

**SANTA CLARA CITY COUNCIL WORK MEETING  
WEDNESDAY, APRIL 8, 2026  
MEETING MINUTES**

THE CITY COUNCIL FOR SANTA CLARA CITY, WASHINGTON, UTAH, met for a Work Meeting on Wednesday, April 8, 2026, at 4:00 p.m. in the Council Chambers located at 2603 Santa Clara Drive, Santa Clara, Utah. The meeting will be broadcasted on our city website at <https://santaclarautah.gov>.

Present: Mayor Jarett Waite  
Councilman Mark Hendrickson  
Councilman Dave Pond  
Councilwoman Christa Hinton  
Councilwoman Janene Burton  
Councilman Justin Caplin

Staff Present: Brock Jacobsen, City Manager  
Selena Nez, City Recorder  
Matt Ence, City Attorney  
Jim McNulty, Planning Director  
Cody Mitchell, Building Official  
Dan Cazier, Fire Chief  
Casey Stratton, Public Works Director  
Gary Hall, Power Director  
Ryan VonCannon, Parks Director  
Lance Haynie, Government Affairs Director  
Rich Rogers, Police Captain

**1. Call to Order**

Mayor Jarett Waite Mayor Jarett Waite called the Santa Clara City Council Work Meeting to order at 4:00 p.m. Present from the council were Councilman Mark Hendrickson, Councilman David Pond, Councilwoman Christa Hinton, Councilwoman Janene Burton and Councilman Justin Caplin.

**2. Working Agenda:**

**A. General Business:**

**1. Discussion regarding Ordinance addressing public street and private property parking. Presented by Cody Mitchell, Building Official.**

Building Official Cody Mitchell presented this discussion item to review the city's current ordinances for parking on both public streets and private residential properties, as well as the sheltering of personal storage. The discussion was prompted by an ongoing situation on Crestview Drive involving a resident who has collected two school buses, originally intended for a commercial business venture that subsequently fell through. The buses are now licensed as RVs for personal use, creating a gray area in the current code.

Mitchell explained that the residents currently park the buses on Crestview and moves them every 72 hours as allowed by ordinance, alternating with parking on a neighbor's vacant lot on Scenic Drive. Both locations have generated complaints from neighbors regarding obstructed views and difficulty seeing around the large vehicles, particularly concerning given the elementary school's proximity to Crestview.

Mitchell noted that while the current ordinance has been adequate for most situations, he lacks guidance for handling buses or larger RVs. He had reviewed a neighboring city's more comprehensive parking ordinance but found that even their detailed regulations would not adequately address this

specific situation, as the buses remain licensed, operable vehicles that the owner claims as personal transportation.

Councilman Dave Pond suggested modifying the commercial vehicle parking section to limit recreational vehicles to a few hours rather than days, similar to current commercial vehicle restrictions. He proposed changing language from "normally used" to addressing vehicles "manufactured" for commercial purposes, noting that most residents only need a few hours to load and unload recreational vehicles.

Councilman Mark Hendrickson cautioned about creating overly restrictive ordinances, pointing out potential unintended consequences for residents who legitimately use commercial vehicles for work purposes. He emphasized that the city has an isolated situation where an individual is manipulating the ordinance language to his benefit.

City Attorney Matt Ence identified that the recreational housing unit section of the ordinance might be more applicable, as it allows only 48 hours for loading and unloading and requires complete removal from the street rather than just moving to a different location. This could provide a more restrictive framework than the general 72-hour parking rule. Police Captain Rich Rodgers clarified that the state of Utah considers motor homes as motor vehicles, distinguishing them from trailers, which complicates enforcement options.

The mayor noted that this is not an isolated incident, as similar complaints about large vehicles creating sight line issues have come from other parts of the city. He also raised concerns about unattended utility trailers left on streets, suggesting they pose safety hazards and should require attachment to tow vehicles.

Councilman Justin Caplin suggested considering vehicle size restrictions rather than broad commercial vehicle definitions, as size rather than use might be the actual issue. Mitchell mentioned that other ordinances use specific dimensional criteria, such as vehicles not exceeding eight feet in height or certain tonnage limits.

The discussion revealed the complexity of balancing legitimate resident needs with addressing problematic situations. Mitchell expressed concern that any new ordinance targeting this specific situation would need to be enforced citywide, potentially creating more enforcement issues. The consensus emerged that staff should work with the city attorney to develop targeted language addressing recreational housing units and potentially commercial vehicle definitions, while being careful not to create overly broad restrictions that would impact law-abiding residents.

## **2. Discussion regarding Sales Tax EMS. Presented by Lance Haynie, Government Affairs Director.**

Government Affairs Director Lance Haynie presented comprehensive financial data regarding the city's general fund situation and the potential implementation of an EMS sales tax to address fire department needs. The presentation was structured to provide council with background information on the city's financial position, the justification for additional EMS funding, and data on who would bear the cost burden.

Haynie began by explaining the general fund's current status, showing that for the past five years, the city has budgeted to spend more than it brings in revenue without accounting for reserve transfers. While actual expenditures have typically come in under budget due to conservative spending practices, this approach is not sustainable long-term. The city has been operating reactively rather than proactively, making difficult decisions about necessary expenditures like ADA compliance software to avoid potential lawsuit costs.

The presentation revealed that tax revenue comprises only 48 percent of the general fund, totaling \$4.8 million out of a \$10 million budget. Sales tax represents the primary driver of tax revenue, while property tax contributes a relatively small \$1.3 million annually. This limited property tax base makes sales tax increases more attractive than property tax increases for generating additional revenue.

Haynie explained that a 0.33 percent EMS tax would generate approximately \$381,000 annually, representing 7.4 percent of total tax revenue and roughly equivalent to funding three additional firefighters. A full 1 percent tax would generate \$1.1 million, representing nearly 20 percent of tax revenue and providing substantial resources for fire department expansion as outlined in the Community Risk Assessment (CRA).

The discussion highlighted the critical need for additional fire department resources through data on concurrent calls. Haynie presented statistics showing that in December 2025, the fire department experienced concurrent incidents during 15 percent of calls, with at least 10 percent monthly concurrency being typical. This means that when the department responds to one emergency, they frequently receive additional calls requiring mutual aid from other agencies, creating delays in response times and potential revenue loss from missed ambulance transports.

Fire Chief Dan Cazier emphasized that concurrent calls create significant operational challenges, particularly for medical emergencies where optimal response time is four minutes or less. When crews are already committed to a call, subsequent emergencies must rely on mutual aid, which adds 12-20 minutes to response times in best-case scenarios. The department currently staffs 15 firefighters across both stations but should have 18 at each station according to NFPA standards, totaling 36 firefighters plus command staff.

City Manager Brock Jacobsen clarified that the risk assessment recommends six firefighters per shift at each station - four on engines and two on ambulances. The immediate objective would be adding a second ambulance to better handle concurrent medical calls, which represent 73-78 percent of all emergency responses.

Councilman Dave Pond noted that the fire department missed approximately 107 calls in 2025 due to availability issues, representing potential lost revenue of \$140,000-\$180,000 annually if they could respond to 70-80 percent of those calls at roughly \$2,000 per transport.

The most compelling aspect of Haynie's presentation was visitor impact data showing that 65-90 percent of sales tax revenue comes from non-residents shopping at Santa Clara businesses. Analysis of trade areas around Dutchman's Market, Buck's Ace Hardware, and Harmon's revealed that 41 percent of visitors come from St. George, 21 percent from Ivins, and only 20 percent from Santa Clara residents. This data suggests that implementing the EMS tax would primarily impact visitors rather than residents.

Councilwoman Christa Hinton appreciated how the tax shifts the burden from residents to visitors and noted that revenue would grow as additional commercial development occurs near Harmon's. She emphasized that this legislation was specifically crafted for southern Utah communities that service large visitor populations beyond their city boundaries.

The mayor indicated that the council should consider bringing this back as an action item and suggested conducting additional resident outreach regarding both the 0.33 percent administrative option and potentially placing a ballot measure for voter consideration. The discussion concluded with broad council support for moving forward with the EMS tax implementation.

### **3. Discussion regarding the Transient South Hills update. Presented by Dan Cazier, Fire Chief and Rich Rogers, Police Captain.**

Police Captain Rich Rodgers provided an update on transient activity in the South Hills area, reporting that since January 2024, the department has responded to 25 calls in the area, with five specifically related to transient individuals. The department knows the transients by name - Dominic Filssel, Randall West, and Ryan Callmeyer - indicating ongoing familiarity with the situation.

Rodgers explained that Sergeant Hallman has taken this area as his special project since complaints began about a year and a half ago. The transients are living on BLM land within city limits, which creates jurisdictional complexities for enforcement. BLM regulations allow camping on their land with required moves every 14 days, but there is only one BLM law enforcement agent covering both Washington and Iron counties, limiting enforcement capabilities.

The calls received primarily involved warrants, drug-related issues, and vagrancy complaints. Two of the three regular transients are registered sex offenders who report their address as "South Hills" when completing monthly registration requirements. Rodgers emphasized that he was unaware of any burglary or break-in calls directly attributed to these individuals, though he encouraged residents to file reports for any incidents.

Councilwoman Janene Burton reported that two residents had contacted her about problems, including stolen tools from a truck, but neither had filed police reports. Rodgers stressed the importance of filing reports even for incidents that occurred weeks or months earlier, as this provides officers with information and potential leverage during interviews with suspects.

Councilwoman Christa Hinton asked whether the camping was seasonal, but Rodgers confirmed it is year-round, with the same individuals maintaining presence in the area for at least 18 months. The required movement every 14 days creates the appearance of more transients than actually exist, as the same three individuals relocate within the area.

The discussion touched on potential solutions, including creating a city camping ordinance that would supersede BLM regulations within city limits, similar to how the city's firearms restrictions override federal land use permissions. Such an ordinance could potentially push camping activity outside city limits, reducing police response requirements while still requiring fire department response to county areas.

Captain Rodgers noted that unlike shooting complaints, which used to be the number one call type in the South Hills but virtually disappeared after the city implemented firearms restrictions, camping enforcement would require ongoing monitoring and resource allocation. The conversation concluded with recognition that while the situation involves only three known individuals, resident concerns about safety and property theft warrant continued attention and possible ordinance development.

#### **4. Discussion regarding Restated Public Safety Agreement with Ivins City. Presented by Brock Jacobsen, City Manager.**

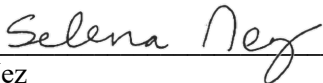
City manager Brock Jacobsen indicated that due to time constraints, this agenda item would be moved to a future meeting and addressed through a staff report rather than full presentation during this work meeting.

### **3. Staff Reports**

Staff reports were moved to the next meeting due to time constraints.

### **4. Adjournment**

Mayor Waite adjourned the work meeting at 5:38 p.m., noting they would reconvene at 6:00 p.m. for the regular meeting.

  
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Selena Nez  
City Recorder

Approved: \_\_\_\_\_ April 22, 2026