

SOUTH JORDAN CITY
CITY COUNCIL MEETING

December 3, 2024

Present: Council Member Patrick Harris, Council Member Tamara Zander, Council Member Don Shelton, Council Member Kathie Johnson, Council Member Jason McGuire, City Manager Dustin Lewis, Assistant City Manager Jason Rasmussen, City Attorney Ryan Loose, Director of Strategy & Budget Don Tingey, Director of Planning Steven Schaefermeyer, Director of City Commerce Brian Preece, Director of Public Works Raymond Garrison, CFO Sunil Naidu, City Engineer Brad Klavano, Deputy City Engineer Jeremy Nielson, Director of Administrative Services Melinda Seager, Deputy Police Chief Robert Hansen, Deputy Fire Chief Ryan Lessner, Director of Recreation Janell Payne, Communications Manager Rachael Van Cleave, IS Senior System Administrator Phill Brown, GIS Coordinator Matt Jarman, City Recorder Anna Crookston, Meeting Transcriptionist Diana Baun

Absent: Mayor Dawn R. Ramsey

Others: Noni Evans, Owner's iPad (OGaOcO2), Angela Law #11917, Ivan Klotovich, Bridgette Desppan, Aaron Smith, Cheryl Diener, Bryan Gutierrez, Eddy Gutierrez, Maya Guteierrez, Lily Gutierrez, Dan Milar, Erin Padilla, Shawn Seager

6:40 P.M.
REGULAR MEETING

A. Welcome, Roll Call, and Introduction - *By Mayor Pro Tempore, Patrick Harris*

Mayor Pro-Tempore Harris welcomed everyone and introduced the meeting, noting that Mayor Ramsey was busy representing the city in another meeting and should be joining our meeting later.

B. Invocation – *By Director of Strategy & Budget, Don Tingey*

Director Tingey offered the invocation.

C. Pledge of Allegiance – *By Deputy Fire Chief, Ryan Lessner*

Chief Lessner led the audience in the Pledge of Allegiance.

D. Minute Approval

D.1. November 19, 2024 City Council Strategic Planning Study Meeting

D.2. November 19, 2024 City Council Meeting

Council Member Shelton noted the Altitude Development was discussed in the minutes, but that wasn't on the agenda last week. That was removed from the minutes before approved.

Council Member Harris motioned to approve the November 9, 2024 City Council Study Meeting and November 9, 2024 City Council Meeting minutes as published. Council Member Zander seconded the motion; vote was 5-0, unanimous in favor.

E. Mayor and Council Reports

Council Member Jason McGuire

- Attended Scheel's Community Appreciation Breakfast, thanking them for their contribution to local baseball programs in the city.

Council Member Kathie Johnson - None

Council Member Patrick Harris

- Jordan Basin Board Meeting and Regular Meeting, everything going well.
- Spoke with multiple residents on potential future agenda items.

Council Member Tamara Zander - None

Council Member Don Shelton

- Senior Advisory Committee Meeting.
- Jordan River Commission trip with Executive Director to visit with representative Celeste Malloy's local staff. In addition participated in their review for the executive director.

F. Public Comment

Mayor Pro-Tempore Harris opened the public comment portion of the meeting.

Erin Padilla (Resident) - I have been a resident for 23 years, in Sunstone Village, I have consistently walked the sidewalk between Summerstone Drive and Goldstone Drive for what we all thought was a public sidewalk. Two weeks ago, that sidewalk became fenced, everyone in the neighborhood was shocked, surprised and obviously upset. The sidewalk has been used for safety reasons such as kids walking to school, going to various bus stops, easier access to further points in the neighborhood as it cuts about a mile off in our neighborhood, access to Daybreak walking trails, etc. In addition, children and individuals with disabilities in the neighborhood have had easier access to get around the neighborhood, one of which was my late son that was confined to a wheelchair and could not get around easily. That sidewalk is so much more than a sidewalk, it has been a permanent fixture of our neighborhood. We are asking the city for their help to either buy this piece of property because it is privately owned, unbeknownst to us, or to condemn it by eminent domain. This sidewalk also qualifies for a prescriptive easement because it has been in public use for more than 20 years and that is one of the stipulations. Time is of the essence as it is rumored they are building a shed on this sidewalk. Please, I plead with you on behalf of more than 300 residents of Sunstone Village to please give us back our landmark and take over the sidewalk.

Brian Gutierrez (Taylorsville Resident) – I am here representing my brother, as you heard last time the police shot him to death. We celebrated his 32nd birthday two weeks ago. Deputy Police

Chief we should thank you that my family and I are here today, you and your team shot and killed my brother, to death, and he bled in your parks. The police won't talk to us, there is a pending investigation, and when I called council members, he didn't even know he died in your district, shame on you. You pretend to care about the city, you pretend to care about the people here, where is your care for my brother who is dead and underground. Deputy Police Chief turn your badge in and resign, your team failed to save my brother's life. He has Schizophrenia, and he is dead now thanks to you. My parents in the back cry themselves to sleep every night, and you guys are going to hear from me every time you have this public hearing because he is dead. When I called council members they refused to talk, deflected, and refused to help me. I thought you guys were here to help, you guys scrubbed your website of phone and emails hours after I called you, and then when I talked to reporters they confirmed it, your directory was down. When they called you someone said it was being updated. I launch websites for a living, you don't just take down a site or page and then fix it later. Last time I was here, a council member prayed, and it was a lovely prayer, would you pray for my dead brother please. He is dead because of that man right there and his team. I emailed you by the way, you never emailed me back. Council members said they would call me back, they didn't. Do you pretend to care, are you politicians, you said you would call me back but deflected and refused to help. I told you the police can't talk to me because the investigation is undergoing, yet you continue to refer me to the police, shame on you. Stop pretending like you care. My brother would have been 32 years old, and he is dead now, shot and bled to death. I hope you all go to Skye Park and go see the bullet holes, nine and ten feet in the air.

Bennion Gardner (Resident) – A year ago I was struck by a vehicle running a red light while crossing South Jordan Parkway at Mountain View Corridor. That incident, along with many other close calls I have had while out and about running or riding a bike in the neighborhood spurred me to think about the need for a safer way to get around our community. Then, after seeing a mother and child struck by a vehicle along Mountain View Corridor this fall again, I decided I wanted to take action and do something more to address this. I am here today to present a petition asking South Jordan City to work with UDOT and the Miller Companies to provide a safe crossing over Mountain View Corridor near the new stadium. I know we are all concerned about traffic, we get the traffic we build for and the best way to address that is to provide a balance in options. We need to give people the freedom to get around safely without having to get into their car all the time. That is something that has definitely been behind the design in Daybreak, especially with all the trails and paths, but it feels and seems like that design choice has broken down against the highway there. I appreciate the city manager arranging a meeting and bringing UDOT in, we have a traffic engineer in the city that listened to this issue and to the petition (Attachment A). After that meeting they almost had me convinced that the middle paths planned along the roads would be sufficient, but later on that week I went out on a run and got to Mountain View Corridor to find the pedestrian signal was pulverized into three pieces because it had been hit by a car, in the middle of that path. Bingham Creek has been mentioned as another option to come, I am excited for that trail and can't wait to have another way to get around, but that is over a mile from the stadium which means a 40 minute detour if you are walking and trying to get across. That doesn't seem like a real option. There are also lots of federal grant programs and sources of funding for a bridge like this, so I am here presenting this petition (Attachment A) and asking you to hear us out and make plans to provide a safe way to get around our community in that area.

Russ Storm (Resident) – I am a member of student government at Bingham High School, and recently I have noticed an issue at the intersection of 2200 W and 10400 S. It has become more and more clear that intersection is not safe for pedestrians and cars. I do not understand how lights and traffic signals work, however I have noticed going to and from school and events every day that there are numerous crashes and close calls. I believe the installation of the right hand turn signal going on to 2200 W could solve this issue and prevent more crashes in the future.

Maya Gutierrez (Taylorsville Resident) – I am one of Marcello's older sisters. I am up here on behalf of my family, especially my parents, because I lived with my brother. He lived with us, his body changed, his mind changed, he couldn't communicate and he had a journal for notes for when they couldn't converse with him. One of his notes he writes "I want my memory back." The schizophrenia altered his mind. We don't know what happened that morning, we understand there is an investigation, but I come here on behalf of my family because I go every month to where he last sat as he bled to death. I decorate it with different things. Upcoming will be Christmas, I am going to put a nativity scene, a cross, a picture so everyone who walks by can see and remember him. We want to turn it into a little memorial, we would like to put a bench there so everyone that comes with their family can sit there and remember him. That is what I have come up here to ask you to consider a memorial bench of where he last sat, where he laid on the ground bleeding, pleading for my father. My parents are immigrants, we are first generation here, they are law abiding. They always taught us about hard work, believing in God, following the law and obeying the law. My brother, before he got sick, was amazing, and I miss him. I know there is angels helping us but I ask you council members to listen to our request and thank you.

Eddy Gutierrez (Taylorsville Resident) – I am the father of Marcello, I have 10 kids, I came in 1988, a long time ago when I was 26 years old. With my wife, all my kids have grown up here. At that time I saw how Salt Lake City was a small town and I believed it was a good place to live with my family. I never asked for any money from the city or government, this is my family and kids, and I worked like 18 hours all the time until my youngest kid turned six and I quit one job and my wife helped me to work. Since that time I have taught my kids to never steal or do anything bad. We went to church, all my kids grew up in the church and I was a Cub Scout leader to many others. I was proud of my kids, I support them by myself. The time passed, kids grew, everyone was a good kid. Now the police department of South Jordan has killed my son, I don't know if it was because of race, ignorance, I don't want to say bad things, but I think the police department failed in the case of people with mental health problems. They killed someone in that circumstance, and I know you are not in my shoes but you are saying you can't do any more with the case. Why is everyone saying that, that they are sorry and can't do anything else. I read the newspaper weekly, these cities can decorate the policemen when they save dogs from the ducks from the road, or the cats from the trees, or when other animals are in the city. The police department calls animal control, which is a good thing. But what happens with a young man with schizophrenia walking and being killed. My son told them while he was dying to call my dad. My son was a very smart guy. I remember when the teachers gave us his grades. He changed his life when he went to the university, he never had a girlfriend and changed when he was 27 years old. At that time he went to the mountains and was walking, living in the forest, and he came back changed. He don't smoke, drugs or alcohol. I was thinking he was going to be

a leader in my family, but God has proven that he needed to retire when he was 65 and he took care of him, taking him many places. He wanted to go by himself, and I told him to go. When he went one time to Salt Lake he came home to share that the homeless had attacked him, he was scared. I said don't go back there. All my kids played baseball, if I brought all the people who knew Marcello and my family, they would tell you about us. I want to ask you to do something with the police department to ask why they don't handle things differently. The government says they have a lot of programs, but when I see homeless youth in the streets I understand better because it's not always drugs or alcohol, it's a mental problem. The doctors say they don't know why my son changed at 27 years old, it was a mystery. I think the police department needs to help the people, know when they need to shoot and kill people. If they need to do like the animals, because we are human beings, save them like they do animals. Why did they kill him, my son was sleeping, wanted them to turn off the Wi-Fi because he said it affected him, I did many things because I understood my son and what he needed. Now I understand people because the Wi-Fi affects people. The one morning my son work up and said he was okay, when the kids came to practice baseball he was sitting there watching them and maybe preparing to come back home. However, my son had a car in the parking lot with two trucks, he was maybe looking for the keys because he couldn't find them and he went around the car and a door that was open. One of the coaches called the police because he was suspicious watching the car. He didn't know it was his car and the police came and yelled at him, which was scary. When the people have problems with mental health you don't have to yell, but the police are always yelling no matter what, trying to make them obey right away. I think that's why they killed my son. He never ran, he was walking. At the time he was 460 pounds, he had a broken leg. The police didn't consider that, they just killed him. My son never attacked after they shot him, he was still walking and going back to sit in the road on a rock and when they killed him they waited for him to die until they called the 911 to come and attend him. When he was dead they still grabbed his hands and used handcuffs, roughed up all his skin from his arms, but he was dead. How are they going to put dead people in handcuffs and pull them, we don't have human being feelings. They waited until he was dead to call the paramedics, and after that they charged \$30,000 to the insurance. I don't know why, but I think you need to do something. My son is already dead, but still young people are walking around. The police need to be prepared or something to do better jobs in that area, not just with animals but with suspicious people. One time I was working in Cottonwood in apartments as maintenance with a lot of Indians from India whose fathers walked around in the morning. Someone called and said there were suspicious people walking. They grabbed the Indians who didn't speak English, they threw him on the floor and broke his back. They took him to the hospital and they said they couldn't understand him. I hope you can do something like the decorations for the police for animals, something more for those with mental health problems.

Mayor Pro-Tempore Harris closed the public comment portion of the meeting.

Attorney Loose noted that the investigation has been turned over to the District Attorney's (DA) office, and the city respects the wishes of the DA to not release the details until the case is closed. The city would love to release all the information for those involved to analyze and the city feels this could be released quickly if the DA's office was willing to do so. The mayor and council, and city staff don't know the details of the investigation. They only know what has been released to the public.

G. Presentation Item

G.1. Thank you & welcoming for elected officials. (*By Mayor Pro-Tem, Patrick Harris*)

Mayor Pro-Tempore Harris presented Susan Pulsipher with a plaque commemorating her service to the community.

Susan Pulsipher thanked the city for being so respectful and easy to work with, it was such a huge help and education as she worked on bills and other issues.

James J. Cobb was unable to attend the meeting; however, Mayor Pro-Tempore acknowledged his absence and noted that a plaque commemorating his service will be sent to him.

Mayor Pro-Tempore recognized Jordan Teuscher, who has been recently re-elected, and thanked him for his continued service.

Jordan Teuscher thanked Representative Pulsipher for her mentorship and expressed his excitement about serving alongside the new representatives, including Representative Miller and Representative Fiefia. He noted that there is a strong team representing South Jordan and this part of the county, which is essential given the growth and infrastructure challenges being faced. He expressed confidence that the current team will be able to address these issues and mentioned his commitment to working with every council member. He also emphasized the importance of maintaining a strong communication channel among them.

Mayor Pro-Tempore expressed excitement about having Traci Miller, noting that she is newly elected to House District 45. He mentioned that Ms. Miller is already familiar to the council, as she currently serves as the President of the Jordan School District Board of Education, where she has done a wonderful job.

Traci Miller thanked the council, expressing it has been a pleasure to represent South Jordan City and work with the city over the past eight years as a member of the Jordan School District Board of Education. She highlighted the strong relationship with South Jordan City and appreciated the support for local schools and collaborative efforts to address issues such as parking and walking routes. Ms. Miller then transitioned to her new role as a Representative-elect, expressing her excitement to continue working with the city and maintaining open communication channels as she represents South Jordan at the Utah House of Representatives. She concluded by expressing gratitude for the opportunity and her eagerness to continue the partnership.

Mayor Pro-Tempore Harris noted that Senator Lincoln Fillmore, although not present, was re-elected, along with Steve Eliason. He also mentioned the newly elected Doug Fiefia and extended congratulations to all of them.

H. Wheadon Acres Land Use Public Hearing Items

H.1. Presentation on Resolution R2024-42 and Zoning Ordinance 2024-08-Z, all related to the Wheadon Acres Land Use Development. Applicant, Gordon Milar Construction, LLC. (*By Director of Planning, Steven Schaefermeyer*)

Director of Planning Steven Schaefermeyer reviewed Attachment B and provided an update on the item that was previously discussed in October, explaining that it was tabled due to questions regarding accessory dwelling units. The applicant has agreed to prohibit detached accessory dwelling units through a development agreement, but internal accessory dwelling units will not be restricted. Director Schaefermeyer outlined the history of the floating zone and the need for it to subdivide the two lots on 3010 West, as they are not twice the size of the average lot in the subdivision. He presented a concept plan for two additional lots and explained that the development agreement includes restrictions on home placement and fencing requirements. The Planning Commission had recommended approval of the rezone on September 24, and the only change since then is the addition of the restriction on detached accessory dwelling units. The applicant was present to answer questions, and he will respond to questions after the public hearing.

Dan Milar (Applicant) began by apologizing for his absence at the October meeting, explaining that he had family matters to attend to. He provided context about his work, stating that he works with his father at Gordon Milar Construction in real estate development, but emphasized that the properties in question were acquired personally, not as part of his business. Mr. Milar shared that the motivation behind acquiring the properties was personal, as he has six children. He expressed a desire to provide housing for his children in a safe, close-knit community as they move through different stages of life, such as marriage or college. He clarified that the decisions made regarding the properties were not driven by a profit motive but by the goal of creating a space where his children and other family members could live. He shared that his family has hosted several relatives and friends in their current home, and they have seen the benefits of offering housing and support. He concluded by expressing his willingness to answer any further questions or share more details, though he believed much of the background had already been addressed.

H.2. Resolution R2024-42 Public Hearing.

H.3. Zoning Ordinance 2024-08-Z Public Hearing.

Mayor Pro-Tempore Harris opened the public hearings for Resolution R2024-42 and Zoning Ordinance 2024-08-Z.

Ivan Klotovich (Resident) expressed concern about the proposed development, particularly the impact it could have on the older residents in the area. They worried that if the development sets a precedent, it could lead to the need for new roads or road widening in the future, which would disrupt the neighborhood. He has lived in the area for 58 years, and urged the council to consider the situation from the perspective of long-time residents. They acknowledged the financial motivations behind the development but felt that the residents were being pushed out and unfairly pressured. He emphasized the stress the situation was causing, especially for older individuals, and expressed a strong desire for the proposal to be reconsidered. He concluded by thanking the council for their time.

Cheryl Diener (Resident) shared concerns about the proposed development, echoing the sentiments of many older residents in the area. She mentioned that some residents, like her neighbor Mr. Klotovich, who has been deeply affected by the proposal, even losing sleep over the issue. She expressed frustration with a comment made at the previous meeting about the lack of space in Salt Lake County and the need for more development. She questioned why the development had to take place in their neighborhood, where many residents had purchased property for its space, horses, and privacy. While acknowledging the potential for future development, she emphasized the importance of considering the long-time residents and their needs, like her neighbor Mr. Klotovich, who has lived in the area for many years. She concluded by asking the council to keep these residents in mind when making decisions.

Mayor Pro-Tempore Harris closed the public hearing.

Council Member Zander asked Director Schaefermeyer to explain the density and the overly flag lot issue.

Director Schaefermeyer explained that subdivisions today must meet both density and minimum lot size requirements based on their zoning. For example, in an R1-8 zone, the density is 1.8 units per acre, meaning developers cannot exceed that limit but can have fewer units. They must also ensure that newly created lots meet the minimum size, which accounts for things like roads and sidewalks. He provided a specific example of the current subdivision, which covers about 34.27 acres and has 53 lots. Due to road expansions by UDOT, some original lots have been modified. Hypothetically, it would be possible to add eight more lots to the subdivision, as long as the density requirements are met and the new lots meet the minimum size. The two proposed lots are part of this potential, with six more possible along 3010 West. He noted that the only way to create additional lots under the current configuration is through the flag lot overlay zone, as no other lots in the area can meet the necessary requirements without this process. He mentioned that in some areas, like Chatel Estates, lots were subdivided without using flag lots, but that was due to their shape and frontage along roads. In this case, however, the flag lot process is necessary to create the additional lots.

Council Member Zander clarified with Director Schaefermeyer, restating the proposal and asking for confirmation. She summarized that the two subject properties in question would allow for the creation of two additional lots behind the existing ones. Director Schaefermeyer confirmed that, if the proposal were approved, there would be allowable density for six more lots in the area.

Council Member Zander then asked whether the largest lots along 3010 West could potentially follow a similar approach, either by grouping together multiple lots or using a single lot with a flag lot configuration. Director Schaefermeyer confirmed that this could be the case.

Director Schaefermeyer explained that it's difficult to predict exactly what will happen in the future, as there has been interest from others along the street. He noted that the feasibility of adding more flag lots depends on the placement of existing homes and ensuring there is enough space for a fire access driveway on one side of the home without causing issues. Typically, homes are centered on the lot to make this easier, but in the case of the two subject properties, the driveway can be shared between the two lots, which reduces the burden of meeting the

driveway requirements. If only one lot were involved, the width of the driveway would need to be carefully considered, and staff would ensure it met the necessary requirements before it reached the council.

Council Member Zander expressed support for the idea of joining two lots to create a shared driveway, as it makes adding more dwelling units less burdensome and more appealing. Acknowledging the housing shortage, she anticipated that others along the road might request similar developments in the future. She asked if it would be possible for the council to create a restriction that would require any future flag lots on this road to follow the shared driveway approach, where two lots would combine to share one driveway, rather than individual lots with separate driveways. She sought confirmation on whether the council could implement such a restriction, should there be agreement among the council members.

Director Schaefermeyer explained that while the current council cannot bind future councils, there are ways to address the shared driveway concept. Since the current request comes with a rezone and development agreement, if a future application for a similar situation came forward, the council's intent could be communicated to the applicant. For instance, if an applicant only had one lot, and the council clearly expressed its preference not to approve a single lot with one driveway, the applicant would have the option to either adjust their proposal or proceed despite the council's stance. Additionally, he noted that an ordinance change could be made, and a pending ordinance could address this issue. If the council agreed, such an ordinance could require that future developments in this area with flag lots would only be allowed if they involved two lots with a shared driveway. However, he cautioned that future councils could amend or change the ordinance, but it would still provide clear guidelines moving forward.

Council Member Zander asked whether it would be possible to create a restriction specifically within the Wheadon subdivision, requiring a shared driveway for any future flag lots. She clarified that such a restriction could apply only to this subdivision, where there is potential for six more flag lots, and would not need to apply citywide. She inquired if this restriction could be implemented for this specific area.

Director Schaefermeyer explained that it is not typical to create restrictions for specific subdivisions within the zoning ordinance. While the council could express a preference for a shared driveway in this case, enforcing such a restriction for only one subdivision would be challenging for staff in the future. He emphasized that the flag lot process is already burdensome for both applicants and staff due to the complexity of the requirements. He suggested that any desired restrictions or guidance should be applicable citywide, as the Planning Commission is seeking broader direction. He recommended creating rules that are consistent and broadly applicable, so that all applicants understand the requirements from the outset, rather than applying different standards to individual neighborhoods.

Mayor Pro-Tempore asked City Manager Dustin Lewis to confirm that, in an upcoming meeting, they would be discussing these issues more broadly. The intent was to address concerns and potential changes in zoning or other related matters in a more comprehensive manner during that meeting.

City Manager Lewis said yes, because you have put a pause on the ordinance, then you can come back and discuss all of these types of options and things. If you so desire to change that. You can leave it how it is now, or you could change it to incorporate these things. We intend to bring that back in a work session for you to discuss.

Director Schaefermeyer suggested that the council address the situation before them tonight through the development agreement. He explained that if the council approves it based on the current development agreement, any changes would need to be discussed with the applicant, Mr. Milar, as he would need to agree to those changes. While future discussions about similar applications can take place, there is currently only one other pending application from a property owner who has vested rights to submit their request before the pending ordinance was in place. If another property owner on 3010 West submits an application, he would consult with Legal for further guidance.

Attorney Loose clarified that if the ordinance is changed, any application submitted during the pause period would have to be amended to comply with the new requirements, as applicants are on notice that the rules could change. He emphasized that the council has broad discretion when reviewing applications, meaning they are not obligated to accept the terms proposed by the developer or reject an application based on neighbor opposition. Zoning is a legislative process, and the council has the power to create and apply laws to specific properties. While staff may prefer simple, broadly applicable rules, the purpose of the development agreement process is to allow for neighborhood-specific exceptions or modifications, enabling the council to apply tailored solutions for individual areas.

Mayor Pro-Tempore Harris asked what has changed in the development agreement from the last meeting to now.

Director Schaefermeyer said the change to the development agreement, as of today, is the addition of a restriction on detached accessory dwelling units (ADUs). Based on Mr. Milar's letter, the applicant has agreed to prohibit detached ADUs, which are essentially guest houses or separate buildings used as living quarters. However, the applicant did not agree to a complete prohibition of ADUs. Therefore, internal accessory dwelling units (within the main home) would still be allowed under the development agreement.

Council Member Shelton asked the required width for a flag lot's driveway for fire access.

Director of Engineering/City Engineer Brad Klavano said that it should be at least 20 feet wide.

Council Member Shelton asked the different LLCs mentioned in the application documents, including Gordon Milar Construction LLC, Mulberry Cottage LLC, and WHTMR LLC.

Director Schaefermeyer clarified that all the LLCs belong to Mr. Dan Milar, with Gordon Milar being his father, who is involved in real estate development in the city. The development agreement is with Dan Milar's various LLCs.

Council Member McGuire asked the applicant, Dan Milar, whether he planned to keep the existing homes on the property or tear them down.

Mr. Milar confirmed that for the time being, he plans to keep the homes.

Council Member McGuire inquired about the timeline, given that it was mentioned the project was for his family, with his oldest child being 16.

Mr. Milar shared that his plans are to proceed with the project gradually, as he currently doesn't have enough funds to move forward with a large-scale development. His immediate goal is to have the lots ready, and in the near term, he hopes to build a personal home on the southeast lot, which he made larger with that intention. He envisions this project progressing over the next five to seven years, with the possibility of developing the other lots later on.

Council Member McGuire expressed concern that the proposed project could potentially result in eight rental units, with four homes having additional accessory dwelling units (ADUs). This raised the issue of whether the development would create more of a rental community rather than a neighborhood intended for family use, as initially described. The concern stems from the possibility that ADUs could lead to more rental units than originally anticipated.

Mr. Milar responded to the concern by acknowledging that while some homes in the area are already being rented, his intention is not to create a rental community. He explained that while it is possible for the entire street to build separate units and rent them out, that is not his goal. He added that the idea of ADUs is to allow for multiple families, but he stated that he would pursue other options for rental properties in more suitable areas, given the expense of the land in South Jordan. He admitted that the concern raised about potential rentals is valid, but reiterated that it's not his intent.

Council Member Johnson asked if Mr. Milar could build ADUs on both properties without going through the current process.

Director Schaefermeyer said he could build on both of these properties a detached ADU.

Council Member Johnson asked if they would look just like what is being proposed.

Director Schaefermeyer responded no, there are restrictions on detached ADUs that differ from internal ADUs. While internal ADUs (converted areas within the main home) have no size restrictions, detached ADUs are subject to specific rules and must be approved through the appropriate processes. Furthermore, even if the homes had separate living spaces with entrances, if the intent is for family members to live there, it would not be considered an ADU under the law. Family members living in separate units or spaces are exempt from ADU regulations, which focus on rental units. If the goal is to rent out the spaces to non-family members, then the spaces would need to be designated as legal ADUs, which would also require meeting certain standards and regulations. He clarified that without the required zoning changes or approval of a development agreement, Mr. Milar could not build detached ADUs on the properties in the manner he's proposing. This process ensures that the new construction meets zoning and density requirements and addresses other considerations for the development. The city would require the

development agreement and zoning modifications to proceed with this type of construction, ensuring compliance with necessary regulations.

Attorney Loose clarified that it is not considered an accessory dwelling unit (ADU) if family members are living in the separate space, even if it has a separate entrance and appears as an independent living area. Legally, family members are allowed to live in the home, regardless of the layout, and this does not require an ADU designation. If the intent is for the space to be rented to non-family members, then it must meet the legal requirements for an ADU. Thus, the distinction between family living spaces and rental units is crucial in determining whether a structure qualifies as an ADU.

Director Schaefermeyer explained that in the city's zoning regulations, an accessory dwelling unit (ADU) is not considered a rental unit if the property is owner-occupied. If you own a home in a neighborhood where ADUs are allowed, you can either have an internal or detached ADU, provided your lot is large enough. However, you can only rent out the ADU if you live on the property and sign an affidavit affirming your residency. This helps avoid ambiguity, though challenges may arise, especially with LLC-owned properties, but that's a separate issue.

Mayor Pro-Tempore Harris said the development agreement currently in place allows for internal ADUs but prohibits the future construction of external, or detached, ADUs on the property. This is part of the conditions the applicant has agreed to in the development agreement.

Director Schaefermeyer clarified that unless the development agreement is modified, if the applicant were to later request a permit to build an accessory dwelling unit (ADU), the city could deny it. This is because the current agreement specifically prohibits detached ADUs. The city regulates ADUs based on their physical characteristics (such as having a kitchen, bedroom, and bathroom) rather than the stated intent. Under the existing development agreement, the applicant cannot build a detached ADU, but if the agreement were changed in the future, they could potentially apply for one.

Mayor Pro-Tempore Harris stated a future council could approve an external ADU.

Council Member Shelton expressed empathy for the residents of the area and acknowledged the discomfort that change can bring, having experienced similar challenges himself. He noted that most of the city is indifferent to the council's decisions unless those decisions impact taxes or subdivisions directly. He emphasized his concern for housing affordability, citing an example of a young person paying \$450,000 for a small condo, highlighting the difficulty of finding affordable housing. He then discussed the importance of allowing more housing options in the city, acknowledging that while change will inevitably impact current residents, it is crucial to minimize those effects. He supported the current agreement with Mr. Milar, particularly the restriction on detached ADUs (guest houses), as a way to allow more housing while reducing potential negative impacts. He recognized that future councils could modify the rules as needed, but believed the current approach would balance additional housing needs with minimizing disruption to existing residents. With this reasoning, he expressed his support for the application.

Council Member Zander agreed with Council Member Shelton's points, emphasizing the challenge of making decisions that impact families, as some may not want more homes on their street, while others desperately need more housing. She acknowledged the difficulty of satisfying everyone, which is part of the challenge of her role. She expressed compassion for all parties involved, highlighting the importance of being good stewards of the land, given the limited availability of land in the city. She appreciated Mr. Milar's decision to exclude detached ADUs and echoed Mr. Shelton's belief that accessory dwelling units (ADUs) will likely become more common in the future. She shared a personal example of a tiny house built in Salt Lake Valley, emphasizing the need for more affordable housing options. While recognizing that the proposed homes are not affordable housing, she acknowledged the broader housing challenges. She concluded by agreeing with Director Schaefermeyer's assessment that combining the two lots would be less burdensome for the street and the community. She felt that this proposal represented a good balance of adding housing without significantly impacting the neighborhood and expressed her support for the application.

Council Member Johnson expressed her concern about the flag lot solution, stating that she feels it may not be the best long-term development approach for the neighborhood. She added that the flag lot setup, which involves older homes in the front and new homes coming in from the back without proper frontage, creates a disjointed and incoherent development. She believes that assembling parcels for a more cohesive development would be a better approach for redevelopment in the area. As a result, she stated that she would not support this proposal.

Council Member McGuire shared his struggle with flag lots, explaining that he doesn't believe they contribute to building and strengthening community because they often result in residents being "hidden behind" other properties. While he sympathized with the housing crisis and concerns about future affordability for his own children, he expressed a sense of responsibility to honor the original subdivisions where families have long lived and raised children. He noted that the area was designed for larger lots with animal rights, and some people still seek out such properties. While recognizing the city's efforts in addressing the housing crisis, particularly with higher-density developments like downtown Daybreak and annexation areas, he emphasized the importance of preserving the character of older subdivisions.

Mayor Pro-Tempore Harris expressed his concern about using a development agreement to regulate accessory dwelling units (ADUs), noting that this was the first time he could recall such an approach being used in a rezone. He emphasized that ADUs should either meet the requirements or not, without needing to be restricted by a development agreement. While recognizing that a future council could modify the agreement, he stated that he didn't agree with this approach and, therefore, could not support the development agreement in its current form.

H.4. Resolution R2024-42, Authorizing the Mayor of the City of South Jordan to enter into a Development Agreement with Mulberry Cottage, LLC and WHDTMR, LLC pertaining to property located at 10537 S. 3010 W. and 10555 S. 3010 W. *(By Director of Planning, Steven Schaefermeyer)*

Council Member Zander motioned to approve Resolution R2024-42, Authorizing the Mayor of the City of South Jordan to enter into a Development Agreement with Mulberry

Cottage, LLC and WHDTMR, LLC pertaining to property located at 10537 S. 3010 W. and 10555 S. 3010 W. Council Member Shelton seconded the motion.

Mayor Pro-Tempore Harris said if we're really trying to find ways for affordable housing, by putting this ADU restriction in there, we prohibit additional homes from being built on the property. I don't know if that necessarily accomplishes the best use for more houses.

Roll Call Vote

Council Member Zander - Yes

Council Member Shelton - Yes

Council Member McGuire - No

Council Member Johnson - No

Council Member Harris - No

The motion was denied with a vote of 2-3.

H.5. Zoning Ordinance 2024-08-Z, Rezoning property located at 10537 S. 3010 W. and 10555 S. 3010 W. from R-1.8 (Single Family Residential) Zone to R-1.8 with the Flag Lot (FL) Overlay Zone. Gordon Milar Construction, LLC (applicant). *(By Director of Planning, Steven Schaefermeyer)*

Council Member Shelton motioned to approve Zoning Ordinance 2024-08-Z, Rezoning property located at 10537 S. 3010 W. and 10555 S. 3010 W. from R-1.8 (Single Family Residential) Zone to R-1.8 with the Flag Lot (FL) Overlay Zone. Gordon Milar Construction, LLC (applicant). Council Member Zander seconded the motion.

Mayor Pro-Tempore asked if the development agreement was not approved, and then this was approved, what happens.

Attorney Loose explained as the zone requires a development agreement, the applicant would need to go back and obtain a development agreement, which the council would approve, prior to processing any applications. The zone would apply, but it wouldn't be effective until there was a development agreement agreed upon by both parties.

Mayor Pro-Tempore asked if the council does not approve this what the applicant's options are.

Attorney Loose said the ordinance states that the applicant cannot apply for a similar rezone within a year, unless the council grants a second application within that time. Essentially, there is a one-year waiting period on a rezone for this same property, unless the council approves a shorter time frame. If such a request is made, we will bring it to you. Otherwise, the applicant could build on the property as it currently exists, including possibly adding an accessory dwelling unit on each of the two properties, or rebuild the houses. The applicant could pursue any options allowed under the current zone.

Roll Call Vote

Council Member Shelton - Yes

Council Member Zander - Yes

Council Member McGuire - No
Council Member Johnson - No
Council Member Harris - Yes
The motion passed with a vote of 3-2 in favor.

Attorney Loose clarified, the staff's understanding is that, by this vote, you're directing staff to go back and negotiate a different development agreement. From what I understand from the comments, Mayor Pro Tempore Harris, your concern was with the restrictions in the development agreement regarding ADUs.

Mayor Pro Temp Harris responded, yes, that's correct.

Attorney Loose continued they'd still have to have a development agreement, but it would reflect those changes. He asked Director Schaefermeyer, if he has enough direction to go back and discuss a new development agreement with the applicant.

Director Schaefermeyer replied, if the issue is with the ADUs, if we went back to the original development agreement, which didn't have restrictions on external ADUs, we could come back with that. I'm not sure what else to put. The original development agreement did not have restrictions on the external ADUs, and from the comments, it seems like that was one of the biggest questions. We can bring that back.

Attorney Loose noted that they can make the changes and circulate it to the council before bringing it back.

Council Member McGuire inquired whether the hold on flag lots now applies, given that the issue originally involved flag lots, which were subsequently put on hold and denied under the resolution.

Attorney Loose clarified that the application remains vested because it has not failed for a vote. If the application had failed, meaning the rezone was not granted, then the hold on flag lots would apply. However, since the rezone was approved, the focus now shifts to the development agreement, which was deemed unacceptable, requiring further discussion.

I. Public Hearing Items

I.1. Resolution R2024-43, Adopting the South Jordan Trax Station Area Plan. (By Director of Planning, Steven Schaefermeyer)

Director Schaefermeyer provided an overview of the station area planning process. He explained that the City had previously received approval for the 4800 West TRAX station in West Jordan, where a resolution of impracticability was passed, determining that a station area plan was not feasible due to existing single-family residences and the challenges of working with individual homeowners. In contrast, Daybreak presented a unique challenge due to existing entitlements, which serve as a model for transit-oriented development around transit stations. He added the City initially considered utilizing prior actions, such as existing plans, to comply with the statute.

However, after discussions with UTA and the Wasatch Front Regional Council (WFRC), it was concluded that a formal station area plan was necessary. The City received a grant from WFRC to develop a station area plan covering all Daybreak stations, including the FrontRunner station. The plan incorporates previous actions, including zoning changes like the HTRZ and other developments that align with the requirements for station area planning. The plan includes recommendations for further development to strengthen the area in line with transit-oriented principles. Staff sought approval to forward the plan to WFRC for their review. If approved, the plan would be submitted to the WFRC board for further consideration. Additionally, the future Daybreak TRAX station near the ballpark cannot open without either an adopted station area plan, a resolution of impracticability, or prior action. Timing is critical, and any changes or questions may necessitate revisiting the plan at the first meeting in January to stay on schedule. If approved, the next phase will focus on the FrontRunner station, which will involve a different process and plan.

Shawn Seager from Wall Consultant Group (WCG) thanked the council for the opportunity to present. He started his prepared presentation (Attachment C) and highlighted a quote from Mayor Ramsey, included in the HTRZ document, which effectively summarizes the intent of the station area plan. Mr. Seager emphasized that, even before the formal requirement for a station area plan, the City had been engaged in activities that align with such a plan, such as collaborating with long-term developers to provide housing, transportation choices, and opportunities, which is the goal outlined by the legislature. He briefly presented an overview of the project, noting the ongoing construction of a ballpark and the importance of collaboration. He explained that the requirement for a station area plan was introduced with House Bill 462 in 2022, which also included funding for MPOs such as the Wasatch Front Regional Council (WFRC). WCG has been working with the City on a grant to develop the station area plan. He provided a map (Attachment C) showing the status of station area plans in various regions, with green indicating adopted plans and yellow representing those currently in process. He noted that three of Daybreak's four TRAX stations are open, with a new one expected to open by April 2025. The FrontRunner station at I-15 and 10600 South will also be addressed, though with less urgency. The study area for the plan was outlined, and Mr. Seager discussed the rubric from WFRC that guides the content of the station area plan. WCG has tailored the plan to meet these specific requirements. Key stakeholders include the University of Utah, UTA, UDOT, Larry H. Miller, West Jordan City, and WFRC. He praised the City for its efforts in compiling 20 years of development agreements into a public-facing web portal, which provided a valuable resource for the consultant team. The 60-page document, included in the council's package, outlines the four main goals of the station area plan: access to opportunity, increased housing availability, environmental improvements, and expanded transportation options. It also contains an implementation plan with suggestions for the city. He summarized the past three months of work, noting that much of the material had already been approved over the years, and now it has been compiled into one document that meets the requirements set by WFRC. He invited questions from the group.

Mayor Pro-Tempore Harris opened the public hearing for Resolution R2024-43.

Chuck Newton (Resident) shared his thoughts on the transportation plan and related development efforts, expressing concerns about the plan's potential impact. He suggested that the plan might

create more issues at the legislative level than it would solve and critiqued its vagueness, noting that it was general enough to allow a wide range of interpretations. While acknowledging that the plan offered flexibility, he emphasized the importance of ensuring it provides clear guidance for developers to achieve desired outcomes. He highlighted the development of the FrontRunner station and the \$300,000 study associated with it, which had stirred controversy, particularly regarding the potential development of townhouses and apartments in the Jordan River area and Mulligan's Golf Course. Despite the concerns raised by the study, he noted that the Jordan Station project had been successful, especially in addressing the parking needs of the area. He pointed out that a 10-acre lot just south of the Jordan Station, originally planned for office space, had not been developed as anticipated. However, the area had since become a prime location for other projects. He added the importance of underground parking in transit-oriented developments (TOD), citing the success of the Jordan Station project, where underground parking spaces were fully occupied even before the development had officially opened. He recommended that the city consider requiring underground parking in future TOD projects, as it maximized land use and added significant value to the developments. He also encouraged the City Council to hold a session with staff to discuss the transportation plan in more detail. He expressed that the plan, as currently presented, might not achieve the desired outcomes without more specific direction and guidance for developers. The success of the TOD areas on the east side of the city, noting that other cities had come to South Jordan to learn from the development. He suggested the council explore TOD projects in cities like Denver and Texas to gain valuable insights for South Jordan's future growth. He shared his frustration with the ongoing debate over flag lots, an issue he had dealt with extensively during his time on the City Council. While commending the council members for their thoughtful comments on the matter, he admitted that the recurring discussions on flag lots had become a painful experience.

Mayor Pro-Tempore Harris closed the public hearing.

Council Member Shelton asked about 4800 West being a major collector and 10200 South being a minor collector.

Engineer Klavano clarified that 10200 South is classified as a minor collector. He would need to double-check the classification of 4800 West but believes it is designated as a major collector due to the width of the road, which determines its classification.

Council Member McGuire acknowledged Mr. Newton's point about parking structures, noting that similar issues had been addressed in previous plans for that area. He thanked Mr. Seager for providing an in-depth market analysis in the document, particularly appreciating the historical context regarding economic challenges. He added how valuable this information was for future economic development opportunities.

Council Member Shelton motioned to approve Resolution R2024-43, Adopting the South Jordan Trax Station Area Plan. Council Member McGuire seconded the motion.

Roll Call Vote

Council Member Shelton - Yes

Council Member Johnson - Yes

Council Member Zander- Yes

Council Member McGuire - Yes

Council Member Harris - Yes

The motion was passed with a vote of 5-0 in favor.

I.2. Ordinance 2024-20, Amending City Code Section 5.12.020, 5.12.040, and 5.12.050 to create a South Jordan Package Agency License. (*By Director of Commerce, Brian Preece*)

Director of City Commerce Brian Preece, provided background on the proposed alcohol licensing plan. He thanked City Manager Lewis and City Attorney Loose for their thorough explanation in the pre-meeting, which clarified the proposal. The discussion centered on the opportunity for certain types of businesses, such as stadiums or hotels to obtain package licenses for alcohol distribution, including special areas like skyboxes. The licenses, however, are tightly regulated by the Division of Alcohol Beverage Services (ABS) and come with strict conditions.

One key aspect of these licenses is that the businesses must sign agreements that allow the ABS and local police to have unrestricted access to their facilities. This ensures that everything is being managed properly and in compliance with regulations. He shared that this kind of licensing is necessary for the stadium to operate effectively and for such events to function as intended.

Mayor Pro-Tempore Harris opened the public hearing for Ordinance 2024-20.

Chuck Newton (Resident) said that South Jordan's role in expanding alcohol licenses as the state grew, noting that the city took a proactive approach in advocating for more licenses, especially as the population increased. He mentioned that the previous council had voted against having a Division of Alcohol Beverage Control (DABC) store in the city, a decision he agreed with. However, the city did move forward with expanding alcohol licenses within certain areas. He noted that while he personally does not consume alcohol, the city needed to allow reasonable access to alcohol in accordance with the law and recognizing people have different preferences. He expressed his support for the proposal, emphasizing that the licensing process was tightly regulated, which made it a wise and controlled decision.

Mayor Pro-Tempore Harris closed the public hearing.

Council Member Shelton confirmed that this has nothing to do with the bar and restaurant licenses and this will be regulated by the state.

Director Preece said the new licensing category is separate from both, according to state law. The state limits the distribution of these licenses, with a cap based on the population of Utah residents (one license per 18,000 people). He clarified that the licenses would be regulated by both the state and the city, requiring both state approval and local consent. The businesses applying for these licenses would need to enter into an agreement with the state outlining their use, and the city would review and approve their local licenses, similar to other alcohol-related permits.

Council Member Zander raised a point about the distinction between bars and restaurants that serve alcohol in South Jordan. She said her understanding was that the city currently has two different categories currently. The difference between a bar and a restaurant that serves alcohol, is a restaurant must meet certain requirements, including a specific percentage of food sales, whereas a bar is more focused on alcohol service and allows customers to move around the room with their drinks. She asked with this category do they have to consume food.

Director Preece said no, they do not have to order food. He explained that the license discussed would allow alcohol to be served in a contained area, such as skyboxes or specific suites, within the stadium, but not throughout the entire venue. He clarified that this license is for hard liquor, and there will be a separate license for beer.

City Manager Lewis described that businesses can purchase alcohol in bulk, store it on-site, and distribute it as needed in specific areas, like suites or banquets. He added that alcohol purchased under this license cannot be consumed outside the designated area and must be stored and used within the same space. This license allows for the storage and controlled distribution of alcohol in specific locations, similar to practices at other venues like hotels and sports stadiums.

Mayor Pre-Tempore asked whether any other alcohol licenses for the stadium were coming before the council or if this was the only one and that the beer licenses were already in place for the stadium and that the council was not voting on authorizing alcohol sales but on allowing storage of alcohol for the specific suites.

Director Preece said that the alcohol licenses for beer sales at the stadium were already in place and that the discussion was specifically about the ability to store and use hard liquor in designated areas. He added that the city has the ability to issue these licenses under the existing ordinance and that the approval was more about regulating the storage and handling of alcohol, not expanding the sale of alcohol itself.

Council Member McGuire motioned to approve Ordinance 2024-20, Amending City Code Section 5.12.020, 5.12.040, and 5.12.050 to create a South Jordan Package Agency License. Council Member Johnson seconded the motion.

Roll Call Vote

Council Member McGuire - Yes

Council Member Johnson - Yes

Council Member Zander- Yes

Council Member Shelton - Yes

Council Member Harris - Yes

The motion was passed with a vote of 5-0 in favor.

J. Staff Reports and Calendaring Items

City Manager Lewis reminded council about Light the Night.

Engineer Klavano provided updates regarding the Bangerter Highway and 9800 South project, he shared that the planned east-west closures across Bangerter and the left turn restrictions are set to begin the weekend of December 21. These closures will last for approximately nine months. The pedestrian bridge at this location is now in place, and work is ongoing to complete the roof and pour the deck. It is anticipated that the pedestrian bridge will be operational around December 21 or 22, in time for students returning to school after the holiday break. However, vehicular traffic will be restricted to right-in and right-out movements only during this period. He reported that Union Pacific is planning to repair the railroad tracks at Jordan Gateway near 10800 South. As a result, Jordan Gateway will be closed at this railroad crossing December 10 and 11. During the closure, access will be maintained from South Jordan Parkway to Sterling Village Apartments and to local car dealerships, but the railroad crossing itself will be closed for two days. He added that the closure will affect local businesses, particularly Walmart and Sam's Club, due to the timing during the holiday shopping season. Emergency services have been informed and contingency plans are in place. The closure is expected to begin on the morning of December 10 and be completed by late afternoon on December 11. He noted that while the timing of the closure is inconvenient, it will only last for two days. He is working with city staff to ensure proper signage and public notifications are in place ahead of the closure.

City Manager Lewis said there is a vacancy on the Bingham Creek Regional Park Advisory Board, following the resignation of Wendy Thomas, who had been serving on the board since its inception. The city will begin the recruitment process to find a qualified and passionate individual to fill the position. He encouraged the Council to reach out if they know of anyone who might be a good fit for the role. The city will gather additional information to present a recommendation for appointment in the coming weeks. He took a moment to recognize Diana Baun, who was attending her last City Council meeting. Ms. Baun has been offered a position with another organization after several years of dedicated service to the city, assisting the City Recorder's office and serving as the meeting transcriptionist for the Planning Commission. He expressed the city's appreciation for her contributions and wished her the best in her new role.

Council Member McGuire motioned to adjourn the December 3, 2024 City Council Meeting. Council Member Zander seconded the motion; vote was 5-0, unanimous in favor.

ADJOURNMENT

The December 3, 2024 City Council Meeting adjourned at 9:16 p.m.

This is a true and correct copy of the December 3, 2024 City Council Meeting Minutes, which were approved on January 7, 2025.

Anna Crookston

South Jordan City Recorder

Petition to Construct a Safe Pedestrian and Cyclist Bridge Over Mountain View Corridor

We, the undersigned residents, business owners, and community members of South Jordan, Utah, and surrounding areas, are deeply concerned about the lack of safe crossing options for pedestrians and cyclists over Mountain View Corridor. The absence of a dedicated bridge poses a significant risk to the safety and well-being of those using non-motorized transportation.

Mountain View Corridor serves as a major thoroughfare for commuters and freight traffic. The existing crossings, while intended to provide safe passage, are insufficient due to the corridor's width and high vehicle speeds. Pedestrians and cyclists are frequently exposed to dangerous conditions, and several accidents have tragically occurred in recent years.

A safe crossing option is not just a matter of convenience; it is a fundamental necessity for our community. It would enhance connectivity between neighborhoods, reduce pollution, promote active transportation, and improve the overall quality of life for residents. Moreover, a dedicated bridge or overpass would align with South Jordan City's commitment to sustainability and its vision for a pedestrian-friendly environment.

We, the undersigned, respectfully request that South Jordan City, U.D.O.T., Larry H Miller Companies, and Daybreak take immediate action to address this pressing issue.

Daybreak Bridge Petition Signatories

Name	Address - ZIP / Postal Code	Comments
Kindra Almstrom		Highly needed!! Teenagers frequently walk and bike around.. safety first!
Christopher Topham		
Preston Van Dyke		
Julianne LeBaron		Mountain View is extremely dangerous to cross! Not only for kids, but for adults as well.
Nicole Freeman		
Carrie Rigby		
Brighton Reasor		
J. Lauren Merrill		
Chad hodge		
Tara Janae Smith		
Darren Siegrist		A crossing bridge is absolutely needed to protect lives for the people that live in Daybreak.
Shali Tilley		
Kristin Alder		
Julie Glines		
Colette Merrill		Providing for pedestrian & bike safe crossing over a major highway needs to be a priority for UDOT.
Jason Richardson		
Richard Lowe		Would love a pedestrian bridge
Lindsay Rasmussen		A bridge is necessary for safety.
Cristy Gleave		My daughter and I regularly cross Mt View Corridor and I hate it. Would love a safe option.

Jason Merrill		
Michelle Mayne		
Colby Tawney		
Dr. Kelly F. Oakeson		
Bryce Palmer		
Julianne Merrill		Please help! 2-3 bridges are needed. Daybreak Parkway, Lake Ave and South Jordan Parkway areas.
Dallas Finnell		
Sandra D Towns		I see so many folks crossing Mountain View everyday! It is so dangerous!
Kyle Sipple		
Garrett James		
Desiree Sneddon		Please make this safe for us!
Erika Sargent		
Haley Ford		While we expand our ever growing community, the focus must remain on the safety of our residents.
Bret Smith		Not convinced a bridge is necessary but we need that or a tunnel.
Soni Levenseller		
Teresa Onken		The pedestrian bridge is necessary for the safety of the community when crossing Mountain View Cori
Saskia Opperman		I ride my bike over mountain view as I commute to work and a bridge would feel safer.
Patrick Vanier		
Breanne Tidwell		A pedestrian bridge is needed for us to access the new stadium and "downtown" area of daybreak.
Brent Peterson		
Kim Asp		
Tami Lence		This is a brilliant idea. Daybreak was designed for walkways for bikes, animals, people.
linda routt		
Teota Coppock		
Tumen Badarch		This will enable me to bike between my work and home across MVC.
Anthony		
Wilmer Cabrera		
Tianchen Xu		
Matthew Krause		
Ward Mindy		
Anthony Valdivieso		Yes please! I need a safe way to ride a bike to Herriman HS from Eastlake!
Kayla Finnegan		Given the amount of incidents that occur at the MV intersection, this is a great idea for safety.
Barbara Russell		
David Russell		
Troy Haddow		
Ashlee Kaluf		We are so excited to ride our bikes to the stadium and dt daybreak ! We hope we can do it safely!
Joni Acuna		
Ryan Stewart		We need this!
SHERYL WILLIAMS STEWART		With the constant excessive speed of drivers on this coridor I am always hesitant to cross.
Cedar DuShane		YES YES YES! For the safety of our kids!!!
Teneal Taylor		
Dave Mugleston		
Franni Cumberledge		MVC is a death trap. Many fatalities, many speeders and folks who run red lights. Bridge is needed!
Ali Engebretsen		
Tanya Davis		
Erin Langford		

Indra Madsen		
Casey McNamara		
Beckie Grimshaw		We need a Pedestrian Bridge over MV Coridor for safe access to the Stadium and Downtown Daybreak
Braden Gapinski		I agree that this will be very beneficial
Matthew Veyera		
Abby Huggard		
Cameron Harris		Too many accidents as it is. We need safe crossings.
Eric McNamara		
Ross Reeder		
Erwin Nahuat		
Kristy Haws		Need safe pathway for those attending Herriman High and Copperview Middle
Scott Weaver		
Victoria Bean		We need a safe way to use both sides of our community.
Jennifer Nielsen Sinquefield		
Mary Weaver		
Ryan Stewart		
Kayli		
Mike Kelley		
Rickee Stewart		
Madi Andrus		
Valerie Pickard		
Mike Ulibarri		Upper Daybreak would love to see a safety bridge to get to the games and new downtown Daybreak. Than
Suzanna Esparza		
Suzanna Esparza		
Suzanna Esparza		
Suzanna Esparza		I agree that a bridge would help keep our residence safe.
Nicole Taylor		There have already been deaths along mountain view corridor. We need safer options.
London Hustad		I think the bridge would be good. I live in the newer daybreak and that road is scary to cross.
McKell Norman		It is hard to cross back and forth with the traffic
Katy Marlow		
tanner clements		Let's connect two halves of daybreak and also play into architectural standards we all enjoy
Katherine Berryman		
Devin Hansen		
David Fajardo		Safety first Daybreak. This should be a no brainer
Jessica Hernandez		
Niharika Mangineni		
Jason Hutchings		
Jason Hutchings		Please save the life's
Heather Lindhardt		
Bobby Hughes		
Jeremy memmott		
Kelsie Hollingshead		
Travis Allred		We need to push UDOT to bump our section up the priority list.
Cindy Henzi		
Moka		
Cori Gustafson		Would like an easier and safer way to cross mountain view with my dog.

Alex		Great idea
Bridger Oakley		Great idea,
Laurie Armstrong		
Amanda Perry		A bridge is absolutely necessary to keep our families safe. The baseball stadium only adds to this.
Mitchell Atencio		
John Heath		We need a safe pedestrian route between both sections of Daybreak. I
Kelly Wideman		
Stanlie Pilon		
DEANNE CLEGG		Especially with the new downtown entertainment development we need safe pedestrian crossing.
Becky Negron		
Jessica Ribbens		
karen hardwick		
Shauna Taylor		Bangerter Highway was so dangerous that pedestrian walkways were installed all along it for safety.
Jakob Baker		
Javier Medina		This is needed!!
Anela Noriega		This would be amazing! There should actually be multiple of these along Mountain View!
Stacy Garrett		
Susie Rodriguez		
Tricia Corcoran		This would be fantastic and necessary!
Tracy and Tammie Stratton		Seems like a logical next step to keep pedestrians safe- especially given the number of students
Wendy Deverall		
Sandra D Towns		Please consider this as an essential safety feature.
Whitney Lynch		
Katherine Berryman		We need a bridge for safety of the neighborhood
Chelsie newberry		
Bob Cousins		A safer walk to the Bees ballpark is a deciding factor as we consider building in Daybreak.
Bryson Brown		
Katie Daniel		
Ryan N Waite		This is desperately needed to connect the two communities. MVC is not safe to cross as a pedestrian.
Justin Yuhas		
Christopher Jones		
Eric Kraan		Pedestrian safety at this location is a priority for anyone that visits this area.
William Day		
Jeremy Fox		
Ellie Arnold		
Masonmax		Hi, I wanted to know your price.
Daniel Burt		I work nearby, take the TRAX, and visit friends across the highway. This bridge would be incredible!
Jordan Lenz		
Mike Bacera		Safer streets make stronger communities
Suzanne Riddle		
Mary Evans		Please build the bridge before more people are hurt.
Connie Harrison		With the building of the new Bees Stadium, it is imperative that the bridge be built!
Robert Cousins		This pedestrian bridge will make or break our decision to build in Daybreak.
Alex Mason		Please build a pedestrian bridge for the safety of our children!
Erik Arnold		
John anderson		Great job... so needed

Mike Orfanakis		
Linda routt		
Laura Black		
Zoellen Fullmer		
Danika Hurtado		This is absolutely necessary!
Whitney		
Shirae Durfey		Please build a bridge for our kids and community!
John Reilly		
Hailey Beach		This will be needed with the baseball field opening up.
Jared Olvera		
Maida Dizdarevic		
Alycia Simons		
Keleigh Adams		We need this for safety!
Alexander Dahl		I chose to live in Daybreak specifically for its walkability. Please continue to prioritize this.
Lynette Gifford		Yes I support safe bridges over traveled busy highways
Kellie Jackson		
Jordan Westgate		
Erin Falls		
Scott Cragun		People run red lights on Mountain View all the time.
Eric McWilliams		Safety shouldn't be ignored at the cost of financial responsibility
Johanna Stinson		
Priscilla Briggs		
David Goldklang		
Eshwarchand Maddhela		We need bridge for pedestriains
Thomas Magnuson		With Daybreak and the surrounding areas rapid growth we need to prioritize accessibility and safety.
Rachelle		
Logan Brydson		
Lauren Johnson		
Mike Weber		That intersection is way too busy. Make Larry Miller group pay to build this with the stadium
Monica Ferdig		This is needed to keep Daybreak walkable!
Megan McWilliams		
Rodrigo Gonzalez		
Raul Guillen		
Michelle Guillen		We'd absolutely love to see a bridge!!
Tami Johnson		
Andrea Mason		
Quynn Udell		This is crucial for the safety of our community
Brian Gasser		I live in Daybreak and find this an excellent idea.
Aisa Spencer		I have a 5 year old son. This is scary and something definitely should be done to create a safe way.
Julie Roberts		
Danny Campelo		This is such a great idea!!
Robert Baert		
Tory Mann		We cross Mtn view a lot on bikes and always talk about the need of a bridge.
Kendall Thurston		This is a huge safety concern for the community of South Jordan!
Phillip Leyva		It's important for our community, it's important for our families and it's important to BE SAFE!
Kent Emerson		

AnneMarie Moses		
Marie Perry		This is definitely needed. If we want to reduce car traffic, people have to be safe crossing Mtn Vie
Debra Chamberlain		This is important to me as I am not able to drive due medical conditions so I walk
Ron Tucker		
Ben Wright		I support safer roads for pedestrians and drivers.
Haley McCall		
Jill Blanchard		
Hector Domingo Oller		Resident at highland park
Preston Foster		
Brian Beal		Completely agree. Just takes one car running a red light to change the lives of many families.
Dave Mugleston		
Kim Deverall		I live across MVC and have a disabled family member that uses public transportation. We need this.
Kristina Leikam		
Carolynn Christensen		
Dixie Heath		
Chris Lindquist		
Mike McEwen		
Nikole Upchurch		
Amy Johnson		Mountain View corridor is horrible! I have seen so many close calls with vehicles and pedestrians.
Stacie Gayler		
AJ Pittl		I think this is a great idea and will further help to protect the community!
Stuart Wheelwright		
Erin Langford		
Suzanne Rouse		I get so nervous even Crossing Mountain View corridor in a car, let alone walking and biking across.
Kenneth Black		Please make it safer to cross Mt View at Lake Avenue or South Jordan Parkway.
Rafael		
Blair Frey		
Beth Prajzner		
Chris Prajzner		
Goody Rogers		Mountain View Corridor is already incredibly dangerous. I personally witnessed a man get killed.
Drew Sessions		In such an active area, where people go on lots of walks, runs, bike rides, etc. this would be safe.
Eric Larson		This would save lives in such an active community.
Lauren Clevenger		As a frequent crosser of Mountain View I would love a safer way to do so.
Elizabeth Martinez		
Brie Sumslon		This is necessary.
Andrew Culp		I live in the area and cross this on a daily basis. It is urgently needed pedestrians and drivers.
Stacy Sithammavong		I think pedestrians bridge is necessary
Brandon Levenseller		
Jordan Lyons		
Soni Levenseller		
Tamara Coburn		Please put this at 11400 So and Mt View, considering there is a junior high and high school there.
Brianna Peck		
Preston Eyre		With the ball park coming a way to cross Mountain View will only become more needed.
Reed Beatse		Build a bridge
Jasmine Juarez		
MARIA EDUARDA SOUSA RABELO		

Siva Mamillapalle		
Rand Lucia Sousa		
Eduardo Rabelo		
Ana Julia		
Isabela Meier		
Laura Gaillard		A bridge over Mt View Corridor is absolutely necessary for the safety of all
Aaron Ferdig		
Amber Ferdig		This would make it safer for myself and family as pedestrians and a driver. Please add a bridge!
Charlotte Murphy		
Cathy Donner		I'm terrified to cross Mountain View corridor on foot or bike, and won't do it.
Vanessa Janak		
Joshua Briggs		Our family does a lot of running and cycling, and for safety reasons, we support this proposal!
Sunil		
Jason Clarke		Please build pedestrian bridge
Sidnee Hogan		
Heather Dahl		I frequently cross Mtn View when going on runs between the two sides of daybreak. We need this.
Dave McAllister		
Taylor McAllister		
Sidney Siddall		
Katie Barnes		
Jason Wardle		
Casey Ryan Ruff		
Darin Livingston		Let stay safe despite the awesome, but sometimes crazy growth issues.
Jim Gloeckler		
Tawni Servi		
Judy Belghe		YES PLEASE!!!!!!!
Chris Lau		
Nicole Taylor		
Kailey Kerr		Currently that crossing is very unsafe and anxiety inducing to cross Mountain View.
XIAOYU CHEN		the freeway should go underground so two sides of the daybreak community could connect.
Jay Henrie		Lots of young families in the west side of mountain view. A bridge will keep a lot of kiddos safe.
Xiaoyu Chen		The freeway should go underground, So the east side of the daybreak community will connect west side
Elizabeth Hoopes		
Jared Williams		Sooner the better
Julie Vo		It would be nice to have this safe option for everyone in the neighborhood.
Alexandro Velez		
Soma preciado		Mountain View corridor needs immediate attention for safety
Wendy Price		
Stewart Anderson		
Dallas Fannesbeck		
Becca Leeper		
Shawn B. Lake		
Shawn Rhoades		I believe that this intersection could absolutely use this for the safety and connection
Leigh-Anne Long		
Cary williams		
Anthony Flores		

Josh Born		
Kayla Flores		Please! I'd love to be able to safely cross the street.
Clara Starkey		
Bryce Palmer		Trying to cross Mountain View is awful. A bridge would be so nice
Molly Muir		We need a safe pedestrian way to get between Daybreak. The current crosswalk is not safe.
Mitch Meyer		I cross this road daily with my kids on our bikes and it is very very scary.
Evan Johnson		
Adam Falls		
Aimee Applegate		With the Bees stadium being built, many daybreak residents on the west side are gonna want to walk
Carole Hansen		Please build this to save lives.
Stefani Evans		
Colby Tawney		
Ileana Oprea		
Heldi Goodman		
Rita Bothma		Very necessary for safety of all people.
Mark Stevenson		My kids frequently ride at the Spoke trails and have to cross Mountain View. This would add security
Gojko Zimonjic		
Kristin Garcia		
Juan Carlos Ariles		I am a resident of the area, very close with Mountain View Corridor. I fully support it.
Melissa Camargo		
Mindie Gibbons		
Laura Williams		
Nate Williams		
Laura Williams		Please protect our families. LHM should have included this in their master plan.
Kathy Davies		Safety is a paramount concern for our children.
Teresa Soles		We have many runners and pedestrians who's access needs and safety require a pedestrian walkway.
Ashley Hatch		
Megan Beckstrom		
Trish Manwaring		LHM needs to address this dangerous situation immediately!
Brandon Woolf		Please position at 11400 south or nearby convenient for Herriman High and Mountain Creek commuters
isai		
Christine Schlenker		
Tamara morgan		Too many times have I almost been hit while riding my bike across MT view. We need a bridge!
Judy Christodoulou		
Cindy Huggard		
Traves Carpenter		Crossing where cars are flying by at nearly 60mph is not an option.
Chris Bechtel		Let's do this! No brainer
Steen Sargent		
Charles Huggard		My son and his family (young children) live on the west side of the Mountain View Corridor.
Tiffany Paluso Canning		Yes, please provide a bridge. We like to walk and ride our bikes as many places as possible.
Mandy Parry		
José figon		
Brad Alldredge		Please keep the pedestrian and cyclists safe
Jeff Wendt		I have several children that I will not allow to cross MVC due to the lack of a safe crossing.
Swetha Mathad		Resident of Daybreak. Totally agree for the bridge over MVC for the safety of everyone.
Jacqueline Mason		My son was t-boned in n Mountain View Corridor.

Brandee Mau		
Mallory Day		
Jillian Wallock		
Steven Low		
Mark Caldwell		
Savanna Kendall		
Ali Wendt		
Erin Proctor		
Doug Skordas		
Scott Peterson		
Anthony hardle		
Mindy Francis		As an avid walker who loves to walk all over Daybreak who is very supportive of this proposal.
Jenna Reilly		
Brandon Proctor		this should also provide safe walk/bike access for residents to get to Bees games from the west side
Philip Keeve		Having an option above or underground at either/or South Jordan Parkway and Daybreak Parkway.
Kelsea Adams		
Brett Healy		
Adrianna Healy		We'd love to be able to get across Mountain View Corridor safely without driving.
Kelly Robinson		
Cynthia Costa		There should be at least two installed to connect Daybreak with developer and SoJo city \$\$\$.
Wendy Deverall		
Greg Green		Very much in agreement with this. Pedestrian and bicycle traffic need safe routes across MVC.
Naomi Coons		
Naomi Coons		
Trevor Sanford		
Cristina Sanford		
Seth Porter		
Nicole Summers		So needed as Mountain View gets busier. I ride with my kids across all the time and would love this.
Caitlin McMullin		
William Unsworth		I support walkable cities and neighborhoods! Car dependency keeps us apart from one another.
Vanessa Cesbron		We need people to be able to travel without car SAFELY. It is basic. Car only culture is not healthy
Brandon Evans		
Teresa Akagi		
Davron Mukhabbatov		Mountain view is really dangerous for pedestrians. We always have to cross it to go Smith.
William Beighe		Needed especially due to the Bees park and surrounding commercial development which is coming.
Kambria Davis		
Debra Bainbridge		
Natasha Kendall		This would greatly help the students who cross Mountain View each school morning to attend the AAI
Jerry Scott		
Sara Young		
Jennifer Dunlap		Please make a way to cross safely especially with the ballpark coming
Maddi Gordon		In the 3 years I have lived here, I have seen too many extreme traffic pedestrian accidents.
Rhonda Noble		Daybreak advertises a walkable community but we are divided by a very dangerous MVC.
Julie Boyle		
Dheeraj Reddy Jonnalagadda		
Ray Luns		

Teri Luna		FINALLY!!SOMEONE DOING SOMETHING!!!
Alyson Adams		
Clark Draney		Make daybreak great again!
Teresa Onken		The bridge is needed for pedestrians from the upper villages to walk to the new downtown.
Desiree Sneddon		
Jana Thomas		
Anthony K		
Stephanie Carcamo		Great idea! Our children and the whole community need to be kept safe!
Racheal Major		
Betsy Hilgendorf		
Deborah Richard		Much needed in the community
Joni Acuna		This is a tragedy waiting to happen. Please build a bridge.
Dylan Noaker		Having ridden my bike in this area several times, I can confirm this is needed.
David Russell		
Gina Herrera		There are cars constantly running red lights on Mountain View. Safe passage is needed.
Kelly Smith		So many kids between Herriman high and early light academy have to cross Mountain View cor
Aubrey brown		
Scott Boekweg		I agree this is a dangerous crossing and many pedestrians cross this highway.
Steven Leeper		I end up running across during red lights on the regular because it's a mess
Jen McMullin		
Edwin Greer		
Louise Greer		
Russell Wilhelmsen		It's like playing frogger now trying to cross the busy roads.
Corrina Ramirez		
Tammy Goodwin		Without a doubt a bridge/walkway should be put in for people to crossover Mountain View!!
Kate Westra		Would definitely feel a lot safer on my runs with a bridge over MVC
Cameron Kasteler		In favor of the plan
Sheldon Johnson		This is very important. I frequently cross this road on foot and agree with the need.
Joseph Barr		
Ane Genessy		
Rob McOmber		
Curtis Andrews		
Tess Madison		
Gillian Vitanza		My family wants to cross Mountain View corridor safely- attend school, visit friends, attend events.
Jonathan Packer		
Sarah Jane DiMeglio		
Lisa Winward		
Nadine You		I live in Daybreak and agree a pedestrian bridge would make it safer to cross Mountain View Corridor
Joe Andreason		
Robyn Mattson		
Kathy Andreason		
Glenn Gardner		There needs to be a safer way to cross Mountain View Corridor at this location.
Nicholas Lee		Keep Daybreak Walkable! its one of the best parts
Lance Gamero		Please make it bike and pedestrian accessible
Julie DeLong		
Kara Allen		

Melissa Dymock		
Craig A Hart		
Julio Melero		
David		My wife and I ride bikes often to Norh Beach and will ride to watch the Bees.
Mallorie Hunt		
Steven Goodman		
Carlos Guevara		
Jacqueline Guevara		Safe walkway/tunnel to get to and from stadium from Highland Park with kids, please!
Leroy Wayman		This would be great for parking congestion as well as for safety
Jake Kerr		Walkability and safety urgently definitely need to be considered near this road.
Welf Ludwig		
Ryan R.		This whole area was billed as a "walkable" community. It's currently not safe to cross Mountain View
Anne Sophie Ranjbar		
Steven Burt		
Emily Doll		
Jean Jensen		
Austin Hudson		As a frequent cyclist on the west side of South Jordan city, I strongly support this.
Colton Norman		
Jakob Baker		
Jennifer Kearney		
Abby Clark		
Austin Christiansen		
Keri		Build A bridge!
Jennifer Ebom		
Rachel Cavaness		
Chad Anderson		
Paul Powell		I love the Bee's coming here, I'm not excited about the traffic. a pedestrian bridge would be nice.
Alex Hooper		I know the plan is to build a high school on west daybreak. This will be important to have!
Angela carder		Needs to be safer for runners, bikers, kids, and pedestrians.
Jessica Sorenson		No one in my family feels safe crossing at these intersections. They are very dangerous.
Michael West		A bridge over Mtn View is crucial to connect Daybreak east to west and ensure safe and direct access
Lisa Winward		We need more open / green space due to how many people live out in Daybreak & how fast it's growing.
Joan Deering		
Michelle Mayne		Daybreak is a walkable community and the cyclist/walking bridge is needed to connect the 2 areas.
Andrea Mason		
Jamie Ramos		
Suzanne Riddle		
Rachel Lang		I enjoy all the daybreak walkways regularly with my very small children by bike and stroller.
Lauren Clevenger		As a runner, this bridge would give me piece of mind when crossing this busy street!
Mandi Barus		
Samantha Clements		
Mary Evans		Please keep our community safe and build a walk path.
Alex Petersen		
Joni Wagner		We do need a way to safely cross.
Robert Baert		
Linda Murray		A bridge or tunnel would keep our pedestrians and cyclists safe!

Angie Mathewson		I would love to see a safe crossing option with so many people walking & cycling in our area!
Danielle Fleszar-Ball		We need to provide a safe community for our children
Amanda Davis		
Dustin Schmidt		This is a must for our children's safety crossing from the west side of Daybreak.
Nicolette Schmidt		Crossing Mountain View is very dangerous. People do not watch for pedestrians. We need this!!!
John Heath		
Irene rutkoski		
Leah Sharitt		
Karen Scoffield		I think this is a wonderful and safe idea
Melissa Dymock		I personally know of one person killed crossing in Heriman. There will be more.
Zaneta M Gileno		Please consider a wildlife crossing as well. We have built so quickly and wildlife need safe passage
Jeff Bosch		Living in a community that promotes physical activity and pedestrian/cycling traffic! Safety 1st!
Brighton Capua		
Sara Young		I struggle daily with the aftermath of being hit by a car. Please help keep us safe!
Emily Nichols		We need a few of these at least at SoJo Parkway, Lake Ave, and Daybreak Parkway
Raechel Bunnell		
Cregg Rogers		Bridge or tunnel across the corridor to ballpark complex a good idea
Caroline page		
Kristen Lusty		Pedestrian bridge is so needed!
Soni Levenseller		
Stephanie Avis		
Lindsey Jensen		We demand safer crossing for our kids!
AnneMarie Moses		
Bethany		we moved to daybreak because of the bike/walking friendliness. Please add a bridge to safely cross
Benson Gardner		
Easton Gardner		
Wendy Bell		It would be great to have a pedestrian bridge wonderful idea
Vanessa Lindquist		
Pradeep Kumar Chalavadi		
Devinee McLain		
Courtney thatcher		
Keri Jones		We are on the west side of Mountain View & Ride our bikes almost everywhere.
Chad Avery		
Natalie Avery		
Lynette Gifford		I was struck on my bike there! Thankfully the back tire was hit and I was steady enough! Yes!!
Julia Campbell		
Tiffany Goaslind		
Danielle Gomez		
Niure Damico		
CAROLE HANSEN		Please build a pedestrian and bike bridge over this highway. It's so dangerous as it is now.
Vivian Ward		
Rex Ivory		
Jay Henrie		
Cezanne Smith		
Nathan Goodrich		This will also alleviate car traffic at bees games
Dave Bonnemort		

Andrea Hanson		
Amanda Brooks		This bridge is an excellent idea, not only is it great for safety, but it would join the 2 halves.
Kelsey Janson		
Siegrist Darren		Absolutely need a pedestrian and bike bridge over Mountain Hwy at South Jordan, such a dangerous spot.
Antonio Arceo		
Elizabeth Martinez		
Kaitlyn Haskins		I had to cross Mountain View as a middle school student walking home from school. This is so needed.
Ricardo Lopez		
Sean Finnegan		We always complain about having to cross Mountain View. Seems very dangerous every time.
Brooke Westlund		
Ambree Ramjattan		Please put in a bridge. Drivers are going so fast on Mountain View very dangerous for pedestrians.
Audrey Matthews		We should be able to walk, run, and bike safely across all of Daybreak!
Courtney Earl		A Welsh proverb says "They who would be a leader, must first be a bridge".
Lyle Braegger		I like tunnels better than bridges. Consider that.
Jill Parr		This is so necessary!! Please take this step to help save lives!
Sabrina Hill		
Heather Grzyb		
Dustin Schultz		
Bill Bowers		I fully agree with and support this.
Lance Morgan		I'm at a loss for why this hasn't been done yet. It's always been a huge worry of mine.
Brenna Black		
Kortney Kern		I completely agree.
Sarah Davis		For the safety of the community, please construct this bridge!
Andrea Moore		Safety is paramount. Especially for children.
Andrea Moore		We use the intersections between Daybreak daily. Our safety is paramount.
Tanya Davis		I believe a pedestrian and cyclist bridge would be well used and a huge improvement for safety.
Tyler Goates		
Rachel Fabrizio		This would really help to safely connect Daybreak and the amenities.
Megan Cassidy		Very dangerous road!
Jenifer Lopez		Please consider a pedestrian bridge on Lake Avenue or South Jordan Parkway...or both.
Kimberly		With all of the additional building and the ball park coming in, this will be essential for safety.
Kelsey Malin		
Stephanie Vamey		Mountain View Corridor is too busy not to have an overpass. We need one at South Jordan Parkway and
Lindi Harris		
Missy Burton		
Mark Madrid		MV Corridor is only going to get busier. A pedestrian bridge will keep our residents safe.
Stewart Anderson		
Troy Haddow		
Karen Werner		
Allen Cardwell		
Sharda Sanger		
Jana Burnett		
Swetha Mathad		Totally agree for a bridge.
Julie Alusa		
Seshasayee Venkataramani		
Kathy Cahoon		

Anthony Cruz		
Maria Jose		
Barbara Fox		
Emily Burton		
Laurie Capece		
Kim Asp		
Ruth Sanders		Great idea!
Aharia chacon		
Stuart Gittins		
Julio Menendez		
Braxton Yingling		
Rachel Trimble		
Jessica Reber		A pedestrian bridge would significantly help those who frequent this area and make us feel safer
Lori Keith		Safety and connecting this neighborhood is important. We need a bridge. Thanks!
Andres Hernandez		
michele		mnt. view is a death trap.
Darin Walker		This is a must have for safety
Shannon Atkinson		
Kimberly Morris		
Michelle Woods		
Reygan Tawney		
Amber Crellin		
Marie Perry		This is definitely needed. Especially with the Bees ballpark being built.
Carol Krupic		
Kayla Flores		I'd love to see a pedestrian bridge connecting our community! I'd feel better about my son riding.
Niharika Mangineni		
Melinda Rubin		
Jared Williams		The sooner the better
Madison Cooper		
Emily Reese		
Megan Dorius		
Madison Skeele		absolute must for the community!
Ashley		
Kristin Garcia		100% a necessity!!
Linda Shaul		
Jakob Baker		
Joshua Johnson		
Sukriti		
Sparks Andrea		Our community needs a safe way to connect the East and west sides of the community.
Jennifer Dunlap		I have been hoping for a bridge since I moved to South Jordan.
Danika Hurtado		A bridge is a necessity! We are supposed to be a walkable community and a freeway splits it in half
Cheryl Holland		Definitely need this bridge to make a safe way for people and bikes to get across safely
Lisa Hillier		
Michele CrumpHart		As the Ball park nears completion and traffic increases, please build safer bikeways.
Krishelle Garvin		
Rene' Hart-Crump		I agree. A pedestrian & bicycle bridge would be safer and be more accessible.

Jennifer Reese		I 100% support a bridge across Mountain View coridor
Erin Siebenhaar		I am an avid runner and have had scary encounters with vehicles trying to cross Mountain View.
Scott Weaver		
Jacqueline Coleman		Bring build a bridge before someone gets killed.
Mike		
Kelsie Hollingshead		I frequently run along and cross Mountain View and am concerned for my safety every time.
Natalie Shafer		
Lisa Trail		
Mary Weaver		
Wendy Deverall		
Mitch Meyer		Please please please. It's so dangerous
Robin Wilkinson		
Jody Treu		We have lived here in the same house in Daybreak for 18 years. We remember the first person killed!
Cicilee Johnson		Yes to the pedestrian and bicycle bridge!
Aimee		
Tova Heaton		
Racheal Makor		
Melissa Goble		
Chris Ball		Please consider keeping all our children safe
Danielle Fleszar-Ball		We need to keep our community safe
Colby Tawney		
Lauren Johnson		
Lynn Bortnick		Great idea for pedestrian bridge over 85 from the new Bees Stadium
Mike Gay		
Brittany Stry		
Keith Sedgwick		
Julie Stephens		
Nicole Summers		Great idea with the new stadium to help with safe crossing and traffic.
Kylee		
Kaitlin Keys		
Brent Devey		
Leslee Cabulagan		
Jessica Walsh		This is such an important thing that needs to be prioritized asap!
Kimberly Montgomery		
Devin Hansen		
Zach Jones		
Addison Marks		
Joshua McAlister	Let's do this!	
Chris Thayne	The street infrastructure is very behind for the amount of growth in this area.	
Natalia De Oliveira		
Sheila Walterhouse	I live on West Lake Avenue, The amount of bikers, walkers and runners crossing Mountain View is high	
Kiera Marie		
Austin McLain		
Fredrick Binder		
Floy Rutter		
Katelyn Raiden		

Deanne Tiegs		
Glen Shull		
Lavene Rodrigues		
Joanna Riggs		
Zack Adams		This needs to happen ASAP for pedestrian safety and neighborhood vitality!
Bennion Gardner		A bridge is urgently needed!

October 22, 2024



SOUTH JORDAN
U T A H

City Council Meeting

WHEADON ACRES LOTS 14 & 15A FLAG LOT OVERLAY

Rezone

10537 S 3010 W & 10555 S 3010 W

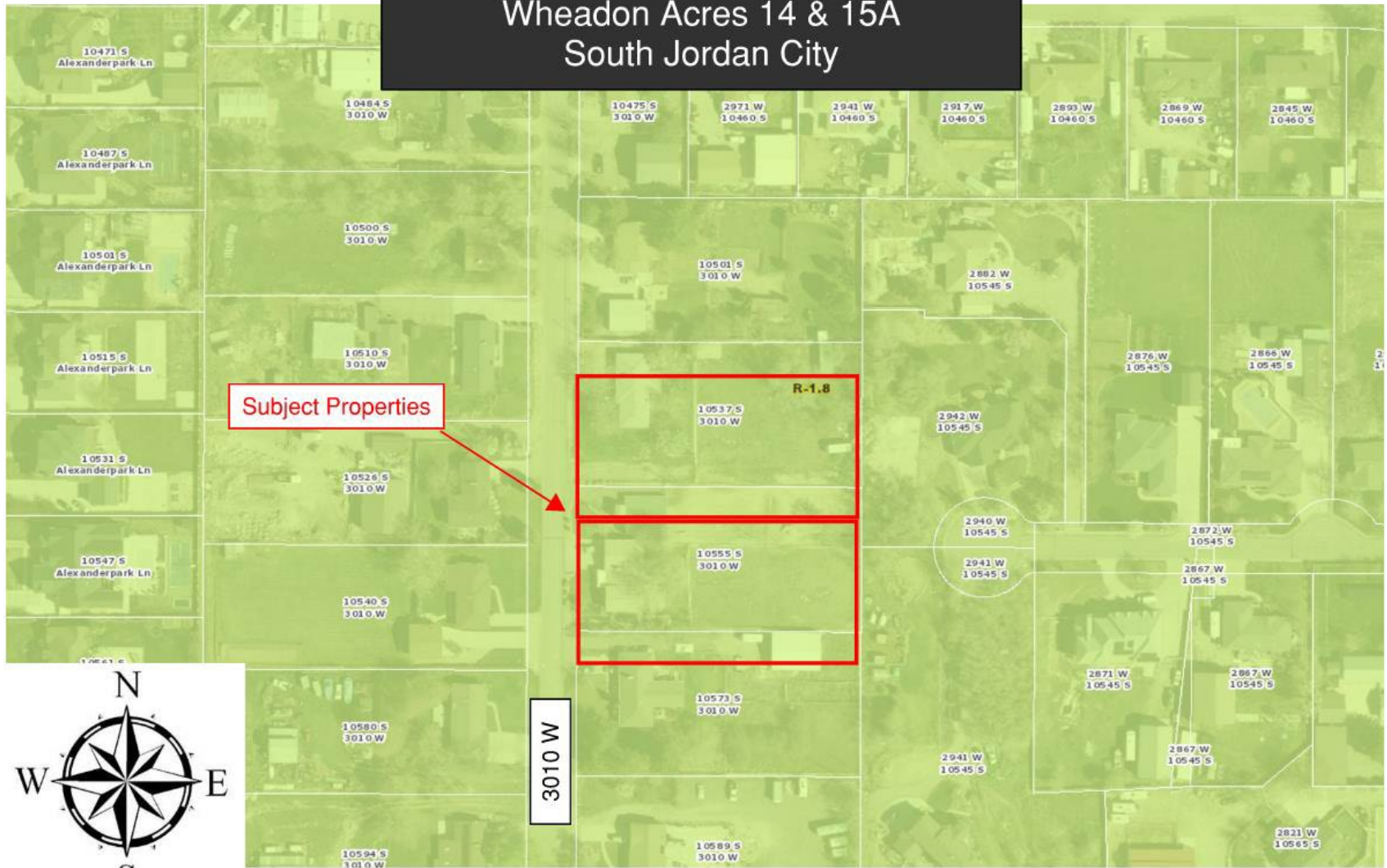
Location Map
Wheadon Acres 14 & 15A
South Jordan City



Zoning Map

Wheadon Acres 14 & 15A

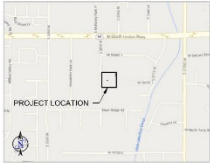
South Jordan City





Flag Lot Overlay Zone 17.130.060

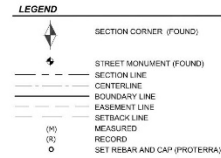
- “The purpose of the Flag Lot Overlay Zone (FL) is to allow for the creation of a flag lot in an existing subdivision that does not meet the minimum area requirement in subsection 16.04.160D of Title 16. The FL may be applied to an existing lot under unique circumstances as determined by the City Council...”
- Development agreement is required to have predictability as to how the lots will develop.
- The subject lot shall have a frontage of 125 feet along PRW.
- The lot’s underlying zone does not change.
- The subject lots will need to meet the lot size and density of the R-1.8 zone and be developed according to its development standards, except for the adjustments listed in the agreement.



VICINITY MAP N.T.S.

WHEADON ACRES LOTS 14 & 15A AMENDED FINAL PLAT

LOCATED IN THE NORTHWEST QUARTER OF
SECTION 16, TOWNSHIP 3 SOUTH, RANGE 1 WEST,
SALT LAKE BASE & MERIDIAN,
SOUTH JORDAN, UTAH

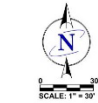


GENERAL NOTES:

- THIS PLAT IS SUBJECT TO A DEVELOPMENT AGREEMENT WITH SOUTH JORDAN CITY.

WEST QUARTER CORNER OF SECTION 16
TOWNSHIP 3 SOUTH, RANGE 1 WEST
SALT LAKE BASE & MERIDIAN
(FOUND MONUMENT)

1320.44' (M)
BASIS OF BEARINGS
WEST 2640.48'(M)



CENTER OF SECTION 16
TOWNSHIP 3 SOUTH, RANGE 1 WEST
SALT LAKE BASE & MERIDIAN
(FOUND MONUMENT)

PUBLIC UTILITY APPROVAL
CENTURY INK: _____ DATE: _____
COMCAST: _____ DATE: _____
DOMINION ENERGY: _____ DATE: _____
ROCKY MTN. POWER: _____ DATE: _____
OTHER: _____ DATE: _____

CITY ENGINEER
I HEREBY CERTIFY THAT THIS OFFICE HAS EXAMINED THIS PLAT AND IT IS CORRECT IN ACCORDANCE WITH INFORMATION ON FILE IN THIS OFFICE.

SOUTH JORDAN CITY ENGINEER

SOUTH VALLEY SEWER DISTRICT
APPROVED THIS _____ DAY OF _____ A.D. 20____

SOUTH VALLEY SEWER DISTRICT

HEALTH DEPARTMENT
APPROVED THIS _____ DAY OF _____ A.D. 20____

REPRESENTATIVE

OFFICE OF THE CITY ATTORNEY
APPROVED AS TO FORM THIS _____ DAY OF _____ A.D. 20____

ATTORNEY FOR SOUTH JORDAN CITY

CITY PLANNER
APPROVED AS TO FORM THIS _____ DAY OF _____ A.D. 20____

CITY PLANNER

SOUTH JORDAN CITY MAYOR
APPROVED AS TO FORM THIS _____ DAY OF _____ A.D. 20____

ATTEST: CITY CLERK MAYOR

SALT LAKE COUNTY RECORDER
RECORDED NO. _____

STATE OF UTAH, COUNTY OF SALT LAKE, RECORDED AND FILED AT THE REQUEST OF:

DATE _____ TIME _____ BOOK _____ PAGE _____

FEE \$ _____ DEPUTY SALT LAKE COUNTY RECORDER

SURVEYOR'S CERTIFICATE:

JARED ASHTON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR HOLDING LICENSE NO. 12411560 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS LICENSING ACT. I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH SECTION 17-23-17, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS HEREINAFTER KNOWN AS:

WHEADON ACRES LOTS 14 & 15A AMENDED

AND THAT THE SAME HAS BEEN CORRECTLY SURVEYED AND MONUMENTED ON THE GROUND AS SHOWN ON THIS PLAT.

JARED ASHTON
UTAH PROFESSIONAL LAND SURVEYOR
LICENSE NO. 12411560



PROPERTY DESCRIPTION DESCRIPTION:

A PARCEL OF LAND SITUATED IN THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, SALT LAKE COUNTY, UTAH, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WEST 1320.04 FEET AND NORTH 0°00'31" EAST 295.94 FEET FROM THE CENTER OF SECTION 16, TOWNSHIP 3 SOUTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, SAID POINT BEING THE SOUTHWEST CORNER OF LOT 14, WHEADON ACRES SUBDIVISION ON RECORD AT THE SALT LAKE COUNTY RECORDERS OFFICE AS ENTRY #2317193; THENCE ALONG THE SOUTHWEST LINE OF SAID LOT 14 WEST 285.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 14, SAID POINT ALSO BEING ON THE EASTERLY RIGHT OF WAY LINE OF 3010 WEST STREET; THENCE ALONG SAID RIGHT OF WAY NORTH 0°00'31" EAST 290.40 FEET TO THE NORTHWEST CORNER OF LOT 15A OF SAID WHEADON ACRES SUBDIVISION; THENCE ALONG THE NORTH LINE OF SAID LOT 15A EAST 285.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 15A, THENCE ALONG THE EAST LINE OF SAID LOTS 14 & 15A SOUTH 0°00'31" WEST 290.40 FEET TO THE POINT OF BEGINNING.

CONTAINS 82.754 SF OR 1.90 ACRES MORE OR LESS

OWNER'S DEDICATION AND CONSENT TO RECORD:

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED ARE THE OWNERS OF THE ABOVE DESCRIBED TRACT OF LAND, AND HEREBY CAUSE THE SAME TO BE DIVIDED INTO LOTS, TOGETHER WITH EASEMENTS AS SET FORTH TO BE HEREINAFTER KNOWN AS:

WHEADON ACRES LOT 14 & 15A AMENDED

AND DO HEREBY CONVEY TO ANY AND ALL PUBLIC UTILITY COMPANIES A PERPETUAL, NON-EXCLUSIVE EASEMENT OVER THE PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT, THE SAME TO BE USED FOR THE INSTALLATION, MAINTENANCE AND OPERATION OF UTILITY LINES AND FACILITIES. THE UNDERSIGNED OWNERS ALSO HEREBY CONVEY ANY OTHER EASEMENTS AS SHOWN ON THIS PLAT TO THE PARTIES INDICATED AND FOR THE PURPOSES SHOWN HEREON.

IN WITNESS WHEREOF, WE HAVE HEREUNTO SET OUR HANDS THIS _____ DAY OF _____, 20____

OWNER

OWNER'S ACKNOWLEDGEMENT:

STATE OF _____)
COUNTY OF _____)

ON THE _____ DAY OF _____, 20____, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR THE COUNTY OF _____, IN THE STATE OF _____, _____, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE/SHE IS THE _____, SIGNED THE FOREGOING OWNERS' DECLARATION AND DULY ACKNOWLEDGED BEFORE ME THAT HE/SHE DID EXECUTE THE SAME FREELY AND VOLUNTARILY AND FOR THE PURPOSES THEREIN MENTIONED.

MY COMMISSION EXPIRES: _____

A NOTARY PUBLIC COMMISSION IN UTAH

MY COMMISSION NO. _____

PRINTED FULL NAME OF NOTARY _____

WHEADON ACRES LOTS 14 & 15A AMENDED

SITUATED IN THE NORTHWEST QUARTER OF SECTION 16,
TOWNSHIP 3 SOUTH, RANGE 1 WEST,
SALT LAKE BASE AND MERIDIAN,
SOUTH JORDAN CITY, SALT LAKE COUNTY, UTAH

OWNER / DEVELOPER
DANIEL MILAR

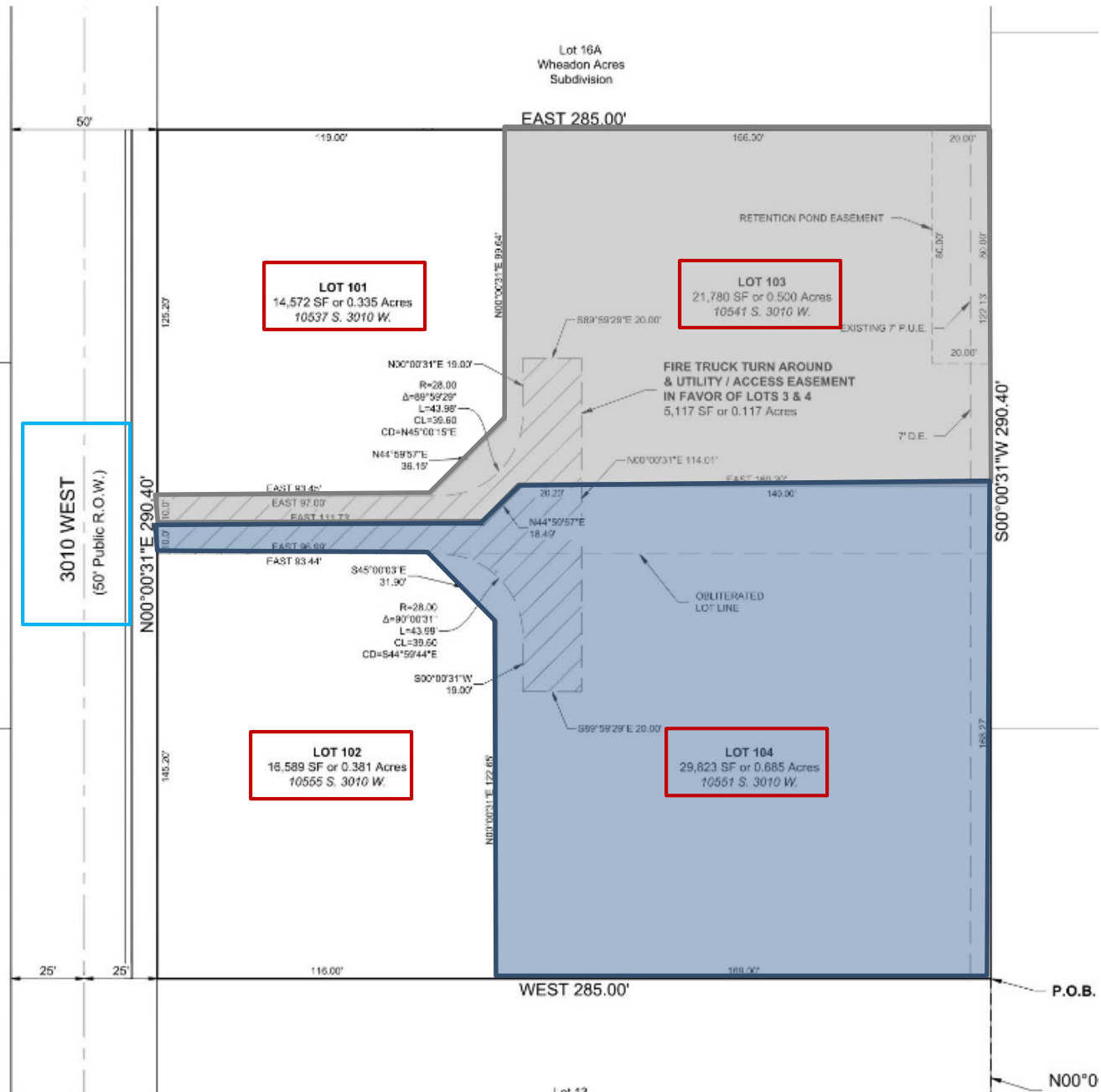


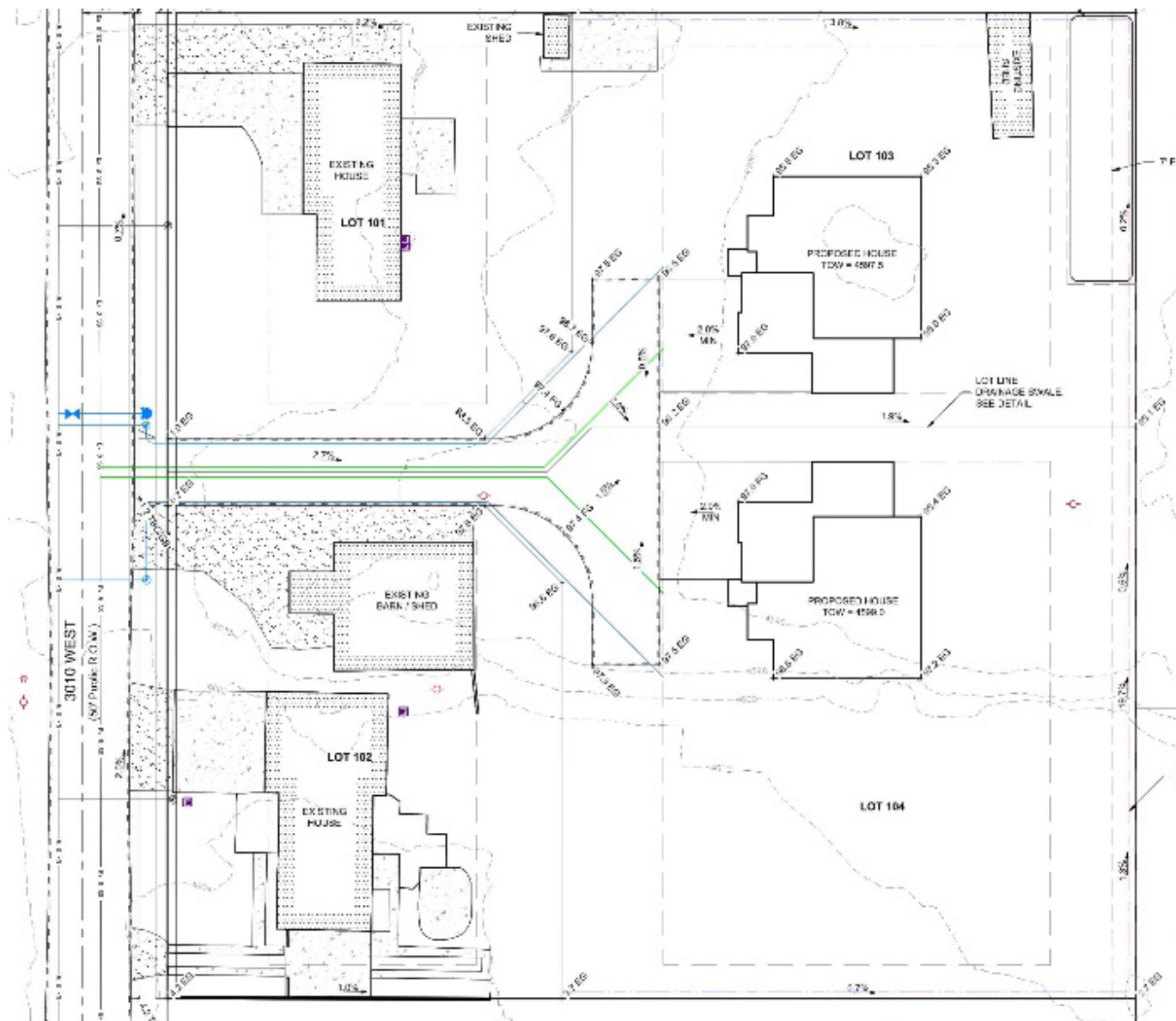
SHEET
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To: Mayor Dawn Ramsey and City Council Members

From: Jay and Dayle Sant, property owners

[REDACTED]

[REDACTED]

Regarding the discussion of Resolution R2024-42 and Zoning Ordinance 2024-08-Z related to Wheadon Acres Land Use Development

Our main concern isn't that the Milar family want to build on their own property. We are concerned that we as property owners had never been informed that the properties on our street and in Wheadon Acres may now be subdivided. When we purchased our house and acre lot 38 years ago, subdividing was strictly prohibited as was renting out a house or rooms without the owner living in that house.

Multi-family dwellings were forbidden and should continue to be forbidden.

We love our half-acre and acre or larger lots in Wheadon Acres. We do NOT agree with some on the City Council who think that it isn't right that families should be allowed to have such large pieces of property anymore, saying that room is needed for all the new people moving to South Jordan. There is still a long distance that building can continue to the west as part of South Jordan, and there are other cities in Utah.

We love our privacy, our horse property, our quiet little streets, and the way of life we bought into and had expected to be able continue for ourselves and our posterity. We do agree that property owners should be able to build what we want on our own property *for our own family*.

We know and love the Milar family and are delighted to have them as neighbors. Their respectful family members will fit right into our little Wheadon Acres community.

Sincerely,

Jay and Dayle Sant

To members of City Council

- > Residence on 3010 should have been involved when Wheadon Acres were subdivided. There was no notice for residence response - wrong
- > When do the residence on 310 count. Represented?
- > Would it make a difference if planning & City Council let residence know as soon as someone wanted to subdivide? Rather than after plans & etc were done. Again residence on 3010 not represented.
- > Sending letters & city council meetings just a formality & something that has to be done. Does not mean anything. Residence have sent letters & made verbal comments at meetings not wanting subdividing. This is the 3rd time indicating the same thing.
- > Should not compare 3010 to other situations in the city
- > Taxes will go up when property reevaluates & if curb & gutter comes abt residence worried abt paying
- > Does not mean horses or other animals will not be on Milas property. Things change or sold.
- > If subdivided happens (as should as say when) residence on 1050/150 3010 w want a 5 ft fence - Children getting old enough to have horses & care for them. That is the least Milas can do.

Thank you

Richard H. Basham

"South Jordan has partnered with Daybreak for two decades in building an award-winning, forward-thinking development that brings our community together. We have an invested and consistent partner in the Larry H. Miller Company for this next step in the development of an urban center in Daybreak. The HTRZ Area Plan is the culmination of 20 years of planning and development to bring an urban center to the west side of the Salt Lake Valley with jobs, recreation, and housing, including affordable housing, located near established transit."

– Mayor Dawn Ramsey, The City of South Jordan



PSOMAS

**Shawn
Seager**

TRAX Station Area Plan



PSOMAS





Enrolled

H.B. 462

Printer Friendly

1

UTAH HOUSING AFFORDABILITY AMENDMENTS

2

2022 GENERAL SESSION

3

STATE OF UTAH

4

Chief Sponsor: Steve Waldrip

5

Senate Sponsor: Jacob L. Anderegg

6

7 LONG TITLE

8 General Description:

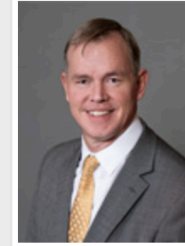
9 This bill modifies provisions related to affordable housing and the provision of services
10 related to affordable housing.

11 Highlighted Provisions:

12 This bill:

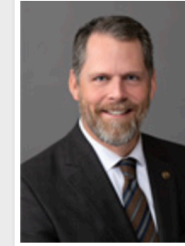
- 13 ▶ defines terms;
- 14 ▶ requires certain political subdivisions to adopt an implementation plan as part of the
15 moderate income housing element of the political subdivision's general plan;
- 16 ▶ modifies the list of strategies that a political subdivision may select, or are required
17 to select, for implementation as part of the moderate income housing element of the
18 political subdivision's general plan;
- 19 ▶ requires certain municipalities to develop and adopt station area plans for specified
20 areas surrounding public transit stations;
- 21 ▶ requires certain political subdivisions to amend the political subdivision's general

Bill Sponsor:



Rep. Waldrip,
Steve

Floor Sponsor:



Sen. Anderegg,
Jacob L.

Substitute Sponsor: Sen.
Anderegg, Jacob L.

Drafting Attorney: Gus Harb

Fiscal Analyst: Paul Kim

Bill Tracking

[Tracking Page](#)

Bill Text

[Introduced](#)

[Amended](#)

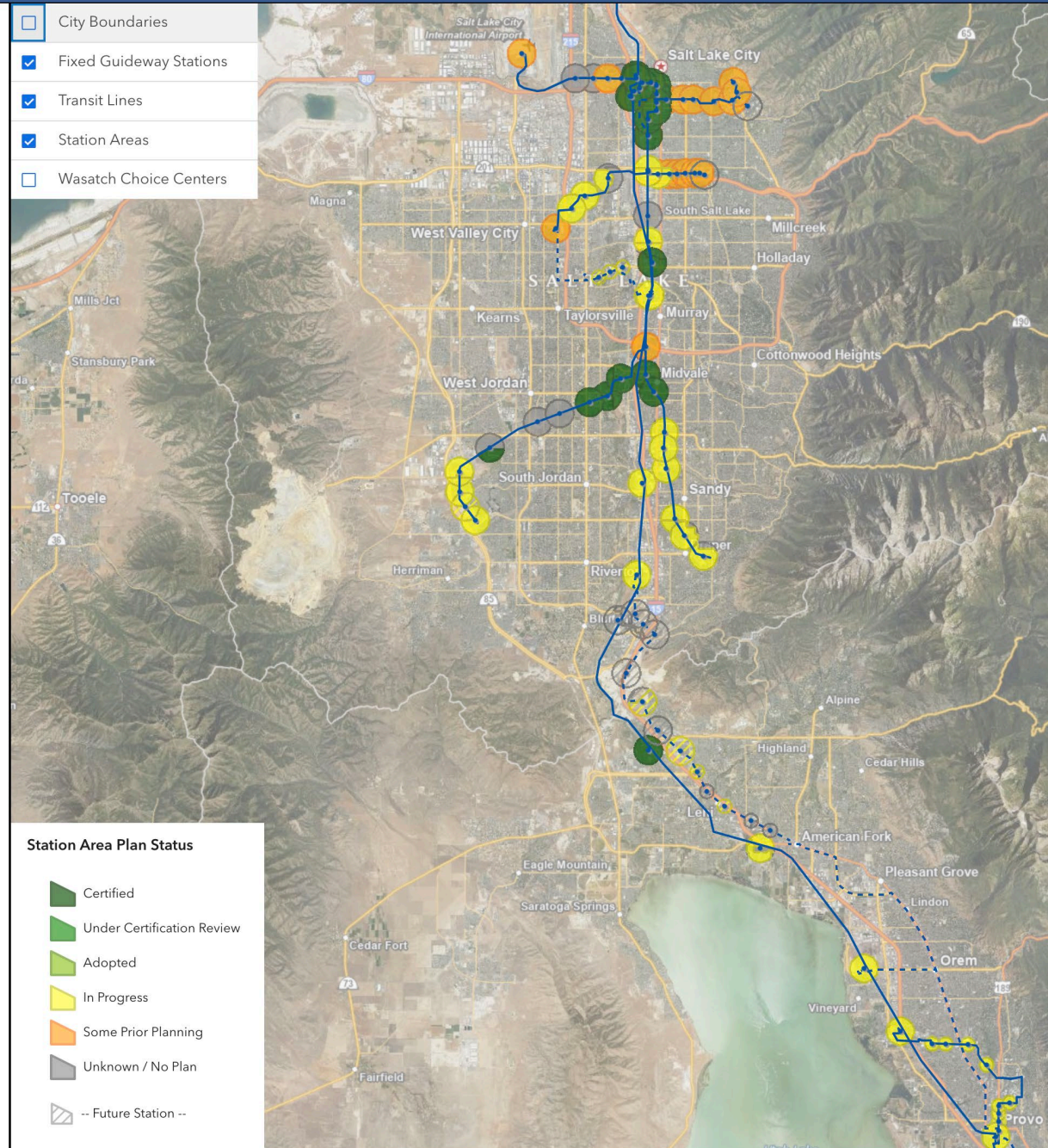
[Amended Pages Only](#)

[Enrolled](#) (Currently Displayed)

This map shows progress of Station Area Plans required under HB 462.

WFRC and **MAG** help certify and fund these plans.

Click on a station area to view its plan status.

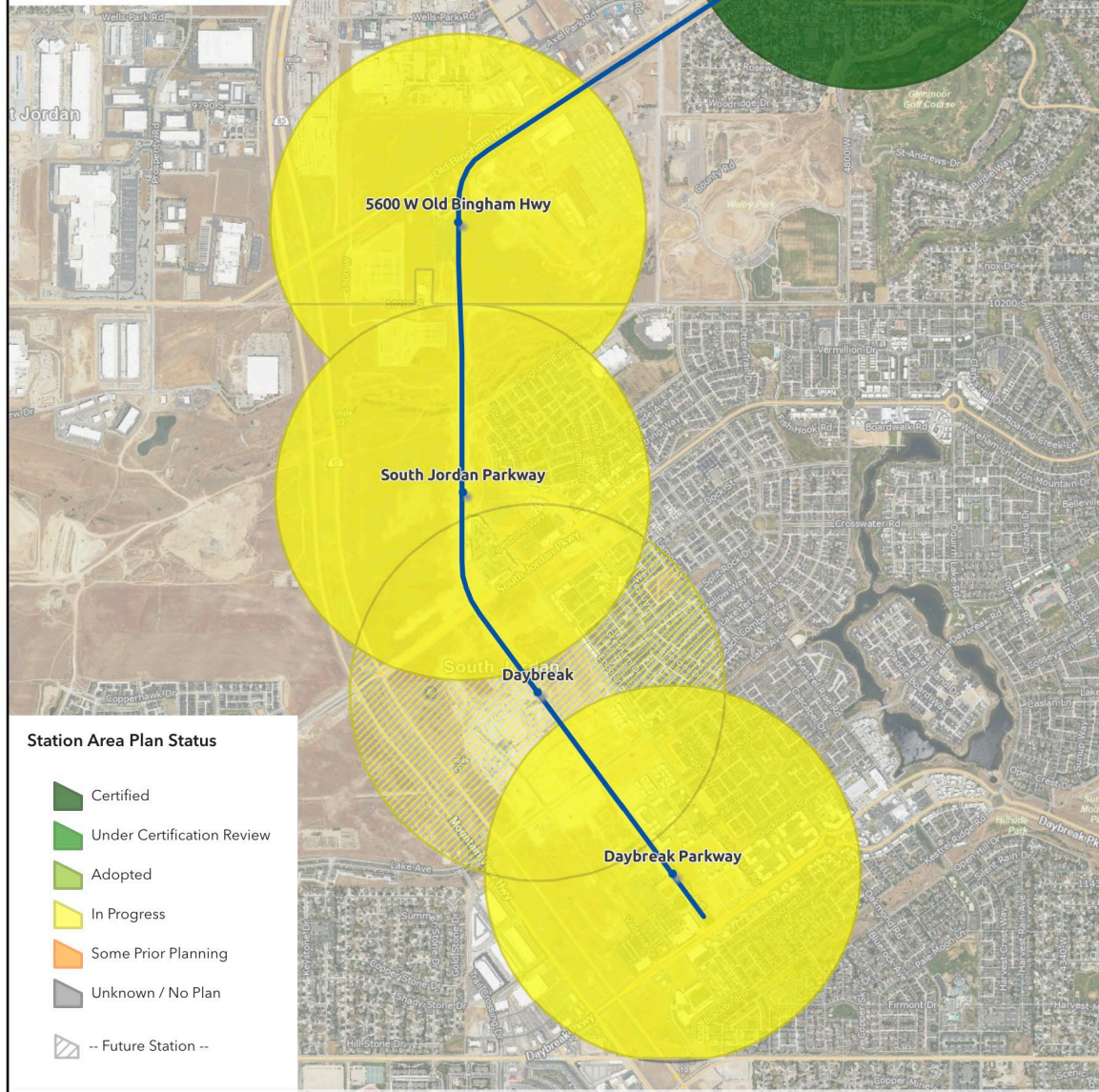


This map shows progress of Station Area Plans required under HB 462.

WFRC and **MAG** help certify and fund these plans.

Click on a station area to view its plan status.

- ☐ City Boundaries
- ☒ Fixed Guideway Stations
- ☒ Transit Lines
- ☒ Station Areas
- ☐ Wasatch Choice Centers



Station Area Plan Status

-  Certified
-  Under Certification Review
-  Adopted
-  In Progress
-  Some Prior Planning
-  Unknown / No Plan
-  -- Future Station --

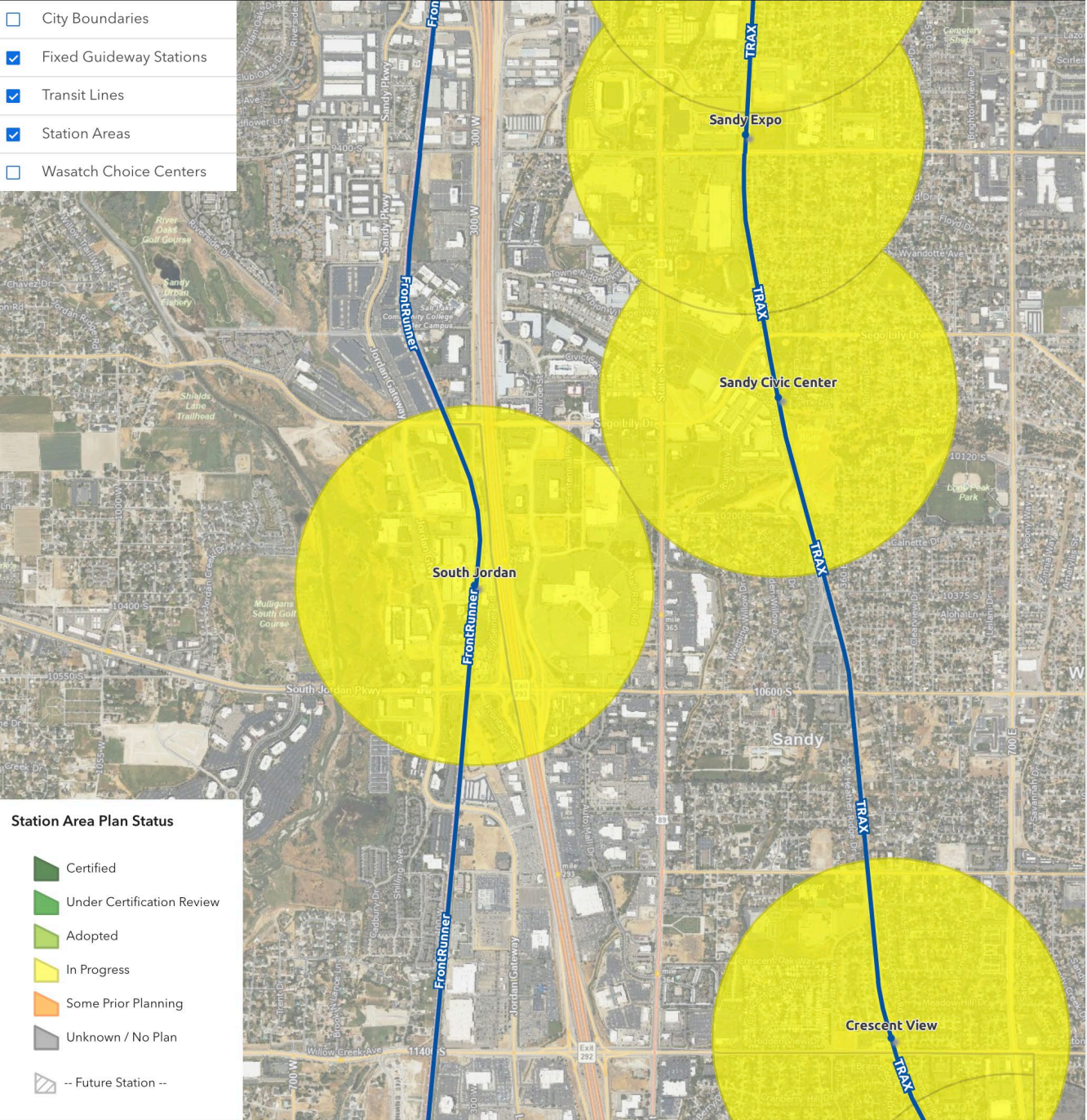
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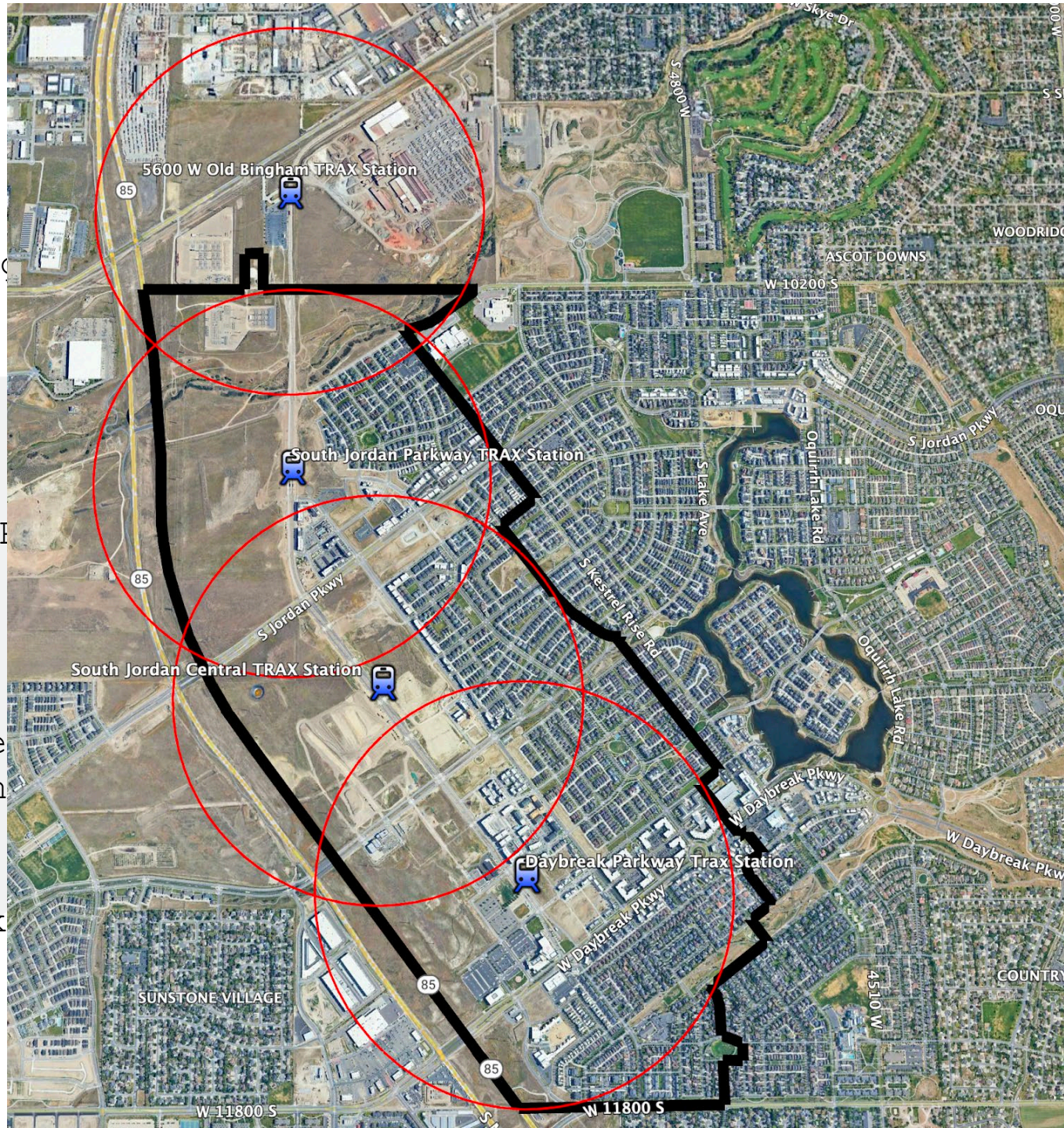


5600 W. Old Bingham

So. Jordan Parkway

So. Jordan Central
(Construction)

Daybreak Parkway



KMZ



PSOMAS



PM Meeting # and Date	Task & Purpose
PM / TRAX SC Meeting #1 Aug 2024	TRAX Station Areas Kick-off Meeting – Task 1 Kick off
PM / TRAX SC Meeting #2 Sep 17th	TRAX SAP Existing Conditions – Task 2A
PM / TRAX SC Meeting #3 Oct	TRAX SAP Tasks 2B, 2C, and 3 Stakeholder input, Synthesis of existing conditions/plans into Concept Plan
PM / TRAX SC Meeting #4 Nov	Preferred TRAX Concept Plans and Adoption – Task 4, Task 5 and Task 6, – Vision, Implementation and City Adoption – Dec 3
PM / FR SC Meeting #5 Dec	FrontRunner Station Area Kick-off Meeting Task 1
PM / FR SC Meeting #6 Jan 2025	FrontRunner Station Existing Conditions Task 2A
PM / FR SC Meeting #7 Feb	FrontRunner Station Area Concept plans and Open House 2B and 2C
PM / FR SC Meeting #8 Mar	FrontRunner Station Area analysis and Preferred Alternative Task 3, Task 4 and Task 5
PM / FR SC Meeting #9 April	Implementation Plan and Final FrontRunner SAP Adoption Task 6

STATION AREA PLANNING: Certification Requirements Checklist

PURPOSE

Use this checklist to do a preliminary assessment to determine whether your station area plan complies with [Utah House Bill 462](#). While this checklist is based upon Utah Code for Station Area Plans, filling out this worksheet does not guarantee certification. Please refer to the legislation to ensure compliance.

In order to formally submit your station area plan to WFRC for certification, please submit using this [online form](#).

1.0 Station Area Name:	
2.0 Is the transit station built?	
3.0 Is there a Qualifying Land Use Application? 10-9a-403.1 1 (g)	If Yes , fill out 3.1 . If No , skip to 4.0 .
Use this checklist to help determine if your land use application qualifies per HB 462.	
3.1 Submission date for qualifying land use application:	
4.0 Does the Station Area Plan (SAP) include:	
4.1a A statement explaining how the SAP promotes the objective to <i>increase the availability and affordability of housing</i> , including moderate income housing	<input type="checkbox"/>
4.1b A statement explaining how the SAP promotes the objective to <i>promote sustainable environmental conditions</i>	<input type="checkbox"/>
4.1c A statement explaining how the SAP promotes the objective to <i>enhance access to opportunities</i>	<input type="checkbox"/>
4.1d A statement explaining how the SAP promotes the objective to <i>increase transportation choices and connections</i>	<input type="checkbox"/>
Note, MPO staff will review the statements listed above to determine whether the SAP reasonably promotes the objective.	
4.2 A vision for the station area, that describes:	
4.2a <i>Opportunities</i> for the development of land within the station area under <u>existing conditions</u>	<input type="checkbox"/>
4.2b <i>Constraints</i> on the development of land within the station area under <u>existing conditions</u>	<input type="checkbox"/>
4.2c The municipality's objectives for the <i>transportation system</i> within the	<input type="checkbox"/>

station area and the <u>future transportation system that meets those objectives</u>	
4.2d The municipality's objectives for <i>land uses</i> within the station area and the <u>future land uses that meet those objectives</u>	<input type="checkbox"/>
4.2e The municipality's objectives for <i>public and open spaces</i> within the station area and the <u>future public and open spaces that meet those objectives</u>	<input type="checkbox"/>
4.2f The municipality's objectives for the <i>development of land</i> within the station area and the <u>future development standards that meet those objectives</u>	<input type="checkbox"/>
4.3a A <u>map</u> depicting the <i>area subject to the SAP</i> , at least ½ mile from fixed rail or ¼ from BRT	<input type="checkbox"/>
4.3b A <u>map</u> depicting the area where each <i>action is needed to implement</i> the SAP	<input type="checkbox"/>
4.4a An <u>implementation plan</u> that identifies and describes actions needed over the <i>next 5 years</i> and the <i>responsible party(ies)</i>	<input type="checkbox"/>
4.4b Implementation plan includes any actions to:	<input type="checkbox"/>
<input type="checkbox"/> Modify land use regulations <input type="checkbox"/> Make infrastructure improvements <input type="checkbox"/> Modify deeds or relevant legal documents <input type="checkbox"/> Secure funding or develop funding strategies <input type="checkbox"/> Establish design standards for development <input type="checkbox"/> Provide environmental remediation	
4.5 Documentation of how all relevant and required stakeholders were involved, including all of the following: other impacted communities, UTA, MPO, DOT, owners of property within the station area, residents, and business owners	<input type="checkbox"/>
5.0 Do you have a signed resolution or proof of adoption of the Station Area Plan and its elements?	<input type="checkbox"/>

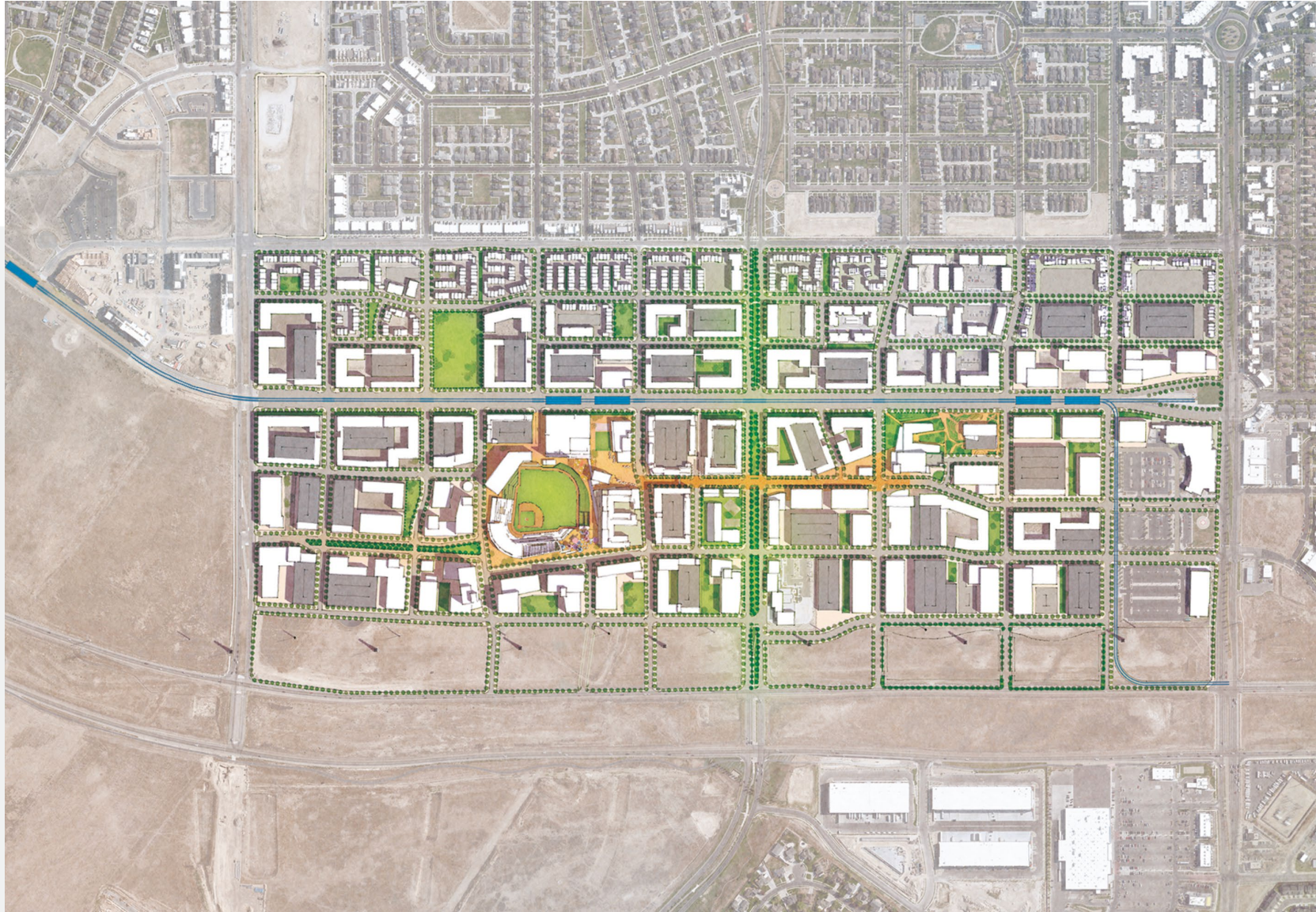
Station Area Plans must respond “Yes” to all items from 4.0 to 5.0 to comply, unless there is a statement of impracticability, signed and adopted in a resolution, for all of the conditions not met. If a Station Area Plan does not satisfy all of items 4.0 through 5.0, it likely does not qualify for certification. WFRC and MAG are the Metropolitan Planning Organizations (MPO) identified in HB462 as responsible for certifying station area plans. In doing so, the MPOs have policies in place that guide them to determine whether station area plans have *reasonably* met the requirements of Utah Code.

Please note: For communities in Weber, Davis, and Salt Lake Counties, the applicable Metropolitan Planning Organization (MPO) is the Wasatch Front Regional Council. Deadlines regarding SAP completion include receiving certification by the MPO. Please coordinate with your MPO to understand when your SAP would need to be submitted to the MPO in order to be reviewed for certification by the MPO's governing body.


Stakeholders

- UOU
- UTA
- UDOT
- LHM
- West Jordan City
- WFRC
- South Jordan City

Downtown Daybreak



Prior Agreements



SOUTH JORDAN

City of South Jordan Website | Books | Manage

municode

City of South Jordan

1600 W. Towne Center Dr., South Jordan, UT 84095 / 801-446-4357

Master Plans, Impact Fees & Studies

0 results

☐ MASTER PLANS

☐ MASTER PLANS (Outside

☐ IMPACT FEES And UTILI

☐ STUDIES

☒ DAYBREAK

DAYBREAK

[Master Development Agreement](#)

[Oquirrh Lake Master Plan](#)

[Internal Documentation](#)

HISTORY

Adopted by Other [Daybreak Documentation](#) on 1/1/2002

Master Development Agreement

HISTORY

Adopted by Other [Master Development Agreement Subdivision 1](#) on 3/26/2003

Approved by Other [Agreement Maps 2003-0010](#) on 8/4/2003

Amended by Other [Master Development Agreement Subdivision 1 - Amendment 1](#) on 7/9/2007

Amended by Other [Master Development Agreement Subdivision 1 - Active Park](#) on 5/2/2016

Amended by Other [Master Development Agreement Subdivision 1 - Amendment 2](#) on 4/24/2019

Amended by Other [Master Development Agreement Subdivision 1 - Amendment 3](#) on 10/18/2023

Approved by Other [Combined MSP Matrix](#) on 9/16/2024

Oquirrh Lake Master Plan

HISTORY

Adopted by Other [Oquirrh Lake Master Plan](#) on 12/1/2007

Internal Documentation

HISTORY

Approved by Res. [Resolution R2000-46](#) on 10/18/2000

Approved by Res. [Resolution R2001-29](#) on 8/1/2001

Approved by Ord. [Ordinance 2001-19](#) on 8/1/2001

Approved by Res. [Resolution R2005-10](#) on 2/15/2005

Approved by Ord. [Ordinance 2007-04](#) on 5/15/2007

Approved by Other [Agreement 2007-0195](#) on 7/9/2007

Approved by Res. [Resolution RDA 2008-11](#) on 10/7/2008

Approved by Res. [Resolution RDA 2008-12](#) on 10/7/2008

Approved by Res. [Resolution RDA 2008-13](#) on 10/7/2008

Approved by Ord. [Ordinance 2008-16](#) on 10/7/2008

Approved by Other [Agreement 2009-0191](#) on 2/25/2009

Approved by Other [Agreement 2009-0122](#) on 7/16/2009

Approved by Other [Agreement 2009-0195](#) on 8/12/2009

Approved by Other [Agreement 2009-0158](#) on 11/1/2009

Approved by Other [HTRZ Application](#) on 8/1/2023

Approved by Res. [Resolution RDA 2023-05](#) on 8/1/2023

Approved by Res. [Resolution RDA 2023-09](#) on 9/3/2023



PSOMAS



SOUTH JORDAN TRAX STATION AREA PLAN

November 2024



TABLE OF CONTENTS

EXECUTIVE SUMMARY	3	III. STAKEHOLDER AND COMMUNITY ENGAGEMENT	30
I. INTRODUCTION	5	A. Community Engagement	30
II. EXISTING CONDITIONS	6	B. Stakeholder Engagement	30
A. Previous Plans and Studies	6	WFRC	30
B. Demographic and Socioeconomic Data	7	West Jordan City	30
Population	7	Utah Transit Authority	32
Age	8	Larry H. Miller Real Estate	32
Households	8	University of Utah	32
Income and Housing Costs	9	Salt Lake County	32
Education	10	Utah Department of Transportation	33
Employment	11	IV. MARKET ANALYSIS	34
Parcel Data Evaluation	11	A. Potential Barriers	38
Sales Leakage	14	V. PREFERRED VISION PLAN	39
Daybreak Assessment Area	17	A. Environmental Conditions	39
Housing and Transit Reinvestment Zone (HTRZ)	17	B. Transportation	42
C. Multimodal Transportation Assessment	18	Transit	43
Transit	18	Active Transportation	46
Active Transportation	21	Vehicles	48
Vehicles	21	C. Land Use	50
D. Safety	24	D. Market Analysis, Housing Affordability, and Housing Gaps	53
E. Pedestrian, Bicycle, and Street Connectivity	26	VI. 5-YEAR IMPLEMENTATION PLAN	54
F. Land Use	27	VIII. APPENDIX	56
G. Public Space and Urban Design	29	Appendix A – Previous Plans and Studies	57

TABLES

Table 1: Previous Plans and Studies	6	Table 8: TRAX Red Line Service	20
Table 2: Summary of Housing Units	8	Table 9: Summary of South Jordan Taxable Sales	36
Table 3: Summary of Housing Stock	9	Table 10: Supportable Commercial Zoning Based on Spending	37
Table 4: Housing Cost Ratio	9	Table 11: South Jordan Commercial Sq. Ft. Per Household	37
Table 5: Study Area Parcel Characteristics	12	Table 12: Daybreak Urban Center Program and Absorption	37
Table 6: South Jordan Parcel Characteristics	12	Table 13: Implementation Plan	54
Table 7: South Jordan Sales Leakage	14		

FIGURES

Figure 1: Vicinity Map	5	Figure 14: Existing Land Use	28
Figure 2: TAZ Population and Household Projections	7	Figure 15: General Layout for Ballpark Area	29
Figure 3: Age Distribution	8	Figure 16: Property Ownership	31
Figure 4: Educational Attainment	10	Figure 17: Study Area Economic Development Areas	35
Figure 5: Projected Employment	11	Figure 18: Quarterly U.S. Retail E-commerce Sales	38
Figure 6: Taxable Value Distribution by Land Type	13	Figure 19: Existing Sensitive Lands	41
Figure 7: HTRZ Analysis Zones	18	Figure 20: WFRC Regional Transportation Plan - Transit	43
Figure 8: Existing Transit	19	Figure 21: UTA Five Year Service Plan	44
Figure 9: TRAX Red Line West Existing Avg Daily Boardings	20	Figure 22: UTA Moves 2050	44
Figure 10: Existing Active Transportation	22	Figure 23: Future Active Transportation Network	47
Figure 11: Existing Functional Class and Traffic Volumes	23	Figure 24: Future Functional Class and Intersection Control	49
Figure 12: Crash History	25	Figure 25: Future Land Use	52
Figure 13: Salt Lake County Connectivity Scores	26	Figure 26: Implementation Plan Map	55