CITY OF SOUTH JORDAN
CITY COUNCIL MEETING AGENDA
CITY COUNCIL CHAMBERS
TUESDAY, JULY 15, 2025 at 6:30 p.m.

Notice is hereby given that the South Jordan City Council will hold a City Council meeting at 6:30 p.m. on Tuesday, July 15, 2025. The meeting will be conducted in person in the City Council Chambers, located at 1600 W. Towne Center Drive, South Jordan, Utah, and virtually via Zoom phone and video conferencing. Persons with disabilities requesting assistance should contact the City Recorder at least 24 hours prior to the meeting. The agenda may be amended, and an executive session may be held at the end of the meeting. Times listed are approximate and may be accelerated or delayed.

In addition to in-person attendance, individuals may join via phone or video using Zoom. Please note that attendees joining virtually or by phone may not comment during public comment or a public hearing; to comment, individuals must attend in person or submit written comments prior to the meeting. To ensure comments are received, please submit them in writing to City Recorder Anna Crookston at acrookston@sjc.utah.gov by 3:00 p.m. on the day of the meeting.

If the meeting is disrupted in any way deemed inappropriate by the City, the City reserves the right to immediately remove the individual(s) from the meeting and, if necessary, end virtual access to the meeting. Reasons for removal or ending virtual access include, but are not limited to, posting offensive pictures or remarks, making disrespectful statements or actions, and other actions deemed inappropriate.

The ability to participate virtually depends on the individual's internet connection. Instructions on how to join virtually are provided below.

Join South Jordan City Council Meeting Virtually:

- Join on any device that has internet capability.
- Zoom link, Meeting ID and Password will be provided 24 hours prior to meeting start time.
- Zoom instructions are posted https://ut-southjordan.civicplus.com/241/City-Council.

Regular Meeting Agenda: 6:30 p.m.

A. Welcome, Roll Call, and Introduction: By Mayor, Dawn R. Ramsey

B. Invocation: By Council Member, Tamara Zander

C. Pledge of Allegiance: By Fire Chief, Chris Dawson

D. Public Comment: 6:35 p.m.

This is the time and place on the agenda for any person who wishes to comment. Any person or group wishing to comment on any item not otherwise scheduled for public hearing on the agenda may address the City Council at this point by stepping to the microphone, and giving their name and address for the record. Note, to participate in public comment you must attend City Council Meeting in-person. Comments should be limited to not more than three (3) minutes, unless additional time is authorized by the Chair. Groups wishing to comment will be asked to appoint a spokesperson. Items brought forward to the attention of the City Council will be turned over to staff to provide a response outside of the City Council Meeting. Time taken on non-agenda items, interrupts the process of the noticed agenda.

E. Altitude Residential Development Project Land Use Public Hearing Items: 6:50 p.m.

E.1. Presentation on Resolution R2025-12, Resolution R2025-13, and Zoning Ordinance 2025-02-Z, all related to the Altitude Residential Project Land Use development. Altitude, LLC (Applicant). *(By Director of Planning & Economic Development, Brian Preece)*

E.2. Resolution R2025-12 Public Hearing.

E.3. Resolution R2025-13 Public Hearing.

E.4. Zoning Ordinance 2025-02-Z Public Hearing.

E.5. **Resolution R2025-12**, Authorizing the Mayor to sign a Development Agreement pertaining to the development of property approximately located at 500 West Ultradent Drive in the City of South Jordan. RCV

E.6. **Resolution R2025-13**, Amending the Future Land Use Map of the General Plan of the City of South Jordan from Natural Area (NA) and Agricultural Preservation Boundary to Mixed Use Transit Oriented Development (MU-TOD) Boundary on property generally located at 500 West Ultradent Drive; Altitude, LLC (Applicant). RCV

E.7. **Zoning Ordinance 2025-02-Z**, Rezoning property generally located at approximately 500 West Ultradent Drive in the City of South Jordan from A-1 (Agricultural) Zone to R-M (Residential) Zone and PD (Planned Development) Floating Zone; Altitude, LLC (Applicant). RCV

F. Public Hearing Items: 8:00 p.m.

F.1. **Resolution R2025-24**, Adopting the South Jordan FrontRunner Station Area Plan. RCV *(By Long-Range Planner, Joe Moss)*

F.2. **Resolution R2025-27**, Adopting the 2025 South Jordan Parks, Open Space, Recreation, and Trails Master Plan. RCV *(By Associate Director of Public Works, Colby Hill)*

F.3. **Ordinance 2025-12**, Adopting an amended and updated Parks & Recreation Impact Fee Facilities Plan and Impact Fee Analysis; adopting an amended and updated Impact Fee for Parks and Recreation; establishing certain policies related to Impact Fees for Parks and Recreation Facilities; establishing service area; and/or other related matters. RCV *(By Associate Director of Public Works, Colby Hill)*

G. Action Items: 8:30 p.m.

G.1. **Resolution R2025-39**, Authorizing the Mayor to sign the second amended and restated Trans-Jordan Cities Interlocal Cooperation Agreement. RCV *(By Assistant City Manager, Jason Rasmussen)*

G.2. **Resolution R2025-40**, Approving a street name change for a street located within South Jordan City. RCV *(By Director of Planning & Economic Development, Brian Preece)*

H. Minute Approval: 8:50

H.1. June 3, 2025 City Council Study Meeting

H.2. June 3, 2025 Combined City Council & Redevelopment Agency Meeting

H.3. June 17, 2025 City Council Study Meeting

H.4. June 17, 2025 City Council Meeting

I. Mayor and Council Reports: 8:55 p.m.

J. Staff Reports and Calendaring Items: 9:15 p.m.

ADJOURNMENT

CERTIFICATE OF POSTING

STATE OF UTAH)
: §
COUNTY OF SALT LAKE)

I, Anna Crookston, the duly appointed City Recorder of South Jordan City, Utah, certify that the foregoing City Council Agenda was emailed to at least one newspaper of general circulation within the geographic jurisdiction of the public body. The agenda was also posted at the principal office of the public body and also posted on the Utah State Public Notice Website http://www.utah.gov/pmn/index.html and on South Jordan City's website at www.sjc.utah.gov. Published and posted July 11, 2025.

SOUTH JORDAN CITY COUNCIL
STAFF REPORT

MEETING DATE: JULY 15, 2025

FILE OVERVIEW	
Item Name	Altitude Land Use and Rezone with Development Agreement
Address	515 W. Ultradent Dr.
File Number	PLZBA202400018
Applicant	Krisel Travis, DAI
Property Owner	BRANDON VAL HARRISON TRUST, GREGORY ALTON HARRISON TRUST
Staff Author	Damir Drozdek, Planner III
Presenter	Brian Preece, Planning and Economic Development Dir.

PROPERTY OVERVIEW			
Acreage	Approximately 18.5 acres		
Recorded Subdivision	Not in a subdivision		
Current Zone	A-1 (Agricultural, min. 1 acre lot)		
Current Land Use	AP (Agricultural Preservation) and NA (Natural Area)		
Neighboring Properties		*Zone*	*Current Land Use*
	North	A-1	Vacant and undeveloped land
	East	I-F	Commercial and office uses
	South	A-1 and I-F	Open space
	West	A-5	Jordan river

ITEM SUMMARY

The applicant is proposing to develop the property into a residential development consisting of a mix of townhomes and condominium buildings. The project will be a mix of for-sale and for-rent housing units. The west end of the project will be conserved as open space. Staff is recommending approval of the application.

TIMELINE

- On February 8, 2024 the applicant submitted a complete application to City staff for review.
- As required by the Planned Development (PD) Floating Zone process, the application was discussed at two City Council study sessions.
- On September 25, 2024 the project received Architectural Review Committee's (ARC) favorable recommendation.
- The application went through 7 documented revisions with staff comments and corrections prior to being scheduled for Planning Commission.
- On November 12, 2024 the Planning Commission voted unanimously that the City Council **deny** the application.
- Since then, the applicant has worked with the City and the Jordan River Commission on various improvements to the development plan that address concerns related to the project's proximity to protected open space along the Jordan River and the floodplain.
- On January 29, 2025 the applicant presented additional architecture to the ARC and received ARC's favorable recommendation.
- Since the last Planning Commission meeting and the current one, the applicant has gone through one additional formal City staff review.
- On February 25, 2025 the Planning Commission voted 3-1 that the City Council **approve** the application. This approval comes with a few recommendations.
- On June 17, 2025, the applicant attended and presented the item at another City Council Study Meeting receiving additional feedback on the proposed project.

REPORT ANALYSIS

Application Summary:

On November 12, 2024, the City Planning Commission held a public hearing where a number of residents expressed their concerns regarding various issues. The issues raised at the meeting include:

- Housing density,
- Traffic congestion,
- Loss of open space,
- Wildlife concerns,
- Encroachment into the floodplain,
- For-sale vs for-rent housing,
- Safety concerns with bridge connection over the river, and
- Concerns with availability of drinking water.

The Planning Commission voted unanimously to recommend that the City Council deny the project citing concerns that the project would encroach into the floodplain, modify area designated on the Future Land Use Map as open space, and disrupt the wildlife habitat. Some

Commissioners also expressed concerns about the number of housing units and housing affordability. The Planning Commission also noted that this is the right place for high density housing based on its location and proximity to transit. Some Planning Commissioners liked the idea of having a trail and a bridge connection across the river, while others had some reservations regarding this proposal.

Since then, the applicant has worked with the City and the Jordan River Commission to make changes to its proposal that would address some of the concerns expressed at the last Planning Commission meeting. Because the changes are significant, the Planning Commission is required to again review the application and make a recommendation to the City Council before the City Council holds a public hearing on the application and makes any decisions. The applicant believes that it has addressed the most pressing concerns expressed by the Planning Commission during the last meeting. The changes made to the plans to address these concerns include the following:

- Encroachment into the floodplain – the applicant has removed buildings from the floodplain. The original proposal had four entire buildings and two partial buildings in the floodplain. The current proposal has no buildings in the flood plain. There is only a small portion of the private parking and private roads located in the flood plain with the current proposal.
- Disruption to the wildlife and the natural area – the applicant has increased the natural area space from approximately 4 acres to 6 acres and replaced fencing along the north boundary from a 6' solid masonry wall to an open type 4' post and rail fence.
- Housing affordability – the applicant has teamed up with Edge Homes to introduce a condominium product with this latest proposal. The condominiums will offer a lower price point for ownership and will provide another housing option at the site. There will be 84 condominium units in 6 buildings and 27 townhome units for sale. The remaining 111 townhome units will be for rent.

Because Soren Simonsen, the Executive Director of the Jordan River Commission, raised many of the concerns that led the Planning Commission to recommend denial of the project, City staff and the applicant spent time with Mr. Simonsen to understand his concerns and how to address those concerns. Mr. Simonsen has reviewed the updated proposal and provided a letter (Attachment H) supporting the changes the applicant has made to the proposed project.

The overall project density has increased from approximately 10 units to the acre to approximately 12 units per acre. In terms of units, the project has gone from a total of 187 all townhome units to a total of 222 condominium and townhome units. According to the applicant, the increase in density offsets the changes in unit types and development costs with the new proposal.

PLANNING COMMISSION FOLLOW UP HEARING

On February 25, 2025, the applicant had a follow up hearing with the Planning Commission. At this hearing, the Planning Commission voted in favor of approving the application in a split vote of 3-1. The Planning Commission recommended that the City Council approve the application with the following considerations:

1. Evaluate overall height restrictions and consider a building height reduction going from 4 story buildings to 3 story buildings for some or all of the buildings,
2. Review the plan for livability aspect, potential outdoor gathering and play areas,
3. To revisit fencing to ensure that the property to the north is able to safely maintain their animal rights, and
4. To revisit the required share or ratio of "for-rent" vs. "for-sale" units in the development.

In response to the Planning Commission recommendations, the applicant has elected to make a couple of changes to the plans. One is to increase the number of for-sale units from the original 50/50 split to an approximately 58% for-sale to 42% for-rent split. The project will have 94 units for rent, while all additional and remaining units will be for sale, with the final ratio having 128 units for sale and 94 for rent. In addition, the fencing plan reverted to the original proposal. The proposal now includes a decorative masonry wall along the north boundary up to the natural area boundary and along the east boundary. A post and rail fence will be installed along the south boundary and the remainder of the north boundary. As for the livability and building height recommendations, the applicant does not have room or flexibility to make changes on these two items. A letter from the applicant explaining these choices in more detail is attached to this report.

Fiscal Impact: The attached exhibit shows the anticipated fiscal impacts of the request.

Development Agreement:

The applicant has committed through a development agreement to do the following:

- construct a public trail;
- donate $350,000.00 towards the future construction of a bridge over the Jordan River;
- build the project including building architecture, streets, parking and fencing consistent with the exhibits in the development agreement;
- maintain a 50/50 split between for-sale and for-rent units in the project;
- manage garbage and recycling pickup privately; and
- obtain a secondary access to the project prior to submitting an application for final plat approval.

The agreement contains other clauses as well including, but not limited to, building heights, retaining walls, bio swale, building codes and the floodplain.

DECISIONS ENACTED SINCE THE PLANNING COMMISSION

Following the Planning Commission meeting, the applicant has revised their plans to address the commission's recommendations. Key initial concerns included:

- Rental-to-ownership unit ratio
- Northern boundary fencing for farm animals
- Provision of livability and outdoor gathering areas
- Building heights

The applicant successfully implemented changes addressing all concerns except building height, citing viability constraints. Specifically, the applicant has:

- Increased the number of ownership units.
- Reinstated a masonry wall along the northern boundary.
- Introduced two open space amenity areas at the western end of the development.

FINDINGS AND RECOMMENDATION

General Plan Conformance

The application is in conformance with the following goals and strategies from the General Plan:

- Goal LU-2. Develop and maintain a pattern of residential land uses that provides for a variety of densities and types yet maintains the high standards of existing development.
- Policy LU-2.2. Implement subdivision regulations that encourage housing variation, including setbacks, lot size, house size, exterior materials and architectural enhancements such as front porches and garages set behind the front of house.
- Goal H-1. Provide opportunities for the development of a mix of housing types within the City.

Strategic Priorities Conformance:

The application is in conformance with the following directives from the Strategic Direction:

- RPI-2. Develops quality public infrastructure
- RPI-4. Ensures funding from multiple stakeholders to effectively plan, develop, staff and operate quality public infrastructure
- BRE-2. Implements ordinances and policies that encourage quality community growth and development
- DAOS-1. Develops a quality parks, trails and recreation facilities system

- DAOS-4. Offers a variety of park amenities, recreation and art programs and community events for all ages and abilities.
- SG-2. Creates and supports environmentally sustainable programs including water conservation, recycling, energy conservation, and air quality improvement to ensure the financial well-being and long-term sustainability of the community

Findings:

- The City Council may approve the application because it meets the rezone standards of approval of the City Code.
- The required development agreement provides predictability for how the property will look and be used. Any major changes to the agreement will require further approvals and a modification of the development agreement by the City Council.
- The "Mixed Use TOD Opportunity - (MUT)" land use designation is defined in the General Plan as follows: "Mixed Use Transit Oriented Development Opportunity identifies active areas that are within ¼ mile of transit hubs. These areas support a vertical or horizontal mix of commercial, office, and higher density residential uses with entertainment, restaurants, bars, cafes, and businesses that do not require automotive transportation. These areas shall be located adjacent to regional transit hubs and provide accommodation for active transportation such as bike racks."
- The "Natural Areas - (NA)" land use designation is defined in the General Plan as follows: "Natural Areas are set aside for habitat and riparian corridors in continuity to allow for animal migration, hydraulic flows, and visual breaks in the built environment. These areas may include limited site improvements characteristic of the environment such as restroom facilities, shade structures, and small outdoor classrooms."

Conclusions:

- The application is in conformance with the General Plan and the City's Strategic Priorities.

Planning Staff Recommendation:

Staff recommends approval of the application based on the report analysis, findings, and conclusions listed above.

CITY COUNCIL ACTION

Required Action:

Final decision on development agreement, land use amendment and rezone.

Scope of Decision:

This is a legislative item. The decision should consider prior adopted policies, in addition to the station area plans for this area.

Standard of Approval:

As described in City Code §17.22.020, the following guidelines shall be considered in the rezoning of parcels:

1- The parcel to be rezoned meets the minimum area requirements of the proposed zone or if the parcel, when rezoned, will contribute to a zone area which meets the minimum area requirements of the zone.
2- The parcel to be rezoned can accommodate the requirements of the proposed zone.
3- The rezoning will not impair the development potential of the parcel or neighboring properties.

Motion Ready:

I move that the City Council approve:

1. Resolution R2025-12 authorizing the Mayor to sign the development agreement;
2. Resolution R2025-13 approving the land use amendment; and
3. Ordinance No. 2025-02-Z approving the zone change.

Alternatives:

1. Recommend approval with changes.
2. Recommend denial of the application.
3. Schedule the application for a decision at some future date.

SUPPORTING MATERIALS

- Attachment A, Aerial Map
- Attachment B, Future Land Use Map
- Attachment C, Zoning Map
- Attachment D, Fiscal Impact
- Attachment E, Infrastructure Analysis
- Attachment F, ARC Meeting Minutes
- Attachment G, Letter from Soren Simonsen, Executive Director of the Jordan River Commission
- Attachment H, Planning Commission meeting minutes
- Attachment I, Resolution R2025-12 and the Development Agreement
- Attachment J, Resolution R2025-13
    a. Exhibit A- Future Land Use
- Attachment K, Ordinance 2025-02-Z
    a. Exhibit A – Zoning

ATTACHMENT A

Legend

STREETS

PARCELS

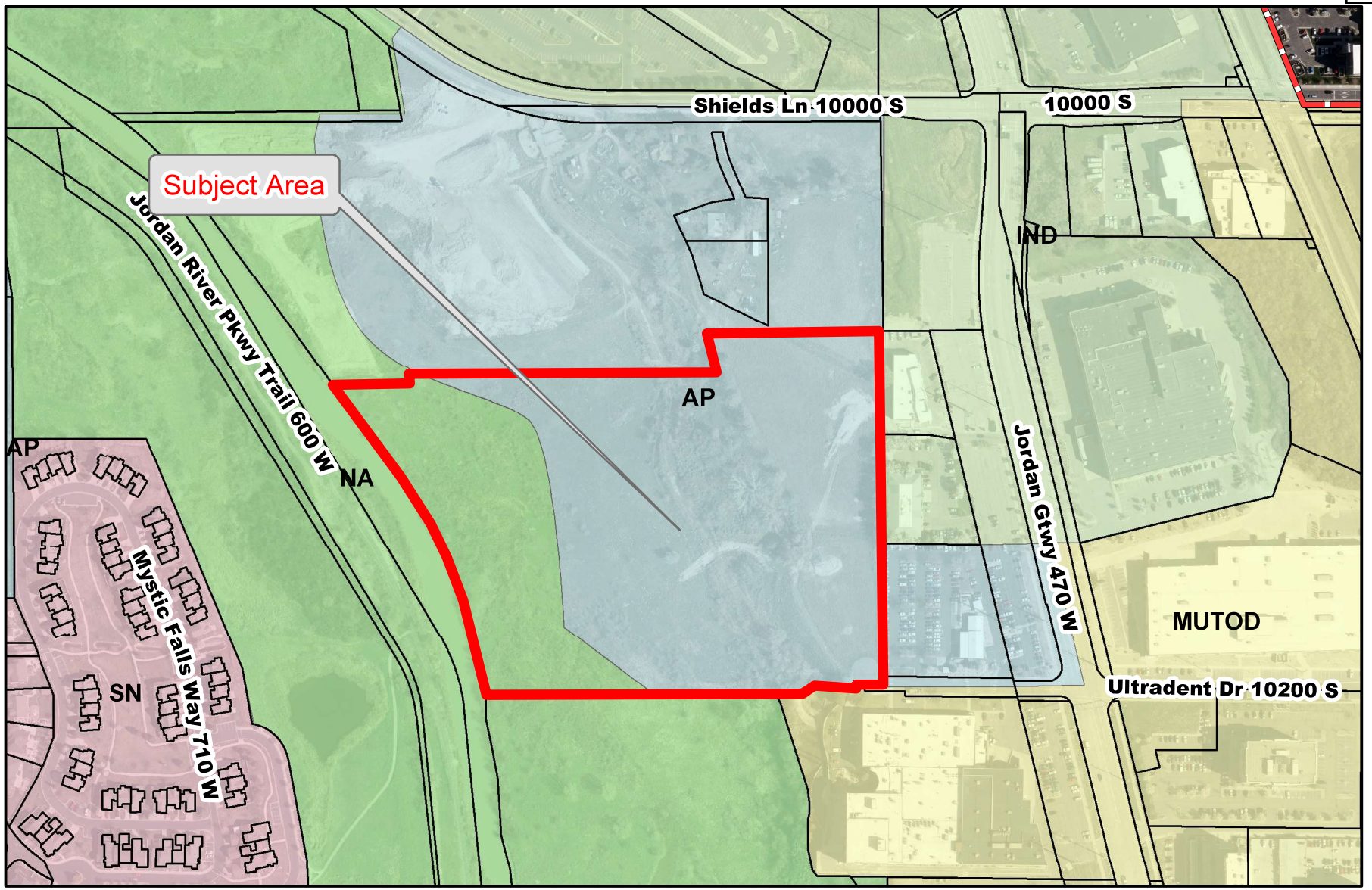
Aerial Map

City of South Jordan

0 105 210 420 630 840 Feet

Aerial Imagery
2024

ESRI



Legend

STREETS

PARCELS

Future Land Use Map

City of South Jordan

0 105 210 420 630 840 Feet

Aerial Imagery 2024

Legend

STREETS

PARCELS

Zoning Map

City of South Jordan

0 105 210 420 630 840 Feet

Aerial Imagery 2024

ESRI

Project Analysis

Project: Altitude Subdivision

February 12, 2025

Scenario Descriptions

Scenario 1: No Change - A-1

No Change - Agriculture A-1 (18.46 acres)

Scenario 2: R-M (P-D)

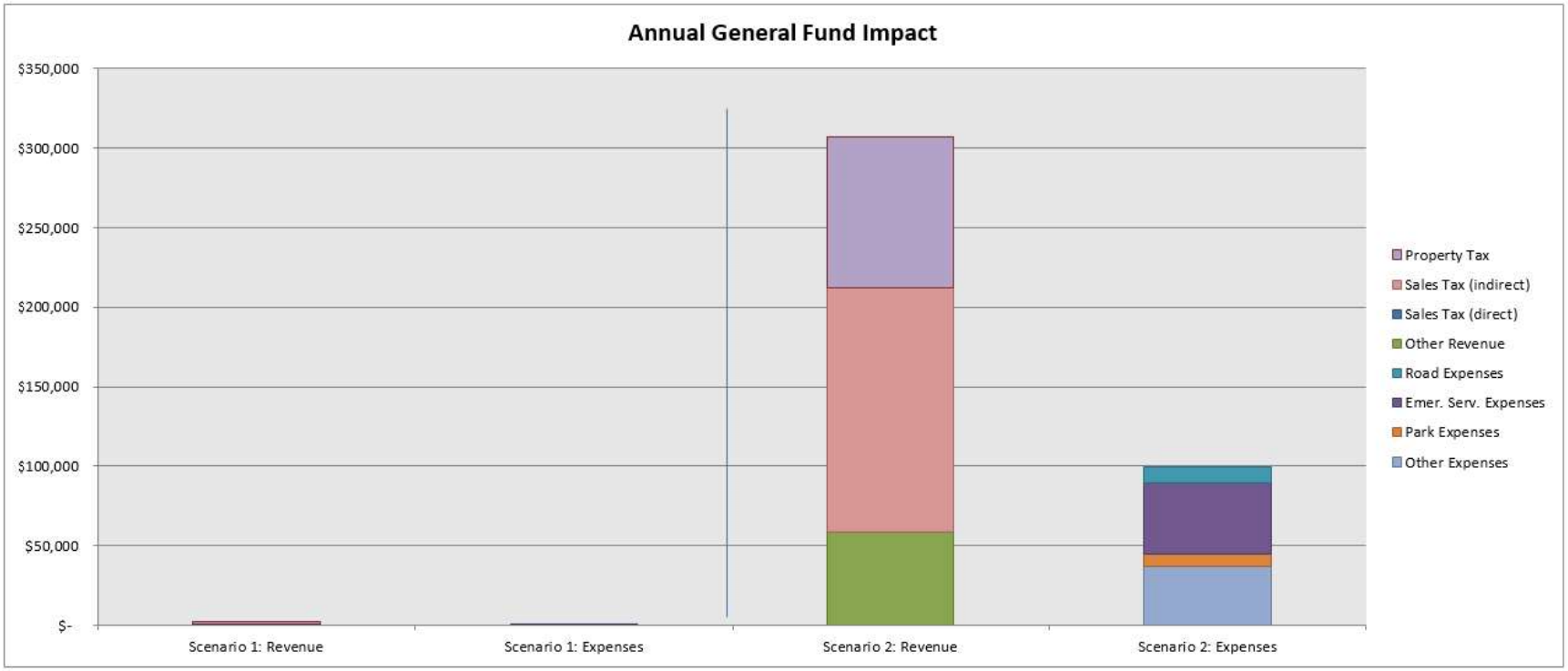
R-M (P-D) (18.46 acres) Density 11.96/acre

Financial Summary by Scenario

Direct Impact (General Fund)	No Change - A-1	R-M (P-D)
Revenue	**$ 1,601**	**$ 153,715**
Property Tax	$ 1,245	$ 94,877
Sales Tax (direct)	$ -	$ -
Other	$ 357	$ 58,838
Expenses	**$ 271**	**$ 99,608**
Roads	$ -	$ 9,822
Emergency Serv.	$ 230	$ 44,898
Parks	$ 41	$ 7,609
Other	$ -	$ 37,278
Total	**$ 1,330**	**$ 54,107**
Per Acre	$ 72.05	$ 2,931.47
Per Unit	$ 1,330.06	$ 243.72
Per Person	$ 376.92	$ 82.83
Indirect Impact		
Potential Retail Sales	**$ 81,383**	**$ 15,485,416**
Sales Tax (indirect)	$ 827	$ 153,035

*Other Revenue - Includes Permits, Licenses, Motor Vehicle Tax, Energy Sales & Use Tax, Telecommunications Tax, and Cable Franchise Tax.

** Other Expense - Includes all other General Fund Expenses excluding Roads, Emergency Services, and Parks.


Annual General Fund Impact
$350,000
$300,000
$250,000
$200,000
$150,000
$100,000
$50,000
$-
Scenario 1: Revenue
Scenario 1: Expenses
Scenario 2: Revenue
Scenario 2: Expenses
Property Tax
Sales Tax (indirect)
Sales Tax (direct)
Other Revenue
Road Expenses
Emer. Serv. Expenses
Park Expenses
Other Expenses

LAND USE AMMENDMENTS & REZONE DEVELOPMENT PROJECTS

INFRASTRUCTURE ANALYSIS

Project Name/Number	Altitude Property Rezone 515 West Ultradent Drive

Planner Assigned	Damir Drozdek
Engineer Assigned	Jared Francis

The Engineering Department has reviewed this application and has the following comments:

Transportation: ***(Provide a brief description of the access, transportation master plan and how this change affects Master Plan, condition/status of existing roadways. Determine whether a Traffic Study should be completed)***

The project is required to provide two separate points of access. The proposed access locations are from Ultradent Drive, a public street at the southeast corner of the project and from a secondary access at the northeast corner. The secondary access must be secured by the developer as either dedicated public right of way or as a public access easement acceptable to the City, per the proposed development agreement.

Culinary Water: ***(Provide a brief description of the water servicing the area, look into deficiencies, and determine if water modeling needs to be performed at this time, look at Water Master Plan and evaluate the change to the Master Plan)***

There is an existing City owned 8" water main near both of the proposed access locations. The project must connect to at least two City culinary water sources in order to provide a looped system for the development. Fire hydrants will be required on site as per City standards. A water model will be required as part of the preliminary subdivision submittals.

Secondary Water: ***(Provide a brief description of the secondary water servicing the area, briefly look into feasibility)***

There doesn't appear to be a City owned secondary water system in the area. An engineer's cost estimate may be required to determine if it's feasible per City code for the new development to provide a functioning secondary water system.

Sanitary Sewer: ***(Attach letter from South Valley Sewer stating that this zone/land use change does not affect service and that any future project can be services by the District)***

There is a sewer main running north and south through the middle of the project. Due to the existing grading of the property only some of the proposed units will be able to gravity flow to this system. The remaining units that are lower in elevation will either require a lift station in order to utilize the same sewer main, or possibly cross the Jordan River to reach a sewer main on the west side. Design and connection requirements will be determined by the South Valley Sewer District.

Storm Drainage: ***(How will this area be services for storm drainage, kept on site, Master Storm Plan, etc. any other issues with drainage)***

In order to comply with State and City guidelines, proposed developments must retain on site, through use of approved low impact development devices and best management practices, all rainfall events less than or equal to the 80th percentile rainfall event. For storm events greater than the 80th percentile, the additional storm water must either be retained on site or discharged into an approved storm drain system. Since there isn't an existing City storm drain system near the project, the storm water above the 80th percentile rainfall event must be retained on site or the developer may explore options to acquire permits for discharging flows to the Jordan River.

Other Items: ***(Any other items that might be of concern)***

Floodplain: Part of the property is within the FEMA Special Flood Hazard Area. According to the concept plan, the proposed building units will be located outside of the floodplain. However, since there will be some fill and other improvements within this area, a Floodplain Development Permit will be required as part of the review for preliminary subdivision.

Report Approved:

Jared Francis
Jared Francis (Feb 14, 2025 08:16 MST)
Development Engineer

Feb 14, 2025
Date

Brad Klavano
Brad Klavano (Feb 14, 2025 08:20 MST)
Brad Klavano, PE, PLS
Director of Engineering Services/City Engineer

Feb 14, 2025
Date

CITY OF SOUTH JORDAN
ARCHITECTURAL REVIEW COMMITTEE MEETING MINUTES
SOUTH JORDAN CITY HALL – MAPLE CONFERENCE ROOM
WEDNESDAY, JANUARY 29, 2025

Attendance City Staff: *Laurel Bevans, Kathy Johnson, Damir Drozdek, Cory Day*

Attendance Applicant(s): *Krisel Travis, Tanner Johnson, Aaron Parkes*

Minutes Prepared by: *Katelynn White*

ARCHITECTURAL REVIEW COMMITTEE MEETING

THE MEETING STARTED AT 8:30 A.M. AND THE MEETING WENT AS FOLLOWS:

A. GENERAL BUSINESS ITEMS

A.1. ALTITUDE- TOWNHOME COMMUNITY

Location: 515 W Ultradent Dr.
Applicant: Andy Welch, DAI
Planner: Damir Drozdek

What are the required steps to move forward with the project?

The Applicants initiated the meeting with an overview of their newly updated design. The community will have 222 units and is now partnering with Edge Homes for the design. Despite the increase in units, the unit per acreage will not be affected.

The Altitude Townhome Community will include both for-rent and for-sale properties. There was an emphasis that the condos would be mostly for sale and the townhomes mostly for rent.

During the previous Planning Commission meeting, the Applicants faced concern from the Jordan River Commission over the townhome community being located in a floodplain. The Applicants expressed, that they are moving away from the flood plain eliminating all dwellings from this area. The Applicants have now decided to build vertically to accommodate less usable ground space on site.

The applicants then showed plans for the entire site of the community including bridges and pathways along the river, benches for viewing the surrounding nature, and a corridor connection planned to link the existing nearby bridge to the community. The Applicants also explained how they are currently working with The Soren's Group on planting and landscaping for the community.

The meeting then shifted to discussing an example of a building being built in the community. The plan is to incorporate 14 units per Condominium building: 2 located on the first floor, along with 10 garages, and 4 units on the upper floors.

There was a discussion about the façade materials. Staff raised concerns about how the sampl colors did not match the building renderings. The Applicants acknowledged they did not have the exact samples for the Architectural Review Committee, however, they would provide the correct samples by the Planning Commission meeting on the 25th.

The applicants then presented an amendment to the city's natural land use map. The amendment stated that a section would be removed and additional land would be added in an adjacent area on the map, increasing natural space overall.

The Committee expressed some concerns over the building heights throughout the community. It was explained that the development agreement will include language, which potentially allows changes to future zoning requirements. The Committee expressed this may be a point of discussion at the upcoming Planning Commission meeting.

The applicants were then advised on further questions that may be considered at the Planning Commission Meeting. The Committee had no further comments on the architectural features of the buildings.

ADJOURNMENT

Interlocal Member Agencies
Bluffdale
Draper
Lehi
Midvale
Millcreek
Murray
North Salt Lake
Riverton
Salt Lake City
Sandy
Saratoga Springs
South Jordan
South Salt Lake
Taylorsville
West Jordan
West Valley City
Davis County
Salt Lake County
Utah Governor's Office
Utah Legislature
Utah Department of Environmental Quality
Utah Department of Natural Resources
Utah Department of Transportation
Utah Lake Authority
Utah Transit Authority
Central Valley Water Reclamation Facility
South Davis Sewer District
South Valley Water Reclamation Facility
Jordan Basin Improvement District
Jordan Valley Water Conservancy District

Partner Organizations
Gardner Heritage Farm
Jordan River Foundation
Larry H. Miller Company
National Audubon Society
Northwestern Band of the Shoshone Nation
Rocky Mountain Power
Salt Lake City Department of Public Utilities
Tracy Aviary
Utah Reclamation, Mitigation & Conservation Commission
Utah State Fairpark
Utah's Hogle Zoo
Wasatch Rowing Foundation

JORDAN RIVER COMMISSION

JORDANRIVER
OUR RIVER ~ OUR FUTURE

February 3, 2025

Steven Schaefermeyer, Director
Planning & Zoning Department
City of South Jordan
1600 West Towne Center Drive
South Jordan, UT 84095

Nathan Shipp, Partner
DAI
14034 South 145 East, Suite 204
Draper, UT 84020

Subject: Letter of Support for the "Altitude Subdivision" Revised Concept Plan

Dear Mr. Schaefermeyer and Mr. Shipp:

Thank you for the opportunity for the Jordan River Commission staff to collaborate with South Jordan city staff and the DAI development team to address concerns I presented at the Planning Commission public hearing regarding some aspects of the "Altitude Subdivision" concept plan. We have had several productive meetings to review and address issues primarily related to encroachment into delineated Jordan River flood plain, and creating a healthier and more connected ecosystem and riparian habitat through appropriate buffer areas identified in the South Jordan City General Plan, and enhance the riparian restoration and recreation trail connections to the Jordan River Parkway.

On January 23, 2025, I had the opportunity to meet with Nathan Shipp and Krisel Travis of DAI, and reviewed the accompanying updated concept plan. At that time, I expressed support for this revised approach that balances multiple goals for transit oriented development, expanded housing opportunities, and preserving and restoring a healthy riparian area. I am pleased to present this letter of support to formalize this statement of support.

Here are the main points of consideration for Jordan River Commission support based on my review of the revised concept plan:

- The "Altitude Subdivision" property is located in between properties owned by the Utah Reclamation, Mitigation and Conservation Commission that provide a substantial wildlife refuge for migratory birds, and the revised setback and additional buffer will reduce the fracturing of this critical habitat
- The revised plan entirely removes building encroachment into critical floodplain, preserving hydrologic cycles and minimizing flood risks for residents in this subdivision, and others upstream and downstream

- The only built improvements in the flood plain appear to be either parking and road access, or trail development, all very limited in area, and which are similar in character to parking, trails and other recreation improvements that are generally acceptable within floodplains in other areas of the Jordan River Parkway
- The substantial reduction of imported fill that will allow the development to more naturally follow the terrain and will make it less visually intrusive in the context of this beloved natural open space
- The restoration of the buffer area to include substantial habitat improvement, trail connections, and passive recreation and education opportunities

While there are further details that need to be designed and developed, we are encouraged with the approach of the development team to both increase the housing opportunities for South Jordan residents, expand transit oriented development and trail connections that improve mobility and access, and address the much needed demand for affordable and owner occupied workforce housing, while providing for a healthy wildlife corridor and habitat that will also likely become a tremendous asset to the surrounding community.

We invite the DAI development team and South Jordan city staff to an upcoming Jordan River Commission Technical Advisory Committee meeting focused on riparian restoration, where we might further develop strategies for stormwater management and riparian restoration that will create more natural methods for integrating detention components within the buffer and floodplain area, to create a more natural functioning hydrological and ecological system.

Please let me know if you have any further questions. I am happy to elaborate and present further information to substantiate my brief findings outlined here, if appropriate, with with your planning commission or city council.

Sincerely,

Soren Simonsen, FAIA, AICP, LEED AP
Executive Director

Planner Schindler said the new Commissioner Lori Harding has received her her first one hour of training before she could vote. So she will be ready to vote as well at her first meeting. She would have been here tonight, but she had previous commitments with her work that she was be out of town

E. COMMENTS FROM PLANNING COMMISSION MEMBER

Commissioner Bevans said just want to say thank you for allowing me to speak at the last meeting, even though I was virtual. I apologize for my appearance on that virtual meeting, but I'd had a really rough day sitting at the beach.

Commissioner Catmull said speaking of the last meeting, I think I misapplied rigor on the last item, so I just wanted to apologize to the commission and to the to the staff.

F. SUMMARY ACTION – *None*

G. ACTION – *None*

H. ADMINISTRATIVE PUBLIC HEARINGS - *None*

I. LEGISLATIVE PUBLIC HEARINGS - *None*

I.1. ALTITUDE LAND USE AND REZONE WITH DEVELOPMENT AGREEMENT
Address: 515 W. Ultradent Dr
File No: PLZBA202400018
Applicant: Krisel Travis, DAI

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

Chair Gedge said I believe this revived revision went to our committee as well.

Planner Drozdek said yes, it did and it was passed and recommended for approval.

Chair Gedge said you said, by 50% is the actual in the flood plain. So from the home that's closest on the west side of this property to the nearest homes that would be on the west side of the river. Do we know how much distance that is afoot? Because there's the property line on the development to the west across the river, then you have the actual River Trail, and you have the river. Do we know how much distance that is in width from property to property?

Planner Drozdek said it is about 300 feet from the river to these new buildings. That's for the river walk community and I think the distance is about the same to the river.

Chair Gedge said I'm glad you said about 300 feet. Is the public noticing typically 300 feet, or 600 feet for this type of property?

Planner Drozdek said typically it's 300 feet, in this case we extended the notice to 600 feet, but the standard is only 300 feet.

Commissioner Gedge said I just want to disclose that I was personally hand delivered a notice by residents of the South, and I think I'm within a third of a mile, so definitely more than 600 feet. But I want everyone to know that people in excess of 600 feet did receive copies of Damir's notice on that. And lastly on the noticing, because I couldn't understand one of the applicants emails. Did we hit all the required deadlines and noticing requirements by the state and city??

Planner Drozdek said yes. The noticing was sent out on Feburary 13, 2025.

Commissioner Bevans said I have a question on the Development Agreement, on section 5.1 it talks about owner occupancy of the for sale units and that non leased units cannot be rented by the owner so they must be owner occupied. What is the enforceability of that? Because I'm struggling to understand how we're going to enforce that.

Planner Drozdek said it can be enforced by their HOA. They're going to be run by an HOA., so that's one way to enforce it. Another way to enforce it is in the case of complaints that they're being rented out. It is in their documents that some of these units are not to be rented out, so if they are being rented out they can make a complaint to the city.

Commissioner Bevans said in section 5.13, it talks about how the developer can build a retaining walls up to 12 feet in height without further review from the engineering department. Will they still be subject to building permits and inspections to ensure that those are properly constructed?

Planner Drozdek said yes, they will.

Commissioner Bevans said in section 5.16 it talks about allowing the developer to construct beyond 35 feet, and I get that's part of the transit zone. Is there a reason the city did not put a limit on that height? Obviously, we're doing a rezone tonight, and what we're seeing is conceptual, but if the development agreement doesn't put a limit on the product…

Planner Drozdek said it refers back to the to the attachments in the agreement, so it does show building heights in those attachments.

Commissioner Bevans said so they would be subject to the elevations that are on the conceptual drawings, even though they say concept only.

Assistant City Attorney Simonson said on that development agreement the exhibits are all incorporated, and even though it says concept, that doesn't mean that we're going to be able to

change the concept. The agreement sets it so that you can do minor changes through staff, and things such as height and so forth, those would have to be a complete amendment to the agreement.

Chair Gedge said just to make sure that we are making recommendations on the development agreement to the city council. Therefore, nothing has been agreed to or signed by the city council as of today, correct?

Planner Drozdek said said yes, that is correct.

Commissioner Catmull said I had a similar question on 5.16, on the height. It would be nice to see in the future some sort of cap there and a reference instead of like “they may exceed”. I would like to thank the developer for providing those trail or river view slides, that was helpful. I went there today to go walk that trail and kind of see what it looked like as well, but obviously, I couldn't see the buildings there.

Nate Shipp (Applicant) – said sometimes we go through these processes and we're asked to reconsider. That takes a little bit of swallowing of the pride, because we don't usually come forward with a project that we're not proud of and think would be a good addition to the communities where we're building. In this case, we had an experience where we were made aware of some additional concerns, and we were able to go back and we looked at what we had proposed. It started with sitting down with the Jordan River Commission representative of that entity that came and was willing to spend time with us and explain to us the purpose of the of the River Commission and the concerns that he had brought up in this meeting, were brief but poignant, he expanded on them and brought it to our attention. I know why he was really concerned about those things? It caused us to step back and re-evaluated a lot of what we had proposed. So we're super excited now to bring a new plan that's been modified that removes the buildings out of the floodplain. We did have the argument at one point. Well, you know, the projects up and down the river across from us have been gone through and they've raised the elevation of the properties, and they have built similar type town home products right next to us. We're here tonight to say this is a better way of doing it. We're excited to do it this way. I think the staff has done a great job of explaining what we're proposing. I'd be happy to go back to some of those pictures, we went through those fairly quickly. We're willing to live by those. We spent several months now revamping what we are doing, and not only are we moving buildings completely out of the flood plain, but we have been able to work with your South Jordan engineering department, and we've been able to now redesign the lower portion of that property, the proposal that we brought to you back in November. We didn't really get into the details of what we were doing down in the bottom there, but in our plans we were planning to raise that property by over 20 feet, as we raise the entire area up so that we could kind of level, and we've not done away with any of that. In fact, we still have to raise it a little bit, but we're talking a couple of feet.We've been able to avoid the walls, we've been able to re evaluate and establish nature viewing areas that we've worked on and we believe it will become an amenity as the property to the south of us is designated and owned by the federal government. I believe in Nature Preserve, we have enhanced it, not just added to, but enhanced the acreage that we're now preserving. So rather than just leave it as it is, we're now working with arborists and I always get

the botanists, the guys that come up with the right plants and floral to re establish in the bottom of the river to the original vegetation that existed, so that it will become what it once was. So our hope is that by doing this project, not only are we doing it better than it's been done in the past, but that we are improving what has been done to the river bottom. I believe that's why the Jordan River Commission, along with our application submitted a letter of support, because we were willing to go above and beyond what I think even Soren had hoped for. The other concern that we heard was affordability, and trying to find that balance of introducing residential community that's going to have some disturbance to what is there now, and balancing that with finding a place where people can live, own, and afford it. So we've gone back to the drawing board, and we have come up with the proposed product today. We believe that we have not had to sacrifice on the exterior look and feel the units. Instead of raising it up 20 feet, we're only raising it up a foot and a half to two feet. They're slightly taller, but the roof lines will actually be lower than what we had proposed previously, and we're able to bring that forward with the expectation that we'll start selling those in the 300's and that's an affordable price.

Commissioner Hollist said are they condominiums? And how many bedrooms?

Mr. Shipp said we have two, three ,and four bedroom options, starting in the 300's going up as high as 450,000.

Commissioner Hollist said how many parking units have you provided for each of these condominiums?

Chrissele Travis (Co-Applicant) said the parking ratio is 3.4 to every unit, the Condominiums are such that they have 10 garages per building. Two of the units will be assigned a covered parking stall that will be provided in that parking, and assigned at the time of the plat so that those that don't have garages will have two specific stalls. There will be 48 parking stalls total.

Commissioner Catmull said if I am remembering correctly, the visitor parking stalls will be distributed throughout?

Ms. Travis said yes, that is correct.

Chair Gedge said at our previous meeting there were some concerns from a neighbor to the North, regarding road access, shared access of the road, has that all been resolved, or is that still pending?

Mr. Shipp said So there's still two roads that are designated to be expanded in the future, should they decide to develop. It will stub to the property to the north, but not connect until the property owner to the north, if and when they ever chose to connect, and we have two access points going to the east. That does satisfy the requirements of two ways in and out, and they don't go to the property on the north.

Commissioner Bevans said I think he was asking about that second access that's coming through the private property that we received an email that said that easement was not going to be granted.

Ms. Travis said you're talking about the stuff that comes north of Ultradent on the East. We have been working with the engineering department, and we will be obtaining a wide enough width to comply with a fire access of 20 to 22 feet, in addition to whatever is existing there. I think there's another 12 that's granted on the plats that are previously recorded, and so we won't be seeking or needing anything from the property that's to the north of us to meet and satisfy the engineering requirements for that access. It will be widened enough to comply.

Commissioner Hollist said can you pull up the map on the screen so we can look at it.

Mr. Shipp said we are talking about this access, and we're purchasing property from the south owner through here to widen our access to meet the requirements of the city. We can comply with the property owner to the norths desire to not sell us any property, and this will always be accessible. This is not closed off just for emergency access, no access, full access, public, and publicly dedicated to you as the city.

Ms. Trevor said development agreement has some language in it that talks how it works through it. Along with that, there's the portion that will be purchased as an easement from Rocky Mountain Power to get under the power lines that will be dedicated and the city is party to that agreement.

Commissioner Bevans said does staff have any concern with purchasing that Southern property and creating a future conflict between the North business owner that did not want to sell or grant an easement. Are there any concerns that there's going to be conflict between them and people coming in and out of this property?

Planner Drozdek said we don’t have any concerns.

Chair Gedge said Commissioner Bishop who could not be here this evening because he's ill sent us some comments. His one concern is more developments like this area and where its proximity to both the river trail and to the front runner station includes some sort of maybe bike parking for for that. Do you have this in the plans anywhere? And if so, could you show that on the map, or if you're not on the plans, there'd be something maybe to consider in the final to make sure that Commissioner Bishop is represented here this evening.

Mr. Shipp said it would make sense in my mind to add that down by the bridge and we have had some ongoing conversations. At one point, we proposed building a small playground for the kids with s park bench and some other things. Some of the feedback we got was that, because that would be public it's not necessarily planned. In your city plan we would be happy to add some bike parking in there. I mean, the intent is that what we're providing is more of a meditation area, some benches and some other things, where people can go and observe and watch the river and other things. But, the recommendations we've gotten from the staff was to not have a playground

area, I don't want to put words in anybody's mouth. I think the intent with this connection and the trail is to be able to provide a kind of a space that is halfway between the other connections that can get people up to the front runner station. It would be more transitory people that are going to be moving their bikes and riding their bikes past the space than stopping here. I have young kids, and I know that often when we go places, it's nice to have a place to park a bike and stop.

Chair Gedge said before I open up the public comment, I'm just going to recognize that we did receive four emails from citizens prior to our meeting today. So I just wanted to say they are part of the public record. The commissioners have all had a chance to review them, so thank you for taking time and sending those into us.

Chair Gedge opened the Public Hearing to comments.

Mark Halliday, South Jordan – said I'm one of the owners that's to the north of this property. This property used to be in the family since 1885. In looking here at the South Jordan general plan that you did in 2020 said that the eastern portion of South Jordan is known for its large lots, quiet neighborhoods and beautiful historic homes. South Jordan continues to experience rapid growth and I realized that that with that rapid growth they had Agricultural Preservation, and it says the future development shall be primary residential and serve to preserve the rural character in forms and character of the development. I believe that large lot homes that they're doing here and increasing kind of goes against that for the Agricultural Preservation within that area. Back in 2020 residents said they would like to take and keep the open space. The majority of housing units in South Jordan are owned occupied, single family homes with large lot sizes. In your 2020 plan, South Jordan has a variety of apartments and rental options already in there, 940 more units were already approved by the city. The future use of housing response of residents was a desire to preserve single family neighborhoods. During the public outreach, many complained about a high number of apartment complexes being built in the city. When we look at where we live and our goals and strategy that the city had in 2020, the number one goal was to ensure that development of well designed housing that qualifies as affordable housing to meet the needs of moderate income households. I believe he's looking at $500,000 price tag, is what he had in the paperwork here, and rentals of upwards of right around $4,000. I don't see how that is affordable housing. In the goals there, that was your number one goal. Number five was to reduce water waste. I believe you guys are having a problem with water on the west side. What are the houses going to do for water on the east side. Number Six goal was preserve desirable open space and natural open space areas within the city. You put that down on the list, I think that should be number one, agricultural and where is your food coming from. Number eight was to preserve South Jordan historical and agricultural properties. Seems like we have taken and moved that further down where that's no longer an issue. And on his plans, I see where he has the rail fence going on there, adjacent to my property to the north. I have large animals on that size side. How's a four foot rail fence going to protect children in that development? I believe that it needs to take and remain that six foot wall and, or an adequate chain link and or field fence to sustain large animals, horses, cattle, sheep, sheep will go right through that fence. I've had sheep, and I'm gonna have sheep down there again.

Barbara Palmer Deyette, South Jordan – said I am renting from The Harrisons. I've been there for many years. I own the large animals that are there right now. Mark spoke about protecting the kids from the animals. I think about protecting the animals from the kids. I don't want some kid going in there and getting hurt, and I don't want them to mess in with my animals. Anyways, I've lived there for many years. My husband is one of the original cowboys himself, from South Jordan. I tell people that I live in the country surrounded by the city. The proposal to me is to turn what is now a sweet little encapsulated pasture into a city. I would ride my horse or play with my horse and my dog and my goat. We would go down there. We could circle that place in minutes. I can't help but think, what if they were going to propose to put that on your street? You would hate it. I don't understand why they want to put something so big in such a small agricultural space. I will never understand. Put it where it's appropriate. That is so inappropriate for you to put it down there. And I also agree with Mark on the four foot wooden fence. Where I live, there's no cement. It's not easy to live there. It's rough. It's not a fancy house with a fancy garage, it's horses and goats and chickens and cats and dogs. To me, there's no logic in it. They keep pouring more cement and covering the pastures. We know growth is going to happen. I was reading this book to my five year old grandson over the weekend, and in the back it says the wild desert is a precious place. If it is preserved for future generations of tortoises, Jack rabbits and people, we will all be winners.

Susan Hines, South Jordan – said I am a teacher at South Jordan Elementary. This just came to my attention this weekend, so my comment is, what study has been done for the impact of 222 condominiums, not only on the bussing, but on the amount of students that could possibly go to South Jordan Elementary, which is already considered highly overcrowded. The bus that the kids would take is the bus my kids take right now. My kids sit three to four kids to a seat on the bus because the bus is overcrowded. The way they do that is my daughter sits on my son's lap. So what is the study that has been done to show the impact of adding 222 condominiums, plus the 120 units you approved at 1055 West, and what is the study of how many students could possibly be coming from that? So now you have over 300 units. I haven't seen a study about the impact not only on the elementary school but the district, as well as bussing, the number of teachers, and the classrooms that would be impacted. That is what I needed to say tonight.

Annette Barney, South Jordan – said my questions come from some items in the development agreement. I understand that there will be a donation for that future bridge. What information do we have on the actual cost of building that bridge in the future? Because, I don't think it should be my cost to build it in the future. So I would love to know if we have good data on that cost and the projection and a time frame, because $350,000 right now might not build us anything in seven to 10 years. I hope that there's some good information about that. And also, along with that bridge, I have the question of, do we have information about what police presence that might have to be increased based on increased use of the River Parkway area. There are sections of the Jordan River that have been shown to be somewhat unsafe, and I do not want that to be what happens in our community. So that is a concern to me as well. So I would like to make sure that the council or commission pays attention to that concern for our residents. We want it safe for the people who would move into this new community, as well as those who already live there. Also, my next question has to do with the traffic that will be coming in and out of this new community. We're talking about as many as 222 units. So how many cars is that that's going to

be coming out? It's great. We have two accesses right now. I believe there's only a pedestrian crosswalk there. And if this is meant to be people who will use that front runner, we need an extremely safe method for them getting across that street. Will a traffic light be required? What kind of traffic studies are going to be necessary to justify this increase in people coming out trying to turn left because they're going to go to the freeway, and that's the direction to the freeway. Do we have information on the effect that that will have, and then also connected with that? Do we have information that says this will be people who will use the front runner. I think there's a lot of transit oriented communities in Salt Lake along the front runner. Do we find they actually use the front runner? And if they do, what kind of concerns do we have with increasing traffic to the transit hub itself? And do we need increased transit officer presence with that? And who's going to pay for that. Lastly, I saw something in one of the engineers comments, and I wish I could say exactly where that there are sewer lifts in this community. That makes sense. You have to move that stuff somewhere. But there was also a mention that it might possibly build a sewer line across the freeway. That's just ugly. I'm just gonna say that, which I know we're building a bridge and there might be ways to hide it, but would that affect the recreational quality of the river? What are those kinds of problems? So thank you for your time.

Michael Florin, South Jordan – said Ive been here for 28 years. I've seen quite a bit of development going on. I'm assuring you that the pictures they've showed us, it will never look anything like that. Believe me, I've seen development. I've seen what happens. First of all, this is the entrance to South Jordan City. I think it's appropriate that we do something with it that makes the city a jewel that it is. If you approve a development like that, I'd make a proposal to change that tree, it will no longer be South Jordan with the trees. Put a big high complex apartment and They're gonna have to get a new logo. Okay? In Denver and in Boulder along the city lines. they have a parkway that covers both sides of that, the whole city. It's beautiful. That River is a beautiful That River is a beautiful diamond, and it's not something that high density houses should be put around. Can you imagine New York City without Central Park? I'm starting to imagine South Jordan without parks and without open fields. You were talking about a place to meditate. I'll be meditating on your building every day of my life at my kitchen table. When I see that building, I'll be able to see it from my kitchen table, masonry wall, that's what they were going to put on the end of my property there. When they built that road to build all those houses down there, they took 10 feet of my property. They were going to put 10 feet back and a bunch of grass and trees. It was nothing, nothing like what they proposed. I just want to let people know that there's a 12 year old girl that just won a science project. Her project was trying to figure out which plants absorb the most carbon dioxide. I wonder what she'd had to say about something like this. It was a beautiful place to live, and I hope it still is. You want to know what high density looks like. Take a ride on the front runner. Get on on 100 South, and then go north and look on either side where all that development is, isn't that a lovely site? Wouldn't you like South Jordan to look just like that? And my question for the nd my question for the developer is, where do you live? The wildlife, birds, squirrels, foxes, deer, raccoons, geese, eagles. I've even seen pelicans in and around Mulligan's golf course. And it's, it's amazing, just amazing. So for me, it's, it's, it's my dream to live here. It's a beautiful place, and I just don't think this is appropriate.

Tammy Kikuchi Nakamura, South Jordan - said I live in River Walk Executives, so we'll be looking at this every day. We moved here in April, and it's lovely, and it's been lovely. I would

like for it to stay lovely without that development. Also, what I'd like to see is he talked about not putting fill in to a certain level, so that the taller buildings won't be as tall, but they'll still be tall. I'd like to see a rendering of how that matches up, so we could have an idea, we would like to see a rendering of how that matches up, so if we could have an idea, you know, and see really what it would look like. Also, where would the bridge go? Because that makes a difference too, we are in the river walk executive, and how really high is that? Are those four stories? And is it necessary to have the four stories? When they came the first time, it was three stories, so why the sudden change? And I agree with the former gentleman speaking about the wildlife, it is one of the things we love. We're out on that river walk every day because we have a dog, and so we're out there all the time. And we love seeing all the wildlife there, and we don't want to see it destroyed by a development.

Carly White, South Jordan – said I'm a new resident. We've been to South Jordan for a year and one of the most charming things about South Jordan, particularly where we live, is the land with the open area and the wildlife. So I know it's been mentioned, but I just want to reiterate again that tha is something that's paramount to how we see the value of our home. Secondly, is obviously the increase that would be anticipated in property tax with this type of change in in the infrastructure of our community. Thirdly it just doesn't sit well that the property was was zoned appropriately back in 2020 and now it's asked to be rezoned again and again. It just doesn't sit well. It seems out of integrity, and that's something to be considered as well.

Ian Chandler, South Jordan - said thanks for your time. I just have a couple questions in the general plan. I guess my question is simply, what is its purpose? If the purpose for future land use is really just the one mixed use, because it could be anything at any given time. If the right developer, the right person comes along with the right plan, then my question is, what is the point of having that outline and having designated zonings specifically? If we're saying in the 21st century we don't need agricultural preserve, right? That's 150 years ago and we don't need that. If that's the attitude, then then what is the purpose as a citizen to have a plan? And if the goal is the general plan goes out the window whenever the right developer comes along, then what do we as the public have as assurances for the future of what our city looks like? And that's the simple question. It's the logic of if we have a plan can we agree to stick to it if we choose to vary from that? Because you do have the legislative power to amend those plans, that's fine, but what what happens is that line gets pushed further and further and further, and at some point all of the other justifications for this type of a project as it's currently positioned kind of go out the window. We will run out of green space. So the next high density housing plan that's going to solve low income housing, or it's going to solve housing problems that won't be able to be solved. There's no more land to be developed, and at that point, we'll look back and say, what did we do with our city? What do we have left? We have a lot of buildings. Awesome. Midvale has a lot of buildings. I grew up in West Valley, and they have a lot of buildings. There's a lot of cities that have a lot of that development. And guess what, we still have a housing problem. So my comment would be, if we can’t solve the housing problem, then can we solve the problem of sticking to the plan as we originally saw it? We elected leaders to see a plan through.. I'm not here to project an objection to the plan. I think they've made many changes from November that, as a developer I would say are more than rational, more than reasonable. I'm not talking about reason, I am talking about the purpose of a plan, the utility of the plan. And then my last question

is, how much of the current proposed project, as it currently stands, is still infringing on the natural area? It's one thing if you're saying we used to be agricultural, now we're urban, I get that. But if you're saying we're throwing out the baby with the bath water on natural areas. I struggle understanding that it was designated as a natural area. I'm curious how much of the current plan is now encroached upon that and a designated area.

Lily Perkins, South Jordan - said I wanted to start by apologizing for last time I was here, I said, I hate this. I meant public speaking. I respect your work, you're doing your job. Thank you. Talking about disturbancy, I heard that from the developer they are wanting to build 222 units. I know this is already been said, but It's so upsetting. I have lived in big cities. It's fun when you're young, but when you're this old, you don't want things to change anymore. You don't have the time to be creative, and you saved all your money to plant a tree, and you hope to see that tree grow. And I don't have that kind of timing to see a tree grow anymore. I thought I found this space, and I'm and I'm just gonna sit there until I'm here no more. But the disturbance is upsetting. I'm never going to be able to see the view of the mountains, now I'm going to see rooftop and people crossing to a private community. I'm not going to be feel safe anymore, and drugs flowing around the Jordan River. We know it's a little bit up north, but it's going to flow with the water eventually, and the house market value for our existing homes are going to drop significantly. A far as I'm concerned, my home right now, it's going to drop a big time with the new proposal. They say the prices are starting at 300,00 to 450,000, I'm sorry with everything so pricey right now, I doubt that you're going to keep that price, good luck with that. I am just very disappointed.

Chair Gedge closed the Public Hearing.

Chair Gedge said I want to start with Jordan School District, because I asked that when we had a similar property a few weeks ago, about the school with a similar proposal. The kids might be going to the same elementary school 11400 S in that same area. I am assuming that the school district has to legally provide a will serve letter. But was that done with 222 additional units,. Do we know if that was done?

Planner Schindler said I don't know of any rule that the school district has to supply that, but it would be up to the school district. They have been notified of this project, so it's up to them and what they are going to do, the city doesn't have any anything to do with how the schools are planned. They are planned by the Jordan District and the Jordan District State Agency, that's not, part of the city. We do give them notice that this is going to happen or could happen, and it's up to them to figure out how they're going to get the get students back and forth. The City doesn't have much to say about where they build it, or how they build it, or anything.

Chair Gedge said thank you. Hopefully, the last pathway is to share a concern about the bussing. The Current bussing situation with it being tripled and quadrupled up on a seat. Hopefully, we have someone from staff that can share that with our district representatives.

Planner Drozdek said so like Greg was saying, They're one of the affected entities so I did send out a letter to them stating the number of units and what type of housing units. They received the

same notice as everybody else did, so they can see what kind of housing they're proposing to do and the number of units. If they need more information, they anc reach out to us and request it, but they haven't reached back out to us, so they have the information they need.

Chair Gedge said any concerns or prospects for having a sewer line? I think they said by the freeway, but I think they ment under the river. What would happen in the event that an expansion was needed with the utility services regarding either water or sewer, how would that be accommodated with the natural preserve of the area?

Assistant City Engineer Nielson said it's been done in other places. We have multiple utility crossings, crossing the river and there's some engineering challenges we need to work around, but it can easily be done and the space can be restored. We don't have detailed design. We don't know if it's going to be a lift station or if they're going to try to bore something under the river. Most likely they would bore the sewer, it wouldn't be like an open cut or something like that, but we have multiple utility crossings. It can be done in this space and it can be restored.

Chair Gedge said I know there is a proposal there, I think it's called a hot crossing. What is the current pedestrian crossing. I know there is a traffic light, which I don't think aligns with the current light with the front runner station. But there is a hot crossing with 222 units. What is the anticipated traffic volume at peak times, and what would be any potential traffic mitigation or concerns? Obviously, engineering had a chance to review this proposal, was there any concerns with the traffic?

Assistant City Engineer Nielsen said we did have a chance to review this and the applicant actually prepared a traffic impact study as part of their concept drawing. It will require the applicant to update that study as part of the subdivision, but looking at that study and all the all the intersections, were still at an acceptable level of service, and so traffic signals were not required. As part of this project, there's an expected pm peak with this development, there's expected about 130 vehicles being generated from this development, so to spread out over two accesses. That's about one vehicle a minute, traveling, you know, up and down those accesses during the pm peak. That's kind of the worst time of the day.

Commissioner Bevans said is that number reduced at all based on the proximity to the front runner station?

Assistant City Engineer Nielsen said no, it was not with the numbers we looked at. But there's a good argument why it could be, but they were not reduced as as part of that.

Chair Gedge said with the neighboring properties being agricultural. And testimony was given that there are large animals present there, is there a four foot iron fence being proposed?

Planner Drozdek said it is in the city code that they need to do masonry, but obviously, if it's in the agreement that can be changed, Sso that's what's getting adopted. That is something that they proposed, and I think what I heard from them is that after meeting with the Jordan River Commission, it was one of the proposals that they made, because one of the concerns was

disruption to the wildlife. It will kind of to open that up and then allow for more to flow between the properties. I think that's kind of what they proposed to do. But, I mean, we can check with the applicant.

Chair Gedge said the height of the buildings got raised by several of the residents. I know that there's a neighboring residential development to the south of this proposal. Do you know the maximum height of those residential buildings, that are currently in this line? Is the proposal in line with the maximum height at the peak?

Planner Drozdek said are you referring to those apartment buildings on Durham gateway? They are four or five stories? So they would be just about the same height, just not as tall.

Chair Gedge said it was brought up about the proposed bridge that the developer has offered, I believe they would provide some funds for that. I think the amount has been presented because the city has a federal matching grant for that amount, is that correct?

Assistant City Engineer Nielson said that that is accurate. We have a grant, a federal grant, to build that bridge across the river. It would provide better access between the trail and the front runner station and the money that the developer would be contributing would be the city's match.

Chair Gedge said there was a concern of potential tax impacts. I believe in our staff report, there was a slide about the potential revenue to the city, but by actually turning the single 18 Acres into 18.5 acres, and into 222, units, there's probably actually an increase in revenue to the city, in tax revenue because of going from one property to 222, is that correct?

Planner Drozdek said that is correct.

Commissioner Hollist said there was one other concern that was buought up and I'm curious about it as well. It deals with our land use plan. Can you comment Damir about how the portion that they're keeping open and how it overlays with what we've already designated as natural area versus agricultural? To my eye and looking at these charts, it looks like it's probably lined up fairly reasonably.

Planner Drozdek said I did it in our GIS, and when I sketch it out the current natural area is about five acres, and with this new proposal it's been increased to six acres.

Commissioner Hollist said and does it match up with our current land plan?

Planner Drozdek said approximately It does.

Commissioner Hollist said is this statement generally correct that where we're developing and putting residential units and parking is the area that is currently zoned agricultural, land use is designated agricultural.

Planner Schindler said none of them that are in the preservation area. I would like to address the general plan and so forth. The question was why do we have one and so forth? We have one, but

it is dated from 2020 and things have changed. One of the things that has changed is that we are now by state mandate, required because we have a perimeter station there so we have to have area station plans. They do not expect the area station plans for a transit station to have low density or no density in their plan. We haven't been told that necessarily, but it's obvious to us that the state wants those plans to have density, because they see the only way they're going to get more housing is to require it in certain areas. And so this plan is for part of the property because it is within the stationary plan boundaries, which is a one and a half mile radius around the station, so it's right there at the end. This will help the city meet the requirement of the state is hasn't officially mandated, but we would anticipate that if we don't have some density in thist plan, they would probably do what they've done in a lot of things and try to take over our zoning, because were not doing it right.

Commissioner Hollist said is this included in the area that we saw or heard last time and looked at changing ordinances to allow density greater than eight units per acre.

Planner Drozdek said yes.

Commissioner Bevans said about density. In the development agreement, it says that they're allowed up to 12 units an acre. Their density is technically 12.03 is that minute enough that we're just going to ignore that, or does that need to be addressed so that it's correct in the development agreement?

Commissioner Hollist said what number did you use? Because I noticed that in our packet it said 18.5 but somebody, or somewhere, it said 18.56.

Commissioner Bevans said I am using the concept plan they have on their concept plan that their density is 12.03 units.

Planner Schindler said I think its minute enough that we don’t need to correct that.

Commissioner Catmull said someone asked about the bridge location.

Chair Gedge said bring up the map so that the people who are attendance can just see where the map of the bridge is on the the aerial, so if that's the right that they can see it on concept. At the previous meeting I did raise that there are currently crossings 10400 S and on Shields Lane. However, this would allow basically a straight shot onto the front runner line, but also for this development to access the Jordan River Trail. So right there, you can see where the bridge would cross about south of the wetland, you could see it right there over the river. That’s where it be located.

Commissioner Catmull said regarding water, is there a standard process? I am not well informed of it.

Assistant City Engineer Nielson said as far as water for this development, this area is already included in the Jordan Valley Water Conservancy area and it's already been annexed inside of their plan. And so there's adequate water to service this development.

Assistant City Attorney Greg Simonson said it's my understanding of the statute that the developer will be required to dedicate some water. It set forth in the code for the city to offset the burden that is posed on the city for for water use.

Mr. Shipp said I guess I want to start with saying, I really appreciate this process. We've now been at this with this specific project for almost two years. We've been working through different components of how to proceed, and tonight's just been another great step in, I believe, refining the project that we are proposing to you. The comments that have been made tonight are not lost on deaf ears. We have done our best to listen to what has been said, and we have made some notes, and hopefully we can bring them forward as we proceed with the process. There are some tweaks that will help address some of the things that have been raised we bring change, and we get that. It doesn't change our commitment to the open space. It doesn't change our commitment to doing the project the right way. We have shown pictures tonight, and we don't take that lightly. We will build what we have shown, that is our commitment. There have been a couple of issues raised, and maybe just proactively, I can run down them. The fencing question that came up that was a request from the Jordan River Commission. We would be happy with whatever fence you all feel is the right fence to put there. We just were responding to the Commission saying, it would be better to have more open rail fencing than closed for the purposes of their perspective. We would be happy with whatever you think is best we are planning on lifting the sewer. That was a proposal that we've been working out with the Sewer District. As part of that process, they asked us to look at alternative plans other than a lift station, and so we have evaluated that from an engineering standpoint, and believe it would be possible to bore under the river and connect it that way, but the sensitive environmental issues that are allowing that I would not expect us to end up that way. I would expect that we would be lifting and going out to the east, rather than West, under the river the water that was brought up, just to clarify there's there's two different parts of water. There's the culinary water, and that system, that's what we've known as adequate and conservative stuffs. There's also the secondary system we are bringing as part of this plan, secondary water rights to add to what the city already has, so that if there was ever an opportunity to connect the water system in any way, that the city would have adequate secondary water rights to service this property.

Commissioner Bevans said so are you signing those water rights over to the actual shares over to the city?

Mr. Shipp said yes, it is in the City Code.

Commissioner Bevans said how did you determine which units would be for sale versus which units you would be keeping for rental?

Mr. Shipp said we started with the units that were the most affordable and said, Let's sell all of those to hit thelower price point, and then we did our best to keep a variety of for sale and for rent, and kind of divided them up.

Commissioner Bevans said I know this has no bearing on our decision tonight, but I know in our arc meeting, we talked about on the site plan, I do see now you have the rental office on the site plan, but I still don't see anywhere for trash receptacles for thos particular units that don't have a garage. Have we solved that issue yet?

Ms. Travis said the development agreement has been added to that and it will be private pickup, and our homeowners association will take care of that. More than likely we'll go with it a valet service where you put your trash out each day, and then it goes away. But, we do have some ideas where dumpsters and things could be located.

Commisssioner Bevans said are they over enough that they could take out parking to put in a dumpster, or are they right there on parking where they can't alter that? Could we lose parking for a dumpster on half so they do show more parking than what the city requires. But are you planning on putting dumpsters in the parking spots?

Ms. Travis said we have a higher standard for our developments, because we know parking is a problem, especially in this type of housing. So we would hate to lose a parking stall to a dumpster, but we'd also hate to have trash piling up. So we have locations we think that they can work into the ends of roadways and not remove any parking stalls.

Commissioner Hollist said regarding the height you submitted a letter that the extra units were needed to make having more owner possible. But is there any possibility to bring those condo buildings down one story? It's a lot of height.

Mr. Shipp said ultimately the answer is yes. We can build a two story unit. It just impacts what the overall cost is that is amortized over certain number of units. So what's the benefit that we get, versus the cost of doing that? And you know, the impact of a three story building versus a four story building weighed against being able to provide additional affordable units, that's the question. I think our proposal is to go four stories, but we're open to hear your ideas.

Commissioner Hollist said we have a land use plan. I'm glad, glad that Greg spoke up about the pressures that we get from the state to consider what's around transit and to consider higher density. I know we we've heard another section near transit in a similar area looking at raising our cap from what we typically have is a solid or a hard cap at eight units per acre to more than that, if it makes sense. But part of our land use plan is looking at what makes sense next to one another, and so I appreciate moving everything out of the floodplain, all the structures. I appreciate effectively maintaining that natural area designation, even though we would be rezoning the agricultural portion. The height has me a little concerned. I think that's probably the biggest issue I've got at this point. Even with our day break development, which is another area that's generating a lot of housing in our our community, I haven't heard a price point in the three hundreds for several years. So this legitimately would be the most affordable that I'm aware of

new build in South Jordan. And so I I go back and forth. I that height has me a little concerned. I would prefer to see the condos limited to three stories, but I don't know what that does to the price point, starting in the three hundreds.

Commissioner Catmull said I wrote down height three level versus four level, I too would prefer a three level, mostly because of the proximity to a natural preservation area. And as I walked that trail area today and just looked around, I know we talked about the apartments that were further to the south, and they are taller, but they're also a lot further away, and they're obscured by lots of things. As I walked further over to where this target location is, and especially seeing the drawings today, you'll see it a lot more. And so I think that that presents a little bit of incompatibility to that natural preservation area. It's certainly not as bad as if you go further north and you're walking along the trail, and then next thing you know, you're standing next to someone's sports court, sort of thing, you know, like that always gives me pause when I'm on the trail. I don't know, it just doesn't feel in place. But the good news is we're talking about, how can we do things now to try to balance developmental rights with general plan and what people expect in the future. Then of course, the fencing is my other thing that I feel like we should take a second. I don't have a strong opinion, but I think that the city council should take as much and solicit as much feedback around that to find the right balance therebecause of what the city code does say generally there. But there's also an interest for the for the preservation of wildlife and everything else that's going around there. If I had unlimited funds, I would buy a lot of property and create a less dense South Jordan, right? But I don't have unlimited funds. And the reality is, this has been talked about. This is following a standard process of a property owner in the context of the city and the state and everything else. So those are some my concerns.

Commissioner Bevans said I appreciate the effort to move out of the natural preservation area, the effort to bring edge homes on board and to create a more affordable product. I appreciate the effort working with the city to provide the funding and create that natural preservation area. I don't have an issue with density here. I think this is the right place for density. I don't even have such a huge issue with the height. I am sensitive to what it does removing a full story that takes off 24 units, that has a huge impact on on the bottom line. However, what I'm actually really struggling with is the livability of this. As I look at this as a parent, I let my kids, who are nine and 10, go out front, they can play ball, they can ride scooters, they can ride their bikes and they can play with the neighbor kids. When I look at this, I don't see anywhere I'd be comfortable letting my kids go outside to play alone, let alone anywhere I could take them outside to play. I see their sidewalks, but a lot of the spaces that we're looking at on some of those concept plans and the maps, the slope in those areas is not flat. It's not it's not really a usable space. So I'm struggling with that. The other thing I'm struggling with is, like you said, the compatibility with the surrounding land use and the land to the South will never be developed, as far as we know. The land to the north, as far as we've been told, they have no plans to develop. It may never develop, or it may a long time in the future. And so it kind of feels like we're taking a concrete jungle and plopping it down in the middle of this natural area with without fully considering the livability of it, for not only the people who live surrounding it now, but the people who will live here once it's built, and those who live here and surrounding it in the future. So I don't know how you fix that. It's the right area. I think it's just the execution is still lacking for me.

Chair Gedge said thank you everyone for coming out on this tonight. As you know a lot of you live next door to me, three doors down, seven doors down. I know this area, and I've brought this on other applications in this area in the past and things have changed. When I moved into my home, I had open space all around me, and now homes have been built on all four corners of my property, blocking my access. Change is inevitable, but what's the right mix and the right property? I do appreciate the applicant coming back and addressing our concerns from November with the floodplain. I do have concerns with the fencing. I know they agreed to the Jordan River Commissions recommendations, but the property owners with animal rights, those need to be preserved as well and protected in our city, standard that we have as well, not just the Jordan River commissions, concerns with fencing. I would like to see that default to our city standards, dividing agricultural with residential uses, just because those animal right owners need to be protected for what they have currently. But I do like the improvements of this. I have the same concerns with height. I brought it up earlier. You know, it's already a brick wall from my back porch when I'm looking, I'm missing half the mountain, and so this will just complete that view on my horizon. But, I understand the concern, if you lower from four stories to three stories or two stories, that you're going to increase the price points. And we just reviewed the moderate housing plan at our last meeting with her recommendations to the city council, and we are mandated by the state to provide a moderate housing plan as well. And, of course, this is one of the ideal areas with thef ront runner station. I could see concerns on both sides, but I think a lot of concessions have been made. Hopefully, the citizens understand that we took their comments last time, and the applicant took them as well from our recommendation the city council. And it's just how do we present this again tonight, this evening, to city council? Do we move forward with a motion to approve, but with changes we'd like to see? Do we take a motion to deny based on these reasons? This is just a difficult one. I'm fully aware that City Council is listing, and they'll review our minutes and listen to our comments. I know we've spoken to our particular elected official, and we encourage the residents to say, but just where do we go from here on this item?

Commissioner Bevans said think we have to enforce the fencing on the north I mean, it's animal rights. They protect people and the and the animals. I am okay with altering the fencing on the southern boundary, where there it's open space. There's nothing over there. I don't have an issue with that, but obviously that's up to city council I think people have a right to develop their property as they please. However, I feel like we as a commission, and I know the council feels the same there, we hold a stewardship to ensure that we are developing responsibly and sustainably and with everyone in mind, not just the people sitting in the seats tonight.

Commissioner Catmull said splitting where the the condos in the rear are three story instead of four is more approachable to me. I think that's a little more balanced. I could be on board with that. I could also just be on board on just saying to consider lowering the height on the east side, I mean, we could even settle on a compromise.

Commissioner Hollist said you indicated as you walked it, you get dwarfed by it. And so, if you push back from the trail where it gets tall, then maybe that has less of that looming impact. And then you're pushing where it's tallest, over to where it's industrial. Yeah, makes sense that you preserve that natural open to some degree.

Commissioner Bevans said just want to put on the record that we got some photographs this afternoon, and I don't know whoever took those, if you're here or not, but those were beautiful photos. They were beautiful. So the area, the area is gorgeous. I. I don't know that this has anything to do with our decision, but I just want that on the record that was some talent right there. If this goes forward and city council approves it I would like to see all 35 of the additional units for sale and none for rent. So we went from 187, to 222, that's 35 units. I would like all 35 of those additional units to be for sale units, rather than renting.

Commissioner Hollist moved that the planning commission recommend that the city council approve resolution R 2025, 12, authorizing the mayor to sign the development agreement with the recommendation to revisit the following items, either during City Council open discussion or a work session to

(1) evaluate the overall height restrictions of the development and consider a reduction from four story units to three for some or all of the condo buildings.

(2) to review the plan for livability aspects, specifically the potential for outdoor gathering and play areas.

(3) to revisit item 5.6 in the development agreement concerning fencing to ensure that the property to the north is able to safely maintain their animal rights.

(4) to revisit the percentage of units for rent versus own within the development as well.

I also move to approve resolution R2025-13, approving the land use amendment to approve ordinance 20-2025 Z, approving the zone change.

Chair Gedge seconded the motion. Roll Call Vote was 3-1 Commissioner Bevans voted no and Commissioner Bishop was absent from the vote.

OTHER BUSINESS

J.1. Planning Commission Discussion regarding Commission Rules for 2025.

Comissioner Hollist motioned to move Item J.1. to the next Planning Commission Meeting being held on Tuesday March 18, 2025. Chair Gedge seconded the motion. Vote was 4-0 unanimous in favor. Commissioner Bishop was absent from the vote

ADJOURNMENT

Commissioner Hollist motioned to adjourn the February 25, 2025 Planning Commission Meeting. Chair Gedge seconded the motion. Vote was 4 to 0 unanimous in favor. Commissioern Bishop was absent from the vote.

The Planning Commission Meeting adjourned at 8:45 p.m.

RESOLUTION R2025 - 12

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, AUTHORIZING THE MAYOR TO SIGN A DEVELOPMENT AGREEMENT PERTAINING TO THE DEVELOPMENT OF PROPERTY APPROXIMATELY LOCATED AT 500 WEST ULTRADENT DRIVE IN THE CITY OF SOUTH JORDAN.

WHEREAS, the City of South Jordan is a municipal corporation and political subdivision of the State of Utah (the "City") and is authorized to enter into development agreements that it considers are necessary or appropriate for the use and development of land within the City pursuant to Utah Code § 10-9a-102, *et seq.*; and

WHEREAS, the City has entered into development agreements from time to time as the City has deemed necessary for the orderly development of the City; and

WHEREAS, the Developer Altitude, LLC. now desires to enter into an agreement for the purpose of developing and changing the zoning designation on property approximately located at 500 West Ultradent Drive, South Jordan, Utah (the "Property"); and

WHEREAS, the City Council of the City of South Jordan (the "City Council") has determined that it is in the best interest of the public health, safety and welfare of the City to enter into a development agreement for the orderly development of the Property.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH:

SECTION 1. Authorization to Sign Development Agreement. The City Council hereby authorizes the Mayor to sign the Development Agreement, attached hereto as **Exhibit 1**.

SECTION 2. Severability. If any section, clause or potion of this Resolution is declared invalid by a court of competent jurisdiction, the remainder shall not be affected thereby and shall remain in full force and effect.

SECTION 3. Effective Date. This Resolution shall become effective immediately upon passage.

[SIGNATURE PAGE FOLLOWS]

APPROVED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, ON THIS _____ DAY OF _____, 2025 BY THE FOLLOWING VOTE:

	YES	NO	ABSTAIN	ABSENT
Patrick Harris	____	____	____	____
Kathie Johnson	____	____	____	____
Donald Shelton	____	____	____	____
Tamara Zander	____	____	____	____
Jason McGuire	____	____	____	____

Mayor: _____ Attest: _____
Dawn R. Ramsey City Recorder

Approved as to form:

GREGORY SIMONSEN (Jul 10, 2025 11:22 MDT)

Office of the City Attorney

EXHIBIT 1
(Development Agreement)

WHEN RECORDED, RETURN TO:

City of South Jordan
Attn: City Recorder
1600 West Towne Center Drive
South Jordan, Utah 84095

DEVELOPMENT AGREEMENT

This Development Agreement (this "Agreement") is between the City of South Jordan, a Utah municipal corporation ("City") and Altitude Developer, LLC, a Utah limited liability company ("Developer"). City and Developer are jointly referred to as the "Parties" and each may be referred to individually as "Party."

RECITALS

A. Developer owns certain real property identified as Salt Lake County Assessor Parcel Number 27-12-351-005, located at approximately 500 West Ultradent Drive, South Jordan, Utah and which is more specifically depicted and described in attached Exhibit A (the "Property").

B. Developer intends to develop the Property consistent with the Concept Plan attached hereto as Exhibit B (the "Concept Plan"). The development of the Property as proposed on the Concept Plan is generally referred to as the "Project."

C. The City, acting pursuant to its authority under the Land Use Development and Management Act (as codified in Utah Code Ann. § 10-9a-102(2) et seq., hereafter the "Act") and the South Jordan City Municipal Code (the "City Code"), and in furtherance of its land use policies, goals, objectives, ordinances, resolutions, and regulations, has determined that this Agreement is necessary and appropriate for the use and development of the Property within the City.

D. The Property is currently subject to the Planning and Land Use Ordinance of the City and is within the City's A-1 Zone.

E. The Developer desires to develop the Property in conformity with this Agreement and desires a zone change on the Property from A-1 to a base zone of R-M (applicable provisions attached hereto as Exhibit C) and further and subsequently rezoned and made subject to a Planned Development Floating Zone (the "PD Zone" with applicable provisions attached hereto as Exhibit D). The PD-Zone for the Property shall be referred to herein as the "Altitude-PD Zone."

F. The Parties acknowledge that the purpose of the PD Zone is "to allow for flexibility in the application of zoning regulations and development provisions of this title to advance a public interest through prescriptive requirements of a development plan and development agreement approved by the city council."

G. The Parties acknowledge that development in the PD Zone requires a development agreement specific to each area zoned as a PD Zone.

H. The Parties acknowledge that the development and improvement of the Property pursuant to this Agreement will provide certainty useful to the Developer and to City, individually and collectively, in ongoing and future dealings and relations among the Parties pertaining to the development of the Project.

I. The City has determined that the proposed development contains features which advance the policies, goals, and objectives of the City's General Plan; preserve and maintain the open and sustainable atmosphere desired by the citizens of the City; contribute to capital improvements which substantially benefit the City; and will result in planning and economic benefits to the City and its citizens.

J. This Agreement shall only be valid upon approval of such by the City Council and pursuant to Resolution R2024-21 a copy of which is attached as Exhibit E.

K. The Parties acknowledge that the terms of this Agreement shall be enforceable and the rights of the Developer relative to the Property shall vest only if the City Council, in its sole legislative discretion, approves a zoning change from the A-1 zone to both the R-M Zone as the base zone and the PD Zone as a zoning overlay for the Property.

L. The Parties, having cooperated in the drafting of this Agreement, understand and intend that this Agreement is a "development agreement" within the meaning of, and is entered into pursuant to, the terms of Utah Code Ann. § 10-9a-103(12) (2024).

NOW THEREFORE, based on the foregoing recitals and in consideration of the mutual covenants and promises contained and set forth herein, the Parties agree as follows:

AGREEMENT

1. **Recitals; Definitions**. The recitals set forth above are incorporated herein by this reference. Any capitalized term used but not otherwise defined in this Agreement shall have the meaning ascribed to such term in the Act or City Code.

2. **Enforceability**. The Parties acknowledge that the terms of this Agreement shall be enforceable, and the rights of Developer relative to the Property shall vest, only if the City Council in its sole legislative discretion rezones the Property from the A-1 Zone to the R-M Zone as the base zone and also rezones the Property with the Altitude-PD Zone as the applicable PD Zone for the Property.

3. **Effective Date**. This Agreement is effective on the date the last party executes this Agreement as indicated by the date stated under that party's signature line (the "Effective Date").

4. **Conflicting Terms**. The Property shall be developed in accordance with the requirements and benefits provided for in relation to the R-M Zone and the PD Zone under the City Code as of the Effective Date. If there is a discrepancy between the requirements of the City Code, including the R-M Zone or the PD Zone, and this Agreement, this Agreement shall control.

5. **Developer Obligations**.

   5.1. **Uses**. Developer shall develop and use the Property to develop up to 222 residential units in accordance with the Concept Plan.

5.2. **Density**. The gross density of the Project will not exceed 12.0 units/acre. The final gross density shall be calculated by dividing the total number of residential units (222 units) by the sum of the acreage of the Property (18.56 acres).

5.3. **Public Amenity**. Developer shall design, construct, and install a ten foot (10') public trail as depicted in the attached Exhibit F (the "Public Amenity") and in accordance with the following:

5.3.1. *Timing of Public Amenity*. Developer shall submit final engineered plans for the Public Amenity as part of the civil plans for the Project. Developer shall begin construction and installation of the Public Amenity within 180 days of the City's issuance of the first building permit for the Project. Developer shall post an improvement completion assurance and warranty bond (separate from the public improvement bond(s) applicable to other public improvements within the Project), in the amounts and manner set forth in the CCity Code, at the same time as the City issues Developer the necessary permits to construct and install the Public Amenity. Developer shall be responsible for submitting all necessary permit applications for the Public Amenity. However, the City shall waive any City fees associated therewith (excepting only any improvement completion assurance and warranty bonds as otherwise set forth herein).

5.3.2. *Operation, Use, Maintenance, and Ownership*. When Developer has completed the Public Amenity, the City shall accept the same and shall thereafter be responsible for all maintenance, operations, repairs, and future improvements for the Public Amenity. Upon dedication, the Public Amenity shall be for the perpetual use of the general public.

5.4. **Future Amenities**.

5.4.1. *Developer Donation for Future Amenities*. Subject to the following sub-sections, Developer agrees to donate $350,000 (the "Donation") to the City, and the City agrees to design and construct the "Future Trail Extension" and "Jordan River Bridge" (collectively the "Future Amenities") as depicted on Exhibit F.

5.4.2. Timing of Donation. Within thirty (30) days of the City's written notice to Developer that the Environmental Study required for the Jordan River Bridge is to begin, Developer shall remit to the City the portion of the Donation equal to the cost of the Environmental Study (but not to exceed the Donation amount). The balance of the Donation, if any, will be paid by Developer to City upon the earlier of: (a) thirty (30) days of the City's written notice to Developer that the City's "match" is due under the terms of the Grant for the Jordan River Bridge; or (b) prior to the issuance of the final 15 building permits.

5.4.3. *Temporary Construction License*. To accommodate the construction of the Future Amenities, Developer hereby grants to the City and its employees, agents, contractors, subcontractors, engineers, surveyors, and authorized respresentatives a temporary, non-exclusive construction license (the "License") twenty feet (20') beyond both sides of the Future Trail Extension as depicted on the attached Exhibit F. The License shall automatically terminate upon the City's completion of the Future Amenities. City shall repair and replace landscaping within the License that is damaged or removed in connection with the City's construction of the Future Amenities.

5.5. **Architecture and Building Materials**. In addition to any other applicable design standards in the City Code that is in effect as of the Effective Date, the building architecture, elevations, materials, and general designs depicted in the attached Exhibit G are approved for use on the Property.

5.6. **Fences**. Developer shall install fencing according to the standards, and in the locations, depicted in the attached Exhibit H.

5.7. **Landscaping**. Developer shall comply with the City's water efficiency standards found in Title 16, Chapter 30 of the City Code and other applicable landscaping requirements for the R-M and PD Zones. Certificates of Occupancy will not be issued by the City until Landscaping has been completed or a surety bond filed in accordance with Section 16.04.300 of the City Code

5.8. **Parking**. Developer shall provide garage, driveway, and guest parking stalls for the Project as set forth in the Concept Plan.

5.8.1. *Assigned Parking*. Developer shall provide two assigned off-street parking stalls for each condominium unit that does not have a garage stall (collectively the "Assigned Parking"). The Assigned Parking shall be designated on the corresponding plat for such condominimum units.

5.9. **Subdivision Streets**. In support of the City's pro-public street policies (as codified inCity Code § 16.04.180) all of the roads within the Project will be public excepting only those roads depicted as "Private" on the Concept Plan. Approved cross sections for all public and private roads within the Project are as depicted in the Concept Plan.

5.10. **Ownership of Units**. Of the 222 residential units proposed for the Project, no more than 94 shall be owned by the same individual or entity as being for lease (the "For-Lease Units"). Accordingly, Developer shall sell (or cause to be sold) all other residential units (the "For-Sale Units"). Furthermore, Developer shall enforce and regulate owner occupancy of all For-Sale units by including language in the Covenants, Conditions, and Restrictions for the homeowner's association that prohibits leasing of the For-Sale units.

5.11. **Floodplain**. The Project has been designed to keep residential units out of the Floodplain (defined below). Notwithstanding, if residential units are located within the Floodplain, the City may withhold building permits for residential units located

within the established AE Floodzone floodplain (the "Floodplain" as depicted in the attached Exhibit J) until the Federal Emergency Management Agency ("FEMA") has issued a Letter of Map Revision based on fill ("LOMR-F") or other similar letter authorizing amendments to the applicable floodplain maps which would allow for development of the Property as proposed herein.

5.12. **Bioswale**. Developer may design and construct (according to any adopted City standards, as applicable) the storm drain pond depicted in the Concept Plan as a bioswale to provide natural filtration of the Project's storm water and so as to reestablish wetland and floodplain areas. The final engineering and design of such bioswale will be coordinated with the City staff concurrently with site plan and/or plat approval.

5.13. **Retaining Walls**. Notwithstanding Section 16.44.360(M)(4)(b) of the City Code, Developer may construct retaining walls up to twelve feet (12') in height without further approval from the City Engineer. Retaining walls that are built to twelve feet (12') shall have a minimum six foot (6') offset from the next closest retaining wall. Developer shall still comply with all other applicable retaining wall requirements set forth in City Code.

5.14. **Waste Management**. Developer acknowledges that the City will not provide waste management services for the Project. Developer (or a successor in interest, including a home owners association) shall provide such services for the Project.

5.15. **Condominium Requirements**. All condominiums constructed in the Project shall comply with applicable building codes and regulations, including the requirement to have fire sprinklers as required by such codes and/or regulations.

5.16. **Building Heights**. Developer may construct residential units that exceed thirty-five feet (35') in height and as more particularly detailed in Exhibit G.

6. **Secondary Access**. The Parties acknowledge that the Concept Plan depicts two points of ingress/egress from Jordan Gateway to the Project: (1) a primary public access at Ultradent Drive (a public road located at approximately 10200 South); and (2) a secondary access at a "Private Drive" (as depicted on the Concept Plan and located at approximately 10100 South (the "Secondary Access")). The Secondary Access crosses three private parcels (including one owned by Rocky Mountain Power) along the "Private Drive" depicted in Exhibit I. The City's requirement is to have a public access that meets international fire code requirements for fire apparatus roads across the Secondary Access. The final location and conditions (i.e., road width, easements, appurtenant improvements such as curb/gutter/sidewalk, and other reasonable conditions) of the Secondary Access may be modified with approval from the City Engineer and City Manager. Additionally, the City will not accept, and the Developer will not submit, a final site plan and/or final plat application until such time as an easement (or other form of access satisfactory to the City Engineer) has been provided (and recorded, as necessary) to the benefit of the City.

7. **City Obligations**. City shall review development applications with respect to the Property in a timely manner, consistent with City's routine development review practices and in accordance with all applicable laws and regulations.

8. **Plat Language**. If a final plat is needed for the project, such final plat for the Project shall contain the following language in a note:

1. *This plat is subject to that certain Development Agreement dated _____, by and between the City of South Jordan and Altitude, LLC, including all provisions, covenants, conditions, restrictions, easements, charges, assessments, liens or rights, if any, created therein and recorded on _____ as Entry No. _____, in Book ____, at Page ____ of the Official Records of Salt Lake County.*

2. *All private open space, private amenities, private streets, common areas, and limited common areas to be privately owned and maintained by a homeowner's association or other private entity.*

9. **Minor Changes**. The Planning Department, after conferring with the City Manager, may approve minor changes to the Developer Obligations which are necessary or advantageous in facilitating more desirable function and aesthetics of the Project. For purposes of this Agreement, a "minor change" includes changing final building location, parking areas, and trail connectivity so long as no future roadway connectivity or access are eliminated by such minor change(s).

10. **Vested Rights and Reserved Legislative Powers**.

10.1. **Vested Rights**. Consistent with the terms and conditions of this Agreement, City agrees Developer has the vested right to develop and construct the Project during the term of this Agreement in accordance with: (i) the R-M Zone; (ii) the Altitude-PD Zone designation; (iii) the City Code in effect as of the Effective Date; and (iv) the terms of this Agreement.

10.2. **Reserved Legislative Powers**. Developer acknowledges that City is restricted in its authority to limit its police power by contract and that the limitations, reservations and exceptions set forth herein are intended to reserve to City all of its police power that cannot be so limited. Notwithstanding the retained power of City to enact such legislation under the police powers, such legislation shall only be applied to modify the vested rights of Developer under this Agreement and with respect to use under the zoning designations as referenced in this Agreement based upon the policies, facts and circumstances meeting the compelling, countervailing public interest exception to the vested rights doctrine in the State of Utah. Any such proposed change affecting the vested rights of the Property shall be of general application to all development activity in City and Salt Lake County; and, unless in good faith City declares an emergency, Developer shall be entitled to prior written notice and an opportunity to be heard with respect to the proposed change and its applicability to the Property under the compelling, countervailing public interest exception to the vested rights doctrine.

11. **Term**. This Agreement shall run with the land and shall continue in full force and effect until all obligations hereunder have been fully performed and all rights hereunder fully exercised; provided, however, that unless the parties mutually agree to extend the term, this Agreement shall not extend further than a period of ten (10) years from its date of recordation in the official records of the Salt Lake County

Recorder's Office.

12. **Notices**. All Notices, filings, consents, approvals, and other communication provided for herein or given in connection herewith shall be validly given, filed, made, delivered or served if in writing and delivered personally or sent by registered or certified U.S. Postal Service mail, return receipt requested, postage prepaid to the following addresses or to such other addresses as either Party may from time to time designate in writing and deliver in like manner. Any such change of address shall be given at least ten (10) days before the date on which the change is to become effective:

If to City: City of South Jordan
Attn: City Recorder
1600 West Towne Center Drive
South Jordan, Utah 84095

If to Developer: Altitude Developer, LLC
Attn: Nate Shipp
14034 South 145 East, Suite 204
Draper, Utah 84020
nate@daiutah.com

13. **Mailing Effective**. Notices given by mail shall be deemed delivered seventy-two (72) hours following deposit with the U.S. Postal Service in the manner set forth above.

14. **No Waiver**. Any Party's failure to enforce any provision of this Agreement shall not constitute a waiver of the right to enforce such provision. The provisions may be waived only in writing by the Party intended to be benefited by the provisions, and a waiver by a Party of a breach hereunder by the other Party shall not be construed as a waiver of any succeeding breach of the same or other provisions.

15. **Headings**. The descriptive headings of the paragraphs of this Agreement are inserted for convenience only and shall not control or affect the meaning or construction of any provision this Agreement.

16. **Authority**. The Parties to this Agreement represent that they have full power and authority to enter into this Agreement, and that all necessary actions have been taken to give full force and effect to this Agreement. Developer represents and warrants it is fully formed and validly existing under the laws of the State of Utah, and that it is duly qualified to do business in the State of Utah and is in good standing under applicable state laws. Developer and City warrant to each other that the individuals executing this Agreement on behalf of their respective Party are authorized and empowered to bind the Party on whose behalf each individual is signing. Developer represents to City that by entering into this Agreement Developer has bound all persons and entities having a legal or equitable interest to the terms of this Agreement as of the Effective Date.

17. **Entire Agreement**. This Agreement, together with the Exhibits attached hereto, documents referenced herein and all regulatory approvals given by City for the Property contain the entire agreement of the Parties with respect to the subject matter hereof and supersede any prior promises, representations, warranties, inducements or understandings between the Parties which are not contained in such agreements, regulatory approvals and related conditions.

18. **Amendment**. This Agreement may be amended in whole or in part with respect to all or any portion of the Property by the mutual written consent of the Parties or by their successors-in-interest or assigns. Any such amendment of this Agreement shall be recorded in the official records of the Salt Lake County Recorder's Office.

19. **Severability**. If any of the provisions of this Agreement are declared void or unenforceable, such provision shall be severed from this Agreement. This Agreement shall otherwise remain in full force and effect provided the fundamental purpose of this Agreement and Developer's ability to complete the development of the Property as set forth in the Concept Plan is not defeated by such severance.

20. **Governing Law**. The laws of the State of Utah shall govern the interpretation and enforcement of this Agreement. The Parties shall agree that the venue for any action commenced in connection with this Agreement shall be proper only in a court of competent jurisdiction located in Salt Lake County, Utah. The Parties hereby expressly waive any right to object to such choice of law or venue.

21. **Defaults & Remedies**. If either party breaches any provision of this Agreement, the non-defaulting Party shall be entitled to all remedies available at law provided the Party first complies with the dispute resolution provisions set forth in this Agreement.

22. **Attorney's Fees and Costs**. If either Party brings legal action either because of a breach of this Agreement or to enforce a provision of this Agreement, the prevailing Party shall be entitled to reasonable attorney's fees and court costs.

23. **Binding Effect**. The benefits and burdens of this Agreement shall be binding upon and shall inure to the benefit of the Parties and their respective heirs, legal representatives, successors in interest and assigns. This Agreement shall be incorporated by reference in any instrument purporting to convey an interest in the Property.

24. **No Third Party Rights**. The obligations of Developer and City set forth in this Agreement shall not create any rights in or obligations to any other persons or parties except to the extent otherwise provided herein.

25. **Assignment**. Developer may freely assign this Agreement, in which case the assignor or successor-in-interest shall be fully liable under this Agreement. Developer shall remain obligated for the performance of this Agreement until it receives a written release from the City. The City shall grant a written release upon a showing that the Assignee is financially and otherwise capable of performing the obligations of the Agreement.

26. **No Agency Created**. Nothing contained in this Agreement shall create any partnership, joint venture, or agency relationship between the Parties.

27. **Dispute Resolution**. In the event of a dispute regarding the meaning, administration or implementation of this Development Agreement the parties shall meet and confer and attempt to resolve the dispute. If this is unsuccessful the parties shall engage in formal mediation within thirty days of the unsuccessful meeting. The parties shall mutually agree upon a single mediator and Developer shall pay the fees of the mediator. If the dispute remains unresolved after mediation the Parties may seek relief in the

Third District Court for Salt Lake County, State of Utah.

28. **Table of Exhibits**. The following exhibits attached hereto and referred to herein are hereby incorporated herein and made a part of this Agreement for all purposes as if fully set forth herein:

Exhibit A	Property Legal Description
Exhibit B	Concept Plan
Exhibit C	R-M Zone Provisions
Exhibit D	PD Overlay Zone Provisions
Exhibit E	Resolution R2024-24 Approving Altitude MDA
Exhibit F	Public Amenities
Exhibit G	Approved Architecture, Elevations, Materials, and General Design
Exhibit H	Fencing Standards and Locations
Exhibit I	Secondary Access
Exhibit J	Floodplain Map

[signatures on following pages]

To evidence the Parties' agreement to this Agreement, each Party has executed it on the date stated under that Party's name, with this Agreement being effective on the date stated in Section 3.

CITY OF SOUTH JORDAN

Signature: _____

Print Name: _____

Title: _____

Date: _____

APPROVED AS TO FORM

GREGORY SIMONSEN (Jul 10, 2025 11:22 MDT)

Office of the City Attorney

STATE OF UTAH)
:ss
COUNTY OF SALT LAKE)

On this _____ day of _____, 2025, personally appeared before me _____, whose identity is personally known to me (or proven on the basis of satisfactory evidence) and who by me duly sworn, did say that they are the _____ of the City of South Jordan and that said document was signed by them on behalf of South Jordan City by Authority of its City Council, and they further acknowledged to me that the City executed the same.

_____
NOTARY PUBLIC

DEVELOPER
ALTITUDE DEVELOPER, LLC

Signature: _____

Print Name: _____

Title: _____

Date: _____

STATE OF UTAH)
:ss
COUNTY OF SALT LAKE)

On this ____ day of _____, 2025, personally appeared before me NATE SHIPP, whose identity is personally known to me (or proven on the basis of satisfactory evidence) and who by me duly sworn/affirmed, did say that he is the Manager of Altitude Developer, LLC and that said document was signed by him on behalf of Altitude Developer, LLC by authority of its governing body, and NATE SHIPP further acknowledged to me that he executed the same.

_____
NOTARY PUBLIC

EXHIBIT A

(Property Legal Description)

A parcel of land located in the Southwest Quarter of the Southwest Quarter of Section 12, and the Northwest Quarter of the Northwest Quarter of Section 13, Township 3 South, Range 1 West, Salt Lake Meridian, lying East of Jordan River described by survey as follows:

Beginning at a point on the south line of Section 12, being located N89°27'04"W along the Section Line 1328.53 feet from the South 1/4 Corner of Section 12, Township 3 South, Range 1 West, Salt Lake Meridian; thence N89°27'04"W along the Section Line 65.96 feet to the northerly extension of an arc described in that boundary line agreement Deed Entry No. 12909027 Book: 10741 Page: 3724-3742 of the official records of the Salt Lake County Recorder; thence along the extension of and said boundary line agreement the following six (6) courses: along the arc of a non-tangent curve to the right 10.30 feet with a radius of 23.45 feet through a central angle of 25°09'40" chord: S0°26'01"E 10.22 feet; thence S89°54'50"W 65.73 feet; thence along the arc of a non-tangent curve to the left 6.93 feet with a radius of 27.09 feet through a central angle of 14°39'45" chord: N54°21'08"W 6.91 feet; thence along the arc of a non-tangent curve to the left 32.61 feet with a radius of 234.54 feet through a central angle of 7°58'02" chord: S86°09'15"W 32.59 feet; thence along the arc of a non-tangent curve to the left 22.58 feet with a radius of 38.54 feet through a central angle of 33°33'53" chord: S66°03'06"W 22.26 feet; thence S89°56'57"W 54.29 feet to a fence corner; thence along an existing fence line and the common boundary line as described in that boundary line agreement Deed Entry No. 12315322 Book: 10449 Page: 6242-6253 of the official records of the Salt Lake County Recorder the following two (2) courses: S89°56'13"W 507.69 feet; thence S89°20'25"W 160.70 feet to the easterly bank of the Jordan River; thence along said easterly bank the following three (3) courses: N12°38'01"W 141.28 feet; thence along the arc of a curve to the left 404.04 feet with a radius of 1000.00 feet through a central angle of 23°08'59" chord: N24°12'30"W 401.30 feet; thence N35°47'00"W 261.78 feet; thence East 176.48 feet; thence N25°02'10"E 1.14 feet; thence N08°45'13"E 23.77 feet; thence East 700.12 feet; thence N17°12'14"W 15.77 feet; thence N14°33'15"W 35.89 feet; thence N14°28'02"W 39.32 feet; thence N89°34'34"E 396.22 feet; thence S00°33'18"E 812.26 feet to the point of beginning.

Contains: ±18.46 Acres
±804,119 Sq. Ft.

EXHIBIT B

(Concept Plan)

EXHIBIT C
(R-M Zone Provisions)

CHAPTER 17.40 RESIDENTIAL ZONES
17.40.010: PURPOSE
17.40.020: DEVELOPMENT AND DESIGN STANDARDS
17.40.030: OTHER REQUIREMENTS

17.40.010: PURPOSE

This chapter is established to provide standards and regulations, consistent with the city's general plan and the purposes and provisions of this title, for single-family residential areas in the city. This chapter shall apply to the following residential zones as established in chapter 17.20, "Zone Establishment", of this title: R-1.8, R-2.5, R-3, R-4, R-5, and R-M zones. Uses may only be conducted in residential zones in accordance with the regulations of this code. Allowed use (permitted and conditional), accessory use, temporary use and other associated use regulations may be found in chapter 17.18, "Uses", of this title.

HISTORY
Repealed & Replaced by Ord. 2016-05 on 5/3/2016

17.40.020: DEVELOPMENT AND DESIGN STANDARDS

1. Development Review: Uses proposed in residential zones may only be established in conformance with development review procedures of the city. Applicants shall follow the procedures and requirements of this code regarding development review in the preparation and review of development proposals in residential zones. All uses shall be conducted according to the approved plan or plat and any conditions of approval. Plans or plats may not be altered without prior approval of the city, except as otherwise allowed under state law.
2. Lot Area: The area of any lot in residential zones shall not be less than the minimum lot area requirement identified in the minimum lot area table below. Every portion of a parcel being subdivided shall be included as a lot or lots in the proposed subdivision plat, right of way or as common, limited common or private ownership.

Zone	Minimum Lot Area (Square Feet)
R-1.8	14,520
R-2.5	12,000
R-3	10,000
R-4	8,000
R-5	6,000
R-M	5,000

3. Lot Density: The maximum gross density (number of lots or primary dwelling units per acre) in any residential development in a residential zone shall not exceed the density shown in the lot density table below. The primary dwelling density of each area zoned R-M shall be determined, according to the densities established in the lot density table, with approval of a rezoning application per chapter 17.22, "Zoning Amendments", of this title and indicated on the official zoning map with a numerical suffix matching the approved density.

Zone	Maximum Gross Density
R-1.8	1.8
R-2.5	2.5
R-3	3
R-4	4
R-5	5
R-M-5	5
R-M-6	6

4. Lot Width And Frontage: Each lot or parcel in a residential zone shall have a minimum lot width not less than the dimension in the minimum width column of the lot width and frontage table below. The minimum lot width shall be measured at the minimum front yard requirement (see subsection F of this section) that shall be determined from a point which corresponds to the midpoint of the front lot line. Each lot or parcel shall abut the right of way line of a public street a minimum distance not less than the dimension in the frontage (standard) column of the lot width and frontage table below, except that lots with side property lines which diverge at an angle of at least twenty degrees (20°) shall abut the right-of-way or landscaped open space a minimum distance not less than the dimension in the frontage (diverged) column.

Zone	Minimum Width	Frontage (Standard)	Frontage (Diverged)
R-1.8	90'	90'	50'
R-2.5	90'	90'	50'
R-3	85'	85'	50'
R-4	80'	80'	50'
R-5	75'	75'	50'
R-M-5	65'	65'	40'
R-M-6	60'	60'	40'

5. Lot Coverage: The area of lot, parcel or private ownership area in a residential zone covered by buildings shall not exceed the percentage identified in the lot coverage table below of the total lot, parcel or private ownership area.

Zone	Maximum Building Coverage
R-1.8	40%
R-2.5	40%
R-3	40%
R-4	40%
R-5	50%
R-M	60%

6. Yard Area: The yard area (setback) requirements below shall apply in all residential zones. Minimum yard areas are measured from the corresponding front, side and rear property lines of lots or from the boundaries of private ownership areas. A land use permit shall be obtained prior to the construction of any accessory building for which a building permit is not required. An application form, lot plan showing streets, existing buildings, dimensions, easements and setbacks of the proposed accessory building and other information as needed shall be submitted for review.

1. Main Buildings: Minimum yard area requirements for main buildings are as follows:

Zone	Front Yard (Interior And Corner Lots)	Garage Opening[1] (Front Or Street Side)	Front Yard (Cul-De-Sac Lots)	Side Yard (Standard)	Side Yard (Corner Lot Street Side)	Rear Yard (Interior Lot)	Rear Yard (Corner Lot)
R-1.8	30'	30'	25'	10'	30'	25'	10'
R-2.5	25'	30'	20'	10'	25'	25'	10'
R-3	25'	30'	20'	10'	25'	25'	10'
R-4	20'	25'	20'	8'	20'	20'	10'
R-5	20'	25'	20'	8'	20'	20'	10'
R-M-5	20'	25'	20'	8'	10'	20'	10'
R-M-6	20'	25'	20'	8'	10'	20'	10'

2. Note:

[1]The garage opening minimum yard area requirement shall apply to garages when the garage opening faces the street, otherwise the front yard minimum yard area shall apply. The garage opening minimum yard requirement shall be 25 feet to any street-facing garage opening in a cul-de-sac.

3. Accessory Buildings: Minimum yard area requirements for accessory buildings are as follows:
    1. Location: Accessory buildings may not be located between the front building line of a main building and the right-of-way that determines the front yard area.
    2. Side Yard: An accessory building may be located in a side yard, including a street side, if located no closer than the minimum side yard requirement for the main building pursuant to this subsection F, except that accessory buildings less than ten feet (10') in height and not containing habitable space may be located no closer than five feet (5') from the side property line.
    3. Rear Yard: An accessory building may be located in a rear yard no closer than three feet (3') from the side or rear property line or boundary and increased by one foot (1') for each foot of building height in excess of sixteen feet (16'), except that the setback shall be increased to no closer than five feet (5') from the side or rear property line or boundary when adjacent to a right-of-way, which shall be

increased by one foot (1') for each foot of building height in excess of sixteen feet (16').

4. Buildings Used To Shelter Animals: Buildings used for the housing or shelter of animals shall be located a minimum distance of forty feet (40') from any existing dwelling or neighborhood street right-of-way or, if approved with a conditional use permit, a minimum of twenty feet (20') from any collector street right-of-way line.
5. Projections: The following may be erected on or projected into any required yard space in Residential Zones:
    1. Fences and walls in conformance with this Code.
    2. Agricultural crops and landscape elements, including trees, shrubs and other plants.
    3. Utility or irrigation equipment or facilities.
    4. Decks not more than two feet (2') high.
    5. Cornices, eaves, sills, planter boxes, stairways, landings, porches, decks, awnings or similar architectural features attached to the building and not enclosed by walls, extending not more than two feet (2') into a side yard, or four feet (4') into a front or rear yard.
    6. Chimneys, fireplace keys, box or bay windows or cantilevered walls attached to the building no greater than eight feet (8') wide and extending not more than two feet (2') into a side yard, or four feet (4') into a front or rear yard.

7. Parking And Access: Parking areas and vehicle access in Residential Zones shall meet the requirements of title 16, chapter 16.26, "Parking And Access", of this Code, chapter 17.18, "Uses", of this title, and title 10 of this Code (Traffic Code). A driveway may only directly access a collector or arterial street with approval of the Utah Department of Transportation ("UDOT") for UDOT streets or with approval of the City Engineer for City streets.
8. Fencing, Screening And Clear Vision: The fencing, screening and clear vision requirements of this section shall apply in Residential Zones.
    1. Utility Screening: In nonresidential developments, all mechanical equipment, antennas (where possible), loading areas, and utility areas shall be screened from view at ground level along the property line of the subject property with architectural features or walls consistent with materials used in the associated buildings. Exterior trash receptacles in nonresidential developments shall be enclosed by masonry walls that are at least as tall as the receptacle itself, but not less than six feet (6') tall, and solid steel access doors. The color of trash receptacle enclosures (masonry walls and access doors) shall be consistent with colors used in the associated buildings.
    2. Incompatible Land Use Screening: Incompatible land uses, including waterways, trails, parks, open spaces and other uses or zones shall be screened or buffered with fences, walls and/or landscaping as required by the development approval.
    3. Rear And Side Yard Fencing: A maximum six foot (6') high fence and/or hedge may be installed and maintained between a dwelling and a rear or side lot line.
    4. Front Yard Fencing: A maximum four foot (4') high, nonvisually obscuring decorative wrought iron, simulated wrought iron or nonobscuring vinyl picket fence may be constructed along a side lot line to the right-of-way line or sidewalk of a neighborhood street, except as regulated in Clear Vision Areas, according to Section 16.04.200 (J). A masonry or solid vinyl fence or hedge may also be constructed along lot lines to the right-of-way or sidewalk but may not be greater than three feet (3') high. Brick pillars may not exceed eighteen inches (18") square or be closer than ten feet (10') on center. Posts or pillars may not extend higher than four inches (4") above the fence panel.
    5. Clear Vision Area: Landscape materials within a Clear Vision Area shall comply with Section 16.04.200 (J).

6. Collector Street Fencing: Any single-family residential rear or side yard fence erected or maintained roughly parallel to and within twenty feet (20') of a collector or arterial street right-of-way in a Residential Zone shall be constructed according to section 16.04.200 of this Code.

9. Architecture: The following exterior materials and architectural standards are required in Residential Zones:
    1. General Architectural Standards:
        1. All building materials shall be high quality, durable and low maintenance.
        2. The exteriors of buildings in Residential Zones shall be properly maintained by the owners or owners' association.
        3. Signs shall meet requirements of title 16, chapter 16.36, "Sign Ordinance", of this Code and shall be constructed of materials that are consistent with the buildings they identify.
        4. Main buildings shall be no greater than thirty five feet (35') high.
    2. Architectural Standards For Main Buildings:
        1. Residential main buildings shall include a minimum two car garage (minimum twenty-two feet (22') by twenty-two feet (22'), or an approved equivalent area).
        2. The minimum total floor area, finished and unfinished, of any residential main building shall be one thousand (1,000) square feet not including a garage.
        3. The front of the house shall be accessible by a pedestrian from the adjacent right-of-way.
    3. Architectural Standards For Accessory Buildings:
        1. Accessory buildings may not be higher than the main building, except as approved by the Planning Commission as a conditional use permit. In no case shall an accessory building be greater than twenty five feet (25') high.
        2. The footprint of accessory buildings in the R-2.5, R-3, R-4, R-5 and R-M Zones shall not exceed sixty percent (60%) of the footprint of the main building, including the footprint of an attached garage, except that the Planning Commission may approve a conditional use permit for an accessory building with a footprint that is greater than sixty percent (60%) but in no case shall exceed the footprint of the main building. In the R-1.8 Zone, the footprint of an accessory building, such as a barn or a stable, shall not exceed the footprint of the main building, except with a conditional use permit approved by the Planning Commission.
        3. Any portion of an accessory building within twenty feet (20') of a property line shall meet the following requirements, except as approved by the Planning Commission as a conditional use permit:
            1. Openings (e.g., windows and doors) that are visible from the property line shall not be located in an exterior wall when the floor height exceeds four feet (4') above grade.
            2. The average wall height shall not exceed sixteen feet (16') above grade.
        4. Accessory buildings with a footprint exceeding two hundred (200) square feet shall be constructed with a minimum one to twelve (1:12) roof pitch in the R-1.8 Zone, and a minimum three to twelve (3:12) roof pitch over a majority of the structure in all other Residential Zones.
        5. Applications for a conditional use permit under subsections I3a, I3b and I3c of this section shall demonstrate that the proposed accessory building is consistent with the character of the surrounding area, which analysis includes, but is not limited to, consideration of nearby structures and uses and applicable declarations of conditions, covenants and restrictions ("CC&Rs"). Written notice shall be provided to all property owners located within the subdivision plat of the subject property and to all property owners otherwise located within three hundred feet

(300') of the subject property. Notice shall be provided no less than ten (10) days prior to the scheduled Planning Commission meeting.

10. Landscaping: The following landscaping requirements and standards shall apply in Residential Zones. Landscaping in Residential Zones is also subject to the requirements of Title 16, Chapter 16.30, "Water Efficiency Standards," of this Code.
    1. The front and street side yards of single-family lots shall be fully improved and properly maintained with not less than fifty percent (50%) of the yard area landscaped and not less than fifty percent (50%) of the required landscaped area covered in acceptable live plant material unless otherwise approved with a conditional use permit.
    2. All collector street and other public and private park strips in Residential Zones shall be improved and maintained by the adjoining property owners according to specifications adopted by the City unless otherwise allowed with development approval.
    3. Where an adjacent park strip in a residential right-of-way is a minimum of five feet (5') wide, park strip improvements shall include one shade tree that is a minimum two inch (2") caliper, for every fifty feet (50') of frontage and spaced evenly throughout the landscaped portion of the park strip, except that park strip trees shall not be planted within thirty feet (30') of a stop sign. Park strip trees shall be consistent with the "Streetscape Tree Species for South Jordan City" list.
    4. In developments that have a principal use other than single-family, detached, the following landscaping requirements shall apply:
        1. All areas of developments not approved for parking, buildings, recreation facilities, access, other hard surfaces, or otherwise exempted with development approval shall be landscaped and properly maintained with grass, deciduous and evergreen trees and other plant material approved in conjunction with a site plan or plat for the development.
        2. A minimum of one tree per one thousand (1,000) square feet, or part thereof, of landscaped areas, excluding landscaped sports or play areas, is required. At least thirty percent (30%) of all required trees shall be a minimum seven foot (7') evergreen. Deciduous trees shall be a minimum two inch (2") caliper. Deciduous and evergreen trees need not be equally spaced, except as required in parking areas and in park strips but shall be distributed throughout the required yard areas on the site.
        3. Curbed planters with two inch (2") or larger caliper shade trees and other approved plant/landscape materials shall be installed at the ends of each parking row. Planters shall be at least five feet (5') wide.
        4. Minimum five foot (5') wide landscaped planters shall be installed along the street side of building foundations, except at building entrances.
        5. All landscaped areas shall be curbed.
    5. Developments that are contiguous to canals, streams or drainage areas shall make reasonable efforts to include banks and rights-of-way in the landscaping of the project and the urban trails system. Any area so included and perpetually preserved as open space may be counted toward required open space for the development. If approved by the City Engineer, waterways which traverse developments may be left open if properly landscaped and maintained by the adjacent owners. Waterways may not be altered without approval of any entity or agency having jurisdiction over said waterways.
    6. All required landscaping in yard areas and open spaces shall be installed prior to occupancy unless deferred pursuant to section 16.04.300, "Deferred Improvements", of this Code.
    7. Property owners shall properly irrigate and maintain all landscaped areas, including those in adjacent public rights-of-way that are not maintained by the City.
    8. Required trees may not be topped and required landscape material may not be removed in Residential Zones without City approval.

9. Dead plant material shall be replaced in accordance with the requirements of this chapter and the conditions of site plan or plat approval.

11. Lighting:
    1. A lighting plan shall be submitted with all new nonresidential developments in Residential Zones.
    2. Lighting shall be shielded to prevent glare on adjacent agricultural and residential properties.
    3. Lighting fixtures in all developments that have a principal use that is not agricultural or residential shall be architectural grade and consistent with the architectural theme of the development.
    4. Lighting fixtures on public property shall be approved by the City Engineer.
12. Streets: Streets in Residential Zones shall meet the requirements of section 16.04.180, "Streets", of this Code, except that private streets and gated communities are prohibited in Residential Zones unless otherwise provided for in this chapter.

HISTORY

Repealed & Replaced by Ord. 2016-05 on 5/3/2016
Amended by Ord. 2017-22 on 7/18/2017
Amended by Ord. 2019-01 on 3/5/2019
Amended by Ord. 2019-06 on 3/19/2019
Amended by Ord. 2021-06 on 2/16/2021
Amended by Ord. 2021-09 on 5/4/2021
Amended by Ord. 2021-20 on 10/5/2021
Amended by Ord. 2022-16 on 12/6/2022

17.40.030: OTHER REQUIREMENTS

1. Grading: All developments shall be graded as required by the City Engineer to provide adequate drainage. Buildings shall be equipped with facilities that discharge all roof drainage onto the subject lot or parcel.
2. Maintenance: All private areas of lots or parcels shall be properly maintained by the owners.
3. Phasing Plan: A project phasing plan shall be submitted for review at the time of plat or site plan approval. Development shall be in accordance with the phasing plan unless a revised phasing plan is approved by the City.
4. Common Areas: All common area improvements in developments, including, but not limited to, buildings, open space, recreational facilities, roads, fences, utilities, landscaping, walkways, streetlights and signs not specifically dedicated to the City or accepted for ownership or maintenance by the City shall be perpetually owned and maintained by the property owners of the development or their agents through a special taxing district or owners' association with power to assess and collect fees for maintenance or other assessment and maintenance mechanisms acceptable to the City.
5. Prior Created Lots: Lots or parcels of land that legally existed or were created by a preliminary or final plat approval prior to the establishment of a Residential Zone shall not be denied a building permit solely for reason of nonconformance with the requirements of this chapter.
6. Approval: Before building permits are issued, all projects shall have been approved according to the provisions and requirements of this Code and the applicable plat recorded with the Salt Lake County Recorder's Office.
7. Open Space: Any open space provided within a subdivision to be jointly owned, maintained and preserved by a homeowners' association and/or special assessment area acceptable to the City shall be labeled and recorded as common area or as a perpetual open space easement. Private yard areas may not be counted as required open space. The City may determine the location of open space in

a subdivision by considering topography, drainage or other land features. The City may require a cash bond or a letter of credit to guarantee installation of improvements.

8. Developer Requirements: Developers of projects that will include common area, private streets, shared private improvements, or shall otherwise include restrictive covenants shall submit a proposed declaration of conditions, covenants and restrictions ("CC&Rs") to the City for staff review. The CC&Rs shall be recorded concurrently with the final plat and, except where the City has agreed to and executed documents to guarantee the establishment of a special assessment area, shall include the following:
    1. An opinion of legal counsel licensed to practice law in the State that the project meets requirements of State law.
    2. Provisions for a homeowners' association, maintenance of all buildings, streets, sidewalks, other improvements and common areas, adherence to City conditions and standards applicable to the development at the time of approval, snow removal, and other items recommended by City staff and approved by the Planning Commission.
    3. Language consistent with section 17.04.300 of this title.

HISTORY
Repealed & Replaced by Ord. 2016-05 on 5/3/2016
Amended by Ord. 2019-01 on 3/5/2019

EXHIBIT D

(PD Overlay Zone Provisions)

17.130.050: PLANNED DEVELOPMENT FLOATING ZONE

17.130.050.010: PURPOSE
17.130.050.020: ESTABLISHMENT
17.130.050.030: AMENDMENTS

17.130.050.010: PURPOSE

The purpose of the Planned Development Floating Zone (PD) is to allow for flexibility in the application of zoning regulations and development provisions of this title to advance a public interest through prescriptive requirements of a development plan and development agreement approved by the City Council. The PD may be applied to specific geographical areas ("districts") in circumstances that address a unique situation, confer a substantial benefit to the City, or incorporate design elements or a mixture of uses that represent a significant improvement in quality over what could otherwise be accomplished by standard zoning and development provisions. Such circumstances may include, but are not limited to: improvements in open space and amenities, environmental and resource preservation, tree and vegetation protection, slope accommodations, improved infrastructure efficiency, exceptional and innovative site or building design, increased public benefits, and complementary integrated land uses. The City Council shall consider the purpose of the base zone, the future land use, and the impacts on and from surrounding properties when approving a PD District.

HISTORY
Amended by Ord. 2016-05 on 5/3/2016
Amended by Ord. 2024-02 on 1/16/2024

17.130.050.020: ESTABLISHMENT

1. Procedure:
    1. Concept: A concept plan, that includes a preliminary site layout, basic sketches of proposed buildings, and a general understanding of proposed uses, shall be submitted for City Council review. Applicants are encouraged to work with staff prior to application to achieve an understanding of the surrounding area, the purpose of the base zone, and the goals and policies of the City's general plan. The Council shall provide advisory comments and recommendation regarding the concept plan to assist in the preparation of the development plan according to subsection B of this section. No action will be taken by the Council, and comments and recommendations will not obligate, compel, or constrain future action by the Council.
    2. Rezone: A PD District shall only be established upon approval by the City Council as a rezone according to the provisions of chapter 17.22, "Zoning Amendments", of this title and as may be required elsewhere in this title, except that the requirement for a conceptual plan in subsection 17.22.030D of this title shall be replaced with a development plan according to subsection B of this section. Except in those instances where the Applicant is the City of South Jordan the development plan shall be approved by development agreement in conjunction with the rezoning approval. If the Applicant is the City of South Jordan the development plan may be approved as part of the rezone without a development agreement.
    3. Concurrent Site Plan Or Preliminary Subdivision (Optional): At the applicant's option and with the approval of the Planning Director, the applicant may submit a site plan application

and/or preliminary subdivision application to be processed concurrently with a PD rezone. In the case of concurrent applications, Planning Commission approval of a concurrent site plan and/or preliminary subdivision shall be contingent on the City Council's approval of the PD rezone.

2. Development Plan Requirements:
    1. A written statement shall be provided that explains the intent of the proposal, explains how the PD provisions will be met, and identifies the requested revisions to standard zoning and development provisions.
    2. A map and other textual or graphic materials as necessary to define the geographical boundaries of the area to which the requested PD District would apply.
    3. A development plan shall also include:
        1. Site plan/conceptual subdivision plan;
        2. Circulation and access plan;
        3. Building elevations, materials, and colors;
        4. Landscape and open space plan;
        5. Signage plan;
        6. Lighting plan; and
        7. Allowed uses.
3. Prohibited:
    1. Sexually oriented businesses shall not be allowed in a PD District where otherwise prohibited by this Code.
    2. A PD District shall not be approved in the P-C Zone or Single-Family Residential Zones (R-1.8, R-2.5, R-3, R-4, R-5).
    3. Residential density shall not exceed 8 units per acre on properties outside of designated Station Area Plan (SAP) areas where the City of South Jordan is not the applicant.
4. Effect Of Approval:
    1. All of the provisions of this Code, including those of the base zone, shall be in full force and effect, unless such provisions are expressly waived or modified by the approved development plan and/or development agreement.
    2. An approved PD District shall be shown on the zoning map by a "-PD" designation after the designation of the base zone district.
    3. No permits for development within an approved PD District shall be issued by the City unless the development complies with the approved development plan.
    4. The Planning Director may authorize minor deviations from an approved development plan to resolve conflicting provisions or when necessary for technical or engineering considerations. Such minor deviations shall not affect the vested rights of the PD District and shall not impose increased impacts on surrounding properties.
5. Vested Rights:
    1. A property right that has been vested through approval of a PD District shall remain vested for a period of three (3) years or upon substantial commencement of the project. A property right may be vested, or an extension of a vested property right may be granted, for a period greater than three (3) years only if approved by the City Council through an approved PD District.
    2. Substantial commencement shall be the installation of infrastructure, a building having started construction, or as determined by the Planning Director based on significant progress otherwise demonstrated by the applicant. A project that has not substantially commenced may, at the discretion of the property owner, develop according to the base zone. A project that has substantially commenced shall not deviate, in whole or in part, from the approved PD District, unless amended per section 17.130.050.030 of this section 17.130.050.

HISTORY

Amended	*by*	*Ord.*	*2016-05*	*on*	*5/3/2016*
Amended	*by*	*Ord.*	*2019-01*	*on*	*3/5/2019*
Amended	*by*	*Ord.*	*2023-07*	*on*	*5/2/2023*

Amended by Ord. 2024-02 on 1/16/2024

17.130.050.030: AMENDMENTS

Any application to amend an approved PD District shall be processed as a zone text amendment, except that an application to extend the district boundaries shall be processed as a rezone. Except in those instances where the Applicant is the City of South Jordan any amendment to an approved PD District requires that the corresponding development agreement also be amended.

HISTORY

Amended	*by*	*Ord.*	*2016-05*	*on*	*5/3/2016*

Amended by Ord. 2023-07 on 5/2/2023

EXHIBIT E

(Resolution R2024-21 Approving Altitude MDA)

EXHIBIT F

(Public Amenities)

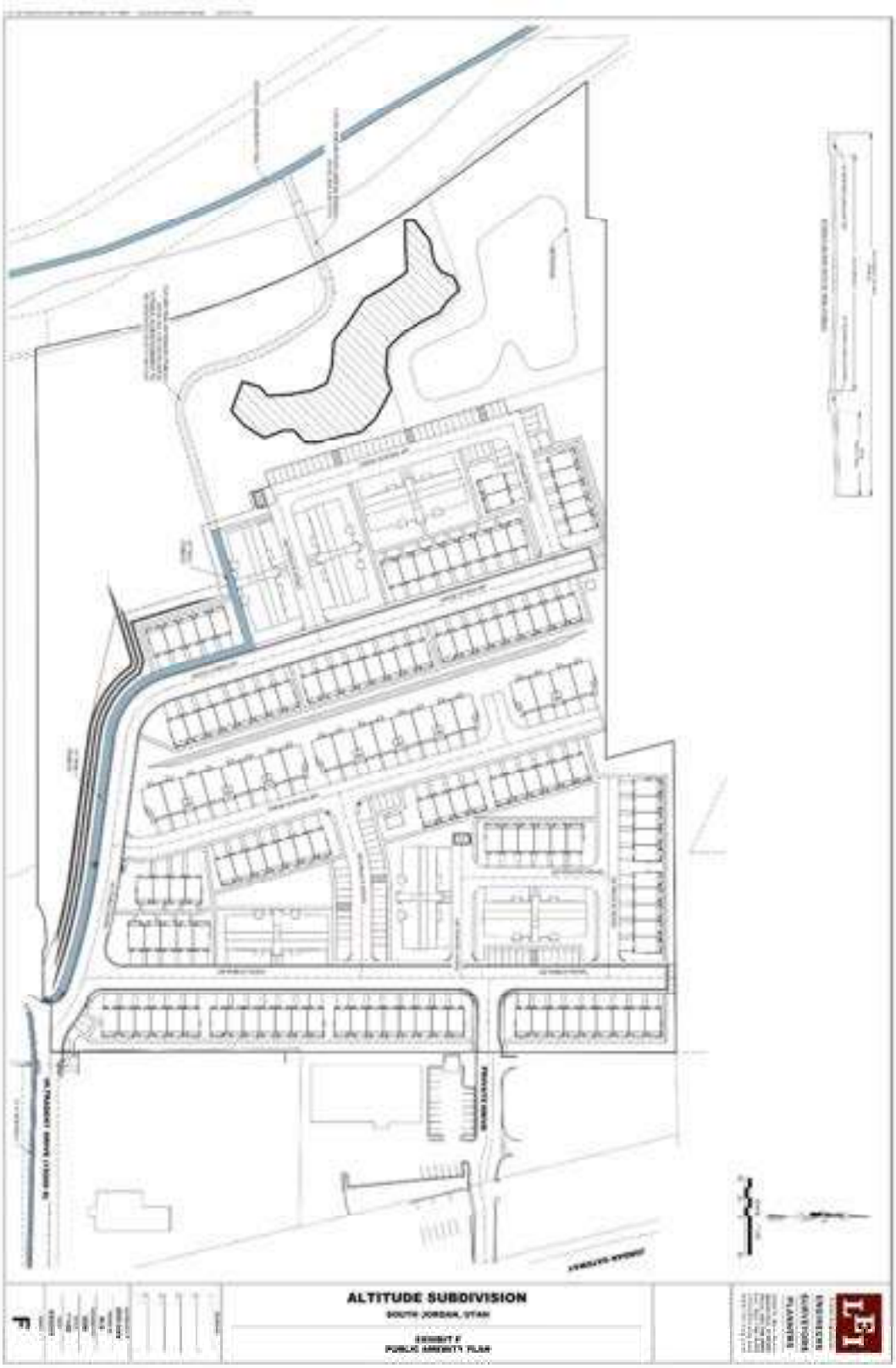


EXHIBIT G

(Approved Architecture, Elevations, Materials, and General Design)

See Next Page

DAI - ALTITUDE DESIGN PACKAGE

SOUTH JORDAN, UTAH

10 MAR 2025

Think
Architecture

NOTE: CONCEPTUAL DRAWINGS. INDIVIDUAL UNITS, ELEVATIONS, BUILDING STEPS AND ROOFTYPES MAY BE CONFIGURED IN VARIOUS WAYS TO MEET SITE CONDITIONS

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SOUTH JORDAN, UTAH

REAR LOAD
HIGHLIGHT SCHEME - 02

D101

10 MAR 2025

NOTE: CONCEPTUAL DRAWINGS. INDIVIDUAL UNITS, ELEVATIONS, BUILDING STEPS AND ROOFTYPES MAY BE CONFIGURED IN VARIOUS WAYS TO MEET SITE CONDITIONS

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REAR LOAD
HIGHLIGHT SCHEME - 03

D102

10 MAR 2025

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SOUTH JORDAN, UTAH

REAR LOAD
HIGHLIGHT SCHEME - 01

D103

10 MAR 2025

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REAR LOAD
HIGHLIGHT SCHEME - 01

D104

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SOUTH JORDAN, UTAH

REAR LOAD
HIGHLIGHT SCHEME - 04

D105

10 MAR 2025

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SOUTH JORDAN, UTAH

REAR LOAD
HIGHLIGHT SCHEME - 04

D106

10 MAR 2025

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DAI - ALTITUDE DESIGN PACKAGE

SOUTH JORDAN, UTAH

COLOR SCHEME - FRONT LOAD

D107

10 MAR 2025

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DAI - ALTITUDE DESIGN PACKAGE

SOUTH JORDAN, UTAH

LEASING OFFICE

D110

10 MAR 2025

FRONT ELEVATION SD
3/16" = 1'-0"
1
D201

LEFT ELEVATION SD
3/16" = 1'-0"
2
D201

RIGHT ELEVATION SD
3/16" = 1'-0"
3
D201

REFER TO RENDERINGS AND MATERIAL BOARD FOR COLOR/MATERIAL SELECTIONS

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DAI - ALTITUDE 4PLEX 01 - FLAT

SOUTH JORDAN, UT

4-PLEX-01 FLAT
EXTERIOR ELEVATIONS

D201

10 MAR 2025

REAR ELEVATION SD

3/16" = 1'-0"

1
D202

REFER TO RENDERINGS AND MATERIAL BOARD FOR COLOR/MATERIAL SELECTIONS

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DAI - ALTITUDE 4PLEX 01 - FLAT

SOUTH JORDAN, UT

4-PLEX-01 FLAT
EXTERIOR ELEVATIONS

D202

10 MAR 2025

FRONT ELEVATION SD
3/16" = 1'-0"
1
D203

LEFT ELEVATION SD
3/16" = 1'-0"
2
D203

RIGHT ELEVATION SD
3/16" = 1'-0"
3
D203

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DAI - ALTITUDE 5PLEX 01 - FLAT

SOUTH JORDAN, UT

5-PLEX-01 FLAT
EXTERIOR ELEVATIONS

D203

10 MAR 2025

REAR ELEVATION SD
3/16" = 1'-0"
1
D204

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DAI - ALTITUDE 5PLEX 01 - FLAT

SOUTH JORDAN, UT

5-PLEX-01 FLAT
EXTERIOR ELEVATIONS

D204

10 MAR 2025

FRONT ELEVATION SD
3/16" = 1'-0"
1
D205

LEFT ELEVATION SD
3/16" = 1'-0"
2
D205

RIGHT ELEVATION SD
3/16" = 1'-0"
3
D205

REFER TO RENDERINGS AND MATERIAL BOARD FOR COLOR/MATERIAL SELECTIONS

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DAI - ALTITUDE 6PLEX 01 FLAT

SOUTH JORDAN, UT

6-PLEX-01 FLAT
EXTERIOR ELEVATIONS

D205

10 MAR 2025

REAR ELEVATION SD
3/16" = 1'-0"

1
D206

REFER TO RENDERINGS AND MATERIAL BOARD FOR COLOR/MATERIAL SELECTIONS

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DAI - ALTITUDE 6PLEX 01 FLAT

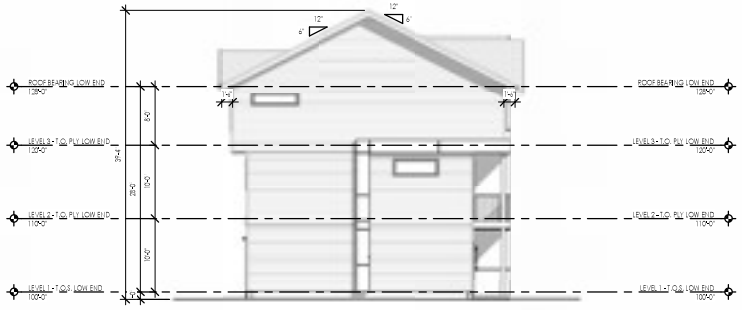
SOUTH JORDAN, UT

6-PLEX-01 FLAT
EXTERIOR ELEVATIONS

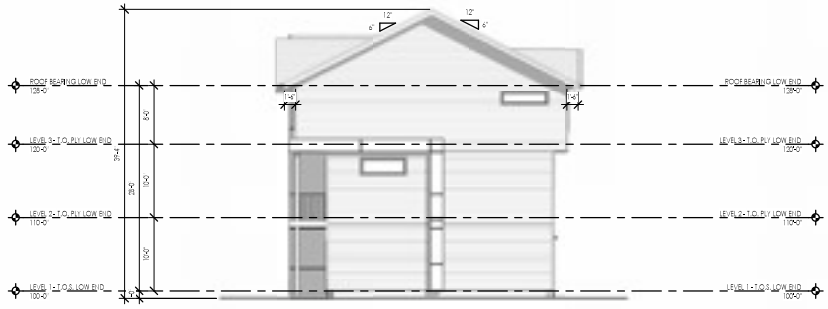
D206

10 MAR 2025

FRONT ELEVATION SD
1/8" = 1'-0"
1
D207



LEFT ELEVATION SD
1/8" = 1'-0"
2
D207



RIGHT ELEVATION SD
1/8" = 1'-0"
3
D207

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DAI - ALTITUDE 8PLEX 01 - EVEREST FLAT

SOUTH JORDAN, UT

8-PLEX-01 FLAT
EXTERIOR ELEVATIONS

D207

10 MAR 2025

REFER TO RENDERINGS AND MATERIAL BOARD FOR COLOR/MATERIAL SELECTIONS

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DAI - ALTITUDE 8PLEX 01 - EVEREST FLAT

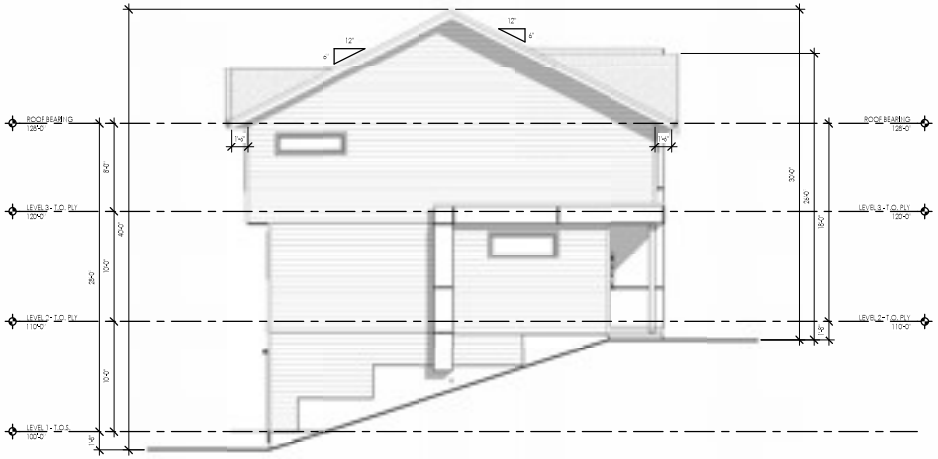
SOUTH JORDAN, UT

8-PLEX-01 FLAT
EXTERIOR ELEVATIONS

D208

10 MAR 2025

FRONT ELEVATION SD
3/16" = 1'-0"
1
D209



LEFT ELEVATION SD
3/16" = 1'-0"
2
D209

RIGHT ELEVATION SD
3/16" = 1'-0"
3
D209

REFER TO RENDERINGS AND MATERIAL BOARD FOR COLOR/MATERIAL SELECTIONS

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DAI - ALTITUDE

EVEREST - 6PLEX 01 DOWNHILL

SOUTH JORDAN, UT

6-PLEX-01 DOWNHILL
EXTERIOR ELEVATIONS

D209

10 MAR 2025

REAR ELEVATION SD
3/16" = 1'-0"

1
D210

REFER TO RENDERINGS AND MATERIAL BOARD FOR COLOR/MATERIAL SELECTIONS

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DAI - ALTITUDE

EVEREST - 6PLEX 01 DOWNHILL

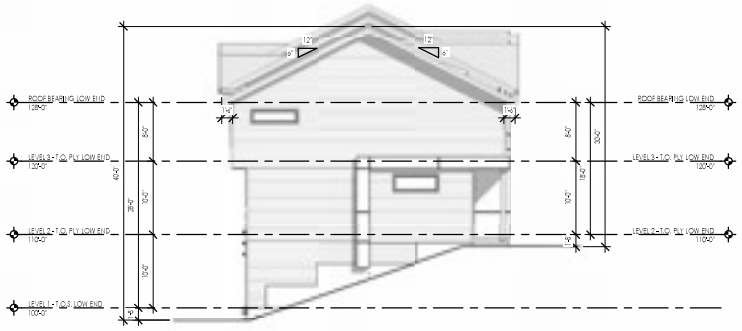
SOUTH JORDAN, UT

6-PLEX-01 DOWNHILL
EXTERIOR ELEVATIONS

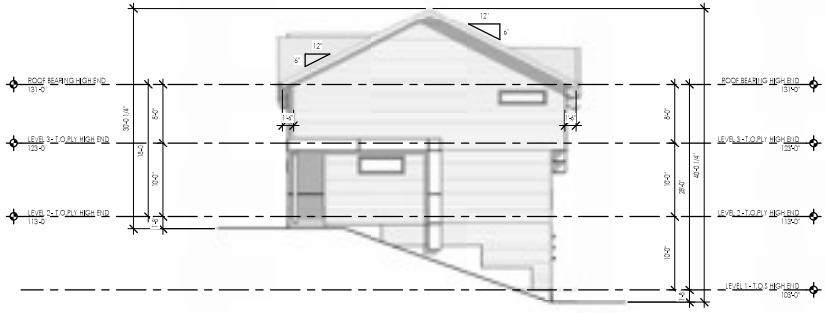
D210

10 MAR 2025

FRONT ELEVATION SD
1/8" = 1'-0"
1
D211



LEFT ELEVATION SD
1/8" = 1'-0"
2
D211



RIGHT ELEVATION SD
1/8" = 1'-0"
3
D211

REFER TO RENDERINGS AND MATERIAL BOARD FOR COLOR/MATERIAL SELECTIONS

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DAI - ALTITUDE

8PLEX 01 - EVEREST DOWNHILL

SOUTH JORDAN, UT

8-PLEX-01 DOWNHILL
EXTERIOR ELEVATIONS

D211

10 MAR 2025

REFER TO RENDERINGS AND MATERIAL BOARD FOR COLOR/MATERIAL SELECTIONS

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DAI - ALTITUDE

8PLEX 01 - EVEREST DOWNHILL

SOUTH JORDAN, UT

8-PLEX-01 DOWNHILL
EXTERIOR ELEVATIONS

D212

10 MAR 2025

FRONT ELEVATION SD
3/16" = 1'-0"
1 D213

LEFT ELEVATION SD
3/16" = 1'-0"
2 D213

RIGHT ELEVATION SD
3/16" = 1'-0"
3 D213

REFER TO RENDERINGS AND MATERIAL BOARD FOR COLOR/MATERIAL SELECTIONS

Think Architecture

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DAI - ALTITUDE

5PLEX 01 - MCKINLEY FLAT

SOUTH JORDAN, UT

5-PLEX-01 FLAT
EXTERIOR ELEVATIONS

D213

10 MAR 2025

REAR ELEVATION SD
3/16" = 1'-0"
1
D214

REFER TO RENDERINGS AND MATERIAL BOARD FOR COLOR/MATERIAL SELECTIONS

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DAI - ALTITUDE

5PLEX 01 - MCKINLEY FLAT

SOUTH JORDAN, UT

5-PLEX-01 FLAT
EXTERIOR ELEVATIONS

D214

10 MAR 2025

FRONT ELEVATION SD
3/16" = 1'-0"
1
D215

LEFT ELEVATION SD
3/16" = 1'-0"
2
D215

RIGHT ELEVATION SD
3/16" = 1'-0"
3
D215

REFER TO RENDERINGS AND MATERIAL BOARD FOR COLOR/MATERIAL SELECTIONS

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DAI - ALTITUDE

6PLEX 01 - MCKINLEY FLAT

SOUTH JORDAN, UT

6-PLEX-01 FLAT
EXTERIOR ELEVATIONS

D215

10 MAR 2025

REAR ELEVATION SD
3/16" = 1'-0"
1
D216

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DAI - ALTITUDE

6PLEX 01 - MCKINLEY FLAT

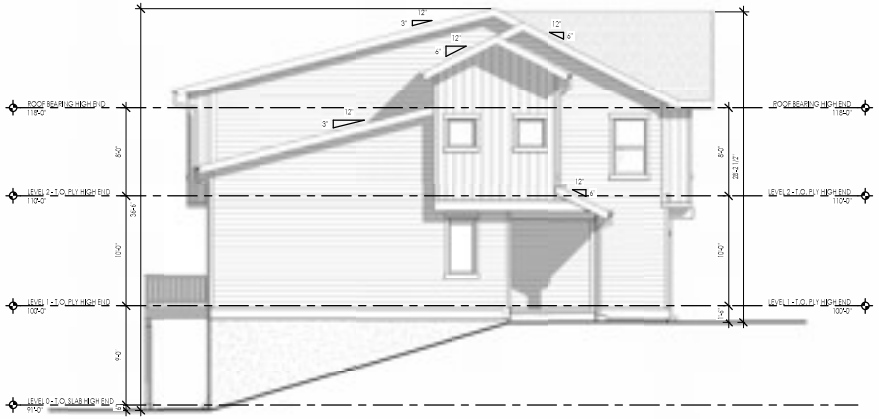
SOUTH JORDAN, UT

6-PLEX-01 FLAT
EXTERIOR ELEVATIONS

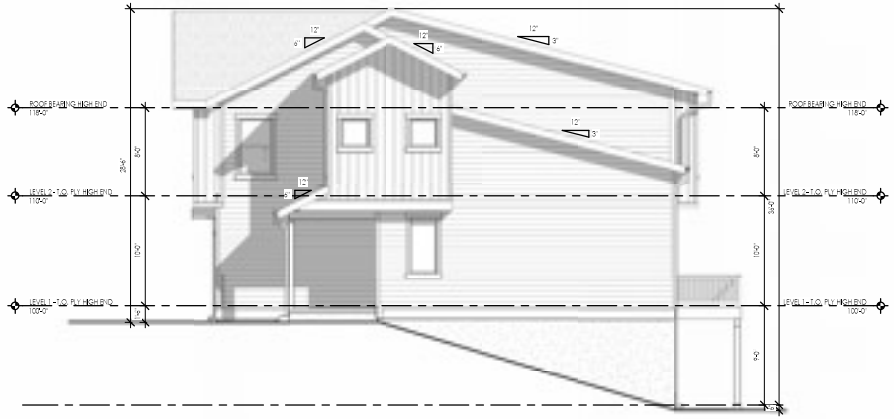
D216

10 MAR 2025

FRONT ELEVATION SD
3/16" = 1'-0"
1
D217



LEFT ELEVATION SD
3/16" = 1'-0"
2
D217



RIGHT ELEVATION SD
3/16" = 1'-0"
3
D217

REFER TO RENDERINGS AND MATERIAL BOARD FOR COLOR/MATERIAL SELECTIONS

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DAI - ALTITUDE FRONT LOAD 4-PLEX- 01 WALKOUT

SOUTH JORDAN, UT

4-PLEX-01 WALKOUT
EXTERIOR ELEVATIONS

D217

10 MAR 2025

REAR ELEVATION - WALK OUT SD
3/16" = 1'-0"
1
D218

REFER TO RENDERINGS AND MATERIAL BOARD FOR COLOR/MATERIAL SELECTIONS

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DAI - ALTITUDE FRONT LOAD 4-PLEX- 01 WALKOUT

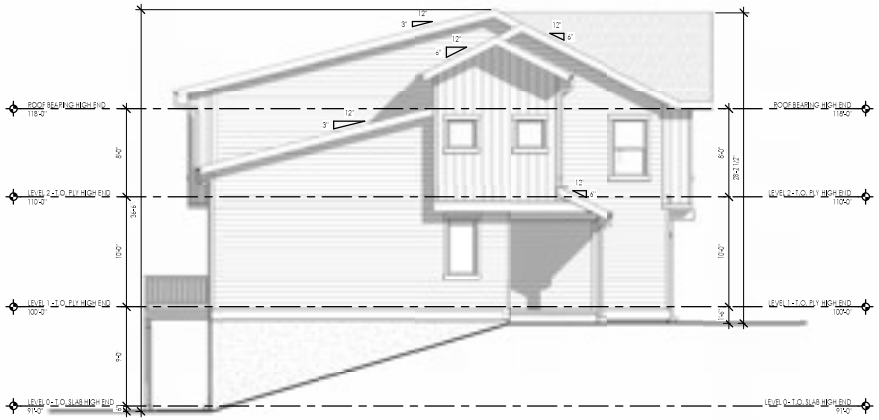
SOUTH JORDAN, UT

4-PLEX-01 WALKOUT
EXTERIOR ELEVATIONS

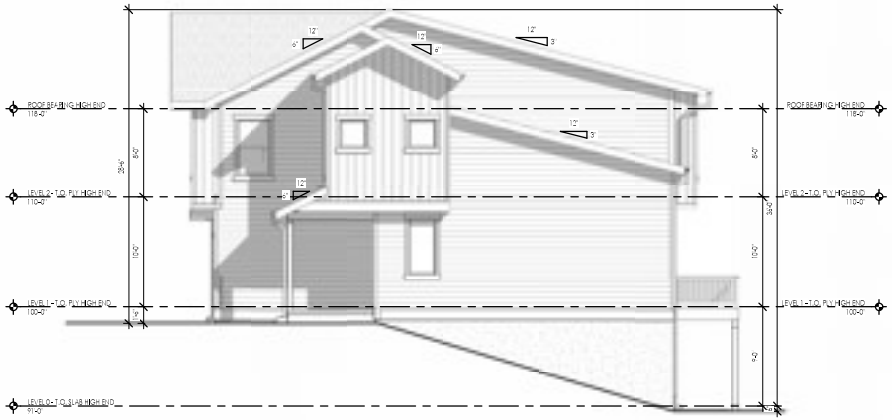
D218

10 MAR 2025

FRONT ELEVATION SD
3/16" = 1'-0"
1
D219



LEFT ELEVATION SD
3/16" = 1'-0"
2
D219



RIGHT ELEVATION SD
3/16" = 1'-0"
3
D219

REFER TO RENDERINGS AND MATERIAL BOARD FOR COLOR/MATERIAL SELECTIONS

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DAI - ALTITUDE FRONT LOAD 6-PLEX- 02 WALKOUT

SOUTH JORDAN, UT

6-PLEX-02 WALKOUT
EXTERIOR ELEVATIONS

D219

10 MAR 2025

REAR ELEVATION - WALK OUT SD
3/16" = 1'-0"
1
D220

REFER TO RENDERINGS AND MATERIAL BOARD FOR COLOR/MATERIAL SELECTIONS

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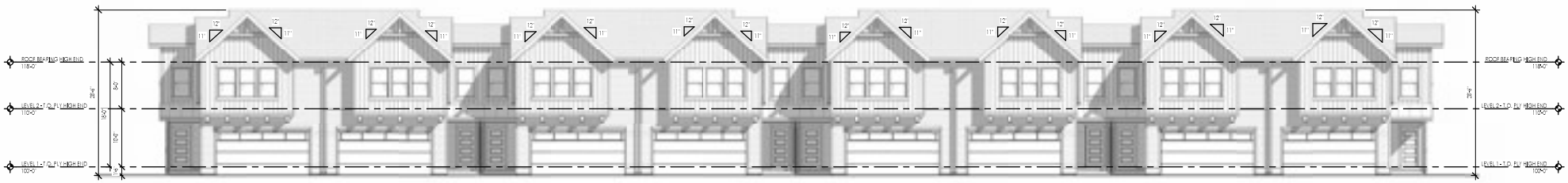
DAI - ALTITUDE FRONT LOAD 6-PLEX- 02 WALKOUT

SOUTH JORDAN, UT

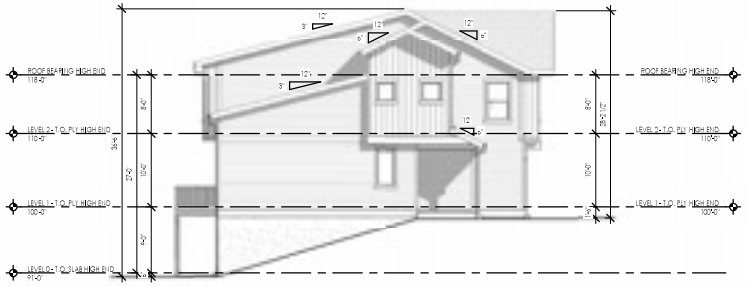
6-PLEX-02 WALKOUT
EXTERIOR ELEVATIONS

D220

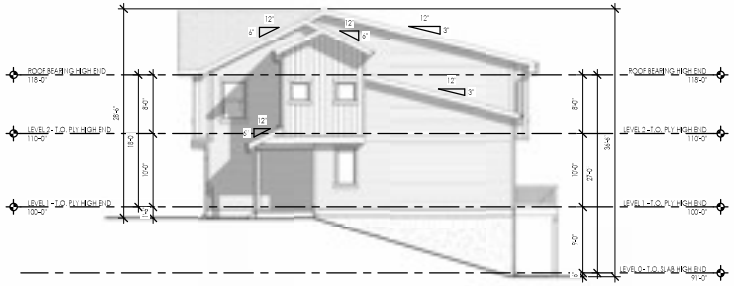
10 MAR 2025



FRONT ELEVATION SD
1/8" = 1'-0"
1
D221



LEFT ELEVATION SD
1/8" = 1'-0"
2
D221



RIGHT ELEVATION SD
1/8" = 1'-0"
3
D221

REFER TO RENDERINGS AND MATERIAL BOARD FOR COLOR/MATERIAL SELECTIONS

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DAI - ALTITUDE FRONT LOAD 8-PLEX- 02 WALKOUT

SOUTH JORDAN, UT

8-PLEX-02 WALKOUT
EXTERIOR ELEVATIONS

D221

10 MAR 2025

REAR ELEVATION - WALK OUT SD

1/8" = 1'-0"

1

REFER TO RENDERINGS AND MATERIAL BOARD FOR COLOR/MATERIAL SELECTIONS

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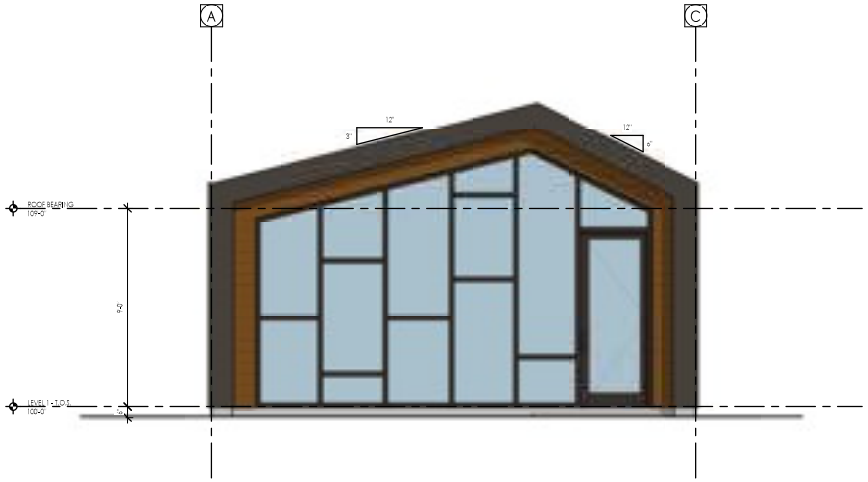
DAI - ALTITUDE FRONT LOAD 8-PLEX- 02 WALKOUT

SOUTH JORDAN, UT

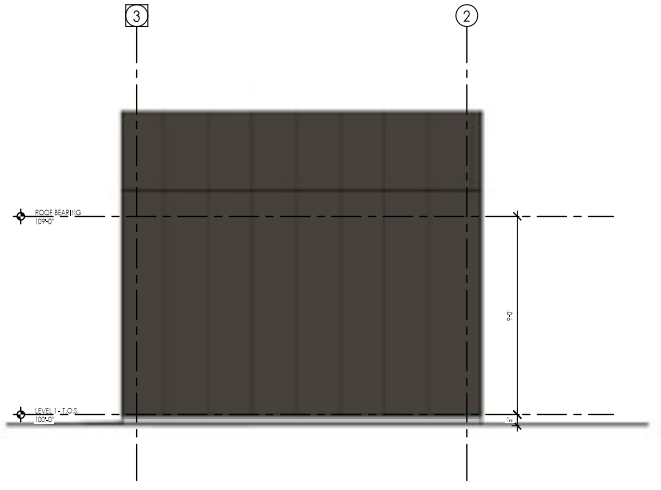
8-PLEX-02 WALKOUT
EXTERIOR ELEVATIONS

D222

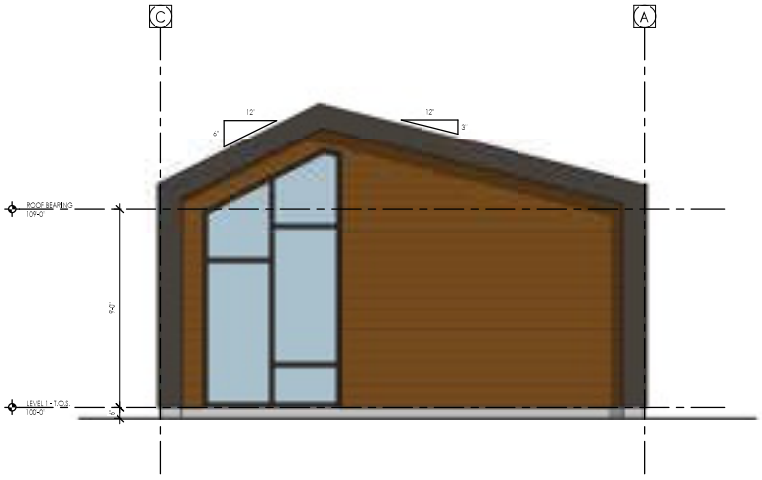
10 MAR 2025



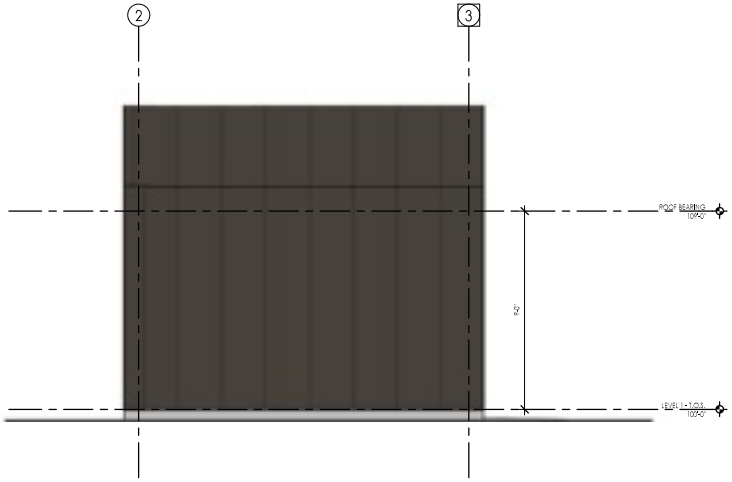
FRONT ELEVATION SD
3/8" = 1'-0"
1
D301



RIGHT ELEVATION SD
3/8" = 1'-0"
2
D301



REAR ELEVATION SD
3/8" = 1'-0"
3
D301



LEFT ELEVATION SD
3/8" = 1'-0"
4
D301

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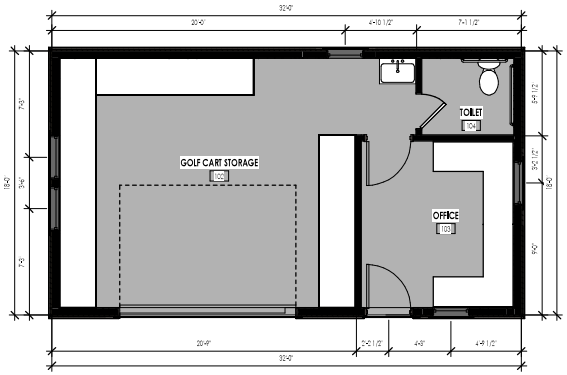
ALTITUDE LEASING OFFICE

SOUTH JORDAN, UT

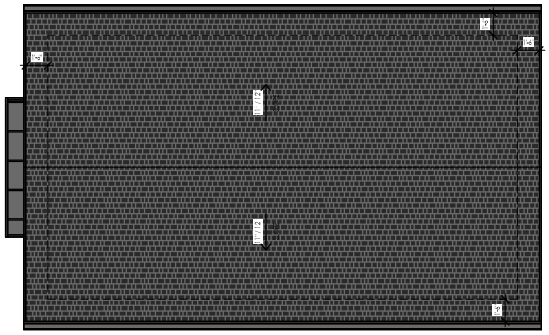
EXTERIOR ELEVATIONS

D301

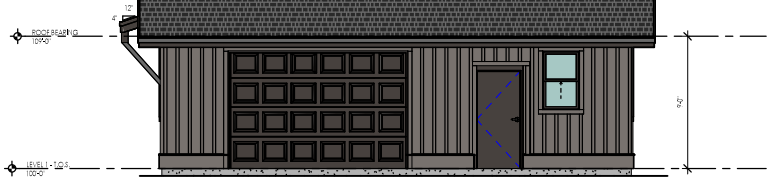
18 MAR 2025



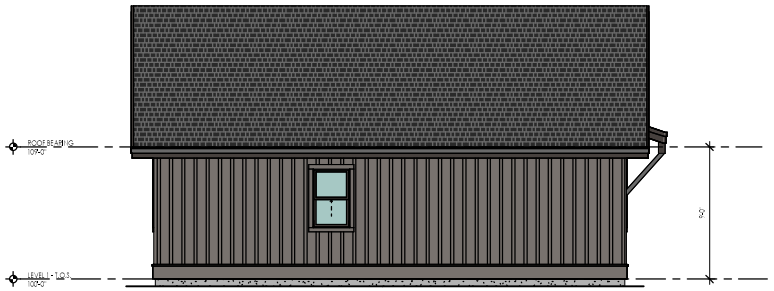
LEVEL 1 - PRESENTATION
1/4" = 1'-0"
1
D218



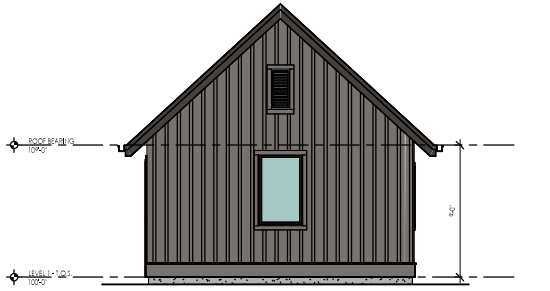
UPPER ROOF BEARING - PRESENTATION
1/4" = 1'-0"
2
D218



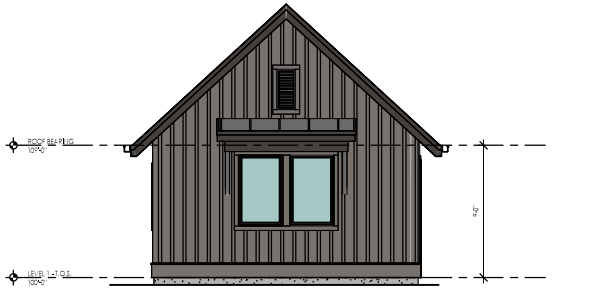
SOUTH ELEVATION SD
1/4" = 1'-0"
3
D218



NORTH ELEVATION SD
1/4" = 1'-0"
4
D218



EAST ELEVATION SD
1/4" = 1'-0"
5
D218



WEST ELEVATION SD
1/4" = 1'-0"
6
D218

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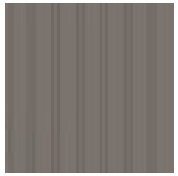
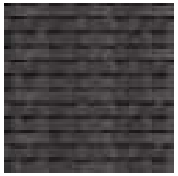
ALTITUDE MAINTENANCE BLDG

FLOOR PLAN & ELEVATIONS

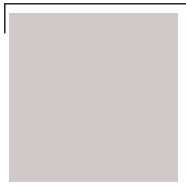
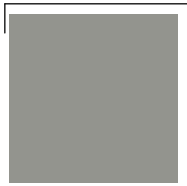
D302

19 MAR 2025

COMMON COLORS

SWATCH:									
DESCRIPTION:	**TRIM/FASCIA/SOFFIT**	**LAP SIDING**	**LAP SIDING**	**BOARD AND BATT**	**ROOFING -SHINGLES**	**WINDOWS/DOORS**	**FRONT DOOR**	**GARAGE DOOR**	**RAILINGS**
MANUFACTURER:	TBD	TBD	TBD	FIBER CEMENT OR SIMILAR	CERTIANTEED OR SIMILAR	ANDERSON WINDOWS OR SIMILAR	TBD	GARAGA OR SIMILAR	FORTRESS CABLE RAIL OR SIMILAR
COLOR:	"DARK BRONZE" OR SIMILAR	"GAUNTLET GRAY" (SW 7019) OR SIMILAR	GRAYISH" (SW 6001) OR SIMILAR	"GAUNTLET GRAY" (SW 7019) OR SIMILAR	"MOIRE BLACK" OR SIMILAR	"DARK BRONZE"/ "WHITE VINYL" OR SIMILAR	SHERWIN WILLIAMS "DOVETAIL" (SW 7018) OR SIMILAR	"TERRASTONE" OR SIMILAR	"BLACK" OR SIMILAR

HIGHLIGHT COLORS

	HIGHLIGHT SCHEME 1		HIGHLIGHT SCHEME 2		HIGHLIGHT SCHEME 3		HIGHLIGHT SCHEME 4	
SWATCH:								
DESCRIPTION:	**FIBER CEMENT PANEL**	**FORMED METAL PANEL OR JAMES HARDIE WOODTONE**	**FIBER CEMENT PANEL**	**FORMED METAL PANEL OR JAMES HARDIE WOODTONE**	**FIBER CEMENT PANEL**	**FORMED METAL PANEL OR JAMES HARDIE WOODTONE**	**FIBER CEMENT PANEL**	**FORMED METAL PANEL OR JAMES HARDIE WOODTONE**
MANUFACTURER:	TBD	ALURRA OR EQUAL	TBD	ALURRA OR EQUAL	TBD	ALURRA OR EQUAL	TBD	ALURRA OR EQUAL
COLOR:	"GRAYISH" (SW 6001) OR SIMILAR	RUSTIC SERIES "SUMMER WHEAT" (OSI#245) OR SIMILAR	"AURORA BROWN" (SW 2837) OR SIMILAR	RUSTIC SERIES "SUMMER WHEAT" (OSI#245) OR SIMILAR	"URBANE BRONZE" (SW 7048) OR SIMILAR	RUSTIC SERIES "SUMMER WHEAT" (OSI#245) OR SIMILAR	"ILLUSIVE GREEN" (SW 9164) OR SIMILAR	RUSTIC SERIES "SUMMER WHEAT" (OSI#245) OR SIMILAR

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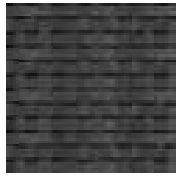
DAI - ALTITUDE DESIGN PACKAGE

SOUTH JORDAN, UTAH

COLOR / MATERIAL BOARD 3-STORY PART A

D501

10 MAR 2025

SWATCH:								
DESCRIPTION:	**FRONT DOOR**	**TIMBERS**	**LAP SIDING**	**BOARD AND BATT**	**WINDOWS FRAMES**	**GARAGE DOOR**	**ROOFING-STANDING SEAM**	**ROOFING -SHINGLES**
MANUFACTURER:	TBD	TBD	JAMES HARDIE OR SIMILAR	JAMES HARDIE OR SIMILAR	ANDERSON WINDOWS OR SIMILAR	GARAGA OR SIMILAR	MBCI OR SIMILAR	CERTIANTEED OR SIMILAR
COLOR:	SHERWIN WILLIAMS "DOVETAIL" (SW 7018) OR SIMILAR	SHERWIN WILLIAMS "FIG" (DB 2317) OR SIMILAR	"ALABASTER" (SW 7008) OR SIMILAR	"ALABASTER" (SW 7008) OR SIMILAR	"DARK BRONZE" OR SIMILAR	"TERRASTONE" OR SIMILAR	"MEDIUM BRONZE" OR SIMILAR	"MOIRE BLACK" OR SIMILAR

COLOR SCHEME -FRONT LOAD

SWATCH:			
DESCRIPTION:	**ROOFING-STANDING SEAM**	**FORMED METAL PANEL OR JAMES HARDIE WOODTONE**	**WINDOWS/DOORS**
MANUFACTURER:	MBCI	ALURRA OR SIMILAR	ANDERSON WINDOWS OR SIMILAR
COLOR:	"MEDIUM BRONZE" OR SIMILAR	RUSTIC SERIES "SUMMER WHEAT" (OSI#245) OR SIMILAR	"DARK BRONZE/ WHITE VINYL" OR SIMILAR

COLOR SCHEME -LEASING OFFICE

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DAI - ALTITUDE DESIGN PACKAGE

SOUTH JORDAN, UTAH

COLOR / MATERIAL BOARD 2-STORY PART B

D502

10 MAR 2025

DAI - ALTITUDE DESIGN PACKAGE

SOUTH JORDAN, UTAH

EDGEhomes

NOTE: CONCEPTUAL DRAWINGS. INDIVIDUAL UNITS, ELEVATIONS, BUILDING STEPS AND ROOFTYPES MAY BE CONFIGURED IN VARIOUS WAYS TO MEET SITE CONDITIONS

EDGEhomes

DAI - ALTITUDE DESIGN PACKAGE

SOUTH JORDAN, UTAH

NOTE: CONCEPTUAL DRAWINGS. INDIVIDUAL UNITS, ELEVATIONS, BUILDING STEPS AND ROOFTYPES MAY BE CONFIGURED IN VARIOUS WAYS TO MEET SITE CONDITIONS

EDGEhomes

DAI - ALTITUDE DESIGN PACKAGE

SOUTH JORDAN, UTAH

NOTE: CONCEPTUAL DRAWINGS. INDIVIDUAL UNITS, ELEVATIONS, BUILDING STEPS AND ROOFTYPES MAY BE CONFIGURED IN VARIOUS WAYS TO MEET SITE CONDITIONS

EDGEhomes

DAI - ALTITUDE DESIGN PACKAGE

SOUTH JORDAN, UTAH

NOTE: CONCEPTUAL DRAWINGS. INDIVIDUAL UNITS, ELEVATIONS, BUILDING STEPS AND ROOFTYPES MAY BE CONFIGURED IN VARIOUS WAYS TO MEET SITE CONDITIONS

EDGEhomes

DAI - ALTITUDE DESIGN PACKAGE

SOUTH JORDAN, UTAH

FRONT

LEFT

REFER TO RENDERINGS AND MATERIAL BOARD FOR COLOR/MATERIAL SELECTIONS

EDGEhomes

DAI - ALTITUDE 4 STORY CONDO

SOUTH JORDAN, UT

REAR

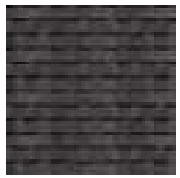
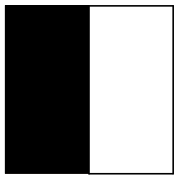
RIGHT

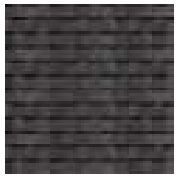
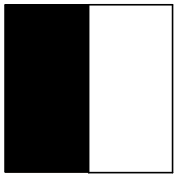
REFER TO RENDERINGS AND MATERIAL BOARD FOR COLOR/MATERIAL SELECTIONS

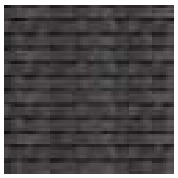
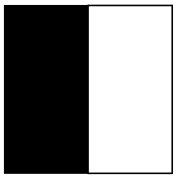
EDGEhomes

DAI - ALTITUDE 4 STORY CONDO

SOUTH JORDAN, UT

SWATCH:									
DESCRIPTION:	**TRIM/FASCIA/SOFFIT**	**LAP SIDING**	**STONE**	**STUCCO**	**ROOFING -SHINGLES**	**WINDOWS/DOORS**	**GARAGE DOOR**	**RAILINGS**	**RUSTIC LAP SIDING**
MANUFACTURER:	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
COLOR:	BLACK	MIDNIGHT SOOT	PEWTER - KING	EXTRA WHITE	CHARCOAL	BLACK / WHITE	WHITE	BLACK	RUGGED PINE

SWATCH:									
DESCRIPTION:	**TRIM/FASCIA/SOFFIT**	**LAP SIDING**	**BRICK**	**STUCCO**	**ROOFING -SHINGLES**	**WINDOWS/DOORS**	**GARAGE DOOR**	**RAILINGS**	**RUSTIC LAP SIDING**
MANUFACTURER:	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
COLOR:	BLACK	MIDNIGHT SOOT	PEWTER - KING	EXTRA WHITE	CHARCOAL	BLACK / WHITE	WHITE	BLACK	RUGGED PINE

SWATCH:									
DESCRIPTION:	**TRIM/FASCIA/SOFFIT**	**LAP SIDING**	**BRICK**	**STUCCO**	**ROOFING -SHINGLES**	**WINDOWS/DOORS**	**GARAGE DOOR**	**RAILINGS**	**RUSTIC LAP SIDING**
MANUFACTURER:	TBD	TBD	TBD	TBD	TBD	TBD			TBD
COLOR:	BLACK	STONE SLATE	CHARCOAL SMOOTH - KING	SEASIDE	CHARCOAL	BLACK / WHITE	WHITE	BLACK	RUGGED PINE

EDGEhomes

DAI - ALTITUDE DESIGN PACKAGE

SOUTH JORDAN, UTAH

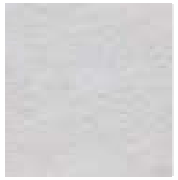
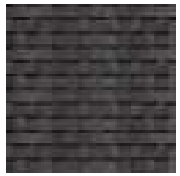
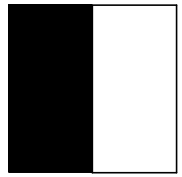
SWATCH:									
DESCRIPTION:	**TRIM/FASCIA/SOFFIT**	**LAP SIDING**	**BRICK**	**STUCCO**	**ROOFING -SHINGLES**	**WINDOWS/DOORS**	**GARAGE DOOR**	**RAILINGS**	**RUSTIC LAP SIDING**
MANUFACTURER:	TBD	TBD	TBD	TBD	TBD	TBD			TBD
COLOR:	BLACK	MIDNIGHT SOOT	MISTY SUMMIT - KING	SEASIDE	CHARCOAL	BLACK / WHITE	WHITE	BLACK	RUGGED PINE

EXHIBIT H

(Fencing Standards and Locations)

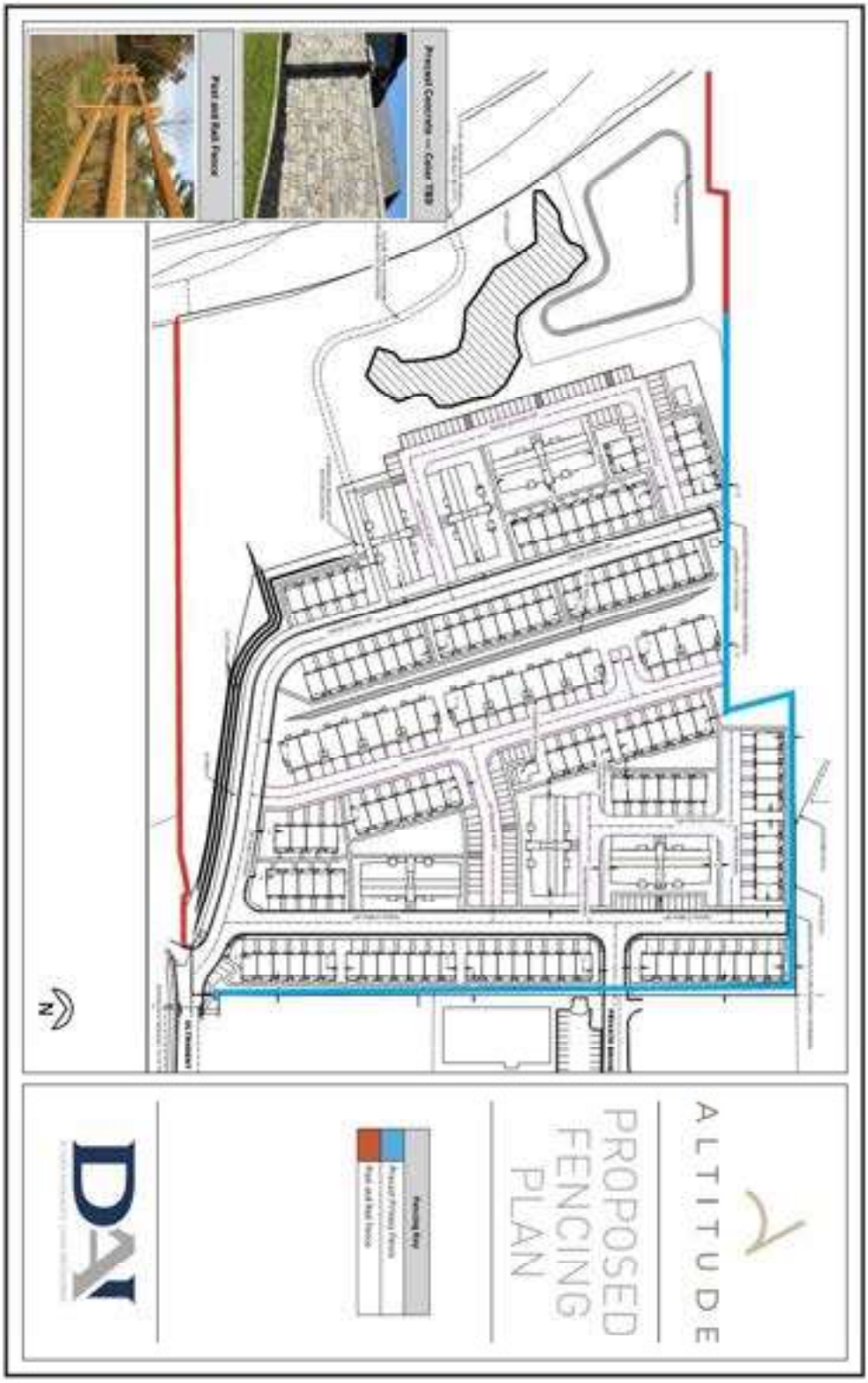


EXHIBIT I

(Secondary Access)

EXHIBIT J
(Floodplain)

RESOLUTION R2025 – 13

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, AMENDING THE FUTURE LAND USE MAP OF THE GENERAL PLAN OF THE CITY OF SOUTH JORDAN FROM NATURAL AREA (NA) AND AGRICULTURAL PRESERVATION BOUNDARY TO MIXED USE TRANSIT ORIENTED DEVELOPMENT (MU-TOD) BOUNDARY ON PROPERTY GENERALLY LOCATED AT 500 WEST ULTRADENT DRIVE; ALTITUDE, LLC (APPLICANT).

WHEREAS, the City Council of the City of South Jordan ("City Council") has adopted the Future Land Use Map of the General Plan of the City of South Jordan ("Land Use Map"); and

WHEREAS, the Applicant requested that the City Council amend the Future Land Use Map by changing the designated Natural Area (NA) boundary and also changing the land use designation from Agricultural Preservation to Mixed Use Transit Oriented Development (MU-TOD) boundary on property generally located at 500 W. Ultradent Drive, as depicted in the Attached **Exhibit A**; and

WHEREAS, the South Jordan Planning Commission reviewed the Applicant's proposed amendment and made a recommendation to the City Council; and

WHEREAS, the City Council held a public hearing concerning the proposed amendment; and

WHEREAS, the City Council finds that amending the Future Land Use Map as proposed by the Applicant will enhance public health, safety and general welfare, and promote the goals of the General Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH:

SECTION 1. Amendment. The land use designation of the Future Land Use Map of property described in Application PLZBA20240018, located approximately at 500 West Ultradent Drive in the City of South Jordan, Utah, is hereby changed from Natural Area (NA) and Agricultural Preservation boundary to Mixed Use Transit Oriented Development (MU-TOD) boundary, as depicted in **Exhibit A**.

SECTION 2. Severability. If any section, clause or portion of this Resolution is declared invalid by a court of competent jurisdiction, the remainder shall not be affected thereby and shall remain in full force and effect.

SECTION 3. Effective Date. This Resolution shall become effective immediately upon passage.

[SIGNATURE PAGE FOLLOWS]

APPROVED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, ON THIS _____ DAY OF _____, 2025 BY THE FOLLOWING VOTE:

	YES	NO	ABSTAIN	ABSENT
Patrick Harris	____	____	____	____
Kathie Johnson	____	____	____	____
Donald Shelton	____	____	____	____
Tamara Zander	____	____	____	____
Jason T. McGuire	____	____	____	____

Mayor: _____ Attest: _____
Dawn R. Ramsey City Recorder

Approved as to form:

Gregory Simonsen
Gregory Simonsen (Jul 8, 2025 14:54 MDT)

Office of the City Attorney

EXHIBIT A

(Property Description)

NATURAL AREA (NA) BOUNDARY

A parcel of land located in the Southwest Quarter of the Southwest Quarter of Section 12, and the Northwest Quarter of the Northwest Quarter of Section 13, Township 3 South, Range 1 West, Salt Lake Meridian, described as follows:

Beginning at a point that common boundary line as described in that boundary line agreement Deed Entry No. 12909027 Book: 10741 Page: 3724-3742 of the official records of the Salt Lake County Recorder, said point being located N89°27’04”W along the Section Line 1440.89 feet and SOUTH 10.73 feet from the South Quarter Corner of Section 12, Township 3 South, Range 1 West, Salt Lake Meridian; thence along said boundary line agreement the following five (5) courses: thence S89°54'50"W 19.25 feet; thence along the arc of a non-tangent curve to the left 6.93 feet with a radius of 27.09 feet through a central angle of 14°39'45", chord: N54°21'08"W 6.91 feet; thence along the arc of a non-tangent curve to the left 32.61 feet with a radius of 234.54 feet through a central angle of 07°58'02", chord: S86°09'15"W 32.59 feet; thence along the arc of a non-tangent curve to the left 22.58 feet with a radius of 38.54 feet through a central angle of 33°33'53", chord: S66°02'06"W 22.26 feet; thence S89°56'57"W 54.29 feet to a fence corner; thence along an existing fence line and the common boundary line as described in that boundary line agreement Deed Entry No. 12315322 Book: 10449 Page: 6242-6253 of the official records of the Salt Lake County Recorder the following two (2) courses: S89°56’13”W 507.69 feet; thence S89°20’25”W 160.70 feet to the

easterly bank of the Jordan River; thence along said easterly bank the following three (3) courses: N12°38’01”W 141.28 feet; thence along the arc of a curve to the left 404.04 feet with a radius of 1000.00 feet through a central angle of 23°08’59” chord: N24°12’30”W 401.30 feet; thence N35°47’00”W 261.78 feet; thence East 176.48 feet; thence N25°02'10"E 1.14 feet; thence N08°45'13"E 23.77 feet; thence East 387.22 feet; thence S72°58'46"W 111.03 feet; thence S17°01'14"E 35.83 feet; thence S72°58'46"W 55.41 feet; thence S17°01'14"E 46.06 feet; thence S72°58'46"W 20.00 feet; thence S17°01'14"E 324.00 feet; thence N72°58'46"E 20.00 feet; thence S17°01'14"E 28.33 feet; thence N72°58'46"E 22.35 feet; thence S17°32'22"E 71.32 feet; thence N72°58'46"E 79.00 feet; thence S17°01'14"E 141.73 feet; thence S76°56'01"E 150.43 feet; thence S82°10'36"E 214.11 feet; thence S77°27'54"E 48.79 feet; thence S67°24'29"E 50.91 feet to the point of beginning.

Contains: ±265,586 Sq. Ft.

±6.10 Acres

MIXED USE TRANSIT ORIENTED DEVELOPMENT (MU-TOD) BOUNDARY

A parcel of land located in the Southwest Quarter of the Southwest Quarter of Section 12, and the Northwest Quarter of the Northwest Quarter of Section 13, Township 3 South, Range 1 West, Salt Lake Meridian described as follows:

Beginning at a point on the south line of Section 12, being located N89°27’04”W along the Section Line 1328.53 feet from the South 1/4 Corner of Section 12, Township 3 South, Range 1 West, Salt Lake Meridian; thence N89°27’04”W along the Section Line 65.96 feet to the northerly extension of an arc described in that boundary line agreement Deed Entry No. 12909027 Book: 10741 Page: 3724-3742 of the official records of the Salt Lake County Recorder; thence along the extension of and said boundary line agreement the following two (2) courses: along the arc of a non-tangent curve to the right 10.30 feet with a radius of 23.45 feet through a central angle of 25°09’40” chord: S0°26’01”E 10.22 feet; thence S89°54’50”W 46.48 feet; thence N67°24'29"W 50.91 feet; thence N77°27'54"W 48.79 feet; thence N82°10'36"W 214.11 feet; thence N76°56'01"W 150.43 feet; thence N17°01'14"W 141.73 feet; thence S72°58'46"W 79.00 feet; thence N17°32'22"W 71.32 feet; thence S72°58'46"W 22.35 feet; thence N17°01'14"W 28.33 feet; thence S72°58'46"W 20.00 feet; thence N17°01'14"W 324.00 feet; thence

N72°58'46"E 20.00 feet; thence N17°01'14"W 46.06 feet; thence N72°58'46"E 55.41 feet; thence N17°01'14"W 35.83 feet; thence N72°58'46"E 111.03 feet to the northerly line of that real property described in Deed Entry No. 14045990 in the official records of the Salt Lake County Recorder; thence along said real property the following five (5) courses: East 312.90 feet; thence N17°12'14"W 15.77 feet; thence N14°33'15"W 35.89 feet; thence N14°28'02"W 39.32 feet; thence N89°34'34"E 396.22 feet; thence N88°50'00"E 9.00 feet to the Northwest Corner of CABCO JORDAN SUBDIVISION; thence South 487.22 feet along the west boundary of said subdivision to the Southwest Corner thereof; thence N89°27'04"W 4.28 feet to the easterly line of that real property described in Deed Entry No. 14045990 in the official records of the Salt Lake County Recorder; thence S00°33'18"E along said real property 325.25 feet to the point of beginning.
Contains: ±541,766 Sq. Ft.
±12.44 Acres

ORDINANCE 2025 – 02-Z

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, REZONING PROPERTY GENERALLY LOCATED AT APPROXIMATELY 500 WEST ULTRADENT DRIVE IN THE CITY OF SOUTH JORDAN FROM A-1 (AGRICULTURAL) ZONE TO R-M (RESIDENTIAL) ZONE AND PD (PLANNED DEVELOPMENT) FLOATING ZONE; ALTITUDE, LLC, (APPLICANT).

WHEREAS, the City Council of the City of South Jordan ("City Council") has adopted the Zoning Ordinance of the City of South Jordan (Title 17 of the Municipal Code) with the accompanying Zoning Map; and

WHEREAS, Applicant, Altitude, LLC, proposed that the City Council amend the Zoning Map by rezoning the property described in the attached **Exhibit A**; and

WHEREAS, the South Jordan Planning Commission reviewed the proposed rezoning and made a recommendation to the City Council; and

WHEREAS, the City Council held a public hearing concerning the proposed rezoning; and

WHEREAS, the City Council finds that the rezoning will enhance the public health, safety and welfare and promote the goals of the General Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH:

SECTION 1. **Rezone.** The property described in Application PLZBA202400018, filed by Altitude, LLC and located at approximately 500 West Ultradent Drive in the City of South Jordan, Utah, is hereby rezoned from A-1 (Agricultural) Zone to R-M (Residential) Zone and PD (Planned Development) Floating Zone on property described in the attached **Exhibit A**.

SECTION 2. **Filing of Zoning Map.** The Official Zoning Map showing such changes shall be filed with the South Jordan City Recorder.

SECTION 3. Severability. If any section, part or provision of this Ordinance is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Ordinance and all sections, parts, provisions and words of this Ordinance shall be severable.

SECTION 4. Effective Date. This Ordinance shall become effective immediately upon publication or posting as required by law.

[SIGNATURE PAGE FOLLOWS]

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, ON THIS _____ DAY OF _____, 2025 BY THE FOLLOWING VOTE:

	YES	NO	ABSTAIN	ABSENT
Patrick Harris	____	____	____	____
Kathie Johnson	____	____	____	____
Donald Shelton	____	____	____	____
Tamara Zander	____	____	____	____
Jason McGuire	____	____	____	____

Mayor: _____ Attest: _____
Dawn R. Ramsey City Recorder

Approved as to form:

Gregory Simonsen
Gregory Simonsen (Jul 8, 2025 15:01 MDT)

Office of the City Attorney

EXHIBIT A
(Property Description)

Parcel: 27-12-351-005

A parcel of land located in the Southwest Quarter of the Southwest Quarter of Section 12, and the Northwest Quarter of the Northwest Quarter of Section 13, Township 3 South, Range 1 West, Salt Lake Meridian, lying East of Jordan River described by survey as follows:
Beginning at a point on the south line of Section 12, being located N89°27’04”W along the Section Line 1328.53 feet from the South 1/4 Corner of Section 12, Township 3 South, Range 1 West, Salt Lake Meridian; thence N89°27’04”W along the Section Line 65.96 feet to the northerly extension of an arc described in that boundary line agreement Deed Entry No. 12909027 Book: 10741 Page: 3724-3742 of the official records of the Salt Lake County Recorder; thence along the extension of and said boundary line agreement the following six (6) courses: along the arc of a non- tangent curve to the right 10.30 feet with a radius of 23.45 feet through a central angle of 25°09’40” chord: S0°26’01”E 10.22 feet; thence S89°54’50”W 65.73 feet; thence along the arc of a non-tangent curve to the left 6.93 feet with a radius of 27.09 feet through a central angle of 14°39’45” chord: N54°21’08”W 6.91 feet; thence along the arc of a non-tangent curve to the left 32.61 feet with a radius of 234.54 feet through a central angle of 7°58’02” chord: S86°09’15”W 32.59 feet; thence along the arc of a non-tangent curve to the left 22.58 feet with a radius of 38.54 feet through a central angle of 33°33’53” chord: S66°03’06”W 22.26 feet; thence S89°56’57”W 54.29 feet to a fence corner; thence along an existing fence line and the common boundary line as described in that boundary line agreement Deed Entry No. 12315322 Book: 10449 Page: 6242-6253 of the official records of the Salt Lake County Recorder the following two (2) courses: S89°56’13”W 507.69 feet; thence S89°20’25”W 160.70 feet to the easterly bank of the Jordan River; thence along said easterly bank the following three (3) courses: N12°38’01”W 141.28 feet; thence along the arc of a curve to the left 404.04 feet with a radius of 1000.00 feet through a central angle of 23°08’59” chord: N24°12’30”W 401.30 feet; thence N35°47’00”W 261.78 feet; thence East 176.48 feet; thence N25°02'10"E 1.14 feet; thence N08°45'13"E 23.77 feet; thence East 700.12 feet; thence N17°12'14"W 15.77 feet; thence N14°33'15"W 35.89 feet; thence N14°28'02"W 39.32 feet; thence N89°34'34"E 396.22 feet; thence S00°33'18"E 812.26 feet to the point of beginning.
Contains: ±18.46 Acres
±804,119 Sq. Ft.

SOUTH JORDAN CITY COUNCIL
STAFF MEMO

MEETING DATE: JULY 15, 2025

FILE OVERVIEW	
Item Name	FrontRunner Station Area Plan
File Number	Resolution R2025-24
Staff Author	Joe Moss, Long Range Planner
Presenter	Joe Moss, Shawn Seager (WCG)

ITEM SUMMARY

Utah Code § 10-9a-403.1 a requires South Jordan to adopt a Station Area Plan (SAP) for any area in the city that is within one half mile of a Frontrunner, TRAX, or within one quarter mile of a bus rapid transit station before December of 2025. The City received a grant from Wasatch Front Regional Council (WFRC) to work with a consultant team to comply with the requirements of state law. South Jordan adopted SAP's for the TRAX stations in December of 2024. Since that Time the City has been working with WFRC, UTA, and the consultant team to complete a SAP for the FrontRunner Station, which is the last remaining SAP needed for South Jordan to comply with these requirements.

The SAP is required to looks at the following components:

1- Increasing the availability and affordability of housing, including moderate income housing.
2- Promotes sustainable environmental conditions.
3- Enhances access to opportunities.
4- Increases transportation choices and connections.

The drafted FrontRunner SAP (Exhibit A) addresses these components and provides a comprehensive vision for the station area's future. It also includes an implementation table. The City will be required to report the plan's implementation progress in five years.

Staff recommends approval of the item to ensure that the City remains in compliance with legislative requirements.

SOUTH JORDAN UTAH

TIMELINE

- **June 3, 2025** City Staff presented the item to the City Council in a study session for discussion.
- **June 24, 2025** the Planning Commission voted 6-0 to recommended approval of the resolution.

CITY COUNCIL ACTION

Required Action:

Final decision.

Scope of Decision:

This is a legislative item to be decided by the City Council.

Standard of Approval:

Utah Code § 10-9a-403.1 requires a municipality to "develop and adopt" a station area plan for any fixed guided railway stations. A resolution for such plan should "substantially promote" each of the following objectives:

1- Increasing the availability and affordability of housing, including moderate income housing;
2- Promoting sustainable environmental conditions;
3- Enhancing access to opportunities; and
4- Increasing transportation choices and connections.

Motion Ready:

I move that the City Council approve:

1. Resolution R2025-24, FrontRunner Station Area Plan.

Alternatives:

1. Recommend approval with conditions.
2. Recommend denial.
3. Schedule the item for a recommendation at some future date.

SUPPORTING MATERIALS

1. Resolution R2025-24
    a. Exhibit A, FrontRunner Station Area Plan

SOUTH JORDAN UTAH

RESOLUTION R2025 - 24

A RESOLUTION OF THE CITY OF SOUTH JORDAN, UTAH, ADOPTING THE SOUTH JORDAN FRONTRUNNER STATION AREA PLAN

WHEREAS, pursuant to Utah Code §10-9a-403.1, each city with a fixed guideway transit station is required to adopt a "Station Area Plan"; and

WHEREAS, the City of South Jordan staff and Wasatch Front Regional Council ("WFRC") staff recommend that the City of South Jordan City Council (the "City Council") adopt the attached South Jordan FrontRunner Station Area Plan (the "FrontRunner SAP"); and

WHEREAS, the City Council determines that it is in the best interest of South Jordan City to adopt the FrontRunner SAP; and

WHEREAS, adoption of the FrontRunner SAP allows the City to forward the plan to the metropolitan planning organization (WFRC) and the public transit district (the Utah Transit Authority) for certification and demonstration of compliance with Utah Code §10-9a-403.1.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH:

SECTION 1. Adoption. The City Council hereby adopts the FrontRunner SAP, attached as Exhibit A, as required by Utah Code §10-9a-403.1.

SECTION 2. Severability. If any section, part or provision of this Resolution is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Resolution and all sections, parts, provisions and words of this Resolution shall be servable.

SECTION 3. Effective Date. This Resolution shall become effective immediately upon passage.

[SIGNATURE PAGE FOLLOWS]

APPROVED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, ON THIS _____ DAY OF _____, 2025 BY THE FOLLOWING VOTE:

	YES	NO	ABSTAIN	ABSENT
Patrick Harris	_____	_____	_____	_____
Kathie L. Johnson	_____	_____	_____	_____
Donald Shelton	_____	_____	_____	_____
Tamara Zander	_____	_____	_____	_____
Jason McGuire	_____	_____	_____	_____

Mayor: _____ Attest: _____

Dawn R. Ramsey City Recorder

Approved as to form:

GREGORY SIMONSEN (Jul 9, 2025 13:04 MDT)

Office of the City Attorney

SOUTH JORDAN
UTAH

Exhibit
A

SOUTH JORDAN FRONTRUNNER STATION AREA PLAN

May 2025

WCG
WALL CONSULTANT GROUP

WASATCH FRONT REGIONAL COUNCIL

LRB PUBLIC FINANCE ADVISORS
LEWIS | ROBERTSON | BURNINGHAM

UTA

PSOMAS

TABLE OF CONTENTS

EXECUTIVE SUMMARY . . . 3

I. INTRODUCTION . . . 5

II. EXISTING CONDITIONS . . . 6
- A. Previous Plans and Studies . . . 6
- B. Demographic and Socioeconomic Data . . . 7
  - Population . . . 7
  - Age . . . 8
  - Income and Housing Costs . . . 9
  - Education . . . 10
  - Employment . . . 10
- C. Land Use . . . 11
- D. Public Space and Urban Design . . . 15
- E. Existing Environmental Conditions . . . 16
- F. Multimodal Transportation Assessment . . . 17
  - Public Transit . . . 17
  - Active Transportation . . . 20
  - Vehicle Access . . . 20
  - Pedestrian, Bicycle, and Street Connectivity . . . 23
  - Safety . . . 23

III. STAKEHOLDER AND COMMUNITY ENGAGEMENT . . . 25
- A. Stakeholder Engagement . . . 25
  - Property Ownership . . . 25
- B. Community Engagement . . . 31
  - Digital Survey and Postcard . . . 32
  - Station Platform Engagement . . . 32
  - Public Input and Key Messages . . . 33

IV. MARKET ANALYSIS . . . 35
- A. Parcel Data Evaluation . . . 35
- B. Sales Leakage . . . 37
  - Supportable Zoning . . . 39
- C. Potential Barriers . . . 43

V. PREFERRED VISION PLAN . . . 44
- A. Land Use . . . 44
- B. Future Environmental Conditions . . . 48
- C. Economics . . . 49
- D. Transportation . . . 50
  - Public Transit . . . 50
  - Active Transportation . . . 53
  - Vehicles . . . 58

VI. 5-YEAR IMPLEMENTATION PLAN . . . 59

VII. APPENDICES . . . 63
- Appendix A – Survey Questions . . . 64
- Appendix B – Survey Results . . . 66
- Appendix C – Previous Plans and Studies . . . 83
- Appendix D – Property Ownership . . . 93
- Appendix E – Jordan River Best Practices Resources . . . 95

TABLES

Table 1: Previous Plans and Studies . . . 6
Table 2: Summary of Housing Stock . . . 9
Table 3: Housing Cost Ratio . . . 9
Table 4: Existing Transit Service . . . 17
Table 5: FrontRunner Existing Avg Daily Boardings and Alightings . . . 17
Table 6: Station Area Improvements - Survey Results . . . 34
Table 7: Study Area Parcel Characteristics . . . 35
Table 8: South Jordan Parcel Characteristics . . . 36
Table 9: South Jordan Sales Leakage . . . 37
Table 10: Summary of South Jordan Sales Leakage . . . 40
Table 11: South Jordan Supportable Commercial Zoning . . . 40
Table 12: South Jordan Commercial Sq. Ft. Per Job . . . 41
Table 13: Daybreak Urban Center Program TAZ Zones (2025 – 2050) . . . 41
Table 14: Summary of Economic Opportunities and Challenges . . . 42
Table 15: South Jordan FrontRunner Station Implementation Plan . . . 61

FIGURES

Figure 1: Study Area . . . 5
Figure 2: TAZ Population and Household Projections (Study Area) . . . 7
Figure 3: Age Distribution as a Percent of Total . . . 8
Figure 4: Educational Attainment . . . 10
Figure 5: Projected Employment within Study Area . . . 10
Figure 6: Existing Land Use . . . 12
Figure 7: Study Area Development Potential . . . 14
Figure 8: Study Area Existing Transit Service . . . 18
Figure 9: Regional Existing Transit Service . . . 19
Figure 10: Existing Active Transportation Facilities . . . 21
Figure 11: Existing Functional Class and Intersection Control . . . 22
Figure 12: Salt Lake County Connectivity Scores . . . 23
Figure 13: January 2020 - December 2024 Crash History . . . 24
Figure 14: Study Area Property Ownership . . . 26
Figure 15: Station Usage - Survey Results . . . 33
Figure 16: Total Taxable Value Distribution by Land Type . . . 36
Figure 17: Quarterly U.S. Retail E-commerce Sales . . . 43
Figure 18: Recommended Future Land Use . . . 45
Figure 19: Study Area Development Potential . . . 46
Figure 20: UTA Transit Plans . . . 50
Figure 21: UTA 5-Year Service Plan . . . 51
Figure 22: Active Transportation Preferred Vision Plan . . . 57
Figure 23: Project Implementation Plan Map . . . 62

EXECUTIVE SUMMARY

South Jordan's FrontRunner Station area has been in active development for nearly 25 years–beginning just before Salt Lake City hosted the 2002 Winter Olympics Games. FrontRunner commuter rail service began operating this station along with the rest of FrontRunner South project on December 10, 2012, following UTA's FrontRunner North Project in 2008, establishing commuter rail in Utah only seventeen years ago.

Significant economic development growth has occurred over the past 25 years within the Station Area; growth potential is flattening west of I-15 as land availability is approaching buildout. Most of the buildable property is already constructed and occupied by manufacturing, auto sales, freeway oriented hotels, job centers and some limited residential apartments.

This area is characterized as mostly privately-owned business property with the exception of the Jordan River Corridor, a majority of which is managed as habitat protection, mitigation and preservation. The Jordan River Trail is the one notable public space and is heavily used as a bicycle and pedestrian shared-use path and kayaking water trail. A boat launch and trail head with parking is located on the north end of this site at South Jordan's Shields Lane Park. Most notable is a lack of housing and restaurant services within a half mile radius of the station. Sandy City has future plans to develop additional housing on the site of the South Town mall including a Housing and Transit Reinvestment Zone. South Jordan City has recently received interest in developing some additional housing on the north end of this site.

Barriers in the South Jordan Station Area include the Jordan River floodplain, I-15, railroad lines, and a power line easement, all of which limit connectivity and development.

The Station Area has 30-minute UTA FrontRunner (750) Commuter Rail service in peak periods and 60 minute service mid-day. With only approximately 465 riders boarding per day from this station, it lies below-average in terms of use–accounting for about four percent of the 13,213 total average weekday boardings on the entire FrontRunner system.

The station acts as an important main line I-15 / commuter rail transfer opportunity as it is surrounded with office jobs and manufacturing. It is across and adjacent to the Sandy Cairns and South Town Mall site that is undergoing redevelopment by the Smith Entertainment Group with housing and entertainment opportunities. The station area benefits from excellent freeway access via I-15, which carries an Annual Average Daily Traffic (AADT) of approximately 200,000 vehicles. Additionally, 10600 South / Jordan Parkway (SR-151) experiences nearly 47,000 AADT, while the five-lane Jordan Gateway roadway, running north-south, accommodates approximately 18,000 AADT.

House Bill 462 ("HB462") was passed and signed into law in 2022, which requires cities with a fixed-guideway public transit station to develop a Station Area Plan (SAP) for that station. This SAP covers roughly the half mile radius surrounding the FrontRunner station in South Jordan City. Sandy City has developed a separate SAP for this station in its jurisdiction east of I-15 which was adopted in 2025.

This SAP meets the requirements described in HB462 by promoting the following objectives:

- **Increasing the availability and affordability of housing, including moderate income housing by proposing to:**
  - Update the General Plan to include future land use policies identified in the Station Area Plan,
  - Incentivise the development of underutilized or vacant land into owner occupied residential, and
  - Incentivise Mixed-Use infill development.
- **Promotes sustainable environmental conditions by proposing to:**
  - Facilitate shared parking implementation to reduce unproductive surface parking,
  - Continue Jordan River Corridor preservation area north to the end of the Study Area while allowing increasing housing development,
  - Avoid vertical development under the power line corridor due to utility constraints while encouraging placemaking and beautification,
  - Continue transit-oriented development around FrontRunner station to reduce trips, improve travel times, and improve air quality.
- **Enhances access to opportunities by proposing to:**
  - Incentivize mixed-use infill development with public spaces,
  - Encourage pedestrian bridge over I-15 to access South Town site,
  - Encourage public use, marketing, and engagement of public facilities, and
  - Add wayfinding to and from FrontRunner stations and destinations.
- **Increases transportation choices and connections by proposing to:**
  - Continue to encourage and partner with UTA and WFRC to expand transit options,
  - Building the Jordan River Pedestrian Bridge,
  - Facilitating active transportation network cohesion and visibility,
  - Implement shared parking to increase UTA station parking.

FrontRunner Bus Bay

I. INTRODUCTION

A Station Area Plan is intended to promote the State of Utah's investment in transit with goals and objectives to increase housing availability, improve access to job opportunities, protect the natural environment, and increase transportation options.

As a result of the 2022 Utah State Legislative session, HB462 (titled Housing Affordability Amendments, (a summary of which is located on the Wasatch Front Regional Council (WFRC) website, passed and was signed into law. It requires a city that has a fixed-guideway public transit station (rail or Bus Rapid Transit) to develop an SAP for that station and update its general plan and zoning to implement the SAP if needed. HB462 requires that SAPs promote the following principles:

- Increase the availability and affordability of housing, including moderate income housing
- Promote sustainable environmental conditions
- Enhance access to opportunities
- Increase transportation choices and connections

Much of this FrontRunner Station area development has already been done through Developer Agreements and use of the site's Commercial Freeway Zone, Transit-Oriented Development Mixed-Use Zone, and Light Industrial Freeway Zone. The Jordan River Corridor has been successfully preserved with the Agricultural A1 Zone and by ownership of the United States Federal Government as mitigation property for the larger Central Utah Water Project (CUP).

The South Jordan City (City) applied for assistance from WFRC in 2024 and a consultant was hired to facilitate the planning process for the TRAX Red Line station areas located in Daybreak (in a separate document) and this FrontRunner Station near I-15 and 10600 South.

This SAP covers the half mile radius surrounding the South Jordan FrontRunner Station (located in South Jordan City boundaries). WFRC, UTA, and the City worked together to establish the formal Study Area boundary, which is shown below in **Figure 1**.

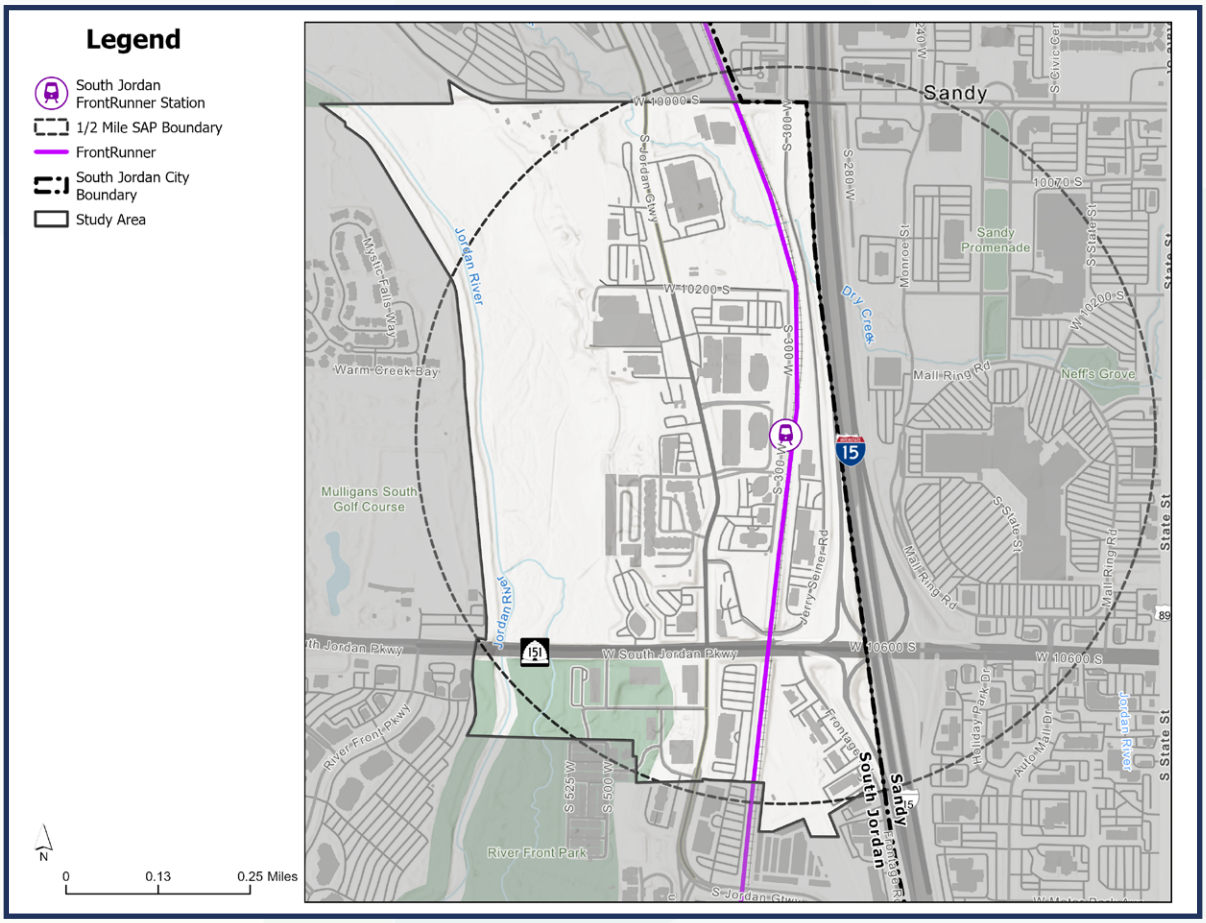


FIGURE 1: Study Area

II. EXISTING CONDITIONS

KEY TAKEAWAY

- More than twenty previous plans and studies have been completed in this area.

The existing conditions section documents demographics, existing plans, and existing land use. This section includes a multimodal transportation assessment documenting existing transit, active transportation, and vehicle networks.

A. Previous Plans and Studies

A review of previous and ongoing planning efforts focused on the FrontRunner SAP area provides a baseline understanding of needs and possible solutions for the Study Area. All relevant studies and plans are summarized in **Table 1** below with a hyperlink to the document. A brief description for each plan or study is provided in the Appendix.

TABLE 1: PREVIOUS PLANS AND STUDIES

Study Name	Date Completed
WFRC 2023 The Point-Area West Transit Fresh Look Study	In Progress
UTA 2025–2029 Five-Year Service Plan	2025
Moderate-Income Housing Plan	2025
South Jordan Transportation Master Plan	2024
Wasatch Front Regional Council Transportation Improvement Program	2024
Wasatch Choice Vision	2024
Sandy Station Area Plan - South Jordan Frontrunner	2024
UTA Moves 2050 Long-Range Transit Plan	2023
WFRC Regional Transportation Plan (RTP)	2023
WFRC Access to Opportunities	2023
WFRC SAP Guidance	2022
Blueprint Jordan River	2022
SLCo West General Plan	2021
Southwest Salt Lake County Transportation Analysis and Solutions Development	2021
South Jordan Sub Area Plan - Jordan River Gateway	2021
Utah Reclamation Mitigation and Conservation Commission	2021
South Jordan City General Plan	2020
Housing Needs Study	2014
South Jordan Gateway Study	2013
Jordan River Corridor Open Space and Habitat Conservation Master Plan and Management Guidelines	2011
South Jordan Economic Strategic Plan	2011

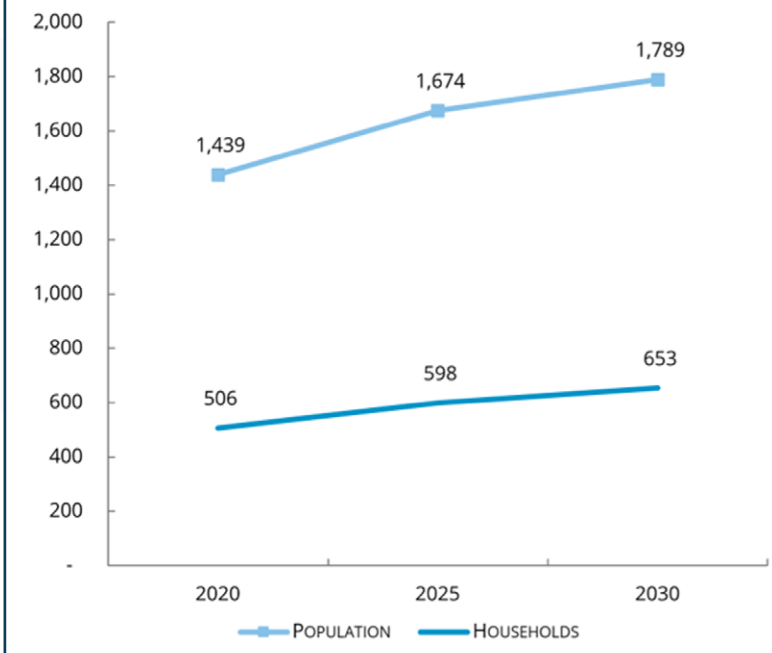
B. Demographic and Socioeconomic Data

KEY TAKEAWAYS

- 933 people are living in the Study Area in 2025.
- There is a younger population than the city-wide average age: 31 years compared to 34 years. They earn more than other renters in the City, have smaller average household sizes, and are more educated than the city as a whole.
- Employment is dominated by industrial manufacturing at Ultradent, and there is a high level of office employment with minimal retail sales (with the exception of the two automobile dealerships).

Population

According to Salt Lake County parcel data (verified by field inspection), there are two single-family units within the Study Area, with the remaining addresses attributed to multi-family units. After contacting both residential complexes and incorporating the single family homes, the total number of units within the Study Area is 578. For purposes of determining the average household (HH) size, Census tract-level data was used. The estimated HH size for single-family units is 3.03, and 1.61 for multi-family. The average HH size information was then multiplied by the total units to determine the population. The current population is estimated at 933 persons.



PROJECTED POPULATION STATISTICS TAZ 2020 – 2030

STUDY AREA

Average Annual Growth = 2.2%

Total Increase = 350

% of City Increase = 2.0%

SOUTH JORDAN

Average Annual Growth = 1.9%

Total Increase = 17,156

FIGURE 2: TAZ Population and Household Projections (Study Area)[1]

[1] It is important to note that future population projections would be created using the 2010-2020 Annual Average Growth Rate (AAGR) for the DEC populations from those years. This method was unable to be utilized, as historic address point data was unavailable for use at the time of calculation. The projections provided in the figure utilize Traffic Analysis Zone (TAZ) data from the Wasatch Front Regional Council, which provides recent, current, and projected population estimates for the Study Area and South Jordan City. These estimates show growth for both geographies through 2030, but population growth percentage for the Study Area is estimated at 2.2 percent. Additionally, household growth percentage is estimated to outpace population growth percentage across both geographies, potentially indicating a demographic shift toward smaller households.

It is also important to note that TAZ data estimates a higher population than the methodology utilizing a mix of information including parcel data, address points, and Census data. In 2025, TAZ estimates show a population of 1,674, a difference of 741 from 933. However, TAZ households are estimated at 598 in 2025, a difference of 20 from 578.

Age

Utilizing 2020 Census block-level proportions as the base for the Study Area, **Figure 3** displays the distribution of population by age category for the Study Area and the City. The City's information was retrieved using 2023 ACS estimates. Where the City is comparatively balanced among categories, the Study Area has more specific concentrations within particular categories.

Notably, the Study Area has greater proportions of persons aged 25 to 29 but lower proportions of persons aged 0 to 24, indicating a continuance of the existing trend of a younger population in the Study Area. The median age for the Study Area is estimated at 30.5, while the estimate for the City is 34.4.

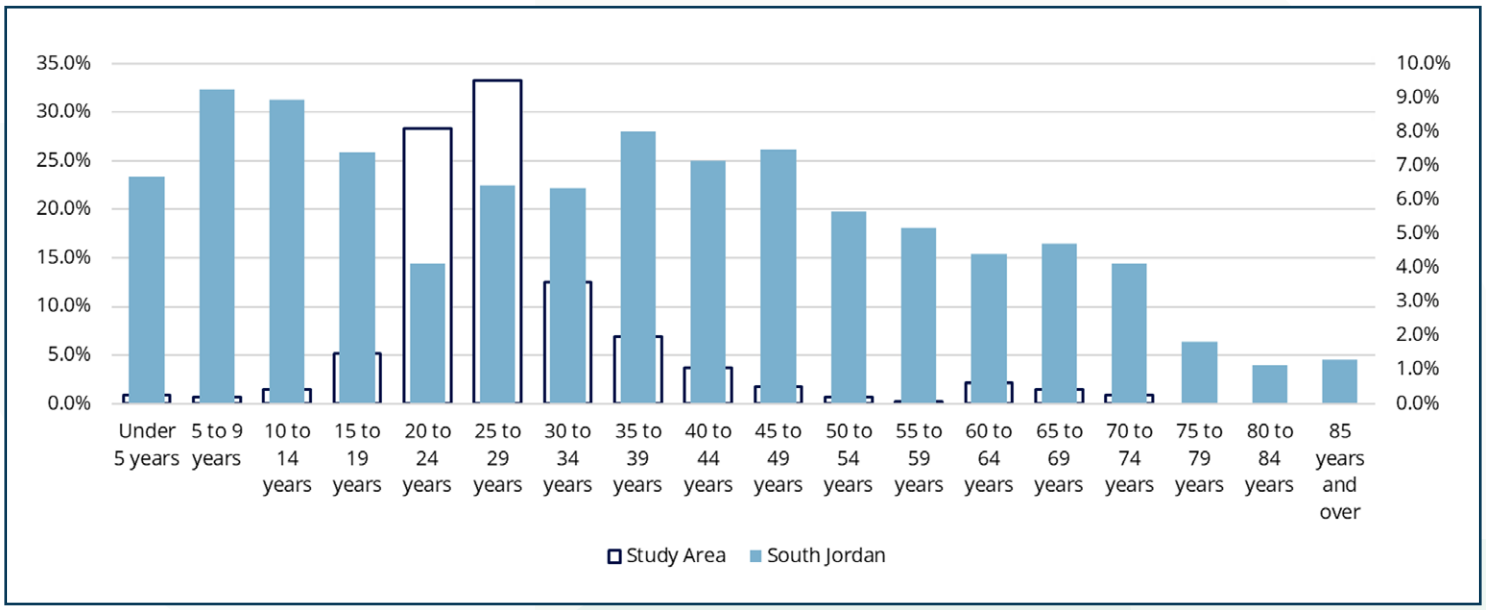


FIGURE 3: Age Distribution as a Percent of Total

TABLE 2: SUMMARY OF HOUSING STOCK				
	Study Area		South Jordan	
	Count	Percent	Count	Percent
Single Family	2	0.4%	22,389	86.8%
2 to 4 Units	0	0.0%	292	1.1%
5 to 9 Units	0	0.0%	327	1.3%
10 or more Units	576	99.6%	2,709	10.5%
Mobile Home & Other	-	0.0%	84	0.3%
Total Units	**578**		**25,801**	

Source: Salt Lake County Parcel Data US Census Bureau, American Community Survey 5-Year Estimates (B25032), & Field Research

Table 2 displays the distribution of housing structure occupancy by unit count. Parcel data indicates there are two single-family units within the Study Area, with the remaining distribution being 10 or more units. The Study Area has lower proportions of persons living in single-family units than the City and higher proportions of persons living in two or more unit structures. Additionally, there are no mobile home or other structure types represented in the Study Area.

Income and Housing Costs

Table 3 compares housing affordability for both renters and homeowners between the Study Area and City using the available Census tract-level data. The ratio of the Study Area's median rent to renter income is 26.9 percent. The ratio of the Study Area's owner-occupied median income to median mortgage is 23.6 percent. Ratios greater than 30 percent suggest the average renter or household owner is burdened by housing costs. Ratios greater than 50 percent suggest a severe burden.

TABLE 3: HOUSING COST RATIO		
	Study Area	South Jordan
Median Household Income in the past 12 months	$90,1792	$126,400
Owner-occupied Median Income	$133,611	$143,153
Renter-occupied Median Income	$81,181	$78,864
Median Gross Rent	$1,817	$1,806
Owner-occupied w/Mortgage Cost	$2,628	$2,423
Median Rent to Renter Income	26.9%	27.5%
Median Mortgage to Owner Income	23.6%	20.3%

Source: US Census Bureau, American Community Survey 5-Year Estimates (B25119, B25088, B25064)

Education

Utilizing 2023 Census tract-level proportions as the base for the Study Area, **Figure 4** displays educational attainment. Generally, residents of the Study Area have greater educational attainment, with 61.8 percent of residents of the age of 25 or over holding an associate's degree or higher compared to the City at 57.5 percent.

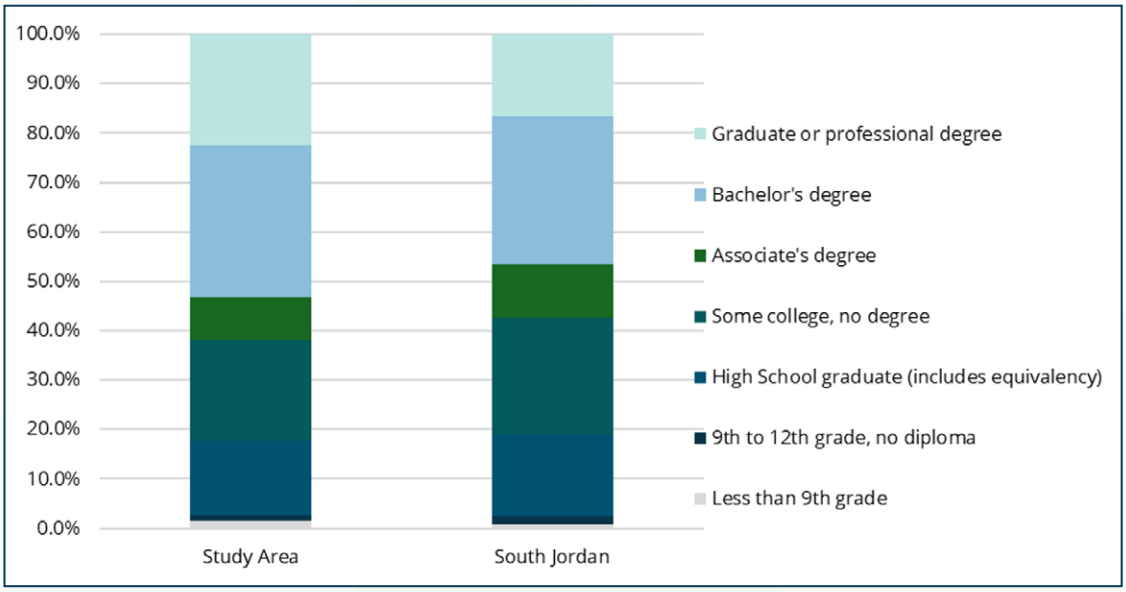


FIGURE 4: Educational Attainment

Employment

Figure 5 displays recent, current, and projected employment counts by industry type for the Study Area. These counts are provided through 2050. Through each 10-year period, percent growth of total employment is greater in the City than the Study Area. This extends to employment in the retail, office, and industrial job sectors. While non-typical employment is expected to grow at a rate outpacing that of the City through 2030, it is anticipated to slow afterward through 2050. For the Study Area, the 10-year period of 2020 to 2030 is estimated to show the greatest percent growth for most sectors

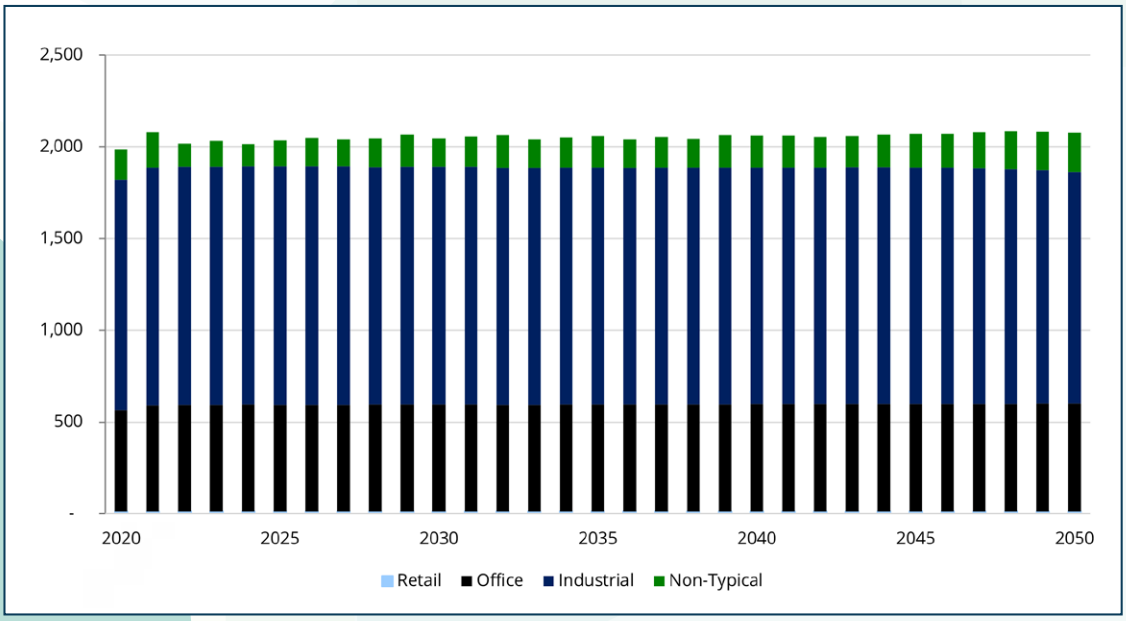


FIGURE 5: Projected Employment within Study Area

C. Land Use

KEY TAKEAWAYS

- Residential land use is very limited in the Study Area.
- A significant portion of the land for employment is used for manufacturing by Ultradent.
- There are only four food and beverage establishments for thousands of employees.
- The vast majority of buildable property is already developed.
- Jordan River Corridor is a prominent public space and managed for habitat protection.
- The majority of existing development has occurred with development agreements.

The area surrounding the South Jordan FrontRunner station is primarily characterized by employment-related land uses. A significant portion of the land within a half-mile radius is owned and occupied by Ultradent, a large employer in the City with a focus on manufacturing products and equipment. The remainder of the developed properties consist of office buildings, auto sales, freeway-oriented hotels, preserved open space, some attached residential units, and the powerline corridor and facility. Buildable property in the immediate vicinity of the station is largely developed and occupied by these uses. There are a few undeveloped parcels that are earmarked for development shown in the existing land use map below.

Ultradent

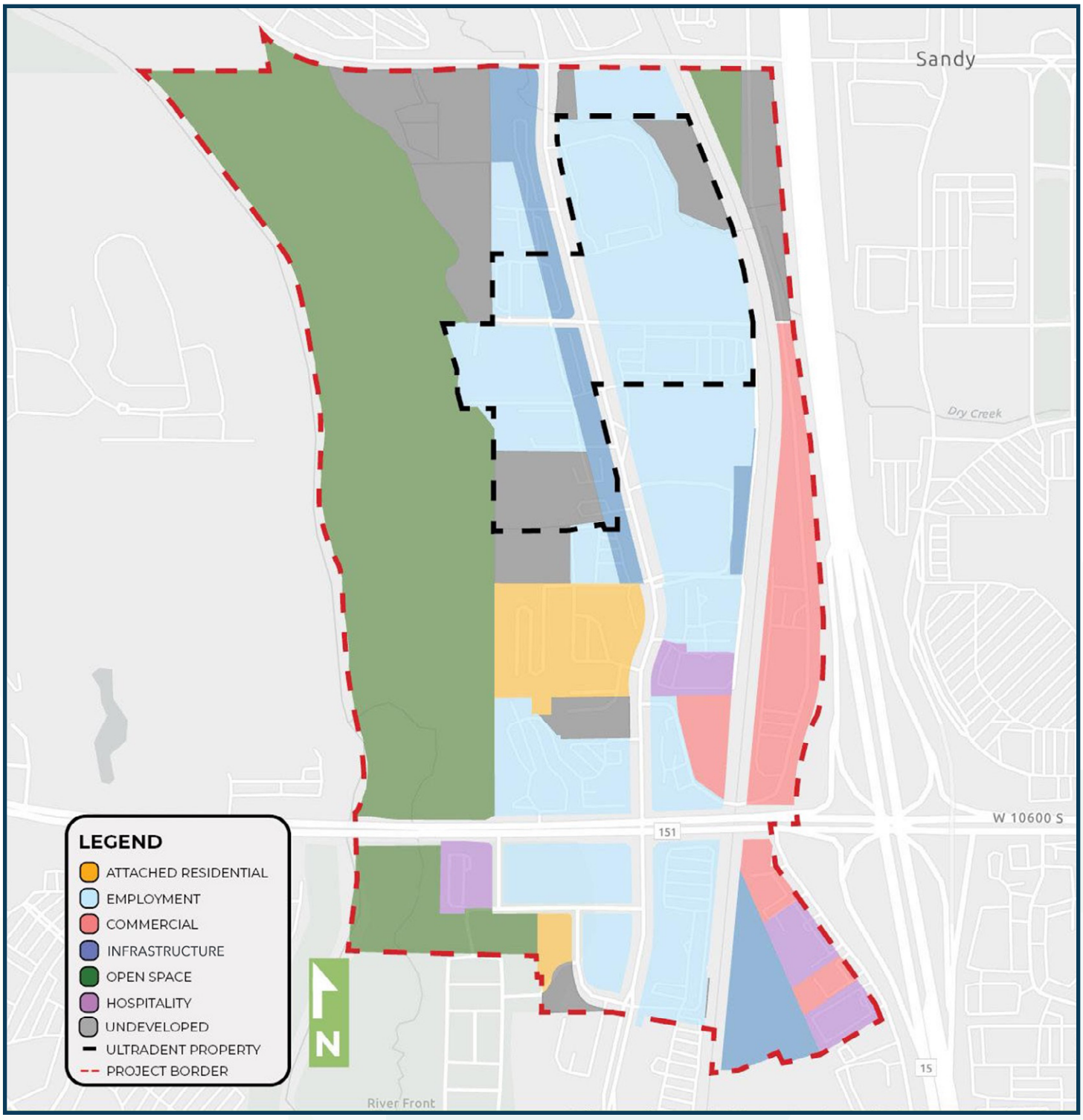


FIGURE 6: Existing Land Use

Given the station's proximity to the Jordan River and the existing floodway and floodplain, a significant portion of the Station Area, particularly on the west end, is dedicated to open space. The Jordan River Trail, a popular shared-use path for bicycles and pedestrians, traverses this area but is currently disconnected from the core of the Station Area. The Jordan River Corridor itself is a prominent public space, managed primarily for habitat protection, mitigation, and preservation. This natural corridor provides valuable ecological benefits and may have the potential for enhanced recreational opportunities. Integration of this amenity with the surrounding developed areas is limited at present.

Jordan River looking east

Residential land use within the defined station area is also limited, with some potential for continued residential infill on vacant parcels. Despite the limited space within the South Jordan Station Area, other locations within the slightly broader area could potentially accommodate additional residential development in the future. Existing units within the station area are almost exclusively for rent and include two owner-occupied, single-family residences, the Jordan Station Apartments (536 apartment units) and South Ridge Townhomes and Apartments (40 apartment units with an additional 145 townhomes just outside of the station area). As residential infill continues within the station area, the addition of for sale units would be beneficial.

There are a few commercial, food, and retail uses on the west side of I-15 and maintain some synergy to the station area's uses. There are four food and beverage establishments to support the 2,036 employees in the area, an appliance store, and a few vehicle sales establishments. Additional retail and restaurants exist on the east side of I-15 within and around The Shops at South Town. Opportunities for temporary uses like food trucks should be explored. The addition of these types of uses and additional residential units would enhance the vibrancy, walkability, and overall functionality of the station area, potentially attracting more transit riders and creating a more integrated environment.

Within the immediate station area, development has largely been guided by Development Agreements and the application of various zoning designations, including the Commercial Freeway Zone, Transit Oriented Development Mixed-Use Zone, and Light Industrial Freeway Zone.

Much of the development within the Station Area has little to no potential to be redeveloped in the next 20 years as most buildings are relatively newer construction. Those areas indicated in yellow on the redevelopment potential map below (**Figure 7)** have significant constraints with some ability for infill or open space improvements, within the next 5-20 years. The yellow swath on the northwestern edge of the Study Area sits within the floodway and floodplain. There is opportunity to make some open space amenity improvements on the northern piece, whereas the southern half of the flood area north of 10600 South is highly restrictive towards open space improvements. The areas in green either have current development proposals or are more available to be developed in the near term (0-5 years).

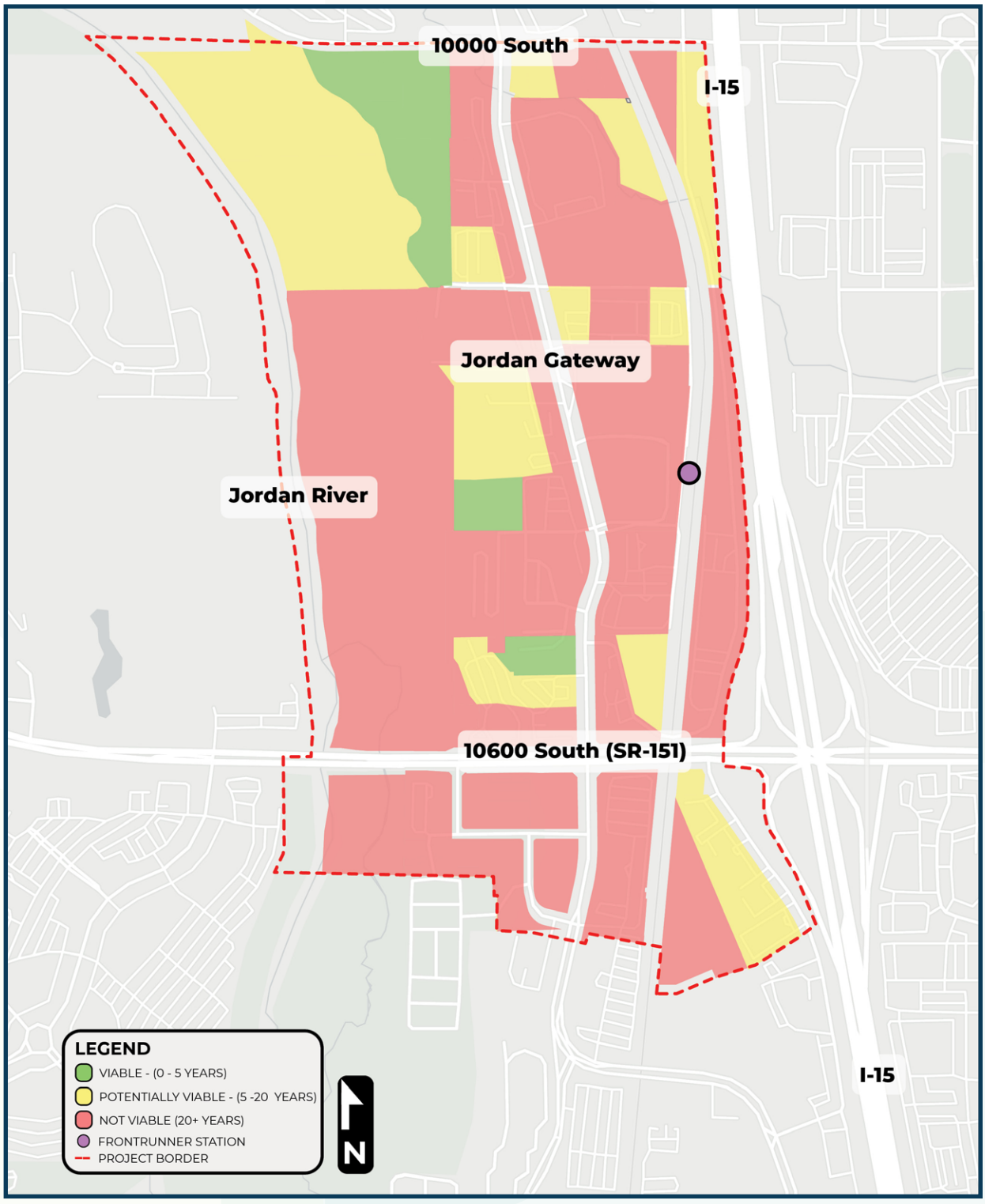


FIGURE 7: Study Area Development Potential

D. Public Space and Urban Design

South Jordan FrontRunner Station

The South Jordan Station Area presents a unique context for urban design. The area is predominantly non-residential uses, with some commercial, office, and industrial uses alongside natural open spaces. The area's urban framework currently reflects a functional arrangement of employment centers and transportation infrastructure. Jordan Gateway has eight-foot sidewalks running on both sides of the street, and the Jordan River Trail (on the west side of the Jordan River) is a 10-foot multi-use path offering north-south pedestrian collector routes. East-west connectivity is very limited with the sidewalks on 10600 South and Shields Lane being the only true east-west connector paths. There are also only five crossings on Jordan Gateway within the approximately 5,000 linear inside of the Study Area. Two of the crossings are at the northern and southern most parts of the Study Area. That leaves three crossings for 5,000 linear feet, or a crossing approximately every 1,250 ft. / quarter mile.

Smaller pockets of pedestrian-oriented spaces exist, but with the minimal connectivity and existing land uses, the area is relatively auto-oriented and auto-dependent despite having a FrontRunner Station and lots of employment. Adding to some of the difficulty in the area, the powerline corridor runs along Jordan Gateway restricting larger types of shade trees allowed in the park strips. Minimization of these shade trees along the predominant pathway hurts the comfort level and perceived safety of non-motorized users walking or biking along the corridor. These power corridors also require larger setbacks for buildings along this corridor, adding to the walking and biking distance for various uses and destinations within the area. These larger setbacks have been filled with surface parking lots further giving priority to automotive access.

One positive of the powerline corridors which helps balance the lack of shade, distance, and visual barriers of the higher volume roadway, are the wider park strips beneath them. These park strips are landscaped and well-kept and maintained. They also contain lighting that is appropriately scaled for pedestrians. This level of detail adds to the area's overall pedestrian aesthetic, making it more inviting and safe for pedestrians then if the buffer didn't exist.

Despite the spread in connection points, clustering the east-west routes around heavier areas of foot traffic could enhance the functional interconnectedness of the public spaces, and various destinations within the Station Area. Additional opportunities also exist to enhance the pedestrian realm with additional pathways, pedestrian-scaled signage, furniture, temporary uses, art, and other elements which provide visual interest and visually compartmentalize the space for non-vehicle users. Key to these opportunities would be a bridge across the Jordan River with a strong connection between the FrontRunner Station and the Jordan River Trail. This would add to the accessible recreation opportunities for those who live and work within the Station Area.

The limited residential land use within the immediate Station Area contributes to the difficulty of viability of permanent restaurant and retail users outside of typical business hours. Hospitality uses can help, but infusing additional long-term residents will add to the range of services in the area helping create a more balanced mixed-use environment.

Future urban design efforts should prioritize the creation of stronger linkages between the natural and built environments, accessible open space, mixed-use infill with an emphasis on residential units, and pedestrian-scaled design elements.

E. Existing Environmental Conditions

A high voltage transmission line runs parallel and over the top of 400 West / Jordan Gateway road through the Study Area. This large electrical transmission power corridor is owned and operated by Rocky Mountain Power (RMP). Development is currently restricted here to avoid any impacts to and from this primary power transmission line for Salt Lake valley. Roadway, open space, and surface parking lots are currently being developed in this corridor by the City and private property owners in consultation with the Utility. RMP is a private utility company regulated by the public utility commission of Utah and is the primary electric utility in this area serving more than 1.2 million customers in Utah, Wyoming, and Idaho.

The Jordan River Corridor within the FrontRunner SAP Study Area has acres of delineated wetlands by the US Fish and Wildlife Service and is an important protected natural habitat for fish, birds, insects, and wildlife. During this stakeholder interview process, it was noted that several of the property owners regularly observed mule deer, various fox species, large eagles, small mammals, and other wildlife utilizing the corridor. The Jordan River connects Utah Lake to the Great Salt Lake, and it is considered a Riverine System that continuously contains moving water.

The National Wetlands Inventory (NWI) was established by the US Fish and Wildlife Service (FWS) to conduct a nationwide inventory of U.S. wetlands to provide biologists and others with information on the distribution and type of wetlands to aid in conservation efforts. The Jordan River Corridor has the following National Wetland Inventory systems: River System Riverine, Subsystem Lower Perennials, Unconsolidated Bottoms, Water Regimes Permanently Flooded, Riparian Forested Shrub Wetlands, Freshwater Emergent Wetlands, Freshwater Forested/Shrub Wetlands, Freshwater Ponds, and Herbaceous Riparians.

National Wetlands Inventory

F. Multimodal Transportation Assessment

KEY TAKEAWAYS

- South Jordan Station ranks low in daily ridership at 465 compared to other FrontRunner stations.
- Some active transportation facilities exist in the Study Area with limited connectivity to the station.
- The Study Area has excellent vehicle access with inadequate parking availability.
- The public reports a desire to use UTA VIA service, but it is often not available.

Public Transit

Public transit typically includes buses, light rail, and shuttle routes. Public transit in South Jordan City is served by UTA. According to the ACS (2022), 2.1 percent of South Jordan residents reported using public transit as their transportation mode to commute to work. This is compared to 1.8 percent of Utahns and 3.8 percent of people in the United States who use public transit as their transportation mode to commute to work.

Existing transit service in the Study Area is shown below in **Figure 8** and includes UTA On Demand, FrontRunner, and bus routes 201, F202, 218, and F514.

According to UTA's most recent ridership data from August to December 2024, the average weekday boardings and alightings at the South Jordan Frontrunner Station was 227 and 238, respectively. Shown below in the table are the surrounding FrontRunner station average daily boardings and alightings for comparison. As shown in the table, the South Jordan station has lower ridership than most stations.

TABLE 4: EXISTING TRANSIT SERVICE

Approximate frequency in minutes

Regular service	WEEKDAY			SATURDAY		SUNDAY	
Route	Peak	Day	Night	Day	Night	Day	Night
FrontRunner	30	60	60	60	60	—	—
UTA On Demand	**WEEKDAY**			**SATURDAY**		**SUNDAY**	
Zone	Hours			Hours		Hours	
A South Valley	4 am - 12:15 am			4 am - 1:15 am		—	

TABLE 5: FRONTRUNNER EXISTING AVERAGE DAILY BOARDINGS AND ALIGHTINGS

FrontRunner Station	Provo Central	North Temple	Ogden Central	Murray Central	Salt Lake Central	Orem Central	Lehi	Layton	Farmington	Clearfield	Woods Cross	South Jordan	American Fork	Roy	Draper	Vineyard
Average Boardings & Alightings	1,814	1,668	1,551	1,281	1,148	892	663	616	586	508	469	465	427	404	378	343

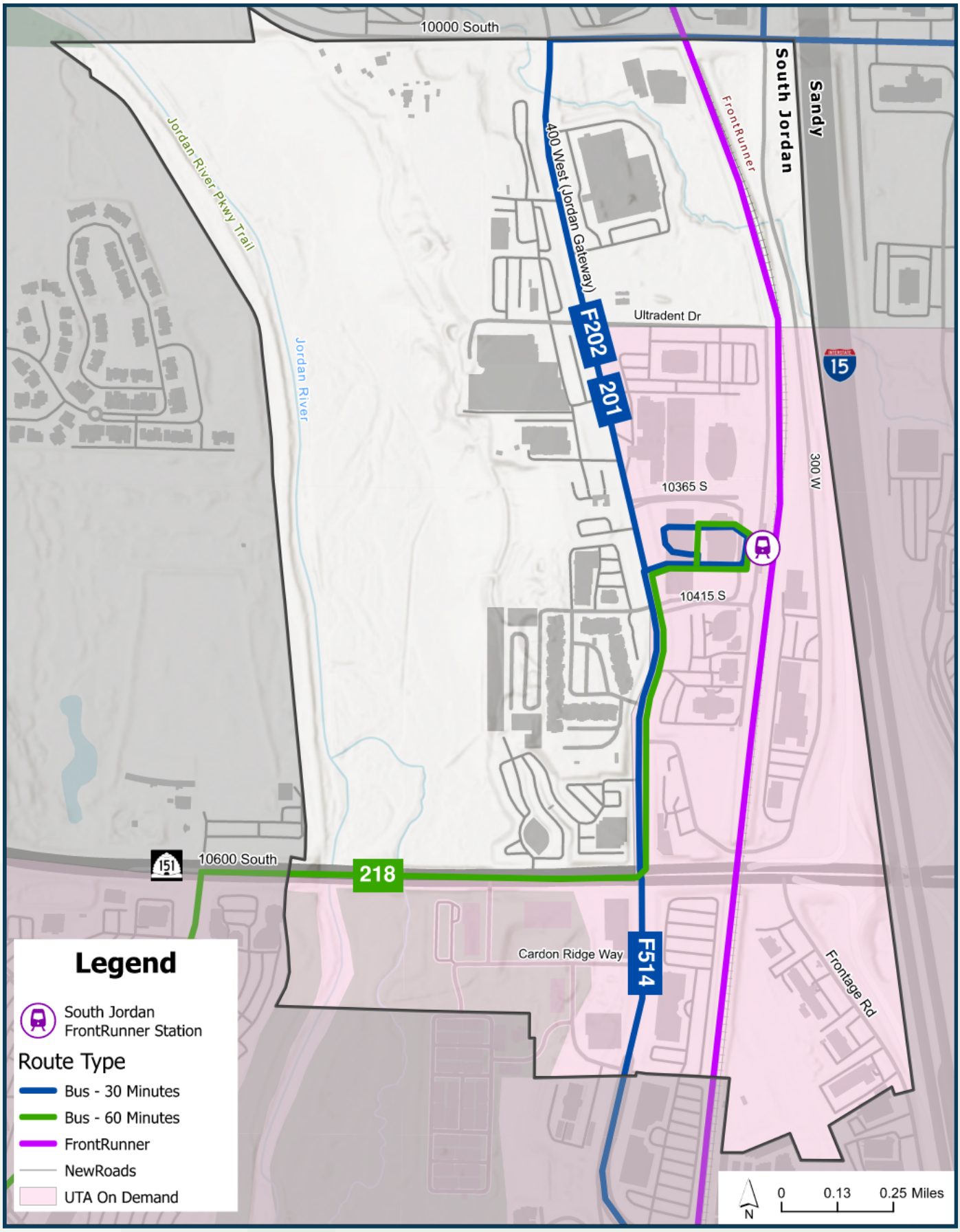


FIGURE 8: Study Area Existing Transit Service

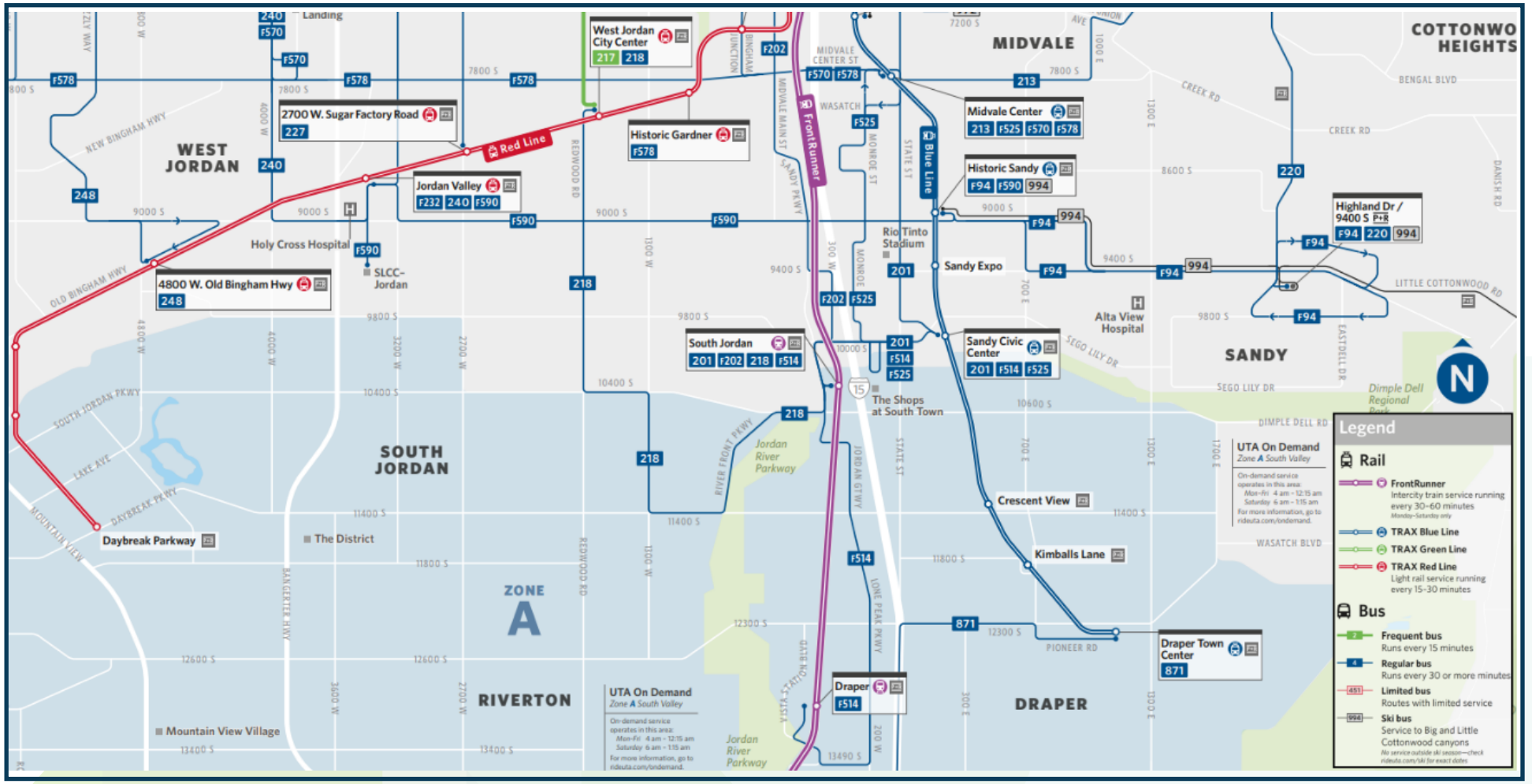


FIGURE 9: Regional Existing Transit Service

UTA On Demand Zone A is an innovative form of transportation that connects riders with other transit services like TRAX, FrontRunner, or bus as well as to other destinations in the community. The app-based technology is managed by Via. Via technology matches multiple riders headed in a similar direction and groups them into a single vehicle, allowing for quick and efficient shared trips. The UTA On Demand South Valley Zone and the FrontRunner operation schedule is shown in **Table 4**.

Active Transportation

Transit ridership relies on adequate bike and pedestrian facilities. An inventory of the existing active transportation facilities within the Study Area was conducted to find gaps in the network and opportunities for improvement. **Figure 10** shows the existing active transportation facilities. The Preferred Vision Plan will discuss plans that already exist to fill these and other gaps and make further recommendations as needed.

Vehicle Access

Preserving adequate vehicle access in the Station Area is essential for providing good transportation options for residents whose needs are not yet met by the transit or active transportation network in the first and last mile of service to the FrontRunner station. A majority of transit trips in Utah start and end with an automobile trip. Vehicle parking at the station is currently served by a shared parking agreement between adjacent businesses and UTA. **Figure 11** shows the existing roadway network with functional classifications and intersection control.

Public outreach efforts, including a recent community survey, have highlighted a recurring concern regarding parking availability at the FrontRunner station. Many respondents noted that the existing parking supply is limited and frequently operates at or near full capacity during peak travel times. Notably, 20% of survey participants specifically identified the need for additional parking as a top improvement priority. This feedback underscores the importance of addressing parking constraints to support current demand and accommodate future ridership growth.

In response to these findings, it is recommended that the City continue to collaborate on shared parking partners such as UTA, Ultradent, and other users where feasible with additional development. It is recommended the City consider a future parking study for the station to consider a transition from surface parking to structured parking. UTA is currently working on a study to look at a range of solutions to track utilization at the park and rides. The City may consider collaborating with UTA on this study to develop additional potential solutions.

FrontRunner Parking Lot

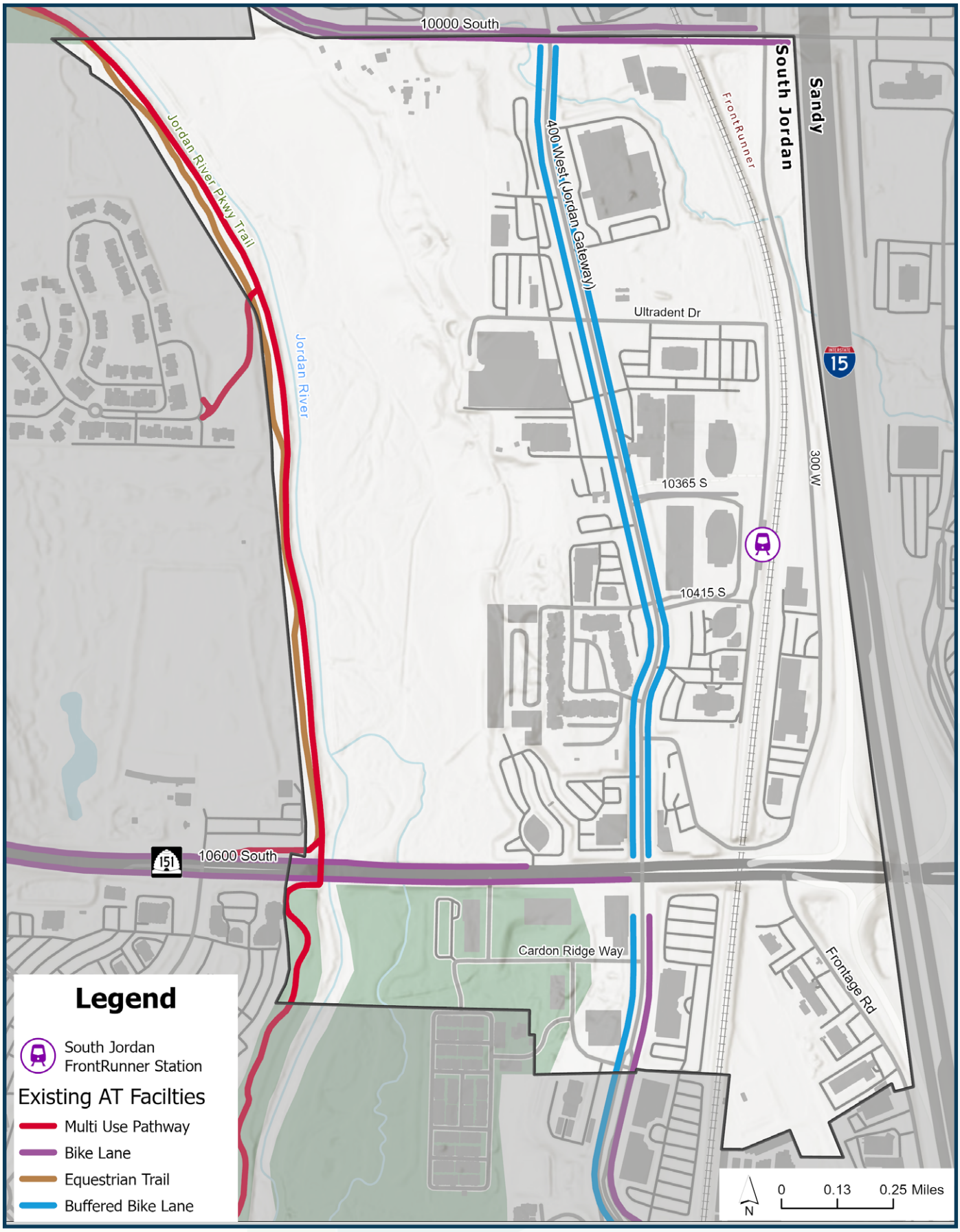


FIGURE 10: Existing Active Transportation Facilities

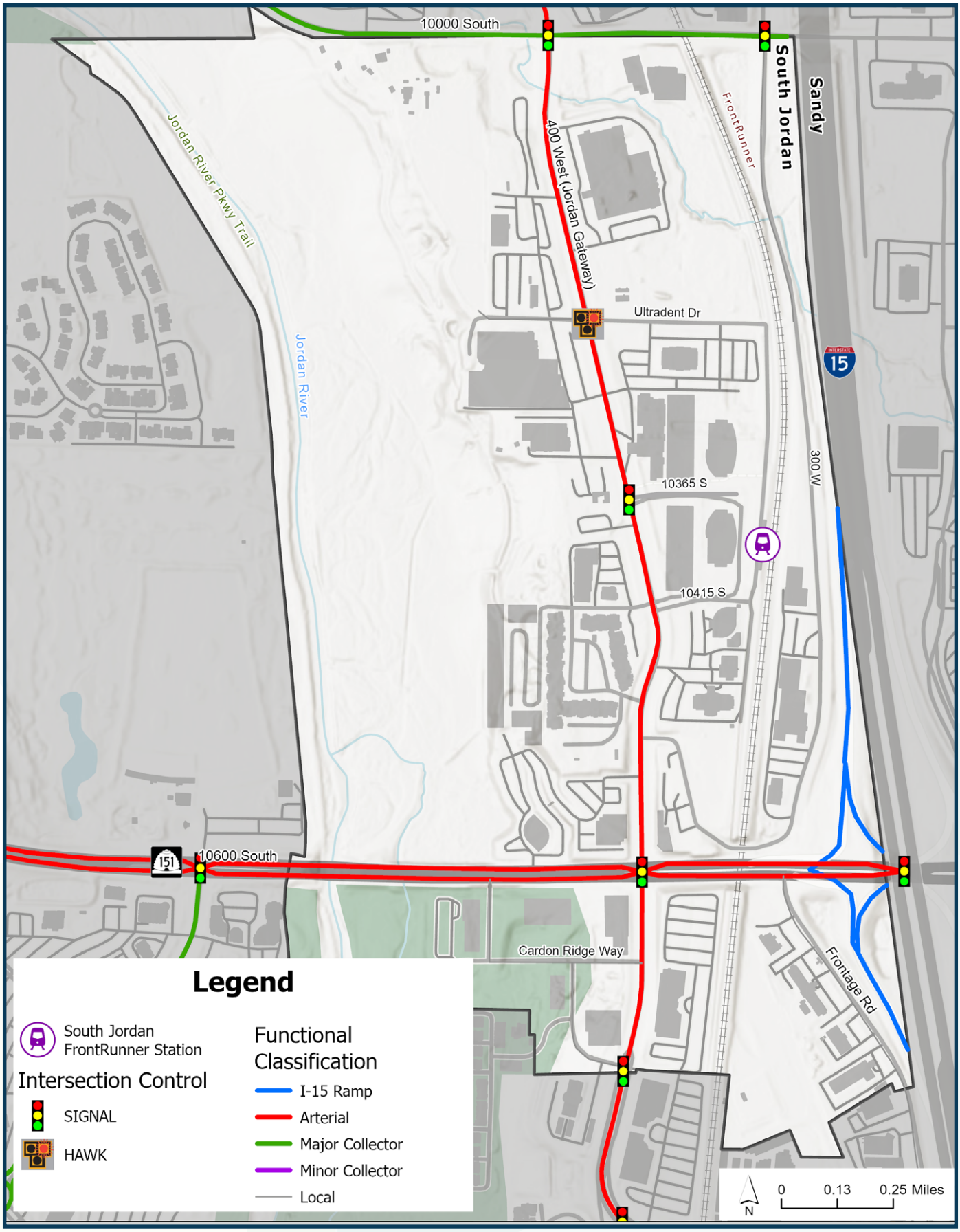


FIGURE 11: Existing Functional Class and Intersection Control

Pedestrian, Bicycle, and Street Connectivity

A roadway system with excellent connectivity allows people multiple options when traveling between points within a city. Strong collector and arterial road connectivity distributes traffic between corridors, and a well-connected local street network allows short trips to be completed on local roadways rather than relying on regional collectors and arterials. A connected road network improves access and reduces travel times for all users and can reduce the need for future roadway widening. Good network connectivity also improves emergency access and response times and allows multiple exit routes in the event of emergencies.

WFRC maps connectivity scores across the Wasatch Front. The polygons depict a point system based on the number of four-way and three-way intersections within each polygon (one point for four-way, 0.5 points for three-way). As shown in **Figure 12**, the Study Area scores poorly when compared to Salt Lake County. Several transportation barriers exist within the Study Area including I-15, the rail lines, and the Jordan River. Any opportunity to provide additional pedestrian, bicycle or street connections in the Study Area should be taken. Recommendations for improved transportation connections are covered in the Preferred Vision Plan.

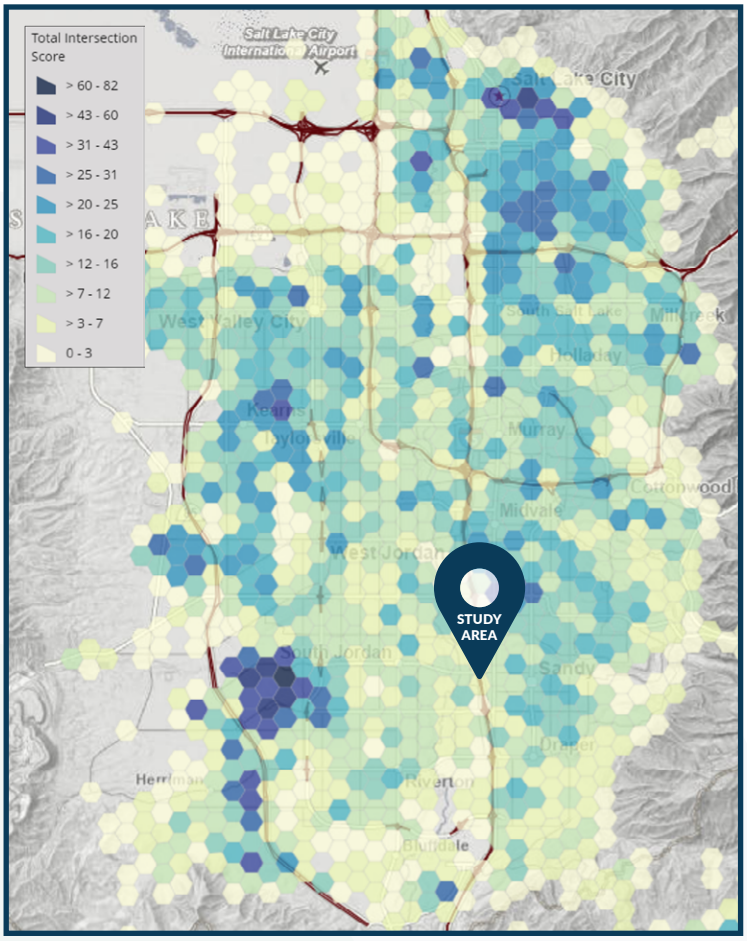


FIGURE 12: Salt Lake County Connectivity Scores

Safety

Safety is a crucial consideration for road users when considering whether to walk or bike to a destination. If the route to a transit station provides too little separation from traffic or active transportation crossings feel too exposed, fewer people will utilize the transit stations. A review of crash data in and around the Study Area was conducted to ascertain where concerning trends may be and to develop recommendations to improve the safety of the road network. The most recent five full years of available crash data (January 1, 2020 to December 31, 2024) from UDOT Traffic & Safety were used to perform a safety analysis. While severe crashes (those resulting in fatalities or serious injuries) were the primary focus of this analysis, all reported crashes are mapped in **Figure 13** to make trends more apparent.

Historic crash patterns of concern within the Study Area are listed below:

- **There were no fatalities and three serious injury crashes in the Study Area from January of 2020 to December of 2024.**
- The majority of crashes occurred along 10600 South (SR-151) and near the I-15 interchange.
- There was one pedestrian involved in a serious injury crash at the Jordan Gateway and 10600 South intersection. This intersection is a UDOT facility near a freeway interchange that experiences high traffic volumes and high speeds, and the crossing distance is long (130+ feet). Care should be taken to provide a more comfortable and safe crossing environment for pedestrians: It is recommended the City work with UDOT to consider a pedestrian leading interval at the intersection or prohibit right-turns on red from the side streets. It is also recommended that under-mast lights are installed to provide increased nighttime pedestrian visibility.

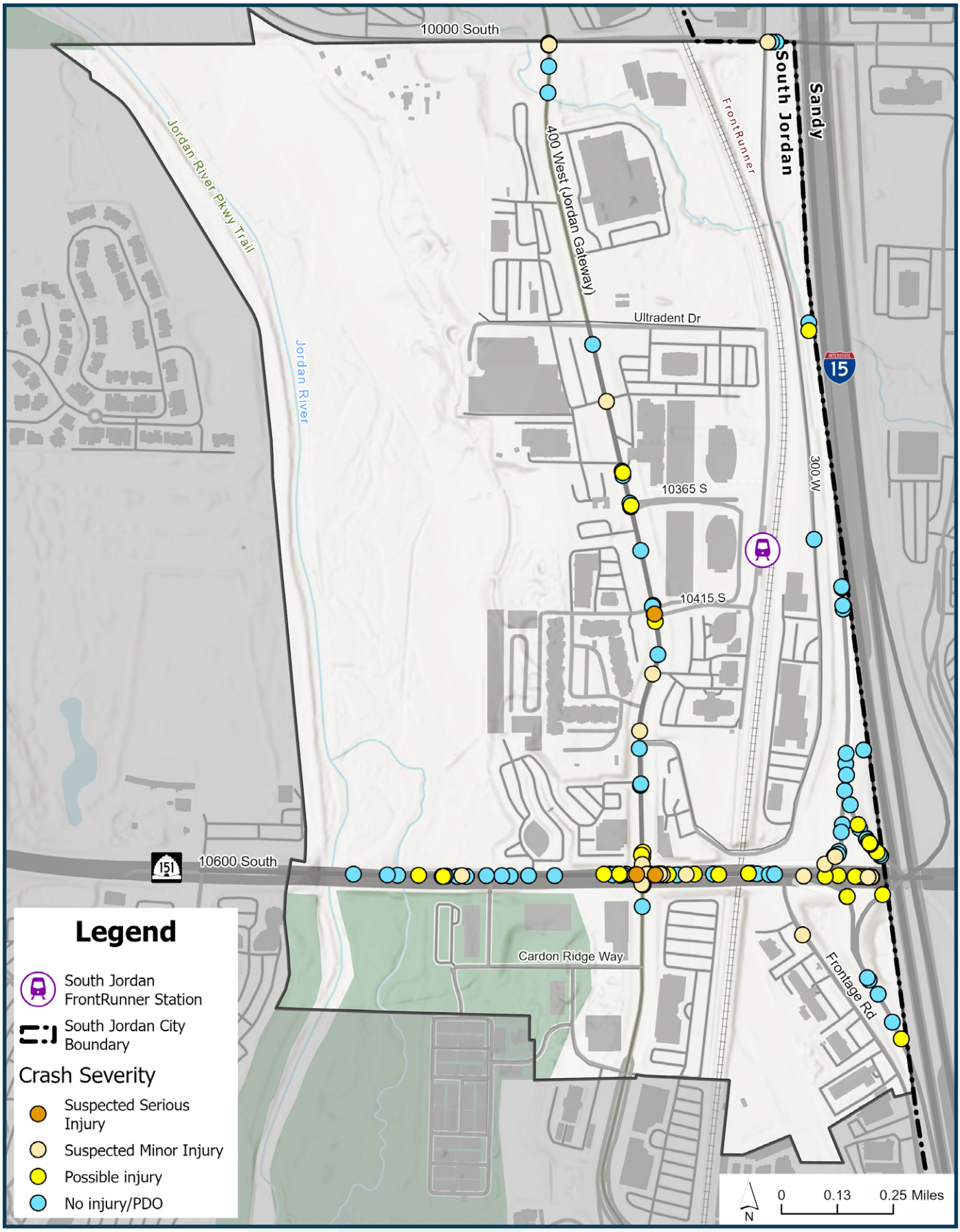


FIGURE 13: January 2020 - December 2024 Crash History

III. STAKEHOLDER AND COMMUNITY ENGAGEMENT

A. Stakeholder Engagement

KEY TAKEAWAYS

- Two large employment stakeholders are supportive of transit use and purchase corporate passes for employees as they recover from the pandemic.
- I-15 automobile access is very convenient with a high level of service.
- Public engagement shows the need for improved connectivity for walking and biking to and from the station–particularly to the east side of I-15.
- Public feedback also indicated a desire for additional food and beverage services in the broader station area.

Stakeholders were identified through Salt Lake County property ownership data in the area and obtaining critical resource management agencies' contact information. One-on-one meetings were arranged to understand the stakeholders' interest in the Study Area, establish the area's existing conditions, understand future development possibilities, and establish key recommendations for this Station Area Plan.

Property Ownership

Within the Study Area, approximately seventy percent of the land is privately owned. Of this, Ultradent Products Inc. owns about twenty percent. Other large private property owners include Pacificorp / Rocky Mountain Power, the Jerry Seiner Dealership group, the Marjean H Nelson; Harrison Family Trust, and the Todd Harrison Trust. For a comprehensive list of property owners, see Appendix.

Publicly-owned land includes nearly 49.2 acres of land controlled by the Federal Government, known as the Jordan River conservation area. State entities include UDOT, UTA, and the Department of Natural Resources which own other portions of the Jordan River corridor north and south through the Study Area. South Jordan City's ownership in the area includes the right-of-way where the Jordan Gateway exists at the core of the Station Area.

Jordan River Trail

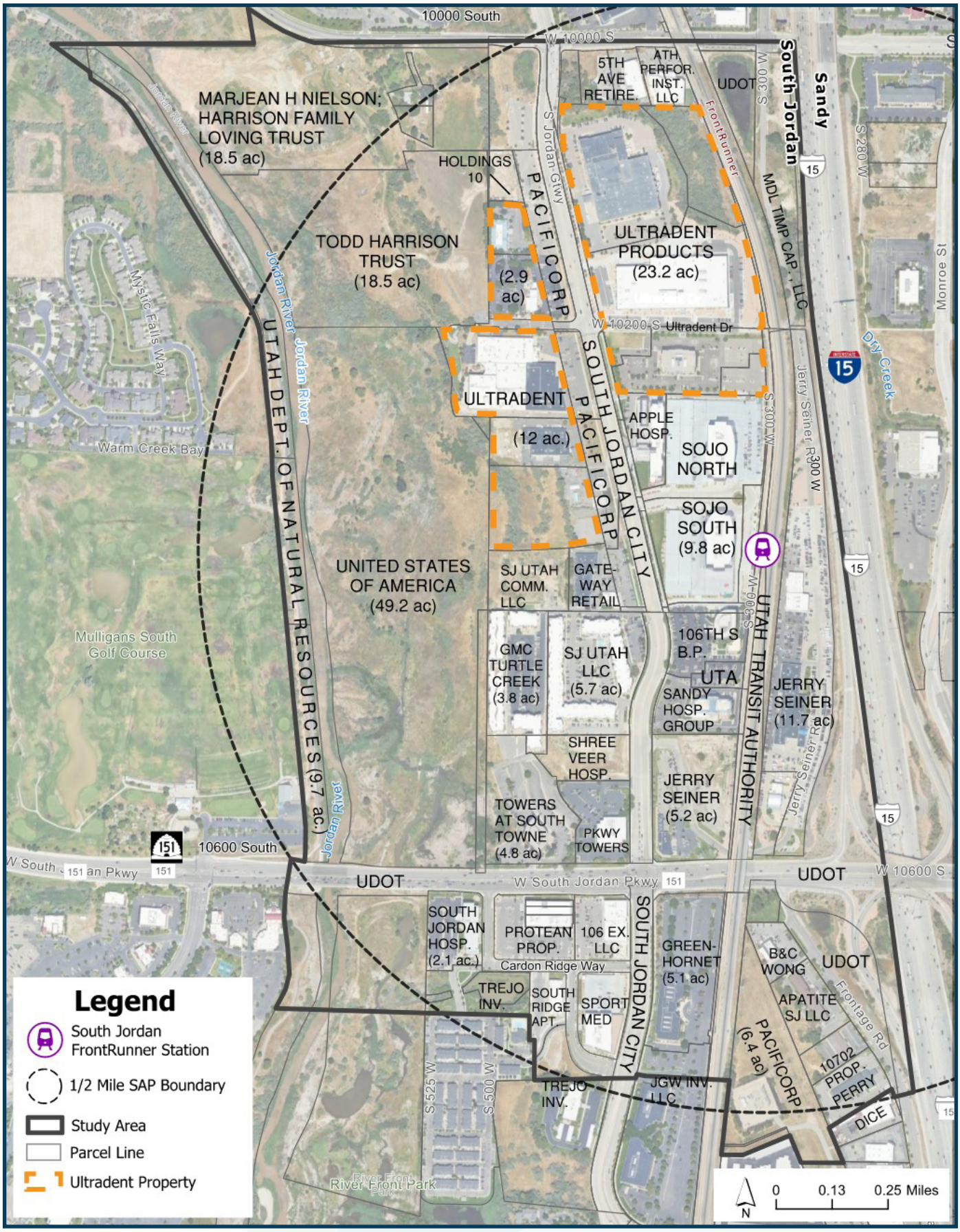


FIGURE 14: Study Area Property Ownership

Rocky Mountain Power/PacifiCorp Interview - March 2025

The Rocky Mountain Power / PacifiCorp electric utility company is currently using all of the parcels that it owns in the station area. Future plans include the potential increase in substation capacity on the southern end of the planning area in a 6.4 acre parcel. These expansion activities include constructing additional infrastructure such as transformer banks and distribution capacity. The utility company is also planning upgrades to their north-south utility transmission line by increasing capacity from 46KV to 138KV in certain areas. In the future, there may also be a need for additional transmission lines in the existing north-south corridor if an increased capacity need arises.

The utility company does not plan to expand outside of their current property ownership footprint, and any future design plans under or adjacent to the utility requires a review by multiple departments in the company. Parking lots are considered appropriate and can be developed under transmission lines as long as they enable truck clearance and maintenance access for heavy vehicles.

Great Salt Lake Audubon, Chapter of the National Audubon Society - March 2025

Several existing master plans designate the Jordan river corridor as a high-priority conservation area. These include:

- Jordan River Open Space & Habitat Conservation Plan
- Jordan River Natural Conservation Corridor Report
- Jordan River Commission's Blueprint Jordan River: Refresh (2022)
- Utah Division of Natural Resources' Jordan River Comprehensive Management Plan and others

These plans are reflected in the City's General Plan now. Some of these restrict public access to preserve critical habitat areas to protect nesting bird species and other wildlife.

The Great Salt Lake Audubon Chapter recommends the City consider mitigating impacts to the river corridor through strategic habitat conservation, establishing additional buffer zones, preserving land in the floodplains and acquiring additional private lands in the river corridor for preservation.

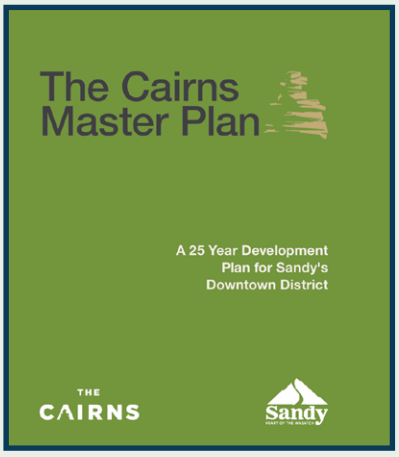
They recommend that new development in the SAP include bird-friendly building design elements such as minimization of light pollution, noise pollution, minimized nighttime construction, bird-friendly glass, solar shading on windows, and planting of native vegetation. They recommend monitoring and removal of invasive plants to improve habitat function and encourage habitat restoration.

The chapter also encourages public recreation, including educational signage and trail connectivity, that is consistent with habitat preservation to support the recreational goals of the Jordan River Commission and its outdoor education and programs.

Sandy City Planning Department - January 2025

Sandy City sees the South Jordan FrontRunner Station as a key aspect of the Cairns Development District - tied into the city's downtown vision. Sandy City is planning for significant development near the South Towne Mall site, adding between 1100- 2800 additional housing units and potentially moving the HTRZ from the Target Department Store area further south into the South Towne Mall site. The current HTRZ near Target has four approved projects which total:

- 706 housing units
- A hotel and parking structure



Sandy City Planning Department - January 2025 (cont.)

Smith Entertainment Group recently acquired the South Town Mall property and is working on the south end of the mall site to build an ice hockey practice facility for the state's new NHL team. This in-progress development places an emphasis on community accessibility and benefit–providing recreation opportunities and youth activities in addition to the offices, locker rooms, and a practice ice rink for the NHL team. The project has an expected completion date in September 2025.

The Mall Site has existing zoning to support mixed-use development, including:

- A hotel
- Restaurant space
- 1,000 residential units

Each of these proposed land uses are currently approved. With new ownership, there is a strong desire for rebranding the site to look and function more like a mixed use and community-focused space to increase shopping, dining, and recreation offerings in Sandy.

To support future growth and mobility, Sandy City is preserving the right-of-way at 10200 South for a potential vehicular bridge, but acknowledges that South Jordan's Transportation Master Plan does not currently call for a bridge at this location. Of more immediate interest in Sandy is improving pedestrian and bicycle connectivity as city officials see strong benefit in the following projects:

- Active transportation bridge over the freeway and railroad
- A potential extension of the AT connection to South Jordan FrontRunner further east, connecting to Dimple Dell Park
- An extension of the Shields Lane Shared Use Path to link with the North-South trail east of I-15 and into the Cairns District

Sandy also recently completed improvements to Monroe Street enhancing access into the South Towne Mall area. Sandy would like to see additional connections across I-15 to increase access to the South Jordan FrontRunner Station. Additional ideas and solutions include a bus or shuttle circulator route between South Jordan FrontRunner and Sandy's TRAX stations in partnership with UTA.

Utah Department of Natural Resources, Division of Forestry, Fire & State Lands, Jordan River Restoration Program - February 2025

This resource management agency is charged with invasive weed control, and revegetation work in the Jordan River corridor. It manages programs to control invasive Phragmites, invasive Russian Olive and Tamarisk and recommends best practices for revegetation along the Jordan River following control of invasive plant species. This includes replacement with native riparian trees, shrubs, forbs (flowering Herbaceous species), and graminoids (grasses and grass-like species).

See Appendix E for Best Practice documents that provide additional details and specific recommendations for the Jordan River's ecological management. This State of Utah Department and Division work directly with the Jordan River Commission, the Utah Reclamation Conservation Commission, the Great Salt Lake Audubon Society, South Jordan City and others to build partnerships and work towards common ecological management goals.

Jerry Seiner Buick, GMC, and Kia Auto Dealership of South Jordan - February 2025

The Jerry Seiner dealerships are a significant sales-tax-contributing entity in South Jordan City. The dealerships are situated between I-15 and the UTA and Union Pacific Railroad tracks. They are accessed from 300 West / Jerry Seiner Road.

Photo courtesy of Jerry Seiner Group

The dealerships don't have any existing plans in place to expand on their site, however, a future need to store additional inventory on site may be accommodated with a potential parking development. If a pedestrian bridge over I-15 is constructed, close coordination with Jerry Seiner will be necessary in order to avoid any operational interruptions and/or damage to their vehicle inventory.

Ultradent Products, Inc. - February 2025

Ultradent is a global oral health manufacturing and training company. They are the largest single property owner and employer in the station area. Ultradent is a family owned business–committed to long-term growth and development within their existing site. Ultradent leadership has a high level of engagement and personal ownership in the Station Area. The adjacent Jordan River corridor and wildlife presence is a key and desirable asset to their employee base and its protection should remain a high priority.

Following a few near collisions between pedestrians and automobiles, Ultradent has expressed strong support for a range of improvements to enhance pedestrian safety near its campus–particularly along the Jordan Gateway as employees frequently travel between buildings on the east and west sides of the roadway. Potential enhancements mentioned are improving visibility of the pedestrian hybrid beacon signal such as adding high-visibility road painting. Additional safety enhancements on Ultradent's property include potential solutions such as ornamental fencing and controlled access gates with respect to the occasional transient population that occupies portions of land along the Jordan River Parkway Trail.

Photo courtesy of STO Building Group

As a major employer that supplies discount transit passes to its employees, Ultradent is also supportive of enhanced access to the trailhead at the Jordan River, provided adequate access control measures are in place. High importance items include balancing the need for enhanced pedestrian safety while maintaining proper ingress and egress for large delivery vehicles. In a stakeholder discussion with Ultradent, company leadership identified the following initiatives and potential opportunities:

Ultradent's Future Growth and Opportunities

- Seven to eight acres of property is allocated for future expansion activities in existing parking lots.
- There is consideration of a proposal to lease out a section of property for a year-round recreation facility that would serve employees, nearby offices, and hotels with pickleball and additional outdoor amenities.
- Southwest parking lot is currently barricaded for liability concerns and if a need arises, this may be made into a functioning parking lot.
- Dedicated space on site for seasonal food truck accommodations has support.
- There is support for a potential food venue space near building six.
- There is exploration of enhanced branding and visual recognition of Ultradent at the gateway to South Jordan.
- Freeway-facing signage
    - Digital signage displays
    - Visually-appealing flags on existing light poles
    - Campus-oriented signage to improve wayfinding

Utah Reclamation & Conservation Commission - February 2025

The Commission's responsibility under Central Utah Project Completion Act is to mitigate adverse effects to fish and wildlife resources caused by Central Utah Project's Bonneville Unit. A major impetus for environmental programs established under CUPCA was awareness that prior mitigation efforts had lagged behind CUP construction or were inadequate when measured against modern environmental Standards.

In 1997 the Commission started purchasing parcels in this area including a 44-acre parcel on the north side of 10600 South In 1999, a second 17-acre parcel on the south side of 10600 South in South Jordan. In 2000, a conservation easement was donated to the Commission on about 35 acres along the Jordan River and adjacent to the second parcel. Other parcels were acquired to link with other undeveloped parcels.

In 2018 The Commission donated about 3.8 acres to Sandy City for their use and maintenance as open space in 2018 and supported the construction of an access road to Sandy Pond and other components of the Jordan River Parkway.

The Commission's Jordan River Watershed Program will pursue permanent transfer of its 49 acres parcel in the Study Area near 10600 South to suitable entities in order to address immediate and long-term management needs as they have done in Sandy.

Jordan River Commission - February 2025

The Jordan River Commission is a Utah Interlocal government agency of cities, counties, state agencies, and special districts working together to improve, restore and revitalize the Jordan River Parkway. The Jordan River Parkway Trail is a paved active transportation route running parallel to the Jordan River on the west side for the entire length of the station area. Guiding documents include 2022 Blueprint Jordan River Refresh, 2017 Jordan River Comprehensive Management Plan and the Best Practices for Riverfront Communities.

The Jordan River Commission is involved in a wide range of responsibilities pertaining to the Jordan River corridor including:

- Habitat and Natural Systems
- Water and the River
- Comfort and Inclusivity
- Recreation
- Safety and Wellbeing
- Development and Transportation
- Communications
- Education
- Art activities

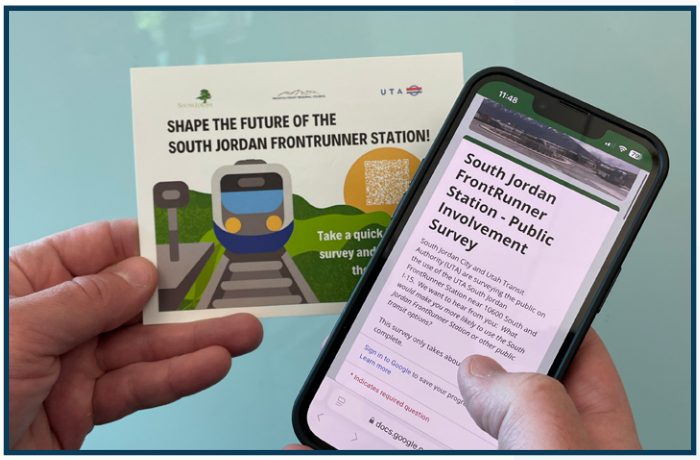
The Jordan River Commission is the primary point of contact for the Jordan River Trail which includes providing consistent signage along the river and at trailheads, formalized boat launch and take-off points, and safety interventions regarding signage near boat hazards. The Commission is supportive of the proposed trail connection from the existing trail east across the Jordan River near 10200 South and connecting to the Jordan Gateway roadway.

Altitude Residential Project (Proposed) by DAI Utah, Todd Harrison Property

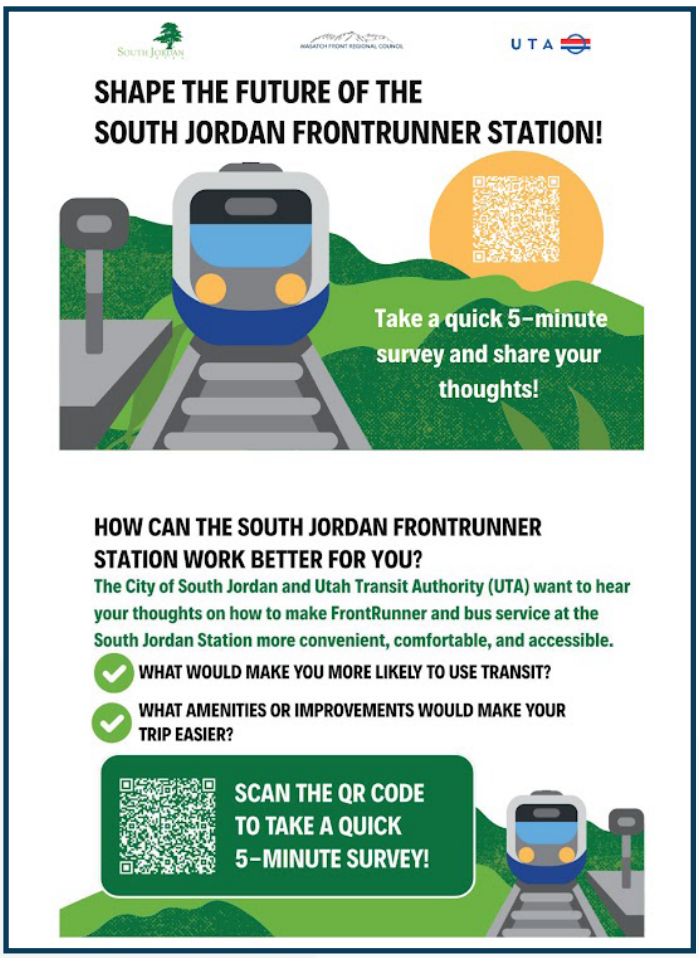
This proposed 18-acre project is currently before the South Jordan City Council. It is located in the north west quadrant of the study area. As of April of 2025 this proposed project consists of a multi-unit residential development with a mix of townhomes and condominiums for a total proposed 222 equivalent residential units. The proposed project includes a Jordan River Corridor wetland expansion, future Jordan River Parkway Trail Bridge over the Jordan River and new trail connection up to Ultradent Drive.

B. Community Engagement

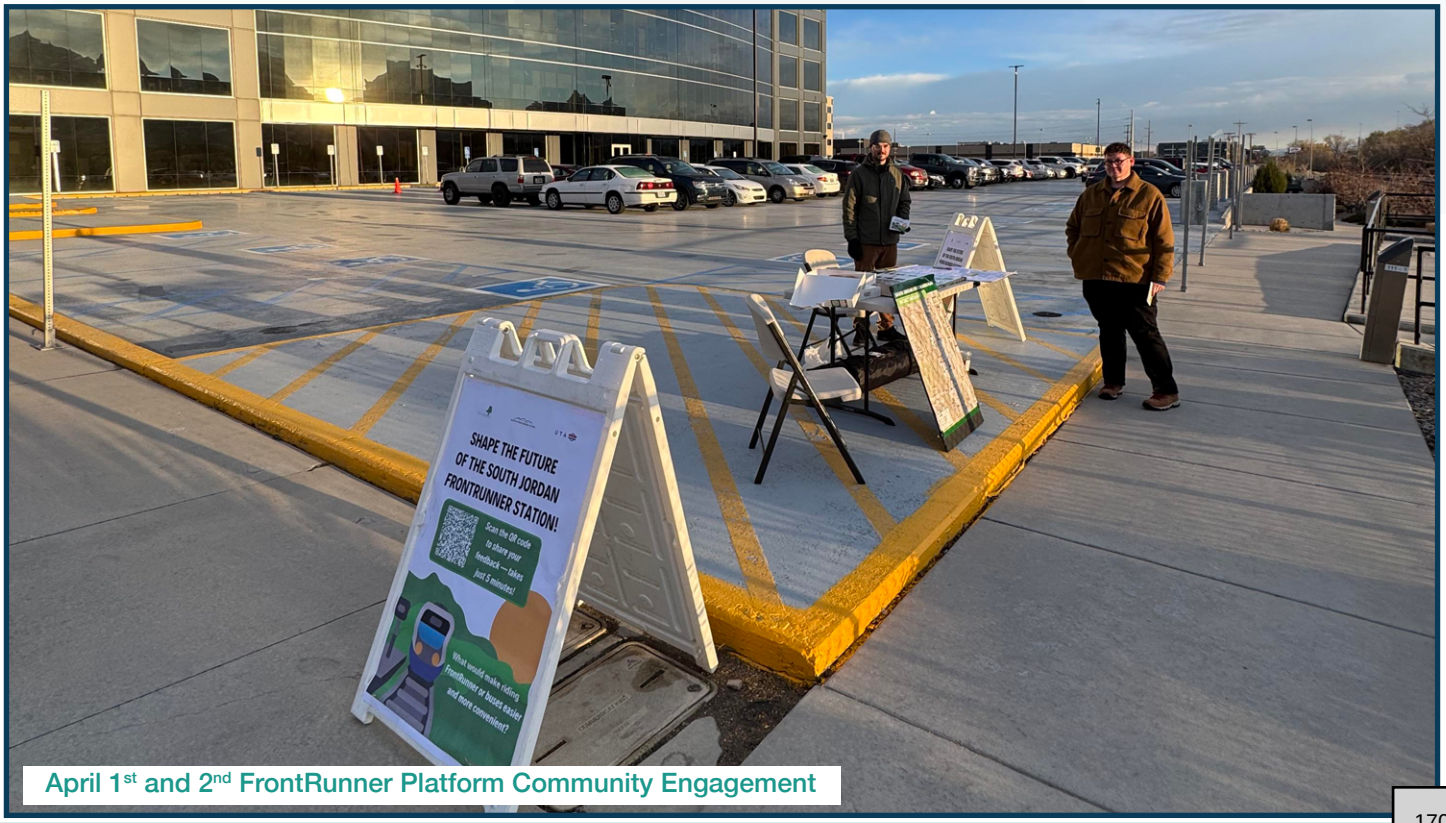
The planning process utilized a mix of in-person and online engagement opportunities to maximize input, informing the vision for the future of the station area. This approach kept the process inclusive and responsive to needs and aspirations of area stakeholders and the community. Residents and stakeholders provided their feedback and recommendations on land use and transportation in the station area, the station itself, and using public transit more broadly.



QR Code to Survey



Digital Post Card Handout



April 1st and 2nd FrontRunner Platform Community Engagement

Digital Survey and Postcard

March-April 2025

A brief community survey was developed to ask residents, businesses and transit riders for their ideas on ways to enhance the overall station area and suggestions for making UTA FrontRunner and bus service a more convenient and desirable transportation option. South Jordan City and UTA assisted in the creation of the project survey, utilizing both entity's prior best practices in gathering public input. The City distributed the survey through their E-Newsletter and promoted it on their social media platforms. Staff distributed 500 postcard handouts with informational material and a QR code to all businesses and residential buildings in the Study Area that could accept the handouts (ie. Social Security Administration does not allow distribution of this type of material, etc.) Postcard handouts were distributed to the following:

- Lucid Software
- Employee Navigator
- Embassy Suites
- Ultradent
- Holiday Inn
- Pinned Coffee Shop
- Jordan Station Apartments
- Evolve Wellness
- Momentum Development
- Cypress
- Motiv Health
- UBIC
- Jerry Seiner GMC and Kia Offices
- Presidio Real Estate
- Marshal Gates foundation
- BLOC pharmacy
- RCG Law Group
- Merrick Bank
- Sleep Inn
- La Quinta
- Phoenix Recovery
- NFP
- Luxury Executive Suites
- Clear Vision Institute
- XIMA
- York Howell & Gymon
- Integrated Financial Group
- Arbor Real Estate
- Presidio Real Estate
- 10656 Windsor Ridge Way Apartments
- Bryan S Finkie Building

These materials were also emailed to property owners and stakeholders in the area as a follow up to the one on one discussions held previously in the process with the project team.

Station Platform Engagement

On April 1st and 2nd 2025, South Jordan City and UTA personnel staffed a public engagement booth near the FrontRunner platform during peak AM and PM commute times each day (7:00 AM-9:00 AM and 4:00 PM-6:00 PM). A postcard with a QR Code to the survey, flyers, area maps with potential improvements and a freeform comment board were included, providing a more interactive engagement for transit riders.

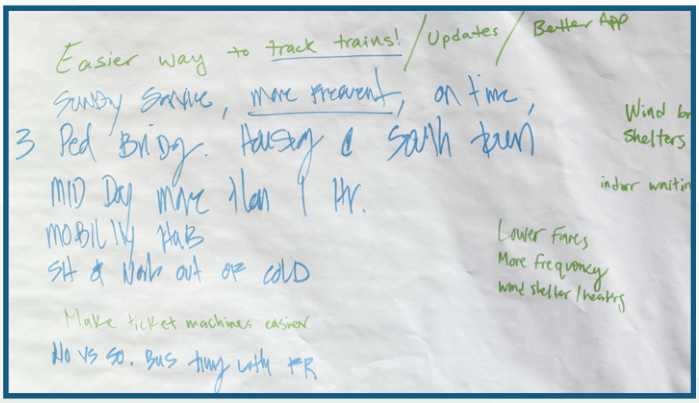
Platform Setup

Public Input and Key Messages

263 total survey responses were received and analyzed by the project team. Community input gathered both in-person and online found recurring sentiments of a desire for enhanced pedestrian and bicycle connections, improved transit connectivity and schedule alignment across various transit modes that converge at the station: FrontRunner, TRAX, bus service, and UTA On-Demand. Other key messages and recommendations from transit riders and area stakeholders included:

1. Increased commuter rail frequency and expanded service hours
2. Additional food options in the station area
3. First and last-mile pedestrian and bicycle connectivity across I-15 and into Sandy
4. Increased connections to the Jordan River Parkway Trail
5. Additional station amenities and services–warming shelters, restrooms, food and beverage offerings

Of the 263 responses received, 38.2% of respondents ride transit daily or a couple of times a week. 46.9% of respondents rarely or never ride transit. Over half of the survey respondents selected “Traveling to Work” as their primary purpose for using the South Jordan FrontRunner Station. This insight underscores the importance of tailoring future improvements to better support both regular commuters and potential new transit users.



What would make riding transit easier?

Increased transit, pedestrian, and bicycle connections to Sandy on the east side of I-15 were the most frequently cited improvement by respondents to the survey. Other desired improvements include increased shade and tree canopy in the station area as well as enhanced accessibility to the Jordan River Trail.

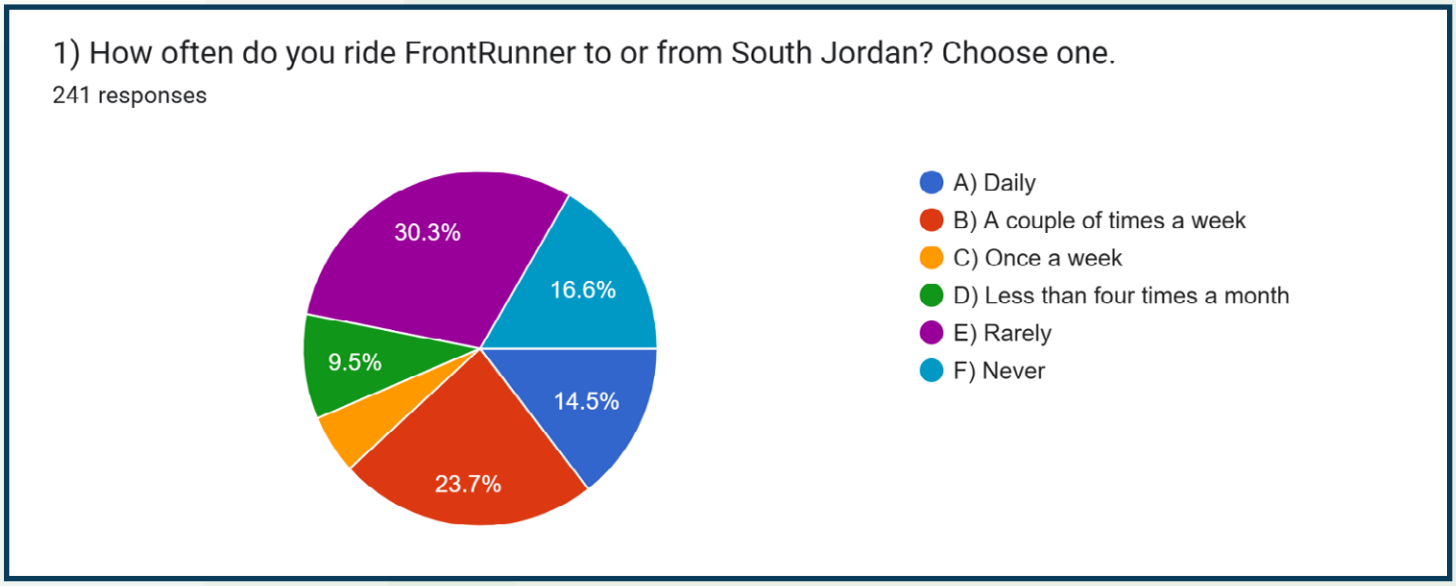


FIGURE 15: Station Usage - Survey Results

Question seven of the survey asked respondents to choose five improvements based on a list of twelve potential improvements for the station area. Results found that Increased transit connections to South Towne and TRAX was the most frequently selected improvement desired.

TABLE 6: STATION AREA IMPROVEMENTS - SURVEY RESULTS

Rank	Improvement
1	Increased transit connection to South Towne and TRAX
2	Increased shade with trees or canopies
3	Potential pedestrian bridge over freeway
4	Connect the Jordan River Parkway Trail to the FrontRunner Station
5	Increased Jordan Parkway crossing safety and bike lanes
6	Pop up food truck plaza
7	Increased open space and public recreation opportunities
8	Increased access to Jordan River, bird refuge, passive recreation opportunities
9	Additional parking
10	Increased residential homeownership opportunities
11	Increased directional and wayfinding signage
12	Expanded employment opportunities

Together, the community and area stakeholders priorities reflect a strong desire for a more connected, comfortable, and accessible station area that accommodates active transportation options and adds to the quality of the public transit experience and desirability of supporting land uses. Additional enhancements such as facilities, increased shade, and tree canopy would improve the daily functionality of the station and contribute to a stronger sense of place at the station, creating long-term community value. Safe, intuitive, and attractive connections are key to unlocking the station area's full potential.

Pedestrian access to FrontRunner platform

IV. MARKET ANALYSIS

KEY TAKEAWAYS

- Support and encourage office campus infill and development
- Short-term office development is stagnant in the broader Salt Lake County market with vacancies up from year previous, long-term forecast is positive for office development at this site
- Support and encourage multi-family development, demand is high
- Retail demand is low due to lack of roof tops and competition nearby

A. Parcel Data Evaluation

Parcel characteristics for the Study Area and City were calculated and sorted between land use categories as outlined below. The distribution of land uses within the Study Area is shown below, with the greatest number of parcels being attributed to the "other" category. The "other" category generally comprises of government buildings and other exempt properties. The second most common property type is office, with 38 percent of the taxable value and 44 percent of the market value attributed to office property types. Commercial and industrial parcels also contribute significantly to total square footage and taxable and market values. Agricultural land, which may be converted for other uses in the future, comprises 13 percent of total acreage.

TABLE 7: STUDY AREA PARCEL CHARACTERISTICS

Category	Count	Acreage	Square Footage	Taxable Value	Market Value
Single-Family	1	0.50	2,718	$444,600	$244,530
Multifamily	3	11	609,639	$145,862,780	$80,346,992
Commercial	11	29	496,242	$81,274,000	$81,274,000
Office	19	48	999,107	$220,826,800	$217,582,320
Industrial	3	15	464,465	$100,924,900	$100,924,900
Vacant	17	41	-	$12,060,900	$11,181,245
Agricultural	2	37	1,480	$5,476,690	$120,020
Other	52	109	300	$20,684,600	$2,429,400
Total	**108**	**291**	**2,573,951**	**$587,555,270**	**$494,103,407**

Source: Salt Lake County Parcel Data

Commercial land use types include Restaurants, automotive related (dealerships), and hotels.

Industrial consists of light manufacturing, and industrial R&E.

TABLE 8: SOUTH JORDAN PARCEL CHARACTERISTICS					
Category	**Count**	**Acreage**	**Square Footage**	**Taxable Value**	**Market Value**
Single-Family	23,902	6,06	78,205,923	$8,604,905,533	$15,730,310,470
Multifamily	910	204	5,271,468	$707,402,825	$1,351,316,960
Commercial	286	724	5,662,083	$1,327,606,535	$1,422,963,980
Office	328	504	5,258,929	$1,006,998,050	$1,289,312,990
Industrial	28	175	2,735,300	$471,212,169	$472,197,950
Vacant	1,344	1,353	167,401	$388,780,033	$543,537,780
Agricultural	101	2,740	80,291	$23,104,983	$261,225,860
Other	2,502	2,633	3,858,279	$150,327,096	$1,307,851,780
Total	**29,401**	**14,396**	**101,239,674**	**$12,680,337,229**	**$22,378,717,770**

Source: Salt Lake County Parcel Data

As shown in **Table 8** and **Figure 16**, the City's overall parcel count, square footage, and taxable and market values illustrate a concentration of single-family development. At this scale, multifamily, commercial, and office uses represent similar proportions of square footage and taxable and market values. Vacant and agricultural land in the City respectively represent roughly nine and 19 percent of total acreage.

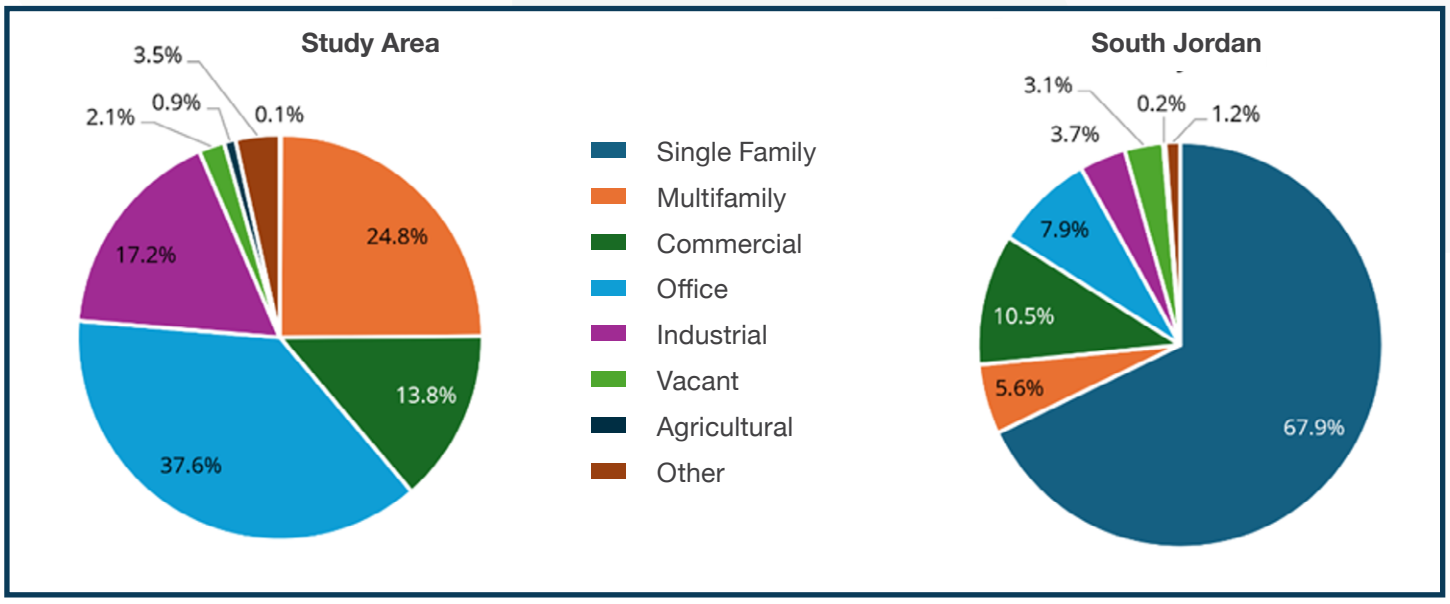


FIGURE 16: Total Taxable Value Distribution by Land Type

B. Sales Leakage

Utilizing 2023 taxable sales collection data from the Utah State Tax Commission, a sales leakage analysis was completed for the City to provide an overview of leakage and retention by commercial category in comparison to the State of Utah.

TABLE 9: SOUTH JORDAN SALES LEAKAGE

	South Jordan Direct Taxable Sales	Per Capita Spending	Utah Income Adjusted Per Capita Spending	Capture Rate	Per Capita	Total Leakage
RETAIL						
Building Material & Garden Equip	$17,445,442	$206	$2,104	10%	($1,898)	($160,369,346)
Clothing & Accessories	$86,704,186	$1,026	$937	110%	$89	$7,562,165
Electrical & Appliance	$54,555,675	$646	$561	115%	$85	$7,152,386
Food & Beverage	$157,951,160	$1,869	$2,468	76%	($599)	($50,610,579)
Furniture & Home Furnishing	$11,738,847	$139	$495	28%	($357)	($30,130,435)
Gas Station	$25,500,000	$302	$728	41%	($426)	($36,011,200)
General Merchandise	$430,593,931	$5,095	$3,574	143%	$1,522	$128,598,559
Health & Personal	$15,099,393	$179	$358	50%	($180)	($15,171,812)
Miscellaneous Retail Trade	$45,477,702	$538	$993	54%	($455)	($38,411,430)
Motor Vehicle	$467,611,596	$5,533	$3,841	144%	$1,692	$142,998,332
Nonstore Retailers	$231,507,425	$2,739	$2,933	93%	($194)	($16,366,955)
Sporting Good	$19,739,196	$234	$578	40%	($345)	($29,120,222)
Wholesale Trade-Durable Goods	$94,984,697	$1,124	$2,859	39%	($1,735)	($146,623,377)
Wholesale Trade-Electronic Markets	$10,384,280	$123	$478	26%	($355)	($30,015,480)
Wholesale Trade-Nondurable Goods	$1,632,228	$19	$66	29%	($47)	($3,940,608)
Total Retail	**$1,670,925,758**	**$19,772**	**$22,973**	**86%**	**($3,200)**	**($270,460,003)**

TABLE 9: SOUTH JORDAN SALES LEAKAGE (Continued)						
	South Jordan Direct taxable Sales	Per Capita Spending	Utah Income Adjusted Per Capita Spending	Capture Rate	Per Capita	Total Leakage
INDUSTRY						
Agriculture, Forestry, Fishing & Hunting	$35,995	$0	$17	3%	($16)	($1,360,181)
Construction	$7,743,235	$92	$676	14%	($585)	($49,425,904)
Information	$111,241,490	$1,316	$1,353	97%	($36)	($3,058,397)
Manufacturing	$38,967,712	$461	$1,727	27%	($1,265)	($106,942,941)
Mining, Quarrying, & Oil & Gas Extraction	$6,492,286	$77	$243	32%	($166)	($14,002,368)
Transportation & Warehousing	$2,888,626	$34	$135	25%	($101)	($8,531,492)
Utilities	$86,624,581	$1,025	$1,303	79%	($278)	($23,510,656)
Total Industry	**$253,993,925**	**$3,006**	**$5,453**	**55%**	**($2,447)**	**($206,831,939)**
SERVICES						
Accommodation	$27,237,338	$322	$1,231	$0	($909)	($76,824,497)
Admin. & Sup & Waste Man.& Remed. Services	$7,628,045	$90	$165	55%	($75)	($6,336,631)
Arts, Entertainment, and Recreation	$11,435,904	$135	$523	26%	($388)	($32,776,128)
Educational Services	$5,173,506	$61	$85	72%	($24)	($1,990,231)
Finance & Insurance	$11,605,965	$137	$145	94%	($8)	($678,601)
Food Services & Drinking Places	$194,041,780	$2,296	$2,874	80%	($578)	($48,857,296)
Health Care & Social Assistance	$5,090,342	$60	$71	85%	($11)	($903,007)
Management Of Companies & Enterprises	$350,000	$4	$13	32%	($9)	($757,935)
Other Services-Except Public Administration	$45,117,694	$534	$915	58%	($381)	($32,236,042)
Professional, Scientific, & Technical Services	$76,831,996	$909	$801	113%	$108	$9,114,324
Public Administration	$2,500,000	$30	$133	22%	($103)	($8,717,042)
Real Estate, Rental, & Leasing	$32,150,762	$380	$931	41%	($551)	($46,545,944)
Total Services	**$419,163,332**	**$4,960**	**$7,889**	**63%**	**($2,929)**	**($247,509,030)**

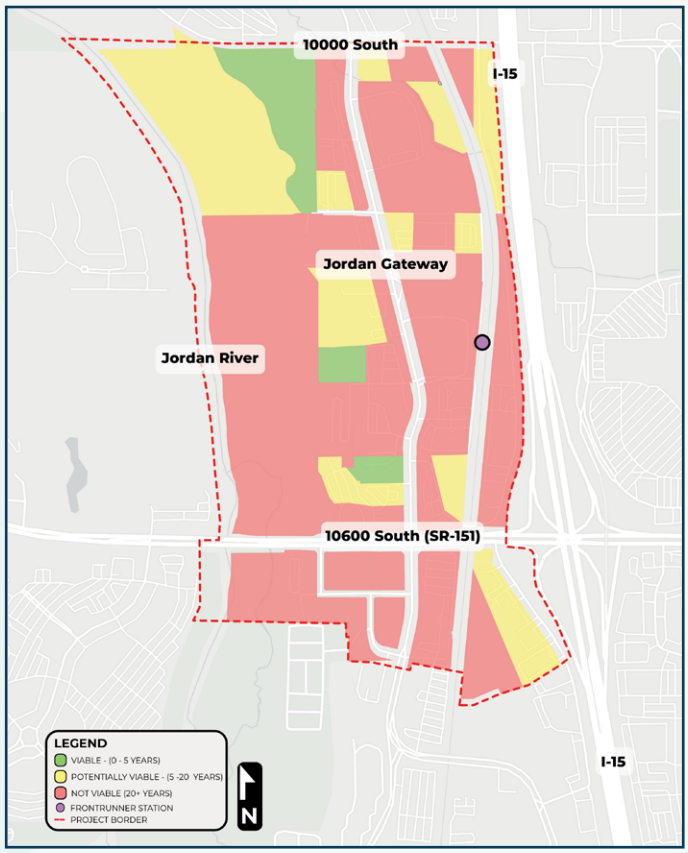
TABLE 9: SOUTH JORDAN SALES LEAKAGE (Continued)						
	South Jordan Direct taxable Sales	Per Capita Spending	Utah Income Adjusted Per Capita Spending	Capture Rate	Per Capita	Total Leakage
OTHER						
Private Motor Vehicle Sales	$54,500,000	$645	$849	$1	($204)	($17,221,156)
Special Event Sales	$741,726	$9	$38	23%	($29)	($2,472,080)
Unknown/Non-classifiable	($14,000)	($0)	$1	-24%	($1)	($72,532)
Prior-Period Payments & Refunds	$626,450	$7	$364	2%	($357)	($30,158,066)
Total Other	**$55,854,176**	**$661**	**$1,252**	**53%**	**($591)**	**($49,923,834)**
TOTAL COMBINED	**$2,399,937,191**	**$28,399**	**$37,566**	**76%**	**($9,167)**	**($774,724,806)**

The City is leaking in all major categories in comparison to State average spending. The per capita spending in South Jordan is $28,399, a figure 24.4 percent lower than the State's average of $37,566. The total taxable sales leaking to other communities is estimated at just below $775M. Assuming a sales tax levy of 0.5 percent based on point of sale, this equates to a loss of $7.3M in annual sales tax revenues. In comparison, the per capita spending in West Jordan is $23,266 and has a capture rate of 82 percent when compared to the State. Factors influencing a community's capture rate include total population, proximity to major freeways or surface streets, the population within a 360-degree trade area, geographic isolation, and competitive market sites.

Supportable Zoning

The South Jordan Gateway Study (2013) assesses transportation, land use, and future development in the City's Gateway District, which surrounds the FrontRunner Station. The Study primarily focuses on the opportunity for transit-oriented development around the FrontRunner Station. Transit-oriented development aims to use existing transit infrastructure to contribute to dense and diverse development use near public transportation. With limited retail demand in the area, the Study Area can benefit from planning for infill development, primarily of office and residential land use for the area.

The map below illustrates development and redevelopment opportunities within the Study Area. The map identifies four areas that are currently available for infill office, hospitality, or residential development.



Development and Redevelopment Opportunities

Market factors at the county-level indicate Salt Lake County has experienced stagnant office construction in the second quarter of 2024. Office vacancies are at 17.94 percent (Q2 2024), an increase of 2.5 percent from the previous year.

SL County Development Highlights: Office

- Permitting of office structures has been stagnant.
- Direct office vacancy is at 17.94 percent (Q2 2024), an increase of 2.5 percent from 2023.
- Increased vacancy rates and decreased sublease availability indicates a cautious market.
- It is expected that lower vacancy will allow developers to initiate new projects in the future.

To determine the supportable commercial zoning within South Jordan and the Study Area, this analysis evaluates future taxable sales growth, per capita spending by sector, and general retail and office zoning ratios from the City as a whole. Using two different methodologies, this analysis provides an estimate of supportable acreage by the following categories: general retail, industry, services, and total commercial acreage. The following table provides a summary of South Jordan's sales leakage (See **Table 9** for more details).

TABLE 10: SUMMARY OF SOUTH JORDAN SALES LEAKAGE

	South Jordan Direct Taxable Sales	Per Capita Spending	Utah Income Adjusted Per Capita Spending	Capture Rate	Per Capita	Total Leakage
Retail Subtotal	$1,670,925,758	$19,772	$22,973	86%	($3,200)	($270,460,003)
Industry Subtotal	$253,993,925	$3,006	$5,453	55%	($2,447)	($206,831,939)
Services Subtotal	$419,163,332	$4,960	$7,889	63%	($2,929)	($247,509,030)
Other Subtotal	$55,854,176	$661	$1,252	53%	($591)	($49,923,834)
Total	**$2,399,937,191**	**$28,399**	**$37,566**	**76%**	**($9,167)**	**($774,724,806)**

The first methodology employed in this analysis utilizes estimated per capita spending of $28,399 in South Jordan. Assuming a new population of 48,639 residents by 2050 in the City using TAZ estimates, the total supportable zoning is estimated at 5M square feet. This assumes a median sales volume of $275 per square foot of gross leasable area.

TABLE 11: SOUTH JORDAN SUPPORTABLE COMMERCIAL ZONING BASED ON PER CAPITA SPENDING

	General Retail	Industry	Services	Other	Total
Per Capita Spending (State Income Adjusted)	$19,772	$3,006	$4,960	$661	$28,399
New Growth in City (2050)	48,639	48,639	48,639	48,639	48,639
Total Spending	$961,717,348	$146,188,640	$241,253,476	$32,147,407	$1,381,306,870
Median Sales Volume Per Sq. Ft. of GLA	$275	$275	$275	$275	$275
Supportable Sq. Ft.	**3,497,154**	**531,595**	**877,285**	**116,900**	**5,022,934**

Source: WFRC TAZ Estimates

Employing an alternative methodology produces a slightly higher supportable square footage estimate as illustrated in the following tables. Using the 2024 City employment as a benchmark, an average of SF per job is calculated at 192.1 for office and 710.8 for commercial. Based on new job growth in South Jordan using TAZ estimates and the average SF per job, the supportable commercial square footage results in 5.6M SF for office and 1.6M for retail, totaling a combined 7.3M SF.

TABLE 12: SOUTH JORDAN COMMERCIAL SQ. FT. PER JOB

	South Jordan Employment (2024)	Zoned SF	SF Per Job	New Job Growth in South Jordan (2024-2050)	Supportable SF
Office Use	27,376	5,258,929	192.1	29,589	5,684,199
Retail Use	7,966	5,662,083	710.8	2,373	1,686,347

Economic development research and concept plans have been completed by the City, developers, and other stakeholders due to an existing station area consisting of Downtown Daybreak, an HTRZ, and the Daybreak Field at America First Square, a new ballpark coming to South Jordan in 2025. The table below provides the current planned square footage applicable to the Daybreak Area.

While the City shows supportable square footage under both methodologies, existing plans envision that future retail and office development will occur Daybreak. As a result, development and redevelopment opportunities in the FrontRunner Study Area will primarily focus on infill development consisting of office, residential, and dining.

TABLE 13: DAYBREAK URBAN CENTER PROGRAM AND ABSORPTION FOR USE IN TAZ ZONES (2025 – 2050)

	Total Projected Units	Total Projected Retail SF	Total Projected Office SF
SS CDA /Urban Center Core	434	307,034	870,652
Urban Center Core	4,815	1,491,066	3,603,108
North Station	2,666	150,000	2,318,524
TOTAL	**7,915**	**1,948,100**	**6,792,283**

Source: WCG and Hodges Design

The supportable zoning analysis indicates that the Study Area can benefit from planning for infill development for the area due to limited retail demand in the area. Infill developments of focus in the area include office (i.e., healthcare, dental, technology sectors) and multi-family.

The City should support and encourage development and redevelopment opportunities that are currently available, as shown in the map above. The following table summarizes the opportunities and challenges in the Study Area regarding office, retail, hospitality, and residential development.

TABLE 14: SUMMARY OF ECONOMIC OPPORTUNITIES AND CHALLENGES IN THE STUDY AREA				
Category	**Demand**	**Opportunities**	**Challenges**	**Target Industry**
Office	High	Corporate office expansion Office campus development Infill development	Property owner's willingness to expand Land availability Site stability and grading issues	Healthcare Dental Technology Public Administration
Retail	Low	Eating establishments *Storage units *Automotive	Land availability Site stability and grading issues Competition from adjacent retail (in City and out of City)	Food Trucks, Restaurants *High End Storage (vertical) *Car Dealerships
Hospitality	Moderate	Hospitality	Property owner's willingness to redevelop Land availability	Hotel Hotel Redevelopment
Multifamily	High	Infill development Mixed use development	Willingness from property owners Land availability Site stability and grading issues Quality of product	Vertical high density

*This use should be limited to areas not easily accessible on foot from the station.

C. Potential Barriers

In addition to the challenges provided above in **Table 14**, some development may be impacted by factors that serve as barriers toward unconstrained development growth within the community. Proximity to a regional transportation network such as I-15 allows communities to attract larger developments like distribution centers or industrial centers which in turn stimulate job growth and spending. However, the lack of immediate east-west connections across I-15 and traffic concerns may limit access to the Study Area.

Additionally, online sales will continue to impact the traditional brick-and-mortar approach. The US Census Bureau's estimate of retail e-commerce sales as percent of total quarterly retail sales continues to rise, increasing from nearly 5.6 percent in 2013 to 15.1 percent during the first quarter in 2023. Data on retail sales is provided below in **Figure 17**.

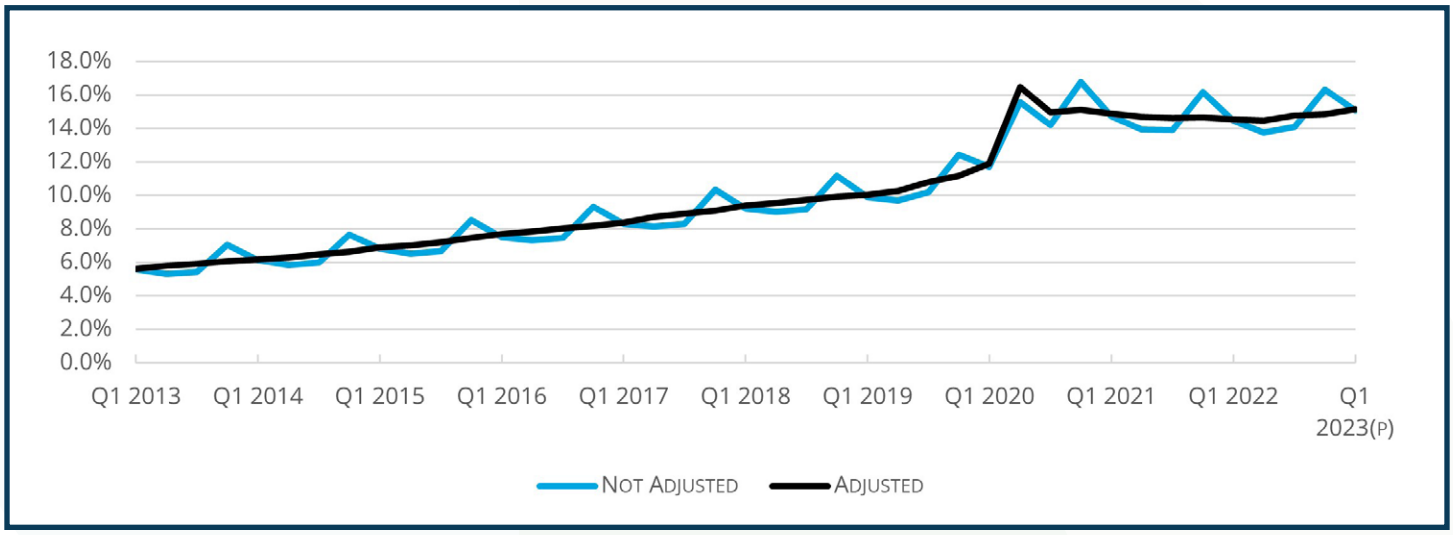


FIGURE 17: Quarterly U.S. Retail E-commerce Sales as a % of Total Quarterly Retail Sales

Monthly retail sales numbers by the Census Bureau show sales from non-store retailers like Amazon, eBay, QVC, and Alibaba increased 6.5 percent from 2022 to 2023. Given this trend, additional measures must be taken to ensure profitability of location-based retail. Methods to promote increased commercial development include the following:

- Allow for more residential development and population growth.
- Provide development incentives.
- Promote niche markets that will capture sales from surrounding communities.
- Remove barriers to entry.
- Promote other types of commercial development (industrial, tech, office, etc.).

While the analysis illustrates the potential for substantial office development, increased vacancy rates resulting in cautious developers may highlight challenges for maximizing this land use. However, market trends suggest office vacancy rates may decrease, allowing developers to initiate new projects.

V. PREFERRED VISION PLAN

This Preferred Vision Plan for the South Jordan FrontRunner Station SAP has been created over the past 20 years from previous planning efforts, stakeholder coordination, City Council meetings, Planning Commission meetings, public meetings, and this Station Area Planning exercise.

The Preferred Vision shows how station areas will meet the principles as described in HB462. The transportation facilities and land use laid out in the City's development code and SAP will build a beautiful area that provides easy access to jobs, increases in affordable housing and attainable housing, and enhances access to recreation, entertainment, and sporting events within the station area and across I-15 at the South Town Mall Site.

A. Land Use

KEY TAKEAWAYS

- Establish a vibrant mixed-use area with increased access to housing and services (such as more restaurants or Pop-Up Food Truck Plaza) to activate the site.
- Promote residential infill on the remaining buildable parcels of for sale units to support restaurant and food services.
- Provide additional multimodal connectivity: recreation, employment, and retail opportunities should be considered to enhance and improve the urban environment and community character.

The land use vision for the South Jordan Station Area focuses on creating a connected and vibrant mixed-use community that leverages the proximity to the FrontRunner station and the surrounding amenities. Due to the highly-developed nature of the station area, this plan focuses on adding the missing details and uses that would better allow this area to function internally as a community while still supporting the region as a whole. The recommended future land use map below shows proposed land uses for the Station Area.

After reviewing the existing conditions and following the discussions with the property owners and City representatives, the project team developed this future land use map to guide the development within the station area. These land uses support the City's vision to establish a vibrant mixed-use area with increased access to a range of housing types and services. They are synergistic and enhance the existing Station Area uses and provide additional opportunities for housing, employment, recreation, and shopping. These uses are also consistent with the state's desires of increased development intensity around major infrastructure developments.

Each parcel was reviewed to better understand their near (0 - 5 year), medium (5 - 20 year), and long-term (20+ years) development potential. Those with near-term development potential should be considered for attached residential uses with a focus on owner-occupied for sale units with some percentage of attainable units. These additional residential units will better support and facilitate the vibrancy of the area outside of business hours. Extending the hours of the area's functional use while adding owner-occupied units will add to the potential viability of additional commercial and retail services within the area. This may also lead to an increase in ridership and use of the FrontRunner Station.

Sustainable transit-oriented communities significant residential units to create a culture of walkability and vibrancy to non-residential uses. The balanced mix of uses is critical in maintaining a community long-term. It is imperative to find a better balance of jobs to residents within the area to add a heightened level of self-sufficiency and sustainability to the station area.

Given the total number of square feet in office, commercial, and industrial uses above (**Table 7**) divided by the jobs per square foot (**Table 12** and utilizing a conservative 1,500 square feet per industrial job, there are approximately 6,230 office, commercial, and manufacturing jobs within the Study Area. If we factor in the estimated population of 933 people (without accounting for individuals of working age), there are 6.7 jobs per resident in the area. A healthy balance for a mixed-use community is 1.3 per household. That number increases in strictly multifamily residential communities. An estimated 440-750 additional housing units are to be constructed on build-out. This healthier balance between households and jobs promotes walkability, increases the demand for commercial service, and supports the City's vision.

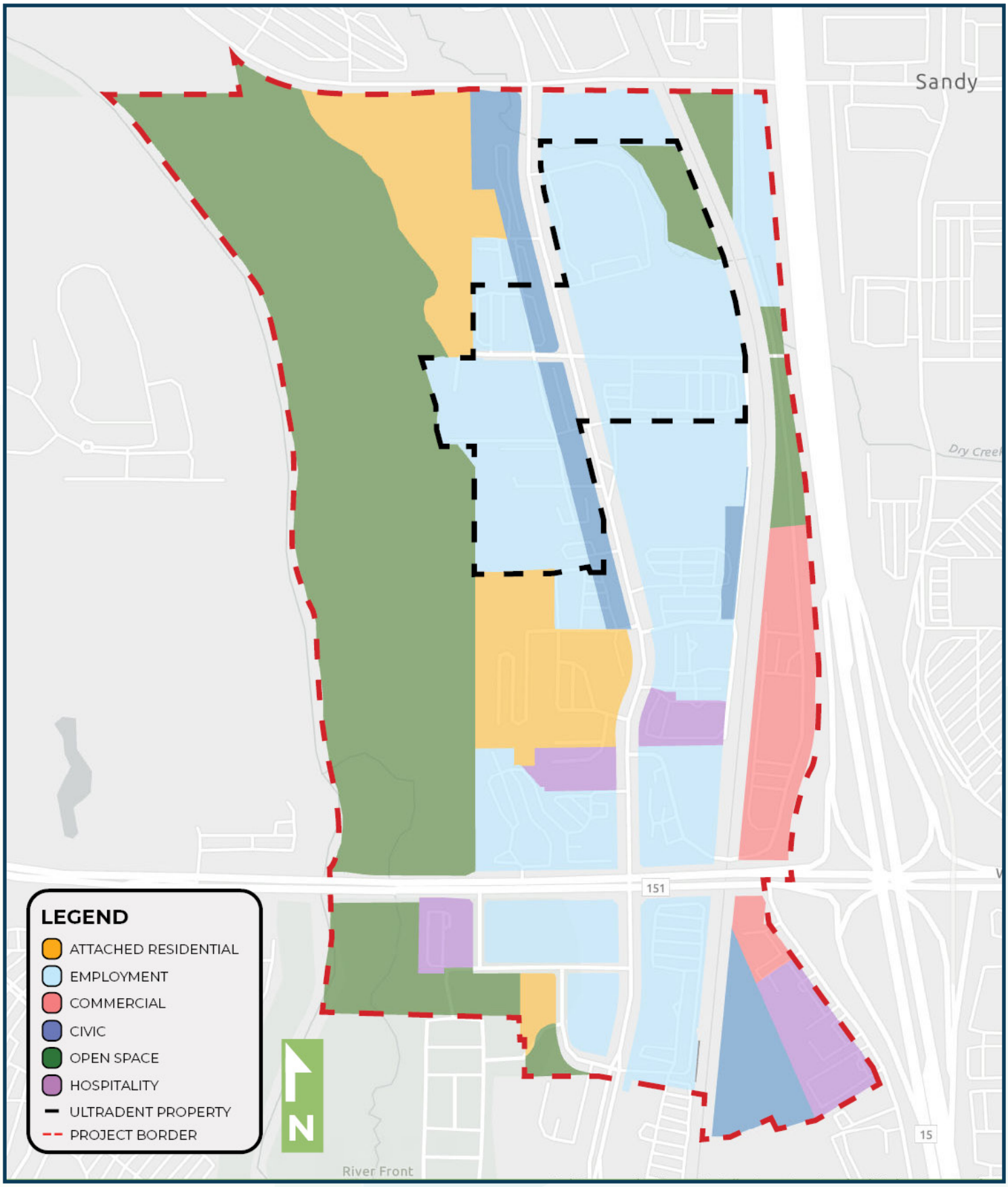


FIGURE 18: Recommended Future Land Use

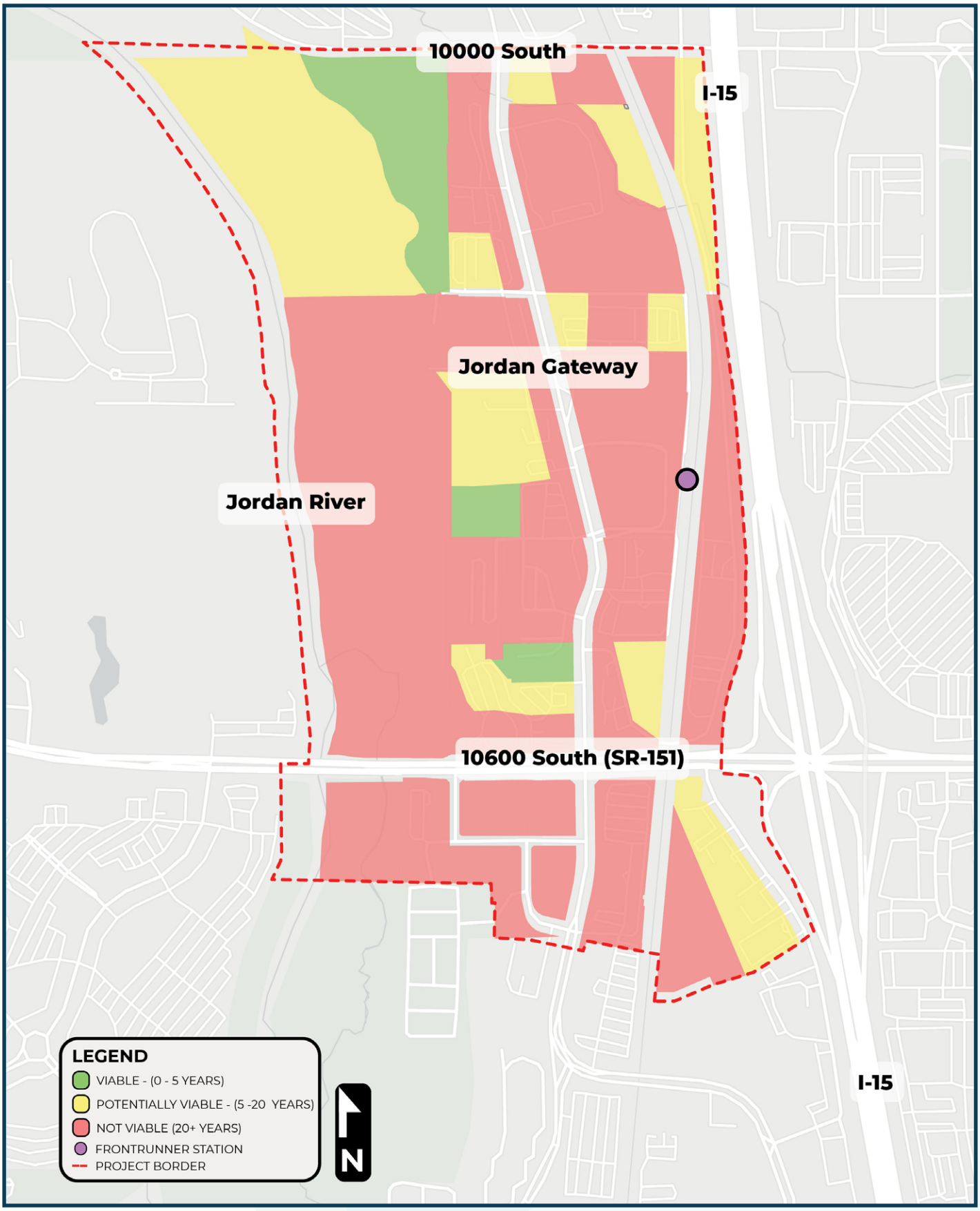


FIGURE 19: Study Area Development Potential

To further support the City's vision, the following elements should be considered to enhance and improve the urban environment, community character, multi-modal connectivity, and recreation, employment, and retail opportunities:

Enhance Residential Infill Development

- **Objective:** Increase the supply of owner-occupied housing with a percentage focused on attainable residential units to meet the growing demand and promote sustainable urban development.
- **Goal:** Promote residential infill that is accessible to a diverse population, and incorporates street facing pedestrian-scaled design elements to improve long-term character and vibrancy of the community.
- **Strategy:** Encourage residential development on vacant parcels, particularly on the west side of the Study Area, and integrate design standards for public-facing facades only. Look for opportunities to reduce parking ratios, requirements for completely enclosed parking, and encourage residential square foot maximums.

Promote Infill Development and Expanded Employment Opportunities

- **Objective:** Encourage the development of underutilized or vacant land to create a mix of office, residential, and commercial spaces that support local employment, economic growth, and community character.
- **Goal:** Foster a dynamic and diverse land use pattern that integrates residential, commercial, and recreational spaces, enhancing the overall livability of the area.
- **Strategy:** Identify key infill sites for development, including areas along the power corridor, surface parking lots, and on or near the Ultradent Campus, to create new employment opportunities and support existing industries.

Develop Recreational Opportunities

- **Objective:** Create a multi-purpose sports complex to serve as a recreational hub for the community, addressing the area's need for amenities that support both residents and the workforce population of approximately 6,230 employees.
- **Goal:** Enhance recreational opportunities and promote active lifestyles within the Study Area while creating community gathering spaces that activate the area outside traditional business hours, supporting the 24-hour vibrancy identified as lacking in the current assessment.
- **Strategy:** Identify suitable locations near existing employment centers for recreational facilities that could include indoor and outdoor amenities like pickleball courts, fitness trails, and community gathering spaces. These facilities could serve as anchors for evening and weekend activity, complementing the predominantly daytime employment uses in the area.

Activate the Site

- **Objective:** Create, promote and establish activity / vibrancy near and around the station to activate the site with areas of interest and public gathering opportunities by creating reasons to linger and participate in the site rather than only passing through it.
- **Goal:** Create a vibrant and dynamic space that attracts residents and visitors during business hours and evenings, supporting local businesses and extending activity beyond the current daytime employment dominated periods.
- **Strategy:** Engage with local businesses, establish public space for events and activities like a Pop-Up Food Truck Plaza that designate areas for food trucks and provide necessary utility infrastructure to support their operation. Program the site with activities such as music, sporting activities, cultural/art events, special interest events like bicycle maintenance clinics, bird-watching lectures etc.
- **Consider locations** near the FrontRunner station platform, employment and hospitality land uses to maximize foot traffic. Incorporate seating, shade structures, and lighting to create a welcoming environment in currently underutilized surface parking areas. The market analysis and stakeholder feedback identified the limited food options, protection from the weather conditions and restrooms at the site.

Implement Community-Centric Street Improvements

- **Objective:** Enhance the streetscape and promote active transportation through street improvements that address the connectivity and safety concerns identified in the transportation assessment.
- **Goal:** Create a safe and attractive environment for pedestrians and cyclists that improves the quarter -mile spacing between existing crossings and enhances the comfort of east-west connectivity.
- **Strategy:** Implement patterned road segments, bike lanes, and intersection enhancements along major corridors. Key improvements should include the proposed 10-foot, two-way cycle track with a four-foot buffer on the west side of Jordan Gateway, enhanced mid-block crossings with pedestrian hybrid beacons, and under-mast arm lighting at signalized intersections to increase nighttime visibility and safety. These enhancements are explained in further detail in the Transportation section below.

B. Future Environmental Conditions

KEY TAKEAWAYS

- Transit-oriented development around FrontRunner the stations reduces trips, travel times and carries multiple positive environmental impacts such as air quality.
- Avoid, minimize, and mitigate future adverse impacts to the Jordan River Parkway corridor.

South Jordan City is proud of its sustainable environmental efforts and are actively promoting these by continuing the sensitive lands preservation policy that restricts development in the Jordan River Corridor while allowing the few remaining undeveloped private property parcels on the north end of the site (between 100 - 102 South and between Jordan Gateway Road and the Jordan River) to develop their property that is outside of the steep riparian corridor.

The National Wetlands Inventory (NWI) was established by the US Fish and Wildlife Service (FWS) to conduct a nationwide inventory of U.S. wetlands to provide biologists and others with information on the distribution and type of wetlands to aid in conservation efforts. The Jordan River in this area is designated forested shrub wetland riparian corridor.

Preserving the remaining land in the Jordan River Corridor from development through the development process will result in a win-win outcome for the Jordan River Corridor and the remaining private property owners. Acquiring or restricting future development on additional private lands in the river corridor for preservation in accordance with the City's development policies will convert private lands into permanent habitat conservation consistent with the Jordan River Commission.

Continue to Preserve Existing Jordan River Corridor

- **Objective:** Preserve natural habitats and provide passive recreational amenities through the promotion of the nature preserve that complements the Jordan River's ecological significance as identified by conservation stakeholders.
- **Goal:** Enhance community awareness and buy-in of the recreational opportunities within the Study Area while protecting the significant wetlands identified in the National Wetlands Inventory and supporting the wildlife habitat documented in the area.
- **Strategy:** Develop additional educational signage that promotes conservation and outdoor activities as appropriate including do not enter signage. Encourage future bird-friendly design elements such as minimization of light pollution, native vegetation plantings, and invasive species removal efforts. Coordinate with the Jordan River Commission to align with broader regional habitat preservation goals.

Jordan River Trail

C. Economics

The market analysis suggests that while the City has supportable square footage, existing City plans envision that future retail and office development will occur at Daybreak. As a result, development and redevelopment opportunities in the FrontRunner Study Area will primarily focus on infill development consisting of office and residential land use. The following policies serve as a strategic response to the market analysis:

Foster Economic Growth and Job Creation

- **Objective:** Stimulate local economic growth by encouraging the development of office spaces that cater to existing industries, such as health, technology, dental, and public administration, while promoting flexible work environments to encourage utilization of public transportation.
- **Goal:** Promote office development that compliments existing businesses in key sectors, promoting a sustainable economic base in the Study Area.
- **Strategy:** Encourage expansion of office development at key sites including Ultradent Campus, infill locations within the power corridor, and vacant parcels.

Strengthen Hospitality Offerings

- **Objective:** Promote growth in the hospitality sector by allowing development of new hotels and leisure facilities to attract regional visitation.
- **Goal:** Increase the development of high-quality hospitality infrastructure that focuses on providing new offerings and revitalizing existing space.
- **Strategy:** Develop hotels at key parcels, with a focus on revitalization of aging sites. Areas of focus include the south-east quadrant of Study Area and vacant parcels.

Address Housing Demand

- **Objective:** Meet the growing demand for housing by increasing the supply of attainable and market-rate residential units while promoting sustainable urban development.
- **Goal:** Increase the housing stock to ensure housing accessibility for a diverse population.
- **Strategy:** Encourage the development of underutilized or vacant land, particularly on the west-side of the Study Area, to build higher-density housing and incorporate sustainable building practices and green design elements in residential projects to reduce energy consumption, improve long-term affordability, and promote environmental responsibility.

D. Transportation

A primary objective of the SAP is to facilitate the increase of transportation choices and connections. This section summarizes the current transportation plans in the Station Area and identifies opportunities for additional improvements to enhance access for transit users.

KEY TAKEAWAYS

- Improve wayfinding to transit and AT facilities/services
- Study a Circulator Route Connecting Key Destinations
- Transition Surface Parking to Structured Parking & Screen
- Construct a Jordan River Pedestrian Bridge
- Construct parallel trail north from the Station to Shields Lane to more directly connect business north of 10000 South
- Construct pedestrian bridge over I-15 to the South Town site near 10200 south
- Re-evaluate transit needs with growth in Sandy

Public Transit

Several transit plans have been completed previously in the Study Area and are summarized below and in **Figures 20 and 21**. This station area plan reaffirms and supports the transit recommendations made in the WFRC RTP, UTA Five-Year plan, and UTA Moves 2050: LRTP 2023-2050 Plan.

UTA Moves RTP 2050

- South Jordan / Sandy Connector Core Route (15 minute frequency) - Sandy Expo TRAX Station to South Jordan FrontRunner Station, planned in Phase 2 (2032-2042).

UTA 5-Year Service Plan (2025-2029)

- **Route 219 (60-minute frequency) -** Route 219 will be a new north-south route on Redwood Rd between Sandy Civic Station and Bluffdale with connections to Sandy City Hall, South Jordan Station, Riverpark Business Park, South Jordan Towne Center, Riverton City Center, and Bluffdale City Hall. The route will initially operate Weekdays at 60-minute frequency planned in 2025.
- **Route 218 (30-minute frequency) -** Headways on Route 218 will be increased to 30 min from 60 min in 2025.

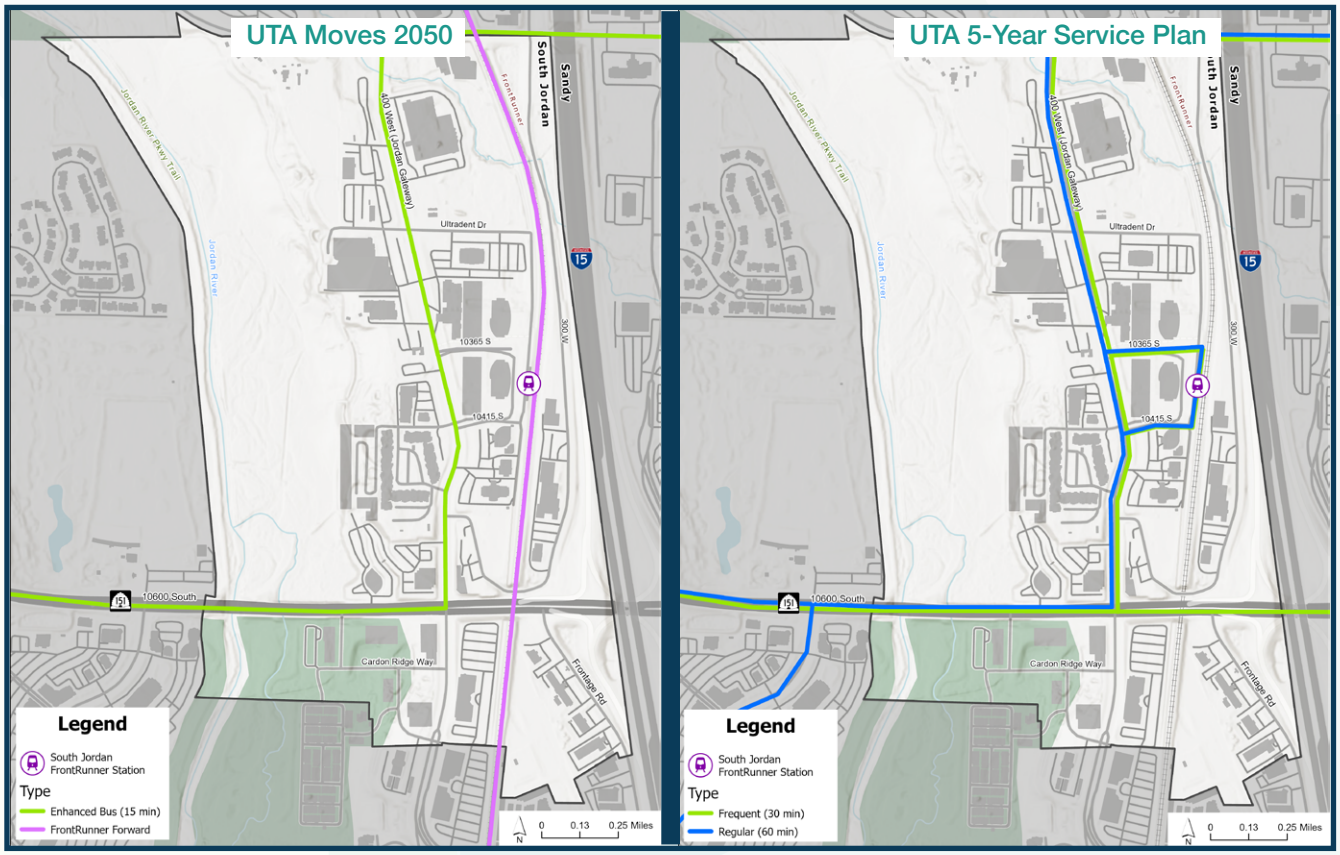


FIGURE 20: UTA Transit Plans

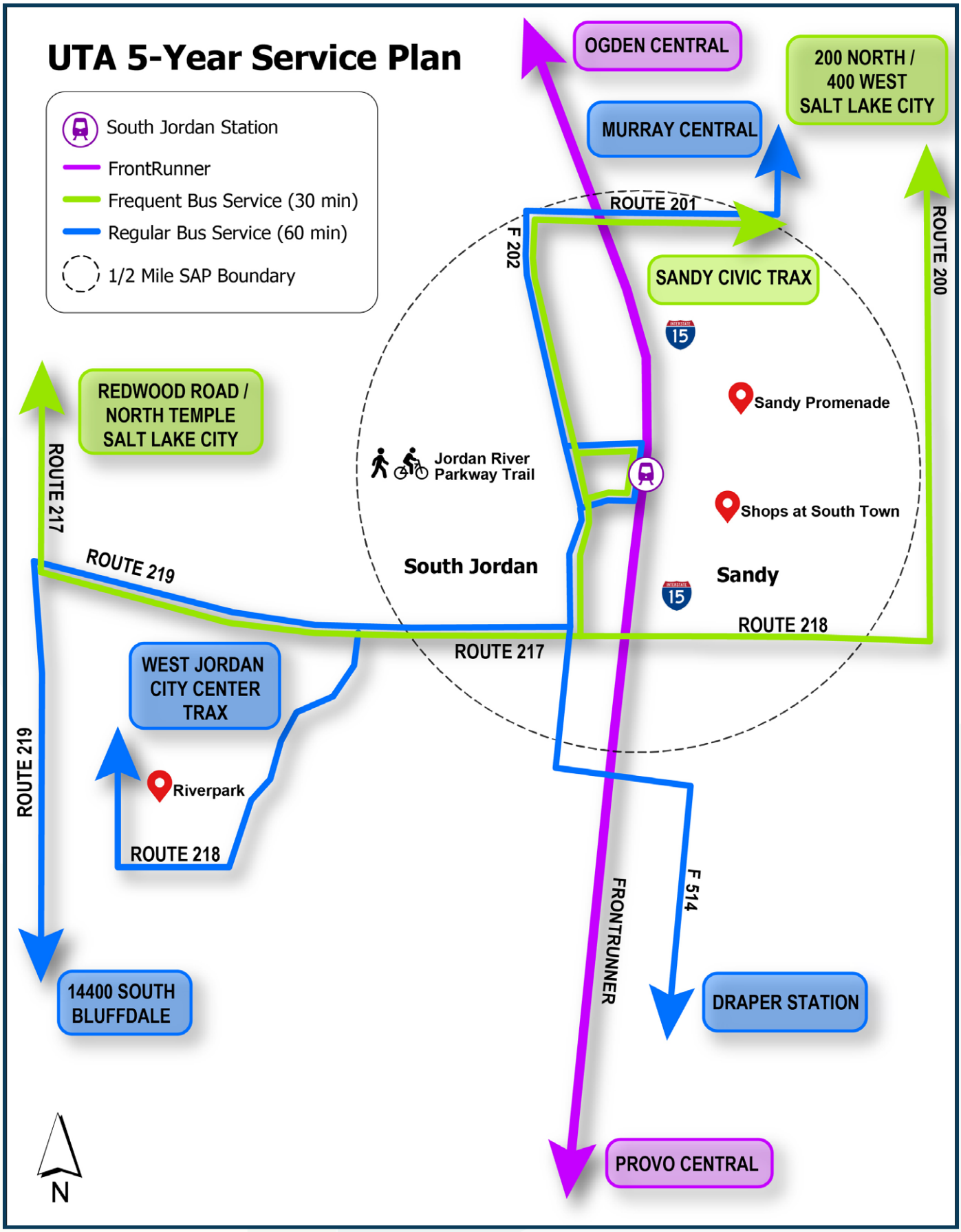
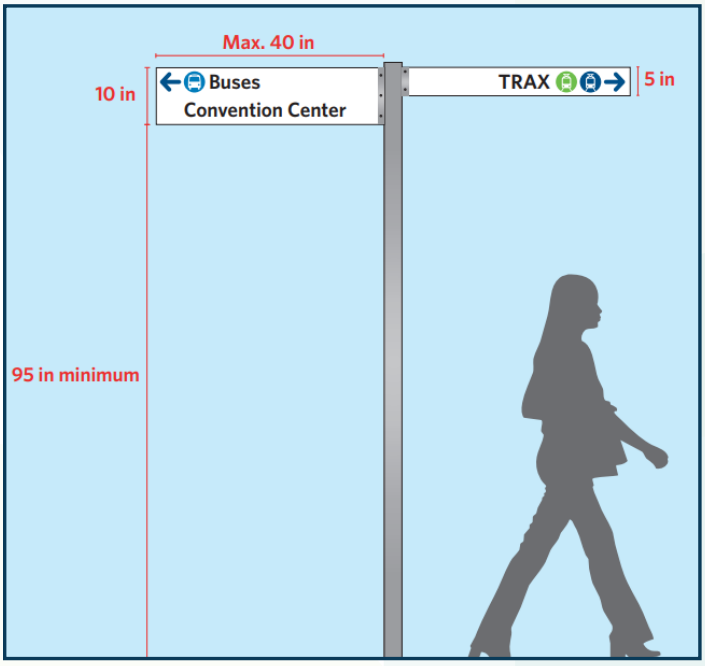


FIGURE 21: UTA 5-Year Service Plan

Wayfinding Signage

It is essential that transit users have a convenient and comfortable transit experience. Special care should be taken to accommodate disadvantaged transit users (i.e. people with disabilities) and families at the stations. Adequate lighting should be provided at the stations and wayfinding should allow for simple and easy navigation. A wayfinding system will direct people from point to point and confirm their progress along a route. Wayfinding also serves as an additional marketing source: signage builds brand recognition and equity. They elevate a brand story and create a sense of place. It is recommended the City work with UTA to make wayfinding consistent with the standards in the UTA Wayfinding & Signage Sign Schedule and Drawing Package. Signage should reflect the area's character and guide residents and visitors to key destinations, including the FrontRunner. As an example, UltraDent has branded their buildings and grounds with Utah specific theming (Arches, Bryce Canyon, and Zions National Parks). Signage within the area could utilize this brand or the existing SOJO Station branding.

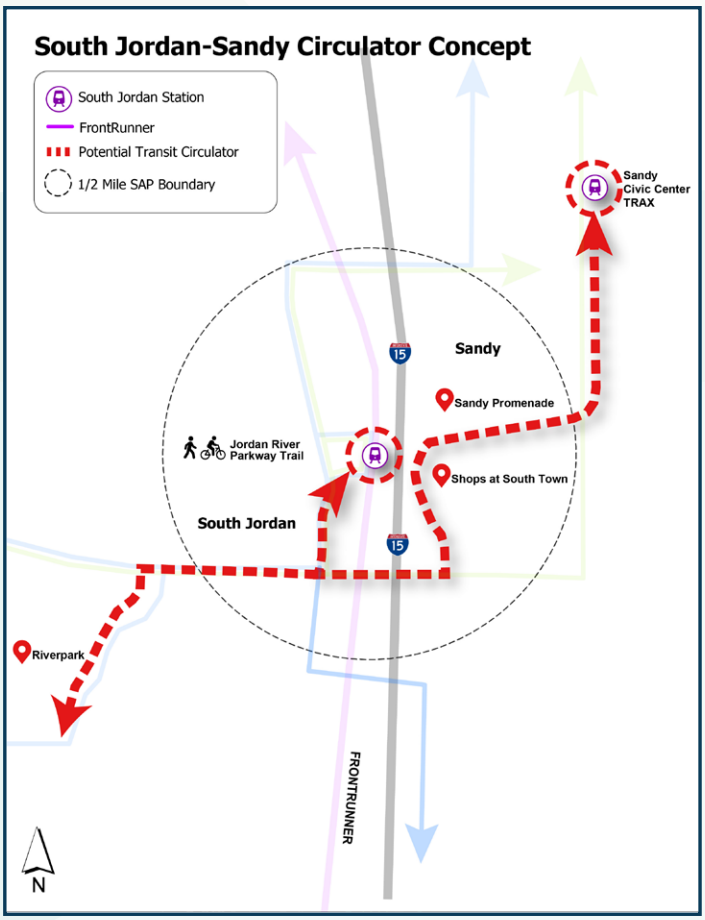


Source: UTA Wayfinding & Signage Sign Schedule and Drawing Package

East Side Transit Connectivity

Considering the challenge of getting to the east side of the rail line and I-15, there is a critical need for transit connections that link with the Sandy Civic Center TRAX station in Sandy. This concept has been studied previously and demand for this connection is anticipated to grow as Sandy City is expected to add over 2,000 additional residential units and other commercial/office uses in their boundary on the east side of I-15. In an effort to connect the South Jordan FrontRunner Station to the east side of I-15 and Sandy, this circulator concept route (shown below) could be incorporated into existing and future UTA lines to provide frequent service that connects key destinations. Some of the major destinations nearby this proposed circulator route include:

- SOJO Station Office Complex
- Riverpark Corporate Center
- The Shops at South Towne
- Sandy Civic Center TRAX
- Jordan High School
- Towne Ridge Office Park
- Mountain America Expo Center
- Jordan Commons
- Real Salt Lake Stadium
- Mountain America Office Building
- Hale Center Theatre
- Sandy City Hall
- Ultradent Campus



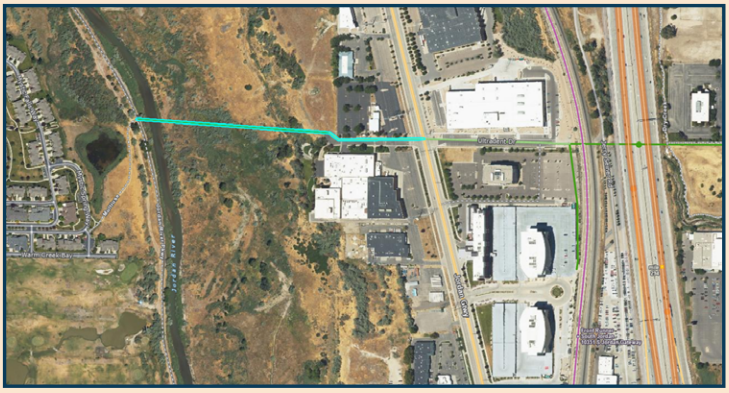
Active Transportation

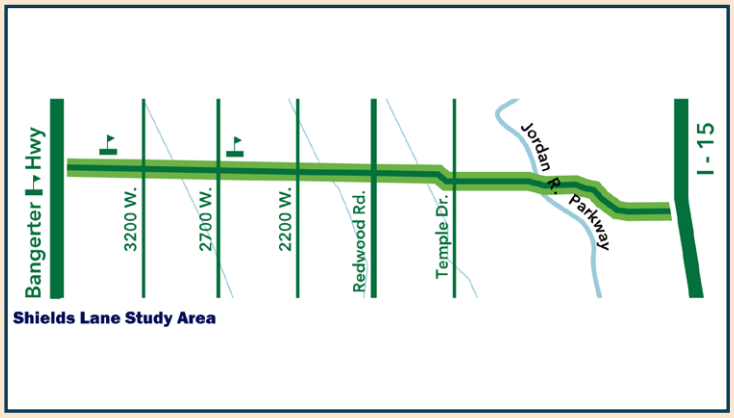
There are several active transportation improvement projects in the planning phase within the Study Area including a Jordan River Bridge, the 9800 South (Shields Lane) active transportation improvements, and a pedestrian bridge over I-15.

Active Transportation Projects Currently Underway

Jordan River Bridge

The Jordan River Trail (JRT) Connector to the FrontRunner Station is a proposed 0.2-mile trail and bridge connection, providing pedestrians with a safer and more direct route from the JRT to the South Jordan FrontRunner Station. The project is identified in the 2023 Regional Transportation Plan and was awarded funding from the Congestion Mitigation and Air Quality Program (CMAQ) in October 2024. This project has an estimated cost of $1.55 million with $1.45 million in federal aid funds and the remaining $135,000 coming from local government and other sources.

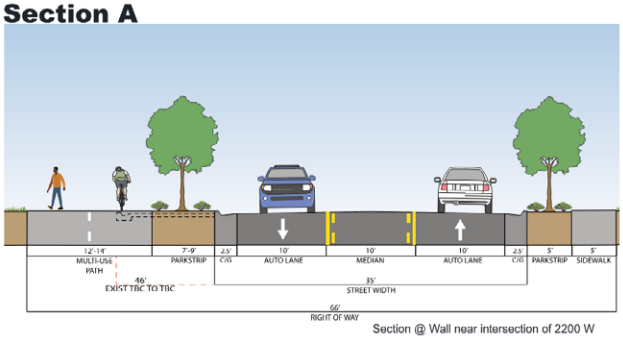




9800 South (Shields Lane) Active Transportation Improvement

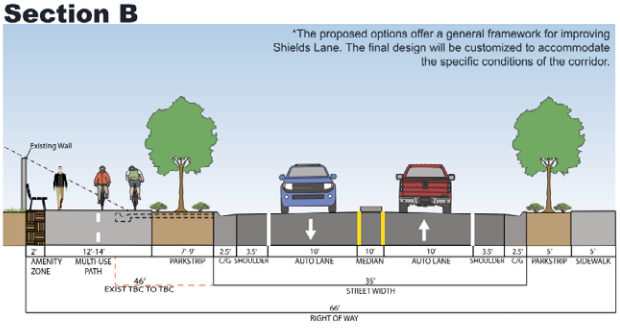
Shields Lane serves as one of South Jordan City's primary east-west corridors and currently functions as a key active transportation route, providing pedestrian and bicycle access to two elementary schools and one middle school. While future trail development in the City focuses on north-south connections, there are no existing or planned east-west trail facilities. The Shields Lane Solutions Development Study aims to identify future improvements that preserve and enhance this corridor's vital role in the City's active transportation network.

Section A



Section @ Wall near intersection of 2200 W

Section B



Project Description

This proposal prioritizes pedestrian and bike safety, ease of maintenance, park strip impacts considerations, cost, and smooth traffic flow while preserving a center median for emergency access.

Versatile path for all users, improved safety, and enhanced community connection.

Pedestrian Bridge over I-15

As a part of a long-term vision to enhance multimodal connectivity and improve access to regional transit, a potential pedestrian bridge has been identified in Sandy providing a direct connection to the South Jordan FrontRunner Station. While still conceptual and dependent on additional coordination and funding resources, the structure could be similar in scale to the pedestrian bridge in Orem that links the Orem FrontRunner Station to Utah Valley University and surrounding high-density housing. As the Cairns downtown area in Sandy continues to grow with additional housing developments and other land uses with high visitation, so too may the demand and desire for a more direct pedestrian connection to the South Jordan FrontRunner Station. This potential link aligns with both communities' aspirations in South Jordan and Sandy for improved first-last mile options, safer active transportation routes, and a more integrated transit network.

UVU Pedestrian Bridge

Several additional improvements are recommended to the active transportation network as a part of this station area plan are explained in more detail below, and are shown in **Figure 22**.

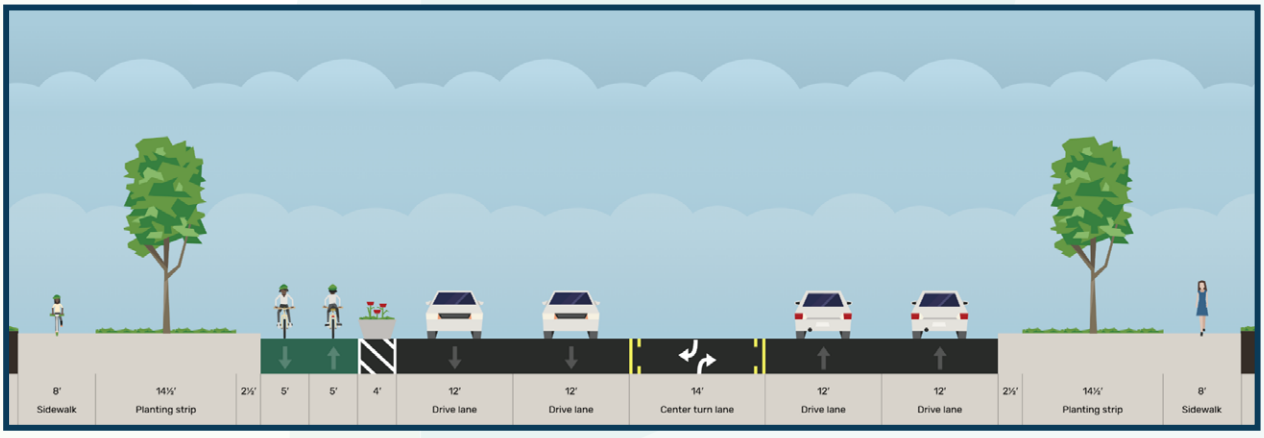
1 Jordan Gateway Cycle Track

As a part of this station area plan, a north-south cycle track is recommended for Jordan Gateway. One conceptual design features a 10-foot, two-way travel lane for cyclists with a four-foot buffer, fitting within the existing asphalt width while preserving current vehicle travel lane dimensions. It is proposed that the cycle track be constructed on the west side of Jordan Gateway as there are fewer side street accesses and less dense development compared to the east side. The evaluation on final design should leave room for temporary implementation designs.

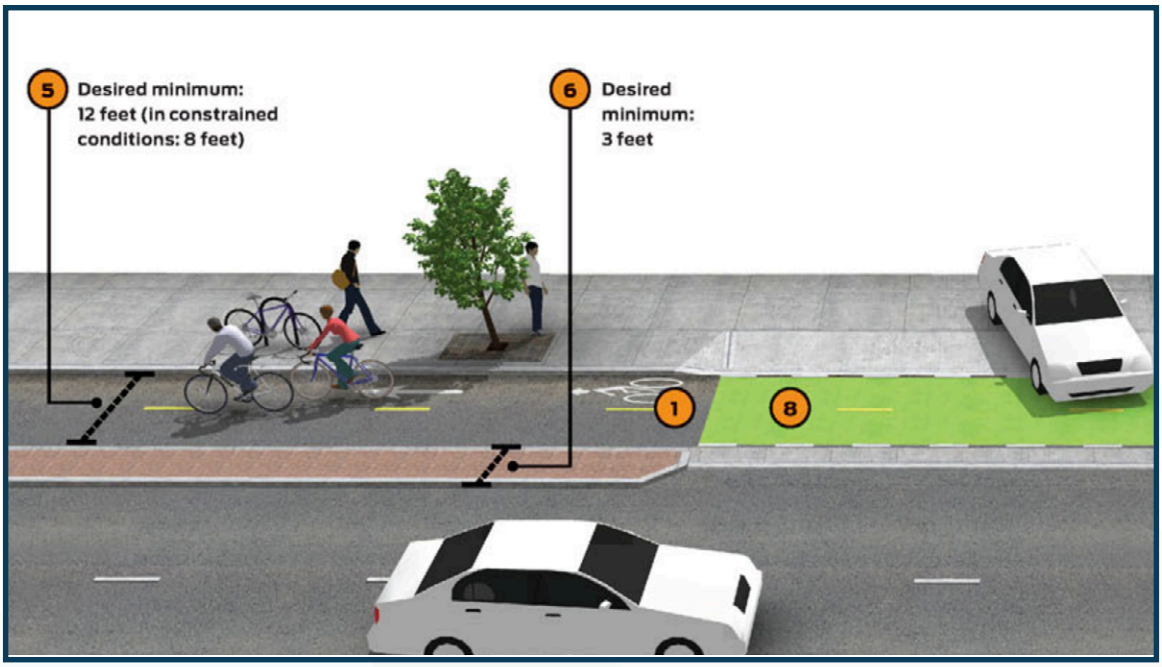
Beyond providing a dedicated space for cyclists, a well-designed cycle track offers multiple benefits. It serves as a traffic-calming measure, encouraging safer vehicle speeds. By reallocating space, it shortens pedestrian crossing distances at mid-block crossings, improving walkability. Additionally, the cycle track contributes to the aesthetic enhancement of the corridor, creating a more inviting and vibrant streetscape that supports active transportation.

Furthermore, a cycle track on Jordan Gateway would also provide a connection to the 9800 South (Shield's Lane) proposed active transportation facility from the FrontRunner station promoting seamless multimodal transportation to/from the station.

One alternative to a cycle track on Jordan Gateway would be a lane width reduction strategy which could be implemented the next time the roadway is re-striped and would include 4 x 11-foot travel lanes and a 12-foot, two-way left turn median. The extra asphalt width could be used for additional bicycle lane buffer or lane width.



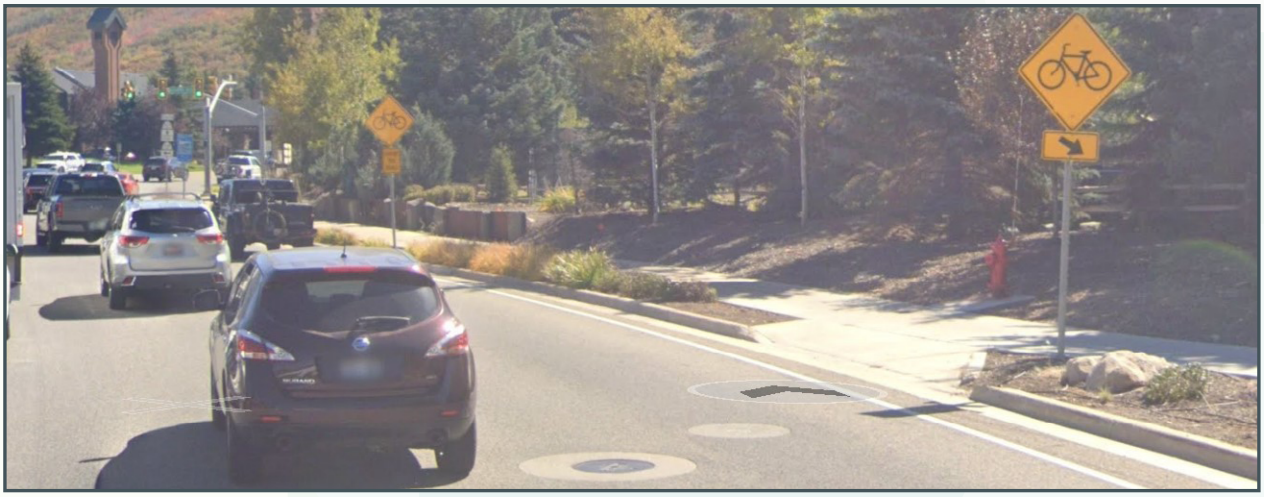
Example Jordan Gateway Cycle Track Cross Section



Source: NACTO

2 Existing Bike Lane Enhancement

The existing bike lanes on 10600 South and on Jordan Gateway south of 10600 South end abruptly before reaching the intersection at 10600 South and Jordan Gateway. There is no clear signage or transition for bicyclists, creating confusion between bicyclists and drivers and posing a significant safety risk. The City should implement clear and consistent transitions that guide bicyclists to either safely exit the roadway or merge into vehicle traffic in a predictable manner.



On-Street Bike Transition - Park Avenue, Park City

3 Enhance Pedestrian Experience

There are multiple opportunities to enhance the existing pedestrian hybrid beacon (PHB) at the intersection of Jordan Gateway and Ultradent Drive. Planned infrastructure investments—including a pedestrian bridge over I-15 and a multi-use bridge over the Jordan River—will significantly increase east-west active transportation demand through this intersection. As a result, Jordan Gateway and Ultradent Drive are expected to become a critical active transportation crossing, warranting improvements to ensure pedestrian safety and comfort.

Two primary improvement options are recommended, each with associated trade-offs:

1. **Full Signalization:**

Upgrading the intersection to a fully signalized configuration would offer the highest level of control for pedestrian crossings and provide a predictable traffic environment. However, it may introduce an increased risk of vehicular collisions due to added intersection conflicts, potentially reducing overall intersection safety.

2. **Enhanced Pedestrian Hybrid Beacon:**

Enhancing the existing PHB could balance safety and operational performance. Potential improvements include expanding the system to incorporate two mast arms with an additional center-mounted beacon, increasing the total number of signal heads from two to three per direction. Installing beacons at ground level makes it easier for turning movements to see the beacons. Installation of a raised median could further support pedestrian safety by serving as a refuge and providing a visual cue to motorists, promoting traffic calming. A conceptual example of an enhanced PHB treatment is provided below.

Additional improvements at the intersection include constructing directional pedestrian ramps on the side streets with intersection bulb outs.

Pedestrian Hybrid Beacon in Tucson, Arizona

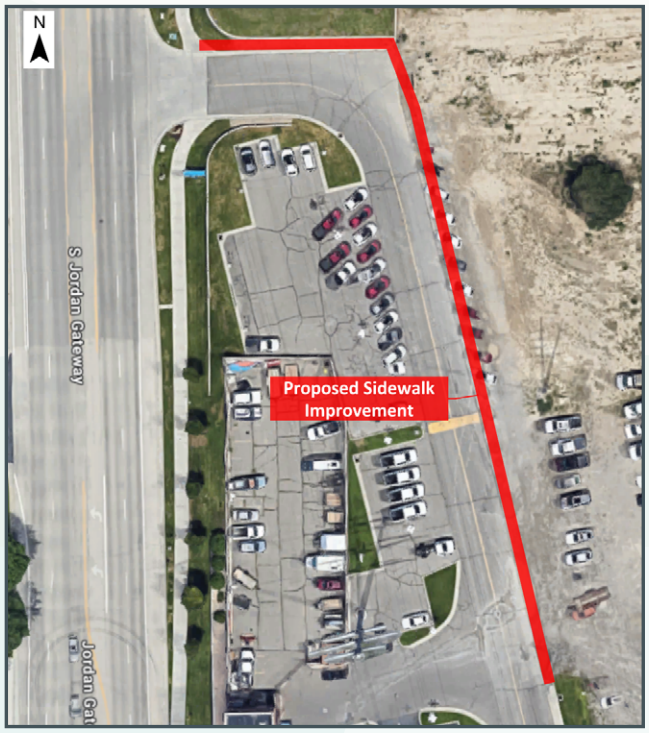
It is also recommended that the City explore under-mast arm lighting at signalized crosswalks within the station area where traditional lighting installations are challenging to enhance nighttime pedestrian crossing visibility.

4 Encourage UDOT to Enhance Transportation Facilities at the 10600 South Interchange

It is recommended that the City encourage UDOT to increase the user comfort of east-west active transportation facilities at the 10600 South Interchange such as improved lighting, enhanced striping, and other strategies to enhance the experience for vulnerable users.

5 Jerry Seiner Road Sidewalk

When the adjacent property develops, city policy will require developer to complete sidewalk at the following location, thus completing the sidewalk network in the Study Area.



Proposed Jerry Seiner Sidewalk Improvement

6 Bicycle and Storage Maintenance Amenities Promotion

It is recommended that the City work with UTA to increase the visibility and awareness of bicycle storage and bicycle maintenance amenities through signage and platform promotional materials.

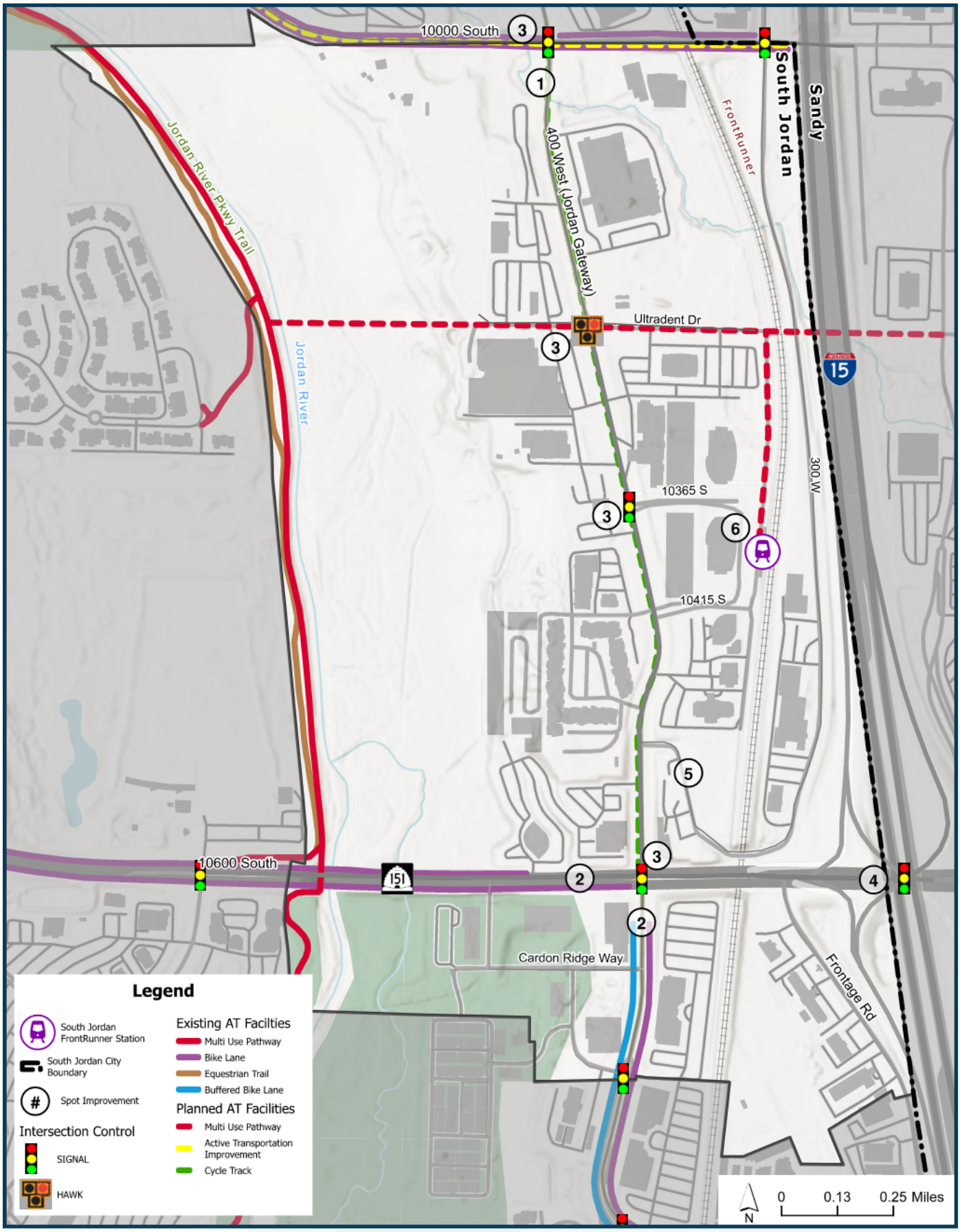


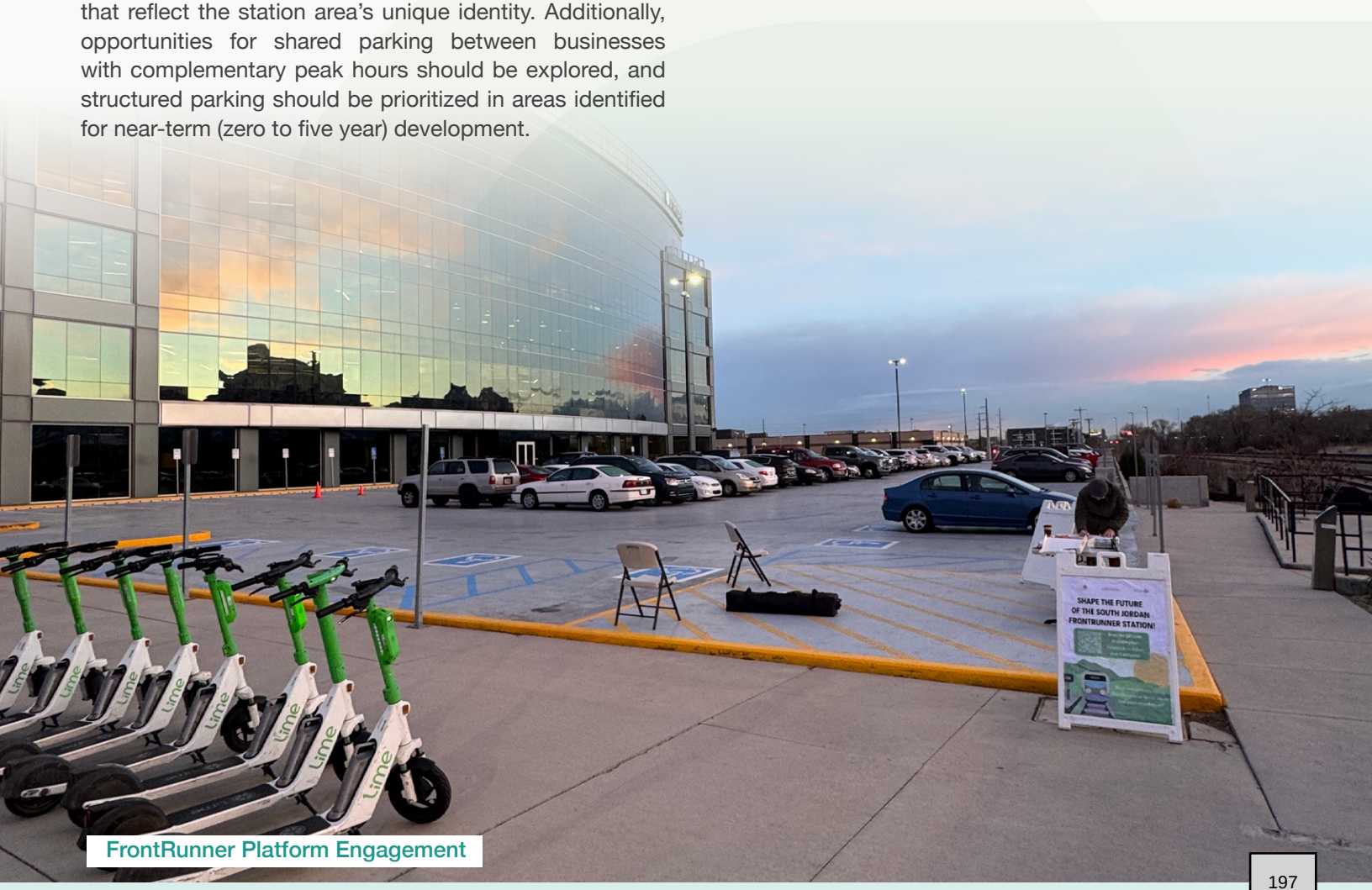
FIGURE 22: Active Transportation Preferred Vision Plan

Vehicles

No roadway projects are currently planned in the Study Area. An intersection improvement project is scheduled for phase #2 (2033-2042) at Jordan Gateway and 10000 South. Public outreach has indicated that parking at the FrontRunner station is limited and frequently operates at or near capacity, with 20% of responses in the survey mentioning additional parking as a needed improvement. Therefore it is recommended that the City, UTA, and adjacent businesses collaborate on an expanded shared parking agreement.

To minimize the visual impact of structured parking along I-15 and maximize land use in this high-value transit-oriented corridor, it is recommended to transition surface parking to structured parking while implementing effective screening and design strategies. The objective is to create an aesthetically pleasing environment that seamlessly integrates parking facilities into the urban landscape, supporting both economic development and improved transit accessibility. This can be achieved through the use of landscaping, architectural elements, and facade treatments that reflect the station area's unique identity. Additionally, opportunities for shared parking between businesses with complementary peak hours should be explored, and structured parking should be prioritized in areas identified for near-term (zero to five year) development.

> **"UTA Frontrunner riders take up our work parking stalls. There needs to be more UTA parking at this particular station."**
>
> — Comment from public on site April 2nd 2025



FrontRunner Platform Engagement

VI. 5-YEAR IMPLEMENTATION PLAN

Successful implementation of the South Jordan FrontRunner Station Area Plan will continue to occur in phases through multi-agency cooperation. **Table 15** and **Figure 23** below summarizes the recommended implementation plan.

Implementation actions can include projects, programs, policies, and plans for transportation, land use, regulatory framework, urban design, and environmental enhancements.

Actions the City can take, in association with other public sector partners to support private sector stakeholders to induce land owners to act in alignment with the plan to collectively achieve the vision for development in the station area.

The recommendations have a description, recommended phases, rough order of magnitude costs, and range of impact and indicates if the implementation item is related to the State of Utah HB462 and Station Area Planning principles:

- Affordability of housing, including moderate income housing
- Promote sustainable environmental conditions
- Enhance access to opportunities
- Increase transportation choices and connections

TABLE 15: SOUTH JORDAN FRONTRUNNER STATION IMPLEMENTATION PLAN

Project ID	Category	Project	Cost, Potential Funding ($=Less than $1M, $$=$1M-$10M, $$$=$10M+)	Housing	Environment	Access to Opportunity	Transportation	Priority	Project Champions	Near-term (1-2 years)	Mid-term (3-5 years)	Long-term (5+years)
1	Policy	**General Plan Alignment -** Update South Jordan General Plan to include future land use policies identified in the Station Area Plan	$, South Jordan City	Y	Y	Y		High	City	City staff implement		
2	Policy, Program	**East-West Transit Connectivity -** Continue to encourage and partner with UTA and WFRC to expand transit options such as additional service routes and circulators to nearby employment centers and housing.	$$, UTA, WFRC, City and developer agreements.			Y	Y	Medium	South Jordan City, UTA and Sandy City	Continue to work with UTA to refine future Transit service in the annual UTA five Year plan development cycle	Implementation	
3	Project	**Active Transportation Network Cohesion -** Enhance active transportation wayfinding and markings with themed signage around the FrontRunner station, along Jordan River Parkway and Shields lane improvements.	$, Developer agreements, UTA, City, WFRC, Salt Lake County			Y	Y	Low	City, UTA	City to initiate a collaboration with UTA to make wayfinding consistent with the standards in the UTA Wayfinding & Signage	City Develops Sign Schedule and Drawing Package.	Installed as development occurs and opportunity arise
4	Project	**Jordan River Trail Network Expansion -** Expand the trail network connecting the Jordan River Trail with a bridge across the Jordan River connecting to key destinations within the station area, creating a comprehensive active transportation system linking residential, employment, and recreational uses.	$$, Funding in place, Work with Jordan River Commission and Private Property owners to gain an easement up the slope to Ultradent Drive			Y	Y	High	State of Utah, City, Salt Lake County	During private development negotiations work with private property owner to secure easement	Jointly work with Jordan River Commission to secure permits and develop construction Plans/Package	
5	Project	**Jordan Gateway Cycle Track -** Evaluate feasibility of including a Cycle Track on Jordan Gateway to the Active Transportation Plan in the next modification. (Active Transportation Improvement #1)	$, City			Y	Y	Low	City	City initiate a planning study to identify issues and opportunities		Implementation
6	Project	**Bicycle Visibility -** Incorporate high visibility bike lane paint at intersections along Jordan Parkway, Shields Lane, and 10600 South near the station to enhance existing bike lanes (Active Transportation Improvement #2)	$, City				Y	Medium	City, UDOT	City initiate discussion with UDOT Region 2 to develop a striping and paint plan	Implementation	
7	Project	**Enhance Pedestrian Experience -** Enhance pedestrian experience through evaluation of improvements of crossings and lighting opportunities such as under-arm mast lighting and improvements to existing intersections and crossing signals. (Active Transportation Improvement #3)	$, City, UDOT				Y	Low	City, UDOT	City coordinate with UDOT Region 2 and Implement		
8	Project	**10600 South Active Transportation Improvements -** Encourage UDOT to evaluate ways to increase visibility and safety of pedestrian and bicycle crossings along 10600 South and at the I-15 interchange through improved lighting and enhanced striping. (Active Transportation Improvement #4)	$, UDOT, City, WFRC, Salt Lake County			Y	Y	Medium	City, UDOT	City coordinate with UDOT Region 2 and implement		
9	Project	**Jordan Gateway Pedestrian Accessibility -** Complete sidewalk connection to Jordan Gateway by completing missing links, and construct crosswalk on the south leg of 10365 South and Jordan Gateway. (Active Transportation Improvement #5)	$, City			Y	Y	Low	City	City to require completion of sidewalk when adjacent property develops	Ongoing	Ongoing
10	Project/Policy	**FrontRunner Station Platform Improvements -** Increase visibility of existing bike storage and maintenance amenities through signage and promotional materials. Consider adding cold weather shelters, transit/ orientation maps, and other passenger amenities (Active Transportation Improvement #6)	$, UTA and City				Y	High	UTA	City Coordinate with UTA and UTA implements		
11	Project	**Pedestrian Bridge Over I-15 -** Work with Sandy City as they take the lead in constructing a pedestrian bridge connecting the FrontRunner station area to Sandy City's Cairns District (including South Towne Mall redevelopment) to enhance regional connectivity and provide direct access to entertainment, retail, and future housing.	$$$, Sandy City, Federal Government, State of Utah, WFRC, Salt Lake County and South Jordan City			Y	Y	Low	Sandy City	South Jordan City reach out to Sandy City to coordinate	Sandy City and South Jordan City Coordination on Funding, Design and Permitting	Implementation

TABLE 15: SOUTH JORDAN FRONTRUNNER STATION IMPLEMENTATION PLAN (continued)

Project ID	Category	Project	Cost, Potential Funding ($=Less than $1M, $$=$1M-$10M, $$$=$10M+)	Housing	Environment	Access to Opportunity	Transportation	Priority	Project Champions	Near-term (1-2 years)	Mid-term (3-5 years)	Long-term (5+years)
12	Policy	**Jordan River Corridor Preservation -** Continue Jordan River preservation area north to the end of the study area while balancing with increasing housing development needs. Continue natural restoration projects and programs lead by the Utah Department of Natural Resources, Jordan River Commission, and others to revegetate eroded river banks and mitigate invasive weed species	$, City developer agreements, State of Utah, Utah Reclamation Conservation Commission, Utah Sovereign Lands, Jordan River Commission, Great Salt Lake Audubon Society	Y	Y			High	City, Salt Lake County, Jordan River Commission, Developers	City looks for opportunities to partner with Jordan River Commission and Utah DNR	Implementation	
13	Project	**Shared Parking Implementation and Parking Improvements -** Continue to collaborate on shared parking partners such as UTA, Ultradent, and other users where feasible with additional development. Consider a future parking study for the station to consider a transition from surface parking to structured parking.	$$, South Jordan City, UTA, WFRC, and Private stakeholders				Y	High	City , UTA, Developers	City and UTA reach out and work with partners / stakeholders	City leads facilitation	Implementation
14	Policy	**Establish Activity/Vibrancy -** Create, promote and establish activity / vibrancy near and around the station to activate the site with areas of interest and public gathering opportunities by creating reasons to linger and participate in the site rather than only passing through it.	$, Developers, City			Y		High	City, Developers	City works with property owners to gauge interest discuss options	City Economic Development Department facilitates discussions	Implementation
15	Project/Policy	**Mixed-Use Infill Development -** Evaluate land use code to remove barriers for higher-density and mixed-use infill and redevelopment on underutilized parcels, focusing on existing industries, such as health, technology, dental, and public administration a more balanced mix of uses with both employment and housing opportunities near transit.	$, Developers, City	Y		Y		Medium	City, Developers	City works to promote sites in conjunction with landowners/developers	Ongoing	Ongoing
16	Project/Policy	**Office Infill Development -** Encourage expansion of office and hospitality development at key sites including Ultradent Campus, infill locations within the power corridor, and at vacant parcels.	$, Developers, City, Ultradent			Y		Medium	City, Developers	City works to promote sites in conjunction with landowners/developers	Ongoing	Ongoing
17	Policy	**Owner-Occupied Residential Infill Development -** Establish incentives for owner-occupied residential development on available parcels with a percentage as attainable units to better balance the station area's jobs-to-housing ratio and support greater buy-in and transit ridership	$, Developers, City	Y		Y		High	City, Developers	City works to promote sites in conjunction with landowners/developers	Ongoing	Ongoing
18	Project/Policy	**Attainable Housing Development -** Encourage the development of underutilized or vacant land—particularly west of Jordan Gateway Road—for higher-density, attainable housing to improve long-term affordability and better utilize existing infrastructure.	$, Developers, City	Y	Y	Y		High	City, Developers	City works to promote sites in conjunction with landowners/developers	Ongoing	Ongoing
19	Project/Policy	**Incorporate Environmentally Friendly Design -** Incorporate sustainable building practices, green design elements, and Jordan River protection measures into new development to reduce energy consumption and promote environmental preservation of the existing Jordan River Corridor.	$, Developers, City		Y			Medium	City, Developers	City works with developers and Jordan River Commission	Ongoing	Ongoing
20	Project/Policy	"**Community Identity and Sense of Place -** Support placemaking improvements on Jordan Gateway consistent with Ultradent's improvements to enhance the public realm. Community-centric street improvements promote placemaking and boost pride in the community, wayfinding signage creates a sense of place within the station area, establishing a themed neighborhood feel."	$, Developers, City			Y		High	City, Developers, Ultradent	City looks for opportunities along Jordan Gateway as infill happens to establish a theme and allocate space to celebrate growing neighborhood ownership	Ongoing support from City	Ongoing support from City

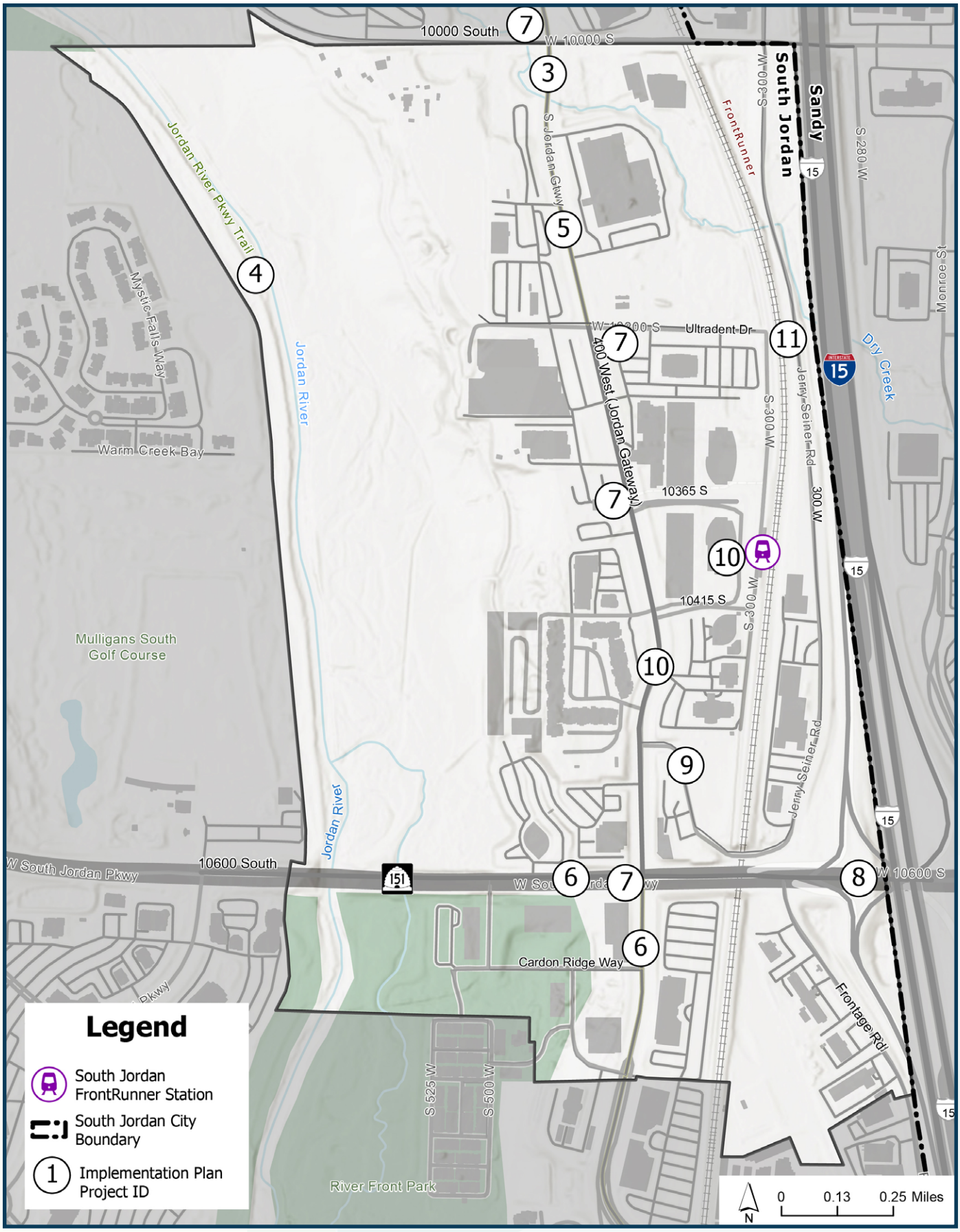


FIGURE 23: Project Implementation Plan Map

VII. APPENDICES

Appendix A – Survey Questions

Appendix B – Survey Results

Appendix C – Previous Plans and Studies

Appendix D – Property Ownership

Appendix E – Jordan River Best Practices Resources

Appendix A – Survey Questions

A. Survey Questions

South Jordan FrontRunner Station - Public Involvement Survey

South Jordan City and Utah Transit Authority (UTA) are surveying the public on the use of the UTA South Jordan FrontRunner Station near 10600 South and I-15. We want to hear from you: *What would make you more likely to use the South Jordan FrontRunner Station or other public transit options?*

This survey only takes about 5 minutes to complete.

shawn.seager@wcg.us Switch account

Not shared

* Indicates required question

SOUTH JORDAN UTAH · WASATCH FRONT REGIONAL COUNCIL · UTA

1) How often do you ride FrontRunner to or from South Jordan? *Choose one.* *

- ○ A) Daily
- ○ B) A couple of times a week
- ○ C) Once a week
- ○ D) Less than four times a month
- ○ E) Rarely
- ○ F) Never

2) What is currently preventing you from riding public transportation more frequently? *Choose any that apply.* *

- ☐ A) Driving my own car
- ☐ B) Service hours don't match my schedule
- ☐ C) Trains/buses don't come often enough
- ☐ D) I already use it frequently
- ☐ Other:

3) What purpose do you use the South Jordan FrontRunner Station for? *Choose any that apply.* *

- ☐ A) Travel to work
- ☐ B) Travel to school
- ☐ C) Travel to my home
- ☐ D) Leisure/social (e.g., fun, shopping, dining)
- ☐ E) Travel for recreation (e.g. Jordan River Trail)
- ☐ F) General errands or appointments (e.g., medical visit, grocery shopping)
- ☐ G) N/A
- ☐ Other:

4) What do you like best about riding FrontRunner to or from South Jordan? *Choose up to three.* *

- ☐ A) Avoid vehicle congestion during commuting hours
- ☐ B) I don't own a personal vehicle and rely on transit service
- ☐ C) Improve air quality
- ☐ D) Economic benefits - reducing my travel costs
- ☐ E) Proximity to Jordan River Trail
- ☐ F) Proximity to Shopping at South Towne Mall
- ☐ G) Proximity to my office
- ☐ H) Proximity to my home
- ☐ I) Environmental benefit
- ☐ J) N/A
- ☐ Other:

5) What would encourage you to ride FrontRunner / Transit more? *Pick your top 5.* *

- ☐ A) Increase transit frequency (more buses and/or trains per hour)
- ☐ B) Add later evening service or earlier morning service
- ☐ C) Make transit routes faster / shorter travel time between destinations
- ☐ D) Add more weekend service, including Sunday service
- ☐ E) Additional amenities and services at the station - restrooms, concessions, lockers etc.
- ☐ F) Provide more connections between regional transit services
- ☐ G) Connection to Jordan River Trail
- ☐ H) Connection to South Towne Mall
- ☐ I) Improved Safety / Security
- ☐ J) Employer reimbursement program

6) What other means of transportation do you use to get to the station? *Choose any that apply.* *

- ☐ A) Driving
- ☐ B) Walking
- ☐ C) Biking
- ☐ D) Scooter, skateboard, or other personal wheeled device
- ☐ E) Rideshare - Uber, Lyft
- ☐ F) Bus
- ☐ G) UTA On Demand
- ☐ H) N/A
- ☐ Other:

7) Please select the improvements you think would be most beneficial:

- ☐ A) Expanded employment opportunities
- ☐ B) Additional parking
- ☐ C) Potential pedestrian bridge over the freeway
- ☐ D) Increased residential homeownership opportunities
- ☐ E) Increased transit connections to South Towne and TRAX
- ☐ F) Increased Jordan Parkway crossing safety and bike lanes
- ☐ G) Increased open space and public recreation opportunities
- ☐ H) Pop up food truck plaza
- ☐ I) Increased access to Jordan River, bird refuge, passive recreation opportunities
- ☐ J) Connect the Jordan River Parkway Trail to the FrontRunner Station
- ☐ K) Increased directional and wayfinding signage
- ☐ L) Increased shade with trees or canopies

8) What other ideas do you have for this area and where?

Your answer

Submit · Page 1 of 1 · Clear form

ver submit passwords through Google Forms.

This form was created inside of Wall Consultant Group.
Does this form look suspicious? Report

Google Forms

Appendix B – Survey Results

Timestamp	1) How often do you ride Fron	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
3/25/2025 12:56:59	F) Never	F) Trains/buses don't come often enough	Na	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), F) Provide more connections between regional transit services, G) Connection to Jordan River Trail	A) Driving, C) Biking	4 - Increased residential ownership opportunities, 5 - Increase transit connections to South Towne and TRAX, 6 - Increase Jordan Parkway crossing safety and bike lanes, 7 - Increase open space and public recreation opportunities, 9 - Increase access to Jordan River, bird refuge, passive recreation opportunities, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/25/2025 12:57:11	D) Less than four times a mo	G) I already use it frequently	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	B) I don't own a personal vehicle and rely on transit service, Don't feel like I'm going out of my way like Murray Station	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, G) Connection to Jordan River Trail	C) Biking	1 - Expanded employment opportunities, 5 - Increase transit connections to South Towne and TRAX, 6 - Increase Jordan Parkway crossing safety and bike lanes, 9 - Increase access to Jordan River, bird refuge, passive recreation opportunities, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station, 12 - Increase shade with trees or canopies	A fast bus down 114th South or South Jordan Parkway would make me way more likely to use this station vs Murray.
3/25/2025 12:58:01	E) Rarely	F) Trains/buses don't come often enough, Station too far from my work	A) Travel to work	A) Avoid vehicle congestion during commuting hours, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), F) Provide more connections between regional transit services, G) Connection to Jordan River Trail, J) Discounted fee program / employer incentives	A) Driving, B) Walking	6 - Increase Jordan Parkway crossing safety and bike lanes, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station, 11 - Increase directional and wayfinding signage	More transportation connections to west side of South Jordan
3/25/2025 13:13:57	F) Never	F) Trains/buses don't come often enough	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining)	N/A - i don't ride it	C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving	1 - Expanded employment opportunities, 4 - Increased residential ownership opportunities, 5 - Increase transit connections to South Towne and TRAX, 6 - Increase Jordan Parkway crossing safety and bike lanes, 7 - Increase open space and public recreation opportunities, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station, 12 - Increase shade with trees or canopies	We need bus routes in South Jordan that connect to FrontRunner. We can't go anywhere in South Jordan via the bus so the FrontRunner and TRAX stations are underutilized.
3/25/2025 13:15:02	F) Never	D) Driving my own car	A) Travel to work	D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, I) Improved Safety / Security, J) Discounted fee program / employer incentives	A) Driving	1 - Expanded employment opportunities, 3 - Potential pedestrian bridge over the freeway, 5 - Increase transit connections to South Towne and TRAX, 6 - Increase Jordan Parkway crossing safety and bike lanes, 11 - Increase directional and wayfinding signage, 12 - Increase shade with trees or canopies	
3/25/2025 13:15:57	D) Less than four times a mo	G) I already use it frequently	D) Leisure/social (e.g., fun, shopping, dining), F) General errands or appointments (e.g., medical visit, grocery shopping), I use the busses more often than Frontrunner	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., J) Discounted fee program / employer incentives	F) Bus	5 - Increase transit connections to South Towne and TRAX, 7 - Increase open space and public recreation opportunities, 8 - Pop up food truck plaza, 11 - Increase directional and wayfinding signage	
3/25/2025 13:19:03	E) Rarely	F) Trains/buses don't come often enough	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs	C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	A) Driving	2 - Additional parking, 9 - Increase access to Jordan River, bird refuge, passive recreation opportunities	
3/25/2025 13:20:07	E) Rarely	D) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint, D) Economic benefits - reducing my travel costs	D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, G) Connection to Jordan River Trail, I) Improved Safety / Security, J) Discounted fee program / employer incentives	A) Driving, B) Walking, C) Biking	3 - Potential pedestrian bridge over the freeway, 6 - Increase Jordan Parkway crossing safety and bike lanes, 7 - Increase open space and public recreation opportunities, 8 - Pop up food truck plaza, 9 - Increase access to Jordan River, bird refuge, passive recreation opportunities, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station, 12 - Increase shade with trees or canopies	
3/25/2025 13:21:25	D) Less than four times a mo	D) Driving my own car, G) I already use it frequently	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail), Travel downtown/ avoiding parking and congestion	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint, D) Economic benefits - reducing my travel costs	B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, J) Discounted fee program / employer incentives	A) Driving	4 - Increased residential ownership opportunities, 5 - Increase transit connections to South Towne and TRAX	
3/25/2025 13:24:34	E) Rarely	D) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours	C) Make transit routes faster / shorter travel time between destinations, H) Connection to South Towne Mall	A) Driving, B) Walking	5 - Increase transit connections to South Towne and TRAX, 8 - Pop up food truck plaza, 12 - Increase shade with trees or canopies	
3/25/2025 13:25:05	D) Less than four times a mo	D) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	D) Add more weekend service, including Sunday service	A) Driving, B) Walking	6 - Increase Jordan Parkway crossing safety and bike lanes, 8 - Pop up food truck plaza, 9 - Increase access to Jordan River, bird refuge, passive recreation opportunities, 12 - Increase shade with trees or canopies	
3/25/2025 13:25:45	E) Rarely	D) Driving my own car, E) Service hours don't match my schedule, F) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours	C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services, J) Discounted fee program / employer incentives	A) Driving, B) Walking, C) Biking, D) Scooter, skateboard, or other personal wheeled device	3 - Potential pedestrian bridge over the freeway, 6 - Increase Jordan Parkway crossing safety and bike lanes, 7 - Increase open space and public recreation opportunities, 12 - Increase shade with trees or canopies	
3/25/2025 13:40:53	E) Rarely	E) Service hours don't match my schedule, F) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining), F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	E) Rideshare - Uber, Lyft, UTA On Demand	2 - Additional parking, 3 - Potential pedestrian bridge over the freeway, 5 - Increase transit connections to South Towne and TRAX, 8 - Pop up food truck plaza, 12 - Increase shade with trees or canopies	
3/25/2025 13:41:33	E) Rarely	D) Driving my own car	E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours	D) Add more weekend service, including Sunday service	A) Driving	2 - Additional parking, 3 - Potential pedestrian bridge over the freeway, 5 - Increase transit connections to South Towne and TRAX, 11 - Increase directional and wayfinding signage	

Timestamp	1) How often do you ride Fror	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
3/25/2025 13:41:37	E) Rarely	I'd like to go to the airport from Daybreak on a direct line.	D) Leisure/social (e.g., fun, shopping, dining), Airport	C) Improve air quality / environmental benefit - reducing my carbon footprint, H) Proximity to my home	C) Make transit routes faster / shorter travel time between destinations	A) Driving, B) Walking	4 - Increased residential ownership opportunities, 5 - Increase transit connections to South Towne and TRAX, 7 - Increase open space and public recreation opportunities, 9 - Increase access to Jordan River, bird refuge, passive recreation opportunities, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station, 12 - Increase shade with trees or canopies	Please enhance the tools for planning trips. I always use public transportation in foreign cities, places where I don't even speak their language, but each time I consult the TRAKS/UTA site, I'm disappointed by the confusion.
3/25/2025 13:47:36	E) Rarely	D) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint	C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	A) Driving	5 - Increase transit connections to South Towne and TRAX, 8 - Pop up food truck plaza, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station, 11 - Increase directional and wayfinding signage	
3/25/2025 13:49:33	E) Rarely	F) Trains/buses don't come often enough	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	A) Driving	5 - Increase transit connections to South Towne and TRAX, 6 - Increase Jordan Parkway crossing safety and bike lanes, 12 - Increase shade with trees or canopies	
3/25/2025 13:54:59	E) Rarely	D) Driving my own car	I try to ride it when going downtown, but my assignments often end around 9:00 to 10:00. Late evening service is not good.	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service	A) Driving		The announced double-tracking and more frequent service will be a blessing.
3/25/2025 13:57:23	F) Never	D) Driving my own car, locations	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint, D) Economic benefits - reducing my travel costs	C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, G) Connection to Jordan River Trail, J) Discounted fee program / employer incentives	A) Driving, B) Walking, E) Rideshare - Uber, Lyft, UTA On Demand	3 - Potential pedestrian bridge over the freeway, 6 - Increase Jordan Parkway crossing safety and bike lanes, 7 - Increase open space and public recreation opportunities, 8 - Pop up food truck plaza, 9 - Increase access to Jordan River, bird refuge, passive recreation opportunities, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/25/2025 13:59:00	F) Never	I work by the station but I leave West of here, so can't use FrontRunner. I used to use it a lot before moving	don't use	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour), G) Connection to Jordan River Trail, H) Connection to South Towne Mall, J) Discounted fee program / employer incentives	A) Driving	5 - Increase transit connections to South Towne and TRAX, 6 - Increase Jordan Parkway crossing safety and bike lanes, 12 - Increase shade with trees or canopies	This has nothing to do with FrontRunner but with buses: it would be nice to have an Express bus from way West in Daybreak to the FrontRunner station. Just a thought...
3/25/2025 14:00:49	E) Rarely	F) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining)	Jazz games	J) Discounted fee program / employer incentives	A) Driving	2 - Additional parking	Security patrols
3/25/2025 14:09:06	E) Rarely	G) I already use it frequently,	D) Leisure/social (e.g., fun, shopping, dining)	D) Economic benefits - reducing my travel costs	B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, H) Connection to South Towne Mall, I) Improved Safety / Security	A) Driving, B) Walking	5 - Increase transit connections to South Towne and TRAX, 7 - Increase open space and public recreation opportunities, 8 - Pop up food truck plaza, 9 - Increase access to Jordan River, bird refuge, passive recreation opportunities	
3/25/2025 14:11:16	E) Rarely	Work from home; us when heading downtown	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint, Its fun!	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving, C) Biking	1 - Expanded employment opportunities, 3 - Potential pedestrian bridge over the freeway, 5 - Increase transit connections to South Towne and TRAX, 6 - Increase Jordan Parkway crossing safety and bike lanes, 9 - Increase access to Jordan River, bird refuge, passive recreation opportunities, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station	Cover the station (protect from weather), Clearer signage for parking and getting to the station.
3/25/2025 14:15:23	E) Rarely	Train trips take too long. Trains should be faster/similar to driving time.	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	A) Driving, C) Biking, E) Rideshare - Uber, Lyft, UTA On Demand	3 - Potential pedestrian bridge over the freeway, 4 - Increased residential ownership opportunities, 6 - Increase Jordan Parkway crossing safety and bike lanes, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station	Have trains stop at every third location. Have first train stop at station 1, 4, 7, 10, etc. Have second train stop at 2, 5, 8, 11, etc. This will decrease stops and increase speed of service.
3/25/2025 14:24:40	F) Never	D) Driving my own car, E) Service hours don't match my schedule, F) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail), F) General errands or appointments (e.g., medical visit, grocery shopping)	C) Improve air quality / environmental benefit - reducing my carbon footprint	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., I) Improved Safety / Security	A) Driving, B) Walking, C) Biking, D) Scooter, skateboard, or other personal wheeled device, E) Rideshare - Uber, Lyft, UTA On Demand	1 - Expanded employment opportunities, 2 - Additional parking, 3 - Potential pedestrian bridge over the freeway, 4 - Increased residential ownership opportunities, 5 - Increase transit connections to South Towne and TRAX, 7 - Increase open space and public recreation opportunities, 11 - Increase directional and wayfinding signage, 12 - Increase shade with trees or canopies	
3/25/2025 14:27:21	E) Rarely	F) Trains/buses don't come often enough	B) Travel to school	B) I don't own a personal vehicle and rely on transit service, C) Improve air quality / environmental benefit - reducing my carbon footprint, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., I) Improved Safety / Security, J) Discounted fee program / employer incentives	A) Driving	3 - Potential pedestrian bridge over the freeway, 5 - Increase transit connections to South Towne and TRAX, 6 - Increase Jordan Parkway crossing safety and bike lanes, 8 - Pop up food truck plaza	
3/25/2025 14:30:07	F) Never	D) Driving my own car, Late to work when I have ridden in the past	A) Travel to work, Visit downtown SLC	Nothing	C) Make transit routes faster / shorter travel time between destinations, J) Discounted fee program / employer incentives	A) Driving	12 - Increase shade with trees or canopies	Less costly uta travel and more on time trains
3/25/2025 14:39:45	E) Rarely	D) Driving my own car	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service	A) Driving	2 - Additional parking, 8 - Pop up food truck plaza	
3/25/2025 14:48:40	E) Rarely	E) Service hours don't match my schedule	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service	A) Driving	2 - Additional parking, 3 - Potential pedestrian bridge over the freeway, 5 - Increase transit connections to South Towne and TRAX, 12 - Increase shade with trees or canopies	
3/25/2025 14:53:04	F) Never	I live on the west side of Mountain View Corridor, so I ride the Red Line to Murray Central, and catch Front Runner from there. The lack of bus service in western South Jordan is a problem	I wish that I could use it, but I would use to to ride Front Runner to work. Too bad there are no buses where I live	I can't use it, it is too far. No buses to western South Jordan. Of course if there were, it might be quicker to ride the Red Line	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	A) Driving, E) Rideshare - Uber, Lyft, UTA On Demand, Red Line (Daybreak station), Front Runner (Murray Central Station)	5 - Increase transit connections to South Towne and TRAX	Sorry, I really don't have any. South Jorday City is to big to feel connected. It is like everything West of Bangerter Highway is an afterthought. It might as well be its own city

Timestamp	1) How often do you ride From	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
3/25/2025 15:01:40	D) Less than four times a mo	E) Service hours don't match my schedule	A) Travel to work	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, I) Improved Safety / Security	A) Driving	5 - Increase transit connections to South Towne and TRAX	
3/25/2025 15:05:04	C) Once a week	They do not go where i need to travel. Doctors, shopping (grocery).	B) Travel to school	A) Avoid vehicle congestion during commuting hours	F) Provide more connections between regional transit services	A) Driving	2 - Additional parking, 3 - Potential pedestrian bridge over the freeway, 12 - Increase shade with trees or canopies	
3/25/2025 15:14:01	E) Rarely	I do not work. But I would like the choice.	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining), F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving	2 - Additional parking, 3 - Potential pedestrian bridge over the freeway, 5 - Increase transit connections to South Towne and TRAX, 6 - Increase Jordan Parkway crossing safety and bike lanes, 7 - Increase open space and public recreation opportunities, 11 - Increase directional and wayfinding signage, 12 - Increase shade with trees or canopies	
3/25/2025 15:20:31	B) A couple of times a week	D) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail), F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, F) Proximity to Shopping at South Towne Mall	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving, F) Bus	5 - Increase transit connections to South Towne and TRAX, 6 - Increase Jordan Parkway crossing safety and bike lanes, 7 - Increase open space and public recreation opportunities, 8 - Pop up food truck plaza, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station, 12 - Increase shade with trees or canopies	
3/25/2025 15:31:43	B) A couple of times a week	G) I already use it frequently	F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour)	A) Driving	7 - Increase open space and public recreation opportunities	
3/25/2025 15:32:06	F) Never	F) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint	C) Make transit routes faster / shorter travel time between destinations	A) Driving		
3/25/2025 15:43:01	D) Less than four times a mo	D) Driving my own car, E) Service hours don't match my schedule	D) Leisure/social (e.g., fun, shopping, dining), F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint, H) Proximity to my home	F) Provide more connections between regional transit services, I) Improved Safety / Security	B) Walking, C) Biking, E) Rideshare - Uber, Lyft, UTA On Demand	3 - Potential pedestrian bridge over the freeway, 5 - Increase transit connections to South Towne and TRAX, 8 - Pop up food truck plaza, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/25/2025 15:52:42	F) Never	D) Driving my own car	G) N/A	A) Avoid vehicle congestion during commuting hours, C) Improve air quality	C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	8 - Pop up food truck plaza, 9 - Increase access to Jordan River, bird refuge, passive recreation opportunities, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station, 12 - Increase shade with trees or canopies	
3/25/2025 15:54:55	F) Never	G) I already use it frequently	G) N/A	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	N/A	5 - Increase transit connections to South Towne and TRAX	
3/25/2025 16:20:30	F) Never	D) Driving my own car	G) N/A	A) Avoid vehicle congestion during commuting hours, C) Improve air quality	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	C) Potential pedestrian bridge over the freeway, F) Increased Jordan Parkway crossing safety and bike lanes	
3/25/2025 16:20:52	F) Never	D) Driving my own car	G) N/A	I don't use public transportation	B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations	H) N/A		
3/25/2025 16:21:18	A) Daily	E) Service hours don't match my schedule, F) Trains/buses don't come often enough, G) I already use it frequently	A) Travel to work, C) Travel to my home	B) I don't own a personal vehicle and rely on transit service, G) Proximity to my office, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	B) Walking, F) Bus	E) Increased transit connections to South Towne and TRAX	
3/25/2025 16:24:33	D) Less than four times a mo	G) I already use it frequently	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail), F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, So I don't have to pay for parking	B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, I) Improved Safety / Security	A) Driving, E) Rideshare - Uber, Lyft	E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities	nothing comes tomind
3/25/2025 16:34:52	F) Never	safety/security	G) N/A	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, H) Proximity to my home	C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services, I) Improved Safety / Security	H) N/A	D) Increased residential homeownership opportunities, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, L) Increased shade with trees or canopies	Finish new senior center
3/25/2025 16:35:38	E) Rarely	F) Trains/buses don't come often enough	A) Travel to work, F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc., G) Connection to Jordan River Trail	A) Driving	C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/25/2025 16:39:28	E) Rarely	D) Driving my own car, F) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours	D) Add more weekend service, including Sunday service	A) Driving	L) Increased shade with trees or canopies	
3/25/2025 16:45:32	F) Never	F) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail), F) General errands or appointments (e.g., medical visit, grocery shopping)	E) Proximity to Jordan River Trail, F) Proximity to Shopping at South Towne Mall, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services, G) Connection to Jordan River Trail, H) Connection to South Towne Mall	B) Walking, C) Biking	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	

Timestamp	1) How often do you ride From	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
3/25/2025 16:46:08	E) Rarely	D) Driving my own car, F) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail), F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs	D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/25/2025 16:52:54	E) Rarely	D) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, Someone else does the driving	D) Add more weekend service, including Sunday service	A) Driving	F) Increased Jordan Parkway crossing safety and bike lanes	Please add Sunday routes to FrontRunner
3/25/2025 16:59:43	B) A couple of times a week	Cleanliness/The Type of People sometimes on	A) Travel to work, B) Travel to school, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, I) Improved Safety / Security, J) Employer reimbursement program	A) Driving	G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, L) Increased shade with trees or canopies	
3/25/2025 17:06:41	E) Rarely	D) Driving my own car, I work from home and do not use public transit often	E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours	F) Provide more connections between regional transit services	A) Driving	G) Increased open space and public recreation opportunities, K) Increased directional and wayfinding signage	
3/25/2025 18:52:13	F) Never	My work commute is on the west side only.	G) N/A	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, G) Connection to Jordan River Trail, H) Connection to South Towne Mall	A) Driving	B) Additional parking, C) Potential pedestrian bridge over the freeway, F) Increased Jordan Parkway crossing safety and bike lanes, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	The east/west commute is the worst for where we live. We rarely take trax downtown on the weekends. But there are no worthwhile UTA connections going east/west.
3/25/2025 19:16:27	D) Less than four times a mo	D) Driving my own car	Visiting family	D) Economic benefits - reducing my travel costs	E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, E) Rideshare - Uber, Lyft	E) Increased transit connections to South Towne and TRAX, L) Increased shade with trees or canopies	More offices or residential nearby
3/25/2025 19:18:13	E) Rarely	E) Service hours don't match my schedule, F) Trains/buses don't come often enough	A) Travel to work, B) Travel to school, D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving	A) Expanded employment opportunities, E) Increased transit connections to South Towne and TRAX, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/25/2025 19:40:10	E) Rarely	D) Driving my own car, E) Service hours don't match my schedule, F) Trains/buses don't come often enough	G) N/A	A) Avoid vehicle congestion during commuting hours, I) Environmental benefit	E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	H) Pop up food truck plaza, K) Increased directional and wayfinding signage	
3/25/2025 19:57:27	E) Rarely	D) Driving my own car, E) Service hours don't match my schedule, F) Trains/buses don't come often enough, No parking at station	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, I) Improved Safety / Security	A) Driving, E) Rideshare - Uber, Lyft	B) Additional parking, E) Increased transit connections to South Towne and TRAX	
3/25/2025 20:03:20	F) Never	D) Driving my own car, F) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours	F) Provide more connections between regional transit services, G) Connection to Jordan River Trail	A) Driving	B) Additional parking, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes	
3/25/2025 21:16:46	E) Rarely	G) I already use it frequently	E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	B) Walking, C) Biking, F) Bus, G) UTA On Demand	E) Increased transit connections to South Towne and TRAX	When I take the Front-runner, I take Trax to the Murray Central station. I would love to have a bus option that goes all along the South Jordan Pkwy. If that existed, I would probably use the South Jordan station more often.
3/25/2025 22:22:47	F) Never	D) Driving my own car	G) N/A	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	A) Driving, B) Walking	B) Additional parking	Express trains from Daybreak to downtown Would definitely increase ridership
3/25/2025 22:30:19	E) Rarely	D) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations	A) Driving		
3/25/2025 22:49:27	E) Rarely	D) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, I ride it downtown so I don't have to find parking.	A) Increase transit frequency (more buses and/or trains per hour), F) Provide more connections between regional transit services	A) Driving	B) Additional parking, C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, F) Increased Jordan Parkway crossing safety and bike lanes	
3/25/2025 22:50:02	E) Rarely	D) Driving my own car, E) Service hours don't match my schedule, No service on Sundays	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, Safer than driving in bad weather	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, I) Improved Safety / Security	A) Driving	B) Additional parking, E) Increased transit connections to South Towne and TRAX, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	
3/26/2025 0:44:14	E) Rarely	F) Trains/buses don't come often enough, Connecting trains don't go close enough to where we are going	D) Leisure/social (e.g., fun, shopping, dining)	Avoid congestion and parking downtown for sports games or shows	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving, Tracks	E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	We really enjoy taking public transit when we visit other cities because it is convenient. Public transit in Utah is very inconvenient because it takes way longer and connections don't go through to the right places at the right times. Just figuring out a way to make public transit feel like it's not an afterthought in city planning and have it planned around the city better.
3/26/2025 0:53:34	F) Never	D) Driving my own car	G) N/A	I don't currently use it.	I) Improved Safety / Security	A) Driving		
3/26/2025 4:22:29	D) Less than four times a mo	D) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., G) Connection to Jordan River Trail, I) Improved Safety / Security	A) Driving	B) Additional parking, G) Increased open space and public recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	

Timestamp	1) How often do you ride From	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
3/26/2025 6:04:16	E) Rarely	F) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving	E) Increased transit connections to South Towne and TRAX, L) Increased shade with trees or canopies	More bus routes Daybreak to front runner
3/26/2025 6:30:17	F) Never	I don't know how to use it.	G) N/A	I don't use it.	A) Increase transit frequency (more buses and/or trains per hour), I) Improved Safety / Security	A) Driving	B) Additional parking, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, L) Increased shade with trees or canopies	
3/26/2025 7:30:03	E) Rarely	Buses don't go where I want to go	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours	F) Provide more connections between regional transit services	A) Driving	B) Additional parking, C) Potential pedestrian bridge over the freeway	How about a bus that passes in front of the Jordan River temple
3/26/2025 8:33:45	E) Rarely	F) Trains/buses don't come often enough	G) N/A	A) Avoid vehicle congestion during commuting hours, C) Improve air quality	C) Make transit routes faster / shorter travel time between destinations	A) Driving	E) Increased transit connections to South Towne and TRAX	
3/26/2025 13:01:49	F) Never	A) Driving my own car	G) N/A	J) N/A	G) Connection to Jordan River Trail	H) N/A	J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/26/2025 13:57:42	E) Rarely	B) Service hours don't match my schedule	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, I) Environmental benefit	B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	L) Increased shade with trees or canopies	make sure the surrounding roadways and infrastructure can handle the additional congestion
3/26/2025 15:56:07	E) Rarely	A) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	J) N/A	B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, I) Improved Safety / Security	A) Driving	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX	
3/26/2025 16:21:41	E) Rarely	Schedules are confusing	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours	C) Make transit routes faster / shorter travel time between destinations	A) Driving	K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	
3/26/2025 16:30:04	D) Less than four times a mo	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail), Access to transportation to ski resorts	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving, E) Rideshare - Uber, Lyft	B) Additional parking, G) Increased open space and public recreation opportunities	
3/26/2025 17:32:32	D) Less than four times a mo	C) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., G) Connection to Jordan River Trail, H) Connection to South Towne Mall	A) Driving, B) Walking, D) Scooter, skateboard, or other personal wheeled device	C) Potential pedestrian bridge over the freeway, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	
3/26/2025 18:36:54	F) Never	B) Service hours don't match my schedule, I have to drive my car to the station and from my final destination so it is not convenient.	G) N/A	J) N/A	D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, I) Improved Safety / Security	A) Driving	C) Potential pedestrian bridge over the freeway, F) Increased Jordan Parkway crossing safety and bike lanes, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage	
3/26/2025 21:07:17	E) Rarely	There's no way for me to get to the station from my house besides driving a car which is not convenient when my husband and I want to go out for drinks	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours	F) Provide more connections between regional transit services	A) Driving	E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes	
3/27/2025 9:29:03	E) Rarely	A) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	fun / adventure of rail	C) Make transit routes faster / shorter travel time between destinations, H) Connection to South Towne Mall	A) Driving	B) Additional parking, C) Potential pedestrian bridge over the freeway	
3/27/2025 12:38:58	E) Rarely	A) Driving my own car, cost	A) Travel to work	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., G) Connection to Jordan River Trail	E) Rideshare - Uber, Lyft	A) Expanded employment opportunities, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	Good Work! We love SoJo and UTA
3/27/2025 13:58:24	B) A couple of times a week	D) I already use it frequently, Unsafe to access the station - discourages me from accessing the station by bike	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, Do my part to reduce traffic congestion	A) Increase transit frequency (more buses and/or trains per hour), F) Provide more connections between regional transit services, G) Connection to Jordan River Trail	A) Driving, C) Biking	D) Increased residential homeownership opportunities, F) Increased Jordan Parkway crossing safety and bike lanes, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	Create a community with a greater mix of uses, gathering spaces, businesses, and more housing and housing types in the area. Currently it mostly feels like an office park surrounded by parking lots. Access to and from the station without a car would be huge to improve on. There aren't good east-west transit options, you take your life in your hands biking up SoJo Parkway, and if you drive then you are stuck in traffic and add to the traffic problem. We instead need convenient and safe ways to travel without a car that encourage people to be a part of the traffic solution. More widening of vehicle lanes on SoJo Parkway won't solve the traffic problem, it ultimately compounds it.
3/27/2025 15:53:18	F) Never	don't want to drive to station because i live in Daybreak- might as well use own car	G) N/A	J) N/A	F) Provide more connections between regional transit services, H) Connection to South Towne Mall	H) N/A		need East/West TRAX South Jordan to Sandy/Draper
3/27/2025 20:09:45	E) Rarely	A) Driving my own car, C) Trains/buses don't come often enough	A) Travel to work	A) Avoid vehicle congestion during commuting hours, C) Improve air quality	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving, B) Walking	E) Increased transit connections to South Towne and TRAX	
3/28/2025 8:14:13	E) Rarely	D) I already use it frequently	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining), F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving, B) Walking	F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, L) Increased shade with trees or canopies	

Timestamp	1) How often do you ride From	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
3/28/2025 9:54:23	F) Never	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	E) Travel for recreation (e.g. Jordan River Trail)	C) Improve air quality, D) Economic benefits - reducing my travel costs, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, G) Connection to Jordan River Trail	H) N/A	C) Potential pedestrian bridge over the freeway, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities	Connectivity is everything. If the station is standalone and you have to have a car to access any other amenities, it's next to useless. Add pedestrian crossings, bike travel, and buses that run regularly to nearby destinations and suddenly you've got a thriving transportation corridor that people are excited to visit. Thanks!
3/28/2025 11:40:29	E) Rarely	A) Driving my own car, C) Trains/buses don't come often enough	C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving	C) Potential pedestrian bridge over the freeway, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/28/2025 11:43:08	E) Rarely	A) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	take visitors, guests and grandchildren to various places	D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, G) Connection to Jordan River Trail, H) Connection to South Towne Mall	A) Driving	E) Increased transit connections to South Towne and TRAX, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/28/2025 13:14:03	B) A couple of times a week	A) Driving my own car, C) Trains/buses don't come often enough	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving	D) Increased residential homeownership opportunities, G) Increased open space and public recreation opportunities	
3/28/2025 13:14:16	A) Daily	D) I already use it frequently	A) Travel to work, E) Travel for recreation (e.g. Jordan River Trail)	B) I don't own a personal vehicle and rely on transit service, F) Proximity to Shopping at South Towne Mall, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, H) Connection to South Towne Mall	A) Driving, C) Biking	E) Increased transit connections to South Towne and TRAX	I heard about a pedestrian bridge over the highway to facilitate access to the hockey arena. That would be amazing!
3/28/2025 13:14:31	B) A couple of times a week	station not close to my home.	A) Travel to work	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations	A) Driving	B) Additional parking	UTA Frontrunner riders take up our work parking stalls. There needs to be more UTA parking at this particular. station
3/28/2025 13:14:33	B) A couple of times a week	I can work from home and the commute is long even with the FrontRunner. Also, sometimes the FrontRunner has delays which add to my commute.	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	D) Increased residential homeownership opportunities, L) Increased shade with trees or canopies	
3/28/2025 13:14:58	F) Never	A) Driving my own car, The FrontRunner track does not go to Eagle Mountain	G) N/A	J) N/A	F) Provide more connections between regional transit services	A) Driving	D) Increased residential homeownership opportunities	
3/28/2025 13:15:00	B) A couple of times a week	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, H) Connection to South Towne Mall, J) Employer reimbursement program	A) Driving, C) Biking	B) Additional parking, C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, H) Pop up food truck plaza	Front Runner is constantly late/not on time. We need consistent train schedule AND a clear communication platform for when the train is delayed, etc. There is no good updates for it. A UTA app allowing people to follow updates and purchase/tap on/off in app would be great.
3/28/2025 13:15:16	B) A couple of times a week	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office	E) Additional amenities and services at the station - restrooms, concessions, lockers etc., G) Connection to Jordan River Trail, H) Connection to South Towne Mall	A) Driving, B) Walking	A) Expanded employment opportunities, B) Additional parking, C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, F) Increased Jordan Parkway crossing safety and bike lanes, L) Increased shade with trees or canopies	
3/28/2025 13:15:31	B) A couple of times a week	I only go into work twice a week	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	C) Potential pedestrian bridge over the freeway, H) Pop up food truck plaza, L) Increased shade with trees or canopies	
3/28/2025 13:15:36	B) A couple of times a week	A) Driving my own car, B) Service hours don't match my schedule, C) Trains/buses don't come often enough	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving, B) Walking, F) Bus	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	
3/28/2025 13:16:50	F) Never	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	G) N/A	J) N/A	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	A) Driving	B) Additional parking, E) Increased transit connections to South Towne and TRAX, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	Expanding the network with more station locations and improving efficiency would make a big difference. I'd love to use public transportation, but the current system is too inconvenient. I live in Pleasant Grove and commute to South Jordan twice a week. To take public transport, I first have to drive to the AF station, which adds up to a 40-minute commute. In comparison, driving myself takes only 30 minutes, even with traffic.
3/28/2025 13:18:05	C) Once a week	B) Service hours don't match my schedule, C) Trains/buses don't come often enough, Lack of public transit going east/west	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving, B) Walking	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/28/2025 13:18:22	E) Rarely	A) Driving my own car	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office	C) Make transit routes faster / shorter travel time between destinations	A) Driving	D) Increased residential homeownership opportunities	
3/28/2025 13:19:10	B) A couple of times a week	A) Driving my own car, Wish it was faster and didn't have as many stops and slow points between Farmington and South Jordan	A) Travel to work	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, G) Proximity to my office	C) Make transit routes faster / shorter travel time between destinations	A) Driving, B) Walking	H) Pop up food truck plaza, L) Increased shade with trees or canopies	LOVE this stop, super convenient. Just wish it didn't take so long to get there from Farmington, wish there was an express option, then I'd ride it ALL the time.
3/28/2025 13:20:15	B) A couple of times a week	A) Driving my own car	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving, C) Biking	C) Potential pedestrian bridge over the freeway	

Timestamp	1) How often do you ride Fron	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
3/28/2025 13:20:26	D) Less than four times a mo	The FrontRunner trains are outdated and have terrible wi-fi. Air conditioning sometimes doesn't work well in the summer.	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving, C) Biking	L) Increased shade with trees or canopies	
3/28/2025 13:20:41	B) A couple of times a week	A) Driving my own car	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., H) Connection to South Towne Mall	A) Driving	B) Additional parking, C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza	
3/28/2025 13:22:40	E) Rarely	A) Driving my own car	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), F) Provide more connections between regional transit services	A) Driving	G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	
3/28/2025 13:23:18	A) Daily	C) Trains/buses don't come often enough, D) I already use it frequently	A) Travel to work, E) Travel for recreation (e.g. Jordan River Trail)	B) I don't own a personal vehicle and rely on transit service, C) Improve air quality, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, H) Connection to South Towne Mall	A) Driving, C) Biking	C) Potential pedestrian bridge over the freeway	
3/28/2025 13:23:50	B) A couple of times a week	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	C) Make transit routes faster / shorter travel time between destinations, J) Employer reimbursement program	B) Walking	C) Potential pedestrian bridge over the freeway	
3/28/2025 13:24:07	E) Rarely	C) Trains/buses don't come often enough	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations	A) Driving, B) Walking	C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, L) Increased shade with trees or canopies	
3/28/2025 13:24:14	B) A couple of times a week	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving, B) Walking	E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, L) Increased shade with trees or canopies	
3/28/2025 13:24:41	D) Less than four times a mo	A) Driving my own car	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	B) Walking, C) Biking, G) UTA On Demand	B) Additional parking, F) Increased Jordan Parkway crossing safety and bike lanes	
3/28/2025 13:25:16	E) Rarely	Station is too far from house	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, G) Proximity to my office	F) Provide more connections between regional transit services	A) Driving		It's a great station - I'd use it every day if there were a Spanish Fork frontrunner station
3/28/2025 13:25:18	D) Less than four times a mo	Vineyard station has zero parking from apartments parking there and just limited parking in general	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour)	A) Driving	B) Additional parking	
3/28/2025 13:25:25	C) Once a week	B) Service hours don't match my schedule	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, I) Improved Safety / Security	A) Driving	B) Additional parking	
3/28/2025 13:25:28	E) Rarely	It's expensive	A) Travel to work	D) Economic benefits - reducing my travel costs, Able to do other things while commuting	C) Make transit routes faster / shorter travel time between destinations, I) Improved Safety / Security	A) Driving	D) Increased residential homeownership opportunities	
3/28/2025 13:25:44	E) Rarely	C) Trains/buses don't come often enough, There are no buses in the west-most area of south jordan. It would take me a long time to reach the front runner station via public transport	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, E) Rideshare - Uber, Lyft	C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, F) Increased Jordan Parkway crossing safety and bike lanes, L) Increased shade with trees or canopies	
3/28/2025 13:27:01	F) Never	A) Driving my own car, B) Service hours don't match my schedule, C) Trains/buses don't come often enough, Route	G) N/A	C) Improve air quality, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving, C) Biking	B) Additional parking, C) Potential pedestrian bridge over the freeway, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	
3/28/2025 13:31:36	D) Less than four times a mo	A) Driving my own car, Closest train/bus station takes the same time to get to as driving directly.	A) Travel to work	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	H) Connection to South Towne Mall	A) Driving, C) Biking	C) Potential pedestrian bridge over the freeway	
3/28/2025 13:43:07	B) A couple of times a week	D) I already use it frequently	A) Travel to work	G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	A) Driving	L) Increased shade with trees or canopies	I wish there was a stop at the SoJo station at 10a. It currently skips a stop that time.
3/28/2025 13:45:32	D) Less than four times a mo	its too cold to wait outside in the winter for me	A) Travel to work	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, Proximity to my home, Proximity to my office, Economic benefits - reducing my travel costs	E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving, B) Walking, C) Biking, D) Scooter, skateboard, or other personal wheeled device	L) Increased shade with trees or canopies	i want areas to not be freezing in during the winter lol
3/28/2025 13:45:33	C) Once a week	A) Driving my own car	A) Travel to work, E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, E) Proximity to Jordan River Trail, G) Proximity to my office	G) Connection to Jordan River Trail	A) Driving, C) Biking	C) Potential pedestrian bridge over the freeway, F) Increased Jordan Parkway crossing safety and bike lanes, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/28/2025 13:46:45	E) Rarely	No close stop by my house in Draper	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	B) Walking	D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX	
3/28/2025 13:52:18	C) Once a week	D) I already use it frequently	A) Travel to work, Airport	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	A) Driving	B) Additional parking	

Timestamp	1) How often do you ride Fror	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
3/28/2025 14:00:17	E) Rarely	A) Driving my own car, Other passengers are tweakin	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, I) Environmental benefit, Economic benefits for the public, not personal	C) Make transit routes faster / shorter travel time between destinations, I) Improved Safety / Security	A) Driving, B) Walking	C) Potential pedestrian bridge over the freeway, G) Increased open space and public recreation opportunities, L) Increased shade with trees or canopies	
3/28/2025 14:00:23	B) A couple of times a week	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service	A) Driving, B) Walking	L) Increased shade with trees or canopies	
3/28/2025 14:04:52	B) A couple of times a week	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, I) Improved Safety / Security, J) Employer reimbursement program	F) Bus	C) Potential pedestrian bridge over the freeway, H) Pop up food truck plaza	
3/28/2025 14:11:32	B) A couple of times a week	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, Ability to work while commuting	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service	A) Driving	E) Increased transit connections to South Towne and TRAX	Increased reliability (fewer delays).
3/28/2025 14:12:38	A) Daily	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, E) Proximity to Jordan River Trail, G) Proximity to my office	B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, G) Connection to Jordan River Trail	C) Biking	C) Potential pedestrian bridge over the freeway, F) Increased Jordan Parkway crossing safety and bike lanes, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	
3/28/2025 14:15:44	B) A couple of times a week	C) Trains/buses don't come often enough, D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service	B) Walking	C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/28/2025 14:19:02	B) A couple of times a week	D) I already use it frequently	A) Travel to work	D) Economic benefits - reducing my travel costs, G) Proximity to my office, Work during commute	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	A) Driving		
3/28/2025 14:20:30	B) A couple of times a week	D) I already use it frequently	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining)	C) Improve air quality, G) Proximity to my office, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	B) Walking, C) Biking, F) Bus	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, I) Increased access to Jordan River, bird refuge, passive recreation opportunities	
3/28/2025 14:22:09	F) Never	C) Trains/buses don't come often enough, Even if they came more frequently, they take indirect routes or make so many stops that the public transit options usually take 3-4 times longer than driving. I just don't have that flexibility in my schedule to devote to transit.	G) N/A	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving, C) Biking, E) Rideshare - Uber, Lyft	E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities	Express train from Provo to Ogden, with limited stops (eg Lehi, SLC) to make it a legitimately faster way to travel. Right now it's just not faster unless where you live and where you're going are very very close to the train line.
3/28/2025 14:29:37	F) Never	A) Driving my own car, B) Service hours don't match my schedule	B) Travel to school, D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, E) Proximity to Jordan River Trail	G) Connection to Jordan River Trail, I) Improved Safety / Security	A) Driving, B) Walking, D) Scooter, skateboard, or other personal wheeled device	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities	
3/28/2025 14:43:43	E) Rarely	Carpooling with someone who doesn't work near a station, so he has to drive anyways	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving		
3/28/2025 14:45:41	F) Never	A) Driving my own car	G) N/A	J) N/A	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	A) Driving	D) Increased residential homeownership opportunities, F) Increased Jordan Parkway crossing safety and bike lanes, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/28/2025 14:47:41	B) A couple of times a week	D) I already use it frequently	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	B) Walking, C) Biking	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, I) Increased access to Jordan River, bird refuge, passive recreation opportunities	
3/28/2025 14:52:53	B) A couple of times a week	D) I already use it frequently	A) Travel to work	B) I don't own a personal vehicle and rely on transit service, G) Proximity to my office, I) Environmental benefit	D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., H) Connection to South Towne Mall	A) Driving, C) Biking, D) Scooter, skateboard, or other personal wheeled device	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/28/2025 15:06:32	B) A couple of times a week	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	A) Driving		
3/28/2025 15:40:52	B) A couple of times a week	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services, H) Connection to South Towne Mall	E) Rideshare - Uber, Lyft	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza	
3/28/2025 16:08:26	E) Rarely	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, F) Bus	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	The main thing I need is more direct/often bus service from Redwood Road to the station

Timestamp	1) How often do you ride From	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
3/28/2025 16:13:34	B) A couple of times a week	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour)	A) Driving		
3/28/2025 17:01:02	F) Never	A) Driving my own car, C) Trains/buses don't come often enough, There's a bus stop right by my house that could take me from Kearns to the Murray station to go to Sojo for work but the commute is 1 hour during normal hours and sometimes up to an hour and half during peak times. My commute is typically 25-40 minutes regardless of traffic.	A) Travel to work	C) Improve air quality, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving, E) Rideshare - Uber, Lyft	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza	I work in the buildings that share parking with Sojo station and the ability to more easily and quickly get to and from work along with more options for food/recreation that I could take advantage of immediately before/during/immediately after work are the biggest draws for me. The more flexibility and optionality I have there, the more likely I am to use it. My employer offers a fully comped transit pass but my commute is 2-3x just driving. If it could be closer to 1-1.5x (or perhaps even as much as 2x but it was consistent and reliable) then I'd have to consider it.
3/28/2025 18:17:47	F) Never	C) Trains/buses don't come often enough	F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving		
3/29/2025 3:14:58	C) Once a week	C) Trains/buses don't come often enough	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service	C) Biking	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX	
3/29/2025 10:02:07	E) Rarely	The time difference between driving and public transit is not doable with my schedule - it's too time consuming for me to make it work.	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, E) Proximity to Jordan River Trail	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, G) Connection to Jordan River Trail, J) Employer reimbursement program	A) Driving, C) Biking, E) Rideshare - Uber, Lyft, F) Bus	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	In general, improving safety and comfort for pedetrians and cyclists through enhancing and adding active transportation infrastructure.
3/29/2025 15:41:57	E) Rarely	A) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	C) Improve air quality, I) Environmental benefit	F) Provide more connections between regional transit services	A) Driving	E) Increased transit connections to South Towne and TRAX	I live pretty far west in Daybreak, so in order to use frontrunner, I would want a TRAX line to meet up at either the Draper station or the South Jordan station. Because going north to Murray just to then go south on the Frontrunner wastes a lot of time.
3/29/2025 20:01:12	E) Rarely	No stations near house - driving to station or multiple transfers make it really inconvenient	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, I) Environmental benefit	F) Provide more connections between regional transit services, G) Connection to Jordan River Trail	H) N/A	E) Increased transit connections to South Towne and TRAX, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	It would be help to extend trax lines into more places in the city. I saw a imagined route that takes the Red line extended curve towards 118 - having trax go east west and connecting to frontrunner could really reduce the road traffic. I feel like everything - the trax lines, front runner, i-15 - all go north and south, but there's not a good way to get off that corridor.
3/30/2025 6:49:29	F) Never	A) Driving my own car, B) Service hours don't match my schedule, C) Trains/buses don't come often enough, No bus service in Herriman; a 20-min drive to the nearest Trax stop; it takes almost twice as long to get downtown than driving the whole way.	G) N/A	J) N/A	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, G) Connection to Jordan River Trail	H) N/A	F) Increased Jordan Parkway crossing safety and bike lanes, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/30/2025 7:37:53	E) Rarely	I work from home	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail), F) General errands or appointments (e.g., medical visit, grocery shopping)	C) Improve air quality, E) Proximity to Jordan River Trail, F) Proximity to Shopping at South Towne Mall	G) Connection to Jordan River Trail, H) Connection to South Towne Mall	C) Biking, F) Bus	C) Potential pedestrian bridge over the freeway, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/30/2025 11:20:00	D) Less than four times a mo	too cold or hot waiting on platform to transfer	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	bus from daybreak pkwy trax, new ballpark to SJ frontrunner, heated/air conditioned waiting area for transfers
3/31/2025 7:59:00	D) Less than four times a mo	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	G) Proximity to my office, H) Proximity to my home, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, G) Connection to Jordan River Trail	A) Driving, C) Biking	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	Double tracking will likely have massive improvements across the board, at least if it can help when trains are down/not working. One of the biggest concerns both me and my husband have is that the transit isn't reliable enough. We've had enough situations where we planned on using transit and then train outages/issues made it so we were not going to arrive to our destination on time. This was a severe disruption (had to pay lots of $$$ for an Uber, partner had to leave work to drive etc.) so it's safer to just *not* plan on using the frontrunner because the risk of it not working when you need it to is too high/too frequent.
3/31/2025 8:43:03	E) Rarely	I live between the Murray and SoJo stations and work at Lucid, so my public transit commute would be really inefficient	When the car is unavailable and I need to get somewhere other than my home	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	C) Make transit routes faster / shorter travel time between destinations	A) Driving, C) Biking	E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/31/2025 9:21:18	B) A couple of times a week	A) Driving my own car, B) Service hours don't match my schedule	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, G) Proximity to my office	C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	A) Driving, B) Walking, C) Biking	B) Additional parking, C) Potential pedestrian bridge over the freeway	
3/31/2025 9:29:45	C) Once a week	B) Service hours don't match my schedule	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	A) Driving, B) Walking	C) Potential pedestrian bridge over the freeway, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	South Jordan station is actually great. Farmington Station, however... is really frustrating and takes far too long from parking to train access. Biggest issues with getting on Frontrunner more regularly are that there should be trains every 15 mins during peak hours and the trains need to move faster. I know this is slated for investment, but it kills current utilization.
3/31/2025 9:46:41	D) Less than four times a mo	B) Service hours don't match my schedule, UTA police presence has disappeared. Trax is a homeless shelter all day every day. There is limited seating due to homeless people and all of their belongings and pets and it smells disgusting.	A) Travel to work, travel to airport	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, I) Improved Safety / Security, J) Employer reimbursement program	A) Driving, F) Bus		

Timestamp	1) How often do you ride Fron	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
3/31/2025 10:26:33	B) A couple of times a week	C) Trains/buses don't come often enough	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining), F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving	A) Expanded employment opportunities, D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, L) Increased shade with trees or canopies	
3/31/2025 12:29:54	B) A couple of times a week	C) Trains/buses don't come often enough	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service	A) Driving, C) Biking	J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	
4/1/2025 4:02:42	D) Less than four times a mo	A) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, E) Proximity to Jordan River Trail, H) Proximity to my home	E) Additional amenities and services at the station - restrooms, concessions, lockers etc., I) Improved Safety / Security	A) Driving, E) Rideshare - Uber, Lyft	B) Additional parking, E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, L) Increased shade with trees or canopies	
4/1/2025 7:33:36	B) A couple of times a week	A) Driving my own car, C) Trains/buses don't come often enough	B) Travel to school	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, Proximity to Roseman university	C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving, B) Walking, F) Bus	L) Increased shade with trees or canopies	Restrooms would be great. Student pass including Roseman university
4/1/2025 7:34:20	A) Daily	D) I already use it frequently	A) Travel to work, B) Travel to school, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	
4/1/2025 7:36:00	B) A couple of times a week	D) I already use it frequently	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, I) Improved Safety / Security, J) Employer reimbursement program	A) Driving	F) Increased Jordan Parkway crossing safety and bike lanes, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage	
4/1/2025 8:04:59	B) A couple of times a week	C) Trains/buses don't come often enough	B) Travel to school	B) I don't own a personal vehicle and rely on transit service	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	F) Bus	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	Please ask bus drivers to never be early!!! Because they pass up to 8 minutes early, it takes another 45-60 minutes longer for me to get where I need to go!!! It is better they be late than early. I spend most of my time waiting for buses than I do riding them because they pass by earlier than scheduled. Also, bus 218 should come more often than once an hour. Thank you.
4/1/2025 8:28:42	B) A couple of times a week	C) Trains/buses don't come often enough, D) I already use it frequently	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving, B) Walking, D) Scooter, skateboard, or other personal wheeled device, E) Rideshare - Uber, Lyft	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, L) Increased shade with trees or canopies	
4/1/2025 8:31:11	B) A couple of times a week	C) Trains/buses don't come often enough	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, C) Biking, F) Bus, G) UTA On Demand	J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage	
4/1/2025 8:40:32	A) Daily	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	C) Make transit routes faster / shorter travel time between destinations	A) Driving, B) Walking	H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities	
4/1/2025 9:35:05	B) A couple of times a week	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour)	A) Driving	F) Increased Jordan Parkway crossing safety and bike lanes, H) Pop up food truck plaza	
4/1/2025 10:07:17	B) A couple of times a week	B) Service hours don't match my schedule, C) Trains/buses don't come often enough, D) I already use it frequently,	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., J) Employer reimbursement program	B) Walking, F) Bus	A) Expanded employment opportunities, C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
4/1/2025 11:52:46	E) Rarely	C) Trains/buses don't come often enough, Much longer commute when using public transit	A) Travel to work	C) Improve air quality, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service	B) Walking, C) Biking, F) Bus	C) Potential pedestrian bridge over the freeway, H) Pop up food truck plaza, L) Increased shade with trees or canopies	
4/1/2025 13:04:02	E) Rarely	A) Driving my own car	I haven't yet had the need to use the FrontRunner, but I use the TRAX Redline frequently.	J) N/A	D) Add more weekend service, including Sunday service	A) Driving, E) Rideshare - Uber, Lyft	E) Increased transit connections to South Towne and TRAX	
4/1/2025 13:13:17	F) Never	there is no service in the areas I need to go	just drive by and wish that it connected to the places I need/want to go	I would ride it for all of the above if it was possible to use it effectively	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	H) N/A, its not worth the effort to get there for most trips I need to make	F) Increased Jordan Parkway crossing safety and bike lanes, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	more bus service to go west into South Jordan and connect through to Herriman
4/1/2025 16:11:36	B) A couple of times a week	A) Driving my own car, C) Trains/buses don't come often enough	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, G) Connection to Jordan River Trail	C) Biking	A) Expanded employment opportunities, C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	In the near term having any kind of food options would be amazing. Longer term I would love to see more residential units near the station so more people can enjoy the wonderful service that FrontRunner provides for our valley.

Timestamp	1) How often do you ride Fror	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
4/1/2025 16:19:18	B) A couple of times a week	C) Trains/buses don't come often enough, D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	B) Walking, F) Bus	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	I would much appreciate public bathrooms and signage about their accessibility
4/1/2025 16:23:21	B) A couple of times a week	C) Trains/buses don't come often enough, D) I already use it frequently	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving, B) Walking, D) Scooter, skateboard, or other personal wheeled device, E) Rideshare - Uber, Lyft	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, L) Increased shade with trees or canopies	
4/1/2025 16:52:11	E) Rarely	A) Driving my own car, Don't need a monthly pass and would take frontrunner 2 days a week but need a discounted punch card or the ability to buy a specific number of rides each month or quarter	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office	B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, J) Employer reimbursement program	A) Driving	H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
4/1/2025 16:53:58	B) A couple of times a week	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, H) Proximity to my home	C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., J) Employer reimbursement program	A) Driving, B) Walking	A) Expanded employment opportunities, E) Increased transit connections to South Towne and TRAX, L) Increased shade with trees or canopies	I think the train wifi needs a major boost
4/1/2025 17:12:46	E) Rarely	C) Trains/buses don't come often enough	C) Travel to my home	H) Proximity to my home	C) Make transit routes faster / shorter travel time between destinations	B) Walking, D) Scooter, skateboard, or other personal wheeled device	A) Expanded employment opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
4/1/2025 17:13:26	E) Rarely	A) Driving my own car	B) Travel to school, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service	A) Increase transit frequency (more buses and/or trains per hour), I) Improved Safety / Security	B) Walking, G) UTA On Demand	A) Expanded employment opportunities, H) Pop up food truck plaza	Have security inside the train and on the train station for safety
4/1/2025 17:21:30	A) Daily	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), H) Connection to South Towne Mall	B) Walking, F) Bus	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX	Pedestrian bridge over the freeway would cover it
4/1/2025 17:25:37	C) Once a week	C) Trains/buses don't come often enough	A) Travel to work	I can use when I don't have my car	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, J) Employer reimbursement program	A) Driving, B) Walking, E) Rideshare - Uber, Lyft, F) Bus, G) UTA On Demand	E) Increased transit connections to South Towne and TRAX, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
4/2/2025 7:00:05	A) Daily	D) I already use it frequently	A) Travel to work, B) Travel to school, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour)	D) Scooter, skateboard, or other personal wheeled device, E) Rideshare - Uber, Lyft, F) Bus, G) UTA On Demand		
4/2/2025 7:04:57	A) Daily	C) Trains/buses don't come often enough, D) I already use it frequently	A) Travel to work, C) Travel to my home	D) Economic benefits - reducing my travel costs, G) Proximity to my office, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, I) Improved Safety / Security	A) Driving	E) Increased transit connections to South Towne and TRAX, L) Increased shade with trees or canopies	Additional train cars during busy hours for more sitting or educate riders to be willing to share seats when they take up two spots, something to help keep us cool or warm while waiting for the train (Especially when there are delays).
4/2/2025 7:29:25	A) Daily	D) I already use it frequently	A) Travel to work, Visiting a friend near the Orem station	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., J) Employer reimbursement program	A) Driving	B) Additional parking, G) Increased open space and public recreation opportunities, L) Increased shade with trees or canopies	Heaters in winter. Better App/way to track trains and get updates.
4/2/2025 7:30:24	A) Daily	C) Trains/buses don't come often enough, D) I already use it frequently	B) Travel to school, D) Leisure/social (e.g., fun, shopping, dining)	B) I don't own a personal vehicle and rely on transit service, D) Economic benefits - reducing my travel costs, F) Proximity to Shopping at South Towne Mall	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, H) Connection to South Towne Mall	A) Driving, B) Walking, F) Bus	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza	
4/2/2025 7:31:02	B) A couple of times a week	A) Driving my own car, Remote work every other week	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, Employer offers commuter benefit free to us AND less stress in the morning... like getting chauffeured to work.	C) Make transit routes faster / shorter travel time between destinations	A) Driving		What if train transportation could be dramatically improved and personalized for timing. You arrive at the train station when you want, there are two tracks, coming and going, that are always ready to receive passengers. The stations have acceleration (like the Superman ride at Magic Mountain) tracks that get the pods to speed before merging onto the main coming or going tracks. I don't like waiting at the stations in the cold and I dont like having waiting too long and stopping at stations along the way.
4/2/2025 7:32:37	A) Daily	D) I already use it frequently	B) Travel to school	B) I don't own a personal vehicle and rely on transit service, D) Economic benefits - reducing my travel costs, H) Proximity to my home	C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, L) Increased shade with trees or canopies	
4/2/2025 7:32:45	A) Daily	A) Driving my own car	B) Travel to school	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	E) Increased transit connections to South Towne and TRAX	
4/2/2025 7:33:48	A) Daily	D) I already use it frequently	B) Travel to school	B) I don't own a personal vehicle and rely on transit service, D) Economic benefits - reducing my travel costs	E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, L) Increased shade with trees or canopies	
4/2/2025 7:47:13	A) Daily	D) I already use it frequently	A) Travel to work	B) I don't own a personal vehicle and rely on transit service	D) Add more weekend service, including Sunday service	B) Walking, F) Bus		
4/2/2025 7:57:44	A) Daily	D) I already use it frequently	B) Travel to school	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs	E) Additional amenities and services at the station - restrooms, concessions, lockers etc., H) Connection to South Towne Mall, I) Improved Safety / Security	A) Driving, B) Walking	C) Potential pedestrian bridge over the freeway, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	
4/2/2025 8:04:33	B) A couple of times a week	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	A) Travel to work	Usually able to relax on the train	A) Increase transit frequency (more buses and/or trains per hour)	A) Driving	L) Increased shade with trees or canopies	More shelter from the elements.

Timestamp	1) How often do you ride Fror	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
4/2/2025 8:11:44	B) A couple of times a week	I only use it when I need to go to the office in Salk Lake. Two times a weeks or sometimes more often.	A) Travel to work	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, G) Connection to Jordan River Trail	A) Driving, F) Bus	C) Potential pedestrian bridge over the freeway, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	
4/2/2025 8:16:28	A) Daily	D) I already use it frequently	B) Travel to school, C) Travel to my home	C) Improve air quality, D) Economic benefits - reducing my travel costs, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving, F) Bus	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza, L) Increased shade with trees or canopies	
4/2/2025 8:23:47	A) Daily	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving	C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	Really appreciate the free parking at all front runner stations
4/2/2025 8:28:51	A) Daily	D) I already use it frequently	B) Travel to school, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail), F) General errands or appointments (e.g., medical visit, grocery shopping)	B) I don't own a personal vehicle and rely on transit service, C) Improve air quality, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, G) Connection to Jordan River Trail, H) Connection to South Towne Mall	A) Driving, B) Walking, E) Rideshare - Uber, Lyft, F) Bus, G) UTA On Demand	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	I'd love more bus stops in the South Jordan area similar to how Orem/Provo transit is structured. Specifically, transit to The District and South Town Mall (or the various shopping districts/recreational areas nearby) would help make the area more accessible to more people, and would bring all of the environmental/economical benefits public transit provides.
4/2/2025 8:31:43	A) Daily	D) I already use it frequently	B) Travel to school, D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail), F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours, F) Proximity to Shopping at South Towne Mall, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service	B) Walking, C) Biking, D) Scooter, skateboard, or other personal wheeled device, F) Bus	C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	A crosswalk at the south end of the station would halve my walk
4/2/2025 8:34:18	A) Daily	D) I already use it frequently	A) Travel to work, C) Travel to my home	B) I don't own a personal vehicle and rely on transit service, C) Improve air quality, G) Proximity to my office	F) Provide more connections between regional transit services, I) Improved Safety / Security	E) Rideshare - Uber, Lyft, G) UTA On Demand, UTA on demand was not upto the mark because they are very rare to connect and we need to spend around 20 minutes on the app continuously	E) Increased transit connections to South Towne and TRAX, L) Increased shade with trees or canopies	UTA on demand was not upto the mark because they are very rare to connect and we need to spend around 20 minutes on the app continuously And we're not sure the cab will connect. I was completely dependent on the UTA demand because there is no connection to south jordan frontrunner station from my home (420 w cadbury dr.)
4/2/2025 8:41:08	B) A couple of times a week	A) Driving my own car, Alternating work schedule	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, I) Improved Safety / Security	A) Driving, D) Scooter, skateboard, or other personal wheeled device, F) Bus	C) Potential pedestrian bridge over the freeway, H) Pop up food truck plaza	Increase Buses to the Jordan River Parkway. Maybe every 30 minutes but an hourly bus it hard and inconvenient
4/2/2025 8:49:28	A) Daily	A) Driving my own car, B) Service hours don't match my schedule, C) Trains/buses don't come often enough, D) I already use it frequently	B) Travel to school	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving, E) Rideshare - Uber, Lyft	B) Additional parking, L) Increased shade with trees or canopies	
4/2/2025 8:53:04	B) A couple of times a week	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, I) Improved Safety / Security	A) Driving, B) Walking, F) Bus	A) Expanded employment opportunities, C) Potential pedestrian bridge over the freeway, G) Increased open space and public recreation opportunities, L) Increased shade with trees or canopies	More bus routes and have employers promote riding public transportation as part of their benefits package.
4/2/2025 8:53:31	A) Daily	D) I already use it frequently	B) Travel to school	A) Avoid vehicle congestion during commuting hours, H) Proximity to my home	C) Make transit routes faster / shorter travel time between destinations	A) Driving		
4/2/2025 9:00:52	A) Daily	D) I already use it frequently	A) Travel to work, B) Travel to school	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service, C) Improve air quality	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, H) Connection to South Towne Mall	A) Driving, F) Bus	B) Additional parking, E) Increased transit connections to South Towne and TRAX	
4/2/2025 9:07:13	B) A couple of times a week	C) Trains/buses don't come often enough, Needs more frequent connection transportation to places of interest like grocery shopping or malls	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, H) Proximity to my home, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, I) Improved Safety / Security	B) Walking	A) Expanded employment opportunities, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	As someone who loves learning about urban planning in Europe and Japan, it'd be great it we could have light rails on main roads that branch off of the front runner station. Like eliminate 1 or 2 lanes middle lanes for a light rail that goes on 10400 S heading west. There's so much congestion there during rush hour that if we had more options of transportation, it would spread out how people travel and hopefully reduce car traffic as well. Then maybe off of that light rail route, there could be bus stations for busses with their own lanes to take people through smaller streets. If this was as fast, convenient, and reliable as driving, I think it could work. And of course, expanding the front runner east and west and having more light rails branch off of those would be amazing too!
4/2/2025 9:09:23	B) A couple of times a week	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	B) Walking, D) Scooter, skateboard, or other personal wheeled device, F) Bus	D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, L) Increased shade with trees or canopies	Double track would be huge, but that's more of a frontrunner wide thing and not a south jordan station thing. It would also help with consistency of trains which would be huge
4/2/2025 13:51:52	A) Daily	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), H) Connection to South Towne Mall, J) Employer reimbursement program	C) Biking	C) Potential pedestrian bridge over the freeway	

Timestamp	1) How often do you ride Fron	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
4/2/2025 16:22:44	A) Daily	B) Service hours don't match my schedule, C) Trains/buses don't come often enough, the train speed isn't fast enough sometimes	A) Travel to work, B) Travel to school, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, B) Walking, F) Bus	B) Additional parking, C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, L) Increased shade with trees or canopies	Increased parking here, but also shuttles that go to and from Morgan Stanley. We have hundreds of employees but it's a 21 minute walk for us if we take the front runner like me. but mainly in Vineyard!! I come from vineyard every day and parking is absolutely horrible and there is only one entrance!
4/2/2025 16:25:23	B) A couple of times a week	B) Service hours don't match my schedule, C) Trains/buses don't come often enough, Price to include family members in travel (I am on a monthly pass; they are not)	A) Travel to work, C) Travel to my home	D) Economic benefits - reducing my travel costs, E) Proximity to Jordan River Trail, Internet access and power stations allow me to work on my commute. It allows me to be with my family sooner. (Also, safety against accidents)	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, G) Connection to Jordan River Trail	A) Driving, B) Walking, C) Biking, Friend/other ride	B) Additional parking, D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	Windbreaks/heating or cooling options during uncomfortable temperatures would make me want to ride the train more.
4/2/2025 16:57:59	C) Once a week	No need do due to work from home schedule.	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	J) Employer reimbursement program	B) Walking, D) Scooter, skateboard, or other personal wheeled device	A) Expanded employment opportunities	
4/2/2025 16:58:49	A) Daily	D) I already use it frequently	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, E) Rideshare - Uber, Lyft, G) UTA On Demand	C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX	
4/2/2025 17:03:57	A) Daily	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, H) Proximity to my home, The South Jordan Station has one of the better UTA parking lots and better/quicker freeway access than Draper's	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	A) Driving	B) Additional parking, L) Increased shade with trees or canopies	
4/2/2025 17:13:57	C) Once a week	Buses and other things are not free for BYU students	C) Travel to my home	B) I don't own a personal vehicle and rely on transit service	A) Increase transit frequency (more buses and/or trains per hour)	G) UTA On Demand		
4/2/2025 17:18:40	D) Less than four times a mo	don't need to	D) Leisure/social (e.g., fun, shopping, dining)	B) I don't own a personal vehicle and rely on transit service, more chill and fun	F) Provide more connections between regional transit services	B) Walking, C) Biking	E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza, L) Increased shade with trees or canopies	you should make there be rooms on the train like in harry potter
4/2/2025 17:20:57	B) A couple of times a week	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving		
4/2/2025 17:22:40	C) Once a week	C) Trains/buses don't come often enough	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc., J) Employer reimbursement program	A) Driving, E) Rideshare - Uber, Lyft	C) Potential pedestrian bridge over the freeway, K) Increased directional and wayfinding signage	The lack of clear connection from the local mall to the train station is a barrier. Another barrier is the lack of signage on main road near the station the lack of reasonable connection times from buses away from the South Jordan station. EG neighboring offices are too far for walking from this location yet many bus routes are hourly and are not in sync with the Station meaning you generally wait an hour to catch a connecting bus Creates the need for either paying for rideshare or waiting. This creates people trying to avoid the train station here and find alternative ways to their locations that are more convenient and timely.
4/2/2025 17:43:02	C) Once a week	B) Service hours don't match my schedule	B) Travel to school, C) Travel to my home	B) I don't own a personal vehicle and rely on transit service, I) Environmental benefit	D) Add more weekend service, including Sunday service, J) Employer reimbursement program	A) Driving, F) Bus	E) Increased transit connections to South Towne and TRAX	
4/2/2025 17:48:53	E) Rarely	C) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service, F) Proximity to Shopping at South Towne Mall	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving, E) Rideshare - Uber, Lyft, F) Bus	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, L) Increased shade with trees or canopies	I find that compared to other stations, this station is isolated and has fewer connections and the wait time is longer. There is no incentive to ride the bus to get to SLCC because the wait is long even though the campus is nearby. It's easier to walk. Getting to South Town is easier, but there is still a wait time for the bus to leave.
4/2/2025 18:08:25	B) A couple of times a week	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	A) Travel to work	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, J) Employer reimbursement program	A) Driving	C) Potential pedestrian bridge over the freeway, F) Increased Jordan Parkway crossing safety and bike lanes, L) Increased shade with trees or canopies	
4/2/2025 18:27:25	A) Daily	D) I already use it frequently	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	E) Additional amenities and services at the station - restrooms, concessions, lockers etc., H) Connection to South Towne Mall	A) Driving	E) Increased transit connections to South Towne and TRAX, L) Increased shade with trees or canopies	
4/2/2025 20:36:30	A) Daily	B) Service hours don't match my schedule, D) I already use it frequently	A) Travel to work, B) Travel to school, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, C) Biking, D) Scooter, skateboard, or other personal wheeled device, F) Bus, G) UTA On Demand	B) Additional parking, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
4/2/2025 22:58:24	A) Daily	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours	D) Add more weekend service, including Sunday service	G) UTA On Demand	I) Increased access to Jordan River, bird refuge, passive recreation opportunities	I would leave the area west of the station the open land. There is dear that come through
4/3/2025 7:41:34	A) Daily	D) I already use it frequently	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, C) Biking, F) Bus	A) Expanded employment opportunities, D) Increased residential homeownership opportunities, F) Increased Jordan Parkway crossing safety and bike lanes, L) Increased shade with trees or canopies	The entrance for parking is difficult to find if you don't know where you are going. Some clearer, safe marking, or a dedicated entrance that doesn't interfere with businesses could be helpful. Perhaps a sign along the stoplight pole to direct traffic?
4/3/2025 8:35:10	B) A couple of times a week	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, F) Proximity to Shopping at South Towne Mall, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	D) Increased residential homeownership opportunities, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	Please improve the parking lot coating. I have slipped on the ice many times because in the winter because it freezes and is more slick than regular concrete or asphalt.

Timestamp	1) How often do you ride From	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
4/3/2025 9:15:46	F) Never	B) Service hours don't match my schedule, C) Trains/buses don't come often enough, There's not an easy close bus stop from the train station either to my work	A) Travel to work, G) N/A	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	B) Additional parking, C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	Cheaper fare programs for workers and non student people.
4/3/2025 11:19:35	B) A couple of times a week	D) I already use it frequently, I don't feel safe taking it at night.	B) Travel to school	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., I) Improved Safety / Security	A) Driving	B) Additional parking, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	
4/3/2025 18:26:41	E) Rarely	More frequently I use Trax as the trains are where I want to go. If I want to go to Ogden I do take the Frontrunner.	D) Leisure/social (e.g., fun, shopping, dining)	C) Improve air quality, I) Environmental benefit, I prefer it to driving if I can take to where I want to go	E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving	D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	Better signage. I don't know where to park. Is the parking structure for Frontrunner? It's not clear. I parked at the SJ station in the open pkg lot that's probably for the office tower.
4/3/2025 19:12:14	B) A couple of times a week	Front runner has been notoriously, slow and late way too much. I also work a hybrid schedule so I work remotely some days each week	A) Travel to work, C) Travel to my home	D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., I) Improved Safety / Security, J) Employer reimbursement program	A) Driving	B) Additional parking, C) Potential pedestrian bridge over the freeway, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, K) Increased directional and wayfinding signage	
4/4/2025 13:01:00	E) Rarely	A) Driving my own car, C) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining)	J) N/A	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	H) N/A	C) Potential pedestrian bridge over the freeway, L) Increased shade with trees or canopies	
4/4/2025 14:10:56	D) Less than four times a mo	C) Trains/buses don't come often enough, Sometime the train is late so it is hard to plan my schedule, and because of so many stops it talks a while to get where I am going.	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, I) Improved Safety / Security, J) Employer reimbursement program	A) Driving		
4/4/2025 17:51:07	A) Daily	A) Driving my own car, D) I already use it frequently, Bus connections not in my area (The District in South Jordan)	A) Travel to work, Travel to the airport	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, F) Provide more connections between regional transit services, H) Connection to South Towne Mall, I) Improved Safety / Security	A) Driving	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, L) Increased shade with trees or canopies	
4/4/2025 18:54:04	B) A couple of times a week	C) Trains/buses don't come often enough, D) I already use it frequently	A) Travel to work, B) Travel to school, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, B) Walking, F) Bus	A) Expanded employment opportunities, B) Additional parking, D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	More bus routes through the South Jordan area. An idea is between Daybreak and the Frontrunner station.
4/5/2025 10:52:45	D) Less than four times a mo	A) Driving my own car, Distance and horrible access to the American Fork Station.	A) Travel to work	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, G) Proximity to my office	C) Make transit routes faster / shorter travel time between destinations	A) Driving, B) Walking, C) Biking	C) Potential pedestrian bridge over the freeway, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	Just work with American Fork to improve the safe and ease of access to the AF station. It is without any sidewalk or bike lane. It is dangerous to ride or walk there.
4/5/2025 14:46:14	F) Never	TRAX is much easier to get to from Daybreak	G) N/A	J) N/A	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, H) Pop up food truck plaza, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	
4/6/2025 9:35:13	A) Daily	C) Trains/buses don't come often enough, D) I already use it frequently	B) Travel to school, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	A) Driving	E) Increased transit connections to South Towne and TRAX, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	
4/6/2025 10:32:08	B) A couple of times a week	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), I) Improved Safety / Security, J) Employer reimbursement program	A) Driving, B) Walking	C) Potential pedestrian bridge over the freeway, L) Increased shade with trees or canopies	
4/7/2025 5:50:38	E) Rarely	Hard to come by public transportation	A) Travel to work	B) I don't own a personal vehicle and rely on transit service, D) Economic benefits - reducing my travel costs, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., I) Improved Safety / Security	E) Rideshare - Uber, Lyft	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	.
4/7/2025 7:14:35	E) Rarely	A) Driving my own car, I live in Eagle Mountain and the traffic from the Lehi station to my house doesn't reduce my travel time	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs	C) Make transit routes faster / shorter travel time between destinations	A) Driving		add a better way to get from Eagle Mountain to Lehi or AF station
4/7/2025 7:30:04	F) Never	A) Driving my own car, B) Service hours don't match my schedule, C) Trains/buses don't come often enough	G) N/A	J) N/A	A) Increase transit frequency (more buses and/or trains per hour), F) Provide more connections between regional transit services	H) N/A		
4/7/2025 7:38:41	E) Rarely	A) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours	D) Add more weekend service, including Sunday service	A) Driving	E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza	

Timestamp	1) How often do you ride From	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
4/7/2025 7:53:26	E) Rarely	A) Driving my own car, C) Trains/buses don't come often enough	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining)	G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), F) Provide more connections between regional transit services	A) Driving	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, L) Increased shade with trees or canopies	
4/7/2025 8:14:01	F) Never	The connection from daybreak to the south Jordan front runner is not in the area covered by my pass. I connects in Murray and my pass does not work at this location. The UTA app says I need to connect via 2 busses and does not give the front runner option	A) Travel to work	A) Avoid vehicle congestion during commuting hours	F) Provide more connections between regional transit services	A) Driving	E) Increased transit connections to South Towne and TRAX, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	Allow daybreak to south Jordan front runner with eco pass
4/7/2025 8:25:25	F) Never	A) Driving my own car, It's hard to get to a station. It's slower than driving my own car. There are sketchy people.	G) N/A	J) N/A	I) Improved Safety / Security	H) N/A		
4/7/2025 8:29:29	C) Once a week	I no longer live near a Front Runner Station. I used to use it once a week.	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	A) Driving	C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities	I would like to suggest improvements to enhance the cleanliness, comfort, and overall experience of the Front Runners. First, providing disinfecting wipe stations on each level of the train would allow passengers to clean their area before use, promoting a cleaner environment. Additionally, adding more tables would greatly benefit working professionals commuting to and from work. I recommend installing tables at all seats on the top level to better accommodate these needs. The afternoon sun can also be quite blinding, so adding window shades would significantly improve comfort. Another idea is to introduce designated quiet zones for passengers who prefer a more peaceful environment during their commute. This would allow those who need to work, relax, or focus to do so without disturbances.
4/7/2025 8:34:52	A) Daily	C) Trains/buses don't come often enough	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, I) Improved Safety / Security, J) Employer reimbursement program	A) Driving, B) Walking	A) Expanded employment opportunities, H) Pop up food truck plaza, L) Increased shade with trees or canopies	
4/7/2025 8:52:55	E) Rarely	C) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, E) Rideshare - Uber, Lyft	E) Increased transit connections to South Towne and TRAX	if the train was as fast or almost as fast I would ride. I do not like adding hours to my day commuting.
4/7/2025 9:13:33	F) Never	It is inconvenient. I live in Payson, Utah.	G) N/A	A) Avoid vehicle congestion during commuting hours	F) Provide more connections between regional transit services	A) Driving, B) Walking	C) Potential pedestrian bridge over the freeway, L) Increased shade with trees or canopies	
4/7/2025 9:17:16	E) Rarely	A) Driving my own car	A) Travel to work	C) Improve air quality, G) Proximity to my office, I) Environmental benefit	F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, B) Walking, F) Bus	E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	
4/7/2025 9:59:00	E) Rarely	A) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	I) Environmental benefit	E) Additional amenities and services at the station - restrooms, concessions, lockers etc., I) Improved Safety / Security	A) Driving	K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	
4/7/2025 10:25:45	A) Daily	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, J) Employer reimbursement program	A) Driving	A) Expanded employment opportunities, D) Increased residential homeownership opportunities, L) Increased shade with trees or canopies	
4/7/2025 10:39:58	F) Never	A) Driving my own car, Location compared to where I live and work is not workable for me	G) N/A	A) Avoid vehicle congestion during commuting hours	H) Connection to South Towne Mall, J) Employer reimbursement program	A) Driving	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	
4/7/2025 11:46:09	D) Less than four times a mo	I used to ride frequently, but recently changed jobs and can now walk to work	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., J) Employer reimbursement program	B) Walking	D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	I used to ride the FrontRunner regularly for my old job in SLC. It was fantastic. However, I ran into issues when I tried to get anywhere in South Jordan. Not a ton of bus options out into the city toward Daybreak. I also love the idea of connecting the FrontRunner station to the Jordan River trail. I do see how you could connect via existing roadways, but I would be curious what connections UTA could make!
4/7/2025 13:25:10	A) Daily	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, H) Connection to South Towne Mall, J) Employer reimbursement program	A) Driving, B) Walking, C) Biking	C) Potential pedestrian bridge over the freeway, L) Increased shade with trees or canopies	
4/7/2025 14:02:21	A) Daily	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	A) Travel to work	D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, I) Improved Safety / Security	A) Driving, B) Walking		The frontrunner only comes once every hour in the early afternoon and the cars are crowded which makes it very hard to ride in the afternoon.
4/7/2025 15:48:30	E) Rarely	C) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining), F) General errands or appointments (e.g., medical visit, grocery shopping)	C) Improve air quality, D) Economic benefits - reducing my travel costs, H) Proximity to my home	D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, L) Increased shade with trees or canopies	
4/7/2025 16:57:05	D) Less than four times a mo	A) Driving my own car, C) Trains/buses don't come often enough	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, J) Employer reimbursement program	A) Driving	C) Potential pedestrian bridge over the freeway, L) Increased shade with trees or canopies	
4/7/2025 22:57:33	B) A couple of times a week	C) Trains/buses don't come often enough, D) I already use it frequently	C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining), F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service, D) Economic benefits - reducing my travel costs	B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, I) Improved Safety / Security	A) Driving, B) Walking, F) Bus	A) Expanded employment opportunities, B) Additional parking, C) Potential pedestrian bridge over the freeway, G) Increased open space and public recreation opportunities, L) Increased shade with trees or canopies	Close spaces to cover when it's winter, older people we can't be to exposed to coldness

Timestamp	1) How often do you ride Fron	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
4/8/2025 9:04:21	F) Never	A) Driving my own car, From Riverton I will need to drive 10 minutes to the Red Line, ride 27 minutes to Murray Central, wait for a Front Runner train to take me south to South Jordan. In order to get to work by 7am, I would need to leave my house at 5:50am. If I drive the commute takes 25 minutes maximum.	G) N/A	J) N/A	F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving	E) Increased transit connections to South Towne and TRAX, I) Increased access to Jordan River, bird refuge, passive recreation opportunities	
4/8/2025 12:44:29	E) Rarely	B) Service hours don't match my schedule, the work stop (10600 s.) is convenient. The home stop (Eagle Mountain City Center) is not	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office	B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	A) Driving	C) Potential pedestrian bridge over the freeway	Would use a TRAX or FrontRunner option if in Eagle Mountain City Center
4/8/2025 13:04:32	E) Rarely	Ticket prices are more exspensive than fuel costs to drive into work.	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, It is currently a great service if/when it becomes finacially benificial.	J) Employer reimbursement program	A) Driving		If your service costs the end user less money than for them to drive, they will use it. If your costs are the same or more expensive (as they currently are) people will continue to drive. Where is the benefit?
4/9/2025 7:25:09	C) Once a week	C) Trains/buses don't come often enough	A) Travel to work	C) Improve air quality, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc., J) Employer reimbursement program	A) Driving, B) Walking, F) Bus	C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, H) Pop up food truck plaza	
4/9/2025 9:15:03	E) Rarely	A) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	J) N/A	D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving	E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	I live in Daybreak, if there were a way to get from Daybreak to this station it would make using a car something I would never have to worry about. Creating a TRAX connection to this station would be amazing and decrease traffic from Daybreak to this station.
4/9/2025 11:17:27	E) Rarely	C) Trains/buses don't come often enough	A) Travel to work	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	A) Driving, C) Biking, F) Bus	E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes	Need more ways to get to the front runner stations from other areas of the city like sugar house, Millcreek, Olympus cove
4/9/2025 12:28:33	A) Daily	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., J) Employer reimbursement program	C) Biking	C) Potential pedestrian bridge over the freeway, L) Increased shade with trees or canopies	Increased frequency
4/9/2025 21:47:31	B) A couple of times a week	A) Driving my own car, C) Trains/buses don't come often enough, It is cheaper to drive my family than purchase individual tickets for even 1-2 of them on top of my own ticket.	A) Travel to work, C) Travel to my home, E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, E) Proximity to Jordan River Trail, I can save time to be with my family sooner by working on the train with Wi-Fi and tables on board.	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, B) Walking, C) Biking, Friend	B) Additional parking, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	Tiered pay options to encourage more family travel.
4/10/2025 14:38:46	E) Rarely	A) Driving my own car, B) Service hours don't match my schedule, C) Trains/buses don't come often enough, Not as many routes needed for me to get within comfortable walking distance of my work or home.	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail), To the airport	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, I) Environmental benefit	B) Add later evening service or earlier morning service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, I) Improved Safety / Security, J) Employer reimbursement program	A) Driving, B) Walking, C) Biking	C) Potential pedestrian bridge over the freeway, F) Increased Jordan Parkway crossing safety and bike lanes, L) Increased shade with trees or canopies	I am all for public transit, I wish we had more options available!!!! I would use it everyday if there were more stops and more frequent trains. Thank you for having this service.
4/11/2025 7:36:01	B) A couple of times a week	C) Trains/buses don't come often enough	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, H) Connection to South Towne Mall	A) Driving, D) Scooter, skateboard, or other personal wheeled device, E) Rideshare - Uber, Lyft, F) Bus	C) Potential pedestrian bridge over the freeway, L) Increased shade with trees or canopies	Make restroom available to public. Reduce the scheduled time between transfers. (I normally have to wait 20 to 25 minutes after my bus arrives for the train to arrive [and visa versa]. That's a lot of extra commute time per day when you do it both ways).
4/14/2025 13:57:24	C) Once a week	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	A) Travel to work, B) Travel to school, Work and drop off kids rip school downtown they go to Catholic school and the school bus picks them up from north temple	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving	D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	Heat lamps for the cold winter days
4/18/2025 7:47:20	D) Less than four times a mo	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	C) Travel to my home	G) Proximity to my office, I don't like much about Front Runner	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, J) Employer reimbursement program	B) Walking	L) Increased shade with trees or canopies	

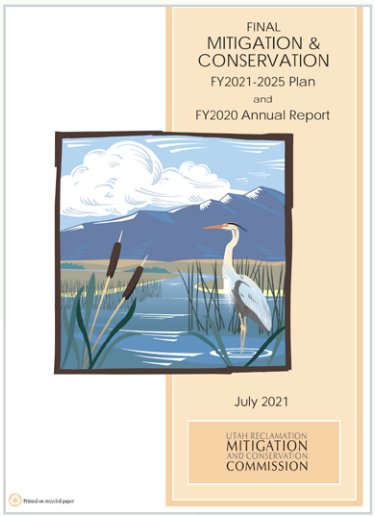
Appendix C – Previous Plans and Studies

C. Previous Plans and Studies

PREVIOUS PLANS AND STUDIES	
Study Name	**Date Completed**
WFRC 2023 The Point-Area West Transit Fresh Look Study	In Progress
UTA 2025–2029 Five-Year Service Plan	2025
Moderate-Income Housing Plan	2025
South Jordan Transportation Master Plan	2024
Wasatch Front Regional Council Transportation Improvement Program	2024
Wasatch Choice Vision	2024
Sandy Station Area Plan - South Jordan Frontrunner	2024
UTA Moves 2050 Long-Range Transit Plan	2023
WFRC Regional Transportation Plan (RTP)	2023
WFRC Access to Opportunities	2023
WFRC SAP Guidance	2022
Blueprint Jordan River	2022
SLCo West General Plan	2021
Southwest Salt Lake County Transportation Analysis and Solutions Development	2021
South Jordan Sub Area Plan - Jordan River Gateway	2021
Utah Reclamation Mitigation and Conservation Commission	2021
South Jordan City General Plan	2020
Housing Needs Study	2014
South Jordan Gateway Study	2013
Jordan River Corridor Open Space and Habitat Conservation Master Plan and Management Guidelines	2011
South Jordan Economic Strategic Plan	2011

Utah Reclamation Mitigation and Conservation Commission

Final Mitigation & Conservation Plan July 2021 is a federal program for restoring, protecting and conserving fish, wildlife and related recreation resources in Utah that were impacted by federal water development projects authorized under the Reclamation Act of 1902 particularly the Central Utah Project's Bonneville Unit.



This Final Mitigation & Conservation Plan dated July 2021 summarizes the history of the Commission's activities and outlines the future plans of the parcels they manage.

In 1997 the 44-acre parcel on the north side of 10600 South in South Jordan was acquired by the Commission, In 1999, a second parcel (about 17 acres) was acquired by the Commission on the south side of 10600 South in South Jordan. In 2000, a conservation easement was donated to the Commission on about 35 acres along the Jordan River and adjacent to the second parcel. In 2001, about 17 acres were purchased along the Jordan River between 9800 South and 10000 South. These parcels link with other undeveloped parcels. In 2008, the Commission issued a license agreement to Sandy City to construct an access road to the city's park and fishing pond and other components of the Jordan River Parkway in Sandy City. The Commission donated the underlying fee plus adjacent acreage of approximately 3.8 acres to Sandy City for their use and maintenance as open space in 2018.

The Commission will continue property management while entering discussions with several parties with the intent of identifying a suitable entity to transfer the federally owned property for ownership and management. The Commission will continue providing support to the Jordan River Commission and Technical Advisory Committee.

Sandy Station Area Plan - South Jordan Frontrunner (2024)

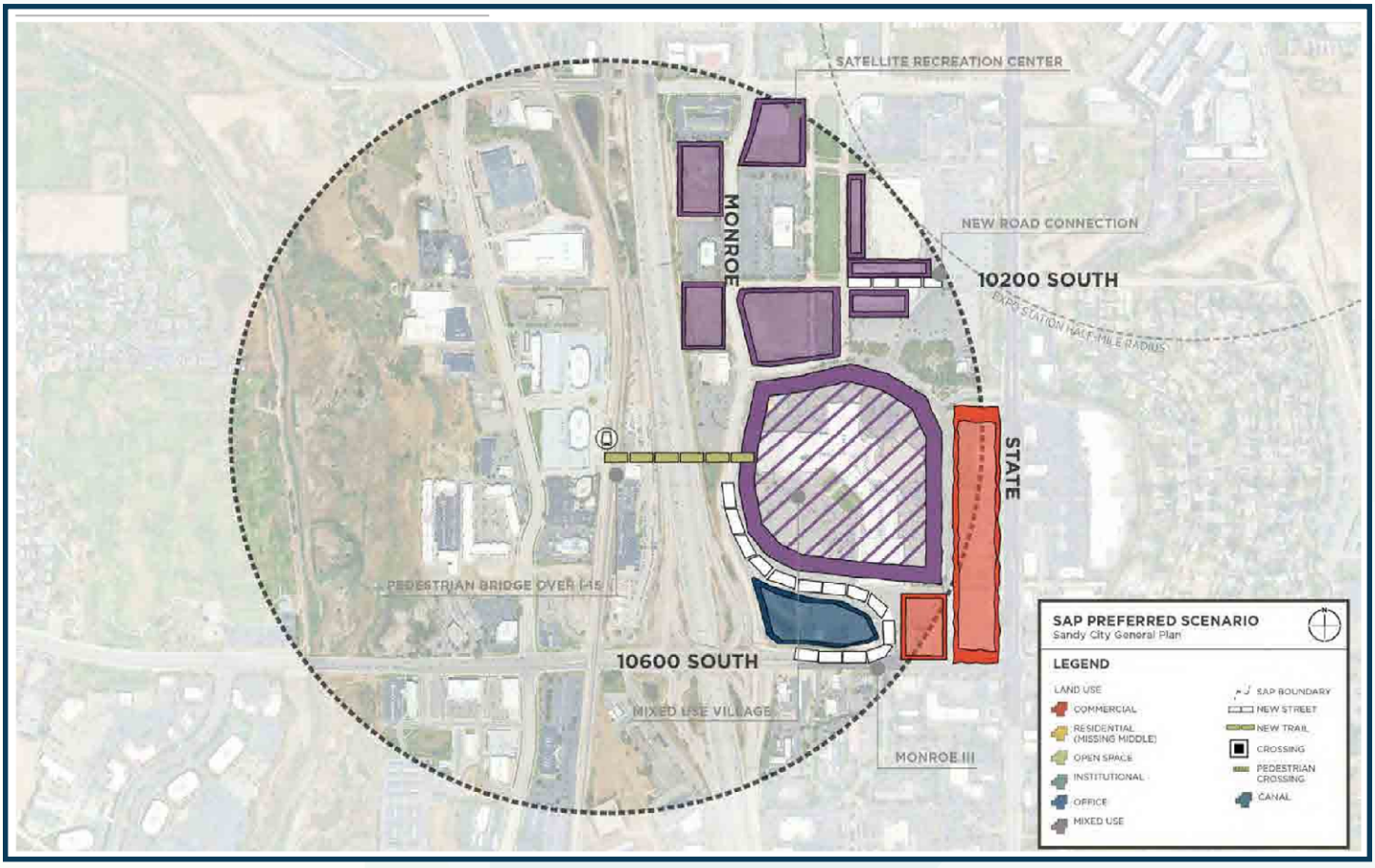
Sandy's portion of the South Jordan Frontrunner Station Area is a key redevelopment zone east of I-15, serving as the southern gateway to The Cairns, Sandy's downtown district. Anchored by the Sandy Promenade and South Towne Mall site, the area is positioned for significant transformation with a mix of four- to eight-story commercial and residential buildings and multimodal connectivity enhancements. At full build-out, this area is projected to add 1,100-2,800 new housing units.

Notable Development Projects:

- South Towne Mall site redevelopment - Future home of the Utah NHL team's practice facility and new community-focused amenities - expected completion date in late 2025
- Mixed-use developments with preliminary approvals - Red Sky, Summit, and Shulsen

Key Recommendations from the plan:

- Develop a pedestrian-cyclist bridge over I-15 and Monroe Street near 10200 South to enhance connectivity
- Explore funding sources (grants, general funds, UDOT, WFRC) for pedestrian bridge feasibility studies
- Streamline UTA transit service between South Jordan Station and Civic Center TRAX to improve regional mobility
- Establish an HTRZ over a portion of South Town's west end for residential uses to meet the HTRZ State Statute requirements (⅓ mile radius)



South Jordan Gateway Study (2013)

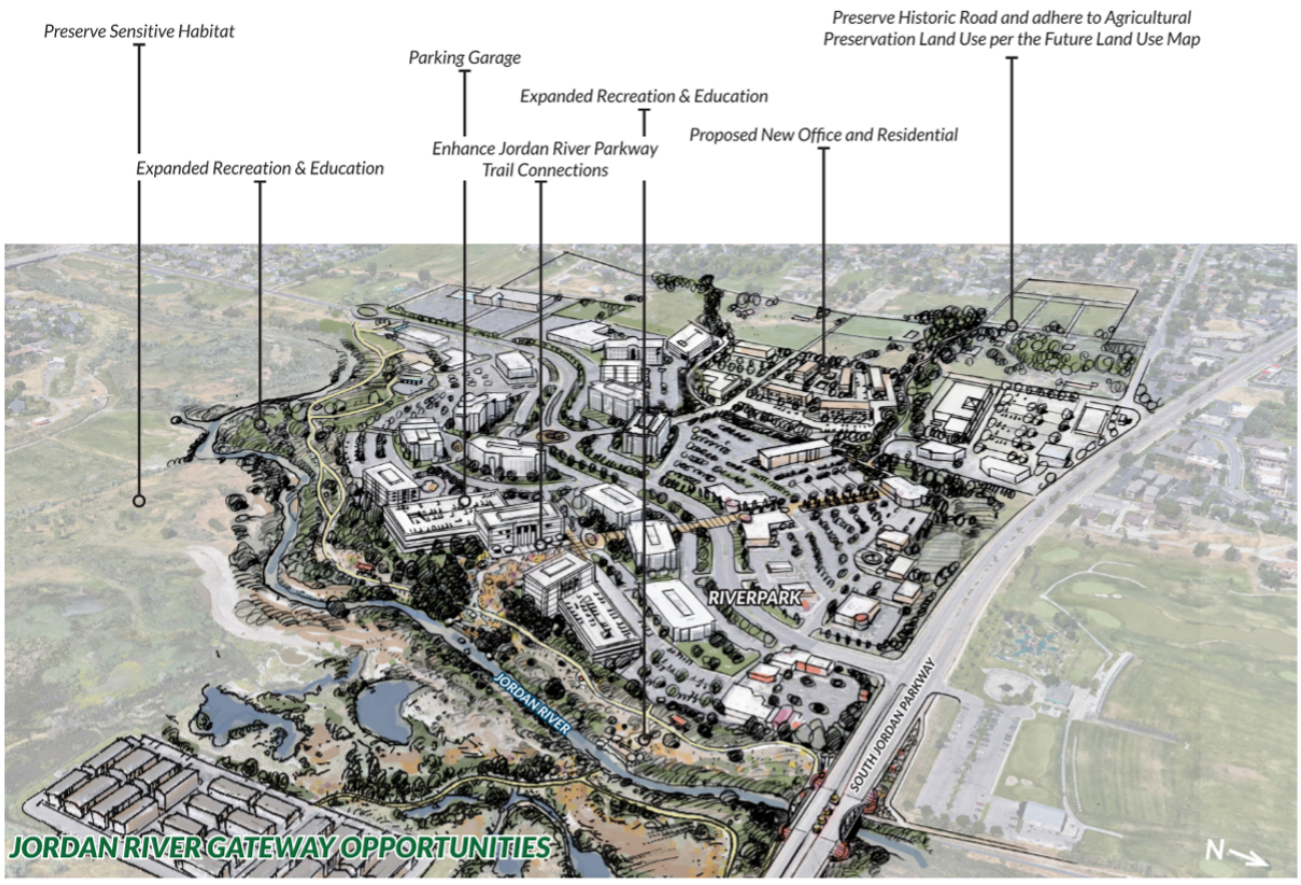
The South Jordan Gateway Study assesses transportation, land use, and future development opportunities within the Gateway district–the area centered around the FrontRunner Station. The assessment identifies the gateway district as an area with significant untapped economic potential and social value. The framework outlined in the study aims to:

- Unlock economic value by attracting high-wage employers and expanding commercial offerings
- Lead in developing state of the art mixed use projects that serve South Jordan's growth and identity
- Incentivize market-driven transit-oriented land use and development
- Work with Sandy to establish a Joint Circulator Bus Route linking Sandy Civic TRAX station and South Jordan FrontRunner Station
- Assess the future of the Mulligans Golf and Games site and establish three scenarios

South Jordan Sub Area Plan - Jordan River Gateway (2021)

Building off of the 2013 South Jordan Gateway Study, the Sub Area Plan, Jordan River Gateway, provides additional visioning for design and land use scenarios and establishes specific goals and policies. The Jordan River Gateway is a key entry point into South Jordan, located adjacent to the Frontrunner Station and serves as a critical regional connection via I-15, the Jordan River Parkway Trail, and commuter rail. The plan aims to align with the Blueprint Jordan River Plan, emphasizing a balanced approach to urban growth and ecological preservation of the river.

Vision: "The Jordan Gateway is where South Jordan's rural heritage and urban lifestyle meet. with public transit, freeway access, and regional trail connections, this area is accessible for all, making it a City-wide gathering destination. This area is a careful balance of natural open space preservation and economic amenities that highlights our unique blend of land use."



Key Recommendations

- Mixed-use development encouraged west of the River Park development
- Office and retail expansion in River Park development
- Conserve Jordan River open spaces, ensuring access to recreation while protecting natural habitat
- Enhance connectivity between River Park development and South Jordan station through public transit and active transportation improvements
- Promote overlapping land uses near the Jordan River to extend visitor activity throughout the day

Blueprint Jordan River

The Blueprint Jordan River Plan highlights a regional vision for a continuous, 50-mile "blue-green" corridor connecting Utah Lake to the Great Salt Lake. The Plan emphasizes ecological restoration, access to recreation, and deepening community integration along the river's corridor. In South Jordan, the Plan highlights opportunities for enhancing trail connectivity, restoring the riparian habitat and improving public access to the river corridor in a responsible manner. The South Jordan FrontRunner Station is a key amenity in drawing recreational users to the Jordan River Trail for day-long adventures. These opportunities make the Blueprint Jordan River Plan a useful document for integrating ecological and recreational goals with the transit-oriented development around South Jordan FrontRunner Station.

Key Recommendations

- Optimize habitats and natural ecosystems
- Use a coordinated watershed approach to improve water quality
- Manage river flows for natural river function
- Enhance the hydrological function of the river
- Make the Parkway a welcoming place for visitors of all abilities, backgrounds, and circumstances
- Mitigate homelessness in the Jordan River Parkway
- Enhance opportunities for recreational uses and active transportation throughout the Parkway
- Improve access to the Parkway and enhance the Parkway's role as a regional transportation corridor
- Ensure that development highlights the Jordan River and enhances the Parkway

WFRC SAP Guidance

The Wasatch Front Regional Council Station Area Plan Certification and Technical Assistance website projects information as to what an SAP is meant to accomplish. An SAP is intended to promote shared objectives such as housing availability and affordability, access to opportunities, sustainable environmental conditions, and transportation choices and connections. As a result of the 2022 state Legislative session, HB462 (titled Housing Affordability Amendments, a summary of which is located here) passed and was signed into law. It requires a city that has a fixed-guideway public transit station (rail or bus rapid transit) to develop an SAP for that station and update its general plan and zoning to implement the SAP. HB462 also requires that SAPs promote the following principles:

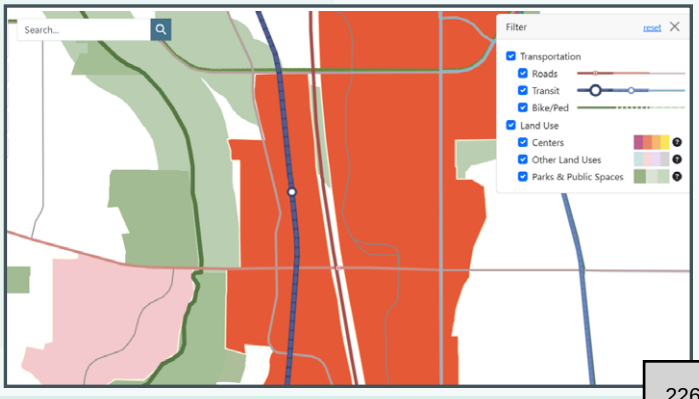
I. Increase the availability and affordability of housing, including moderate-income housing
II. Promote sustainable environmental conditions
III. Enhance access to opportunities
IV. Increase transportation choices and connections

Wasatch Choice Vision

The Wasatch Choice Vision illustrates a voluntarily implemented regional vision of how changes could occur between now and 2050. Its goal is to support the economy, improve air quality, and enhance the quality of life for Utahns living across the Wasatch Front.

This vision was developed by WFRCl, Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), Utah League of Cities and Towns, Utah Association of Counties, Governor's Office of Planning & Budget, Kem C. Gardner Policy Institute and the Salt Lake Chamber & Local Chambers of Commerce.

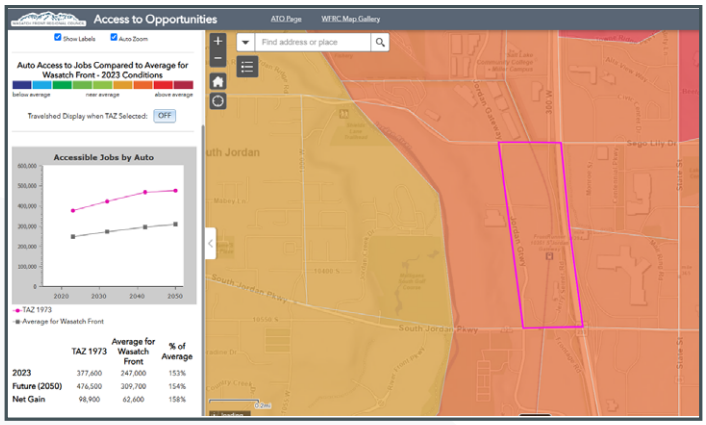
The South Jordan Station Area FrontRunner planning area is designated by the Wasatch Choice Vision as an urban center with significant commerce, a regional destination retail center with the intersection of major freeways and arterials along and a junction point of high capacity transit network.

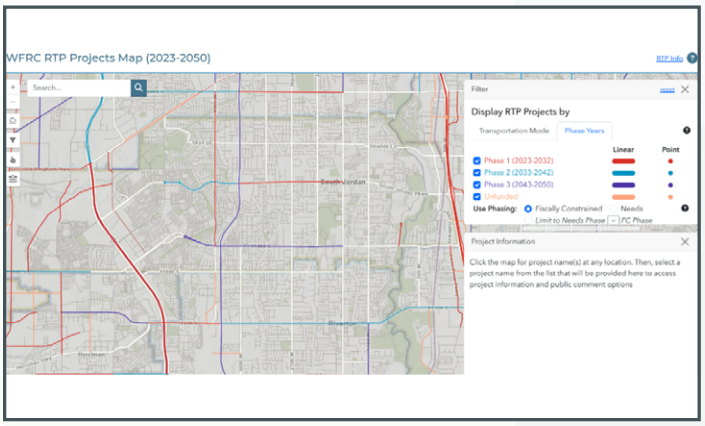


WFRC Access to Opportunities

The Access to Opportunity (ATO) score for the SAP is calculated at 73 out of 120 for South Jordan City. Access to jobs and community necessities were the weakest elements in this score. Access to Opportunities is a way to measure how well people can connect to basic needs and amenities including jobs, schools, grocery and other retail, parks, community centers, recreation, and entertainment.

This GIS-based tool can be utilized to understand future access opportunities for the project area, and help identify weak points for different destinations (jobs, households) and by different modes (auto, transit).





WFRC Regional Transportation Plan (RTP)

The Regional Transportation Plan (RTP) sets the regional long-term strategy for Salt Lake County's future transportation system. The 2023–2050 RTP outlines investments for all modes of transportation and forms the transportation element of the Wasatch Choice Vision.

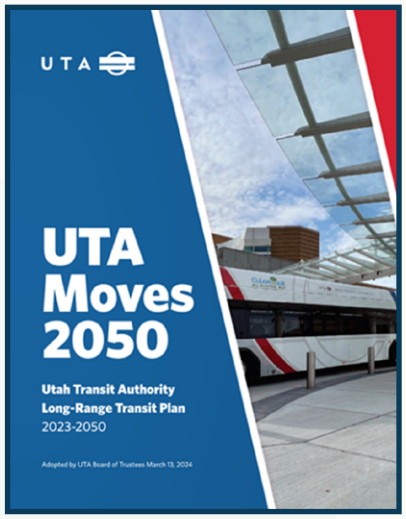
Utah is experiencing rapid growth which amplifies the weight of the decisions we make now and over the next few decades. The RTP addresses growth patterns and the transportation of people and goods which impact growth-related issues such as poor air quality, high costs of living, and congested roadways. The RTP looks to the future to consider how transportation infrastructure can work with land and economic development decisions to maximize overall quality of life.

UTA 2025–2029 Five-Year Service Plan

The 2025-2029 Five-Year Service Plan is a dynamic guide for UTA's near-term future. Our region is growing rapidly, and where and how we grow affects the transportation network. This vision for the future of UTA works to address these effects through improvements to the transit system. This plan, like a route map, is a snapshot in time. It reflects UTA's intended service based on the best information available. This plan is updated every two years and considers both the UTA Long-Range Transit Plan as well as other regional and local transportation plans in its development.

UTA Moves 2050 Long-Range Transit Plan

Where and how we grow affects the transportation network. UTA has developed a Long-Range Transit Plan for the next 30 years as a vision for the future of public transportation. This plan, "UTA Moves 2050", focuses on understanding and responding to the needs of the community we serve today, tomorrow, and beyond.



Wasatch Front Regional Council Transportation Improvement Program

WFRC develops and manages the Transportation Improvement Program (TIP). The TIP is a six-year program of roadway, transit, and active transportation projects for the Salt Lake-West Valley and the Ogden-Layton urbanized areas. It is updated once a year and provides a carefully reviewed prioritization of roadway, transit, bicycle, and pedestrian projects in the region, including operation and maintenance of the existing transportation system. The TIP is developed in close collaboration with UDOT, UTA, and cities and counties along the Wasatch Front and aligns with the Wasatch Choice Vision.

Southwest Salt Lake County Transportation Analysis and Solutions Development

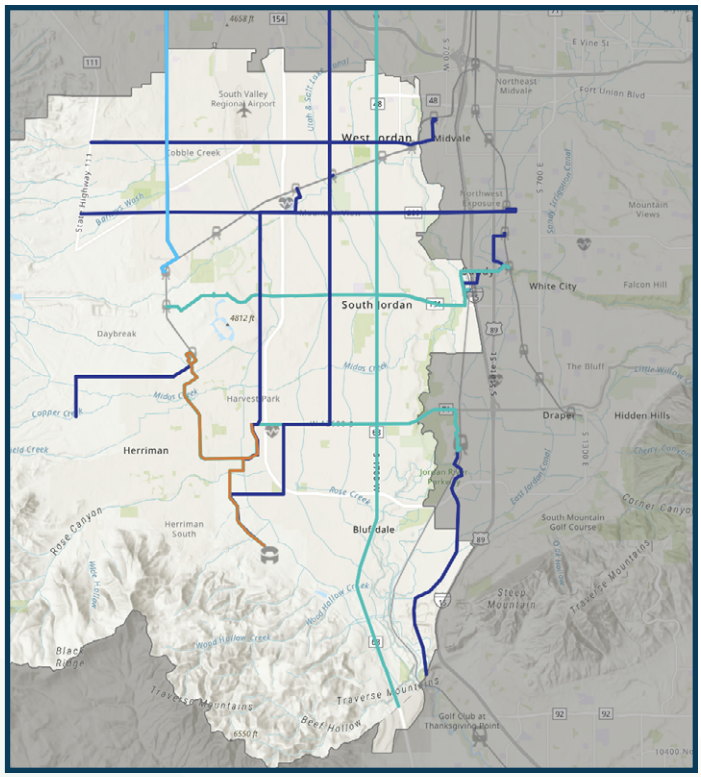
The purpose of this 2021 study was to identify solutions to mobility concerns in southwest Salt Lake County, focusing on east-west mobility. It explores short-, mid-, and long-term solutions that improve mobility. Partners included Bluffdale, Copperton, Herriman, Riverton, South Jordan, West Jordan, representatives from Salt Lake County, and three partner agencies: UTA, UDOT, and WFRC.

WFRC 2023 The Point-Area West Transit Fresh Look Study

The Point-Area West (Southwest Salt Lake County and Northwest Utah County) is one of the fastest-growing areas in the United States. Local leaders are interested in the degree to which transportation plans and current construction are meeting the needs of this growth. The study's hypothesis: With all the growth and land use changes, what could be the future of transit in this area? The study is in progress now and expected to deliver recommendations in 2025.

South Jordan City General Plan

The South Jordan General Plan serves as a guide for future growth and investment while preserving the City's high quality of life and unique character. The 2020 South Jordan General Plan includes existing conditions, a vision statement, framework maps, and goals and strategies for South Jordan as it continues to develop.



South Jordan Economic Strategic Plan

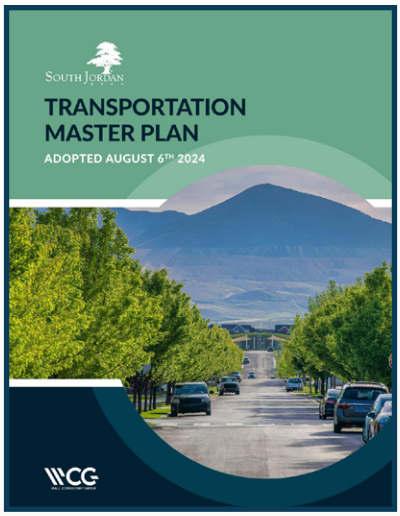
The South Jordan Economic Development Strategic Plan was prepared in November of 2011. The plan provides objectives and implementation strategies for seven focus areas including:

- Promote Transportation Improvements.
- Foster a Regional Retail Perspective.
- Advance Neighborhood/Community Retail to Capture Incremental Growth.
- Encourage Specialized Commercial Development.
- Support the Development of Highway Commercial and Transit Oriented Development.
- Expand Upon the Existing Class A Office Strengths.
- Build Economic Diversity through Premier Research and Business Parks.

Jordan River Corridor Open Space and Habitat Conservation Master Plan and Management Guidelines

The Jordan River Corridor Open Space and Habitat Conservation Master Plan and Management Guidelines document, completed in 2011, outlines the active river channel, the 100 year floodplain, and the 500 year floodplain. A significant portion of the FrontRunner Station area is affected by these designations. As such the plan establishes "instructions for the long-term preservation and management of open space and natural areas." A portion of the station area is shown as a conservation area which protects against the natural course of the river and avoids flood damage here and at other locations along the river. Several zoning ordinances are recommended to regulate specific sections of the river, and are outlined as follows:

1. "Natural Area Open Space" Zoning and Ordinance which "preserves and protects natural areas which are of community, regional, federal, and international importance."
2. "Public Safety Federal Emergency Management Agency (FEMA) 100- and 500-year Floodplain Zone No-Build" Ordinance which protects against major flooding and costly damage while preserving the ecological functions and habitat areas
3. "Stream Setback No-Build" Zoning and Ordinance establishes measures and best management practices consistent with major federal, state, and other local codes and "improve[s] stream health and water quality, preserve[s] riparian buffers and public safety floodplain areas, and preserve[s] wildlife habitat."
4. "Wetland, Special Aquatic Site (i.e., Seeps and Springs), Perennial and Intermittent Stream Channel, and Terrace Slope Ephemeral Drainage Channel Protection" Ordinance which establishes bounds and guidance on how to address these locations.
5. "Green Space Site Design" Ordinance "sustains community and regionally important natural area passive recreation experiences and wildlife habitat values."
6. "Steep Slope/Hillside Protection No Disturbance Setback" Ordinance provides setbacks to protect against long-term degradation of the water way and slopes.
7. "No Wildlife Hunting or Trapping" Ordinance leaves the area open for public use.



South Jordan Transportation Master Plan

The South Jordan City TMP guides transportation infrastructure investments for the future by documenting the roadway network's existing operation and forecasting roadway conditions to future years 2033 and 2050. This allows planners to quantify the effects that land development and the resulting population growth may have on the transportation system, in order to assess future roadway project needs. Included in this discussion is an update to the 2020 Active Transportation Plan and recommendations for transit improvements, to be implemented in partnership with UTA. These recommendations were provided with the aim of improving transportation efficiency across each available mode of transportation, which in turn benefits all modes. The TMP also covers City transportation management-related best practices, such as access management standards, safety analyses, identifying policy and ordinance changes, truck routes, traffic calming, and livable street standards.

SLCo West General Plan

The Salt Lake County West General Plan is intended to give guidance on unincorporated land that falls under the county's jurisdiction as of 2021. It "envisions safe and beautiful places for current and future generations to live, work, and recreate." Although this plan does not overlap with the Study Area, several synergistic points should be noted. These synergistic points fall under the transportation, active transportation, and public transportation maps and align with the city's general plan, trails plan, and transportation master plan outlined above. The Study Area also serves as a major town center for much of Central Oquirrh's future growth

Moderate-Income Housing Plan

With a population projected to reach nearly 97,000 by 2030, the City is experiencing strong demand for housing—especially affordable options—as rising home prices and a tight housing market put pressure on both renters and homeowners. While most residents commute out of the city for work, South Jordan continues to attract families and professionals with its walkable neighborhoods, parks, and strong local economy. This report examines current housing conditions, demographic trends, and future needs, highlighting a growing gap in affordable housing and the City's efforts to support inclusive, balanced development.

Housing Needs Study

The Housing Needs Study was completed in 2014. At that time, the City was "short on affordable units for the low-(LIH) and very low-income households (VLIH) and held an excess of moderate-income household (MIH) units." The moderate-income level ranged from $117,135–$216,279 at the time of the study. The study also showed a need for 2,265 MIH units but provided over 5,000 MIH units. It also showed the need for 763 LIH and 825 VLIH but provided 28 and 5 units respectively.

Appendix D – Property Ownership

D. Property Ownership

South Jordan FrontRunner SAP Study Area Property Ownership

RANK	OWNER NAME	OWNER TYPE	ACRES
1	UNITED STATES OF AMERICA	PUBLIC	59.84
2	ULTRADENT PRODUCTS INC	PRIVATE	37.09
3	PACIFICORP / UTAH POWER & LIGHT CO.	PRIVATE	19.71
4	MARJEAN H NIELSON	PRIVATE	18.95
5	TODD HARRISON TRUST	PRIVATE	18.45
6	JERRY SEINER DEALERSHIPS	PRIVATE	16.82
7	SOUTH JORDAN CITY	PUBLIC	14.66
8	SOJO STATION NORTH AND SOUTH, LLC	PRIVATE	9.74
9	SOUTH RIDGE APARTMENTS LLC	PRIVATE	8.15
10	JGW INVESTORS LLC	PRIVATE	6.93
11	DESERET GENERATION & TRANSMISSION CO-OPERATIVE	PRIVATE	6.49
12	UTAH DEPARTMENT OF TRANSPORTATION	PUBLIC	6.45
13	SJ UTAH LLC	PRIVATE	5.72
14	GREENHORNET SPACE AGENCY II, LLC	PRIVATE	5.09
15	UTAH DEPT OF NATURAL RESOURCES DIV OF PARKS & RECREATION	PUBLIC	4.97
16	UTAH DEPARTMENT OF NATURAL RESOURCES DIV PARK & REC	PUBLIC	4.89
17	TOWERS AT SOUTH TOWNE, LLC	PRIVATE	4.76
18	STORAGE WORLD II, LLC	PRIVATE	4.61
19	MDL TIMP CAPITAL, LLC	PRIVATE	4.29
20	GMC TURTLE CREEK LLC	PRIVATE	4.01
21	SOUTH JORDAN HOSPITALITY, LLC	PRIVATE	3.57
22	UTAH TRANSIT AUTHORITY	PUBLIC	3.56
23	PERRY DICE LLC	PRIVATE	2.70
24	106TH SOUTH BUSINESS PARK	PRIVATE	2.62
25	106 EXCHANGE II, LLC	PRIVATE	2.50
26	SJ UTAH COMMERCIAL LLC	PRIVATE	2.48
27	PARKWAY TOWER, LLC	PRIVATE	2.46
28	T AND S WATKINS FAMILY II LLC	PRIVATE	2.31
29	SANDY HOSPITALITY GROUP, LLC	PRIVATE	2.18
30	APATITE SOUTH JORDAN LLC	PRIVATE	2.09
31	SPORTS MEDICINE RESEARCH AND TESTING LABORATORY	PRIVATE	2.00
32	PROTEAN PROPERTIES INC	PRIVATE	1.99
33	SHREE VEER HOSPITALITY LLC	PRIVATE	1.94
34	TREJO INVESTMENTS LLLP ET AL	PRIVATE	1.84
35	5TH AVE RETIREMENT LLC	PRIVATE	1.79
36	APPLE HOSPITALITY SOUTH JORDAN 7144, LLC	PRIVATE	1.75
37	GATEWAY RETAIL PARTNERS LLC	PRIVATE	1.48
38	ATHLETIC PERFORMANCE INSTITUTE LLC	PRIVATE	1.30
39	SOUH RIDGE APARTMENTS II, LLC	PRIVATE	1.19
40	B&C WONG UTAH LLC	PRIVATE	1.12
41	671 POPLAR, LLC	PRIVATE	1.12
42	10702 PROPERTY, LLC	PRIVATE	1.06
43	HOLDINGS10 LLC	PRIVATE	0.75
44	RICHARD G NIELSON	PRIVATE	0.59
45	SUMMIT GROUP OF PARK CITY, LLC	PRIVATE	0.51
46	RIVERPARK LLC	PRIVATE	0.20

Appendix E – Jordan River Best Practices Resources

Best practices for revegetation along the Jordan River (Utah, USA) following control of invasive plant species

Rae Robinson, Keith Hambrecht, and Eric McCulley

Version 2 | January 2024

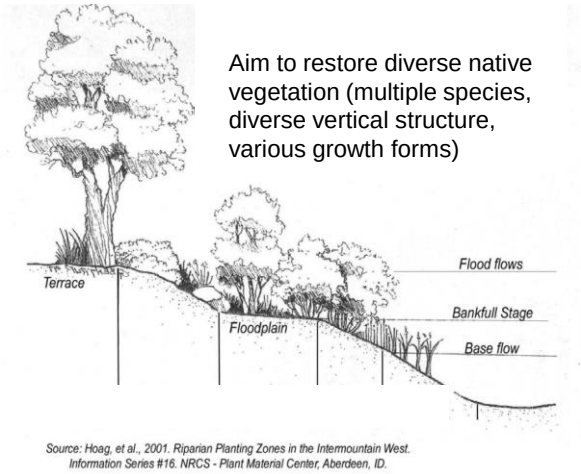
This document was informed by the experience of practitioners working in wetland and riparian areas in the region, including those working with the Jordan River Commission and Division of Forestry, Fire and State Lands.

Introduction

A common goal for land managers along the Jordan River is to control Phragmites (*Phragmites australis* subsp. *australis*), Russian olive (*Elaeagnus angustifolia*), tamarisk (*Tamarix* species), and puncturevine (*Tribulus terrestris*) and restore diverse plant communities (with numerous native tree, shrub, grass, and forb species). We summarize best practices for revegetation from our experience and those of practitioners working on the Jordan River in UT.

Why pursue active revegetation

Removing large populations of invasive species may result in the loss of important ecosystem functions (e.g., temperature regulation/shade, nutrient cycling, bank stabilization, habitat). Ideally this loss is temporary and diverse native plants replace (and improve) these ecosystem functions. But often native plants fail to quickly recover, especially if environmental conditions are not favorable, secondary invasions threaten the restoration site, or surrounding native plant populations (in the seedbank and adjacent areas) are insufficient. **Active revegetation can accelerate native species establishment and prevent reinvasion of invasive species.**



Source: Hoag, et al., 2001. Riparian Planting Zones in the Intermountain West. Information Series #16. NRCS - Plant Material Center, Aberdeen, ID.

When to revegetate

Revegetation can be implemented at a restoration site before, during, or after invasive plant control, depending on the site. The timing of revegetation will depend on restoration goals, the extent of the invasion, and how well the species has been controlled. Multiple years of revegetation may be necessary to achieve the desired cover or density of species.

Revegetation prior to invasive species control

Example: Planting trees earlier in the restoration process gives planted trees a "head start". Caution— be sure not to plant or seed in areas that will be in the way of future invasive species control treatments.

Revegetation during invasive species control

Example: If removing Russian olive and tamarisk trees patch by patch at a site, consider revegetating newly barren patches using a phased approach.

Revegetation after effective invasive species control

Example: When revegetating an area that was previously occupied by a dense Phragmites stand, be sure Phragmites cover and biomass is minimal (after many years of treatment) before proceeding with revegetation.

Revegetation after a disturbance of earth (e.g., utilities, trails, boat ramps)

Revegetate within two weeks of the disturbance, no matter the time of year. Follow up with additional revegetation treatments in the fall and spring.

Important considerations

- The quick recovery of native plant cover to an area will provide resistance to future reinvasion.
- Mark and protect revegetation areas. Do not let herbicide drift damage native plant communities. Be sure to protect revegetation areas from herbivory (e.g., use at least 14-gauge welded wire fencing around trees).
- Invasive plant seeds are transported on shoes and equipment. Be sure to properly clean equipment before moving to a new site.

Revegetation methods

Moisture is key to successful revegetation, especially in the first few years following planting or seeding. Knowledge of water availability at your site (e.g., depth to ground water, timing and duration of inundation) will be valuable to your restoration planning. Supplemental irrigation or selection of drought-tolerant species may be required for drier sites. Generally, revegetation should take place in the fall or spring to capitalize on favorable conditions. Below are short descriptions of revegetation methods that may be useful along the Jordan River.

Plant materials	Brief methods and equipment	Notes
Seed	• Sow a species-diverse seed mix (the species in the mix will depend on your restoration goals) • Use a handheld seed spreader and rake, Argo or UTV with hopper and harrow, or hydroseeder	• Harrow or rake seeds into soil to ensure good seed to soil contact. • Many species exhibit dormancy. Fall seedings will allow for greater seed dormancy break. If seeding in the spring, consider a cold stratification treatment. • Reach out to the Jordan River Commission for seed mix examples and guidance.
Potted plants (i.e., plugs, containerized plants of all sizes)	• Use shovels or machine-powered augers for digging holes • Water the hole prior to planting • When planting the tree, create a shallow depression around the tree at the soil surface • Water the tree immediately after planting	• Deep-rooted plants (e.g., 30” tall potted plants) may do better than plants with shallower roots when ground water is less available. • Knowledge of site hydrology is key. Supplemental irrigation may be needed in the first two to three years.
Cuttings/pole plantings	• Some wetland plants (e.g., willows, cottonwoods) can be propagated from cuttings. • See “A Guide for Harvesting, Storing and Planting Dormant Willow Cuttings” (Wildlands Restoration Volunteers, 2008) for more information.	• Soak cuttings in water for 2-10 days prior to a dormant planting. • Rebar, an auger, or a water stinger can be used to create deep holes (a majority of the cutting will be buried).
Sod mats	• Use stakes to secure mats to the ground • If hydrology is insufficient to keep roots wet, supplemental irrigation may be needed following installation	• Sod mats may be useful in areas with consistent hydrology and a 3:1 slope or less. • Native plant nurseries usually need a long lead time to grow sod mats for projects.

Plant material source — It is best practice to source local plant materials (e.g., from within the watershed, state, region) whenever possible. However, sourcing materials from further away (but still within the West) is acceptable for species that have a high degree of plasticity (e.g., many bulrushes, rushes, sedges) or those that are not available otherwise.

Species to consider for revegetation

Functional group	Common name	Scientific name	Wetland indicator status*
Riparian trees	Box elder	*Acer negundo*	FACW
	Black hawthorn	*Crataegus douglasii*	FAC
	Fremont cottonwood	*Populus fremontii*	FACW
	Peachleaf willow	*Salix amygdaloides*	FACW
	Whiplash willow	*Salix lasiandra*	FACW
Shrubs	Big sagebrush	*Artemisia tridentata*	FACU
	Fourwing saltbush	*Atriplex canescens*	UPL
	Rubber rabbitbrush	*Ericameria nauseosa*	UPL
	Broom snakeweed	*Gutierrezia sarothrae*	NI
	Chokecherry	*Prunus virginiana*	FAC
	Skunkbush sumac	*Rhus trilobata*	FACU
	Golden currant	*Ribes aureum*	FAC
	Woods' rose	*Rosa woodsii*	FACU
	Sandbar/coyote willow	*Salix exigua*	FACW
	Greasewood	*Sarcobatus vermiculatus*	FAC
	Silver buffaloberry	*Shepherdia argentea*	FACU
Forbs (flowering herbaceous species)	Common yarrow	*Achillea millefolium*	NI
	White sagebrush	*Artemisia ludoviciana*	FACU
	Swamp milkweed	*Asclepias incarnata*	OBL
	Showy milkweed	*Asclepias speciosa*	FAC
	Hairy false goldenaster	*Chrysopsis villosa*	NI
	Rocky Mountain beeplant	*Cleome serrulata*	FACU
	Blanket flower species	*Gaillardia spp.*	FACU
	Curly cup gumweed	*Grindelia squarrosa*	FACU
	Annual sunflower	*Helianthus annuus*	FACU
	Nuttall's sunflower	*Helianthus nuttallii*	FACW
	Lewis flax	*Linum lewisii*	NI
	Canada goldenrod	*Solidago canadensis*	FACU
Graminoids (grasses and grass-like species)	Saltgrass	*Distichlis spicata*	FAC
	Nebraska sedge	*Carex nebrascensis*	OBL
	Common spikerush	*Eleocharis palustris*	OBL
	Common field sedge	*Carex praegracilis*	FACW
	Arctic rush	*Juncus arcticus*	FACW
	Torrey's rush	*Juncus torreyi*	FACW
	Western wheatgrass	*Pascopyrum smithii*	FAC
	Sandberg bluegrass	*Poa secunda*	FACU
	Nuttall's alkaligrass	*Puccinellia nuttalliana*	FACW
	Hardstem bulrush	*Schoenoplectus acutus*	OBL
	Chairmaker's bulrush	*Schoenoplectus americanus*	OBL
	Common threesquare bulrush	*Schoenoplectus pungens*	OBL
	Alkali sacaton	*Sporobolus airoides*	FAC
	Sand dropseed	*Sporobolus cryptandrus*	FACU

*** Wetland indicator status abbreviations**

UPL = upland (almost never occur in wetlands)
FACU = facultative upland (usually occur in non-wetlands, but may occur in wetlands)
FAC = facultative (occur in wetlands and non-wetlands)
FACW = facultative wetland (usually occur in wetlands, but may occur in non-wetlands)
OBL = obligate (almost always occur in wetlands)
NI = non-indicator

Note: Some of the species in this table may not be commercially available. Local collection of seed or cuttings may be possible by some nurseries, seed collectors, students, or volunteers.

For more information about the Jordan River Cooperative Weed Management Area please contact Rae Robinson, Jordan River Vegetation Project Coordinator, at raerobinson@utah.gov.

Best practices to control non-native, invasive Russian olive and tamarisk within the Jordan River Corridor (Utah, USA)

Rae Robinson, Keith Hambrecht, and Eric McCulley

Version 2 | January 2024

This document was informed by the experience of practitioners working in wetland and riparian areas in the region, including those working with the Jordan River Commission and Division of Forestry, Fire and State Lands.

Introduction

Russian olive (*Elaeagnus angustifolia*) and tamarisk (*Tamarix* species) are non-native, invasive tree species that are common in the Jordan River system and are on the State of Utah Noxious Weed List. These species outcompete native plant species, reduce the complexity of the ecosystem, and make it difficult for wildlife and humans to access the river. A common goal for land managers along the Jordan River is to control these two species and support the recovery of a diverse riparian plant community (native trees, shrubs, grasses, and forbs). We summarize best practices for controlling these species from our experience and those of practitioners working on the Jordan River in UT.

Important considerations for Russian olive and tamarisk control

In general, plan to remove invasive trees and revegetate with native plants in phases. This will help to mitigate the dramatic and quick loss of structure, habitat, and shade.

Bird habitat

- If there are known high use areas by birds, especially sensitive species, map and monitor these locations. Avoid removals in these areas or wait until nearby higher quality habitat is established and see if birds shift over to these new spots.
- When possible, use a frill cut treatment on large diameter, tall, and straight Russian olive trees to provide perches.
- Typically, it is fine to remove lone Russian olive and tamarisk trees, as they do not provide frequently utilized habitat.

Shade

- In some situations, it may be appropriate to revegetate the project site with native plants prior to removing all of the tall shade-providing invasive trees. Once tall native vegetation is established, the rest of the invasive trees can be removed.

Erosion

- Invasive trees growing on and near the river's edge assist in stabilizing the bank. Removing these trees may lead to bank erosion over time. Consider these effects before removing invasive trees along the river's edge.

Revegetation

Many restoration sites will need active revegetation to restore ecosystem functions and fulfill restoration goals. For more information, see "Best practices for revegetation along the Jordan River (Utah, USA) following control of invasive plant species".

Selection of techniques

There are several different ways to control Russian olive and tamarisk. We highlight the most effective strategies below. The cut stump method will kill the tree and allow for the biomass to be chipped or piled. The frill cut method will kill the tree slowly and will result in standing dead branches that may create desirable bird habitat. For small project areas, hand-pulling first-year seedlings works well for preventing infestations. These control treatments can occur any time of year except for when the ground is frozen.

Cut stump for Russian olive and tamarisk

- For tall trees, cut the stumps a few feet tall and clear the biomass away from the tree. Once the biomass is cleared from the area, cut stumps low and **immediately** apply herbicide to the cambium layer, the layer of living cells underneath the bark of the tree. No need to apply herbicide to the bark or inner core wood.
- Before applying herbicide, be sure to wipe away any dirt or sawdust from the stump that would inhibit herbicide uptake.
- **Any untreated stumps or whips will vigorously regrow**.
- Consider cutting stumps to ~4" above the ground to allow for retreatment if regrowth occurs.
- Chip or pile the biomass. Piles should be densely packed and be no bigger than 6 x 6 ft. Piles can be burned or left to provide habitat for insects, birds, and small mammals. Do not pile in areas that could flood—intact branches have the potential to take root.
- While chainsaws or a skid steer with a mastication head attachment can be used for large trees, heavy duty loppers work well for smaller stems.

Cut stump herbicide application set up

Frill cut for Russian olive

- With a hatchet or ax, chop through the bark into the tree at a downward angle so the frill cut will hold the chemical.
- **Immediately** inject or pour 1ml of herbicide into each frill cut.
- Space frill cuts around the stem(s) of the tree, one frill for every 2–3 inches of the tree diameter at breast height. Leave space in between the cuts—the tree must be able to move the chemical via intact phloem.
- Multiple stems should be treated separately.
- Leave the tree in place for at least a year to be sure the tree has been killed.

A frill cut

Recommended herbicide mixtures

You must follow all labels of the products applied.

- Russian olive – for cut stump and frill cut, undiluted glyphosate
- Tamarisk – for cut stump, undiluted triclopyr or imazapyr at labeled rate
- Penetrant/surfactant for cut stump treatments (e.g., LI-700 at ~2 oz per gallon)
- Dye (at the labeled rate)

Use caution when applying herbicide near native vegetation. Imazapyr herbicides persist in the soil (potentially affecting desirable seedlings) and have more label restrictions.

For more information about the Jordan River Cooperative Weed Management Area please contact Rae Robinson, Jordan River Vegetation Project Coordinator, at raerobinson@utah.gov.

Best practices to control non-native, invasive Phragmites within the Jordan River Corridor (Utah, USA)

Rae Robinson, Keith Hambrecht, and Eric McCulley

Version 2 | January 2024

This document was informed by the experience of practitioners working in wetland and riparian areas in the region, including those working with the Jordan River Commission and Division of Forestry, Fire and State Lands.

Introduction

Controlling Phragmites (*Phragmites australis* subsp. *australis*) is a common goal of many land managers working in wetland and riparian areas in North America. In this document we summarize best practices for controlling Phragmites from our experience and those of practitioners working on the Jordan River in UT. We plan to update this document as we make progress treating Phragmites on public and private lands along the Jordan River so that it will be a relevant resource for those working to control Phragmites on the Jordan River.

Non-native, invasive *Phragmites australis* subsp. *australis*

The Phragmites species we reference in this document is the non-native, invasive subspecies that is not originally from North America, has aggressive characteristics, and is on the State of Utah Noxious Weed List. Almost all of the Phragmites in northern Utah is *Phragmites australis* subsp. *australis*. This subspecies outcompetes and replaces diverse native plant communities which sustain diverse resident and migratory wildlife species. Phragmites encroaches into the river channel and up the banks of the Jordan River, impeding human and wildlife access along and to the river. The native subspecies, *Phragmites australis* subsp. *americanus*, does not grow as densely and may have subtle morphological differences (e.g., leaf sheath falls off easily in the native subspecies; it stays tightly attached to the dead culm in the non-native subspecies).

How to prioritize sites

The criteria below may be useful in identifying areas to prioritize Phragmites control and restoration.
These criteria were developed by the Phragmites Working Group for the Jordan River.

Critical need — areas where ecosystem functions and services are at great risk and demand immediate attention

Protection — areas where ecosystem functions and services are of high quality but need management to maintain this status

Leveraged efforts — areas where control efforts would build upon other investments along the Jordan River

How to control Phragmites

- We recommend integrating mechanical (i.e., mowing), chemical (i.e., herbicide), and revegetation strategies to control Phragmites on the Jordan River. Research shows that the application of these three strategies is much more effective than one of these techniques alone.
- Typically, Phragmites will need to be controlled with mechanical and chemical treatments within the same year, for 3–5 years. Revegetation will likely be needed to assist in the recovery of native plants.
- Other strategies to control Phragmites, such as grazing and water control, may apply in some places on the Jordan River, however due the nature of the Jordan River system (e.g., highly developed, regulated flows), these strategies may be less applicable.

Treatment timeline for Phragmites control

June – July	July – September	October – April
Mowing [a]	Herbicide [b]	Mowing [c]
		Revegetation [d]

The above table shows a coarse timeline for controlling Phragmites. ***This timeline should be repeated each year until Phragmites is controlled (typically this will take 3–5 years).*** *The timing of these treatments may vary due to the weather from year to year and the location of the restoration site.*

a: Mowing in June or July can improve access for spraying and reduce seed production. This step is optional. Take precautions to avoid disrupting nesting birds.

b: Appropriate timing for spraying may vary within a given site. Drier areas may need to be sprayed in July before plants are drought-stressed (see note below about drought stress). Phragmites growing in wet areas likely can be sprayed in August and September. Spraying later in the season has been shown to yield better long term control.

c: This mowing treatment will break up the standing dead Phragmites and will allow light to reach the soil surface (important for germination of native plants).

d: Revegetation (e.g., sowing seeds, planting trees) adjacent to small patches of Phragmites can be pursued in the first year of control. Revegetation within dense Phragmites stands should be pursued only when significant progress has been made in reducing Phragmites cover and biomass. Care should be taken to avoid spraying or mowing newly revegetated areas. Generally, the best time to revegetate is in the fall or spring when conditions are cool and moist.

Important considerations for the timing of treatments

- **Spray Phragmites with herbicide before it becomes drought-stressed.** When the plant is stressed it has a weakened ability to metabolize the herbicide. Drought stress can present as obvious or subtle yellowing of the leaves. Context clues, like the current drought status, or distance to water can help determine if the plant is drought-stressed. Be aware that there may be a shorter window to spray Phragmites that is growing further from water.
- **Do not mow Phragmites within one month of an herbicide treatment, before or after.**
- **Be sure to spray Phragmites before the first frost.**

Yellowing at the tips of Phragmites leaves can indicate drought stress.

Recommended herbicide mixture

You must follow all labels of the products applied and calibrate your spray equipment.

- Aquatic-approved glyphosate; use the high end of the labeled rate (e.g., RoundUp Custom at 3 Qt/acre, or 1.5% solution for handheld spot spray)
- Aquatic-approved, non-ionic surfactant (e.g., LI-700 at labeled rate)
- Ammonium sulfate (8 to 17 lbs per 100 gallon spray solution)
- Clean water
- Dye (at the labeled rate)

Aquatic-approved imazapyr herbicides are also an option, but they are more expensive, persist in the soil (potentially affecting desirable seedlings), and have more label restrictions. Consider using imazapyr, if the label allows, in areas where glyphosate has been used for many years to prevent herbicide resistance from developing.

Other considerations

- Create work corridors to allow vehicles and people to efficiently access the restoration site. This may involve removing some Russian olive, tamarisk, and Phragmites.
- Consider bank erosion— in some places it may not be appropriate to remove Phragmites if its removal will accelerate erosion that will negatively affect infrastructure.
- To prevent clonal expansion of small Phragmites stands, consider hand pulling Phragmites runners.

Phragmites treatment methods, equipment, and materials

Mowing — to reduce seed production, improve access, and remove dead biomass	
Equipment	**Useful when…**
Brushcutter (e.g., Stihl FS 561 C-EM with tri-bladed brush knife attachment)	Small area; poor vehicle access
Marsh Master or other wetland tractor with mower	Large area; mostly flat, wet ground
Skid steer with mowing attachment	Patches of all sizes; dry ground
Mini excavator with mowing attachment	Steep slopes

Herbicide spraying — to kill the plant	
Equipment	**Useful when…**
Backpack sprayer	Small area; short or sparse Phragmites; poor vehicle access
Argo (amphibious side-by-side)	Wet ground (but avoid deep standing water); tall Phragmites
UTV (side-by-side)	Dry ground
Drone	High vantage point nearby; poor access by foot and vehicle
Marsh Master or other wetland tractor	Large area; mostly flat, wet ground
Boat (e.g., Jon boat)	Poor access from land

Revegetation — to assist in the recovery of native plant species and prevent Phragmites reinvasion
Plant materials
Seed
Potted trees, shrubs, grasses, forbs
Cuttings
Sod mats
For more information about revegetation see "Best practices for revegetation along the Jordan River (Utah, USA) following control of invasive plant species".

For more information about the Jordan River Cooperative Weed Management Area please contact Rae Robinson, Jordan River Vegetation Project Coordinator, at raerobinson@utah.gov.

SOUTH JORDAN CITY
CITY COUNCIL REPORT

Council Meeting Date: July 15, 2025

Issue: Adoption of the *2025 South Jordan Parks, Open Space, Recreation, and Trails Master Plan*

Submitted By: Colby Hill Department: Associate Director of Public Works

Staff Recommendation (Motion Ready): Approve Resolution R2025-27 adopting the *2025 South Jordan Parks, Open Space, Recreation, and Trails Master Plan*

BACKGROUND:

In February 2017 the City adopted the *2017 South Jordan Parks, Recreation, Community Arts, Trails and Open Space Master Plan.* This plan provided guidance and recommendations to the City for a 5-10 year period.

Recently, the City obtained the services of Landmark Design, Inc. through a RFP process to assist the City in updating this plan. The consultant and the City began the process to update the plan that included a resident survey administered by Y2 Analytics, several public scoping meetings, several meetings with the advisory committee, other meetings with key staff and recreation partners, and periodic reviews by the City Council. The result of this process is the *2025 South Jordan Parks, Open Space, Recreation, and Trails Master Plan.*

The updated master plan is being presented to the City Council for approval.

TEAM FINDINGS, CONCLUSIONS & RECOMMENDATIONS:

FINDINGS:

The *2017 South Jordan Parks, Recreation, Community Arts, Trails and Open Space Master Plan* should be updated to reflect current and future needs of parks and recreation in South Jordan City. The City contracted with Landmark Design to guide the master planning process and create a new master plan document.

CONCLUSIONS:

The result of the master planning process is the *2025 South Jordan Parks, Open Space, Recreation, and Trails Master Plan.*

RECOMMENDATIONS:

Approve Resolution 2025-27 adopting the *2025 South Jordan Parks, Open Space, Recreation, and Trails Master Plan*

FISCAL IMPACT:

No fiscal impact for the adoption of the plan

ALTERNATIVES:
Not approve Resolution R2025-27

SUPPORT MATERIALS:
2025 South Jordan Parks, Open Space, Recreation, and Trails Master Plan

City Council Action Requested: Colby Hill — Department Head; 07/07/2025 — Date

RESOLUTION R2025 - 27

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH ADOPTING THE 2025 SOUTH JORDAN PARKS, OPEN SPACE, RECREATION, AND TRAILS MASTER PLAN.

WHEREAS, the City of South Jordan has adopted a General Plan to provide for the health and safety of its residents, promote prosperity, improve morals and peace, protect property values, and improve aesthetics by ensuring greater coordination and uniformity in the planning process; and

WHEREAS, the City of South Jordan General Plan identifies that the parks master plan is a separate plan that works alongside the City's General Plan to help identify community vision and goals; and

WHEREAS, the City last adopted a Parks, Recreation, Community Arts, Trails, and Open Space Master Plan in 2017 via Resolution R2017-02, which was intended to provide the City with guidance and recommendation for a 5-10 year period; and

WHEREAS, to update the 2017 plan to reflect current and future needs for parks and recreation in South Jordan City, the City retained Landmark Design though a RFP process to create a new parks master plan document; and

WHEREAS, Landmark Design and the City cooperated in creating an updated plan which included a resident survey, several public meetings, meetings with the advisory committee, meetings with key staff and recreation partners, and periodic reviews by the City Council; and

WHEREAS, the City Council finds that adopting the *2025 Parks, Open Space, Recreation, and Trails Master Plan* will enhance the public health, safety and general welfare, of the residents of the City of South Jordan.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH:

SECTION 1. Adoption of the Parks Master Plan. The City Council hereby adopts the *2025 Parks, Open Space, Recreation, and Trails Master Plan*.

SECTION 2. Effective Date. This Resolution shall become effective immediately upon passage.

[SIGNATURE PAGE FOLLOWS]

APPROVED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, ON THIS _____ DAY OF _____, 2025 BY THE FOLLOWING VOTE:

	YES	NO	ABSTAIN	ABSENT
Patrick Harris	_____	_____	_____	_____
Kathie Johnson	_____	_____	_____	_____
Donald Shelton	_____	_____	_____	_____
Tamara Zander	_____	_____	_____	_____
Jason McGuire	_____	_____	_____	_____

Mayor: _____ Attest: _____

Dawn R. Ramsey Anna Crookston, City Recorder

Approved as to form:

Charity Brienz
Charity Brienz (Jul 8, 2025 10:21 MDT)

Office of the City Attorney

DRAFT
6/13/25

SOUTH JORDAN

SOUTH JORDAN®
UTAH

PARKS, OPEN SPACE, RECREATION & TRAILS

MASTER PLAN 2025

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TABLE OF CONTENTS

ACKNOWLEDGMENTS 5

EXECUTIVE SUMMARY 7

CHAPTER 1: INTRODUCTION 13

CHAPTER 2: PARKS & OPEN SPACE 33

CHAPTER 3: RECREATION & COMMUNITY 81

CHAPTER 4: TRAILS 111

CHAPTER 5: PARKS & RECREATION OPERATIONS 147

CHAPTER 6: IMPLEMENTATION 177

CHAPTER 7: FINANCIAL SUSTAINABILITY 223

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ACKNOWLEDGMENTS

CITY COUNCIL

Dawn Ramsey	Mayor
Patrick Harris	Council Member
Kathie L. Johnson	Council Member
Jason T. McGuire	Council Member
Donald J. Shelton	Council Member
Tamara Zander	Council Member

PLANNING COMMISSION

Michele Hollist	Commissioner (Chair)
Nathan Gedge	Commissioner (Vice-Chair)
Laurel Bevans	Commissioner
Sam Bishop	Commissioner
Steve Catmull	Commissioner
Ray Wimmer	Commissioner

STEERING COMMITTEE

Colby Hill	Associate Director of Public Works
Matt Jarman	GIS Analyst
Jason McGuire	City Council
Jason Miller	Director of Parks
Janell Payne	Director of Recreation
Steven Schaefermeyer	Director of Planning
Ken Short	Director of Engineering
Don Tingey	Director of Strategy and Budget

PLANNING CONSULTANTS

LANDMARK DESIGN

Sam Taylor	PLA, ASLA, Principle-in-Charge and President
Lisa Benson	PLA, ASLA, Senior Planner / Co-Project Manager
Madison Merrill	PLA, ASLA, Planner / Co-Project Manager
Aubrey Larsen	Landscape Designer / Planner
Corinne Tobler	Landscape Designer / Planner

LRB PUBLIC FINANCE ADVISORS

Fred Philpot	Vice President
Logan Loftis	Analyst

Y2 ANALYTICS

Kyrene Gibb	Partner, Vice President of Research

SOUTH JORDAN
UTAH

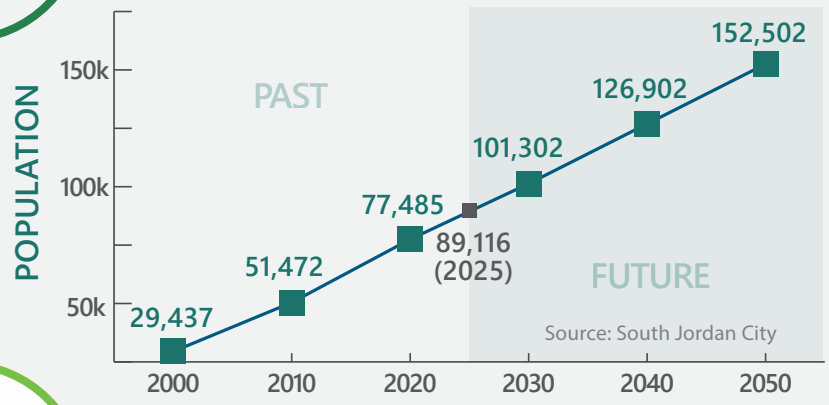
EXECUTIVE SUMMARY

- Chapter 1 - Introduction
- Chapter 2 - Parks and Open Space
- Chapter 3 - Recreation and Community Events
- Chapter 4 - Trails
- Chapter 5 - Parks and Recreation Operations
- Chapter 6 - Implementation
- Chapter 7 - Financial Sustainability

CHAPTER 1 - INTRODUCTION

SOUTH JORDAN IS...

- Projected to add approximately 64,000 residents by 2050 (3.5x higher growth rate than state average)
- A relatively young but maturing community
- A relatively high-income community



CHAPTER 2 - PARKS & OPEN SPACE

32 PUBLIC PARKS

326.4 PUBLIC PARK ACRES

62 OTHER USE PARK ACRES

CURRENT LEVEL OF SERVICE (LOS) & PARKS

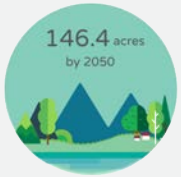
EXISTING LOS

EXISTING PARK ACRES CONTRIBUTING TO LOS

2050 LOS & PARKS

FUTURE LEVEL OF SERVICE (MAINTAINED)

ADDITIONAL NEEDED PARK ACRES TO OBTAIN 3.1 LOS BY 2050



TOP RECOMMENDATIONS

- Maintain the current recommended Level of Service (LOS) 3.1 acres per 1,000 people.
- Upgrade existing parks and meet amenity LOS recommendations.
- Acquire park land to fill existing gaps and meet LOS needs as soon as possible.*
- Acquire open space on an opportunistic basis.

**Acquisition may include donation/dedication by development or other means than outright purchase.*

CHAPTER 3 - RECREATION & COMMUNITY EVENTS

EXISTING RECREATION FACILITIES

NUMBER OF CURRENT CITY ACTIVITIES

- 13 YOUTH PROGRAMS
- 8 ADULT PROGRAMS
- 19 EVENTS

TOP RECOMMENDATIONS

- Conduct a feasibility and concept study for improvements at Mulligans.
- Address deferred maintenance issues, accessibility, and security needs at the Gale Museum.
- Conduct a siting and design feasibility study for an outdoor amphitheater in the city.

CHAPTER 4 - TRAILS

- 17.3 MILES EXISTING REGIONAL TRAILS
- 3.5 MILES EXISTING LOCAL TRAILS
- 25.6 MILES PROPOSED REGIONAL TRAILS
- 21.3 MILES PROPOSED LOCAL TRAILS

TOP RECOMMENDATIONS

- Develop several proposed trail alignments and trailheads.
- Develop a city-wide maintenance strategy for trails, including weed management to control puncture vine growth and reduce bicycle flats.
- Implement improvements identified in the updated active transportation element of the Transportation Master Plan, including on-street bike pathways as part of roadway enhancements.

CHAPTER 5 - OPERATIONS

FACILITY UPGRADES

- Replace the driving range and irrigation system at Mulligans.
- Update the community center to include classroom space.
- Install security systems at the Gale Museum.

TOP RECOMMENDATIONS

- Hire additional staff as recommended in the Park Staffing Analysis and internal analyses.
- Evaluate opportunities to improve retention rates for employees on an on-going basis.

CHAPTER 6 -IMPLEMENTATION

TOTAL PROBABLE COSTS FOR PARKS, OPEN SPACE, RECREATION, AND TRAILS THROUGH 2050

ITEM	PROBABLE COST
Probable costs for park needs	$34,489,850
Probable costs to meet recreation and community event needs	$30,000
Probable costs for meeting trail needs	$31,870,000
Develop a wayfinding and signage master plan for the entire parks and recreation system	$50,000
Implement a wayfinding and signage plan for the entire parks and recreation system	$200,000
GRAND TOTAL	**$66,639,850**

TOP RECOMMENDATIONS

- Implement the suggested improvements contained in the Action Plan according to the recommended schedule.
- Explore various funding opportunities outlined in this plan.

CHAPTER 7 -FINANCIAL SUSTAINABILITY

RECOMMENDATIONS

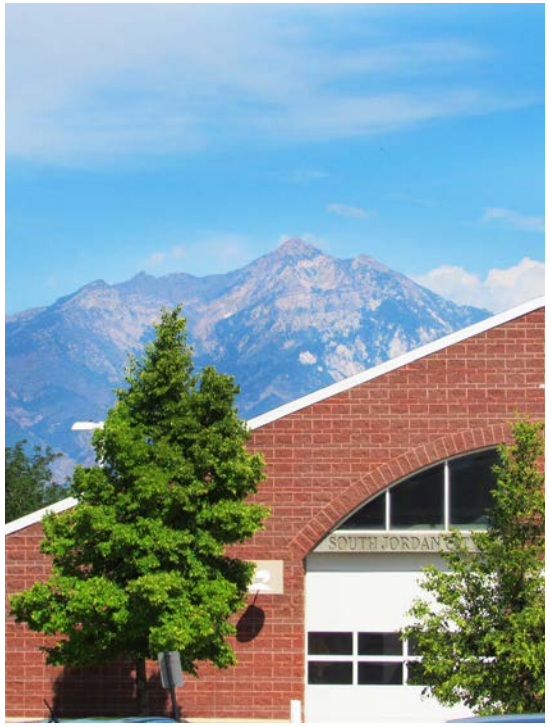
- Evaluate the General Fund and the Recreation Department annually to ensure revenue sufficiency.
- Continue to refine systems that help measure cost recovery goals and anticipate potential shortfalls.
- Evaluate the General Fund annually relative to:
  - Parks and Recreation programs and services that have low cost recovery, are not core services, have a low demand or that other service providers are providing more effectively.
- Establish property tax increase policies to help offset the cost of recreation services.
- Use bonding strategically to amortize major capital improvements over longer periods of time, thus avoiding large expenditures in specific years.
- Identify strategies that allow for a reasonable surplus (fund balance) to accumulate provide for unavoidable shortfalls in revenues.
- Consider the financial feasibility and long-term operations needs prior to design or construction of any new facility.
- Continue to prioritize and implement CIP investments.
- Reduce the cost of outdoor facility maintenance and make improvements to existing facilities.
- Increase focused marketing and communication efforts to increase participation rates and user fee revenue.

SOUTH JORDAN
UTAH

01

INTRODUCTION

- Purpose of the Plan
- Strategic Priorities
- Relevant Planning Efforts
- Organization of the Plan
- Context and History
- Community Profile
- Public Engagement Summary
- Accomplishments Since the 2017 Plan was Adopted



OUR MISSION

South Jordan City provides service-oriented, responsible government, consistent with the community's values, priorities, and expectations for a high quality of life, enhancing the City's fiscal health, providing professional and innovative services, and managing the City's resources, while planning for the future.

PURPOSE OF THE PLAN

The ***South Jordan Parks, Open Space, Recreation, and Trails Master Plan 2025*** affirms and revitalizes the city's overarching vision for its park, recreation, trails, and open space network, building upon the groundwork established by its predecessor adopted in 2017.

The plan begins by assessing existing conditions and service levels and identifying community goals and objectives – all of which are foundational to the strategic recommendations contained throughout the plan. Action items are incorporated and financial considerations are addressed to ensure that the recommendations in this plan are ready for implementation.

The master plan is intended to guide city leadership and staff as they update policies and regulations and prioritize capital improvements. This will help ensure the development and maintenance of facilities and programs keep pace with demands as the community grows and matures.

STRATEGIC PRIORITIES

A series of strategic priorities guide all decisions in South Jordan, including the development of this master plan. The city's mission, vision, and core values inform the strategic priorities (see Chapter 5: Parks and Recreation Operations for more details).

RELEVANT PLANNING EFFORTS

Several recent planning efforts offer valuable guidance for parks, open space, recreation, and trails in South Jordan. This master plan leverages and builds upon those findings, integrating recommendations as applicable.

The ***South Jordan General Plan 2020*** provides a vision for how the city will grow, live, work, gather, play, and move. The plan addresses parks and recreation at a high level, identifying overarching goals and providing a framework for parks, trails, and open space facilities that are reflective of the *Parks, Recreation, Community Arts, Trails, and Open Space Master Plan 2017* that is updated through this master planning effort.

The ***South Jordan Active Transportation Plan 2020 (ATP)*** looks specifically at pedestrian, bicycle, and micro-mobility transportation needs in South Jordan. The plan identifies opportunities and constraints based on existing safety issues, facility demands, and gaps in connectivity, prioritizing specific improvements such as multi-use paths, sidewalks, bike lanes, and neighborhood byways. Applicable improvements from the ATP have been incorporated into Chapter 4: Trails.

The ***South Jordan Arts Master Plan 2023*** provides a detailed vision for visual and performing arts in South Jordan, including identified opportunities within the city's parks, open spaces, recreation facilities, and trails. Relevant art recommendations and policies have been incorporated throughout this plan where applicable.

Blueprint Jordan River Refresh 2022 establishes a vision and action plan for preserving, restoring, and enhancing the Jordan River across all jurisdictions the river passes through. It identifies goals and implementation strategies that address river habitat and natural systems; water quality; comfort and inclusivity; recreation; safety and well-being; development and transportation; and communications, education, and art. Each goal identifies the applicable implementation partners responsible for implementation, and clearly identifies which apply to South Jordan.

Various ***Master Development Agreements (MDAs)*** identify the role developers play in providing parks and open space facilities within the community, determining the quantity, type, and ownership of many future parks and recreation facilities. As a substantial provider of private parks and open spaces, the Daybreak and Shoreline MDAs and the existing Memorandum of Understanding (MOU) and future Rio Tinto/Kennecott MDA are particularly critical to helping ensure the City meets needs on the west side of the city. Understanding existing and future developer-provided facility requirements provides essential context when planning for parks, open space, recreation, and trails.

South Jordan General Plan 2020

South Jordan Active Transportation Plan 2020 (ATP)

Blueprint Jordan River Refresh 2022

ORGANIZATION OF THE PLAN

The ***South Jordan Parks, Open Space, Recreation, and Trails Master Plan 2025*** is organized into seven chapters, as follows:

CHAPTER 1

Introduction: provides background and baseline data, demographic projections, and a summary of the planning and public engagement process.

CHAPTER 2

Parks and Open Space: addresses existing and planned parks and open space, beginning with an analysis of existing park conditions and needs, including park Level of Service (LOS) and distribution. The chapter also identifies open space opportunities and concludes with a discussion of future priorities, standards, and approaches for meeting park and open space needs.

CHAPTER 3

Recreation and Community Events: addresses existing and future recreation facilities, programs, and community events. The chapter begins with documentation of existing facilities and programs and an analysis of needs and opportunities. It concludes with recommended priorities for meeting recreation needs.

CHAPTER 4

Trails: addresses existing and future trail needs, including pedestrian and bicycle facilities. The chapter embraces and builds upon the findings contained in the ***South Jordan Active Transportation Plan 2020***.

CHAPTER 5

Parks and Recreation Operations: analyzes the services provided by the Parks Division and Recreation Department, addressing staffing, management service standards, operations, and maintenance associated with the parks, open space, recreation, and trails system.

CHAPTER 6

Implementation: outlines strategies and priorities for short-term, mid-term, and long-term planning horizons, with a prioritization of fund allocations to help ensure equity in the delivery of services and programs. Opinions of probable cost for capital improvement projects and potential funding sources are also included.

CHAPTER 7

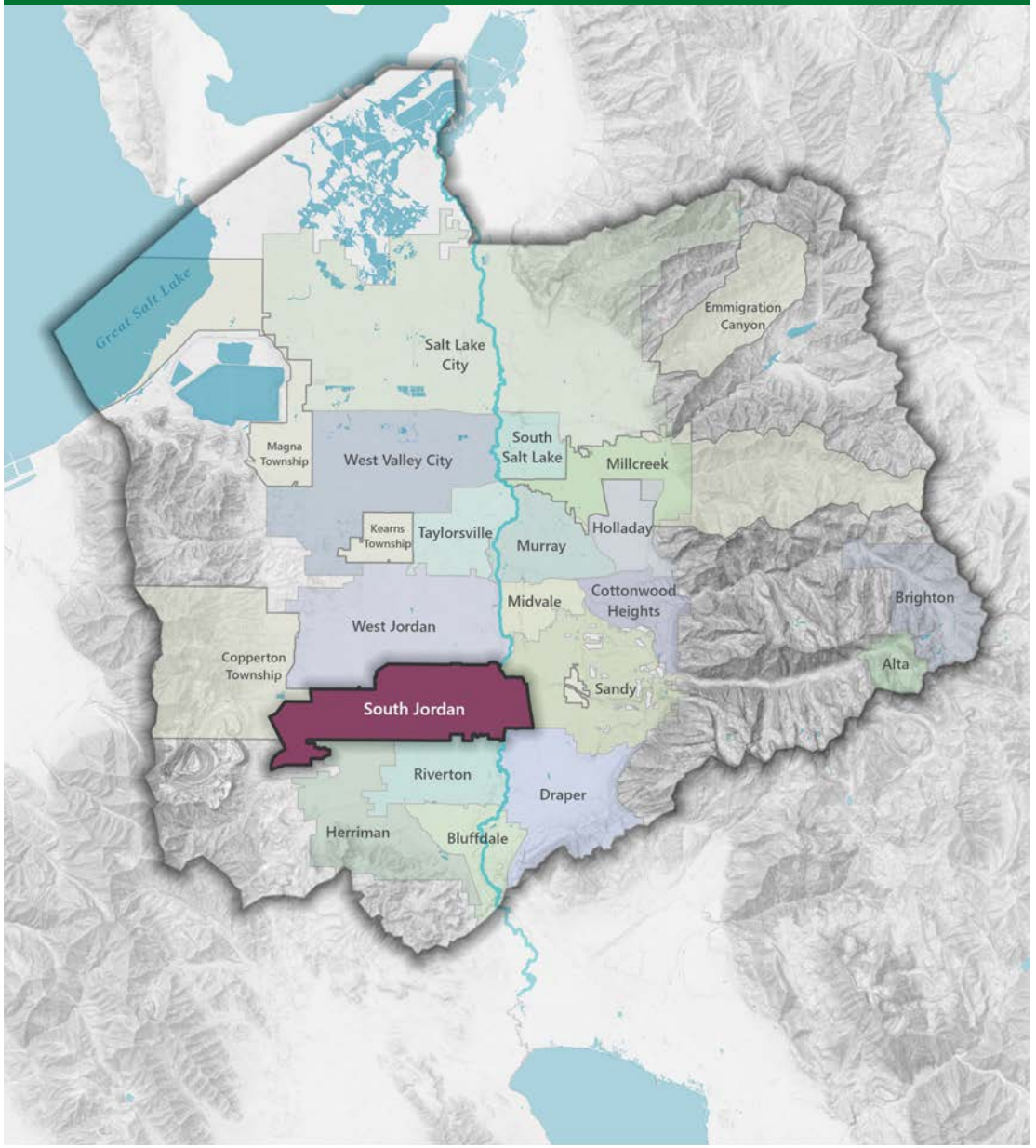
Financial Sustainability: Analyzes the Parks Division and Recreation Department from a fiscal perspective, providing an analysis of their financial sustainability and incorporating recommendations from Chapters 2 through 6.

CONTEXT & HISTORY

REGIONAL CONTEXT

As illustrated in **Figure 1.1**, South Jordan is located in the southwest portion of Salt Lake County. Long and linear, it extends approximately nine miles from east-to-west and three miles north-to-south, encompassing more than 22 square miles. The lowest elevations trace the Jordan River on the eastern city boundary, rising over 900 feet toward the Oquirrh Mountains in the west.

FIGURE 1.1- REGIONAL CONTEXT MAP



INTERNAL CONTEXT

As illustrated in **Figure 1.2**, South Jordan consists of three distinct areas. The first lies primarily east of Bangerter Highway, roughly representing the original agricultural settlement that has slowly transformed into modern South Jordan.

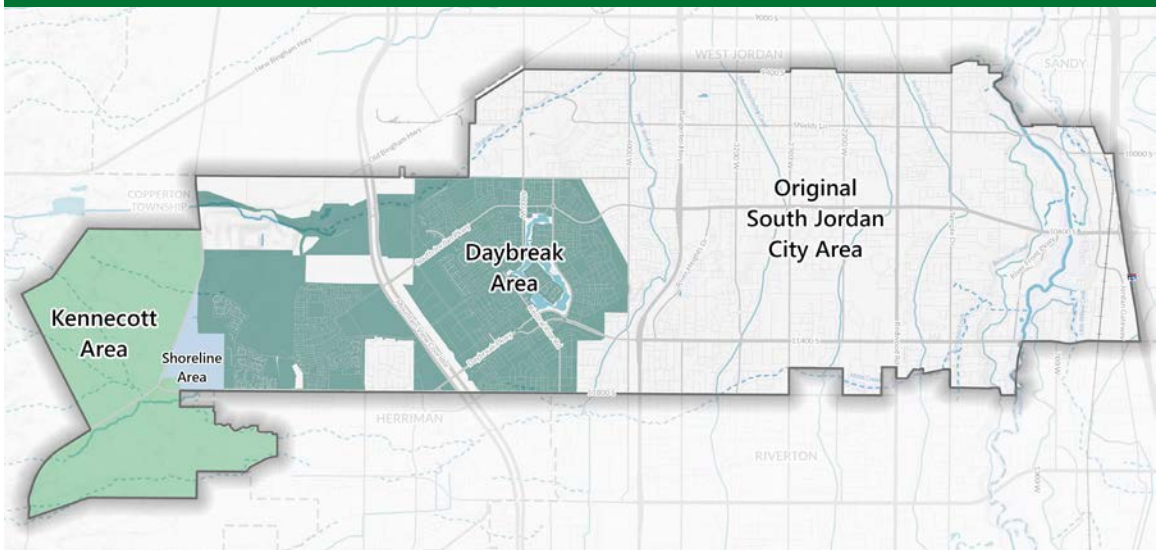
The community was first established in 1859, making it one of the earliest settled location in the Salt Lake Valley. Growth was initially quite slow with the development of large farmsteads near the Jordan River. This rural pattern continued through the 1970's, when the pattern was disrupted by the emergence of suburban neighborhoods dominated by large-lot, single-family homes. The change from an agricultural community to a more suburban development pattern increased rapidly through the 1990's, marking an unprecedented surge in growth and development which continues today.

The second area is Daybreak, which is South Jordan's largest master-planned community. Development of the area began in 2003 and has been the primary location of community growth since that time. Located west of Bangerter Highway, the area is approximately 47% complete and will encompass more than six square miles, including 60,000 residents when fully developed. In addition to the city-owned parks within Daybreak, the community includes an extensive system of privately owned parks, open spaces, trails, and recreation facilities (see Existing Parks on **Map 2.1**). These facilities are maintained and managed privately through service fees paid by each household as part of a homeowners' association (HOA), while the publicly-owned parks and open spaces are owned and operated by the city.

In early 2023, South Jordan annexed 2,285 acres of land under the ownership of Kennecott Utah Copper. This is the third area, and is anticipated to be developed as another large planned community which will include up to 11,450 dwelling units. Under the agreement established for the Kennecott area, the new community will include at least 25% open space, including new public parks.

In early 2024, South Jordan approved a master development agreement for the Shoreline community, a 191-acre site, located adjacent to Daybreak and the recently annexed Kennecott area. Under the agreement established for the Shoreline area, the new community will include at least 20% of its area with open space amenities, including parks, trails, and open space.

FIGURE 1.2- INTERNAL CONTEXT MAP

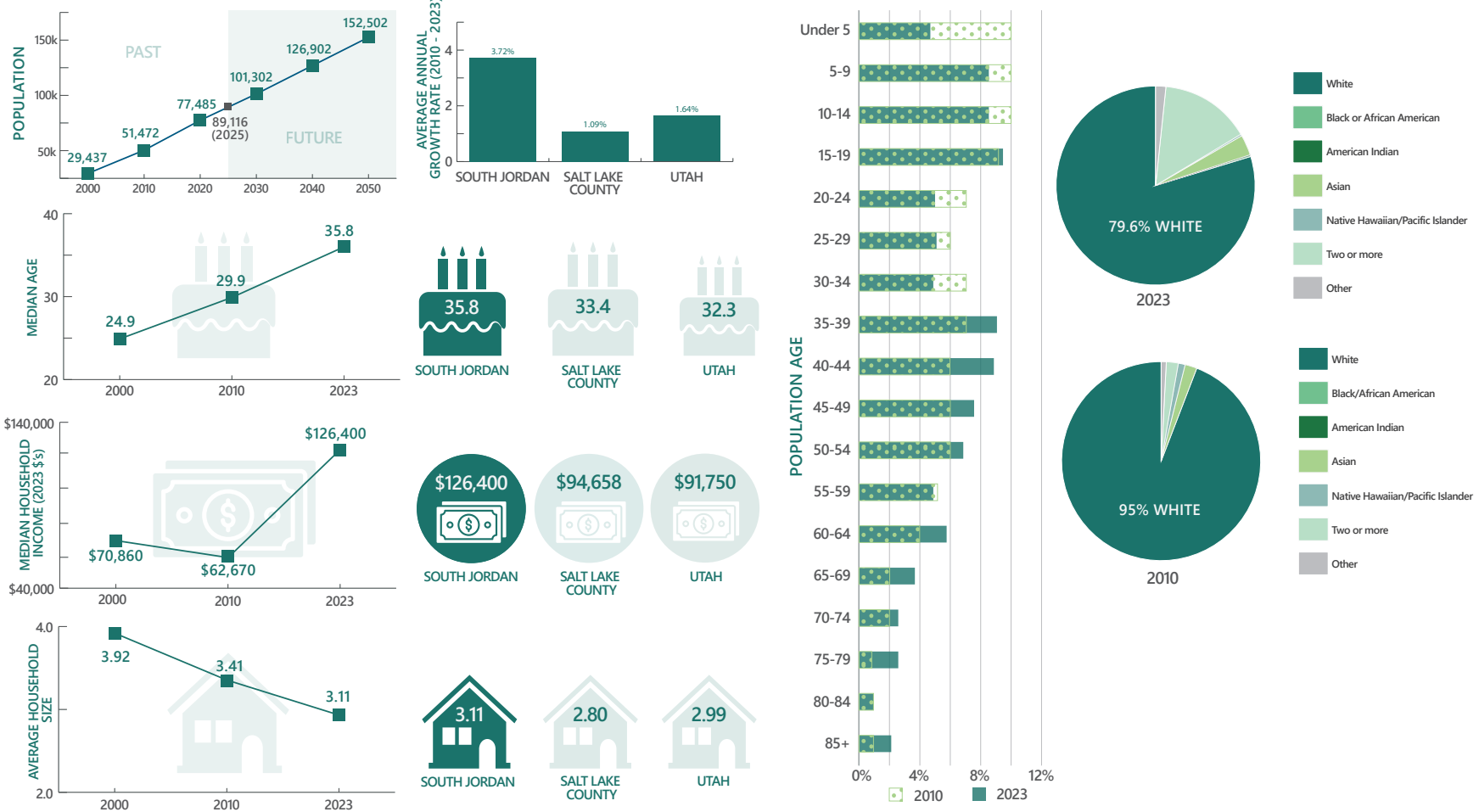


COMMUNITY PROFILE

CITY-WIDE CHARACTERISTICS

A clear understanding of South Jordan's demographics is essential for assessing park and recreation needs and priorities. **Figure 1.3** provides a graphic summary of the key demographic conditions that influence recreational needs in the community, such as population growth, age, household size, and income, which are described in greater detail in the following pages.

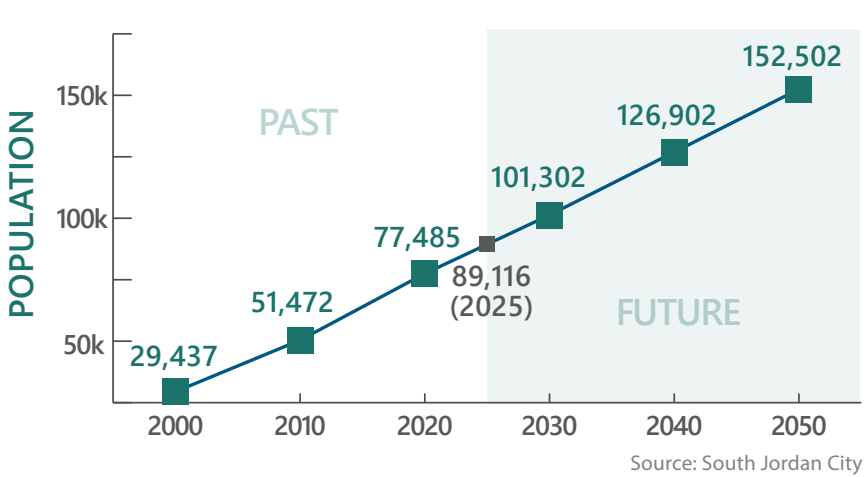
FIGURE 1.3- DEMOGRAPHIC SNAPSHOT



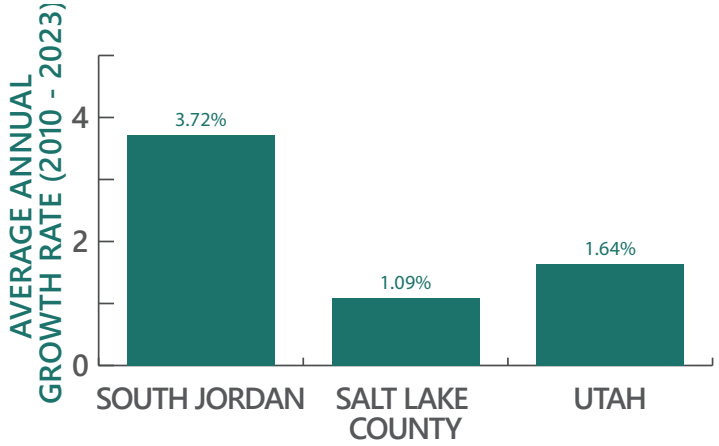
POPULATION

The 2025 population of South Jordan is estimated to be 89,116, which serves as the baseline for this plan. With an average annual growth rate of 3.72% from 2010 to 2025, South Jordan has been among the fastest-growing communities in Salt Lake County in recent years, which had an average growth rate of 1.09%. The city is expected to maintain similar growth rates through the coming decades, adding 23,000 new residents within the next decade and 65,000 by 2050 (see **Figure 1.4**). The city is expected to have a population of 153,276 in 2050, representing an increase of 72% with most of the new growth concentrated in South Jordan's western extents in Daybreak, Shoreline, and the Kennecott Annexation Area.

FIGURE 1.4- POPULATION DEMOGRAPHIC SNAPSHOT



Source: South Jordan City



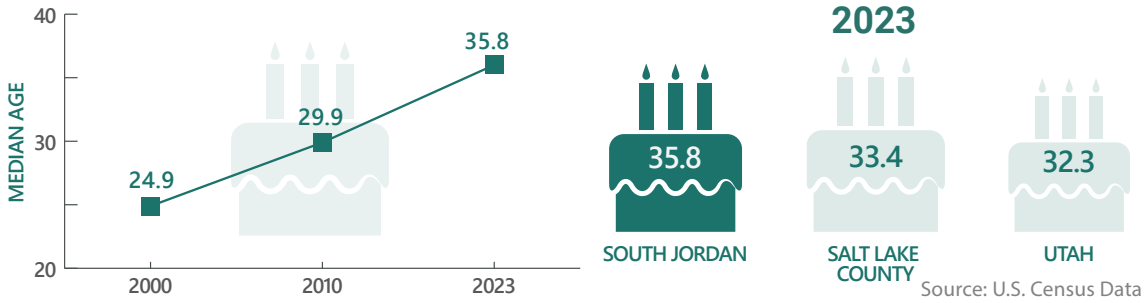
Source: U.S. Census Data

AGE

Figure 1.5 compares South Jordan's population age groups for 2023 and 2010, indicating that South Jordan is a young community, with nearly a third of its population being under 18 years old. However, the city is also showing signs of maturing over time, with a distinct decrease in children, an increase in middle-aged and senior adults, and a gradually increasing median age. Assuming a similar trend continues, the city can expect increased demands for facilities and programs for older adults and declining demands for children.

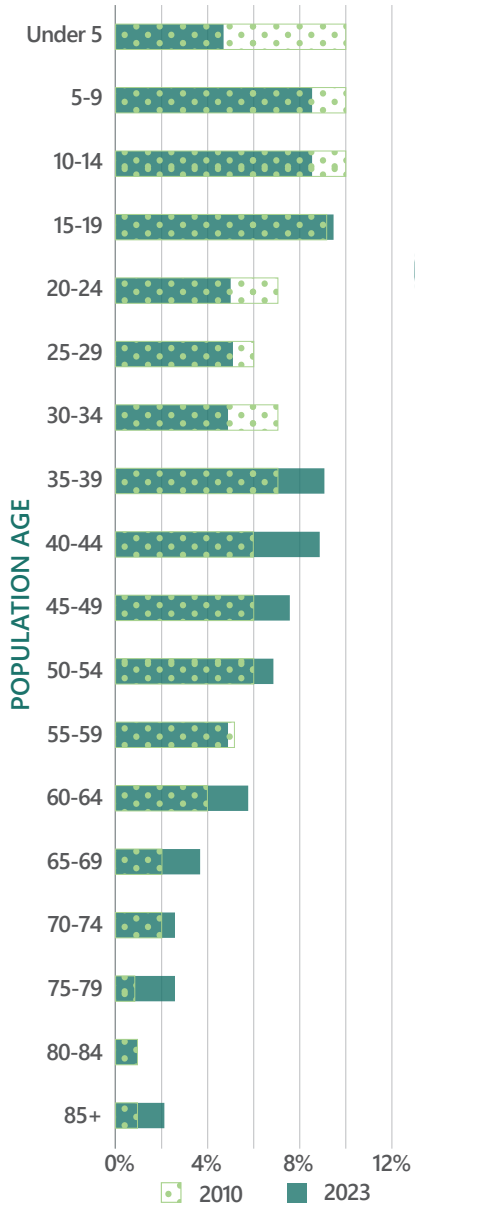
South Jordan's median age in 2023 was 35 years, which is higher than the Salt Lake County average and the state average, reflecting the maturity of the most established eastern portion of the city (see **Figure 1.6**).

FIGURE 1.6- MEDIAN AGE DEMOGRAPHIC SNAPSHOT



Source: U.S. Census Data

FIGURE 1.5- SOUTH JORDAN AGE DEMOGRAPHIC SNAPSHOT

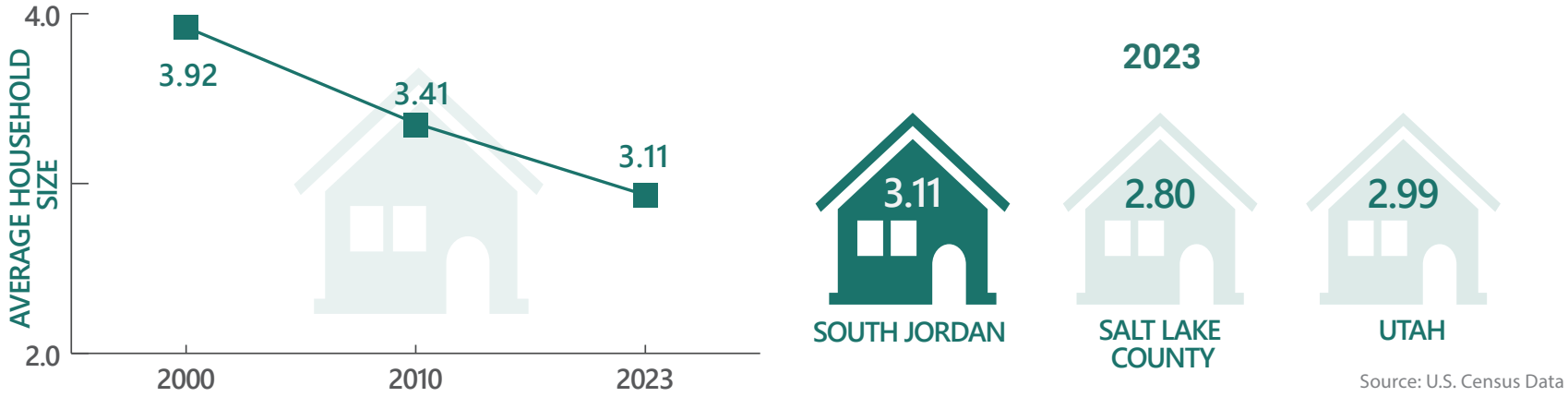


Source: U.S. Census Data

HOUSEHOLD SIZE

As illustrated in **Figure 1.7**, the average household size in South Jordan decreased over time, from 3.92 in 2000 to 3.11 in 2023 – a further indication of the maturing population. However, the city's average household size is still significantly higher than state and county averages. A larger household size paired with rapid growth will continue to place great demands on the city's park and recreation resources during the ten-year planning horizon and beyond, although at decreasing rates as the city continues to mature.

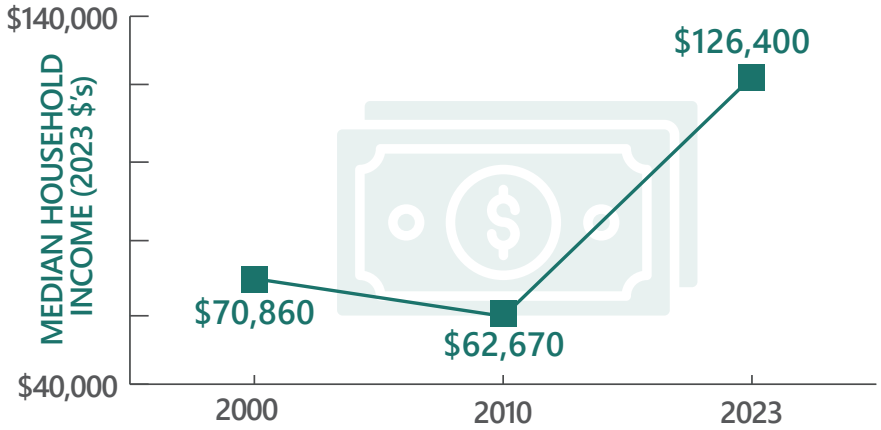
FIGURE 1.7- HOUSEHOLD SIZE DEMOGRAPHIC SNAPSHOT

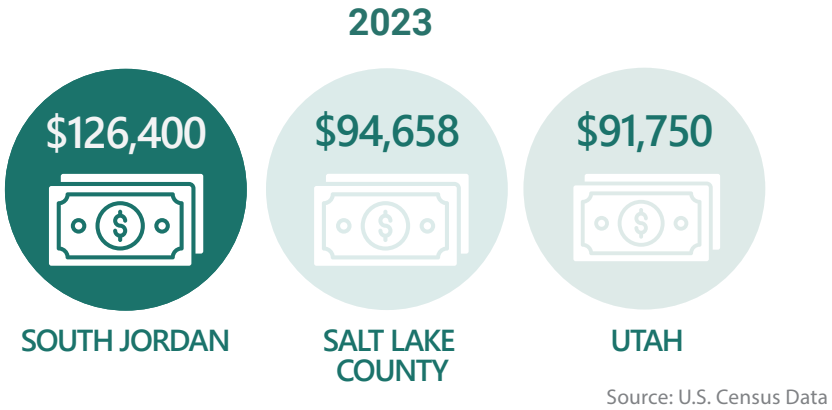


HOUSEHOLD INCOME

The median income in South Jordan continues to be among the highest in Salt Lake County and the state at $126,400 in 2023. Income has risen significantly since 2000, overcoming a significant dip in 2010 due to a multi-year recession, and recovering with a nearly 80% increase in 2023. The local economy remains strong, with household income projected to continue to grow at similar rates in the near future (see **Figure 1.8**).

FIGURE 1.8- HOUSEHOLD INCOME DEMOGRAPHIC SNAPSHOT



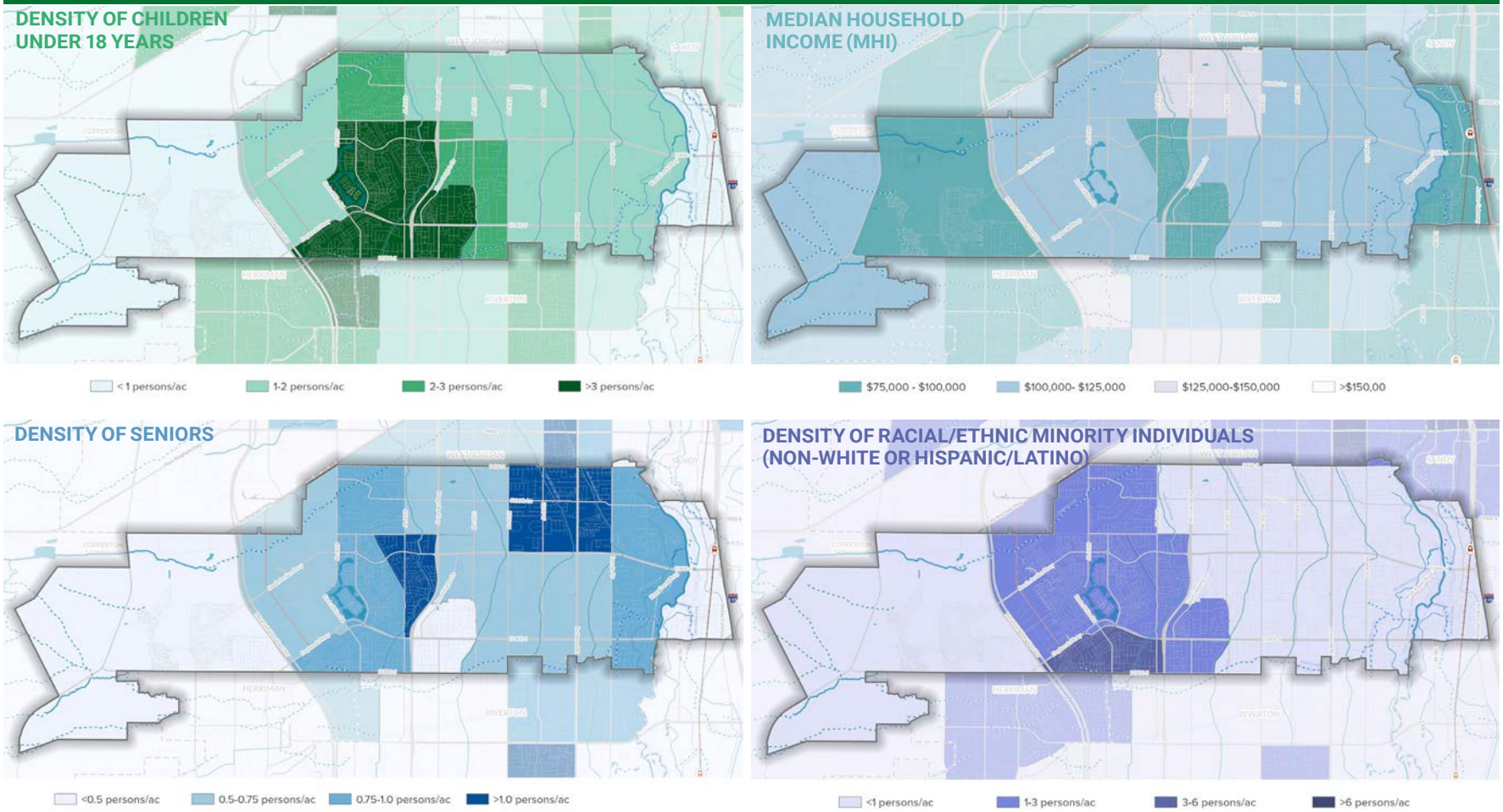


Source: U.S. Census Data

NEIGHBORHOOD CHARACTERISTICS

Demographic conditions vary within South Jordan's boundaries, which can have direct implications for parks and recreation. Areas with high population growth, low household incomes, and high densities of children, seniors, or racial or ethnic minority groups tend to have greater need for high-quality parks and recreation facilities close to home. **Figure 1.9** illustrates these characteristics in South Jordan.

FIGURE 1.9- POPULATION CHARACTERISTICS BY CENSUS TRACT

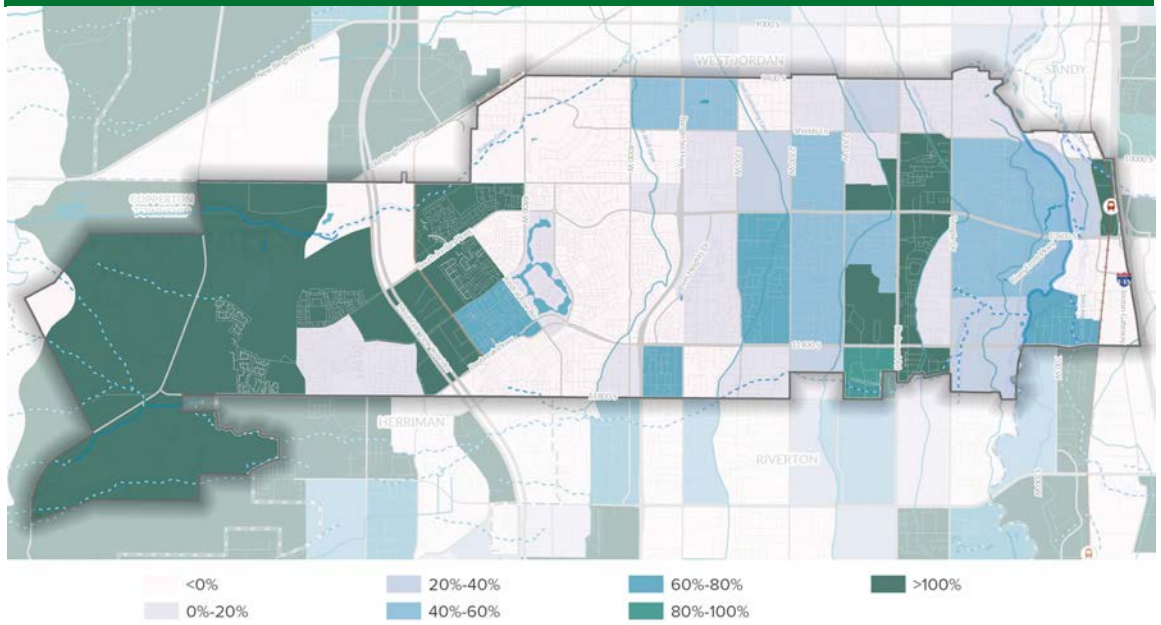


Source: 2021 American Community Survey (ACS) 5-Year Estimates

The greatest densities of children, seniors, and minorities are located in and around Daybreak, with an additional concentration of seniors in northeastern South Jordan. Median Household incomes are consistently high across the city, with those with slightly lower median incomes located on the outskirts of Daybreak and east of the Jordan River.

Figure 1.10 illustrates the projected growth rates from 2021 to 2050 for South Jordan's Traffic Analysis Zones (TAZ)[1]. These smaller geographic units allow for a more detailed view of where growth is anticipated throughout the city according to Wasatch Front Regional Council's 2023 projections. Most growth is anticipated in the western part of the city, with infill and redevelopment anticipated around the Redwood Road corridor.

FIGURE 1.10- PROJECTED GROWTH RATES FOR SOUTH JORDAN TRANSIT ANALYSIS (2021-2050)



Source: 2021 American Community Survey (ACS) 5-Year Estimates; Population Projections (TAZ) – RTP 2023, Wasatch Front Regional Council

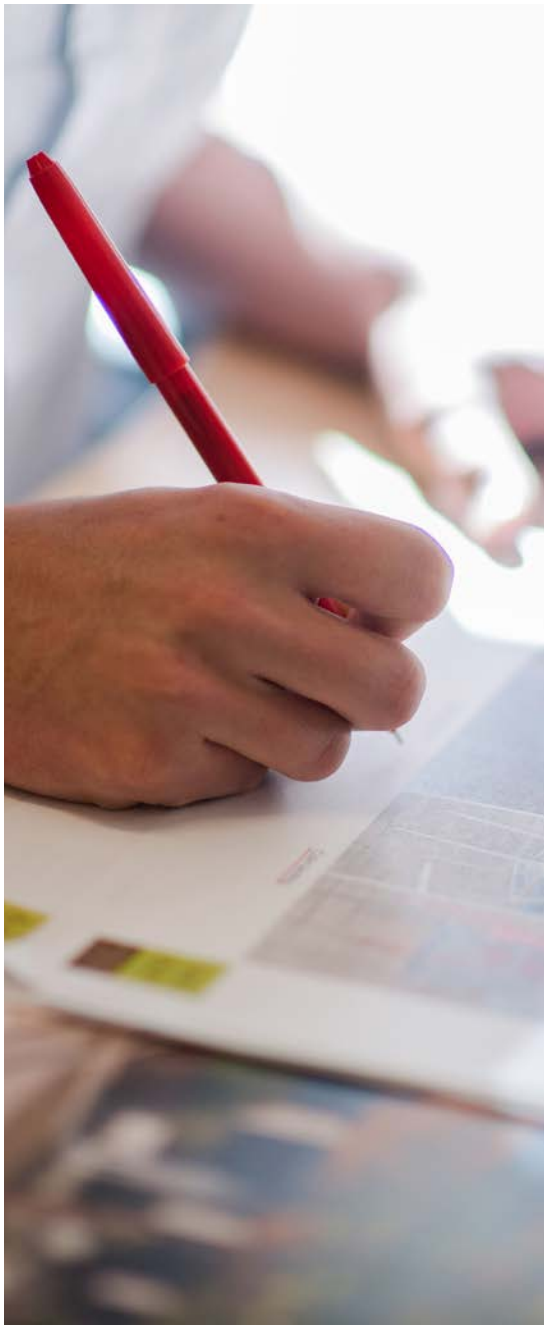
1 It should be noted that infill and redevelopment will be focused within limited areas in each TAZ boundary.

PUBLIC ENGAGEMENT SUMMARY

Community engagement is essential to ensure long-range planning documents, such as this master plan, reflect the public's needs and vision. The ***South Jordan Parks, Open Space, Recreation, and Trails Master Plan 2025*** was informed by a comprehensive community engagement process that provided multiple opportunities for residents and stakeholders to give input and engage in the plan's development.

Figure 1.11 provides a graphic representation of the public engagement process, which included a community survey, a project website with an interactive mapping tool, public meetings, focus interviews, stakeholder interviews, and guidance by a Steering Committee. See Appendix A: Community Engagement to view detailed results from all engagement efforts.

FIGURE 1.11- PUBLIC ENGAGEMENT PROCESS



ENGAGEMENT METHODS

A COMMUNITY SURVEY

Y2 Analytics, a public polling and survey research firm, conducted the ***South Jordan Parks and Recreation Master Plan Survey*** in late 2023, randomly sampling 428 South Jordan residents. The survey results have been determined to be statistically valid, representing a +/- 4.7 % margin of error. Detailed survey results are provided in Appendix A: Community Engagement.

B PUBLIC SCOPING

The planning team set up a booth at the South Jordan Farmers Market on September 16, 2023 and the Spring Spectacular on March 30, 2024. Attendees learned more about the project, provided feedback on existing facilities, and expressed their dreams and aspirations for the parks, open space, recreation, and trails system. It is estimated that the planning team engaged with approximately 100 people during these events.

C PROJECT WEBSITE AND SOCIAL PINPOINT

A project website was used to disperse information, including project information, engagement opportunities, and plan progress, and provide an avenue for the public to provide feedback throughout the planning process. The website included a link to Social Pinpoint, an interactive engagement platform that enables residents and stakeholders to leave location-based comments. Detailed results from Social Pinpoint are included in Appendix A: Community Engagement.

The city's website and social media accounts were utilized to advertise the project website and various engagement opportunities.

D FOCUS GROUPS

The planning team conducted focus interviews with the South Jordan Parks and Recreation Department Staff and South Jordan Youth Council to understand the perspective of voices not typically heard during other public engagement processes.

E STAKEHOLDER INTERVIEWS

The planning team conducted stakeholder interviews with development representatives from Rio Tinto, Daybreak, and Larry H. Miller Real Estate.

F STEERING COMMITTEE

The Steering Committee provided guidance throughout the planning process. The committee was composed of city staff and a representative from the city council.

G PUBLIC PROGRESS BRIEFING

Plan development progress, including the results from the community survey and analyses of existing conditions, were presented for feedback on March 30, 2024, at the SoJo Spring Spectacular at South Jordan City Park.

H DRAFT PLAN OPEN HOUSE

A Draft Plan Open House took place on _____, 2025 at _____, prior to the commencement of the master plan adoption process.

I PUBLIC HEARING AND PLAN ADOPTION

The *South Jordan Parks, Open Space, Recreation, and Trails Master Plan 2025* was presented to the Planning Commission on _____, 2025. The final draft was adopted by the City Council on _____, 2025.

COMMUNITY VISION

The public engagement process clarified the current vision for South Jordan's parks, open space, recreation, and trails, which are the foundation of this master plan. For more detailed results, see Appendix A: Community Engagement.

HIGH FACILITY USE AND SATISFACTION

South Jordan's parks and trails are popular and well-used, with 91% of residents visiting parks and 80% utilizing trails several times a year or more. Participants in the visioning process expressed satisfaction with the city's park, recreation, and trail facilities, and helped identify areas that require improvements.

INVEST IN EXISTING PARKS

Investment in existing parks and playgrounds, new shade structures, trees/landscaping, and additional restroom facilities are the top improvements supported by the community. The most desired special-use facilities were pickleball courts, an outdoor amphitheater, dog parks, and all-abilities playgrounds.

ACTIVE RECREATION

Active public recreation facilities, such as soccer and baseball fields, are limited across the city, particularly on the west side, which currently has many other types of recreation amenities such as trails and pools for Daybreak community members. Deliberate planning is necessary to ensure resident needs for active recreation amenities are met, especially when taking into account anticipated growth and change in the Daybreak Area. The most desired recreation improvements include facilities for walking, pickleball, and swimming.

ADDITIONAL TRAILS AND OPEN SPACE

Residents expressed a keen interest in expanding the city's trail and open space network, especially along canals, drainages, and foothills. Some of the most frequently desired trail improvements included more connections, increased restroom availability, enhanced cleanliness/maintenance, and additional trees, shade, and landscaping.

DOG CONFLICTS

One in five South Jordan residents indicate they experience conflicts with dogs in parks and on trails, underscoring the importance of dedicated dog parks/areas and heightened enforcement of regulations. Sixty-five percent of survey respondents indicate that a dedicated dog park in the city is important.

ACCOMPLISHMENTS SINCE 2017 MASTER PLAN WAS ADOPTED

An inventory of the significant accomplishments and changes since 2017 follows.

PARKS AND OPEN SPACE

NEW PARKS

- √ Bingham Creek Regional Park Preliminary Phases (74.3 acres, in partnership with Salt Lake County - full build-out will be 162 acres total)
- √ Highland Park (19 acres)
- √ Bike park at High Pointe Park (3.0 acres)
- √ River Heights Park (3.4 acres)
- √ Rushton Meadows Park (3.1 acres)

PARK EXPANSIONS/UPGRADES

- √ City Park – addition of a splash pad, heritage memorial, 4 batting cages at the softball and baseball complexes (2 each), and 6 pickleball courts
- √ Riverfront Park – addition of an all-abilities playground (in partnership with Salt Lake County) and 6 pickleball courts

OTHER PROJECTS/CHANGES

- √ City annexed approximately 2,200 acres on the west side of the community – parks, trails, and open space will be incorporated into new development, which includes the new baseball complex
- √ The city continues to look at options for designing a new senior center with associated senior housing
- √ South Jordan Fitness and Aquatic Center – bond paid off in June 2023 and Salt Lake County assumed ownership on April 1, 2020
- √ Salt Lake County Equestrian Center – transferred to Utah State University in a land exchange and renamed the Bastian Agricultural Center
- √ Salt Lake County closed the Marv Jensen Recreation Center in 2020
- √ Currently processing a water conservation grant of $1,585,000 administered by the Division of Water Resources, with the potential for an additional $415,000 to convert park strips on Redwood Road and 11400 South to waterwise landscaping
- √ Converted City Hall and 2700 West parkstrips to waterwise landscaping
- √ Replaced playgrounds at Jordan Ridge Park and Ivory Crossing Park
- √ Revegetated the Anderson Wetland Mitigation Site after a wildfire
- √ Resurfaced tennis courts at Jordan Ridge Par and City Park, the basketball court at Skye Park
- √ Updated and replaced signage at all parks

MAJOR DAYBREAK COMMUNITY DEVELOPMENTS/CHANGES

- √ The Spoke Bike Park
- √ Daybreak Dog Park
- √ The Watercourse

OPEN SPACE ACQUISITIONS

- √ Approximately 183 acres along the Bingham Creek will be dedicated by Daybreak to the city in the form of easements or fee titles.

RECREATION

RECREATION FACILITIES/PROGRAMS

- √ Upgraded baseball/softball batting cages at Mulligans.
- √ Registration programs are limited by staff capacity restricts and facilities. Spots fill quickly upon opening with little advertising.
- √ Ownership of the South Jordan Recreation and Aquatics Center transferred on April 1 2020, with most programs now run by Salt Lake County.

TRAILS

NEW TRAILHEAD DEVELOPMENT

- √ Bingham Creek Trailhead

5.8 MILES OF REGIONAL PAVED MULTI-USE TRAILS

- √ Bingham Creek Trail
- √ Daybreak Parkway/11400 S. Trail
- √ Jordan River Parkway Trail (completed through the city)
- √ Midas Creek Trail
- √ Mountain View Corridor Trail (UDOT)
- √ Welby Jacob Canal Trail

2.1 MILES OF LOCAL PAVED MULTI-USE TRAILS

- √ Jordan Parkway/10600 S.
- √ River Heights Drive
- √ 3200 W.

3.0 MILES OF PATHWAYS IN PARKS

- √ Bingham Creek Park paths
- √ Highland Park paths

RELATED PLANS

- *South Jordan Transportation Master Plan Update (ongoing)*
- *South Jordan Arts Master Plan 2023*
- *South Jordan General Plan 2020*
- *South Jordan Active Transportation Plan (2020 and ongoing)*
- *Blueprint Jordan River Refresh 2022*

SOUTH JORDAN
UTAH

02

PARKS & OPEN SPACE

- Introduction
- Public Input on Parks and Open Space
- Existing City-Owned Parks
- Other Parks and Recreation Facilities
- Existing Needs and Service Levels
- Future Park Needs
- Park Amenities Analysis
- Open Space
- Cemeteries
- Factoring in Daybreak
- Key Park and Open Space Recommendations
- Goals and Priorities: Parks and Open Space

INTRODUCTION

This chapter begins with a comprehensive assessment of South Jordan's existing parks and open spaces, documenting their size, amenities, and geographical distribution. By comparing these findings with the demographic forecasts outlined in Chapter 1, the needs and priorities for South Jordan's parks and open spaces are clarified. The chapter concludes with goals, policies, and implementation measures aimed at realizing the vision for the city's parks and open space system.

PUBLIC INPUT ON PARKS & OPEN SPACE

As detailed in Appendix A: Community Engagement, the planning process included various public engagement opportunities to ensure the needs and desires of South Jordan residents are reflected in this master plan. A summary of feedback specific to parks and open space follows.

COMMUNITY SURVEY

- Ninety-one percent of residents visit South Jordan Parks a few times a year or more.
- Over 80% of residents are satisfied with the city's parks.
- Most visited parks (**Figure 2.1**):
  - City Park
  - Private parks in Daybreak
  - Oquirrh Shadows Park
  - Bingham Creek Regional Park
- Proximity to home is the most common reason people visit their most frequented park.
- Most desired park improvements (**Figure 2.2**):
  - Shade structures
  - Trees/landscaping
  - Restrooms
  - Site furnishings
  - Nearly 1-in-5 residents (17%) report no improvements are needed.
- Top desired special use facilities:
  - Pickleball courts[1]
  - Outdoor amphitheater[2]
  - Dog park
  - All-abilities playground
- Twenty-one percent of respondents have had conflicts with dogs in city parks and on trails. The most popular approaches to reduce such conflicts include developing dedicated dog parks and increasing regulation enforcement.
- Sixty-five percent of respondents find it important to have a dedicated dog park in the city.

> "SOME PARKS COULD REMOVE SOME GRASS AND CREATE PICKLEBALL COURTS SO THAT THERE ARE MORE OPTIONS TO PLAY WITHOUT GOING TO CITY PARK."

1 It should be noted that additional pickleball courts have been developed since the survey was conducted.
2 The current master plan for the USU Bastian Agricultural Center includes an outdoor amphitheaters.

FIGURE 2.1 - KEY SURVEY TAKEAWAYS - QUESTION 10

CITY PARK AND DAYBREAK PARKS POPULAR OVER PAST 12 MONTHS

Nearly half of respondents (44%) report having visited City Park or one of the private parks in Daybreak in the past year. When it comes to parks that residents visit most often, private parks in Daybreak and Highland Park are the most popular.

Q: Which South Jordan parks have you or your household used or visited in the past 12 months? Please select all that apply. (n = 400)
Q: Which of the South Jordan parks do you visit most often? (n = 341)

Top 10 City parks visited in the past 12 months / the most

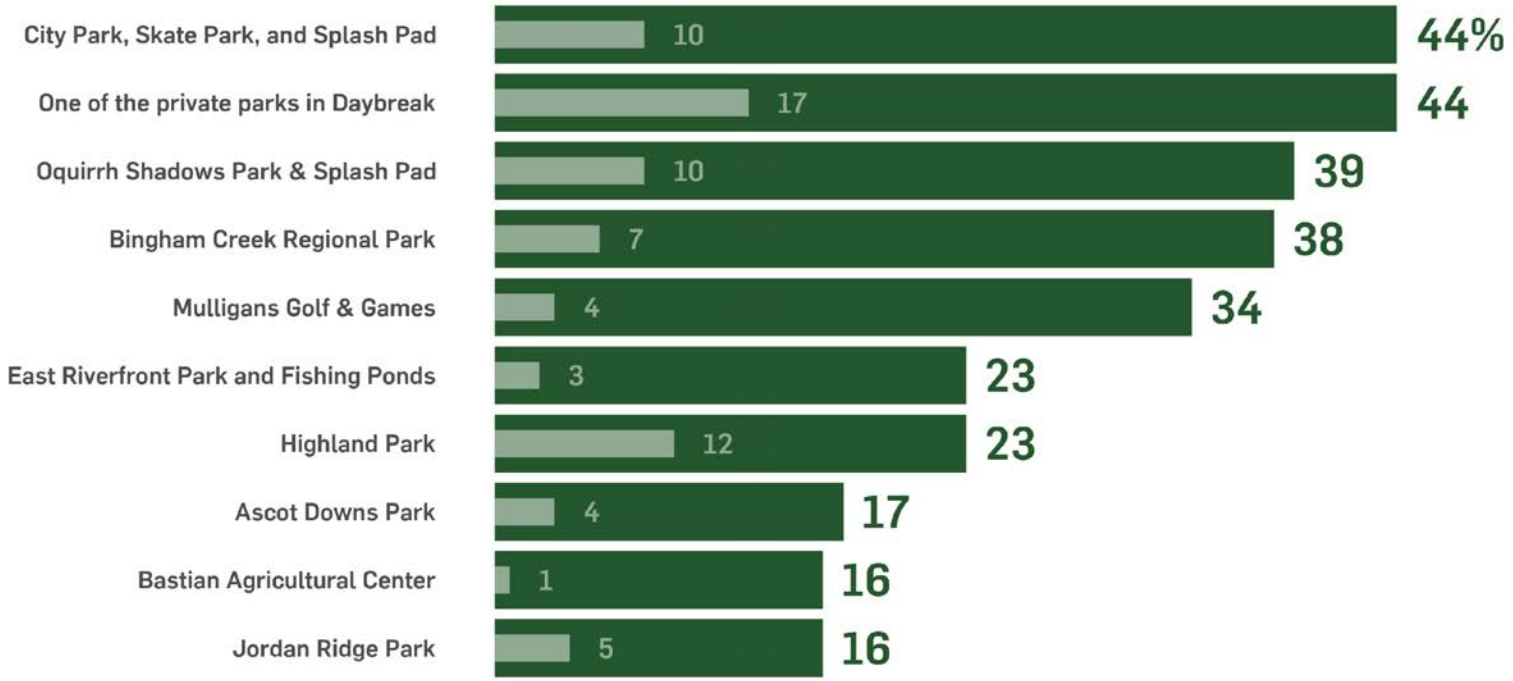
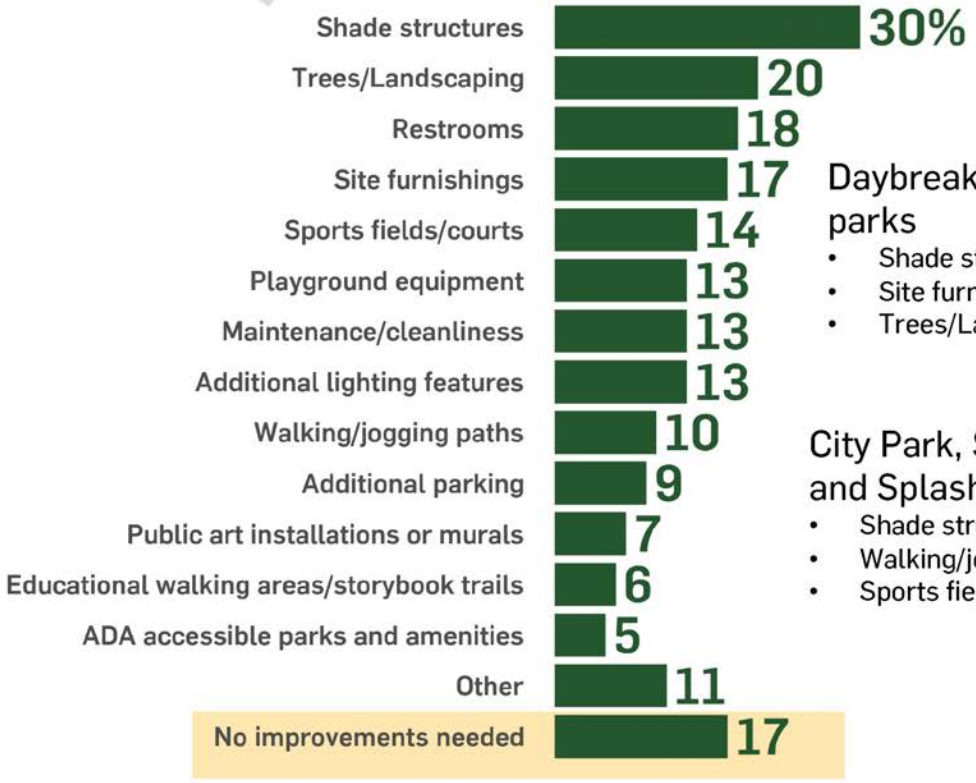


FIGURE 2.2 - KEY SURVEY TAKEAWAYS - QUESTION 12

SHADE STRUCTURES MORE REQUESTED PARK IMPROVEMENT

The most requested park improvements are shade structures, trees/landscaping, restrooms, and site furnishings. Nearly 1-in-5 residents (17%) report that City parks need no improvements.

Q: In your opinion, what improvements should be made to [your most visited park]? Please select up to three. (n = 394)



Daybreak private parks
- Shade structures
- Site furnishings
- Trees/Landscaping

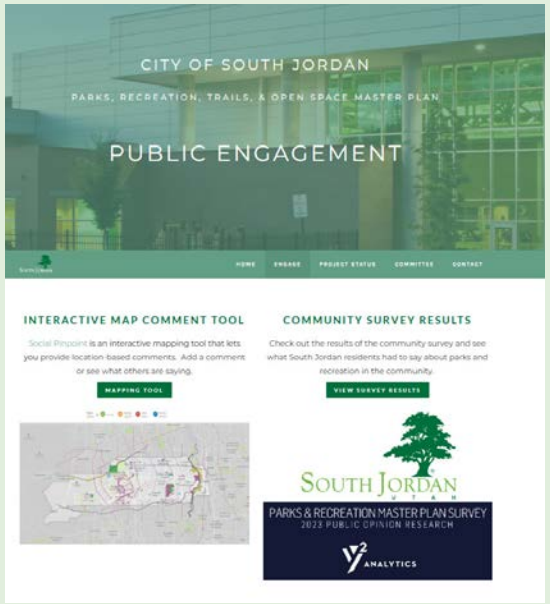
Highland Park
- Sports fields/courts
- ADA accessible parks and amenities
- Public art installations or murals

City Park, Skate Park, and Splash Pad
- Shade structures
- Walking/jogging paths
- Sports fields/courts

Oquirrh Shadows Park & Splash Pad
- Trees/landscaping
- Shade structures
- Restrooms

PUBLIC EVENTS, WEBSITE AND SOCIAL PINPOINT

- There is a desire for all-abilities playgrounds, themed playgrounds, and splash pads
- Improve enforcement of off-leash dog laws
- Make the process for reserving pavilions easier
- Preserve open space, particularly along Welby Jacob Canal



FOCUS GROUPS

- There is a desire for more mature trees, basketball hoops, pickleball courts, dedicated dog parks, creative play equipment, running track, and an arboretum
- Need more park space focused on active recreation than passive recreation
- Facilities are aging and the city does not have the resources to properly maintain them
- A cemetery is needed in the western part of the city
- Need to reduce water use in the city's parks and open spaces

STEERING COMMITTEE

- Active Recreation
  - City Park is the main area for active recreation in the city
  - Need more active recreation on the west side of the city
  - Active parks acreage and future use prioritized in the newly annexed area
- Preserving open space is important
- The needs and opportunities of the Rio Tinto annexation area need to be addressed, including access to the foothills

EXISTING CITY-OWNED PARKS

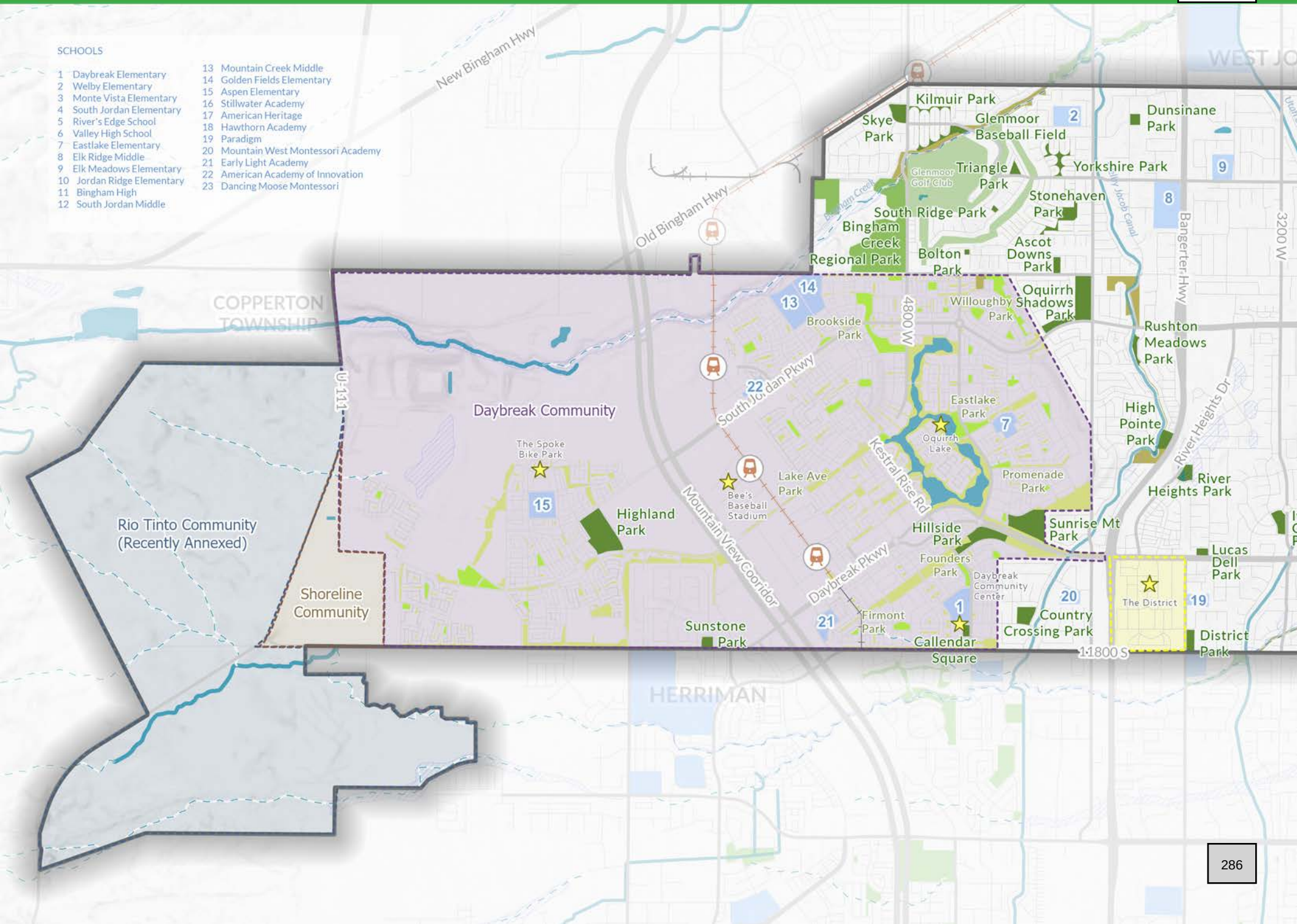
South Jordan is fortunate to have an extensive network of well-distributed parks. The current park system encompasses a total of 326.4 acres within 32 parks. **Map 2.1** illustrates the size and locations of these parks, in addition to public open spaces, private parks, and school grounds. **Table 2.1** provides an inventory of each park.

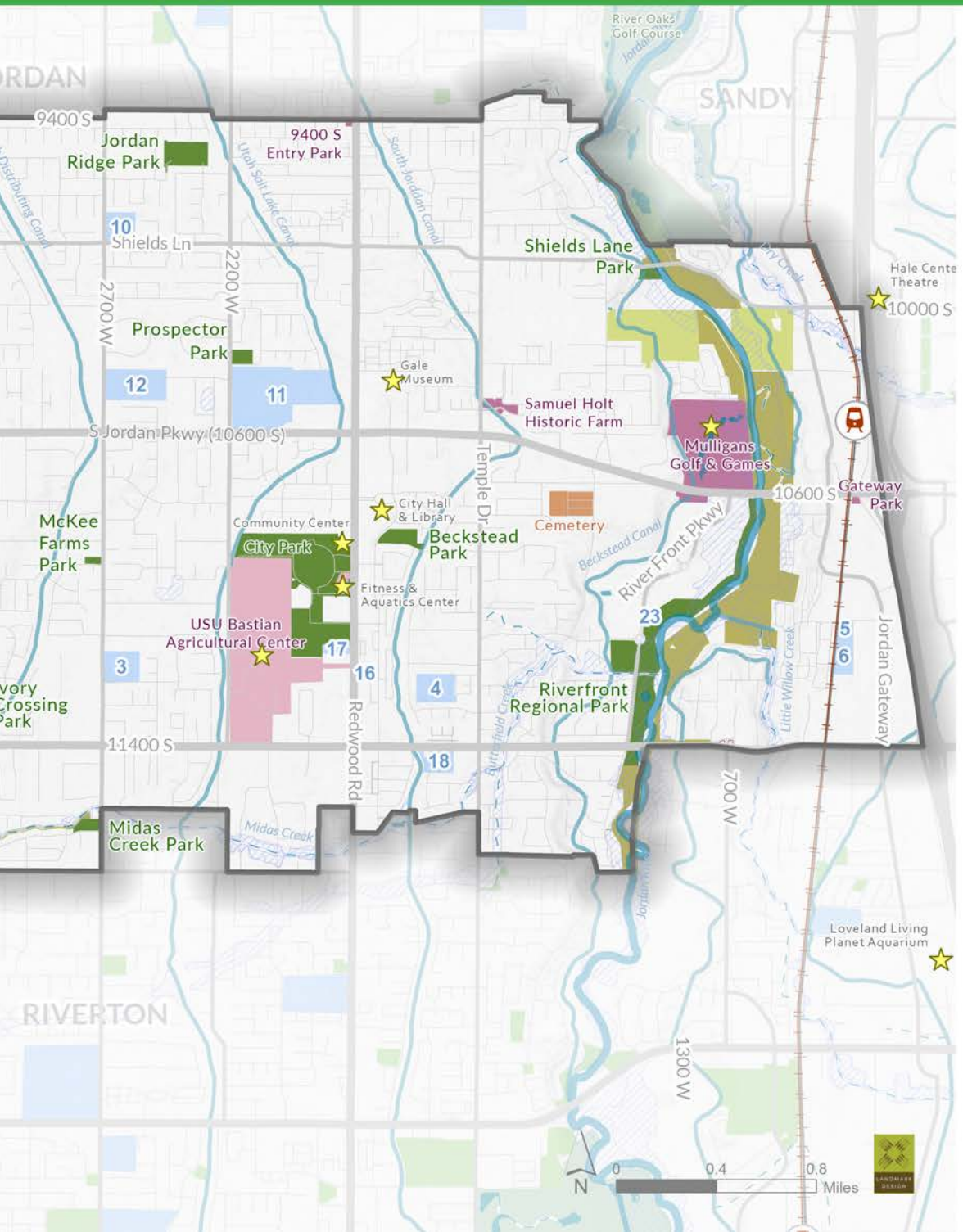
Public parks in South Jordan have been classified according to their acreage and amenities provided. The classification system begin with the largest and most complex type of park – Regional Parks – and is followed by progressively smaller and simpler park types – Community Parks, Neighborhood Parks, and Mini Parks.

32
PUBLIC PARKS

326.4
PUBLIC PARK ACRES

- 28 Playgrounds
- 20 Restrooms
- 10 Large Pavilions
- 27 Multipurpose Fields
- 18 Pickleball Courts
- 9 Tennis Courts
- 10 Baseball/Softball Fields
- 4 Sand Volleyball Courts
- 6 Basketball Courts
- 2 Splash Pads


SCHOOLS
1 Daybreak Elementary
2 Welby Elementary
3 Monte Vista Elementary
4 South Jordan Elementary
5 River's Edge School
6 Valley High School
7 Eastlake Elementary
8 Elk Ridge Middle
9 Elk Meadows Elementary
10 Jordan Ridge Elementary
11 Bingham High
12 South Jordan Middle
13 Mountain Creek Middle
14 Golden Fields Elementary
15 Aspen Elementary
16 Stillwater Academy
17 American Heritage
18 Hawthorn Academy
19 Paradigm
20 Mountain West Montessori Academy
21 Early Light Academy
22 American Academy of Innovation
23 Dancing Moose Montessori
New Bingham Hwy
Old Bingham Hwy
COPPERTON TOWNSHIP
HERRIMAN
WEST JO
Daybreak Community
Rio Tinto Community (Recently Annexed)
Shoreline Community
U-111
South Jordan Pkwy
Daybreak Pkwy
Mountain View Corridor
Kestrel Rise Rd
4800 W
3200 W
Bangerter Hwy
River Heights Dr
Kilmuir Park
Skye Park
Glenmoor Baseball Field
Dunsinane Park
Glenmoor Golf Club
Triangle Park
Yorkshire Park
Stonehaven Park
South Ridge Park
Bingham Creek Regional Park
Bolton Park
Ascot Downs Park
Willoughby Park
Oquirrh Shadows Park
Brookside Park
Rushton Meadows Park
Eastlake Park
Oquirrh Lake
High Pointe Park
The Spoke Bike Park
Lake Ave Park
Bee's Baseball Stadium
Promenade Park
River Heights Park
Highland Park
Hillside Park
Sunrise Mt Park
Founders Park
Daybreak Community Center
Lucas Dell Park
The District
Sunstone Park
Firmont Park
Callendar Square
Country Crossing Park
District Park
11800 S



MAP 2.1: EXISTING PARKS + OPEN SPACE

- Point of Interest
- City Park
- *County Park
- Private Park
- Golf Course
- Public Open Space
- Private Open Space
- Cemetery
- Special Use Park - City-Owned
- USU Special Use
- Park in Adjacent Community
- School
- South Jordan City Boundary
- TRAX Station
- FrontRunner Station
- TRAX Line
- Future TRAX Line
- FrontRunner Line
- Lake or Waterbody
- FEMA Flood Boundary
- River/Stream
- Perennial Stream
- Canal
- Ephemeral/Intermittent Stream

*NOTE: Bingham Creek Park is owned and operated by the Bingham Creek Regional Park Authority, a partnership between South Jordan City and Salt Lake County.

SOUTH JORDAN UTAH

TABLE 2.1 - EXISTING PARKS AND AMENITIES INVENTORY

PARK NAME	ADDRESS	DEVELOPED ACRES	UNDEVELOPED ACRES	RESTROOMS	LARGE PAVILIONS	MED/SMALL PAVILIONS	MULTIPURPOSE FIELDS	BASEBALL/SOFTBALL FIELDS	TENNIS COURTS	PICKLEBALL COURTS	VOLLEYBALL COURTS	BASKETBALL COURTS	PLAYGROUNDS	SKATE/BIKE PARK	SPLASH PAD
REGIONAL PARKS															
Bingham Creek Regional Park	5000 W 10200 S	74.3	87.7	1	1	-	6	-	-	-	-	1	1	-	-
City Park	10866 S Redwood Rd	67.2	-	6	1	6	5	9	6	6	1	-	2	1	1
Riverfront Park and Fishing Ponds	10900 S River Front Pkwy	49.7	-	3	2	19	3	-	-	6	1	1	2	-	-
	REGIONAL SUBTOTAL	192.2	87.7	10	4	25	14	9	6	12	2	2	5	1	1
COMMUNITY PARKS															
Highland Park	6050 W Lake Ave	19.0	-	2	2	-	6	-	-	6	-	-	2	-	-
Jordan Ridge Park	9500 S 2500 W	11.0	-	1	1	4	1	-	2	-	1	1	1	-	-
Oquirrh Shadows Park	4000 W South Jordan Pky	15.2	-	2	-	5	4	-	-	-	-	-	1	-	1
	COMMUNITY SUBTOTAL	45.2	5	3	9	11	0	2	6	1	1	4	0	1	1

TABLE 2.1 - EXISTING PARKS AND AMENITIES INVENTORY CONT.

PARK NAME	HAWAIIAN/PACIFIC	BARBECUE GRILL	BENCHES	BIKE RACKS	DRINKING FOUNTAINS	WALKING PATHS	TRAILHEAD	OPEN LAWN AREAS	POND OR WATER	NOTES
REGIONAL PARKS										
Bingham Creek Regional Park	13	-	17	-	2	3	-	Y	-	Jointly owned & managed with Salt Lake County, BMX course & bleachers privately run, maintenance yard acreage not counted toward LOS (4.7 acres), destination playground. ~74 acres of ~160-acres park have been developed, with the rest planned for future phased development.
City Park	28	2	19	2	6	1	-	Y	-	Skate park, splash pad, founding families statue, loop pathways, 26 bleachers, 2 batting cages, sports fields
Riverfront Park and Fishing Ponds	47	19	8	2	5	5	Y	Y	5	All-abilities destination playground, Jordan River Trail runs along the east perimeter, 3 fishing ponds with walkways, the Jordan River Trails connects to it, 6 pickleball courts will be added in the near future
REGIONAL SUBTOTAL	88	21	44	4	13	9	-	-	5	
COMMUNITY PARKS										
Highland Park	21	4	23	2	4	1	-	Y	-	In Daybreak: concessions/storage buildings, sports field
Jordan Ridge Park	14	1	2	-	1	1	-	Y	-	Basketball sculpture, detention basin field area, loop pathways, volleyball court is grass (not sand)
Oquirrh Shadows Park	9	-	15	1	-	1	-	Y	-	Splash pad, adjacent to fire station, loop pathways
COMMUNITY SUBTOTAL	44	5	40	3	5	3	-	-	-	

TABLE 2.1 - EXISTING PARKS AND AMENITIES INVENTORY CONT.

PARK NAME	ADDRESS	DEVELOPED ACRES	UNDEVELOPED ACRES	RESTROOMS	LARGE PAVILIONS	MED/SMALL PAVILIONS	MULTIPURPOSE FIELDS	BASEBALL/SOFTBALL FIELDS	TENNIS COURTS	PICKLEBALL COURTS	VOLLEYBALL COURTS	BASKETBALL COURTS	PLAYGROUNDS	SKATE/BIKE PARK	SPLASH PAD
NEIGHBORHOOD PARKS															
Ascot Downs Park	4150 W 10200 S	2.1	-	-	-	1	-	-	-	-	-	-	1	-	-
Country Crossing Park	4288 Harvest Moon Dr	5.0	-	-	-	1	1	-	-	-	-	-	1	-	-
Glenmoor Baseball Field	4500 W Skye Dr	1.6	-	1	-	-	-	1	-	-	-	-	-	-	-
High Pointe Park	10960 S Oceano Dune Ct	3.5	-	-	-	1	-	-	-	-	-	-	1	-	-
Hillside Park	4400 Open Hill Dr	8.9	-	-	-	1	1	-	-	-	-	-	1	-	-
Ivory Crossing Park	11300 3200 W	4.0	-	-	1	-	-	-	-	-	-	-	1	-	-
Lucas Dell Park	3532 W 11400 S	1.6	-	-	-	1	-	-	-	-	-	-	1	-	-
McKee Farms Park	2734 Jacks Legacy Dr	2.0	-	-	-	1	-	-	-	-	-	-	1	-	-
Midas Creek Park	2780 W 11670 S	2.8	-	-	-	1	-	-	-	-	-	-	1	-	-
Prospector Park	10200 2200 W	3.1	-	1	1	1	-	-	-	-	-	1	1	-	-
River Heights Park	3594 W Vista Praderea Way	3.4	-	-	-	3	-	-	-	-	-	-	1	-	-
Rushton Meadows Park	10450 S Harvest Pointe Dr	3.1	-	-	-	1	-	-	-	-	-	-	1	-	-
Shields Lane Park (Mystic Springs)	9800 S 1000 W	2.4	12.6	1	-	-	-	-	-	-	-	-	-	-	-
Skye Park	4800 W Skye Dr	4.9	-	1	-	1	-	-	-	-	-	1	1	-	-
Stonehaven Park	9970 S 4075 W	5.3	-	-		1	-	-	1	-	1	-	1	-	-
Sunrise Mountain Park	11259 Topview Rd	13.9	-	-	-	1	-	-	-	-	-	-	-	-	-
Sunstone Park	5620 W 11800 S	2.0	-	-	-	1	-	-	-	-	-	-	1	-	-
	NEIGHBORHOOD SUBTOTAL	69.6	12.6	4	2	16	2	1	1	0	1	2	14	0	0

TABLE 2.1 - EXISTING PARKS AND AMENITIES INVENTORY CONT.

PARK NAME	PICNIC TABLES	BARBECUE GRILL	BENCHES	BIKE RACKS	DRINKING FOUNTAINS	WALKING PATHS	TRAILHEAD	OPEN LAWN AREAS	POND OR WATER	NOTES
NEIGHBORHOOD PARKS										
Ascot Downs Park	4	1	2	-	1	-	-	Y	-	Detention basin on north half of park
Country Crossing Park	4	1	1	1	1	1	-	Y	-	Detention basin east half of park, loop pathways
Glenmoor Baseball Field	-	-	4	-	-	1	Y	Y	-	Trailhead, connection to Bingham Creek Trail
High Pointe Park	4	-	2	-	-	1	1	Y	-	City taken over private park at request of HOA, trailhead to Welby Canal trail, includes new bike park
Hillside Park	4	-	-	1	1	1	Y	Y	1	In Daybreak, stream through park (secondary water)
Ivory Crossing Park	16	-	-	-	-	1	-	Y	-	Perimeter sidewalks, water storage tank below ground w/ utility structures above, detention south end
Lucas Dell Park	1	1	-	-	-	1	-	Y	-	Sidewalks on 3 side
McKee Farms Park	-	-	2	-	-	-	-	Y	-	West side is detention basin
Midas Creek Park	4	-	2	-	-	1	-	Y	1	Sidewalks 2 sides, creek runs northwest side, regional trail connection
Prospector Park	11	1	4	1	1	1	-	Y	-	North of Bingham High School, loop pathways
River Heights Park	6	-	-	-	-	1	-	Y	-	Perimeter walking path
Rushton Meadows Park	6	-	6	-	-	1	-	Y	1	Canal adjacent to trail
Shields Lane Park (Mystic Springs)	2	-	2	-	1	-	Y	-	-	Small, with a proposed 12.6-acre expansion
Skye Park	4	-	7	-	1	1	-	Y	-	Detention basin eastern 2/3 of park, loop pathways
Stonehaven Park	4	-	4	-	-	1	-	Y	-	Glenmoor neighborhood
Sunrise Mountain Park	5	-	5	1	-	1	-	Y	-	In Daybreak, mostly native grasses, amphitheater, overlook, sunrise art markings
Sunstone Park	2	1	3	-	1	1	-	Y	-	Detention basin majority of park
NEIGHBORHOOD SUBTOTAL	77	5	44	4	7	14	-	-	3	

TABLE 2.1 - EXISTING PARKS AND AMENITIES INVENTORY CONT.

PARK NAME	ADDRESS	DEVELOPED ACRES	UNDEVELOPED ACRES	RESTROOMS	LARGE PAVILIONS	MEDIUM/SMALL PAVILIONS	MULTIPURPOSE FIELDS	BASEBALL/SOFTBALL FIELDS	TENNIS COURTS	PICKLEBALL COURTS	VOLLEYBALL COURTS	BASKETBALL COURTS	PLAYGROUNDS	SKATE/BIKE PARK	SPLASH PAD
MINI PARKS															
Beckstead Park	10760 Beckstead Ln	6.0	-	-	-	-	-	-	-	-	-	-	1	-	-
Bolton Park	10104 Knox Ct	0.5	-	-	-	-	-	-	-	-	-	-	1	-	-
Callendar Square Park	4515 Harvest Moon Dr	1.4	-	-	-	-	-	-	-	-	-	-	-	-	-
District Park	3600 11800 S	3.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Dunsinane Park	9550 Dunsinane Dr	2.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Kilmuir Park	4660 W 9500 S	1.7	-	-	-	-	-	-	-	-	-	-	1	-	-
South Ridge Park	4436 W Ambyr Lynn Way	0.5	-	-	-	-	-	-	-	-	-	-	-	-	-
Triangle Park	4300 West Sky Dr	1.8	-	-	-	-	-	-	-	-	-	1	1	-	-
Yorkshire Park	9790 South Yorkshire Dr	3.5	-	-	-	-	-	-	-	-	-	-	1	-	-
	MINI SUBTOTAL	20.4	0	0	0	1	0	0	0	0	0	1	6	0	0
TOTAL USED TO CALCULATE LOS		326.4	87.7	19	9	50	27	10	9	18	4	6	28	1	2

TABLE 2.1 - EXISTING PARKS AND AMENITIES INVENTORY CONT.

PARK NAME	PICNIC TABLES	BARBECUE GRILL	BENCHES	BIKE RACKS	DRINKING FOUNTAINS	WALKING PATHS	TRAILHEAD	OPEN LAWN AREAS	POND OR WATER	NOTES
MINI PARKS										
Beckstead Park	-	-	-	-	-	1	-	Y	-	Detention basins w/ sidewalks on 2 sides
Bolton Park	-	-	1	-	-	1	-	Y	-	Detention basin w/ playground in bottom, sidewalk on 2 sides
Callendar Square Park	-	-	2	-	-	1	-	Y	-	In Daybreak, adjacent to Daybreak Recreation Center
District Park	-	-	-	-	-	1	-	Y	-	Sidewalks on 3 sides, includes a detention basin
Dunsinane Park	-	-	1	-	1	-	-	Y	-	Fenced with short white vinyl rail fence, one opening for people to enter, includes a detention basin
Kilmuir Park	1	-	1	-	-	1	-	Y	-	Glenmoor neighborhood, sidewalks entering park
South Ridge Park	-	-	-	-	-	-	-	Y	-	Detention basin
Triangle Park	-	-	-	-	-	-	-	Y	-	Sidewalk on south perimeter, sidewalk entering park in north corner
Yorkshire Park	-	-	3	-	-	1	-	Y	-	Located in the Glenmoor neighborhood
MINI SUBTOTAL	5	0	10	0	1	7	1	-	0	
TOTAL USED TO CALCULATE LOS	210	31	136	11	26	32	1	-	8	(Excludes County Parks, Special Use Parks, Detention Basins and Open Space)

Bingham Creek Regional Park

City Park

Riverfront and Fishing Ponds Parks

REGIONAL PARKS

There are three Regional Parks in South Jordan that range from 30 to 67 acres and encompass more than 150 total acres. They represent more than half of the city's total park acreage, and offer an array of amenities and unique features that attract visitors regionally.

- **Bingham Creek Regional Park** is an expansive 162-acre partially developed park at the northwest corner of 4800 West and Old Bingham Highway. Jointly owned by South Jordan City and Salt Lake County, the park is governed by the Bingham Creek Regional Park Authority. Currently, 74.3 acres of the park are developed, featuring multipurpose fields, restrooms, a playground, a pavilion, a disc golf course, and a bike park. The remainder of the park is master planned for future development. Operation and maintenance responsibilities are shared between the city and the county, with the latter overseeing maintenance until 2030.
- **City Park** is South Jordan's main civic park, encompassing 67.2 acres and offering an extensive array of amenities and activities that cater to a diverse range of interests. The park includes a baseball complex, softball complex, skate park, splash pad, five multipurpose fields, six tennis and six pickleball courts, two playgrounds, and restrooms.
- Nestled along the banks of the Jordan River, **Riverfront Park and Fishing Ponds** encompass 49.7 acres of park land. The park offers over twenty picnic pavilions, an all-abilities playground, three fishing ponds, four multi-purpose fields, and restrooms. The result is a serene retreat for nature enthusiasts and families alike.

COMMUNITY PARKS

Community Parks range from two to nearly 14 acres in size. Community parks play a vital role in South Jordan, offering specialty features with city-wide appeal and a diverse array of amenities catering to a broad spectrum of recreational activities. These parks also serve as hubs for community events and gatherings.

As shown in **Table 2.1**, South Jordan currently has three Community Parks, totaling 45.2 acres.

- **Highland Park** is situated within Daybreak. This 19 acre park includes two playgrounds, two restrooms, two spacious pavilions, six multipurpose fields, and six pickleball courts.
- **Jordan Ridge Park** is an 11 acre park serving the northeastern quadrant of South Jordan. This park is equipped with essential amenities such as restrooms, pavilions, multipurpose fields, a playground, and various sports courts.
- **Oquirrh Shadows Park** spans 15.2 acres in central South Jordan. The park includes restrooms, pavilions, multipurpose fields, a playground, a slash pad, and a pathway with fitness equipment.

Highland Park

Jordan Ridge Park

Oquirrh Shadows Park

High Pointe Park

Sunrise Mountain Park

Sunstone Park

NEIGHBORHOOD PARKS

Neighborhood parks are intended to meet the recreational needs of local neighborhoods, providing a mix of amenities tailored to the needs of surrounding residential areas. In South Jordan, there are currently 17 neighborhood parks that range from three to nearly 14 acres and encompass 69.6 acres of land. These parks provide essential features such as restrooms, playgrounds, sports courts and fields, pavilions, and other facilities that enhance neighborhood livability, as shown in **Table 2.1**.

It is important to note that some neighborhood parks include detention basins that have limited park amenities. Upgrades should be considered for these parks to further enhance their recreational value (see the Park Standards section later in this chapter for more information).

MINI PARKS

There are nine mini parks in South Jordan. They encompass nearly 20.4 acres of land, average just over two acres in size, and range from one-half acre to six acres in size (see **Table 2.1)**. Mini parks are designed to serve the needs of residential areas that lack access to larger park facilities. They have limited amenities and tend to be dominated by detention basins, lawn areas, or playgrounds. Due to the limited recreational value of mini parks in comparison to larger, amenity-rich park types, no new mini parks are envisioned or recommended for future development in the city.

OTHER PARKS & RECREATION FACILITIES

Other parks and recreational facilities within South Jordan include private, Salt Lake County, and Utah State University owned properties, as well as special use facilities managed by the city. While these spaces serve diverse recreational purposes, they are generally not considered in park needs assessments due to their non-city ownership, varying accessibility, or non-traditional amenities. Nonetheless, they are discussed below to help provide a more comprehensive understanding of available park and recreation amenities within the city.

PRIVATE PARKS

Private park facilities typically offer minimal resources to fulfill city-wide recreational needs. The situation at Daybreak presents a unique scenario for South Jordan, which includes more than 93 acres of private parks and related facilities that have been carefully designed and implemented to serve the needs of Daybreak residents. These facilities play a vital role in addressing park needs in the Daybreak Community, easing pressure on neighboring areas of the city.

The importance of the private parks at Daybreak are therefore acknowledged in this plan, and they are addressed where appropriate to ensure the influence of these facilities on the city is documented and understood.

SPECIAL USE FACILITIES

These facilities typically provide a special interest or provide a unique, nontraditional park experience. As illustrated **Map 2.1**, there are four parks in this category, varying from one-half acre to 65 acres in extent. As described below, these parks are unique places that serve important roles in the city's profile yet have limited park functions.

CITY-OWNED SPECIAL USE FACILITIES

Mulligans Golf Course is a 65-acre, publicly accessible, fee-based golf-focused venue with two 18-hole courses, two 9-hole golf courses, a driving range, two mini golf courses, and open space. It also features eight batting cages of various pitching speeds and concessions and merchandise for purchase at the Caddie Shack. Due to the unique, feel-based, multi-purpose function of the facility and its limited park amenities, it has been classified as a special use facility.

Samuel Holt Historic Farmstead is a three-acre farmstead that has been preserved and restored. It includes historic buildings/plaques, a small pavilion, restrooms, a fire pit, and a community garden. While providing some traditional park functions, its primary designation as a historical site earns the classification as a special use facility.

9000 South and Gateway Entrance Parks are two small entry landscapes that serve as gateway entrances into the city. Due to their location and minimal size (1.1 acres total), they lack park functions are not used in Level of Service calculations.

Utah State University Extension Equestrian Park

NON-CITY-OWNED SPECIAL USE FACILITIES

Formerly known as the Salt Lake County Equestrian Center, the **Bastian Agricultural Center** is a 120-acre agricultural and equestrian facility, now under Utah State University Extension's ownership. This site currently includes an arena, event center, racetrack, and other various equestrian facilities. In the future, the following major renovations[1] are anticipated:

1. Natural Resource Area (education center, wetlands/ponds, educational trails, and youth activities)
2. Science, Technology, Engineering, and Mathematics (STEM) Center (conference center, lodging, pavilions, and sports/activity areas, primarily serving the Utah 4-H program)
3. Plan Production and Education (farmers market, workshop space, green houses, and demonstration gardens)
4. Equestrian and Animal Production Education (arena and equestrian event center)

Marve Jensen Park

Marv Jensen Park is a 17.3-acre Salt Lake County-owned park featuring multipurpose fields. The site previously included a recreation center east of the park, which has since been sold and is now a private recreation center. Jordan School District is in negotiations with the county to purchase the park to expand Bingham High School. Due to the unclear future of the park, coupled with the fact that it is not controlled by the city, the park is classified as a special use facility.

OTHER CITY-MAINTAINED LAND

In addition to parks and open space, the Parks Division maintains an additional 62 acres of land, encompassing seven acres of city buildings and facilities, 36 acres of streetscapes and rights-of-way, and 19 acres of storm water basins.

1 https://extension.usu.edu/bastianagriculturalcenter/our-vision

EXISTING NEEDS & SERVICE LEVELS

EXISTING LEVEL OF SERVICE ANALYSIS

The Level of Service (LOS) analysis tool, originally developed by the National Recreation and Parks Association (NRPA), was designed to aid communities in assessing their provision of parkland. Historically, it served as a standardized benchmark for determining park needs, facilitating comparisons between communities, and guiding efforts to better address residents' needs.

While LOS continues to assist in evaluating park provision, its usage for direct comparisons among communities nationally has waned, as the tool is not able to fully capture the unique conditions and expectations of individual localities. This is particularly notable in regions like the Intermountain West where federal-owned public open space is plentiful. Despite such shortcomings, LOS analysis can help gauge park needs over time as communities age and grow.

Applying the tool to South Jordan City results in a LOS of **3.7 park acres per 1,000 residents**. This figure was calculated by dividing the acreage of existing public parks (326.4 acres) by the 2025 population (89,116) and multiplying by 1,000 (326.4 / 89,116 x 1,000 = 3.7).

$$\frac{326.4 \text{ EXISTING PUBLIC ACRES}}{89{,}116 \text{ 2025 RESIDENTS}} \times \text{PER } 1{,}000 \text{ RESIDENTS} =$$

City Park Splash Pad

Table 2.2 compares South Jordan's LOS with 15 other communities across the state, including nearby communities with comparable conditions. As indicated, South Jordan is located towards the bottom of this list. As previously indicated, the city has unique conditions that help meet resident park needs, including significant private facilities in the Daybreak Community that are available for Daybreak residents, and abundant open space located along the Jordan River Parkway that is available to all residents.

TABLE 2.2 - PARK LEVEL OF SERVICE COMPARISON

COMMUNITY	LOS
St. George	5.7
Springville City	5.1
Mapleton City	4.9
Provo	4.8
Spanish Fork	4.7
Bluffdale City	4.5
Salem	4.3
Sandy	3.8
South Jordan	**3.7**
Draper	3.7
Herriman	3.7
Saratoga Springs	3.7
Lehi	3.6
West Jordan	2.9
Orem	2.8

Note: It should be noted that the LOS totals above are nonofficial as they only include comparable park types as determined by Landmark Design. Some communities include additional open space or park types in their official LOS.

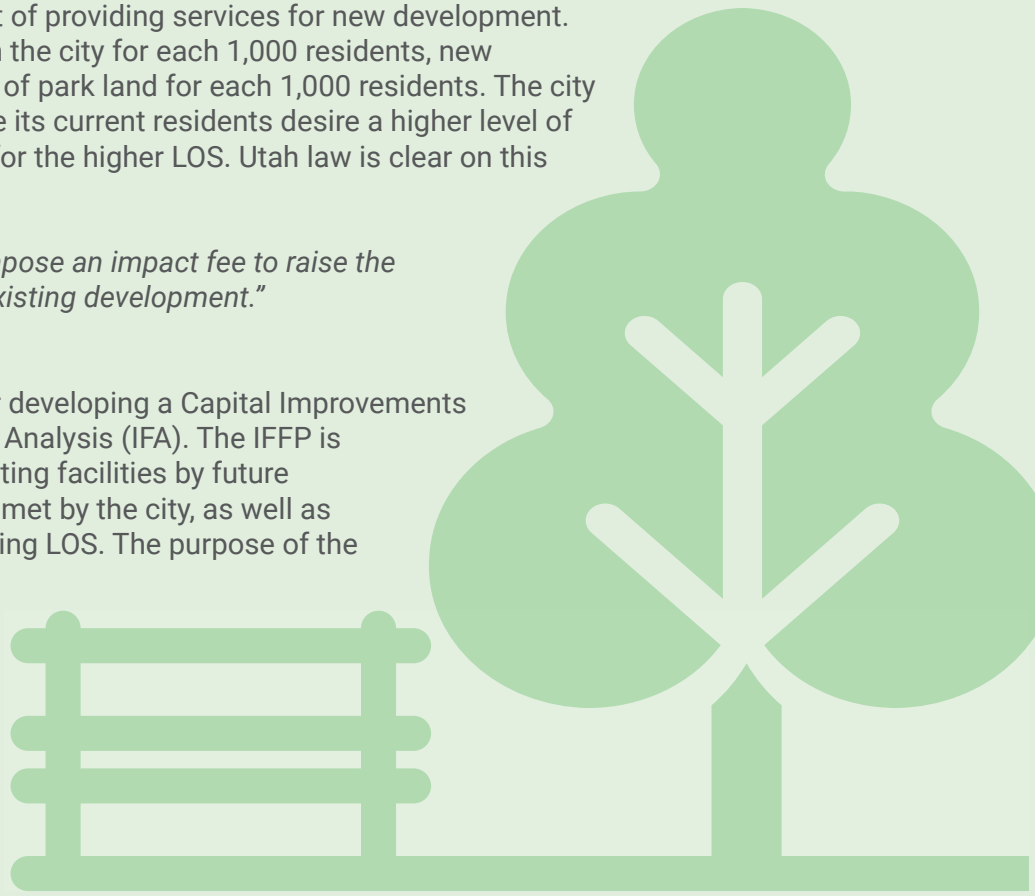
A NOTE ABOUT LEVEL OF SERVICE (LOS) AND IMPACT FEES

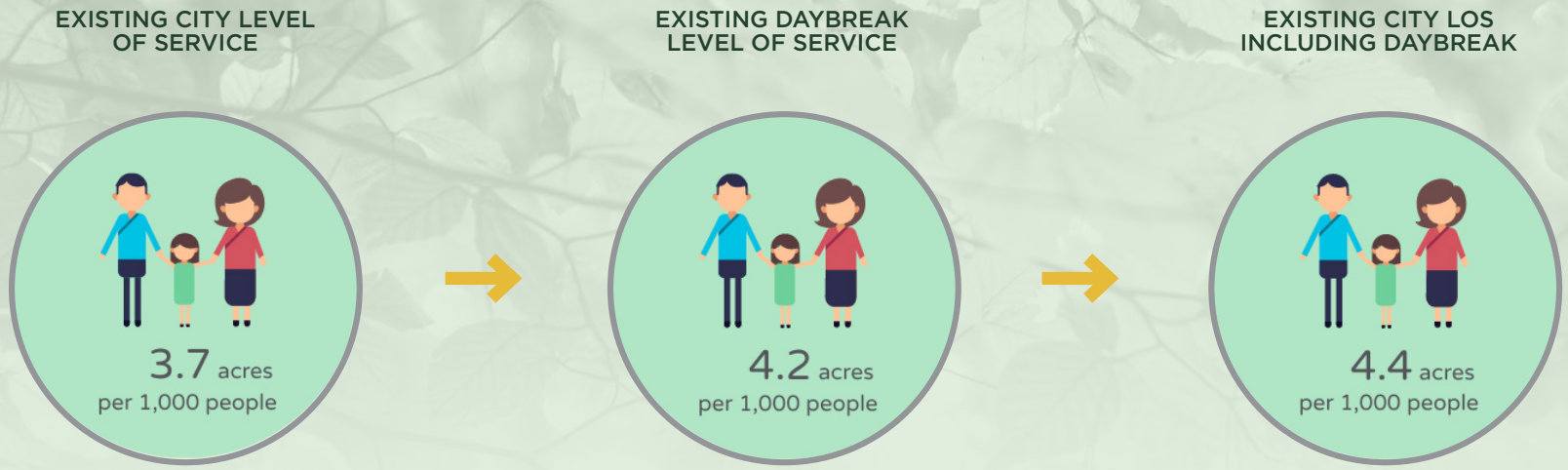
The LOS discussion in this document is related specifically to planning for future parks. The intent is to understand the level of service currently existing in the community, and to determine the means for maintaining that level of service or establishing a more appropriate level of service for the future. LOS presents a quantity (acres, miles, numbers) of an amenity or facility (parks) for a determined number of persons (population). The result is a ratio of amenities or facilities to the representative population. For example, the parks ratio is typically expressed as the number of acres of park land per 1,000 persons.

It is important to distinguish this discussion of LOS for planning purposes from LOS as typically applied when determining impact charged for new development for meeting its proportionate share of the cost of providing essential public services. While a LOS for planning is used to establish a standard or guideline for future facility development, a separate impact fee assessment is applied to determine the actual cost of providing services for new development. For example, if there are currently five-acres of parks in the city for each 1,000 residents, new development cannot be charged at a rate for ten-acres of park land for each 1,000 residents. The city may elect to provide a higher LOS in the future because its current residents desire a higher level of service, but it cannot require new development to pay for the higher LOS. Utah law is clear on this point, stating the following:

"A local political subdivision or private entity may not impose an impact fee to raise the established level of service of a public facility serving existing development."
- UC11-36-202(1)(a)(ii).

The Parks Master Plan should provide a foundation for developing a Capital Improvements Plan, Impact Fee Facilities Plan (IFFP), and Impact Fee Analysis (IFA). The IFFP is designed to identify the demands placed upon the existing facilities by future development and evaluate how these demands will be met by the city, as well as the future improvements required to maintain the existing LOS. The purpose of the IFA is to proportionately allocate the cost of the new facilities and any excess capacity to new development, while ensuring that all methods of financing are considered. While the IFFP and IFA will serve as a companion to this document, information may differ due to the specific requirements related to the calculation of impact fees as defined in Utah Code 11-36a – the Impact Fee Act.





FACTORING IN DAYBREAK

The extensive parkland located in the Daybreak Community significantly influences LOS for its residents and has a nuanced impact on LOS for South Jordan. When including private and city parks[1] within Daybreak, current Daybreak residents have an existing LOS of 4.2 acres per 1,000 residents[2], which is higher than the city-wide LOS of 3.7. This is a significant difference. If Daybreak's 67.4 acres of public parks were factored into the city-wide assessment, South Jordan would similarly rise to an LOS of 4.4.

Daybreak's private parks serve Daybreak residents and reduce demand for some city-wide park resources. They are not intended to be used by residents from other parts of the city. It should be noted that many of Daybreak's parks are passive in nature; they lack sports courts and playing fields, which places further demand on the city to provide more parks with active amenities.

1 Highland, Sunstone, Hillside, Sunrise Mountain and Callendar Square
2 Approximate current Daybreak residents estimated at 27,000 in 2024

PARK DISTRIBUTION ANALYSIS

The community survey indicated that the primary reason residents visit a specific park is its proximity to home. It is crucial to analyze park accessibility to determine if equitable access to parkland is provided throughout the city.

Map 2.2 depicts park accessibility and distribution by delineating service areas for each park classification based on the typical geographic zone residents are willing to travel to access a specific type of park.

- **Regional Parks:** 2-mile radius
- **Community Parks:** 1-mile radius
- **Neighborhood Parks:** 1/2-mile radius
- **Mini Parks:** 1/4-mile radius

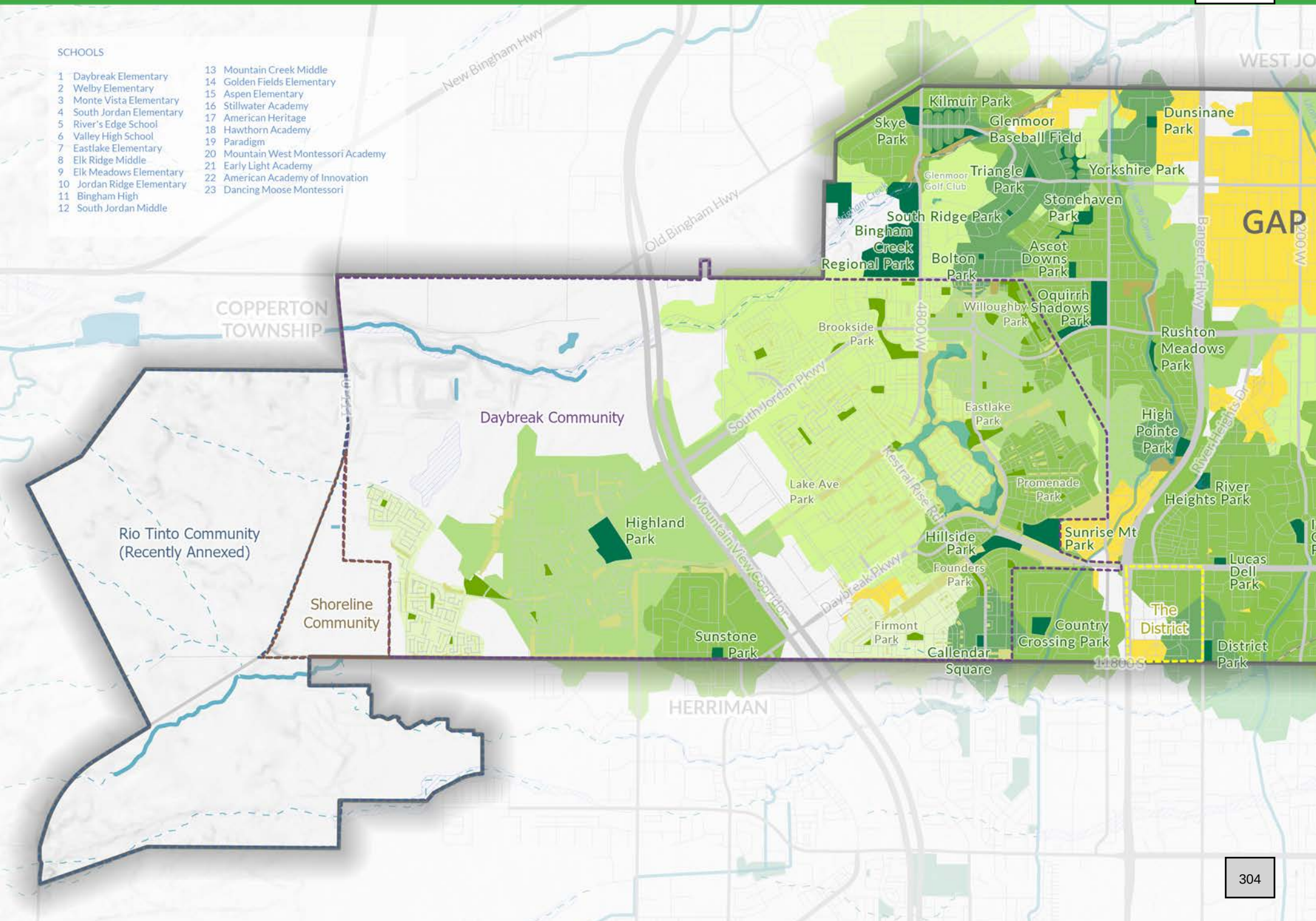
The results of this analysis indicate there are two significant service area gaps evident in South Jordan. Gap 1 is situated in the northeastern extents of the city near Shields Lane and the Jordan River. Gap 2 is in north-central South Jordan, primarily east of Bangerter Highway and north of South Jordan Parkway.

Map 2.3 displays the walkshed (representing a 1/2 mile walk radius) from all city parks. This assessment complements the park distribution analysis, providing an additional perspective on park distribution and accessibility. While most South Jordan residents have a park within a half-mile walk, there are significant areas where walking to a park is longer than the half-mile target. Such gaps are particularly acute in the eastern and southern parts of the city.

FACTORING IN DAYBREAK

Map 2.2 and **Map 2.3** also illustrate the park service areas for Daybreak parks, which is intended to clarify how the private Daybreak facilities enhance park accessibility and distribution within the Daybreak Community.

Daybreak - Oquirrh Lake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16 Stillwater Academy
17 American Heritage
18 Hawthorn Academy
19 Paradigm
20 Mountain West Montessori Academy
21 Early Light Academy
22 American Academy of Innovation
23 Dancing Moose Montessori
New Bingham Hwy
Old Bingham Hwy
COPPERTON TOWNSHIP
Daybreak Community
Rio Tinto Community (Recently Annexed)
Shoreline Community
HERRIMAN
Kilmuir Park
Skye Park
Glenmoor Baseball Field
Dunsinane Park
Triangle Park
Yorkshire Park
Glenmoor Golf Club
Stonehaven Park
South Ridge Park
Bingham Creek Regional Park
Bolton Park
Ascot Downs Park
Oquirrh Shadows Park
Willoughby Park
Brookside Park
Rushton Meadows Park
4800W
South Jordan Pkwy
Eastlake Park
High Pointe Park
Lake Ave Park
Promenade Park
River Heights Park
Kestrel Rise Rd
Highland Park
Mountain View Corridor
Hillside Park
Sunrise Mt Park
Founders Park
Lucas Dell Park
Daybreak Pkwy
The District
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Country Crossing Park
District Park
Sunstone Park
Callendar Square
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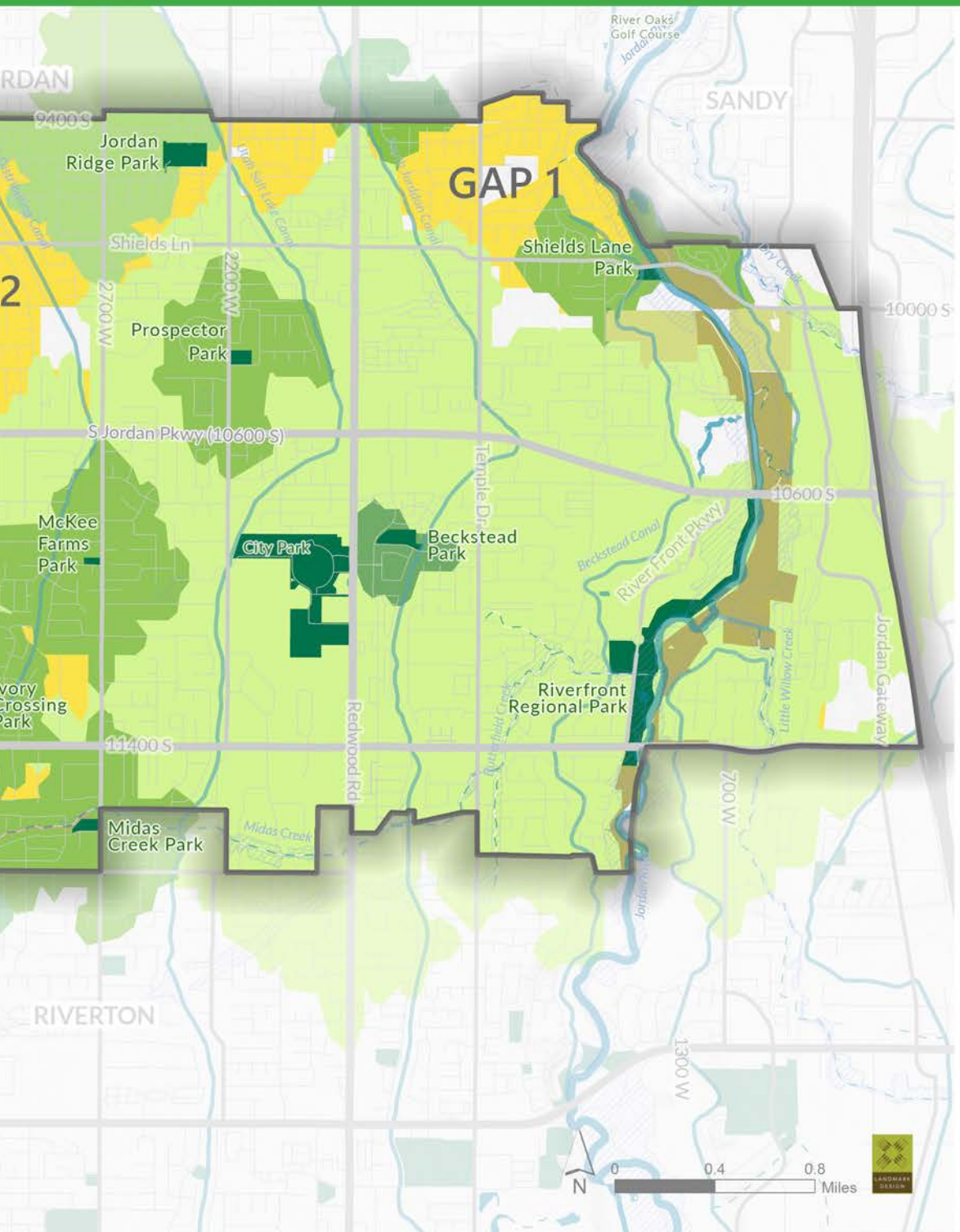
Bangerter Hwy
River Heights Dr
GAP
200W



MAP 2.2: EXISTING PARKS SERVICE AREAS

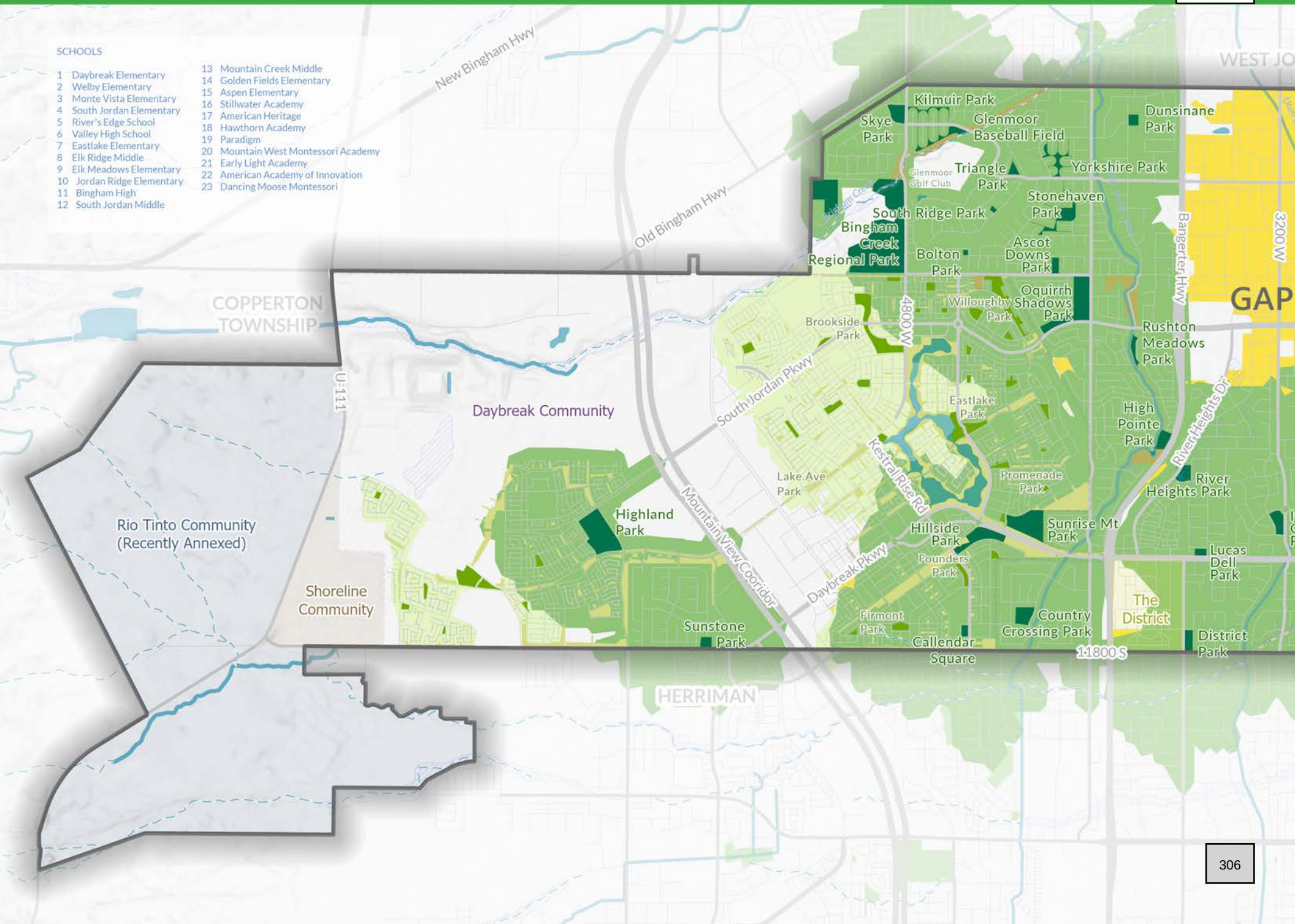
- Existing Residential Gap
- Mini Park Service Area - 1/4 mile
- Neighborhood Park Service Area - 1/2 mile
- Community Park Service Area - 1 mile
- Regional Park Service Area - 2 miles
- Daybreak Park Service Area
- Adjacent Community Park Service Area

- Public Park
- Private Park
- Public Open Space
- Private Open Space

- South Jordan City Boundary
- Lake or Waterbody
- FEMA Flood Boundary
- River/Stream
- Perennial Stream
- Canal
- Ephemeral/Intermittent Stream

NOTE: Bingham Creek Park is owned and operated by the Bingham Creek Regional Park Authority, a partnership between South Jordan City and Salt Lake County.

SOUTH JORDAN UTAH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3200 W
11800 S
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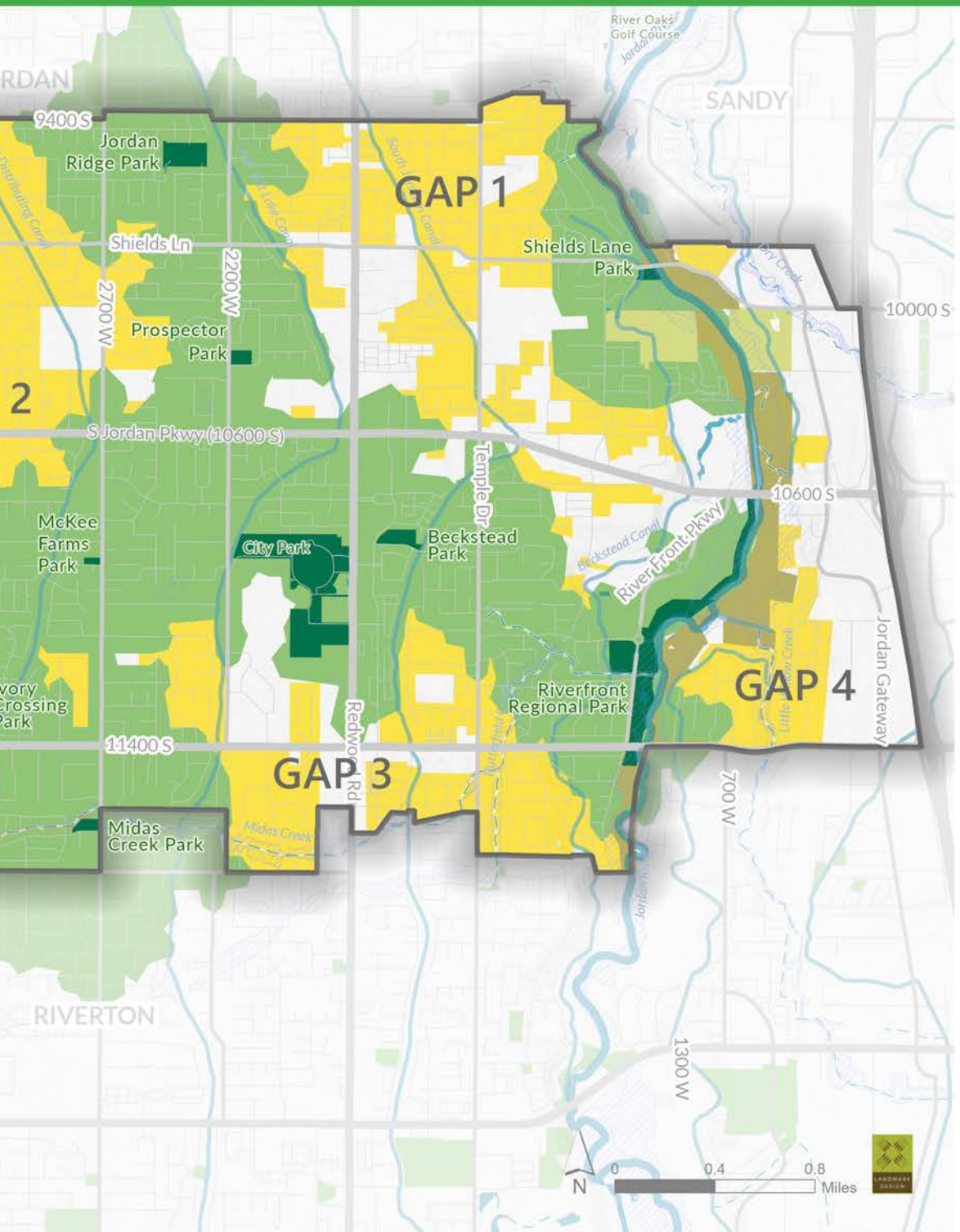

MAP 2.3: EXISTING PARKS WALKSHED

- Existing Residential Gap
- Public Park Walkshed (1/2 mile)
- Daybreak Park Walkshed (1/2 mile)

- Public Park
- Private Park
- Public Open Space
- Private Open Space

- South Jordan City Boundary
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SOUTH JORDAN UTAH

FUTURE PARK NEEDS

This section identifies the park acreages, locations, and amenities required to meet existing and future park needs in South Jordan. The following recommendations are based on LOS and Distribution Analysis results, population growth projections, and input received during the public engagement process.

FUTURE LEVEL OF SERVICE

In the community survey, 83% of respondents expressed satisfaction with South Jordan's park system, with only 18% indicating a shortage of parks. Furthermore, when residents were asked to prioritize parks, open space, recreation, and trails enhancements, the construction of new parks ranked low.

To strike a balance between new park development and other community goals and priorities, **it is recommended that South Jordan maintain its LOS of 3.1 acres per 1,000 residents.** This recommendation sets an ambitious park development target of approximately 150 new acres of parkland as the city continues to grow, while also allowing resources to be directed towards other higher-priority initiatives (such as investing in existing parks, additional trails, and open space).

MEETING LOS NEEDS

A total of 472.8 acres of parkland are required to maintain a LOS of 3.1 in 2050 (152,502 / 1,000 x 3.1 = 472.8). Subtracting 326.4 acres of existing public parkland results in **146.4 acres of additional parkland needed to maintain a LOS of 3.1 from 2025 through 2050** (472.8 – 326.4 = 146.4). The city already has a number parks planned that will help meet this goal. Together the planned and proposed parks contained in this plan will ensure the city meets its goals for LOS as the community grows. Details about the planned parks follow.

FUTURE LEVEL OF SERVICE (EXISTING)

TOTAL PARK ACRES NEEDED TO MEET 3.1 LOS BY 2050

ADDITIONAL PARK ACRES TO DEVELOP BY 2050

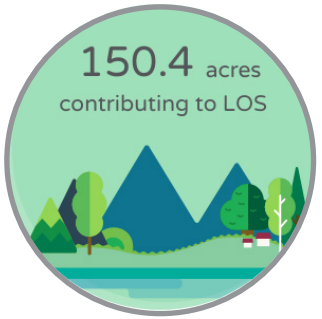
PLANNED PARKS

South Jordan City currently has five parks or park expansions planned for development, totaling 150.4 acres. These parks are illustrated in **Map 2.4** and detailed in **Table 2.3.**

TABLE 2.3 - PLANNED PARKS

PLANNED PARKS	LOCATION	ACRES	PARK TYPE
Bingham Creek Regional Park	5000 W 10200 S	87.7	Regional
Kennecott Community Park	Rio Tinto Annexation Area	30.0	Community
Kennecott Neighborhood Park 1	Rio Tinto Annexation Area	10.0	Neighborhood
Kennecott Neighborhood Park 2	Rio Tinto Annexation Area	10.0	Neighborhood
Oquirrh East Park	3788 South Jordan Pkwy	12.7	Neighborhood
Total		**150.4**	

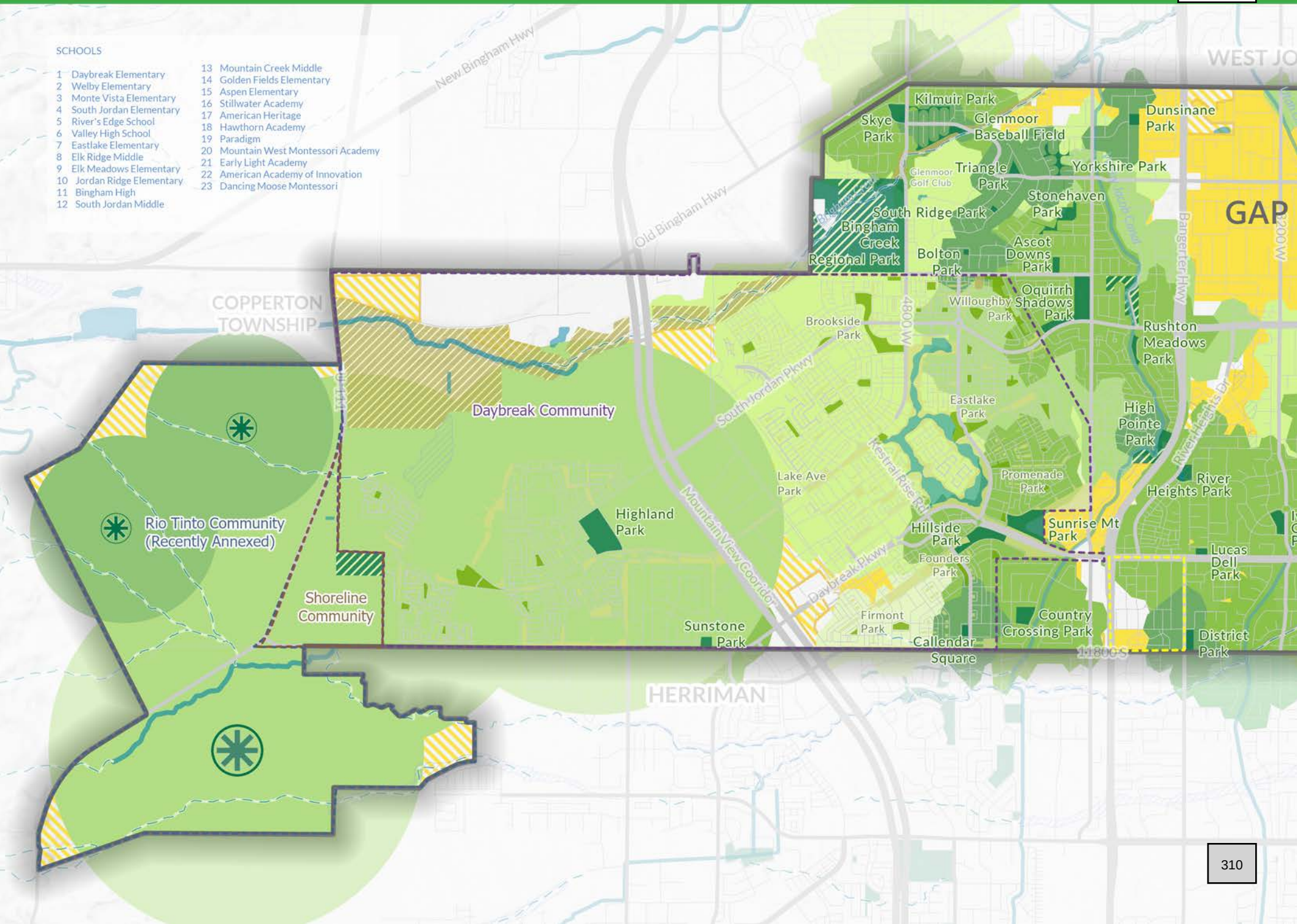
PARK ACRES PLANNED



MEETING LOS AND FILLING GAPS

Assuming all planned parks are developed, **the city will have a surplus of 4.0 acres of parkland for meeting the Future LOS of 3.1 in 2050** (146.4 - 150.4 = -4.0). As depicted in **Map 2.4**, two distribution gaps exist within South Jordan's park service areas. While planned parks do not address service area gaps, the city is largely built out in the center and on the east side in the gap areas, making the development of new parks in these areas challenging. The city should continue to explore non-traditional means of meeting recreation needs in these areas and ensure that proposed trails are built to connect residents in gaps areas to existing city parks and amenities.

SURPLUS OF PARK ACRES AFTER DEVELOPING PLANNED PARKS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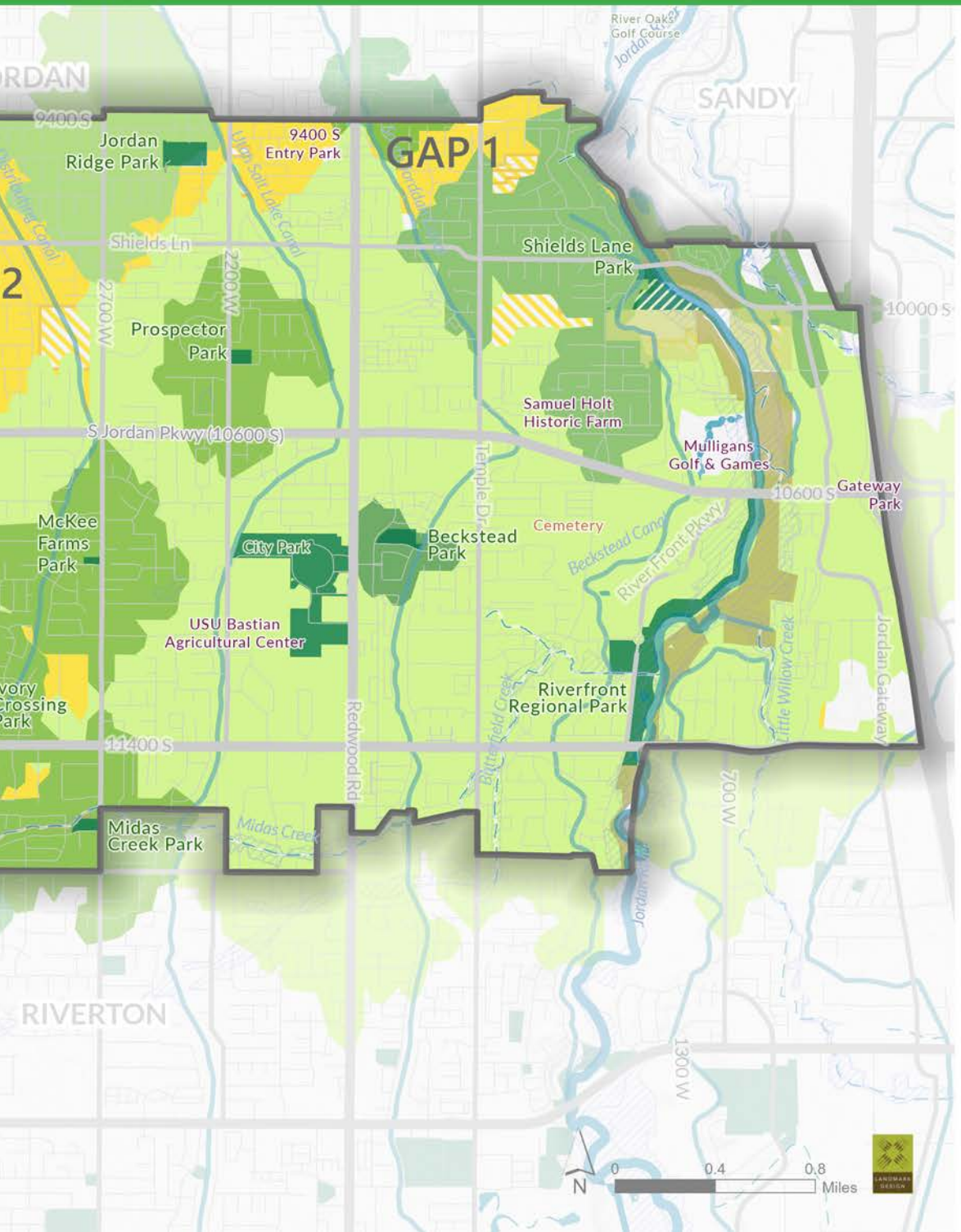

MAP 2.4: FUTURE PARK SERVICE AREAS

- Planned Community Park (30 ac)
- Planned Neighborhood Park (10 ac)
- Existing Residential Gap
- Potential Future Residential Gap
- Mini Park Service Area - 1/4 mile
- Neighborhood Park Service Area - 1/2 mile
- Community Park Service Area - 1 mile
- Regional Park Service Area - 2 miles
- Daybreak/Rio Tinto Park Service Areas
- Planned Public Park
- Existing Public Park
- Existing Private Park
- Planned Open Space
- Existing Public Open Space
- Existing Private Open Space
- Existing Park in Adjacent Community
- South Jordan City Boundary
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SOUTH JORDAN UTAH

MEETING NEEDS FROM 2025 - 2035

During the next ten years, a total of 353.7 acres of public parkland is required to maintain an LOS of 3.1 from 2025 to 2035 (114,102/1,000 x 3.1 = 353.7). Subtracting 326.4 acres of existing public parkland from this amount results in a total need for 27.3 acres of additional parkland to meet needs during the next ten years (2025 to 2035) (353.7 – 326.4 = 27.3). **These needs can be met by developing at least 27.3 acres of the planned parks in Table 2.3**.

MEETING NEEDS FROM 2035 - 2050

Maintaining an LOS of 3.1 acres per 1,000 residents between 2035 and 2050 requires a total of 472.8 acres of public parkland (152,502 / 1,000 x 3.1 = 472.8). Subtracting 326.4 acres of existing public parkland and 27.3 acres of planned parkland required by 2035 results in 119.1 acres of additional parkland needed to meet LOS needs between 2035 and 2050 (472.8 – 326.4 – 27.3 = 119.1). **If the city develops the remaining 123.0 acres of planned parks between 2035 and 2050, it will have a surplus of 4.0 acres of park land as shown in Table 2.4.**

EXISTING PARK ACRES CONTRIBUTING TO LOS

PARK ACRES NEEDED TO MEET 3.1 LOS BY 2035

PARK ACRES NEEDED TO MEET 3.1 LOS FROM 2035 - 2050

TABLE 2.4 - PARK ACREAGE NEEDS

	2025-2035	2035-2050
Park Acres Need to Meet LOS Needs During Timeframe	27.3	119.1
Planned Park Acres* Available to Meet LOS Needs During Timeframe	27.3	123.0
Additional Park Acres to be Acquired and Developed to Meet LOS	**0**	**0 (surplus of 4.0 acres)**

* From properties identified in **Table 2.3**

PARK AMENITIES ANALYSIS

Investment in existing city parks was ranked as the number one priority in the community survey. The following amenity analyses provide insight as to where amenity enhancements for new and existing parks might be most impactful.

AMENITIES SYSTEM-WIDE

Table 2.5 establishes standards for park amenity provision in South Jordan, based on national and regional trends and local conditions. It then assesses the amenities needed to meet those standards by 2025 and 2035. Given the rapidly changing nature of amenity needs and trends, this analysis does not extend beyond 2035[2].

This analysis indicates that a wide range of park amenities are needed to meet resident needs in 2025 and 2035, with the greatest shortage being pickleball and tennis courts, multipurpose fields, playgrounds, baseball/softball fields, basketball courts, and dog parks/off-leash dog areas. Staff indicates that there is currently not enough field space for internal recreation programs, let alone fields to accommodate the demands of private recreation programs and clubs.

Other amenities required to meet current and future needs include volleyball courts, a splash pad/water feature, and skate park. As South Jordan City strategizes the development of its planned parks and upgrades to existing parks, these amenities should be incorporated where feasible. Active recreation amenities such as sports fields and courts should be prioritized in South Jordan's western neighborhoods to meet the recreation and programming needs in those areas.

City Park Softball Complex

2 It should be noted that the recommendations are based on current trends and should consider evolving community needs and desires.

TABLE 2.5 - AMENITY LEVEL OF SERVICE ASSESSMENT

AMENITY	QUANTITY OF EXISTING AMENITIES	EXISTING AMENITY LEVEL OF SERVICE (POP. PER AMENITY)	SUGGESTED LEVEL OF SERVICE (LOS) POP. PER AMENITY	ADDITIONAL QUANTITY REQUIRED TO MEET 2025 NEEDS	ADDITIONAL QUANTITY REQUIRED TO MEET NEEDS 2025-2035	TOTAL ADDITIONAL REQUIRED TO MEET NEEDS BY 2035
Playgrounds	28	3,183	3,500	0	5	5
Multipurpose Fields	27	3,301	3,500	0	6	6
Pickleball Courts	18	4,951	6,000	7	7	14
Baseball/Softball Fields	10	8,912	7,500	2	3	5
Tennis Courts	9	9,902	10,000	4	4	8
Basketball Courts	6	14,853	10,000	3	6	6
Volleyball Courts	4	22,279	20,000	0	1	1
Dog Parks/Off-Leash Areas	0	0	30,000	3	1	4
Splash Pads/Water Play Features	2	44,558	40,000	0	1	1
Skate Parks	1	89,116	50,000	1	0	1
Bike Parks	2	44,558	50,000	0	0	0

PARK STANDARDS

A wide range of characteristics contribute to the quality and character of a park, including its setting, design, and individual features and amenities. **Table 2.6** summarizes standards for each park classification. It is generally expected that parks will include the recommended amenities as a minimum requirements, and should incorporate additional or unique amenities or design elements that reflect the specific purpose, size, and location of the park.

Table 2.6 also indicates whether each existing city-owned park meets the standard facilities for its classification (see table cells highlighted in pink). South Jordan should consider adding any missing amenities, where appropriate, to ensure all parks are up to standard.

TABLE 2.6 - PARK AMENITY STANDARDS ASSESSMENT

		PARK AMENITIES							RECREATION AMENITIES					
AMENITY	ACRES	PICNIC TABLE(S)	BENCH(ES)	SIGNAGE	OPEN LAWN AREAS	DRINKING FOUNTAIN	RESTROOM	OFF-STREET PARKING	PLAYGROUND	SPORTS FIELDS/ COURTS	WALKING PATHS (1/2 MILE MIN.)	PICNIC SHELTER	GROUP PAVILION	SPECIALTY RECREATION
REGIONAL PARK	**>30**	●	●	●	●	●	●	●	●	●	●	●	●	2
Bingham Creek Regional Park		Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
City Park		Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Riverfront Park & Fishing Ponds		Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
COMMUNITY PARK	**10 - 30**	●	●	●	●	●	●	●	●	●	●	●	●	1
Highland Park		Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Jordan Ridge Park		Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	N
Oquirrh Shadows Park		Y	Y		Y	N	Y	Y	Y	Y	Y	Y	Y	Y
NEIGHBORHOOD PARK	**3 - 10**	**2**	**2**	●	●				●	●	●	●		
Ascot Downs Park		Y	Y		Y				Y	N	N	Y		
Country Crossing Park		Y	N (-1)		Y				Y	Y	Y	Y		
Glenmoor Baseball Field		N*	Y		Y				N*	Y	Y	N		
High Pointe Park		Y	Y		Y				Y	N*	N*	Y		Y
Hillside Park		Y	N(-2)		Y				Y	Y	Y	Y		
Ivory Crossing Park		Y	N(-2)		Y				Y	Y	Y	Y		
Lucas Dell Park		Y	N(-2)		Y				Y	N	Y	Y		
McKee Farms Park		N (-2)	Y		Y				Y	N	N	Y		
Midas Creek Park		Y	Y		Y				Y	Y	Y	Y		
Prospector Park		Y	Y		Y				Y	Y	Y	Y		
River Heights Park		Y	N(-2)		Y				Y	Y	Y	Y		
Rushton Meadows Park		Y	Y		Y				Y	N	Y	Y		
Mystic Springs/ Shields Lane Park		Y	Y		N*				N	N	N	N		
Skye Park		Y	Y		Y				Y	Y	Y	Y		
Stonehaven Park		Y	Y		Y				Y	Y	Y	Y		
Sunrise Mountain Park		Y	Y		Y				N	N	Y	Y		
Sunstone Park		Y	Y		Y				Y	N	Y	Y		
MINI PARK	**<3**	**1**	**1**	●	●				●					
Beckstead Park		N	N		Y				Y					
Bolton Park		N	Y		Y				Y					
Callendar Square Park		N	Y		Y				N					
District Park		N	N		Y				N					
Dunsinane Park		N	Y		Y				N					
Kilmuir Park		Y	Y		Y				Y					
South Ridge Park		N	N		Y				N					
Triangle Park		N	N		Y				Y					
Yorkshire Park		N	Y		Y				Y					
QUANTITY NEEDED		**10**	**13**			**1**			**6**	**7**	**3**	**2**		**1**

Number in () indicates quantity shortage of amenity.

* These amenities are likely to remain absent due to the size and nature of the respective parks.

PARK UPGRADES AND IMPROVEMENTS

PARK SYSTEM CONDITION ASSESSMENT

Replacing worn-out park amenities on a regular basis is essential for park systems to operate properly. Appendix B: Park System Inventory and Conditions Assessment documents the condition of amenities and infrastructure in South Jordan parks. Though most city facilities are in good condition, some amenities, particularly volleyball courts, restrooms, and basketball courts are in fair or poor condition and need refurbishment or replacement. Specific parks that are in the most need of investment are Dunsinane, Kilmuir, and Callendar Square.

This assessment should serve as the basis for prioritizing and phasing future park improvements. As part of this process, the city should continue to engage with the surrounding neighborhood and the community at large to ensure investments meet the needs and desires of residents.

PARK IMPROVEMENTS

The community survey asked respondents to indicate needed improvements to their most visited park. Based on these results, the top desired improvements for South Jordan's most popular parks are indicated in **Table 2.7**. When making future park upgrades, South Jordan should prioritize these requests.

Additionally, city staff indicates that the city's tree canopy is diminishing. Budget allocations have not been sufficient to replace trees that have died in recent years, or to provide additional trees as requested in the community survey. Replacing dead and dying trees and planting new trees to keep up with public demand are therefore recommended. Furthermore, the addition of small features such as bouldering walls, demonstration gardens, and obstacle courses to passive parks should be considered as easy and inexpensive upgrades focused on better utilization of existing parks.

TABLE 2.7 - DESIRED IMPROVEMENTS FOR INDIVIDUALS PARKS FROM THE COMMUNITY SURVEY

PARK	MOST DESIRED IMPROVEMENTS
City Park	Shade structures, walking paths, sports fields/courts
Oquirrh Shadows Park	Trees/landscaping, shade structures, restrooms
Bingham Creek Regional Park	Trees/landscaping, shade structures
Riverfront Park	Shade structures, trees/landscaping, site furnishings, educational trails
Highland Park	Sports fields/courts, ADA amenities, art installations
Ascot Downs Park	Restroom, site furnishings, shade structures
Jordan Ridge Park	Parking, shade structures, sports fields/courts
High Pointe Park	Playground equipment
Ivory Crossing Park	Restrooms
Rushton Meadows Park	Restrooms, maintenance/cleanliness

Other park improvements supported by the public that should be considered for future implementation include general upgrading of existing parks and playgrounds, more pickleball courts, and reducing water use at city parks through water-wise landscaping and design.

SPECIAL USE FACILITIES

The Samuel Holt Historic Farmstead contributes to the character while preserving it as an important cultural resource as well. The ***South Jordan Arts Plan 2023*** recommends the inclusion of art elements and events to enhance the facility's profile and increase awareness of this important site, in addition to finishing interior upgrades to the building.

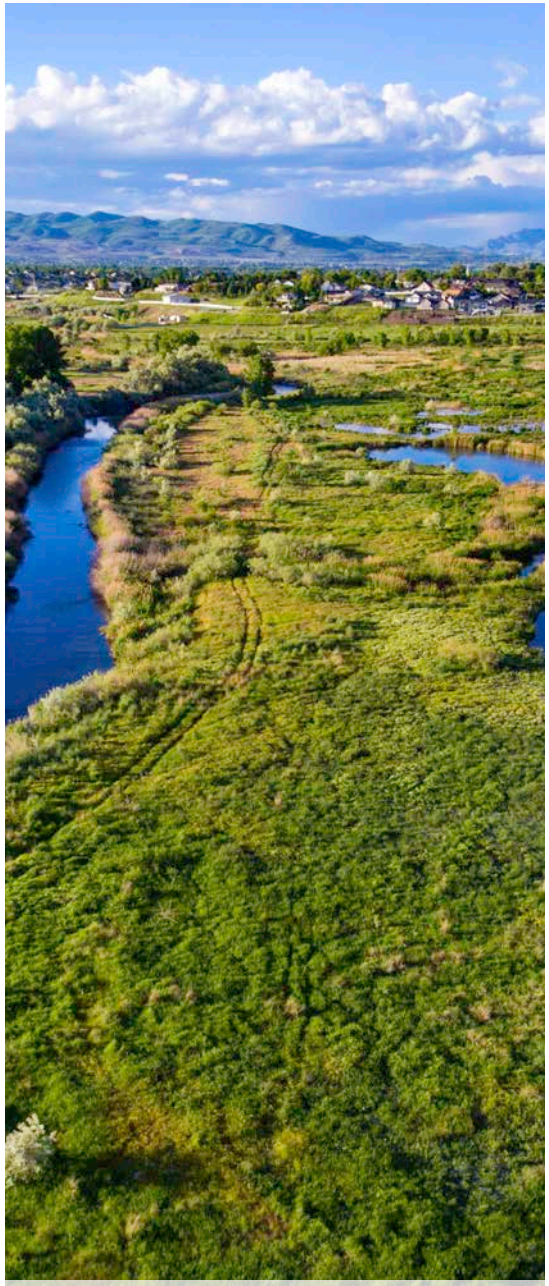
The city is also evaluating a variety of potential improvements to Mulligans Golf and Games as part of replacing the facility's aged driving range structure, which are discussed in further detail in Chapter 3: Recreation and Community Events. This plan supports efforts to improve special use facilities, and recommends that the findings of the ***South Jordan Arts Plan 2023*** and results of the Mulligans Golf and Games enhancement studies are implemented in the future.

NEW AMENITIES

Dogs are currently required to be on leash in the city except in private yards. West Jordan and Millrace in Taylorsviille are the nearest public dog parks, and are located outside of the city boundaries. Daybreak has a dog park which is available only for Daybreak Community residents. Requests for dog parks increase every year. The community survey indicated that 65% of residents think that having a dedicated dog park in South Jordan is important, and approximately 25% of respondents allocated hypothetical funds to a dedicated dog park.

When asked about funding special facilities in the city, the greatest interest is for a dog park and an all-abilities park/ADA accessible playground. Lower priorities but still of interest are a bike park, and bicycle pump track. As the city makes improvements and upgrades to existing parks and open space, the above amenities should be considered for inclusion where appropriate.

Samuel Holt Farmstead



Jordan River Open Space

OPEN SPACE

Open space is a vital resource, offering both physical and visual relief from urban development. It provides many benefits, enhances livability, and improves the well-being of South Jordan by preserving habitat, connecting neighborhoods, mitigating noise and visual disturbance, increasing carbon absorption, reducing urban heat, and helping to purify soil, water, and air.

SOUTH JORDAN'S OPEN SPACES

Currently, there are approximately 257 acres of public open space in South Jordan (see **Map 2.1**). The two primary open space areas exist within the Jordan River and Bingham Creek Corridors.

JORDAN RIVER CORRIDOR

The Jordan River Corridor, located along the eastern edge of South Jordan, is a vital natural resource and a key component of the city's open space network. The Jordan River Parkway serves as the primary public access point to this regional open space, providing recreational opportunities and ecological benefits. The corridor encompasses nearly 320 acres of publicly owned and preserved open space, with South Jordan managing approximately 185 acres. Within this area, the city owns and maintains its section of the regional Jordan River Trail and Mulligans Golf and Games.

The Jordan River Parkway features a variety of recreational amenities, including two fishing ponds, a destination-inclusive playground, six new pickleball courts, a basketball court, and a two large pavilions. This section of the parkway is part of a larger 40-mile river corridor that connects Utah Lake to the Great Salt Lake, spanning three counties and 15 cities.

South Jordan is also a member of the Jordan River Commission and actively supports its guiding principles as outlined in Blueprint Jordan River, a regional vision for preserving and enhancing the river corridor.

BINGHAM CREEK CORRIDOR

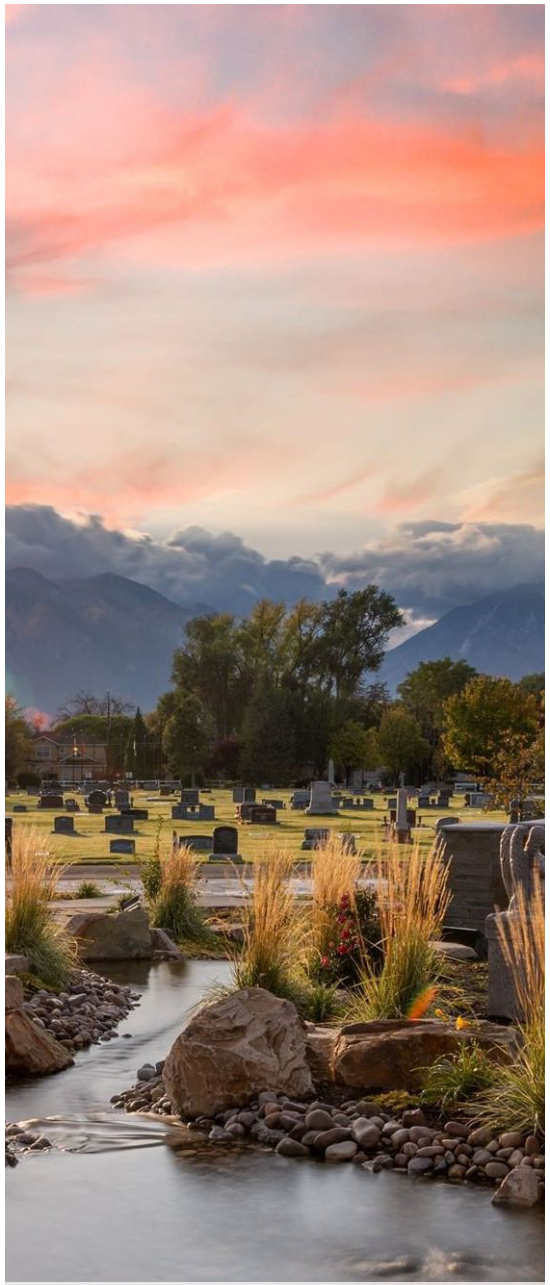
The Bingham Creek open space corridor is located on the west side of South Jordan and represents a significant opportunity for future public open space. **Map 2.4** highlights planned future open spaces within the city, including efforts to preserve and enhance this corridor. The city is actively working with the Larry H. Miller Group (Daybreak) to secure more than 183 acres of public open space within the Bingham Creek Corridor. This initiative aims to protect natural landscapes while improving connectivity through a network of trails and passive recreation amenities.

Bingham Creek Regional Park, a 162-acre regional park, is also located within the Bingham Creek Corridor. As one of the largest parks in the region, it provides extensive recreational opportunities and serves as a key open space asset for the community. Additionally, Glenmoor Golf Course, a privately owned 136.5-acre golf course, is located within this area, preserving additional open space while offering recreational opportunities for residents and visitors.

The Bingham Creek Trail runs through this corridor, beginning at the West Jordan City boundary and continuing through Bingham Creek Regional Park. Plans include extending the trail westward to U-111, further enhancing connectivity and recreational access within the area.

The Trans-Jordan Landfill, anticipated to be capped within the next 15 years, presents a unique opportunity to transform approximately 240 acres of landfill into natural open space. This conversion would extend and integrate with the Bingham Creek Corridor, creating a larger, cohesive open space system that supports recreation and ecological preservation.

Beyond the Bingham Creek Corridor, the Oquirrh Mountains form the city's western boundary, offering potential future open space resources. While active mining operations currently restrict public access, future land-use changes could provide opportunities for recreational access. If made available, this area could become a valuable community asset, with potential for a network of mountain bike trails and other outdoor recreation opportunities in the foothills.



South Jordan Cemetery

OPEN SPACE ACQUISITION

There is no standardized LOS or similar assessment tool for determining optimal open space provision. Most cities typically acquire such spaces opportunistically. In South Jordan, the acquisition of open space emerged as a high priority in the community survey, and it is recommended that the city acquire additional open space as opportunities arise, particularly when such acquisitions would expand or enhance existing parks and open spaces; preserve natural drainages, viewsheds, or agricultural land; or enhance the city's trail system.

Funding resources and open space acquisition tools are detailed in Chapter 6: Implementation.

FACTORING IN FUTURE DEVELOPMENT

Open space in Daybreak will total approximately 1,040 acres when complete, with 40 additional acres planned for the Shoreline community, and 571.25 acres planned for the Rio Tinto annexation area.

CEMETERIES

South Jordan currently has one public cemetery—South Jordan Memorial Park Cemetery—which encompasses 11.2 acres. Established in 1863, the cemetery was initially managed by a local ward of the Church of Jesus Christ of Latter-Day Saints until 1945 when ownership was transferred to the city. The cemetery serves as the final resting place for many South Jordan residents.

The cemetery is now nearing capacity, raising concerns about how the city will meet future resident needs. This master plan recommends that the city conduct a special study evaluating burial space availability, infrastructure, and maintenance requirements, in addition to forecasting burial demand. Such assessments are crucial for determining whether additional cemetery facilities are necessary to meet the city's needs, and if so, how large the facility should be, and where it should be located.

KEY PARK & OPEN SPACE RECOMMENDATIONS

- Acquire and develop the required park land to maintain a LOS of 3.1 acres per 1,000 residents through 2050.
- Investigate non-traditional options for gaps in park service areas.
- Add high-demand park amenities, such as shade structures/trees, restrooms, pickleball courts, dog parks, outdoor amphitheater, and all-abilities playgrounds.
- Minimize dog conflicts at parks and along trails by constructing off-leash dog facilities and increasing leash-law enforcement.
- Provide the amenities recommended in “Table 2.6 - Park Amenity Standards Assessment” and “Table 2.7 - Desired Improvements for Individuals Parks from the Community Survey”, concentrating additional active recreation facilities in western South Jordan.
- Upgrade worn park amenities and features according to Appendix B: Park System Inventory and Conditions Assessment.
- Continue to evaluate and implement improvements to Mulligans and the Samuel Holt Historic Farmstead.
- Conduct a study assessing South Jordan’s cemetery needs.
- Protect South Jordan’s key natural open spaces, acquiring additional land where feasible to ensure public access.

Bench at Highland Park

GOALS & POLICIES: PARKS & OPEN SPACE

GOAL 1: ENSURE SOUTH JORDAN RESIDENTS HAVE EQUITABLE ACCESS TO A DIVERSE SYSTEM OF HIGH-QUALITY PARKS.

POLICY 1.1: PROACTIVELY DESIGN AND DEVELOP ADDITIONAL PARK LAND TO HELP MEET LEVEL-OF-SERVICE AND DISTRIBUTION NEEDS.

a. **Implementation Measure:** Develop at least 27.3 of the planned acres by 2035 to maintain a 3.1 LOS through 2035 (see planned parks in **Table 2.4**).

b. **Implementation Measure:** Develop the remaining 123.0 acres of park land between 2035 and 2050 to maintain a 3.1 LOS through 2050 (see planned parks in **Table 2.4**).

c. **Implementation Measure:** Investigate non-traditional opportunities to meet distribution needs in the city.

d. **Implementation Measure:** Ensure that parks in newly-annexed areas include significant active recreation amenities to meet the needs for these types of facilities on the city's west side.

POLICY 1.2: SEEK TO MEET THE DIVERSE PARK AMENITY NEEDS OF THE COMMUNITY AND PROVIDE AMENITIES IN PARKS AND OPEN SPACES THAT SERVE A BROAD RANGE OF USERS, AGE GROUPS, ABILITIES, AND INTERESTS.

a. **Implementation Measure:** Where feasible and desirable, incorporate the deficient amenities identified in **Table 2.5** in both new and existing parks.

b. **Implementation Measure:** Construct the amenities required to meet active recreation needs in western South Jordan.

c. **Implementation Measure:** Regularly identify and develop high-demand and unique amenities on appropriate sites (see Appendix A: Community Engagement).

d. **Implementation Measure:** Construct off-leash dog areas and dog parks to help meet dog-owner needs and minimize conflicts between users.

e. **Implementation Measure:** Increase enforcement of dog leash laws throughout all parks and recreation facilities.

f. **Implementation Measure:** Develop an accessibility strategic plan for the parks and recreation system that outlines accessible features throughout the city's parks

and open spaces, in addition to concentrated features such as all-abilities parks or playgrounds.

g. **Implementation Measure:** Develop outreach strategies to actively seek and encourage participation by diverse community members in the planning and design of the city's parks and recreation system.

h. **Implementation Measure:** Consider the formation of a Parks, Recreation, and Trails Committee to help explore and guide the implementation of the master plan vision and assist with the acquisition of grants, sponsorships, and partnerships.

GOAL 2: MAINTAIN A HIGH STANDARD OF MAINTENANCE AND QUALITY FOR PARKS AND OPEN SPACES.

POLICY 2.1: CONTINUE BEST MANAGEMENT AND MAINTENANCE PROCEDURES TO PROTECT THE CITY'S PARK AND RECREATION INVESTMENTS.

a. **Implementation Measure:** Update annual budgets to ensure funding for the operation and maintenance of city parks and open space is sufficient to meet needs.

b. **Implementation Measure:** Secure additional funding for park system improvements, including periodically reevaluating impact fee structure, pursuing grants, and partnering with other entities.

c. **Implementation Measure:** Utilizing Appendix B: Park System Inventory and Conditions Assessment, create a plan and schedule upgrades for worn or underutilized amenities.

d. **Implementation Measure:** Provide amenities and facilities to help residents "self-maintain" their parks and park facilities (i.e., trash receptacles, animal waste containers, hose bibs, and pet clean-up stations)

e. **Implementation Measure:** Protect the city's investment in sports fields by resting fields regularly to prevent damage by overuse.

POLICY 2.2: ENSURE CURRENT PARK AND OPEN SPACE FACILITIES CONTINUE TO MEET THE NEEDS OF THE COMMUNITY.

a. **Implementation Measure:** Where appropriate, upgrade existing parks that do not currently meet the minimum amenity standards (**Table 2.6**) to promote long-term use of public parks.

b. **Implementation Measure:** Implement improvements and upgrades to Mulligans and the Samuel Holt Historic Farmstead.

c. **Implementation Measure:** Develop, fund, and implement a tree planting program to increase shade and aesthetics in existing and new parks and open space facilities.

d. **Implementation Measure:** Expand the use of existing amenities by using strategies such as adding court and field lighting and heating public restrooms where appropriate.

e. **Implementation Measure:** Conduct a study to assess South Jordan's cemetery needs and implement recommendations.

POLICY 2.3: AVOID THE DEVELOPMENT OF MINI PARKS UNLESS THE NEIGHBORHOOD IS UNDER-SERVED BY PARKS AND THERE IS NO OTHER SIZABLE LAND AVAILABLE.

a. **Implementation Measure:** Update city ordinances to establish minimum size requirements and standards for parks provided by new development.

POLICY 2.4: ENSURE THE COMMUNITY IS AWARE OF THE PARKS AND AMENITIES AVAILABLE AND UNDERSTANDS THE REGULATIONS FOR USE.

a. **Implementation Measure:** Develop and implement a comprehensive wayfinding and signage master plan.

b. **Implementation Measure:** Regularly update facility information on the city's website.

GOAL 3: INCREASE THE AMOUNT OF NATURAL OPEN SPACE IN THE CITY.

POLICY 3.1: SECURE AND EXPAND SOUTH JORDAN'S OPEN SPACE SYSTEM.

a. **Implementation Measure:** Acquire open space that preserves natural drainages, wildlife habitat, viewsheds, sensitive lands, or areas with significant natural features such as unique landforms or steep slopes.

GOAL 4: PROMOTE WATER CONSERVATION AND SIMILAR PRACTICES TO HELP ENSURE THE SOUTH JORDAN PARKS AND OPEN SPACE SYSTEM IS SUSTAINABLE AND RESILIENT.

POLICY 4.1: AS NEW PARKS ARE DEVELOPED AND EXISTING PARKS ARE UPDATED, UTILIZE THE MOST CURRENT TECHNOLOGIES AND BEST PRACTICES TO CONSERVE WATER AND OTHER RESOURCES.

a. **Implementation Measure:** Reestablish the city's tree canopy by dedicating consistent funding for the replacement and addition of trees in public rights-of-ways, and other public properties in close coordination with the Urban Forester.

b. **Implementation Measure:** Utilize drip irrigation, moisture sensors, central control systems, and appropriate plant materials and soil amendments to create a more sustainable parks and recreation system.

c. **Implementation Measure:** Convert less-active areas in the city's parks and recreation system to more waterwise, drought-tolerant plantings to reduce water consumption and reduce intensive maintenance practices.

d. **Implementation Measure:** Conduct an audit of the park and recreation system to develop an approach for integrating waterwise plantings.

POLICY 4.2: UPGRADE EXISTING PARKS AND REQUIRE NEW PARKS TO INCLUDE RESOURCE-WISE LIGHTING AND STORMWATER MANAGEMENT STRATEGIES SUCH AS LOW IMPACT DEVELOPMENT (LID) PRACTICES.

a. **Implementation Measure:** Conduct an audit of the park and recreation system to develop a plan for integrating resource-wise lighting, LID practices, and infrastructure systems into the parks and recreation system.

SOUTH JORDAN
UTAH

03

RECREATION & COMMUNITY EVENTS

- Introduction
- Public Input on Recreation and Community Events
- Existing Public Recreation Facilities
- Existing Public Recreation Programs
- Other Facilities and Programs
- Community Events
- Future Recreation and Community Events Needs and Interests
- Factoring in Daybreak
- Key Recreation and Community Events Recommendations
- Goals and Priorities: Recreation and Community Events

INTRODUCTION

Recreation and community event facilities, programs, and activities are also critical for meeting South Jordan's leisure needs. This chapter begins with a summary of recreation-related public input received during the engagement and continues with an overview of existing recreation facilities and programs organized by the city, and then recommends changes to improve the ability of the city to meet community needs. The chapter concludes with specific goals, policies, and implementation measures to ensure the community's vision is achieved.

PUBLIC INPUT ON RECREATION AND COMMUNITY EVENTS

The community engagement process included a range of public input opportunities to ensure the needs and desires of South Jordan residents were heard and reflected in this master plan. A summary of feedback specific to recreation and community events follows.

COMMUNITY SURVEY

- 35% of respondents say there are not enough recreation opportunities in the city (**Figure 3.1**)
- Most popular recreation activities:
  - Walking
  - Hiking
  - Running
  - Swimming
- Desire facility improvements for (**Figure 3.2** and **Figure 3.3**):
  - Walking
  - Pickleball
  - Swimming
  - >25% say no facility improvements needed
- Four of ten respondents report having visited Mulligans Golf and Games in the past year
  - The most popular activities are mini golf and driving practice
  - Half of respondents do not support adding a golf simulator

FIGURE 3.1 - KEY SURVEY TAKEAWAYS - SLIDE 7

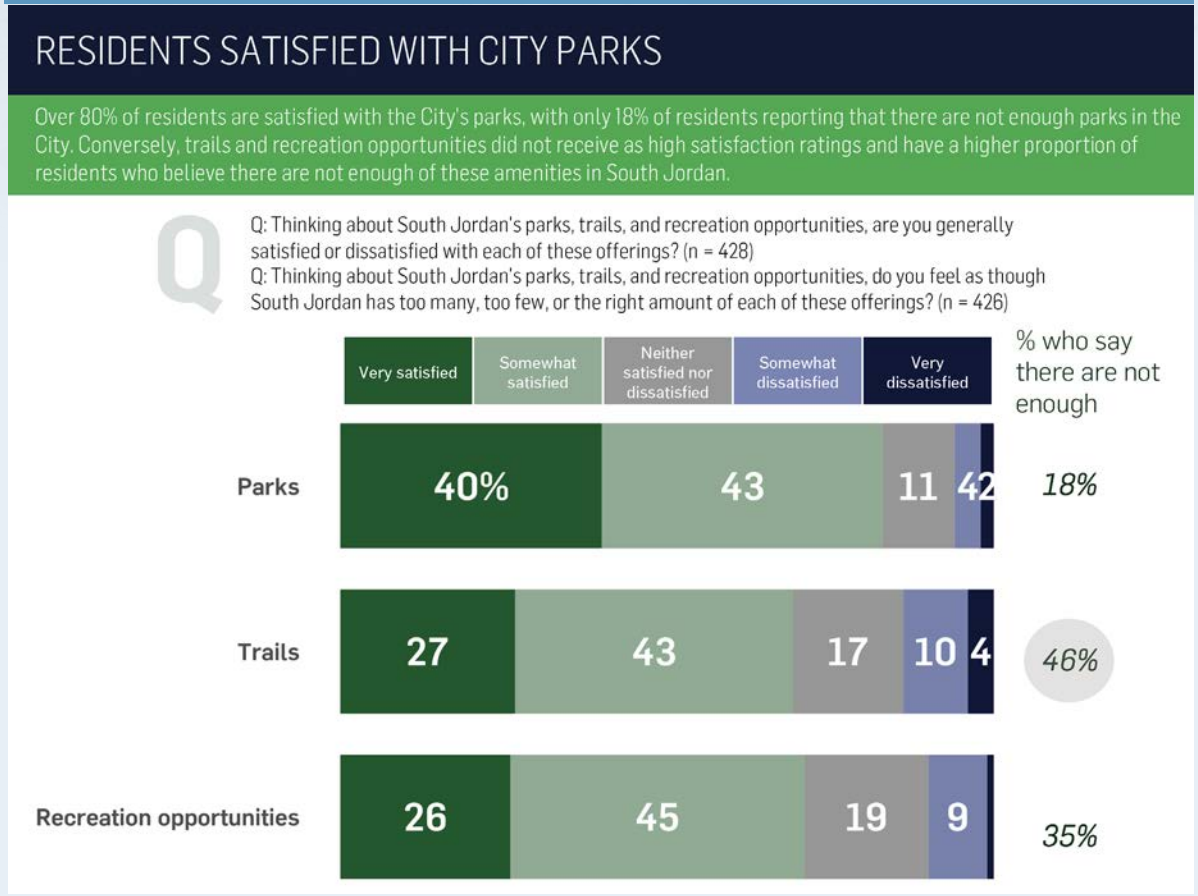


FIGURE 3.2 - KEY SURVEY TAKEAWAYS - SLIDE 28

QUARTER BELIEVE NO IMPROVEMENTS ARE NEEDED FOR REC FACILITIES

When it comes to recreational activities, residents report participating the most in walking, hiking, running, and swimming. Resident would most like to see improvements to facilities for walking, pickleball, and swimming. Over 1/4 of residents believe that that no facility improvements are needed at this time.

Q: For members of your household (you, your children, your spouse, etc.), what sports or activities do you regularly do for exercise or recreation? Please select all that apply. (n = 425)
Q: For which, if any, of the following activities do you think South Jordan should improve or build additional facilities, fields, courts, or equipment? Please select all that apply. (n = 400)

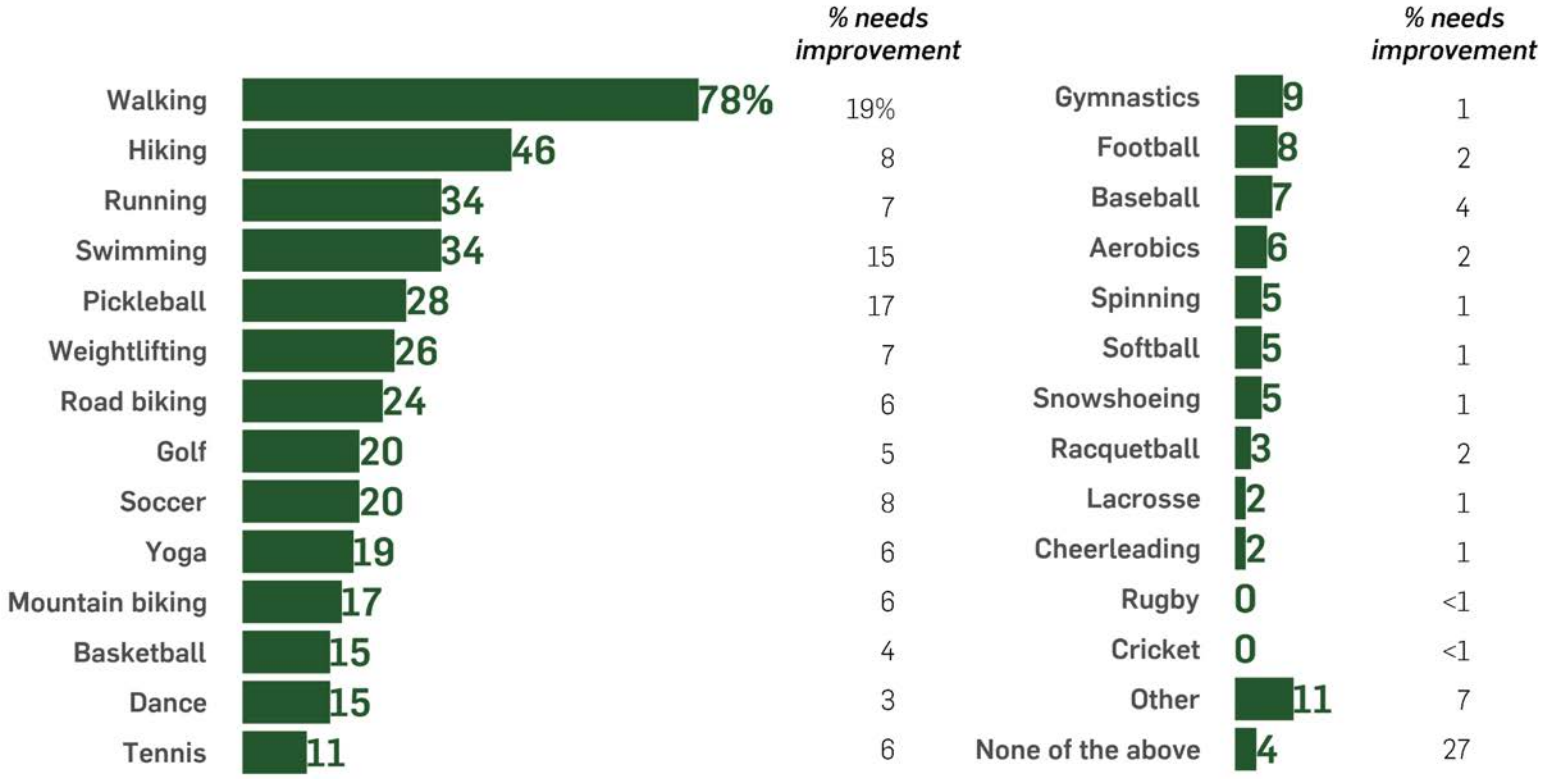
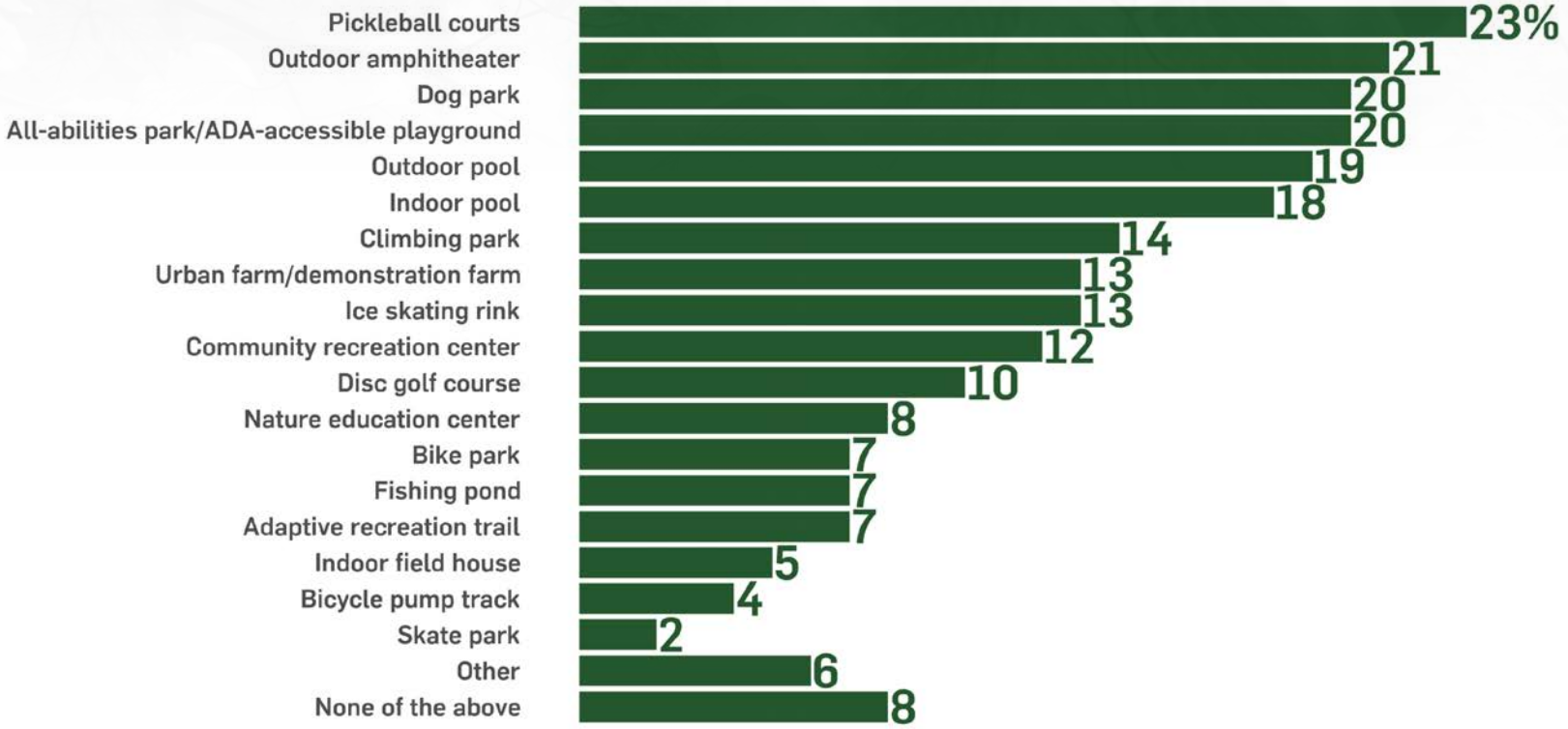


FIGURE 3.3 - KEY SURVEY TAKEAWAYS - SLIDE 30

RESIDENTS FAVOR PICKLEBALL COURTS FOR FUNDING

About 1/4 of residents show interest in pickleball courts as a facility South Jordan should consider funding, followed by outdoor amphitheater, dog park, all-abilities park, and both outdoor and indoor pools.

Q: Which, if any, of the following special use facilities should South Jordan City consider funding or constructing? Please select up to three. (n = 425)

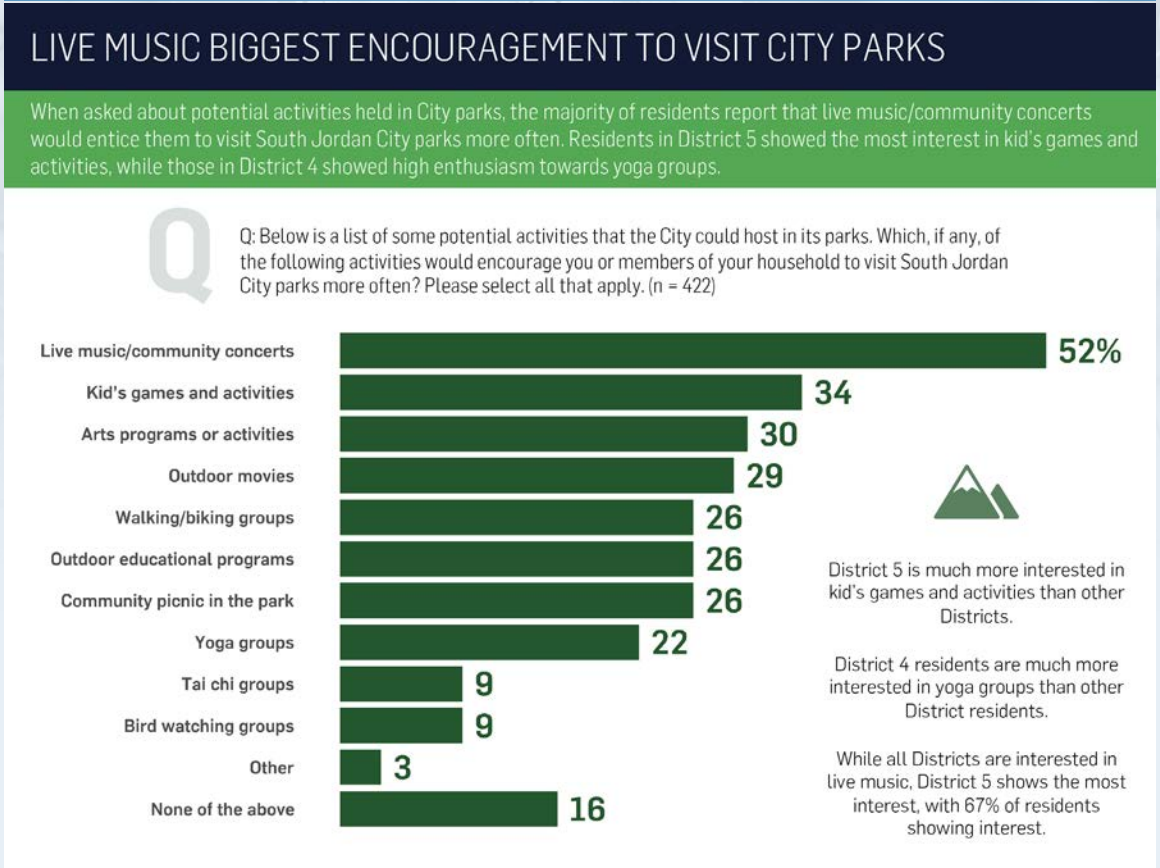


- The most desired park activities are (**Figure 3.4**):
  - Live music/community concerts
  - Kid's games and activities
  - Arts programs and activities
  - Outdoor movies
  - Walking/biking groups
  - Outdoor educational programs
  - Community picnics
  - Yoga groups

> "SOUTH JORDAN IS SEVERELY LACKING IN PICKLEBALL COURTS."

> "CLEANLINESS AND SAFETY ARE THE MOST IMPORTANT THINGS."

FIGURE 3.4 - KEY SURVEY TAKEAWAYS - SLIDE 26



PROGRAM & FACILITY REQUESTS FROM THE COMMUNITY SURVEY:

New Activities/Programs

- Agricultural activities/urban faming classes
- Car shows
- Community yard sale/flea market
- Dog-friendly activities
- Fitness classes in parks
- Food/art markets
- Live concerts
- More adult sports leagues

New or Improved Facilities

- Accessible facilities
- Amphitheater
- Food truck park
- Indoor badminton
- Indoor tennis/pickleball
- Indoor track
- Racquetball courts

FOCUS GROUPS

Increased programming demand has created staffing, maintenance, and availability issues.

  - City should assess how much facility space is needed to accommodate required programming.
  - Secure funding to construct necessary facilities.

- Race event demand is growing rapidly.
- The Gale Museum experiences a lot of traffic which increases wear and tear.
- City needs more senior and adaptive programs that are mindful of accessibility needs.
  - Facilities for seniors should include outdoor amenities such as a track and amphitheater.
- City should consider tournaments as economic development opportunities (that can help support additional shops, restaurants, and hotels near tournament facilities).

PUBLIC EVENTS, WEBSITE AND SOCIAL PINPOINT

A swimming pool/recreation center was indicated as one of the most important amenities required, particularly by participants providing feedback at the Spring Spectacular.

STEERING COMMITTEE

Need additional active recreation facilities on the west side of the city to meet programming needs, particularly ball fields.

South Jordan Community Center

EXISTING PUBLIC RECREATION FACILITIES

There are currently three public recreation facilities and one cultural facility in South Jordan. The South Jordan Community Center and Mulligans Golf and Games are owned and operated by the city. Salt Lake County owns and operates the South Jordan Fitness and Aquatics Center. The city also owns the Gale Museum, which is an important cultural hub for the community.

The following is a brief description of each of these facilities, including an assessment of existing and future needs and opportunities.

SOUTH JORDAN COMMUNITY CENTER

The South Jordan Community Center serves the city residents and those of surrounding cities. The Community Center was created to be a welcoming and safe place for users to congregate and socialize. In addition to providing meeting and gathering space, it serves as a senior citizen center, providing programs, events, and services for active, mature adults. The city is currently exploring options to relocate the senior center to a dedicated facility at a new location – opening up the possibility for the community center to be re-purposed or enhanced.

The ***South Jordan Arts Master Plan 2023*** indicates that there is a clear need and demand for dedicated arts facilities that support a range of art forms. The plan also indicates that increased funding is needed to meet the demand for additional facilities and staff. While the Arts Master Plan recommend that the South Jordan Community Center should continue to operate as a space for performing arts and classes as an interim solution, it does recommend the development of a community arts center separate from the county's regional performing arts center.

Mulligans Golf and Games - Clubhouse

MULLIGANS GOLF AND GAMES

Mulligans Golf and Games is described in detail in *Chapter 2: Parks and Open Space*. It is the primary location for a variety of city sponsored golf programs, including lessons for children ages seven to seventeen, adult group lessons, Saturday clinics, and private lessons. The facility is also available for company parties and other private events.

Gale Museum of History & Culture

GALE MUSEUM

South Jordan owns and operates the Gale Museum, a former county library that was adapted for use as a museum in 2006. The center houses a collection that represents the cultural heritage of the city. Admission is free and monthly craft kits and tours offer educational opportunities and activities. The South Jordan Arts Council features an Artist on Display exhibit, which changes every month. The public may also rent the auditorium at the facility for private events, parties, or meetings.

OTHER PUBLIC RECREATION FACILITIES

SOUTH JORDAN FITNESS AND AQUATICS CENTER

Originally owned and operated by South Jordan City, the South Jordan Fitness and Aquatics Center operations were transferred to the county on April 1, 2020, with the ownership of the facility transferring on June 22, 2023. The facility features an indoor aquatics center, basketball court, state-of-the-art exercise equipment, and a training field. The center also includes a variety of indoor sport courts, classrooms, multi-purpose rooms, and spaces suitable for accommodating various classes and activities.

Aquatics facilities include two 25-yard lap lanes, a large aquatics slide, a small child water play structure, a 6' deep end, a "lazy river" and a separate wading pool. The facility is the central hub for indoor recreation activities and programs offered by the county in South Jordan.

Salt Lake County, in partnership with the Jordan School District and South Jordan City, is expanding the South Jordan Fitness and Aquatics Center to better serve the community's growing swimming needs. This expansion, which includes the addition of seven new lap lanes, was made possible through the strategic foresight and collaboration of all three entities, each providing substantial financial contributions to bring this project to fruition. Without this collective effort, this vital enhancement to the community's aquatic facilities would not be possible. The project is currently targeted for completion in December 2025.

Salt Lake County Fitness & Aquatics Center

EXISTING PUBLIC RECREATION PROGRAMS

South Jordan provides a range of recreation programs. With the transfer of the Fitness and Aquatics Center to Salt Lake County, the city has limited indoor space for activities and programs. The number of fields and courts are also limited.

City programs are organized and managed by the Recreation Department and are held at existing city facilities such as the sports fields in City Park. The following is a summary of key recreation programs.

YOUTH PROGRAMS

Youth programs are the city's most popular offerings. They encompass a wide range of activities, including the following:

- Archery - Riverfront and City Parks, Community Center, and Mulligans
- Art Haven (multi-medium) - Community Center and Gale Museum
- Baseball - City Park
- Evil Scientist Academy - Community Center
- Fishing - West Riverfront Park
- Golf - Mulligans
- Martial Arts - Community Center
- Museum Mashup - Gale Museum
- Race Series - locations vary
- Ranger Camp (fishing, archery, nature identification, and conservation) - Riverfront and City Parks, Community Center, and Mulligans
- Soccer - City Park, West Riverfront, Highland, and Bingham Creek Parks
- Softball - City Park
- Tennis - City Park

South Jordan recreation staff also work with various private youth leagues, including soccer, football, baseball, and softball. The city generally provides access to fields and venues to facilitate these activities, and provides maintenance and assistance with scheduling. The extent of coordination by the city varies based on factors such as precedent, the number of requests, and capacity to meet requests. Such cooperative efforts have helped expand the scope of youth programs and activities available in the city.

ADULT PROGRAMS

The city offers the following adult programs at present:

- Art Classes (multi-media) - Community Center and Gale Museum
- Community Theater - Community Center
- Golf - Mulligans
- Mixed Martial Arts - Community Center
- Race Series - locations vary
- Softball - City Park
- Tennis - City Park
- Winter Fitness Challenge - locations vary

The city also offers additional programming for seniors that includes activities, classes, and trips in addition to healthy meals. Senior classes and activities are held at the Community Center, and include offerings such as yoga, Tai Chi, computer literacy, ceramics, painting, guitar, and language.

SALT LAKE COUNTY PROGRAMS

Salt Lake County offers a range of recreation programs, which are primarily held at the South Jordan Fitness and Aquatic Center. Classes generally operate from early morning through the late evening, six days a week. Currently offered programs include:

- Adult Basketball
- Aikido 18+
- Group Swim Lessons
- Gymnastics
- It's Been a While Dance
- Karate
- Land Fitness
- Lifeguard Certification
- Personal Training
- Snapology
- Tee Ball
- Track & Field
- Water Fitness
- Weight Room Orientation
- Youth Dance
- Youth Volleyball

Youth Swimming at the South Jordan Aquatic Center

OTHER RECREATION FACILITIES & PROGRAMS

South Jordan and the communities that surround it are home to numerous privately-owned and operated facilities. Key examples include numerous programs and facilities in the Daybreak Community, as well as a variety of private gyms, dance studios, and similar facilities. Each operates on a daily fee or membership basis (including homeowners association membership in Daybreak) and while they complement city-owned facilities and programs, they are only available for use by those who are willing and able to pay.

Some communities strive to join forces with public and private entities in order to enhance the range and number of recreational facilities and services provided. This is a strategy the city could consider in the future, such as cooperating with the school district or partnering with private developers to provide public access.

A brief summary of the private recreation facilities and programs in South Jordan follows.

DAYBREAK COMMUNITY CENTER

The Daybreak Community Center offers an indoor fitness center, gymnasium, and track available to Daybreak residents as part of their HOA fees. The center hosts open gym hours for basketball, volleyball, and pickleball. Various conference rooms are also available for rent. The following additional programs require a fee to participate.

PROGRAMS OFFERED:

- Group fitness classes (strength, cardio, yoga, barre, cycle, water aerobics, etc.)
- Personal training
- Childcare

Daybreak Community Center

DAYBREAK COMMUNITY POOLS

Daybreak provides five outdoor pools throughout the community, available to its residents free of charge. Most of their pool facilities are geared toward open plunge and general recreation, though three of the five do have lap swim facilities and hours.

PROGRAMS OFFERED FOR FEE:

- Swim lessons
- Swim team
- Water fitness classes

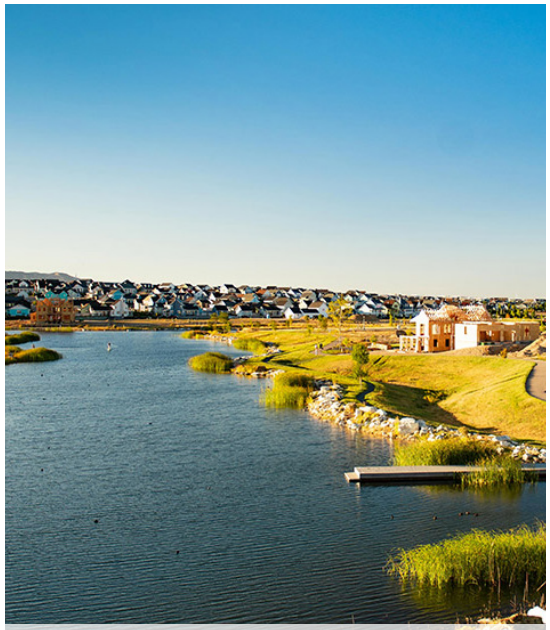
Daybreak Community Pool

DAYBREAK'S OQUIRRH LAKE

Daybreak's Oquirrh Lake offers residents an array of recreation opportunities, including beach, trails, boat rentals, and fishing.

PROGRAMS OFFERED:

- Sailing lessons



Daybreak Oquirrh Lake

GLENMORE GOLF CLUB

Glenmore Golf Club is a private golf course located in northwest South Jordan near Bingham Creek Park. In addition to an 18-hole course, the club offers a lighted driving range, an indoor golf facility, and a small restaurant.

PROGRAMS OFFERED:

- Adult and youth group golf lessons
- Private instruction
- Golf tournaments and events

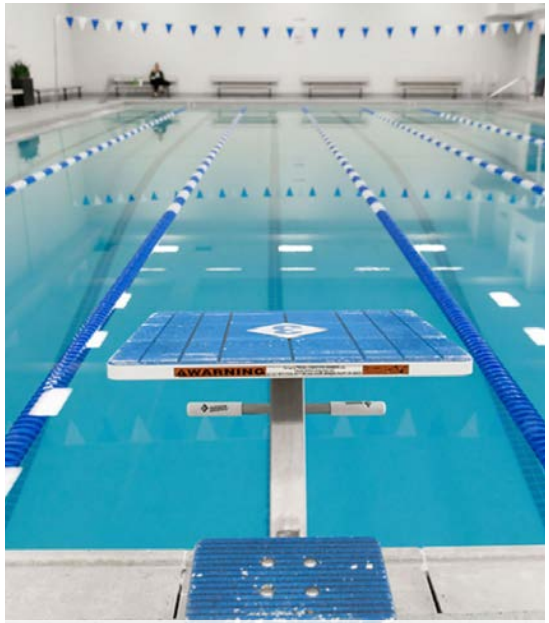
Glenmore Golf Club

UTAH'S AQUATICS ACADEMY

A sports academy with indoor pools, a gymnasium, and an indoor artificial turf field at the site of the former Gene Fullmer Recreation Center that was owned by the county.

PROGRAMS OFFERED:

- Swim lessons
- Summer camps
- Facility rentals



Utah's Aquatic Academy - South Jordan

GOLDFISH SWIM SCHOOL

Swim school with an indoor pool to facilitate instruction.

PROGRAMS OFFERED:

- Swimming lessons
- Summer camps
- Facility rentals

South Jordan Goldfish Swim School

PRIVATE FITNESS CLUBS AND STUDIOS

There are several other private facilities that help meet the recreation and fitness needs of the community, including dance and martial arts studios, and fitness clubs that provide fitness equipment and classes. VASA Fitness and EOS Fitness provide an array of facilities and services to members.

PROGRAMS OFFERED:

- Various fitness classes
- Personal training

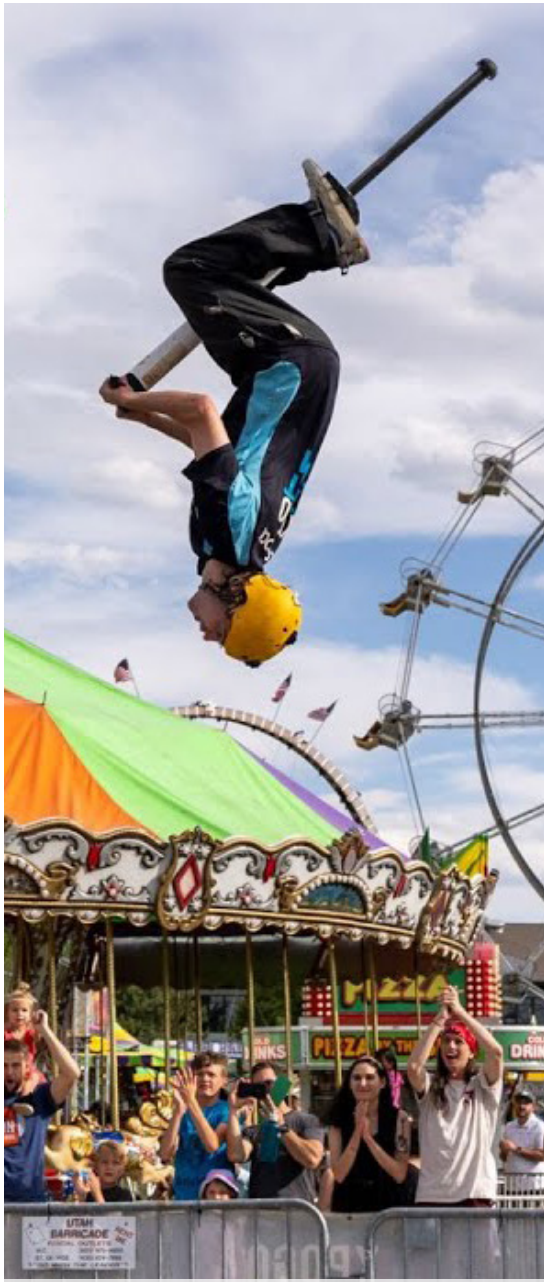
South Jordan VASA Fitness

COMMUNITY EVENTS

CITY EVENTS

South Jordan hosts a wide variety of community events throughout the year, bringing the community together for activities and opportunities to celebrate together. The city also hosts an extensive race series and year-round activities for seniors, which are summarized in the following pages.

- Art in the Park
- Art Swap Gala
- Candy Windows
- Chalk Art Contest
- Community theater productions at the Community Center
- End of Summer Bash
- Get to the River Event
- Light the Night
- Movies in the Moonlight
- Parent/Child Date Nights
- Pumpkin Promenade
- Santa on Towne Center Drive
- SoJo Race Series
- SoJo SummerFest
- South Jordan Art Show
- South Jordan Farmers Market
- South Jordan Police Night Out Against Crime
- Trail Wall Mural Program
- Veterans Day Breakfast



SoJo SummerFest

Community Run in South Jordan

SOJO RACE SERIES[1]

The following race events are held in parks, trails, and open spaces in the city.

- Break the Freeze 5k & Kids Run – January
- Date Dash 5k & Kids Run – February
- Gold Rush 5k & Kids Run – March
- Earth Day 5k, 10k & Kids Run – April
- Summerfest 5k & Kids Run – June
- Glow 5k, 10k & Kids Run – July
- Halloween Fun Run 5K & Kids Run – October
- Turkey Run 5k, 10k & Kids Run – November
- Santa Sprint 5k & Kids Run – December

1 Races are continually evaluated, changed, and replaced to meet the desires of the public.

As shown in the callout on the previous page, the city hosts a variety of races held throughout the year. **Figure 3.5** illustrates participation in the individual races over time. Recently added races include Break the Freeze, Turkey Run, and the Santa Sprint. Most races experienced a peak in participation between 2016-2018, followed by drastic declines during the Covid pandemic, and are returning to or exceeding previous levels in the ensuing years.

Figure 3.6 summarizes the total participation in the SoJo race series over time. Note that the upward annual trajectory through was re-established post-covid, with more over 1,200 more racers taking part in 2024 than in 2018.

FIGURE 3.5 - RACE SERIES PARTICIPATION OVER TIME - BY RACE

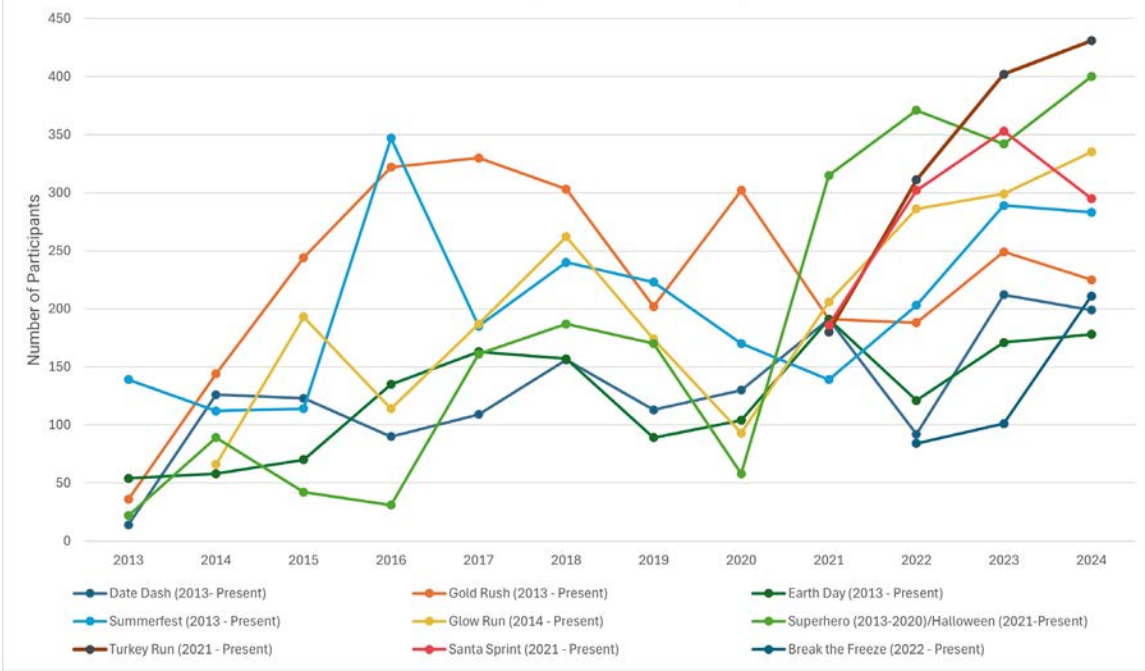
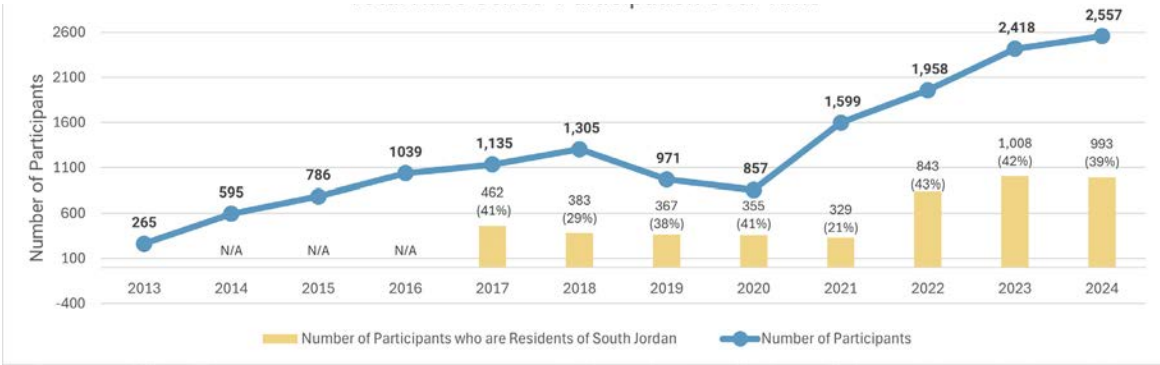


FIGURE 3.6 - TOTAL RACE SERIES PARTICIPATION OVER TIME



Senior Photo Shoot

SENIOR EVENTS

Older adults in the community have access to a vibrant diversity of programs and activities, most of which are currently held at the city's Community Center. Senior Programs trips vary from year to year, but are generally offered quarterly. Past destinations have included a fall leaves tour, movie nights, theatre productions, and seasonal events throughout the area.

- Senior Luau - January
- Lunar New Year Lunch - February
- Valentines Lunch - February
- Leap Day Lunch - February
- St. Patrick's Lunch - March
- Earth Day Clothing Exchange - March
- Senior Programs Sock Hops- March
- Spring Banquet - April
- Mother's Day Tea - May
- Memorial Luncheon - May
- Senior Prom - June
- Father's Day Breakfast - June
- Independence Lunch - July
- Pioneer Luncheon - July
- Trip - August
- Generation Day - August
- Patriotic Lunch - September
- Fall Banquet - September
- Senior Health/Wellness Fair - September
- Fall Sock Hop - October
- Halloween Party - October
- Veterans Luncheon - November
- Thanksgiving Banquet - November
- Holiday Banquet - December
- Noon Year's Eve Party - December

EVENTS PROVIDED BY LIVEDAYBREAK

Live Daybreak, a not-for-profit organization that facilitates annual events, programs and activities within the Daybreak for residents of that community. In addition to the recurring events listed below, numerous events are offered throughout the year, from talent shows and blood drives to brewfests and cornhole tournaments.

- Cruise Night Car Show – May – October (monthly)
- Explorer's Club (STEM classes) ages 4-11
- Farmers Market – June – October (weekly)
- Food Truck Nights[1] – April – October (weekly)
- Garden Classes – quarterly
- Open Mic Night - monthly
- Summer Concert Series – June – August (twice weekly)
- Wellness 365 - quarterly

1 LiveDaybreak offers Food Truck Nights in multiple locations on Thursday evenings April-October. One of the location offerings is South Jordan City's Highland Park. The city enters into an annual agreement with LiveDaybreak, providing them the space without a fee so that residents may benefit from the events that the city would otherwise consider offering.

Daybreak Live Concert Event

MOST DESIRED SPECIAL-USE FACILITIES

- Pickleball Courts
- Outdoor Amphitheater
- Dog Park
- Indoor pool
- Outdoor Pool

OTHER DESIRED AMENITIES

- Climbing Park
- Urban Demonstration Garden
- Ice-Skating Rink
- Recreation Center

SURVEY PRIORITIES FOR FUNDING

- Upgrade Existing Playgrounds
- Increase Walking & Biking Trails
- Preserve Open Space
- Waterwise Landscaping
- Athletic Courts

FUTURE RECREATION / COMMUNITY EVENT NEEDS AND INTERESTS

South Jordan residents are generally satisfied with the city's park and recreation system, though they indicate there is room for improvement with recreation program opportunities. Based on discussions with city staff, input from the public, and review of the community survey results, maintaining a high-quality recreation experience is the largest programming challenge due to the lack of facilities and adequate staffing. Community members are interested in additional facilities and programs.

FACILITIES

When asked which special use facilities the city should fund, the top five include pickleball courts, an outdoor amphitheater, a dog park, and both indoor and outdoor pools. Residents are also interested in a climbing park, an urban farm/demonstration farm, an ice-skating rink, and a community recreation center.

A survey question asking participants to prioritize hypothetical enhancement funds indicate the most supported priorities include upgrades to existing parks and playgrounds, more walking and biking trails, the preservation of open space, water-wise landscaping, and athletic courts. Providing more universally accessible recreation facilities was also mentioned numerous times in the community survey. In other words, residents prefer improvements and new facilities to fill a diverse array of interests.

The city should consider adding the desired recreation facilities such as pickleball courts, an outdoor amphitheater, and food truck courts to existing parks. This would help enhance the level of service provided at existing parks, meet amenity LOS needs and maximize the use of existing community resources and park land. Key recreation facilities should also be included in the currently planned parks. When undertaken together with public and private partners, this can help fill gaps in parks and recreation services, particularly located on the city's west side.

SENIOR, COMMUNITY, & PERFORMING ARTS CENTERS

The city is currently exploring options to relocate the senior center and may be able to repurpose the Community Center to help meet performing arts needs. Additionally, Salt Lake County is developing performing arts center in Daybreak.

MULLIGANS GOLF & GAMES

South Jordan is exploring options for expanding programming and use of the site, including the replacement of the aged driving range structure, the incorporation of waterwise landscaping, and other functional and aesthetic enhancements. The city is also interested in increasing use and expanding programming capacity to better utilize city resources.

GALE MUSEUM

The Gale Museum has experienced significant transformation and growth in recent years, culminating in a successful rebranding effort that has revitalized the museum's identity and community presence. Previously known as the Gale Center of History & Culture, the Gale Museum underwent a carefully planned renaming process, which was informed by resident and visitor feedback. This effort has positioned the museum for long-term success, increasing engagement and reinforcing its mission to preserve and celebrate South Jordan's heritage. The museum has seen record-breaking attendance in recent years, with a substantial portion of these visitors returning guests, underscoring the museum's role as a valued cultural and educational resource.

In addition to improved infrastructure and exhibit updates, The Gale Museum continues to actively seek sponsorships and grants to support exhibit updates, supplement operation expenses, and fund building improvements to increase accessibility. With a growing reputation, the museum continues to thrive as a destination for local families, schools, and adult respite groups. As the museum moves forward, sustained support for staffing, exhibit development, and accessibility improvements will ensure it continues to serve the expanding needs of the community.

South Jordan Theater Production

SOUTH JORDAN FITNESS & AQUATICS CENTER

The on-going addition of lap lanes at the Fitness and Aquatics Center could help address community interest and needs for additional aquatics and recreation access on the east side of the city. While there remains a growing need for similar amenities on the city's west side, Salt Lake County is working to provide an additional recreation center in the southwest quadrant of the county. City staff should continue to work with Salt Lake County's Parks and Recreation Division to ensure any future recreation facilities help meet South Jordan Resident needs.

Youth Swimming in Lap Pool

PROGRAMS

Youth programs are operating at full capacity and will require additional space to meet existing and future needs. Given the city's large household size, the demand for youth programs will continue to be strong for the foreseeable future. However, residents indicated a desire for a broader array of programs to meet the needs of more community members, including more adult, senior, and adaptive programs as well as more non-traditional programs and activities.

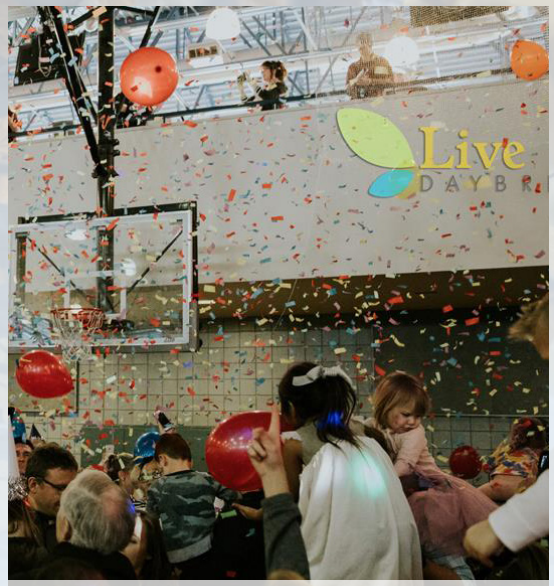
Outdoor nature recreation experiences, such as trail tours and river walks, for example, are growing in demand, consistent with national trends. Residents also expressed interest in taking fitness classes outdoors in the city's parks, and unique offerings like urban farming classes and activities. The SoJo Race Series continues to gain in popularity, despite the limited number of paved trails to race on.

Pickleball is popular in South Jordan, as with other communities across the state. The city currently has very little structured fee-based programs due to the interruption it would cause open play. If additional court space is added in the future, the city could evaluate opportunities to add youth and adult pickleball programs.

Touching base regularly with program participants is essential to ensure the city's recreation system continues to meet user needs. Developing programming and facility offerings for seniors, adults, residents with adaptive needs, and unique populations is of particular importance to ensure that access to programming is equitable and fair. Furthermore, the desire for non-traditional programs such as arts and crafts and other non-sports programming for residents of all ages is a growing desire and should be addressed.

COMMUNITY EVENTS

South Jordan residents appreciate the opportunity to gather with fellow community members, and would like to see the city expand offerings. Live concerts and performances, food and art markets are of significant interest to the public. Residents also want to see events and activities offered for dog owners and their canine companions, as well as car shows and other community events.



LiveDAYBREAK Noon Years Eve

Daybreak Community Center Yoga Class

Daybreak's Got Talent Show

FACTORING IN DAYBREAK

While the Daybreak Community Center helps meet some of the fitness needs of Daybreak residents, Daybreak residents also have access to the South Jordan Fitness and Aquatics Center and the J.L. Sorenson Fitness Center in Herriman.

LiveDAYBREAK continues to provide an impressive variety of programming year-round for Daybreak residents. Some activities are open to other South Jordan residents and surrounding communities. Daybreak also features diverse facilities for hosting activities organized by LiveDAYBREAK. Daybreak residents also participate in city-sponsored events and programs.

City leadership has given the Recreation Department direction to partner with LiveDAYBREAK where appropriate to bring events to all city residents. Under this direction, the city has supported the End of Summer Bash event for three years, providing financial, staffing, and facility resources to partner on the event held in August. The city has also supported the LiveDAYBREAKFood Truck Nights mentioned previously. As the community grows, changes, and the Downtown Daybreak area develops, the city anticipates continued partnership with some adjustments.

KEY RECREATION & COMMUNITY EVENTS RECOMMENDATIONS

- Implement recommendations in the South Jordan Arts Master Plan 2023 as appropriate.
- Continue to evaluate options for a new senior center.
- Explore options for a performing arts center as appropriate.
- Conduct a feasibility and concept study for improvements at Mulligans to increase use and programming capacity.
- Address deferred maintenance issues and accessibility and security needs at the Gale Museum.
- Conduct a feasibility study and concept design plan locating an outdoor amphitheater in the city, potentially in partnership with public or private entities.
- Coordinate with Salt Lake County to ensure future recreation center improvements in South Jordan and neighboring cities to serve South Jordan's western neighborhoods.
- Continue partnering with Salt Lake County and consider collaborating with Jordan School District to meet the recreation needs of the community.
- Develop additional programs, including non-traditional programs (i.e. art, yoga, outdoor education), for seniors, adults, residents with adaptive needs, and other unique populations.
- Evaluate possible new and expanded recreation programs, such as providing pickleball programs, if adequate facilities are available.

GOALS & POLICIES: RECREATION & COMMUNITY EVENTS

GOAL 1: ENSURE THAT RESIDENTS OF SOUTH JORDAN HAVE ACCESS TO HIGH QUALITY RECREATION AND COMMUNITY FACILITIES AND PROGRAMS.

POLICY 1.1: PROVIDE AND MAINTAIN A BROAD VARIETY OF FACILITIES TO SERVE THE DIVERSITY OF CITY RESIDENTS.

a. **Implementation Measure:** Carry out the recommendations in the ***South Jordan Arts Master Plan 2023.***

b. **Implementation Measure:** Explore options for a performing arts center as appropriate.

c. **Implementation Measure:** Make interim upgrades to the South Jordan Community Center if the addition of a dedicated performing arts center is more than five years from breaking ground.

d. **Implementation Measure:** Conduct a feasibility and concept study for improvements at Mulligans to increase use and programming capacity.

POLICY 1.2: IDENTIFY APPROPRIATE FUNDING STRATEGIES FOR UPGRADES TO FACILITIES AND LONG-TERM MAINTENANCE OF RECREATION FACILITIES TO ENSURE PROGRAM NEEDS ARE MET.

a. **Implementation Measure:** Include comprehensive, long-term funding needs for repairs and upgrades to the city's recreation facilities in annual budget assessments and capital improvement plan (CIP) processes.

b. **Implementation Measure:** Address deferred maintenance issues and accessibility and security needs at the Gale Museum.

POLICY 1.3: IDENTIFY AND CREATE PARTNERSHIPS WITH LOCAL ORGANIZATIONS AND PRIVATE RECREATION PROVIDERS TO EXPAND RECREATION OPPORTUNITIES FOR RESIDENTS AND MAXIMIZE USE OF EXISTING FACILITIES.

a. **Implementation Measure:** Develop a comprehensive approach to pursuing grant opportunities, partnership programs, cooperative agreements, shared use of facilities, and cooperative programs with public and private partners.

b. **Implementation Measure:** Identify and implement new programs and activities that help meet community needs and desires while avoiding the duplication of services already provided by private companies and community partners.

POLICY 1.4: PROVIDE A DIVERSE AND INCLUSIVE ARRAY OF RECREATION PROGRAMS.

a. **Implementation Measure:** Conduct periodic evaluations of program offerings, including user satisfaction surveys, user participation rates, costs, and availability with other providers.

b. **Implementation Measure:** Explore options for program scholarships, fee waivers, and other tools for improving access for low-income residents

c. **Implementation Measure:** Continue to partner with Salt Lake County and coordinate with Jordan School District to regularly assess and meet recreation programming and facility needs.

d. **Implementation Measure:** Coordinate with Salt Lake County to ensure future recreation center improvements in South Jordan and neighboring cities will help serve South Jordan's western neighborhoods.

e. **Implementation Measure:** Evaluate opportunities to provide new and expanded recreation programs, such as providing pickleball programs, when adequate facilities become available.

POLICY 1.5: WHEN PLANNING PARKS AND RECREATION FACILITIES, TAKE INTO CONSIDERATION THE NEED TO PLAN FOR YEAR-ROUND AND NON-TRADITIONAL PROGRAMS AND ACTIVITIES.

a. **Implementation Measure:** Work with community members and local interest groups to identify partners and locations for a diverse range of programming and classes.

b. **Implementation Measure:** Develop additional program offerings and non-traditional programs for seniors, adults, residents with adaptive needs, and other unique populations.

SOUTH JORDAN
UTAH

04

TRAILS

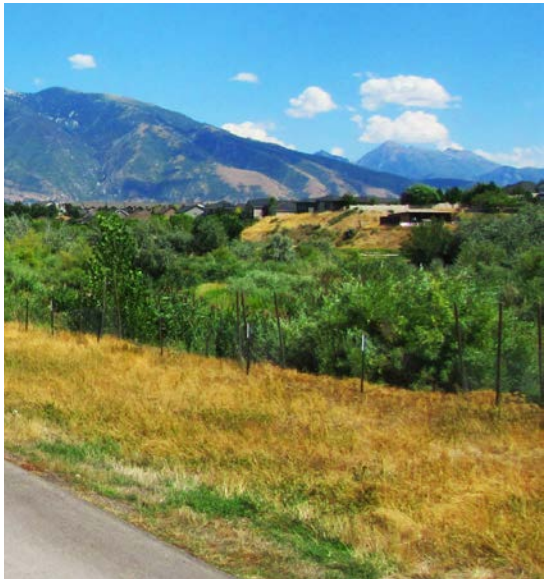
- Introduction
- Public Input on Trails
- Existing Trail System
- Proposed Trail Network
- Design Standards
- Factoring in Daybreak
- Key Trail Recommendations
- Goals and Policies: Trails

INTRODUCTION

Trails play a vital role in the community, providing opportunities to exercise, recreate, and to access key destinations and facilities throughout the city and beyond. When well-planned and well-connected, trails are a healthy transportation option for getting to and from work and school, and for accessing businesses, essential services, transit stations, and other recreation facilities. Trails also are an important element of the "Safe Routes Utah" program, which helps children get to and from school safely by walking and biking.

The ***South Jordan Parks, Recreation, Community Arts, Trails, and Open Space Master Plan (2017)*** established a vision for comprehensive trail network to support community recreation and connectivity goals, which was supported by the adoption of the ***South Jordan Active Transportation Plan (2020)***. The city is currently updating its active transportation plan as part of the ongoing Transportation Master Plan update, which will update infrastructure priorities to enhance travel options for walkers, bikers, and other modes of human-powered transportation.

The trail recommendations contained in this plan incorporate trail projects completed in the ensuing years and build upon related planning efforts as part of establishing a comprehensive, interconnected, recreational trail network that serves a full range of trail user groups. This chapter begins with a summary of public input related to trails, followed by an inventory of South Jordan's existing trail network. The chapter concludes with proposed trail improvements along with recommended goals, policies, and implementation measures to guide future decision-making.



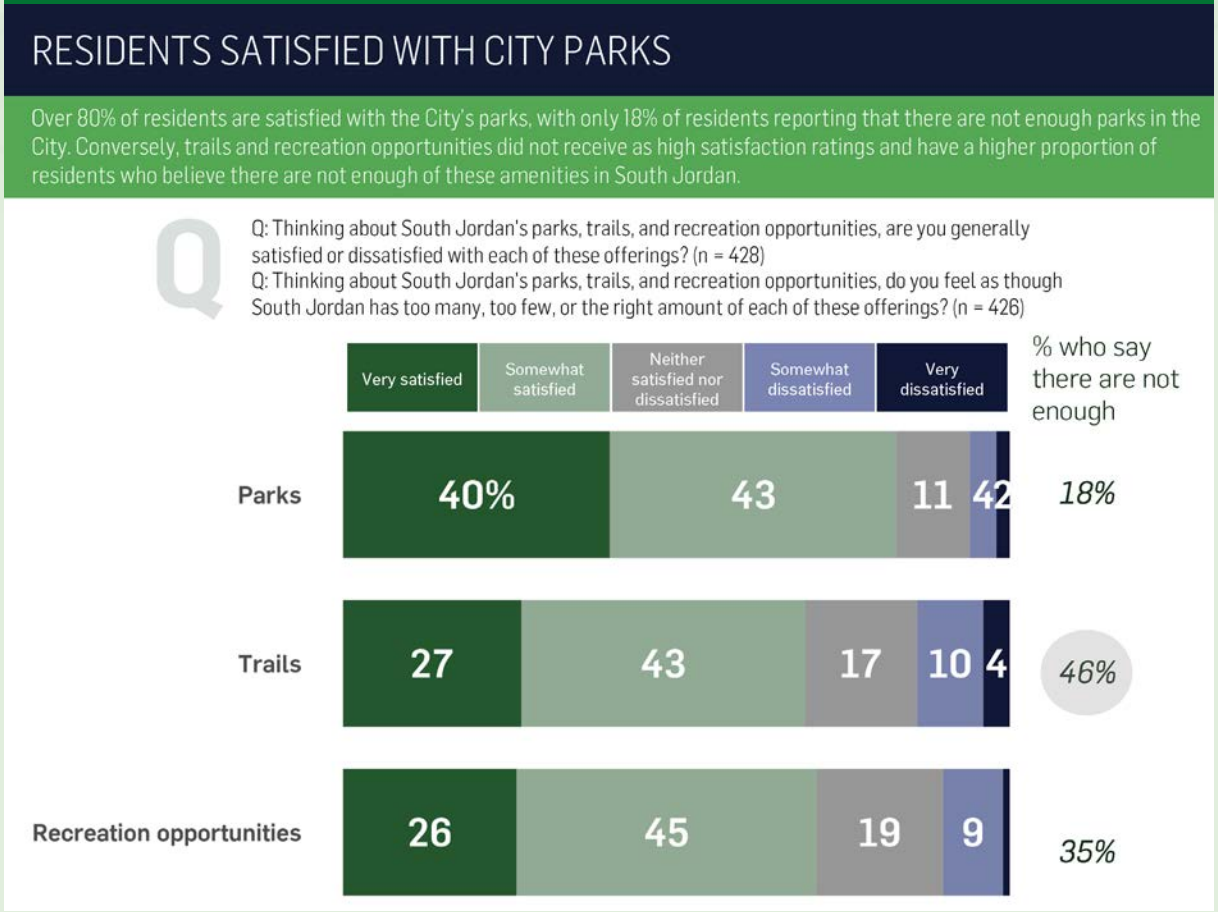
PUBLIC INPUT ON TRAILS

As detailed in Appendix A: Community Engagement, the planning process included a range of public engagement opportunities that helped identify the needs and desires of South Jordan residents. A summary of feedback specific to trails follows.

COMMUNITY SURVEY

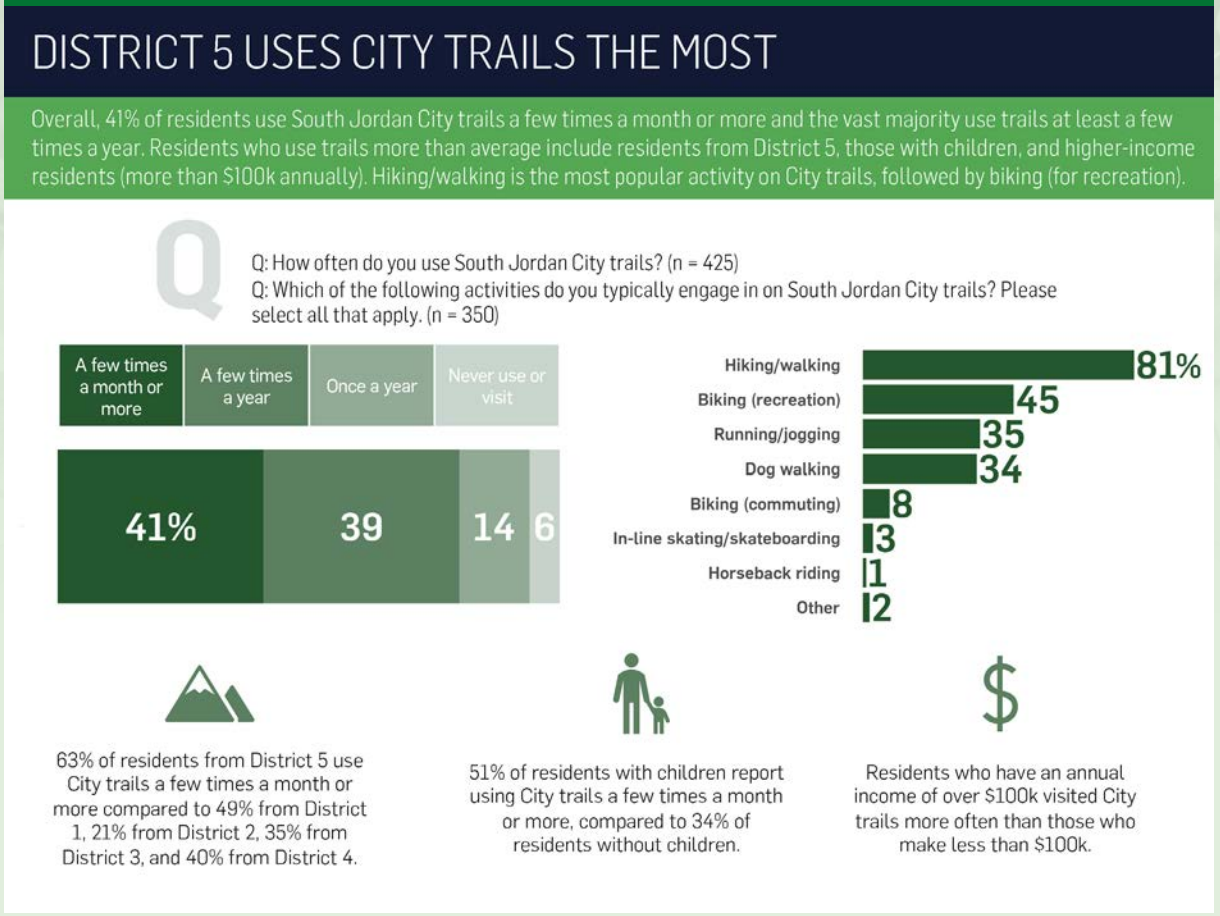
- There is significant interest in improving South Jordan's trail network. Satisfaction with the city's trails is summarized below (**Figure 4.1**):
  - Very satisfied with the city's trails 27%
  - Somewhat satisfied 43%
  - Neutral 17%
- Nearly half of survey respondents think there are not enough trails.
- The city has a high level of trail use (**Figure 4.2**)
  - Use trails once a month or more 41%
  - Use trails a few times a year 39%
- Respondents with children use trails more frequently.

FIGURE 4.1 - KEY SURVEY TAKEAWAYS - SLIDE 7



- The most popular activities on the city's trails are:
  - Hiking and walking 81%
  - Recreational biking 45%
  - Running/jogging 35%
  - Dog walking 34%
- Trails in the Daybreak Community are the most visited, followed closely by the Jordan River Parkway Trail (**Figure 4.3**).
- Close proximity to home is the top reason survey respondents indicate they visit their favorite trail. Scenery and safety are other top reasons (**Figure 4.4**).
- As detailed in **Figure 4.5**, the The most desired trail improvements include:
  - Restrooms 28%
  - Better trail maintenance 21%
  - Enhanced trees/landscaping 20%
  - Pet waste disposal stations 20%

FIGURE 4.2 - KEY SURVEY TAKEAWAYS - SLIDE 16



> "TRAILS ALLOW FOR ALTERNATIVE TRANSPORTATION. I WOULD INVEST IN A LOT MORE TRAIL SYSTEMS THAT ARE WIDE AND GET BIKES AND PEDESTRIANS OFF THE MAIN ARTERIALS STREETS."

FIGURE 4.3 - KEY SURVEY TAKEAWAYS - SLIDE 17

DAYBREAK & JORDAN RIVER TRAIL SYSTEMS MOST POPULAR

The Daybreak Trail System and the Jordan River Parkway trail are both the most visited trails in South Jordan in the past 12 months and overall.

Q: Which trails in South Jordan have you or your household used or visited in the past 12 months? Please select all that apply. Bingham Creek Trail (n = 343)
Q: Which of the South Jordan trails do you visit most often? (n = 210)

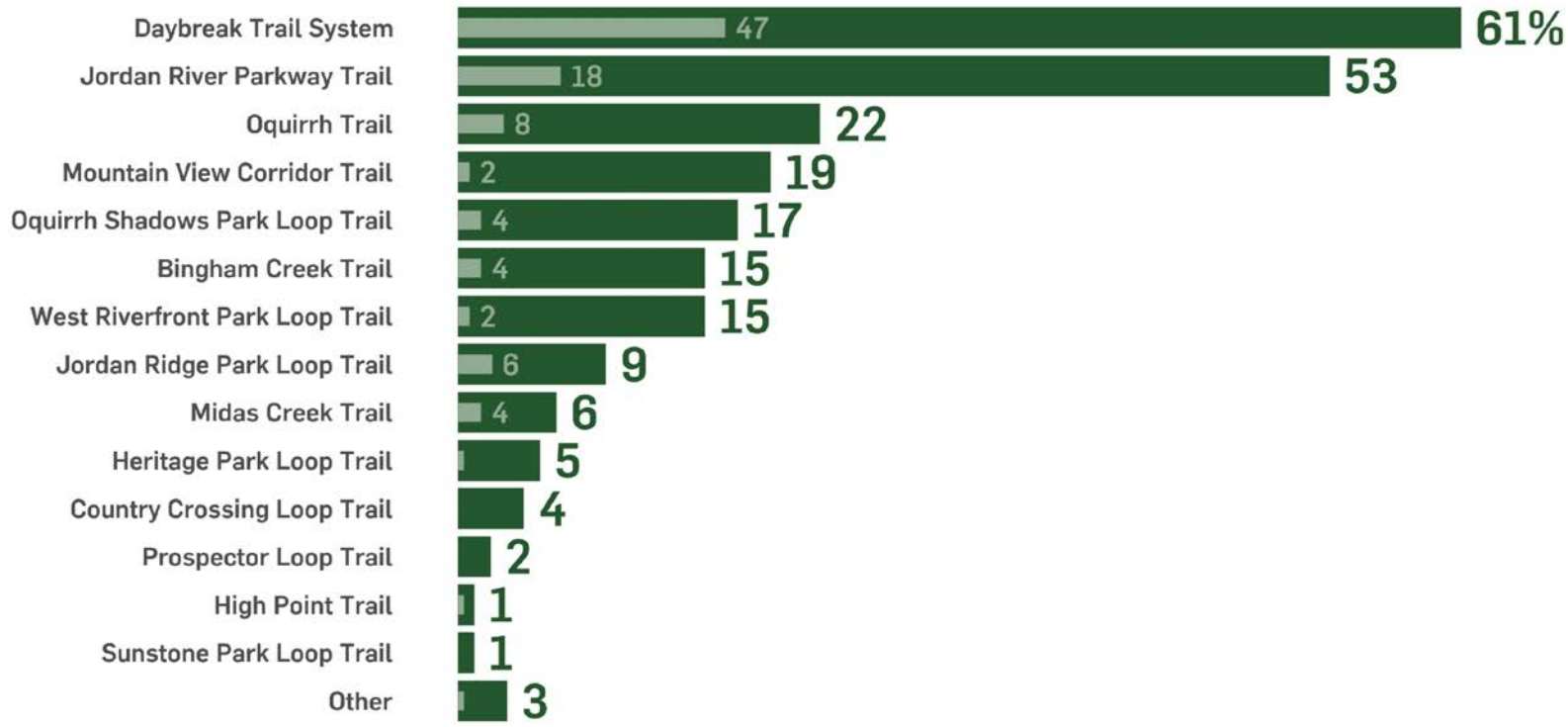
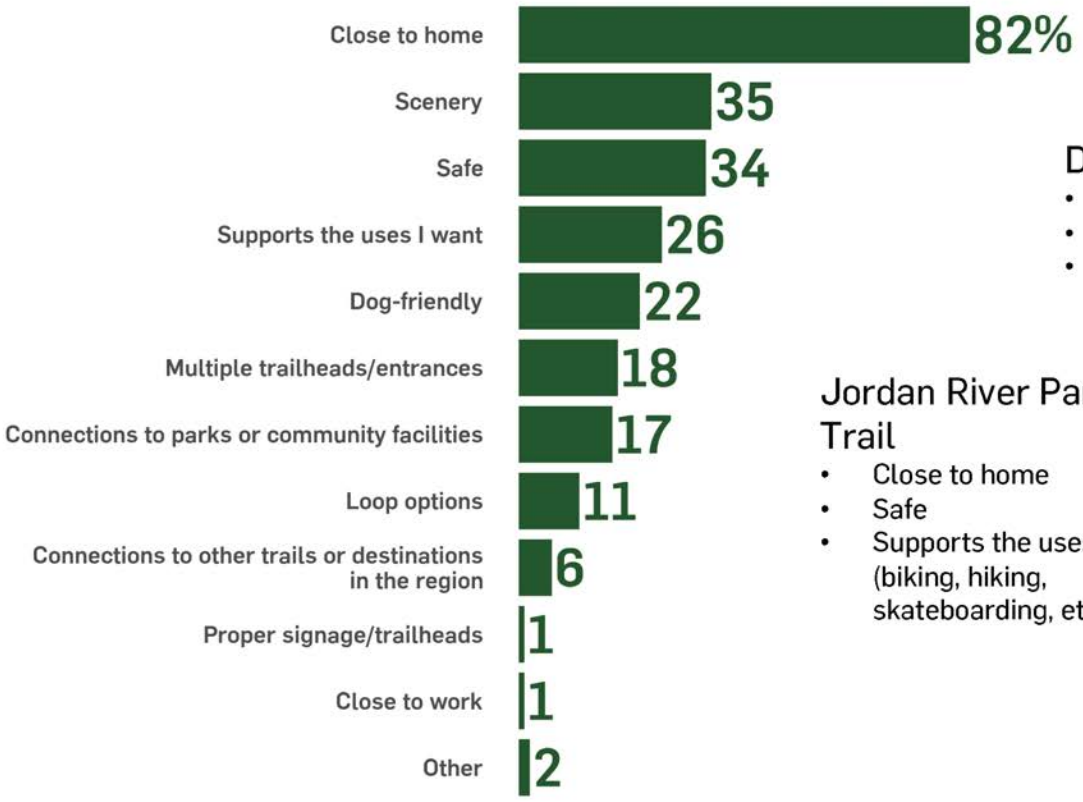


FIGURE 4.4 - KEY SURVEY TAKEAWAYS - SLIDE 18

PROXIMITY TO HOME IMPORTANT REASON FOR VISITING CITY TRAILS

Proximity to home, scenery, and safety are the top reasons for residents visiting their favorite City trail. Those who prefer the Jordan River Parkway Trail enjoy that it supports their specific uses (biking, hiking, skateboarding, etc.), while users of the Oquirrh Trail find the connections to parks and multiple trailheads important.

Q: What are the most important reasons that [your most visited trail] is your most visited trail? Please select your top three reasons. (n = 342)



Daybreak Trail System
- Close to home
- Scenery
- Safe

Jordan River Parkway Trail
- Close to home
- Safe
- Supports the uses I want (biking, hiking, skateboarding, etc.)

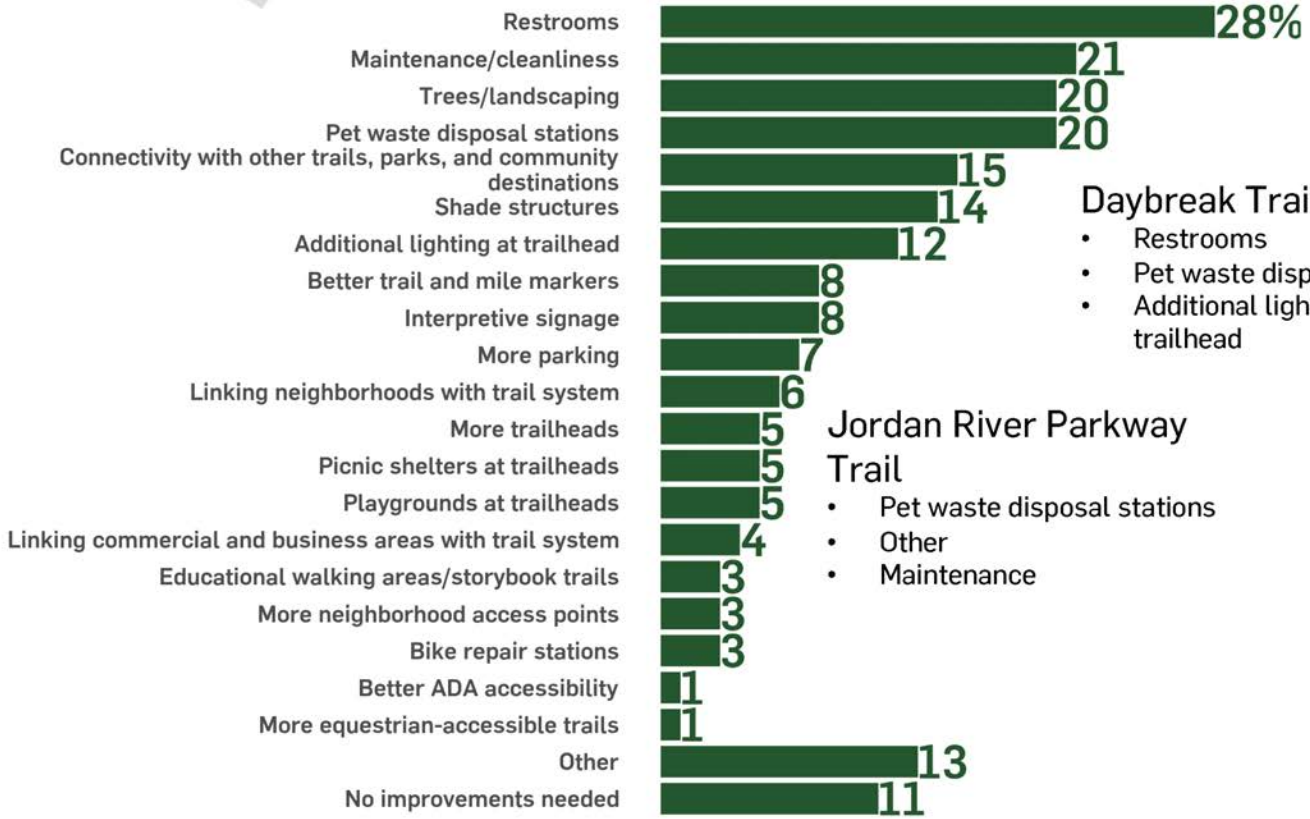
Oquirrh Trail
- Close to home
- Connections to parks or community facilities
- Multiple trailheads/entrances

FIGURE 4.5 - KEY SURVEY TAKEAWAYS - SLIDE 19

RESTROOMS MOST REQUESTED IMPROVEMENT FOR CITY TRAILS

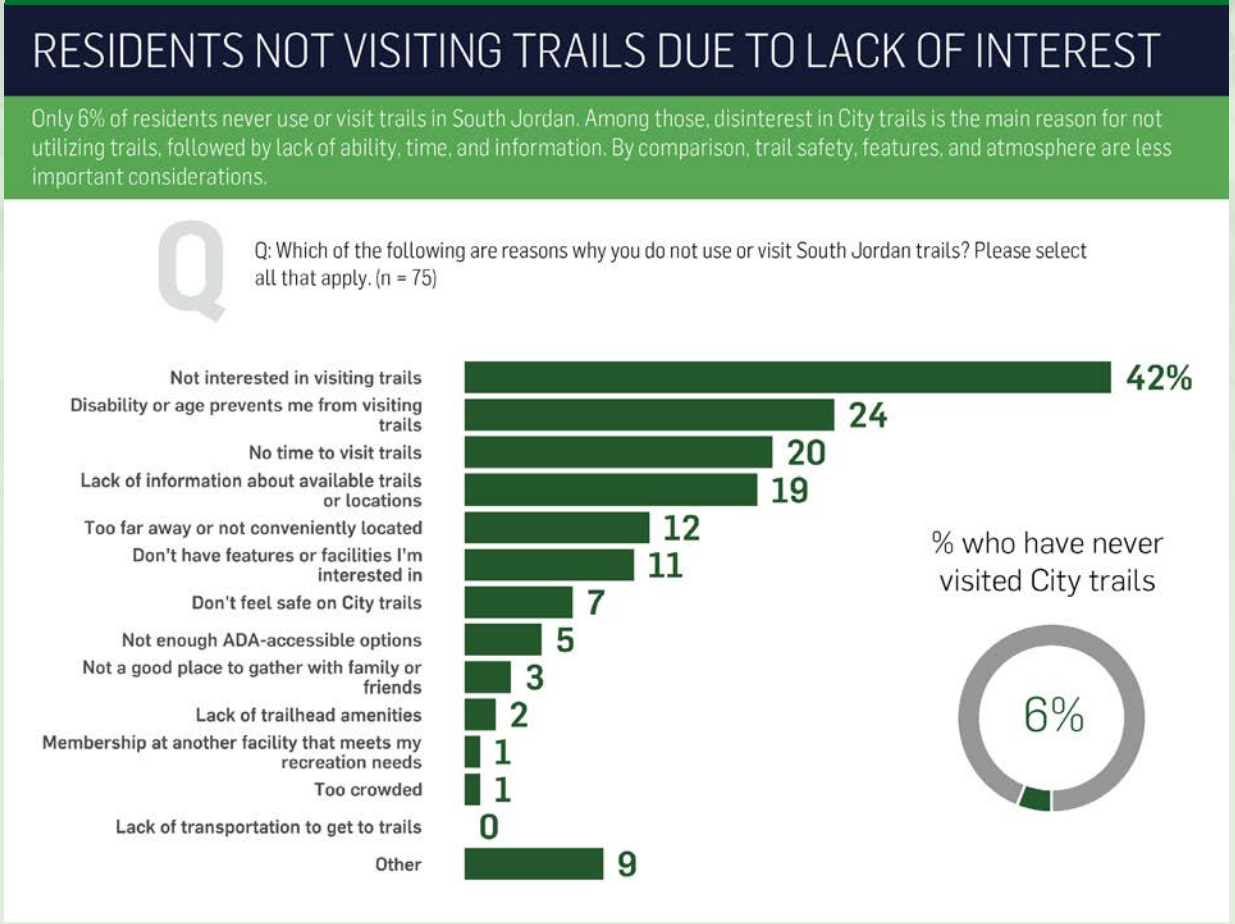
When it comes to trail improvements, residents most commonly request restrooms, trail maintenance, trees/landscaping, and pet waste disposal stations. The Daybreak Trail System, which is the most visited City park, is reported to need additional lighting at the trailhead.

Q: In your opinion, what improvements should be made to [your most visited trail]? Please select up to three. (n = 335)



- Six-percent of city residents never use trails in South Jordan. As indicated in **Figure 4.6** the main reasons are:
  - Lack of interest 42%
  - Disability or age 24%
  - No time 20%
  - Lack of information about trails 19%
- Trail conflicts between different user groups (i.e. bikers, dogs and dog owners) have been experienced or witnessed on city trails or in city parks by 21% of survey respondents (**Figure 4.7**).
  - Preferred methods for reducing conflicts with bikes is the establishment of use policies and the creation of more dedicated trails
  - Preferred solutions for conflicts with dogs are increased enforcement and fines and the establishment of more dedicated dog parks

FIGURE 4.6 - KEY SURVEY TAKEAWAYS - SLIDE 20



> "SAFE CONNECTED TRAIL NETWORK/PROTECTED BIKE LANES. DAYBREAK IS WELL CONNECTED, BUT FOR MUCH OF THE REST OF THE CITY, YOU TAKE YOUR LIFE IN YOUR HANDS WHEN YOU'RE OUTSIDE OF A CAR. EAST-WEST SAFE ROUTES ARE NON-EXISTENT."

FIGURE 4.7 - KEY SURVEY TAKEAWAYS - SLIDE 22

ADDITIONAL SERVICES REQUESTED FOR BIKERS AND DOGS

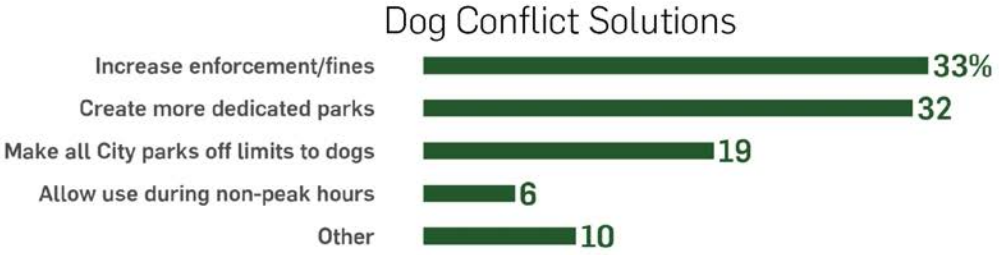
42% of residents have experienced or witnessed conflicts with others (21% for bikers, 21% for dogs/their owners) while using South Jordan recreation services. The top solution suggested for bicycle conflicts is to establish policies for use of ebikes on City trails. The top solutions for dog/dog owner conflicts are to create a dedicated dog park or increase enforcement for not following current regulations.

Q: Have you experienced or witnessed conflicts with other users while using South Jordan parks, trails, or open spaces? Please select all that apply. (n = 419)

Q: If you had to choose one solution, how would you most prefer South Jordan resolve the conflicts between [bicyclists/dogs and/or their owners] and other park, trail, and open space users? (n = 81)

% who experienced conflict with ***bikes*** on City trails/parks

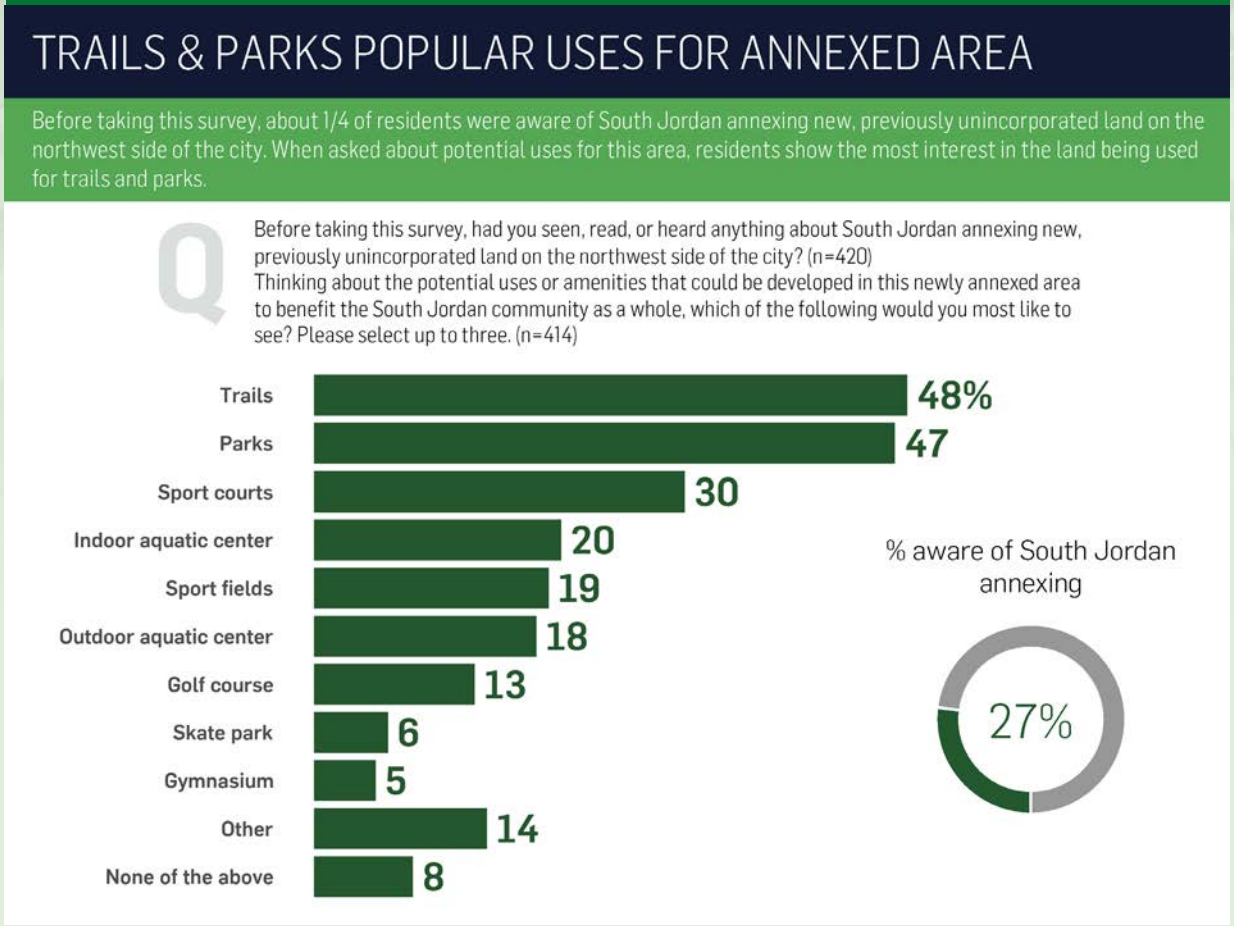
% who experienced conflict with ***dogs*** on City trails/parks



- Trails and parks top the list of preferred uses or amenities for the newly annexed area in the southwest side of the city (**Figure 4.8**).

> "TRAILS ALLOW FOR ALTERNATIVE TRANSPORTATION. I WOULD INVEST IN A LOT MORE TRAIL SYSTEMS THAT ARE WIDE AND GET BIKES AND PEDESTRIANS OFF THE MAIN ARTERIALS STREETS."

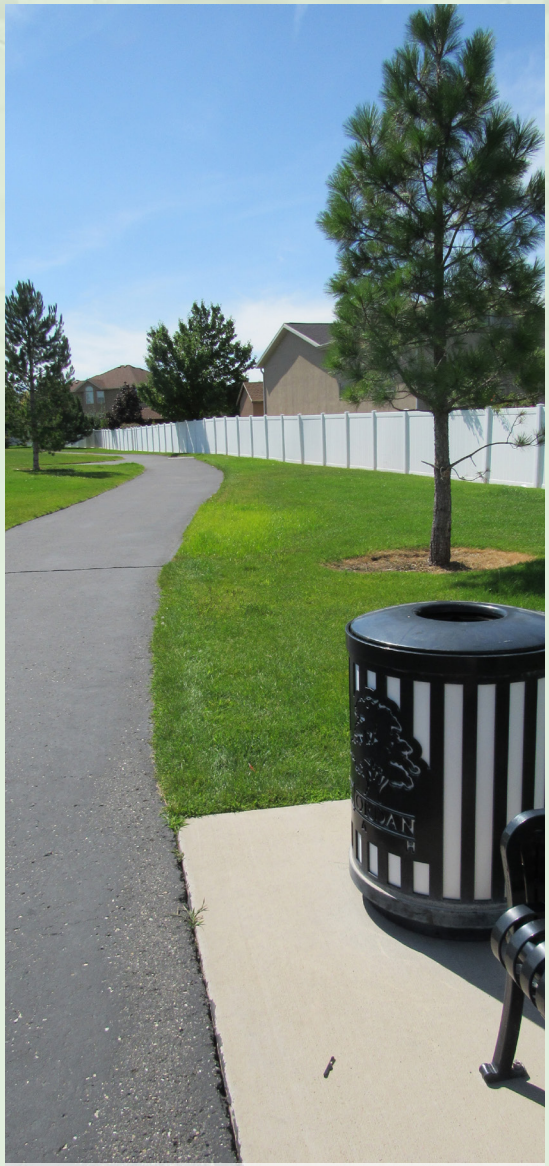
FIGURE 4.8 - KEY SURVEY TAKEAWAYS - SLIDE 33



PUBLIC EVENTS, WEBSITE, AND SOCIAL PINPOINT

Key takeaways from community public meetings, the project website and interactive mapping tool, focus groups, and the Steering Committee are summarized below and on the following pages.

- Walking and biking trails are among the most important park and recreation amenities for participants.
- Participants indicate that the Jordan River Trail and unofficial canal trails are their favorite trails.
- There is a desire to incorporate the canal trails as part of the city's official trail system.
- More bike trails are desired.
- There needs to be better enforcement of off-leash dog regulations and establishment of off-leash areas in the city.
- There is interest in a pump track for bikes.
- Cars park in bike lanes along 10600 South.
- The District needs to better accommodate bikes and pedestrians.
- There is a desire complete the trail in the Bingham Creek Corridor, to establish a multi-use trail on the east side of the Mountain View Corridor, provide wider biking facilities on Shields Lane, and to establish bike lanes along 11400 South between 4000 West and the Jordan River Parkway.
- Some of the bridges on the Jordan River Trail need to be updated.
- Trails in Daybreak need to be better-connected to areas adjacent to the city.
- Grade-separated crossings are needed for both walkers and bikers along the Mountain View Corridor, Bangerter Highway, and Bacchus Highway.



Oquirrh Shadows Park Perimeter Sidewalk

FOCUS GROUPS

- The city needs more trail connections between parks to better facilitate safe race events.
- More trails are needed on the west side, particularly those that connect to the foothills to provide mountain biking and hiking opportunities.
- Developers are working with the city on key trail connections and underpasses to ensure connectivity is provided in new developments.
- Youth indicate they enjoy walking on trails and use the informal canal trails.
- Youth often access parks by walking, so having trails and sidewalks that are connected to parks is important.
- There are not enough east/west trails in the city.
- Canal trail crossings are dangerous, requiring users to be hyper-vigilant in order to safely cross at a light.

STEERING COMMITTEE

- Coordinate with the Southwest Regional Trails Committee plans.
- Connectivity is key for this update.
- Midas Creek, Bingham Creek, and the west side Bonneville Shoreline Trail are in the annexation area and need to be addressed.
- Key trail segments have been completed in the last few months.
- Bingham Creek trail and open space are planned to continue to Bacchus Highway – plan for a natural surface/multi-use trail along the creek.

> "I KNOW THAT THE PARKS AREN'T INTENDED TO BE USED WELL PAST SUNSET, BUT IN THE SPRING/FALL IT WOULD BE NICE TO HAVE BETTER PATH/TRAIL LIGHTING FOR RUNNING, ETC BEYOND SUNDOWN (BASICALLY IN THE TIME BETWEEN DARK AND PARK CLOSURES WHEN THE DAYS ARE SHORTER)"

Hillside Park Regional Trail Connection

EXISTING TRAIL SYSTEM

South Jordan is fortunate to have a trail network that accommodates a variety of users. Typical uses include walkers, runners, cyclists, and equestrians. As indicated in **Table 4.1** and shown on **Map 4.1**, there are more than 20 miles of existing public trails in South Jordan at present, including 17.3 miles of regional trails and 3.5 miles of local trails. There are also 12.6 miles of pathways within parks that extend the trail network. The private local trail system in Daybreak is extensive, encompassing nearly 50 miles of trails. These trails complements the city's trail network.

On-street bike paths supplement the recreation-focused multi-use trails, and typically cater to bicycle commuters and more aggressive cyclists that are comfortable sharing facilities with automobiles. The city currently has 2.1 miles of bike lanes and 53.1 miles of bike routes, as noted in **Table 4.1** and shown on **Map 4.1**.

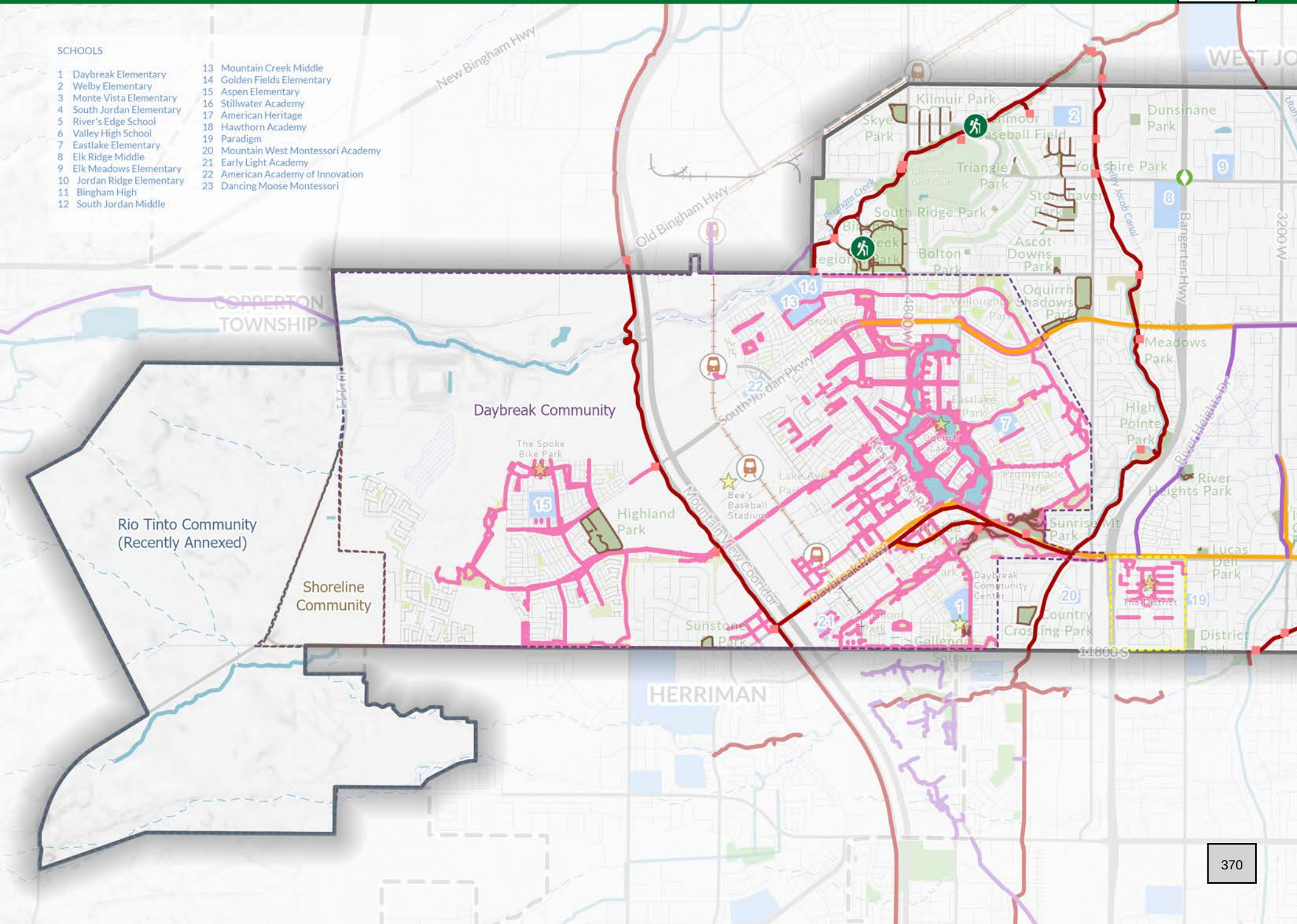
Map 4.2 shows the service area of existing trails, with 1/2 mile service area for regional, local, and private trails, and 1/4 mile service area for trails in parks. The map illustrates general proximity to trails in South Jordan and shows that residential areas on the city's east side are the least served. Gap areas are primarily focused along the Redwood Road and Shields Lane corridors (shown in yellow on **Map 4.2**).

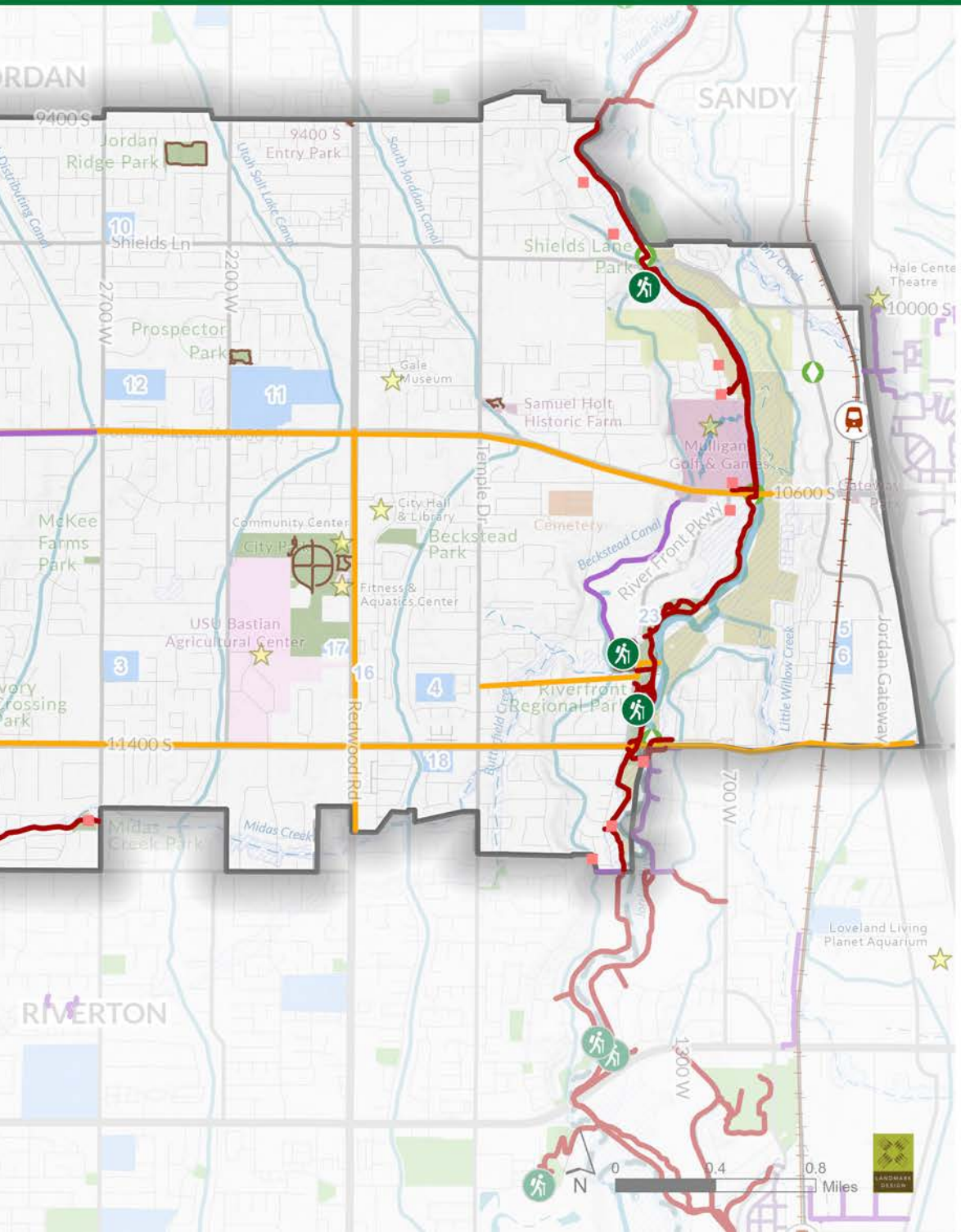
Key trails and trail types are described in the following pages.

TABLE 4.1 - EXISTING TRAIL MILEAGE

TRAIL TYPE	MILES
EXISTING MULTI-USE	
Regional Multi-use Trails	17.3
Local Multi-use Trails	3.5
Park Pathways	12.6
Private Local Trails (Daybreak)	48.5
TOTAL	**81.9**
EXISTING ON-STREET BIKE PATHS	
Bike Lanes	2.1
Bike Routes	53.1
TOTAL	**55.2**

Canal Trail by Glenmore Baseball Diamond


SCHOOLS
1 Daybreak Elementary
2 Welby Elementary
3 Monte Vista Elementary
4 South Jordan Elementary
5 River's Edge School
6 Valley High School
7 Eastlake Elementary
8 Elk Ridge Middle
9 Elk Meadows Elementary
10 Jordan Ridge Elementary
11 Bingham High
12 South Jordan Middle
13 Mountain Creek Middle
14 Golden Fields Elementary
15 Aspen Elementary
16 Stillwater Academy
17 American Heritage
18 Hawthorn Academy
19 Paradigm
20 Mountain West Montessori Academy
21 Early Light Academy
22 American Academy of Innovation
23 Dancing Moose Montessori
Daybreak Community
Rio Tinto Community
(Recently Annexed)
Shoreline
Community
COPPERTON
TOWNSHIP
HERRIMAN
New Bingham Hwy
Old Bingham Hwy
Bangerter Hwy
South Jordan Pkwy
Mountain View Corridor
Daybreak Pkwy
4800 W
3200 W
11800 S
Kilmuir Park
Skye Park
Triangle Park
South Ridge Park
Bolton Park
Ascot Downs Park
Dunsinane Park
Meadows Park
High Pointe Park
River Heights Park
Lucas Dell Park
Eastlake Park
Oquirrh Lake
Promenade Park
Sunrise Mt Park
Country Crossing Park
District Park
Sunstone Park
Highland Park
The Spoke Bike Park
Bee's Baseball Stadium
Daybreak Community Center
The District

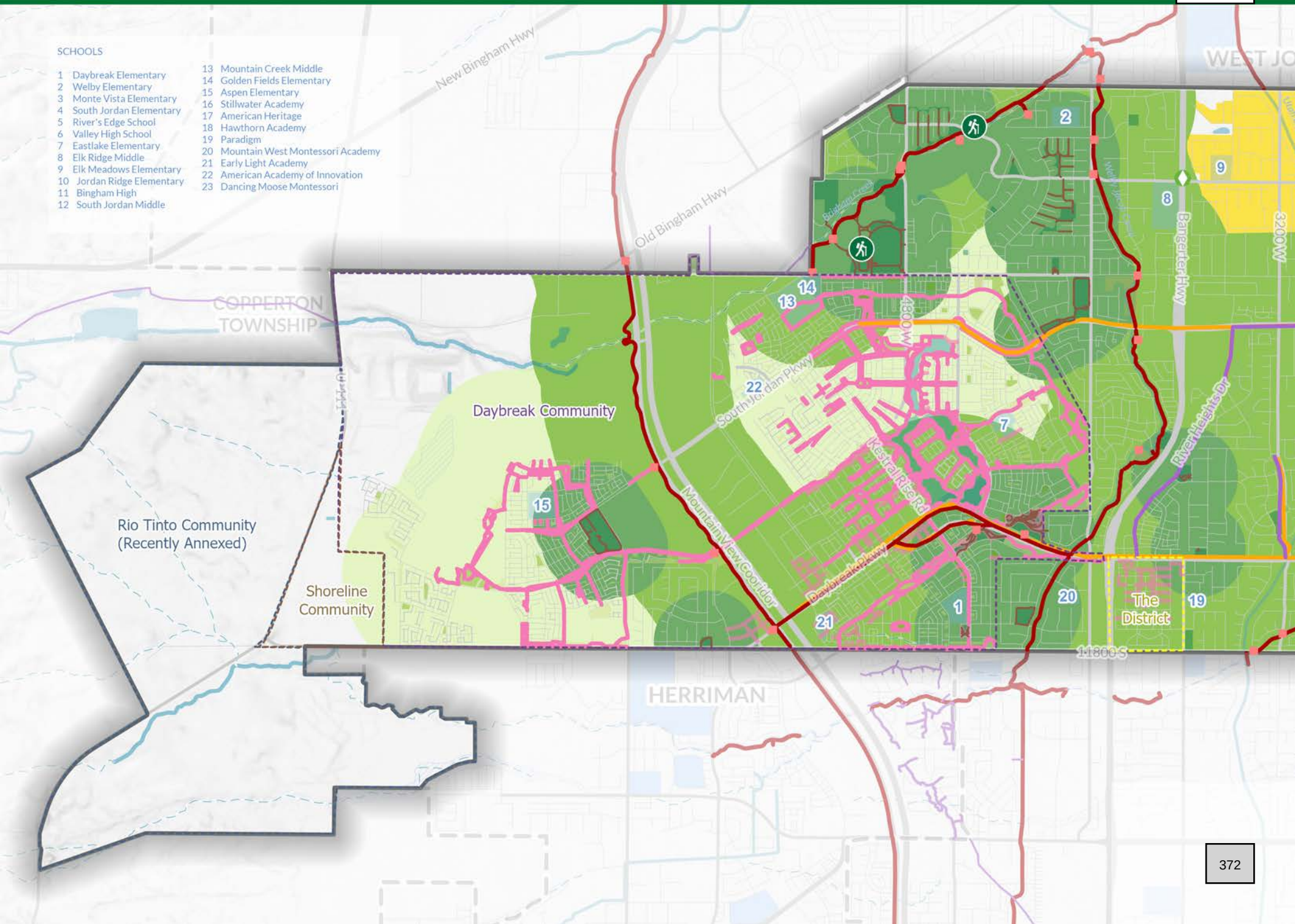


MAP 4.1: EXISTING TRAILS

- Existing Trailhead
- Existing Regional Trail Access
- Existing Grade Separated Crossing
- Existing Regional Multiuse Trail
- Existing Local Multiuse Trail
- Existing Park Paths
- On-Street Bike-Ped Route
- Existing Private Trail
- Point of Interest
- City Park
- *County Park
- Private Park
- Golf Course
- Public Open Space
- Private Open Space
- Cemetery
- Special Use - City Owned
- USU Special Use
- Park in Adjacent Community
- School
- South Jordan City Boundary
- Lake or Waterbody
- FEMA Flood Boundary
- River/Stream
- Perennial Stream
- Canal
- Ephemeral/Intermittent Stream

*NOTE: Bingham Creek Park is owned and operated by the Bingham Creek Regional Park Authority, a partnership between South Jordan City and Salt Lake County.

SOUTH JORDAN UTAH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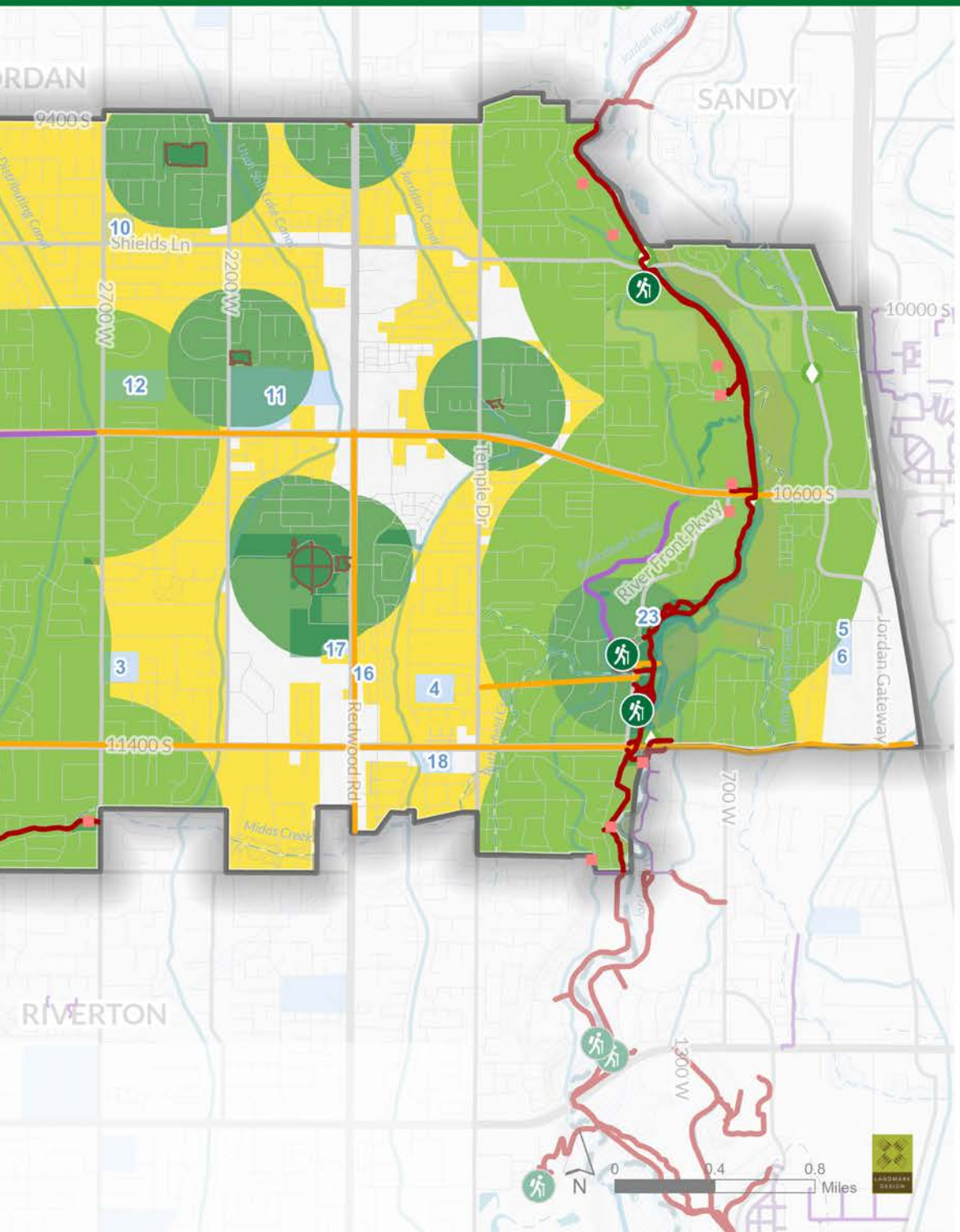
Old Bingham Hwy
COPPERTON TOWNSHIP
Daybreak Community
Rio Tinto Community (Recently Annexed)
Shoreline Community
HERRIMAN
South Jordan Pkwy
Mountain View Corridor
Daybreak Pkwy
Kestrel Rise Rd
4800W
Bangerter Hwy
River Heights Dr
11800 S
The District

MAP 4.2: EXISTING TRAILS SERVICE AREA



- Existing Trailhead
- Existing Regional Trail Access
- Existing Grade Separated Crossing
- Existing Regional Multiuse Trail
- Existing Local Multiuse Trail
- Existing Park Paths
- On-Street Bike-Ped Route
- Existing Private Trail
- Existing Residential Gaps
- City Park Trail - 1/4 mi service area
- City Regional/Local Trails - 1/2 mi service area
- Private Trails - 1/2 mi service area
- Public Park
- Private Park
- Public Open Space
- Private Open Space
- School
- South Jordan City Boundary
- Lake or Waterbody
- FEMA Flood Boundary
- River/Stream
- Perennial Stream
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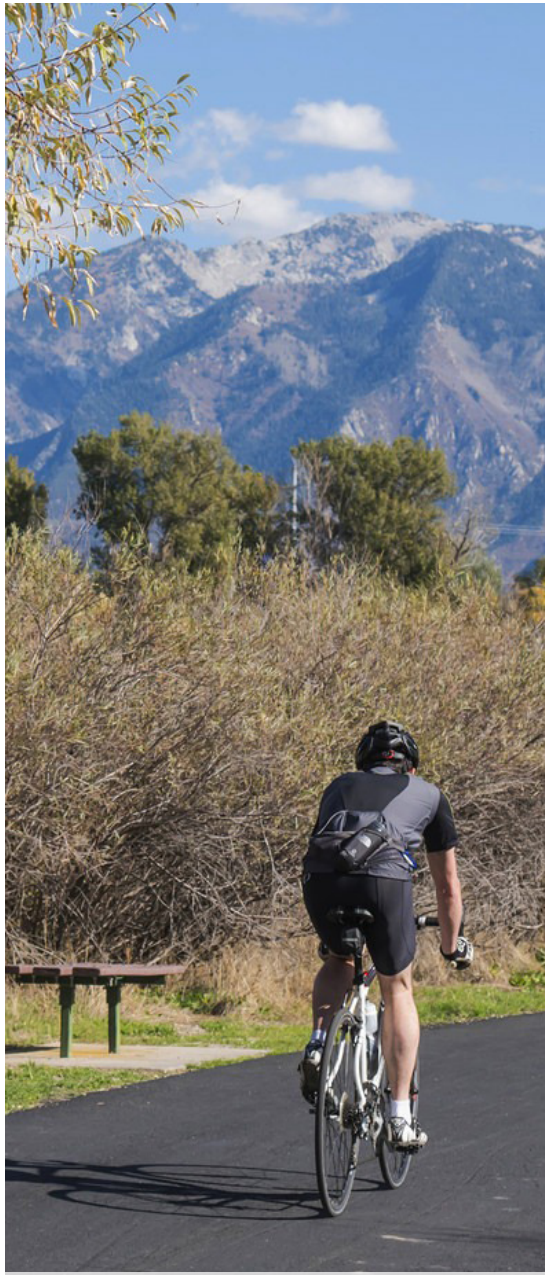


Jordan River Trail near Shields Lane Park

REGIONAL TRAILS

Regional Trails form the primary trail framework that serves a broad variety of user groups, including pedestrians, bicyclists, and other active transportation users. Regional trails continue past South Jordan's boundaries into adjacent communities, providing important connections throughout the region.

There are four existing regional trails in South Jordan:

- **Jordan River Trail** (JRT) – this 5.7-mile north-south trail is located within the Jordan River corridor, primarily tracing the western shoreline for the length of city. The JRT connects the city to the northern and southern boundaries of the county and beyond, providing access to city, county, and private open space as well as city parks along the river.
- **Bingham Creek Corridor Trail** – this 2-mile east-west trail follows the ephemeral drainage corridor of Bingham Creek, connecting the city to West Jordan, north of the city. The trail traces the edge of Glenmoor Golf Course and travels through the open space north of Bingham Creek Park. The trail will eventually be connected to the future western alignment of the Bonneville Shoreline Trail.
- **Midas Creek Corridor/Daybreak Parkway Trail** – two existing east-west segments follow the route of the ephemeral Midas Creek drainage (0.5 miles) at the southern end of the city and a portion of Daybreak Parkway at 11400 South (2.4 miles). The two routes will share some the same alignment for some sections as future as the trail network is built out. They will eventually connect the Jordan River Parkway to Mountain View Corridor and the Bonneville Shoreline Trail.
- **Mountain View Corridor Trail –** this 2.5-mile north-south regional trail follows the west side of the Mountain View Corridor frontage road. The trail provides links to the north toward Salt Lake City and to the south toward Herriman.

LOCAL TRAILS

Local trails provide a finer grain of connectivity in South Jordan's trail network. These multi-use trails complement and connect to the regional trail framework, providing necessary connections from neighborhoods to local parks, open spaces, schools, and other community destinations.

South Jordan has several key local trails within its boundaries, including unpaved and paved options.

LOCAL TRAILS

- **Jordan River Parkway (10600 South) –** this short 0.7-mile segment between the Utah Distributing Canal and River Heights Drive will eventually tie into existing private trails in Daybreak and existing and future regional trails in the west end of the city.
- **River Heights Drive** – this 2.1-mile local trail connects 10600 South to 11400 South and will eventually form part of a loop trail system in the center of the city and connect with trails on both sides of the community.
- **3200 West** – this short 0.6-mile trail follows a portion of 3200 West and will eventually connect to the trail on River Heights Drive and the broader trail network.
- **Beckstead Canal** – this 0.8 mile trail follows a portion of the Beckstead Canal alignment. The route was recently connected to Mulligans Golf and Games and the Jordan River Trail in the north, and the Midas Creek/Daybreak Parkway Trail and Jordan River Trail in the south.

Hillside Park Local Trail Connection

ON-STREET BIKEWAYS

On-street bicycle facilities are generally intended for commuting cyclists or recreational cyclists that are comfortable sharing facilities with motorized vehicles. They are an essential component of the active transportation system in the community. Detailed information on existing and proposed on-street bicycle facilities can be found in the ***South Jordan Active Transportation Plan 2020,*** and will be updated as a new chapter as part of the current ***South Jordan Transportation Master Plan*** update process.

SIDEWALKS

In addition to multi-use trails, a comprehensive and generally continuous system of sidewalks has been established throughout the city to facilitate walking. The ***South Jordan Active Transportation Plan 2020*** maps and identifies key locations where sidewalks are missing and needed, as well as a list of projects to improve pedestrian safety and connectivity. The improvements identified in the ***South Jordan Active Transportation Plan 2020*** are essential to ensure the trail system is safe and successful, and should be implemented in addition to the recommendations in this chapter.

EXISTING TRAILHEADS

As shown in **Map 4.1**, South Jordan's trail system is served by five existing trailheads, and more than 20 regional trail access points. Several city parks serve as trailhead locations, including Bingham Creek Regional Park, Shields Lane Park, and Riverfront Regional Park. The city recently constructed the Bingham Creek Trailhead north of Skye Drive near Glenmoor Baseball Field to provide dedicated trail access. There are also several trailheads just outside the city's boundaries that provide access to South Jordan's trail system.

PROPOSED TRAIL NETWORK

The vision for the South Jordan trail network is an interconnected system of east-west and north-south running regional trails that form the spine, or the framework, of trails in the community. These regional trails are intended to connect to parks, neighborhoods, and other key community destinations through a network of local trails.

South Jordan has several complete north-south regional trails in place, including the Jordan River Trail, Mountain View Corridor Trail, and the Welby Jacob Canal Trail. Significant progress has been made on the Bingham Creek Trail, with projects to fill remaining gaps planned for the near future. Local trails are well-developed on the city's west side in the Daybreak Community, while the remaining areas of the city have more gaps in the local trail network.

The proposed trail network discussed in depth in the following section, was developed by city staff and the planning team, and is based on public input, connections planned as part of future develop, and other connections needed to fill gaps and complete the envisioned network.

RELATIONSHIP TO THE ACTIVE TRANSPORTATION MASTER PLAN

The active transportation element of the updated Transportation Master Plan will address pedestrian, bicycle, and micro-mobility transportation needs in South Jordan. The proposed trail network in this plan reflects coordinated efforts with the ongoing active transportation planning process and represents the most current anticipated vision for the community. This plan focuses on recreational trail use and connections to parks and other community destinations, while the active transportation element also addresses the needs of commuters.

Pathways in Sunrise Mountain Park

ADDITIONAL TRAIL CONNECTIONS

As indicated in **Map 4.3** and **Table 4.2**, approximately 47 miles of trails are proposed to fill trail connectivity gaps between existing trails, neighborhoods, and community destinations. These proposed trails have been coordinated with the ongoing active transportation update, with the primary goal of improving community connectivity. Proposed bike routes are included to show the intended connections with the active transportation network and the city's recreational trails but will be addressed in detail in the active transportation element update.

The most notable proposed trail alignments will help complete the regional trail network in the city, including missing segments of the Bingham Creek Corridor Trail and the Midas Creek Corridor/Daybreak Parkway Trail, and new trails along the planned Bonneville Shoreline Trail and Bacchus Highway/U-111 roadway alignment. These trails will form a comprehensive network of north-south and east-west trails that provide loop opportunities, connect to adjacent communities, and facilitate travel to destinations in South Jordan and beyond, including connections to nearby Butterfield and Rose Canyon trails and Herriman's foothill trail network.

While trail development is often completed as opportunities arise, the city should prioritize the completion of the regional trail network as the highest priority, thereby ensuring the greatest level of community-wide connectivity.

The city recognizes that residents are currently using the city's canal corridors as de-facto trails and that many residents have requested that they officially be incorporated into the city's trail network. The proposed trail alignments focus on using existing rights-of-way, including roadways and canals, to advance trail connections in the future.

The foothills on the west side of the city offer another unique opportunity for additional trails in the community. While this plan does not include specific alignments for soft surface trails, a new network of trails for hiking, mountain biking, and other uses on unpaved trails are likely in the future.

TABLE 4.2 - EXISTING & PROPOSED TRAIL MILEAGE

TRAIL TYPE	MILES
EXISTING MULTIUSE	
Regional Multi-use Trails	17.3
Local Multi-use Trails	3.5
Park Pathways	12.6
Private Local Trails	48.5
TOTAL	**81.9**
PROPOSED MULTIUSE	
Regional Multi-use Trails	25.6
Local Multi-use Trails	21.3
TOTAL	**46.9**
TOTAL REGIONAL MULTIUSE TRAILS	**42.9**
TOTAL LOCAL MULTI-USE TRAILS	**24.8**
EXISTING ON-STREET BIKE PATHS	
Bike Lanes	2.1
Bike Routes	53.1
TOTAL	**55.2**
PROPOSED ON-STREET BIKE PATHS	
Bike Routes	17.2
TOTAL	**17.2**

It should also be noted that a bike park and soft surface trails will be included as part of future phases of Bingham Creek Regional Park. The city is also planning to develop the 8.3-acre Rushton Bike Park on undeveloped land along Bangerter Highway in a stormwater basin along the Welby Jacob Canal (see **Table 2.3** on page 63 and **Map 2.4** on pages 64 and 65). Connecting the trail network to these amenities and to the Spoke bike park in Daybreak will help facilitate use by interested residents in all parts of South Jordan and encourage access by bicycle.

Map 4.4 illustrates how the proposed trail system will help fill gaps trail service areas within the city as the trail network is completed. Significant trails that could improve access to trails include the east-west Shields Lane and 11400 South proposed regional trails, and three north-south local canal trails on the city's east side. Other multi-use trails complete the proposed network, which is supported by the proposed on-street bike routes.

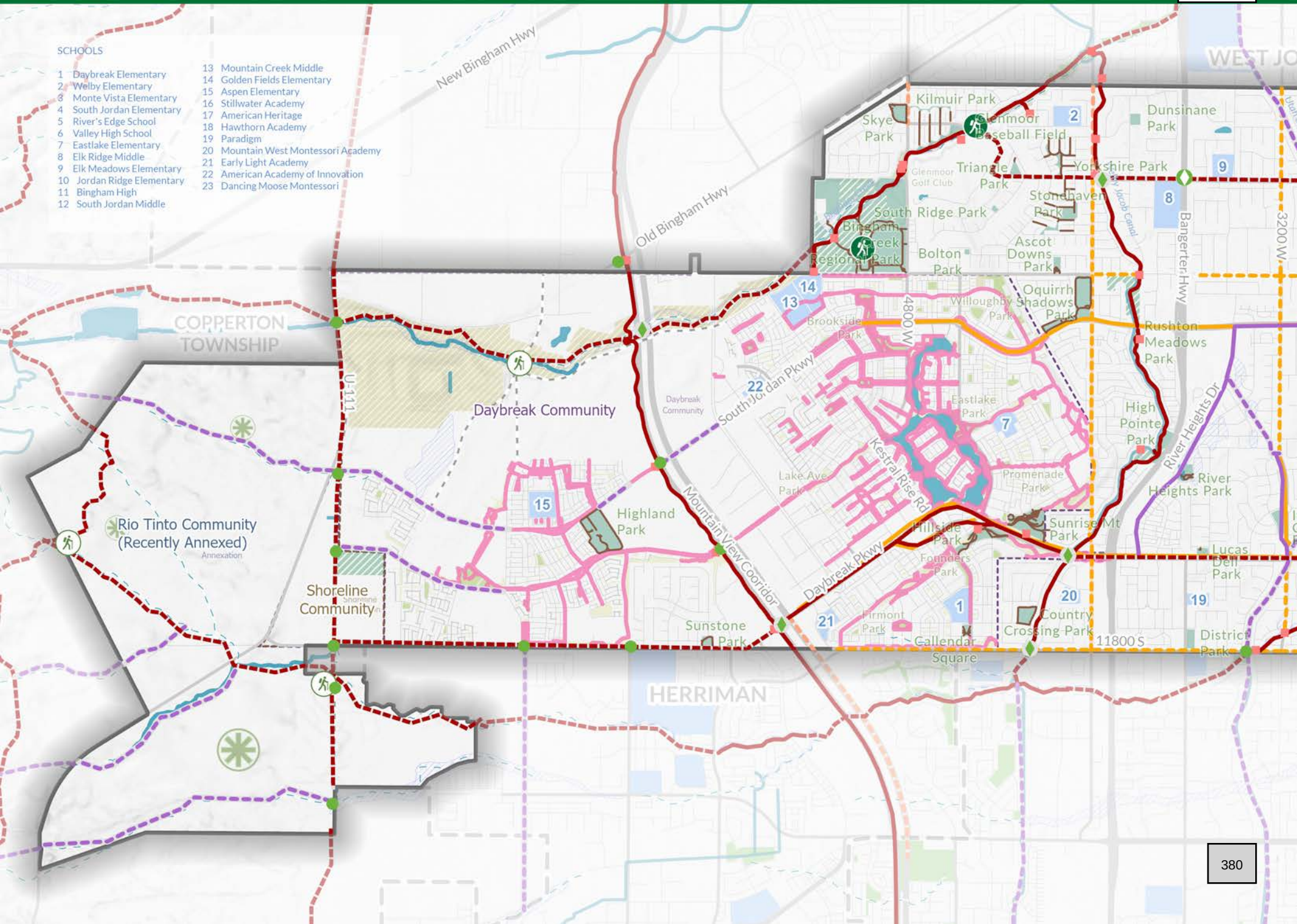
TRAILHEADS

While completing trails will fill critical gaps in the city's trail system, it is just as essential to ensure those trails can easily be accessed by residents, with sufficient trailheads and trail access points.

Three future trailheads are planned to serve the expanded trail network. They are located at Bingham Creek Corridor open space between the Mountain View Corridor and Bacchus Highway, the junction of the Midas Creek Corridor and Bacchus Highway Trails, and the junction of the Midas Creek Corridor and Bonneville Shoreline Trails (see **Map 2.4**).

Future trailheads could be separate, dedicated facilities, or they could be developed as part of future park or open space projects. It is also possible that private future trailheads might be implemented by private developers, then deeded to the city as part of specific development agreements.

Minor trail access points, which may include on-street parking or simply a trail connection from an existing city sidewalk or small pathway through a neighborhood, should also be included as the trail network continues to grow.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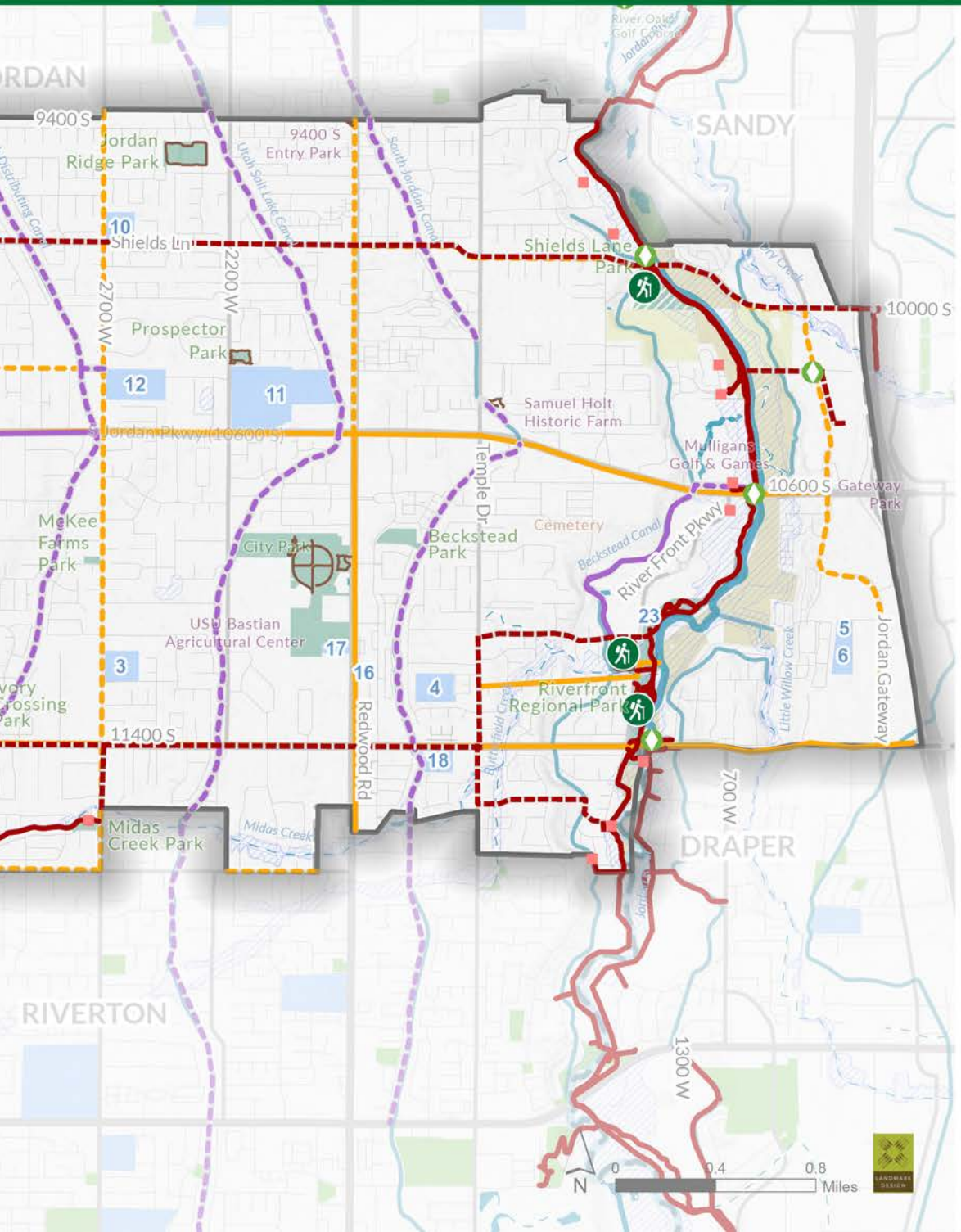
Founders Park
Lucas Dell Park
Firmont Park
Gallendar Square
Country Crossing Park
District Park
WEST JO
3200 W



MAP 4.3: FUTURE TRAILS

- Existing Trailhead
- Planned Trailhead
- Existing Regional Trail Access
- Existing Grade Separated Crossing
- Planned Grade Separated Crossing
- Planned At-Grade Crossing
- Existing Regional Multiuse Trail
- Planned Regional Multiuse Trail
- Existing Local Multiuse Trail
- Planned Local Multiuse Trail
- Existing Park Paths
- On-Street Bike-Ped Route
- Planned On-Street Bike Route
- Existing Private Local Trail
- Proposed Community Park (30 ac. min.)
- Proposed Neighborhood Park (10 ac. min.)
- Planned Public Park
- Existing *Public Park
- Existing Private Park
- Planned OS
- Existing Public Open Space
- Existing Private Open Space
- School
- South Jordan City Boundary
- TRAX Station
- FrontRunner Station
- TRAX Line
- Future TRAX Line
- FrontRunner Line
- Lake or Waterbody
- FEMA Flood Boundary
- River/Stream
- Perennial Stream
- Canal
- Ephemeral/Intermittent Stream

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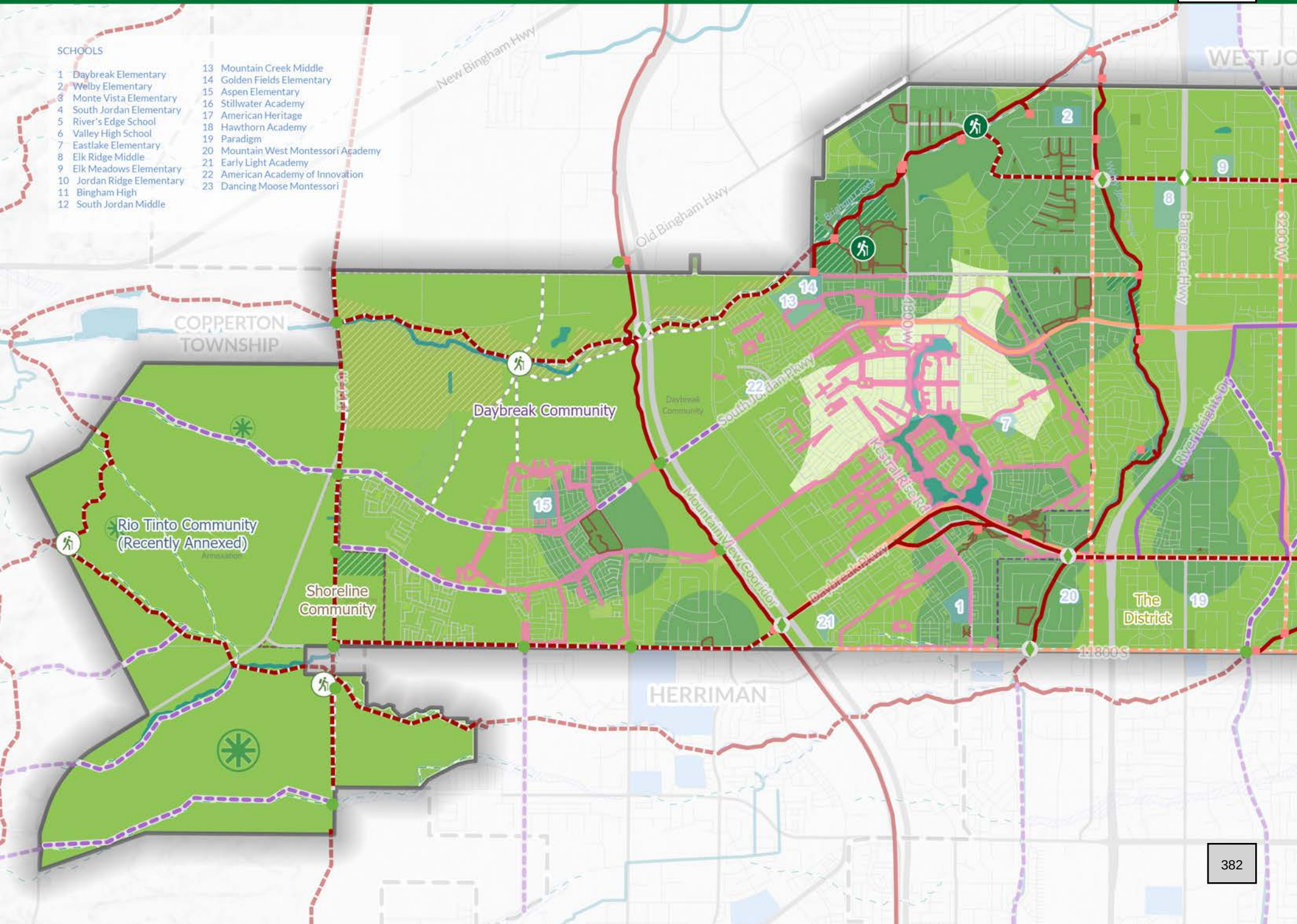
SOUTH JORDAN UTAH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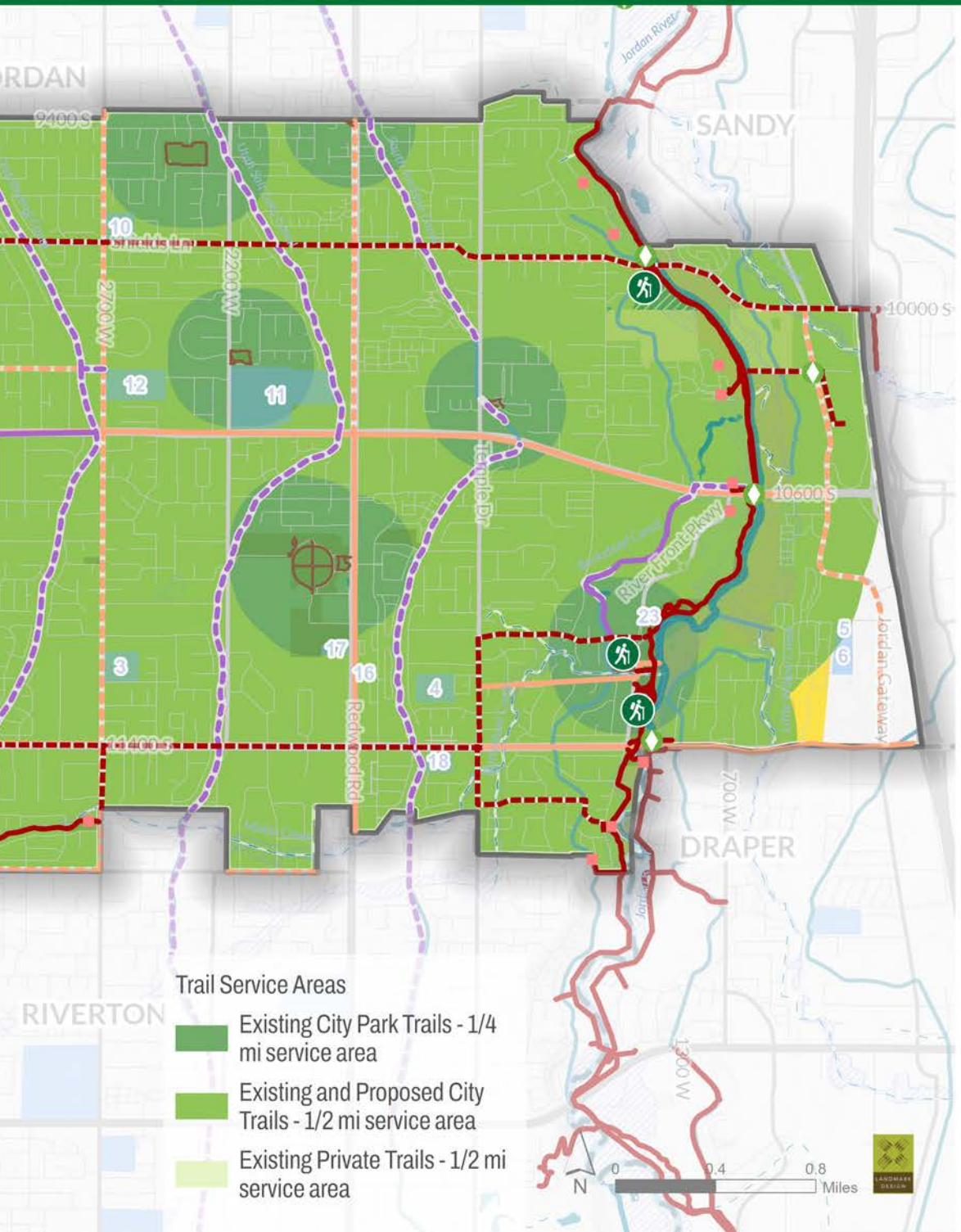
River Heights Dr
The District
11800S
HERRIMAN

MAP 4.4: FUTURE TRAILS SERVICE AREAS



- Existing Trailhead
- Planned Trailhead
- Existing Regional Trail Access
- Existing Grade Separated Crossing
- Planned Grade Separated Crossing
- Planned Crossing
- Existing Regional Multiuse Trail
- Planned Regional Multiuse Trail
- Existing Local Multiuse Trail
- Planned Local Multiuse Trail
- Existing Park Paths
- On-Street Bike-Ped Route
- Planned On-Street Bike Route
- Existing Private Local Trail
- Planned Community Park (30 ac. min.)
- Planned Neighborhood Park (10 ac. min.)
- Existing Residential Gap
- Potential Future Residential Gap
- Planned Public Park
- Existing Public Park
- Existing Private Park
- Planned Public Open Space
- Existing Public Open Space
- Existing Private Open Space
- School
- South Jordan City Boundary
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SOUTH JORDAN UTAH

TRAIL CROSSINGS

In addition to providing a complete and interconnected trail network, safe trail crossings at major roadways are essential for a safe and efficient trail experience. **Map 4.2** identifies general locations for trail crossings, intersection improvements, and traffic calming, which will be addressed in detail in the ATP.

TRAIL MAINTENANCE

Improved maintenance and cleanliness were among the most requested improvements requested by the public. The following is a summary of the key recommendations for improving trail conditions and maintenance. For additional maintenance recommendations, refer to Chapter 6: Parks and Recreation Operations.

- Develop a city-wide maintenance strategy for all trail facilities.
- Incorporate trail maintenance needs into the city's regular roadway maintenance regime as appropriate, with special attention paid to sweeping and pothole repair on high use facilities.
- Consider the addition of trees and shade structures at key locations along major trails as part of an integrated, city-wide, urban forestry management approach.
- Establish a weed management program to reduce the spread of puncture vine/ goatheads and bicycle flats.
- Regularly repair trail surfacing to ensure trails are safe and pleasant use.
- Encourage citizens to report maintenance issues that impact use and safety.
- Explore potential partnerships and volunteer programs to help ease trail maintenance demands.

TRAIL SIGNAGE AND WAYFINDING

The establishment of a comprehensive trail signage system is particularly important for informing trail users about trail regulations and etiquette, the location of key destinations, and for improving awareness and stewardship of the trail and open space system. It is recommended that the city develop and implement a comprehensive wayfinding and signage master plan that addresses safety, regulatory, interpretive, and wayfinding signage throughout South Jordan's trail system.

OTHER NEEDS

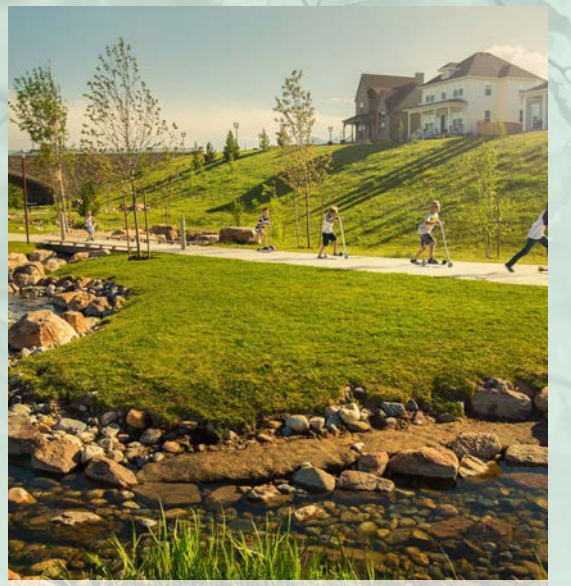
Additional restrooms are one of the most requested trail improvements according to the community survey. It is recommended that the three future trailheads include restrooms to help meet these needs, and that additional restrooms be added to other key trail junctions as opportunities arise.

Pet waste disposal stations, garbage cans, and lighting were also requested during the public engagement process. These are "low hanging fruit", which suggest the city could easily implement in strategic locations such as high-use areas where use and demand is greatest.

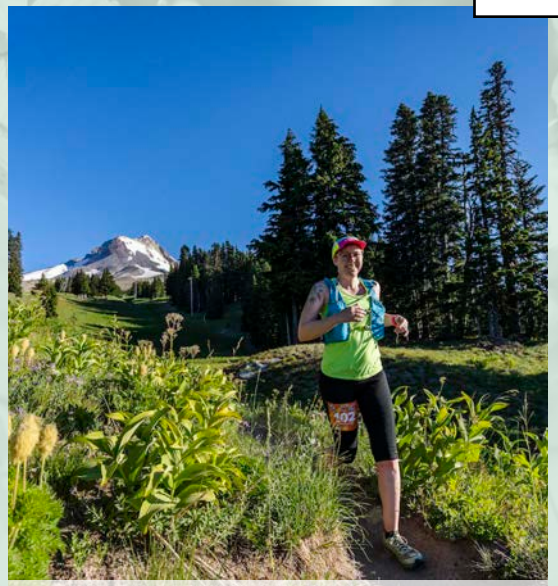
DESIGN STANDARDS

The ongoing update to the active transportation element of the ***South Jordan Transportation Master Plan*** will include design standards for community trails, identifying the minimum requirements for regional and local trails. The plan will also include minimum standards for trailhead facilities and design.

Daybreak Trails



Daybreak Park Trails



Daybreak Racing Trails Event

FACTORING IN DAYBREAK

The Daybreak Community includes nearly 50 miles of trails woven throughout its extensive parks and open spaces. As the community continues to develop, new phases will uphold this tradition, further expanding the trail network. These trails, accessible not only to Daybreak residents but also to others in South Jordan, have been noted in the community survey as the most popular in the city.

By connecting the city's broader trail network to both existing and future phases of the Daybreak system, residents across all areas will enjoy seamless access to community destinations—whether traveling by foot, bicycle, scooter, or other means—without needing a vehicle. As new trail segments are implemented, it is critical that the minimum trail standards used at Daybreak are aligned with those that apply to the rest of the city, thereby ensuring a unified and seamless trail experience citywide.

Youth Biking along a Canal Trail

KEY TRAIL RECOMMENDATIONS

- Develop the proposed trail alignments shown in **Map 4.2.**
- Implement the improvements identified in the ***Active Transportation Plan***, including on-street bike pathways as part of roadway enhancements.
- Implement the proposed crossing enhancements shown in **Map 4.2**.
- Develop proposed trailheads as trail alignments are completed.
- Construct restrooms at all planned trailheads and at additional key trailheads as needs arise in the future.
- Add additional shade, trash receptacles, and pet waste disposal at strategic locations through South Jordan's trail system.
- Evaluate opportunities for building bike-specific trails and unpaved hiking and biking trails on the west side of the community as the city continues to develop.
- Explore and implement strategies to increase education and enforcement for leash laws in conjunction with developing off-leash dog parks as recommended in Chapter 2: Parks and Open Space.
- Develop and adopt trail and trailhead design standards as part of the active transportation plan update.
- Develop and implement a trail signage and wayfinding master plan.
- Extend the Bingham Creek Trail from Park to U-111 and to Copperton.
- Extend trails along all canals (strategize on specific canals and need for agreements with canal companies)
- Explore east-west corridors as opportunities present themselves.
- Explore partnerships with State and County trail programs (UTN, UDOR, SLCo, etc.)

GOALS & POLICIES: TRAILS

GOAL 1: ENCOURAGE TRAIL USE TO IMPROVE RESIDENT HEALTH AND REDUCE AUTOMOBILE DEPENDENCE.

POLICY 1.1: PROVIDE A HIGH-QUALITY, COMPREHENSIVE, AND INTERCONNECTED TRAIL SYSTEM.

a. **Implementation Measure:** Implement the recommended trail network, including trails, trailheads, and other improvements suggested in this plan.

b. **Implementation Measure:** Implement the recommendations in the ***Transportation Master Plan (2020).***

c. **Implementation Measure:** Plan for and implement additional trail amenities, including restrooms, pet waste disposal stations, trash receptacle, benches, and lighting in strategic high-use locations to best utilize resources and minimize maintenance.

d. **Implementation Measure:** Assess and implement solutions for creating safe links across major barriers as proposed in this plan.

POLICY 1.2: PROVIDE A SAFE, WELL-MAINTAINED, AND USER-FRIENDLY TRAIL SYSTEM.

a. **Implementation Measure:** Analyze shade cover of existing regional trails and high-use local trails. Where feasible, plant trees in key locations public rights-of-way. Where trails abut private property, consider partnering with landowners for tree planting on private land.

b. **Implementation Measure:** Update city ordinances and standards to ensure all future trail development incorporates periodic shade where possible.

c. **Implementation Measure:** Adopt design standards for future trail and trailhead development to ensure all future facilities are functional, safe, and consistent.

d. **Implementation Measure:** Develop the proposed crossings in this plan.

e. **Implementation Measure:** Establish a clear policy on e-bikes.

f. **Implementation Measure:** Install trail lighting and emergency response stations along paved multi-use trails where appropriate.

g. **Implementation Measure:** Include safety contact information on all trail signage and maps.

h. **Implementation Measure:** Provide bike repair stations at all trailheads and at key trail junctions/destinations.

i. **Implementation Measure:** Develop programs that encourage citizens to report maintenance issues that affect bicyclist and pedestrian safety.

j. **Implementation Measure:** Periodically evaluate and update the city's maintenance strategies for trails and trail facilities.

k. **Implementation Measure:** Review city protocols to address pedestrian and bicyclist safety during all construction and maintenance activities, and update procedures and policies as needed.

l. **Implementation Measure:** Establish a weed management program to target spread of puncture vine/goat-heads to reduce incidents of flat bike tires.

m. **Implementation Measure:** Implement programs (such as "Adopt a Trail") to encourage trail user assistance in developing and maintaining the trail system.

POLICY 1.3: MAKE THE BEST USE OF EXISTING TRAIL CORRIDORS AND FACILITIES.

a. **Implementation Measure:** Explore additional trailheads and trail access points as the trail system continues to evolve, particularly when access is requested by specific neighborhoods.

b. **Implementation Measure:** Incorporate selective winter plowing of key routes into maintenance routines.

c. **Implementation Measure:** Work with the canal companies to explore options for the future trail network as the city continues to develop.

d. **Implementation Measure:** Provide interim trail connections along road rights-of-way until off-street alignments can be developed in the future.

POLICY 1.4: INSTITUTIONALIZE PLANNING FOR TRAILS WITH A FOCUS ON CLOSING CONNECTIVITY GAPS AND CONNECTING EXISTING AND FUTURE NEIGHBORHOODS TO SCHOOLS, PARKS, RECREATION FACILITIES, PUBLIC TRANSIT, AND COMMUNITY DESTINATIONS.

a. **Implementation Measure**: Regularly update the ***South Jordan Active Transportation Plan*** and this plan.

b. **Implementation Measure:** Include system-wide trails development in planning initiatives and procedures.

c. **Implementation Measure:** Create a sustainable, dedicated funding source for trail maintenance and development within the annual city budget.

d. **Implementation Measure:** Ensure that ordinances require trail easements or trail rights-of-way in all new development areas.

e. **Implementation Measure:** Require developer-provided trails and trailheads to meet city standards at a minimum.

POLICY 1.5: SUPPORT PROJECTS THAT IMPROVE MULTI-MODAL CONNECTIONS AND ENHANCE BICYCLE-TRANSIT TRIP LINKING, PARTICULARLY NEAR THE SOUTH JORDAN FRONTRUNNER STATION.

a. **Implementation Measure:** Develop a program to work with large employers, education centers, activity centers, and major transit stops to provide secure bicycle storage facilities and racks.

b. **Implementation Measure:** Incorporate bicycle parking and other bicycle amenities at all city parks and facilities.

GOAL 2: PROMOTE EDUCATION AND AWARENESS ON BICYCLE AND PEDESTRIAN FACILITIES, ISSUES AND ACTIVITIES.

POLICY 2.1: IMPLEMENT COMPREHENSIVE EDUCATION PROGRAMS TARGETED AT ALL POPULATIONS IN THE CITY.

a. **Implementation Measure:** Develop a program to educate the community on bicycle and walking safety issues and

encourage non-motorized transportation with programs that target pedestrians, bicyclists, and motorists.

b. **Implementation Measure:** Plan and implement the "Safe Routes Utah" and other safety programs, including educational and incentive programs, in partnership with the school district and other interested parties.

c. **Implementation Measure:** Host city-sponsored events that promote bicycling and walking.

d. **Implementation Measure:** Work with local bike shops and clubs to provide educational materials about trails and trail etiquette and safety at public events and festivals.

e. **Implementation Measure**: Regularly update trails information on the city's website or create an app where information can be posted on current trails conditions, trail locations, trail characteristics, and general information about trails.

GOAL 3: PARTNER WITH OTHER AGENCIES AND STAKEHOLDERS WHENEVER POSSIBLE TO IMPROVE TRAIL ACCESS, MAINTENANCE AND FUNDING.

POLICY 3.1: COOPERATE AND COORDINATE WITH LOCAL AND REGIONAL JURISDICTIONS TO PLAN AND FUND TRAILS.

a. **Implementation Measure:** Continue to work with adjacent communities and regional planning agencies on the planning and implementation of regional trail connections.

b. **Implementation Measure:** Partner with neighboring cities on multi-jurisdictional organizations such as Wasatch Front Regional Council and the Utah Trails Network to fund trail projects.

POLICY 3.2: COORDINATE AND PARTNER WITH OTHER ORGANIZATIONS TO HELP MAINTAIN AND FUND TRAILS IMPROVEMENTS WHERE APPROPRIATE.

a. **Implementation Measure:** Explore partnering with non-profit organizations and other private organizations to help fund and maintain South Jordan trails.

SOUTH JORDAN
UTAH

05

PARKS & RECREATION OPERATIONS

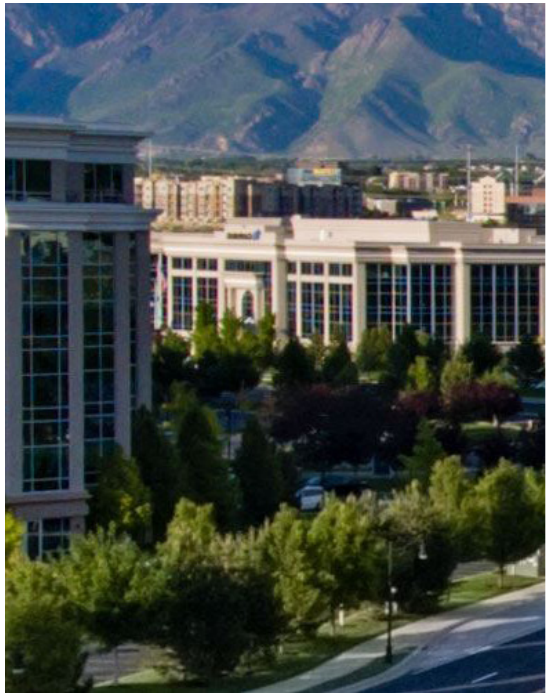
- Introduction
- Public Input on Parks and Recreation Operations
- Staff Input
- Vision
- Parks Division and Recreation Department Analysis
- Key Operations Recommendations
- Goals and Policies: Parks and Recreation Operations

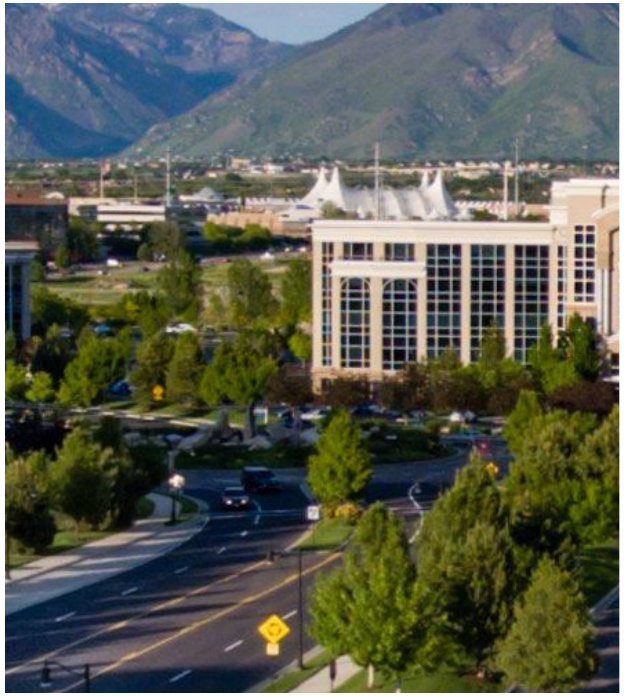
INTRODUCTION

The Parks Division of the Public Works Department is responsible for maintaining and managing the city's 32 public parks. It is also responsible for the landscape maintenance at the cemetery, Samuel Holt Historic Farmstead, Community Center, approximately 257 acres of open space, and 20.8 miles of multi-use trails. The division also maintains approximately seven acres of landscapes that surround other city buildings and facilities, 36 acres of streetscapes and rights-of-way, and 19 acres of storm water basins.

The Recreation Department works seamlessly with the Parks Division to coordinate and organize the city's recreation and arts programming and community events. Parks Division and Recreation Department leaders are responsible for setting goals, policies, and procedures and for helping establish the annual budget to ensure community needs and expectations are met.

This chapter addresses park and recreation operational needs in South Jordan. It begins by summarizing input from the community and city staff. This is followed by a discussion of the structure, staffing, operations, maintenance, and management of the division and department. The chapter concludes with key recommendations, followed by goals, policies, and implementation measures to help ensure park and recreation operational needs in South Jordan are met now and in the future.





PUBLIC INPUT ON PARKS & RECREATION OPERATIONS

As detailed in Appendix A: Community Engagement, the planning process included a range of public engagement opportunities to ensure the needs and desires of South Jordan residents are understood and reflected in this master plan. The following is a summary of those findings.

COMMUNITY SURVEY

- Approximately 13% of respondents requested improved maintenance/ cleanliness at their most-visited park, including better maintenance of courts, fields, and equipment. Maintenance ranked in the middle of improvements requested (**Figure 5.1**).
- Approximately 21% of respondents requested improved maintenance/ cleanliness of their most-visited trail. Improved maintenance was the second-highest trail improvement request, ranking second only to new restrooms (**Figure 5.2**).

FIGURE 5.1 - KEY SURVEY TAKEAWAYS - SLIDE 12

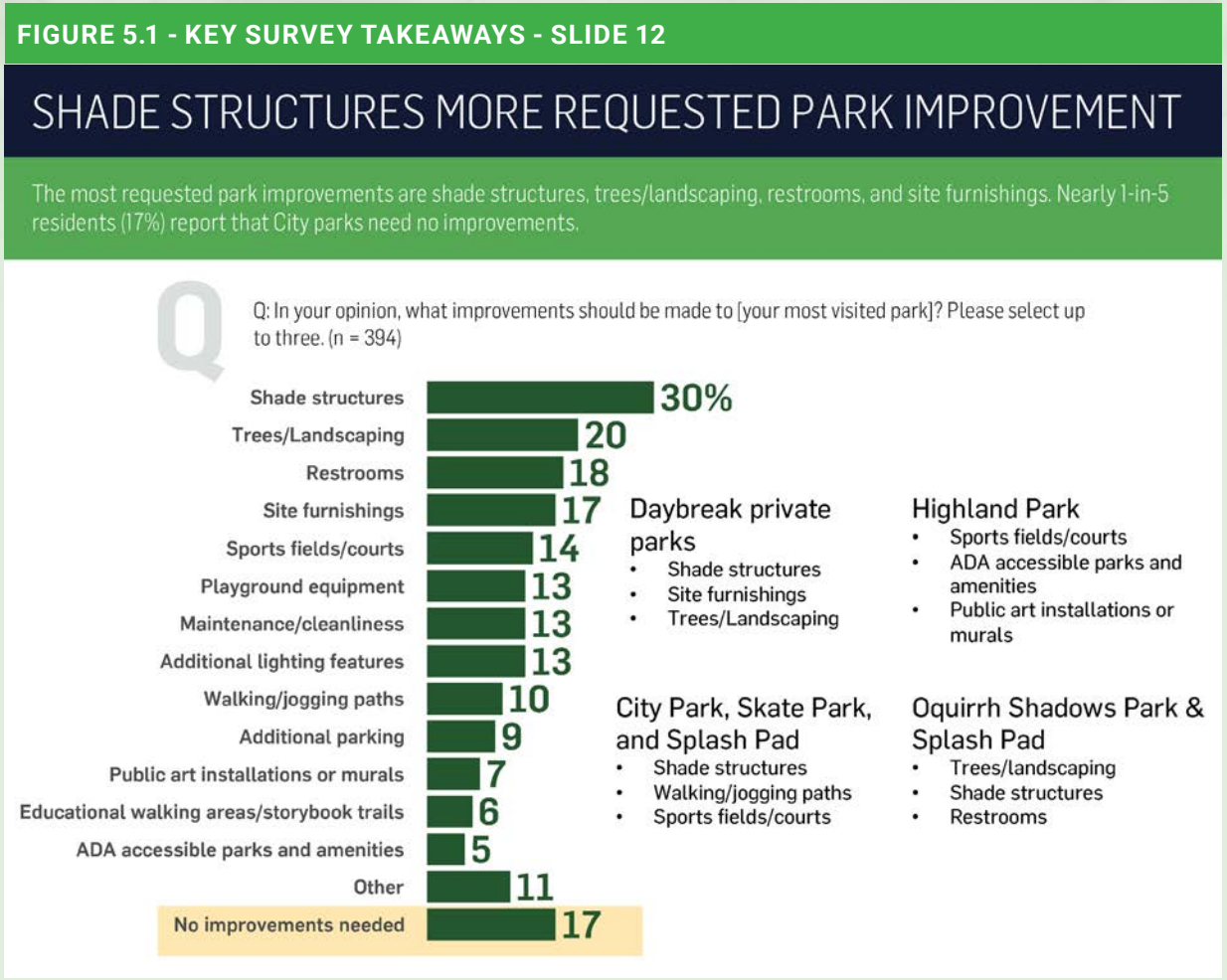
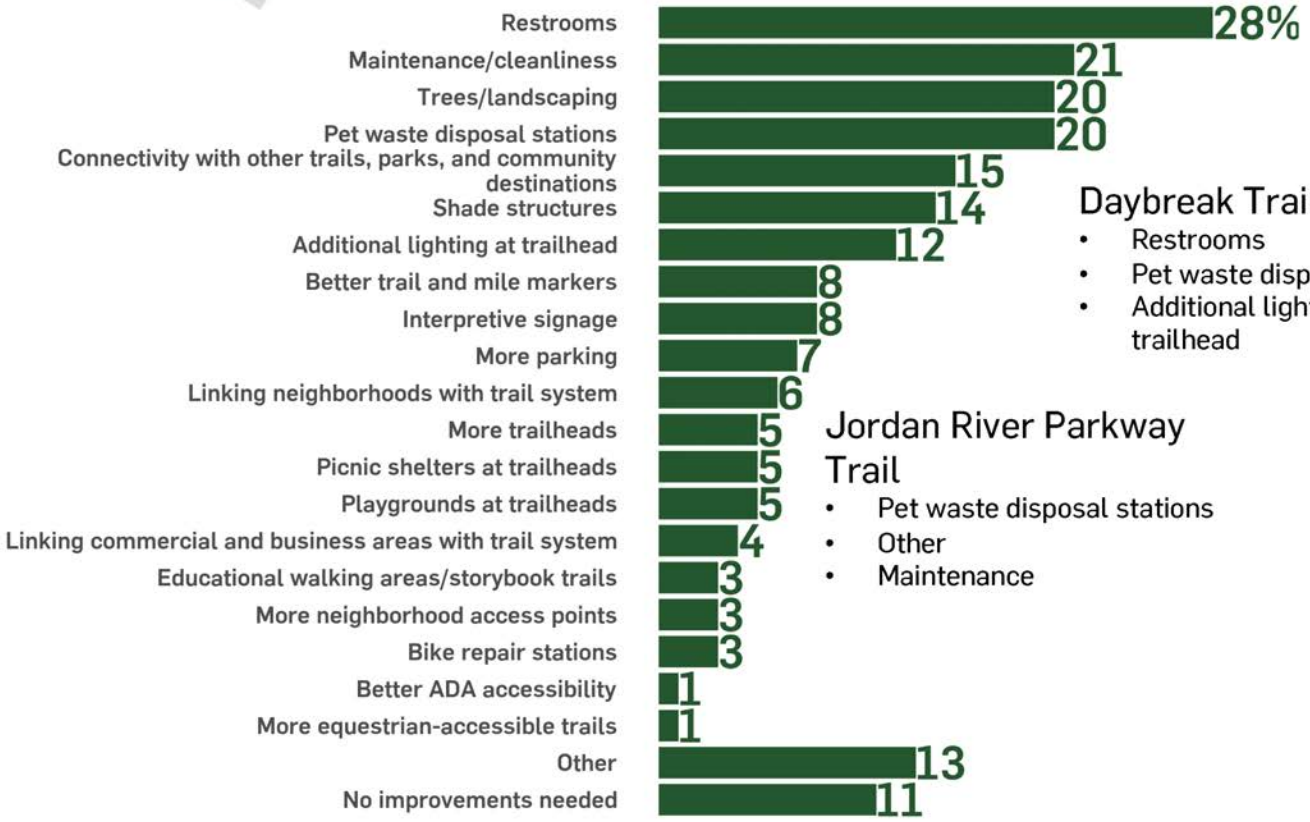


FIGURE 5.2 - KEY SURVEY TAKEAWAYS - SLIDE 19

RESTROOMS MOST REQUESTED IMPROVEMENT FOR CITY TRAILS

When it comes to trail improvements, residents most commonly request restrooms, trail maintenance, trees/landscaping, and pet waste disposal stations. The Daybreak Trail System, which is the most visited City park, is reported to need additional lighting at the trailhead.

Q: In your opinion, what improvements should be made to [your most visited trail]? Please select up to three. (n = 335)



The following is a list of comments that were made regarding general operations and maintenance in the survey:

- Improve general cleaning and maintenance
- Maintain fields and courts better
- Address graffiti, vandalism, and litter in some parks
- City addresses graffiti and vandalism issues quickly
- Convert water-consuming lawn to other uses or waterwise landscaping
- Use more water and don't install xeriscaping
- Add amenities for self-maintenance (i.e. dog waste stations, trash receptacles), and empty receptacles more often
- Better storage for additional rolls of toilet paper
- Preserve trees wherever possible instead of letting them die and replacing them
- When planting new trees, take steps to ensure they survive
- Regulate sound levels at events
- Issues with uneven lawns and sidewalks
- Mow lawns shorter for games, particularly right before the busy weekends
- Don't over water field areas
- Communicate more about the city's great parks and recreation system and opportunities (including addresses/maps)
- Appreciate how clean the city is kept
- Make sure city parks have drinking fountains in working condition
- Better mosquito control
- Remove and control invasive plant species
- Provide barriers between playgrounds and parking lots/ roads
- Safety issue with exposed pipes at the splash pad in City Park
- Remove grass clippings instead of leaving piles that make lawn areas unusable or unpleasant
- Coordinate with neighboring cities on maintenance of the Jordan River Trail
- Need better maintenance of the park strips
- Snow removal needs improving

> "AN ADDITIONAL GARBAGE BIN ON THE OPPOSITE SIDE OF THE PARK ALONG WITH DOGGIE BAG DISPENSERS. SOME MORE LIGHTING AT NIGHT AROUND THE RUNNING TRACK (WHILE NOT OVERPOWERING FOR NEIGHBORING HOUSES) WOULD MAKE A HUGE DIFFERENCE IN USABILITY IN EARLY MORNING/ EVENINGS IN THE SPRING/FALL."

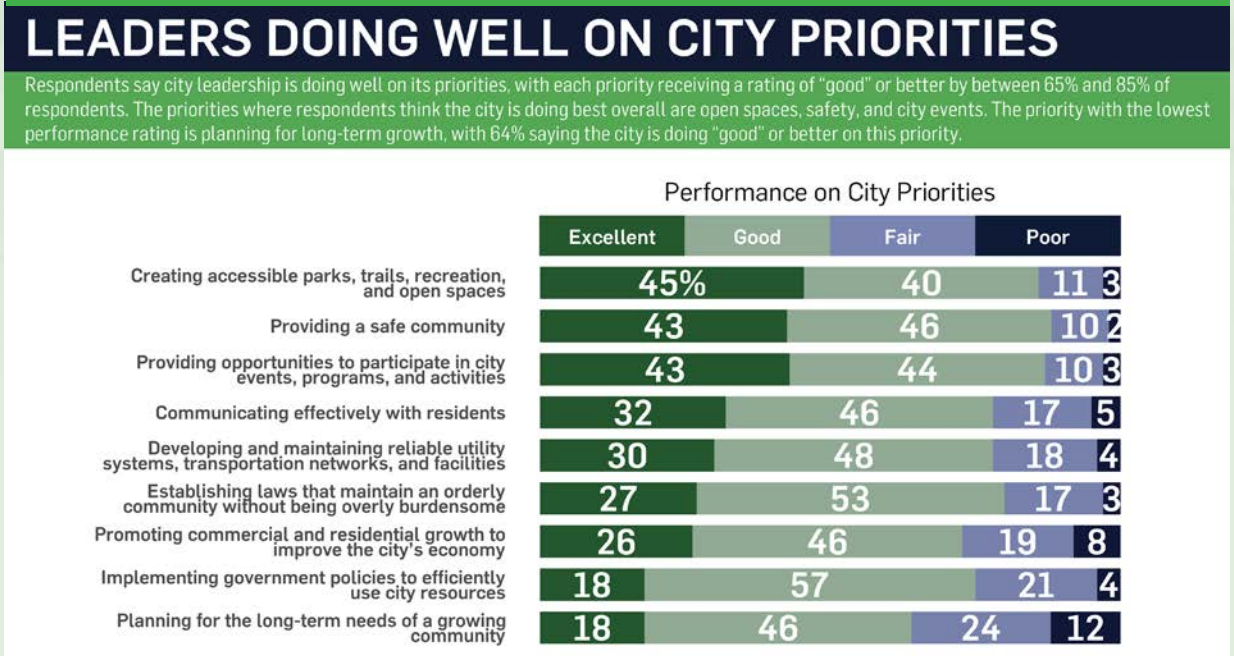
2024 CITIZEN SURVEY

In January 2024, the city conducted a city-wide citizen survey of residents to touch base on general attitudes and concerns about government performance and community priorities. The following are some of the key results relating to parks, recreation and trails.

Good to excellent performance on city priorities (**Figure 5.3**):

- 85% positive response for creating accessible parks, trails, recreation, and open spaces
- 89% positive response for providing a safe community
- 87% positive response for positive response for providing opportunities to participate in city events, programs, and activities
- 78% positive response for effectively communicating with residents
- 78% positive response for developing and maintaining reliable utility systems, transportation networks, and facilities

FIGURE 5.3 - KEY CITIZEN SURVEY TAKEAWAYS - SLIDE 17



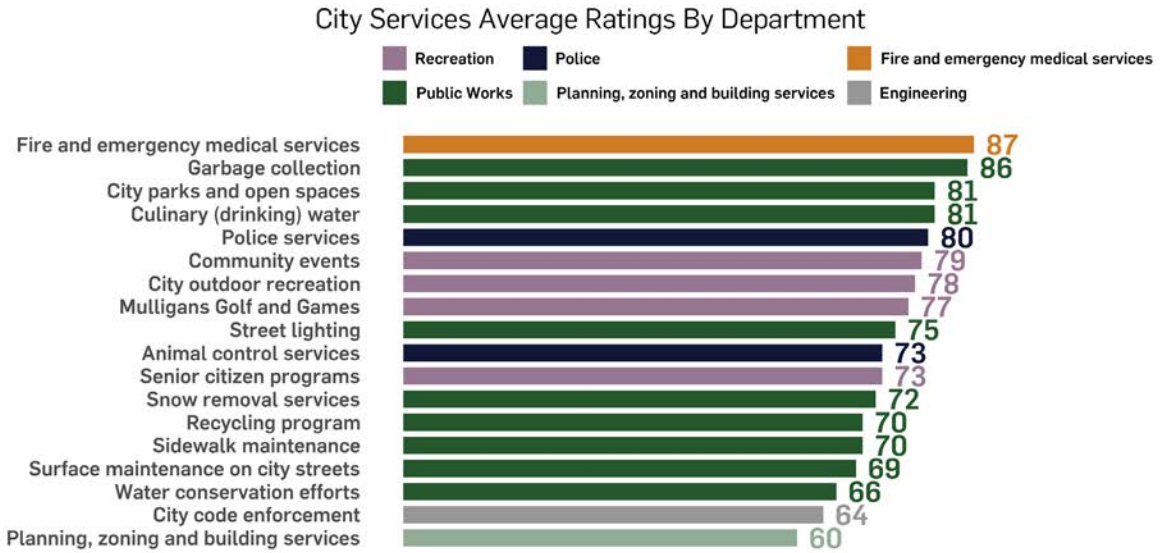
When rating departments/division, only fire/emergency medical services, and garbage collection rank higher than parks and open spaces, which received 81 out of a possible 100. Community events, outdoor recreation, and Mulligans all ranked highly in the citizen survey. Overall, all park-related services have a positive rating.

- City parks and open spaces 81
- Community events 79
- City outdoor recreation 78
- Mulligans Golf and Games 77
- Senior citizen programs 73
- Snow removal services 72
- Water conservation efforts 66

FIGURE 5.4 - KEY CITIZEN SURVEY TAKEAWAYS - SLIDE 24

PUBLIC WORKS SPLIT BETWEEN HIGH AND LOW SERVICE RATINGS

Garbage collection, city parks, and drinking water and 3 of the 4 highest rated services across all departments. However, public works services like water conservation, road maintenance, and sidewalk maintenance are rated towards the bottom.

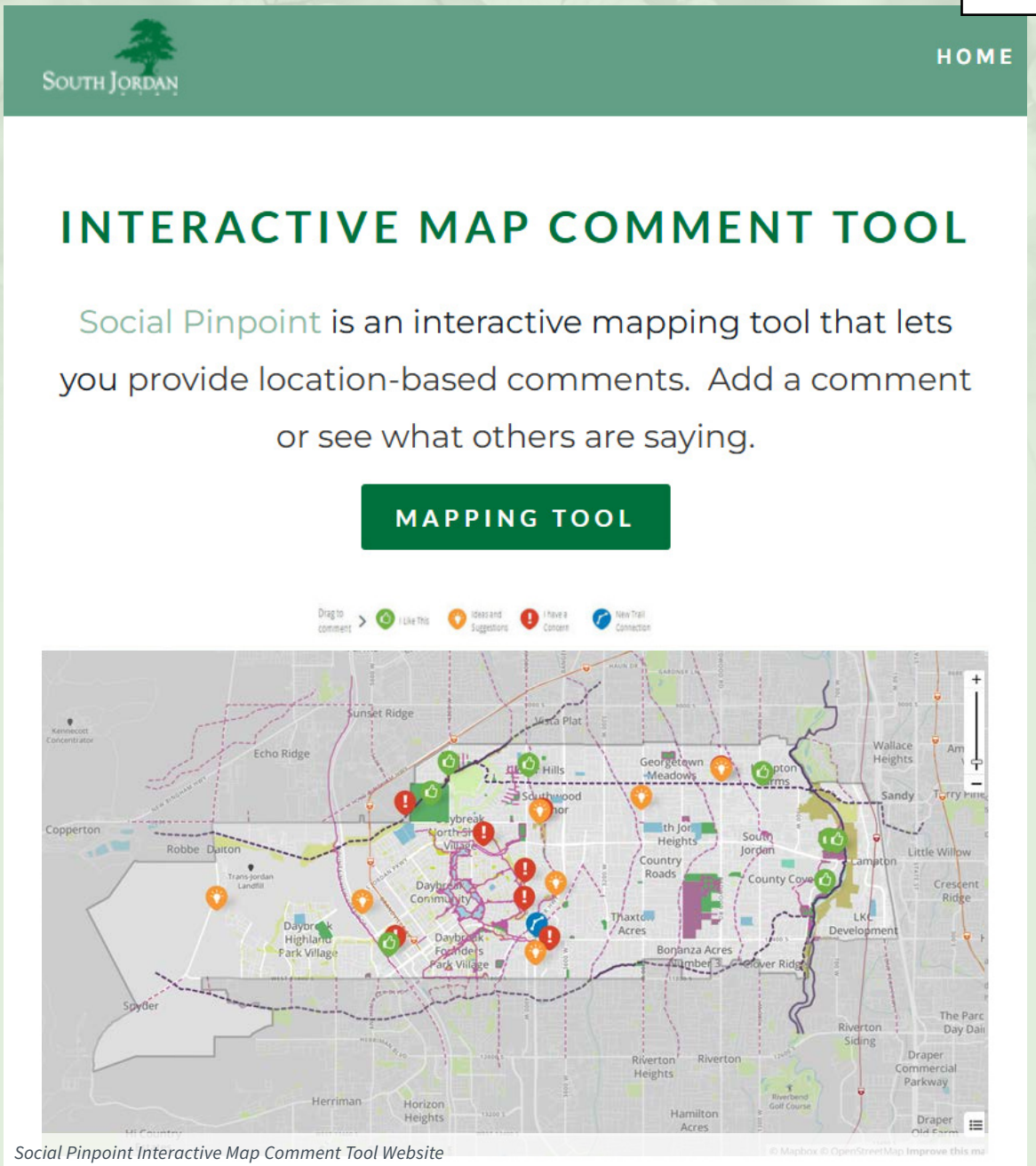


PUBLIC EVENTS, WEBSITE AND SOCIAL PINPOINT

- Need a better way to reserve pavilions
- Parks and facilities are in very good condition
- Baseball fields need better upkeep – dirt is hard – consider replacing with artificial turf fields
- Make sure bathrooms are clean and safe

YOUTH COUNCIL FOCUS GROUP

- Not enough mature trees
- Want more flowers in the parks, plant milkweed for monarch butterflies



Social Pinpoint Interactive Map Comment Tool Website

STAFF INPUT

The planning team met with parks and recreation staff in a focus interview to discuss needs and concerns about parks, open space, recreation, and trails in the city, as well as parks and recreation operations.

- Do not have enough staff to provide additional programming
- Fields are over-programmed and not rested enough
- A recent study indicates that parks staff was approximately 25 FTEs short for 2018/2019. A 5-year staffing plan has been developed based on the study.
- Need more personnel to be more effective – we are always playing catch-up
- Need to consider staffing for maintenance when planning future facilities
- Need to establish a plan, including funding, to protect, restore, and improve the city's dwindling urban forest
- Most of our facilities are aging
- The lack of well-organized and documented as-built drawings hinders maintenance. Need to formalize, centralize the project archive system
- Current funding is not sufficient to allow staff to keep pace with industry standards related to facilities and maintenance
- Have the bare minimum of maintenance equipment – if something breaks down, there are no backups – equipment replacement is a big concern
- Need more storage space for events and programs
- Gale Museum experiences a lot of wear and tear
- Concerned that if dog parks are built, alternative surfaces will be needed that are water-wise and able to hold up to intense wear and tear
- City recently completed a parks strips master plan and is currently investigating how to integrate waterwise landscaping throughout the entire parks and recreation system
- Staff is currently working on a grant opportunity to change ball fields from lawn to artificial turf
- Considering wi-fi in for city staff use in city parks, although there are security concerns that need to be addressed before moving forward
- Newer restrooms are heated so they can remain open year-round
- If new ball fields are built in the west part of the city, they should be constructed with artificial turf

VISION

South Jordan city has established a city-wide mission and vision (see *Chapter 1*). Strategic priorities have been developed to guide implementation of the vision. Parks and Recreation staff meet regularly to discuss steps that are needed to ensure the vision is realized, while allowing the Parks Division and Recreation Department to adapt to evolving community needs and priorities.

Specific strategic priorities and associated guiding principles that directly related to parks and recreation operations are encapsulated in the image to the right, and detailed in the following pages.

CREATING A SAFE COMMUNITY

South Jordan City promotes a strong safety culture for the entire community and its workforce by:

- **Creating a safe sense of community**

Guiding Principles:

- Protects the public while fostering personal safety and security while providing education throughout the community
- Delivers a safe and reliable public and private infrastructure system
- Engages the entire community to share in the responsibility for its safety, health and well-being

FOSTERING ECONOMIC DEVELOPMENT

South Jordan City promotes economic development by facilitating efforts with stakeholders for a sustainable future by:

- **Ensuring sustainability**
- **Engaging stakeholders**

Guiding Principles:

- Promotes the community as a safe, attractive, and quality place to live, work, and play
- Establishes a predictable and efficient development process that fosters a high degree of collaboration and coordination within the community and with diverse stakeholders
- Ensures a quality public infrastructure network that meets the needs of future economic growth objectives

ENSURING SUSTAINABLE GROWTH

South Jordan City promotes a sustainable community by planning for growth while aligning its resources through:

- **Intentional and integrated planning**
- **Maintaining service levels**
- **Conservation programs**

Guiding Principles:

- Creates and supports environmentally sustainable programs including water conservation, recycling, energy conservation, and air quality improvement to ensure the financial well-being and long-term sustainability of the community

DELIVERING RELIABLE PUBLIC INFRASTRUCTURE

South Jordan City delivers reliable public infrastructure by effectively planning and maintaining:

- **Multi-modal transportation networks**
- **Public facilities**

Guiding Principles:

- Plans and coordinates with other stakeholders for quality public infrastructure (e.g. streets, culinary and secondary water, storm water, parks, trails, open space and public facilities)
- Develops quality public infrastructure
- Maintains and operates quality public infrastructure
- Ensures funding from multiple stakeholders to effectively plan, develop, staff and operate quality public infrastructure

BALANCING THE REGULATORY ENVIRONMENT

South Jordan City establishes and implements clear, effective, and necessary regulations to protect the health, safety, and welfare of the community by:

- **Implementing and enforcing regulations**
- **Executing the general plan**
- **Engaging the community appropriately**

Guiding Principles:

- Implements ordinances and policies that encourage quality community growth and development
- Educates and engages the members of the community, developing a sense of shared responsibility and community pride
- Enforces ordinances and policies with adequate staffing to maintain a clean, orderly, and sustainable community

PROVIDING DESIRABLE AMENITIES & OPEN SPACE

South Jordan City promotes a strong sense of place by providing opportunities for:

- **Parks, trails, and open space**
- **Recreation programs and events**
- **Arts and culture**

Guiding Principles:

- Develops a quality parks, trails, and recreation facilities system
- Maintains and operates a quality parks, trails, and recreation system
- Preserves the community's heritage and culture for today's and future generations
- Offers a variety of park amenities, recreation and art programs, and community events for all ages and abilities
- Partners with community stakeholders to maintain and expand park, art and recreational opportunities

ENGAGING THE COMMUNITY

South Jordan City promotes an engaged and informed community through a variety of effective methods to inform, educate, and connect with its residents by:

- **Listening and learning**
- **Informing and educating**
- **Fostering shared responsibility**

Guiding Principles:

- Responds to the needs and concerns of the community in a prompt, transparent, professional, respectful, and ethical manner
- Ensures open, two-way communication by listening to and soliciting feedback from community members
- Provides opportunities to engage and serve, informing and involving the community through a variety of methods
- Fosters a feeling of community pride, acceptance of others, and a sense of shared responsibility

REPRESENTING RESPONSIBLE GOVERNANCE

South Jordan City provides efficient and effective governance through best practices in:

- **Fiscal responsibility**
- **Technology and transparency**
- **Leadership and operation excellence**
- **Community alignment**

Guiding Principles:

- Workforce: attracts, motivates, develops, and retains a high-quality, engaged, and productive workforce
- Transparency: fosters fiscal responsibility, operational excellence, trust, and transparency by ensuring accountability, efficiency, and innovation in all operations
- Resource Alignment: projects, manages, optimizes, and invests in its human, financial, physical, and technological resources to ensure alignment with planning and budget
- Regulatory Compliance: assures regulatory and policy compliance to minimize and mitigate risk
- Communication: provides responsive and accessible leadership, facilitates timely and effective two-way communication, and utilizes input from all stakeholders
- Vision and Planning: supports decision-making with timely and accurate short-term and long-range analysis that enhances vision and planning

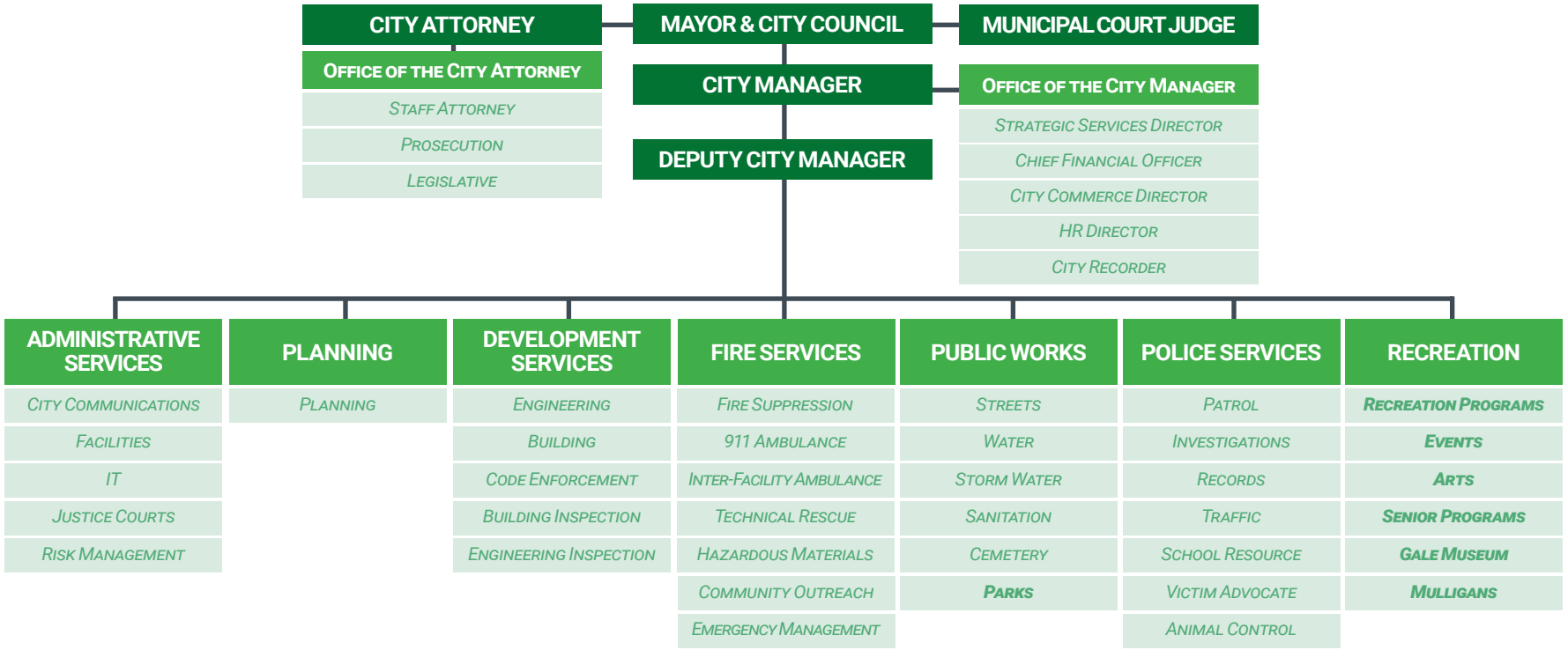
PARKS DIVISION & RECREATION DEPARTMENT ANALYSIS

While the Parks Division and Recreation Department have received generally high performance ratings, discussions with staff indicated there are challenges that make achieving the city's vision and which make meeting community needs and demands difficult. This section examines the structure and operations of the South Jordan Parks Division and Recreation Department, with the intent of identifying areas that may be improved and make progress easier to realize.

ORGANIZATIONAL STRUCTURE, POLICIES AND MANAGEMENT

As shown in the city-wide organizational chart in **Figure 5.5,** the Parks Division is one of six divisions of the Public Works Department. The directors of the Public Works Department and the Recreation Department fall under the direction of city leaders and staff. The Public Works and Recreation Department directors report directly to the deputy city manager. Having the Parks Division within the Public Works Department provides the division far more resources than it would have otherwise. It also allows park employees to receive better training and perform more work than would otherwise be the case.

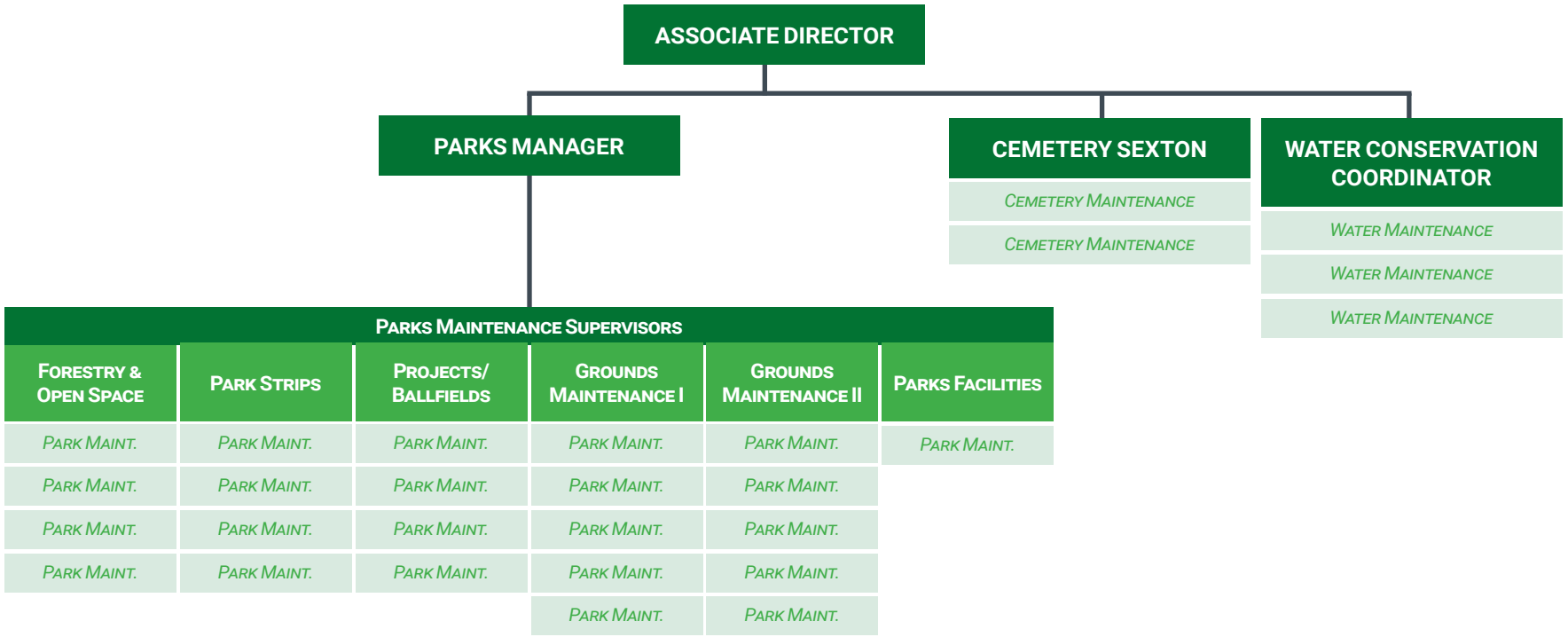
FIGURE 5.5 - SOUTH JORDAN CITY-WIDE ORGANIZATIONAL STRUCTURE



PARKS DIVISION ORGANIZATIONAL STRUCTURE

Parks Division staff are managed by one of three Public Works Associate Directors. These directors oversee the parks, cemetery, and water conservation divisions respectively. The Parks Foreman is assisted by 29 full-time staff members **(Figure 5.6)**. Cemetery management and maintenance is handled by three staff, and water conservation efforts are coordinated and maintained by four full-time staff.

FIGURE 5.6 - PARKS DIVISION ORGANIZATIONAL STRUCTURE

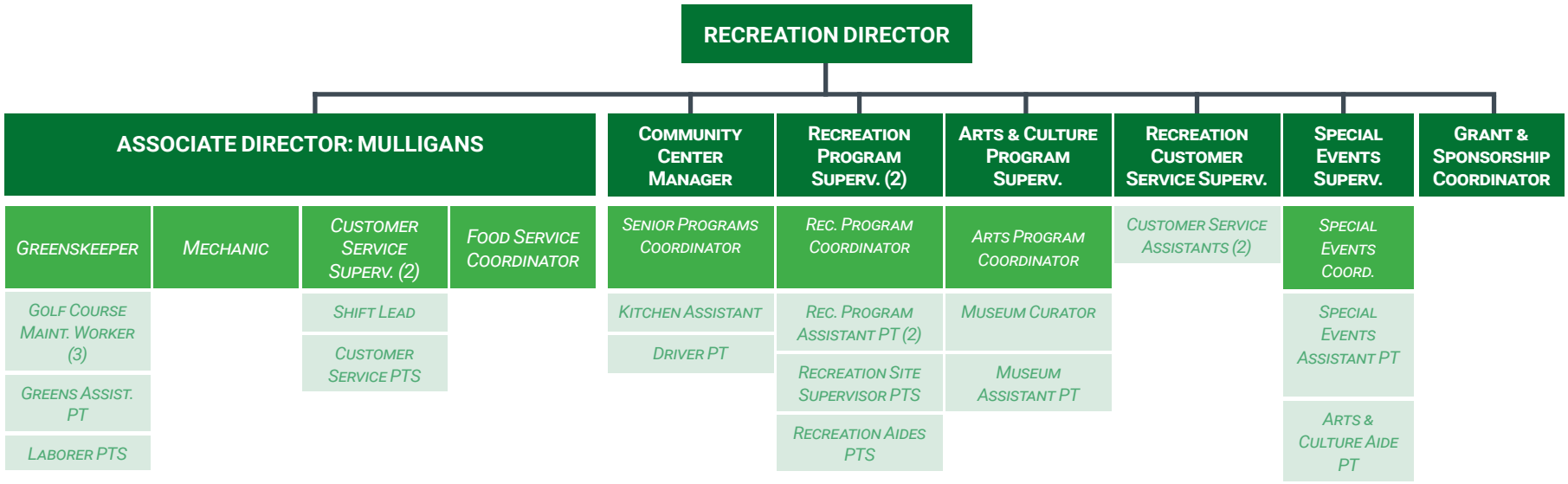

ASSOCIATE DIRECTOR
PARKS MANAGER
CEMETERY SEXTON
Cemetery Maintenance
Cemetery Maintenance
WATER CONSERVATION COORDINATOR
Water Maintenance
Water Maintenance
Water Maintenance
PARKS MAINTENANCE SUPERVISORS
FORESTRY & OPEN SPACE
PARK STRIPS
PROJECTS/ BALLFIELDS
GROUNDS MAINTENANCE I
GROUNDS MAINTENANCE II
PARKS FACILITIES
Park Maint.
Park Maint.
Park Maint.

RECREATION DEPARTMENT ORGANIZATIONAL STRUCTURE

The Recreation Department operates under the direction of the Recreation Director, who is supported by a team of full-time (FT), part-time (PT), and seasonal (PTS) employees, as shown in **Figure 5.7**. The department consists of approximately 30 full-time staff members, with PT and PTS positions fluctuating between 20 and 80+ employees depending on seasonal demands.

Staff are assigned across various facilities and program areas, including Mulligans Golf and Games, which is managed by nine full-time staff and supplemented by part-time and seasonal employees. The Community Center has a dedicated team of four staff, while three full-time staff with additional part-time and seasonal support operate citywide recreation programs. Five full-time staff, supported by part-time and seasonal employees, manage arts and culture programs, including the Gale Museum, arts programming, and special events. Additionally, the department includes staff dedicated to recreation customer service and a Grants and Sponsorship Coordinator, both of whom play a key role in supporting departmental operations. The dynamic workforce structure ensures that programs and facilities are adequately staffed year-round to meet the evolving needs of the community.

FIGURE 5.7 - RECREATION DEPARTMENT ORGANIZATIONAL STRUCTURE



PT - PART TIME, PTS - PART TIME SEASONAL

POLICIES AND MANAGEMENT

The ***Parks Division Policy and Management Plan*** informs and educates employees of the Parks Division, city staff, and the public of the specific policies, management goals, and maintenance specifications for the South Jordan parks, open space, and trails. It supplements the policies in the city's employee handbook, providing specific approaches to employee orientation, safety, and training. The document also summarizes safety and usage policies and management strategies for parks, sports courts, and organized sports leagues, and concludes with a summary of forestry management, turf management, and irrigation design and management specifications.

STAFFING ANALYSIS AND LEVELS OF SERVICE

The city conducted a ***Parks Staffing Analysis*** in 2018 with the following desired outcomes:

1. To help create and define acceptable maintenance levels of service
2. To identify all current properties and assign them a level of service
3. To calculate resources needed to meet proposed maintenance levels or service for current properties
4. To create a 5-year staffing plan to guide future budgeting processes

LEVELS OF SERVICE

The staffing analysis established three levels of service (LOS) for maintenance and assigned a service level to each property maintained by the Parks Division:

- **Level 1: Paramount maintenance applied to high-quality diverse landscape.** Associated with high-traffic areas such as city buildings, common gathering spaces, etc. (i.e. City Hall)
- **Level 2: High level maintenance.** Associated with well-developed public spaces such as parks, streetscapes, etc. Recommended level for most properties. (i.e. Riverfront Park)
- **Level 3: Moderate Level maintenance.** Associated with locations that have moderate to low levels of development or visitation, or with operations that, because of budget restrictions, cannot afford a higher level of service. Sometimes associated with undeveloped open space. (i.e. Kilmuir North and South

STAFFING TO MEET MAINTENANCE LOS

The staffing analysis evaluated the staffing resources needed to meet the assigned maintenance levels of service, which are summarized in **Table 5.1**.

TABLE 5.1 - 2025 STAFFING NEEDS TO MEET DESIRED MAINTENANCE LEVELS OF SERVICE

	# PROPERTIES	# EMPLOYEES
Level 1	**10**	**43.8**
Level 2	22	28.6
Level 3	8	3.0
Urban Forestry Needs		2.0
Total FTE Need		**77.4**
Current FTE		31
*Approximate Seasonal Employees in FTE		20
Difference (Additional FTE Need)		**26.4**

** This is the number we budget for, however, historically we have not been fully staffed. At most we have been able to hire 15 seasonal employees.*

TRAINING AND CERTIFICATIONS

As described previously, several of the city's strategic priorities and guiding principles specifically address the importance of attracting, motivating, developing, and retaining a high-quality, engaged, and productive workforce. South Jordan seeks to invest in its human resources and minimize and mitigate risk. As part of meeting these goals, the city recognizes the importance of training and certifications for staff.

The Parks Division and Recreation Department pay for the time and costs of required and additional certification and continuing education, and provide in-house training for some positions. The city uses centralized software, currently Target Solutions, to track staff training and certifications. A summary of existing certifications and training programs follow.

PARKS DIVISION TRAINING AND CERTIFICATIONS

PROFESSIONAL ORGANIZATIONS

- Utah Cemetery and Parks Association (cemetery staff)
- Utah Recreation and Parks Association (parks manager and supervisors)

FIRST AID/CPR/AED TRAINING

- All parks staff (in-house training and recertification)

CERTIFIED POOL OPERATOR

- Splash pad maintenance staff

PARKS MAINTENANCE II

- Backhoe I
- Confined Space Entry Training
- CPR/First Aid Training
- Forklift Operator Certification
- Irrigation Design Certification
- Tree Care Maintenance
- Ballfield Prep
- One of the following: Backhoe II, Class B CDL
- L2 Position Competency Test
- Utah Pesticide Applicator's License

PARKS MAINTENANCE III

- Excavator I
- Excel and Outlook Training
- One of the following: Master Gardener, Certified Playground Safety Inspector, Certified Arborist, Rainbird IQ Training
- L3 Competency Test

RECREATION DEPARTMENT TRAININGS AND CERTIFICATIONS

CERTIFIED PARKS AND RECREATION PROFESSIONAL (CPRP) PREFERRED

- Director of Recreation
- Community Center Manager
- Associate Director of Recreation

PROFESSIONAL ORGANIZATIONS

- Utah Recreation and Parks Association (key recreation staff)
- National Recreation and Park Association

FIRST AID/CPR/AED TRAINING

- All positions preferred, required of many positions

FOOD HANDLERS PERMIT PREFERRED

- Community Center Manager - Req.
- Kitchen Assistant - Req.
- Senior Programs Coordinator - Req.
- Recreation Site Supervisor - Req.
- Special Event Assistant
- Associate Director of Recreation
- Mulligans Customer Service Supervisor
- Food Service Coordinator - Req.

UTAH CLASS C COMMERCIAL DRIVER'S LICENSE (CDL) WITH PASSENGER ENDORSEMENT

- Community Center Manager
- Driver
- Senior Programs Coordinator

UTAH PESTICIDE APPLICATORS LICENSE

- Greenskeeper
- Greens Assistant

COMPENSATION, BENEFITS AND EMPLOYEE RETENTION

Maintaining and improving staff retention rates helps the city provide high quality parks and recreation services. The Parks Division and Recreation Department should continue efforts to increase staff engagement, retention, and overall satisfaction through methods such as:

- Pay incentives
- Performance-based pay with flexible scheduling
- Paid time off
- Additional insurance and employee benefits
- Expanded leadership and professional development opportunities
- Mentor programs
- Employee feedback and achievement recognition programs

The ***2024 NRPA Parks and Recreation Salary Survey Report*** suggests that the provision competitive compensation packages that include decent base salaries as well as non-salary benefits for full-time employees such as vacation and sick leave, family and medical leave, employee assistance/counseling, health-related offerings (such as health, dental, life, and vision insurance), and retirement plans, can help attract better employees and retain high performers. Consistent pay raises and bonuses also help attract quality, long-term employees.

South Jordan Parks and Recreation employees are eligible for a pay increase annually as part of the city and department budgeting process, and cost of living increases and employee performance are taken into consideration. South Jordan has made changes in recent years to improve employee performance and increase employee retention through strategies and a variety of incentives.

Retention of full-time employees has maintained a high level of continuity. However, the city has struggled to realize staffing levels and continuity for its seasonal positions. South Jordan budgets for 20 seasonal parks employees but is typically only able to hire around 15.

OPERATIONS AND MAINTENANCE

A significant number of well-coordinated full-time and seasonal staff are required to operate the parks and recreation system efficiently. Operations and maintenance (O&M) is one of the largest expenditures for ensuring sites and facilities continue to operate over their life-cycles. O & M includes parks, trails, open space, buildings, supporting infrastructure, and a variety of preventive, planned, and emergency processes. Comprehensive O&M programs reduce unexpected capital repairs and unscheduled shutdowns. They also extend facility life, realizing life-cycle cost savings and providing safe, functional systems, and facilities that meet the design intent.

Parks and recreation staff perform preventative maintenance and life-cycle replacement as needed, and the city designates funds each year during the budgeting process specifically earmarked for deferred maintenance (see Chapter 7: Financial Sustainability). The funds are used to maintain or replace existing department assets, including site and building repair, recreational equipment, office furniture and equipment, plumbing and electrical systems, site furnishings, and maintenance equipment.

OPERATIONS MANAGEMENT AND TRACKING

Incorporating maintenance and operational management software improves efficiency and workflows, saving the Parks Division and Recreation Department time and money by ensuring processes and information are tracked and readily available to those who need it. Parks and recreation staff use the Basecamp software program for internal project management, although the Recreation Department uses it more than the Parks Division. The Recreation Department uses the Sportsman software service for internal tracking of program registration and facility reservations. The city currently uses the Elements software program to track work orders and asset management, though conversations. Parks staff indicate that the program does not meet their needs and they are currently working with the software developer to improve the program for city needs.

SYSTEM CHANGES AND UPGRADES

Parks and recreation staff should be involved during the planning and design phase of any new or upgraded system or facility to ensure the selected solution is compatible with existing systems and facilities. This will help ensure a smooth transition when staff assume operations and maintenance responsibilities.

WORKPLACE SAFETY AND SUSTAINABILITY

Staff have noted a shortage of adequate storage for events and programs. Additionally, there are opportunities to implement intentional strategies that enhance the health of both facilities and work environments. These strategies include adopting the safest maintenance practices and incorporating sustainable systems, such as converting non-active park areas to waterwise, low-maintenance landscaping, themes that also emerged through the community engagement process. Though these changes may seem minor, they can significantly benefit employees and the community, leading to more efficient resource use.

ORGANIZATIONAL TRANSPARENCY, COMMUNICATION, AND MARKETING

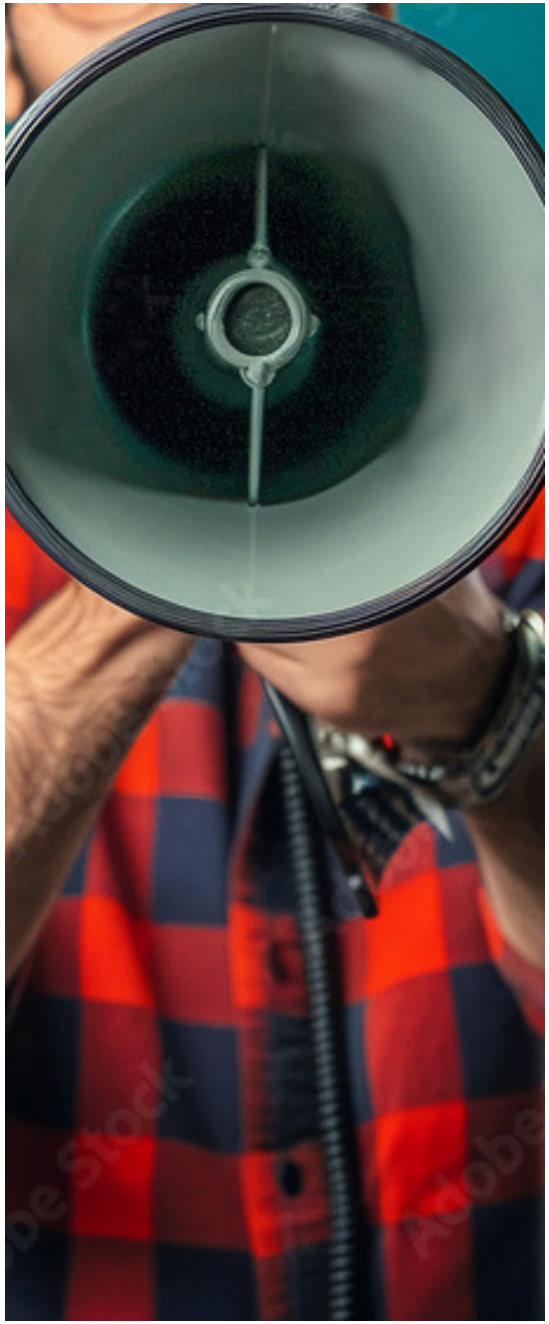
The city's strategic priorities emphasize transparency to facilitate responsibility, trust, innovation, and efficiency. The State of Utah requires strict organizational transparency for municipalities, including employee salaries, which are listed on the state's website. The Parks Division and Recreation Department follow city protocols to advertise available employment opportunities.

The city also aims to provide effective and responsive communications. Parks and recreation staff meet in a joint session every month to discuss issues, needs, and concerns. The consistent communication with key staff ensures efforts are efficient and well-coordinated and continue to meet the city's mission and strategic priorities.

EXTERNAL COMMUNICATIONS AND MARKETING

Residents can sign up for general recreation updates through the city's monthly recreation email. Updates are also provided through the city newsletter, social media, South Jordan Journal, South Jordan Quarterly Leisure Guide, and the city's website. The public portal for city programs registrations is provided through ActivityReg/Sportsman.

South Jordan parks and recreation services are marketed and communicated both by the program/activity coordinators and the



city communications staff. Typically, the larger and more complex the event or program, the more support and involvement from the city communications team.

Additional methods of outreach include:

- Monthly recreation email
- City newsletter
- Social media
- South Jordan Journal
- South Jordan Quarterly Leisure Guide
- City website
- Text message groups
- Social Media Influencer Partnerships
- Senior Programs print and digital monthly newsletter

Irregular and less frequently used marketing formats, primarily for SoJo SummerFest or other one-off campaigns include:

- Postcards
- Radio/Spotify Ads
- Slug Magazine
- Theater Ads
- Peachjar (school district email list advertising)

KEY OPERATIONS RECOMMENDATIONS

- Hire additional staff per the recommendations of the Park Staffing Analysis and any other internal analyses
- Continually evaluate opportunities to improve retention rates for employees
- Develop and maintain a formal maintenance plan for the city's trail system
- Develop a storage and retrieval system for site and facility as-builts and communicate access methods to maintenance staff
- Continually integrate safe products and methods and sustainable practices into O&M procedures
- Continue to explore and implement new innovations for maintenance operations

FACILITY IMPROVEMENTS

While previous chapters provide detailed information on facility upgrades and additions to help meet community needs and demands, this section focuses on facility changes or upgrades that will help improve the ability to operate and maintain the city's existing facilities more efficiently, effectively, and safely. Facility needs related to O&M from community and staff input follows.

GENERAL FACILITY NEEDS

- Storage for events and programs

Fire Station #61, located in the northern part of the city, is the city's oldest fire station is slated to be replaced soon, possibly at a location further west. One option under consideration is for the Recreation Department to assume the existing fire station, adding administrative offices and storage for equipment facilities to accommodate. The old fire station site could also serve as prop/set shop to support a new performing arts center at the South Jordan Community Center.

Riverfront Fishing Ponds

Riverfront Fishing Ponds

SPECIFIC FACILITY NEEDS FOR IMPROVED OPERATIONS AND MAINTENANCE

- Mulligans
  - Replace driving range structure
  - Replace and upgrade irrigation system
- Community Center
  - If major renovations are not scheduled in the short-term, make updates of fixtures/carpets and converting the salon into a classroom space for interim use
- Gale Museum
  - Address deferred maintenance issues (building systems and structure)
  - Install an up-to-date security system, including cameras, to help protect the museum's cultural collections

GOALS & POLICIES: PARKS & RECREATION OPERATIONS

GOAL 1: REGULARLY EVALUATE ALIGNMENT WITH CITY'S VISION AND STRATEGIC PRIORITIES.

POLICY 1.1: ASSESS PROJECTS AND ACTIONS TO ENSURE THE PARKS AND RECREATION SYSTEM CONTINUES TO MEET CITY'S GOALS.

a. **Implementation Measure:** Continue to hold regular joint meetings with parks and recreation staff.

b. **Implementation Measure:** Track ongoing and planned projects, and continually check list against strategic priorities and guiding principles.

c. **Implementation Measure:** Involve key staff in goal analysis to empower them and utilize their on-the-ground knowledge and experiences.

GOAL 2: MAINTAIN HIGH QUALITY FACILITIES, PROGRAMS AND SERVICES AS THE CITY GROWS

POLICY 2.1: ENSURE PARKS AND RECREATION SYSTEM MEETS EXISTING AND FUTURE NEEDS.

a. **Implementation Measure:** Implement the staffing changes recommended in the plan to ensure targets for maintenance levels of service are met.

b. **Implementation Measure:** Address deferred maintenance issues for existing facilities.

c. **Implementation Measure:** Ensure adequate staffing levels to prevent employee burnout and ensure services meet community expectations.

GOAL 3: CONTINUALLY STRIVE TO IMPROVE DEPARTMENT COMMUNICATION, EFFICIENCY AND SAFETY

POLICY 3.1: IMPROVE INTERNAL DEPARTMENT COMMUNICATION

a. **Implementation Measure:** Convert Fire Station #61 to a theater shop/storage if the fire station is rebuilt elsewhere in the city.

b. **Implementation Measure:** Centralize the storage of site, building, and facility as-builts and provide staff with access to a well-organized, easy-to-understand, and accessible format

c. **Implementation Measure:** Consider incentives, such as passes to Mulligans, to encourage community members to sign up for city email and text message lists and follow city social media pages.

POLICY 3.2: INVOLVE PARKS DEPARTMENT STAFF IN THE PLANNING AND DEVELOPMENT OF THE PARKS AND RECREATION SYSTEM.

a. **Implementation Measure:** Incorporate reviews by key parks and recreation staff for planning and construction projects related to parks, open space, recreation, and trails into the city's procedures.

GOAL 4: FOSTER HIGH EMPLOYEE MORALE AND A HEALTHY WORK/ LIFE BALANCE FOR EMPLOYEES

POLICY 4.1: SEEK OPPORTUNITIES TO IMPROVE EMPLOYEE RETENTION, SATISFACTION, AND MOTIVATION.

a. **Implementation Measure:** Regularly solicit feedback and suggestions from all employees at all levels of engagement.

b. **Implementation Measure:** Develop a program to recognize employee improvements or achievements, and for the recognition of outstanding employee service.

c. **Implementation Measure:** Continually explore additional employee benefit and incentives to improve employee retention as appropriate.

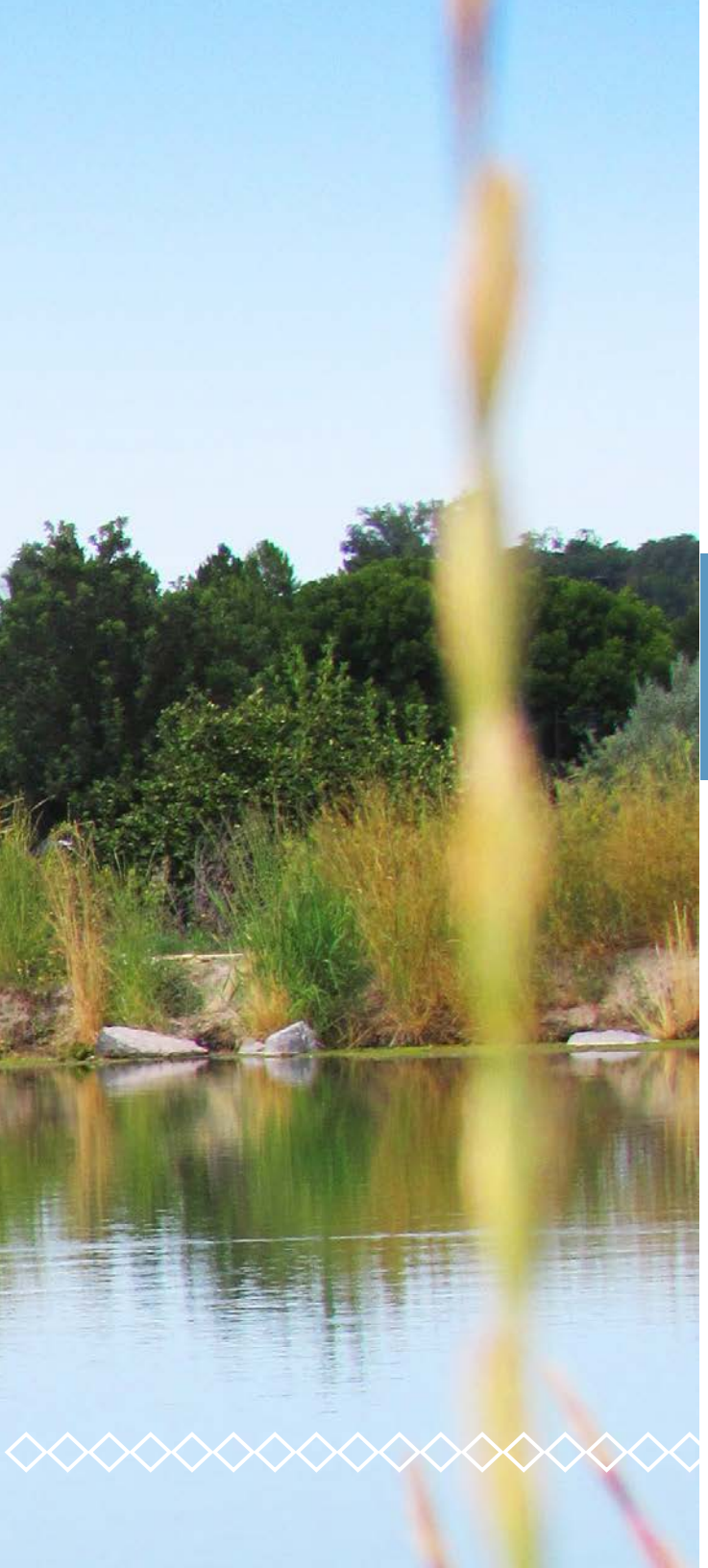
d. **Implementation Measure:** Continually evaluate and explore additional training and professional development incentives and opportunities.

POLICY 4.2: INTEGRATE ENVIRONMENTALLY FRIENDLY PRACTICES FOR HEALTHIER FACILITIES AND WORKPLACES, AND A MORE SUSTAINABLE AND RESILIENT PARKS AND RECREATION SYSTEM.

a. **Implementation Measure:** Conduct an assessment of the city's parks and recreation system for opportunities to implement more sustainable practices, including the resilient features and amenities that maximize life cycle costs and benefits to the community.

b. **Implementation Measure:** Incorporate sustainable development and low impact design practices into city ordinances and policies for the design, planning, and rehabilitation of new and existing facilities.

c. **Implementation Measure:** Implement the recommendations for waterwise approaches to landscape maintenance and management in Chapter 2: Parks and Open Space.



SOUTH JORDAN
UTAH

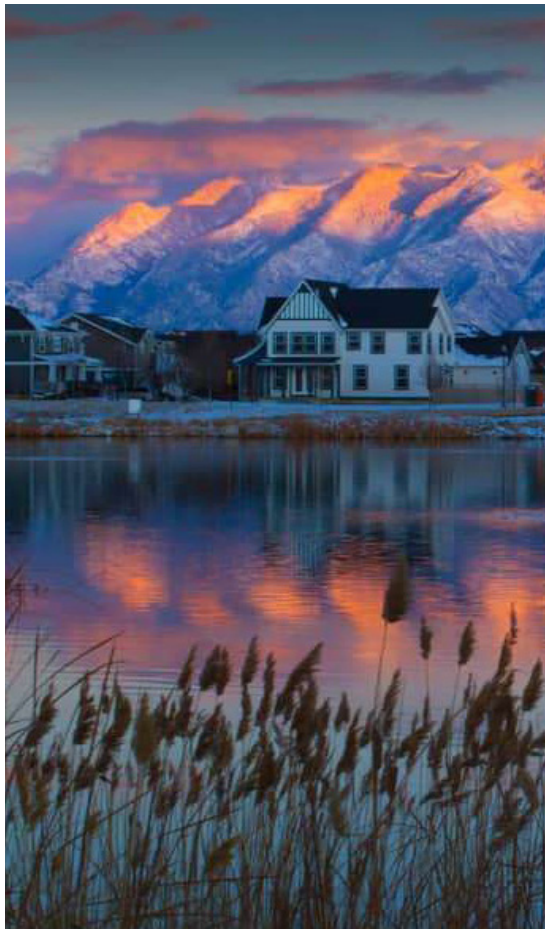
06

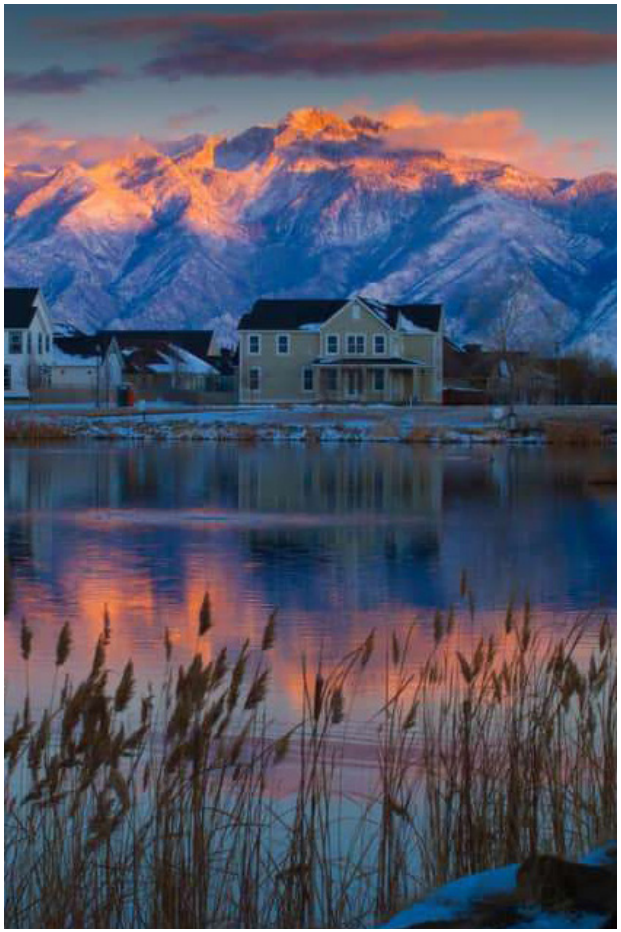
IMPLEMENTATION

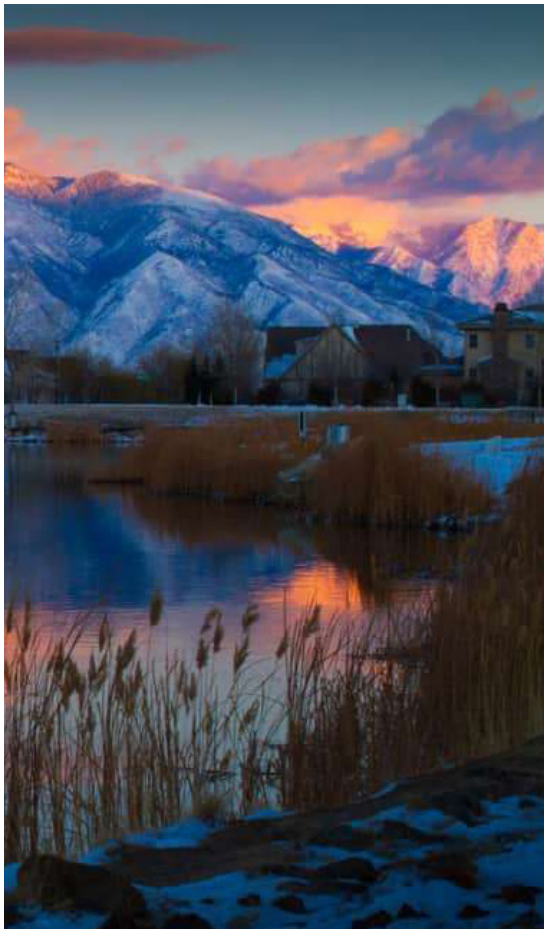
- Introduction
- Public Input on Implementation
- Priorities
- Implementation Costs
- Total Probable Cost
- Action Plan
- Existing Funding Sources
- Open Space Acquisition Tools

INTRODUCTION

As indicated in the previous chapters, numerous improvements and actions are needed to ensure parks and recreation needs are met now and into the future. This chapter summarizes the specific implementation measures outlined in the preceding chapters and assigns probable costs for the recommended capital improvements. The chapter concludes with an action plan to aid with implementation scheduling and prioritization, and a list of potential funding sources.







PUBLIC INPUT ON IMPLEMENTATION

As shown in the following figures, the community survey posed questions that clarifies funding priorities for residents. Residents favor funding pickleball, an outdoor amphitheater, dog park, an all-abilities park/playground, and both indoor and outdoor pools for special use facilities (**Figure 6.1**). When asked to prioritize spending a hypothetical $100, the items with the highest average dedicated amounts include investments in existing parks and playgrounds, additional walking and biking trails, open space preservation, and water-wise landscape conversions (**Figure 6.2**).

Residents are generally satisfied with parks (83% very or somewhat satisfied), as compared to 70% for trails and 71% for recreation opportunities. It should also be noted that levels of dissatisfaction for all three categories of facilities and services is low, ranging from six to 14 percent), (**Figure 6.3**).

FIGURE 6.1 - FUNDING FOR SPECIAL USES - SLIDE 30

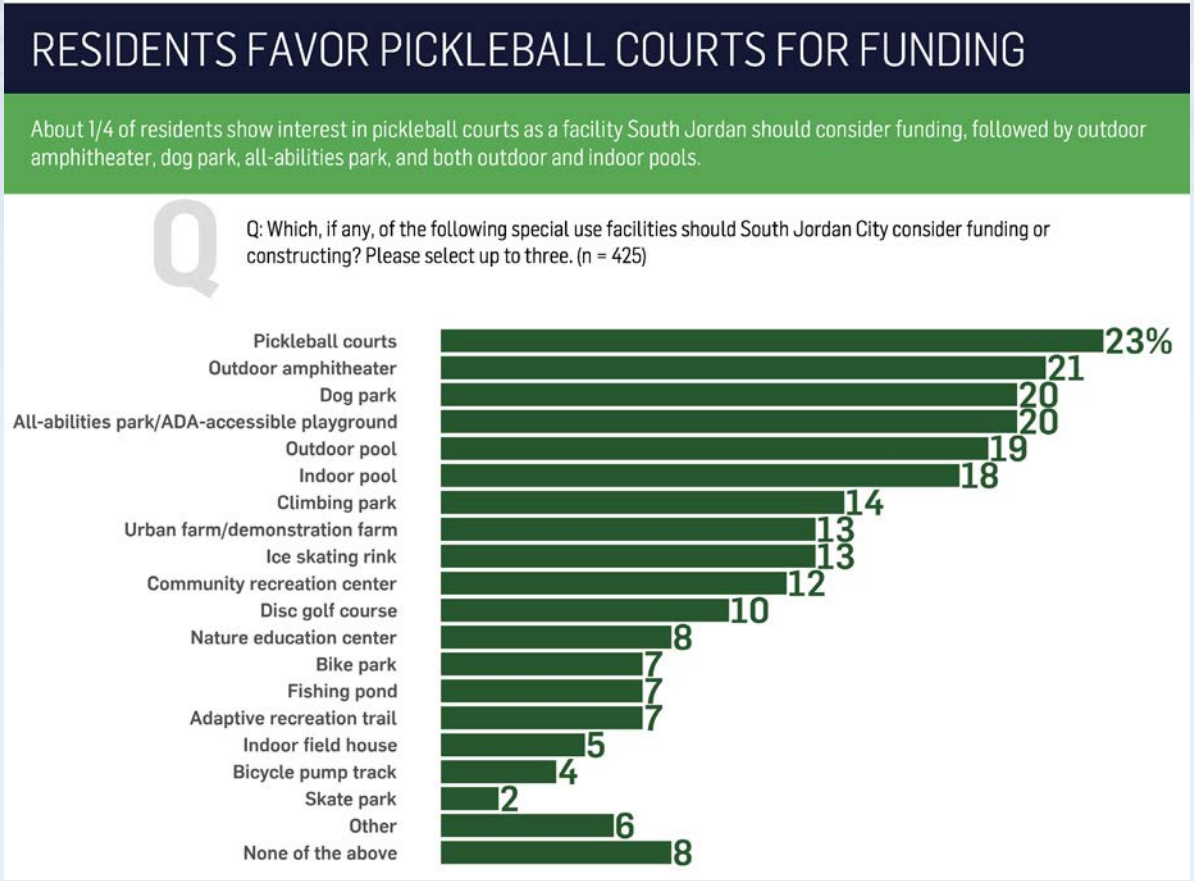


FIGURE 6.2 - FUNDING ALLOCATIONS - SLIDE 31

RESIDENTS PRIORITIZE EXISTING PARKS/PLAYGROUNDS & TRAILS

When asked to allocate funds from a hypothetical budget, the options that had the highest average of money dedicated to them are existing parks and playgrounds, walking and biking trails, preservation of open space, and water-wise landscaping. Using funds for existing parks/playgrounds and walking/biking trails consistently received some fund allocation more than any other option.

Q Imagine that you had $100 to allocate to the South Jordan City parks, recreation, trails, and open space. How would you allocate that $100 across the various options? You may spend the $100 on one option or spread it amongst the options, but the end total spent must equal $100. (n=422)

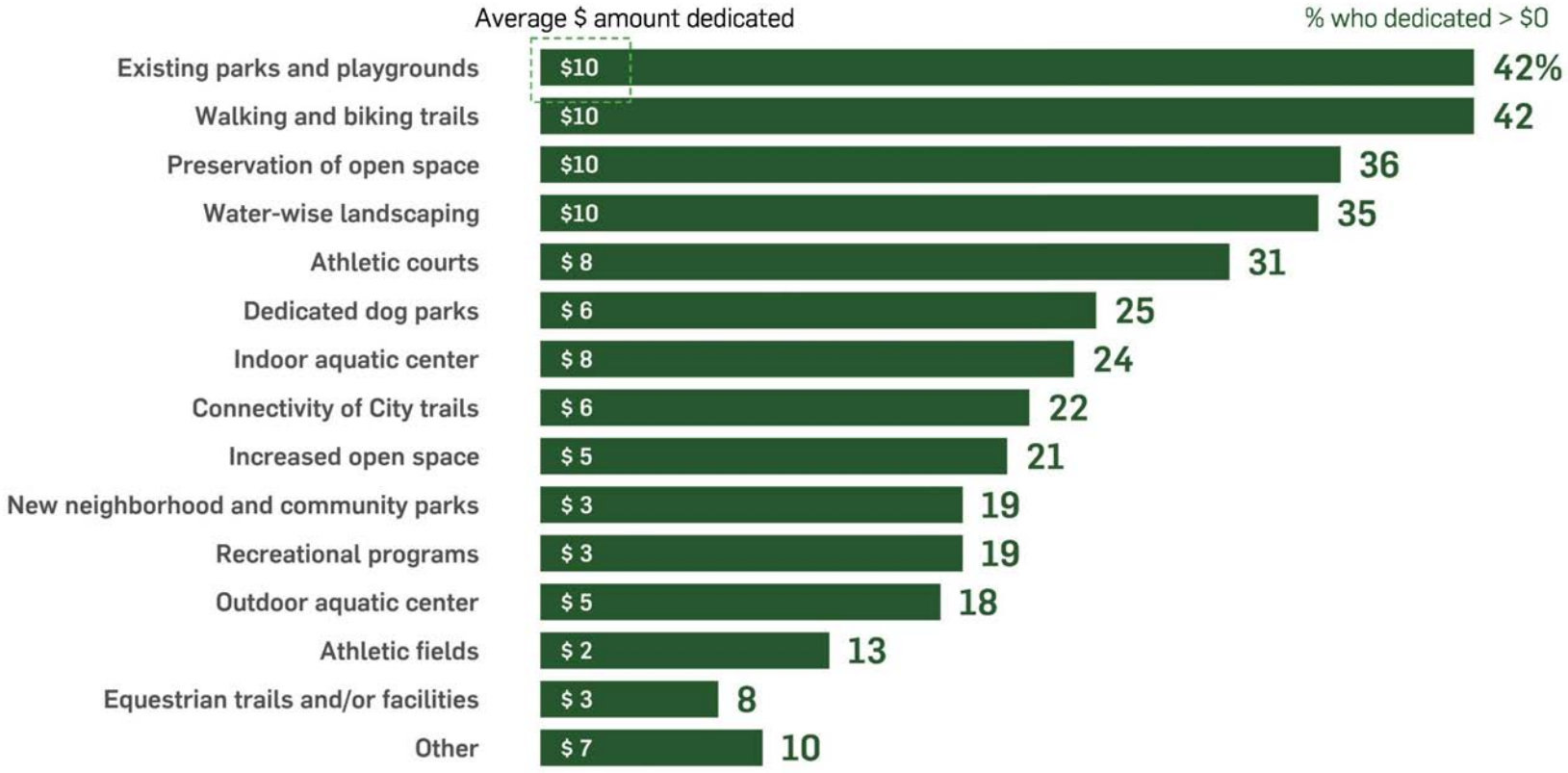


FIGURE 6.3 - PARKS, TRAILS, AND RECREATION OPPORTUNITIES SATISFACTION- SLIDE 7

RESIDENTS SATISFIED WITH CITY PARKS

Over 80% of residents are satisfied with the City's parks, with only 18% of residents reporting that there are not enough parks in the City. Conversely, trails and recreation opportunities did not receive as high satisfaction ratings and have a higher proportion of residents who believe there are not enough of these amenities in South Jordan.

Q: Thinking about South Jordan's parks, trails, and recreation opportunities, are you generally satisfied or dissatisfied with each of these offerings? (n = 428)
Q: Thinking about South Jordan's parks, trails, and recreation opportunities, do you feel as though South Jordan has too many, too few, or the right amount of each of these offerings? (n = 426)

PRIORITIES

Improving and expanding the city's existing parks and open space is the highest priority for South Jordan residents. Providing additional trails and preserving more open space are also strongly supported.

Table 6.1 summarizes the capital improvements and action items recommended in Chapters 2 through 5 that have direct cost implications for South Jordan. The recommended projects reflect the results of the needs assessments and analyses and the public input received. Individual high priority amenities such as pickleball courts, dog parks, and all-abilities parks should be incorporated into park upgrades as appropriate or as part of new park developments.

TABLE 6.1 - MASTER PLAN PRIORITIES SUMMARY
CHAPTER 2: PARKS AND OPEN SPACE
Develop 27.3 acres of planned parks by 2035 to meet LOS (**Table 2.4**)
Develop remaining 123.0 acres of planned parks between 2035-2050 to meet LOS (**Table 2.4**)
Develop amenities required to meet amenity LOS needs through 2035 (**Table 2.4**)
Upgrade existing parks to meet standards (**Table 2.5**)
Conduct cemetery assessment to determine future needs and available space
Develop an accessibility strategic plan
CHAPTER 3: RECREATION AND COMMUNITY
Develop a feasibility and concept study for Mulligans
CHAPTER 4: TRAILS
Develop 25.6 miles of proposed regional trails
Develop 21.3 miles of proposed local trails
Develop planned trailheads
Develop planned at grade and grade-separated trail crossings
Implement safety improvements for regional trails where appropriate
SYSTEM-WIDE
Develop a wayfinding and signage master plan for the entire parks and recreation system
Implement a wayfinding and signage plan for the entire parks and recreation system

IMPLEMENTATION COSTS

The following tables identify the probable costs for the capital improvements and other direct costs identified in **Table 6.2**. The probable costs are general estimations meant for planning purposes only. Costs will vary depending on market conditions and the details for each item, and will generally increase over time in relation to inflation and changes in the real estate and construction markets.

PARK AND OPEN SPACE COSTS

The following costs reflect the recommendations contained in Chapter 2: Parks and Open Space.

AMENITY LOS

Numerous amenities are recommended to meet city-wide Amenity Level of Service (LOS through 2035 (see **Table 2.5 on page 68**). The cost for these amenities is $18,825,000, as shown in **Table 6.2**.

TABLE 6.2 - PROBABLE COSTS TO MEET AMENITIES LOS

AMENITY	QUANTITY TO MEET AMENITY LOS 2025-2035	PROBABLE COST	UNIT	TOTAL
Playground	5	$325,000	Each	$1,625,000
Multipurpose Field	6	$400,000	Each	$2,400,000
Pickleball Court	14	$165,000	Each	$2,310,000
Baseball/Softball Field	5	$350,000	Each	$1,750,000
Tennis Court	8	$165,000	Each	$1,320,000
Basketball Court	5	$75,000	Each	$375,000
Volleyball Court	1	$45,000	Each	$45,000
Dog Park/Off-Leash Area	4	$250,000	Each	$1,000,000
Splash Pads/Water Play	1	$1,500,000	Each	$1,500,000
Skate Park	1	$500,000	Each	$500,000
			TOTAL	**$12,825,000**

PARK STANDARDS

Several parks in South Jordan need to be upgraded with additional amenities to meet the minimum park standards recommended in the master plan. **Table 6.3** summarizes the recommended upgrades, which total $3,586,000 (see **Table 2.5 on page 68**).

TABLE 6.3 - PROBABLE COSTS TO MEET PARK STANDARDS

NUMBER	# OF PARKS NEEDING AMENITY TO MEET STANDARDS	PROBABLE COST	UNIT	TOTAL
Community Parks				
Drinking fountain	1	$7,500	Lump	$7,500
Specialty recreation feature	1	$250,000	Lump	$250,000
Neighborhood Parks				
Picnic shelter	2	$25,000	Each	$50,000
Picnic table(s)*	1	$3,200	Each	$6,400
Bench(es)	9	$3,200	Each	$28,800
Playground (medium)*	2	$325,000	Each	$650,000
Sports court/field	7	$165,000	Each	$1,155,000
Walking paths (1/2 mile min.)	3	$200,000	Each	$600,000
Mini Parks				
Picnic table	8	$3,200	Each	$25,600
Bench	4	$3,200	Each	$12,800
Playground (small)	4	$200,000	Each	$800,000
			TOTAL	**$3,586,100**

**Glenmoor Baseball Field lacks the space to safely include additional amenities*

Note: Signage is included in the wayfinding and signage plan and implementation costs

TOTAL PARK AND OPEN SPACE COSTS

Table 6.4 summarizes the costs to acquire and develop parks to meet amenity levels of service and fill gaps, meet amenity LOS recommendations, and bring existing parks to standard through 2050. Recommended upgrades to the parks total $37,579,850.

TABLE 6.4 - TOTAL PROBABLE COSTS TO MEET PARK NEEDS

ITEM	PROBABLE COST
Meeting Amenity LOS Needs & Park Standards	
Develop amenities required to meet Amenity LOS needs through 2035	$12,825,000
Upgrades to existing parks to meet standards	$3,586,100
Subtotal Amenity LOS and Park Standards	*$16,411,100*
Meeting Park Needs by 2035	
Develop 27.3 acres of planned park land to meet LOS	$10,237,500
Subtotal 2035 Needs	*$10,237,500*
Meeting Park Needs by Build-Out in 2050	
Develop 123.0 acres of remaining planned park land to meet LOS	$46,125,000
Subtotal Build-Out Needs	*$57,952,500*
TOTAL	**$72,773,600**
Developer Provided Contributions	$18,750,000
Bingham Creek Partner Contributions (assumes partners pay 50%)	$16,443,750
TOTAL CITY COSTS	**$37,579,850**

Notes:

- **Planned park land is already owned by city or will be provided by developer, therefore these amounts reflect only development costs.*
- *Developer/partner contributions can reduce actual costs to the city.*
- *All costs assume $350,000 per acre acquisition cost and $375,000 per acre development cost.*
- *Amenity costs may be reduced if features required to meet amenity LOS are placed in parks that could be brought up to standard with the inclusion of the amenity.*
- *Costs assume that other desired amenities such as dog parks, bike parks, outdoor amphitheaters, and all-abilities play playgrounds will be developed as part of meeting Amenities LOS, upgrading existing parks to meet standards, or the development of planned parks.*

Several additional amenities were requested by the community during the public engagement process. **Table 6.5** lists order of magnitude costs for typical park amenities in 2025 prices. Since the details for these amenities are unknown, the following costs are provided for reference and planning purposes only.

TABLE 6.5 - TYPICAL COSTS FOR PARKS AND TRAILS AMENITIES

AMENITY	PROBABLE COST	UNIT
Access Road (Paved)	$1,000,000	mile
Automatic Gate	$19,000	each
Baseball/Softball (backstop/dugout/fencing/ bleachers)	$350,000	each
Basketball Court	$75,000	each
Benches	$3,200	each
Concessions	$375,000	each
Concrete Paths & Plaza Area (4" thick)	$15	sq ft
Court Lighting (per pole)	$38,000	each
Dog Park	$250,000	each
Drinking Fountain	$7,500	each
Exercise Equipment	$30,000	each
Field Lighting	$300,000	each
Garage	$65,000	each
General Park Development	$375,000	acre
Hard Surface Trails	$500,000	mile
Horse Shoe Pit	$13,750	each
Indoor Pavilion w/ Restrooms	$400,000	each
Irrigation & Landscaping (except trees)	$125,000	acre
Land Acquisition	$350,000	acre
Misc. Site Work (grading, drainage, etc.)	$125,000	acre
Mountain Bike Park	$750,000	each
Regional Paved Multi-use Trails	$450,000	mile
Local Paved Multi-use Trails	$400,000	mile
Multi-Sport Court	$100,000	each
Parking (non paved)	$475	per stall
Parking (Paved)	$3,200	per stall

AMENITY (CONT)	PROBABLE COST	UNIT
Pavilion (Group)	$150,000	each
Pickleball Court	$165,000	each
Picnic Shelter	$25,000	each
Picnic Tables	$3,200	each
Playground - Large (>5,000 SF) (w/ Wood Surfacing)	$450,000	each
Playground - Medium (2,000 - 5,000 SF) (w/ Wood Surfacing)	$325,000	each
Playground - Small (<2,000 SF) (w/ Wood Surfacing)	$200,000	each
Restroom - Large (3+ flush toilets)	$440,000	each
Restroom - Small (1-2 flush toilets)	$190,000	each
Restroom - Small Vault (1 toilet unisex)	$125,000	each
Security Lighting	$25,000	each
Shed	$7,000	each
Signing	$7,000	each
Skate Park	$500,000	each
Soccer/Football Field Goals & Upgraded Drainage	$18,000	each
Soft Surface Trails	$32,000	mile
Splash Pad	$1,500,000	each
Tennis Court	$165,000	each
Trail Bridge (Hand Built)	$12,500	each
Trail Bridge (Manufactured)	$50,000	each
Trash Receptacles	$2,500	each
Trees	$625	each
Volleyball Court	$45,000	each

RECREATION AND COMMUNITY EVENT COSTS

One feasibility and concept study is recommended for Mulligans, totaling $30,000, as shown in **Table 6.6**.

TABLE 6.6 - PROBABLE COSTS TO MEET RECREATION AND COMMUNITY EVENTS NEEDS

ITEM	PROBABLE COST
Feasibility and concept study for Mulligans	$30,000
TOTAL	**$30,000**

TRAILS COSTS

Table 6.7 summarizes the costs required to develop the proposed trail network and associated improvements shown on **Map 4.3**. The projected cost for these is $31,870,000.

TABLE 6.7 - PROBABLE COSTS TO MEET TRAIL NEEDS

ITEM	QUANTITY	UNIT COST	PROBABLE COST
Proposed regional paved multi-use trails - 25.6 miles (per mile)	25.6	$450,000	$11,520,000
Proposed local paved multi-use trails - 21.3 miles (per mile)	21.3	$400,000	$8,520,000
Proposed trailheads - 3 trailheads (assumes 2 stall restroom, 2 picnic shelters, kiosk/signage, paved parking 40 stalls, site furnishings)	3	$650,000	$1,950,000
Proposed at-grade trail crossings	12	$20,000	$240,000
Proposed grade-separated trail crossings	6	$1,500,000	$9,000,000
Safety improvements for regional paved multi-use trails (per mile)	25.6	$25,000	$640,000
		TOTAL	**$31,870,000**

TOTAL PROBABLE COST

The total probable cost for implementing the proposed Parks, Open Space, Recreation, and Trails system improvements through 2050* is $69,729,850, as shown in **Table 6.8**. The table also includes costs for a system-wide wayfinding and signage master plan to tie the city's Parks, Open Space, Recreation, and Trails system together with consistent, comprehensive signage. Costs could be reduced through grants, development agreements, partnerships, and other creative funding strategies (see Funding Sources at the end of this chapter).

TABLE 6.8 - TOTAL PROBABLE COSTS

ITEM	PROBABLE COST
Probable costs to for park needs	$37,579,850
Probable costs to meet recreation and community events needs	$30,000
Probable costs for meeting trail needs	$31,870,000
Develop a wayfinding and signage master plan for the entire parks and recreation system	$50,000
Implement a wayfinding and signage plan for the entire parks and recreation system	$200,000
TOTAL	**$69,729,850**

**Park Amenity LOS has only been projected out through 2035 as amenity trends and needs are likely to change within this timeframe. Additional analysis and funds will be needed amenities to meet needs through 2035 and 2050.*

ACTION PLAN

This Action Plan is intended to help set funding and implementation priorities, provide direction to decision makers, and document the plan's implementation progress. It is a "living" assessment tool that can be easily modified and adjusted to meet the city's changing needs. As such, it should be reviewed and revised on a regular basis. Ultimately, it serves as a checklist to monitor progress over time.

The Action Plan prioritizes the implementation measures identified in Chapters 2-4. Scoring is a combination of objective and subjective assessments, and should therefore be applied with a level of flexibility. The priorities are meant to serve as the scoring of this table is subjective. Therefore, it is meant to be only used as a starting point for city leadership determinations of parks, recreation, trail, and open space priorities.

ACTION PLAN EXPLAINED

Three scoring criteria were used. Each criterion was scored with different weights to account for varying levels of importance.
Highlighted cell shows which score each criteria received.

CHAPTER	IMPLEMENTATION MEASURE	SCORING CRITERIA						PRIORITY SCORE	PRIORITY LEVEL
	Item # (Chapter Code: ex 1.1d)								
CHAPTER NAME & LOGO	Implementation measure stated here.	Cost	$ 3	Impact	High 9	Meets Needs	High 6	##	HIGH (15+)
			$$ 2		Medium 6		Medium 4		MEDIUM (11 - 14)
			$$$ 1		Low 3		Low 2		LOW (<10)

Parks & Open Space

Recreation & Community Events

Trails

Operations

Cost of implementation (1x)

Level of Impact (3x)

Degree to which the measure meets the needs and desires identified in this plan (2x)

*The measure's Priority Score determines its overall Priority Level, with a **score of 15 or higher indicating high-priority, a score between 11 and 14 indicating medium-priority, and a score of 10 or lower indicating low-priority.***

TABLE 6.9 - ACTION PLAN

CHAPTER	IMPLEMENTATION MEASURE	SCORING CRITERIA						PRIORITY SCORE	PRIORITY LEVEL
	Item 1 (1.1d)								
PARKS & OPEN SPACE	Ensure that parks in newly-annexed areas include significant active recreation amenities to meet the needs for these types of facilities on the city's west side.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	18	HIGH
	Item 2 (2.3a)								
PARKS & OPEN SPACE	Update city ordinances to establish minimum size requirements and standards for parks provided by new development.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	18	HIGH
	Item 3 (1.2b)								
TRAILS	Update city ordinances and standards to ensure all future trail development incorporates periodic shade where possible.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	18	HIGH
	Item 4 (1.2c)								
TRAILS	Adopt design standards for future trail and trailhead development to ensure all future facilities are functional, safe, and consistent.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	18	HIGH
	Item 5 (1.4d)								
TRAILS	Ensure that ordinances require trail easements or trail rights-of-way in all new development areas.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	18	HIGH

Table 6.9 - ACTION PLAN TABLES (CONT.)

CHAPTER	IMPLEMENTATION MEASURE	SCORING CRITERIA						PRIORITY SCORE	PRIORITY LEVEL
	Item 6 (1.4e)								
TRAILS	Require developer-provided trails and trailheads to meet city standards at a minimum.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	18	HIGH
	Item 7 (1.2d)								
PARKS & OPEN SPACE	Construct off-leash dog areas and dog parks to help meet dog-owner needs and minimize conflicts between users.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	17	HIGH
	Item 8 (2.2c)								
PARKS & OPEN SPACE	Develop, fund, and implement a tree planting program to increase shade and aesthetics in existing and new parks and open space facilities.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	17	HIGH
	Item 9 (3.1a)								
PARKS & OPEN SPACE	Acquire open space that preserves natural drainages, wildlife habitat, viewsheds, sensitive lands, or areas with significant natural features such as unique landforms or steep slopes.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	17	HIGH
	Item 10 (4.1a)								
PARKS & OPEN SPACE	Reestablish the city's tree canopy by dedicating consistent funding for the replacement and addition of trees in public rights-of-ways, and other public properties in close coordination with the Urban Forester.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	17	HIGH

Table 6.9 - ACTION PLAN TABLES (CONT.)

CHAPTER	IMPLEMENTATION MEASURE	SCORING CRITERIA	PRIORITY SCORE	PRIORITY LEVEL
	Item 11 (1.1c)			
TRAILS	Plan and implement additional trail amenities, including restrooms, pet waste disposal stations, trash receptacle, benches, and lighting in high-use locations to best utilize resources and minimize maintenance.	Cost: $ 3; $$ 2; $$$ 1 — Impact: High 9; Medium 6; Low 3 — Meets Needs: High 6; Medium 4; Low 2	17	HIGH
	Item 12 (1.1d)			
TRAILS	Assess and implement solutions for creating safe links across major barriers as proposed in this plan.	Cost: $ 3; $$ 2; $$$ 1 — Impact: High 9; Medium 6; Low 3 — Meets Needs: High 6; Medium 4; Low 2	17	HIGH
	Item 13 (1.2a)			
TRAILS	Analyze shade cover of existing regional trails and high-use local trails. Where feasible, plant trees in key locations public rights-of-way. Where trails abut private property, consider partnering with landowners for tree planting on private land.	Cost: $ 3; $$ 2; $$$ 1 — Impact: High 9; Medium 6; Low 3 — Meets Needs: High 6; Medium 4; Low 2	17	HIGH
	Item 14 (1.2d)			
TRAILS	Develop the proposed crossings in this plan.	Cost: $ 3; $$ 2; $$$ 1 — Impact: High 9; Medium 6; Low 3 — Meets Needs: High 6; Medium 4; Low 2	17	HIGH
	Item 15 (1.4c)			
TRAILS	Create a sustainable, dedicated funding source for trail maintenance and development within the annual city budget.	Cost: $ 3; $$ 2; $$$ 1 — Impact: High 9; Medium 6; Low 3 — Meets Needs: High 6; Medium 4; Low 2	17	HIGH

Table 6.9 - ACTION PLAN TABLES (CONT.)

CHAPTER	IMPLEMENTATION MEASURE	SCORING CRITERIA						PRIORITY SCORE	PRIORITY LEVEL
	Item 16 (2.1e)								
TRAILS	Regularly update trails information on the city's website or create an app where information can be posted on current conditions, locations, characteristics, and general information about trails.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	17	HIGH
	Item 17 (2.1a)								
OPERATIONS	Implement the staffing changes recommended in the plan to ensure targets for maintenance levels of service are met.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	17	HIGH
	Item 18 (1.1a)								
PARKS & OPEN SPACE	Develop at least 27.3 of the planned acres by 2035 to maintain a 3.1 LOS through 2035 (see planned parks in **Table 2.4**).	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	16	HIGH
	Item 19 (1.1b)								
PARKS & OPEN SPACE	Develop the remaining 123.0 acres of park land between 2035 and 2050 to maintain a 3.1 LOS through 2050 (see planned parks in **Table 2.4**).	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	16	HIGH
	Item 20 (1.2a)								
PARKS & OPEN SPACE	Where feasible and desirable, incorporate the deficient amenities identified in **Table 2.5** in both new and existing parks.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	16	HIGH

Table 6.9 - ACTION PLAN TABLES (CONT.)

CHAPTER	IMPLEMENTATION MEASURE	SCORING CRITERIA						PRIORITY SCORE	PRIORITY LEVEL
	Item 21 (1.2b)								
PARKS & OPEN SPACE	Construct the amenities required to meet active recreation needs in western South Jordan.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	16	HIGH
	Item 22 (1.2c)								
PARKS & OPEN SPACE	Regularly identify and develop high-demand and unique amenities on appropriate sites (see Appendix A: Community Engagement).	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	16	HIGH
	Item 23 (1.1b)								
RECREATION & COMMUNITY EVENTS	Implement the recommendations in the ***Active Transportation Plan 2020***.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	16	HIGH
	Item 24 (1.3a)								
RECREATION & COMMUNITY EVENTS	Regularly identify and develop high-demand and unique amenities on appropriate sites (see Appendix A: Community Engagement).	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	16	HIGH
	Item 25 (1.1a)								
TRAILS	Implement the recommended trail network, including trails, trailheads, and other improvements suggested in this plan.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	16	HIGH

Table 6.9 - ACTION PLAN TABLES (CONT.)

CHAPTER	IMPLEMENTATION MEASURE	SCORING CRITERIA	PRIORITY SCORE	PRIORITY LEVEL
	Item 26 (1.1b)			
TRAILS	Implement the recommendations in the ***Active Transportation Plan 2020***.	Cost: $ 3; $$ 2; $$$ 1 — Impact: High 9; Medium 6; Low 3 — Meets Needs: High 6; Medium 4; Low 2	16	HIGH
	Item 27 (2.1a)			
PARKS & OPEN SPACE	Update annual budgets to ensure funding for the operation and maintenance of city parks and open space is sufficient to meet needs.	Cost: $ 3; $$ 2; $$$ 1 — Impact: High 9; Medium 6; Low 3 — Meets Needs: High 6; Medium 4; Low 2	15	HIGH
	Item 28 (2.1b)			
PARKS & OPEN SPACE	Secure additional funding for park system improvements, including periodically reevaluating impact fee structure, pursuing grants, and partnering with other entities.	Cost: $ 3; $$ 2; $$$ 1 — Impact: High 9; Medium 6; Low 3 — Meets Needs: High 6; Medium 4; Low 2	15	HIGH
	Item 29 (1.2a)			
RECREATION & COMMUNITY EVENTS	Include comprehensive, long-term funding needs for repairs and upgrades to the city's recreation facilities in annual budget assessments and capital improvement plan (CIP) processes.	Cost: $ 3; $$ 2; $$$ 1 — Impact: High 9; Medium 6; Low 3 — Meets Needs: High 6; Medium 4; Low 2	15	HIGH
	Item 30 (1.2i)			
TRAILS	Establish a weed management program to target spread of puncture vine/goat-heads to reduce incidents of flat bike tires.	Cost: $ 3; $$ 2; $$$ 1 — Impact: High 9; Medium 6; Low 3 — Meets Needs: High 6; Medium 4; Low 2	15	HIGH

Table 6.9 - ACTION PLAN TABLES (CONT.)

CHAPTER	IMPLEMENTATION MEASURE	SCORING CRITERIA						PRIORITY SCORE	PRIORITY LEVEL
	Item 31 (1.3a)								
TRAILS	Explore additional trailheads and trail access points as the trail system continues to evolve, particularly when access is requested by specific neighborhoods.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	15	HIGH
	Item 32 (1.3c)								
TRAILS	Work with the canal companies to explore options for the future trail network as the city continues to develop.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	15	HIGH
	Item 33 (1.4b)								
TRAILS	Include system-wide trails development in planning initiatives and procedures.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	15	HIGH
	Item 34 (2.1b)								
OPERATIONS	Address deferred maintenance issues for existing facilities.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	15	HIGH
	Item 35 (2.1c)								
OPERATIONS	Ensure adequate staffing levels to prevent employee burnout and ensure services meet community expectations.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	15	HIGH

Table 6.9 - ACTION PLAN TABLES (CONT.)

CHAPTER	IMPLEMENTATION MEASURE	SCORING CRITERIA						PRIORITY SCORE	PRIORITY LEVEL
	Item 36 (2.2d)								
PARKS & OPEN SPACE	Expand the use of existing amenities by using strategies such as adding court and field lighting and heating public restrooms where appropriate.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	14	MEDIUM
	Item 37 (1.5b)								
RECREATION & COMMUNITY EVENTS	Develop additional program offerings and non-traditional programs for seniors, adults, residents with adaptive needs, and other unique populations.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	14	MEDIUM
	Item 38 (1.1a)								
OPERATIONS	Continue to hold regular joint meetings with parks and recreation staff.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	14	MEDIUM
	Item 39 (1.1c)								
OPERATIONS	Involve key staff in goal analysis to empower them and utilize their on-the-ground knowledge and experiences.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	14	MEDIUM
	Item 40 (3.2a)								
OPERATIONS	Incorporate reviews by key parks and recreation staff for planning and construction projects related to Parks, Open Space, Recreation, and Trails into the city's procedures.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	14	MEDIUM

Table 6.9 - ACTION PLAN TABLES (CONT.)

CHAPTER	IMPLEMENTATION MEASURE	SCORING CRITERIA	PRIORITY SCORE	PRIORITY LEVEL
	Item 41 (1.1c)			
PARKS & OPEN SPACE	Investigate non-traditional opportunities to meet distribution needs in the city.	Cost: $ 3; $$ 2; $$$ 1 — Impact: High 9; Medium 6; Low 3 — Meets Needs: High 6; Medium 4; Low 2	13	MEDIUM
	Item 42 (1.2e)			
PARKS & OPEN SPACE	Increase enforcement of dog leash laws throughout all parks and recreation facilities.	Cost: $ 3; $$ 2; $$$ 1 — Impact: High 9; Medium 6; Low 3 — Meets Needs: High 6; Medium 4; Low 2	13	MEDIUM
	Item 43 (1.2g)			
PARKS & OPEN SPACE	Develop outreach strategies to actively seek and encourage participation by diverse community members in the planning and design of the city's parks and recreation system.	Cost: $ 3; $$ 2; $$$ 1 — Impact: High 9; Medium 6; Low 3 — Meets Needs: High 6; Medium 4; Low 2	13	MEDIUM
	Item 44 (1.2h)			
PARKS & OPEN SPACE	Consider the formation of a Parks, Recreation, and Trails Committee to help explore and guide the implementation of the master plan vision and assist with the acquisition of grants, sponsorships, and partnerships.	Cost: $ 3; $$ 2; $$$ 1 — Impact: High 9; Medium 6; Low 3 — Meets Needs: High 6; Medium 4; Low 2	13	MEDIUM
	Item 45 (2.1c)			
PARKS & OPEN SPACE	Utilizing Appendix B: Park System Inventory and Conditions Assessment, create a plan and schedule upgrades for worn or underutilized amenities.	Cost: $ 3; $$ 2; $$$ 1 — Impact: High 9; Medium 6; Low 3 — Meets Needs: High 6; Medium 4; Low 2	13	MEDIUM

Table 6.9 - ACTION PLAN TABLES (CONT.)

CHAPTER	IMPLEMENTATION MEASURE	SCORING CRITERIA						PRIORITY SCORE	PRIORITY LEVEL
	Item 46 (2.1e)								
PARKS & OPEN SPACE	Protect the city's investment in sports fields by resting fields regularly to prevent damage by overuse.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	13	MEDIUM
	Item 497 (2.4b)								
PARKS & OPEN SPACE	Regularly update facility information on the city's website.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	13	MEDIUM
	Item 48 (4.1d)								
PARKS & OPEN SPACE	Conduct an audit of the park and recreation system to develop an approach for integrating waterwise plantings.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	13	MEDIUM
	Item 49 (4.2a)								
PARKS & OPEN SPACE	Conduct an audit of the park and recreation system to develop a plan for integrating resource-wise lighting, LID practices, and infrastructure systems into the parks and recreation system.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	13	MEDIUM
	Item 50 (1.3b)								
RECREATION & COMMUNITY EVENTS	Identify and implement new programs and activities that help meet community needs and desires while avoiding the duplication of services already provided by private companies and community partners.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	13	MEDIUM

Table 6.9 - ACTION PLAN TABLES (CONT.)

CHAPTER	IMPLEMENTATION MEASURE	SCORING CRITERIA						PRIORITY SCORE	PRIORITY LEVEL
	Item 51 (1.2e)								
TRAILS	Establish a clear policy on e-bikes.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	13	MEDIUM
	Item 52 (1.2g)								
TRAILS	Include safety contact information on all trail signage and maps.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	13	MEDIUM
	Item 53 (1.2h)								
TRAILS	Provide bike repair stations at all trailheads and at key trail junctions/destinations.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	13	MEDIUM
	Item 54 (1.2i)								
TRAILS	Develop programs that encourage citizens to report maintenance issues that affect bicyclist and pedestrian safety.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	13	MEDIUM
	Item 55 (1.2j)								
TRAILS	Periodically evaluate and update the city's maintenance strategies for trails and trail facilities.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	13	MEDIUM

Table 6.9 - ACTION PLAN TABLES (CONT.)

CHAPTER	IMPLEMENTATION MEASURE	SCORING CRITERIA						PRIORITY SCORE	PRIORITY LEVEL
	Item 56 (1.2m)								
TRAILS	Implement programs (such as "Adopt a Trail") to encourage trail user assistance in developing and maintaining the trail system.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	13	MEDIUM
	Item 57 (2.1b)								
TRAILS	Plan and implement the "Safe Routes Utah" and other safety programs, including educational and incentive programs, in partnership with the school district and other interested parties.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	13	MEDIUM
	Item 58 (3.1a)								
TRAILS	Continue to work with adjacent communities and regional planning agencies on the planning and implementation of regional trail connections.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	13	MEDIUM
	Item 59 (3.1b)								
TRAILS	Partner with neighboring cities on multi-jurisdictional organizations such as Wasatch Front Regional Council and the Utah Trails Network to fund trail projects.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	13	MEDIUM
	Item 60 (3.2a)								
TRAILS	Explore partnering with non-profit organizations and other private organizations to help fund and maintain South Jordan trails.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	13	MEDIUM

Table 6.9 - ACTION PLAN TABLES (CONT.)

CHAPTER	IMPLEMENTATION MEASURE	SCORING CRITERIA						PRIORITY SCORE	PRIORITY LEVEL
	Item 61 (3.1a)								
OPERATIONS	Convert Fire Station #61 to a theater shop/storage if the fire station is rebuilt elsewhere in the city.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	13	MEDIUM
	Item 62 (3.1c)								
OPERATIONS	Consider incentives, such as passes to Mulligans, to encourage community members to sign up for city email and text message lists and follow city social media pages.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	13	MEDIUM
	Item 63 (4.2a)								
OPERATIONS	Conduct an assessment of the city's parks and recreation system for opportunities to implement sustainable practices, including resilient features/amenities that maximize life cycle costs and benefit the community.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	13	MEDIUM
	Item 64 (4.2b)								
OPERATIONS	Incorporate sustainable development and low impact design practices into city ordinances and policies for the design, planning, and rehabilitation of new and existing facilities.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	13	MEDIUM
	Item 65 (1.2f)								
PARKS & OPEN SPACE	Develop and implement an accessibility strategic plan for the parks and recreation system that outlines accessible features throughout the city's parks and open spaces, in addition to concentrated features such as all-abilities parks or playgrounds.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	12	MEDIUM

Table 6.9 - ACTION PLAN TABLES (CONT.)

CHAPTER	IMPLEMENTATION MEASURE	SCORING CRITERIA	PRIORITY SCORE	PRIORITY LEVEL
	Item 66 (2.2a)			
PARKS & OPEN SPACE	Where appropriate, upgrade existing parks that do not currently meet the minimum amenity standards (Table 2.6) to promote long-term use of public parks.	Cost: $ 3; $$ 2; $$$ 1 — Impact: High 9; Medium 6; Low 3 — Meets Needs: High 6; Medium 4; Low 2	12	MEDIUM
	Item 67 (2.2b)			
PARKS & OPEN SPACE	Implement improvements and upgrades to Mulligans and the Samuel Holt Historic Farmstead.	Cost: $ 3; $$ 2; $$$ 1 — Impact: High 9; Medium 6; Low 3 — Meets Needs: High 6; Medium 4; Low 2	12	MEDIUM
	Item 68 (2.4a)			
PARKS & OPEN SPACE	Develop and implement a comprehensive wayfinding and signage master plan.	Cost: $ 3; $$ 2; $$$ 1 — Impact: High 9; Medium 6; Low 3 — Meets Needs: High 6; Medium 4; Low 2	12	MEDIUM
	Item 69 (4.1b)			
PARKS & OPEN SPACE	Utilize drip irrigation, moisture sensors, central control systems, and appropriate plant materials and soil amendments to create a more sustainable parks and recreation system.	Cost: $ 3; $$ 2; $$$ 1 — Impact: High 9; Medium 6; Low 3 — Meets Needs: High 6; Medium 4; Low 2	12	MEDIUM
	Item 70 (4.1c)			
PARKS & OPEN SPACE	Convert less-active areas in the city's parks and recreation system to more waterwise, drought-tolerant plantings to reduce water consumption and reduce intensive maintenance practices.	Cost: $ 3; $$ 2; $$$ 1 — Impact: High 9; Medium 6; Low 3 — Meets Needs: High 6; Medium 4; Low 2	12	MEDIUM

Table 6.9 - ACTION PLAN TABLES (CONT.)

CHAPTER	IMPLEMENTATION MEASURE	SCORING CRITERIA						PRIORITY SCORE	PRIORITY LEVEL
	Item 71 (1.1a)								
RECREATION & COMMUNITY EVENTS	Carry out the recommendations in the South Jordan Arts Master Plan 2023.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	12	MEDIUM
	Item 72 (1.1c)								
RECREATION & COMMUNITY EVENTS	Make interim upgrades to the South Jordan Community Center if the addition if the performing arts center is more than five years from breaking ground.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	12	MEDIUM
	Item 73 (1.2b)								
RECREATION & COMMUNITY EVENTS	Address deferred maintenance issues and accessibility and security needs at the Gale Museum.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	12	MEDIUM
	Item 74 (1.2f)								
TRAILS	Install trail lighting and emergency response stations along paved multi-use trails where appropriate.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	12	MEDIUM
	Item 75 (1.3b)								
TRAILS	Incorporate selective winter plowing of key routes into maintenance routines.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	12	MEDIUM

Table 6.9 - ACTION PLAN TABLES (CONT.)

CHAPTER	IMPLEMENTATION MEASURE	SCORING CRITERIA						PRIORITY SCORE	PRIORITY LEVEL
	Item 76 (1.4a)								
TRAILS	Regularly update the South Jordan Active Transportation Plan and this plan.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	12	MEDIUM
	Item 77 (4.2c)								
OPERATIONS	Implement the recommendations for waterwise approaches to landscape maintenance and management in Chapter 2: Parks and Open Space.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	12	MEDIUM
	Item 78 (2.1d)								
PARKS & OPEN SPACE	Provide amenities and facilities to help residents "self-maintain" their parks and park facilities (i.e., trash receptacles, animal waste containers, hose bibs, and pet clean-up stations)	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	11	MEDIUM
	Item 79 (2.1k)								
TRAILS	Review city protocols to address pedestrian and bicyclist safety during all construction and maintenance activities, and update procedures and policies as needed.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	11	MEDIUM
	Item 80 (1.1b)								
OPERATIONS	Track ongoing and planned projects, and continually check list against strategic priorities and guiding principles.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	11	MEDIUM

Table 6.9 - ACTION PLAN TABLES (CONT.)

CHAPTER	IMPLEMENTATION MEASURE	SCORING CRITERIA	PRIORITY SCORE	PRIORITY LEVEL
	Item 81 (4.1a)			
OPERATIONS	Regularly solicit feedback and suggestions from all employees at all levels of engagement.	Cost: $ 3 / $$ 2 / $$$ 1 — Impact: High 9 / Medium 6 / Low 3 — Meets Needs: High 6 / Medium 4 / Low 2	11	MEDIUM
	Item 82 (4.1b)			
OPERATIONS	Develop a program to recognize employee improvements or achievements, and for the recognition of outstanding employee service.	Cost: $ 3 / $$ 2 / $$$ 1 — Impact: High 9 / Medium 6 / Low 3 — Meets Needs: High 6 / Medium 4 / Low 2	11	MEDIUM
	Item 853 (4.1c)			
OPERATIONS	Continually explore additional employee benefit and incentives to improve employee retention as appropriate.	Cost: $ 3 / $$ 2 / $$$ 1 — Impact: High 9 / Medium 6 / Low 3 — Meets Needs: High 6 / Medium 4 / Low 2	11	MEDIUM
	Item 84 (4.1d)			
OPERATIONS	Continually evaluate and explore additional training and professional development incentives and opportunities.	Cost: $ 3 / $$ 2 / $$$ 1 — Impact: High 9 / Medium 6 / Low 3 — Meets Needs: High 6 / Medium 4 / Low 2	11	MEDIUM
	Item 85 (1.1d)			
RECREATION & COMMUNITY EVENTS	Conduct a feasibility and concept study for improvements at Mulligans to increase use and programming capacity.	Cost: $ 3 / $$ 2 / $$$ 1 — Impact: High 9 / Medium 6 / Low 3 — Meets Needs: High 6 / Medium 4 / Low 2	10	LOW

Table 6.9 - ACTION PLAN TABLES (CONT.)

CHAPTER	IMPLEMENTATION MEASURE	SCORING CRITERIA						PRIORITY SCORE	PRIORITY LEVEL
	Item 86 (1.3d)								
TRAILS	Provide interim trail connections along road rights-of-way until off-street alignments can be developed in the future.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	10	LOW
	Item 87 (3.1b)								
OPERATIONS	Centralize the storage of site, building, and facility as-builts and provide staff with access to in a well-organized, easy-to-understand, and accessible format.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	10	LOW
	Item 88 (2.2)								
PARKS & OPEN SPACE	Conduct a study to assess South Jordan's cemetery needs and implement recommendations.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	8	LOW
	Item 89 (1.4a)								
RECREATION & COMMUNITY EVENTS	Conduct periodic evaluations of program offerings, including user satisfaction surveys, user participation rates, costs, and availability with other providers.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	8	LOW
	Item 90 (1.4b)								
RECREATION & COMMUNITY EVENTS	Explore options for program scholarships, fee waivers, and other tools for improving access for low-income residents	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	8	LOW

Table 6.9 - ACTION PLAN TABLES (CONT.)

CHAPTER	IMPLEMENTATION MEASURE	SCORING CRITERIA						PRIORITY SCORE	PRIORITY LEVEL
	Item 91 (1.4c)								
RECREATION & COMMUNITY EVENTS	Continue to partner with Salt Lake County and to regularly assess and meet recreation programming and facility needs.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	8	LOW
	Item 92 (1.4d)								
RECREATION & COMMUNITY EVENTS	Coordinate with Salt Lake County to ensure future recreation center improvements in South Jordan and neighboring cities will help serve South Jordan's western neighborhoods.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	8	LOW
	Item 93 (1.4e)								
RECREATION & COMMUNITY EVENTS	Evaluate opportunities to provide new and expanded recreation programs, such as providing pickleball programs, when adequate facilities become available.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	8	LOW
	Item 94 (1.5a)								
RECREATION & COMMUNITY EVENTS	Work with community members and local interest groups to identify partners and locations for a diverse range of programming and classes.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	8	LOW
	Item 95 (1.5a)								
TRAILS	Develop a program to work with large employers, education centers, activity centers, and major transit stops to provide secure bicycle storage facilities and racks.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	8	LOW

Table 6.9 - ACTION PLAN TABLES (CONT.)

CHAPTER	IMPLEMENTATION MEASURE	SCORING CRITERIA						PRIORITY SCORE	PRIORITY LEVEL
	Item 96 (1.5b)								
TRAILS	Incorporate bicycle parking and other bicycle amenities at all city parks and facilities.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	8	LOW
	Item 97 (2.1a)								
TRAILS	Develop a program to educate the community on bicycle and walking safety issues and encourage non-motorized transportation with programs that target pedestrians, bicyclists, and motorists.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	8	LOW
	Item 98 (2.1c)								
TRAILS	Host city-sponsored events that promote bicycling and walking.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	8	LOW
	Item 99 (2.1d)								
TRAILS	Work with local bike shops and clubs to provide educational materials about trails and trail etiquette and safety at public events and festivals.	Cost	$ 3 $$ 2 $$$ 1	Impact	High 9 Medium 6 Low 3	Meets Needs	High 6 Medium 4 Low 2	8	LOW

EXISTING FUNDING SOURCES

The following are some of the key funding sources currently available for implementing the plan recommendations.

General Funds - funds arrived through government levies such as property and sales taxes that are divided up as the city sees fit.

Park Improvement Funds - impact fees assessed against new development and redevelopment to provide a comparable level of service for parks as the city grows.

Enterprise Funds - derived through government fees for programs and services.

Bonds - debt obligations issued by government entities.

Details regarding the various bonds, special assessments, service districts, grants, partnerships and other funding options and sources that are available to help implement the plan vision follow.

FUNDING OPTIONS FOR LARGE PROJECTS

GENERAL OBLIGATION BONDS

The lowest-interest cost financing for local governments is typically achieved through taxes levied for issuance of General Obligation Bonds. Commonly referred to as "G.O. Bonds," they are secured by the unlimited pledge of the taxing ability of the community, sometimes called a "full faith and credit" pledge. Because G.O. bonds are secured by and repaid from property taxes, they are generally viewed as the lowest credit risk to bond investors. This low risk usually translates into the lowest interest rates of any municipal bond structure.

Under the Utah State Constitution, any bonded indebtedness secured by property tax levies must be approved by a majority of voters in a bond election called for that purpose. Currently, bond elections may only be held once each year on the November general election date.

If the recreation improvements being considered for funding through a G.O. bond have broad appeal to the public and proponents are willing to assist in the promotional efforts, G.O. bonds for recreation projects can meet with public approval. However, since some constituents may not view them as essential-purpose facilities for a local government or may view the government as competing with the private sector, obtaining positive voter approval may be a challenge.

It should also be noted that a G.O. bond election, if successful, would only cover the financing of capital expenditures for the facility. Facility revenues and/or other funds would still be

needed to pay for the operation and maintenance expenses of the facilities. State law limitations on the amount of General Obligation indebtedness for this type of facility are quite high with the limit being 12% of an area's taxable value. Pursuant to state law the debt must be structured to mature in 40 years or less, but practically the entity would not want to structure the debt to exceed the useful life of the facility.

ADVANTAGES OF G.O. BONDS:

- Lowest interest rates
- Lowest bond issuance costs
- If approved, a new 'revenue' is identified to pay for the capital cost

DISADVANTAGES OF G.O. BONDS:

- Timing issues, limited dates to hold required G.O. election
- Risk of a "no" vote while still incurring costs of holding a bond election
- Can only raise taxes to finance bonds through election process to pay for physical facilities, not ongoing or additional operation and maintenance expense. This would have to be done through a separate truth-in-taxation tax increase.

SALES TAX REVENUE BONDS

Utah law allows municipalities to issue debt secured by a pledge of their sales tax receipts. Sales tax revenue bonds have been well received in the markets and may be used for a wide variety of municipal capital projects, including recreation facilities. State law limits the amount of sales tax revenue bonds that may be issued by a community. Due to the fact that (1) most cities rely heavily on their sales tax revenues for their operations; and (2) local governments have very little control over the sales tax revenue source; the financial markets will typically only allow an issuer to utilize approximately one-half of the revenues available as a pledge toward debt service as they require minimum debt service coverage covenants of two times revenues to debt costs.

Additionally, due to the reliance on sales tax revenues for the general operations of most communities, existing sales tax revenues would have to be diverted to repay the bonds, unless the City has additional revenue sources that can be devoted to repayment of the bonds, or is anticipating a spike in sales tax revenues due to new large retail businesses locating in the City.

Utah local government sales tax revenue bonds are very well regarded in the bond market and will generally trade within five to fifteen basis points of where the City's General Obligation Bond debt would price.

ADVANTAGES OF SALES TAX REVENUE BONDS:

- Relatively low interest rates
- No vote required

DISADVANTAGES OF SALES TAX REVENUE BONDS:

- Utilizes existing City funds with no new revenue source identified
- Somewhat higher financing costs than G.O. Bonds

SPECIAL ASSESSMENT AREAS

Formerly known as Special Improvement Districts or (SIDs), a Special Assessment Area (SAA) provides a means for a local government to designate an area as benefited by an improvement and levy an assessment to pay for the improvements. The assessment levy is then pledged to retire the debt incurred in constructing the project.

While not subject to a bond election as General Obligation bonds require, SAAs may not, as a matter of law, be created if 40% or more of the property owners subject to the assessment, weighted by method of assessment, within the proposed SAA, protest its creation. Politically, most city councils would find it difficult to create an SAA if even 20-30% of property owners oppose the SAA. If created, the city's ability to levy an assessment within the SAA provides a sound method of financing although it will be at interest rates higher than other types of debt that the city could consider issuing.

The underlying rationale of an SAA is that those who benefit from the improvements will be assessed for the costs. For a recreation facility or similar major project, which is intended to serve all residents of the community, and in this case possibly serve multiple communities, it would be difficult to make a case for excluding any residential properties from being assessed, although commercial property would have to be evaluated with bond counsel. The ongoing annual administrative obligations related to an SAA would be formidable even though state law allows the city to assess a fee to cover such administrative costs. Special Assessment notices are mailed out by the entity creating the assessment area and are not included as part of the annual tax notice and collection process conducted by the county.

If an SAA is used, the city would have to decide on a method of assessment (i.e. per residence, per acre, by front-footage, etc.), which is fair and equitable to both residential and commercial property owners.

The ability to utilize this mechanism by cities joined together under an inter-local cooperative would need to be explored with legal counsel. There are several issues that would need to be considered such as ownership of the facility as a local government can only assess property owners within its proper legal boundaries.

ADVANTAGES OF SAA BONDS:

- Assessments provide a 'new' revenue source to pay for the capital expense
- No general vote required (but those assessed can challenge the creation)

DISADVANTAGES OF SAA BONDS:

- Higher financing costs
- Significant administration costs for a city-wide Assessment area

*Note – Due to the costs of administering a city-wide SAA and given that special assessments cannot be deducted from income taxes, but property taxes can, it seems more rational to seek for G.O. election approval rather than form a city-wide SAA.

LEASE REVENUE BONDS

One financing option which, until the advent of sales tax revenue bonds, was frequently used to finance recreation facilities is a Lease Revenue Bond issued by the Local Building Authority (formerly Municipal Building Authority) of the city. This type of bond would be secured by the recreation center property and facility itself, not unlike real property serving as the security for a home mortgage. Lease revenue bonds are repaid by an annual appropriation of the lease payment by the city Council. Generally, this financing method works best when used for an essential public facility such as city halls, police stations and fire stations. Interest rates on a lease revenue bond would likely be 15 to 30 basis points higher than on sales tax revenue bonds depending on the market's assessment of the "essentiality" of the facility.

Financial markets generally limit the final maturity on this type of issue to the useful life of the facility and state law limits the term of the debt to a maximum of forty years. As the city is responsible to make the lease payments, the financial markets determine the perceived willingness and ability of the city to make those payments by a thorough review of the city's general fund monies.

As this type of bond financing does not generate any new revenue source, the city council will still need to identify revenue sources sufficient to make the lease payments to cover the debt service.

Creative use of this option could be made with multiple local governments, each of which could finance their portion through different means – one could use sales tax, another could issue G.O. bonds, etc.

ADVANTAGES OF LEASE REVENUE BONDS:

- No general vote required
- No specific revenue pledge required

DISADVANTAGES OF LEASE REVENUE BONDS:

- Higher financing costs than some other alternatives
- No 'new' revenue source identified to make up the use of general fund monies that will be utilized to make the debt service payment

TRANSIENT ROOM TAX REVENUE BONDS

Transient Room Tax Revenue Bonds are similar to Sales Tax Revenue Bonds and are paid from excise tax revenues governed pursuant to Utah state code. Without the need for a vote, cities and counties may issue bonds payable solely from excise taxes levied by the city, county or those levied by the State of Utah and rebated to the city or county, such as gasoline taxes or sales taxes.

For all sales and excise tax bonds, there exists in state law a non-impairment clause that restricts the state's ability to change the distribution formula in such a way that would harm bondholders while local governments have debt outstanding.

CREATION OF A SPECIAL SERVICE DISTRICT

A City, or several cities via inter-local agreement, can create a Recreation District charged with providing certain services to residents of the area covered by the District. A Special District can levy a property tax assessment on residents of the District to pay for both the bond debt service and O&M. It should be noted that the City already can levy, subject to a bond election and/or the truth-in-taxation process, property taxes. The creation of a Recreation Special Service District serves to separate its designated functions from those of the City by creating a separate entity with its own governing body. However, an additional layer of government may not be the most cost effective.

TAX INCREMENT FINANCING

Tax increment financing can be an attractive option to communities, developers and landowners because it provides public assistance and funding for improvements, infrastructure, land write-downs, etc., in partnership with private investment in an area. The purpose is to encourage development to take place in areas that are deteriorating, to create jobs, or to assist with important community projects.

The main steps in establishing a tax increment area include:

- Formation of a Community Development Redevelopment Agency (must only be created once by a community, not for each project) –this step has already been completed by the city.
- Creation of a project area plan and budget
- Approval of taxing entities

SHORT-TERM FINANCING

Short-term financing options are obligations that are re-marketed or become due over a relatively short period of time. They are issued to provide working capital to pay operating expenses or provide interim short-term financing for capital projects.

There are several tools that can be used under this mechanism including:

- Tax and Revenue Anticipation Note (TRANs)
- Bond Anticipation Notes (BANs)
- Grant Anticipation Notes (GANs)
- Interim Warrants

SOCIAL IMPACT BONDS

Through Social Impact Bonds (SIB), or Pay for Success Bonds, governments collaborate with investors/funders and service providers to improve services for a disadvantaged population. In exchange for funding, a governmental entity sets specific, measurable goals for early prevention programs that will achieve clearly defined outcomes. The investors/funders provide the initial capital support and the municipality makes payments to the program as outcomes are reached.

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A city, or several cities via inter-local agreement, can create a recreation district charged with providing certain services to residents of the area covered by the district. A special district can levy a property tax assessment on residents of the District to pay

for both the bond debt service and operations and maintenance. It should be noted that the city already can levy, subject to a bond election and/or the truth-in-taxation process, property taxes. The creation of a recreation special service district serves to separate its designated functions from those of the city by creating a separate entity with its own governing body. However, an additional layer of government may not be the most cost effective.

CREATIVE FINANCING

Non-traditional sources of funding may be used to minimize the amount that needs to be financed via the issuance of debt. The city's approach should be to utilize community support for fund-raising efforts, innovative sources of grants, utilization of naming rights/donations, corporate sponsorships, contracting services, partnership opportunities involving other communities and the private sector, together with cost-sharing arrangements with school districts. To the extent debt must be incurred to complete the financing package, alternative bonding structures, as discussed above, should be evaluated to find the optimal structure based on the financial resources of the city.

FUNDING OPTIONS FOR SMALL PROJECTS

PRIVATE AND PUBLIC PARTNERSHIPS

The city or a group of communities acting cooperatively and a private developer or other government or quasi-government agency may often cooperate on a facility that services the public yet is also attractive to an entrepreneur or another partner. These partnerships can be effective funding opportunities for special use sports facilities like baseball complexes or soccer complexes; however, they generally are not feasible when the objective is to develop community parks that provide facilities such as playgrounds, informal playing fields and other recreational opportunities that are generally available to the public free of charge. A recreation center, community center, or swimming/water park is also potentially attractive as a private or public partnership.

PRIVATE FUNDRAISING

While not addressed as a specific strategy for individual recreation facilities, it is not uncommon for public monies to be leveraged with private donations. Private funds will most likely be attracted to high-profile facilities such as a swimming complex or sports complex and generally require aggressive promotion and management on behalf of the city.

SERVICE ORGANIZATION PARTNERS

Many service organizations and corporations have funds available for park and recreation facilities. Local Rotary Clubs, Kiwanis Clubs and other service organizations often combine resources to develop park and recreation facilities. Other for-profit organizations such as Home Depot and Lowes are often willing to partner with local communities in the development of playground and other park equipment and facilities. Again, the key is a motivated individual or group who can garner the support and funding desired.

JOINT DEVELOPMENT PARTNERSHIPS

Joint development opportunities may also occur between municipalities and among agencies or departments within a municipality. Cooperative relationships between cities and counties are not uncommon, nor are partnerships between cities and school districts. Often, small cities in a region can cooperate and pool resources for recreation projects. There may be other opportunities as well which should be explored whenever possible to maximize recreation opportunities and minimize costs. To make these kinds of opportunities happen, there must be on-going and constant communication between residents, governments, business interests and others.

POINT OF SALE FUNDRAISING

Point of Sale Fundraising allows businesses the opportunity to collect voluntary donations from patrons of hotels, restaurants, grocery stores or other service providers at the time they pay for the primary service. Patrons may elect to round up their bill or contribute a self-designated amount to go towards the city designated fund, park or project.

LOCAL FUNDING SOURCES

ZAP TAXES

Zoo, Arts and Park (ZAP) taxes have been very effective in raising funds for a range of recreation, trails, and arts projects. This program is administered by Salt Lake County, which receives one penny for every $10.00 purchased, and redistributes the funds to more than 160 qualified parks, recreation cultural organizations and events. The ZAP tax is approved in ten-year increments.

PARKS, OPEN SPACE, AND TRAILS IMPACT FEES

Impact fees are used by cities to offset the cost of public parks, open space, and trails needed to serve future residents and new development. Impact fees are especially useful in areas of rapid growth or redevelopment. They help the city to maintain a current level of service as new development puts strain on existing facilities. It assures that new development pays its proportionate share to maintain quality of life expectations for community residents.

DEDICATIONS AND DEVELOPMENT AGREEMENTS

The dedication of land for parks and open space has long been an accepted development requirement and is another valuable tool for procuring these amenities. The city can require the dedication of park land through review of projects such as Planned Unit Developments (“PUDs”), for example. The city may require developers to provide park land or open space for new

developments or offer the option to instead pay fees, construct facilities or establish private parks or open space. The dedicated land or fees may only be used for acquiring or constructing park or open space facilities.

SPECIAL TAXES OR FEES

Tax revenue collected for special purposes may be earmarked for park development. For instance, the room tax applied to hotel and motel rooms in the City could be earmarked for parks, recreation and trails development but is generally earmarked for tourism-related projects.

COMMUNITY DEVELOPMENT BLOCK GRANTS

Community Development Block Grants (CDBG) can be used for park development in areas of the City that qualify as low and moderate income areas. CDBG funds may be used to upgrade parks, purchase new park equipment and improve accessibility (Americans with Disabilities Act). Additionally, CDBG funds may be used for projects that remove barriers to access for the elderly and for persons with severe disabilities.

UTAH OUTDOOR RECREATION GRANTS

The Utah Division of Outdoor Recreation administers several grant programs. Funds are matched with local funds for acquisition of park and recreation lands, redevelopment of older recreation facilities, trails, accessibility improvements and other recreation programs /facilities that provide close-to-home recreation opportunities for youth, adults, senior citizens and persons with physical and mental disabilities. (www.recreation.utah/gov/grants.)

IN-KIND AND DONATED SERVICES OR FUNDS

Several options for local initiatives are possible to further the implementation of the master plan. These kinds of programs would require the community to implement a proactive recruiting initiative to generate interest and sponsorship and may include:

- Fundraising and volunteer support of the community's parks, trails and open spaces
- Adopt-a-park or adopt-a-trail, whereby a service organization or group either raises funds or constructs a given facility with in-kind services
- Corporate sponsorships, whereby businesses or large corporations provide funding for a facility, as per an adopt-a-trail and adopt-a-park program
- Public trail and park facility construction programs, in which local citizens donate their time and effort to planning and implementing trail projects and park improvements

PARK UTILITY FEE

A park utility fee is charged as a specified amount per housing unit in connection with the utility bill. The revenue may be used to pay for park and public lands maintenance and operations. A park utility fee provides a dedicated stream of funding for parks and public lands regardless of appropriations from the general fund. The fee may be determined by a set project cost or ongoing maintenance, based on the number of units within the city. The fee is collected simultaneously with the utility fee each month.

SPECIAL TAXES OR FEES

Tax revenue collected for special purposes may be earmarked for park development. For instance, the room tax applied to hotel and motel rooms in the city could be earmarked for parks, recreation and trails development but is generally earmarked for tourism-related projects.

COMMUNITY DEVELOPMENT BLOCK GRANTS

Community Development Block Grants (CDBG) can be used for park development in areas of the city that qualify as low and moderate income areas. CDBG funds may be used to upgrade parks, purchase new park equipment and improve accessibility (Americans with Disabilities Act). Additionally, CDBG funds may be used for projects that remove barriers to access for the elderly and for persons with severe disabilities.

USER FEES

User fees may be charged for reserved rentals on park pavilions and for recreation programs. These fees should be evaluated to determine whether they are appropriate. A feasibility study may be needed to acquire the appropriate information before making decisions and changes.

LOCAL, STATE AND FEDERAL PROGRAMS

The availability of these funds may change annually depending on budget allocations at the local, state or federal level. It is important to check with local representatives and administering agencies to find out the status of funding. Some of these programs are funded by the Federal government and administered by local State agencies and others are funded by the State of Utah. These include:

- Utah Watershed Restoration Initiative
- Utah Forestry, Fire and State Lands Grants
- Utah Division of Water Quality Nonpoint Source Grants
- Utah Department of Agriculture and Food Invasive Species Management Grants
- Utah Division of Outdoor Recreation Grants

UTAH DIVISION OF OUTDOOR RECREATION GRANTS

The Utah Division of Outdoor Recreation administers several grant programs. Funds are matched with local funds for acquisition of park and recreation lands, redevelopment of older recreation facilities, trails, accessibility improvements and other recreation programs /facilities that provide close-to-home recreation opportunities for youth, adults, senior citizens and persons with physical and mental disabilities. (www.recreation.utah/gov/grants.)

Programs include:

- Land and Water Conservation Fund (for the create of high quality, public outdoor recreation facilities such as swimming pools and parks)
- Recreational Trails Program (for non-motorized and motorized trail development and maintenance, trail educational programs, and trail-related environmental protection projects)
- Additional information on these grants can be found at www.recreation.utah/gov/grants.

FEDERAL RECREATIONAL TRAILS PROGRAM

The Utah Department of Natural Resources, Parks and Recreation Division administers these Federal funds. The funds are available for motorized and non-motorized trail development and maintenance projects, educational programs to promote trail safety and trail-related environmental protection projects. The grant requires a 50% match from the community.

IMBA TRAIL ACCELERATOR GRANTS

The International Mountain Bicycling Association (IMBA) provides matching grants between $5,000 - $30,000 to help communities get their trail projects up and running. The grant can be used to fund professional trail planning and consultation services for projects that mountain bike and other multi-purpose human powered trail uses. Priority is given to projects that focus on expanding diversity, equity, and inclusion.

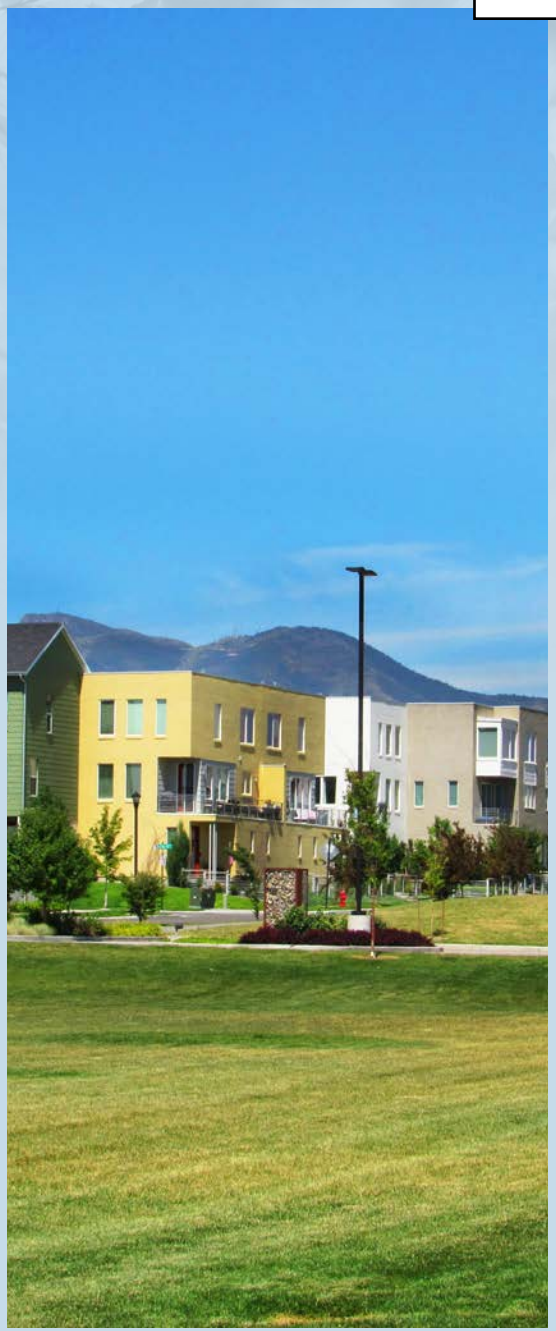
RIVERS, TRAILS, AND CONSERVATION ASSISTANCE PROGRAM

The Rivers, Trails, and Conservation Assistance (RTCA) Program of the National Park Service is not a granting program but provides technical assistance in the implementation of outdoor recreation and natural resource conservation projects. The RTCA coordinators assist local organizations and governments to collaboratively preserve open space, conserve rivers, and develop greenways and trails. Projects must have broad community support to receive approval, and be supported by a group of partners with substantive and well-defined roles. Preference is given for projects that include both resource conservation and recreation, provide physical connections among resources, engage youth, develop relationships between NPS areas and local communities, and partner with health organizations or the NPS. Applications for assistance are found on the RTCA website. An RTCA coordinator is located in Salt Lake City to serve projects in Utah.

OPEN SPACE ACQUISITION TOOLS

The following are some applicable tools for South Jordan to consider for acquiring open space:

- Conservation Subdivisions: Allow a higher level of development on a smaller area of land in exchange for open space
- Zoning and Development Restrictions: Sensitive Lands Overlay Zoning tool requiring additional regulation of unique resources and sensitive lands
- Fee Simple Title (Outright Purchase): Purchase and hold land in public ownership (most expensive option)
- Purchase and Sell-back or Lease-back: Purchase land, remove/restrict development rights then lease/sell land back
- Open Space Dedication Requirements or In-Lieu Fees: Require developers to provide park land for new developments or offer the option to instead pay fees, construct facilities or establish private parks
- Conservation Easements: Remove the right to develop land through donation, purchase or transfer of rights
- Land Banking: Purchase and hold land to be developed at a future date
- Proactive Property-Owner Negotiation: Negotiate with property owners to provide optimal open space



SOUTH JORDAN

SOUTH JORDAN
UTAH

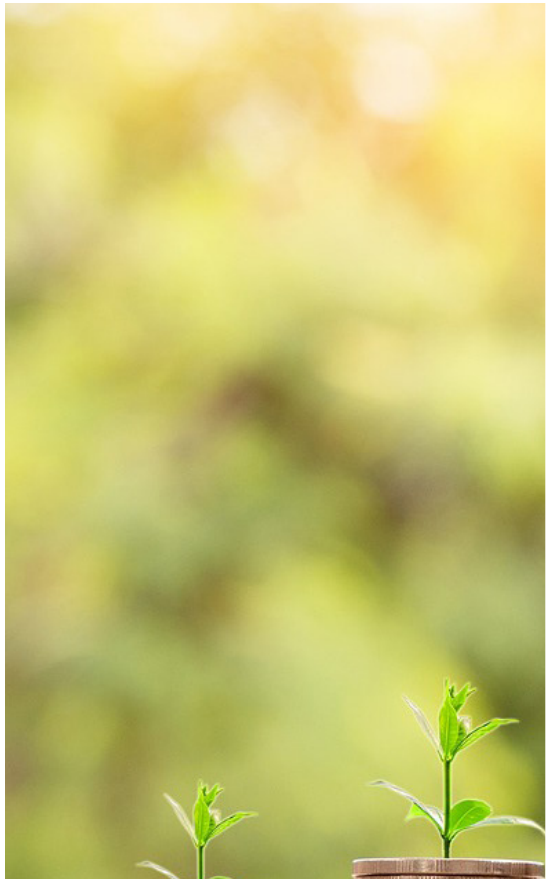
07

FINANCIAL SUSTAINABILITY

- Introduction
- System-Wide Operation & Maintenance Gaps Analysis
- User Fee Analysis
- Recommendations

INTRODUCTION

This chapter evaluates the functions of the City's Park Division and Recreation Department to address potential structural deficiencies in parks and recreation fiscal operations, as well as the financial impacts related to the capital improvement projects outlined in Chapter 6 of the Master Plan. The objective of this analysis is to assess funding mechanisms to maintain the existing level of service in parks and recreation facilities within the community. It is important to note that the General Fund accounts for the Park Division and Recreation Department; however, evaluating the sustainability of the City's General Fund is not within the scope of this study. As a result, this analysis provides a high-level financing analysis to evaluate the revenues needed to fund ongoing O&M and capital improvement projects. As the City approaches the actual construction year of projects, more detailed funding scenarios related to the General Fund will be warranted.



SYSTEM-WIDE OPERATION AND MAINTENANCE GAP ANALYSIS

HISTORIC REVENUES

The General Fund accounts for all financial resources of the City's general government, including the Parks Division and Recreation Department. The City's primary revenue streams include government levies such as property and sales tax, licenses and permits, charges for services, and intergovernmental revenue. Charges for services include recreation fees, which will be explored in more detail in this section. Detailed in **Table 7.1**, General Fund revenue has grown at an annual average growth rate (AAGR) of 7.3 percent from 2019 through 2023. In 2023, recreation fees accounted for 8 percent of total charges for service revenues.

TABLE 7.1 - HISTORIC GENERAL FUND REVENUE

	2019	2020	2021	2022	2023	2024[1]	2025[1]
Taxes	35,169,592	34,389,155	38,482,253	42,892,663	47,029,956	49,196,807	51,665,560
Licenses & Permits	3,456,503	4,033,363	5,469,655	4,539,973	2,505,814	2,483,540	2,505,661
Intergovernmental Revenues	465,551	2,446,887	5,217,305	3,295,218	653,464	523,000	523,000
Administration Fees	3,255,388	3,434,188	3,926,901	4,297,608	4,697,758	4,971,385	4,967,696
Charges for Services	3,382,780	3,310,587	5,002,292	5,937,367	4,023,678	3,218,362	3,218,362
Recreation Revenue	-	-	-	**273,900**	**308,626**	**228,250**	**233,250**
Fines and Forfeitures	582,999	454,674	510,318	489,175	489,613	475,000	470,000
Miscellaneous Revenue	2,563,206	2,006,959	1,104,494	438,032	4,582,659	2,566,000	2,566,000
Transfers In	239,413	47,968	757,869	1,466,443	789,915	1,228,806	1,315,456
TOTAL GENERAL FUND REVENUE	**$49,115,432**	**$50,123,781**	**$60,471,087**	**$63,630,379**	**$65,081,483**	**$64,891,150**	**$67,464,985**

[1]*Budget estimates.*

A separate Capital Projects Fund was created by the City for the construction, expansion, and repair of existing and new facilities in the City. The Capital Projects Fund is mainly funded by impact fees, including park impact fees. This analysis estimates an annual ongoing O&M expense in addition to the Master Plan capital costs, which will be funded mainly by park impact fees. Park impact fee revenues have decreased at an AAGR of 8.9 percent from 2019 – 2023, with a five-year operating revenue average of $623,494, as shown in **Table 7.2**.

TABLE 7.2 - PARK IMPACT FEE REVENUE

	2019	2020	2021	2022	2023	2024[1]	2025[1]	AVERAGE (2019-2023)
TOTAL PARK IMPACT FEES	$385,405	$952,893	$982,138	$531,490	$265,543	$285,731	$250,000	$623,494

[1]*Budget estimates.*

HISTORIC EXPENDITURES

The Park Division is housed within the Public Works Department. The table below details the Park Division's O&M expenditures, which include costs such as wages and salaries, materials and supplies, and other operating expenditures such as maintenance and events. Park operating expenses have grown at an AAGR of 11.9 percent from 2019 – 2023.

TABLE 7.3 - PARK DIVISION HISTORIC EXPENDITURES

	2019	2020	2021	2022	2023	2024[1]	2025[1]
Wages and Benefits	(1,443,281)	(1,576,910)	(1,678,532)	(1,872,892)	(2,519,023)	(3,004,456)	(3,573,900)
Materials and Supplies	(126,691)	(153,153)	(168,612)	-			
Operating Expenditures	(850,464)	(842,896)	(898,500)	(1,081,505)	(1,277,159)	(1,131,108)	(1,197,605)
TOTAL EXPENSE	**($2,420,436)**	**($2,572,959)**	**($2,745,644)**	**($2,954,397)**	**($3,796,182)**	**($4,135,564)**	**($4,771,505)**

[1]Budget estimates.

The Recreation Department provides support for Recreation and Event Programs, Seniors, and the Gale Center. It also provides support to Mulligans Golf and Games, which is a separate enterprise fund and is not analyzed as part of this study. According to historical budget data, recreation expenses have grown at an AAGR of 17.1 percent since 2019 as displayed in **Table 7.4**.

TABLE 7.4 - RECREATION DEPARTMENT HISTORIC EXPENDITURES

	2019	2020	2021	2022	2023	2024[1]	2025[1]
Recreation/Event Programs	(756,945)	(923,149)	(721,027)	(1,182,053)	(1,537,112)	(1,624,202)	(2,314,575)
Seniors	(268,172)	(328,148)	(374,098)	(402,174)	(426,255)	(487,591)	(365,987)
Gale Center	(41,926)	(29,090)	(27,329)	(39,004)	(44,284)	(41,713)	(45,582)
TOTAL EXPENSE	**($1,067,043)**	**($1,280,387)**	**($1,122,454)**	**($1,623,231)**	**($2,007,651)**	**($2,153,506)**	**($2,726,144)**

[1]Budget estimates.

PROJECTED REVENUES

This analysis forecasts revenues and expenses over a 10-year period. However, the gap analysis, which will be discussed further in this section, focuses on a five-year period to provide the best estimate for revenue needs in the immediate future. The objective of this analysis is to provide a high-level financing analysis to evaluate the revenues needed to fund capital improvement projects and new annual O&M expense. This section assumes the forecasted expense for the Parks Division and Recreation Department will continue to be funded by the General Fund. Therefore, this section only identifies new costs to the department. While the recreation user fee analysis, discussed further in this section, can be a source of potential funding, any new revenue generated from potential fee increases is assumed to fall under the General Fund.

The City anticipates collecting impact fees from new development in the five-year planning horizon. The current park impact fee is $1,501 per capita. **Table 7.5** calculates the estimated impact fee revenues based on new population growth (see **Figure 1.4**).

TABLE 7.5 - PROJECTED PARK IMPACT FEE REVENUE

	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
TOTAL IMPACT FEE REVENUE	$3,474,204	$3,564,411	$3,656,960	$3,751,912	$3,849,330

The Plan identifies developer contributions to offset part of the costs outlined in **Table 6.4**. The gap analysis includes $18.75M in developer-provided contributions based on the total projected acreage. Based on 150.3 total planned park acres, the annual contribution per acre for FY 2025 is $124,750. The developer contribution per acre was then allocated over a period of ten years based on the new acreage proposed in the next ten years in the Master Plan (see **Table 2.4**). **Table 7.6** illustrates the developer contribution per acre over the five-year planning horizon.

TABLE 7.6 - PROJECTED DEVELOPER CONTRIBUTIONS

	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
ANNUAL DEVELOPER CONTRIBUTIONS	$350,786	$361,310	$372,149	$383,313	$394,813

Note: Table includes developer provided contributions (see Table 6.4). Assumes Bingham Creek development will occur after 2035.

PROJECTED EXPENDITURES

CAPITAL FACILITY & IMPROVEMENT COSTS & RELATED OPERATION AND MAINTENANCE COSTS

Chapter 6 includes the total park and open space costs, which include a total of $34.5M in acquiring and developing park and amenity needs through 2050, including offsetting developer contributions (see **Table 7.6**). Due to this analysis forecasting revenues and expenses over a 10-year period, this study contemplates costs of parks and open space needed by 2035, a total of $23.6M. The Master Plan further contemplates costs to develop and improve City trail networks which will cost approximately $31.9M in order to meet the growth and demand of the City by 2050.

Using the proposed new units multiplied by the total cost per unit shown in **Table 7.7**, the capital costs for parks and open space were allocated over a period of ten years. The capital costs to meet trail needs were allocated over a 25-year horizon (2025 - 2050). **Table 7.8** illustrates the CIP costs over the five-year planning horizon. A three percent inflationary increase is applied for the purpose of forecasting expenses.

In addition to the park capital costs identified in **Table 7.8**, this analysis estimates an annual ongoing O&M expense based on the added acreage recommended Chapter 6. Based on 326.4 existing park acres, the Parks Division's O&M cost per acre for FY 2025 is $14,619. This analysis assumes 60 percent of the department's O&M costs are duplicated, or $8,771 new park acre. The O&M cost per acre was then allocated over a period of ten years based on the new acreage proposed in the Master Plan (see **Table 2.4**). **Table 7.9** illustrates the duplicate O&M cost per acre over the five-year planning horizon included in this analysis.

TABLE 7.7 - MASTER PLAN IDENTIFIED PARK PROJECTS INCLUDED IN GAP ANALYSIS

Probable Costs To Meet Park Needs	UNIT	NEW UNITS NEEDED TO MAINTAIN LOS	TOTAL COST	TOTAL COST PER UNIT (2025 $)	REFERENCE
Meeting Amenity LOS Needs by 2035	Quantity	50	$12,825,000	$256,500	Table 6.2
Meeting Park Standards by 2035	Quantity	42	$3,586,100	$85,307	Table 6.3
SUBTOTAL AMENITY LOS NEEDS & PARK STANDARDS			**$16,411,100**		
Meeting Park Needs by 2035	Acres	27.3	$10,237,500	$375,000	Table 6.6
SUBTOTAL 2035 NEEDS			$10,237,500		
PROBABLE COSTS TO MEET TRAIL NEEDS					
Regional Trails1	Miles	25.6	$12,160,000	$475,000	Table 6.7
Local Trails	Miles	21.3	$8,520,000	$400,000	
Trailheads/Trail Crossings	Quantity	21	$11,190,000	$532,857	
SUBTOTAL TRAIL NEEDS			$31,870,000		

1 Includes safety improvement cost.

TABLE 7.8 - PROJECTED ANNUALIZED CAPITAL IMPROVEMENT COST BY TYPE

	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
New Amenities to Meet LOS (Quantity)	5.0	5.0	5.0	5.0	5.0
Cost per Unit	($264,195)	($272,121)	($280,284)	($288,693)	($297,354)
Upgrades to Meet Standards (Quantity)	4.2	4.2	4.2	4.2	4.2
Cost per Unit	($87,866)	($90,502)	($93,217)	($96,014)	($98,894)
Amenity LOS Needs & Park Standards Subtotal	**($1,690,014)**	**($1,740,714)**	**($1,792,936)**	**($1,846,724)**	**($1,902,125)**
New LOS (Acres)	2.73	2.73	2.73	2.73	2.73
Cost per Acre	($386,250)	($397,838)	($409,773)	($422,066)	($434,728)
Meeting Park Needs by 2035 Subtotal	**($1,054,463)**	**($1,086,096)**	**($1,118,679)**	**($1,152,240)**	**($1,186,807)**
New Regional Miles	1.0	1.0	1.0	1.0	1.0
Cost per Regional Mile	($489,250)	($503,928)	($519,045)	($534,617)	($550,655)
New Local Miles	0.9	0.9	0.9	0.9	0.9
Cost per Local Mile	($412,000)	($424,360)	($437,091)	($450,204)	($463,710)
Trailhead Improvements (Quantity)	0.8	0.8	0.8	0.8	0.8
Cost per Unit	($548,843)	($565,308)	($582,267)	($599,735)	($617,727)
Meeting Trail Needs Subtotal	**($1,313,044)**	**($1,352,435)**	**($1,393,008)**	**($1,434,799)**	**($1,477,843)**
TOTAL PARK CAPITAL COSTS	**($4,057,520)**	**($4,179,246)**	**($4,304,623)**	**($4,433,762)**	**($4,566,775)**

Note: Inflation at 3 percent.

TABLE 7.9 - PROJECTED DUPLICATED PARK O&M EXPENSE

	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
New LOS (Acres)	2.73	2.73	2.73	2.73	2.73
Duplicate O&M Cost per Acre	($9,034)	($9,305)	($9,584)	($9,872)	($10,168)
Total O&M Expense	**($24,664)**	**($25,404)**	**($26,166)**	**($26,951)**	**($27,759)**
CUMULATIVE O&M EXPENSE*	**($24,664)**	**($50,807)**	**($78,497)**	**($107,802)**	**($138,795)**

** Inflation at 3 percent.*

UNFUNDED STAFFING NEEDS

Table 5.1 in the Master Plan calculates the recommended Park Division staffing. The total recommended staffing for the Park Division is calculated at 26 new FTEs in the next ten years. The recommended FTEs calculated in **Table 7.10** were proportionately allocated based on employment type, with 16 full-time employees and 10 seasonal employees.

Using City records, a seasonal parks employee earns $17.31 per hour, or $24,234 over an eight month period, and an entry-level public works maintenance worker earns $22.87 per hour, or $47,570 annually. LRB assumed 30 percent of the entry-level public works maintenance worker's salary was allocated to benefits, equaling a total of $61,840 for both salary and benefits. **Table 7.10** details the projected new Parks Division employee expenses.

TABLE 7.10 - RECOMMENDED PARK STAFFING

POSITION	YEAR	TOTAL COST	CONSTRUCTION YEAR COST
New Parks FTE	2026	$61,840	$63,696
New Parks FTE	2027	$61,840	$65,607
New Parks FTE	2028	$61,840	$67,575
New Parks FTE	2028	$61,840	$67,575
New Parks FTE	2029	$61,840	$69,602
New Parks FTE	2030	$61,840	$71,690
New Parks FTE	2030	$61,840	$71,690
New Parks FTE	2031	$61,840	$73,841
New Parks FTE	2031	$61,840	$73,841
New Parks FTE	2032	$61,840	$76,056
New Parks FTE	2032	$61,840	$76,056
New Parks FTE	2033	$61,840	$78,338
New Parks FTE	2033	$61,840	$78,338
New Parks FTE	2034	$61,840	$80,688
New Parks FTE	2034	$61,840	$80,688
New Parks FTE	2035	$61,840	$83,108

POSITION	YEAR	TOTAL COST	CONSTRUCTION YEAR COST
New Parks Seasonal	2026	$24,234	$24,961
New Parks Seasonal	2027	$24,234	$25,710
New Parks Seasonal	2028	$24,234	$26,481
New Parks Seasonal	2029	$24,234	$27,276
New Parks Seasonal	2030	$24,234	$28,094
New Parks Seasonal	2031	$24,234	$28,937
New Parks Seasonal	2032	$24,234	$29,805
New Parks Seasonal	2033	$24,234	$30,699
New Parks Seasonal	2034	$24,234	$31,620
New Parks Seasonal	2035	$24,234	$32,568

Note: See Table 5.1

TABLE 7.11 - PROJECTED RECOMMENDED PARK STAFFING					
	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Total Parks Division Staffing	($88,657)	($91,316)	($161,631)	($96,878)	($171,474)
TOTAL CUMULATIVE	**($88,657)**	**($182,633)**	**($349,742)**	**($457,112)**	**($642,300)**

Note: Inflation at 3 percent.

Table 7.11 details the cumulative employee expense for Parks Division over the next five years.

For the Recreation Department, the City's current FTE per 1,000 residents is 0.79. This analysis calculates the recommended staffing if the City were to maintain a LOS of 0.79 FTEs per 1,000 residents. Using the desired LOS and new growth, the total recommended staffing is calculated at 19 new FTEs over the next ten years as shown in **Table 7.12**. The recommended FTEs calculated were proportionately allocated based on employment type, with seven full-time employees, one regular part-time employee, and 11 seasonal employees.

TABLE 7.12 - RECOMMENDED RECREATION DEPARTMENT STAFFING LOS	
Current FTEs	25
Current PTEs	5
Current Seasonal	40
Total FTE During Season	**70**
Existing Population	89,116
FTE per 1,000 Population	0.79
10 Year New Growth (see Figure 1.4)	24,986
ADDITIONAL FTES RECOMMENDED BY 2034	**19**
Source: South Jordan Public Works Associate Director	

Using City records, a recreation aide employee earns $17.14 per hour, or $24,234 over an eight month period for seasonal employees and $35,651 annually for regular part-time employees, and an entry-level public works maintenance worker earns $22.87 per hour, or $47,570 annually. LRB assumed 30 percent of the entry-level public works maintenance worker's salary was allocated to benefits, equaling a total of $61,840 for both salary and benefits. **Table 7.13** details the projected new Recreation Department employee expenses.

TABLE 7.13 - UNFUNDED RECREATION DEPARTMENT STAFFING NEEDS

POSITION	YEAR	TOTAL COST	CONSTRUCTION YEAR COST
New Recreation FTE	2026	$61,840	$63,696
New Recreation FTE	2028	$61,840	$65,607
New Recreation FTE	2029	$61,840	$67,575
New Recreation FTE	2031	$61,840	$69,602
New Recreation FTE	2032	$61,840	$73,841
New Recreation FTE	2034	$61,840	$76,056
New Recreation FTE	2035	$61,840	$78,338
New Recreation FTE	2035	$61,840	$83,108
New Recreation PTE	2028	$35,651	$38,957

Note: See Table 5.1

POSITION	YEAR	TOTAL COST	CONSTRUCTION YEAR COST
New Recreation Seasonal	2026	$23,996	$24,716
New Recreation Seasonal	2027	$23,996	$25,457
New Recreation Seasonal	2028	$23,996	$26,221
New Recreation Seasonal	2029	$23,996	$27,008
New Recreation Seasonal	2030	$23,996	$27,818
New Recreation Seasonal	2030	$23,996	$27,818
New Recreation Seasonal	2031	$23,996	$28,652
New Recreation Seasonal	2032	$23,996	$29,512
New Recreation Seasonal	2033	$23,996	$30,397
New Recreation Seasonal	2034	$23,996	$31,309
New Recreation Seasonal	2035	$23,996	$32,249

Table 7.14 details the cumulative employee expense for Recreation Department over the next five years.

TABLE 7.14 - PROJECTED RECOMMENDED RECREATION DEPARTMENT STAFFING					
	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Total Recreation Department Staffing	($88,412)	($25,457)	($132,753)	($96,610)	($55,636)
TOTAL CUMULATIVE	**($88,412)**	**($116,521)**	**($252,770)**	**($356,963)**	**($423,307)**

Note: Inflation at 3 percent.

GAP ANALYSIS

LRB assumed a three percent increase in expenses for purposes of forecasting Park Division expenses. A review of projected impact fee revenues relative to proposed Park Division CIP illustrates the City would maintain a positive fund balance over the next five years, as detailed in **Table 7.15**.

TABLE 7.15 - PARKS DIVISION CAPITAL COST GAP ANALYSIS					
	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
Park Impact Fees (see Table 7.5)	$3,474,204	$3,564,411	$3,656,960	$3,751,912	$3,849,330
Other Financing	$350,786	$361,310	$372,149	$383,313	$394,813
Total Revenues	**$3,824,990**	**$3,925,720**	**$4,029,109**	**$4,135,226**	**$4,244,143**
Meeting Amenity LOS Needs & Park Standards (see Table 7.8)	($1,690,014)	($1,740,714)	($1,792,936)	($1,846,724)	($1,902,125)
Meeting Park Needs by 2034 (see Table 7.8)	($1,054,463)	($1,086,096)	($1,118,679)	($1,152,240)	($1,186,807)
Probable Costs to Meet Trail Needs (see Table 7.8)	($1,313,044)	($1,352,435)	($1,393,008)	($1,434,799)	($1,477,843)
Total Capital Improvement Cost	**($4,057,520)**	**($4,179,246)**	**($4,304,623)**	**($4,433,762)**	**($4,566,775)**
CAPITAL SURPLUS/(DEFICIT)	**($232,530)**	**($253,525)**	**($275,514)**	**($298,536)**	**($322,632)**

The proposed new operational needs also result in a funding deficit as shown in **Table 7.16**.

TABLE 7.16 - PARKS DIVISION OPERATIONAL NEEDS GAP ANALYSIS					
NEW OPERATIONAL NEEDS	**YEAR 1**	**YEAR 2**	**YEAR 3**	**YEAR 4**	**YEAR 5**
Cumulative New FTEs (see Table 7.10)	($88,657)	($182,633)	($349,742)	($457,112)	($642,300)
Cumulative Duplicate O&M (81 New Acres) (see Table 7.9)	($24,664)	($50,807)	($78,497)	($107,802)	($138,795)
OPERATIONAL SURPLUS/(DEFICIT)	**($113,320)**	**($233,440)**	**($428,239)**	**($564,915)**	**($781,095)**

In addition to the projected new employee expenses calculated in **Table 7.14**, the Master Plan (see **Table 6.6**) recommends a one-time cost of $30,000 for a feasibility and concept study for Mulligans. LRB assumed a three percent increase in expenses for purposes of forecasting Recreation Department expenses. The proposed new operational needs also result in a funding deficit as shown in **Table 7.17**.

TABLE 7.17 - RECREATION DEPARTMENT GAP ANALYSIS					
NEW OPERATIONAL NEEDS	**YEAR 1**	**YEAR 2**	**YEAR 3**	**YEAR 4**	**YEAR 5**
Feasibility and Concept Study for Mulligans	($31,827)	$0	$0	$0	$0
Cumulative New FTEs (see Table 7.14)	($88,412)	($116,521)	($252,770)	($356,963)	($423,307)
OPERATIONAL SURPLUS/(DEFICIT)	**($120,239)**	**($116,521)**	**($252,770)**	**($356,963)**	**($423,307)**

USER FEE ANALYSIS

Chapter 6 identifies existing and potential funding sources available to the City to maintain the existing level of service in parks and recreation facilities within the community, including user fees. As highlighted in **Table 7.1**, the City has established recreation fees to help cover the costs associated with providing parks and recreation services and facilities. This analysis identifies the appropriate distribution of costs to cover recreation services provided by South Jordan.

The following outline displays the direct, department, and administrative overhead costs evaluated in this analysis

- Direct Costs: Direct costs include labor costs required for all components of the City's fee process. The base cost for each position involved in each fee was evaluated when determining employee hourly cost assumptions.
- Department Overhead: Indirect costs include department overhead costs for each position involved in the regulation of recreation user fees. Department overhead costs represent the general cost of operating the applicable department. These costs are included in the analysis as they contribute to the value of effectiveness of each employee and to the department. Each position involved in the fee process must pay for its fair share of applicable departmental costs. These costs include training, supplies, and communications.
- Administrative Overhead: In addition to departmental costs, the cost allocation strategy includes an allocation of administrative overhead costs provided to all departments, including legislative, administrative, information technology, facilities, human resources, and legal services. A portion of the administrative overhead expense is attributed to development services and recovered as part of the fee analysis.
- Total Per Minute Costs: A total combined cost of direct, indirect, and administrative overhead costs per minute for all personnel involved in the fee process was calculated to determine the full cost recovery needed for each fee category. The employee per minute cost was then multiplied by the time attributed to each employee for each step in the fee process.
- Process Maps: A process map is a visual representation of the steps involved in a particular process. In this case, process maps are used to outline the flow of tasks, activities, or decisions within a process and how the personnel are involved in each step. Process maps are used to understand and analyze the steps implemented for each fee category.

Using the methodology outlined above, this analysis proposes the following changes to the Parks and Recreation Fee Schedule.

A comparison of revenue generated from the proposed fee schedule to the cost allocation using the process map methodology suggests the City can capture an increase of 3,842 percent in revenue. As discussed above, an increase in recreation fees can be a potential funding source to offset the operational deficit shown in **Table 7.16**.

TABLE 7.18 - PARKS DIVISION CAPITAL COST GAP ANALYSIS

ITEM	EXISTING FEE	CALCULATED FEE
Pavilion (Resident)	$50	$425
Pavillion (Non-Resident)	$75	$425
Skate Park Rental	$50	$695
Youth/Adult Sports (Ballfields)		
Field Rental without Prep (Resident)	$50	$3,887
Field Rental without Prep (Non-Resident)	$75	$3,887
Ballfield Field Rental with Prep (Resident)	$75	$4,793
Ballfield Field Rental with Prep (Non-Resident)	$100	$4,793
Baseball Field Lighting	$15	$14
Softball Field Lighting	$15	$14
Football and Soccer		
Field Rental (Resident)	$50	$3,914
Field Rental (Non-Resident)	$75	$3,914
Field Rental with Prep (Resident)	$75	$4,070
Field Rental with Prep (Non-Resident)	$100	$4,070
Tennis Courts/Pickleball Courts		
Private Court Use Reservation (Resident)	$10	$213
Private Court Use Reservation (Non-Resident)	$12	$213
Tournaments, League Play and Instructor Lessons	Negotiated by contract	$518

RECOMMENDATIONS

The following recommendations are outlined to provide the City with a comprehensive financial roadmap. These recommendations should be modified as the City prioritizes and completes items.

- Evaluate the General Fund and the Recreation Department annually to ensure revenue sufficiency.
- Continue to refine systems that help measure cost recovery goals and anticipate potential shortfalls.
- Evaluate the General Fund annually relative to:
  - Parks and Recreation programs and services that have low cost recovery, are not core services, have a low demand or that other service providers are providing more effectively.
- Establish property tax increase policies to help offset the cost of recreation services.
- Use bonding strategically to amortize major capital improvements over longer periods of time, thus avoiding large expenditures in specific years.
- Identify strategies that allow for a reasonable surplus (fund balance) to accumulate provide for unavoidable shortfalls in revenues.
- Consider the financial feasibility and long-term operations needs prior to design or construction of any new facility.
- Continue to prioritize and implement CIP investments.
- Reduce the cost of outdoor facility maintenance and make improvements to existing facilities.
- Increase focused marketing and communication efforts to increase participation rates and user fee revenue.

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SOUTH JORDAN CITY
CITY COUNCIL REPORT

Council Meeting Date: July 15, 2025

Issue: Ordinance 2025-12 – An ordinance adopting an amended and updated parks and recreation Impact Fee Facilities Plan ("IFFP") and Impact Fee Analysis ("IFA"); adopting an amended and updated Impact Fee for parks and recreation; establishing certain policies related to impact fees for parks and recreational facilities; establishing service areas; and/or other related matters.

Submitted By: Colby Hill, Associate Director Public Works Department: Public Works

Staff Recommendation (Motion Ready): Approve Ordinance 2025-12 adopting an amended and updated parks and recreation Impact Fee Facilities Plan and Impact Fee Analysis; adopting an amended fee for parks and recreation, establishing certain policies related to impact fees for parks and recreational facilities; establishing service areas; and/or other related matters.

BACKGROUND:

The purpose of the Parks & Recreation Impact Fee Facilities Plan ("IFFP"), with supporting Impact Fee Analysis ("IFA"), is to fulfill the requirements established in Utah Code Title 11 Chapter 36a, the "Impact Fees Act", and assist South Jordan City (the "City") plan necessary capital improvements for future growth. This document will address the future parks & recreation infrastructure needed to serve the City through the next six to ten years, as well as the appropriate impact fees the City may charge to new growth to maintain the level of service ("LOS"). The city recently acquired the services of LRB Public Finance Advisors to assist us with the process of updating our Park Impact Fee Facilities Plan and Impact Fee analysis.

TEAM FINDINGS, CONCLUSIONS & RECOMMENDATIONS:

FINDINGS: The calculation of impact fees relies upon the information contained within the analysis. Impact fees are then calculated based on many variables centered on proportionality share and Level of Service. Two impact fee scenarios are shown below: 1) the impact fee per capita excluding the buy-in component; and 2) the impact fee per capita including the buy-in component.

RECOMMENDED PARK IMPACT FEE SCHEDULE

AVERAGE HH (CITYWIDE)	FEE PER HH
Single Family	$6,552
Multi Family	$4,188

The fee schedules included in the Parks and Recreation IFFP and IFA indicates the maximum Impact Fees which the City may impose on development within the defined Service Area and are based upon general demand characteristics and potential demand that can be created by each class of user.

CONCLUSIONS: The updated IFFP and IFA has resulted in the above recommended Park Impact Fee Schedule.

RECOMMENDATIONS: Adopt Ordinance 2025-12.

FISCAL IMPACT: There will not be a negative fiscal impact and will assist in the city's ability to proportionally meet the needs of future park and recreational facilities.

ALTERNATIVES: Not adopt Ordinance 2025-12

SUPPORT MATERIALS:

- Ordinance 2025-12
- Impact Fees Facilities Plan
- Impact Fees Analysis

City Council Action Requested: Colby Hill
Department Head

07/02/2025
Date

ORDINANCE NO. 2025-12

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, ADOPTING AN AMENDED AND UPDATED PARKS AND RECREATION IMPACT FEE FACILITIES PLAN AND IMPACT FEE ANALYSIS; ADOPTING AN AMENDED AND UPDATED IMPACT FEE FOR PARKS AND RECREATION; ESTABLISHING CERTAIN POLICIES RELATED TO IMPACT FEES FOR PARKS AND RECREATION FACILITIES; ESTABLISHING SERVICE AREA; AND/OR OTHER RELATED MATTERS.

WHEREAS, the City of South Jordan (the "City") is a political subdivision of the State of Utah, authorized and organized under the provisions of Utah law; and

WHEREAS, the City has legal authority, pursuant to Title 11, Chapter 36a Utah Code Annotated, as amended ("Impact Fees Act" or "Act"), to impose Impact Fees as a condition of development approval, which impact fees are used to defray capital infrastructure costs attributable to growth activity; and

WHEREAS, the City has historically assessed Impact Fees as a condition precedent to development approval in order to assign capital infrastructure costs to development in an equitable and proportionate manner; and

WHEREAS, the City has traditionally provided a high level of service in its parks, including recreation facilities, trails, and open space, which has been a factor in the City's growth, and high property values due to the unique aesthetics which City residents enjoy; and

WHEREAS, in the exercise of its legislative discretion the City Council desires to take a conservative approach in preparing the Impact Fee Facilities Plan ("IFFP") and Impact Fee Analysis ("IFA") and in the assessment of an impact fee which may be less than might otherwise be justified by the IFA and IFFP in order to promote economic development, expand the tax base, allow for more job creation, and respond to current economic realities; and

WHEREAS, the City properly noticed its intent to prepare the IFFP and IFA on July 13, 2023 and the City held the required hearing on July 15, 2025; and

WHEREAS, the City has completed a Parks and Recreation IFFP and IFA which meets the requirements of State Law and City Ordinance; and

WHEREAS, the City Council has directed LRB Financial Advisors ("Consultants") to prepare a Written Impact Fee Analysis including the Executive Summary of the Impact Fee Analysis consistent and in compliance with the Act specifically 11-36a-303; and

WHEREAS, the City and Consultants retained by the City have reviewed and evaluated the land within the City boundaries and have determined there shall be one service area; and

WHEREAS, the South Jordan City Council has reviewed the Parks and Recreation IFFP and IFA, and find it in the best interest of the welfare of the residents of the City to adopt the

Parks and Recreation IFFP and IFA and enact a new Parks and Recreation Impact Fee based on the IFFP and IFA.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH:

SECTION 1. Purpose.

This Impact Fee Ordinance establishes the City's Parks and Recreation Impact Fee policies and procedures and repeals certain provisions of prior ordinances related to Parks and Recreation Impact Fees and conforms to the requirements of the Utah Impact Fees Act (§ 11-36a, the Act). This Ordinance repeals any prior ordinances related to Parks and Recreation facilities within the Service Area, provides a schedule of Impact Fees for differing types of land-use development, and sets forth direction for challenging, modifying, and appealing Impact Fees.

SECTION 2. Definitions.

Words and phrases that are defined in the Act shall have the same definition in this Impact Fee Ordinance. The following words and phrases shall have the following meanings:

1. "City" means a political subdivision of the State of Utah and is referred to herein as City of South Jordan.

2. "Development Activity" means any construction or expansion of building, structure or use, any change in use of building or structure, or any change in the use of land located within the Service Area that creates additional demand and need for Parks and Recreation Facilities.

3. "Development Approval" means any written authorization from the City that authorizes the commencement of Development Activity and vests the property owner with the right to commence Development Activity, whether or not a specific building permit has been issued.

4. "Impact Fee" means a payment of money imposed upon Development Activity as a condition of development approval. "Impact Fee" includes development Impact Fees, but is not a tax, a special assessment, a hookup fee, a building permit fee, a fee for project improvements, or other reasonable permit or application fees.

5. "Impact Fee Analysis" or ("IFA") means the written analysis required by Section 11-36a-201 of the Act and is included in this ordinance by this reference and attached in Exhibit A.

6. "Impact Fee Facilities Plan" or ("IFFP") means the plan required by Section 11-36a-301 of the Act. In Section 11-36a-301 (3) (a) there is an exception for cities of 5,000 or less in population, based on the latest census. "The City of South caused to be prepared an Impact Fee Facilities Plan in accordance with the Impact Fees Act. The IFFP is to be adopted by passage of this Ordinance, and is included by this reference and attached hereto in Exhibit A."

7. "Project Improvements" includes but is not limited to site improvements and facilities that are planned and designed to provide service for development resulting from a Development Activity and are necessary solely for the use and convenience of the occupants or users of said Development Activity. "Project Improvements" do not include "System Improvements" as defined below.

8. "Proportionate Share" of the cost of public facility improvements means an amount that is roughly proportionate and reasonably related to the service demands and needs of a Development Activity.

9. "Public Facilities" includes but is not limited to, for purpose of this Ordinance, Park, Recreation, Trails, and Open Space facilities of the City for the Service Area.

10. "Service Area" refers to a geographic area designated by the City based on sound planning and engineering principles in which a defined set of the City's Public Facilities provides service. For purposes of this Ordinance, there will be one City-Wide service area. A map of the Service Area is included in Exhibit A attached hereto.

11. "System Improvements" refer both to existing Parks and Recreation Facilities designed to provide services within the Service Areas and to future Parks and Recreation Facilities identified in the Parks and Recreation IFFP adopted by the City that are intended to provide service to the Service Area. "System Improvements" do not include "Project Improvements" as defined above.

SECTION 3. Written Impact Fee Analysis.

1. Executive Summary. A summary of the findings of the written impact fee analysis that is designed to be understood by a lay person is included in the Parks and Recreation IFFP and IFA and demonstrates the need for Impact Fees to be assessed on Development Activity. The Executive Summary has been available for public inspection at least ten (10) days prior to the adoption of this Ordinance.

2. Impact Fee Analysis. The City has commissioned the IFFP and IFA for the Parks and Recreation Impact Fees which identifies the impacts upon City and facilities required by the Development Activity, demonstrates how those impact the City and the facilities required by Development Activity, demonstrates how those impacts on System Improvements are reasonably related to Development Activity,

estimates the proportionate share of the costs of impacts on System Improvements that are reasonably related to the Development Activity and identifies how the Impact Fees are calculated. A copy of the Parks and Recreation IFFP and IFA has been available for public inspection at least ten (10) days prior to the adoption of this Ordinance.

3. Proportionate Share Analysis. In connection with the IFFP and IFA, the City has prepared a Proportionate Share analysis which analyzes whether or not the proportionate share of the costs of future Public Facilities is reasonably related to new Development Activity. The Proportionate Share analysis identifies the costs of existing Public Facilities, the manner of financing existing Public Facilities, the relative extent to which new development will contribute to the cost of existing facilities and the extent to which new development is entitled to a credit for payment towards the costs of new facilities from general taxation or other means apart from user charges in other parts of the City. A copy of the Proportionate Share analysis is included in the written Parks and Recreation Impact Fee Analysis and has been available for public inspection at least ten (10) days prior to the adoption of this Ordinance (See Exhibit A attached).

SECTION 4. Impact Fee Calculations.

1. Ordinance Enacting Impact Fees. The City Council does, by this Ordinance, approve Impact Fees in accordance with the Parks and Recreation IFFP and IFA.

   a. Elements. In calculating the Impact Fee, the City has included the construction costs, land acquisition costs, costs of improvements, fees for planning, surveying, and engineering services provided for and directly related to the construction of System Improvements, and outstanding or future debt service charges if the City might use Impact Fees as a revenue stream to pay principal and interest on bonds or other obligations to finance the cost of System Improvements.

   b. Notice and Hearing. In conjunction with the approval of this, the City held a public hearing on July 15, 2025, and made a copy of the Ordinance available to the public in the two (2) South Jordan City Libraries, at least ten (10) days before the date of the hearing, all in conformity with the requirements of Utah Code Annotated 11-36a-502 (1). After the public hearing, the Council adopted this Impact Fee Ordinance as presented herein.

   c. Contents of the Ordinance. The Ordinance adopting or modifying an Impact Fee contains such detail and elements as deemed appropriate by the Council, including a designation of the Service Area within which the Impact Fees are to be calculated and imposed. The South Jordan Service Area is the only service area, with a map defining its boundaries included in the Parks and Recreation IFFP and IFA. The Ordinance herein includes

(i) a schedule of Impact Fees to be imposed for Parks and Recreation and (ii) the formula to be used by the City in calculating the Impact Fee.

d. Adjustments. The standard Impact Fee may be adjusted at the time the fee is assessed:

i. in response to unusual circumstances in specific cases;

ii. in response to a request for a prompt and individualized impact fee review for the development activity of the state, a school district, or a charter school and an offset or credit for a public facility for which an impact fee has been or will be collected;

iii. to ensure that the impact fees are imposed fairly; or

iv. to a particular development should the developer supply sufficient studies and data to the City showing a discrepancy between the fee being assessed and the actual impact on the system.

e. Previously Incurred Costs. To the extent that new growth and Development Activity will be served by previously constructed improvements, the City's Impact Fees may include Public Facility costs and outstanding bond costs related to the Parks and Recreation improvements previously incurred by the City. These costs may include all projects included in the Impact Fee Facilities Plan which are under construction or completed but have not been utilized to their capacity, as evidenced by outstanding debt obligations. Any future debt obligations determined to be necessitated by growth activity may also be included to offset the costs of future capital projects.

2. Developer Credits. Development Activity may be allowed a credit against Impact Fees for any dedication or improvement to land or new construction of System Improvements provided by the Development Activity provided that the Development Activity is (i) identified in the City's Impact Fee Facilities Plans and (ii) required by the City as a condition of Development Approval. Otherwise, no credit may be given.

3. Impact Fees Accounting. The City will establish a separate interest-bearing ledger account for the Impact Fees collected pursuant to this Ordinance and will conform to the accounting requirements provided in the Impact Fees Act. All interest earned on the collection of Parks and Recreation Impact Fees shall accrue to the benefit of the segregated account. Impact Fees collected prior to the effective date of this Ordinance need not meet the requirements of this section.

a. Reporting. At the end of each fiscal year, the City shall prepare a report pursuant to Utah Code Ann, 11-36a-601.

b. Impact Fee Expenditures. The City may expend Impact Fees pursuant to Utah Code Ann.§ 11-36a-602 the Impact Fees Policy only for System Improvements that are (i) Public Facilities identified in the City's Impact Fee Facilities Plans and (ii) of the specific public facility type for which the fee was collected. Impact Fees will be expended on a First-In First-Out ("FIFO") basis.

c. Time of Expenditure. Impact fees collected pursuant to the requirements of this Impact Fees Ordinance are to be expended, dedicated or encumbered for a permissible use within six years of the receipt of those funds by the City, unless the City meets other conditions outlined in the Act. For purposes of this calculation, the first funds received shall be deemed to be the first funds expended.

d. Refunds. The City shall refund any Impact Fees paid by a developer plus interest actually earned when (i) the developer does not proceed with the Development Activity and files a written request for a refund; (ii) the fees have not been spent or encumbered; and (iii) no impact has resulted. An impact that would preclude a developer from a refund from the City may include any impact reasonably identified by the City, including, but not limited to, the City having sized facilities and/or paid for, installed and/or caused the installation of facilities based in whole or in part upon the developer's planned Development Activity even though that capacity may, at some future time, be utilized by another development.

4. Additional Fees and Costs. The Impact Fees authorized hereby are separate from and in addition to user fees and other charges lawfully imposed by the City and other fees and costs that may not be included as itemized component parts of the Impact Fee Schedule. In charging any such fees as a condition of development approval, the City recognizes that the fees must be a reasonable charge for the service provided.

5. Fees Effective at Time of Payment. Unless the City is otherwise bound by a contractual requirement, the Impact Fee shall be determined from the fee schedule in effect at the time of Development Approval and paid in accordance with the provisions of Section 6 below.

6. Imposition of Additional Fee or Refund After Development. Should any developer undertake Development Activities such that the ultimate density or other impact of the Development Activity is not revealed to the City, either through inadvertence, neglect, a change in plans, or any other cause whatsoever, and/or the Impact Fee is not initially charged against all units or the total density within the development, the City shall be entitled to recover the total Impact Fee pursuant the IFFP and IFA from the developer or other appropriate person covering the density for which an Impact Fee was not previously paid.

SECTION 5. Impact Fee Facilities Plan.

1. Impact Fee Facilities Plan. The City has developed a Parks and Recreation IFFP for the City's Parks and Recreation system. The Parks and Recreation IFFP has been prepared based on reasonable growth assumptions for the Service Area, and analyzes the general demand characteristics of current and future users of the system. Furthermore, the IFFP identifies the impact on System Improvements created by Development Activity and estimates the Proportionate Share of the costs of impacts on System Improvements that are reasonably related to new Development Activity.

SECTION 6. Impact Fee Schedules and Formulas.

1. Fee Adoption. The City hereby adopts as the Impact Fee per unit for Parks and Recreation as found in the South Jordan Parks and Recreation IFFP & IFA and detailed below.

RECOMMENDED PARK IMPACT FEE SCHEDULE

AVERAGE HH (CITYWIDE)	FEE PER HH
Single Family	$6,552
Multi Family	$4,188

2. Maximum Supportable Impact Fees. The fee schedule included in the Parks and Recreation IFFP and IFA indicates the maximum Impact Fees which the City may impose on development within the defined Service Area and are based upon general demand characteristics and potential demand that can be created by each class of user. The City reserves the right under the Impact Fees Act (Utah Code § 11-36a-402(1)(c)) to assess an adjusted fee to respond to unusual circumstances to ensure that fees are equitably assessed. The City may also decrease the Impact Fee if the developer can provide documentation that the proposed impact will be less than what could be expected given the type of user (Utah Code § 11-36a-402(1)(d)).

SECTION 7. Fee Exceptions and Waivers.

1. Waiver for "Public Purpose". The City Council may, on a project by project basis, authorize exceptions or waivers to the Impact Fees due from development for those projects the Council determines to be of such benefit to the community as a whole to justify the exception or adjustment. Such projects may include facilities being funded by tax-supported agencies, affordable housing projects, or facilities of a temporary nature. The City Council may elect to waive or adjust Impact Fees in consideration of economic benefits to be received from the Development Activity.

a. Procedures. Applications for exceptions are to be filed with the City at the time the developer first requests the extension of service to the respective development or property.

SECTION 8. Appeal Procedure.

1. Any person or entity that has paid an Impact Fee pursuant to this Ordinance may challenge the Impact Fee by filing:

   a. An appeal to the City pursuant to South Jordan Municipal Code § 16.32.090. If no decision is issued pursuant to South Jordan Municipal Code §16.32.090 within 30 days of a timely filed appeal the appeal will be deemed denied.

   b. A request for arbitration as provided in Utah Code Ann. § 11-36a-705 as amended; or

   c. An action in district court.

SECTION 9. **Severability**. If any section, subsection, paragraph, clause or phrase of this Impact Fee Policy shall be declared invalid for any reason, such decision shall not affect the remaining portions of this Impact Fee Policy, which shall remain in full force and effect, and for this purpose, the provisions of this Impact Fee Ordinance are declared to be severable.

SECTION 10 Interpretation. This Impact Fee Ordinance has been divided into sections, subsections, paragraphs and clauses for convenience only and the interpretation of this Impact Fee Ordinance shall not be affected by such division or by any heading contained herein.

SECTION 11. Effective Date. This Impact Fee Ordinance shall become effective 90 days after the day which this Impact Fee Ordinance is passed and adopted by the South Jordan City Council. Except as otherwise specifically provided herein and according to law, this Impact Fee Ordinance shall not repeal, modify or affect any Impact Fee of the City in existence as of the effective date of this Ordinance, other than those expressly referenced in Section 1 above. All Impact Fees established, including amendments and modifications to previously existing Impact Fees, after the effective date of this Ordinance shall comply with the requirements of this Impact Fee Ordinance.

[SIGNATURE PAGE FOLLOWS]

APPROVED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, ON THIS _____ DAY OF _____, 2025 BY THE FOLLOWING VOTE:

	YES	NO	ABSTAIN	ABSENT
Patrick Harris	_____	_____	_____	_____
Kathie L. Johnson	_____	_____	_____	_____
Donald Shelton	_____	_____	_____	_____
Tamara Zander	_____	_____	_____	_____
Jason McGuire	_____	_____	_____	_____

Mayor: _____ Attest: _____

Dawn R. Ramsey City Recorder

Approved as to form:

Charity Brienz
Charity Brienz (Jul 9, 2025 18:37 MDT)

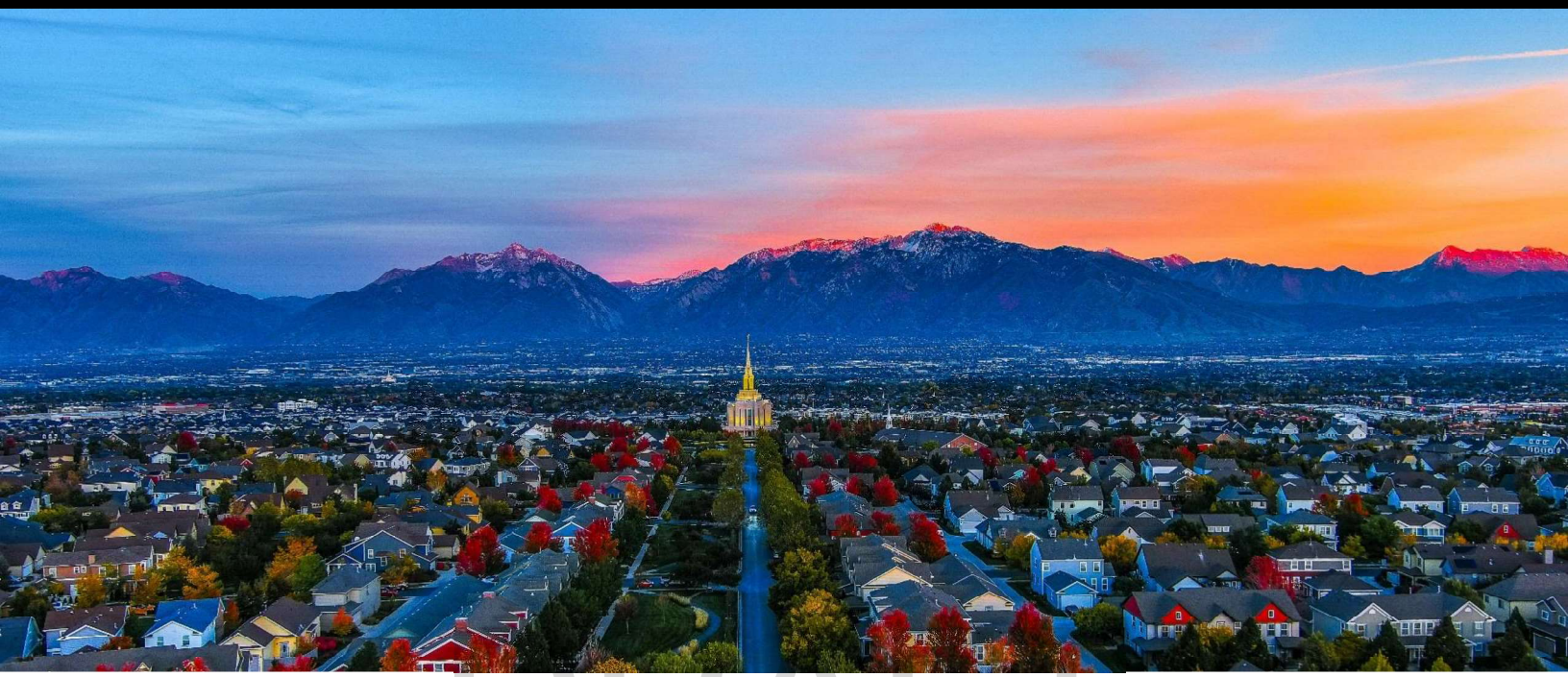
Office of the City Attorney

Exhibit A

Impact Fee Facilities Plan & Impact Fee Analysis Amendment

LRB PUBLIC FINANCE ADVISORS

LEWIS | ROBERTSON | BURNINGHAM



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SOUTH JORDAN, UTAH

PARKS AND RECREATION IMPACT FEE FACILITIES PLAN (IFFP) & IMPACT FEE ANALYSIS (IFA)

MAY 2025

PREPARED BY:

LRB PUBLIC FINANCE ADVISORS

FORMERLY LEWIS YOUNG ROBERTSON & BURNINGHAM INC.

TABLE OF CONTENTS

IFFP AND IFA CERTIFICATION 3

SECTION 1: EXECUTIVE SUMMARY 4
PROPOSED PARKS AND RECREATION IMPACT FEE 4

SECTION 2: GENERAL IMPACT FEE METHODOLOGY 6

SECTION 3: OVERVIEW OF SOUTH JORDAN CITY AND DEMAND ANALYSIS 8
SERVICE AREA 8
DEMAND UNITS 9

SECTION 4: EXISTING FACILITIES INVENTORY 10
EXISTING FACILITIES 10
BUY-IN COMPONENT 10
LAND VALUES 11
MANNER OF FINANCING EXISTING PUBLIC FACILITIES 11

SECTION 5: LEVEL OF SERVICE ANALYSIS 12
LEVEL OF SERVICE STANDARDS 12

SECTION 6: CAPITAL FACILITY ANALYSIS 13
SYSTEM VS. PROJECT IMPROVEMENTS 13
HISTORIC FUNDING OF FACILITIES 14
FUNDING OF FUTURE FACILITIES 14

SECTION 7: PARKS AND RECREATION IMPACT FEE CALCULATION 16
PROPOSED PARKS AND RECREATION IMPACT FEE 16
PARK IMPACT FEE 16
EQUITY OF IMPACT FEES 17
NECESSITY OF IMPACT FEES 18
CONSIDERATION OF ALL REVENUE SOURCES 18
EXPENDITURE OF IMPACT FEES 18
PROPOSED CREDITS OWED TO DEVELOPMENT 18
GROWTH-DRIVEN EXTRAORDINARY COSTS 18
SUMMARY OF TIME PRICE DIFFERENTIAL 18

APPENDIX A: INVENTORY OF EXISTING FACILITIES 19

NOTICE
DRAFT

IFFP AND IFA CERTIFICATION

LRB Public Finance Advisors (formerly Lewis Young Robertson & Burningham, Inc.) certifies that the attached Impact Fee Facilities Plan and Impact Fee Analysis prepared for Parks & Recreation facilities:

1. includes only the costs of public facilities that are:
   a. allowed under the Impact Fees Act; and
   b. actually incurred; or
   c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. does not include:
   a. costs of operation and maintenance of public facilities;
   b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
   c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement;
   d. offsets costs with grants or other alternate sources of payment; and
3. complies in each and every relevant respect with the Impact Fees Act.

LRB makes this certification with the following caveats:

1. All of the recommendations for implementation of the Impact Fee Facilities Plan and the Impact Fee Analysis are followed by City staff and elected officials.
2. If all or a portion of this document is modified or amended, this certification is no longer valid.
3. All information provided to LRB Public Finance Advisors is assumed to be correct, complete, and accurate. This includes information provided by the City as well as outside sources.

LRB PUBLIC FINANCE ADVISORS

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SECTION 1: EXECUTIVE SUMMARY

The purpose of the Parks & Recreation Impact Fee Facilities Plan (IFFP), with supporting Impact Fee Analysis (IFA), is to fulfill the requirements established in Utah Code Title 11 Chapter 36a, the "Impact Fees Act", and assist South Jordan City (the City) in planning necessary capital improvements for future growth. This document will address the future parks & recreation infrastructure needed to serve the City through the next six to ten years, as well as the appropriate impact fees the City may charge to new growth to maintain the level of service (LOS).

- **Service Area:** The parks and recreation service area is defined as all areas within the City.
- **Demand Analysis:** The demand unit used in this analysis is population. The City's 2025 population is estimated at approximately 89,116. The future population in the service area is used to determine the additional parks & recreational needs. Based on the growth estimates in the Master Plan, the service area should reach a population of approximately 114,102 residents by 2035. As a result of new growth, the City will need to construct additional parks and recreation facilities to maintain the existing level of service.
- **Level of Service:** The LOS for the analysis is based on maintaining the existing level of investment in current parks and recreation facilities. The LOS consists of two components – the land value per capita and the improvement value per capita (or the cost to purchase land and make improvements in today's dollars). The LOS is shown in more detail in **Sections 4** and **5**.
- **Excess Capacity:** A buy-in component is not considered in this analysis.
- **Capital Facilities:** The City's existing level of investment results in the need to construct an additional $52M in parks and recreation infrastructure.
- **Funding of Future Facilities:** Impact fees will continue to be a significant source of funding for parks and recreation infrastructure as they are an appropriate and fair mechanism for funding growth-related infrastructure.

NOTICE

PROPOSED PARKS AND RECREATION IMPACT FEE

Impact fees are calculated to ensure new development provides sufficient investment to maintain the current LOS standards in the community. The fee per capita is $2,073 as shown in **Table 1.1**. Based on the per capita fee, the proposed impact fee per household (HH) is illustrated in **Table 1.2.**

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TABLE 1.1: ESTIMATE OF IMPACT FEE VALUE PER CAPITA (LEVEL OF SERVICE APPROACH)

TYPE OF IMPROVEMENT	LOS PER 1,000	LAND COST PER ACRE/MILE	IMPROVEMENT VALUE PER ACRE	TOTAL COST PER ACRE	PER 1,000 POPULATION	TOTAL PER CAPITA
Developed Parks	2.69	$350,000	$224,721	$574,721	$1,544,647	$1,545
Special Use Parks	0.03	$85,000	$301,979	$386,979	$13,004	$13
Open Space	1.42	$85,000	$0	$85,000	$121,108	$121
Undeveloped Land	1.16	$350,000	$0	$350,000	$407,548	$408
OTHER COMPONENTS OF FEE				**ADDITIONAL VALUE**	**DEMAND SERVED**	**TOTAL VALUE PER CAPITA**
Interest Credit				($325,000)	24,986	($13)
Professional Expense				$10,850	24,986	$0
					ESTIMATE OF IMPACT FEE PER CAPITA	**$2,073**

TABLE 1.2: PARK IMPACT FEE SCHEDULE

TYPE OF HOUSEHOLD (HH)	PERSONS PER HH	LOS FEE PER HH	EXISTING FEE PER HH	% CHANGE
Average HH (Citywide)	3.11	$6,448		
Single Family	3.16	$6,552	$5,420	21%
Multi-Family	2.02	$4,188	$2,643	58%

NON-STANDARD PARK IMPACT FEES

The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon public facilities.[1] This adjustment could result in a different impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. The non-standard impact fee is calculated based on the following formula:

FORMULA FOR NON-STANDARD PARKS AND RECREATION IMPACT FEES

Estimate of Total Population Increase from Development x Estimate of Level of Investment Impact Fee Per Capita ($2,073) = Impact Fee

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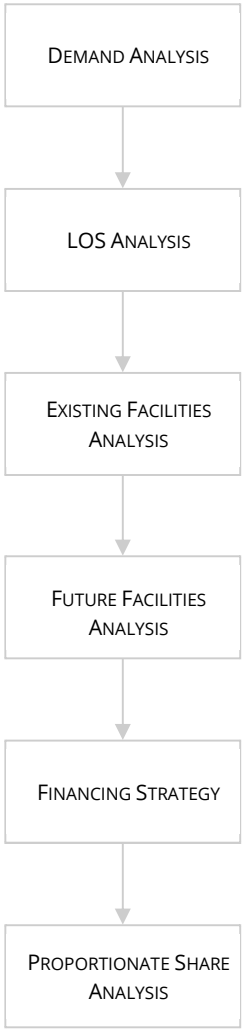
[1] 11-36a-402(1)(c)

SECTION 2: GENERAL IMPACT FEE METHODOLOGY

FIGURE 2.1: IMPACT FEE METHODOLOGY



The purpose of this study is to fulfill the requirements of the Impact Fees Act regarding the establishment of an IFFP and IFA. The IFFP is designed to identify the demands placed upon the City's existing facilities by future development and evaluate how these demands will be met by the City. The IFFP is also intended to outline the improvements which are intended to be funded by impact fees. The IFA is designed to proportionately allocate the cost of the new facilities and any excess capacity to new development, while ensuring that all methods of financing are considered. Each component must consider the historic level of service to existing development and ensure that impact fees are not used to raise that LOS. The following elements are important considerations when completing an IFFP and IFA:

DEMAND ANALYSIS

The demand analysis serves as the foundation for the IFFP. This element focuses on a specific demand unit related to each public service – the existing demand on public facilities and the future demand as a result of new development that will impact public facilities.

NOTICE

LEVEL OF SERVICE ANALYSIS

The demand placed upon existing public facilities by existing development is known as the existing LOS. Through the inventory of existing facilities, combined with the growth assumptions, this analysis identifies the LOS which is provided to a community's existing residents and ensures that future facilities maintain these standards. Any excess capacity identified within existing facilities can be apportioned to new development. Any demand generated from new development that overburdens the existing system beyond the existing capacity justifies the construction of new facilities.

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EXISTING FACILITY INVENTORY

In order to quantify the demands placed upon existing public facilities by new development activity, the Impact Fee Facilities Plan provides an inventory of the City's existing system improvements. The inventory of existing facilities is important to properly determine the excess capacity of existing facilities and the utilization of excess capacity by new development.

FUTURE CAPITAL FACILITIES ANALYSIS

The demand analysis, existing facility inventory and LOS analysis allow for the development of a list of capital projects necessary to serve new growth and to maintain the existing system. This list includes any excess capacity of existing facilities as well as future system improvements necessary to maintain the LOS.

FINANCING STRATEGY – CONSIDERATION OF ALL REVENUE SOURCES

This analysis must also include a consideration of all revenue sources, including impact fees, future debt costs, alternative funding sources and the dedication (i.e., donations) of system improvements, which may be used to

finance system improvements.[2] In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.[3]

PROPORTIONATE SHARE ANALYSIS

The written impact fee analysis is required under the Impact Fees Act and must identify the impacts placed on the facilities by development activity and how these impacts are reasonably related to the new development. The written impact fee analysis must include a proportionate share analysis, clearly detailing each cost component and the methodology used to calculate each impact fee. A local political subdivision or private entity may only impose impact fees on development activities when its plan for financing system improvements establishes that impact fees are necessary to achieve an equitable allocation of the costs borne in the past and to be borne in the future (UCA 11-36a-302).

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[2] 11-36a-302(2)
[3] 11-36a-302(3)

SECTION 3: OVERVIEW OF SOUTH JORDAN CITY AND DEMAND ANALYSIS

South Jordan City is a vibrant hub of residential, commercial and mixed-use development, with the potential to attract substantial growth and development into the future. Strategically located at the crossroads of major infrastructure improvements, including the Mountain View Corridor and the Mid-Jordan TRAX line on the West and I-15 (the major transportation route through Utah) on the East, the City is well-situated to attract both residential and commercial growth that will occur in the southern portion of the Salt Lake Valley. As a result of continued growth, the City will need to expand its existing services to continue to provide the level of service enjoyed within the community.

SERVICE AREA

Utah Code requires the impact fee enactment to establish one or more service areas within which impact fees will be imposed.[4] This service area includes all areas within the City, including the Kennecott Master Subdivision (Daybreak), as shown in the figure below. While Daybreak is included in this analysis, existing development agreements require the developer of this area to construct park facilities that will maintain the existing level of service, in lieu of impact fees.[5]

The purpose of this document is to establish a LOS based on the facilities and amenities provided to development within the service area. The LOS for parks and recreation is based on the City's residential population in the service area. The level of service consists of two components – the land value per capita and the improvement value per capita (or the cost to purchase the land and make improvements in today's dollars), resulting in a total value per capita for parks and recreation. The City has some storm water detention land on City park land. This land has been excluded from the calculation of the LOS to avoid any double counting of costs (recovering the cost of this land through both the storm water and parks impact fees).

NOTICE
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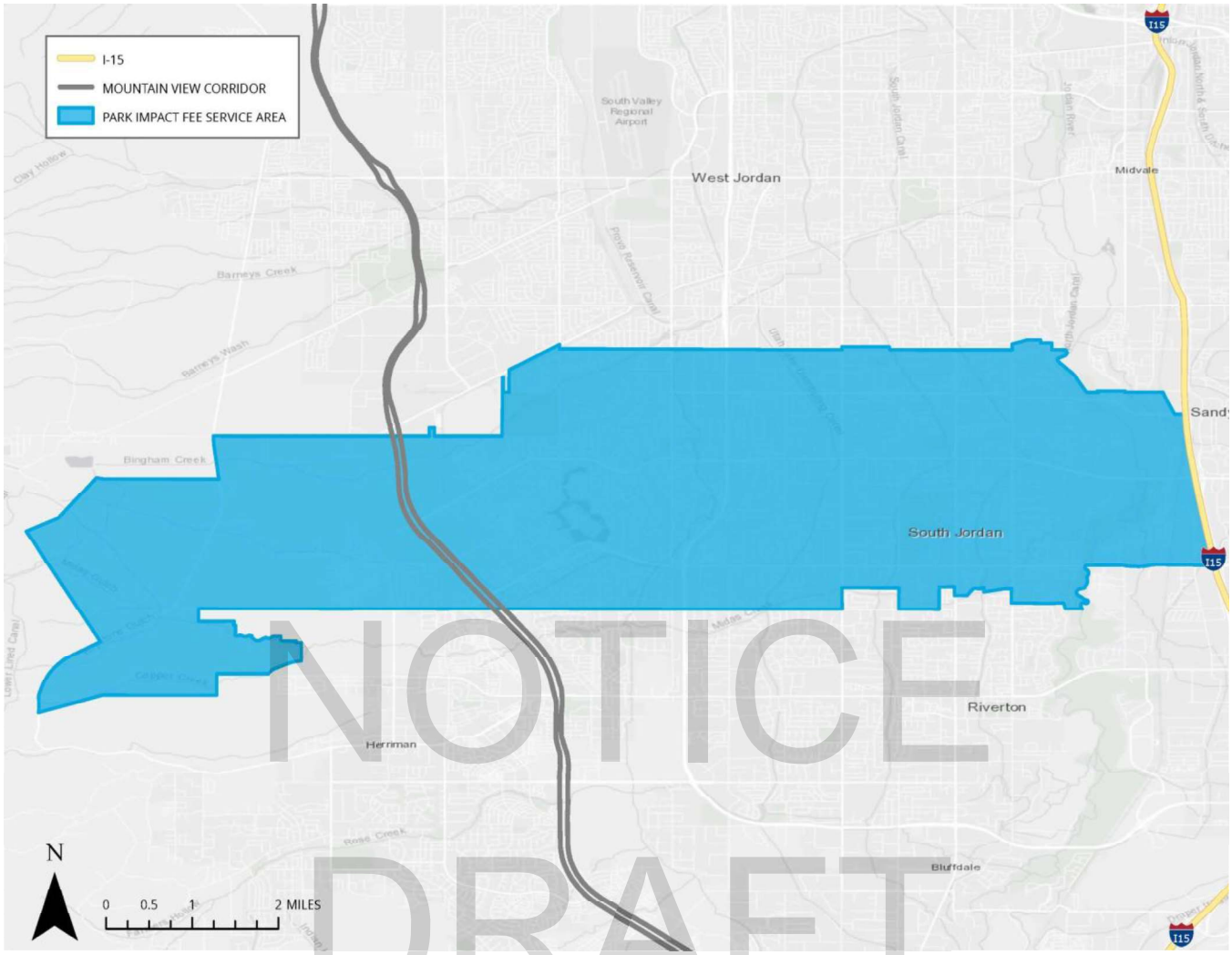
[4] 11-36a-402(a)

[5] Agreement Regarding Daybreak Development – Amending the Master Development Agreement for the Kennecott Master Subdivision #1 Project and Amending the P-C Zone Plan Land Use Table. Dated 9 July 2007.

FIGURE 3.1: SOUTH JORDAN PARKS AND RECREATION SERVICE AREA



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DEMAND UNITS

The demand unit used in this analysis is population. The population projections are based on several sources including Census data and planning projections provided in the City's 2025 Parks, Open Space, Recreation and Trails Master Plan. According to the Master Plan, the City's population as of 2025 was approximately 89,116.

TABLE 3.1: EXISTING DEMAND ASSUMPTIONS

2025 Population	89,116
2035 Population	114,102
IFFP GROWTH	**24,986**
Average HH Size: Single Family	3.16
Average HH Size: Multifamily	2.02

Source: 2025 Parks, Open Space, Recreation and Trails Master Plan; US Census (ACS 2023) Table DP04, Table B25033; South Jordan City Planning & Zoning

The future population in the service area is used to determine the additional parks & recreation facilities needed to serve the additional residents. If growth projections and land use assumptions change significantly in the future, the City will need to update the parks and recreation projections, the IFFP, and the impact fees. The service area should reach approximately 114,102 residents by 2035. As a result of this growth, the City will need to construct additional parks and recreation facilities to maintain the existing level of service.

SECTION 4: EXISTING FACILITIES INVENTORY

EXISTING FACILITIES

The City's existing parks inventory is shown in **Tables 4.1** and **4.2**. The improvement costs for parks and recreation are based on the existing improvements to each type of facility and are calculated on a per acre basis. The cost of land varies for each park type and is based on recent comparable land sales in the area provided to LRB by City staff. The City-owned acreage and estimated improvement value illustrated below will be the basis for the LOS analysis discussed in **Section 5**.

TABLE 4.1: ACREAGE AND VALUE OF EXISTING PARKS, TRAILS, AND OPEN SPACES

PARK TYPE	TOTAL ACREAGE	LESS DETENTION	LESS GIFTED	FINAL ACRES	CITY OWNED ACRES	ESTIMATED LAND VALUE	ESTIMATED IMPROVEMENT VALUE
Developed Parks	326.4	26.7	4.0	295.7	239.9	$83,979,875	$53,920,050
Special Use Parks	69.5	0.0	0.0	69.5	3.0	$255,000	$905,937
Open Space	127.2	0.0	0.0	127.2	127.2	$10,812,000	$0
Undeveloped Land	150.4	2.6	0.0	147.8	104.0	$36,384,250	$0
TOTAL	**673.5**	**29.3**	**4.0**	**640.2**	**474.1**	**$131,431,125**	**$54,825,987**

Existing parks include a variety of facilities such as baseball fields, basketball courts, outdoor lighting, pavilion and picnic spaces, restrooms, skate parks, tennis courts and other amenities.

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TABLE 4.2: EXISTING PARK FACILITY IMPROVEMENTS

	TOTAL AMENITIES	MEASUREMENT
Restrooms	20.00	Each
Pavilion – Large	10.00	Each
Pavilion – Medium/Small	50.00	Each
Multi-Purpose Field	34.00	Each
Baseball/Softball Field	10.00	Each
Tennis Court	9.00	Each
Pickleball Court	18.00	Each
Sand Volleyball Court	4.00	Each
Basketball Court	6.00	Each
Playground	28.00	Each
Skate Park	1.00	Each
Splash Pad	2.00	Each
Picnic Tables	222.00	Each
Barbeque Grills	31.00	Each
Benches	138.00	Each
Bike Racks	11.00	Each
Drinking Fountains	27.00	Each
Walking Paths	33.00	Each (1/2 mile min.)
Trailhead	43,614.10	Linear Ft.
Pond/Water Element	9.00	Each

Source: 2025 Parks, Open Space, Recreation and Trails Master Plan

BUY-IN COMPONENT

In addition to the park acreage and amenities mentioned above, there are several recreation facilities that are utilized by existing residents. These facilities will serve the service area into the future. Generally, these facilities

are unique and are designed to serve both existing and new development. However, the City recently transferred the South Jordan Fitness and Aquatic Center to Salt Lake County. As a result, a buy-in related to these facilities has not been included in the calculation of the fee at this time.

LAND VALUES

Recent land acquisitions by the City were used to determine the land acquisition cost for additional park land in the City. For the purposes of this analysis, the City determined that $350,000 per acre should be used as the cost to acquire additional park land for general park land. However, special use and open space is included at a reduced assumption of $85,000 per acre. The assumptions utilized for estimation of land values are shown below. It should be noted that current costs are used strictly to determine the actual cost, in today's dollars, of duplicating the current LOS for future development in the City.

TABLE 4.3: LAND VALUE ASSUMPTIONS

ASSUMPTIONS	
Land Cost (Developed Park)	$350,000
Land Cost (Special Use Park)	$85,000
Land Cost (Open Space)	$85,000
Land Cost (Undeveloped Land)	$350,000

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

The City's existing parks and recreation infrastructure has been funded through a combination of general fund revenues, donations, and impact fees. All park land and improvements funded through donations have been excluded from the impact fee calculations unless the developer received a density credit in return for their donation.

NOTICE
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SECTION 5: LEVEL OF SERVICE ANALYSIS

LEVEL OF SERVICE STANDARDS

The level of service (LOS) for this analysis is based on maintaining the existing level of investment in current parks and recreation facilities. The LOS consists of two components – the land value per capita and the improvement value per capita funded by the City (or the cost to purchase the land and make improvements in today's dollars), resulting in a total value per capita for parks and recreation.

Using the estimated land values and improvement values per type of park shown in **Table 4.1**, along with the existing population for 2025, the value per capita (or LOS) is calculated. This approach uses current construction costs to determine the current value. It is assumed that the City will maintain, at a minimum, the current set LOS standard.

Tables 5.1 and **5.2** below show the LOS for parks and recreation in the defined service area, broken down by type of park.

TABLE 5.1: EXISTING LEVEL OF SERVICE (PER CAPITA)

PARK TYPE	CITY OWNED ACRES	ACRES PER 1,000 CAPITA	EST. LAND VALUE	EST. IMPROV. VALUE	TOTAL VALUE PER CAPITA
Developed Parks	239.94	2.69	$83,979,875	$53,920,050	$1,545
Special Use Parks	3.00	0.03	$255,000	$905,937	$13
Open Space	127.20	1.42	$10,812,000	$0	$121
Undeveloped Land	103.96	1.16	$36,384,250	$0	$408
TOTAL	**474.10**	**5.31**	**$131,431,125**	**$54,825,987**	**$2,086**

NOTICE

TABLE 5.2: EXISTING LEVEL OF SERVICE (PER ACRE)

PARK TYPE	CITY OWNED ACRES	EST. LAND VALUE	LAND VALUE PER ACRE	EST. IMPROV. VALUE	IMPROV. VALUE PER ACRE	TOTAL VALUE PER ACRE
Developed Parks	239.94	$83,979,875	$350,000	$53,920,050	$224,721	$574,721
Special Use Parks	3.00	$255,000	$85,000	$905,937	$301,979	$386,979
Open Space	127.20	$10,812,000	$85,000	$0	$0	$85,000
Undeveloped Land	103.96	$36,384,250	$350,000	$0	$0	$350,000
TOTAL	**474.10**	**$131,431,125**	**$277,224**	**$54,825,987**	**$115,643**	**$392,867**

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The calculation of impact fees relies upon the information contained in this analysis. The timing of construction for development-related park facilities will depend on the rate of development and the availability of funding. For purposes of this analysis, a specific construction schedule is not required. The construction of park facilities can lag behind development without impeding continued development activity. This analysis assumes that construction of needed park facilities will proceed on a pay-as-you-go basis, and assumes a standard annual dollar amount the City should anticipate collecting and plan to expend on park improvements.

SECTION 6: CAPITAL FACILITY ANALYSIS

Future planning for park land is an ongoing process, based on the changes in population and community preference. The City will purchase and improve parks and recreational facilities to maintain the level of service defined in this document. A summary of the City's desired improvements is found in **Table 6.1** below. Actual future improvements will be determined as development occurs, and the opportunity to acquire and improve park land arises. Impact fees will only be assessed to new development to at the proportionate fee to maintain the existing LOS.

TABLE 6.1: ILLUSTRATION OF SOUTH JORDAN PARKS AND RECREATION FUTURE IMPROVEMENTS

TYPE OF IMPROVEMENT	POPULATION INCREASE IFFP HORIZON	LEVEL OF INVESTMENT	ESTIMATED FUTURE INVESTMENT
City-Wide Service Area	24,986	$2,086	$52,128,458

This service area includes all areas within the City, including the Daybreak community. While Daybreak is included in this analysis, existing development agreements require the developer of this area to construct park facilities that will maintain the existing level of service, in lieu of impact fees.[6]

Future investment will be used to acquire additional parks and recreation land and fund new park improvements and amenities or make improvements to existing park facilities to add capacity to the system. The following types of improvements may be considered:

- Land Acquisition
- Sod and Irrigation Improvements
- Pavilions
- Restrooms and other Parks and Recreation Buildings
- Picnic Tables
- Playgrounds
- Trailways/Walkways
- Volleyball Courts
- Tennis Courts
- Basketball Courts
- Other Recreational Courts and Facilities
- Baseball/Softball Field Facilities
- Multi-Purpose Fields
- Field Lighting
- Concessions Buildings
- Parking
- Skate Parks
- Other Park and Recreation Amenities

NOTICE DRAFT

SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing and future public facilities designed and intended to provide services to service areas within the community at large.[7] Project improvements are improvements and facilities that are planned and designed to provide service for a specific development (resulting from a development activity) and considered necessary for the use and convenience of the occupants or users of that development.[8] The Impact Fee Analysis may only include the costs of impacts on system improvements related to new growth within the proportionate share analysis.

[6] Agreement Regarding Daybreak Development – Amending the Master Development Agreement for the Kennecott Master Subdivision #1 Project and Amending the P-C Zone Plan Land Use Table. Dated 9 July 2007.
[7] 11-36a-102(20)
[8] 11-36a102(13)

Only park facilities that serve the entire community are included in the level of service. The following park facility types are considered system improvements:

- Open Space;
- Developed Active Parks;
- Undeveloped Park Space; and,
- Special Use Areas.

HISTORIC FUNDING OF FACILITIES

GENERAL FUND REVENUES

The City's existing parks & recreation infrastructure has been funded through general fund revenues and grants and donations. General fund revenues include a mix of property taxes, sales taxes, federal and state grants, and any other available general fund revenues.

GRANT FUNDING

The City received some grants and donations to fund parks & recreation facilities. All grant monies and donations received are excluded in the impact fee calculations.

FUNDING OF FUTURE FACILITIES

The IFFP must also include a consideration of all revenue sources, including impact fees and the dedication of system improvements, which may be used to finance system improvements.[9] In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.[10]

NOTICE

PROPERTY TAX REVENUES

Property tax revenues are not specifically identified in this analysis as a funding source for capital projects, but inter-fund loans can be made from the general fund which will ultimately include some property tax revenues. Inter-fund loans will be repaid once sufficient impact fee revenues have been collected.

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GRANTS AND DONATIONS

The City does not anticipate any donations from new development for future system-wide capital improvements related to park facilities. A donor will be entitled to a reimbursement for the negotiated value of system improvements funded through impact fees if donations are made by new development.

The City may receive grant monies to assist with park construction and improvements. This analysis has removed all funding that has come from federal grants and donations to ensure that none of those infrastructure items are included in the LOS. Therefore, the City's existing LOS standards have been funded by the City's existing residents. Funding the future improvements through impact fees places a similar burden upon future users as that which has been placed upon existing users through impact fees, property taxes, user fees, and other revenue sources.

IMPACT FEE REVENUES

Impact fees have become an ideal mechanism for funding growth-related infrastructure. Impact fees are charged to ensure that new growth pays its proportionate share of the costs for the development of public infrastructure. Impact fee revenues can also be attributed to the future expansion of public infrastructure if

[9] 11-36a-302(2)
[10] 11-36a-302(3)

the revenues are used to maintain an existing level of service. Increases to an existing level of service cannot be funded with impact fee revenues. Analysis is required to accurately assess the true impact of a particular user upon the City infrastructure and to prevent existing users from subsidizing new growth.

DEBT FINANCING

In the event the City has not amassed sufficient impact fees to pay for the construction of time sensitive or urgent capital projects needed to accommodate new growth, the City must look to revenue sources other than impact fees for funding. The Impact Fees Act allows for the costs related to the financing of future capital projects to be legally included in the impact fee. This allows the City to finance and quickly construct infrastructure for new development and reimburse itself later from impact fee revenues for the costs of issuing debt.

IMPACT FEE CREDIT

A credit is applied in this analysis to account for future interest earnings. The credit assumes investment earnings on any positive impact fee fund balance carry-over, assuming an interest rate of 1.50 percent, based on the Utah Public Treasurer's Investment Fund historic average. The interest credit is rounded to $325K.

TABLE 6.2: IMPACT FEE INTEREST CREDIT CALCULATION

YEAR	IMPACT FEE REVENUES	ESTIMATED ERUS	IFFP EXPENSE	BUY-IN EXPENSE	CUMULATIVE FUND BALANCE	INTEREST EARNED
2025	$0	-	-	-	$0	$0
2026	$4,797,384	744	($4,797,384)	-	$0	$0
2027	$4,921,947	763	-	-	$4,921,947	$73,829
2028	$5,049,744	783	($9,971,691)	-	$73,829	$1,107
2029	$5,180,860	803	-	-	$5,255,797	$78,837
2030	$5,315,380	824	($10,496,240)	-	$153,774	$2,307
2031	$5,058,101	784	-	-	$5,214,181	$78,213
2032	$5,179,914	803	($10,238,015)	-	$234,293	$3,514
2033	$5,304,660	823	-	-	$5,542,468	$83,137
2034	$5,432,411	842	($10,737,072)	-	$320,944	$4,814
					TOTAL ESTIMATED EARNINGS	**$325,758**

NOTICE
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SECTION 7: PARKS AND RECREATION IMPACT FEE CALCULATION

The calculation of impact fees relies upon the information contained in this analysis. Impact fees are then calculated based on many variables centered on proportionality share and LOS. The following describes the methodology used for calculating impact fees in this analysis.

PROPOSED PARKS AND RECREATION IMPACT FEE

The level of investment methodology utilized in this analysis is based on the increase, or growth, in residential demand. The growth-driven method utilizes the existing LOS and perpetuates that LOS into the future. Impact fees are then calculated to provide sufficient funds for the entity to expand or provide additional facilities, as growth occurs within the community. Under this methodology, impact fees are calculated to ensure new development provides sufficient investment to maintain the current LOS standards in the community. This approach is often used for public facilities that are not governed by specific capacity limitations and do not need to be built before development occurs (e.g., park facilities).

PARK IMPACT FEE

The fee per capita is $2,073. Based on the per capita fee, the proposed impact fee per household is illustrated in **Table 7.2.**

NOTICE DRAFT

TABLE 7.1: ESTIMATE OF IMPACT FEE VALUE PER CAPITA (LEVEL OF SERVICE APPROACH)

TYPE OF IMPROVEMENT	LOS PER 1,000	LAND COST PER ACRE/MILE	IMPROVEMENT VALUE PER ACRE	TOTAL COST PER ACRE	PER 1,000 POPULATION	TOTAL PER CAPITA
Developed Parks	2.69	$350,000	$224,721	$574,721	$1,544,647	$1,545
Special Use Parks	0.03	$85,000	$301,979	$386,979	$13,004	$13
Open Space	1.42	$85,000	$0	$85,000	$121,108	$121
Undeveloped Land	1.16	$350,000	$0	$350,000	$407,548	$408
OTHER COMPONENTS OF FEE				**ADDITIONAL VALUE**	**DEMAND SERVED**	**TOTAL VALUE PER CAPITA**
Impact Fee Credit				($325,000)	24,986	($13)
Professional Expense				$10,850	24,986	$0
					ESTIMATE OF IMPACT FEE PER CAPITA	**$2,073**

TABLE 7.2: PARK IMPACT FEE SCHEDULE

TYPE OF HOUSEHOLD (HH)	PERSONS PER HH	LOS FEE PER HH	EXISTING FEE PER HH	% CHANGE
Average HH (Citywide)	3.11	$6,448		
Single Family	3.16	$6,552	$5,420	21%
Multi-Family	2.02	$4,188	$2,643	58%

NON-STANDARD PARK IMPACT FEES

The Impact Fees Act[11] allows the City to assess an adjusted fee that more closely matches the true impact that a specific land use will have upon the City's parks and recreation facilities. This adjustment could result in a different impact fee if evidence suggests a particular user will create a different impact than what is standard for its category. The following formulas will help determine the non-standard impact fee.

[11] 11-36a-402(1)(c)

FORMULA FOR NON-STANDARD PARKS AND RECREATION IMPACT FEES

Estimate of Total Population Increase from Development x Estimate of Impact Fee Per Capita ($2,073) = Impact Fee

The formula for a non-standard impact fee should be included in the impact fee enactment (by resolution or ordinance). In addition, the impact fee enactment should contain the following elements:

- A provision establishing one or more service areas within which the local political subdivision or private entity calculates and imposes impact fees for various land use categories.
- A schedule of impact fees for each type of development activity that specifies the amount of the impact fee to be imposed for each type of system improvement or the formula that the local political subdivision or private entity will use to calculate each impact fee.
- A provision authorizing the local political subdivision or private entity to adjust the standard impact fee at the time the fee is charged to:
  - Respond to unusual circumstances in specific cases or a request for a prompt and individualized impact fee review for the development activity of the state, a school district, or a charter school and an offset or credit for a public facility for which an impact fee has been or will be collected.
  - Ensure that the impact fees are imposed fairly.
- A provision governing calculation of the amount of the impact fee to be imposed on a particular development that permits adjustment of the amount of the impact fee based upon studies and data submitted by the developer.
- A provision that allows a developer, including a school district or a charter school, to receive a credit against or proportionate reimbursement of an impact fee if the developer:
  - Dedicates land for a system improvement.
  - Builds and dedicates some or all of a system improvement.
  - Dedicates a public facility that the local political subdivision or private entity and the developer agree will reduce the need for a system improvement.
- A provision that requires a credit against impact fees for any dedication of land for, improvement to, or new construction of, any system improvements provided by the developer if the facilities:
  - Are system improvements; or,
  - Are dedicated to the public and offset the need for an identified system improvement.

Other provisions of the impact fee enactment include exemption of fees for development activity attributable to low-income housing, the state, a school district, or a charter school. Exemptions may also include other development activities with a broad public purpose. If an exemption is provided, the entity should establish one or more sources of funds other than impact fees to pay for that development activity.

EQUITY OF IMPACT FEES

Impact fees are intended to recover the costs of additional capital infrastructure necessary to maintain the existing LOS caused by future growth. The impact fee calculations are structured for impact fees to fund 100 percent of the growth-related facilities identified in the proportionate share analysis as presented in the impact fee analysis. However, there may be years in which the annual impact fee revenues cannot cover the annual growth-related expenses. In this case, any borrowed funds are to be repaid in their entirety through impact fees.

NOTICE
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NECESSITY OF IMPACT FEES

An entity may only impose impact fees on development activity if the entity's plan for financing system improvements establishes that impact fees are necessary to achieve parity between existing and new development. This analysis has identified the improvements to public facilities and the funding mechanisms to complete the suggested improvements. Impact fees are identified as a necessary funding mechanism to help ensure that new growth pays the cost of the additional capital improvements necessary to maintain the existing LOS. In addition, alternative funding mechanisms are identified to help offset the cost of future capital improvements.

CONSIDERATION OF ALL REVENUE SOURCES

The Impact Fees Act requires the proportionate share analysis to demonstrate that impact fees paid by new development are the most equitable method of funding growth-related infrastructure. See **SECTION 6** for further discussion regarding the consideration of revenue sources.

EXPENDITURE OF IMPACT FEES

The impact Fee Act requires that impact fees should be spent or encumbered within six years after each impact fee is paid. Impact fees collected in the next five to six years should be spent only on impact fee eligible projects to maintain the LOS.

PROPOSED CREDITS OWED TO DEVELOPMENT

Credits may be applied to developers who have constructed and donated system facilities to the City that are included in the IFFP in-lieu of impact fees. Credits for system improvements may be available to developers up to, but not exceeding, the amount commensurate with the LOS identified within this IFA. Credits will not be given for the amount by which system improvements exceed the LOS identified within this IFA. This situation does not apply to developer exactions or improvements required to offset density or as a condition of development. Any project that a developer funds must be included in the IFFP if a credit is to be issued.

In the situation where a developer chooses to construct system facilities found in the IFFP in-lieu of impact fees, the decision must be made through negotiation with the developer and the City on a case-by-case basis.

NOTICE
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GROWTH-DRIVEN EXTRAORDINARY COSTS

The City does not anticipate any extraordinary costs necessary to provide services to future development.

SUMMARY OF TIME-PRICE DIFFERENTIAL

The Impact Fees Act allows for the inclusion of a time-price differential to ensure that the future value of costs incurred at a later date are accurately calculated to include the costs of construction inflation. Thus, when determining the level of investment, all costs are represented in today's dollars.

APPENDIX A: INVENTORY OF EXISTING FACILITIES

City Parks System	Total Acreage	Less Detention	Less Gifted	Final Acres	City Owned Acreage	Land Value	Restrooms	Large Pavilion	Med/Small Pavilion	Multipurpose Fields	Baseball/Softball Fields	Tennis Courts	Pickleball Courts	Sand Volleyball Courts	Basketball Courts	Playgrounds	Skate Park	Splash Pad
Average Cost per Unit							**$180,000**	**$150,000**	**$35,000**	**$400,000**	**$350,000**	**$165,000**	**$165,000**	**$5,000**	**$75,000**	**$325,000**	**$500,000**	**$1,500,000**
Developed Regional Parks							Each	Each	Each	Each	Each	Each	Each	Each	Each	Each	Each	Each
Bingham Creek Regional Park	74.3	-	-	74.3	18.6	$6,503,875	1.00	1.00		6.00					1.00	1.00		
City Park (Excludes Recreation Facility Areas)	67.2	-	4.00	63.2	63.2	$22,116,500	6.00	1.00	6.00	5.00	9.00	6.00	6.00	1.00		2.00	1.00	1.00
Riverfront Park & Fishing Ponds	49.7	-	-	49.7	49.7	$17,391,500	3.00	2.00	19.00	3.00			6.00	1.00	1.00	2.00		
Subtotal Regional Parks	**191.2**	**-**	**4.00**	**187.2**	**131.5**	**$46,011,875**	**10.00**	**4.00**	**25.00**	**14.00**	**9.00**	**6.00**	**12.00**	**2.00**	**2.00**	**5.00**	**1.00**	**1.00**
Developed Community Parks							Each	Each	Each	Each	Each	Each	Each	Each	Each	Each	Each	Each
Highland Park	19.0	-	-	19.0	19.0	$6,657,000	2.00	2.00	-	6.00	-	-	6.00	-	-	2.00	-	-
Jordan Ridge Park	11.0	4.42	-	6.6	6.6	$2,303,000	1.00	1.00	4.00	1.00	-	2.00	-	1.00	1.00	1.00	-	-
Oquirrh Shadows Park	15.2	0.09	-	15.1	15.1	5,288,500	2.00	-	5.00	4.00	-	-	-	-	-	1.00	-	1.00
Subtotal Community Parks	**45.2**	**4.5**	**-**	**40.7**	**40.7**	**$14,248,500**	**5.00**	**3.00**	**9.00**	**11.00**	**-**	**2.00**	**6.00**	**1.00**	**1.00**	**4.00**	**-**	**1.00**
Developed Neighborhood Parks							Each	Each	Each	Each	Each	Each	Each	Each	Each	Each	Each	Each
Ascot Downs Park	2.1	0.76	-	1.3	1.3	$469,000	-	-	1.00	-	-	-	-	-	-	1.00	-	-
Country Crossing Park	5.0	2.78	-	2.2	2.2	$777,000	-	-	1.00	1.00	-	-	-	-	-	1.00	-	-
Glenmoor Ball Diamond	1.6	-	-	1.6	1.6	$560,000	1.00	-	-	-	1.00	-	-	-	-	-	-	-
High Point Park	3.5	0.45	-	3.1	3.1	$1,067,500	-	-	1.00	-	-	-	-	-	-	1.00	-	-
Hillside Park	8.9	-	-	8.9	8.9	$3,115,000	-	-	1.00	1.00	-	-	-	-	-	1.00	-	-
Ivory Crossing Park	4.0	0.65	-	3.4	3.4	$1,172,500	-	1.00	-	-	-	-	-	-	-	1.00	-	-
Lucas Del Park	1.6	-	-	1.6	1.6	$560,000	-	-	1.00	-	-	-	-	-	-	1.00	-	-
McKee Park	2.0	1.00	-	1.0	1.0	$350,000	-	-	1.00	-	-	-	-	-	-	1.00	-	-
Midas Creek Park	2.8	2.29	-	0.5	0.5	$178,500	-	-	1.00	-	-	-	-	-	-	1.00	-	-
Prospector Park	3.1	-	-	3.1	3.1	$1,085,000	1.00	1.00	1.00	-	-	-	-	-	1.00	1.00	-	-
River Heights Park	3.4	-	-	3.4	3.4	$1,172,500	-	-	3.00	-	-	-	-	-	-	1.00	-	-
Rushton Meadows Park	3.1	-	-	3.1	3.1	$1,085,000	-	-	1.00	-	-	-	-	-	-	1.00	-	-
Mystic Springs/Shields Lane Park	2.4	-	-	2.4	2.4	$840,000	1.00	-	-	-	-	-	-	-	-	-	-	-
Skye Park	4.9	0.52	-	4.4	4.4	$1,533,000	1.00	-	1.00	-	-	-	-	-	1.00	1.00	-	-
Stonehaven Park	5.3	2.31	-	3.0	3.0	$1,046,500	-	-	1.00	-	-	1.00	-	1.00	-	1.00	-	-
Sunrise Mountain Park	13.9	-	-	13.9	13.9	$4,865,000	-	-	1.00	-	-	-	-	-	-	-	-	-
Sunstone Park	2.0	1.44	-	0.6	0.6	$196,000	-	-	1.00	-	-	-	-	-	-	1.00	-	-
Subtotal Neighborhood Parks	**69.6**	**12.20**	**-**	**57.4**	**57.4**	**$20,072,500**	**4.00**	**2.00**	**16.00**	**2.00**	**1.00**	**1.00**	**-**	**1.00**	**2.00**	**14.00**	**-**	**-**
Developed Mini Parks							Each	Each	Each	Each	Each	Each	Each	Each	Each	Each	Each	Each
Beckstead Park	6.0	4.09	-	1.9	1.9	$668,500	-	-	-	-	-	-	-	-	-	1.00	-	-
Bolton Park	0.5	0.45	-	0.1	0.1	$17,500	-	-	-	-	-	-	-	-	-	1.00	-	-
Callendar Square Park	1.4	-	-	1.4	1.4	$490,000	-	-	-	-	-	-	-	-	-	-	-	-
District Park	3.0	3.00	-	-	-	$0	-	-	-	-	-	-	-	-	-	-	-	-
Dunsinane Detention	2.0	1.94	-	0.1	0.1	$21,000	-	-	-	-	-	-	-	-	-	-	-	-
Kilmuir North	1.7	-	-	1.7	1.7	$595,000	-	-	-	-	-	-	-	-	-	1.00	-	-
South Ridge Park	0.5	0.50	-	-	-	$0	-	-	-	-	-	-	-	-	-	-	-	-
Triangle Park	1.8	-	-	1.8	1.8	$630,000	-	-	-	-	-	-	-	-	1.00	1.00	-	-
Yorkshire Park	3.5	-	-	3.5	3.5	$1,225,000	-	-	-	-	-	-	-	-	-	1.00	-	-
Subtotal Mini Parks	**20.4**	**9.98**	**-**	**10.4**	**10.4**	**$3,647,000**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1.00**	**5.00**	**-**	**-**
Special Use Parks							Each	Each	Each	Each	Each	Each	Each	Each	Each	Each	Each	Each
9400 S Entry Park	0.5	-	-	0.5	-	$0	-	-	-	-	-	-	-	-	-	-	-	-

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City Parks System	Total Acreage	Less Detention	Less Gifted	Final Acres	City Owned Acreage	Land Value	Restrooms	Large Pavilion	Med/Small Pavilion	Multipurpose Fields	Baseball/Softball Fields	Tennis Courts	Pickleball Courts	Sand Volleyball Courts	Basketball Courts	Playgrounds	Skate Park	Splash Pad
Average Cost per Unit							**$180,000**	**$150,000**	**$35,000**	**$400,000**	**$350,000**	**$165,000**	**$165,000**	**$5,000**	**$75,000**	**$325,000**	**$500,000**	**$1,500,000**
Gateway Park	0.6	-	-	0.6	-	$0	-	-	-	-	-	-	-	-	-	-	-	-
Mulligan's Golf Course (Park Area Only)	65.4	-	-	65.4	-	$0	-	-	-	-	-	-	-	-	-	-	-	-
Samuel Holt Historic Farm	3.0	-	-	3.0	3.0	$255,000	1.00	1.00	-	-	-	-	-	-	-	-	-	-
Subtotal Special Use Parks	**69.5**	**-**	**-**	**69.5**	**3.0**	**$255,000**	**1.00**	**1.00**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Open Space							Each	Each	Each	Each	Each	Each	Each	Each	Each	Each	Each	Each
Bingham Creek Trail and Open Space	16.5	-	-	16.5	16.5	$1,402,500	-	-	-	-	-	-	-	-	-	-	-	-
Jordan River Open Space	79.3	-	-	79.3	79.3	$6,740,500	-	-	-	-	-	-	-	-	-	-	-	-
Midas Creek Open Space	6.4	-	-	6.4	6.4	$544,000	-	-	-	-	-	-	-	-	-	-	-	-
Welby Jacob Canal Open Space	22.7	-	-	22.7	22.7	$1,929,500	-	-	-	-	-	-	-	-	-	-	-	-
Other Misc Open Space	2.3	-	-	2.3	2.3	$195,500	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Open Space	**127.2**	**-**	**-**	**127.2**	**127.2**	**$10,812,000**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Other Owned							Each	Each	Each	Each	Each	Each	Each	Each	Each	Each	Each	Each
Bastian Ag. Center - USU Extension	122.2	-	-	122.2	-	$0	-	-	-	-	-	-	-	-	-	-		-
Marv Jensen Park	17.3	-	-	17.3	-	**$0**	-	-	-	7.00	-	-	-	-	-			-
Subtotal Other Owned	**139.50**	**-**	**-**	**139.50**	**-**	**$0**	**-**	**-**	**-**	**7.00**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Planned Parks							Each	Each	Each	Each	Each	Each	Each	Each	Each	Each	Each	Each
Bingham Creek	87.7	-	-	87.7	43.8	$15,342,250	-	-	-	-	-	-	-	-	-	-	-	-
Kennecott Community Park	30.0	-	-	30.0	30.0	**$10,500,000**	-	-	-	-	-	-	-	-	-	-	-	-
Kennecott Neighborhood Park 1	10.0	-	-	10.0	10.0	$3,500,000	-	-	-	-	-	-	-	-	-	-	-	-
Kennecott Neighborhood Park 2	10.0	-	-	10.0	10.0	$3,500,000	-	-	-	-	-	-	-	-	-	-	-	-
Oquirrh East	12.7	2.58	-	10.1	10.1	$3,542,000	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Planned Parks	**150.4**	**2.6**	**-**	**147.8**	**104.0**	**$36,384,250**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Totals							**20.00**	**10.00**	**50.00**	**34.00**	**10.00**	**9.00**	**18.00**	**4.00**	**6.00**	**28.00**	**1.00**	**2.00**

CONT.

City Parks System	Total Acreage	Less Detention	Less Gifted	Final Acres	City Owned Acreage	Land Value	Picnic Tables	Barbeque Grills	Benches	Bike Racks	Drinking Fountains	Walking Paths	Trailhead	Open Lawn Area	Pond/Water Element	Base Eligible Improvement Value	Design & Engineering	Total Improvement Value
Average Cost per Unit							**$3,200**	**$250**	**$3,200**	**$500**	**$6,000**	**$200,000**	**$30**	**$0**	**$200,000**			
Developed Regional Parks							Each	Each	Each	Each	Each	Each (1/2 mile min.)	Linear Ft.	Each	Each		15%	
Bingham Creek Regional Park	74.3	-	-	**74.3**	18.6	**$6,503,875**	**13.00**		**17.00**		**2.00**	**3.00**	**5,420.00**	-		$2,000,300	$300,045	$2,300,345
City Park (Excludes Recreation Facility Areas)	67.2	-	4.00	63.2	63.2	$22,116,500	28.00	2.00	19.00	2.00	6.00	1.00	4,580.00	-		$11,750,300	1,762,545	13,512,845
Riverfront Park & Fishing Ponds	49.7	-	-	49.7	**49.7**	**$17,391,500**	**47.00**	19.00	**8.00**	2.00	**5.00**	5.00		-	5.00	$6,636,750	995,513	7,632,263
Subtotal Regional Parks	**191.2**	**-**	**4.00**	**187.2**	**131.5**	**$46,011,875**	**88.00**	**21.00**	**44.00**	**4.00**	**13.00**	**9.00**	**10,000.00**	**-**	**5.00**	**$20,387,350**	**$3,058,103**	**$23,445,453**
Developed Community Parks							Each	Each	Each	Each	Each	Each (1/2 mile min.)	Linear Ft.	Each	Each			
Highland Park	19.0	-	-	19.0	19.0	$6,657,000	21.00	4.00	23.00	2.00	4.00	1.00	10,035.00	-	-	$5,367,850	805,178	6,173,028
Jordan Ridge Park	11.0	4.42	-	6.6	6.6	$2,303,000	14.00	1.00	2.00	-	1.00	1.00	2,620.00	-	-	$1,941,050	291,158	2,232,208
Oquirrh Shadows Park	15.2	0.09	-	15.1	15.1	5,288,500	9.00	-	15.00	1.00	-	1.00	5,314.00	-	-	$4,396,720	659,508	5,056,228
Subtotal Community Parks	**45.2**	**4.5**	**-**	**40.7**	**40.7**	**$14,248,500**	**44.00**	**5.00**	**40.00**	**3.00**	**5.00**	**3.00**	**17,969.00**	**-**	**-**	**$11,705,620**	**$1,755,843**	**$13,461,463**
Developed Neighborhood Parks							Each	Each	Each	Each	Each	Each (1/2 mile min.)	Linear Ft.	Each	Each			
Ascot Downs Park	2.1	0.76	-	1.3	1.3	$469,000	4.00	1.00	2.00	-	1.00	-	-	-	-	$385,450	$57,818	$443,268
Country Crossing Park	5.0	2.78	-	2.2	2.2	$777,000	4.00	1.00	1.00	1.00	1.00	1.00	954.00	-	-	$1,011,370	$151,706	$1,163,076
Glenmoor Ball Diamond	1.6	-	-	1.6	1.6	$560,000	-	-	4.00	-	-	1.00		-	-	$742,800	$111,420	$854,220
High Point Park	3.5	0.45	-	3.1	3.1	$1,067,500	4.00	-	2.00	-	-	1.00	860.00	-	-	$605,000	$90,750	$695,750
Hillside Park	8.9	-	-	8.9	8.9	$3,115,000	4.00	-	-	1.00	1.00	1.00	1,496.00	-	1.00	$1,224,180	$183,627	$1,407,807

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City Parks System	Total Acreage	Less Detention	Less Gifted	Final Acres	City Owned Acreage	Land Value	Picnic Tables	Barbeque Grills	Benches	Bike Racks	Drinking Fountains	Walking Paths	Trailhead	Open Lawn Area	Pond/Water Element	Base Eligible Improvement Value	Design & Engineering	Total Improvement Value
Average Cost per Unit							$3,200	$250	$3,200	$500	$6,000	$200,000	$30	$0	$200,000			
Ivory Crossing Park	4.0	0.65	-	3.4	3.4	$1,172,500	16.00	-	-	-	-	1.00	-	-	-	$726,200	$108,930	$835,130
Lucas Del Park	1.6	-	-	1.6	1.6	$560,000	1.00	1.00	-	-	-	1.00	-	-	-	$563,450	$84,518	$647,968
McKee Park	2.0	1.00	-	1.0	1.0	$350,000	-	-	2.00	-	-	-	-	-	-	$366,400	$54,960	$421,360
Midas Creek Park	2.8	2.29	-	0.5	0.5	$178,500	4.00	-	2.00	-	-	1.00	-	-	1.00	$779,200	$116,880	$896,080
Prospector Park	3.1	-	-	3.1	3.1	$1,085,000	11.00	1.00	4.00	1.00	1.00	1.00	1,680.00	-	-	$1,070,150	$160,523	$1,230,673
River Heights Park	3.4	-	-	3.4	3.4	$1,172,500	6.00	-	-	-	-	1.00	-	-	-	$649,200	$97,380	$746,580
Rushton Meadows Park	3.1	-	-	3.1	3.1	$1,085,000	6.00	-	6.00	-	-	1.00	-	-	1.00	$798,400	$119,760	$918,160
Mystic Springs/Shields Lane Park	2.4	-	-	2.4	2.4	$840,000	2.00	-	2.00	-	1.00	-	-	-	-	$198,800	$29,820	$228,620
Skye Park	4.9	0.52	-	4.4	4.4	$1,533,000	4.00	-	7.00	-	1.00	1.00	1,840.00	-	-	$911,400	$136,710	$1,048,110
Stonehaven Park	5.3	2.31	-	3.0	3.0	$1,046,500	4.00	-	4.00	-	-	1.00	-	-	-	$755,600	$113,340	$868,940
Sunrise Mountain Park	13.9	-	-	13.9	13.9	$4,865,000	5.00	-	5.00	1.00	-	1.00	5,312.00	-	-	$426,860	$64,029	$490,889
Sunstone Park	2.0	1.44	-	0.6	0.6	$196,000	2.00	1.00	3.00	-	1.00	1.00	1,029.00	-	-	$613,120	$91,968	$705,088
Subtotal Neighborhood Parks	**69.6**	**12.20**	**-**	**57.4**	**57.4**	**$20,072,500**	**77.00**	**5.00**	**44.00**	**4.00**	**7.00**	**14.00**	**13,171.00**	**-**	**3.00**	**$11,827,580**	**$1,774,137**	**$13,601,717**
Developed Mini Parks							Each	Each	Each	Each	Each	Each (1/2 mile min.)	Linear Ft.	Each	Each			
Beckstead Park	6.0	4.09	-	1.9	1.9	$668,500	-	-	-	-	-	1.00	-	-	-	$525,000	$78,750	$603,750
Bolton Park	0.5	0.45	-	0.1	0.1	$17,500	-	-	1.00	-	-	1.00	-	-	-	$528,200	$79,230	$607,430
Callendar Square Park	1.4	-	-	1.4	1.4	$490,000	-	-	2.00	-	-	1.00	1,055.00	-	-	$238,050	$35,708	$273,758
District Park	3.0	3.00	-	-	-	$0	-	-	-	-	-	1.00	-	-	-	$200,000	$30,000	$230,000
Dunsinane Detention	2.0	1.94	-	0.1	0.1	$21,000	-	-	1.00	-	1.00	-	-	-	-	$9,200	$1,380	$10,580
Kilmuir North	1.7	-	-	1.7	1.7	$595,000	1.00	-	1.00	-	-	1.00	-	-	-	$531,400	$79,710	$611,110
South Ridge Park	0.5	0.50	-	-	-	$0	-	-	-	-	-	-	-	-	-	$0	$0	$0
Triangle Park	1.8	-	-	1.8	1.8	$630,000	-	-	-	-	-	-	-	-	-	$400,000	$60,000	$460,000
Yorkshire Park	3.5	-	-	3.5	3.5	$1,225,000	-	-	3.00	-	-	1.00	-	-	-	$534,600	$80,190	$614,790
Subtotal Mini Parks	**20.4**	**9.98**	**-**	**10.4**	**10.4**	**$3,647,000**	**1.00**	**-**	**8.00**	**-**	**1.00**	**6.00**	**1,055.00**	**-**	**-**	**$2,966,450**	**$444,968**	**$3,411,418**
Special Use Parks							Each	Each	Each	Each	Each	Each (1/2 mile min.)	Linear Ft.	Each	Each			
9400 S Entry Park	0.5	-	-	0.5	-	$0	-	-	-	-	-	-	333.40	-	-	$0	$0	$0
Gateway Park	0.6	-	-	0.6	-	$0	-	-	-	-	-	-	-	-	-	$0	$0	$0
Mulligan's Golf Course (Park Area Only)	65.4	-	-	65.4	-	$0	8.00	-	-	-	-	-	-	-	-	$0	$0	$0
Samuel Holt Historic Farm	3.0	-	-	3.0	3.0	$255,000	4.00	-	2.00	-	1.00	1.00	1,085.70	-	1.00	$787,771	$118,166	$905,937
Subtotal Special Use Parks	**69.5**	**-**	**-**	**69.5**	**3.0**	**$255,000**	**12.00**	**-**	**2.00**	**-**	**1.00**	**1.00**	**1,419.10**	**-**	**1.00**	**$787,771**	**$118,166**	**$905,937**
Open Space							Each	Each	Each	Each	Each	Each (1/2 mile min.)	Linear Ft.	Each	Each			
Bingham Creek Trail and Open Space	16.5	-	-	16.5	16.5	$1,402,500	-	-	-	-	-	-	-	-	-	$0	$0	$0
Jordan River Open Space	79.3	-	-	79.3	79.3	$6,740,500	-	-	-	-	-	-	-	-	-	$0	$0	$0
Midas Creek Open Space	6.4	-	-	6.4	6.4	$544,000	-	-	-	-	-	-	-	-	-	$0	$0	$0
Welby Jacob Canal Open Space	22.7	-	-	22.7	22.7	$1,929,500	-	-	-	-	-	-	-	-	-	$0	$0	$0
Other Misc Open Space	2.3	-	-	2.3	2.3	$195,500	-	-	-	-	-	-	-	-	-	$0	$0	$0
Subtotal Open Space	**127.2**	**-**	**-**	**127.2**	**127.2**	**$10,812,000**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**$0**	**$0**	**$0**
Other Owned							Each	Each	Each	Each	Each	Each (1/2 mile min.)	Linear Ft.	Each	Each			
Bastian Ag. Center - USU Extension	122.2	-	-	122.2	-	$0	-	-	-	-	-	-	-	-	-	$0	$0	$0
Marv Jensen Park	17.3	-	-	17.3	-	$0	-	-	-	-	-	-	-	-	-	$0	$0	$0
Subtotal Other Owned	**139.50**	**-**	**-**	**139.50**	**-**	**$0**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**$0**	**$0**	**$0**
Planned Parks							Each	Each	Each	Each	Each	Each (1/2 mile min.)	Linear Ft.	Each	Each			
Bingham Creek	87.7	-	-	87.7	43.8	$15,342,250	-	-	-	-	-	-	-	-	-	$0	$0	$0
Kennecott Community Park	30.0	-	-	30.0	30.0	$10,500,000	-	-	-	-	-	-	-	-	-	$0	$0	$0
Kennecott Neighborhood Park 1	10.0	-	-	10.0	10.0	$3,500,000	-	-	-	-	-	-	-	-	-	$0	$0	$0
Kennecott Neighborhood Park 2	10.0	-	-	10.0	10.0	$3,500,000	-	-	-	-	-	-	-	-	-	$0	$0	$0

NOTICE
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City Parks System	Total Acreage	Less Detention	Less Gifted	Final Acres	City Owned Acreage	Land Value	Picnic Tables	Barbeque Grills	Benches	Bike Racks	Drinking Fountains	Walking Paths	Trailhead	Open Lawn Area	Pond/Water Element	Base Eligible Improvement Value	Design & Engineering	Total Improvement Value
Average Cost per Unit							**$3,200**	**$250**	**$3,200**	**$500**	**$6,000**	**$200,000**	**$30**	**$0**	**$200,000**			
Oquirrh East	12.7	2.58	-	10.1	10.1	$3,542,000	-	-	-	-	-	-	-	-	-	$0	$0	$0
Subtotal Planned Parks	**150.4**	**2.6**	**-**	**147.8**	**104.0**	**$36,384,250**	-	-	-	-	-	-	-	-	-	**$0**	**$0**	**$0**
Totals							**222.00**	**31.00**	**138.00**	**11.00**	**27.00**	**33.00**	**43,614.10**	**-**	**9.00**	**$47,674,771**	**$7,151,216**	**$54,825,987**

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RESOLUTION R2025 - 39

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, AUTHORIZING THE MAYOR TO SIGN THE SECOND AMENDED AND RESTATED TRANS-JORDAN CITIES INTERLOCAL COOPERATION AGREEMENT

WHEREAS, the Trans-Jordan Landfill Cities ("Trans-Jordan") are part of an interlocal agreement dated May 22, 1968 and amended December 1, 1995 presently between seven municipal members for the purpose of providing integrated municipal solid waste services for its member cities; and

WHEREAS, such services include providing a repository and dropoff location for household hazardous waste, residential waste services for individual residents who reside within the boundaries of Trans-Jordan; and

WHEREAS, the City of South Jordan is a member of Trans-Jordan and utilizes such solid waste facilities and resources; and

WHEREAS, non-member municipalities and other governmental entities, and their residents also use these facilities for the disposal of such solid waste; and

WHEREAS, Herriman City is not presently a member of the Trans-Jordan interlocal agency and has recently expressed its desire to consider becoming a formal member of Trans-Jordan; and

WHEREAS, informal and formal discussions have been held resulting in proposed documents and agreements being exchanged between the entities and the Board of Directors of Trans-Jordan Cities; and

WHEREAS, on or about April 17, 2025, the seven member Trans-Jordan Board unanimously indicated its favorable position to invite and accept Herriman City as a member of the interlocal agreement of Trans-Jordan; and

WHEREAS, the City of South Jordan and the other individual member cities have reviewed and/or are considering approval of the proposed Second Amended and Restated Trans-Jordan Cities Interlocal Cooperation Agreement; and

WHEREAS, the proposal has been reviewed by the City of South Jordan and various other City officials and staff members which have made a favorable recommendation to the City Council that Herriman City be approved as a member of Trans-Jordan and the proposed Second Amended and Restated Trans-Jordan Cities Interlocal Cooperation Agreement be approved as attached as Exhibit "A"; and

WHEREAS, meetings and other communications have transpired between Trans-Jordan and the various city members which have resulted in the proposed amendment; and

WHEREAS, the City Council finds that approving the proposed Second Amended and Restated Trans-Jordan Cities Interlocal Cooperation Agreement will enhance the public health, safety and general welfare, of the residents of the City of South Jordan**.**

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH:

SECTION 1. Approval and Authorization to Sign. The Second Amended and Restated Trans-Jordan Cities Interlocal Cooperation Agreement attached as Exhibit "A" is hereby approved by the City Council and the Mayor is authorized and directed to sign it.

SECTION 2. Effective Date. This Resolution shall become effective immediately upon passage.

APPROVED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, ON THIS _____ DAY OF _____, 2025 BY THE FOLLOWING VOTE:

	YES	NO	ABSTAIN	ABSENT
Patrick Harris	_____	_____	_____	_____
Kathie Johnson	_____	_____	_____	_____
Donald Shelton	_____	_____	_____	_____
Tamara Zander	_____	_____	_____	_____
Jason McGuire	_____	_____	_____	_____

Mayor: _____ Attest: _____

Dawn R. Ramsey Anna Crookston, City Recorder

Approved as to form:

Charity Brienz
Charity Brienz (Jul 10, 2025 14:41 MDT)

Office of the City Attorney

DRAFT JUNE 6, 2025

DRAPER CITY, UTAH, HERRIMAN CITY, UTAH, RIVERTON CITY, UTAH MIDVALE CITY, UTAH, MURRAY CITY, UTAH, SANDY CITY, UTAH, SOUTH JORDAN CITY, UTAH
WEST JORDAN CITY, UTAH

SECOND AMENDED AND RESTATED TRANS-JORDAN CITIES INTERLOCAL COOPERATION AGREEMENT
(Solid Waste Management Facilities)

December 1, 1995

Adopted July _____, 2025

TABLE OF CONTENTS

RECITALS 3
ARTICLE I. DEFINITIONS AND INTERPRETATIONS 4
Section 1.1. Meanings and Constructions. 4
Section 1.2. Interpretations. 5
Section 1.3. Successors. 5
ARTICLE II. THE AGENCY 5
Section 2.1. Establishment. 5
Section 2.2. Purpose. 6
Section 2.3. Membership. 6
Section 2.4. Duration. 6
Section 2.5. Powers. 6
ARTICLE III. GOVERNANCE AND FINANCES 9
Section 3.1. Governance; Board. 9
Section 3.2. Budget; Authority Vested in Board. 10
Section 3.3. Fees and Charges. 10
Section 3.4. Payment of In-lieu Fee. 11
ARTICLE IV. GENERAL REPRESENTATIONS, WARRANTIES AND COVENANTS 11
Section 4.1. Members are Cities; No Violation of Laws, etc. 11
Section 4.2. No Litigation. 11
ARTICLE V. GENERAL PROVISIONS CONCERNING THIS AGREEMENT AND THE AGENCY 11
Section 5.1. Effective Date. 11
Section 5.2. Withdrawal, Termination and Dissolution. 12
Section 5.3. Disposition of Assets. 12
Section 5.4. Continuing Responsibility for Kennecott Indemnification. 13
Section 5.5. Nonprofit Status. 13
Section 5.6. Qualification and Admission of Members. 13
Section 5.7. Services Provided by Members. 13
Section 5.8. Nonassignability. 13
Section 5.9. Severability. 14
Section 5.10. Counterparts; Execution of Documents; Filing. 14
Section 5.11. Waiver. 14
Section 5.12. Complete Agreement. 14
Section 5.13. Amendments to this Agreement. 14
Section 5.14. Governing Law; Determination. 14

SECOND AMENDED AND RESTATED TRANS-JORDAN CITIES INTERLOCAL COOPERATION AGREEMENT (LANDFILL FACILITIES)

This Second Amended and Restated Interlocal Cooperation Agreement (the ***"Agreement"***) is dated as of July _____, 2025, and is among:

(1) Draper City, Utah,

(2) Herriman City, Utah

(3) Midvale City, Utah,

(4) Murray City, Utah,

(5) Riverton City, Utah,

(6) Sandy City, Utah,

(7) South Jordan City, Utah; and

(8) West Jordan City, Utah

(each a *"Member"* and collectively the *"Members")*. Each of the Members desires to contract with the other Members to form a separate legal entity to more efficiently provide governmental facilities, services and improvements for its citizens.

RECITALS

WHEREAS, the Members have previously entered into an Interlocal Agreement, dated May 22, 1968 and amended December 1, 1995 (the *"Prior Agreement"),* relative to the operation, maintenance and control of a refuse dumping ground situated east of Bingham Canyon, in Salt Lake County (the *"Original Facilities");* and

WHEREAS, the Original Facilities have been expanded and it may be necessary or desirable to obtain additional suitable waste management facilities for the Members and their residents (the Original Facilities as so expanded and such additional solid waste management facilities being referred to herein collectively as the *"Solid Waste Management Facilities");* and

WHEREAS, the Members desire to enter into this Agreement to amend and restate the Original Agreement, among other things, to create a separate legal entity and political subdivision pursuant to the provisions of the Interlocal Co-operation Act (the *"Agency")* to provide for the ownership, operation, maintenance and control of the Solid Waste Management Facilities by the Agency; and

NOW THEREFORE, in consideration of the mutual covenants and agreements herein set forth, and in order to amend and restate the Original Agreement as provided herein, the parties

hereto do mutually covenant, promise and agree as follows:

ARTICLE I. DEFINITIONS AND INTERPRETATIONS

Section 1.1. Meanings and Constructions.

The terms defined in this Section, for all purposes of this Agreement and any amendments hereto, shall have the meanings herein set forth:

(a) *"Acts"* means, collectively, the Interlocal Co-operation Act and the Solid Waste Management Act.

(b) *"Agency"* means the Trans-Jordan Cities Interlocal Agency created by this Agreement pursuant to the Acts. Pursuant to the provisions of the Interlocal Co- operation Act, the Agency is deemed a political subdivision of the State.

(c) *"Agreement"* means this Amended and Restated Trans-Jordan Cities Interlocal Cooperation Agreement (Solid Waste Management Facilities), and any amendments or supplements hereto.

(d) *"Board"* means the board of directors of the Agency established pursuant to Section 3.1 hereof, consisting of the Representatives of the Members.

(e) *"Bylaws"* means the bylaws of the Agency as adopted and amended from time to time by the Board.

(f) *"Current Members"* means Draper City, Herriman City, Midvale City, Murray City, Riverton City, Sandy City, South Jordan City and West Jordan City.

(g) *"lnterlocal Co-operation Act"* means the Interlocal Co-operation Act, Title 11, Chapter 13, Utah Code Annotated 1953, as amended.

(h) *"Member"* means each of the Current Members and each city which becomes a Member of the Agency pursuant to Section 5.6 hereof provided that such Current Member or city, as the case may be, has not withdrawn from the Agency pursuant to Section 5.2 hereof.

(i) *"Prior Agreement"* means the lnterlocal Agreement, dated May 22, 1968, among the Current Members, relative to the operation, maintenance and control of a refuse dumping ground situated east of Bingham Canyon, in Salt Lake County.

(j) *"Representative"* means the representative of each Member who has been appointed by the governing body of such Member to serve as a member of the Board or, in the absence or disability of the Representative, the Alternate Representative.

(k) *"Alternate Representative"* means the representative of each Member who has been appointed by the governing body of such Member to serve as a member of the Board in the absence or disability of the Representative.

(l) *"Solid Waste"* means all putrescible and nonputrescible materials or substances discarded or rejected as being spent, useless, worthless, or in excess to the owner's needs at the time of discard or rejection, including garbage, refuse, industrial and commercial waste, sludges from air or water control facilities, rubbish, ashes, contained gaseous material, incinerator residue, demolition, and construction debris, discarded automobiles and offal, but not including sewage and other highly diluted water carried materials or substances and those in gaseous form.

(m) *"Solid Waste Management Facilities"* means any facility employed by the Agency for solid waste management. Such facilities may include, without limitation, land, any rights therein and improvements thereto, one or more buildings, structures or other improvements, machinery, equipment, vehicles and other facilities incidental to the foregoing, owned, operated or used by the Agency for the collection, transportation, transfer, storage, disposal, processing, treatment, recovery and re-use of Solid Waste. Such facilities may include land held for a future use or used as a buffer from adjacent land uses.

(n) *"Solid Waste Management Act"* means the Solid Waste Management Act, Title 19, Chapter 6, Part 5, Utah Code Annotated 1953, as amended.

(o) *"State"* means the State of Utah.

Section 1.2. Interpretations.

This Agreement, except where the context by clear implication herein otherwise requires, shall be construed as follows:

(a) definitions include both singular and plural;

(b) pronouns include both singular and plural and cover both genders; and

(c) the captions or headings of this Agreement are for convenience only and in no way define, limit or describe the scope or intent of any provision, Article or Section of this Agreement.

Section 1.3. Successors.

Whenever herein the Agency or any Member is named or is referred to, such provision shall be deemed to include the successors of the Agency or such Member, respectively, whether so expressed or not.

ARTICLE II. THE AGENCY

Section 2.1. Establishment.

The Agency is hereby established as a separate legal entity and a political subdivision of the State by this Agreement among the Members. The Agency shall be a separate legal

entity and a political subdivision of the State and not a joint venture or partnership among the Members. The name of the Agency so established is *"Trans-Jordan Cities."*

Section 2.2. Purpose.

The Agency is established for the purpose of providing for the acquisition, construction, ownership, operation, maintenance and improvement of Solid Waste Management Facilities, as authorized by the Acts and provided in this Agreement.

Section 2.3. Membership.

The Members of the Agency shall be Draper City, Herriman City, Midvale City, Murray City, Riverton City, Sandy City, South Jordan City and West Jordan City. Each of the Members are cities constituting municipal corporations and political subdivisions in the State.

Section 2.4. Duration.

Unless dissolved and terminated as provided in Section 5.2 of this Agreement, the term of this Agreement shall be for a period of fifty (50) years commencing with the effective date of this Agreement, and for such additional terms or extensions as may be authorized by law and by all of the Members. Any amendment or supplement to this Agreement shall automatically extend the term of this Agreement for a period of fifty (50) years from the effective date of such amendment or supplement unless otherwise provided in such amendment or supplement.

Section 2.5. *Powers.*

In furtherance of the purposes set forth in this Agreement, the Agency shall have all powers conferred upon the Agency as a separate legal entity pursuant to the Acts, including the powers set forth in Section 11-13-5.5 of the lnterlocal Co-operation Act, and all powers possessed by the Members under the laws of the State of Utah with respect to solid waste management, including the powers set forth in Section 19- 6-503 of the Solid Waste Management Act (except for the power to levy and collect taxes which pow er is expressly withheld from the Agency) which powers are hereby delegated to the Agency to be exercised on behalf of the Members as contemplated by the Acts. The powers so conferred upon and delegated to the Agency shall include, without limitation, the power to:

(a) own, purchase, lease as lessee or lessor, acquire by eminent domain or otherwise, construct, operate, maintain and repair or cause to be constructed, operated, maintained, repaired and closed any Solid Waste Management Facilities;

(b) provide Solid Waste Management Facilities to handle adequately Solid Waste generated or existing within or without its jurisdiction;

(c) provide for the use of Solid Waste Management Facilities by any Member or other entity or person upon such terms and conditions and with such fees or charges as the

Agency shall determine;

(d) establish rates, fees and charges for the use of or rights to the Solid Waste Management Facilities;

(e) provide for the insurance, including self-insurance, of any property or operations of the Agency or of its Members, directors, officers and employees, against any risk or hazard, and to indemnify its Members, directors, officers and employees against any risk or hazard;

(f) appoint, retain and employ officers, agents, independent contractors and employees to carry out its powers and functions hereunder and to fix their compensation and terms and conditions of employment;

(g) make and execute any contract relating to the Solid Waste Management Facilities with the federal or a state government or any agency thereof, with a Member or any unit of local government or with any person or entity;

(h) sue or be sued;

(i) assume, by agreement, responsibility for the collection and disposition of solid waste whether generated within or without its jurisdictional boundaries;

(j) enter into short or long-term interlocal agreements with other public entities with public agencies as defined in Title 11, Chapter 13, Interlocal Co- operation Act, with private persons or entities, or any combination of them, to provide for or operate solid waste management facilities;

(k) levy and collect fees and charges as may be appropriate to discharge its responsibility for the acquisition, construction, operation, maintenance, and improvement of Solid Waste Management Facilities or any portion of them;

(l) accept and disburse funds derived from federal or state grants or from private sources or from moneys that may be appropriated by the State legislature for the acquisition, construction, ownership, operation, maintenance and improvement of Solid Waste Management Facilities;

(m) invest available funds as permitted by law;

(n) contract for the lease or purchase of land, facilities, and vehicles for the operation of solid waste management facilities;

(o) establish policies for the operation of solid waste management facilities, including hours of operation, character, and kind of wastes accepted at disposal sites, and other rules necessary for the safety of the operating personnel;

(p) sell or contract for the sale, pursuant to short or long -term agreements, of any usable materials, energy, fuel, or heat separated, extracted, recycled, or recovered from solid waste in a solid waste management facility, on terms in its best interests, and to pledge, assign, or otherwise convey as security for the payment of its bonds any revenues and receipts derived from the sale or contract or from the operation and ownership of a solid waste management facility or an interest in it;

(q) make and execute all contracts and other instruments necessary or convenient to the exercise of its powers, including use agreements with any or all of the Members;

(r) adopt, amend and repeal ordinances; resolutions, rules and regulations with respect to its powers and functions and not inconsistent with the provisions of the Acts or this Agreement;

(s) issue bonds, notes or other obligations pursuant to Title 11, Chapter 14, Utah Municipal Bond Act, Title 11, Chapter 27. Utah Refunding Bond Act or other applicable provisions of law for the purposes for which the Agency was created, and assign, pledge or otherwise convey as security for the payment of any such bonds, notes or other obligations, the revenues and receipts derived from or in connection with all or part of Solid Waste Management Facilities, which assignment, pledge or other conveyance may, if so determined by the Board, rank prior in right to any other obligation except taxes, or payments in lieu of taxes, if any, payable to the State of Utah or its political subdivisions;

(t) issue industrial development revenue bonds pursuant to Title 11, Chapter 17, Utah Industrial Facilities and Development Act, to pay the costs of financing projects consisting of solid waste management facilities, as defined in Section 19-6-502, on behalf of entities that constitute the users of a solid waste management facility project within the meaning of Section 11-17-2, and agree to construct and operate or to provide for the construction and operation of a solid waste management facility project, which project shall manage the solid waste of one or more public or private entities, all pursuant to contracts and other arrangements provided for in the proceedings pursuant to which the bonds are issued. In addition to the authority to issue bonds contained in Title 11, Chapter 17, Utah Industrial Facilities and Development Act, bonds may be issued pursuant to the authority contained in this subsection to pay the costs of establishing reserves to pay principal and interest on the bonds as provided for in the proceedings pursuant to which the bonds are issued; and

(u) enter into contracts which provide for compensation to areas affected by Solid Waste Management Facilities;

(v) enter into contracts with the Members in which the Solid Waste Management Facilities are located controlling location, use, expansion, operation, maintenance and closing of the Solid Waste Management Facilities; and

(w) exercise all other powers incident to the purposes and objectives of the Agency which may be permitted by law.

ARTICLE III. GOVERNANCE AND FINANCES

Section 3.1. Governance; Board.

(a) The Agency shall be governed by, and all legislative authority of the Agency shall be vested in and exercised by, the Board. The membership of the Board shall consist of the Representatives of all the Members. There shall be one Representative for each Member, who shall be appointed by vote of the governing body of the Member. The term of each Representative shall begin when he or she is appointed and shall continue until his or her successor is appointed. Each Representative shall have one vote on the Board, subject to the provisions of Section 3.3(c) hereof.

(b) Any Member may appoint one or more persons to serve as the Alternate Representative. The term of the Alternate Representative shall be the same as the term of the Representative. The Alternate Representative may attend any meeting of the Board and may vote as the Representative in the absence of the Representative from that Member or if there is a vacancy in the position of Representative from that Member. A person serving as Alternate Representative shall serve until his or her term expires and thereafter until the successor is appointed.

(c) All appointments of Representatives and Alternate Representatives shall be by resolution of the governing body of the appointing Member, a certified copy of which shall be filed with the Secretary of the Agency. Representatives and Alternate Representatives shall receive no compensation for their service in this capacity but may be reimbursed by the Agency for reasonable and necessary expenses incurred in performance of their duties.

(d) The Board shall elect one Representative to serve as Chairman and another Representative to serve as Vice-Chairman. The Chairman shall preside at all meetings of the Board. The Vice-Chairman shall preside over meetings of the Board in the Chairman's absence. The Board shall elect other persons, who need not be Representatives, to the positions of Secretary and Treasurer and may elect other persons, who need not be Representatives, to such other offices as 'the Board shall determine. The duties, terms of office, and manner of selection of the officers shall be prescribed in the Bylaws. The Board may provide that any officer of the Agency who is not a Representative may be compensated for service in such capacity.

(e) The Board shall determine the general policy of the Agency, shall approve the annual budget, shall make all appropriations (which may include appropriations made at any time in addition to those made in any annual appropriation document), shall determine the admission of additional Members, shall approve all contracts, shall establish rates and impose charges on Members for use of the Facilities, shall adopt any ordinances or resolutions providing for the issuance of bonds, notes or other obligations of the Agency, shall adopt the Bylaws, rules and regulations of the Agency, and shall exercise such powers of the Agency and perform such duties as may be prescribed in the Acts, this Agreement or the Bylaws.

(f) Except as a greater majority is otherwise provided in this Agreement or the Bylaws, actions required by law or by this Agreement to be taken by the Board shall be taken by an affirmative vote of a majority of the Representatives entitled to vote at the time of such vote.

(g) Upon the written request of any Representative, any matter with respect to the Agency shall be placed on the agenda of the Board.

Section 3.2. Budget; Authority Vested in Board.

(a) The budget of the Agency shall be established and maintained in accordance with law by the Board. The budget shall provide for all expenditures of the Agency. The Board is empowered to obtain such fiscal and accounting services as it deems necessary in formulating, adopting, and administering the Agency's budget. Periodic audits will also be conducted as directed by the Board. The Agency shall operate on a fiscal year basis as determined by the Board.

(b) At least 30 days prior to the approval by the Board of each budget, the Board shall provide a copy of the proposed budget to each Member for its review and comment.

Section 3.3. Fees and Charges.

(a) The Board is empowered to establish and to revise from time to time a schedule of rates and charges that is fair, equal and uniform.

(b) The Members agree to pay the fees and charges due to the Agency in accordance with the schedule of rates and charges established by the Board.

(c) Each Member shall be responsible to provide its share of any other funds required by the Board and to determine the manner in which said funds are raised; *however,* the Board may provide for a direct method of raising required revenues for the Agency from the users of the Solid Waste Management Facilities.

(d) All fees and charges by the Agency are due and payable by a Member within 30 days after presentation of the statement of such fees and charges to such Member. Any amount not paid within such 30-day period shall bear interest at a rate established by the Board. If such amount is not paid by such Member within 60 days after such amount is due, the Representative (including the. Alternate Representative) shall lose his or her voting privilege until such amount, together with interest thereon, has been paid or arrangements acceptable to the Board for such payment have been made.

Section 3.4. Payment of In-lieu Fee.

Responsive to Section 11-13-6(7) of the Interlocal Co-operation Act, the price of any product of the service or benefit to the consumer allocated to any buyer except the Members shall include the amount necessary to provide for the payments of the in-lieu fee provided for in Section 11-13-25 of the Interlocal Co-operation Act, if applicable.

ARTICLE IV. GENERAL REPRESENTATIONS, WARRANTIES AND COVENANTS

Section 4.1. Members are Cities; No Violation of Laws, etc.

Each Member represents and warrants that it is a city constituting a municipal corporation and political subdivision of the State and is authorized to enter into this Agreement and to carry out its obligations hereunder and that the execution and delivery of this Agreement will not violate under any law, order, regulation, order or rule to which such Member is subject or give rise to a default under any contract or other agreement to which such Member is a party.

Section 4.2. No Litigation.

Each Member represents and warrants that there is no litigation or legal or governmental action, proceeding, inquiry or investigation pending or threatened by governmental authorities or others or to which such Member is a party or to which any of its property is subject which, if determined adversely to the Member, would individually or in the aggregate affect the validity or the enforceability of this Agreement with respect to the Member, or otherwise materially adversely affect the ability of the Member to comply with its obligations under this Agreement.

ARTICLE V. GENERAL PROVISIONS CONCERNING THIS AGREEMENT AND THE AGENCY

Section 5.1. Effective Date.

(a) This Agreement shall be in full force and effect and be legally binding upon a Member only after its execution and approval by written resolution duly adopted by the governing body of such Member. This Agreement shall be in full force and effect and be legally binding upon all the Members upon its execution by all of the Members.

(b) Within thirty days after execution of this Agreement by a Member it shall make its appointments to the Board. Within sixty days of the effective date of this Agreement, the Board shall meet and as soon as may be practicable shall elect the officers of the Agency and adopt such Bylaws as may be appropriate.

(c) Each of the parties hereto hereby ratify and confirm the membership in the Agency of each other party to this Agreement and hereby waive any defect in the admission or to the membership in the Agency of any other party to this Agreement.

Section 5.2. Withdrawal, Termination and Dissolution.

(a) Any Member may withdraw as a Member of the Agency at any time without the consent of the Board of Directors, provided that the withdrawing Member shall remain obligated (i) as provided in Section 3.3 hereof, (ii) under the terms and conditions of any outstanding use agreement between the withdrawing Member and the Agency, and (iii) for any liabilities imposed by law. No Member may withdraw from the Agency while and so long as any bonds, notes or other obligations of the Agency are outstanding, except as permitted by the resolution or other documents authorizing the issuance of such bonds, notes or other obligations.

(b) Any Member may withdraw pursuant to paragraph (a) of this Section only upon filing with the Secretary of the Board no less than 180 days before the intended effective date of withdrawal a certified copy of a resolution of the Member determining so to withdraw.

(c) Upon withdrawal of any Member, all amounts theretofore paid or con tri but ed by such Member shall be and remain the property of the Agency and no part thereof shall be refunded to the withdrawing Member. After the effective date of the withdrawal of any Member, the Board composed of the remaining Representatives shall continue to have and assume all of the rights, duties and obligations herein provided for.

(d) The Agency shall be dissolved and terminated (i) upon the withdrawal of one or more Members so as to reduce the number of Members to one, or (ii) upon the filing with the Secretary of the Agency of certified copies of resolutions of all or substantially all of the Members determining to dissolve and terminate the Agency. As used in this paragraph (d), the term "substantially all of the Members" means all of the Members except one.

(e) Notwithstanding the provisions of paragraph (c), as long as any bonds, notes or other obligations of the Agency are outstanding and unpaid, the Agency shall not dissolve and terminate.

(f) Promptly upon any Member withdrawing from the Agency, or upon action having been taken to dissolve and terminate the Agency, that fact shall be certified by the Secretary of the Board to each of the Members.

Section 5.3. Disposition of Assets.

Upon termination of this Agreement, title to all assets of the Agency upon its dissolution shall revert to the Members in proportion to their payment of fees and charges for use of the Solid Waste Management activities for the ten fiscal years immediately preceding such termination; provided, however, that the Board shall provide for the retention of assets or moneys sufficient, in the Board's sole judgment, to provide for the payment of any unsatisfied liabilities of the Agency. The Board is hereby authorized to take such actions as shall be necessary to effectuate the termination of the Agency and to dispose of the property of the Agency.

Section 5.4. Continuing Responsibility for Kennecott Indemnification.

Each Member hereby agrees to pay its proportionate share of any liability of the Agency pursuant to the indemnification agreement dated December 14, 1993, to Kennecott Utah Copper Corporation, a Delaware corporation. The undertaking of each Member contained in the next preceding sentence shall, with respect to each Member, survive the withdrawal by such Member from the Agency or the dissolution and termination of the Agency.

Section 5.5. Nonprofit Status.

The Agency shall be a nonprofit entity. Any net earnings of the Agency (other than those required to retire indebtedness of the Agency or to implement any program undertaken by it) will not inure to the benefit of any private person.

Section 5.6. Qualification and Admission of Members.

(a) Any city in the State may be accepted into the Agency as a Member upon satisfaction of the requirements of this Section.

(b) The city council of a city that seeks to be accepted as a Member shall adopt and file with the Agency a resolution agreeing to membership in the Agency and accepting the terms and conditions of this Agreement. Thereafter, the Board shall consider the proposed membership and determine whether to accept or decline such request for membership. A city shall be accepted into the Agency as a Member upon a two-thirds favorable vote of the Board at a meeting thereof.

(c) Each city accepted into the Agency as a Member shall thereupon (i) execute and file with the Agency a counterpart of this Agreement, (ii) appoint a Representative and an alternate Representative to the Agency, and (iii) comply with any conditions for membership that the Board may determine.

Section 5.7. *Services Provided by Members.*

All services and materials provided by any Member to or for the benefit of the Agency shall be provided pursuant to a written agreement between the Agency and such Member. Such written agreement shall be approved and authorized by the Board.

Section 5.8. Nonassignability.

No Member may assign any interest herein without the consent of all of the Members and receipt by the Agency. The terms of this Agreement shall inure to the benefit of and be binding upon the respective representatives and successors of each Member of the Agency.

Section 5.9. Severability.

If any article, section, subsection; paragraph, clause, phrase or other provision of this Agreement shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such Article, Section, subsection, paragraph, clause, phrase or other provision shall not affect any of the remaining provisions of this Agreement which can be given effect without the invalid or unenforceable provisions.

Section 5.10. Counterparts; Execution of Documents; Filing.

This Agreement shall be executed in several counterparts, any one of which shall be deemed an original, but all of which shall constitute one and the same instrument. Each Member agrees that it will execute any and all deeds, instruments, documents and resolutions or ordinances necessary to give effect to the terms of this Agreement. Responsive to Section 11-13-10 of the Act, a counterpart of this Agreement shall be filed in the official records of each Member.

Section 5.11. Waiver.

(a) No waiver by any Member of any term or condition of this Agreement shall be deemed or construed as a waiver of any other term or condition, nor of any subsequent breach, whether of the same or of a different provision of this Agreement.

(b) Nothing in this Agreement shall be construed as a waiver of any power granted by law to a Member with respect to the location and operation of any Solid Waste Management Facilities of the Agency within the corporate limits of the Member.

Section 5.12. Complete Agreement.

(a) This Agreement merges with and supersedes all prior negotiations, representations and agreements between or among the Members relating to the subject matter hereof and constitutes the entire contract among the Members concerning the formation and powers of the Agency.

(b) From and after the effective date of this Agreement, it shall supersede, in all respects, the Prior Agreement without in any way calling into question or casting any doubt upon any action previously taken under the Prior Agreement.

Section 5.13. Amendments to this Agreement.

This Agreement may be amended only upon the approval of such amendment by a written resolution duly adopted by the governing body of each of the Members. No amendment shall be made which would in any way materially prejudice the rights of any parties to whom the Agency owes money.

Section 5.14. Governing Law; Determination.

This Agreement shall be governed by and construed in accordance with the laws of the State of Utah. Responsive to Section 11- 13-12 of the Act, it is hereby determined that the provision by the Agency of the services and facilities authorized by this Agreement is authorized under applicable laws of the State of Utah.

DATE: July _____, 2025

_____
(Name of City)

By:_____
(Title)

[SEAL]

ATTEST AND COUNTERSIGN:

By: _____
City Recorder

Approved as to proper form and compatibility with the laws of the State of Utah, and duly authorized, executed and delivered by the Member

By: _____
Attorney for the City

DATE: July _____, 2025

RESOLUTION R2025-40

A RESOLUTION APPROVING A STREET NAME CHANGE FOR A STREET LOCATED WITHIN SOUTH JORDAN CITY.

WHEREAS, the City of South Jordan experienced an unfortunate accident that has had significant impact on many members of the community, and

WHEREAS, the accident that occurred on November 6, 2024 resulted in the death of 15 year old Logan Hansen, and

WHEREAS, many members of the community have expressed a desire to remember Logan and have circulated a petition to residents residing on 3210 West Street between 10540 South and 10950 South in South Jordan City; and

WHEREAS, the petition requests that the City file an Affidavit of Street Name Change with the Salt Lake County Recorder's Office adding the alphabetic name "Logan Lane" to the existing numerical name in remembrance of Logan Hansen; and

WHEREAS, the City Council finds that adding the street name in accordance with the community's request will enhance the public health, safety and general welfare, of the residents of the City of South Jordan.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF SOUTH JORDAN CITY, STATE OF UTAH:

Section 1. Street Name Change. The South Jordan City Council hereby approves and adopts the proposed street name 3210 West "Logan Lane", and directs City Staff to file appropriate documentation with Salt Lake County to reflect the updated street name.

Section 2. Severability. If any section, clause or portion of this Resolution is declared invalid by a court of competent jurisdiction, the remainder shall not be affected thereby and shall remain in full force and effect.

Section 3. Effective Date. This Resolution shall become effective immediately upon its passage.

[SIGNATURE PAGE FOLLOWS]

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, ON THIS _____ DAY OF _____, 2025 BY THE FOLLOWING VOTE:

	YES	NO	ABSTAIN	ABSENT
Patrick Harris	_____	_____	_____	_____
Kathie Johnson	_____	_____	_____	_____
Donald Shelton	_____	_____	_____	_____
Tamara Zander	_____	_____	_____	_____
Jason McGuire	_____	_____	_____	_____

Mayor: _____ Attest: _____
Dawn R. Ramsey

Approved as to form:

Charity Brienz
Charity Brienz (Jul 9, 2025 10:20 MDT)

Office of the City Attorney

APPLICATION FOR

STREET NAME CHANGE

SOUTH JORDAN CITY, UTAH

Name of Applicant Angela Leatham Phone [redacted]

Address of Applicant [redacted]

I hereby apply for a street name change in the City of South Jordan, Utah. I agree to pay the City's cost of purchasing and installing any signs made necessary by this request.

Signature Angela Leatham Date 4/03/2025

Subdivision Name _____

Present Street Name and/or Number 3210 West

Proposed Street Name and/or Number Logan Lane (3210 West)

Attached is a list of all property owners affected by this request and approval of the new street name from the Salt Lake County Property Identification Coordinator.

NOTICE TO PROPERTY OWNERS

An application has been filed by _____

to change the Name of _____

to _____

PLEASE COMPLETE THE FOLLOWING INFORMATION:

T NO.	NAME	SIGNATURE	ADDRESS	APPROVE	DISAPPROVE
	Josh and Branda Hansen		[redacted]	✓	
	Justin Jones			✓	
	Brian Preece			✓	
	Charisse Stens			✓	
	CJ Mansfield			✓	
	Pete & Markay Perron			✓	
	Bob & Jeannine Stovall			✓	
	~~Stacy Greaves~~	~~Stacy Greaves~~		✓	
	~~Tim~~ Tim Trebesch			✓	
	Paul Parker			✓	
	Gary Mills			✓	
	Curtis Ashcroft			✓	
	David Hansen			✓	
	Phyllis Seyler			✓	
	Lynn Chatterton			✓	

NOTICE TO PROPERTY OWNERS

An application has been filed by _____

to change the Name of _____

to _____

PLEASE COMPLETE THE FOLLOWING INFORMATION:

T NO.	NAME	SIGNATURE		APPROVE	DISAPPROVE
	Debi Safran	Debi Safran	[redacted]	X	
	Christine Gray	Christine Gray		X	
	Julie Anderson	Julie Anderson		X	
	[illegible]	[illegible]		X	
	[illegible] FOR BUSH	[illegible]		X	
	Becky Lange	Becky Lange		X	
	Sharon Briggs	Sharon Briggs		X	
	Camila B. Gibbs	Camila		X	
	Angela Leatham	Angela Leatham		√	

SOUTH JORDAN CITY
CITY COUNCIL STUDY MEETING

June 3, 2025

Present: Mayor Dawn Ramsey, Council Member Patrick Harris, Council Member Kathie Johnson, Council Member Don Shelton, Council Member Tamara Zander, City Manager Dustin Lewis, Assistant City Manager Jason Rasmussen, Assistant City Manager Don Tingey, City Attorney Ryan Loose, Fire Chief Chris Dawson, Deputy Police Chief Rob Hansen, Chief Financial Officer Sunil Naidu, City Engineer Brad Klavano, Director of Recreation Janell Payne, Public Works Director Raymond Garrison, Director of Planning & Economic Development Brian Preece, Director of Human Resources Teresa Cook, Communications Manager/PIO, Rachael Van Cleave, CTO Matthew Davis, Senior Systems Administrator Phill Brown, GIS Coordinator Matt Jarman, City Recorder Anna Crookston, Long-Range Planner Joe Moss, Streets Manager Logan Nickel, Streets Supervisor Dillon Underwoord, Streets Supervisor Porter Mecham, Associate Director of Public Works Rawlins Thacker, Graphic Design Content Coordinator Tyson Cole, Planning Commissioner Sam Bishop

Absent: Council Member Jason McGuire

Others: Shawn Seager, Erie Walker, Linda Walker, Zeynep Kariparduc

4:36 P.M.
REGULAR MEETING

A. Welcome, Roll Call, and Introduction - *By Mayor, Dawn R. Ramsey*

Mayor Ramsey welcomed everyone present and introduced the meeting.

B. Invocation – *By Council Member, Kathie Johnson*

Council Member Johnson offered the invocation.

C. Mayor and Council Coordination

City Manager Dustin Lewis provided an update regarding Summerfest event logistics. He noted that council members would receive a packet containing their shirt, hat, and breakfast tickets. He emphasized that the location of the breakfast has changed and will no longer be held at the fire station. Instead, it will take place at the corner of the park. A map is included in the packet for reference. Council members may park at the Public Works yard. He advised not to block any doors or equipment when parking in that area. He stated that if anyone forgets their access card, they may park in one of three designated yellow lots and walk to the breakfast site, where parade drivers will pick them up. He noted that the carnival has also been relocated to a larger area, allowing for more activities and improved safety.

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Mayor Ramsey expressed enthusiasm for the upcoming Summerfest events, noting her excitement about the city float, which she described as impressive and uplifting. She mentioned the float preview would take place that evening and anticipated a good turnout. She asked if there was anything additional that needed to be coordinated for the event and emphasized that Summerfest is the primary focus for the week. She also acknowledged that graduation ceremonies for both Bingham High School and Herriman High School would be held the following day. She plans to attend both ceremonies and noted she typically receives a personal invitation from the senior class officers to participate. She highlighted graduation day as another significant event for the community.

D. Discussion/Review of Regular Council Meeting:

Presentation Items:

- Annie Cast Theater preview.
- City Youth Council end of year report.
- Oath of Office Ceremony City Youth Council.
- South Valley Chamber of Commerce annual update.

Action Item:

- Resolution R2025-30, Regarding certain parcels owned by the dissolved Glenmoor Special Service District and authorizing the Mayor to sign Quit Claim Deed transferring ownership of those parcels.

Public Hearing Items:

- Resolution RDA 2025-02, Adopting a final budget for the Redevelopment Agency of the City of South Jordan, Utah, for the fiscal year 2025-2026.
- Resolution R2025-21, Adopting a final budget; making appropriations for the support of the City of South Jordan for the fiscal year commencing July 1, 2025 and ending June 30, 2026 and determining the rate of tax, and levying taxes upon all real and personal property within South Jordan City, Utah made taxable by law for year 2025.
- Resolution R2025-31, Stating proposed compensation increase for specific City officers.
- Ordinance 2025-13, Fixing the compensation for the South Jordan elective and statutory officers.
- Ordinance 2025-04, Vacating a portion of Linger Lane right-of-way between Easy Bee Road and Lake Avenue.

Assistant City Manager Don Tingey provided an update on Resolution R2025-30 regarding the Glenmoor Special Service District property. He explained that although the city had previously assumed maintenance responsibilities for all parks in the area, ownership of the park properties was never formally transferred to the city when the Glenmoor Service District was dissolved. The issue came to light during the preparation of a grant application, which required proof of ownership. This action will provide the city with the necessary deeds, allowing for proper recording and the transfer of five parks and 12 associated properties into the city's name. He noted that while the matter had not previously been a priority, it became one in the context of the grant submission process.

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Mayor Ramsey addressed the topic of employee compensation adjustments. She explained that the city is implementing a modest salary increase compared to neighboring cities, based on what is financially sustainable. While the increase is smaller, it reflects a responsible approach that avoids overextending the city's budget. The adjustment includes a 1% increase for all employees, excluding those on the step plan, which follows a separate structure. Mayor Ramsey expressed confidence that this approach will not create financial challenges in the future.

City Manager Dustin Lewis clarified the nature of the salary adjustment is a 1% merit-based increase, not a cost-of-living adjustment (COLA). Only employees who meet performance expectations will receive the increase. No general COLA will be applied this year.

E. Presentation Items:

E.1. South Jordan Art's Council member appointment. *(By Director of Recreation Janell Payne)*

Director of Recreation Janell Payne introduced Zeynep Kariparduc.

Zeynep Kariparduc expressed appreciation for the opportunity to speak and introduced herself as a Turkish American citizen and South Jordan resident of eight years. She shared that they are a professional visual and performing artist, with deep involvement in interfaith and multicultural initiatives. She expressed a desire to contribute to South Jordan's arts and cultural programs and bring a unique perspective to the community. She noted current service on the advisory board for the Living Traditions Festival and a nomination to the Utah Division of Arts and Museums advisory board. She has organized numerous arts and cultural events, including a recent multicultural ethnic dance festival at The Gateway, and mentioned ongoing discussions about potentially relocating that festival to South Jordan or Herriman. Additionally, she highlighted her role as chair of the Emerald Hills Institute, through which she has organized and taught a variety of cultural and educational art programs. These include Turkish marbling, Native American reading classes, Japanese origami, and other world arts workshops. She expressed interest in further contributing to South Jordan through these experiences and programs.

Council Member Harris inquired about the type of artwork the Ms. Kariparduc creates.

Ms. Kariparduc shared that she has taught Turkish folk dance for 10–15 years, including performances of whirling dervish traditions. Their dance groups have performed at various venues and events throughout the valley, such as the Living Traditions Festival, the Parliament of the World's Religions, and other cultural programs. In addition to performing arts, the applicant creates Turkish crochet and evil eye jewelry.

Mayor Ramsey reflected on her long-standing acquaintance with Ms. Kariparduc, recalling their first in-depth conversation during the planning of South Jordan's first Interfaith Day of Service. Mayor Ramsey remarked on the applicant's consistent presence at community and interfaith events, including the Utah Governor's inauguration devotional. She praised the applicant's active

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volunteerism and community involvement, stating that she sees her participating across many venues and initiatives. Mayor Ramsey acknowledged the applicant's strong reputation and respect throughout the state. She expressed appreciation for the applicant's interest in serving on the city's Arts Council, emphasizing the Arts Council's importance within the community. Mayor Ramsey outlined the next steps in the appointment process, noting that the council members would discuss the application and that Ms. Kariparduc could expect to be contacted by staff in the near future.

E.2. South Jordan Senior Advisory member appointment. *(By Director of Recreation Janell Payne)*

Director of Recreation Janell Payne introduced Kaye Wadley.

Kaye Wadley shared her recent experience as a new resident and senior community member. Having moved to the area a year and a half ago, she began attending the Senior Center to connect with others and was impressed by the center's management and the respectful treatment of its members. Inspired by a conversation with a retired gentleman in St. George who described feeling "invisible" after transitioning to a new stage in life, she expressed her commitment to helping seniors feel seen and valued. Ms. Wadley emphasized the importance of recognizing seniors who may feel overlooked and highlighted her goal to ensure their voices are heard. She recounted a moment when Mayor Ramsey personally greeted seniors on a bus trip to a Bees game, an act that inspired her to want to serve the senior community.

Mayor Ramsey inquired about Ms. Wadley's previous residence prior to moving to the city, specifically asking if she came from St. George.

Ms. Wadley shared that she and her husband previously lived in Connecticut before moving to St. George, where they resided for 30 years. After the passing of her husband and, shortly thereafter, one of her daughters, she relocated to South Jordan to be closer to her remaining two daughters. She expressed appreciation for the community and its offerings, noting that she enjoys living in South Jordan and might have moved sooner if circumstances had allowed.

Mayor Ramsey thanked Ms. Wadley for attending and expressing interest in serving the community. She acknowledged the strength of the Senior Center team and expressed pride in the city's offerings and residents. Mayor Ramsey outlined that the selection process would continue with internal discussion among council members, and that Ms. Wadley could expect to be contacted by staff in the near future.

E.3. Sidewalk maintenance update. *(By Director of Public Works, Raymond Garrison)*

Director of Public Works Raymond Garrison introduced Streets Maintenance Supervisor Porter Mecham, Streets Maintenance Supervisor Dillon Underwood, Streets Manager Logan Nickel, and Associate Director of Public Works Rawlins Thacker.

Director Garrison reviewed prepared presentation (Attachment A), providing an update on the city's sidewalk maintenance program. He highlighted that the city currently maintains

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approximately 475 miles of sidewalks, which increased by over 18 miles in the past four years. The recent approval of an additional crew in 2022 has significantly improved sidewalk replacement efforts. He explained the process for addressing sidewalk concerns, noting that tree roots are the most common cause of trip hazards. Arborists are involved to minimize tree damage during repairs, aiming to preserve tree health while ensuring sidewalk safety. Other causes include poor compaction during installation or utility work, water leaks, and settling. The department is actively pursuing preventative strategies, such as selecting appropriate tree species and using root barriers, to reduce recurring trip hazards. Reported hazards are marked with spray paint for visibility until repairs can be made. Current repair methods include concrete pumping, effective for settling issues, and grinding, which smooths uneven surfaces but serves as a temporary fix, especially in cases involving tree roots.

Council Member Shelton requested additional information about the concrete pumping repair method and how it functions.

Director Garrison explained the concrete pumping process used for sidewalk repairs. He described how small holes are drilled into the displaced concrete, and a specialized pump injects a cement-based slurry mixture into the voids beneath.

Streets Manager Logan Nickel noted this mixture is thinner than standard concrete and does not contain aggregate, which allows it to flow easily and avoids clogging the pump. As the slurry fills the space, it lifts the concrete slab back to the proper level. The material then hardens, providing a stable and even surface.

Director Garrison continued reviewing prepared presentation (Attachment A). He noted that while the city previously focused heavily on full sidewalk tear-outs and replacements, the growing volume of requests led to a shift in strategy. Although full replacements are still the most permanent solution, especially for areas affected by tree root damage, the department has increasingly incorporated more temporary methods, such as concrete pumping and grinding, to address immediate needs and maximize efficiency. He explained that when a sidewalk trip hazard is reported, the team inspects not only the reported location but also surrounding areas to identify and address additional hazards. This cluster approach improves efficiency and reduces costs by allowing concrete crews to address multiple work orders in a single area. He reviewed a bar graph from the presentation, indicating that while a significant number of sidewalk work orders are being completed (represented by gray bars), the volume of incoming requests (blue bars) continues to exceed completions. On average, the city handles about 100 sidewalk work orders per year. He noted that prioritization is based on a combination of first-come, first-served, and hazard severity. He acknowledged the challenge of balancing ongoing sidewalk hazards with available resources, but emphasized that the city is adapting its strategies to more effectively address the backlog.

Council Member Zander expressed support for the city's approach of addressing sidewalk issues in surrounding areas once a request is received. She inquired about the level of engagement with residents during the assessment process, specifically, whether staff communicate directly with

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homeowners, such as by knocking on doors, or if the evaluation is limited to the condition of the sidewalk itself.

Director Garrison responded that staff typically assess the surrounding area for trip hazards without direct engagement unless residents are present. He noted that many homeowners are not home during assessments, so crews usually drive through and visually inspect nearby sidewalks. However, residents often approach the crews during active tear-out work to report additional hazards, which the team then evaluates on-site.

Council Member Zander asked what the best method is for residents to report sidewalk trip hazards or engage with the city regarding related concerns.

Director Garrison responded that residents can report sidewalk trip hazards through the city's website using the work order system. Once submitted, the issue is entered into the city's internal work order system for follow-up. He referred to a slide (Attachment A) showing a visual example where a single reported hazard (marked in blue) led to the identification of additional hazards in the surrounding area (marked in red), demonstrating the city's strategy of addressing clusters of issues for efficiency. He then reviewed two graphs comparing square footage of sidewalk removal and replacement completed by in-house crews versus contracted services. He noted that with Public Works now fully staffed, including a second sidewalk crew, the amount of work completed internally is expected to increase significantly in the coming months. He also shared that a shift in strategy was prompted by a field observation; some sidewalks that had been replaced just a few years prior were already lifting again due to developing tree roots. This led to the decision to expand the use of concrete grinding as a short-term mitigation approach. A contractor was hired to grind 66 locations, successfully removing 300 trip hazards. This strategy has allowed city crews to remain focused in designated areas without being pulled citywide for individual requests, improving efficiency in hazard elimination.

Mayor Ramsey expressed support for the sidewalk grinding strategy, noting that it helps the city catch up on repairs and buys time before full replacements are needed, allowing tree roots to develop naturally in the meantime.

Director Garrison concluded his presentation by showing photos illustrating the results of sidewalk grinding. He pointed out areas where grinding had successfully reduced trip hazards, as well as sections where voids beneath the sidewalk indicated that grinding would not be effective, requiring root or tree removal instead. He reported that year-to-date, the city has eliminated 685 trip hazards through a combination of grinding, pumping, and full sidewalk replacements. Looking ahead, he noted that the city has ordered its own concrete grinder, which will significantly enhance responsiveness. The goal is to address new trip hazard work order requests within 24 hours of submission. He emphasized that the grinder will be a "game changer," allowing one crew to perform grinding citywide while another focuses on full replacements in designated areas, greatly improving efficiency and workflow management.

Mayor Ramsey expressed appreciation for the Public Works team and acknowledged the difficulty of their work. She reflected on her own brief experience assisting with sidewalk repairs

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and recognized the physical effort required to break up and replace concrete. She commended the department's dedication and high-quality work, emphasizing that their efforts significantly contribute to the city's appeal and residents' quality of life.

Manager Nickel highlighted the significant contributions of the city's in-house crews in sidewalk repair work. Referring to the presented graphs, he noted that while contractors completed approximately 8,800 square feet of concrete removal and replacement this year, the city's crews handled about 52,000 square feet combined, around 25,000 square feet each. He emphasized that contractors typically manage overflow or additional work beyond the city crews' capacity.

Council Member Johnson asked whether the city will discontinue using contractors for sidewalk grinding once the new grinder is operational.

Manager Nickel responded the city will continue to use contractors for larger or overflow projects, the acquisition of the new grinder will enable crews to address sidewalk grinding requests more quickly and efficiently. He emphasized that the main focus is to improve response times and maintain crew efficiency across different areas.

Council Member Shelton inquired whether the sidewalk work currently underway on 4000 West is being performed by city crews or contracted out.

Manager Nickel confirmed that the sidewalk work currently underway on 4000 West is being performed by a contractor. He explained that longer stretches of sidewalk, such as this project, are typically assigned to contractors to avoid tying up city crews for extended periods, allowing crews to focus on other areas.

Council Member Zander asked about contractor identification during sidewalk repair work. She inquired whether residents can distinguish between city crews and contracted workers, such as through uniforms or vests, to know who is performing the work. Director Garrison noted staff has logo uniforms. Council Member Zander acknowledged the positive impact of the city's public works employees on residents. She emphasized that the presence and respectful demeanor of South Jordan staff frequently receive praise from the community. She thanked the crews for their professionalism and noted that their courteous interactions contribute significantly to residents' positive perceptions of city services.

E.4. City communications update. *(By Communications Manager, Rachael Van Cleave & Director of Administrative Services, Melinda Seager)*

Director of Administrative Service Melinda Seager noted it had been some time since the team last reported to the Council. She expressed appreciation for the talented professionals on her team and explained that the presentation would provide updates on current communication trends, metrics, and initiatives.

Communication Manager Rachael Van Cleave reviewed prepared presentation (Attachment B). Handout (Attachment C). She introduced the team, which remains small but highly active, and highlighted the addition of an intern. She acknowledged Graphic Design Content Coordinator Tyson Cole, a team member and published cartoonist whose work has significantly elevated the

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quality of the city's visual materials. His contributions include custom illustrations for events such as Summerfest and ongoing projects like the "Dine with Dawn" cartoon and the city's coloring page series. She reported that the team has received multiple awards for their work, including a national Silver Anvil Award for the public relations efforts surrounding the Pure SoJo project, and three Golden Spike Awards at the state level. One of these included top recognition in crisis communications for their creative response to the "Barbie Land" issue. She noted the division remains professionally active, with several team members holding or having held leadership roles in state public information and communications associations. She noted she currently serves as Vice President of the Utah Public Information Officers Association and will assume the role of President later this year. Communications Specialist Josh Timothy, recently completed service as President of the Utah Association of Government Communications and continues to assist with the city's drone program and related legislative monitoring. She outlined the Communications Division's primary goals; to position South Jordan as a leader in social media presence and engagement, to promote the city as a top location to grow or start a business, and to be recognized by peers as a leader in government communications. She noted that South Jordan was identified as the top municipal organization in a recent peer survey conducted by the statewide Public Information Officers Association, reflecting strong progress toward that objective. She emphasized that although the Communications team is small, they are deeply dedicated and tie all their work to the strategic priorities established by the City Council. She noted that the division operates under its own communications strategic plan, aligned with broader city goals. As the fiscal year draws to a close, she provided updates on several focus areas, beginning with social media. The team concentrated on growth, engagement, and improvement, and exceeded all key metrics for the year. For example, Instagram followers grew by 26%, surpassing the 25% target, and average account reach for Facebook and Instagram increased by 52%, with Instagram alone increasing by 95%. These results reflect a strategic emphasis on platforms that have proven especially effective in community engagement. She also reviewed efforts to support economic development, noting that it had been a significant area of focus over the past year. Key initiatives included the "Dine with Dawn" video series, promotional content tied to the Salt Lake Bees partnership, and other media supporting local businesses. The team tracked outcomes through newsletter engagement and social media reach, exceeding industry benchmarks. She explained that one of the more ambitious goals for the year was to positively impact public sentiment, something she acknowledged is one of the most difficult outcomes to achieve in a public relations campaign. She noted significant success in some areas while recognizing room for improvement in others. On social media, the team set a target for at least 60% of post engagement, such as comments and reaction emojis, to be positive. The actual results far surpassed this, with 99.8% of interactions on both Facebook and Instagram being positive. She highlighted this as a notable achievement, especially given the often critical or polarized nature of online platforms. However, she pointed out that results from the city's annual resident survey did not meet two sentiment-related goals. These lower marks were tied to perceptions around public safety and traffic, particularly as they relate to the urban center project. She noted that traffic issues are especially challenging to influence because many contributing factors, such as regional construction and state-controlled roads, are outside of the city's control. She added that the goals may have been overly ambitious given those external

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variables, but emphasized that the feedback still provides important direction for future outreach efforts.

Mayor Ramsey observed that the sentiment reflected in the survey likely coincided with the months leading up to the opening of the new ballpark, a time marked by public uncertainty and concern. She noted that many residents expressed apprehension about potential issues such as traffic congestion, parking availability, and public safety, much of which was based on hypothetical or anecdotal fears. Now that the ballpark has opened and many of those anticipated problems have not materialized, Mayor Ramsey expressed confidence that public perception will improve going forward, as residents gain firsthand experience with the actual impact of the project.

Manager Van Cleave continued to review prepared presentation (Attachment B) by emphasizing the increasing demand placed on the Communications team due to the rising number of media inquiries. Since they began formally tracking in November 2022, the monthly volume has more than doubled by fiscal year. She attributed this growth to two main factors: first, the team's sustained efforts to build strong relationships with local media outlets through consistent responsiveness and proactive outreach like newsroom visits; and second, a surge in high-profile incidents. She then distinguished between "key outreach" efforts, planned initiatives such as public awareness campaigns, and "media drivers", unplanned events that require immediate response. She explained how the team has to be flexible, often putting aside scheduled work to manage emergent communications.

Director Seager continued by expressing sincere gratitude to the Council and the Mayor for their support and collaboration, noting that many of the media-related challenges faced by other cities have been avoided in South Jordan thanks to the consistent professionalism and coordination between elected officials and the communications team. She emphasized how valuable it is to have a trusted working relationship where the communications team is kept in the loop on operational developments, allowing them to align messaging effectively and avoid confusion or misrepresentation. She concluded by highlighting that the city's strong, unified approach to public messaging has protected its reputation and allowed staff to focus more on serving residents rather than managing preventable media crises.

Manager Van Cleave provided a training segment to the City Council on media relations, highlighting examples from other jurisdictions to emphasize the importance of coordination and caution in public communications. She shared anonymous examples, collected from colleagues locally and nationwide, of situations where elected officials unintentionally created confusion or controversy. These included instances such as a council member endorsing a political candidate using city letterhead, elected officials releasing city-related information before official messaging was approved, and officials sharing personal opinions in public forums that were interpreted as official city stances. She noted that such actions can blur the line between personal opinion and official city messaging, erode public trust, and force the city into reactive communication strategies. She emphasized that trust in government communication is essential and best maintained through coordinated, timely, and accurate messaging. To avoid confusion,

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the city typically relies on the Mayor as the primary spokesperson, especially given Mayor Ramsey's willingness and effectiveness in public-facing roles. If the Mayor is unavailable or if the situation pertains to technical or incident-related matters, she, as the Public Information Officer (PIO), steps in. Additionally, subject matter experts may be called upon for specific topics. She expressed gratitude to the Council for their professionalism and collaboration, which has helped the city avoid the types of communication missteps experienced elsewhere.

Mayor Ramsey clarified that in the case of public safety incidents involving police or fire, she does not serve as the spokesperson. Instead, those communications are handled directly by the designated Public Information Officers (PIOs) for the Police or Fire Departments. This ensures accurate, timely, and appropriate messaging from subject matter experts during such incidents. She added that if the matter involves an ongoing investigation, she also does not serve as the spokesperson, allowing the appropriate officials and PIOs to handle communications to maintain the integrity of the investigation.

Manager Van Cleave clarified that for incident communications, the mayor or council members are generally not involved unless there is a public need for reassurance, where the mayor often serves as a more personal community presence rather than discussing case details. She emphasized the communication process; when council members are contacted by media, they should immediately notify City Manager Lewis, who will then inform her, or vice versa. This ensures they remain coordinated. She explained that while she focuses on preparing key messaging related to inquiries, City Manager Lewis is aware of political or situational dynamics that might affect communication strategy, so their close coordination is essential. She added that the same communication process applies to city staff. If staff are contacted by media, they are instructed to direct inquiries to her first. This ensures messaging aligns with the overall city communications strategy and any ongoing situations. She can then guide staff on how to respond appropriately, maintaining consistent and coordinated messaging across the city.

City Manager Lewis emphasized the importance of safety when media crews arrive unexpectedly at incidents like major water leaks. The priority is to keep media personnel safe and out of the active work area. Once the situation is secure, media can be directed to interview the appropriate subject matter experts without interfering with ongoing operations.

Manager Van Cleave explained that regular Public Information Officer (PIO) trainings are conducted with city staff to ensure consistent and clear communication. These trainings emphasize the importance of using prepared key messages and carefully chosen wording to maintain clarity, prevent confusion about who is speaking for the city, and uphold public trust. She provided the council with a one-page reminder sheet (Attachment C) encouraging them to reach out to her with any media inquiries so she can help prepare talking points or determine the best spokesperson for each situation. She also acknowledged and appreciated council members who proactively communicate with the communications team about upcoming media contacts, even when the topics fall outside the city's official messaging.

City Manager Lewis added that if any council members are invited to speak at events, the communications team is a valuable resource for preparation. They regularly assist by providing

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bullet points, speaking notes, background on the hosting organization, and relevant key messaging that ties back to the city.

Mayor Ramsey expressed her appreciation to the communications team for the significant progress made since the City Council requested a more strategic approach to communications approximately two years ago. She acknowledged that the request has been fulfilled and emphasized the results of the team's efforts. She noted her own involvement in biweekly meetings with the communications staff to review analytics, evaluate data, discuss messaging plans, and ensure alignment on upcoming initiatives. Mayor Ramsey praised the team's hard work and effectiveness, remarking that the city's communications are among the best, as reflected in peer recognition and public feedback.

F. Discussion Item:

F.1. FrontRunner Station Area Plan. *(By Long-Range Planner, Joe Moss & Wall Consultant Group, Shawn Seager)*

Mayor Ramsey noted that the City has made strong progress on its Station Area Plans (SAPs) along the TRAX station, which have already been certified, and the city is also advancing well on the statewide SAPs that must be certified this year. She acknowledged that there is still significant work ahead but expressed confidence in the progress and efforts so far. As the chair of the Wasatch Front Regional Council, the certifying body for these plans, she shared her appreciation for the positive developments and highlighted South Jordan's leadership and accomplishments in this area.

Long-Range Planner Joe Moss provided a brief introduction to the FrontRunner Station Area Plan project, emphasizing the city's proactive approach in aiming to complete and certify the plan before the legislative deadline at the end of the year. He noted that the team is intentionally working ahead of schedule to avoid the congestion and delays that often occur during end-of-year meetings with the Wasatch Front Regional Council (WFRC), the certifying agency. He introduced Wall Consultant Group (WCG) Senior Planner Shawn Seager.

Mr. Seager, representing WCG and working in partnership with WFRC, provided an overview of the Station Area Plan process and South Jordan's progress. He praised the collaboration with city staff and noted the strategic effort to get four TRAX station area plans approved prior to opening the Central Station and the ballpark. This effort stems from a 2022 legislative requirement that mandated the creation of station area plans to align with the state's significant investments in public transit infrastructure, including FrontRunner, light rail, and BRT systems. The focus of this particular plan is the South Jordan FrontRunner Station, primarily on the west side of I-15, both north and south of 10600 South. Sandy City has completed a corresponding plan for the east side. Mr. Seager reviewed prepared presentation (Attachment D). He explained how this plan fits into the broader statewide effort, highlighting the progress made by WFRC and MAG in certifying other station area plans and the coordination efforts with Sandy City to ensure consistency across municipal boundaries. Mr. Seager continued his presentation by explaining how the South Jordan Station Area Plan was coordinated to align with Sandy City's adjacent plan, particularly emphasizing the proposed pedestrian bridge over I-15. He noted that while the

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bridge may benefit Sandy more directly, it remains an important connection for regional mobility. To meet legislative requirements, WFRC provides a checklist for plan compliance, which the South Jordan plan fulfills. As part of the public engagement process, he and the planning team conducted multiple one-on-one stakeholder interviews and distributed quarter-page postcards with QR codes for survey participation. Every apartment unit and business within the project area received a survey card, resulting in 260 responses during the month-long survey period from March to April. Survey themes reflected common transit concerns; requests for later and Sunday FrontRunner service, more food options near the station, better first- and last-mile pedestrian connectivity (particularly across I-15), improved access to the Jordan River, availability of restrooms, and the need for shelters or warm waiting areas during cold weather. The plan includes several key recommendations, with a particular focus on improving east-west connectivity across I-15, whether through pedestrian infrastructure or enhanced transit links. While I-15 remains a physical barrier, he noted that the station benefits from excellent automobile access, which continues to serve the area well.

Mayor Ramsey shared an update regarding the WFRC's ongoing "Transit Fresh Look" project, which has been underway for the past nine months. With only one meeting remaining, preliminary data indicates that the preferred alternative for improving transit connectivity between the FrontRunner and the TRAX station, potentially through a dedicated bus rapid transit (BRT) lane along South Jordan Parkway, is the most prepared transit corridor in all of northern Utah County and southwest Salt Lake County. She emphasized that South Jordan may be the first to successfully implement such a connection, and the city will prioritize advancing this project.

Mr. Seager continued to review prepared presentation (Attachment D). He expressed enthusiasm about the city's transit progress and continued with a summary of key recommendations for the FrontRunner Station Area Plan. He emphasized the need for increased bicycle visibility, noting that while bike lanes exist, they aren't highly visible. He recommended using green paint for better lane definition, an inexpensive and effective strategy successfully used in places like Saratoga Springs and along Redwood Road. He also mentioned enhancing awareness of existing bicycle facilities, such as lockers, which are currently hard to locate without signage. Implementing wayfinding signs would help users navigate to these resources more easily. Additionally, he encouraged the continued preservation of the Jordan River corridor through thoughtful development agreements as the area to the north is built out. He also recommended shared parking improvements to support activity and vibrancy near the station. With more residents moving into the area, there is an opportunity to foster community engagement through amenities like food trucks or other activations that encourage public use of the space.

Council Member Zander inquired about the proposed pedestrian bridge over I-15, seeking clarification on what it entailed.

Mr. Seager confirmed that the pedestrian bridge concept has been in discussion for quite some time. He noted that the WFRC has played a key role in exploring funding options for the project, which would connect the South Towne Mall area in Sandy, crossing over I-15 and the FrontRunner line, and linking into South Jordan near 10200 South.

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Council Member Zander asked about the cost of the pedestrian bridge over UVU. Mr. Seager confirmed it was approximately $33 million. Mr. Seager shared that he was the planning director at MAG when the $33 million pedestrian bridge project was funded. He explained that the funding was secured through partnerships with UDOT and the state legislature, who had an interest in UVU. He noted that the upcoming bridge would have a shorter span than the UVU bridge but would still be significant, estimating its cost to be around $20 million.

Director of Planning & Economic Development Brian Preece added that the original plan for the bridge included BRT, pedestrian, and equestrian uses, but over time the scope narrowed to pedestrian-only. He noted that the project's cost has steadily increased and that the idea has been under discussion for quite some time. He added that Sandy City has met with them and that South Jordan has been supportive of the bridge project all along, though it is not a top priority for them. He explained that a bus circulator could address many transit needs, and that the high cost of the bridge has actually been an impediment to launching that circulator.

Mr. Seager shared a story illustrating the challenges of transit connectivity near the FrontRunner station. He recounted encountering a recent amputee and para-Olympian, who was a former professional rock climber trying to reach a climbing gym near REI. The man was attempting to use UTA’s on-demand service, which was too busy during peak hours, and was hesitant to spend money on an Uber. Seeing his difficulty, Mr. Seager and a colleague offered to drive him there, highlighting the real-life impact of transit access limitations and reinforcing the importance of improved first- and last-mile connections in the station area plan. Mr. Seager concluded by outlining the recommendations included in the station area plan’s implementation strategy. He emphasized that while the city is not expected to complete all items within the next five years, it is important to report progress regularly, highlighting studies, evaluations, and whether the initiatives align with city needs.

City Manager Lewis outlined the next steps, stating that the plan will be sent to the Planning Commission for their review before returning to the City Council for final adoption.

Director Preece noted that since this is a draft, now is the appropriate time for council members to provide any comments, suggestions, or requests for changes or additions to the plan.

Council Member Shelton expressed concern about the limited availability of land within the designated areas, questioning whether there is sufficient space for development or projects as outlined in the plan.

Mr. Seager acknowledged Council Member Shelton’s observation, noting that the draft map on page 46 (Attachment E) highlights limited available land, much of which consists of newer buildings unlikely to be redeveloped. The yellow parcels on the map indicate potential development sites, primarily older properties near 100 South and by I-15, including some hotel properties. However, these parcels are currently owner-occupied and in use. The map provides a broad overview of parcels that might be available for future development. He noted that they had a positive meeting with Ultradent, who shared some infield projects they have planned. He mentioned that some parking lots may be developed as part of these projects, indicating potential future changes in land use.

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Council Member Shelton asked if the infield projects discussed by Mr. Seager involved more manufacturing-type facilities.

Director Preece explained that Ultradent purchased one of the first office buildings in the area and they may need more office space as they expand. The city has encouraged them to focus on developing more office buildings and higher-intensity uses rather than manufacturing. While manufacturing is valued, it may not represent the highest and best use of the property.

Mayor Ramsey confirmed that five station area plans have been certified so far. One plan, shared with West Jordan, required no changes due to the area being fully developed with homes. Another plan presented on the same day involved significant changes, offering a contrast between the two. Afterward, four additional plans were certified together, making a total of five completed plans. The current plan under discussion is the last remaining one to be certified.

Council Member Johnson motioned to recess the City Council Study Meeting and move to City Council Executive Closed Session to discuss the character, professional competence, physical or mental health of an individual. Council Member Shelton seconded the motion; vote was 4-0 unanimous in favor. Council Member McGuire was absent from the vote.

RECESS CITY COUNCIL STUDY MEETING AND MOVE TO EXECUTIVE CLOSED SESSION

G. Executive Closed Sessions:

G.1. Discuss the character, professional competence, physical or mental health of an individual.

ADJOURN EXECUTIVE CLOSED SESSION AND RETURN TO CITY COUNCIL STUDY MEETING

Council Member Harris motioned to adjourn the City Council Executive Closed Session and move back to the City Council Study Meeting. Council Member Zander seconded the motion; vote was 4-0 unanimous in favor. Council Member McGuire was absent from the vote.

Council Member Harris motioned to adjourn the June 3, 2025 City Council Study Meeting. Council Member Zander seconded the motion. Vote was 4-0 unanimous in favor. Council Member McGuire was absent from the vote.

ADJOURNMENT

The June 3, 2025 City Council Meeting adjourned at 6:33 p.m.

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SOUTH JORDAN CITY
COMBINED CITY COUNCIL &
REDEVELOPMENT AGENCY MEETING

June 3, 2025

Present: Mayor Dawn Ramsey, Council Member Patrick Harris, Council Member Kathie Johnson, Council Member Don Shelton, Council Member Tamara Zander, City Manager Dustin Lewis, Assistant City Manager Jason Rasmussen, Assistant City Manager Don Tingey, City Attorney Ryan Loose, Associate Director of Recreation Brad Vaske, Deputy Fire Chief Ryan Lessner, Director of Planning & Economic Development Brian Preece, City Engineer Brad Klavano, Director of Public Works Raymond Garrison, Police Chief Jeff Carr, Director of Administrative Services Melinda Seager, Director of Human Resources Teresa Cook, CFO Sunil Naidu, Communications Manager/PIO, Rachael Van Cleave, CTO Matthew Davis, GIS Coordinator Matt Jarman, City Recorder Anna Crookston, Deputy City Recorder Ambra Holland, Police Sergeant Adrian Montelongo, Planning Commissioner Michelle Hollist,

Absent: Council Member Jason McGuire

Electronic Attendance: Zane's iPhone, Liam

In-Person Attendance: Zanna Bruening, Aditya Narayanan, Aditya Sridhar, Andrew Chapman, Anna Beckstrom, Anthony Valdivieso, Audrea Castaneda, Ava Atkinson, Barrett Lyle, Benjamin Sorensen, Brady Alexander, Carter Taylor, Charlotte Stoker, Cordelia Franklin, Elias Ferrer, Elise Jensen, Eliza Cannon, Gabriella Prince, Grace Sadowski, Grace Wong, Isaac Scott, Jade Krommenhoek, Jared Domino, Jonathan Franklin, Kaleb Gunnell, Lilly Wong, Lincoln Turner, Logan Gunnell, Madeline Hendrickson, Mason Kartchner, Max Bruening, Noah Christensen, Norah Larson, Parv Kale, Preston Ballentine, Samuel Longhurst, Savanna Perry, Spencer Evershed, Taylor Hollist, Trisha Bhatia, Zixi Dou, Sandy Christensen, Erie Walker, Linda Walker, Robin Pierce, Jay Francis, Jamie Jensen,

6:38 P.M.
REGULAR MEETING

A. Welcome, Roll Call, and Introduction - *By Mayor, Dawn R. Ramsey*

Mayor Ramsey welcomed everyone present and introduced the meeting.

B. Invocation – *By Council Member, Patrick Harris*

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Council Member Patrick Harris offered the invocation.

C. Pledge of Allegiance – *By Director of Public Works, Raymond Garrison*

Director of Public Works Raymond Garrison led the audience in the Pledge of Allegiance.

Council Member Harris motioned to amend the City Council Meeting agenda to move Item D.1. Annie Cast Theater preview, after Item D.2. City Youth Council end of year report and D.3. Oath of Office Ceremony City Youth Council. Council Member Johnson seconded the motion. 4-0 unanimous vote; Council Member McGuire was absent from the vote.

D. Presentation Items: 6:35 p.m.

D.2. City Youth Council end of year report. *(By City Youth Council Mayor, Mylee Wong)*

Mylee Wong, a third-year member of the Youth Council and current Youth City Council Mayor, addressed the City Council to share highlights from the past year. She expressed appreciation for the opportunity to serve and noted that this has been her most meaningful year of involvement. Ms. Wong explained that the Youth Council is composed of students in grades 9 through 12 who are interested in learning about government and contributing to the community through service and teamwork. She emphasized the value of the program, citing its educational opportunities and hands-on experiences. She reviewed prepared presentation (Attachment A).

Mayor Ramsey provided background on the history of the South Jordan Youth City Council, noting that it was previously managed by community volunteers. As those volunteers stepped away, the City faced a decision about whether to continue the program. Ultimately, the City chose to transition the Youth Council into an official city program, allocating staff time and appointing a council liaison. Mayor Ramsey expressed strong support for this decision, emphasizing the value the Youth Council brings to the community and highlighting the leadership opportunities it offers young residents. She commended the Youth Council members for their service and contributions throughout the year and concluded by leading a round of applause in appreciation for their efforts.

D.3. Oath of Office Ceremony City Youth Council. *(By City Recorder, Anna Crookston)*

City Recorder Anna Crookston administered the Oath of Office.

D.1. Annie Cast Theater preview. *(By Director of Recreation, Janell Payne)*

Director of Recreation Janell Payne introduced the cast of Annie and expressed appreciation for the ongoing partnership with Sandbox Theatre. Special recognition was given to Sandbox Theater Director Karyn Tucker and Arts Program Coordinator Tiffany Parker, for their outstanding work. She noted that tickets were still available for upcoming performances, scheduled for June 13, 14, 16, 19, 20, and 21, with shows at 7:00 p.m. and Saturday matinees at 2:00 p.m.

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D.4. South Valley Chamber of Commerce annual update. *(By South Valley Chamber of Commerce President & Chief Executive Officer, Jay Francis)*

South Valley Chamber of Commerce President & Chief Executive Officer Jay Francis introduced South Valley Chamber of Commerce Managing Director Jamie Jensen. Mr. Francis reviewed prepared presentation (Attachment B) providing an overview of the Chamber's activities, programs, and accomplishments. He explained that all initiatives are guided by the principles of Connect, Educate, Advocate, and Grow, and events are planned to meet at least three of these goals. Among the highlighted programs was Women in Business, which held ten events in 2024, including a Junior Women in Business mentorship program for high school girls that culminated in a graduation and scholarship awards. The Business Institute included the Business Accelerator, which graduated 26 participants, and Leadership South Valley, a 10-month program offering hands-on exposure to various industries and government operations. The Chamber also hosted bi-monthly business boot camps focused on practical tools for small businesses and partnered with Salt Lake Community College's "Everyday Entrepreneur" program to guide aspiring business owners, helping some to successfully launch and others to pause before investing prematurely. In addition, the Chamber hosted "Let's Do Lunch" and "Meet the Member" events, alternating monthly. These gatherings provided networking and promotional opportunities, featuring speakers such as the Lieutenant Governor and executives from the Utah Jazz and Zions Bank. Programs like Chamber 101 and Connect After Hours offered training and informal networking opportunities, respectively, while executive forums and "In the Know" panels addressed timely topics such as legislative updates, tariffs, and regional development. He highlighted the Chamber's committees, including Ambassadors, Government Affairs and Public Policy, and Small Business, which contributed to initiatives such as tracking legislation, organizing a Washington D.C. advocacy trip, and selecting Small Business of the Year awardees. The Chamber also hosted three golf tournaments and a Shark Tank-style competition in partnership with FBLA and DECA, engaging high school students and featuring well-known entrepreneurial judges. The Titan Awards continued to grow, moving to a larger venue to accommodate increased participation, and honored community and business leaders, including South Jordan's Small Business of the Year recipient. In 2024, the Chamber conducted five ribbon cuttings in South Jordan, welcomed 196 new members, 19 of which were South Jordan-based, and reported that over 100 South Jordan businesses participated in Chamber events. He concluded by expressing appreciation for the City's continued partnership and support.

Mayor Ramsey expressed appreciation for the South Valley Chamber's efforts, noting that many of their contributions, such as support for the Jordan and Canyons Education Foundations and involvement with Envision Utah, extended beyond what was highlighted in the presentation. She acknowledged the Chamber's growth into a strong regional presence and a valuable force for the business community in Utah. Mayor Ramsey thanked the entire Chamber team for their ongoing support of both large and small businesses in South Jordan and throughout the region, emphasizing the City's gratitude for their continued partnership.

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E. Mayor and Council Reports

Council Member Tamara Zander

- Commended Council Member Shelton for his Memorial Day speech, particularly his recognition of Gold Star families and the mention of his and his wife's veteran parents. Praised the overall quality and presentation of the Memorial Day event.
- Attended the Envision Utah event alongside the Mayor and City Manager Dustin Lewis. Highlighted remarks from Governor Leavitt and Brad Wilson, CEO of the Salt Lake City-Utah Committee for the 2034 Olympics. Noted excitement around updating and reusing existing Olympic venues. Shared that 25,000 to 28,000 volunteers will be needed for the 2034 Games and expressed personal interest in participating.

Council Member Don Shelton

- Reported attending multiple meetings each week, including the Jordan River Commission, the Commission on Housing Affordability, and the Senior Advisory Committee. Noted growing pressure from the development community and some legislators to reduce local control over land use decisions.
- Mentioned receiving a complimentary email from a resident praising City staff interactions; stated he would forward the email to the Council and staff.

Council Member Patrick Harris

- Attended the Jordan Basin Board meeting and noted discussions about future expansion of the sewer treatment facility, which will be built on the existing site. Highlighted that Jordan Basin holds a AAA bond rating, which will support favorable bond terms when financing the expansion, an example of strong fiscal responsibility.
- Attended the Salt Lake Bees game for the opening of their new team store and noted the positive community turnout.
- Praised the Memorial Day event, recognizing Luanne Jensen for her efforts in collaboration with City staff and anticipating a gradual transition of event coordination in future years. Commended Council Member Shelton's speech at the Memorial Day event.
- Met with numerous residents on various issues over the past few weeks.

Mayor Dawn Ramsey

- Thanked staff, Luanne Jensen, and all involved in organizing the Memorial Day event. Shared that she was unable to attend due to recent personal losses and appreciated the opportunity to spend the day with family. Noted positive feedback about the event and commended Council Member Shelton for his speech.
- Attended the Salt Lake Bees team store opening and remarked on the fun and community spirit of the event.
- Participated in a panel hosted by the Urban Land Institute at the new ballpark at America First Square, alongside Brad Holmes and David Cannon with Larry H. Miller Real Estate. Discussed interagency collaboration in development efforts.
- Appeared on KUTV's "Meet the Mayor" morning show segment with Ron Bird and Mary Nichols to highlight positive developments and initiatives in South Jordan.

UNAPPROVED

- Attended the Envision Utah breakfast and expressed support for statewide efforts to involve all communities, not just venue cities, in the upcoming 2034 Olympics.
- Delivered the keynote address at the American Academy of Innovation's commencement ceremony in South Jordan.
- Participated briefly in UTA's Transit Academy before attending Governor Cox's "Built Here" housing roundtable at the Governor's Mansion.
- Reported on growing state-level discussions regarding the potential removal of local zoning authority in response to housing supply issues. Emphasized the importance of cities like South Jordan continuing to lead by example in responsible growth. Reported that the state is closely monitoring national trends regarding zoning and may consider removing local zoning authority in Utah if high-density, by-right development proves successful elsewhere. Emphasized the need for thoughtful planning and South Jordan's ongoing commitment to being part of the housing solution.
- Provided an update on the Transit Fresh Look regional initiative, which includes cities in southwest Salt Lake County and northwest Utah County. Shared that the group is nearing the conclusion of the year-long effort and hopes to develop transit plans eligible for inclusion in the regional transportation plan. Noted that South Jordan Parkway is well positioned for future transit investment, potentially including bus rapid transit (BRT) due to its preparedness across key metrics.
- Delivered the keynote address at Utah Girls State, hosted by the American Legion Auxiliary at Weber State University. Highlighted the program's impact on high school junior girls and noted the event director is a South Jordan resident.
- Met with several residents to address various concerns and work on local solutions.
- Attended the City's Audit Committee meeting, reporting excellent results from both internal and external audits. Thanked staff for maintaining strong fiscal responsibility and adherence to City policies and procedures.
- Participated in a Summerfest social media kickoff event, previewed the City's parade float, and encouraged community attendance and involvement in the festivities.

F. Public Comment

Mayor Ramsey opened the public comment portion of the meeting.

Bruce Parker (Resident) - Shared that their family had to call 911 the previous Tuesday evening. Emergency medical responders from the Daybreak Station and fire personnel from the 4000 West Fire Station responded. He expressed how impressed they were with the professionalism and performance of the responders. He acknowledged the ongoing budget discussions and stated there is no amount of money that could truly compensate the individuals who show up in times of need. He recognized fire personnel and thanking them for their service, specifically noted that Chief Bryce and one of his associates were present, and believed Nick was the ambulance driver. They emphasized how professional and impressive the response was and expressed deep gratitude for the quality of service. The resident requested that the Mayor and Council convey their thanks to the fire personnel. He also thanked the Mayor and Council for

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their often unrecognized efforts, acknowledging that their family regularly talks about the Council's work at home but rarely takes the opportunity to express it publicly. He then raised a concern regarding the splash pad facility on South Jordan Parkway, located near the fire station. While they appreciated the amenity and noted it is well-used by families from all over, he expressed concern about parking overflow onto South Jordan Parkway. Noting that vehicles often park along the four-lane road, which poses a safety risk as children may dart out unexpectedly and parents are seen unloading children directly onto the roadway. Although a flashing 35 mph speed sign is present, he suggested consideration be given to reducing the speed limit in that area or installing additional warning signals during peak use times to increase pedestrian safety. He concluded by thanking the Council and staff for their service and dedication.

Robin Pierce (Resident) – Inquired about the Bangerter Highway expansion project, specifically the area just north of Skye Drive and Bangerter, near the Elk Valley neighborhood. She referenced New Kirk Drive, where approximately 11 homes were purchased and demolished as part of the project. She asked what the long-term plan is for that space and whether a park or other public use is planned at the curve in that area. She noted the location is behind what was formerly the old Walmart, which is now owned by the Jordan School District. Director of Engineering & City Engineer Brad Klavano responded that most of the area in question will be developed as a stormwater basin with water-wise landscaping in collaboration with UDOT. It will not be an active park. A few lots in the area will be retained and sold for new home construction, including a lot behind the former shopping center and another at the curve of the cul-de-sac. One of these lots may require a zone change due to the lot size rather than density considerations. That is UDOT's plan who own the lots. He explained that the landscaping design emphasizes water-wise principles, moving away from traditional turf, and the area's slopes would not support active recreational use. He confirmed that the project is scheduled for completion by October 18. He noted that the design plans, which are necessary to determine betterment costs, have been delayed but are expected soon. UDOT remains committed to meeting the October completion date. Ms. Pierce followed up on a previous inquiry regarding the possibility of establishing a dog park in the community. She asked if there have been any discussions on this topic and expressed that, since surrounding towns have dog parks, South Jordan should consider having one as well. She offered to send an email to provide further information or follow up on the matter. Mayor Ramsey invited the Ms. Pierce to send an email detailing her previous comments or new thoughts regarding the dog park.

Mayor Ramsey closed the public comment portion of the meeting.

G. Action Item:

G.1. **Resolution R2025-30**, Regarding certain parcels owned by the dissolved Glenmoor Special Service District and authorizing the Mayor to sign Quit Claim Deed transferring ownership of those parcels. *(By Assistant City Manager, Don Tingey)*

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Assistant City Manager Don Tingey presented a map (Attachment C) and noted this is a cleanup item related to the former Glenmore Special Service District, which was dissolved in 2001. At that time, the City Council assumed the responsibilities of the district. However, five city parks were never formally transferred into the City's ownership, despite the City having maintained them for over two decades. This resolution authorizes the City Council, acting on behalf of the dissolved district, to transfer ownership of the five parks to the City via quitclaim deed. He emphasized there will be no change in the use or operation of the parks, this is purely an administrative action to formally record ownership.

Council Member Zander motioned to approve Resolution R2025-30, Regarding certain parcels owned by the dissolved Glenmoor Special Service District and authorizing the Mayor to sign Quit Claim Deed transferring ownership of those parcels. Council Member Shelton seconded the motion.

Roll Call Vote
Council Member Zander - Yes
Council Member Shelton - Yes
Council Member Harris - Yes
Council Member Johnson - Yes
Council Member McGuire – Absent
The motion passed with a vote of 4-0. Council Member McGuire was absent from the vote.

Council Member Zander motioned to recess the City Council Meeting and move to the Redevelopment Agency Meeting. Council Member Johnson seconded the motion. 4-0 unanimous vote; Council Member McGuire was absent from the vote.

RECESS CITY COUNCIL MEETING AND MOVE TO REDEVELOPMENT AGENCY MEETING

H. Redevelopment Agency Public Hearing: 8:00 p.m.

H.1. **Resolution RDA 2025-02**, Adopting a final budget for the Redevelopment Agency of the City of South Jordan, Utah, for the fiscal year 2025-2026. *(By CFO, Sunil Naidu)*

CFO Sunil Naidu presented the final budget for the Redevelopment Agency of South Jordan City. He noted that the tentative budget was approved on May 3, 2025 and made available to the public through the City Recorder’s office for review and comment. The current public hearing fulfills the requirement for adoption of the final budget, which will take effect July 1, 2025 for the fiscal year ending June 30, 2026. No public comments had been received as of the meeting date.

Board Chair Dawn Ramsey opened the Public Hearing for comments; there were no comments and the hearing was closed.
Board Member Harris motioned to approve Resolution RDA 2025-02, Adopting a final budget for the Redevelopment Agency of the City of South Jordan, Utah, for the fiscal year 2025-2026. Board Member Johnson seconded the motion.

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Board Member Shelton expressed appreciation for the foresight of staff and past councils in building the RDA housing set-aside fund, which now holds just over $10 million. He noted this fund will help support the acquisition of new senior housing and a senior center, and thanked those involved for their efforts in creating and maintaining this resource.

Roll Call Vote
Board Member Harris - Yes
Board Member Johnson - Yes
Board Member Shelton - Yes
Board Member Zander - Yes
Board Member McGuire – Absent
The motion passed with a vote of 4-0. Board Member McGuire was absent from the vote.

Board Member Johnson motioned to adjourn the Redevelopment Agency Meeting and return to the City Council Meeting. Board Member Zander seconded the motion. 4-0 unanimous vote; Board Member McGuire was absent from the vote.

ADJOURN REDEVELOPMENT AGENCY MEETING AND RETURN TO CITY COUNCIL MEETING

I. Public Hearing Items: 8:20 p.m.

I.1. **Resolution R2025-21**, Adopting a final budget; making appropriations for the support of the City of South Jordan for the fiscal year commencing July 1, 2025 and ending June 30, 2026 and determining the rate of tax, and levying taxes upon all real and personal property within South Jordan City, Utah made taxable by law for year 2025. *(By CFO, Sunil Naidu)*

CFO Sunil Naidu presented the final amended city budget, explaining its purpose and statutory requirements. He emphasized that the city must adopt a tentative budget, make it available for public inspection, and hold a public hearing, which was occurring during this meeting. He clarified that the final budget includes all major components; the General Fund, other governmental funds (such as special revenue), and enterprise funds. He noted that this budget also includes the adoption of the certified tax rate for real and personal property, which is calculated by the State Tax Commission in conjunction with the County Assessor's Office. The city is not proposing a tax increase or pursuing the Truth in Taxation process this year. He provided a high-level overview of the budget components, including a summary page for public reference (Attachment D). He explained that while sales tax is the largest single revenue source for the General Fund, its growth has been volatile, ranging from a 30% increase in past years to a current growth of 2–3%. He also noted that personnel costs are the largest General Fund expenditure, supporting approximately 400 employees. He outlined the structure of the Enterprise Fund, which operates like a business by collecting user fees for services such as water. He mentioned outstanding debts, including bonds issued for the Public Safety Building and Fire Station, as well as Daybreak-related special assessments. He highlighted the city's success in securing approximately $60 million in grants and legislative appropriations over the past few years, crediting the mayor and council for their efforts. He acknowledged there are additional funds secured through partnerships like UDOT that are not reflected in the city's

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financials. For the upcoming fiscal year, roughly $15 million in capital projects are proposed, with funding sources detailed in the budget. He also noted that many capital projects are multi-year and that about $30 million in previously approved projects remain active and are progressing toward completion.

Mayor Ramsey commented on the historical tax rate chart included in the budget presentation, emphasizing its significance. She noted that while the state allows municipalities to assess a rate of .0004, South Jordan's current rate is well below that threshold. She expressed appreciation for the clarity and value of the information provided, recognizing its importance in demonstrating the city's fiscal responsibility.

Mayor Dawn Ramsey opened the Public Hearing for comments; there were no comments and the hearing was closed.

Council Member Johnson expressed sincere appreciation to staff for their hard work in maintaining city operations without increasing taxes. She acknowledged the challenges of the current economic climate and the limitations of available resources, noting that the effort and dedication are recognized and valued both personally and by the community.

Council Member Shelton noted that he had sent his budget-related questions to CFO Naidu (Attachment E). He highlighted that, unlike in past years, this budget does not include the addition of new police officer positions. However, he confirmed after speaking with City Manager Dustin Lewis that the department is currently short four officers, and the authorized positions would allow those to be filled during the fiscal year. He expressed appreciation for the senior staff and employees who are accepting a modest salary increase in a tight budget year. He also acknowledged the city's financial health, particularly the reserve of over 30% in the general fund, and expressed gratitude for the collective effort to maintain services and avoid a tax increase during a period of economic pressure.

Council Member Zander expressed appreciation for Council Member Shelton's financial insight and contributions during the budgeting process, noting that his background in finance has been an asset to the council over the years. She also acknowledged his thoughtful questions and comments, which consistently help inform her understanding and decisions. In addition, she extended gratitude to City Manager Dustin Lewis for his leadership and ability to strategically optimize the talents of city staff. Drawing from her own experience as a business owner, she recognized the value of aligning employee skill sets with organizational needs, which contributes to budget efficiency. She concluded by expressing gratitude that the City is able to maintain services without a tax increase, commending the entire staff for their careful and lean approach to budgeting.

Mayor Ramsey echoed previous council comments, expressing appreciation for the entire city team and their year-round efforts on the budget. She noted that the process is ongoing and not limited to a few months of preparation, recognizing the sacrifices and dedication involved. She highlighted the city's commitment to fiscal responsibility, referencing recent news that Salt Lake City's police department is requesting a 12.5% salary increase, and acknowledged the challenge

UNAPPROVED

of staying competitive while maintaining efficiency. Mayor Ramsey praised staff for stretching resources while still delivering excellent service and reaffirmed that South Jordan remains one of the most fiscally conservative communities she is aware of.

CFO Naidu expressed gratitude to the Mayor and Council Members for their time and dedication throughout the strategic planning and budgeting process. He acknowledged the extensive work done in both group and one-on-one meetings. He also commended the department heads for their outstanding collaboration, contrasting South Jordan's cohesive approach with other cities where departments operate in silos, often leading to dysfunction. He concluded by emphasizing how exceptional South Jordan's team is, stating they are among the best he's seen.

Council Member Shelton added a final comment, noting his appreciation for the presentation by CFO Naidu highlighting nearly $60 million in grants received by the city. He acknowledged the significant effort by staff in securing those funds but emphasized that a large part of that success is also due to Mayor Ramsey's hard work. He expressed sincere gratitude for her contributions.

Mayor Ramsey acknowledged the significant progress made in city projects, infrastructure investment, and economic development. She thanked the team for their efforts and encouraged continued dedication.

Council Member Shelton motioned to approve Resolution R2025-21, Adopting a final budget; making appropriations for the support of the City of South Jordan for the fiscal year commencing July 1, 2025 and ending June 30, 2026 and determining the rate of tax, and levying taxes upon all real and personal property within South Jordan City, Utah made taxable by law for year 2025. Council Member Johnson seconded the motion.

Roll Call Vote
Council Member Shelton - Yes
Council Member Johnson - Yes
Council Member Harris - Yes
Council Member Zander - Yes
Council Member McGuire – Absent
The motion passed with a vote of 4-0. Council Member McGuire was absent from the vote.

I.2. **Resolution R2025-31**, Stating proposed compensation increase for specific City officers. *(By CFO, Sunil Naidu)*

CFO Sunil Naidu clarified that a public hearing is required by recent state legislation prior to any proposed compensation increases for selected executive positions within the city. This is the second year the city has followed this statutory requirement. He noted a correction in the document; the column labeled "Cost of Living Adjustment (COLA)" should instead reflect a 1% merit increase, not a COLA. This merit-based adjustment is the proposal being considered.

Mayor Dawn Ramsey opened the Public Hearing for comments; there were no comments and the hearing was closed.

UNAPPROVED

Mayor Ramsey expressed that she wishes the proposed 1% merit increase for staff could be higher. She acknowledged the limitations but shared her hope for a future where the city is able to offer a more substantial increase.

Council Member Johnson motioned to approve Resolution R2025-31, Stating proposed compensation increase for specific City officers with the amendment of it being a merit increase, not a COLA increase. Council Member Shelton seconded the motion.

Roll Call Vote
Council Member Johnson - Yes
Council Member Shelton - Yes
Council Member Harris - Yes
Council Member Zander - Yes
Council Member McGuire – Absent
The motion passed with a vote of 4-0. Council Member McGuire was absent from the vote.

I.3. **Ordinance 2025-13**, Fixing the compensation for the South Jordan elective and statutory officers. *(By CFO, Sunil Naidu)*

CFO Naidu explained that last year, the city adopted an ordinance setting compensation schedules for elective and statutory officers, projecting a 3% increase. However, due to current budget constraints, the proposed increase has been reduced to 1%. This ordinance adjusts the compensation schedule accordingly to reflect the 1% merit increase instead of the previously projected 3%.

Mayor Dawn Ramsey opened the Public Hearing for comments; there were no comments and the hearing was closed.

Council Member Shelton motioned to approve Ordinance 2025-13, Fixing the compensation for the South Jordan elective and statutory officers. Council Member Zander seconded the motion.

Roll Call Vote
Council Member Shelton - Yes
Council Member Zander - Yes
Council Member Harris - Yes
Council Member Johnson - Yes
Council Member McGuire – Absent
The motion passed with a vote of 4-0. Council Member McGuire was absent from the vote.

I.4. **Ordinance 2025-04**, Vacating a portion of Linger Lane right-of-way between Easy Bee Road and Lake Avenue. *(By Director of Planning & Economic Development, Brian Preece)*

Director Preece explained that the applicant, Larry H. Miller Real Estate, is proposing a vacation of a portion of roadway on Linger Lane between Easy Bee Road and Lake Avenue. This

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adjustment is to improve lot layouts, with no new lots being created. The vacated land will be transferred to the adjacent property owner, who is also the applicant. He noted that the city has processed many similar requests.

Mayor Dawn Ramsey opened the Public Hearing for comments; there were no comments and the hearing was closed.

Council Member Zander shared a story about a family of five, who recently sold their home in Founders Park at Daybreak and purchased a new home on Easy Bee Road. She noted that the family was very excited to move from a townhouse to a single-family home farther west. She emphasized how many people are impacted by these development decisions and thanked the Larry H. Miller team for their thoughtful planning.

Council Member Zander motioned to approve Ordinance 2025-04, Vacating a portion of Linger Lane right-of-way between Easy Bee Road and Lake Avenue. Council Member Harris seconded the motion.

Roll Call Vote
Council Member Zander - Yes
Council Member Harris - Yes
Council Member Johnson - Yes
Council Member Shelton - Yes
Council Member McGuire – Absent
The motion passed with a vote of 4-0. Council Member McGuire was absent from the vote.

J. Staff Reports and Calendaring Items: 9:00 p.m.

City Manager Dustin Lewis expressed his gratitude for the budget's approval, acknowledging the extensive work involved. He thanked the staff who contributed to the process and noted that while they can rest briefly, staff have already begun discussions for next year's budget. He reminded council members about the Summerfest gear bags provided to them, which include shirts, other necessary items, and a parade day map. He highlighted the change in the breakfast location this year and encouraged council members to reach out with any questions.

Council Member Johnson motioned to adjourn the June 3, 2025 City Council Meeting. Council Member Zander seconded the motion; vote was 4-0 unanimous in favor. Council Member McGuire was absent from the vote.

ADJOURNMENT

The June 3, 2025 City Council Meeting adjourned at 8:28 p.m.

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SOUTH JORDAN CITY
CITY COUNCIL STUDY MEETING

June 17, 2025

Present: Mayor Dawn Ramsey, Council Member Patrick Harris, Council Member Kathie Johnson, Council Member Don Shelton, Council Member Tamara Zander, Council Member Jason McGuire, City Manager Dustin Lewis, Assistant City Manager Jason Rasmussen, Assistant City Manager Don Tingey, City Attorney Ryan Loose, Deputy Fire Chief Ryan Lessner, Police Chief Jeff Carr, City Engineer Brad Klavano, Associate Director of Recreation Brad Vaske, Public Works Director Raymond Garrison, Associate Director of Public Works Colby Hill, Director of Planning & Economic Development Brian Preece, Director of Human Resources Teresa Cook, Communications Manager/PIO, Rachael Van Cleave, CTO Matthew Davis, Systems Administrator Ken Roberts, GIS Coordinator Matt Jarman, City Recorder Anna Crookston, Deputy Recorder Ambra Holland, Long-Range Planner Joe Moss, Planner III Damir Drozdek,

Absent:

Others: Nate Shipp, Krisel Travis, Fred Philpot, Lisa Benson, Susan Hinds, Annette Barney

4:33 P.M.
REGULAR MEETING

A. Welcome, Roll Call, and Introduction - *By Mayor, Dawn R. Ramsey*

Mayor Ramsey welcomed everyone present and introduced the meeting.

B. Invocation – *By Council Member, Jason McGuire*

Council Member McGuire offered the invocation.

Council Member Harris motioned to amend the City Council Study Meeting agenda to move Item D. Discussion/Review of Regular Council Meeting after Item F. Discussion Items. Council Member Johnson seconded the motion. Vote was 4-0, unanimous in favor. Council Member Zander was absent from the vote.

C. Mayor and Council Coordination

Item D. Discussion Items moved as previously motioned.

E. Presentation Item:

E.1. Fraud Risk Assessment. *(By CFO, Sunil Naidu)*

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CFO Sunil Naidu reviewed a prepared handout (Attached A). He provided an overview of the recent audit committee's work on the required risk assessment mandated by the state auditor's office. This assessment evaluates potential risks across various areas using a standardized form, with a focus on ensuring policies and procedures are in place to minimize those risks. He confirmed the city is in compliance with all recommendations and has appropriate mitigating factors where policies may not yet be fully developed. He noted that council members are required to complete an auditor's test every four years, with entity-specific certifications that must be submitted and tracked as part of the audit scope. The city maintains a fraud hotline, which has not received any reports. The internal audit function is overseen by the audit committee. CFO Naidu and City Manager Dustin Lewis will certify and submit the risk assessment to the state auditor's office. The presentation to the council fulfills the requirement to present the assessment before the fiscal year ends.

Council Member Zander joined the meeting.

Mayor Ramsey noted that the fraud risk assessment received the highest possible score following a thorough evaluation by outside auditors and the audit committee was happy with the outcome.

Council Member McGuire motioned to amend the City Council Study Meeting agenda to switch the order of agenda items F.1. and F.2., so the discussion on the Altitude development project would be held first, followed by the parks master plan and impact fee discussion. Council Member Zander seconded the motion. Vote was 5-0, unanimous in favor.

F. Discussion Items:

F.1. Altitude Development project. *(By DAI, Nate Shipp)*

Nate Shipp reviewed prepared presentation (Attachment B). He explained the development's background, starting with the original focus on the FrontRunner station and the property's current zoning, which is a holding zone. Initially, a site plan proposed 187 townhomes with an even split of 50% for sale and 50% for rent. During planning commission review, concerns arose from the Jordan River Commission regarding the project's impact on the Jordan River, particularly because some proposed buildings were within the floodplain and near sensitive land identified in a city study. In response, the developer revised the plan to remove all buildings from the floodplain, eliminating the need to raise the site and reducing environmental impact. This adjustment also increased the preserved sensitive land area. A new product type, condominiums, was introduced, aimed at offering for-sale units starting around $360,000 to enhance affordability. The Jordan River Commission has since provided a letter of recommendation supporting the updated plan. Overall, the revised project reduces development in sensitive areas while maintaining a balance between environmental protection and housing affordability. He added that the revised plan includes just over six acres of preserved open space adjacent to the Jordan River, in addition to open space within the development itself. He described the experience of presenting to the full Jordan River Commission as valuable, highlighting the collaborative process between the developer and the commission to balance development goals with environmental preservation. He shared a rendering (Attachment B) showing the preserved

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area and the location of homes. The updated plan increases the total number of units to 222, up from the previous 187 units presented to the council. He explained that the project team, including Krisel Travis, has revised the plan from 187 to 222 units, increasing the density from just over 10 to 12 units per acre. Despite the increase, the developed footprint has been reduced by preserving more open space. The unit mix remains consistent, with 94 units for rent and the remainder for sale. The additional units are mostly condominiums, which will be offered at a more affordable price point, starting around $360,000-$370,000, significantly lower than the previous $700,000–$800,000 range. He described the project as a "push-pull" effort balancing environmental concerns with livability, involving a large number of iterations of the plan to refine building placement, parking, and trail connectivity. The proposal includes restoring over six acres of open space along the Jordan River to its natural state, including a memorial garden honoring the original landowner, who was an advocate for the river. The team has worked closely with the city's engineering department to design stormwater swales that enhance wetlands rather than harm them. The project commits to providing a trail connection to the Jordan River Trail and is offering $350,000 in funding, in addition to the trail construction cost, totaling over half a million dollars to support the regional trail system. He also addressed concerns about funding for a planned pedestrian bridge over the Jordan River, noting active efforts to secure additional funding from state sources as a backup to federal funds.

Council Member McGuire asked about the condominium units, specifically inquiring about their type and size. Mr. Shipp responded that the condominiums will range in size from two-bedroom to four-bedroom units.

Council Member Zander asked for clarification on the $360,000 to $370,000 price range, confirming that those would be two-bedroom units and inquiring about the square footage of those condos.

Krisel Travis explained that the condominiums will be approximately 1,000 to 1,200 square feet. Each unit includes a one-car garage and a driveway parking space. The buildings are 14-plexes, with 10 garages per building. For units without garages, there are two assigned covered parking spaces available, as indicated in the parking plan.

Mayor Ramsey asked if buyers will have the option to choose units with a garage or to save by selecting units without a garage. Ms. Travis confirmed that offering units without garages helps keep the affordability of the condominiums lower.

Council Member Johnson asked if the condominiums would include one covered parking space per unit. Ms. Travis responded that there will be a second assigned parking spot for units without a garage, with the first spot located in the driveway. The map (Attachment B) illustrates this arrangement.

Mr. Shipp explained the parking layout, noting that townhomes have garage spaces, while the condominium buildings include built-in garages as well as assigned surface parking spaces, indicated in blue and green on the map (Attachment B). He added that overall, the project provides 3.45 parking stalls per unit, with parking thoughtfully distributed throughout the

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development. He emphasized his preference against projects that cluster all units in one area and isolate parking in a large lot elsewhere, highlighting the importance of well-distributed parking for functional design.

Council Member Zander expressed concern about the placement of parking spaces, particularly the green and blue assigned surface spots, adjacent to the wetlands. She worried that rows of parked cars could detract from the natural beauty and make the area less inviting or navigable for residents, potentially obstructing the scenic views from the condominium units. She questioned whether alternative solutions had been considered to avoid impacting the visual appeal of the wetlands.

Ms. Travis responded by explaining that the garages for the condominiums are located on the backside of the buildings, facing away from the wetlands. The parking stalls adjacent to the wetlands are surface spots oriented towards the back, while the living spaces with views would be on the second story above the parking areas. This design aims to minimize the visual impact of the parking lots, effectively functioning like hidden parking behind the buildings, separated by a 20-foot driveway. She explained that the building is oriented so that the garages face inward toward a courtyard area, which consists of grass and water-wise dry scaping. Residents on the ground level would primarily see this courtyard rather than the parking. The second-story units, situated about 10 feet higher, would have views overlooking the courtyard and wetlands. Therefore, the parking's visual impact would mostly affect only one ground-floor unit on one building, addressing concerns about obstructed views for most residents.

Council Member Zander asked for clarification regarding the alley-loaded private road at the back of the buildings and expressed concern about preserving the pristine view. She noted that only the upper-story units would have unobstructed views of the wetlands, while the ground-floor units might have limited visibility.

Ms. Travis explained that due to the significant grade changes on the site, the units are stepped up accordingly. This design allows upper-floor units, especially those at higher elevations, to have premium views of the wetlands and surrounding areas.

Mayor Ramsey acknowledged Council Member Zander's valid concern about parking impacting views but noted that the significantly increased green space adjacent to the wetlands and river in the revised plan alleviates her concerns, providing a more substantial buffer and preserving the natural setting.

Ms. Travis explained that the project design follows the Jordan River Commission's guidelines, which include bronze, silver, and gold buffer zones from the river. The current parking lot placement meets the silver or gold standards, allowing some encroachment within the designated buffer, reflecting the Commission's principles to balance development with river protection.

Council Member Shelton inquired about the funding status for the proposed bridge across the Jordan River, seeking clarification on whether there is secured or anticipated funding to support its construction.

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Ms. Travis confirmed that in December 2023, the city's engineering staff applied for a Congestion Mitigation and Air Quality (CMAQ) grant, which was awarded in early 2024 for $1.5 million, with a 10% city match required. This funding was secured prior to the project team's involvement and became known to them around September 2024. Since then, the team has been actively working to coordinate the project and ensure the grant funds are properly utilized. The grant is guaranteed, providing a solid financial foundation for the bridge project.

Mayor Ramsey clarified that the grant funding for the bridge project is administered through the Wasatch Front Regional Council (WFRC), which oversees the awarding of grants such as the CMAQ program used to support this initiative.

Ms. Travis explained that she had spoken with WFRC, who confirmed that there has not been any indication that federal funds for transportation, trails, or pedestrian projects are being withdrawn. She emphasized that based on conversations with city engineering staff, the primary delay in the bridge project is the completion of environmental studies. The $350,000 contribution from the developer, as outlined in the development agreement, is intended to help accelerate that process. She added that Mr. Shipp is also leveraging his connections to support the project and help secure any additional funding needed.

Mr. Shipp added that it's important to understand the funding breakdown. Of the $1.5 million awarded through the grant, the city is required to provide a 10% match, $150,000. His team is contributing an additional $200,000 on top of that to help expedite the required environmental studies. The goal is to move quickly and ensure the bridge project is completed before any potential changes to grant availability or policy could jeopardize the funding.

Mayor Ramsey inquired when the CMAQ grant funds would become available.

City Engineer Brad Klavano clarified that the CMAQ funds for the pedestrian bridge project are currently programmed for 2028. However, after discussions with WFRC staff, it appears feasible to move the project up in the schedule once the environmental work is completed. The environmental study, which is the City's responsibility, is estimated to cost between $80,000 to $100,000 due to the location near the river and associated complexities. Once that work is finished, the project can enter the programming phase for earlier implementation. He noted that the city's local match for the CMAQ portion is approximately $135,000. The CMAQ program will contribute $1.45 million. He emphasized that although CMAQ is commonly referred to as a grant, it is technically a funding program. For reference, he mentioned that West Jordan constructed a similar pedestrian bridge over the Jordan River around 7800 South approximately two years ago, during the tail end of the high-inflation period, at a cost of roughly $1.2 million. The river's width at that location is comparable to the site proposed in South Jordan, suggesting the cost estimate is reasonable. Additionally, the original program request included $135,000 for right-of-way acquisition and $93,000 for trail construction up the hill, both of which will not be needed. These unused allocations can be redirected to help cover other aspects of the project.

Mr. Shipp added that, in addition to the $350,000 contribution discussed earlier, the applicant is also providing project-related improvements and dedicating right-of-way to help offset other

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anticipated costs associated with the Jordan River pedestrian bridge project. These additional contributions are intended to support a project the City had already been pursuing and further reduce the City's financial and logistical burden.

City Engineer Klavano stated that the connection between the Jordan River and the FrontRunner station had already been identified in the City's Transportation Master Plan and Trails Master Plan prior to the applicant's proposal. The development plans presented by the applicant have since aligned with and supported those long-standing goals, allowing the two efforts to complement each other.

Council Member Zander asked for clarification regarding the $350,000 donation from the applicant toward the pedestrian bridge project. She inquired whether that amount was being used in conjunction with the federally awarded program that requires a city match, or if the $350,000 constituted the city's contribution.

City Engineer Klavano responded that the $350,000 contribution from the applicant should be sufficient to cover the City's required funding match and the associated environmental costs, with the potential to cover additional project-related expenses as well.

Mr. Shipp added that in addition to the $350,000 grant contribution, the applicant is donating approximately $130,000 in right-of-way and investing another $100,000 in improvements to that right-of-way for the trail. Combined, these contributions total nearly $600,000 toward a project with an estimated cost of $1.2 million in West Jordan.

Council Member Johnson asked whether the current funding is sufficient to complete the project. City Engineer Klavano said he believes that the available funding will likely cover the project costs. He noted some cost increases due to inflation but believes the combination of city contributions and secured funds should be sufficient. However, he acknowledged that future inflation could still impact the budget.

Ms. Travis continued to review prepared presentation (Attachment B) addressing concerns raised by the Planning Commission regarding livability and amenity space. In response, the project team added two new amenity areas designed for activities rather than just grassy spaces. These areas, located on flatter terrain, aim to enhance the quality of life for residents despite site challenges. She added that while the amenity spaces will be generally flat, they are designed to accommodate both active play and casual use, such as laying out blankets or running around. Since the homes are rear-loaded, these areas are intended to serve as neighborhood gathering spaces.

Council Member McGuire agreed that placing some amenities in those lower areas would encourage neighborhood socializing, especially since residents may be reluctant to walk uphill to other spaces. He suggested including simple features like cornhole games in the lower areas and ladder toss or similar activities in the upper spaces to distribute amenities effectively. Ms. Travis noted that while the green space appears expansive on the map, the actual distance between the amenity areas is closer to about 50 feet, making it less open than it might seem visually.

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Council Member McGuire acknowledged that many residents will likely want to connect with the Jordan River for recreation. He also noted that, given the price range and number of bedrooms, the development may attract younger families.

Ms. Travis explained that there is a 40-foot spacing between buildings in the concept plan, allowing for substantial porch areas. Each unit is designed to include a small patio space as well.

Council Member Johnson asked if the units would have large porches given the layout. Ms. Travis confirmed that each unit will indeed have porches and small patio spaces.

Ms. Travis continued to review prepared presentation (Attachment B). She explained that, honoring the botanist's legacy, they plan to reintroduce localized plant life along the trail. Informational cards will be placed throughout the trail to educate visitors about the native flora and fauna. The adjacent government-owned land will remain open space, allowing for uninterrupted natural views and enhancing the educational and recreational experience along the trail.

Council Member McGuire asked if the open space and garden areas would be maintained by the Homeowners Association (HOA), seeking clarification on who would be responsible for their upkeep. Ms. Travis confirmed the HOA will maintain the development.

Council Member Zander added that the development will need designated dog waste stations with bags to accommodate residents with pets. Ms. Travis confirmed that dog waste stations and pick-up spots are already programmed into the development plans and will be incorporated accordingly.

Mr. Shipp emphasized the need for a balanced approach, noting that this open space will likely see more public use due to its connection to the trail. Consequently, there will be a greater need for diligence in managing dog waste, as it will impact not only residents but also trail users.

Ms. Travis continued to review prepared presentation (Attachment B). She addressed concerns raised during the planning commission public hearings about the views from residents on the opposite side of the river. She explained that detailed renderings were created to show what those views would look like. The distance between the development and those residents is over 600 feet, which, while it may not sound large, represents a significant separation in this context. She explained that, in response to feedback from the Planning Commission and nearby property owners, changes were made to the fencing design. Initially, the Jordan River Commission had suggested using an open-rail fence along the northern property line to maintain connectivity and openness adjacent to the neighboring equestrian property. However, the adjacent property owner expressed concern that such fencing would not sufficiently contain their horses. As a result, the applicant reverted to the original fencing proposal to ensure the safety and containment of the neighboring animals, aligning with the initial application.

Mr. Shipp added that along the northern boundary, the fencing has been adjusted back to the original design to accommodate the adjacent property owner's concerns regarding horse containment. However, along the southern boundary, adjacent to government-owned open space,

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the split-rail fencing will remain, as requested by the Jordan River Commission. This design choice supports openness and visual continuity with the natural environment. He also referenced a map (Attachment B) showing the planned trail system, which includes both private and public trails integrated throughout the development.

Council Member McGuire inquired whether the entire east side of the development would include a precast wall. Ms. Travis confirmed that it would, noting that the precast wall would run the full length of the eastern boundary. She added that a number of trees along the eastern boundary would be removed but would be replaced within the community. She also confirmed that a concrete-style precast fence would be installed along that side of the development.

Ms. Travis explained that the team developed a connectivity graphic to illustrate how residents and visitors will access different areas within the development. She highlighted that the public amenity trail, which previously ended mid-project, will now continue through the entire site and extend to the property line. This extension is part of the project's contribution. She noted that the final connection to the TRAX station will utilize an existing four-foot sidewalk, as the right-of-way ends at that point.

Council Member Zander asked for the width of the proposed trail. Ms. Travis responded that the trail will be 10 feet wide throughout their property.

Mr. Shipp explained that regarding the townhome design, the development will feature rear-loaded units, meaning the garages are located at the back of the buildings. The rendering he shared (Attachment B) illustrated the front of the units with front doors facing landscaped areas, creating a more pedestrian-friendly and community-oriented environment.

Ms. Travis added that the units shown in the middle are two-story buildings with dropped garages, effectively making them three-story homes where residents enter on the second level. These are front-loaded units with garages at the front, and the design reflects varying building heights throughout the development. She noted that the team is requesting an exception in the Master Development Agreement (MDA) to increase the height limit from 35 feet to 40 feet in order to allow for nine-foot ceiling heights, which would improve the overall livability of the units.

Council Member Johnson asked if the height adjustment was the only change being requested.

Ms. Travis confirmed that the only request is for the height adjustment. She added that they included additional clarifications regarding the definition of height measurement, whether it is measured from one point to another, to ensure clarity in the MDA for the townhomes. She noted that the condominium product would be addressed separately beyond this.

Mr. Shipp shared various renderings (Attachment B) showcasing different color schemes for the development, clarifying that these images are conceptual and do not represent the final building appearance.

Ms. Travis noted they have taken the project the City's Development Review Committee (DRC) and received approval earlier, and the current request is to allow the condominium buildings to

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exceed the residential zone height limit. The condominiums are four stories tall, reaching approximately 51 to 52 feet, which is above the allowed height, and they are seeking approval for this height exception.

Mr. Shipp confirmed that the originally agreed-upon number of 94 rental units remains unchanged, and the increase to 222 total units consists entirely of for-sale units, including the new condominium product. This results in 128 for-sale units and 94 rental units as originally planned.

Mayor Ramsey clarified that the originally agreed-upon number of 94 rental units, representing 50% of the development, will be maintained. The increase in total units will be entirely for-sale units, including the new condominium product, resulting in 128 for-sale units and 94 rental units as planned. Ms. Travis confirmed that the ratio adjusts slightly to approximately 48% rental units and 52% for-sale units.

Council Member Johnson stated that the applicant has three requests; additional units and two height exceptions. Mr. Shipp responded that one of the concerns raised in 2024 regarding access has been resolved. The applicant has closed on and purchased additional property on the private drive to the north to allow for widening. The necessary calculations have been completed, and the work is close to starting, effectively addressing that access issue.

Ms. Travis explained that the primary access to the development will be through Ultradent, with a secondary full-movement access point as well. She addressed concerns raised by a neighboring property owner at the Planning Commission, noting that they recently appeared before the commission on April 10 for a plat amendment to address these issues. The plan ensures a 20-foot clear area that will not impede the neighbor's access, maintaining the same conditions granted in the neighbor's original plat.

Mr. Shipp expressed appreciation for the collaborative process, highlighting the valuable input and diverse perspectives that shaped the project, from site topography and access to the Jordan River to creating an affordable, market-supported product. He expressed confidence in the current plan, stating that the company stands behind it as a model development. He noted that they presented it to the Jordan River Commission as an example of how developers and environmentalists can successfully collaborate.

Ms. Travis noted that they are engaging with programs to assist with weed mitigation, specifically targeting Phragmites, and the replanting of trees. They plan to take full advantage of these resources to support environmental restoration efforts.

Mr. Shipp added that the collaboration has been very positive, with reciprocal support emerging over time. He emphasized that it has been a great partnership overall.

Ms. Travis added that the city staff has been very helpful throughout the process, making compromises on grading, roadways, and other technical details that enabled the project to progress to its current stage. She also noted that since the council last saw the project in June

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2024, while there is still a significant amount of fill involved, the site has been shifted and lowered overall, improving the design and impact.

Mr. Shipp explained that the original plan to raise the site out of the floodplain would have required a 20-foot retaining wall behind the units near the parking area. However, since the plan was revised to avoid building in the floodplain, that retaining wall is no longer needed. As a result, the entire site has been lowered, eliminating the need for such extensive retaining structures.

Mayor Ramsey expressed appreciation for the evolution of the project, noting that the current proposal aligns much more closely with the council's initial vision and requests. She praised the inclusion of the for-sale condominium product and the maintained balance between rental and for-sale units, highlighting the variety of housing types now available. She acknowledged the considerable effort that has gone into refining the project to make it stronger and more suitable for the area.

Ms. Travis clarified that there will be a single HOA governing the entire development, with deed restrictions ensuring the condominiums remain owner-occupied. She emphasized that owners will not be allowed to purchase units at a lower price, live in them briefly, and then convert them to rentals, these units must remain for sale and owner-occupied throughout.

Council Member Johnson confirmed that all units will be subject to these ownership restrictions. Ms. Travis explained that out of the 128 for-sale units, 84 are condominiums. The remaining for-sale units will be townhomes, which are expected to be somewhat more expensive but will also carry the same ownership restriction requiring them to remain owner-occupied and not rented out.

Council Member Zander inquired whether all product types would include both for-sale and for-rent units, or if certain products would be designated exclusively as either for sale or for rent. Mr. Shipp responded that all the condominiums will be sold rather than rented. He explained that mixing rental and for-sale units within the same condominium building is challenging, so each building will be exclusively one or the other. In this case, the condos will be entirely for sale.

Ms. Travis added that, due to how condominium plats and airspace restrictions work, it is much simpler to keep all units within a building as one ownership type. This allows them to be managed as a single entity within the HOA, simplifying governance and compliance.

Council Member Zander asked for clarification regarding the 84 condominium units compared to the total 128 for-sale units, inquiring whether the remaining for-sale units will be scattered among other product types or if there is only one additional product type planned. Ms. Travis confirmed the rest will be scattered.

Council Member Johnson expressed concern that the primary issue with the project is the cost and funding of the bridge. She noted uncertainty about how to ensure confidence that the bridge will be completed and emphasized the risk of the project moving forward while the city may face unforeseen additional financial burdens related to the bridge.

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Mr. Shipp explained that the bridge project is independent of their development. The bridge existed before the project, so if the development does not proceed, the city would still need to fund and manage the bridge construction. Without the project, costs could increase due to the need to acquire easements and make trail improvements without the developer's contributions. He emphasized that the project actually helps alleviate some of the financial and logistical burdens related to the bridge.

Council Member Johnson expressed uncertainty about the timeline for constructing the bridge, indicating that there was no clear plan or immediate schedule for its completion. Ms. Travis noted that the funding for the bridge is expected to become available around 2028, so there is some time to plan and complete the project. However, she also acknowledged concerns about inflation and other unpredictable factors that could affect costs by then.

Mayor Ramsey added that the funding won't be available until 2028 unless they can accelerate the timeline by completing the environmental study and potentially move up the CMAQ grant schedule. Mr. Shipp stated that they are willing to release funds immediately to accelerate the bridge project. He emphasized that everyone wants the bridge completed and that they have begun working with the city to secure backup or additional financing in case the grant does not fully cover the costs. While he cannot guarantee full funding at this moment, he noted ongoing or upcoming conversations with elected officials to explore financial solutions. He added that they are committed to actively lobbying in support of the effort to secure funding for the bridge project.

Council Member Shelton expressed gratitude and appreciation for the developers' efforts, noting that they did not walk away from the project despite challenges. He acknowledged that nearly all council requests have been incorporated into the current plan. He also mentioned his regular communication with the director of the Jordan River Commission, who is eager to see the project move forward. He concluded by expressing his personal support for the project at this time.

Council Member Harris commented that one noticeable difference from the original presentation is the reduction of open space in certain areas. Specifically, the space initially intended for amenities such as pickleball courts now appears to be occupied by buildings. Ms. Travis explained that the developable space decreased from about 14 acres last year to approximately 12.5 acres now, due to the balancing adjustments made throughout the project. This reduction is part of the "push-pull" process Mr. Shipp referred to in managing the site's layout and environmental considerations.

Council Member Harris expressed concern regarding the increase in density and the corresponding reduction of green space within the residential units. He recalled prior discussions about including pickleball courts in the project and questioned how usable the green space adjacent to the Jordan River would be for residents. He requested further clarification on the functionality and accessibility of the riverfront green space beyond the trail system.

Mr. Shipp explained that the project aims to balance restoration with usability. The Jordan River Commission has strongly encouraged restoring the riverbank area to its natural, pristine state

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rather than converting it into irrigated lawns or recreational fields like soccer fields or frisbee areas. They have requested the use of native grasses, flowering plants, and natural vegetation to preserve the environmental integrity of the space.

Ms. Travis added that part of the approach involves avoiding development within the floodplain, referencing the floodplain boundary map (Attachment B) to illustrate this point.

Council Member Harris expressed understanding of the Jordan River Commission's strong focus on preservation but voiced concern for the residents living in the development. He emphasized the need for more usable open green space for those residents, suggesting a better balance between environmental preservation and livability. While acknowledging the six acres of preserved land adjacent to the river, he stressed that some additional usable green space within the development would be necessary for him to fully support the project, even if it contrasts with the Commission's preferences. Mr. Shipp responded to Council Member Harris's concerns by acknowledging the challenge of balancing livability with environmental preservation. He emphasized that the project aims to strike the right balance between protecting the river space and providing residents with accessible, usable areas for recreation and play.

Ms. Travis responded that the six acres of natural open space adjacent to the Jordan River could be reduced to around five acres to allow for more developed, usable green space for residents, indicating flexibility to adjust the balance between preservation and livability.

Council Member Harris emphasized that his main concern is ensuring the residents have enough usable green space, focusing on their quality of life within the development.

Council Member Zander shared her perspective as a Daybreak resident, noting that while natural grasses are promoted as water-wise and environmentally friendly, they often result in unusable spaces where people cannot comfortably sit or play. She agreed with Council Member Harris's concerns about balancing natural preservation with functional green spaces for residents. Referencing the project renderings (Attachment B), she pointed out a disconnect between the illustrated grassy areas and how those spaces would realistically be experienced by residents.

Mr. Shipp acknowledged the distinction between the two types of green spaces within the project, explaining that the six-plus acres of natural area are intended to remain mostly untouched with native vegetation, while the developed green spaces within the community are landscaped and more usable for residents. He emphasized the balance between preserving natural habitat and providing functional, landscaped areas.

Council Member Zander inquired whether some walkable, usable green spaces could be incorporated within the six acres of natural area to better serve residents' recreational needs while maintaining environmental considerations.

Council Member Harris expressed interest in having open grass areas beyond the trail, simple, usable green spaces where residents could gather and engage in recreational activities.

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Mr. Shipp asked what an appropriate balance might look like between preserving the natural landscape and providing usable open space for residents, seeking input on how best to achieve that equilibrium.

Council Member Zander suggested enhancing the gathering area by increasing the amount of usable green grass, rather than relying primarily on natural grasses, to better support community use and livability for future residents.

Council Member Harris offered to continue the conversation offline, noting that since the project is within his district, he would be happy to discuss the open space concerns further. He acknowledged the need to move on to the next agenda item due to time restraints but expressed interest in helping refine the balance of usable open space within the project.

F.2. Parks Master Plan & Impact Fee update. *(By Associate Director of Public Works, Colby Hill)*

Associate Director of Public Works Colby Hill introduced Lisa Benson with Landmark Design and Fred Philpot with Lewis Robertson Burningham Public Finance Advisors (LRB).

Lisa Benson reviewed prepared presentation (Attachment C). She outlined the planning process, public engagement efforts, and key findings. The plan is organized into seven chapters, including parks and open space, recreation, trails, operations, and implementation strategies. Fred Philpot's group also contributed a financial sustainability and impact fee analysis to support future implementation. She noted that the planning process included a strong collaboration with a city staff steering committee and extensive public engagement. This included a project website with an interactive public input map, a statistically valid survey conducted by Y2 Analytics, and focus interviews. Key survey takeaways showed that city residents use parks and amenities at higher-than-average rates compared to other communities. Residents expressed general satisfaction with the number of parks but showed less satisfaction with trail access and recreation opportunities. Regarding amenities, residents prioritized basic park improvements such as shade structures, trees, landscaping, more restrooms, improved maintenance, and pet waste disposal stations. The Farmers Market emerged as a top-rated community event, with additional interest in live music and concerts. Special-use facility requests included more pickleball courts, an outdoor amphitheater, a dog park, and an all-abilities park. Survey respondents also favored allocating funding toward upgrading existing parks and playgrounds, expanding walking and biking trails, preserving open space, and installing water-wise landscaping. These priorities were supported both in ranking and in hypothetical dollar allocation exercises. The online interactive map also provided location-based feedback. Residents expressed appreciation for existing amenities and emphasized desires for trail connectivity, especially between the Jordan River and other destinations. Concerns were raised about trail safety, road crossing design, and preserving natural areas such as land along the Welby Jacobs Canal. An outreach effort at the Farmers Market yielded similar feedback, with residents identifying playgrounds, open space, a recreation center, and splash pads as top priorities. To match public input with system planning, the team conducted a full inventory of city-owned parks and amenities, excluding privately owned or special-use spaces such as those managed by USU or Salt Lake County. The city's current level

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of service (LOS) is 3.7 acres of parkland per 1,000 residents, which compares favorably to peer cities. While not included in official LOS calculations, private parks in the Daybreak area contribute significantly, Daybreak alone provides 4.2 acres per 1,000 residents. Combined, the city and Daybreak would average 4.4 acres per 1,000 if counted together. The analysis also identified service gaps, particularly in fully developed residential areas that fall outside of standard park service radius. These findings were presented visually through maps indicating both drive-time and walk-time accessibility. Walkability metrics showed even more noticeable gaps in park access. The team emphasized the importance of considering not just the number of park acres but their distribution and accessibility. Future planning will need to account for infill strategies and redevelopment opportunities to improve service in gap areas. She added that the LOS comparison list shown is not directly pulled from official city plans. Instead, she standardized the data by including only comparable, developed park types, excluding large open spaces such as canyon lands or vast undeveloped tracts. For example, while St. George and Provo report much higher official LOS figures, St. George is over 10 acres per 1,000 residents, those numbers often include significant natural open space. When comparing only similar, built park types, the surrounding cities align more closely with South Jordan's LOS, providing a more accurate peer comparison. She explained that when projecting future park LOS, the city considered balancing multiple priorities and modeled a slight reduction in LOS from 3.7 to 3.1 acres per 1,000 residents. This adjustment means that by 2035, the city will need over 350 total park acres. After accounting for existing park acreage, an additional 27.3 acres will be required to maintain this LOS by 2035. Looking further ahead to 2050, the total park acreage needed rises to approximately 472.8 acres. Subtracting existing and 2035-required acres, the city will need about 119.1 additional acres by 2050. Fortunately, several planned parks will help meet this demand, including 87.7 acres at Bingham Creek Regional Park and new community and neighborhood parks in the Kennecott area, plus 12.7 acres at Oquirrh East Park. In total, planned park acreage amounts to 150.4 acres. When factoring in existing and planned parks, the city is projected to have a surplus of park acreage by 2050 relative to the adjusted LOS target. She explained the LOS discussed is aspirational and used for planning purposes, separate from IFP and IFFA calculations. She presented a map (Attachment C) showing walkable service areas for upcoming parks on the west side of the city, including a large community park in the south and two neighborhood parks in the north. The plan also assesses amenities based on population ratios, such as residents per playground, to establish appropriate service levels. The current analysis identifies the most significant needs as pickleball courts, tennis courts, multipurpose fields, basketball courts, playgrounds, dog parks, off-leash areas, splash pads, and skate parks.

Mayor Ramsey noted that the upcoming pickleball courts in the city will be privately owned and require membership fees. She asked whether these private facilities might partially address the public demand for pickleball courts.

Council Member McGuire noted that the steering committee aimed to ensure the pickleball court count includes future demand at Bingham Creek Regional Park (BCRP) as additional phases are developed. He emphasized the need for pickleball courts both at BCRP and in the far west annexation area as those regions are planned.

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Mayor Ramsey acknowledged the real need for pickleball courts, highlighting that in the past seven and a half years, the city has increased the number of courts from zero to 18, expressing pride in that accomplishment. She also emphasized the importance of recognizing the various sources addressing this demand.

Council Member Zander emphasized the need to increase pickleball court availability, questioning the number planned for BCRP and noting that the currently proposed six courts are insufficient to meet demand. Associate Director Hill responded that the plans for BCRP include approximately 16 pickleball courts, which would better address community demand. Council Member Zander emphasized that if the park doesn't reach 16 pickleball courts, it won't be able to host tournaments, and residents will have to travel to St. George for such events.

Ms. Benson continued to review prepared presentation (Attachment C). She explained that the plan sets minimum amenity standards for each park type as a baseline for new park designs. She noted that not all parks can or should meet every standard due to specific uses, such as Glenmore baseball field's limited scope. Currently, the city has 257 acres of open space, including 185 acres along the Jordan River corridor, with additional open space expected along Bingham Creek and the Trans-Jordan Landfill, as well as contributions from private developments in the west side. In the recreation and community chapter, popular activities include walking, hiking, running, swimming, and pickleball. Residents expressed a desire for improvements in walking facilities, swimming amenities, and pickleball courts.

Council Member McGuire inquired about the timing of the survey, specifically whether it was conducted before the county announced plans to add lap lanes. He noted surprise that swimming ranked so high in the survey results and wondered if the announcement affected responses. Associate Director Hill responded that the survey was conducted in 2023, around the same time as the county's discussions about adding lap lanes.

Ms. Benson continued to review prepared presentation (Attachment C). She highlighted that when asked which special use facilities the city should consider funding, residents prioritized pickleball courts, outdoor amphitheaters, and dog parks. Additionally, there was notable interest in all-abilities parks and ADA-accessible playgrounds, reflecting a growing trend in many communities toward inclusive recreational spaces.

Council Member McGuire asked whether, as the city updates aging park equipment, if there is an opportunity to incorporate all-abilities features into existing playgrounds rather than creating separate, dedicated all-abilities parks. Associate Director Hill confirmed that the city is indeed incorporating all-abilities features into existing playground renovations, citing the East Riverfront Park update as an example where they replaced equipment with accessible designs in partnership with the county. Mayor Ramsey noted that park was the first all-abilities park installation in Salt Lake County.

Council Member Harris noted that the amphitheater near the stadium, although privately owned, is open to the public and helping serve the community's needs.

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Council Member McGuire added that if the city pursues an amphitheater, it would be important to clarify residents' expectations, whether they want a fully programmed that hosts concerts and plays, or simply an outdoor music space.

Ms. Benson shared that the survey, highlighted community interest in live music, kids' games and activities, arts programs, and outdoor movies. The plan acknowledges the city's existing recreational facilities as well as the important role of private facilities in meeting community needs. Key recommendations include continuing partnerships with the county and school district, developing a wider variety of non-traditional programs, and evaluating opportunities to expand offerings like pickleball as facilities become available.

Mayor Ramsey noted that 52% of residents expressed interest in more outdoor concerts and music events. She suggested that much of this enthusiasm likely comes from people who enjoy the events held in Daybreak and would like to see similar accessible opportunities offered citywide.

Council Member McGuire raised a question about past live music events the city hosted on some weekends, noting that attendance was not very strong when they were held at City Park a few years ago. Associate Director Hill clarified that the previous events were actually "Movies in the Moonlight" and "Sights and Sounds of Summer," and noted that it has been quite some time since those programs were held.

Ms. Benson continued to review prepared presentation (Attachment C). She reported that trails were the category with the lowest satisfaction among residents, with 46% indicating there are not enough trails. Trail use is high, primarily for hiking and walking, followed by recreational biking. Survey feedback also highlighted a desire for more restrooms, better maintenance and cleanliness, additional trees and landscaping, and more pet waste disposal stations along trails.

Mayor Ramsey highlighted the importance of completing the final portion of the Bingham Creek Regional Trail to the west. Once finished, this trail will span the entire valley from east to west, connecting existing and planned trails and providing access to areas such as the canyon and Herriman. The city has actively engaged federal representatives, including Senator Curtis and Congressman Owens, who have prioritized funding for this final section in their federal funding requests. She expressed optimism that securing this funding will enable the completion of a significant regional asset. She added that the unfinished section of the trail is located just west of Mountain View Corridor, slightly north of South Jordan Parkway. During a recent visit, they observed the existing dirt trail in that area. While some funding has been secured for part of the section, the city is still seeking funds to complete the final portion of the trail.

Ms. Benson explained that there is a chapter in the plan that provides an analysis of the Parks and Recreation Department, which can be reviewed in greater detail (Attachment C). The implementation chapter outlines the estimated costs associated with achieving the plan's recommendations through 2050. To bring parks up to standards and maintain the targeted LOS, the cost is projected at $34 million in today's dollars. When including the costs to meet broader recreation needs and to develop a comprehensive signage and wayfinding system for parks and

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trails, the total estimate rises to over $66 million. She acknowledged that this is a significant investment, but noted that the plan includes prioritization of all proposed projects. Fred Philpot's team also conducted a detailed analysis of potential revenues and overall costs to support implementation.

Fred Philpot reviewed prepared presentation (Attachment D). He presented the financial analysis for the Parks and Recreation Master Plan, outlining both funding needs and impact fee considerations. He began by explaining that Parks and Recreation is funded through the general fund, meaning there is no dedicated revenue source for its capital or operational costs. While user fees help support some services, the majority of the funding burden falls on the general fund. He emphasized that the master plan does not commit the City to any specific funding strategy, but rather identifies probable costs and projected revenues to help guide future decisions. Based on current projections, the City expects to collect approximately $3 million annually in parks-related impact fees, totaling about $30 million over the next ten years. However, the total capital investment needed to meet the plan's goals through 2050 is estimated at over $66 million in today's dollars, not including inflation. This creates a funding gap that impact fees alone cannot cover. When accounting for inflation and spreading the investment across a ten-year period, the City would need to invest approximately $4 million annually in capital improvements. Additionally, operational costs, including staffing, are expected to increase by approximately $700,000 over the first five years. He noted that inflation remains a key risk, as rising costs could further widen the funding gap. A capital shortfall of roughly $1 million annually is anticipated, with that number increasing over time if inflation outpaces impact fee revenues. In addition to the funding analysis, he outlined the updates to the City's Impact Fee Facilities Plan (IFFP) and Impact Fee Analysis (IFA). These updates reflect a "level of investment" approach, which includes both developed and undeveloped land that the City owns and has invested in through taxes or fees. Unlike the master plan, which measures developed LOS, the IFA uses this broader level of investment to determine appropriate fee levels. One notable change in this update is the removal of the recreation center buy-in, as that facility has since been transferred to the County. Using this approach, the proposed impact fee per capita is $2,073. When applied to current household sizes, this results in an updated single-family residential impact fee of $6,552, up 21% from the previous fee of $5,420. Multi-family fees are expected to increase even more due to revised household size estimates. These increases are consistent with trends across other cities and reflect higher land values and the City's relatively high LOS. He concluded by noting that the updated IFFP and IFA are in draft form and will be presented for public hearing. He welcomed council feedback in advance of the hearing and emphasized the importance of planning for both the capital and operational implications of continued growth.

Associate Director Hill concluded the presentation by outlining the next steps in the adoption process for the Parks and Recreation Master Plan and associated impact fees. He stated that the intent is to present the master plan to the Planning Commission in the coming weeks to obtain their recommendation. Following that, the plan is scheduled to come before the City Council in July for formal adoption, along with the proposed impact fee adjustments.

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Mayor Ramsey thanked the presenters and acknowledged the effort that went into preparing the Parks and Recreation Master Plan, noting that it's difficult to condense two years of work into a 40-minute presentation. She encouraged Council Members to review the materials and reach out individually with any questions or comments as the plan moves toward adoption.

D. Discussion/Review of Regular Council Meeting:
Presentation Item:
- JVWCD report on the proposed tax rate increase.
Action Items:
- Resolution R2025-26
- Resolution R2025-28
- Resolution R2025-29
- Resolution R2025-32
- Resolution R2025-33
Public Hearing Items:
- Resolution R2025-22
- Ordinance 2025-02
- Ordinance 2025-09
- Zoning Ordinance 2025-04

Council Member McGuire motioned to adjourn the June 17, 2025 City Council Study Meeting. Council Member Zander seconded the motion. Vote was 5-0, unanimous in favor.

ADJOURNMENT

The June 17, 2025 City Council Meeting adjourned at 6:24 p.m.

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SOUTH JORDAN CITY
CITY COUNCILMEETING

June 17, 2025

Present: Mayor Dawn Ramsey, Council Member Patrick Harris, Council Member Kathie Johnson, Council Member Don Shelton, Council Member Jason McGuire ,City Manager Dustin Lewis, Assistant City Manager Jason Rasmussen, Assistant City Manager Don Tingey, City Attorney Ryan Loose, Associate Director of Recreation Brad Vaske, Deputy Fire Chief Ryan Lessner, Director of Planning & Economic Development Brian Preece, City Engineer Brad Klavano, Director of Public Works Raymond Garrison, Police Chief Jeff Carr, Director of Administrative Services Melinda Seager, Director of Human Resources Teresa Cook, CFO Sunil Naidu, Communications Manager/PIO, Rachael Van Cleave, CTO Matthew Davis, GIS Coordinator Matt Jarman, City Recorder Anna Crookston, Deputy City Recorder Ambra Holland, Police Sergeant Adrian Montelongo, Planning Commissioner Laurel Bevans,

Absent: Council Member Tamara Zander

Electronic Attendance: Bryan Gutierrez, Nydia, Liam, J, Bob Paxton, Shea Bess,

In-Person Attendance: Brett Johanson, Laura Lewis, Raymi Lemisio, Jill Ewell, Alison Freeman, Veronica Gutierrez, Paula Gutierrez, Keave Poulsen, Robin Pierce, Greg Mason, Mya Gutierrez, Jill Mule

6:44 P.M.
REGULAR MEETING

A. Welcome, Roll Call, and Introduction - *By Mayor, Dawn R. Ramsey*

Mayor Ramsey welcomed everyone present and introduced the meeting.

B. Invocation – *By Assistant City Manager, Don Tingey*

Assistant City Manager Tingey offered the invocation.

C. Pledge of Allegiance – *By Assistant City Attorney, Jason Rasmussen*

Assistant City Manager Rasmussen led the audience in the Pledge of Allegiance.

Council Member Johnson motioned to amend the City Council Meeting agenda to move Item D. Minute Approval and Item E. Mayor & Council Reports to after Item J. Council Member McGuire seconded the motion. 4-0 unanimous vote. Council Member Zander was absent from the vote.

***Item D. and Item E. moved to after Item I. as motioned previously.**

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F. Public Comment

Mayor Ramsey opened the public comment portion of the meeting.

Paula Gutierrez (Riverton Resident) - I am the eldest sister of Marcelo Gutierrez, who suffered from schizophrenia and was killed by South Jordan police on June 15, 2024. As you know, June 15 was on a Sunday, and it marked the year, it's been a year since my brother passed away. It's been a year that we don't know anything. We don't know what happened. We just know he's dead, by gunshots from the South Jordan police. And the police knew he had schizophrenia. On Sunday was Father's Day, and I'm sure you were celebrating Father's Day, as you would, rightfully so, for those that are fathers. I was consoling my father. I was consoling my family. Because it had been a year. And in this time, I've been reading about similar stories, about deaths of other individuals. One happened a few months ago, April 15, 2025. An autistic, non-verbal teenage boy was shot repeatedly by Idaho police. Victor Perez was only 17. He had cerebral palsy. When the police responded to a call of an intoxicated man, what they thought was an intoxicated man, it was Victor Perez, who suffered from cerebral palsy and staggered and stumbled due to his disabilities. The police arrived, they ordered him to drop the knife. He didn't drop it. The shots were fired. The Mayor of Pocatello, Brian Blad, said in a statement: "We recognize the pain and grief this incident has caused in our community." Blad also said the city was addressing this matter with the seriousness and thoroughness it deserves, with the appropriate respect for the gravity of the situation. The gravity was that one, somebody in their community had passed away. The mayor spoke up and said something. They used their voice. In Anchorage, a 16-year-old girl was shot by police on August 13, 2024. Easter Sally Lafa. Police were called to the home. She stood up. She was holding a kitchen knife at her side. She walked three steps forward. And the police shouted at her to drop the knife. And then she was shot. This was a family statement. The family statement praised Anchorage Mayor Suzanne LaFrance and Police Chief Sean Case for meeting with the family in the days after the incident, and for looking deeply at not only this tragic event, but also by examining, in general, police policies and on training practices. They recommended changes to the way the department operates, ranging from 911 calls, the way 911 calls are dispatched. The mayor stood up. The mayor has a voice. You all have a voice as council members. You chose to be in this position to serve the community. We don't want this to happen to anybody else. This is a daily living nightmare. And it's over a year. And we still don't know anything. But I will keep speaking for my brother, because he can't. And the question is: What will you do with your voice? Thank you.

Veronica Gutierrez (Resident) – My badge is 09946. I've been serving the people of Utah for about six years now, transporting people throughout the valley. I stand before you wearing the same clothing I had on the day that my brother was murdered. I know that you, Council, and the South Jordan Police Department also serve the people. For some time now, I have been trying to keep hope in you, hope that the Council, being as your slogan says "creating a safe community," and the South Jordan Police Department's values of character, competence, trust, and transparency, are being upheld day by day. I won't lie; as time goes on, the hours, the days, and the months, that hope has wavered tremendously by the actions that you and the South Jordan Police Department have chosen. Ask yourselves; the way my family has been treated by all of you, have you been providing the best that you can for what has happened to my brother in this community? Has the South Jordan City Council been providing a safe community? Has the

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Police Department been transparent about what has happened to my brother? Have all of you been going to bed at the end of your day telling yourself that how you've been treating my family is the best that you can? Since the murder of my brother, I've been watching, listening, and seeing how you've all been treating my family, from us hearing nothing, to my family trying to contact you. From what you've done, from what you've done to your website and the changes you made to make it harder for us to understand why. I fear for my friends and my relatives that live in this community and how they will be treated in the forthcoming future, from all of you. And I'm not the only one. My friends and my relatives, we've all seen how you've been treating my brother's death. Now I know the job is hard. It is not a simple job where turning a blind eye and avoiding the subject works. There will be hard times, and there will be confrontations that are going to exist. If you think that is too much of you, please resign. Let someone else take the position, someone who knows they can face these challenges and tasks that these careers and positions have. It's been a year. It's been a year since I've heard my mentally ill brother's voice, him calling me out of nowhere and telling me that my big brother's there for me, that if I need anything, I can call him and he'll listen. I'm afraid that one day I'm going to forget what his voice sounds like. Sorry. Please, please don't be the type of people that won't do anything until it happens to you personally, especially if your loved ones, people you know and care about, struggle with mental health. I ask you all tonight to act how you think you do, with your values and your slogan beliefs, not how you are now. Thank you.

Bryan Gutierrez indicated over Zoom he would like to speak. Mayor Ramsey noted that public comment is in person, and asked if there was anyone else in person who would like to speak.

Alison Freeman (Resident) – I'm coming here with support for my friend Paola and her family, I'm also here because we've had family experiences with mental illness and how it scares people. And I don't feel afraid of people with mental illness. I'm very comfortable with them, but I understand that there can be issues, and they can make people very uncomfortable at times. I wanted to speak out about my feelings, about making sure that we as a community accept and show our support, not just for the person with mental illness, and there are all different levels. And I think you guys all know that, or probably are involved with people in your lives. And I think that's where you can make it very personal. You can see yourself with somebody you truly love and think about the dignity and the honor that they deserve, despite their handicap. And I feel like it truly is a handicap. It inhibits people. But I also feel like we can't let it inhibit us. And as a community, I wanted to talk about a really great opportunity to reach out and show support. And I realize, and I expect or wonder, what legal rights or what, you know, what has to be bound up because of legalities. But I ask for charity too. I ask to remember families. I ask to think about Marcelo's mother, and how she feels with a son that's gone, with no answers. I think that's some of the torture that we put, and that we can ignore and walk away. But I kind of feel like this is an opportunity for us not to ignore. And just, answers. We're not perfect, and we all make mistakes, but we need to be supportive to those who struggle. And I know of great examples here in South Jordan, of great police work that has been so helpful in the community, and has outreach, and keeping people comfortable. But right now, we have a community that isn't comfortable, and it is fearful, because they don't have answers. And they don't have, I think silence leaves too much to the imagination. And silence sometimes gives us a feeling of lack of support or that something's being hidden. And I think it's time to address that, whether there were wrongs, or it was perfectly done to the book, I feel like that needs to be open. And that this family deserves

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some answers, or at least somebody to talk to that can help them get the answers they need. And I, as a community member, would hope that if my family, if I lost a son would have answers. I can't imagine a group of people with information that they could share to help, and not giving it to me. I want you to know that I support all of you, and I support Paola and her family. Thank you so much**.**

Laurel Bevans (Resident) - This is my last meeting before we move. So I wasn't going to cry, sorry. I just would be remiss if I didn't get up and thank all of you. When I emailed Council Member McGuire, like eight years ago and said, "We just moved here. I've got young kids. Where can you use me?" And I ended up on Arts Council, and he suggested I talk to Chief Carr for the police community advisory board. I could not have imagined where it would lead me all these years later, and I am so grateful to each of you and for your mentorship and your friendship and for my time with Chief Carr on his board and to the fire department who took the time to explain a lot of things to a community that was scared after a tragedy. So I just want to thank you each for all of your mentorship, your friendship and for all you do for this community. I'm very grateful for you and for your examples and in my life, and thank you for the opportunity to serve here, and hopefully we continue to cross paths in my professional life, even though we won't be in the city or the state. But please know I am so grateful for each of you, and know that you all work really hard for the city and have the right intentions, and I'm just grateful. So thank you.

Raymi Lemisio (Resident) – I wasn't going to speak, but I just wanted to make sure it was known. I mean, because last meeting that we came to, that I came to, you know, we expressed our frustrations and everything, and then you all made a statement like, oh, it's out of our hands and everything. So I just wanted to, you know, clarify that we're just here to remind you of your sins. We're not here to, I don't know, we're here to just make it known how we felt when we were ignored, or how we, you know, when we felt ignored. As my sister listed out some other tragic events that happened in the US. And, you know, the mayor's acknowledged what happened publicly, or they reached out to the family. And, you know, it's kind of disappointing that, like, something like that didn't happen for us. You know, like all we wanted was to talk to someone, you know, my brother reached out. Yeah, just, it's been really hard for us, you know, and we understand that this is in the DA's office, this case and everything, and we won't get the answers until they sort through whatever they're doing. But the blood is in the hands of South Jordan City Police, and that's why we're here, and that's why we keep showing up. I do okay if I pretend it didn't happen. I've been waiting patiently. I've prayed to continue being patient, because I am mad as hell with the manner that my brother has taken. I'll never forget seeing how the bullets tore his flesh, or the bruises on his body, and we won't forget. Like I said before last time I spoke here, I've prayed to God to help me with forgiveness, but I need to know what happened first. That's all I have to say. Thank you for the opportunity to let us speak during this time. I hope someone at least reaches out to my family, because it's been over a year now. If you represent the community, do it right.

Mya Gutierrez (Taylorsville Resident) – I'm Marcelo's older sister, I haven't spoken in a while, but I wanted to come today to support my family and to share. With my brother's one-year anniversary, I thought I'd be devastated, I still am, but I'm also kind of empty because I want to know what happened. I remember when my brother was first diagnosed. I had just returned to the University of Utah after serving my mission. I worked two jobs. My brother

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wasn't easy. We would have to look for him at midnight or 2:00 a.m. I'd go to work, school, then clean at a daycare in South Jordan. Then my dad would call me at work, saying, "Marcelo is missing," and I'd go out searching for him until 2:00 a.m. It wasn't easy, but I loved him. He struggled, and we all tried our best to help him. A couple of months ago, maybe two weeks or two months ago, there was an incident in my neighborhood. The highway patrol chased a man who lives there. They came into the neighborhood with SWAT and multiple officers. The man shot bullets, had a gun, tried to escape, got into a car, and a lot of police surrounded him. My sister and I witnessed it. The cops had many chances to shoot him; he had a gun and tried to run over officers with his car, but nobody shot him. Instead, they hit the car and took him down. When I think of that, I think of my brother, 550 pounds, couldn't walk well or run, and the only option they gave was to shoot him multiple times. I saw this firsthand in my neighborhood and wonder why they didn't handle that situation better. What are the protocols for mental health? Do they just shoot after trying to use less lethal options like bean bags? I don't know, but my brother didn't deserve that. Every time I go to his grave or site, someone has removed our memorial items, including a cross. This is a Christian state. Why would they take a cross off the spot where he was shot? That hurts. I ask you, Council, to take our words seriously, to reach out, to talk to us. We just want answers. We want to heal. I want to continue to speak for my brother. I miss him. Thank you for your time.

Bryan Gutierrez over Zoom stated "Hey Dawn, this is Bryan. Can you please tell me where online it says that you have to be in person? I'm not seeing that." Mayor Ramsey stated she was unsure how the confusion was happening, noting that the agenda clearly states that public comment is to be made in person. She then reiterated that she would proceed with taking public comment from those in person.

Jill Ewell (Resident) - We had an incident at the beginning of this year with my mentally ill son. He's in a situation where I'm his legal guardian, along with his father and two of his older siblings. And I'll tell you that mental health issues are, are very complicated and can be very painful, and families can feel so helpless. The situation, though, turned out much better than Marcellus' did. My son also had a falling apart moment and feeling that there was no hope for him with all the different psychiatric stays, he's tried to find a place where he could be safe. There was no place that could keep him. So he had decided that either he will die, get shot by a police officer, or somehow they'll figure out how to put him in a hospital, or he'll go to jail. And so at the beginning of this year, he went and robbed a gas station and had a knife and, with no intent, of course, to hurt anybody. My son also has never stolen anything, if he wanted money, he could've got it out of my purse. We never had that issue. But he felt like this was his last hope. He needed some help. We were fortunate in that my son had police officers that were wise. My son Jackson, I had already called the police officers in our area, they know his name, know his condition, so they're familiar with him. We're fortunate in that when they asked him to drop his, the knife, he did, of course. But he said, 'I don't care if you shoot me. Please just shoot me. I want to die anyway.' The police officers were very smart, and they took very good care of our son. But the story could have been so much worse. Jackson also has a lot of support. And when he went to court, the prosecutors and the judge all made note that he was very fortunate that he had a really good support system. And they made note of all the people that were around that did not. And with the support system my son has, we as a family have often felt hopeless and helpless because we don't know what to do for our loved ones. Sorry, it got better. They got him

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on some better medications, and he's doing very well. And I'm really grateful for the detective who listened to my husband, who went to the scene of the crime. And the detective and the police officers noticed right off the bat that this was a special needs person, and they, they took good care. I think we have an excellent police force here, and I'm grateful for what they did. And I don't know what happened with Marcelo's family, and I hope that there could be some advocacy for them, some sort of help so they can get the answers that they need. We were able to do what we needed to for my son, and I hope that somehow they can find out what they need to do and what they can do for their needs. And I'm sure that there's got to be some, something that can be done. Anyway, that's all I have to say. But thank you for your time. Thank you."

Mayor Ramsey noted that it's always on our agenda that under public comment, you attend City Council meeting in person to speak in the meeting in public comment.

Mayor Ramsey closed the public comment portion of the meeting.

Mayor Ramsey said that this isn't a time when we really dialog and come up with solutions to all of the challenges. We want to hear from you and then work on them together. But I want to take a moment of personal privilege and just make sure the Gutierrez family knows, I know this isn't what anybody wants to hear. We as a Council don't know any more than you do, and I know that's not what you want to hear, but we don't. We join you in hoping that the District Attorney comes out with their information, with their findings. We haven't seen anything, we haven't heard anything. We don't have any more information than you have. And I'm sorry that it's been a year, a terrible year. I can't imagine how painful this year has been for you. Our policy and our practice here in South Jordan is for the elected body to stay completely out of any police investigation, regardless of what it's about. We don't want to compromise anything by inserting ourselves, so we've stayed out of it.

Mya Gutierrez shouted from the audience "shut up, god, what you say, I can't. Fuck you guys, fuck you South Jordan City Council".

Mayor Ramsey continued and said we hope there's information soon. We are also at the mercy of the District Attorney's Office, waiting, just like you are.

G. Presentation Item:

G.1. Jordan Valley Water Conservancy District (JVWCD) to report on the proposed tax rate increase. *(By JVWCD General Manager, Alan Packard)*

JVWCD General Manager Alan Packard presented prepared presentation (Attachment A). He presented on a proposed property tax increase by the Jordan Valley Water Conservancy District (JVWCD). He explained that Jordan Valley Water supplies drinking water to most communities in Salt Lake Valley, including South Jordan City, which receives 100% of its drinking water from the district. Revenue for Jordan Valley comes primarily from water sales and property taxes, with the latter accounting for approximately 30% of its budget. Property taxes are viewed as a stable revenue source and help cover services not directly linked to water consumption, such as environmental enhancements, fire protection, water storage for hydrants, watershed

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protection, and conservation programs that benefit broader public interests like the Great Salt Lake. To address a revenue gap identified during the budget process, Jordan Valley proposes a combination of property tax and water rate increases. Each revenue source would contribute equally to closing the gap. A truth-in-taxation public hearing is scheduled for August 11 at 6:00 p.m., where citizens can ask questions and provide comments. The proposed property tax increase is approximately 11%. For an average home with a market value of $630,000, this would mean an annual increase of around $11.78. He outlined major capital improvements planned by the district, including expansion of the treatment plant in Herriman, new storage reservoirs, and a new section of the Southwest Aqueduct. Notably, the treatment plant was last expanded in 1986, and the upcoming improvements are designed to accommodate growth over the long term, reflecting the typical approach of building large-scale infrastructure to avoid repeated upgrades. He emphasized that property taxes help equitably distribute the costs of these improvements across current and future users, including through taxation of undeveloped land. He also noted that a strong property tax base supports Jordan Valley's excellent bond rating, enabling the district to use debt financing to fund large infrastructure projects and spread repayment over several decades, ensuring that future users also contribute to those costs.

Council Member Johnson inquired whether there was a specific figure available for the average rate increase that a business would experience under the proposed property tax adjustment. Mr. Packard responded that, yes, because businesses do not receive the residential exemption, a business property valued at the same $630,000 would see an annual increase of $21.42. In contrast, a residential property of the same value would experience an increase of $11.78.

Council Member Shelton acknowledged receiving the budget included in the council packet and confirmed it was sent by Mr. Packard. He mentioned that he typically reviews budgets thoroughly. He noted that on page one of the budget, the property tax rate and tax revenue figures differ slightly from the summary provided, though not dramatically. He observed that the state authorizes a property tax levy of 0.0004, for operation and maintenance expenses. He asked for confirmation that this tax is not directly tied to capital improvements.

Mr. Packard confirmed that Council Member Shelton's understanding was correct, the property tax revenue is technically designated for operation and maintenance expenses. However, this designation is tied to bond financing requirements, as bondholders require the property tax revenue to be pledged to operation and maintenance to ensure JVWCD remains financially viable. While the funds are allocated to operation and maintenance, this effectively frees up other funds that would have been used for those expenses, allowing them to be directed elsewhere, thereby supporting the overall financial strength of the district.

Council Member Shelton asked when the last property tax increase occurred, noting that there was no increase in the previous year according to the budget. Mr. Packard responded that the last property tax increase occurred in fiscal year 2023-24. He added that their financial plan forecasts three property tax increases over the next 10 years, though this is subject to annual review during the budgeting process.

Council Member Shelton asked if all JVWCD employees are covered in operation and maintenance and how many employees JVWCD has. Mr. Packard responded yes, they have

UNAPPROVED

about 165 employees. Council Member Shelton inquired about the 2024-25 budget, noting that on page two, three additional employees were authorized, and another three are planned for this year. He also asked if all employees received a 5% raise in 2024-25 and again this year. Mr. Packard confirmed both points.

Council Member Shelton expressed a wish that the council could automatically increase property taxes at a set rate, acknowledging that it might be possible if they chose to do so.

Mayor Ramsey noted that the water district's strategy has been similar to other communities, favoring incremental, small increases over time rather than large, infrequent hikes.

Council Member Shelton noted that an 11% tax increase does not seem incremental but rather significant. He pointed out that on page three of the budget, the total tax revenue projection is $3.9 million higher than the previous year, which Mr. Packard confirmed is due to growth from new homes. Shelton also shared his calculation showing that water delivery is projected to increase by approximately 3.24% from 95,500 acre-feet in 2024-25 to 98,600 acre-feet in 2025-26, which was confirmed as accurate. He noted that on page three, the operation and maintenance budget is increasing by 7%.

Mr. Packard responded that the operation and maintenance budget increase is driven by a few key factors, including significantly higher chemical costs for the treatment plant and a much greater-than-average inflationary increase from Rocky Mountain Power, as their operations are energy intensive.

Council Member Shelton asked why the chemical costs increased so much. Mr. Packard responded that the chemicals are hard to obtain and volatile in price. Each year they seek competitive quotes, but the market fluctuates annually. Council Member Shelton noted that he would have expected the removal of fluoride by the legislature to help reduce chemical costs. Mr. Packard stated that the $600,000 savings from removing fluoride was applied to reduce the proposed tax increase.

Council Member Shelton acknowledged the significance of the fluoride removal savings and noted that last year's water rate increase was 6%, with a 4.9% increase planned this year, both of which seem higher than general inflation. He expressed that these figures raised questions for him. Mr. Packard explained that one reason for the higher-than-inflation water rate increases is a surge in capital project spending planned over the next five years.

Council Member Shelton expressed gratitude for the city's reliable water supply and effective fire hydrants.

Mr. Packard expressed appreciation for JVWCD's partnership with South Jordan City.

Mayor Ramsey noted that while there was discussion about possibly eliminating some capital projects to save money, significant water infrastructure needs in the community over the next five years made it beneficial that these projects were not cut.

UNAPPROVED

H. Action Items:

H.1. Resolution R2025-26, Authorizing the City of South Jordan Mayor to sign a Franchise Agreement with Rocky Mountain Power. *(By Assistant City Manager, Don Tingey)*

City Manager Don Tingey introduced Brett Johansson from Rocky Mountain Power, noting that they have been working together over the past few months to present a resolution for the mayor to sign a renewal of the franchise agreement. The current franchise agreement is for 15 years and is set to renew this year. The updated agreement includes only minor, mostly clerical or procedural changes to ensure alignment with city staff operations. No substantial changes were made, and the renewal essentially continues the existing terms with Rocky Mountain Power.

Council Member McGuire motioned to approve Resolution R2025-26, Authorizing the City of South Jordan Mayor to sign a Franchise Agreement with Rocky Mountain Power. Council Member Johnson seconded the motion.

Roll Call Vote
Council Member McGuire - Yes
Council Member Johnson - Yes
Council Member Harris - Yes
Council Member Shelton - Yes
Council Member Zander - Absent
The motion passed with a vote of 4-0. Council Member Zander was absent from the vote.

H.2. Resolution R2025-28, Declaring the City's intention to reimburse itself for expenditures incurred in connection with financing all or a portion of the cost of improvements to the City's water system, with proceeds of bonds that it intends to issue; and related matters. *(By CFO, Sunil Naidu)*

CFO Naidu noted the resolution reflects the city's intent to reimburse itself for certain construction costs related to a planned water tank project on the west side of the city. Part of the project involves building a transmission line crossing U-111. Due to uncertain timing of UDOT's realignment of U-111, the city plans to advance the transmission line construction to avoid increased costs later. If the city issues bonds for this work, approval of this resolution allows reimbursement of costs from bond proceeds. He clarified that the resolution does not commit the city to any projects but establishes the intent to reimburse if bonds are issued. He recommended council approval to enable reimbursement when the project proceeds.

Council Member Shelton asked whether the construction costs would be paid out of the general fund or another source. CFO Naidu responded that the construction costs would be paid upfront from the water fund, and when the water bond is issued, the city would reimburse itself from the bond proceeds.

Council Member Johnson asked if this reimbursement process is standard, to which CFO Naidu confirmed that it is standard procedure for such projects.

UNAPPROVED

Council Member Shelton motioned to approve Resolution R2025-28, Declaring the City's intention to reimburse itself for expenditures incurred in connection with financing all or a portion of the cost of improvements to the City's water system, with proceeds of bonds that it intends to issue; and related matters. Council Member Johnson seconded the motion.

Roll Call Vote
Council Member Shelton - Yes
Council Member Johnson - Yes
Council Member Harris - Yes
Council Member McGuire - Yes
Council Member Zander - Absent
The motion passed with a vote of 4-0. Council Member Zander was absent from the vote.

H.3. Resolution R2025-29, Designating the interim emergency successors for 2025-26 and identification of alerting authority and individuals authorized to send alerts. *(By City Manager, Dustin Lewis)*

City Manager Dustin Lewis explained that, as required annually by state statute, the city updates and brings forward for council approval the list of emergency interim successors. The updated list reflects recent changes and identifies personnel authorized to activate emergency alert systems if needed. This routine update ensures compliance with state law and maintains eligibility for state and federal grants. He recommended adoption of the updated list.

Council Member McGuire motioned to approve Resolution R2025-29, Designating the interim emergency successors for 2025-26 and identification of alerting authority and individuals authorized to send alerts. Council Member Harris seconded the motion.

Roll Call Vote
Council Member McGuire - Yes
Council Member Harris - Yes
Council Member Johnson - Yes
Council Member Shelton - Yes
Council Member Zander – Absent
The motion passed with a vote of 4-0. Council Member Zander was absent from the vote.

H.4. Resolution R2025-32, Appointing members to the Arts Council. *(By Associate Director of Recreation, Brad Vaske)*

Associate Director of Recreation Brad Vaske noted the appointment is for Zeynep Kariparduc, who is a passionate individual committed to supporting the community’s arts programs.

Council Member McGuire motioned to approve Resolution R2025-32, Appointing members to the Arts Council. Council Member Johnson seconded the motion.

UNAPPROVED

Roll Call Vote
Council Member McGuire - Yes
Council Member Johnson - Yes
Council Member Harris - Yes
Council Member Shelton - Yes
Council Member Zander – Absent
The motion passed with a vote of 4-0. Council Member Zander was absent from the vote.

H.5. Resolution R2025-33, Appointing members to the Senior Advisory Committee. *(By Associate Director of Recreation, Brad Vaske)*

Associate Director of Recreation Brad Vaske recommended appointing Kaye Wadley, who had the opportunity to meet with the council on June 3 during the City Council Study Meeting.

Council Member Harris motioned to approve Resolution R2025-33, Appointing members to the Senior Advisory Committee. Council Member Shelton seconded the motion.

Roll Call Vote
Council Member Harris - Yes
Council Member Shelton - Yes
Council Member Johnson - Yes
Council Member McGuire - Yes
Council Member Zander - Absent
The motion passed with a vote of 4-0. Council Member Zander was absent from the vote.

Mayor Ramsey requested that staff ensure the council is informed whenever a member steps down from committees such as the Arts Council or Senior Advisory Committee. She emphasized that council members are often unaware of vacancies until new applications appear, leading to surprise. She asked that the city provide timely updates so the council can properly acknowledge departing members with thank you notes and avoid unexpected vacancies.

I. Public Hearing Items:

I.1. Resolution R2025-22, Amending the FY2024-25 budget for South Jordan City. The appropriation authority shall apply to the fiscal year ending June 30, 2025. *(By CFO, Sunil Naidu)*

CFO Naidu explained that at the end of each year, the budget must be reviewed to ensure revenues and expenditures align with council-approved amounts, as state statute prohibits overspending beyond the adopted budget. Although sales and property tax revenues are coming in slightly below initial projections, increased interest revenue and controlled expenditures mean the current budget remains sufficient to finish the year without requiring amendments. The few changes in the amended budget mainly reflect new funds received, particularly related to public safety grants, which have been incorporated because the money has already been spent.

UNAPPROVED

Mayor Dawn Ramsey opened the Public Hearing for comments; there were no comments and the hearing was closed.

Council Member Shelton inquired about the police dog funding, asking whether the money was actually contributed to purchase the dog or if the dog was gifted to the city and then its value was accounted for in the budget.

Police Chief Carr explained that the funding was a donation specifically designated for the canine program. While the city did not acquire a new dog through this donation, the funds were used for additional training that would not have been possible otherwise.

Council Member Johnson motioned to approve Resolution R2025-22, Amending the FY2024-25 budget for South Jordan City. The appropriation authority shall apply to the fiscal year ending June 30, 2025. Council Member Shelton seconded the motion.

Roll Call Vote
Council Member Johnson - Yes
Council Member Shelton - Yes
Council Member Harris - Yes
Council Member McGuire - Yes
Council Member Zander - Absent
The motion passed with a vote of 4-0. Council Member Zander was absent from the vote.

I.2. Ordinance 2025-02, Vacating small portions of right-of-way in the Daybreak Town Center along Grandville Avenue, Black Twig Drive and Betz Way. *(By Director of Planning & Economic Development, Brian Preece)*

Director of Planning & Economic Development Brian Preece reviewed the map (Attachment B). He explained that the adjustments between Black Twig Drive and Betz Way involve rearranging streets and reordering, which does not increase density but rather fine-tunes the development plan for that area. The parties involved appreciate the vacation of these portions.

Mayor Dawn Ramsey opened the Public Hearing for comments; there were no comments and the hearing was closed.

Council Member Harris motioned to approve Ordinance 2025-02, Vacating small portions of right-of-way in the Daybreak Town Center along Grandville Avenue, Black Twig Drive and Betz Way. Council Member McGuire seconded the motion.

Roll Call Vote
Council Member Harris - Yes
Council Member McGuire - Yes
Council Member Johnson - Yes
Council Member Shelton - Yes
Council Member Zander – Absent

UNAPPROVED

The motion passed with a vote of 4-0. Council Member Zander was absent from the vote.

I.3. Ordinance 2025-09, Amending Section 16.50.100 (Allowed, Prohibited, and Restricted Uses) of the South Jordan City Municipal Code to modify the uses within drinking water protection zones. *(By Long-Range Planner, Joe Moss)*

Long-Range Planner Joe Moss reviewed prepared presentation (Attachment C). He explained this is a proposal from Jordan Valley Water Conservancy District (JVWCD) requesting a text amendment to the city's drinking water source protection ordinance. The current ordinance divides drinking water source areas into four zones based on sensitivity and potential contaminant proximity to well heads. The map displayed showed these zones within the city, with Zone 4 in blue and Zones 1 through 3 narrowing toward the center. JVWCD provides all drinking water for the city and other Salt Lake Valley municipalities. The current ordinance was evaluated against Salt Lake County and similar municipalities for consistency. Without a local ordinance, the city would default to Salt Lake County's standards. The proposed amendment introduces an "allowed" use category for less concerning uses in Zones 3 and 4, aligning the ordinance more closely with comparable ones. Areas shown in green on the map represent where the city's ordinance would become more aligned, while areas in orange indicate less strict regulations than others. The amendment also tightens restrictions in Zone 2 for landfills, transfer stations, and railroad yards. Organizational changes would separate categories currently grouped together, such as cemeteries, golf courses, parks, and plant nurseries, clarifying and removing conflicts, especially regarding golf courses in Zone 2. Hospitals, dental, and veterinary uses would be split into their own categories, generally aligning with other ordinances, though dental offices would be less restricted than typical. Zone 1, the area within 100 feet of a well head, would see some uses shift from "not permitted" to "restricted," moving away from alignment with Salt Lake County standards. He noted concerns about moving further out of alignment, especially in Zone 1, which is highly sensitive. This ordinance was originally established in 2010 under Jordan Valley's recommendation along with similar jurisdictions. His recommendation was not to approve the proposed changes due to concerns about increased risk in Zone 1.

JVWCD Engineer Travis Christensen reviewed prepared presentation (Attachment D). He shared background about JVWCD's operations, including wells along 1300 West and 2700 West that collect and treat groundwater contaminated from mining operations at their West Jordan treatment plant. He described a specific property at approximately 86 Shields Lane and 13th West with a well producing about 175 gallons per minute from 500 feet deep, drilled in 2011. JVWCD was contacted by a South Jordan resident interested in purchasing unused portions of this property. After internal review, the district determined that half of the property could be sold without affecting operations. However, the potential buyer planned to construct a dental office, which is currently a prohibited use under Section 16.50.1100 of the city's drinking water source protection ordinance. Christensen explained the categories of uses in the ordinance: prohibited, restricted (which require Jordan Valley and health department approval, as well as planning and zoning review), and allowed. He noted that changes in regulatory standards prompted JVWCD to review and propose updates to these use categories, particularly for dental offices. Christensen summarized the ordinance's four zones around wells, based on travel time of potential contaminants: Zone 1 (within 100 feet), Zone 2 (approx. 250 days), Zone 3 (up to 3 years), and

UNAPPROVED

Zone 4 (up to 15 years). He stated that JVWCD is confident the proposed changes align with their commitment to protect and be good stewards of the water supply. He offered to answer any questions.

Mayor Dawn Ramsey opened the Public Hearing for comments.

Bob Paxton (Resident) - Asked whether a business that becomes disallowed or restricted under the proposed changes to the drinking water source protection ordinance would be required to relocate, or if such a business would be grandfathered in and allowed to continue operating at its current location.

Mayor Dawn Ramsey closed the public hearing.

Council Member Johnson asked whether JVWCD plans to update the drinking water source protection ordinances in the other agencies within their service area, similar to the proposed changes presented for South Jordan.

Mr. Christensen responded that JVWCD does not currently have plans to update the drinking water source protection ordinances in other jurisdictions within their service area. However, he noted that they are open to doing so if requested. He explained that these types of amendment requests are quite rare. While they are not proactively reaching out to other member agencies at this time, they remain willing to engage in similar updates if approached.

Council Member Johnson expressed concern with the proposed amendment being applied only to South Jordan, without broader communication to other member cities served by JVWCD. She stated she would prefer that the district proactively reach out to all member agencies to inform them of such changes. She noted that there may be unintended consequences, such as inadvertently restricting businesses in other areas, and emphasized the importance of transparency and consistency. She acknowledged the district's prompting for the amendment but shared that the approach made her feel somewhat uncomfortable, as it gives the impression that South Jordan is being singled out.

Mr. Christensen acknowledged Council Member Johnson’s concern, agreeing to take the feedback back to the JVWCD for internal review. He indicated a willingness to consider broader communication with other member agencies if the Council to move forward.

Council Member Johnson expressed concern about the proposed amendment, recalling that in 2010, JVWCD had made a comprehensive presentation which the city followed in good faith. She emphasized that the city has remained consistent with that original guidance and suggested that making a one-off change for a single request undermines the district’s overall credibility.

Council Member Shelton began by explaining that when the Council evaluates ordinance changes, particularly zoning ordinances, they must consider the citywide implications, not just the impact on a specific parcel. He expressed concern that the proposed amendment appears to be driven solely by the circumstances surrounding a single property, making it feel arbitrary and less credible. He stated that if JVWCD had proposed this change across all member jurisdictions,

UNAPPROVED

it would be viewed as more legitimate and consistent. He acknowledged the reasoning behind city staff's recommendation to deny the proposal, noting that the request lacked broad application. He emphasized that ordinances should be shaped with the entire service area in mind, not tailored for individual circumstances. He asked if it is currently producing contaminated water.

Mr. Christensen confirmed that the well in question is indeed treating water contaminated by historical mining operations. He explained that the water is extracted and then processed at JVWCD's treatment facility to ensure it meets drinking water standards before distribution.

Council Member Shelton confirmed that the well in question brings up groundwater that is already contaminated due to historic mining operations, and that it is treated at a nearby reverse osmosis facility. He acknowledged that knowing the water is already contaminated and treated before entering the public system makes him feel somewhat more comfortable with the proposed ordinance change, even though it applies to only one piece of property, since the water is already contaminated.

Council Member Johnson asked if the other wells in the same area are similarly contaminated, to which Mr. Christensen confirmed they are. He added that although the request originated from one specific property, JVWCD would be comfortable having the proposed ordinance changes apply to all wells within South Jordan City.

Mayor Ramsey asked whether the proposed ordinance changes would impact existing businesses, and if those businesses would be grandfathered in or affected by the new regulations.

Long-Range Planner Moss explained that the ordinance changes generally apply only to new uses or developments within the water protection zones. Existing businesses would not be affected or required to comply retroactively. For restricted uses, each case is reviewed individually by both the Water Authority and the Salt Lake Valley Health Department. The only tightening in regulations concerns landfills and rail yards in Zone Two, and there are no such facilities in Zone Two within South Jordan, so no current businesses would be impacted by this proposal.

Council Member McGuire asked Mr. Moss about the concern regarding the proposed ordinance amendments moving South Jordan further away from Salt Lake County's standards. He inquired what the implications or risks might be of having regulations that differ from neighboring agencies.

Long-Range Planner Moss explained that many of the proposed changes in zones three and four would bring South Jordan's ordinance closer into alignment with Salt Lake County and similar municipalities. However, several changes in Zone One, the most sensitive area, would be more permissive than those in comparable ordinances. Specifically, uses such as dental offices, parks and private recreation, and apiaries would be allowed in Zone One under the proposed amendments, which is less restrictive than neighboring standards.

UNAPPROVED

Council Member McGuire asked if there is concern that someone might challenge the city by pointing out that Salt Lake County's regulations differ from South Jordan's. Long-Planner Moss responded that there is concern about South Jordan becoming a frontrunner in loosening water restrictions. The city aims to stay aligned with similar ordinances in the valley. He added that without its own drinking water source protection ordinance, South Jordan would default to Salt Lake County's regulations, so the goal is to keep the city's rules as closely aligned as possible where practical. Council Member McGuire agreed that it makes sense to maintain alignment with Salt Lake County's regulations, especially since the county's rules would serve as the default if South Jordan's ordinance were to change or be repealed.

Mayor Ramsey asked if there could ever be a scenario where the city wouldn't have its own drinking water source protection ordinance. Long-Range Planner Moss explained that having their own ordinance allows South Jordan the flexibility to both increase restrictions beyond what Salt Lake County currently permits, and also to loosen them as the council deems appropriate.

Council Member Johnson asked whether Salt Lake County had been informed of or consulted on the proposed changes to South Jordan's drinking water source protection ordinance and if they had provided any comments. Long- Range Planner Moss responded that the proposed ordinance amendment was sent to Salt Lake County for review to ensure coordination, and the county indicated they were comfortable with the changes.

Council Member McGuire expressed that his main concern isn't with the substance of the proposed ordinance amendments, but rather with the process. He noted uncertainty about why JVWCD didn't notify all participating agencies with a formal letter outlining the recommended updates and asking for ordinance revisions. He found the approach and communication surrounding the proposal unclear and challenging to understand.

Mayor Ramsey expressed that from a policy standpoint, it's not appropriate for the council to legislate changes on a case-by-case basis for a single property, as the council is responsible for the whole city. She acknowledged that while this might have been a bigger issue back in 2010, it seems less significant now given JVWCD's position and the county's approval. She asked how willing the water district would be to notify all other member agencies about this ordinance change, offering them the option to consider similar updates.

JVWCD General Manager Alan Packard stated that JVWCD would not oppose informing the broader community about the ordinance change if the City Council decides to approve it. However, they prefer not to proactively initiate widespread outreach across the entire valley or push for all member agencies to make similar changes. He acknowledged that the proposal might appear self-serving since it benefits one property, but emphasized that the district began this process months ago and wishes to see it through in good faith. He expressed respect for whatever decision the City Council makes.

Council Member Johnson asked about how permitted and restricted uses are managed over time, specifically questioning if there are guidelines to determine where the line falls between permitted and restricted projects. She further inquired how the city ensures compliance with restrictions if the property changes ownership, whether the new owner is held to the same

UNAPPROVED

conditions agreed upon with the original party. She sought clarity on how ongoing enforcement or monitoring of these restrictions is handled.

Mr. Christensen responded that from the district's perspective, they do not have ongoing interaction with businesses after the initial application. Compliance and restrictions are based on the time of application, and the district generally does not conduct follow-up unless the property undergoes redevelopment or significant changes.

Council Member Shelton noted that enforcement of the ordinance ultimately falls to the city.

Council Member Shelton motioned to approve Ordinance 2025-09, Amending Section 16.50.100 (Allowed, Prohibited, and Restricted Uses) of the South Jordan City Municipal Code to modify the uses within drinking water protection zones, requesting Jordan Valley Water Conservancy District notify all member agencies of the recent proposed ordinance change and encourage them to consider adopting similar updates to their respective codes for consistency across the region. Council Member Johnson seconded the motion.

Roll Call Vote
Council Member Shelton - Yes
Council Member Johnson - Yes
Council Member Harris - No
Council Member McGuire - No
Council Member Zander - Absent
Mayor Dawn R. Ramsey - Yes

The motion passed with a vote of 3-2. Council Member Harris and Council Member McGuire voted "No". Council Member Zander was absent from the vote.

I.4. Zoning Ordinance 2025-04-Z, Rezoning property located at 2511 West 10950 South in the City of South Jordan from A-5 (Agricultural, Minimum 5 acre lot) Zone to R-1.8 (Single-Family Residential, 1.8 lots per acre) Zone; Robbie Pope, LRPOPE Engineering (Applicant). *(By Director of Planning & Economic Development, Brian Preece)*

Director of Planning & Economic Development Brian Preece reviewed prepared presentation (Attachment E). He explained the parcel is currently zoned A-5. The parcel is approximately 0.92 acres, making it nonconforming due to its size and the existing building coverage exceeding the limits of the A-5 zone. The property is bordered on two sides by R-1.8 (single-family residential) zoning and on two sides by A-5 zoning, with many neighboring parcels also nonconforming in size. Rezoning to R-1.8 would allow 40% lot coverage and bring the property into compliance. He noted there is a building under construction on the parcel, which was halted when the nonconformance issue was identified. Photographs of the building under construction, distinguished by visible plywood sheathing, were shared during the presentation. He added that the Planning Commission unanimously recommended approval of the rezoning request.

UNAPPROVED

Mayor Dawn Ramsey opened the Public Hearing for comments; there were no comments and the hearing was closed.

Director Preece noted that this parcel is a metes-and-bounds property, not part of an established subdivision, so the rezoning would not impact any subdivision regulations.

Council Member Shelton motioned to approve Zoning Ordinance 2025-04-Z, Rezoning property located at 2511 West 10950 South in the City of South Jordan from A-5 (Agricultural, Minimum 5 acre lot) Zone to R-1.8 (Single-Family Residential, 1.8 lots per acre) Zone; Robbie Pope, LRPOPE Engineering (Applicant). Council Member McGuire seconded the motion.

Roll Call Vote
Council Member Shelton - Yes
Council Member McGuire - Yes
Council Member Harris - Yes
Council Member Johnson - Yes
Council Member Zander - Absent
The motion passed with a vote of 4-0. Council Member Zander was absent from the vote.

Mayor Ramsey took a moment of personal privilege to publicly thank Laurel Bevans for her extensive service and many volunteer roles within the city. She expressed appreciation for her dedication and wished her and her family the very best.

J. Staff Reports and Calendaring Items:

City Manager Lewis shared two reminders with the council. First, he invited everyone to attend the ribbon cutting ceremony for the six new pickleball courts at Riverfront Park tomorrow morning at 8:00 a.m. Second, he encouraged everyone to attend the play Annie happening this week, praising the unexpected talent and quality of the production, and recommending it as a worthwhile experience.

Police Chief Jeff Carr reviewed prepared presentation (Attachment F). He reported that the department receives state funding annually to support victim advocates and, as required, presents statistical updates a few times per year. The data shows that domestic violence and identity theft/fraud cases make up about 75% of the victim advocates' work. Recently, they've noticed an increase in scams targeting primarily older adults, such as deceptive texts or emails claiming loved ones are in jail and requesting gift card payments. One recent case involved a scammer using AI to mimic a loved one's voice, resulting in a victim losing approximately $800. Despite these emerging fraud cases, domestic violence remains the primary focus, with about 165 domestic violence victims assisted between January 1 and June 12.

Council Member Shelton asked if there is any data on how many of the reported crimes involve mental health issues. Chief Carr replied that he doesn't have specific numbers available but acknowledged that mental health challenges are a widespread concern in communities across America. Council Member Shelton wondered if it might be possible and helpful to track how

UNAPPROVED

many cases involve mental health issues. Chief Carr said he wasn't sure offhand but could check whether their system is capable of tracking that information.

Council Member McGuire asked if the reported kidnappings are mostly related to custodial disputes rather than actual abductions. Chief Carr responded yes, all of them are domestic or custodial related.

City Manager Lewis reminded everyone that there will be only one council meeting in July, scheduled for July 15, with no meeting on the first due to the holiday week, giving everyone more time to spend with their families.

Council Member McGuire noted he'll most likely be joining the July 15 meeting electronically.

D. Minute Approval:

D.1. May 6, 2025 City Council Study Meeting

D.2. May 6, 2025 Combined City Council & Redevelopment Agency Meeting

Council Member McGuire motioned to approve the May 6, 2025 City Council Study Meeting minutes and the May 6, 2025 Combined City Council & Redevelopment Agency Meeting as published. Council Member Shelton seconded the motion; vote was 4-0, unanimous in favor. Council Member Zander was absent from the vote.

E. Mayor and Council Reports

Council Member Harris expressed appreciation for the success of the Summerfest and thanked everyone involved. He also requested that the city consider returning to the previous breakfast format or a similar arrangement.

Council Member McGuire added that the food trucks, which were expected to be present at the event, did not show up as planned due to vendor-related issues.

Mayor Ramsey expressed gratitude to the staff, emergency planners, and personnel for their efforts in ensuring safety during large events like Summerfest. She acknowledged that while no plan can be perfect, especially given unpredictable factors, their hard work and excellent planning have been key to maintaining a safe environment.

Council Member Johnson expressed appreciation to everyone involved in Summerfest, highlighting how the event helped make the community stronger and more welcoming for all. She thanked everyone for their participation and support.

Council Member Johnson motioned to adjourn the June 17, 2025 City Council Meeting. Council Member Harris seconded the motion; vote was 4-0 unanimous in favor. Council Member Zander was absent from the vote.

UNAPPROVED

ADJOURNMENT

The June 17, 2025 City Council Meeting adjourned at 8:20 p.m.

UNAPPROVED