

SOUTH JORDAN CITY
CITY COUNCIL MEETING

DECEMBER 2, 2025

Present: Mayor Dawn R. 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, Assistance City Manager Jason Rasmussen, Assistant City Manager Don Tingey, City Attorney Ryan Loose, Police Chief Jeff Carr, Director of Administrative Services Melinda Seager, Director of Human Resources Teresa Robinson, CFO Sunil Naidu, Fire Chief Chris Dawson, Director of Recreation Janell Payne, Director of Planning & Economic Development Brian Preece, Director of Engineering/City Engineer Brad Klavano, Director of Public Works Raymond Garrison, PIO/Communication Manager Rachael Van Cleave, GIS Coordinator Matt Jarman, City Recorder Anna Crookston

Absent:

Other (Electronic) Attendance: Bob, Marie Antoine, Soren Simonsen

Other (In-Person) Attendance: David Cannon, Sarah Wiley, Julie Wiley, Cooper Hadden, Cordelia Panklah, Tomas Lanholtz, Chuck Newton, Hannah Cole, Halle Howard, Jake Franker, Sarah Spallino, Donny York, Paden Kind, Tyler Kerby, John Gust, Randy Smith

6:47 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. Pledge of Allegiance – By Assistant City Manager, Don Tingey

Assistant City Manager Tingey led the audience in the Pledge of Allegiance.

D. Minute Approval:

- D.1. October 7, 2025 City Council Study Meeting
- D.2. October 7, 2025 City Council Meeting
- D.3. October 21, 2025 City Council Study Meeting
- D.4. October 21, 2025 City Council Meeting
- D.5. November 18, 2025 Board of Canvassers Meeting

Council Member McGuire motioned to approve the October 7, 2025 City Council Study Meeting, October 7, 2025 City Council Meeting, October 21, 2025 City Council Study Meeting, October 21, 2025 City Council Meeting, and November 18, 2025 Board of Canvassers Meeting as published. Council Member Harris seconded the motion. Vote was 5-0, unanimous in favor.

E. Mayor and Council Reports:

Mayor Ramsey noted that the mayor and council reports will be skipped for the sake of time, acknowledging that everyone has a long list of items to report, and with the meeting starting late, they will proceed directly to Item F.

F. Public Comment:

Mayor Ramsey opened the public comment portion of the meeting.

Chuck Newton (Resident) - First, congratulations to the mayor and city council members who were re-elected. I know how tough it is to run a campaign, or a re-election campaign, while serving on the city council, which at times feels like more than a half-time job, plus doing your own full-time job. That's a lot. So, congratulations and thank you for your past service and your willingness to continue down the path a little while longer. A special thank you for that beautiful prayer earlier. I also want to thank our economic development director for bringing Dunkin' Donuts back to the city after they left during COVID. I heard he even had to sing a special song, "Baby, Come Back", I can't do it justice, but anyway, he also brought in Jack in the Box, which I love. Congratulations on our new senior center location, it's 1,000 times better than the old location. I'm so glad you all moved it there. The passport office was also a very smart idea. Special thanks to our city manager for putting that together and implementing it so well. As you may know, the office has been swamped with calls. I'd like to suggest, that a button be added to the main website to access the calendar for booking appointments, and that option six on the phone message be changed to "passport office," moving whatever was previously on six to option seven. I also want to thank our assistant city manager, Jason Rasmussen, who got my fire hydrant painted after almost two decades of looking disreputable. They rushed right out the week after I called, and it looks great. I should have been here a year ago to say this, but I've just been so busy that a lot of thanks are stacked up tonight. I'd like to suggest that as the fire department inspects hydrants, ensuring they operate correctly and have water in case of fire, that they also consider adding a note in GIS or some system to mark whether each hydrant looks well-maintained or disreputable. One more item, and this isn't a public hearing, but I want to comment on Fieldstone Homes. They build a quality product and have a great reputation. Coming in as an HOA is up to you, but I do want to comment on the vinyl fences. We've had a number of vinyl fence installs, particularly on 9800 South and 3200 West. I was behind that decision when I was on the city council, and in hindsight, it was one of my dumbest mistakes. Vinyl fences become problematic as they age if they're not high quality, they get holes and deteriorate. For the subject property, particularly the east side where the wind comes from the west, the concept plan shows precast fencing. I strongly recommend that the east side, and actually, the entire perimeter, be precast. I'd also suggest a geotechnical study. We did that for South Jordan Station and discovered a few surprises. Unless our city engineer thinks the study from Jordan Station is still applicable, I recommend considering this in your discussion

tonight. Regarding garbage collection, the Fieldstone development proposes a private contractor. I'd suggest that the development agreement require the contractor to use natural gas, electric, or other non-polluting vehicles. Several years ago, before becoming assistant city manager, he skillfully negotiated us away from diesel trucks to natural gas, which saves 872 cars per hour per truck and helps reduce pollution in the southwest corner of the valley. Thank you very much.

Mayor Ramsey closed the public comment portion of the meeting.

G. Presentation Item:

G.1. Victim Advocate Service Bi-Annual Report. (By Police Chief, Jeff Carr)

Police Chief Jeff Carr provided and reviewed a handout (Attachment A). He provided an update on the activities of the city's victim advocates, who are partially funded through a grant that requires periodic reporting to the council. He reported that from July to December, the victim advocates assisted 435 individuals, with 42% of cases involving domestic violence. The department has also seen an increase in identity theft and fraud, assisting 85 victims during this period, and 67 victims of child abuse. He emphasized the critical role of victim advocates in supporting victims throughout the criminal justice process, including facilitating restitution, assisting with court proceedings, and coordinating interviews with law enforcement. He noted that prior to having dedicated victim advocates, many victims fell through the cracks due to limited law enforcement resources. He concluded by acknowledging the value and effectiveness of the victim advocates and invited questions.

Mayor Ramsey expressed appreciation for the victim advocates and their team, thanking them for the important work they do supporting victims in the community.

H. Action Items:

H.1. Resolution R2025-53, Adopting the International Utah Wildland-Urban Interface Code. (By Fire Chief, Chris Dawson)

Fire Chief Chris Dawson reviewed prepared presentation (Attachment B). He presented two related resolutions in response to House Bill 48, passed during the 2025 general legislative session, which requires municipalities to adopt the Utah 2006 Wildland Urban Interface (WUI) code and a corresponding WUI map by January 1. He explained that the 2006 version is currently the only WUI code formally adopted by the state, though efforts are underway to have the 2023 version adopted in the future. The proposed city map identifies specific areas within South Jordan where WUI risks are most significant and where application of the code could meaningfully reduce wildfire hazards. He emphasized that the city's proposed WUI map is separate from the state's high-risk WUI boundary map being developed by Utah Forestry, Fire, and State Lands. While the state's map could have potential financial implications for properties located within designated high-risk areas, the city's adoption would not impose fees or assessments on residents. Any impacts would be limited primarily to construction standards for new development, such as ignition-resistant construction and defensible space requirements. Based on preliminary information, only a very small portion of South Jordan's far west side may fall within the state's

higher-risk classifications. The proposed WUI map focuses on areas with both significant vegetation and slope, where wildfire behavior poses the greatest threat, including the newly annexed undeveloped lands in the west, portions of Bingham Creek, and especially the Jordan River corridor. He identified the Jordan River area as the city's greatest concern due to dense vegetation immediately adjacent to residential neighborhoods, which could result in rapid fire spread under windy conditions. He noted that fires in these conditions could produce large flame lengths and embers capable of igniting homes, leaving limited opportunity for suppression once a fire is established. He explained that the primary goal of adopting the WUI code and map is prevention and mitigation through defensible space, vegetation management, and education. He cited a past fire along the Jordan River as an example of how defensible space successfully prevented fire from spreading beyond a fence line into residential areas. He showed a video (Attachment B, pg. 16) and concluded that most mitigation measures are expected to be relatively minor but critical to improving safety, protecting homes, and giving firefighters a better chance to control fires before they become severe.

Council Member McGuire asked whether adoption of the Wildland Urban Interface code and map would provide a mechanism for residents to report concerns about adjacent properties that are not being properly maintained. Specifically, he asked if the code would allow the city to contact property owners whose land borders another residence and require them to address defensible space or vegetation maintenance issues in order to reduce wildfire risk and improve safety.

Chief Dawson confirmed that adoption of the 2006 Utah Wildland Urban Interface (WUI) Code would provide the city with enforcement authority that it does not currently have. He explained that, once adopted, the code would allow the city to address situations where properties within designated WUI areas are not being properly maintained, including requiring mitigation of vegetation and creation of defensible space. He noted that the department already receives periodic requests from residents regarding these concerns, but without the WUI code in place, the standard fire code does not provide sufficient authority to enforce corrective action. Adopting the WUI code would allow the city to proactively mitigate these risks within the identified areas.

Council Member Johnson asked whether staff regularly conducts outreach in the identified areas, such as visiting properties or distributing informational materials to residents about defensible space and wildfire risk mitigation.

Chief Dawson explained that the department has conducted proactive outreach in the city's highest-risk areas through the Ready, Set, Go program. This effort includes door-to-door engagement to educate residents about wildfire risk and defensible space, with an emphasis on face-to-face conversations. He noted that the department has also offered hands-on assistance with mitigation efforts, such as helping residents cut back vegetation where possible. He added that these risk areas and outreach efforts are reviewed on an annual basis.

Council Member Zander commented that one of the more striking and tragic aspects of the presentation was seeing how a fire was able to jump over a roadway, noting that roads are often assumed to act as natural fire breaks because they are not flammable. She stated that this challenged common assumptions about fire behavior and observed that, in comparison, the

example shown with a metal fence demonstrated how certain barriers can still provide some degree of protection under the right conditions.

Chief Dawson clarified that the fence itself is not the primary factor in reducing fire spread; rather, it is the removal and management of vegetation that provides the greatest benefit. He explained that maintaining low vegetation creates defensible space, which improves the ability to slow or prevent fire movement. He noted that some areas, particularly along the Jordan River, present challenges due to dense vegetation and wetland conditions. In wind-driven fires, large flames can be pushed over barriers, and embers, or fire brands, can travel significant distances and ignite new fires. While conditions within the city are not as extreme as large-scale wildfires, he stated that fires can still jump roads and spread into neighborhoods. Once a fire ignites on the exterior of a home, it can quickly extend to multiple structures, making suppression efforts extremely difficult.

Council Member Zander expressed concern regarding recently annexed land on the west side of the city that will be subject to a future development agreement. She emphasized the importance of close coordination as plans move forward, noting that water availability is a key issue and that conservation landscaping and other low-water-use measures are being considered. She stated that these approaches raise concerns related to fire risk and asked that the Fire Department closely review proposed development standards. She requested that staff proactively advise the Council of any potential risks so that the City does not allow or inadvertently approve features that could increase wildfire danger in areas with reduced water use.

Chief Dawson acknowledged the concern and stated that the Fire Department is planning ahead for development in the west side annexation area. He noted that the next fire station planned for that area is intended to have a wildland firefighting focus and that the City has already ordered a wildland-specific fire engine capable of both wildland and commercial structure firefighting. He affirmed that staff are considering these issues proactively and committed to keeping the Council informed as plans move forward.

Council Member Harris sought clarification on the two resolutions under consideration. He confirmed that the first resolution adopts the International Utah Wildland Urban Interface (WUI) Code as required by state legislation. He then asked if the second resolution addresses additional areas of concern identified by the fire department beyond the requirements of the state code. Chief Dawson clarified that the legislation requires the city to adopt the WUI code along with a corresponding map. He explained that the map included in the second resolution was developed based on the fire department's internal assessment of areas of concern within the city. Council Member Harris explained that areas currently identified as potentially high-risk on the WUI map may change over time. As development occurs, adding streets, roads, and reducing wildland vegetation, these areas are expected to be adjusted to reflect the evolving landscape of the city. Chief Dawson confirmed that the department conducts annual assessments of both the fire maps and the WUI areas. He noted that these maps are reviewed regularly, and any significant changes would be brought back to the council for approval of an updated map.

Council Member Harris asked about how the department monitors open space within new developments, noting that some areas may be usable parks while others retain a wildland vegetative character. He inquired whether the department tracks these areas as development

occurs. Chief Dawson confirmed that the department actively monitors open space within new developments, particularly areas that retain a wildland character. He explained that incorporating these areas into the WUI map allows the city to enforce safety measures, including requiring fire-resistant construction materials and techniques. These measures help reduce the likelihood of structures igniting, even if a fire occurs nearby.

Council Member Zander motioned to approve Resolution R2025-53, Adopting the International Utah Wildland-Urban Interface Code. Council Member McGuire seconded the motion. Vote was 5-0, unanimous in favor.

H.2. Resolution R2025-54, Adopting a Wildland-Urban Interface (WUI) Map.
(By Fire Chief, Chris Dawson)

Council Member McGuire motioned to approve Resolution R2025-54, Adopting a Wildland-Urban Interface (WUI) Map. Council Member Johnson seconded the motion. Vote was 5-0, unanimous in favor.

I. Horizon Development Land Use Public Hearing Items:

I.1. Presentation on Resolution R2025-57 and Zoning Ordinance 2025-02-Z, all related to the Horizon Land Use Development Project. Fieldstone Construction & Management Services, Inc. (Applicant). (By Director of Planning & Economic Development, Brian Preece)

Director of Planning & Economic Development Brian Preece reviewed prepared presentation (Attachment C). He provided an overview of the proposed Fieldstone Construction project, located across from the FrontRunner station, just below the Class A office buildings and adjacent to the existing Jordan Station apartments. The property owners are SJ Utah Commercial, with Fieldstone Construction Management Services as the applicant. The Planning Commission unanimously recommended approval of the three related items: resolutions, ordinances, and the development agreement. The site is currently zoned CF (Commercial) with a land use designation of Mixed Use Transit-Oriented Development (MU-TOD), consistent with the recently adopted Station Area Plan. The proposal requests a rezoning to RM (Residential Multi-Family) with a Planned Development Overlay (PDO) zone. The project consists of 33 townhome units on 2.5 acres, accessed via a private drive with an easement and a secondary gated access reserved for fire purposes, coordinated with the neighboring property owner. All units will have two-car garages, some front-loaded and some rear-loaded, with the development agreement allowing for a reduction in garage size from the standard 20x20 to 19x19, he noted that the developer will explain further the reasoning behind the request. The development agreement outlines architectural standards, amenities, circulation, and landscaping. Fencing will be installed per the concept plan, with no fencing along the southern boundary adjacent to the existing apartments. Landscaping will include grassy open areas, a relocated dog park, and natural open space on the east side. Roads will be private, with approximately 14 visitor parking spaces. The project will follow the submitted site plan, concept plan, and elevations, with homes stepped up the hillside to remain lower than the adjacent apartments. He noted that a significant amount of undocumented fill from the apartment construction will need removal, and geotechnical studies, as recommended, will ensure solid

foundations. The project aligns with the Station Area Plan goals by expanding housing options, including moderate-income units, promoting sustainable environmental practices, and improving access to employment, recreation, and transportation connectivity.

Randy Smith with Fieldstone Construction & Management Services, Inc. noted that the site contains excess material from the construction of the nearby Jordan Station Apartments, which must either be removed or addressed with deep foundations. To work with the topography, the design uses the buildings themselves for retaining; front-load units include walk-out basements, while rear-load units have garages in the basement with main-level entrances. He clarified the development agreement's garage specifications, which allow for 19x19 garages on the narrower three-story units. These garages can accommodate two cars, though not necessarily two large trucks, with additional storage space included. Front-load units have larger garages, and the agreement specifies minimum dimensions for the narrower units only. He highlighted that the buildings are designed to step down the hillside, offering appealing western views, and emphasized the team's experience with wildland urban interface considerations. He confirmed that engineers and the fire department will collaborate to ensure all fire safety measures are appropriately implemented. He concluded by expressing confidence that the project will be visually appealing and a positive addition to the area.

I.2. Resolution R2025-57 Public Hearing.

I.3. Zoning Ordinance 2025-08-Z Public Hearing.

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

Council Member Zander asked staff to clarify the garage size standards, noting concerns about parking issues in previous developments, specifically Rushton Meadows at the southern end of the city. She emphasized the importance of ensuring the new Fieldstone project does not repeat those parking challenges.

Mayor Ramsey expressed similar concerns, specifically questioning the width of the streets, noting that the proposed private streets are narrower than the city's standard at 26 feet.

Director Preece noted that parking is likely the most significant concern staff has identified with the project.

Council Member McGuire noted that parking concerns tie in with previous issues in the Daybreak community. He emphasized the importance of ensuring garages are a minimum size to accommodate two vehicles and garbage cans, and that driveways or parking areas remain unobstructed. Director Preece confirmed that parking along these private streets would not be allowed.

Council Member McGuire asked for clarification about the 19 by 19 garage size, specifically whether it would accommodate standard vehicles such as sedans, crossovers, or smaller cars.

Council Member Zander requested the plat map with the topographical overlay to review the layout and avoid repeating past issues with small garages in other developments. She noted that while public parking areas and some driveways are included, the driveways are not large enough to accommodate a vehicle, highlighting the importance of ensuring adequate parking.

Council Member Johnson clarified that the applicant mentioned the garages are extended in depth, allowing space for two cars in a front-and-back arrangement, rather than traditional side-by-side tandem parking. Noting that while not perfect, the extra depth is typically used for storage.

Council Member McGuire requested clarification on the garage dimensions, noting that at 19 by 19 feet, the garages are still essentially single-depth (tandem) rather than extended front-to-back. He suggested that to park two cars comfortably, the depth would need to be closer to 38 feet.

Mr. Smith clarified that the narrower units with 19-foot-wide garages actually have significant depth, approximately 36 feet, allowing for tandem parking of two cars front-to-back. The other units have more standard garages, roughly 22 by 24 feet. The design intentionally widened the narrower units to improve parking capacity, though the site remains tight.

Council Member Johnson confirmed that even the narrower units, while tandem in layout, are designed with sufficient depth to accommodate two cars. Mr. Smith confirmed that the garages can comfortably fit two cars, though not necessarily larger vehicles like full-size SUVs or trucks.

Council Member McGuire noted that the confusion regarding garage size stems from the development agreement listing the dimensions as 19 by 19. Mr. Smith clarified that if needed, the development agreement could be adjusted to reflect the actual garage dimensions. He noted that all areas marked in red on the plan indicate no street parking, except for a few parallel stalls on one side of the 26-foot-wide lane to comply with fire access rules. The project is designed to provide two parking spaces per unit in the garages, in addition to guest parking spaces.

Council Member Zander requested that staff verify the garage dimensions in the development agreement. She emphasized that before voting to approve the project, she wants confirmation that the agreement accurately reflects the actual garage size, which she understood to be approximately 19 by 36 feet rather than the 19 by 19 listed.

City Attorney Ryan Loose clarified that the current development agreement (Section 10, page 4) requires each unit to have a private two-car garage as shown on the concept plan. He noted that while the agreement does not specify exact dimensions, the Planning Staff considers garages of at least 19 by 36 feet or the standard 22 by 24 feet sufficient for two cars. He explained that, if desired, the council could approve the project with a condition to amend the agreement to explicitly reflect these dimensions, ensuring consistency with what was presented during the meeting.

Mr. Smith noted that the development agreement includes bullet points that align with the city's code, providing additional guidance and standards for the project. These points help clarify requirements related to the concept plan, unit layout, and design elements, ensuring consistency with city regulations and expectations for the development.

City Attorney Loose clarified that the current development agreement references the concept plan and includes the 19 by 19 dimension. However, he noted that 19 by 19 is not necessarily sufficient for a standard two-car garage, which aligns with the explanation provided by the applicant and staff.

Mr. Smith added context on scale, explaining that a typical parking space is nine by 18 feet, so an 18 by 18-foot area would fit two standard vehicles. He acknowledged that the proposed garage dimensions are tight but stated that they are functional and can accommodate two cars.

Mayor Ramsey emphasized that concerns about parking and livability often result in residents returning upset after developments are approved. She explained that the council's questions are intended to ensure that the anticipated quality of life matches reality, preventing future issues and complaints. She noted that careful review upfront helps the city anticipate potential problems and mitigate concerns before they arise.

Mr. Smith stated that the developer is willing to include disclosures for buyers noting that some garages are slightly smaller than a typical two-car garage. He indicated that they understand this is a common concern and are open to measures that help ensure buyers are informed.

Council Member Zander noted a common challenge with tight garages; while a standard parking stall measures about 9 by 18 feet, residents often need to store two garbage cans (regular and recycling) inside the garage. This significantly reduces usable space, making it difficult to fit a car, and has caused repeated frustration in other developments.

Mr. Smith explained that he does not have the building plans on hand to confirm the garage depth, though he believes it can be easily adjusted in the development agreement if needed. He noted that the urgency is due to a land closing scheduled for December 15. If council approval is not granted at this meeting, they would need to request an extension from the seller, and if denied, the project could fail. He emphasized that this timing issue is his responsibility, not the council's, and asked that approval with conditions would help ensure the project moves forward.

Council Member Shelton asked for clarification on the garage dimensions, specifically inquiring how long the garages are, noting that the width is 19 feet.

City Attorney Loose clarified that the garages were represented as either 19 by 36 for the narrower units or 22 by 24 for the standard two-car units. He noted that the development agreement currently lists a minimum of 19 by 19 under Section 3B, which the council acknowledged, and stated that the agreement can be amended to reflect the dimensions the council is comfortable with.

Jared Payne with Fieldstone Construction & Management Services, Inc. noted that the council could amend the development agreement to set the minimum garage size at 19 by 24 instead of 19 by 19. He clarified that this change would not prevent tandem garages from being built, as the narrower units would still be designed with tandem configurations where appropriate.

Mr. Smith clarified that for the development, the constraint is in the width of the garages, not the depth, meaning the garages can accommodate two cars front-to-back (tandem), but the narrower width is the limiting factor.

City Attorney Loose noted that under the parking section, the development agreement currently specifies a private two-car garage with a minimum of 19 by 19. He asked whether it would be possible to define a minimum total square footage for the garage instead, or clarify the dimensions, such as 22 by 24 or 19 by the actual depth, since the council is seeking more certainty on garage size.

Council Member Johnson suggested updating the development agreement language for the units with 19-foot widths to clarify the tandem configuration and specify the garage depth. She noted that the council is aware that some units will have tandem garages and that this can be addressed in coordination with staff.

Mr. Smith explained that the garage was originally designed as a one-car tandem but was widened to accommodate two cars. Due to architectural changes, including the placement of front doors, the full tandem configuration may not remain, though at least part of it still exists. He noted that the depth is sufficient, likely over 30 feet, but the project is constrained by the width rather than the depth.

Council Member Zander clarified that while the depth of the garages can range from 24 to 36 feet, the width is the limiting factor. She added that the presence of a stairway in some units will reduce the usable space on one side of the garage, though the other side can remain deeper to accommodate vehicles and potentially garbage bins.

Council Member Shelton noted that the other garages are 22 by 24 feet and suggested that if the new garages were 25 feet deep, they would essentially match that square footage. He added that the council could either select a depth somewhat arbitrarily or direct planning staff to ensure a minimum depth to meet the intended functionality.

Mayor Ramsey emphasized the importance of having a clear rationale behind the garage dimensions rather than setting them arbitrarily. She explained that because these are private streets, a scenario the city handles less frequently, they want to ensure past issues with garage and parking configurations are avoided. She clarified that the goal is to confirm that potential problems have been addressed, not to criticize the applicant.

Director Preece suggested tabling the discussion temporarily to allow staff and the applicant time to gather additional information before continuing with the review.

Council Member Harris asked if it might be possible to increase the size of the narrower garages for units 16–19, noting that there appears to be some additional space at the lower end of the property. He expressed a preference for minimizing narrow garages and suggested exploring whether adjustments could be made so these units have larger garages, similar to unit 25 on the opposite side.

Mr. Smith explained that the width of the narrower units (16–19) is constrained by the grade separation, the need to remove existing fill, and a city storm pipe and easement along the southern boundary. Adjusting the width further would require a larger retaining wall and effectively create a different unit type than the rest of the project. He offered to commit to a minimum garage depth,

suggesting at least 24 feet for the narrower units, while noting that an exact number could be set if the Council preferred.

Council Member McGuire asked if a true tandem garage would require at least 36 feet in depth.

Mayor Ramsey noted the importance of getting the details right and thanked staff for their collaboration. She then requested a motion to table the discussion temporarily, with the intent to return to it later in the meeting.

Council Member Harris motioned to table Item I. Horizon Development Land Use Public Hearing Items until the Mayor reopens the discussion later in the meeting. Council Member Johnson seconded the motion. Vote was 5-0, unanimous in favor.

The council then moved on to item J; the public hearing for the proposed creation of Downtown Daybreak Public Infrastructure District No. 1. Mayor Ramsey noted the purpose of the hearing is to gather public input on whether the requested services are needed in the proposed district, whether the services should be provided by the city or the district, and any other matters related to the proposed district.

J. Public Infrastructure Downtown Daybreak Public Hearing Item:

- J.1. Resolution R2025-64, Providing for the creation of Downtown Daybreak Public Infrastructure District No. 1 (The “District) as an independent district; authorizing and approving a Governing Document; appointing a Board of Trustees; authorizing other documents in connection therewith; and related matters. (By Director of Planning & Economic Development, Brian Preece)

Director of Planning & Economic Development Brian Preece introduced the continuation of the item from the previous meeting regarding the proposed Downtown Daybreak Public Infrastructure District (PID). He explained that a petition had been submitted and reviewed by a PID committee consisting of himself, Assistant City Manager Don Tingey, CFO Sunil Naidu, City Attorney Ryan Loose, and City Manager Dustin Lewis. The committee found that the petition met the required intent and moved it forward to the council. He noted that the actual petition and governing documents now need to be adopted by resolution following the public hearing. He mentioned that several PIDs exist elsewhere in the state and deferred to David Cannon from Larry H. Miller Real Estate to present details, including a map (Attachment D) of the proposed district area.

David Cannon, representing Larry H. Miller Real Estate, addressed the council regarding the proposed Downtown Daybreak Public Infrastructure District (PID) No. 1. He reviewed prepared presentation (Attachment E). He highlighted the progress in downtown Daybreak, noting events such as summer concerts, baseball games, movies, and community gatherings, which attract visitors from beyond a 30-mile radius, generating sales tax revenue for the city. He emphasized that the area has eight active tenants, including local businesses and restaurants, and that future phases of development could cover up to 200 acres, including retail, for-sale and rental housing, a museum, a hotel, a district parking garage, and the Larry H. Miller Arts Center. He explained that the proposed PID is a tool to support the high-cost infrastructure required for this urban-scale

development, including roads, sewer, parking, and other public improvements. He clarified that the PID would only apply to properties owned by the developer's affiliates, would be self-imposed, and would not create a new mill levy. The PID allows the developer to leverage existing revenue sources, such as HTRZ and CRA funds, and bond against them to fund infrastructure upfront. He provided maps showing the proposed 30-acre initial boundary of PID No. 1, which includes properties from Lake Avenue through Ballpark Drive, as well as potential future annexation areas within the PID boundary. He emphasized that no for-sale residential properties would be included in the PID. He concluded by reiterating that the PID supports community and economic development, aligns with the long-standing vision for downtown Daybreak, and leverages proven strategies successfully used elsewhere in Utah.

Mayor Ramsey opened the public hearing for Resolution R2025-64. There were no comments. Mayor Ramsey closed the public hearing.

Council Member Shelton asked for clarification on how the proposed PID would enable the developers to access the bond market in addition to the funding already provided through the HTRZ.

Mr. Cannon explained that while the HTRZ provides a portion of the property tax increment over a 25-year period to support development, the associated costs, such as structured parking, occur immediately. The PID allows the developers to pledge those future HTRZ revenues to the PID, which can then be used to issue bonds today. This approach enables the developers to access capital at a lower cost and fund necessary infrastructure immediately, rather than waiting for revenues to accrue over the 25-year period.

Council Member Shelton asked whether, without the PID, the developers would be unable to access the bond market.

Mr. Cannon explained that without the PID, they would rely on traditional real estate financing through a bank or credit union. Using the PID allows them to finance at the district level, providing flexibility to aggregate and locate parking strategically across the district rather than financing each project individually.

Council Member Shelton asked for clarification, noting that while the developer is pledging future HTRZ revenue to the PID, the issue is that the HTRZ revenue by itself cannot be used to access the bond market.

Mr. Cannon explained that HTRZ revenues are generated only after development performance, meaning the increment is created as the project is delivered. By using the PID, they can access bonding to fund development upfront. Additionally, the PID structure allows borrowing at lower, municipal finance rates through tax-exempt bonds, providing a further financial benefit.

Director Preece added that the PID functions similarly to the city's prior use of the RDA for The District, where bonds were issued against future revenues to fund development upfront. The PID creates a separate governmental entity with its own board, allowing it to access municipal bond rates, monetize future HTRZ payments, spend those funds immediately for infrastructure, and repay the bonds over time.

Mayor Ramsey noted that the presentation's list (Attachment E, pg. 5) of PIDs across Utah was informative, highlighting projects she hadn't realized used this tool, including the medical school campus in Provo and Black Desert in Ivins. She appreciated seeing the examples, emphasizing that while the list wasn't comprehensive, it demonstrated that PIDs are an established method across the state for facilitating project infrastructure and development.

Council Member Zander asked Mr. Cannon to clarify the mill rate, mill levy, and PID columns in the presentation (Attachment E, pg. 5), requesting a simple explanation of what the numbers represented. Mr. Cannon explained that the first column represents the base city or county mill rate, which is the property tax rate applied to assessed value, 8.8 mills equates to 0.088% annually. The second column lists the PID name, the third column shows the PID mill rate, which is any additional property tax self-imposed within the district, and the final column reflects the total mill rate. By state law, the total can include up to 15 additional mills (1.5%) on top of the base county rate. Council Member Zander asked for clarification on the PID mill levy, noting that the examples shown range from 3.0 to 15 mills, and inquired where the proposed PID for downtown Daybreak would fall within that range. Mr. Cannon clarified that the proposed downtown Daybreak PID would not impose any additional mill levy. He emphasized that the project would rely solely on existing tools, such as the HTRZ, and reiterated their commitment to the council that no new property tax would be added through the PID. Council Member Zander noted that many residents may be listening and emphasized that the zero mill levy is a significant point. Mr. Cannon explained that the zero mill levy helps attract preferred retailers and users and prevents unexpected additional costs for homeowners, which can sometimes create "sticker shock" in residential developments.

Council Member Zander asked for clarification, noting that in developments like Eagle Mountain Firefly, residents pay a PID mill levy of 3.0, whereas the PID under discussion would have a zero mill levy, which she highlighted as significant. She further asked for confirmation that no for-sale housing would be included in the PID, ensuring that future residents would not unexpectedly incur additional property taxes. Mayor Ramsey noted that the zero mill levy is a condition of the PID that the council put on it and reaffirmed that it is a requirement currently in place. Mr. Cannon added that while he supports PIDs as a useful tool for infrastructure development in growing areas of Utah, in this case they are able to proceed without pledging any additional mill levy, thanks to existing tools and the city's partnership.

Mayor Ramsey asked Mr. Cannon whether a separate PID could be created for the additional annexation areas shown on the map, and if adding land to the existing PID would require council approval. Mr. Cannon responded that, to the best of his understanding and pending legal confirmation, any property within the proposed annexation boundary could be added to the PID with the property owner's consent, without requiring further council approval. Mayor Ramsey clarified that the request under consideration tonight applies to the entire area shown, not just the orange-shaded portion. Mr. Cannon confirmed that was correct.

City Attorney Loose clarified that while the council is approving the ability to annex properties within the PID boundary without returning for further approval, there is a discrepancy in the documents; the initial boundary was stated as roughly 30 acres, but the draft governing document

lists 0.153 acres. He noted that any approval would need to allow the City Attorney and City Manager some latitude to correct and refine these details to match the council's intent.

Council Member McGuire also raised a point of clarification, referencing a concern he had previously raised in an email to staff about a reference to Summit County.

Council Member Shelton motioned to approve Resolution R2025-64, Providing for the creation of Downtown Daybreak Public Infrastructure District No. 1 (The "District") as an independent district; authorizing and approving a Governing Document; appointing a Board of Trustees; authorizing other documents in connection therewith; and related matters with direction to correct the PID document to reflect the accurate initial district boundary acreage of 30 acres and to address any technical or non-substantive cleanups as needed. Council Member McGuire seconded the motion.

Mayor Ramsey noted that the PID creation document does not explicitly state that no for-sale residential product will be included within the district. She expressed concern that once the PID is approved, the council would have no control over that aspect in the future.

City Attorney Loose explained that because the PID will not collect property taxes, it can only collect revenue from sources such as the HTRZ, CRA, or other non-property tax mechanisms like sales tax. As a result, residential properties would not contribute to the PID unless they generate taxable sales. Director Preece clarified that the CRA revenues would be exhausted before the HTRZ revenues, so while the PID could draw from that area, it would be limited by the CRA's lifespan. City Attorney Loose explained that, consistent with prior special assessment areas in Daybreak, any homeowner property tax obligations were always excluded from the PID funding. In this case, since the PID will not levy property taxes, homeowners will not be impacted.

Mayor Ramsey noted she wanted confirmation that homeowners would indeed not be responsible for any property tax under this PID. City Attorney Loose clarified that the PID entity cannot levy property taxes under the current agreement. He noted that, while the council could explicitly include a statement to that effect, it is unnecessary because the entity is legally prohibited from imposing property taxes unless the document is later amended.

Council Member Shelton confirmed that even if residential property were developed within the PID area, there would be no PID property tax levy, and homeowners would not see any related line item on their tax statements. City Attorney Loose confirmed the PID cannot levy a property tax. Mayor Ramsey noted that while this commitment is very important, it is not explicitly documented in the PID creation documents, and she wanted to ensure it was clearly understood for residents.

Roll Call Vote

- Council Member Shelton - Yes**
- Council Member McGuire - Yes**
- Council Member Harris - Yes**
- Council Member Johnson - Yes**
- Council Member Zander - Yes**

The motion passed with a vote of 5-0.

Mayor Ramsey stated that the resolution was approved unanimously and highlighted that this PID is the first of its kind the city has implemented. She noted that while similar tools are being used elsewhere in the state, this marks a significant milestone locally. She thanked staff and the development team for their work on the project.

K. Public Infrastructure Downtown Daybreak Public Hearing Item:

- K.1. Review Letter of Intent to create the SOJO Marketplace Public Infrastructure District to facilitate construction of the proposed “SOJO Marketplace” Development. (By Director of Planning & Economic Development, Brian Preece)

Director of Planning & Economic Development Brian Preece provided an overview of the new PID proposal, noting that it differs from the previous one in that it is entirely within a commercial zone, so no residential development would be affected. He explained that this PID could levy up to five mills over 30 years, generating approximately \$5 million in proceeds. He noted that concerns regarding residential property taxes do not apply, as the PID policy has been amended to separate commercial and residential uses, allowing the tool to incentivize commercial development. He highlighted that the PID does not encumber the land; the bondholders assume the financial risk, which is reflected in higher interest rates, whereas the prior PID was secured with HTRZ funds, a more guaranteed revenue source. He stated that the committee reviewed the application thoroughly, recognizing it as a first-of-its-kind, “trailblazer” application, and concluded that it meets city policy. He clarified that the proposed PID covers approximately 17 acres, adjacent to but not overlapping the prior PID (Attachment F). He indicated that a detailed governing document will be brought back for council review, including specifics on allowed uses and the board structure. He noted that no public hearing is required for this item at this meeting.

City Attorney Ryan Loose informed the Mayor and Council that, due to scheduling constraints, the PID item is expected to return for consideration at the second council meeting in January.

John Gust stated that the PID will apply solely to commercial development and emphasized that in such cases, PID obligations are always fully disclosed in tenant leases. He noted that this practice is standard across the U.S., including in Texas and Denver, ensuring tenants are aware of any associated costs.

Council Member Zander expressed appreciation for the proposed name, “SoJo Marketplace,” stating that she personally liked it.

Mayor Ramsey confirmed that there were no further actions required on the PID item and then directed the council to return to the previously tabled item, Resolution 2025-57, concerning the development agreement for the development land use.

- I.4. Resolution R2025-57, Authorizing the Mayor to sign a Development Agreement pertaining to the development of property approximately located at 10378 South Jordan Gateway in the City of South Jordan.

Mr. Smith provided additional clarification on the Horizon development garage dimensions and unit layouts. He explained that the front-load units are 26 feet wide with 20 by 20-foot garages measured exterior to exterior, resulting in interior dimensions of approximately 19 by 19 feet. The narrower units are 20 feet wide, with garage widths of about 19 feet and deeper depths. He displayed slides (Attachment C) illustrating the two-story front-load units with walkout basements, noting that the front door and garage are on the same side. He highlighted that the narrower units, which previously had single-car garages in prior designs, were updated to two-car garages. One side includes a staircase, and the garage depth is substantial, about 25 feet on one side, providing ample space. He emphasized the design balance, explaining that increasing garage size on the front-load units would reduce living space in the basement and main floor, and could reduce the total number of homes. He requested direction from the council regarding the front-load units and noted willingness to adjust the development agreement to ensure compliance with council expectations and stated garage dimensions.

Council Member Zander referred back to the front-load unit slide and noted that because the garage and front door are aligned on the same side, the garage occupies a significant portion of the living space. She confirmed her understanding that the garage dimensions for these units will be 19 by 19 feet. Mr. Smith confirmed that the front-load units are currently designed with 19 by 19-foot garages, as shown on the slide.

Council Member Zander requested that the smaller garage space should be disclosed to buyers, emphasizing that while the slide shows a driveway, the actual units would not include driveways. Mr. Smith explained that this unit type has been successfully built in Eagle Mountain in recent years. He noted that the rendering shown does not reflect the current color scheme and clarified that, aside from two units with slightly longer driveways, the front load units have very short driveways, and most do not include driveways. Mayor Ramsey suggested that the smaller garage size be included in the buyer disclosure. She noted that while not all buyers may read it, having it documented ensures the information is available and transparent. Mr. Smith added that they review the buyer disclosures directly with purchasers, ensuring that buyers are aware of the garage size and other relevant details.

Council Member Zander requested the plat map be displayed and clarified the layout, noting that units 1 through 11 and 16 through 24 will all be front-load units. Mr. Smith clarified that the units just referenced on the plat map are the rear-load units, which are narrower but feature larger garages.

Council Member Zander clarified that the front-load units are the wider units with the smaller garages, while the rear-load units are narrower but have larger garages, providing variety and choice. She then asked whether it would be possible to fit two cars in a 19 by 19 garage while still accommodating the standard garbage cans used in South Jordan, directing the question to staff for verification.

City Engineer Brad Klavano responded that fitting two cars in a 19 by 19 garage would likely not be feasible if standard garbage cans were also stored inside. Without the garbage cans, it would be very tight but potentially possible, though he expressed doubt that two cars could fit comfortably alongside the cans.

Council Member Zander clarified that every home in South Jordan is required to have both a recycling and a waste can, meaning two cans per household. She asked for the approximate dimensions of two standard garbage cans side by side, noting that in some homes residents build small side spaces because garages cannot fit two cars along with the cans. Public Works Director Raymond Garrison clarified that each home has two 96-gallon garbage cans and estimated that side by side they occupy roughly a 3-foot by 3-foot footprint.

Council Member Zander expressed concern that with the 19 by 19 garages, new residents, excited to purchase their first home, may not realize that their two required South Jordan garbage cans will take up significant garage space. She noted this could result in cars being parked in driveways or on the street, creating potential overflow and parking issues, especially since most households have two or more vehicles. She further questioned whether there could be a small “pop-out” or extension in the garage, approximately four feet deeper and six feet wide, to accommodate garbage cans without requiring the full eight-foot tandem depth used in other units. She noted that while she understood expanding the garage would encroach on living space, these are the wider units, so there may be some flexibility to make a modest adjustment for functionality. Mr. Smith responded that if the Council desires, they could explore incorporating a modest garage extension to accommodate the garbage cans and see how it could work within the design.

Director Preece clarified that the garbage cans in these units would be private and not serviced by the city’s collection.

Council discussion clarified that trash service for this development would be private due to narrow road widths and lack of standard cul-de-sacs, using hammerhead turnarounds instead. City collection would not be required, and residents might not have standard two garbage cans for recycling and waste. The developers acknowledged the issue has not yet been resolved, and service could involve smaller private trucks or a community dumpster, but specifics are still to be determined.

Assistant City Manager Jason Rasmussen noted that in other areas of the city with narrow, private roads, the city’s hauler was unable to provide service. In those cases, the HOA arranged for private waste collection, often requiring residents to move trash cans a significant distance to a pickup point. He emphasized that for this development, the arrangement for garbage collection will need to be determined between the developer, the HOA, and the private hauler, as the details are not yet finalized.

Mayor Ramsey noted that the garbage collection solution will need to be finalized in a way that ensures long-term sustainability. She emphasized that once the development is complete, the issue effectively becomes the city’s responsibility, and residents often provide feedback on these matters, so it is important that a practical and lasting plan is put in place.

Council Member Harris stated that if the garages remain 19 by 19, there should be a mandatory communal dumpster system for residents to manage waste, similar to his experience living in a condo. He emphasized that without such a solution, residents would have insufficient garage space to accommodate both cars and garbage cans. He suggested that alternatives could include widening the garages, making them deeper, or reducing the number of units to ensure adequate space for parking and waste management. Mr. Smith asked if increasing the garage depth to 19 by 22 feet would address the concerns and make the council comfortable with the proposed garage size.

Mayor Ramsey asked whether issues like garbage service and other unresolved details would be addressed before the development agreement is signed, or if the council would be voting on the agreement while these items remain unresolved, noting that such details could have a potential impact on the city. Director Preece responded that the site plan still needs to go through the review process, and many of the outstanding issues, such as garbage service, will be addressed during that process. However, he noted that it is generally preferable to resolve as many of these issues as possible during the current discussion.

Mayor Ramsey noted that the council is not trying to dictate exact specifications but wants to ensure that the design works in practice. She emphasized the importance of accommodating vehicles and waste collection, whether via garbage cans or a dumpster, given the unique nature of this development with narrow private roads, which raises issues the city does not typically encounter.

Council Member Johnson asked for clarification on whether the developers would have an opportunity to return to the council for review once the plan is finalized, in the event that adjustments are needed. Mr. Smith confirmed that they will still submit preliminary and final site plan submittals and undergo all standard staff reviews before moving forward. Council Member Johnson noted that these issues can be addressed through the review process and do not pose a significant enough concern to halt the financing.

Mayor Ramsey commented that the council's thoroughness comes from extensive experience with a wide range of projects. She noted that this development is unique due to narrower private roads and the lack of driveways, which raises questions that have been issues in past projects. The council's goal is to ensure these details are addressed appropriately.

Council Member Harris asked whether it would be appropriate to make a motion to approve the project subject to staff working with the developer to ensure that garage sizes and storage accommodate garbage cans adequately. He inquired if it would be reasonable to include that as a condition of approval.

Council Member Shelton suggested adjusting the front-load garage depth to 19 by 22 feet, reflecting the developer's offer, as a way to address concerns about space for vehicles and garbage cans. Mr. Smith stated that the proposed 19 by 22-foot garage adjustment could be incorporated cleanly into the development agreement and worked out through that process. Council Member Johnson noted that if the developer later chooses to implement garbage dumpsters, they could return to the Council or amend the development agreement at that time, in addition to any decision to proceed with the larger garage units.

Council Member Harris motioned to approve Resolution R-2025-57, with the condition that the rear-load unit garage sizes reflect the dimensions discussed during the meeting, as documented in the meeting record.

City Attorney Loose clarified that, for simplicity, setting the minimum garage size at 19 by 22 feet would cover both rear-load and front-load units, since the rear-load units are 19 by at least 25 feet (and up to 35 feet in depth due to their shape).

Council Member Harris stated that while he understood the simplification, he preferred to maintain the specific garage dimensions just agreed upon for the rear-load units.

City Attorney Loose clarified that they would document the rear-load units as discussed, and recommended providing a diagram for each unit type, since the concept plan does not show garage layouts. The diagram would illustrate the minimum dimensions as presented in the meeting.

Council Member Harris clarified that the front-load units are approved at a minimum of 19 by 22 feet, and any deviations from the agreed-upon dimensions would require the developer to return to the Council for approval.

Mr. Smith asked for clarification regarding the rear-load units, specifically if a homebuyer opted to reduce the garage depth from 35 feet in order to include a bonus room. He asked whether the Council would oppose such a change, noting that a minimum dimension of 19 by 22 feet would allow flexibility for that adjustment.

Council Member Harris noted that the Council is in the process of voting and expressed concern that a new issue is being introduced at the same time, which could complicate the current motion.

Mr. Smith explained that, typically, the development agreement sets a minimum standard for units rather than specifying exact dimensions for each unit. He indicated that he would defer to the Council to determine the approach in this case.

Council Member Zander stated that, while the discussion on garages may seem lengthy, it is important to ensure functionality and safety on city streets. She expressed support for setting a minimum garage size of 19 by 22 feet, emphasizing that buyers should have flexibility to make choices, such as adding a bonus room, as long as the minimum garage space is maintained. She noted her preference to avoid unnecessary government overreach while preserving the integrity of the city.

Mayor Ramsey noted that, with a motion already on the table, the council must either ask Council Member Harris if a proposed change is a friendly amendment to his motion or make a substitute motion. Council Member Zander asked Council Member Harris whether he would prefer that she make a substitute motion or if he would like to amend his existing motion.

Council Member Harris asked for clarification on whether the development's selling approach includes offering buyers a choice between a garage or a bonus/extra room. He noted that this was the first he had heard of that option and wanted to confirm if that is how the units are being marketed.

Mr. Smith explained that there is currently no built plan for a bonus or extra room in the units, as the project is still at the zoning stage and construction documents have not been developed. He noted that in past projects, buyers have occasionally requested structural changes, such as slightly enlarging a room, but these options are offered later in the process, not as standard features at this stage.

Mayor Ramsey clarified that the discussion at hand pertains to both the zoning and the development agreement, emphasizing that this is the appropriate context for these questions, particularly regarding the development agreement.

Mr. Smith clarified that when he previously referenced “just zoning,” he was speaking from the developer’s internal perspective and process. He noted that Fieldstone typically proceeds with construction documents, site plan approvals, and other steps after zoning and development agreement considerations, and that full vesting occurs later in the process.

Council Member Harris explained that his concern is about the overall parking capacity in the community rather than individual unit choices. He noted that prior experiences with inadequate parking have led to significant resident complaints. Based on this, he expressed hesitancy to approve smaller garage sizes and announced that he would be withdrawing his motion, inviting another council member to make a motion if desired.

Council Member Johnson motioned to approve Resolution R2025-57, Authorizing the Mayor to sign a Development Agreement pertaining to the development of property approximately located at 10378 South Jordan Gateway in the City of South Jordan; with the addition that all units will have a minimum garage size of 19 by 22 feet. Council Member Shelton seconded the motion.

Council Member Zander commented that, based on a general guideline for Utah homes, a 19 by 22-foot garage should typically accommodate two cars, though side storage may be limited. She noted that while slightly narrower than average, the increased depth makes her comfortable with the proposed minimum garage size.

Roll Call Vote

Council Member Johnson - Yes

Council Member Shelton - Yes

Council Member Harris - Yes

Council Member Zander - Yes

Council Member McGuire - No

The motion passed with a vote of 4-1; Council Member McGuire voted “No”.

- I.5. Zoning Ordinance 2025-08-Z, Rezoning property generally located at 10378 South Jordan Gateway in the City of South Jordan from C-F (Commercial-Freeway) Zone to R-M (Residential-Multiple) Zone and PD (Planned Development) Floating Zone; Randy Smith/Fieldstone Homes (Applicant).

Council Member Zander motioned to approve Zoning Ordinance 2025-08-Z, Rezoning property generally located at 10378 South Jordan Gateway in the City of South Jordan from C-F (Commercial-Freeway) Zone to R-M (Residential-Multiple) Zone and PD (Planned Development) Floating Zone; Randy Smith/Fieldstone Homes (Applicant). Council Member Johnson seconded the motion.

Council Member McGuire commented that he is willing to approve the zoning ordinance, noting that the rest of the council has already approved the related resolution connected to this project.

Roll Call Vote

Council Member Zander - Yes

Council Member Johnson - Yes

Council Member Harris - Yes

Council Member Shelton - Yes

Council Member McGuire - Yes

The motion passed with a vote of 5-0.

Mayor Ramsey expressed appreciation for the collaboration in addressing project details. She noted that while some challenges are the developer's responsibility initially, once the project is built, long-term impacts often become the city's concern, highlighting that the council's thorough questioning is informed by past experience with similar developments.

L. Staff Reports and Calendaring Items:

City Manager Dustin Lewis informed the council that several items on their calendars had been sent as notices for potential social events this month, and encouraged members to reach out to with any questions for additional details.

Mayor Ramsey recognized Human Resources Director Teresa Robinson and her HR team for their volunteer efforts supporting students in the community. She shared that the team had organized and delivered "weekend kits" through the Jordan Education Foundation, providing food for children experiencing food insecurity. The mayor noted the increased need during the recent federal government shutdown, when SNAP benefits were delayed and some families faced additional challenges. She praised the HR team as "quiet, unsung heroes" for their initiative and impact, expressing gratitude on behalf of the community.

Council Member Johnson motioned to adjourn the December 2, 2025 City Council Meeting and return to the Executive Closed Session to discuss the character, professional competence, physical, or mental health of an individual. Council Member Zander seconded the motion. Vote was 5-0 unanimous in favor.

ADJOURNMENT

The December 2, 2025 City Council Meeting adjourned at 8:56 p.m.