

**CITY OF SOUTH JORDAN  
PLANNING COMMISSION MEETING  
COUNCIL CHAMBERS  
June 24, 2025**

Present: Chair Nathan Gedge, Commissioner Michele Hollist, Commissioner Laurel Bevens, Commissioner Lori Harding, Commissioner Sam Bishop, Commissioner Steven Catmull, Assistant City Attorney Ryan Loose, City Planner Greg Schindler, Planner Miguel Aguilera, Planner Joe Moss, Deputy City Engineer Jeremy Nielsen, Director Brian Preece, Deputy Recorder Cindy Valdez, IT Director Matt Davis, GIS Coordinator Matt Jarman.

**6:32 P.M.  
REGULAR MEETING**

**A. WELCOME AND ROLL CALL** –*Chair Nathan Gedge*

Chair Gedge welcomed everyone to the Planning Commission Meeting and noted that all (6) of the Planning Commissioner's are present

**B. MOTION TO APPROVE AGENDA**

Commissioner Bishop motioned to amend the June 24, 2025 Planning Commission Agenda, moving Item J.1 Other Business up to G.1 as an Action Item. Chair Gedge seconded the motion. Vote was 6-0 unanimous in favor.

**C. APPROVAL OF THE MINUTES**

**C.1.** Approval of the June 10, 2025 - Planning Commission Meeting Minutes.

Commissioner Bevens motioned to approve the June 10, 2025 Planning Minutes with corrections. Commissioner Gedge seconded the motion. Vote was 6-0 unanimous in favor.

**D. STAFF BUSINESS**

Director Brian Preece said I would like to thank Commissioner Bevens for her time serving on the Planning Commission. We wish you well, and thank you for your service.

**E. COMMENTS FROM PLANNING COMMISSION MEMBERS**

Chair Gedge said I would like to echo that serving with Commissioner Bevens for the last four years has been a pleasure. We will miss her expertise, but we wish her well. There will be a vacancy for district five, so please apply. I think there's a process to apply, you might want to reach out to Council Member McGuire as well.

Commissioner Hollist said in regards to the email that we were copied on for city council, it sounds like the format is changing for these meetings. I wanted to ask if that means we'll need to get special permission to participate remotely. Will applicants still be allowed to participate remotely if they coordinate in advance, or is that going to be also curtailed?

City Attorney Ryan Loose said my understanding is that there will be no public comment, whether it's at the beginning of the city council meeting, or in your guys case, public comment as to any specific item. It is the same with council via virtual and so if anybody scheduled to present, that won't be there? If they have approval they can be put prior, as it's doing zoom and webinar so they would be put as a panelist, essentially, but we would discourage applicants from relying on that. We discourage anybody from thinking that is the way they can get into the meeting. The way to be in the meeting is to be in the meeting, now for board members, city council or commissioners, in your case there are times when you're called away by work, you're donating and giving your time. So certainly, we will make every effort if you have the time and the ability to do that, and to advertise it as a virtual meeting, and everything we did that prior to COVID, prior to this virtual stuff. I am sure we will have times where someone is out of town, we would find a way to bring them in virtually or electronically. We would find a way to bring them virtually or electronically is what the state law says, and so we will continue to do that, there just won't be general public comment, either generally or specifically as to an item during a public hearing virtually anymore.

Chair Gedge said I want to thank City Manager Lewis and staff for including us in that notice to city council. I would also like to thank city council for their support and how they are dealing with a very difficult situation as well.

## **F. SUMMARY ACTION**

### **G. ACTION**

#### **G.1. Planning Commission Discussion/Adoption regarding Commission Rules for 2025**

The Planning Commissioner's had a discussion about the final changes to the Commission Rules for 2025. They are completed and ready to be adopted tonight.

**Commissioner Hollist motioned to approve/Adoption of the Commission Rules for 2025. Chair Gedge seconded the motion. Roll Call Vote was 6-0 unanimous in favor.**

## **H. ADMINISTRATIVE PUBLIC HEARINGS**

### **H.1. DAYBREAK VILLAGE 11B PLAT 2**

Address: Generally located on the west side of Bingham Rim Road between 11800 S and Meadow Grass Drive

File No: PLPP202500089

Applicant: Perigee Consulting on behalf of LHM Real Estate

Planner Greg Schindler reviewed background information on this item from the staff report.

Commissioner Bevans said some of these roads as they come across Mark Field Way. it looks like they don't line up anymore, like Rail Lane and Pivot Lane. Is that just like a skew of the scan, or do they really not line up?

Planner Schindler said it's not off enough to give it a different name, I think they are just like slightly off. They almost line up straight across, but not quite.

Commissioner Bishop said I've wondered about the lanes for a long time, are those a responsibility of the city in terms of maintenance?

Planner Schindler said they are public lanes, but every once in a while we get to one, and if it goes into a dead end, we won't maintain a dead end lane.

Commissioner Bishop said how well does the concrete versus the asphalt hold up?

Deputy City Engineer Jeremy Nielson said the concrete is less maintenance, as long as we don't dump too much salt on it.

Chair Gedge opened the Public Hearing to comments. There were none. He closed the Public Hearing.

**Commissioner Bishop motioned to approve File No. PLPP202500089 Daybreak Village 11B Plat 2. Chair Gedge seconded the motion. Roll Call Vote was 6-0 unanimous in favor.**

**H.2. DAYBREAK SOUTH STATION PLAT 5**

Address: Generally located at 11234 S Grandville Avenue

File No: PLPP202500034

Applicant: Perigee Consulting on behalf of LHM Real Estate

Planner Greg Schindler reviewed background information on this item from the staff report.

Commissioner Gedge said you just mentioned that the smaller lot may be mixed use, and go to site plan. I don't believe this planning commission reviews those site plans, those are done at either staff level, so this might be our only opportunity to comment this property. So having attended a sporting event very north of this on Saturday evening, there was quite the disturbance with the wind and the dirt. I just wanted on the record that there will need to be some sort of mitigation on the property owner and/or the city to enforce and make sure that they are not allowing tons of dirt to blow in when there's 8,000 plus people in the vicinity in an open space.

Planner Schindler said I think it is the inspectors that usually catch those things.

Chair Gedge said I am sure it's not the only complaint the city has received since Saturday evening regarding the dust. But, I just wanted to make sure that that was shared, especially where this was on our agenda this evening.

Planner Schindler said when games and so forth are happening on the weekends, obviously there's not going to be any staff out there to tell them they have to get it watered. So that could be an issue to remind the builders and the developer themselves to keep it down because there's a lot of lot of wind out west.

Commissioner Hollist said since we won't see a site plan, I have a parking question. What type of ordinances apply to a commercial development like this out in Daybreak, is that listed in their master development?

Planner Schindler said they have master design guidelines that would call the size of this one. It's over 20,000 square feet, so it will still just have the requirement of three per 1000 square feet.

Commissioner Hollist said I was at a dance recital at a similar facility in Taylorsville, it's a lovely facility, but woefully under parked.

Planner Schindler said I can't promise that it's going to not be the same, but right off the bat, I believe the parking is going directly west. It's a vacant kind of between the fire station and this site. There's some empty property there, and I believe they're going to be putting some parking lots, and surface parking lots in. I'm not sure exactly how many, but there's quite a big area.

Chair Hollist said this is so long a tracks line, correct?

Planner Schindler said the tracks line runs right in front of it, toward the south by the library, and then the track station is just beyond the library. So, it's kind of in between the two stations.

Commissioner Bishop said I took a walk out here the other day and it's actually closer to the stadium track station. But I kind of wish that station had been put where the library is at, that would have been great, but it's too late for that.

Chair Gedge said on Granville Avenue there are people parking there on events, so is event parking allowed on the public street? Because, you also have the track line and it's one lane traffic each direction, and obviously there's pay parking opportunities. So what is the public parking like on Granville?

Planner Schindler said you can park on a public street, whether it's an event, or baseball, or for living someplace. But we asked them to make sure that there's no public parking when you get into the residential areas at the east, there's no event parking over there. And so far, we haven't heard any complaints from those residents, but in the downtown area on the public street they can park on for whatever.

Chair Gedge said because this might be the last time we see something along Granville Avenue for this body. I know it's all new, and the traffic flows all new as well, but just having been out

there several times, if we can tighten the timing of the lights along Granville. The people are trying to empty the parking lot, and like only three or four cars can get through, and you're talking 1000's of cars in those private parking lots as well. So just as this continues to grow out I'm thinking worst case scenario. If you have an event at the library, and an event at this new arts facility, a baseball game at the stadium, there could be some headaches. So hopefully there's a master transportation plan for multiple event's ending approximately at the same time.

Planner Schindler said there probably will be enough parking spaces, but whether they all empty out at the same time, you're right, it will be congested on the roads.

Commissioner Catmull said Greg, you mentioned earlier that there's a easement between those two properties. Can you just go over that again, because you said public and private?

Planner Schindler said it's not a public easement, it's privately owned. It's an easement to grant the public access through.

Commissioner Catmull said so it's just a way to trans, it's still private access, but it'll be allowed cars to move.

Planner Schindler said it's not going to be chained off or anything like that, people will be able to drive through it. It's going to be very narrow, but the future plan for the Arts Center is to have parking, especially for handicapped parking in the back of the building, so it's adjacent to the building. It makes it so that there will be access for for people to park in those spaces, and also deliveries and stuff. They'll have trucks that can come through as well when they need to have them for a set design or whenever they need to have larger trucks.

Chair Gedge opened the Public Hearing to comments. There were none. He closed the Public Hearing.

Chair Gedge said I think there is great amount of donations the Miller family is making for this facility. I think it's going to be the crown jewel, other than maybe downtown, making us a destination location. I'm personally looking very forward to it. I think they've learned from of some of the growing pains of the stadium, and this will be more thoughtfully carried out.

**Commissioner Harding motioned to approve File No. PLPP292500034 South Station Plat 5. Chair Gedge seconded the motion. Roll Call Vote was 6-0 unanimous in favor.**

**H.3. SOJO OFFICE CONDOMINIUM PRELIMINARY SUBDIVISION**

Address: 10509 S River Heights Dr.

File No: PLPP202500055

Applicant: Zach Olson

Planner Miguel Aguilara reviewed background information from the staff report.

Chair Gedge said with this subdivision, what are the total number of parking lots that you said had just been paved, and does that change with the subdivisions number that are required of parking?

Planner Aguilara said I don't recall the number of parking spots off the top of my head, but from the site application from a couple of years ago, the number of parking stalls has not changed. The use and the zoning is not changing at all, so there is no need for them to change.

Commissioner Bevans said on the staff report it says that the area to the west is the residential but the zoning map shows it's East.

Planner Aguilara said that may have just been a typo. The the residential area is to the east.

Commissioner Bevans said and it's both of those, the harvest villas and the single family homes, right? I know we're in an economic center here, so there's no like residential over to the west, because that's like a Costco area.

Planner Aguilara said yes, it's a commercial center. I believe it's all a cc zone for north and south, for quite a few lots there. I did get a call from a resident about them seeing this application. They thought it was going to be a residential application, condominiums, but it's not residential in this area or on this application.

Commissioner Hollist said so this subdivision means that these are for sale, correct?

Planner Aguilara said I believe so, and perhaps the applicant can speak more to that.

Commissioner Hollist said I think I had the same question as the resident that called, I think maybe it's confuses a little bit, because it's not residential in nature.

Planner Aguilara said the use is not changing. It will remain office. There is no residential living space on this building, or any buildings at to the west of this.

**Zach Olson (Applicant)** said I don't really have anything to add, but I'm happy to answer any questions. I do know about the parking if you want me to address it and anything else.

Chair Gedge said yes, that would be great.

Mr. Olson said I believe the requirement is three and a half per thousand. We went to four per thousand, we just wanted to over park with that parking lot, really not connecting to anything. We didn't want people parking at EOS and going across that busy street, so we upsized the parking on that. So that's the situation with the parking.

Chair Hollist said are these for sale?

Mr. Olson said yes, they are for sale.

Chair Hollist said will you have any sort of a parking agreement or joint parking agreement?

Mr. Olson said it's going to be ran for simplicity, like an HOA type of thing that's going to govern, and all the buyers are going to be members of that HOA and vote and have voting rights accordingly. They can all park there, but there's no designated parking. We might put some visitor parking that's open to any visitor that comes by.

Commissioner Hollist said do you anticipate that you will maintain ownership of any of these?

Mr. Olsen said I hope not, but we will run the HOA for the first year until all the units have been sold, and then we'll pass it along.

Chair Gedge opened the Public Hearing to comments. There were none. He closed the Public Hearing.

Commissioner Bevans said I remember seeing this come through site plan, and there have been several that have come through site plan, and we don't actually see them come to fruition. So it's been fun to watch this building actually go up and see it come into the area, and I think it will be a really good asset for the city to have these office units available.

**Commissioner Bishop motioned to approve File No. PLPP202500055 SOJO Office Condominium Preliminary Subdivision. Chair Gedge seconded the motion. Roll Call Vote is 6-0 unanimous in favor.**

## **I. LEGISLATIVE PUBLIC HEARINGS**

### **I.1. FRONTRUNNER STATION AREA PLAN**

File No: Resolution R2025-24

Planner Joe Moss review background information on this item from the staff report.

**Sean Seager (Wall Consultant Group)** said we've been working with your staff for the past year on the track station SAP's out at daybreak, as well as this front runner station that I'll talk about tonight. So just a quick review, the state legislature passed a rule in 2022, I think that requires a stationary plan for all of the fixed route transit service in the UTA system, so anything with commuter rail, light rail or bus rapid transit. The idea was to try to coordinate housing, economic development, transportation, and access to opportunity. States putting a lot of money into commuter rail and into the transit system, they want to make sure that the potential use is maximized, and so gave a little bit of money to each one of the cities to see if you the cities could organize that effort. That is what we've been doing for the past six months or so on the front runner station. So this front runner station is west in the City of South Jordan, west of I-15 and north, but most of its north and south of 10600 south. It's known as the sojo business complex. I think is what we got to learn and know as we were out there contacting people. Please feel free to jump in and ask any questions as well. During the presentation, Sandy City completed their station area plan for this front runner station in 2014, and they were just barely ahead of us in completing that. The interesting thing about this is Sandy's SAP has a lot of housing predicted in

that South Town Mall site as that potentially redevelops, which is a good thing, because we don't have a lot of housing in the South Jordan portion of the station area plan

Commissioner Bevans said are they predicting that the entire South Town area will develop into housing, or are they leaving that brand new hockey facility going in there? Are they planning around that? Or is that just all going to be housing?

Mr. Seager said the discussions we had with their planner was that the city is interested in moving the high density allocation that the city has made further south and west into those parking lot areas. So that idea of creating more of a transit reinvestment zone in that area could be taking place. Of course, it's all dependent upon the landowner and the developers, and of course, the new ownership of the Ryan Smith group, Smith Entertainment Group. So yes, Hopefully, I answered that portion of it.

Commissioner Bevans said I know this is Sandy, but the Sandy, South Jordan boundary is on the westside of I-15, correct? So if that all develops, and the goal of this station area plan is to kind of bring people into the commuter rails, are there plans to have crossings under I-15 or over? How is that going to work if we're developing housing on the other side.

Mr. Seager said when we were out there, I think Miguel and Joe were out there with us. We did a couple of different site visits and put a table top up with some Krispy Kreme donuts and had people come and talk to us. A lot of people are trying to get over I-15 into REI and those businesses that are east of I-15. So to answer your question, yes, there's a proposed pedestrian bicycle bridge that would span over I-15 and connect the front runner station, with the South Town Mall, similar to what's down at UVU. That's what we've been visualizing. That's what you'll see in that report that you guys were referring to, is that kind of a structure wouldn't have to be quite as long as the UVU structure, but still very significant, probably the same dollar value as what UVU built.

Commissioner Bevans said will that be funded by Sandy City and South Jordan, or will there be state allocation for that?

Mr. Seager said I believe Sandy city is putting together a budget for that. They've been pursuing legislative elements of putting money in place. The last we spoke with Sandy City and WFRC they've made significant progress in doing that. I don't believe South Jordan is identified as a financial partner, just as a receiving, and then we figure out how to get the bridge and the traffic into the front runner site.

Commissioner Bishop said that's how maintenance is paid for, where a lot of people helped pay for it

Mr. Seager said the UVU Bridge is maintained and operated by Utah Valley University. They were one of the partners in that project financially. But again, it rolls up to the whole state of Utah, UDOT and UVU. In that case, a lot of the structures are maintained by UDOT. They want to make sure that those structures are safe, secure, properly inspected, and all that kind of stuff. I



would imagine that the UDOT would play a major role in this one. There's a good one up in Farmington as an example.

Commissioner Harding said has there been any studies to show the actual usage of these bridges and compared to the actual price to make sure that that's the best option?

Mr. Seager said sometimes we see these large structures and the kids are not using them, they're taking the surface streets we need to design them in a very deliberate way to make sure that their use is maximized. The one at UVU has an elevator in it. It's easy to get in the elevator, come across, go back down, things like that, and making sure that it's well lit, it's safe, and it feels like it has a safe environment. We try to exhaust all other projects or approaches to solving that problem before you build a very expensive structure like this.

Commissioner Catmull said could that include noise abatement as well or noise reduction technologies? Because sometimes that can be a barrier for people crossing the loud sounds, sudden sounds, and so forth.

Mr. Seager said we've heard that is one of the biggest complaints of that UVU bridge as you walk on that structure. It has kind of a convex roof structure, so that noise comes up, bounces off that roof and comes back and gets you a second time. There are ways to try to deal with that, with some noise absorbing materials and techniques, but all that stuff should be accounted for, and we should learn from our other projects that we have built already.

Commissioner Catmull said I don't remember seeing this anywhere, and I don't remember the details, but do we update the station area plans every period of time? Because, what I'm thinking about is that surveying people who ride that are probably mostly there as the workforce for the industrial, commercial side, not as much the residential. But, as that area changes the responses are going to change, the challenges are going to change, and I wonder, what's the process for keeping that up to date, and helping the goals be achieved over time.

Mr Seagers said that's really good idea. You know, how do you make this a living document and continue to update it based on changing conditions. There is no requirement right now to update the stationary plan. These are brand new creations of the legislature. They came up with this idea of, hey, we had to make a little plan for each one of these. Make sure that it's coordinated. The only follow up item is that five year check in right now to say, how are things going? What do you need help with?

Chair Gedge opened the Public Hearing to comments. There were none. He closed the Public Hearing.

Commissioner Bishop said I did focus alot on the recommendations, because that's really where the rubber was for sure. There's nine high recommendations, six medium, and five low. And looking at the the recommendations that directly make safety improvements, it seemed like all of them were low. Frankly, if I had to pick a different one to replace it with, I was having a difficult time with that. But I just thought I'd mention that the one that stuck out to me the most was

number seven. I just wondered if there was somehow we could get some of those types of improvements, like higher priority.

Mr. Seagers said UDOT has a new program, maybe you've heard about this, they made a pretty big deal about it this last spring. So, they're able to add these LED lights directly underneath the mast of the street lights, and during the pedestrian phase of the button you pushed across the street that will light up will now illuminate that crossing in the evening hours. Again, it's just adding another indicator. You know that, Hey, be careful, someone has pushed that button, there's going to be someone in this crossing walk and add a little bit more light. So, we're recommending that the city engage UDOT. I know that Jeremy meets with the UDOT all the time, and that's something that he can bring up to them to say, hey, is this a possibility at this location, we have all the wiring in place. It's very simple addition. They just add that new light in there and adds a lot of safety to it. So certainly, this is something that I think the city could not necessarily wait, because it's a lower priority, but it's something that you could pursue immediately as well. If that answers your question.

Commissioner Bishop said yes. Thank you. I was also curious. I have been out on a transit station before in a Utah winter. I'm a little familiar with the way the stations are designed, so basically, it's my understanding, if the city would like to put more money to it they can.

Mr. Seager said that was my understanding, too, it is called betterments.

Commissioner Bishop said on number 10, the front runner station platform improvements, It kind of sounded like we're just going to ask UTA, can you improve this station? And I was just curious, is that really, how that would go?

Mr. Seager said on any project I've ever been associated with has had a champion behind it, one or two individuals, and they say, Utah Transit Authority and the City, let's work together on making this station a little bit more comfortable for people. So I would envision that it would be the city in partnership with UTA to make something like that happen at that station. What we noticed is there's actually quite a few amenities at the station already. You just can't find them. They're not visually apparent. There are some really nice bike lockers, a bike repair station, some bike racks around the corner. You can get to the ultra dent parking lot really easily, and you might not know that unless you watched everyone walking down that little trail. So some of that signage stuff, the really easy stuff that's able to get done,. I would see the city working in partnership with Utah Transit Authority to try to achieve some of that. Now, restrooms are a completely different deal, very difficult to maintain and operate a restroom. Other amenities, we talked about because it was so cold on the day that Joe and I were out there. You know, we're visualizing those shelters at the airport that have the heater you turn on, and it's some type of electrical heater, just something like that. Would have been great that day for the people that were waiting out there for front runner to come along. So I think there's some things that you can do that may not be really expensive, but I think it would be a partnership between the city and UTA.

Commissioner Catmull said if you have a bike locker, you can actually go into the bike locker on stormy days. There you go, I have done it just to get out of the wind and the rain or in the snow. So that was pretty cheap. It was only \$70 a year. So there you go you learned something new today.

Commissioner Bishop said on number two, the East West transit connectivity, I just bring this up because I know like CMAQ is a funding source.

Mr. Seager said congestion management and air quality funds, CMAQ.

Commissioner Bishop said it seems like that could qualify as an as an environment improvement. I feel like you could make that argument?

Mr. Seager said yeah, definitely. I think it'd be a qualifying project for CMAQ guy, CMAQ funding, and I know the city staff is constantly looking at those opportunities to apply for funding through WFRC and making sure that they they're looking for those opportunities. That whole circulator route idea, connecting the east side to the west side with some better service is really intriguing for UTA to analyze. And UTA typically doesn't like to use circulators that just do a circle. They like to create new routes that come through and go to another destination, and so you have that constant service of that traffic coming through a site, rather than just circulating through the site. They kind of view circulators as the role of the local employer or the in this case, we were seeing a lot of traffic go to the Mountain America Credit Union Expo Center. They don't have a lot of traffic, because they had their own shuttle system. They would pick them up as they got off the front row. I think they were employees and staff going up to up to the Expo Center. So there's conversations to be had with UTA and with WFRC to see if you can get some of those things in place.

Commissioner Hollist said is that development that's going in the residential development right by the Rise Development in this circle, and are you counting that housing?

Planner Moss said so that's a different application that's currently scheduled for city council. I know you all have voted on the it's the Altitude Development. I believe the Rise Development is just off of River Park. The land uses recommendations do align with this particular plan. You know, as part of this process we did talk to all the property owners and kind of looked at what they were hoping to do with their property. And in our case, we did have a big need for additional housing, and so that you land use really matched up with what our needs were for the stationary. So that's what's included here.

Commissioner Hollist said so you did count those units.

Planner Moss said in the future units, but they're not in the existing units, since they're not currently approved.

Commissioner Catmull said I think this is a perfect use case, in my mind for a cross cutting station area plan, because it crosses two municipalities, there's a lot of coordination to do. So

thank you for putting it together. I would like to see some sort of plan to update it regularly. I don't know if that's the Active Transportation Plan, is there a trigger or a separate station area plan to help with the medium and long term goals? We're going to go through a lot of change in the next 10 to 20 years. You look at robotaxis down in Austin or wherever, they're not going everywhere, and so there's going to be lots more options, and that's what we're looking at, is transportation options to get across there. So I'd love to see something like that. I do have one typo. It looks like it's at top of page 31 where there's the leakage or sales tax, or the sales tax leakage, there's a table that talks about private vehicle Motor Sales, and it says the capture rate is dollars instead of percent. All the rest are percents. Sorry, the packet page numbering is different than the report page numbering.

Mr. Seager said so we're constantly looking at what plans we're going to be updating and what's going on next. Now that we have these plans established, as we do additional updates to things like the general plan, you know, it'll be a pretty natural thing to look at updating some of these area plans in the process, as future plans come along and we update current plans that are, you know out of relevance. So I don't anticipate that it would be something that goes away.

Planner Moss said it may look different in the future, depending on state legislation changes, or maybe it becomes part of a larger plan or a different kind of area plan, but I wouldn't anticipate that these sorts of smaller area plans would entirely go away. They may just be incorporated in different ways in the future, but it would be our intent to continually make sure that we have up to date plans, including these stationary plans in the future.

Chair Gedge said thank you for putting this together. As someone who rides front runner at this station every single day, hopefully some lower priorities are bumped up to list a little. That's just my personal ask. So whatever we can do to work with UTA to get that, trust me, cold, rainy days, I'm very familiar with those. So anything we can do to improve that list some would be great. Thank you for the thoroughness of this, and just what are the next steps. So obviously, we're making a recommendation to City Council today. You mentioned the Wasatch for Regional Council, hopefully in July, but is our city council next?

Planner Moss said so we have this tentatively scheduled for the 15th of July for city council, and after that's been adopted, then we can submit to WFRC for their August meetings for the Regional Growth Committee and then the actual Wasatch Friend Regional Council meeting at the end of August.

Commissioner Bishop said I do want to add one thing. I know I am kind of known as the bike guy, which is pretty funny actually, because I actually got myself a bike and tried to ride it around, because I felt like it was a good direction for the city to go. So, it's been kind of an exploratory exercise for me. One thing I will say is that I found throughout the city, and it came up in the conversation this evening is that whenever you get into particularly a dense like commercial type part of the city. There's a boundary running north and south that you can only get through, or get across on a bike, or in a car, if that makes sense. That's one of the most difficult challenges of getting around. The fancy term they use is disentanglement, where you want to separate the bike and pedestrian traffic from the cars. But one of the downsides of

mixing them is that cars can accelerate quickly and go faster than most of these other modes of travel, so you're not impacted as much by stop lights and that kind of thing. But for pedestrians and cyclists, when they have to follow the rules of the of the cars, and make those stops, you don't have the advantage of the motor to get them to make up for that difference. It's difficult, so I don't know how you would disentangle these types of traffic.

**Commissioner Bevans motioned to send a positive recommendation to City Council to approve File No. Resolution R2025-24 FronRunner Station Area Plan. Chair Gedge seconded the motion. Roll Call Vote is 6-0 unanimous in favor.**

## **J. OTHER BUSINESS**

### **J.1. Planning Commission Discussion/Adoption regarding Commission Rules for 2025.**

The Planning Commission moved this item J.1. Planning Commissionf Discussion/Adoption regarding Commission Rules for 2025 up to Action Item G.1.to have the discussion and make a motion to approve.

Commissioner Bevans said I had to write this down, because if you were at city council, I couldn't speak it got too emotional, but I just wanted to say thank you. The decision to move was not an easy one. I know I say it all the time, working with lots of different municipalities in my day job, I get to see how a lot of the cities around us and around the Wasatch Front and all across the state. And time and time again, I'm just blown away by how good our staff is and how lucky we are to have the talent and care that our city staff and our city council have for the city. I just want you to know that it's been a privilege to engage with the public and with each item we've discussed. If I had the chance to I could probably go around the room with each person in each department and list endless things that I'm grateful for each of you and and how hard you work and how lucky we are as a city to have you. I just want to say to my colleagues up here, the caliber and quality of the people up here are second to none. So I just want to say thank you for allowing me to be part of this. Dang it. You guys know I cry about everything. But all of the work that goes into this doesn't go unnoticed. So thank you, and hopefully I'm not quitting my job, so I'm sure for some of you, you'll still have to put up with me. Miguel left, but Miguel's going to have to put up with me for a little bit longer. So thank you, and I appreciate the opportunity to serve in the city.

Chair Gedge said thank you. It's been a pleasure for the last four years to serve on this dias with you. We wish you and your family the best in your next adventures, and you will always have a home here in South Jordan.

## **ADJOURNMENT**

**Commissioner Bevans motioned to adjourn. Chair Gedge seconded the motion.**

**The Planning Commission Meeting adjourned at 7:56 p.m.**

**This is a true and correct copy of the June 24, 2025 Planning Commission minutes, which were approved on July 22, 2025**