SOUTH JORDAN CITY
CITY COUNCIL MEETING

December 6, 2022

Present: Mayor Dawn Ramsey, Council Member Tamara Zander, Council Member Patrick Harris, Council Member Don Shelton, Council Member Brad Marlor, City Manager Gary Whatcott, Deputy City Manager Dustin Lewis, City Attorney Ryan Loose, Director of Strategy & Budget Don Tingey, CFO Sunil Naidu, Director of Commerce Brian Preece, Director of Administrative Services Melinda Seager, Police Chief Jeff Carr, City Recorder Anna Crookston, Associate Director of Public Works Ray Garrison, City Engineer Brad Klavano, Director of Planning Steven Schaefermeyer, Deputy Fire Chief Ryan Lessner, Director of Recreation Janell Payne, GIS Coordinator Matt Jarman, IT Director Jon Day, Senior IS Tech Phill Brown, Meeting Transcriptionist Diana Baun, Strategy and Budget Analyst Abagail Patonai

Absent: Council Member Jason McGuire

Others: Janalynn Sainsbury, Kyle Anderson, Mtchell Sadowski, Scott Sainsbury, Charles Judd, Lucynthia Rockwood, Tyler Robbins, Kalmar Robbins, Cecil burk, Kacee Baucom, Zach Baucom, Jaxon MacKay, Jonathan White, Luann Jensen, Maria Rufener, Kathy Burk, Raylene, Lynn Broan

7:01 P.M.
REGULAR MEETING

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

Mayor Ramsey welcomed everyone and introduced the electronic meeting. She apologized for the delayed start of the meeting and excused Council Member McGuire who needed to leave early.

B. Invocation – *By City Manager Gary Whatcott*

Manager Whatcott offered the invocation.

C. Pledge of Allegiance – *By Police Chief Jeff Carr*

Chief Carr led the audience in the Pledge of Allegiance.

Council Member Shelton motioned to amend tonight's agenda to remove the entirety of Item H, Rise Development Land Use items; also to move Item E, Mayor and Council Reports, to the end of the meeting. Council Member Harris seconded the motion; vote was unanimous in favor. Council Member McGuire was absent from the vote.

D. Minute Approval

D.1. November 9, 2022 City Council Special Meeting Minutes

D.2. November 15, 2022 City Council Study Meeting Minutes

D.3. November 15, 2022 City Council Meeting Minutes

Council Member Marlor motioned to approve the November 9, 2022 City Council Special Meeting Minutes, November 15, 2022 City Council Study Meeting Minutes, and November 15, 2022 City Council Meeting Minutes as printed. Council Member Harris seconded the motion; vote was unanimous in favor. Council Member McGuire was absent from the vote.

E. Mayor and Council Reports

****Moved to the end of the meeting per approved amended agenda****

F. Public Comment

Mayor Ramsey opened the public comment portion of the meeting.

There were no public comments, and the hearing was closed.

G. Public Hearing Items

G.1. Resolution R2022-47, Rescinding Resolution R2015-18 and declaring the street known as 1055 West as a residential street as shown in the City Standard Plans and Specifications. *(By Director of Engineering/City Engineer Brad Klavano)*

Director Klavano reviewed background information from the Staff Report.

Mayor Ramsey opened the hearing for public comments.

Janalynn Sainsbury (Resident) – I live directly straight across from the new development. I am here to speak on the historical road designation. I reviewed the minutes from the last City Council meeting of August 23, 2022 and it stated in there that the only historical significance of 1055 West that they knew of was that it was the first developed city road in South Jordan at the time. So, I did some research and I have sources from "Of Spires and Dugouts of South Jordan," from Luann Jensen who is on the South Jordan Historical Committee, Utah History Encyclopedia of the University of Utah, "Utah Fun Facts; Kid's Encyclopedia," and others. This is what I found about the historical road, just so everyone is aware it is a historical road:

- Not only was it the first developed road in South Jordan, it was the earliest road in South Jordan and known for wagon trails in that area; it was also well traveled by early settlers living in dugouts on the west side of the bluff of the Jordan River.
- It was the center of a lot of going-ons and the first going-ons in South Jordan, and a lot of South Jordan roots happened on this road.

- The east side of the cemetery, adjacent to 1055 West is the home to three memorials: South Jordan Veteran's Memorial, 1938 Bus Train Accident Memorial, and the memorial of three structures of great historical significance erected by the Daughters of the Utah Pioneers. She sent an email with related pictures before the meeting (Attachments C and E). All three of those memorials are located in the South Jordan Cemetery. Also, an interesting fact, the reason they were able to build those memorials in those places is because the early structures still had the remains there, so no one was buried there at the time; that's why the structures were able to be built there.
- In 1863 there was a first Adobe Community House, erected on 1055 West. It was used as a South Jordan LDS Branch. It was organized as a branch of the West Jordan Ward and it was South of the West Jordan Ward, thus giving South Jordan the name the South Jordan Ward.
- In 1864 a school was also built on 1055 West out of this adobe structure, and it was also used as a meetinghouse.
- In 1873, right there in that exact same spot where the memorial is, a new and larger building was constructed with an upper and lower entrance, with a granite foundation. That served as a school, meeting house, and recreation; it was known as the Mud Temple. It was used until 1908.

I would just ask to please reconsider the density of this development and the elimination of the exit on 1055 West to preserve the safety and foregoing of the traffic and high density of the issues. I vote, and I know a lot of residents in the same area vote to preserve the one and only country road left in South Jordan. Not only for 1055 West, but also for the community; that is really the reason why we live there.

Zach Baucom (Resident) I mostly prepared for Item H, but this is very applicable. We just moved in a couple months ago, and something that drew us here was this beautiful open space. As stated, preserving that open space is important, and I think it is for all of us living here in South Jordan. I just finished up my graduate degree at Boston University. I am from Sugarhouse and Salt Lake City, but this is where I wanted to be because of that open space; that's really what is being threatened here with this road ruling. The reason why this is at risk of changing is this high density development proposal, it goes hand in hand, and I would just like to say that the rural feel that we are talking to and the statements about the road are valuable; that is why people are making the move and want to be in here, including us. When it was sold to us, we were told "hey, this is never going to change, you are going to love it here, you are never going to be connected down below." Of course, within two months this is brought up. The last thing I would like to say about this road, and I have many comments about Item H which we will get to at another time, is that even after decisions are made about this road I really invite each of you to walk down that road from that stop sign all the way to the end and back. After that, ask yourself "is it really worth changing this beautiful historic area from these other pressures."

Charles Judd (Sandy Resident) I did raise my family here in South Jordan, and as they became older and started raising their families, they wanted to live close to where they were raised. With that in mind, I purchased about 7 acres on 1055 West and decided to start working with that to

have my family live there. At the present time I have four of my children that live on that piece of land, and as has been mentioned earlier, I came to the council several years ago with the opportunity to see if we could get that developed so that my children could live there. As with others that live on that street, there is a reason that we did that; it was a small street, it was safe for our children to play on and be involved in; it was a farm kind of community area which we wanted. With that in mind, we proceeded to try and build some lots there. We got approval to build nine new lots there on 1055 West, and we were told at that time that you absolutely cannot improve the road, even if you want to you are not allowed to. We lived with that, we made decisions based on that, and we listened to everyone talk about the historical importance of that road; that was very important to us in the decisions that we made. We now find out that, I don't know if history is being changed or not, but that history is still there, it cannot be changed. I don't know what the reason is that we want to change it. I haven't followed all the meetings and done all that stuff, I am pretty new in so I need to do a lot of research to try and figure it out. As a small child I had a farm in Cedar City that I grew up on, and I remember the I-15 came through and told us we had to move. I asked my dad "can the government do that, can they just tell us we got to move our farm somewhere else." I was selfish because I had to ride my bicycle to the farm every day, and now I had to go another mile after that. He said "the government has a good reason to do that, that's what they can do, and they have to pay for the impacts and take care of that, but that's what they can do." I worked for UDOT a lot of years and learned that's part of the deal, if there is a good reason for something to happen, a government can do those things. I don't know of a good reason for this to happen, that road is in a little bit of rough shape, but it's what the people that live on that road want, and that's what we're there for and the reason we are there. I am hoping to develop that and have my family live there, grandkids and kids, and I just don't know why we would try and change it, I don't know the reason; I want to find out that reason, why are we doing this when 5-7 years ago we absolutely didn't want to do it; what is so important. Do the people who live in that area want it changed; I don't know of any. I know that 10 of the lots are mine, and I know none of the people that live there want it changed, and I'm just thinking why. Really, I want to find out those answers, and I don't know how to do that exactly. I know tonight is not the opportunity to find out all those answers, but why we are doing this is important and whatever things I need to do to find out those answers I am going to do it. It is important to me, the value of that land is based on that road and the rural area that it is. Lots down there are listed for $750,000 because people want to live there for a reason. If that changes, and the values go to what other lots are in other city streets around South Jordan, it will have a huge impact on the value of land in that area. There is a reason people want to be there, and I hope we can leave it that way.

Kacee Baucom (Resident) I kind of want to go off what he was saying and urge you all to think about why we are changing this road. Is it because residents on the road want it changed, is it because it needs to be changed, or is it so that we can bring in high density developments onto our quiet neighborhood that has low density, large lots and this country charm that is unique to South Jordan and is the reason why we moved here. Before we make these changes and think about the reasons why, we need to think about plans we have in place for things like education. Do you have a plan in place for South Jordan Elementary specifically? Where we are going to

bring these high development communities, where are those children going to go to school. South Jordan Elementary has been rezoned twice in the last three years, has huge class volumes and portable classrooms, and that's where my kids attend school. They are constantly asking for help in staffing, so before we think about implementing these developments I hope there are plans in place.

Kalmar Robbins (Millcreek Resident) I do spend, during the summer, at least a night each week at the pasture that we have there because of irrigation; I have been doing that over 60 years now. I don't know if anybody else has a lot more experience than I've had there. I recognize though that the world does change, and whether I am always in full agreement with everything that happens, I do also recognize that the piece of property that is south of our property has been bought, is going to be divided into some lots and they will be comparable to what's already in there, but there is an impact that is starting to take place. They are going to have to bring up a sewer line, that area has not had sewer, and it's just meeting what becomes more as we build in. I hate to say it, but part of the reason our pasture is such a pristine area is that it has had cattle on it for the last 70 years; that is what we have irrigated and kept it as, at least that portion of it. I think it's important to recognize that maybe wherever you need to make an adjustment, I realize it's not easy because I think there have been some interesting things raised about the history of this area that I would like to know more about. I know that one of the early homes actually was on our pasture, it has to be, and every once in a while we come across a little piece of rock that appears to me to have been part of that structure. I do recognize that there are some natural boundaries that are around that thing. On two sides of our piece of property, which is just south of the development being proposed, we have the office park and parking that is literally just on the other side of our property. That's a different feeling than where you have homes already there, it's a different setting. I am trying to figure out the wonderful balance that we are all supposed to do on these things, but I would want you to recognize that we do intend to keep cattle on that property for the foreseeable future, and that there are certain requirements that actually South Jordan has in their code that would be the guideline for the council to make a decision on. We have loved it, but also I gave it to my kids several years ago; I am still the one that takes care of it and leases it back from them. I do feel like I have a sense, and I love it as much as anybody else, but there does come change that happens because of what happens around you and you don't have control over that.

Scott Sainsbury (Resident) my house is directly south of the cemetery facing east, where the proposed west exit would come out; every headlight is going to be shining through my front window. I think Mr. Judd mentioned that he grew up on a farm, I also grew up on a farm, and as the song goes "I am from the country and I like it that way." I just wanted to say that so I can say I sang at a city council meeting. In addition to growing up on a farm, I have also lived in L.A., in Phoenix. I think my biggest concern in changing the ordinance of the street and widening the street is cemetery parking. At the last meeting, one of the members mentioned that parking is an issue on Memorial Day. I'm here to tell you that every time there is a decent sized funeral, parking is an issue. I have people parking literally down the hill from my street, sometimes I intentionally put my trash cans out in front of my driveway because we have been boxed in

before. If we widen the street, you are going to eliminate the 22 parking stalls on that street. With the expansion of the cemetery on the west side, there is only 4 parking stalls there. The horseshoe loop is wide enough that people can park there, but if we widen this street that is going to be a major issue; not only on holidays like Memorial Day, but any time there is a decent sized funeral there and that needs to be taken into consideration. That is, in my opinion, the biggest issue in changing the street.

Lynn Brown (Resident) I'm probably one of the oldest residents there. I moved there in 1976, so about 46 years, and I have seen a lot of things happen there. I have even got pictures of fence posts that people drew pictures of, and the poster is still there. I would like to say that I have seen a lot of traffic go through, past the cemetery. We put signs out there to have people slow down. My wife put one out there a couple of years ago, and the sign was destroyed by somebody. I hate to see the impact that this new development could make in that area. South Jordan I would say is one of the top places that people would like to live, they would like to raise their families there, and there's definitely no reason why they would want to "destroy" that area right there. There is a cemetery there, and in the last meeting they were talking about how people were going to come out of that development and mostly turn and go north, but they are not thinking that the development down below is going to be coming out. It kind of runs like water, taking the path of least resistance, and that's where all the traffic will go. As far as the impact on me, where I live, I think that if they put those townhomes right beside me it's going to down the value of my place; it's going to have a lot of impact for our whole community right there to do this when I can't see why they would want to even do that. It's not like we have an issue of people moving to South Jordan, people say it's too expensive to live in South Jordan. Originally we were told there was going to be like three homes put in there, then they put the high density stuff down east further, where maybe some of the developments and businesses are. Then I am understanding they are going to put some rental units in there, I just think that is going to make that area not very desirable anymore and it's going to ruin everything there. I hope that everybody can think about what's really going to happen, do they really have to do this.

Cecil Burk (Resident) I live directly east of the flagpole of the cemetery. I counted the other day and sent an email to you (Attachment A) with the number of vehicles in an hour, and there was in 54 minutes 26 cars, which is a very short time. If you multiply that out, in an 8 hour span in the daylight you would have an awful lot of traffic. That was a high end situation because I recognize that the development that is happening below had a lot of trucks coming and going. We had the same thing while the property being proposed was developed, the building and structures that were there were being torn down and hauled out, and we had a lot of 18 and 10 wheelers, and 10 wheelers with pups; a lot of in and out, and up and down the road. Any time there is a situation like that and there was a burial happening it was even more hectic during that time. My concern is that the space available for parking would be hampered one way or another. It is either going to squeeze into the cemetery, or squeeze into my property going east; which most likely would happen if you are going to widen and put sidewalks in. I have a concern there, and I can see why you would think that's going to dress it up and make it real nice, but it also invites more people to be there too; as you've noticed, that's not our goal to have more people in

the area. The standard of having a third of an acre, or a half an acre for a lot is not being followed in that area that has been talked about to be developed. I have a concern for that because it changes the feel of the area. The traffic would increase, the changes of the road structure and everything would change the whole feel.

Mayor Ramsey apologized for the sound of the phone ringing, staff was able to discover that a phone number to join the Zoom was posted and someone has been trying to call in. Unfortunately, there was no way to answer the call so it continued to ring until they figured out what was going on and stopped it.

Maria Rufener (Resident) we are talking about the historic road that the city decided there was no historic meaning to it, but I am confused. We have beautiful monuments, so why did we put them there if that is not a historic road. I am very confused that you guys are voting on making it a regular residential road with curb and gutter, but we are ignoring all the historic parts. If you walk around the cemetery there are graves that date to the beginning of South Jordan where it first got started, so why would that road not be historic. We had buildings like Ms. Sainsbury said that were there on that lot, and that's why we have monuments that were able to be built because there was nobody buried in those lots. That's my reasoning, I'm questioning why take that away from us, the beauty of that road. I have lived there 20 years and my main thing is keep it a historic road. It is beautiful, it is where people come and walk around and take their children and their bikes. People come for Memorial Day to put flowers for their family members who passed away, but they don't really sit there and awe over their family members that have passed away; they sit there and look around at the road that we have here, we are losing it little by little. Downtown how many houses have been torn down, there is no historic meaning in Utah it feels like. If you go to the east coast there are homes, roads that are preserved because there is history. I know that 1055 West has a history, it has just been torn down. Also, I don't want new development coming in and doing high density that will destroy that whole feel of 1055 West. Let's preserve something of South Jordan, let's keep it what it was once, just a little bit. Let's move away from being a big city. We are all becoming a big city, but let's just keep a little bit in South Jordan.

Attorney Loose gave advice on a Zoom participant not being able to communicate, and encouraged her to submit comments that could be added to the record.

An audience member said she was texting her, asked if she could FaceTime with her and show it to the council.

The council agreed that they would like to allow it this time to ensure all residents get a chance to share their thoughts.

Raylene (Resident) my concerns are the density of the lot that has been proposed by Rise, and I am with others in that I agree we can't stop progression in the development and need for homes for families moving in to the communities. But, I also agree that we need to keep it in the range of what we currently have, and that the homes should not be any shorter than 1/3 acre lots per residence. I understand that you probably need more than one way in and out for transferring

patients and emergency purposes, so given that I think that we could do that, but then I also have a problem with the taxpayers of the State of Utah paying for it. Things grow and develop, changes happen, but in the note of not stopping that there also is the concern for me about developers basically using the rules that are in place currently to develop what they purchase and make their profit for the development themselves, then it trickles down to the city and taxpayers to upgrade the road. If 1055 West has to be upgraded, and the City of South Jordan decides to do so, I am totally against Utah State taxpayers changing the way 1055 West is for the developer to pursue the high density homes and development. They are lining their pockets and earning profit, congesting our area. We are also going to lose acreage on our properties for you to extend the street to provide for that high density housing; I do not agree with that. If you are going to allow this developer to go in and create 155 units, which means at least two vehicles per residence at the very bare minimum, it will totally change the dynamics of that neighborhood. There is a different classification of all that goes on with a different set of property owners, leasers versus renters versus high density. I heard in the last meeting that it's not feasible to have one outlet for this one development. We homeowners on 1055 West can't stop what's going on, we have no control of that, but we do have a voice to say how we feel and what we think. I hope that as a city council you will consider the density of what others said with South Jordan Elementary. If we really care about the sizes, I think we need to stick to 1/3 acres, single family homes, then maybe 1055 West can be upgraded from the point of that property to 1055 West, but these are really considerations that the city needs to think about before they make decisions.

Mayor Ramsey closed the public comment portion of the meeting. She reminded everyone that the council appreciates the input, but they are not talking about the Rise Development tonight because the developer pulled it off the agenda for tonight. It will come back, but she doesn't know when that will be.

Council Member Harris asked for the reason this is being looked at.

Director Klavano responded the reason was the Rise Development and the possible connection to 1055 West, along with another subdivision that is proposed further to the south which is around 6-8 lots. That development has not officially come forward, but they have had discussions with staff. He also mentioned Mr. Judd and his subdivision with 8-10 lots. City Council brought up the question that with this pressure, are the existing conditions satisfactory from a safety standpoint, both for vehicles with the width and condition of the road, and pedestrian traffic. He understands that the few residents living there currently walk down the middle of the road. He drove out there about a month ago and there were residents walking down the middle of the road, and that's great when you only have a few homes. However, when you start adding these other homes, and then other properties that may develop down the road, the concern of the city council was whether they wanted to keep this kind of road in this kind of condition in its historical status.

Council Member Harris noted that separate from the new development, it has been discussed whether or not the road width will meet the demands of the future development of the residents who live on that road. He asked Director Klavano for his input on that.

Director Klavano said that from an engineering standpoint, to get good two way traffic and to allow parking, you need 28 feet of asphalt. Curb and gutter is both helpful and non-helpful for drainage situations, because you can concentrate it; however, ditches create other issues associated with that and the drainage off of them. Having a city standard that is developed all over the place makes the road much safer, and from a liability standpoint it's a safer roadway. He does personally think that adopt a rural standard in 2015, in hindsight, was probably a little bit too small since 20 feet is the bare minimum for fire access and doesn't give a lot of room to pass or any shoulders to pull off on for things like car issues.

Council Member Harris noted that the fire chief recently commented that he would not be recommending any future development down that road just because with more development it becomes a higher risk with the fire trucks having a hard time getting down there. There are a lot of people who are large landowners down there, and it will get to a point where if this road isn't changed, they will not be able to approve any more lots down there. Also, when discussing the value of the land, more than anything that has a huge impact if it's decided that the land will stay agricultural or pasture land because we don't have the road to accommodate future development down there. He is solely interested in what's in the best interest of the people who live down that lane. He knows there are some people saying they are holding on to their larger lots, but those inheriting that land or the future owners will eventually want to do something with that land; if they are then told the area can't accommodate any more people, that creates a problem and that's the dilemma he is dealing with right now. He understands that everyone is saying they want to keep that rural feel, but there is an impact to that. The first people that got entitlements to their lots have that secured, but those who don't have that yet might not get them.

Director Klavano noted it's also important to recognize that down to the south, with the Park Place Subdivision, the city abandoned some right of way at the end which means this road will never go through to the south. Currently the city right of way ends essentially at the back end of the medical school there where the canal is. He doesn't know that the city would ever extend their road right of way any further to the south, so other than the people that live there and potential new lots in the future, there wouldn't be much of an increase in traffic.

Council Member Marlor mentioned Council Member Harris' question regarding the reasons for the change, and it was mentioned that if the council does approve a development, staff's recommendation would be to have multiple access points to the development. Also that in the future there would likely be more development throughout the area, which is another reason why the road would need to be changed. He then asked Director Klavano if that was all correct.

Director Klavano confirmed that was correct and added that they could have development on the west side, which has started with a few subdivisions. Then, there are the larger parcels to the east. As mentioned, it is tough to have a number of units with only one point of access for many reasons, to include transportation, public safety, etc.

Council Member Marlor pointed out that our own city ordinances require or recommend there be multiple access points for fire and safety purposes. He then asked about the parking that was brought up, whether there will be parking on the road if expanded to 28 feet of asphalt.

Director Klavano said that if they changed this road to the residential standard of 28 feet of asphalt, the section across the cemetery has around 55 feet of right of way, which is the residential standard right of way. More than likely, as the road develops, they would have to get into design to look at different options but the angled parking there now would be replaced with parallel parking and reduce the number of parking stalls available. However, there are other options to look at with that and possibly keep the angled parking, but they haven't gotten to that design level because there wasn't a need. He has heard it loud and clear that parking at the cemetery would have to be looked at, and he gets when there is a burial or its Memorial Day it's like school traffic twice a day.

Council Member Marlor asked Director Klavano to comment on the cost regarding the widening of the road and how that would take place as it relates to the area where the development accesses that road versus any other area with the same issues.

Director Klavano said as properties develop, under our municipal code they would be required to develop that frontage along 1055 West. There are some existing homes that may not develop, and over time the city may have to budget some Capital Improvement Funds to finish those sections, which isn't unlike a number of other areas in the city where development has built pieces of it and the city had to come in and finish the gaps; this was just done on 2200 West, and they are looking at that on 1000 West as well.

Council Member Shelton asked how staff might feel about having the street sign brown, indicating a historic street, with a plaque possibly that explains the history on the street.

Director Klavano said he doesn't believe anyone would have any issues with that.

Council Member Zander noted one of the residents mentioned there being 22 parking stalls in front of the cemetery, and if the road was widened those would be lost; she asked staff to speak to that issue.

Director Klavano said normally you would think the angled parking would go away, but if they switch to parallel that would probably reduce the number of spots significantly. However, there are options to look at in design, and he discussed some of those.

Council Member Zander mentioned those currently living on the road, and asked if this is passed tonight, does the city have enough easement to do the road without taking any of their land.

Director Klavano responded that along the cemetery frontage there is enough right of way, but south of there the city would have to purchase that, or have it dedicated with development, to get the normal street section in. The city has taken some high level looks at some horizontal alignments to avoid the existing homes as much as possible, as they want to avoid purchasing property just as much as the residents do. He also noted there is a water line on that road that needs to be replaced in the next few years, and it would be ideal to take care of some of the pavement issues at least at that time. He believes the road's current state is a public safety issue, and does need repairs done to avoid issues in the future.

Council Member Marlor said he was probably one of those council members in 2006 who voted to designate this road as historic, and he believes it is a historic road. He doesn't want to change the history of the road in any way, and he realizes that any changes made will change the nature and look of the road but they are not intending to delete any history. Back in 2006 they meant to preserve it for as long as they could, but when looking at the change, there has been a lot and it comes every day; these kinds of changes are dealt with all the time, and will continue to come because people do want to live there. He wants to make sure everyone knows that the intention is not to remove the historic nature of that area or road, but change is coming and everyone is having to deal with it. He understands the issues, and there are constantly meetings like this happening because the city is in high demand. To most of the residents who think their property is going to somehow be worth less that has never been the case with other issues like this. In fact, the property becomes worth more and more with more access.

Council Member Shelton, was here in 2015 and voted for the historic road. He also recognizes that area is only going to develop more and he thinks it would be short sighted of the council to not provide safe access for the residents, snow and emergency equipment, etc. They have no desire to diminish the history there, and if this is approved he would like to see it in the motion to have the street approved as a historic street even though it is developed to neighborhood standards. He would also like to see signage indicating it's a historic street, the first historic street in South Jordan, and include some kind of plaque providing more of the history. He believes it is important to provide a safe and workable street for residents and emergency service personnel, but he also believes it's important to do our very best to preserve the history the best we can.

Council Member Zander thanked the residents for coming, the council always loves hearing from them, and having been in their seats many times she wants them to know they are heard and she is sensitive to the fact that it's uncomfortable when you buy a home and think things are not going to change, and then changes are proposed. With that, it's a hard decision to look at this and think that she hates to vote yes and have this group of people feel like their road and environment change. However, she also has to make her decisions based on what's in the best interest of the city at large, and that's uncomfortable when you know there is a group of people that aren't going to be pleased with that if that's the way it goes. She did want to point out a few of the comments made, specifically from Ms. Sainsbury, who articulated the history so well. She has that book, "Dugouts and Spires," and she is going to go back and look at it again and drive the road. Ms. Sainsbury had some great points and Council Member Zander agrees with Council Member Shelton, we have monuments and historical markers at the cemetery now and those will definitely stay. She likes the idea of identifying the street and making sure it's known when you enter it that it's historic. The fact that it was the first road, first adobe house, those things are tremendous. However, for her to turn a blind eye to the safety of that road would be, she believes, erroneous on her part; she appreciated that, and it was heard. She appreciated Mr. Judd's comments he articulated, that he had 10 lots and that he came to the city and asked for the road to be improved at that time; that is indicative of what is being looked at here. There is going to be pieces of time when people will come with different needs and desires, and that's what

those sitting in the council positions have to balance. She was on the 2015 council that voted to keep it a historic road, but now as they see property owners who have property rights, just like those here, it would be negligent of the council to not make the road safe. She thinks that the resident comments are helping her, so that when they speak with the developer she wants to be very cognizant of the density and traffic control; she is on board with that. She can't control that tonight, but she can promise everyone that it was heard, and that when that developer comes and meets with the council that will be a big issue. They do not want to funnel all the traffic up to 1055 West, that would be irresponsible and unkind. She doesn't know what the answer will be, but she wants the residents to come back and know they are welcomed back, because this is a big deal. She has lived on a road where the end of her road was developed and it changed the flow of traffic, which was uncomfortable. Also, the wonderful man who said he had 60 years on his property and gave that to his children as a pasture, at some point the children will come around and suggest development as well, and every one of those large parcels will create a situation where someone will come to the council wanting to develop. At the end of the day, she has to make a decision based on what's in the best interest of the safety of the residents. Not that she's looking out for the new development, she is looking out for the residents and the city, but everyone at large has to be able to come up and down a road in a safe manner; that's the decision that's weighing on her tonight.

Council Member Harris said he is looking at the future needs, as well as the future desires of those living down the street, and those future desires are not the same for everyone living down that road. There will be some people who have a house that is always going to remain a house and will never be subdivided. However, there are others living down that road where there is land that will have the ability to be subdivided, and the city has had their Fire Chief say he will not recommend entitling any more lots down there with the road width the way it is. It is very rare that the city council ever votes in favor of something that's in opposition of what city staff recommends, and that creates a dilemma. There are a number of people who own land down there, and their kids will want to live on that property. If the city can't entitle any more land because the road won't accommodate the future demand on that road, then they'll have to just say sorry to those future landowners and tell them they have to keep their land the way it is; that's a problem, and he doesn't know that's fair to those individuals. He wishes he had a way to make everyone happy, not just those here today, but the future generations as well. There will be people who bought land and need the money from their land in the future. Luann Jensen spoke about farmers at a past meeting here, and he remembered her saying that farmers are poor until they can one day sell their land, and he knows that is the case; he is factoring all those things in as he makes this decision. He completely agrees with Council Member Zander and her concerns about the future development, in that he is not interested in funneling all the traffic from that future development on to their road. He understands what the road is and is not, and wants to do what he can to preserve it. However, solely for the future needs of those living down the road, they are going to need to widen the road to accommodate that future development.; that's the angle he's looking at, and he is completely separating the proposed development out of his decision tonight.

Shelton motioned to approve Resolution R2022-47, Rescinding Resolution R2015-18 and declaring the street known as 1055 West as a residential street, as stated. In addition, instructing staff to come back with proposals on how to recognize the history of the street. Council Member Marlor seconded the motion.

Mayor Ramsey pointed out that she'd also like to look at all options for parking at the cemetery, ensuring adequate parking in the cemetery.

Council Member Shelton amended his motion to include the Mayor's comments about preserving parking at the cemetery. Council Member Marlor seconded.

Council Member Shelton mentioned that the idea for the street sign came from a former member of the council last night during a phone call.

Mayor Ramsey noted that the idea was discussed previously amongst the council as well, so she appreciated Council Member Shelton bringing it up.

Roll Call Vote was 4-0, unanimous in favor; Council Member McGuire was absent from the vote.

Mayor Ramsey wanted to share how sorry she was that there are some residents here who just bought their property a few months ago and were told nothing would change; that is heard by the council a lot. When she bought her home, she was told that the city was going to turn an empty lot at the entrance of her subdivision into a park. She had been mayor for a year, and had lived there for a very long time, when she asked about that park and was told there was never one planned for that space. She is not making excuses for the city, or anyone else, but she wanted to share her apologies for that because residents come in often telling the council they were promised things when they purchased their homes that ended up being false.

G.2. Ordinance 2022-16, Amending various sections within Title 10, 16, and 17 of the South Jordan Municipal Code. *(By Director of Engineering/City Engineer Brad Klavano)*

Director of Engineering Brad Klavano reviewed background information from the Council Report.

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

Council Member Harris asked, specifically about Title 10, where the trucks are coming from.

Director Klavano said he believes the trucks on Trail Crossing live somewhere in the general area. They have had to post "No Parking" on the east side because they are blocking the views for those coming out of the driveways. There is also development coming on the west side, which will have to be "No Parking" as well. Regarding the Commerce Park Area, the businesses out there say the trucks are owned by people living somewhere else, and many are having their trucks fixed right there in the public right of way. There have been a few trucks parked on South Jordan Parkway near AAI, but they haven't had many otherwise in Daybreak.

Council Member Harris asked how many trucks are being parked on any given day.

Director Klavano said that between Trail Crossing and Commerce Park he'd have to say around 15 trucks.

Council Member Harris noted he was wanting to know if we would be inconveniencing residents by changing this, or are most of the trucks belonging to people outside the city.

Council Member Marlor moved to approve Ordinance 2022-16, Amending various sections of the City Code. Council Member Shelton seconded the motion; Roll Call vote was 4-0. Council Member McGuire was absent from the vote.

Mayor Ramsey noted the agenda was amended at the beginning of the meeting removing Item H from the agenda by the developer.

H. Rise Development Land Use Items

H.1. Presentation on Resolution R2022-39, Resolution R2022-40, and Zoning Ordinance 2022-07-Z.CFO Sunil Naidu reviewed background information from the Staff Report.

H.2. Resolution R2022-40 Public Hearing.

H.3. Zoning Ordinance 2022-07-Z Public Hearing.

H.4. Resolution R2022-39, Authorizing the City and the Developer to enter into a Development Agreement pertaining to the development of the property located at 10657 South 1055 West.

H.5. Resolution R2022-40, Amending the Future Land Use Map.

H.6. Zoning Ordinance 2022-07-Z, Rezoning property located at 10657 South 1055 West.

I. Staff Reports and Calendaring Items

Deputy City Manager Dustin Lewis reminded everyone of the Strategic Planning meeting next Wednesday, December 14. They would like to get started at 4:00 p.m. and have a hard deadline of 6:00 p.m. to end.

Communications Manager Rachael VanCleave thanked Council Member Zander for her use of the #shopsojo hashtag on social media, and encouraged everyone to use the hashtag as well.

Mayor and Council Reports

Council Member Zander shared pictures from SoJo Light the Night, discussed the events there and thanked everyone for their hard work. The gingerbread houses were amazing and she had many friends and neighbors comment on them this year. She also talked about the

Turkey Trot and the many participants, including staff and council members. She also noted that she thinks forgoing the Marathon a few years ago to focus on these races was the right decision for our residents. She mentioned a wonderful lady in the city who knits and crochets Christmas ornaments every year for our police department. She has Covid this year, and she asked Council Member Zander to deliver them for her. This woman loves and adores our police, as does Council Member Zander, and it was fun to have the opportunity to fill in and deliver those gifts. December 17 is the next SoJo Race, the Santa Sprint, and she invited everyone to attend.

Council Member Marlor mentioned the last two city ruck races, where he attended with his son, and it was great to collaborate at those races with the other council members. He had a wonderful time at Light the Night, reminiscing that was his 15th Light the Night he has attended.

Council Member Harris attended the Sewer Board Meeting. There seems to be more and more people attending the SoJo Race Series events, and it's good to see all those people there. He agreed that removing the Marathon in favor of these smaller races was a good move, as these are much more accessible to residents. He was told by an attendee at Light the Night that it gets better every year, and he agrees. He also agreed that the gingerbread houses were a highlight and very impressive this year.

Mayor Ramsey discussed applying for the Healthy Cities Designation, as South Jordan definitely does more than most in terms of encouraging their citizens to be healthy.

Council Member Shelton was disappointed he had to miss Light the Night. He was able to attend Uplift Families Live and sit with Council Member Zander and her husband. They had a legislative preview with the WFRC, where he spoke with several legislators and shared his thoughts. He spoke at the Service Above Self Awards for the Rotary Club. He attended the Jordan River Commission meetings, where there is a lot of good stuff happening. He attended a Senior Advisory Committee meeting today, and unfortunately the chair Paula Brog is resigning due to moving. She was very excited about her upcoming marriage, and he noted that it was fun to see the committee's enthusiasm and excitement for her.

Mayor Ramsey shared a few calendar notes:

- This Saturday is the Jordan Education Foundation's Christmas for Kids. They still need some chaperones, and you can go to JEFchristmasforkids.org to register as a chaperone.
- She can't commit to presenting at the Rotary Awards every month, so she shared a sign-up sheet for the council to divide up that responsibility.
- This Friday is a budget press conference, and she encouraged the council who could attend to do so.

She attended the National League of Cities Conference and got to present on our city's day of service project last year. She got to meet with municipal leaders from across America and talk with and answer their questions about that day of service. She also got to talk about

the Just Serve Platform, where the volunteers signed up to help. There was one community very concerned about not having the budget to meet their basic needs, and noted that if they could get volunteers to help with anything it would be huge; so the information shared was very helpful and informative for them. She also attended some great breakout sessions and met with the presidents of all the other leagues. She spoke at the Daybreak Annual Meeting and the Uplift Families Meeting, and appreciated those opportunities. She also attended the Resilient You lunch, and there is a holiday special by Resilient You being broadcast on KUTV this Saturday. She attended quite a few school events. Saturday was the Sounds of the Season concert for the first time since 2019 and the SoJo Chorale was able to have their concert, which was fantastic. There was a closing meeting at the end of the last interim meeting for this current legislature to bid farewell to a few legislators, and she was invited to attend that. She watched the first guard tower be knocked over at The Point, and it was definitely built to withstand the risk of earthquake we have here; they stood there for 2 hours waiting for the base to come down. She hosted the southwest mayors and all the legislators, and she thinks West Jordan picked up five legislators that touch a part of West Jordan; we only picked up one more for our area. She discussed a meeting between our Youth Council and Just Serve, where they talked about ways to create a more youth focused service arm focused on youth councils in the area. If it all comes together, they will be announcing that as an initiative for the National League of Cities this March.

Council Member Zander motioned to adjourn the City Council meeting. Council Member Shelton seconded the motion; vote was unanimous in favor. Council Member McGuire was absent from the vote.

ADJOURNMENT

The December 6, 2022 City Council meeting adjourned at 9:06 p.m.

This is a true and correct copy of the December 6, 2022 City Council Meeting Minutes, which were approved on January 3, 2023.

Anna Crookston

South Jordan City Recorder

From:	Damir Drozdek
To:	Anna Crookston; CITY_COUNCIL_EMAIL
Cc:	Steven Schaefermeyer; Brad Klavano
Subject:	FW: City Council Meeting
Date:	Tuesday, December 6, 2022 12:20:58 PM

This email is regarding the Rise LUA and rezone application on the agenda tonight. Please see the email thread below.
There is one more additional email that I'll be sending.
Thanks,

Damir Drozdek, AICP | Planner III | City of South Jordan
1600 W. Towne Center Drive | South Jordan, UT 84095
O: 801.254.3742 | C: 801.946.4377

From: cecil burk <cecburk@yahoo.com>
Sent: Tuesday, December 06, 2022 8:54 AM
To: Damir Drozdek <DDrozdek@sjc.utah.gov>
Subject: Re: City Council Meeting

Damir, I of course I wanted an answer that would help slow the flow on a normal day. Please note I have seen a mistake in my message. In the third to the last paragraph, I said the traffic would nearly double I mean to say nearly half again the amount of traffic. Please present my complete message to the Council.
Thank You
Cecil Burk

On Tuesday, December 6, 2022 at 08:30:55 AM MST, Damir Drozdek <ddrozdek@sjc.utah.gov> wrote:

Please see the response from the Deputy City Engineer outlined below.

And let me know if you have any other questions or concerns.

Thanks,

Damir Drozdek, AICP | Planner III | City of South Jordan

1600 W. Towne Center Drive | South Jordan, UT 84095

O: 801.254.3742 | C: 801.946.4377

From: cecil burk <cecburk@yahoo.com>
Sent: Tuesday, December 06, 2022 7:09 AM
To: Damir Drozdek <DDrozdek@sjc.utah.gov>
Cc: Kacee Baucom <kaceepbaucom@gmail.com>; Janalyn Sainsbury <janalynsainsbury@hotmail.com>
Subject: City Council Meeting

Damir, Dec 6 2022

Concerning the application to amend the future land use and change the zoning on the property located at 10657 S. 1055 W.

Damir, I sent you this request:

I have another request, could you request for me and my neighbors the consideration of speed bumps to be installed on 1055 W. My hope is if there was a dump at the south and north entries of the Cemetery on 1055 the traffic would have to slow down. As it is even now there are from time to time speeders. Possibly this could help to make it safer for all.

Thank you Damir for sharing my request with the City Engineer. Jeremy Nielson replied with this note:

Hello Cecil, Damir sent me your below question about speed bumps. City, by policy, does not allow speed bumps. They stopped using them back in the 90's due to some liability issues. However, if you find that there is a speeding problem then police can be notified for speed enforcement or the traffic committee could look at other mitigation measures (depending upon how egregious the speeding issue is).
Thanks,

Thank you Cecil. I shared your email with my supervisor the City Engineer.

Kind Regards,

Jeremy Nielson, PE | Deputy City Engineer | City of South Jordan O: 801.253.5203 ext 1353

In return to Jeremy :

Jeremy thanks for the note. My biggest concern is there is a project being presented to the city for a large number of homes to be built just west and south of the cemetery. With that they are talking of bring a road from the project on to 1055 W. which will increase the traffic by many more cars each day. When there is a funeral being held at the cemetery the traffic can be totally stopped. If we have all those new homes going in we are in for a lot of problems not speed at that time but too many cars in one place with others trying to work their way through. If you don't know what I am talking about talk to the men who work at the

cemetery (Tyler). Some said they felt there was no problem except on memorial day, really it can be at any time there is a burial.

Please share this with those that make the changes, or stop changes, help those that live on 1055 W. now keep our quite neighborhood.

On Wednesday the 30th of November I watched the traffic going back and forth in front of my home. I counted each vehicle that drove by for 16 minutes and 10 vehicles went by. Later I counted for 38 minutes and 16 vehicles went by. In 54 minutes 26 vehicles. That was I felt a large number. The next day I watched the better part of the day while working at my computer in my front room. I marked the vehicles that went by. It was over 5 hours of counting and counted 39 vehicles. I could see there is a large difference in the two days. What would be the average?

I request you the City Council and Planners Not allow this large number of homes per acre to be developed. We have been told there would only be about 5 percent of the cars travel on 1055 West head out. 155 homes times 2 cars equals 310, 5 percent of that is 15 more vehicles. Add them to the slow day of 39 and you have nearly doubled the amount of traffic.

Then remember we have the Cemetery and the fact that from time to time there is a burial. We see the large amount of cars that come with many of the services held at the Cemetery. Many cars bring those people to the services. You add 25 to 50+ cars along the street and then the slow day traffic of 54 we see traffic problems. This include safety for those walking and driving on 1055 West.

Again I say PLEASE share this with those that make the changes, or stop changes, help those that live on 1055 W. now keep our quite neighborhood.

Cecil Burk 10605 S. 1055 W. South Jordan 801-879-0084 cecburk@yahoo.com

From:	Damir Drozdek
To:	Anna Crookston; CITY_COUNCIL_EMAIL
Cc:	Steven Schaefermeyer; Brad Klavano
Subject:	FW: Concerns regarding Development at 10657 South 1055 West, 18 acres. For public meeting on December 6, 2022
Date:	Tuesday, December 6, 2022 12:21:44 PM
Attachments:	South Jordan City Council regarding Forrest property development.docx (1).pdf

Here is the last email pertaining to the Rise development.
Thanks,

Damir Drozdek, AICP | Planner III | City of South Jordan
1600 W. Towne Center Drive | South Jordan, UT 84095
O: 801.254.3742 | C: 801.946.4377

From: Lucynthia Rockwood <runlurun@gmail.com>
Sent: Tuesday, December 06, 2022 8:43 AM
To: Damir Drozdek <DDrozdek@sjc.utah.gov>; Greg Schindler <GSchindler@sjc.utah.gov>; Steven Schaefermeyer <SSchaefermeyer@sjc.utah.gov>
Cc: Tyler Robbins <tylerprobbins@gmail.com>; Kalmar Robbins <akinvest100@gmail.com>
Subject: Concerns regarding Development at 10657 South 1055 West, 18 acres. For public meeting on December 6, 2022

City Planners and Councils,

We are the property owners of the land south of the development at 10657 South 1055 West. Attached is a letter explaining our concerns that have not been properly considered in the staff report. Will you pass this along to the City Council as well? Please include this document as part of the public record for tonight's meeting. And please acknowledge receipt of this email.

Thanks for your attention,
Lucynthia Robbins-Rockwood

12/6/2022

Dear Mayor Ramsey,

My name is Janalyn Sainsbury, I live at 10638 South 1055 West, directly west of the 18-acre plot of the proposed development of David Mann/Bryan Flamm. I am a long-term 1055 West resident of 33 years and a descendant of early South Jordan inhabitants. I am writing this letter with thoughts and concerns about development including **high density housing, traffic, safety and the historical designation of 1055 West.** In light of the following concerns, please consider eliminating the proposed exit on 1055 West, if the project will go through as is.

Of first and foremost concern is the proposed **high density** of the project. The residents of 1055 West know that development is inevitable, but we would like the density in this development to be in accordance to the other prospective developments on the road. The majority of homes and prospective developments are low density (no less than 1/3 acre) single family homes. This project should be under the same zoning regulations if there is an exit on 1055 West. High density housing is not appropriate or workable for 1055 West. This is not the right place for this type of project. Residents of 1055 West as well as many individuals and families in the SJ community appreciate the country feel of the road and utilize this road for walking, biking, exercising and spending time with family. This will be taken away with the ramifications that will come with this development.

1055 West is not equipped for the traffic that this will undoubtably result because of this project, with having only one north exit on 1055 West. It is inevitable and ludicrous to predict that only a 5% (the predicted number talked about in the last city council meeting in November 2022) estimate of the traffic will exit in 1055 West. Simply put, people will exit which ever exit is more convenient to the direction they are going. If they are headed west, they will exit west, if they are headed east, they will exit east. Residents will exit 1055 West for many reasons including: taking children to school, making trips to the grocery store, or even a trip to the gas station to name a few. Furthermore, if there is congestion in the river bottoms, more will exit on 1055 West. **This means that traffic and lights of the traffic shining in our front window will be an issue at all times of the day and night! This will adversely affect our quality of life!**

The development also causes a **safety issue** with children crossing the road, walking to and from school or to the bus stop and even playing with the predicted heavier traffic. Presently there are no crosswalks, bus stops and minimal sidewalks on 1055 West. Children will be walking to and from the bus stop which is on 10550 S and 1055 W. The congestion at the light on 10400 S 1055 W that will be caused by the heavier traffic flow is also a safety issue.

Widening 1055 West would eliminate the little parking available for the cemetery and several monuments (South Jordan Veterans Memorial, 1938 Bus/Train accident Memorial, Daughters of the Utah Pioneer Memorials) that are located in the cemetery adjacent to 1055 West. Funerals, Memorial Day observances and visitors to the monuments require parking. Also, 1055 West is the only entrance and exit to the cemetery. Parking in the cemetery is already an issue, not only on Memorial Day, but on all days that a funeral is held. The parking spaces along 1055 West fill up pretty quickly when a funeral is being held. If the cemetery parking is eliminated on 1055 West, that will leave 4 parking spaces in the

middle of the cemetery. There is no room for additional parking in the fully developed cemetery. This was not planned for by the city. This is an issue that needs to be addressed and not pushed aside. It is a daily issue not just an issue once a year in Memorial Day.

I reviewed the notes from the city council meeting of August 23,2022 about the **historical designation of 1055 west** stating that the only historical significance of 1055 West was that it was the first developed city road in SJ. This is inaccurate. **The following are also historic significance of 1055 West:**

- 1055 West was the earliest road (wagon trail) in South Jordan.
- Location of the South Jordan Veterans Memorial.
- The site where the SJ memorial now stands is the site of the first Adobe community house erected 1863. A school was built is 1964 and was also used as an LDS meetinghouse.
- The site of granite Adobe chapel used for school and recreation that was erected later in 1873 that came to be known as the 'Mud Temple' and was in use until 1908.
- Location of the tragic South Jordan 1938 Bus/Train accident memorial.

Sources:

Of dugouts and spires: The history of South Jordan, Utah by Ronald R Bateman 1998

Luane Jensen- SJ historical committee.

Utah History Encyclopedia published by University of Utah Press 1994

South Jordan, Utah Facts for Kids, Kiddle Encyclopedia. Kids.kiddle.co

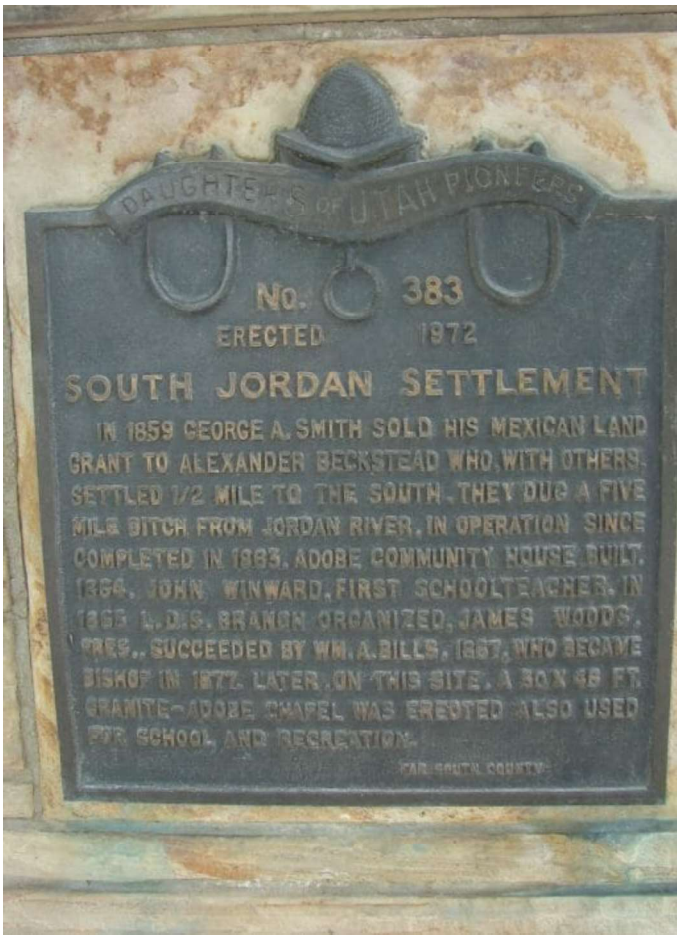
Luane Jensen- SJ historical committee.

Please consider reducing the density of the development and eliminating the exit on 1055 West to preserve the historic designation of the road, preserve safety and forgo the traffic and high-density issues that will arise from this project.

I appreciate your time and consideration of these important concerns of the proposed development.

Sincerely,

Janalyn Sainsbury



1938 Bus/Train Accident Memorial

South Jordan Veteran's Memorial &
Daughters of Utah Pioneer Memorial- SJ Settlement

South Jordan City Council
South Jordan City Planners

December 6, 2022

Re: Development at 10657 South 1055 West, 18 acres. For public meeting on December 6, 2022

Dear City Planners and South Jordan City Council:

In regards to this development we wanted you to be aware of three items that are very important to us as neighbors to this development. Because a change in zoning and the site plan being approved at the same time it is important to understand that the South Jordan city code requires that when a residential property is being developed next to livestock that a masonry fence be installed for the safety and security of the residents and livestock both. We own the 11.50 acres south of this development. First, our family has run cattle in this field for the last 70 years and currently have some cattle in this pasture. The Developer has proposed putting in a vinyl fence which can be knocked over by cattle by just rubbing against it. This would allow cattle into their development which can cause damage to their property and endanger the people who would be living there as well as the cattle. The Developer has said they only need to do a vinyl fence because our property will be developed as well at some point soon. We are planning that at some point in the future our property will be developed, but we don't know when that will be and we anticipate having cattle in our field for the foreseeable future. If the normal zoning process was first required to be passed your code requires a masonry fence to be placed on the property line against properties that still have livestock on them. A masonry fence was required just 400 feet to the west and we would expect South Jordan City Council to require that same requirement on this project. If not, then the city and developer would become liable in the event the cattle were to get out because the fence was not up to the South Jordan City code. We want the city planners and City Council to be aware of the hazard they are creating if they allow only a vinyl fence to be installed.

Second, after reviewing ITEM G.1. Rise Development Staff Report we see that the Developer will be providing two stub roads into our property. But they are showing that they do not have to develop the second West stub to our property line. We need both stub roads to be developed so that when the time comes to develop our property we are able to connect to them at the proper grade.

Third, we have been bringing irrigation water to water our pasture for the last 70 years that enters at the most northwest corner on the Developers property and then heads south paralleling 1055 West which then turns East through the Developers property which is just North of the Thomas property. We need to make sure that this ditch has an easement and access to boxes and ditch. The ditch runs on the developers property and would be piped. The piping and boxes need to meet the water masters and City's guidelines.

Thank you for your attention to these items.

Sincerely,
W. Kalmar Robbins
Tyler Robbins
Lucynthia Rockwood

From:	Gary Whatcott
To:	Anna Crookston
Subject:	FW: 1055 W Development Concerns - City Council Meeting 12/6/2022
Date:	Tuesday, December 6, 2022 12:53:12 PM
Attachments:	1055 West Develpment.pdf

For the record for tonight.

Gary L Whatcott | City Manager | City of South Jordan
1600 W. Towne Center Drive | South Jordan, UT 84095
O: 801.254.3742| F: 801.254.3393

From: Stefani Walker <SWalker@sjc.utah.gov> **On Behalf Of** Dawn Ramsey
Sent: Tuesday, December 6, 2022 12:20
To: Gary Whatcott <GWhatcott@sjc.utah.gov>; Dustin Lewis <DLewis@sjc.utah.gov>; Ryan Loose <RLoose@sjc.utah.gov>
Subject: FW: 1055 W Development Concerns - City Council Meeting 12/6/2022

FYI

Stefani Walker | Senior Executive Assistant | City of South Jordan
1600 W. Towne Center Drive | South Jordan, UT 84095
O: 801.254.3742 x5028 | M: 385.261.4095

From: Janalyn Sainsbury <janalynsainsbury@hotmail.com>
Sent: Tuesday, December 6, 2022 10:37 AM
To: Dawn Ramsey <DRamsey@sjc.utah.gov>
Cc: Patrick Harris <PHarris@sjc.utah.gov>; Brad Marlor <BMarlor@sjc.utah.gov>; Don Shelton <DShelton@sjc.utah.gov>; Tamara Zander <TZander@sjc.utah.gov>; Jason McGuire <JMcGuire@sjc.utah.gov>
Subject: 1055 W Development Concerns - City Council Meeting 12/6/2022

To Whom it May Concern,

Attached you will find a letter with concerns about the proposed development located on 1055 West, which is on the agenda for the City Council Meeting tonight. Please review before the meeting.

Thank you for your time and consideration of these concerns.

Janalyn Sainsbury