SOUTH JORDAN CITY
CITY COUNCIL STUDY MEETING

October 4, 2022

Present: Mayor Dawn Ramsey, Council Member Tamara Zander, Council Member Patrick Harris, Council Member Don Shelton, Council Member Jason McGuire, City Manager Gary Whatcott, Deputy City Manager Dustin Lewis, Associate Director of Public Works Joey Collins, CFO Sunil Naidu, Director of Strategy & Budget Don Tingey, Director of Commerce Brian Preece, Director of Administrative Services Melinda Seager, City Attorney Ryan Loose, City Recorder Anna Crookston, GIS Coordinator Matt Jarman, Senior IS Tech Phill Brown, Director of Planning Steven Schaefermeyer, City Engineer Brad Klavano, Fire Chief Chris Dawson, Police Chief Jeff Carr, Director of Recreation Janell Payne, Director of Communications Rachael Van Cleave, Meeting Transcriptionist Diana Baun, Planner David Mann

Absent: Council Member Brad Marlor

Others: Sam Bishop**,** amcdonald.

5:04 PM
STUDY MEETING

A. Welcome

B. Roll Call and Introduction: *By Mayor Dawn R. Ramsey*

Mayor Ramsey welcomed everyone present and introduced the meeting. She excused Council Member Marlor, who was unable to attend.

C. Invocation: *By Council Member Tamara Zander*

Council Member Zander offered the invocation.

D. Discussion/Review of Regular Council Meeting

Presentation Items:
Proclamation in recognition of Kelly Causi for Outstanding Service to the Community.
Recognizing Mick Florin for his years of service as Chair of the Senior Advisory Committee.
Action Item:
Resolution R2022-42, Appointing members to the Senior Advisory Committee.
Public Hearing Item:
Ordinance 2022-15, Replacing Chapter 5.62 of the South Jordan Municipal Code with a new Title 14 regulating Residential Facilities for the Disabled.

Council Member Shelton asked for more details on the reasons for Ordinance 2022-15.

City Manager Whatcott responded that there were a few legal updates that needed to be done, so staff decided to update the code and move it to a more appropriate chapter. He also discussed Kelly Causi, and explained that she was the citizen who helped with the fundraising for the Gold Star Families Monument; they are recognizing her for that work.

Mayor Ramsey said Mick Florin has been serving as Chair of the Senior Advisory Committee for a while. He will continue to serve on the committee, but will no longer be the committee chair.

Manager Whatcott suggested thinking about additional ways to honor those who serve the city, other than just a proclamation.

Council Member Zander suggested something with the city's name on it, whether a hat or pin, that they could wear and could only be gained by service to the city.

Manager Whatcott said staff would work on a design and bring it back for the council to see and get their opinion. He also suggested possibly a challenge coin, and the council discussed other possible ideas.

E. Discussion Item

E.1. Station Area Plan *(By Director of Planning Steven Schaefermeyer).*

Director Schaefermeyer reviewed his prepared presentation (Attachment A).

Council Member Zander referenced the station on 10600 South, and noted that across the street is West Jordan City. She asked who would be in charge of compliance for that area.

Director Schaefermeyer said we can comply on our own, but they are encouraged to work together on compliance. The West Jordan stations have some other options available because of their unique characteristics, and those will be discussed later. Staff has been in communication with West Jordan since the bill passed, and South Jordan will also need to communicate with Sandy City to discuss compliance. He continued reviewing Attachment A.

Mayor Ramsey added that the plan will be submitted to Wasatch Regional and their professional planning staff will go through everything to make sure our plan is appropriate, then it will be presented before the Regional Growth Committee, which she chairs. They will have a chance to go through it and then, if it has met all the requirements, they will approve it.

Director Schaefermeyer noted that his goal is to communicate early and often with them to avoid a denial. He also mentioned that there will be ample opportunities for the public to view the plan. He continued his review of Attachment A.

Council Member Shelton asked if the station property in the plan would actually be rezoned before an application is made.

Director Schaefermeyer responded that the practice is generally not to rezone property before the owners come to the city, and he asked City Attorney Ryan Loose if simply putting the zone in place meets the requirement, or if the actual implementation plan says we will rezone those properties within the five year implementation timeline.

City Attorney Ryan Loose referenced the city's frontrunner station, which has a current zone of TOD and commercial freeway surrounding it. Prior to current rules, this was designated as Commercial Freeway and they allowed performance developments; this is why there are apartments in that area. The TOD zone also allows residential and has a lot of the same goals. In that case, he wouldn't anticipate a need for a rezone, because a majority, if not all of the things we need to do can be accomplished. Our other stations are in Daybreak, and we will not be rezoning the PC Zone. The uses allowed in Daybreak certainly facilitate every goal we are expected to achieve for a station area plan.

Council Member Shelton asked about the West Jordan station on 4800 West.

Director Schaefermeyer responded that a portion of the Glenmoor Golf Course is within that station's radius.

Attorney Loose said he will have to go look and make sure the bill will not require the city to change an existing golf course with an open space protection that the city went to great extents to preserve not too long ago.

Mayor Ramsey noted if that does happen, they will work to fix that legislation and protect the area.

Director Schaefermeyer discussed two options to take care of the golf course issue, one being that the city could adopt a resolution saying it has already taken actions to satisfy the requirements, which would be Daybreak, or the city could satisfy the requirement by preserving open space, which was also one of the objectives. The second option is it being impractical, and there are conditions listed for that determination. In the case of 4800 West, on the south west side there are single-family residential properties. The likelihood of every single property owner coming together and creating a five acre piece of property that makes sense for redevelopment is impractical, and he thinks that is an easy case to make.

Mayor Ramsey noted that was her number one concern while this bill was being discussed last year, and she received reassurance from Andrew Gruber that this won't change, they aren't going to move people's homes. The same thing applies to the city's Frontrunner and the commercial development there in the freeway zone. The second part that was discussed, regarding being impractical, can justify that things meet the requirements and the station area plan is satisfied because they can't change.

Director Schaefermeyer shared a map created by Planner David Mann, showing all the stations that affect our city in relation to House Bill 462 (Attachment B). The blue properties are available for development, these include properties owned by Ultradent and we already know they want to keep those for their own purposes; the likelihood of them coming in with a residential application is pretty slim. He has already spoken with the Jordan Station Apartments and they said they will try to cover the cement wall that you see as you drive up with ivy. That development has some history and challenges that he will discuss later. They own two parcels on either side of the station, and he has heard through third parties that they are nervous to approach the city based on their history, and they are looking for others to develop that. He discussed a piece with a hotel and very tall building, and they the same people trying to develop on the Sandy side of the freeway as well; there has been no groundbreaking for the property on the Sandy side. He discussed a small piece where a business was going to move their headquarters into a smaller building there. They went through the entire approval process for site plan and he is not sure why they haven't built yet. He also pointed out the Harrison property, which is the biggest question mark. Staff has spoken with developers over the years regarding that property who have come to the city either because of the family or have just seen a vacant piece of property; he doesn't know the status of that property currently. In staff's estimation, those are the properties that are most prime to be developed.

Council Member Zander asked who owns the natural open space.

Director Schaefermeyer responded that the Audubon Society owns some of it, as well as the Federal Government. He continued reviewing Attachment A.

Mayor Ramsey asked about the Frontrunner Station Area, and noted that it goes right over Mulligans.

Director Schaefermeyer said that because the Jordan River goes through it, it wouldn't be a surprise if the river was bridged with a pedestrian bridge. Getting people from the west side of the Jordan River to the east side on anything but a cart is sort of difficult; this might be an opportunity to bridge that river. It would be complicated, but he expects they would pursue it. The other challenge he discussed was related to the Harrison Property, and that's related to the slope of the property.

Manager Whatcott asked, if the housing and density requirements are met, would we still be short on the moderate income housing element to the plan.

Director Schaefermeyer said as far as he can tell, it is sort of a menu. As long as we're marking off objectives we are in compliance.

Attorney Loose said if you have things similar to those on the lists, they can be articulated and used to comply.

Director Schaefermeyer said this is what the public process is for with these plans, to dive in and come up with a recommendation that applies to you and also meets the requirements. The other

questions they need to discuss are how viable commercial property would be on the Harrison Property since it doesn't have frontage along Jordan Gateway.

Mayor Ramsey asked if staff really thinks this will take until the end of 2023, or early 2024 to get the plan done as that seems like a really far off timeline to her.

Director Schaefermeyer said consultants have reached out, which means there is already a cottage industry to help cities with these plans. Once he is able to determine whether or not this is something staff can handle, he will have a better idea of the timeline.

Mayor Ramsey noted there will likely be additional legislation during the next session, making changes to add additional requirements. If we can at least gather the information to start the plan that would make her more comfortable, rather than having such a far out timeline.

Director Schaefermeyer agreed and also mentioned that he feels the city is ready to apply for the technical assistance, and that will get things going as well. He continued reviewing Attachment A.

Council Member Shelton asked if the city submits the plans for all the stations at one time, or if they can submit them as they get them completed.

Director Schaefermeyer said the law has provisions for cities with multiple stations, allowing them to go through their stations systematically and create those plans. He continued his review of Attachment A.

Mayor Ramsey asked about the timeline and strategy that will be discussed with Daybreak.

Director Schaefermeyer said he doesn't know if Daybreak realizes that they will have to comply with these requirements for their property, so this will be a conversation the city has with them, whether through resolution or an actual station area plan.

Manager Whatcott said in some of the city's planning with Daybreak, there is a central station planned for another location in Daybreak.

Director Schaefermeyer said before that station begins operation, there has to be a plan in place. However, the alternative is a resolution that there already is a plan in place.

Council Member Harris asked if this will change or modify the Daybreak Master Development Agreement regarding the number of housing units.

Attorney Loose said Daybreak cannot change that number. The only way that can be adjusted is if the two parties choose to make a change. During the last session, he had cursory discussions with Amanda Covington from the Daybreak Group about station area plans, so they are aware of this. As far as starting the discussion regarding how Daybreak and the city will work together, that is a different discussion.

Manager Whatcott noted he doesn't believe anything that has been discussed with Daybreak is contrary to these plan goals. The only part that may need deeper discussion is the moderate income housing component, what that looks like.

Mayor Ramsey said in previous conversations that topic has been brought up, and everyone knows it will have to be discussed.

Attorney Loose said Larry H. Miller has listed that as one of the goals for their company, helping Utah to achieve those goals as part of their vision. He also noted that, regarding the city's station plans, a resolution might be appropriate, because from the client's standpoint Daybreak's plans are dynamic and a resolution indicating this is impractical would fulfill the requirements.

Council Member Zander asked to clarify if they can submit the plans for each statement as they complete them.

Director Schaefermeyer said they can submit each plan as they complete it. He suspects that if resolutions are being done for each of the stations, they may do that all in one night. However, that would leave only the Jordan Station and they can work as quickly as possible to resolve that as well.

Mayor Ramsey doesn't have any answers as to how long that will take, she just thinks that the end of 2023 or 2024 is really far out there, and it might be in the city's best interest to aim for sooner than that.

Manager Whatcott said they should be able complete the two West Jordan Stations rather quickly.

Council Member Zander motioned to move from the Study Session to an Executive Closed Session. Council Member McGuire seconded the motion; vote was unanimous in favor. Council Member Marlor was absent from the vote.

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

F. Executive Closed Session

F.1. Discussion of the character, professional competence, or physical or mental health of an individual.

Council Member Zander motioned to adjourn the Executive Closed Session and move back to the Study Session. Council Member Shelton seconded the motion; vote was unanimous in favor. Council Member Marlor was absent from the vote.

ADJOURN EXECUTIVE CLOSED SESSION AND RETURN TO CITY COUNCIL STUDY MEETING

ADJOURNMENT

Council Member Zander motioned to adjourn the October 4, 2022 City Council Study Meeting. Council Member Shelton seconded the motion; vote was unanimous in favor. Council Member Marlor was absent from the vote.

The October 4, 2022 City Council Study meeting adjourned at 6:19 p.m.

This is a true and correct copy of the October 4, 2022 City Council Study Meeting Minutes, which were approved on October 18, 2022.

Anna Crookston

South Jordan City Recorder

STATION AREA PLAN REQUIREMENTS

HB 462 (2022)
UTAH HOUSING AFFORDABILITY AMENDMENTS

(Codified as Utah Code Utah Code § 10-9a-403.1)

DISCUSSION GOALS

1. Summary of Station Area Plan requirements
2. Review of South Jordan's station areas
3. City Council input and direction:
   a. Process, timeline, concerns and general feedback
   b. Feedback on specific properties and station areas
   c. Level of coordination with neighbors
   d. Guidance on staff recommendations

STATION AREA

"[F]or a fixed guideway public transit station that provides rail services, the area within a **one-half mile radius** of the center of the fixed guideway public transit station platform . . . ."

(Utah Code § 10-9a-403.1(1)(h).)

STATION AREA PLAN "SAP"

"[E]stablishes **a vision**,
and the **actions** needed to implement that vision,
for the development of land within a station area;
and [] is developed and adopted in accordance
with [the station area plan requirements]."

(Utah Code § 10-9a-403.1(1)(i).)

PLAN ››› ZONE

- December 31, 2025 deadline UNLESS City receives a "complete qualifying land use application" then deadline is approximately 12 months after receipt of application.

  (*See*, Utah Code § § 10-9a-403.1(3)(b) and 10-9a-403.1(3)(d)(i)(B).)

- If City does not comply, it "shall process on a first priority basis a land use application" that is "a residential use within a station area" that would require a zone change to be approved.

  (*See*, Utah Code § 10-9a-403.1(3)(d)(i)(B).)

SAP OBJECTIVES

- Increase **availability and affordability of housing**, including moderate income housing:

  - Align SAP with moderate income housing element of general plan

  - Provide for densities necessary to facilitate the development of moderate income housing

  - Provide for affordable costs of living in connection with housing, transportation and parking

(*See*, Utah Code § 10-9a-403.1(7)(b)(i).)

SAP OBJECTIVES

- Promote **sustainable environmental conditions:**

  - Conserve water resources through efficient land use

  - Improve air quality by reducing fuel consumption and motor vehicle trips

  - Establish parks, open space, and recreational opportunities

(*See*, Utah Code § 10-9a-403.1(7)(b)(ii).)

SAP OBJECTIVES

- Enhance **access to opportunities:**

  - Maintain and improve connections between housing, employment, education, recreation, and commerce

  - Encourage mixed-use development

  - Enable employment and educational opportunities in proximity to the transit station

  - Encourage and promote enhanced broadband connectivity

(*See,* Utah Code § 10-9a-403.1(7)(b)(iii).)

SAP OBJECTIVES

- Increase **transportation choices and connections:**

  - Support investment in infrastructure for all modes of transportation

  - Increase utilization of public transit

  - Encourage safe streets through the designation of pedestrian walkways and bike lanes

  - Encourage manageable and reliable traffic conditions

  - Align SAP with MPO-adopted regional transportation plan

(*See*, Utah Code § 10-9a-403.1(3)(d)(i)(B).)

SAP COMPONENTS

- Station Area Vision
  - Constraints and opportunities
  - Vision tied to required SAP objectives
- Station Area Map
  - One-half mile radius minimum
  - Includes entire parcels even if entire parcel is not within one-half mile radius

(*See*, Utah Code § 10-9a-403.1(8).)

SAP COMPONENTS

- Implementation Plan
  - 5-year horizon
  - Actions by City and by others
  - How City will modify regulations, make improvements, secure funding, etc.
- Statement of how SAP promotes the required objectives

(*See*, Utah Code § 10-9a-403.1(8).)

SAP ALTERNATIVE

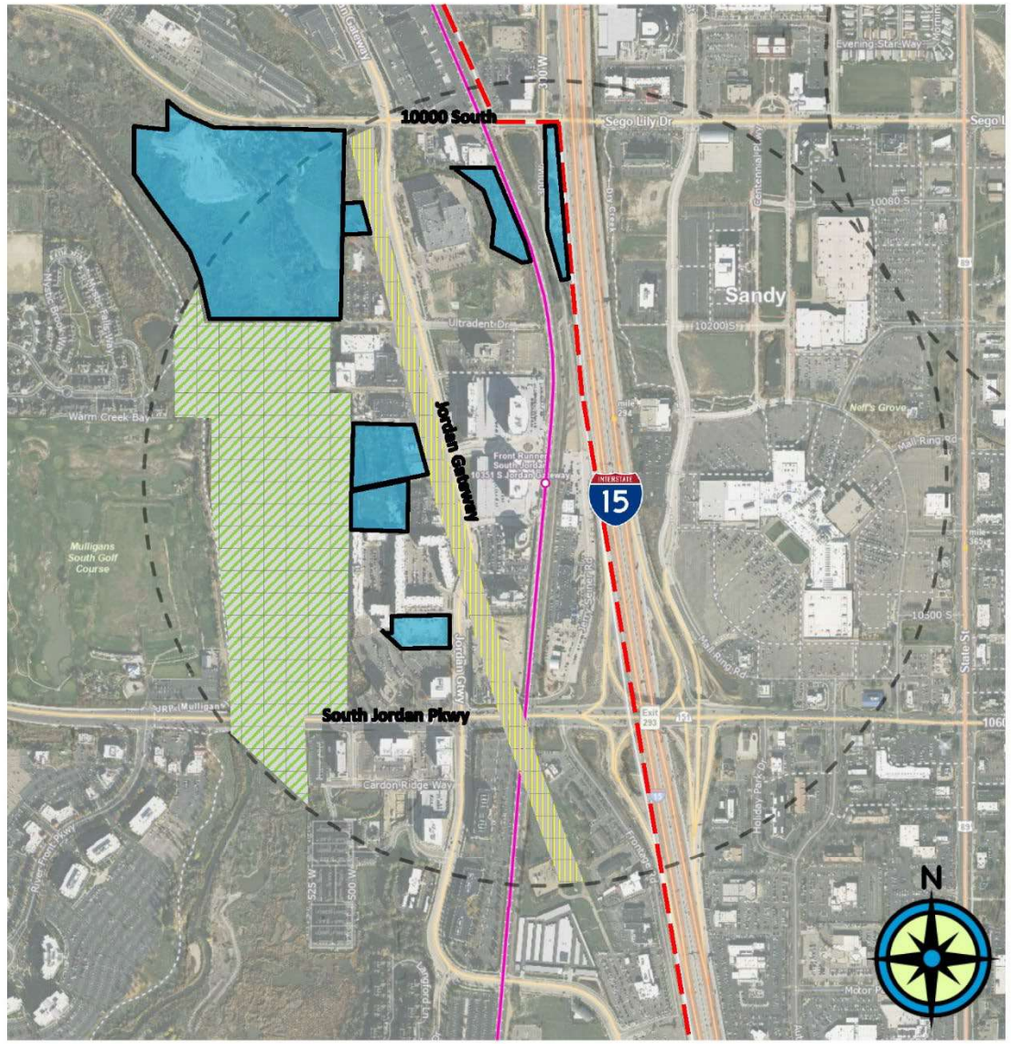
- Adopt resolution stating that SAP requirement is satisfied because:

  - City "has already taken actions to satisfy the [SAP] requirements. . ." OR

  - Required objectives or components are "**impracticable**, including conditions that relate to existing development, entitlements, land ownership, land uses that make opportunities for new development and long-term redevelopment infeasible, environmental limitations, market readiness, development impediment conditions, or other similar conditions . . ."

(*See*, Utah Code § 10-9a-403.1(2)(b).)

SOUTH JORDAN STATION AREAS

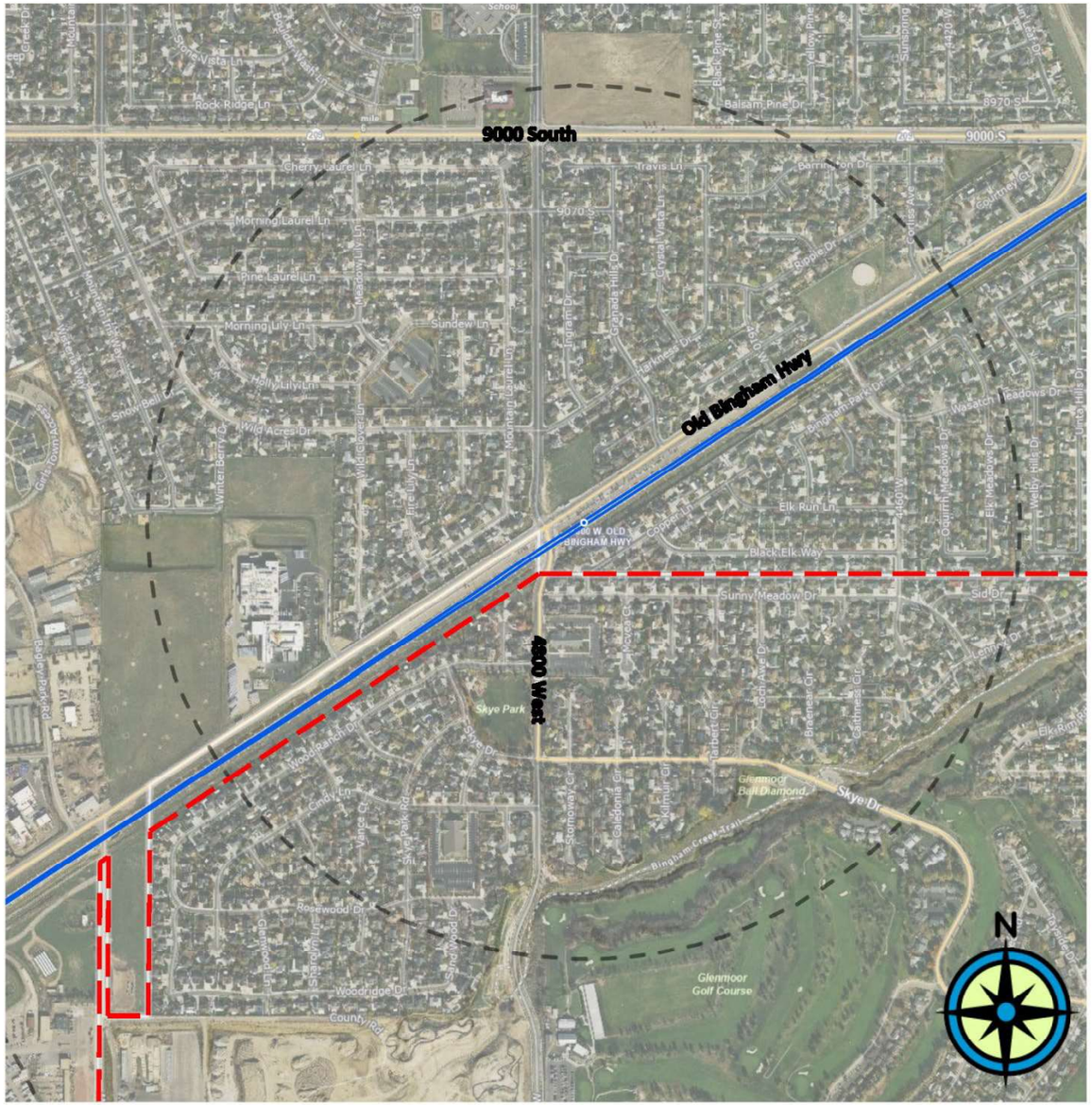


South Jordan FrontRunner Station

- Property with Development Potential (approx. 51 acres)
- Natural Open Space
- Power Line Corridor Easement
- City Boundary

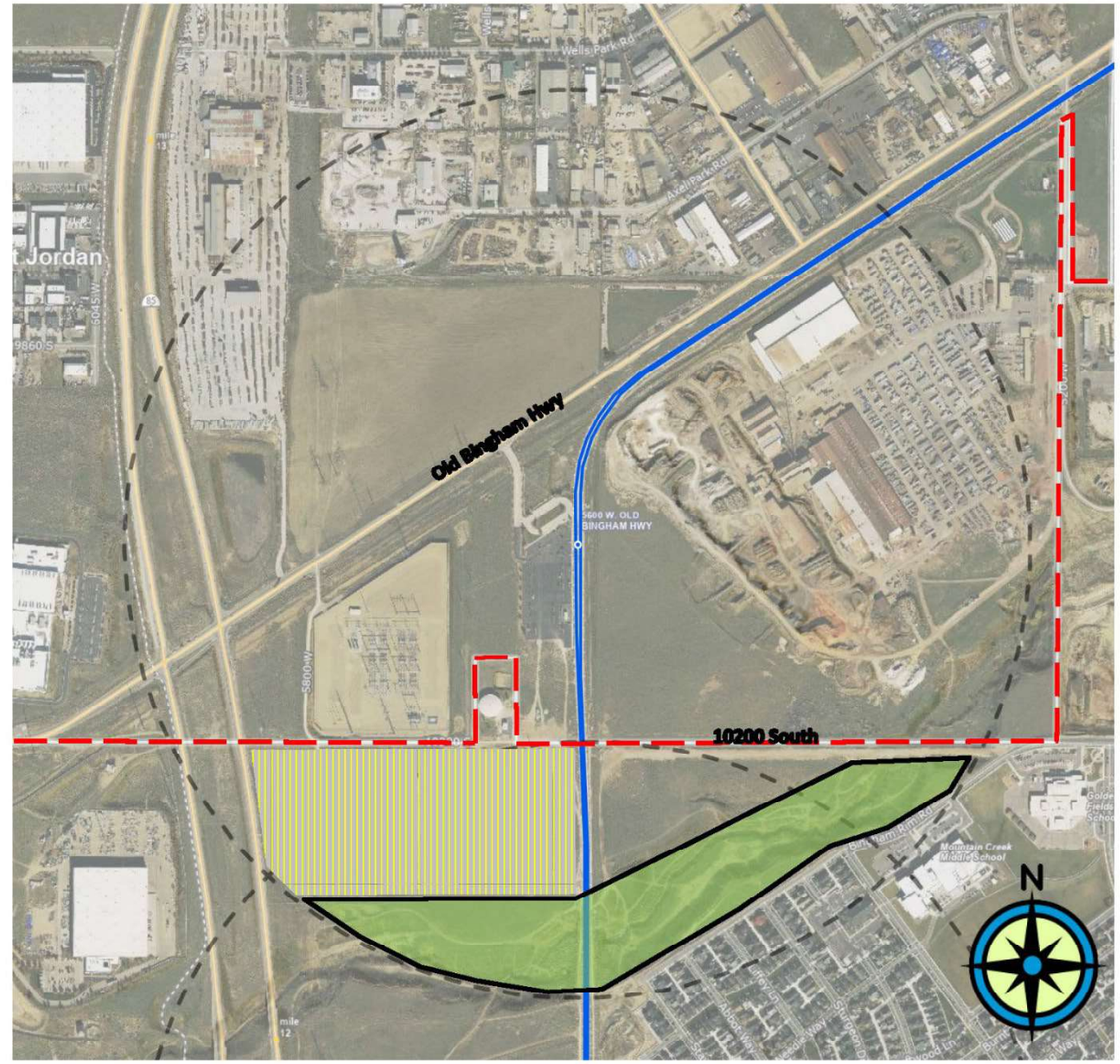
STAFF RECOMMENDATION

- Seek SAP Technical Assistance funding from WFRC for Jordan Gateway SAP (South Jordan FrontRunner Station)
  - Goal to complete Plan by end of 2023 or beginning of 2024
  - Discuss with Sandy City process, timeline and coordination
  - Implementation Plan will include residential densities tied to specific locations/properties



4800 West TRAX Station (West Jordan)

City Boundary



5600 West Old Bingham Hwy TRAX Station (West Jordan)

Power Line Corridor Easement

Bingham Creek Corridor

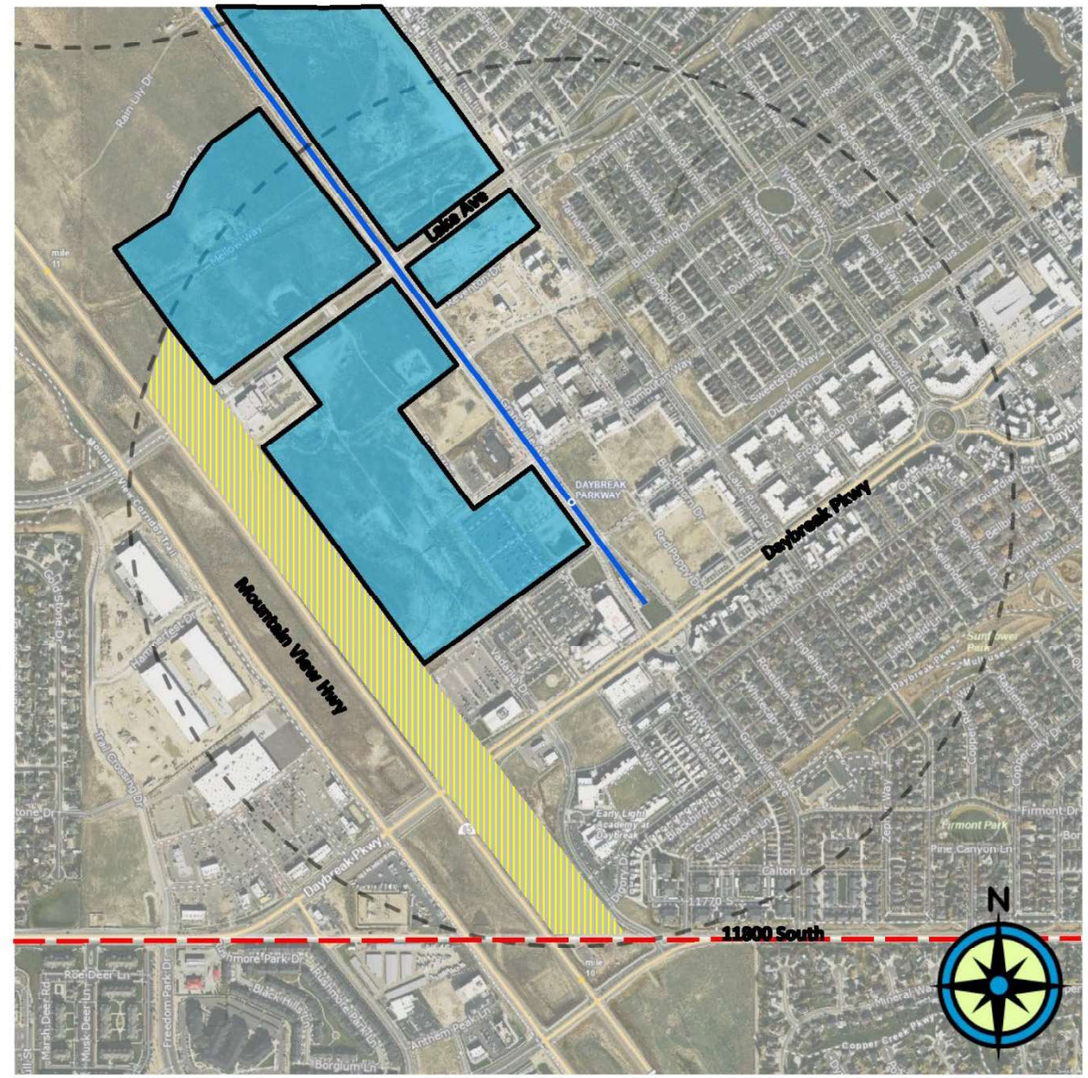
City Boundary

STAFF RECOMMENDATION

- Adopt resolution of impracticability (SAP alternative) for West Jordan TRAX stations (Old Bingham Hwy 4800 W & 5600 W)
  - Resolution acknowledges close coordination between the cities
  - Resolution drafted and proposed for City Council adoption after sharing this strategy with West Jordan
  - Timing of adoption would likely be before West Jordan shifts its efforts and focus to these TRAX stations

South Jordan Parkway TRAX Station

- Property yet to be platted (approx. 180 acres)
- Power Line Corridor Easement
- Vacant Property Outside of Daybreak (Commercial/Jordan School District)
- Bingham Creek Corridor
- City Boundary



Daybreak Parkway TRAX Station

- Property yet to be platted (approx. 80 acres)
- Power Line Corridor Easement
- City Boundary

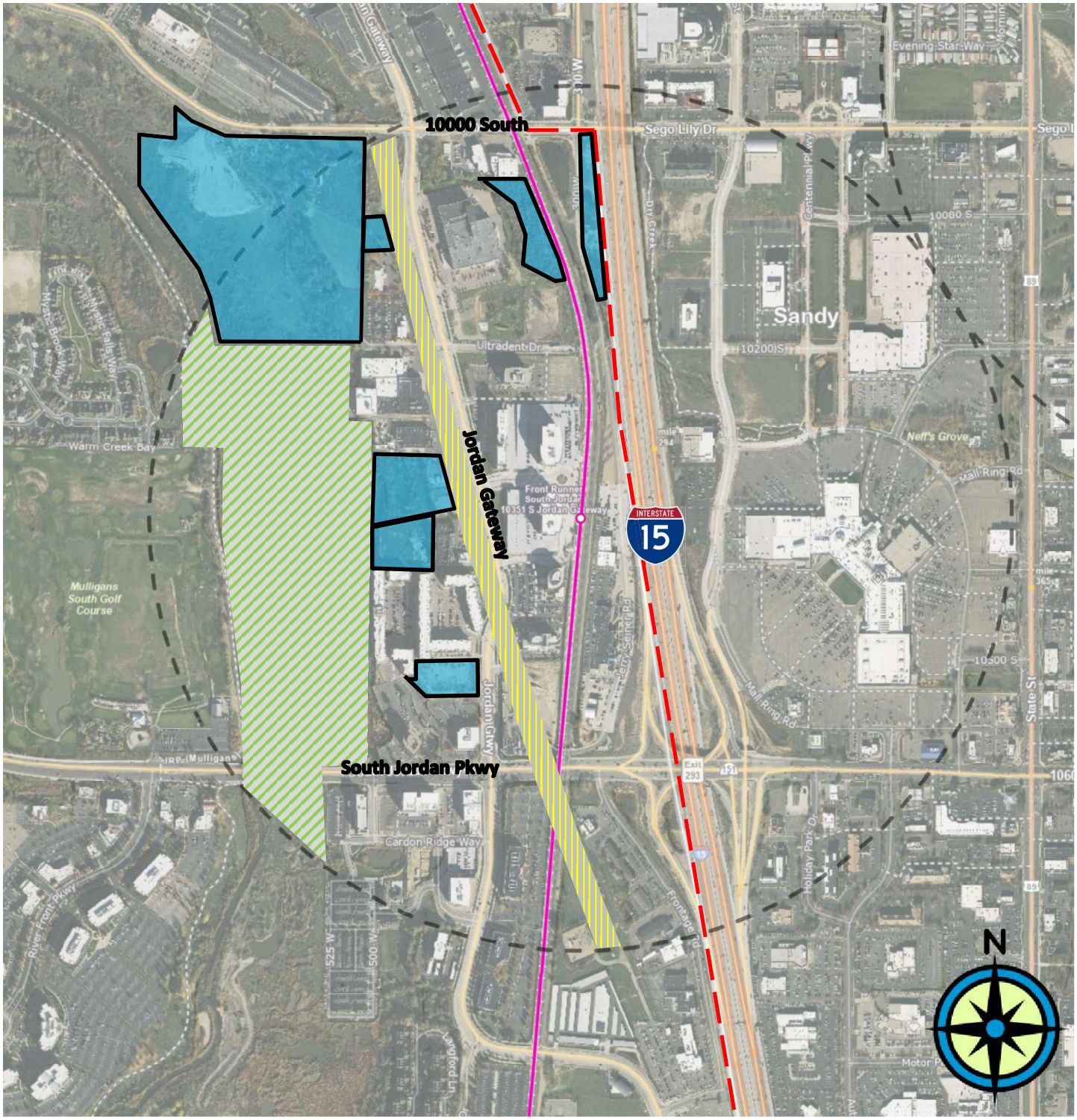
STAFF RECOMMENDATION

- Delay adopting resolution (SAP alternative) for Daybreak TRAX stations (South Jordan Pkwy & Daybreak Pkwy) and continue to work with Daybreak on creating SAP(s)

  - Discuss timeline and strategy with Daybreak

  - One SAP for current and future TRAX stations

  - If SAP is adopted it could include acknowledgment that PC Zone and MDA satisfy requirements of SAP and that Daybreak retains the flexibility that those regulations provide



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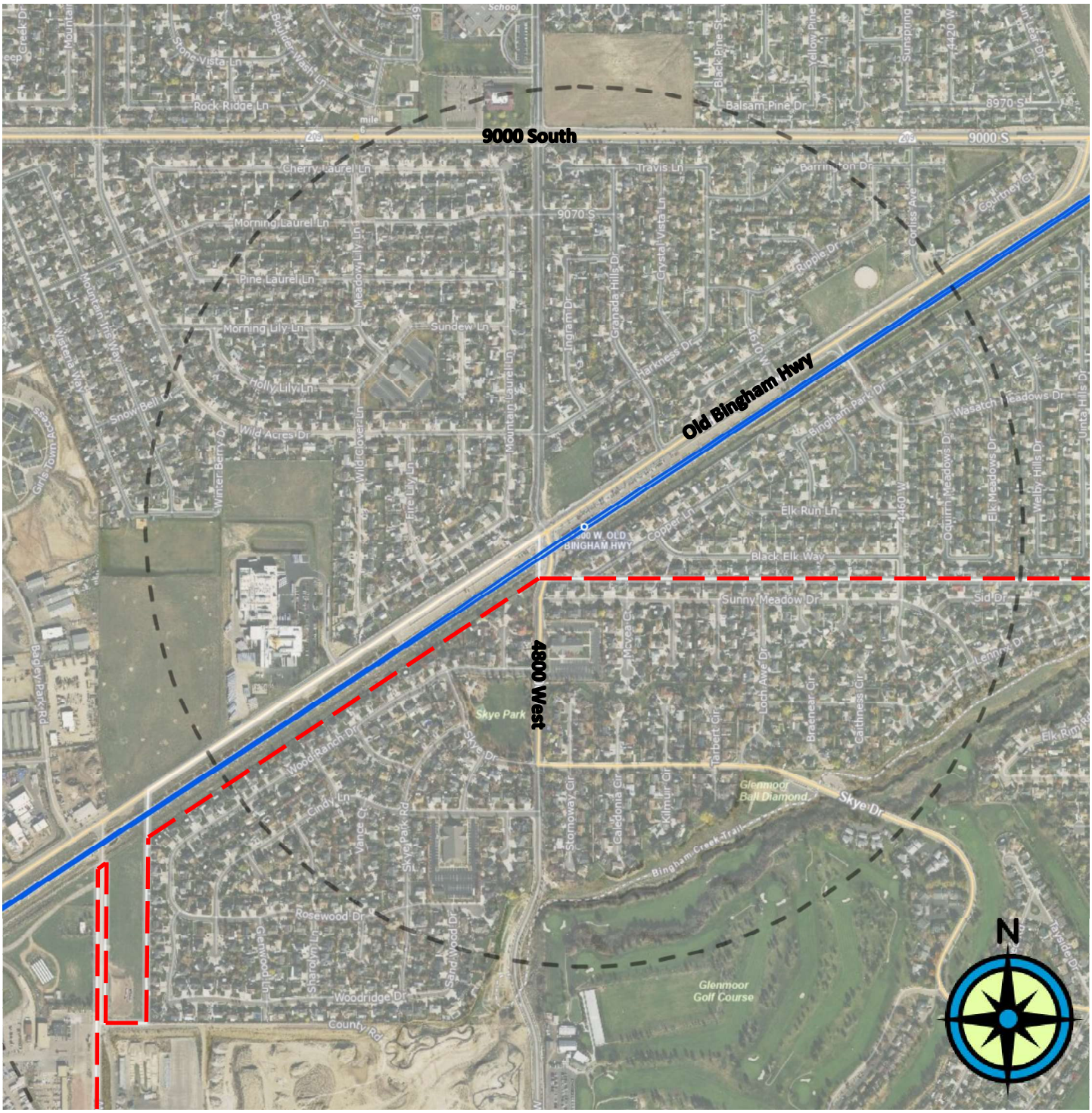

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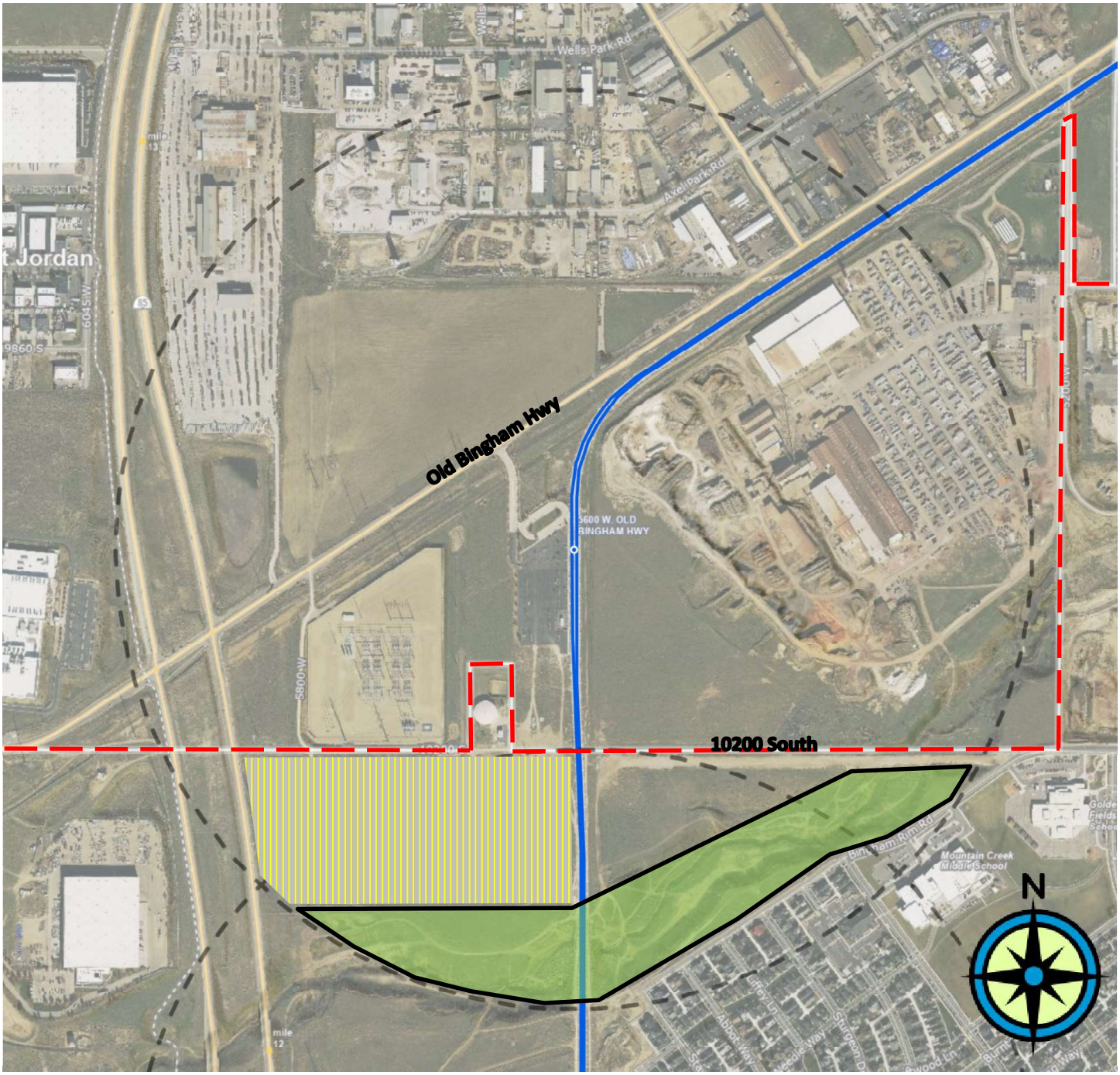

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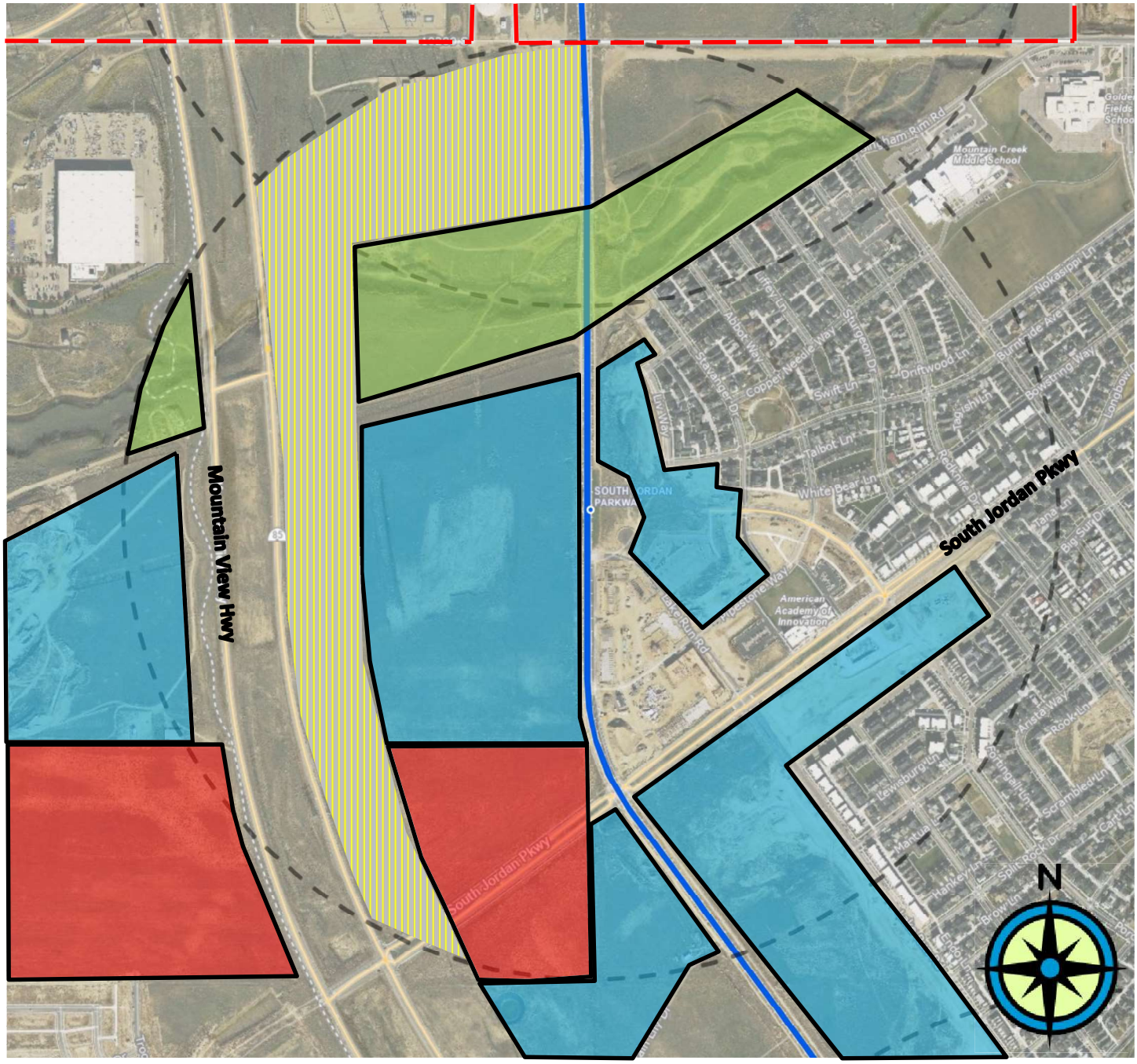

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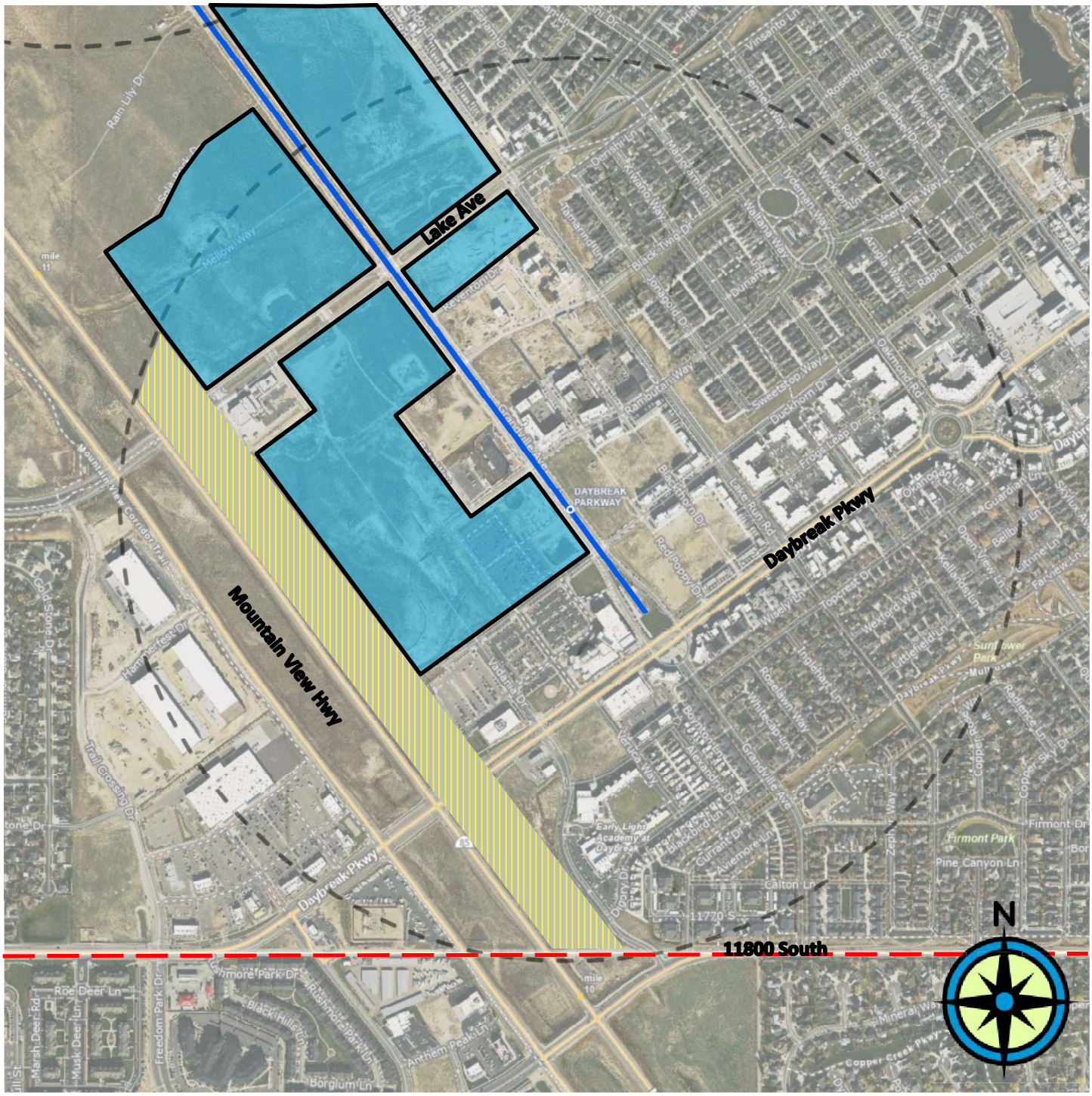

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