

**SANTA CLARA CITY COUNCIL WORK MEETING
WEDNESDAY, AUGUST 12, 2026
MEETING MINUTES**

THE CITY COUNCIL FOR SANTA CLARA CITY, WASHINGTON, UTAH, met for a Work Meeting on Wednesday, August 12, 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
Casey Stratton, Public Works Director
Gary Hall, Power Director
Ryan VonCannon, Parks Director
Lance Haynie, Government Affairs Director
Jaron Studly, Police Chief

Others Present: Rick Rosenberg
Denise Webster

1. Call to Order

Mayor Jarett Waite called the Santa Clara City Council Work Meeting to order at 4:02 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 adding Low Pressure to our Construction Standards Manual.
Presented by Casey Stratton, Public Works Director.**

Public Works Director Casey Stratton explained that as easily developable land becomes scarcer, the city is increasingly encountering terrain that requires pressurized sewer systems to convey sewage to existing gravity infrastructure. Developments such as South Village at Black Desert present topographic challenges where homes in low-lying areas between hills cannot drain by gravity alone. To address this, staff proposed adding four standard drawings to the city's Construction Standards Manual governing low pressure sewer installation.

Stratton described how the system operates: sewage from each home flows into a small pit, and once the float rises to indicate the tank is full, a grinder pump activates, pressurizing the waste into a mainline. Each home's lateral connection to the city main includes a check valve to prevent backflow from the pressurized main. Stratton noted that a similar system has been in operation at Girls Pond Circle for approximately six to eight years without issue.

Councilman Hendrickson noted that pressurized sewer ejection systems are not uncommon regionally, citing their use in Ash Creek and the Snyderville Basin area near Park City. He also noted having such a system in his own home.

Councilwoman Burton sought clarification to confirm this was not a septic system, which Stratton confirmed the sewage ultimately enters the city's gravity sewer system and proceeds to the treatment facility. Councilman Caplin confirmed with Stratton that the primary driver for codifying these standards is that the city currently has no formal design standards governing this type of infrastructure, despite its growing necessity. Stratton confirmed this and noted additional properties, including one near the city yard, will likely require similar systems in the near future.

Regarding cost responsibility, Stratton confirmed that developers are responsible for the mainline infrastructure and check valves, while individual homeowners are responsible for the pump systems serving each lot. Council raised no further objections, and the item was accepted with consensus to proceed.

2. Discussion regarding Easement creation and abandonment on Neil Walters property (SC-6-2-16-345). Presented by Casey Stratton, Public Works Manager.

Stratton presented a proposal to clean up the easement situation on Neil Walters' property, which involves both abandoning an outdated easement and creating new ones to properly cover existing city infrastructure.

The easement proposed for abandonment easement number 26, located in the lower right corner of the property was originally established following the 2005 flood to facilitate riverway repairs. Stratton indicated this easement is no longer needed, though City Manager Brock Jacobsen clarified that two easements running along the river within that area would still be retained for stabilization and access purposes.

In exchange, staff are working with Sunrise Engineering to create two new sewer easements covering existing sewer lines that cross the property without any formal easement on record. The first, covering the Quail Street sewer line, would run 40 feet west from the east property boundary and be designated as a public utility drainage easement to accommodate both the existing sewer and any future utilities. The second covers a sewer line serving four flag-lot homes that drain to the rear of the property, which has been blue-staked so Sunrise can survey its exact location.

A fourth easement an access easement off Clara Crossing Road was also discussed to formalize the city's longstanding use of a ramp to access the river for bridge maintenance at the Gates Lane bridge. Jacobsen noted that Walters was cooperative and in fact initiated the conversation, wanting his property records cleaned up ahead of future development.

Councilman Caplin asked about the ownership of land between Clara Crossing Road and the river. Jacobsen and Stratton confirmed that the road right-of-way will be dedicated to the city, but Walters retains ownership of the land extending to and largely across the river, which is why a formal access easement is necessary. Council raised no objections, and the item was accepted with consensus to proceed.

3. Discussion regarding Streets Impact Fee. Presented by Brock Jacobsen, City Manager.

City Manager Jacobsen opened a discussion on the city's current street impact fee structure and whether adjustments could make Santa Clara more competitive in attracting commercial businesses. The current maximum fee, established by the engineering firm Horrocks approximately two years ago, is \$3,610 per residential equivalent unit. Commercial impact fees are derived from this base rate using trip generation multipliers from the ITE trip generation manual. The result can be substantial: a fast food drive-through, for example, may be assessed a fee approaching \$60,000 per 1,000 square feet, placing a 1,000–2,000 square foot drive-through in the range of \$60,000–\$120,000 in street impact fees alone.

Jacobsen noted that staff and the city's economic development efforts have encountered feedback that this fee creates sticker shock for prospective businesses, often emerging late in the leasing process

when a tenant approaches the building department for a permit. This dynamic risks losing businesses that have already invested significant time and money in due diligence. He acknowledged that not attracting commercial tenants also means forgoing ongoing sales tax revenue.

Council discussed several potential remedies. Councilman Hendrickson cautioned against simply reducing fees, emphasizing that the \$3,610 figure reflects Santa Clara's actual projected infrastructure needs, not a comparison to neighboring cities. He expressed concern about drawing down the general fund to compensate for reduced collections, particularly given rising construction costs. Councilwoman Burton and Councilman Caplin expressed interest in exploring whether the city's fees could be made more competitive with St. George, where Jacobsen indicated the residential base rate is approximately \$2,100. Jacobsen noted that Saint George has moved toward charging a standardized rate at the developer level for shell construction rather than at the tenant improvement stage.

City Attorney Matt Ence clarified that the Utah Impact Fee Act permits the city council to charge any amount up to the calculated maximum, and that if a particular development offers a compelling community benefit such as significant sales tax revenue generation the council retains legislative discretion to negotiate a reduced fee on a case-by-case basis. He noted the city has already exercised this discretion for the parks impact fee, which is currently set below its calculated maximum.

Discussion converged around two approaches: first, shifting the collection point for commercial impact fees to the developer at shell construction rather than the tenant at improvement, using a standardized baseline rate tied to the anticipated use type (such as strip retail for multi-tenant buildings or variety store for single-tenant buildings); and second, examining whether a modest discount factor could be applied across commercial fees more broadly. Councilman Hendrickson and Jacobsen agreed that adopting a strip retail baseline for multi-tenant shells and a variety store rate for single-tenant buildings could allow the city to capture fees earlier while softening the tenant's upfront burden. Jacobsen acknowledged unresolved administrative questions, such as whether a true-up at tenant improvement would be based on the fee schedule at the time of shell construction or at the time of occupancy.

Council directed staff to continue exploring this topic and return with a more developed proposal, with general support for the concept of front-loading collection with the developer and using standardized baseline categories for commercial uses.

4. Continued discussion regarding Frei's Fruit Stand Parking. Presented by Brock Jacobsen, City Manager.

Jacobsen reported on the cost estimates staff gathered following direction from the previous meeting to address parking and ADA compliance concerns near Frei's Fruit Stand. The prior direction had been to remove the first three angled parking stalls closest to the intersection, install bollards to deter unauthorized parking in that area, designate 1.5 of those stalls as an ADA-compliant van-accessible space, and restripe the remaining stalls to the east. Estimated costs were approximately \$400 per bollard (with roughly eight bollards estimated), plus \$4,000 for restriping the latter figure incorporating a seal coat to provide a clean surface for new striping and a thermoplastic coating for the existing crosswalk on Santa Clara Drive.

Councilman Hendrickson noted that based on his calculation, only 1.5 stalls required blocking (the other 1.5 becoming the ADA space and access aisle), which would require fewer bollards than estimated. However, discussion shifted away from bollards altogether when several council members expressed concern that the steel-and-concrete structures could themselves become a hazard, and that they would be visually out of character with the downtown streetscape area. The suggestion emerged to instead extend the existing curbing around the area to be vacated, which would both deter parking and allow a smoother integration of a pedestrian ramp into the new curbing. Mayor Waite and other council members expressed a preference for this approach, noting it would look more appropriate for the downtown context and could potentially accommodate small landscaping features. Stratton acknowledged this option would cost more than bollards but confirmed it was feasible.

Stratton also clarified the restriping estimate: sandblasting existing markings would leave visible scarring, so a full seal coat was priced first to provide a clean base. He noted the \$4,000 figure included the thermoplastic crosswalk treatment.

Councilman Caplin raised the possibility of placing the ADA space on Vernon Street rather than on the front angled parking. Jacobsen confirmed that any such space on Vernon Street would have to be located on private property rather than the public street and would therefore be at the property owner's expense. Denise Webster, who was present as a representative of the fruit stand operation, noted that the property is currently in litigation between owners, complicating any action requiring property owner consent. The council acknowledged this and expressed a preference to proceed with the ADA solution in the front, city-controlled parking area.

Webster also offered observations from her daily use of the intersection, noting that from a stopped position at the stop sign she found visibility down Santa Clara Drive to be unobstructed by parked cars when looking along the sidewalk. She raised the idea of removing the bike lane on one side of the road to create more buffer space, and reiterated concern about the safety of bollards for drivers unfamiliar with the change. She also suggested that landscaping even informal seasonal displays such as pumpkins could organically deter parking without the visual impact of bollards.

Police Chief Jaron Studley presented data from a traffic study conducted between July 23 and July 30. Of approximately 66,000 vehicles counted during that week, only 46 would have met the threshold for a speed citation, representing 0.0069 percent of traffic. The average vehicle speed was 28.8 miles per hour in a 30 miles per hour zone. Studley emphasized that speeding is not a statistically significant issue along that corridor and cautioned the council against sign fatigue placing so many signs that drivers stop responding to any of them.

Regarding the previously discussed flashing speed signs, Jacobsen reported that they are no longer compliant under current state code following a recent legislative change, removing that option from consideration.

Councilwoman Hinton expressed skepticism about adding a marked crosswalk, noting that crosswalks can create a false sense of security for pedestrians and that even striped crosswalks with crossing guards do not guarantee that vehicles will stop. Stratton noted that the thermoplastic crosswalk treatment was approximately \$500–\$600 of the \$4,000 estimate. Councilman Hendrickson observed that the crosswalk already exists as part of the streetscape and that adding visible striping simply increases its notice. No definitive resolution was reached on the crosswalk question.

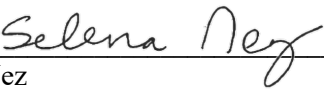
Council directed staff to return with cost estimates for extending the curbing to eliminate the relevant parking stalls, incorporating the ADA-compliant van-accessible space and a pedestrian ramp into the new curbing, and restriping the remaining stalls without bollards.

3. Staff Reports

Staff reports were deferred to the regular council meeting at 6:00 PM.

4. Adjournment

Mayor Waite adjourned the work meeting at 5:26 p.m., noting they would reconvene at 6:00 p.m. for the regular meeting.



Selena Nez
City Recorder

Approved: _____ September 9, 2026