal Cooperation Agreement between Salt Lake County and the City of South Jordan, transferring six (6) Parcels of publicly owned real property located in the Glenmoor Subdivision. (By Assistant City Manager, Don Tingey)

Assistant City Manager Don Tingey reviewed prepared presentation (Attachment D). He explained earlier this year, the city completed a transfer of property from the former Glenmore Special Service District to the city to clarify ownership and allow for grant applications. While reviewing

other properties, staff identified six additional small parcels, county-owned walkways or narrow strips between homes, some of which residents may not even know exist. He noted that the county has agreed to transfer these six parcels to the city. Three parcels currently lack an identified owner, and city staff are researching those. All parcels are very small, totaling less than one-tenth of an acre, and once transferred, the city will work with adjacent residents to determine use, accessibility, or other necessary actions.

Council Member Zander asked if Mr. Tingey has seen this happen before in the city, where random, tiny parcels are found, and what has been done in the past, whether the city contacted the local resident with the closest proximity and how such situations have been handled.

Assistant City Manager Tingey responded that in most cases, the city contacts adjoining property owners. Often, the parcels are entirely within one property, like many in the former Glenmore service district that were once walkways. In those cases, the city deeds the parcels to the property owner because there is no public accessibility and the residents have typically already improved the land. Some parcels are kept open if they lead to public open spaces. The city aims to review and visualize each parcel and return with a full plan for disposition, noting that residents may or may not even be aware of the parcels' existence, and works with them to determine the best resolution.

Council Member Johnson noted that the city has actually been working on this for 20 years, recalling that she remembered it from her first time on the council.

Assistant City Manager Tingey explained that staff discussed how they plan to address about a dozen properties, noting that they typically receive one or two calls per year from residents concerned about fences. Most of these properties are closed at one or both ends, and in past cases, such as in Council Member Shelton's neighborhood, walkways that neighbors no longer wanted were deeded to the adjoining property owners, who now maintain them.

Council Member Shelton noted that these parcels are likely still owned by the county because, when the subdivision was originally developed, the county handled the planning and zoning for the property, and it was not part of South Jordan at that time.

Council Member Johnson added that the property was originally part of a Homeowners Association (HOA).

Council Member Shelton added that, yes, it was part of an HOA, but it was also originally in Salt Lake County, not South Jordan City, and noted that the property has a long and complicated history.

Assistant City Manager Tingey noted that it's interesting there are six remaining parcels, pointing out that there are parcels on either side of neighborhoods that had been transferred in the past but remained under state or county ownership for some reason. He added that, as mentioned, this process has been ongoing for over 20 years, and considering when Glenmore was developed, it's likely been 30 to 40 years.



Mayor Ramsey asked when Glenmore was annexed into South Jordan, transitioning from unincorporated Salt Lake County into the city.

City Attorney Ryan Loose responded that, based on memory and past research, Glenmore was entitled around 1974 and annexed into South Jordan by the early 1980s. He noted that some legal issues arose during development, including individuals going to prison. He added that the city's work on related property matters began in the mid-1990s with efforts by predecessor councils.

Assistant City Manager Don Tingey added that based on his experience working on projects with long-term residents in the area, his understanding is that the annexation occurred in the 1980s.

Mayor Ramsey explained that this item highlights why the City values maintaining local land use planning authority rather than ceding it to the state, noting that decisions are best made by those who live in and understand the community's needs.

**Council Member Johnson motioned to approve Resolution R2025-61, Authorizing Mayor Dawn R. Ramsey to sign the Interlocal Cooperation Agreement between Salt Lake County and the City of South Jordan, transferring six (6) Parcels of publicly owned real property located in the Glenmoor Subdivision. Council Member Shelton seconded the motion. Vote was 4-0 unanimous in favor; Council Member Harris was absent for the vote.**

Mayor Ramsey requested a motion to amend the agenda to add Item H.2, Resolution R2025-63, amending the South Jordan fee schedule to reinstate planned community zone development fees. She explained that the item was intended to be included, but was inadvertently omitted from the printed agenda.

**Council Member McGuire motioned to amend the agenda, adding Item H.2. Resolution R2025-63, Amending the South Jordan Fee Schedule to reinstate the Planned Community "PC" Zone development fees. Council Member Johnson seconded the motion. Vote was 4-0 unanimous in favor; Council Member Harris was absent for the vote.**

#### **H. Public Hearing Items:**

- H.1. Ordinance 2025-17, Amending Chapters 16.04.160 (Lots and Parcels), 16.14 (Subdivision Amendment), 17.04.060 (Public Notices), 17.08 (Definitions Generally) of the South Jordan City Municipal Code to comply with changes in State Legislation. (By Long-Range Planner, Joe Moss)

Long-Range Planner Joe Moss reviewed prepared presentation (Attachment E). He explained that the proposed zoning code text amendments are intended to bring the City into compliance with recent state legislation and are expected to be the final code text amendments for the year, pending the next legislative session. He noted that the amendments primarily address requirements from Senate Bill 104 and House Bill 368. Senate Bill 104 affects simple boundary or lot line adjustments and requires changes to documentation and notification procedures. To align with state law and reduce confusion, the City's definition of a property line adjustment would be updated to match the state's term "simple boundary adjustment." The amendments also clarify subdivision

amendment notification requirements, including the introduction of a written objection period that provides property owners a minimum of ten days from the date notices are mailed, ending at least one day before the public hearing. House Bill 368 impacts notice requirements for zoning code text amendments by requiring additional mailed notice to affected entities when amendments are not ministerial in nature. The proposed changes update City code language to reflect state definitions and clarify prior ambiguities related to affected entities, ensuring continued compliance with state law.

Mayor Ramsey opened the public hearing for Ordinance 2025-17. There were no comments. Mayor Ramsey closed the public hearing.

**Council Member Johnson motioned to approve Ordinance 2025-17, Amending Chapters 16.04.160 (Lots and Parcels), 16.14 (Subdivision Amendment), 17.04.060 (Public Notices), 17.08 (Definitions Generally) of the South Jordan City Municipal Code to comply with changes in State Legislation. Council Member Shelton seconded the motion.**

**Roll Call Vote**

**Council Member Johnson - Yes**

**Council Member Shelton - Yes**

**Council Member Zander - Yes**

**Council Member McGuire - Yes**

**Council Member Harris - Absent**

**The motion passed with a vote of 4-0. Council Member Harris was absent for the vote.**

- H.2. Resolution R2025-63, Amending the South Jordan Fee Schedule to reinstate the Planned Community “PC” Zone development fees. (By Director of Planning & Economic Development Brian Preece)

Director of Planning & Economic Development Brian Preece explained that during a comprehensive review of City fees and processes conducted last June, some items were inadvertently removed from the fee schedule. As part of that review, one planning fee associated with the Planned Community (PC) zone was omitted after it was assumed the City would not process additional PC zone applications. However, following a large annexation that occurred approximately three years ago, there has been renewed activity involving rezoning from the A-5 zone to the PC zone. During that process, staff discovered that the applicable fee was missing from the adopted fee schedule. After further review, including research conducted by CFO Sunil Naidu, staff confirmed that the fee was included in the current budget but had been removed from the fee schedule during the August update. The proposed amendment simply reinstates the PC zone development fee as it has existed for many years, correcting the earlier oversight.

Mayor Ramsey opened the public hearing for Resolution R2025-63. There were no comments. Mayor Ramsey closed the public hearing.

Council Member Shelton commented that he appreciated the work staff had done and noted that, given the substantial effort required to create a master development agreement for a Planned Community (PC) zone, the fee of \$23 per acre seemed quite low. He expressed concern that the

fee may not fully cover the City's actual costs associated with processing and administering PC zone developments.

Director Preece responded that staff believes the fee will be sufficient, noting that while \$23 per acre may seem low on its own, when applied to a large area, such as 2,300 acres, it amounts to approximately \$50,000. He acknowledged that it was a valid point but indicated the fee does add up in practice. He added that it may or may not fully cover costs, but it is one of those unique situations that is difficult to accurately establish because it occurs so infrequently. He noted that this is only the second time in the city's history that this type of process has been done. Unlike subdivision approvals, where staff can estimate fees based on known hours and roles involved, each planned community zoning request is different, making precise cost recovery challenging. He stated that staff believes the fee will be adequate, while acknowledging there is some uncertainty.

City Attorney Ryan Loose noted that, under state law, the city is only permitted to charge fees for the actual time and services rendered. He explained that while fees do not need to be exact for every individual development, they may be based on studies or averages to reasonably reflect costs. He stated that for a large development, the associated work and staff time will be significant, noting that considerable time has already been spent negotiating the memorandum of understanding, with additional work anticipated for the master development agreement. He concluded that the proposed fee is reasonable, defensible, and appropriate to support completion of the rezoning and master development agreement process.

Director Preece added that a planned community (PC) zone cannot be applied to parcels smaller than 500 acres, so the fee in question would only apply to very large developments. He emphasized that smaller parcels would not be eligible, reinforcing that the fee is appropriately scoped for the scale of projects that qualify.

**Council Member Shelton motioned to approve Resolution R2025-63, Amending the South Jordan Fee Schedule to reinstate the Planned Community "PC" Zone development fees. Council Member Zander seconded the motion.**

**Roll Call Vote**

**Council Member Shelton - Yes**

**Council Member Zander - Yes**

**Council Member Johnson - Yes**

**Council Member McGuire - Yes**

**Council Member Harris - Absent**

**The motion passed with a vote of 4-0. Council Member Harris was absent for the vote.**

**I. PID Application Acknowledgment: No Vote**

- I.1. Review Letter of Intent to create the Downtown Daybreak Public Infrastructure District No. 1 to facilitate construction of the proposed "Downtown Daybreak" Development. (By Director of Planning & Economic Development, Brian Preece)

Director of Planning & Economic Development Brian Preece explained that this is only the second application the city has received for a Public Infrastructure District (PID), and the first one has not yet been fully resolved. This particular application, submitted by Larry H. Miller for the downtown Daybreak development, is a letter of intent to create a PID in accordance with the city's recently adopted and amended PID policy. Staff has reviewed the application and believes it meets the intent of the policy, particularly with the adjustments made to encourage commercial-type developments as opposed to purely residential ones. He noted that there is no vote tonight; a public hearing is scheduled for December 2, at which time the council will have the opportunity to approve or deny the PID. Staff feels comfortable with the application as submitted and believes the necessary information and changes have been addressed, giving the council adequate time to review and consider it prior to the formal vote. He provided a property map (Attachment F) for reference.

Mayor Ramsey clarified that the actual area under consideration for the PID is not the section labeled "PID 1, HTRZ, PIF" on the map. She emphasized that the correct area is the larger, more lightly shaded (milky white) rectangle, and that the darker labeled section is not part of this development or under consideration. She wanted to ensure everyone clearly understands which parcels are included in the proposal.

Director Preece clarified that the darker-labeled area on the map is actually owned by others and is not part of the development under consideration. He emphasized that the correct area is the lightly shaded section and apologized for the earlier confusion.

Mayor Ramsey noted that there is no vote required on this item tonight. The purpose is simply for the Council to review the letter of intent and acknowledge that they have received and understand it.

City Attorney Ryan Loose explained that, pursuant to state law and the city's adopted PID policy, the purpose of sharing the letter of intent now is to make it publicly available. This allows the community to review the request, ask questions, and be informed ahead of the formal public hearing. He noted that the public hearing was properly noticed and will be held on December 2. At that hearing, members of the public can provide comments, and the applicant can respond. This preliminary step ensures that the discussion at the hearing is informed and constructive.

Director Preece explained that, for the public's information, a Public Infrastructure District (PID) is a taxing district created over property with the consent of the owners. It is not a tax levied by the city. In this case, the district is not imposing a traditional tax but is structuring what functions like a sales tax through a private agreement among the property owners within the PID. Any revenue collected stays within the district and does not go through the State Tax Commission or affect other areas of the city. The PID serves as a financing mechanism to help fund infrastructure for the project, allowing the property owners to bond against the anticipated revenue. The district will also establish its own governing board, as outlined in the governing documents, which will be discussed further at the public hearing on December 2. He emphasized that participation is voluntary, property owners cannot be forced into a PID, and in this case, all land within the proposed district is owned by a single property owner.

## **J. Staff Reports and Calendaring Items:**

City Manager Dustin Lewis highlighted that a portion of the communications team, along with Assistant City Manager Don Tingey, attended the Golden Spike Awards, where the city received several awards. He Lewis then invited the city's communications PIO/Communications Manager Rachael Van Cleave to share details about the awards that were collected.

PIO/Communications Manager Rachael Van Cleave provided context, explaining that the team had worked very hard over the past year, and the contest's entry period covers roughly August through July of the previous year. The city entered several campaigns across four categories, all of which were accepted as finalists. A week before the event, they learned they were also in the running for "Best of Show," which had been her primary goal when entering the contest. She highlighted that the contest is judged by another state's chapter of the Utah Public Relations Society of America, ensuring impartiality. In the crisis communication category, they entered their response to the house explosion and won the top award in the state, competing against professional consultants who specialize in PR full-time. Additionally, the city won the top category for Community Relations for their "Welcome to South Jordan, the New Home of the Bees" campaign. This campaign also earned them the Best of Show recognition, with judges noting they were only two points shy of a perfect score. She emphasized that these awards reflect the hard work and dedication of the communications team and underscored the significance of their statewide achievement.

Mayor Ramsey emphasized the significance of the recognition, noting that considering the caliber of the other finalists, winning Best of Show and top awards in the state is a major accomplishment for the city and the communications team. She highlighted that this award underscores the quality and impact of the city's campaigns compared to other professional entrants across Utah.

Assistant City Manager Don Tingey reflected that the significance of the win really hit him on the drive home. He noted that, after all the fanfare had ended, he realized not only had the city competed against top-tier entrants, but they had actually beaten them. He added the moment highlighted the team's hard work and excellence.

PIO/Communications Manager Van Cleave praised her team for their exceptional work, highlighting Tyson Cole, their graphic designer, and Joshua Timothy for their rare skill sets, calling them "unicorns." She noted that other cities have expressed interest in replicating their campaigns but lack the talent her team possesses. She also thanked the mayor for participating in the city's creative projects, including cartoons, coloring pages, and the Christmas card, and emphasized that their efforts and success help set a strong, positive reputation for South Jordan.

City Manager Dustin Lewis thanked Rachel Van Cleave and her team for their work, noting the impressive growth in the city's social media presence over the past year. He also reminded the council to mark their calendars for the upcoming Light the Night event on December 5. Details and assignments for council participation will be provided at the December 2 meeting, and he asked everyone to retrieve their coats from last year to use for the event.

Mayor Ramsey expressed appreciation for the city council and staff, highlighting the behind-the-scenes work that keeps the city running, safe, and moving forward. She acknowledged the busy season, the extra roles and duties many have taken on, and thanked everyone for going above and beyond.

**Council Member Zander motioned to adjourn the November 18, 2025 City Council Meeting. Council Member Johnson seconded the motion. Vote was 4-0 unanimous in favor; Council Member Harris was absent for the vote.**

## **ADJOURNMENT**

The November 18, 2025 City Council Meeting adjourned at 7:46 p.m.

UNAPPROVED

SOUTH JORDAN CITY  
CITY COUNCIL STUDY MEETING

December 2, 2025

**Present:** Mayor Dawn R. Ramsey, Council Member Patrick Harris, Council Member Kathie Johnson, Council Member Don Shelton, Council Member Tamara Zander, Council Member Jason McGuire, City Manager Dustin Lewis, Assistance City Manager Jason Rasmussen, Assistant City Manager Don Tingey, City Attorney Ryan Loose, Director of Planning & Economic Development Brian Preece, PIO/Communication Manager Rachael Van Cleave, CTO Matthew Davis, GIS Coordinator Matt Jarman, City Recorder Anna Crookston

**Absent:**

**Other (Electronic) Attendance:**

**Other (In-Person) Attendance:**

5:12 P.M.  
REGULAR MEETING

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

Mayor Ramsey welcomed everyone present and introduced the meeting.

**B. Invocation – By Council Member, Jason McGuire**

Council Member McGuire offered the invocation.

**C. Mayor and Council Coordination**

Mayor Ramsey noted that Sounds of the Season is scheduled for Saturday at 2:00 p.m. and 7:00 p.m., and performances are at the high school. She referenced Light the Night at 5:30 p.m. on Friday.

City Manager Dustin Lewis reminded the council of the Korean American Federation of Utah Gala scheduled for Saturday evening at 5:00 p.m. He noted that details are included in their calendar invite.

Mayor Ramsey reminded the council of the “Giving Machine” event Thursday, noting that it begins just before 5:00 p.m. with the choir starting slightly earlier, and suggested arriving by 4:45 p.m.

City Manager Lewis noted that the city will be hosting a Hanukkah event with Rabbi Zippel on December 16 at the Public Safety Building and invited all council members to attend. Lewis added that the Hanukkah event is expected to last 30 to 40 minutes. He noted that this is the first time the

congregation is holding the event outside of Salt Lake City, and they requested to host it in South Jordan. The city enthusiastically agreed, and the event will be held in the large conference room on the second floor of the Public Safety Building.

Mayor Ramsey reminded everyone that the Jordan Education Foundation is still seeking volunteers for Saturday's Christmas for Kids event. She explained that this year, the schools were divided differently by feeder system for scheduling. Some time slots, like the Bingham and South Jordan Middle School block, are already full, but openings remain for Herriman, Copper Mountain, and Mountain Creek Middle School students and their associated high schools. The event will be held at Walmart, and she noted she plans to be there throughout the day.

#### **D. Discussion/Review of City Council Meeting**

##### **Presentation Item:**

- Victim Advocate Service Bi-Annual Report.

##### **Action Items:**

- Resolution R2025-53, Adopting the International Utah Wildland-Urban Interface Code.
- Resolution R2025-54, Adopting a Wildland-Urban Interface (WUI) Map.

##### **Horizon Development Land Use Public Hearing Items:**

- Resolution R2025-57, Authorizing the Mayor to sign a Development Agreement pertaining to the development of property approximately located at 10378 South Jordan Gateway
- Zoning Ordinance 2025-08-Z, Rezoning property generally located at 10378 South Jordan Gateway from C-F Zone to R-M Zone and PD Floating Zone.

##### **Public Infrastructure Downtown Daybreak Public Hearing Item:**

- Resolution R2025-64, Providing for the creation of Downtown Daybreak Public Infrastructure District No. 1 (The "District") as an independent district; authorizing and approving a Governing Document; appointing a Board of Trustees; authorizing other documents in connection therewith; and related matters.

##### **PID Application Acknowledgment: No Vote**

- Review Letter of Intent to create the SOJO Marketplace Public Infrastructure District to facilitate construction of the proposed "SOJO Marketplace" Development.

Mayor Ramsey noted that the regular meeting agenda is mostly straightforward with minimal debate expected. She highlighted a few items of interest; updates to the urban-wildlife interface to comply with new state legislation, several land-use items, and the PID applications, including a new one that will be acknowledged but not voted on tonight.

Mayor Ramsey requested a motion to amend the agenda to include discussion of the character and competency of an individual in the executive closed session.

**Council Member Shelton motioned to amend the agenda to add an executive closed session Item E.2 to discuss the character, professional competence, or physical or mental health of an individual. Council Member Harris seconded the motion. Vote was 5-0, unanimous in favor.**



**Council Member McGuire motioned to recess the City Council Study Meeting and move to Executive Closed Session for the discussion of the purchase, exchange, or lease of real property, and to discuss the character, professional competence, or physical or mental health of an individual. Council Member Zander seconded the motion. Vote was 5-0, unanimous in favor.**

***RECESS CITY COUNCIL STUDY MEETING AND MOVE TO EXECUTIVE CLOSED SESSION***

**E. Executive Closed Sessions:**

- E.1. Discussion of the purchase, exchange, or lease of real property.
- E.2. Discuss the character, professional competence, or physical or mental health of an individual.

***ADJOURN EXECUTIVE CLOSED SESSION AND RETURN TO CITY COUNCIL STUDY MEETING***

**Council Member Johnson motioned to recess the Executive Closed Session to discuss the character, professional competence, physical, or mental health of an individual until after the Regular City Council Meeting. Council Member Shelton seconded the motion. Vote was 5-0 unanimous in favor. City Council Study Meeting recessed at 6:44 p.m.**

**Council Member McGuire motioned to adjourn the Executive Closed Session and move back to the City Council Study Meeting. Council Member Zander seconded the motion. Vote was 5-0, unanimous in favor.**

**Council Member Johnson motioned to adjourn the December 2, 2025 City Council Study Meeting. Council Member Shelton seconded the motion. Vote was 5-0, unanimous in favor.**

**ADJOURNMENT**

The December 2, 2025 City Council Study Meeting adjourned.

SOUTH JORDAN CITY  
CITY COUNCIL MEETING

DECEMBER 2, 2025

**Present:** Mayor Dawn R. Ramsey, Council Member Patrick Harris, Council Member Kathie Johnson, Council Member Don Shelton, Council Member Tamara Zander, Council Member Jason McGuire, City Manager Dustin Lewis, Assistance City Manager Jason Rasmussen, Assistant City Manager Don Tingey, City Attorney Ryan Loose, Police Chief Jeff Carr, Director of Administrative Services Melinda Seager, Director of Human Resources Teresa Robinson, CFO Sunil Naidu, Fire Chief Chris Dawson, Director of Recreation Janell Payne, Director of Planning & Economic Development Brian Preece, Director of Engineering/City Engineer Brad Klavano, Director of Public Works Raymond Garrison, PIO/Communication Manager Rachael Van Cleave, GIS Coordinator Matt Jarman, City Recorder Anna Crookston

**Absent:**

**Other (Electronic) Attendance:** Bob, Marie Antoine, Soren Simonsen

**Other (In-Person) Attendance:** David Cannon, Sarah Wiley, Julie Wiley, Cooper Hadden, Cordelia Panklah, Tomas Lanholtz, Chuck Newton, Hannah Cole, Halle Howard, Jake Franker, Sarah Spallino, Donny York, Paden Kind, Tyler Kerby, John Gust, Randy Smith

6:47 P.M.  
REGULAR MEETING

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

Mayor Ramsey welcomed everyone present and introduced the meeting.

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

Council Member Johnson offered the invocation.

**C. Pledge of Allegiance – By Assistant City Manager, Don Tingey**

Assistant City Manager Tingey led the audience in the Pledge of Allegiance.

**D. Minute Approval:**

- D.1. October 7, 2025 City Council Study Meeting
- D.2. October 7, 2025 City Council Meeting
- D.3. October 21, 2025 City Council Study Meeting
- D.4. October 21, 2025 City Council Meeting
- D.5. November 18, 2025 Board of Canvassers Meeting

**Council Member McGuire motioned to approve the October 7, 2025 City Council Study Meeting, October 7, 2025 City Council Meeting, October 21, 2025 City Council Study Meeting, October 21, 2025 City Council Meeting, and November 18, 2025 Board of Canvassers Meeting as published. Council Member Harris seconded the motion. Vote was 5-0, unanimous in favor.**

#### **E. Mayor and Council Reports:**

Mayor Ramsey noted that the mayor and council reports will be skipped for the sake of time, acknowledging that everyone has a long list of items to report, and with the meeting starting late, they will proceed directly to Item F.

#### **F. Public Comment:**

Mayor Ramsey opened the public comment portion of the meeting.

**Chuck Newton (Resident)** - First, congratulations to the mayor and city council members who were re-elected. I know how tough it is to run a campaign, or a re-election campaign, while serving on the city council, which at times feels like more than a half-time job, plus doing your own full-time job. That's a lot. So, congratulations and thank you for your past service and your willingness to continue down the path a little while longer. A special thank you for that beautiful prayer earlier. I also want to thank our economic development director for bringing Dunkin' Donuts back to the city after they left during COVID. I heard he even had to sing a special song, "Baby, Come Back", I can't do it justice, but anyway, he also brought in Jack in the Box, which I love. Congratulations on our new senior center location, it's 1,000 times better than the old location. I'm so glad you all moved it there. The passport office was also a very smart idea. Special thanks to our city manager for putting that together and implementing it so well. As you may know, the office has been swamped with calls. I'd like to suggest, that a button be added to the main website to access the calendar for booking appointments, and that option six on the phone message be changed to "passport office," moving whatever was previously on six to option seven. I also want to thank our assistant city manager, Jason Rasmussen, who got my fire hydrant painted after almost two decades of looking disreputable. They rushed right out the week after I called, and it looks great. I should have been here a year ago to say this, but I've just been so busy that a lot of thanks are stacked up tonight. I'd like to suggest that as the fire department inspects hydrants, ensuring they operate correctly and have water in case of fire, that they also consider adding a note in GIS or some system to mark whether each hydrant looks well-maintained or disreputable. One more item, and this isn't a public hearing, but I want to comment on Fieldstone Homes. They build a quality product and have a great reputation. Coming in as an HOA is up to you, but I do want to comment on the vinyl fences. We've had a number of vinyl fence installs, particularly on 9800 South and 3200 West. I was behind that decision when I was on the city council, and in hindsight, it was one of my dumbest mistakes. Vinyl fences become problematic as they age if they're not high quality, they get holes and deteriorate. For the subject property, particularly the east side where the wind comes from the west, the concept plan shows precast fencing. I strongly recommend that the east side, and actually, the entire perimeter, be precast. I'd also suggest a geotechnical study. We did that for South Jordan Station and discovered a few surprises. Unless our city engineer thinks the study from Jordan Station is still applicable, I recommend considering this in your discussion

tonight. Regarding garbage collection, the Fieldstone development proposes a private contractor. I'd suggest that the development agreement require the contractor to use natural gas, electric, or other non-polluting vehicles. Several years ago, before becoming assistant city manager, he skillfully negotiated us away from diesel trucks to natural gas, which saves 872 cars per hour per truck and helps reduce pollution in the southwest corner of the valley. Thank you very much.

Mayor Ramsey closed the public comment portion of the meeting.

## **G. Presentation Item:**

### **G.1. Victim Advocate Service Bi-Annual Report. (By Police Chief, Jeff Carr)**

Police Chief Jeff Carr provided and reviewed a handout (Attachment A). He provided an update on the activities of the city's victim advocates, who are partially funded through a grant that requires periodic reporting to the council. He reported that from July to December, the victim advocates assisted 435 individuals, with 42% of cases involving domestic violence. The department has also seen an increase in identity theft and fraud, assisting 85 victims during this period, and 67 victims of child abuse. He emphasized the critical role of victim advocates in supporting victims throughout the criminal justice process, including facilitating restitution, assisting with court proceedings, and coordinating interviews with law enforcement. He noted that prior to having dedicated victim advocates, many victims fell through the cracks due to limited law enforcement resources. He concluded by acknowledging the value and effectiveness of the victim advocates and invited questions.

Mayor Ramsey expressed appreciation for the victim advocates and their team, thanking them for the important work they do supporting victims in the community.

## **H. Action Items:**

### **H.1. Resolution R2025-53, Adopting the International Utah Wildland-Urban Interface Code. (By Fire Chief, Chris Dawson)**

Fire Chief Chris Dawson reviewed prepared presentation (Attachment B). He presented two related resolutions in response to House Bill 48, passed during the 2025 general legislative session, which requires municipalities to adopt the Utah 2006 Wildland Urban Interface (WUI) code and a corresponding WUI map by January 1. He explained that the 2006 version is currently the only WUI code formally adopted by the state, though efforts are underway to have the 2023 version adopted in the future. The proposed city map identifies specific areas within South Jordan where WUI risks are most significant and where application of the code could meaningfully reduce wildfire hazards. He emphasized that the city's proposed WUI map is separate from the state's high-risk WUI boundary map being developed by Utah Forestry, Fire, and State Lands. While the state's map could have potential financial implications for properties located within designated high-risk areas, the city's adoption would not impose fees or assessments on residents. Any impacts would be limited primarily to construction standards for new development, such as ignition-resistant construction and defensible space requirements. Based on preliminary information, only a very small portion of South Jordan's far west side may fall within the state's

higher-risk classifications. The proposed WUI map focuses on areas with both significant vegetation and slope, where wildfire behavior poses the greatest threat, including the newly annexed undeveloped lands in the west, portions of Bingham Creek, and especially the Jordan River corridor. He identified the Jordan River area as the city's greatest concern due to dense vegetation immediately adjacent to residential neighborhoods, which could result in rapid fire spread under windy conditions. He noted that fires in these conditions could produce large flame lengths and embers capable of igniting homes, leaving limited opportunity for suppression once a fire is established. He explained that the primary goal of adopting the WUI code and map is prevention and mitigation through defensible space, vegetation management, and education. He cited a past fire along the Jordan River as an example of how defensible space successfully prevented fire from spreading beyond a fence line into residential areas. He showed a video (Attachment B, pg. 16) and concluded that most mitigation measures are expected to be relatively minor but critical to improving safety, protecting homes, and giving firefighters a better chance to control fires before they become severe.

Council Member McGuire asked whether adoption of the Wildland Urban Interface code and map would provide a mechanism for residents to report concerns about adjacent properties that are not being properly maintained. Specifically, he asked if the code would allow the city to contact property owners whose land borders another residence and require them to address defensible space or vegetation maintenance issues in order to reduce wildfire risk and improve safety.

Chief Dawson confirmed that adoption of the 2006 Utah Wildland Urban Interface (WUI) Code would provide the city with enforcement authority that it does not currently have. He explained that, once adopted, the code would allow the city to address situations where properties within designated WUI areas are not being properly maintained, including requiring mitigation of vegetation and creation of defensible space. He noted that the department already receives periodic requests from residents regarding these concerns, but without the WUI code in place, the standard fire code does not provide sufficient authority to enforce corrective action. Adopting the WUI code would allow the city to proactively mitigate these risks within the identified areas.

Council Member Johnson asked whether staff regularly conducts outreach in the identified areas, such as visiting properties or distributing informational materials to residents about defensible space and wildfire risk mitigation.

Chief Dawson explained that the department has conducted proactive outreach in the city's highest-risk areas through the Ready, Set, Go program. This effort includes door-to-door engagement to educate residents about wildfire risk and defensible space, with an emphasis on face-to-face conversations. He noted that the department has also offered hands-on assistance with mitigation efforts, such as helping residents cut back vegetation where possible. He added that these risk areas and outreach efforts are reviewed on an annual basis.

Council Member Zander commented that one of the more striking and tragic aspects of the presentation was seeing how a fire was able to jump over a roadway, noting that roads are often assumed to act as natural fire breaks because they are not flammable. She stated that this challenged common assumptions about fire behavior and observed that, in comparison, the

example shown with a metal fence demonstrated how certain barriers can still provide some degree of protection under the right conditions.

Chief Dawson clarified that the fence itself is not the primary factor in reducing fire spread; rather, it is the removal and management of vegetation that provides the greatest benefit. He explained that maintaining low vegetation creates defensible space, which improves the ability to slow or prevent fire movement. He noted that some areas, particularly along the Jordan River, present challenges due to dense vegetation and wetland conditions. In wind-driven fires, large flames can be pushed over barriers, and embers, or fire brands, can travel significant distances and ignite new fires. While conditions within the city are not as extreme as large-scale wildfires, he stated that fires can still jump roads and spread into neighborhoods. Once a fire ignites on the exterior of a home, it can quickly extend to multiple structures, making suppression efforts extremely difficult.

Council Member Zander expressed concern regarding recently annexed land on the west side of the city that will be subject to a future development agreement. She emphasized the importance of close coordination as plans move forward, noting that water availability is a key issue and that conservation landscaping and other low-water-use measures are being considered. She stated that these approaches raise concerns related to fire risk and asked that the Fire Department closely review proposed development standards. She requested that staff proactively advise the Council of any potential risks so that the City does not allow or inadvertently approve features that could increase wildfire danger in areas with reduced water use.

Chief Dawson acknowledged the concern and stated that the Fire Department is planning ahead for development in the west side annexation area. He noted that the next fire station planned for that area is intended to have a wildland firefighting focus and that the City has already ordered a wildland-specific fire engine capable of both wildland and commercial structure firefighting. He affirmed that staff are considering these issues proactively and committed to keeping the Council informed as plans move forward.

Council Member Harris sought clarification on the two resolutions under consideration. He confirmed that the first resolution adopts the International Utah Wildland Urban Interface (WUI) Code as required by state legislation. He then asked if the second resolution addresses additional areas of concern identified by the fire department beyond the requirements of the state code. Chief Dawson clarified that the legislation requires the city to adopt the WUI code along with a corresponding map. He explained that the map included in the second resolution was developed based on the fire department's internal assessment of areas of concern within the city. Council Member Harris explained that areas currently identified as potentially high-risk on the WUI map may change over time. As development occurs, adding streets, roads, and reducing wildland vegetation, these areas are expected to be adjusted to reflect the evolving landscape of the city. Chief Dawson confirmed that the department conducts annual assessments of both the fire maps and the WUI areas. He noted that these maps are reviewed regularly, and any significant changes would be brought back to the council for approval of an updated map.

Council Member Harris asked about how the department monitors open space within new developments, noting that some areas may be usable parks while others retain a wildland vegetative character. He inquired whether the department tracks these areas as development

occurs. Chief Dawson confirmed that the department actively monitors open space within new developments, particularly areas that retain a wildland character. He explained that incorporating these areas into the WUI map allows the city to enforce safety measures, including requiring fire-resistant construction materials and techniques. These measures help reduce the likelihood of structures igniting, even if a fire occurs nearby.

**Council Member Zander motioned to approve Resolution R2025-53, Adopting the International Utah Wildland-Urban Interface Code. Council Member McGuire seconded the motion. Vote was 5-0, unanimous in favor.**

H.2. Resolution R2025-54, Adopting a Wildland-Urban Interface (WUI) Map.  
(By Fire Chief, Chris Dawson)

**Council Member McGuire motioned to approve Resolution R2025-54, Adopting a Wildland-Urban Interface (WUI) Map. Council Member Johnson seconded the motion. Vote was 5-0, unanimous in favor.**

#### **I. Horizon Development Land Use Public Hearing Items:**

I.1. Presentation on Resolution R2025-57 and Zoning Ordinance 2025-02-Z, all related to the Horizon Land Use Development Project. Fieldstone Construction & Management Services, Inc. (Applicant). (By Director of Planning & Economic Development, Brian Preece)

Director of Planning & Economic Development Brian Preece reviewed prepared presentation (Attachment C). He provided an overview of the proposed Fieldstone Construction project, located across from the FrontRunner station, just below the Class A office buildings and adjacent to the existing Jordan Station apartments. The property owners are SJ Utah Commercial, with Fieldstone Construction Management Services as the applicant. The Planning Commission unanimously recommended approval of the three related items: resolutions, ordinances, and the development agreement. The site is currently zoned CF (Commercial) with a land use designation of Mixed Use Transit-Oriented Development (MU-TOD), consistent with the recently adopted Station Area Plan. The proposal requests a rezoning to RM (Residential Multi-Family) with a Planned Development Overlay (PDO) zone. The project consists of 33 townhome units on 2.5 acres, accessed via a private drive with an easement and a secondary gated access reserved for fire purposes, coordinated with the neighboring property owner. All units will have two-car garages, some front-loaded and some rear-loaded, with the development agreement allowing for a reduction in garage size from the standard 20x20 to 19x19, he noted that the developer will explain further the reasoning behind the request. The development agreement outlines architectural standards, amenities, circulation, and landscaping. Fencing will be installed per the concept plan, with no fencing along the southern boundary adjacent to the existing apartments. Landscaping will include grassy open areas, a relocated dog park, and natural open space on the east side. Roads will be private, with approximately 14 visitor parking spaces. The project will follow the submitted site plan, concept plan, and elevations, with homes stepped up the hillside to remain lower than the adjacent apartments. He noted that a significant amount of undocumented fill from the apartment construction will need removal, and geotechnical studies, as recommended, will ensure solid

foundations. The project aligns with the Station Area Plan goals by expanding housing options, including moderate-income units, promoting sustainable environmental practices, and improving access to employment, recreation, and transportation connectivity.

Randy Smith with Fieldstone Construction & Management Services, Inc. noted that the site contains excess material from the construction of the nearby Jordan Station Apartments, which must either be removed or addressed with deep foundations. To work with the topography, the design uses the buildings themselves for retaining; front-load units include walk-out basements, while rear-load units have garages in the basement with main-level entrances. He clarified the development agreement's garage specifications, which allow for 19x19 garages on the narrower three-story units. These garages can accommodate two cars, though not necessarily two large trucks, with additional storage space included. Front-load units have larger garages, and the agreement specifies minimum dimensions for the narrower units only. He highlighted that the buildings are designed to step down the hillside, offering appealing western views, and emphasized the team's experience with wildland urban interface considerations. He confirmed that engineers and the fire department will collaborate to ensure all fire safety measures are appropriately implemented. He concluded by expressing confidence that the project will be visually appealing and a positive addition to the area.

I.2. Resolution R2025-57 Public Hearing.

I.3. Zoning Ordinance 2025-08-Z Public Hearing.

Mayor Ramsey opened the public hearing. There were no comments. Mayor Ramsey closed the public hearing.

Council Member Zander asked staff to clarify the garage size standards, noting concerns about parking issues in previous developments, specifically Rushton Meadows at the southern end of the city. She emphasized the importance of ensuring the new Fieldstone project does not repeat those parking challenges.

Mayor Ramsey expressed similar concerns, specifically questioning the width of the streets, noting that the proposed private streets are narrower than the city's standard at 26 feet.

Director Preece noted that parking is likely the most significant concern staff has identified with the project.

Council Member McGuire noted that parking concerns tie in with previous issues in the Daybreak community. He emphasized the importance of ensuring garages are a minimum size to accommodate two vehicles and garbage cans, and that driveways or parking areas remain unobstructed. Director Preece confirmed that parking along these private streets would not be allowed.

Council Member McGuire asked for clarification about the 19 by 19 garage size, specifically whether it would accommodate standard vehicles such as sedans, crossovers, or smaller cars.



Council Member Zander requested the plat map with the topographical overlay to review the layout and avoid repeating past issues with small garages in other developments. She noted that while public parking areas and some driveways are included, the driveways are not large enough to accommodate a vehicle, highlighting the importance of ensuring adequate parking.

Council Member Johnson clarified that the applicant mentioned the garages are extended in depth, allowing space for two cars in a front-and-back arrangement, rather than traditional side-by-side tandem parking. Noting that while not perfect, the extra depth is typically used for storage.

Council Member McGuire requested clarification on the garage dimensions, noting that at 19 by 19 feet, the garages are still essentially single-depth (tandem) rather than extended front-to-back. He suggested that to park two cars comfortably, the depth would need to be closer to 38 feet.

Mr. Smith clarified that the narrower units with 19-foot-wide garages actually have significant depth, approximately 36 feet, allowing for tandem parking of two cars front-to-back. The other units have more standard garages, roughly 22 by 24 feet. The design intentionally widened the narrower units to improve parking capacity, though the site remains tight.

Council Member Johnson confirmed that even the narrower units, while tandem in layout, are designed with sufficient depth to accommodate two cars. Mr. Smith confirmed that the garages can comfortably fit two cars, though not necessarily larger vehicles like full-size SUVs or trucks.

Council Member McGuire noted that the confusion regarding garage size stems from the development agreement listing the dimensions as 19 by 19. Mr. Smith clarified that if needed, the development agreement could be adjusted to reflect the actual garage dimensions. He noted that all areas marked in red on the plan indicate no street parking, except for a few parallel stalls on one side of the 26-foot-wide lane to comply with fire access rules. The project is designed to provide two parking spaces per unit in the garages, in addition to guest parking spaces.

Council Member Zander requested that staff verify the garage dimensions in the development agreement. She emphasized that before voting to approve the project, she wants confirmation that the agreement accurately reflects the actual garage size, which she understood to be approximately 19 by 36 feet rather than the 19 by 19 listed.

City Attorney Ryan Loose clarified that the current development agreement (Section 10, page 4) requires each unit to have a private two-car garage as shown on the concept plan. He noted that while the agreement does not specify exact dimensions, the Planning Staff considers garages of at least 19 by 36 feet or the standard 22 by 24 feet sufficient for two cars. He explained that, if desired, the council could approve the project with a condition to amend the agreement to explicitly reflect these dimensions, ensuring consistency with what was presented during the meeting.

Mr. Smith noted that the development agreement includes bullet points that align with the city's code, providing additional guidance and standards for the project. These points help clarify requirements related to the concept plan, unit layout, and design elements, ensuring consistency with city regulations and expectations for the development.

City Attorney Loose clarified that the current development agreement references the concept plan and includes the 19 by 19 dimension. However, he noted that 19 by 19 is not necessarily sufficient for a standard two-car garage, which aligns with the explanation provided by the applicant and staff.

Mr. Smith added context on scale, explaining that a typical parking space is nine by 18 feet, so an 18 by 18-foot area would fit two standard vehicles. He acknowledged that the proposed garage dimensions are tight but stated that they are functional and can accommodate two cars.

Mayor Ramsey emphasized that concerns about parking and livability often result in residents returning upset after developments are approved. She explained that the council's questions are intended to ensure that the anticipated quality of life matches reality, preventing future issues and complaints. She noted that careful review upfront helps the city anticipate potential problems and mitigate concerns before they arise.

Mr. Smith stated that the developer is willing to include disclosures for buyers noting that some garages are slightly smaller than a typical two-car garage. He indicated that they understand this is a common concern and are open to measures that help ensure buyers are informed.

Council Member Zander noted a common challenge with tight garages; while a standard parking stall measures about 9 by 18 feet, residents often need to store two garbage cans (regular and recycling) inside the garage. This significantly reduces usable space, making it difficult to fit a car, and has caused repeated frustration in other developments.

Mr. Smith explained that he does not have the building plans on hand to confirm the garage depth, though he believes it can be easily adjusted in the development agreement if needed. He noted that the urgency is due to a land closing scheduled for December 15. If council approval is not granted at this meeting, they would need to request an extension from the seller, and if denied, the project could fail. He emphasized that this timing issue is his responsibility, not the council's, and asked that approval with conditions would help ensure the project moves forward.

Council Member Shelton asked for clarification on the garage dimensions, specifically inquiring how long the garages are, noting that the width is 19 feet.

City Attorney Loose clarified that the garages were represented as either 19 by 36 for the narrower units or 22 by 24 for the standard two-car units. He noted that the development agreement currently lists a minimum of 19 by 19 under Section 3B, which the council acknowledged, and stated that the agreement can be amended to reflect the dimensions the council is comfortable with.

Jared Payne with Fieldstone Construction & Management Services, Inc. noted that the council could amend the development agreement to set the minimum garage size at 19 by 24 instead of 19 by 19. He clarified that this change would not prevent tandem garages from being built, as the narrower units would still be designed with tandem configurations where appropriate.

Mr. Smith clarified that for the development, the constraint is in the width of the garages, not the depth, meaning the garages can accommodate two cars front-to-back (tandem), but the narrower width is the limiting factor.

City Attorney Loose noted that under the parking section, the development agreement currently specifies a private two-car garage with a minimum of 19 by 19. He asked whether it would be possible to define a minimum total square footage for the garage instead, or clarify the dimensions, such as 22 by 24 or 19 by the actual depth, since the council is seeking more certainty on garage size.

Council Member Johnson suggested updating the development agreement language for the units with 19-foot widths to clarify the tandem configuration and specify the garage depth. She noted that the council is aware that some units will have tandem garages and that this can be addressed in coordination with staff.

Mr. Smith explained that the garage was originally designed as a one-car tandem but was widened to accommodate two cars. Due to architectural changes, including the placement of front doors, the full tandem configuration may not remain, though at least part of it still exists. He noted that the depth is sufficient, likely over 30 feet, but the project is constrained by the width rather than the depth.

Council Member Zander clarified that while the depth of the garages can range from 24 to 36 feet, the width is the limiting factor. She added that the presence of a stairway in some units will reduce the usable space on one side of the garage, though the other side can remain deeper to accommodate vehicles and potentially garbage bins.

Council Member Shelton noted that the other garages are 22 by 24 feet and suggested that if the new garages were 25 feet deep, they would essentially match that square footage. He added that the council could either select a depth somewhat arbitrarily or direct planning staff to ensure a minimum depth to meet the intended functionality.

Mayor Ramsey emphasized the importance of having a clear rationale behind the garage dimensions rather than setting them arbitrarily. She explained that because these are private streets, a scenario the city handles less frequently, they want to ensure past issues with garage and parking configurations are avoided. She clarified that the goal is to confirm that potential problems have been addressed, not to criticize the applicant.

Director Preece suggested tabling the discussion temporarily to allow staff and the applicant time to gather additional information before continuing with the review.

Council Member Harris asked if it might be possible to increase the size of the narrower garages for units 16–19, noting that there appears to be some additional space at the lower end of the property. He expressed a preference for minimizing narrow garages and suggested exploring whether adjustments could be made so these units have larger garages, similar to unit 25 on the opposite side.

Mr. Smith explained that the width of the narrower units (16–19) is constrained by the grade separation, the need to remove existing fill, and a city storm pipe and easement along the southern boundary. Adjusting the width further would require a larger retaining wall and effectively create a different unit type than the rest of the project. He offered to commit to a minimum garage depth,

suggesting at least 24 feet for the narrower units, while noting that an exact number could be set if the Council preferred.

Council Member McGuire asked if a true tandem garage would require at least 36 feet in depth.

Mayor Ramsey noted the importance of getting the details right and thanked staff for their collaboration. She then requested a motion to table the discussion temporarily, with the intent to return to it later in the meeting.

**Council Member Harris motioned to table Item I. Horizon Development Land Use Public Hearing Items until the Mayor reopens the discussion later in the meeting. Council Member Johnson seconded the motion. Vote was 5-0, unanimous in favor.**

The council then moved on to item J; the public hearing for the proposed creation of Downtown Daybreak Public Infrastructure District No. 1. Mayor Ramsey noted the purpose of the hearing is to gather public input on whether the requested services are needed in the proposed district, whether the services should be provided by the city or the district, and any other matters related to the proposed district.

**J. Public Infrastructure Downtown Daybreak Public Hearing Item:**

- J.1. Resolution R2025-64, Providing for the creation of Downtown Daybreak Public Infrastructure District No. 1 (The “District”) as an independent district; authorizing and approving a Governing Document; appointing a Board of Trustees; authorizing other documents in connection therewith; and related matters. (By Director of Planning & Economic Development, Brian Preece)

Director of Planning & Economic Development Brian Preece introduced the continuation of the item from the previous meeting regarding the proposed Downtown Daybreak Public Infrastructure District (PID). He explained that a petition had been submitted and reviewed by a PID committee consisting of himself, Assistant City Manager Don Tingey, CFO Sunil Naidu, City Attorney Ryan Loose, and City Manager Dustin Lewis. The committee found that the petition met the required intent and moved it forward to the council. He noted that the actual petition and governing documents now need to be adopted by resolution following the public hearing. He mentioned that several PIDs exist elsewhere in the state and deferred to David Cannon from Larry H. Miller Real Estate to present details, including a map (Attachment D) of the proposed district area.

David Cannon, representing Larry H. Miller Real Estate, addressed the council regarding the proposed Downtown Daybreak Public Infrastructure District (PID) No. 1. He reviewed prepared presentation (Attachment E). He highlighted the progress in downtown Daybreak, noting events such as summer concerts, baseball games, movies, and community gatherings, which attract visitors from beyond a 30-mile radius, generating sales tax revenue for the city. He emphasized that the area has eight active tenants, including local businesses and restaurants, and that future phases of development could cover up to 200 acres, including retail, for-sale and rental housing, a museum, a hotel, a district parking garage, and the Larry H. Miller Arts Center. He explained that the proposed PID is a tool to support the high-cost infrastructure required for this urban-scale

development, including roads, sewer, parking, and other public improvements. He clarified that the PID would only apply to properties owned by the developer's affiliates, would be self-imposed, and would not create a new mill levy. The PID allows the developer to leverage existing revenue sources, such as HTRZ and CRA funds, and bond against them to fund infrastructure upfront. He provided maps showing the proposed 30-acre initial boundary of PID No. 1, which includes properties from Lake Avenue through Ballpark Drive, as well as potential future annexation areas within the PID boundary. He emphasized that no for-sale residential properties would be included in the PID. He concluded by reiterating that the PID supports community and economic development, aligns with the long-standing vision for downtown Daybreak, and leverages proven strategies successfully used elsewhere in Utah.

Mayor Ramsey opened the public hearing for Resolution R2025-64. There were no comments. Mayor Ramsey closed the public hearing.

Council Member Shelton asked for clarification on how the proposed PID would enable the developers to access the bond market in addition to the funding already provided through the HTRZ.

Mr. Cannon explained that while the HTRZ provides a portion of the property tax increment over a 25-year period to support development, the associated costs, such as structured parking, occur immediately. The PID allows the developers to pledge those future HTRZ revenues to the PID, which can then be used to issue bonds today. This approach enables the developers to access capital at a lower cost and fund necessary infrastructure immediately, rather than waiting for revenues to accrue over the 25-year period.

Council Member Shelton asked whether, without the PID, the developers would be unable to access the bond market.

Mr. Cannon explained that without the PID, they would rely on traditional real estate financing through a bank or credit union. Using the PID allows them to finance at the district level, providing flexibility to aggregate and locate parking strategically across the district rather than financing each project individually.

Council Member Shelton asked for clarification, noting that while the developer is pledging future HTRZ revenue to the PID, the issue is that the HTRZ revenue by itself cannot be used to access the bond market.

Mr. Cannon explained that HTRZ revenues are generated only after development performance, meaning the increment is created as the project is delivered. By using the PID, they can access bonding to fund development upfront. Additionally, the PID structure allows borrowing at lower, municipal finance rates through tax-exempt bonds, providing a further financial benefit.

Director Preece added that the PID functions similarly to the city's prior use of the RDA for The District, where bonds were issued against future revenues to fund development upfront. The PID creates a separate governmental entity with its own board, allowing it to access municipal bond rates, monetize future HTRZ payments, spend those funds immediately for infrastructure, and repay the bonds over time.

Mayor Ramsey noted that the presentation's list (Attachment E, pg. 5) of PIDs across Utah was informative, highlighting projects she hadn't realized used this tool, including the medical school campus in Provo and Black Desert in Ivins. She appreciated seeing the examples, emphasizing that while the list wasn't comprehensive, it demonstrated that PIDs are an established method across the state for facilitating project infrastructure and development.

Council Member Zander asked Mr. Cannon to clarify the mill rate, mill levy, and PID columns in the presentation (Attachment E, pg. 5), requesting a simple explanation of what the numbers represented. Mr. Cannon explained that the first column represents the base city or county mill rate, which is the property tax rate applied to assessed value, 8.8 mills equates to 0.088% annually. The second column lists the PID name, the third column shows the PID mill rate, which is any additional property tax self-imposed within the district, and the final column reflects the total mill rate. By state law, the total can include up to 15 additional mills (1.5%) on top of the base county rate. Council Member Zander asked for clarification on the PID mill levy, noting that the examples shown range from 3.0 to 15 mills, and inquired where the proposed PID for downtown Daybreak would fall within that range. Mr. Cannon clarified that the proposed downtown Daybreak PID would not impose any additional mill levy. He emphasized that the project would rely solely on existing tools, such as the HTRZ, and reiterated their commitment to the council that no new property tax would be added through the PID. Council Member Zander noted that many residents may be listening and emphasized that the zero mill levy is a significant point. Mr. Cannon explained that the zero mill levy helps attract preferred retailers and users and prevents unexpected additional costs for homeowners, which can sometimes create "sticker shock" in residential developments.

Council Member Zander asked for clarification, noting that in developments like Eagle Mountain Firefly, residents pay a PID mill levy of 3.0, whereas the PID under discussion would have a zero mill levy, which she highlighted as significant. She further asked for confirmation that no for-sale housing would be included in the PID, ensuring that future residents would not unexpectedly incur additional property taxes. Mayor Ramsey noted that the zero mill levy is a condition of the PID that the council put on it and reaffirmed that it is a requirement currently in place. Mr. Cannon added that while he supports PIDs as a useful tool for infrastructure development in growing areas of Utah, in this case they are able to proceed without pledging any additional mill levy, thanks to existing tools and the city's partnership.

Mayor Ramsey asked Mr. Cannon whether a separate PID could be created for the additional annexation areas shown on the map, and if adding land to the existing PID would require council approval. Mr. Cannon responded that, to the best of his understanding and pending legal confirmation, any property within the proposed annexation boundary could be added to the PID with the property owner's consent, without requiring further council approval. Mayor Ramsey clarified that the request under consideration tonight applies to the entire area shown, not just the orange-shaded portion. Mr. Cannon confirmed that was correct.

City Attorney Loose clarified that while the council is approving the ability to annex properties within the PID boundary without returning for further approval, there is a discrepancy in the documents; the initial boundary was stated as roughly 30 acres, but the draft governing document

lists 0.153 acres. He noted that any approval would need to allow the City Attorney and City Manager some latitude to correct and refine these details to match the council's intent.

Council Member McGuire also raised a point of clarification, referencing a concern he had previously raised in an email to staff about a reference to Summit County.

**Council Member Shelton motioned to approve Resolution R2025-64, Providing for the creation of Downtown Daybreak Public Infrastructure District No. 1 (The "District") as an independent district; authorizing and approving a Governing Document; appointing a Board of Trustees; authorizing other documents in connection therewith; and related matters with direction to correct the PID document to reflect the accurate initial district boundary acreage of 30 acres and to address any technical or non-substantive cleanups as needed. Council Member McGuire seconded the motion.**

Mayor Ramsey noted that the PID creation document does not explicitly state that no for-sale residential product will be included within the district. She expressed concern that once the PID is approved, the council would have no control over that aspect in the future.

City Attorney Loose explained that because the PID will not collect property taxes, it can only collect revenue from sources such as the HTRZ, CRA, or other non-property tax mechanisms like sales tax. As a result, residential properties would not contribute to the PID unless they generate taxable sales. Director Preece clarified that the CRA revenues would be exhausted before the HTRZ revenues, so while the PID could draw from that area, it would be limited by the CRA's lifespan. City Attorney Loose explained that, consistent with prior special assessment areas in Daybreak, any homeowner property tax obligations were always excluded from the PID funding. In this case, since the PID will not levy property taxes, homeowners will not be impacted.

Mayor Ramsey noted she wanted confirmation that homeowners would indeed not be responsible for any property tax under this PID. City Attorney Loose clarified that the PID entity cannot levy property taxes under the current agreement. He noted that, while the council could explicitly include a statement to that effect, it is unnecessary because the entity is legally prohibited from imposing property taxes unless the document is later amended.

Council Member Shelton confirmed that even if residential property were developed within the PID area, there would be no PID property tax levy, and homeowners would not see any related line item on their tax statements. City Attorney Loose confirmed the PID cannot levy a property tax. Mayor Ramsey noted that while this commitment is very important, it is not explicitly documented in the PID creation documents, and she wanted to ensure it was clearly understood for residents.

#### **Roll Call Vote**

**Council Member Shelton - Yes**

**Council Member McGuire - Yes**

**Council Member Harris - Yes**

**Council Member Johnson - Yes**

**Council Member Zander - Yes**

**The motion passed with a vote of 5-0.**

Mayor Ramsey stated that the resolution was approved unanimously and highlighted that this PID is the first of its kind the city has implemented. She noted that while similar tools are being used elsewhere in the state, this marks a significant milestone locally. She thanked staff and the development team for their work on the project.

**K. Public Infrastructure Downtown Daybreak Public Hearing Item:**

- K.1. Review Letter of Intent to create the SOJO Marketplace Public Infrastructure District to facilitate construction of the proposed “SOJO Marketplace” Development. (By Director of Planning & Economic Development, Brian Preece)

Director of Planning & Economic Development Brian Preece provided an overview of the new PID proposal, noting that it differs from the previous one in that it is entirely within a commercial zone, so no residential development would be affected. He explained that this PID could levy up to five mills over 30 years, generating approximately \$5 million in proceeds. He noted that concerns regarding residential property taxes do not apply, as the PID policy has been amended to separate commercial and residential uses, allowing the tool to incentivize commercial development. He highlighted that the PID does not encumber the land; the bondholders assume the financial risk, which is reflected in higher interest rates, whereas the prior PID was secured with HTRZ funds, a more guaranteed revenue source. He stated that the committee reviewed the application thoroughly, recognizing it as a first-of-its-kind, “trailblazer” application, and concluded that it meets city policy. He clarified that the proposed PID covers approximately 17 acres, adjacent to but not overlapping the prior PID (Attachment F). He indicated that a detailed governing document will be brought back for council review, including specifics on allowed uses and the board structure. He noted that no public hearing is required for this item at this meeting.

City Attorney Ryan Loose informed the Mayor and Council that, due to scheduling constraints, the PID item is expected to return for consideration at the second council meeting in January.

John Gust stated that the PID will apply solely to commercial development and emphasized that in such cases, PID obligations are always fully disclosed in tenant leases. He noted that this practice is standard across the U.S., including in Texas and Denver, ensuring tenants are aware of any associated costs.

Council Member Zander expressed appreciation for the proposed name, “SoJo Marketplace,” stating that she personally liked it.

Mayor Ramsey confirmed that there were no further actions required on the PID item and then directed the council to return to the previously tabled item, Resolution 2025-57, concerning the development agreement for the development land use.



- I.4. Resolution R2025-57, Authorizing the Mayor to sign a Development Agreement pertaining to the development of property approximately located at 10378 South Jordan Gateway in the City of South Jordan.

Mr. Smith provided additional clarification on the Horizon development garage dimensions and unit layouts. He explained that the front-load units are 26 feet wide with 20 by 20-foot garages measured exterior to exterior, resulting in interior dimensions of approximately 19 by 19 feet. The narrower units are 20 feet wide, with garage widths of about 19 feet and deeper depths. He displayed slides (Attachment C) illustrating the two-story front-load units with walkout basements, noting that the front door and garage are on the same side. He highlighted that the narrower units, which previously had single-car garages in prior designs, were updated to two-car garages. One side includes a staircase, and the garage depth is substantial, about 25 feet on one side, providing ample space. He emphasized the design balance, explaining that increasing garage size on the front-load units would reduce living space in the basement and main floor, and could reduce the total number of homes. He requested direction from the council regarding the front-load units and noted willingness to adjust the development agreement to ensure compliance with council expectations and stated garage dimensions.

Council Member Zander referred back to the front-load unit slide and noted that because the garage and front door are aligned on the same side, the garage occupies a significant portion of the living space. She confirmed her understanding that the garage dimensions for these units will be 19 by 19 feet. Mr. Smith confirmed that the front-load units are currently designed with 19 by 19-foot garages, as shown on the slide.

Council Member Zander requested that the smaller garage space should be disclosed to buyers, emphasizing that while the slide shows a driveway, the actual units would not include driveways. Mr. Smith explained that this unit type has been successfully built in Eagle Mountain in recent years. He noted that the rendering shown does not reflect the current color scheme and clarified that, aside from two units with slightly longer driveways, the front load units have very short driveways, and most do not include driveways. Mayor Ramsey suggested that the smaller garage size be included in the buyer disclosure. She noted that while not all buyers may read it, having it documented ensures the information is available and transparent. Mr. Smith added that they review the buyer disclosures directly with purchasers, ensuring that buyers are aware of the garage size and other relevant details.

Council Member Zander requested the plat map be displayed and clarified the layout, noting that units 1 through 11 and 16 through 24 will all be front-load units. Mr. Smith clarified that the units just referenced on the plat map are the rear-load units, which are narrower but feature larger garages.

Council Member Zander clarified that the front-load units are the wider units with the smaller garages, while the rear-load units are narrower but have larger garages, providing variety and choice. She then asked whether it would be possible to fit two cars in a 19 by 19 garage while still accommodating the standard garbage cans used in South Jordan, directing the question to staff for verification.

City Engineer Brad Klavano responded that fitting two cars in a 19 by 19 garage would likely not be feasible if standard garbage cans were also stored inside. Without the garbage cans, it would be very tight but potentially possible, though he expressed doubt that two cars could fit comfortably alongside the cans.

Council Member Zander clarified that every home in South Jordan is required to have both a recycling and a waste can, meaning two cans per household. She asked for the approximate dimensions of two standard garbage cans side by side, noting that in some homes residents build small side spaces because garages cannot fit two cars along with the cans. Public Works Director Raymond Garrison clarified that each home has two 96-gallon garbage cans and estimated that side by side they occupy roughly a 3-foot by 3-foot footprint.

Council Member Zander expressed concern that with the 19 by 19 garages, new residents, excited to purchase their first home, may not realize that their two required South Jordan garbage cans will take up significant garage space. She noted this could result in cars being parked in driveways or on the street, creating potential overflow and parking issues, especially since most households have two or more vehicles. She further questioned whether there could be a small “pop-out” or extension in the garage, approximately four feet deeper and six feet wide, to accommodate garbage cans without requiring the full eight-foot tandem depth used in other units. She noted that while she understood expanding the garage would encroach on living space, these are the wider units, so there may be some flexibility to make a modest adjustment for functionality. Mr. Smith responded that if the Council desires, they could explore incorporating a modest garage extension to accommodate the garbage cans and see how it could work within the design.

Director Preece clarified that the garbage cans in these units would be private and not serviced by the city’s collection.

Council discussion clarified that trash service for this development would be private due to narrow road widths and lack of standard cul-de-sacs, using hammerhead turnarounds instead. City collection would not be required, and residents might not have standard two garbage cans for recycling and waste. The developers acknowledged the issue has not yet been resolved, and service could involve smaller private trucks or a community dumpster, but specifics are still to be determined.

Assistant City Manager Jason Rasmussen noted that in other areas of the city with narrow, private roads, the city’s hauler was unable to provide service. In those cases, the HOA arranged for private waste collection, often requiring residents to move trash cans a significant distance to a pickup point. He emphasized that for this development, the arrangement for garbage collection will need to be determined between the developer, the HOA, and the private hauler, as the details are not yet finalized.

Mayor Ramsey noted that the garbage collection solution will need to be finalized in a way that ensures long-term sustainability. She emphasized that once the development is complete, the issue effectively becomes the city’s responsibility, and residents often provide feedback on these matters, so it is important that a practical and lasting plan is put in place.

Council Member Harris stated that if the garages remain 19 by 19, there should be a mandatory communal dumpster system for residents to manage waste, similar to his experience living in a condo. He emphasized that without such a solution, residents would have insufficient garage space to accommodate both cars and garbage cans. He suggested that alternatives could include widening the garages, making them deeper, or reducing the number of units to ensure adequate space for parking and waste management. Mr. Smith asked if increasing the garage depth to 19 by 22 feet would address the concerns and make the council comfortable with the proposed garage size.

Mayor Ramsey asked whether issues like garbage service and other unresolved details would be addressed before the development agreement is signed, or if the council would be voting on the agreement while these items remain unresolved, noting that such details could have a potential impact on the city. Director Preece responded that the site plan still needs to go through the review process, and many of the outstanding issues, such as garbage service, will be addressed during that process. However, he noted that it is generally preferable to resolve as many of these issues as possible during the current discussion.

Mayor Ramsey noted that the council is not trying to dictate exact specifications but wants to ensure that the design works in practice. She emphasized the importance of accommodating vehicles and waste collection, whether via garbage cans or a dumpster, given the unique nature of this development with narrow private roads, which raises issues the city does not typically encounter.

Council Member Johnson asked for clarification on whether the developers would have an opportunity to return to the council for review once the plan is finalized, in the event that adjustments are needed. Mr. Smith confirmed that they will still submit preliminary and final site plan submittals and undergo all standard staff reviews before moving forward. Council Member Johnson noted that these issues can be addressed through the review process and do not pose a significant enough concern to halt the financing.

Mayor Ramsey commented that the council's thoroughness comes from extensive experience with a wide range of projects. She noted that this development is unique due to narrower private roads and the lack of driveways, which raises questions that have been issues in past projects. The council's goal is to ensure these details are addressed appropriately.

Council Member Harris asked whether it would be appropriate to make a motion to approve the project subject to staff working with the developer to ensure that garage sizes and storage accommodate garbage cans adequately. He inquired if it would be reasonable to include that as a condition of approval.

Council Member Shelton suggested adjusting the front-load garage depth to 19 by 22 feet, reflecting the developer's offer, as a way to address concerns about space for vehicles and garbage cans. Mr. Smith stated that the proposed 19 by 22-foot garage adjustment could be incorporated cleanly into the development agreement and worked out through that process. Council Member Johnson noted that if the developer later chooses to implement garbage dumpsters, they could return to the Council or amend the development agreement at that time, in addition to any decision to proceed with the larger garage units.

**Council Member Harris motioned to approve Resolution R-2025-57, with the condition that the rear-load unit garage sizes reflect the dimensions discussed during the meeting, as documented in the meeting record.**

City Attorney Loose clarified that, for simplicity, setting the minimum garage size at 19 by 22 feet would cover both rear-load and front-load units, since the rear-load units are 19 by at least 25 feet (and up to 35 feet in depth due to their shape).

Council Member Harris stated that while he understood the simplification, he preferred to maintain the specific garage dimensions just agreed upon for the rear-load units.

City Attorney Loose clarified that they would document the rear-load units as discussed, and recommended providing a diagram for each unit type, since the concept plan does not show garage layouts. The diagram would illustrate the minimum dimensions as presented in the meeting.

Council Member Harris clarified that the front-load units are approved at a minimum of 19 by 22 feet, and any deviations from the agreed-upon dimensions would require the developer to return to the Council for approval.

Mr. Smith asked for clarification regarding the rear-load units, specifically if a homebuyer opted to reduce the garage depth from 35 feet in order to include a bonus room. He asked whether the Council would oppose such a change, noting that a minimum dimension of 19 by 22 feet would allow flexibility for that adjustment.

Council Member Harris noted that the Council is in the process of voting and expressed concern that a new issue is being introduced at the same time, which could complicate the current motion.

Mr. Smith explained that, typically, the development agreement sets a minimum standard for units rather than specifying exact dimensions for each unit. He indicated that he would defer to the Council to determine the approach in this case.

Council Member Zander stated that, while the discussion on garages may seem lengthy, it is important to ensure functionality and safety on city streets. She expressed support for setting a minimum garage size of 19 by 22 feet, emphasizing that buyers should have flexibility to make choices, such as adding a bonus room, as long as the minimum garage space is maintained. She noted her preference to avoid unnecessary government overreach while preserving the integrity of the city.

Mayor Ramsey noted that, with a motion already on the table, the council must either ask Council Member Harris if a proposed change is a friendly amendment to his motion or make a substitute motion. Council Member Zander asked Council Member Harris whether he would prefer that she make a substitute motion or if he would like to amend his existing motion.

Council Member Harris asked for clarification on whether the development's selling approach includes offering buyers a choice between a garage or a bonus/extra room. He noted that this was the first he had heard of that option and wanted to confirm if that is how the units are being marketed.

Mr. Smith explained that there is currently no built plan for a bonus or extra room in the units, as the project is still at the zoning stage and construction documents have not been developed. He noted that in past projects, buyers have occasionally requested structural changes, such as slightly enlarging a room, but these options are offered later in the process, not as standard features at this stage.

Mayor Ramsey clarified that the discussion at hand pertains to both the zoning and the development agreement, emphasizing that this is the appropriate context for these questions, particularly regarding the development agreement.

Mr. Smith clarified that when he previously referenced “just zoning,” he was speaking from the developer’s internal perspective and process. He noted that Fieldstone typically proceeds with construction documents, site plan approvals, and other steps after zoning and development agreement considerations, and that full vesting occurs later in the process.

Council Member Harris explained that his concern is about the overall parking capacity in the community rather than individual unit choices. He noted that prior experiences with inadequate parking have led to significant resident complaints. Based on this, he expressed hesitancy to approve smaller garage sizes and announced that he would be withdrawing his motion, inviting another council member to make a motion if desired.

**Council Member Johnson motioned to approve Resolution R2025-57, Authorizing the Mayor to sign a Development Agreement pertaining to the development of property approximately located at 10378 South Jordan Gateway in the City of South Jordan; with the addition that all units will have a minimum garage size of 19 by 22 feet. Council Member Shelton seconded the motion.**

Council Member Zander commented that, based on a general guideline for Utah homes, a 19 by 22-foot garage should typically accommodate two cars, though side storage may be limited. She noted that while slightly narrower than average, the increased depth makes her comfortable with the proposed minimum garage size.

**Roll Call Vote**

**Council Member Johnson - Yes**

**Council Member Shelton - Yes**

**Council Member Harris - Yes**

**Council Member Zander - Yes**

**Council Member McGuire - No**

**The motion passed with a vote of 4-1; Council Member McGuire voted “No”.**

- I.5. Zoning Ordinance 2025-08-Z, Rezoning property generally located at 10378 South Jordan Gateway in the City of South Jordan from C-F (Commercial-Freeway) Zone to R-M (Residential-Multiple) Zone and PD (Planned Development) Floating Zone; Randy Smith/Fieldstone Homes (Applicant).

**Council Member Zander motioned to approve Zoning Ordinance 2025-08-Z, Rezoning property generally located at 10378 South Jordan Gateway in the City of South Jordan from C-F (Commercial-Freeway) Zone to R-M (Residential-Multiple) Zone and PD (Planned Development) Floating Zone; Randy Smith/Fieldstone Homes (Applicant). Council Member Johnson seconded the motion.**

Council Member McGuire commented that he is willing to approve the zoning ordinance, noting that the rest of the council has already approved the related resolution connected to this project.

**Roll Call Vote**

**Council Member Zander - Yes**

**Council Member Johnson - Yes**

**Council Member Harris - Yes**

**Council Member Shelton - Yes**

**Council Member McGuire - Yes**

**The motion passed with a vote of 5-0.**

Mayor Ramsey expressed appreciation for the collaboration in addressing project details. She noted that while some challenges are the developer's responsibility initially, once the project is built, long-term impacts often become the city's concern, highlighting that the council's thorough questioning is informed by past experience with similar developments.

**L. Staff Reports and Calendaring Items:**

City Manager Dustin Lewis informed the council that several items on their calendars had been sent as notices for potential social events this month, and encouraged members to reach out to with any questions for additional details.

Mayor Ramsey recognized Human Resources Director Teresa Robinson and her HR team for their volunteer efforts supporting students in the community. She shared that the team had organized and delivered "weekend kits" through the Jordan Education Foundation, providing food for children experiencing food insecurity. The mayor noted the increased need during the recent federal government shutdown, when SNAP benefits were delayed and some families faced additional challenges. She praised the HR team as "quiet, unsung heroes" for their initiative and impact, expressing gratitude on behalf of the community.

**Council Member Johnson motioned to adjourn the December 2, 2025 City Council Meeting and return to the Executive Closed Session to discuss the character, professional competence, physical, or mental health of an individual. Council Member Zander seconded the motion. Vote was 5-0 unanimous in favor.**

**ADJOURNMENT**

The December 2, 2025 City Council Meeting adjourned at 8:56 p.m.

## RESOLUTION R2026-01

### **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, PROCLAIMING JANUARY 16, 2026 AS RELIGIOUS FREEDOM DAY IN THE CITY OF SOUTH JORDAN.**

**WHEREAS**, the United States Congress in 1992 set aside January 16th as “Religious Freedom Day” to honor the passage of the Virginia Statute for Religious Freedom in 1786; and

**WHEREAS**, Religious Freedom Day has been recognized by presidential and State proclamations annually; and

**WHEREAS**, many of the first immigrants to our nation came to these shores motivated by their desire for religious liberty so that they could worship according to the dictates of their own consciences and our forefathers saw fit to protect and support freedom of religion by establishing it in the first amendment of the United States Constitution; and

**WHEREAS**, those of faith, and those of no faith, have common goals of unity, love, service, mutual civility, and a desire to live true to belief and conscience; and

**WHEREAS**, we seek mutual respect and fairness to all; and

**WHEREAS**, the right to exercise one's own individual conscience is a critical and essential element in the fabric of American culture and history which serves as a beacon of freedom in the world and we recognize one's faith is core to an individual's identity and humanity; and

**WHEREAS**, we invite others to defend freedom of religion, including the long standing Religious Freedom Restoration Act.

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

**SECTION 1.** The City Council recognizes the religious freedom of all residents of the City of South Jordan, commemorates the enactment of the Virginia Statute for Religious Freedom on January 16, 1786, and declares January 16th each year as “Religious Freedom Day” in the City of South Jordan.

**SECTION 2. Effective Date.** This Resolution shall become effective immediately upon passage.

[SIGNATURE PAGE FOLLOWS]

**APPROVED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH,  
ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2026 BY THE FOLLOWING VOTE:**

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

Mayor: \_\_\_\_\_  
Dawn R. Ramsey

Attest: \_\_\_\_\_  
City Recorder

Approved as to form:

  
Ryan W. Loose (Dec 30, 2025 08:26:40 MST)

Office of the City Attorney



# SOUTH JORDAN CITY COUNCIL STAFF REPORT

MEETING DATE: JANUARY 6, 2026

## FILE OVERVIEW

Item Name	Rosary Way Right-of-way Vacation
Address	Approx. 11300 S Kitty Hawk Dr.
File Number	PLRWV202500231
Applicant	Larry H Miller Real Estate
Property Owner	Catholic Diocese of Salt Lake City
Staff Author	Greg Schindler ( City Planner)
Presenter	Brian Preece

## ITEM SUMMARY

The applicant, Larry H. Miller Real Estate, has petitioned the City to vacate a portion Rosary Way (formerly named Electric Avenue) east of Kitty Hawk Drive. The area proposed for vacation is approximately 1.228 acres. The Rosary Way right-of-way was originally dedicated to South Jordan with the recordation of the Daybreak West Villages Roadway Dedication Plat. Recently a one lot preliminary subdivision was approved by the Planning Commission. Attached documents show the ROW running through the middle of the future lot. The applicant has indicated that the ROW will be re-routed around the north side of the proposed lot. The anticipated use of the property is a Catholic Church, Priest Residence and Social Hall with possible future development.

## TIMELINE

- On November 19, 2025, the applicant submitted a complete right-of-way vacation application to Staff for review. The application was reviewed once by staff and no corrections were required. The application was reviewed by the following departments:
  - Planning
  - Engineering

## FINDINGS AND RECOMMENDATION

### Findings:

- Utah Code § 10-20-813(4) provides standards of approval for vacating a public easement: The legislative body may adopt an ordinance granting a petition to vacate some or all of a public street, right-of-way, or easement if the legislative body finds that:
  - (a) good cause exists for the vacation; and
  - (b) neither the public interest nor any person will be materially injured by the vacation.

### Conclusions:

- The application is in conformance with the minimum requirements of South Jordan Municipal Code [§16.14](#).
- Staff finds that there is good cause for vacating the right-of-way for the following reasons:
  - The portion of right-of-way that is currently not developed but, proposed to be vacated, will cross through a lot that will be developed. If vacated, the right-of-way will be re-routed along the north side of the lot instead of through it.
  - No public interest or any person will be materially injured by the vacation since the relocated right-of way will be dedicated to the City in future development.

### Planning Staff Recommendation:

**Staff recommends approval of the application** based on the report analysis, findings, and conclusions listed above.

### Required Action:

Final Decision

### Scope of Decision:

This is a legislative decision to be decided by the City Council.

### Standard of Approval:

The City Council may adopt an ordinance granting a petition to vacate some or all of a public street or municipal utility easement if the legislative body finds that:

- (a) good cause exists for the vacation; and
- (b) neither the public interest nor any person will be materially injured by the vacation.

### Motion Ready:

I move that the City Council approves:

1. Ordinance 2026-01 vacating a portion of Rosary Way located east of Kitty Hawk Drive at approximately 11300 South.

### Alternatives:

1. Approve with conditions.
2. Deny the request.
3. Schedule the item for a decision at some future date.

## SUPPORTING MATERIALS

1. Attachment A, Ordinance 2026-01
  - a. Exhibit A, Street Vacation Exhibit
2. Attachment B, Aerial Map

WHEN RECORDED RETURN TO:

CITY OF SOUTH JORDAN  
ATTN: PLANNING DEPARTMENT  
1600 W TOWNE CENTER DRIVE  
SOUTH JORDAN, UT 84095

## **ORDINANCE 2026-01**

### **AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, VACATING A PORTION OF ROSARY WAY RIGHT-OF-WAY EAST OF KITTY HAWK DRIVE.**

**WHEREAS**, Utah Code §§ 10-20-811, 812, and 813 require that any vacation of some or all of a public street, right-of-way, or easement, including those recorded by subdivision plat, within the City of South Jordan (the “City”) may only be approved by the City Council of the City of South Jordan (the “City Council”); and

**WHEREAS**, Larry H. Miller Real Estate (the “Applicant”), petitioned the City to vacate a portion of Rosary Way right-of-way (ROW) that runs east of Kitty Hawk Drive for approximately 785 Ft. (1.118 ac.); and

**WHEREAS**, the City Council held a public hearing to consider Applicant’s petition to vacate the portion of ROW; and

**WHEREAS**, pursuant to Utah Code § 10-20-812(3), the City Council finds that there is good cause to vacate the ROW and that neither the public interest nor any person will be materially injured by vacating the ROW.

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

**SECTION 1. Grant of Petition to Vacate.** The City Council hereby grants the Applicant’s petition to vacate the portion of Rosary Way ROW that runs east of Kitty Hawk Drive for 785 Ft. as more particularly shown on the attached **Exhibit A**.

**SECTION 2. Property Transfer.** By adopting this Ordinance, ownership of the right-of-way being vacated by this ordinance and more particularly shown on the attached **Exhibit A**, will be transferred to the Catholic Diocese of Salt Lake City.

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

**SECTION 4. Effective Date.** This Ordinance shall become effective upon recordation of this Ordinance or a subdivision plat showing the vacation of ROW.

[SIGNATURE PAGE FOLLOWS]

**PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025 BY THE FOLLOWING VOTE:**

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

Mayor: \_\_\_\_\_  
Dawn R. Ramsey

Attest: \_\_\_\_\_

Approved as to form:

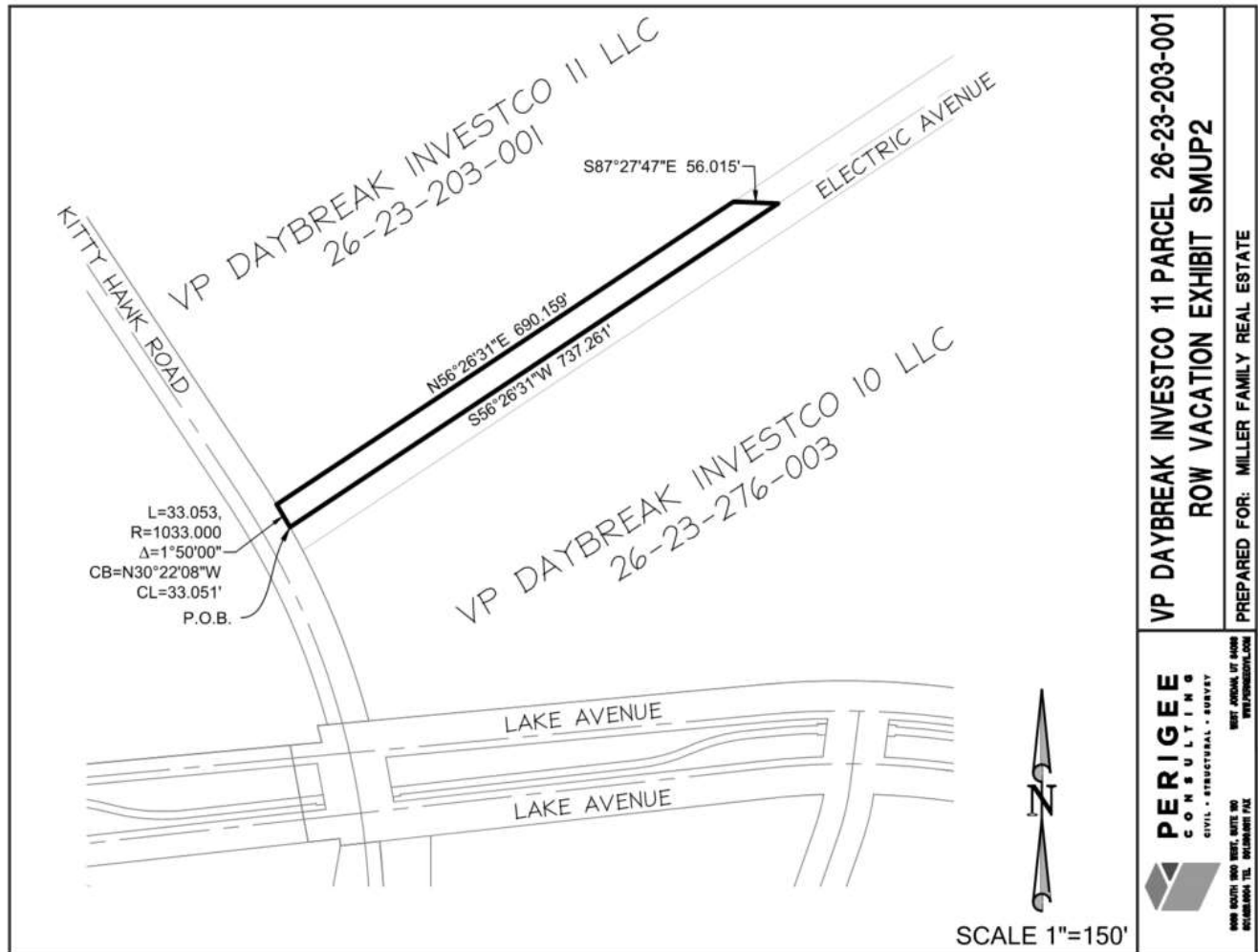
Gregory M. Simonsen  
Gregory M. Simonsen (Dec 30, 2025 11:04:36 MST)

Office of the City Attorney

## Exhibit A

## SOUTH MIXED USE PLAT 2

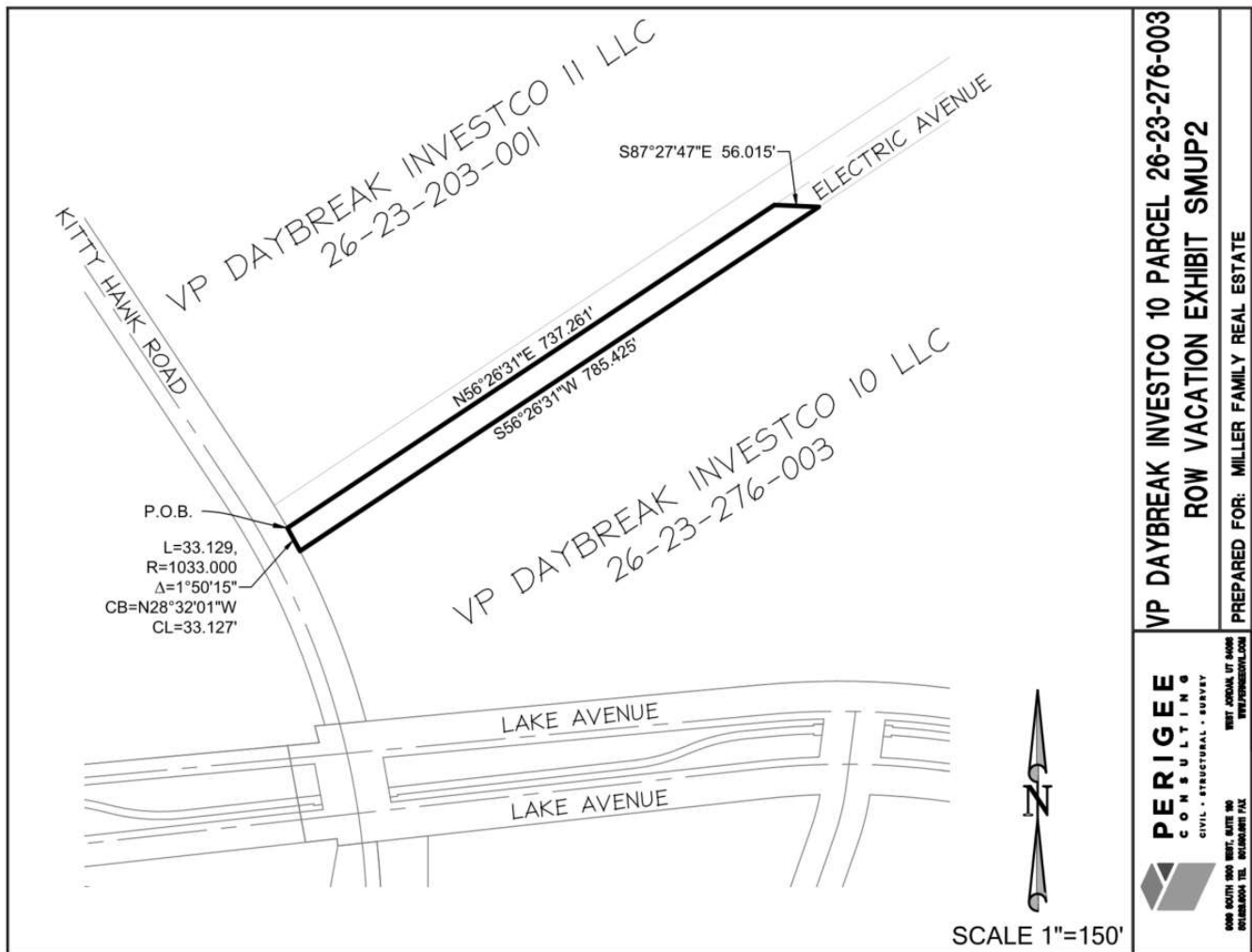
## ROSARY WAY RIGHT-OF-WAY VACATION



## Investco 11 26-23-203-001 - Right-of-Way Vacation

Beginning at the intersection of the Centerline of Electric Avenue and the Easterly Right-of-Way Line of Kitty Hawk Road, said point also being a point on a 1033.000 foot radius non tangent curve to the left, (radius bears South 60°32'52" West, Chord: North 30°22'08" West 33.051 feet), said point lies South 89°56'37" East 8001.580 feet along the Daybreak Baseline Southwest (Being South 89°56'37" East 10583.405 feet between the Southwest Corner of Section 22, T3S, R2W and the Southeast Corner of Section 23, T3S, R2W) and North 3035.948 feet from the Southwest Corner of Section 22, Township 3 South, Range 2 West, Salt Lake Base and Meridian and running thence along said Kitty Hawk Road and the arc of said curve 33.053 feet through a central angle of 01°50'00" to the Northwesternly Right-of-Way Line of said Electric Avenue; thence along said Electric Avenue North 56°26'31" East 690.159 feet; thence South 87°27'47" East 56.015 feet to said Centerline of Electric Avenue; thence along said Centerline South 56°26'31" West 737.261 feet to the point of beginning.

Property contains 0.541 acres, 23550 square feet.



## Investco 10 26-23-276-003 - Right-of-Way Vacation

Beginning at the intersection of the Centerline of Electric Avenue and the Easterly Right-of-Way Line of Kitty Hawk Road, said point lies South 89°56'37" East 8001.580 feet along the Daybreak Baseline Southwest (Being South 89°56'37" East 10583.405 feet between the Southwest Corner of Section 22, T3S, R2W and the Southeast Corner of Section 23, T3S, R2W) and North 3035.948 feet from the Southwest Corner of Section 22, Township 3 South, Range 2 West, Salt Lake Base and Meridian and running thence along said Centerline North 56°26'31" East 737.261 feet; thence South 87°27'47" East 56.015 feet to the Southeasterly Right-of-Way Line of Electric Avenue; thence along said Electric Avenue South 56°26'31" West 785.425 feet to said Kitty Hawk Road and a point on a 1033.000 foot radius non tangent curve to the left, (radius bears South 62°23'07" West, Chord: North 28°32'01" West 33.127 feet); thence along said Kitty Hawk Road and the arc of said curve 33.129 feet through a central angle of 01°50'15" to the point of beginning.

Property contains 0.577 acres, 25121 square feet.



