

MINUTES OF THE REGULAR MEETING OF THE WEST JORDAN PLANNING AND ZONING COMMISSION HELD JANUARY 21, 2009 IN THE WEST JORDAN COUNCIL CHAMBERS

PRESENT: Justin Stoker, Chad Nichols, Nathan Gedge, David McKinney, Ellen Smith, John Winn, and Jesse Valenzuela.

STAFF: Tom Burdett, Robert Thorup, Julie Davis, Greg Mikolash, Ray McCandless, Jennifer Jastremsky, Chris Gilbert, Chien Hwang, and Marc McElreath.

OTHERS: Dr. Joseph Crammer, Doris Crammer, Elizabeth Scanlon, Cyril Gray, Jeri Gray, Bessie Brems, Elisabeth Prause, Patty Hadley, Dee Hadley, Nadean Solis, Dan Curtis, Patrick Trujillo, Betty Johnson, David Johnson, Alice Trego, Jim Trego, Mike Olson, Kelly Roestenburg, Debbie Wilkinson, Lia Eckhardt, Ann Cederlof, Mark Isaac, Travis Perry, Nathan Burgess, Suzanne Atencio, Mitchell Atencio, and Joanna Storey.

The briefing meeting was called to order by Justin Stoker.

The master plan for Airport II was briefly explained as it relates to the request on Item #2. Greg Mikolash pointed out an area of concern on Item #4. The applicant wants to eliminate the required 8-foot landscape buffer on the west, which would require either a variance or some other reconciliation. Staff had a concern with the vehicular traffic circulation regarding egress points. Tom Burdett said regarding Item #5 that although the City has gated communities, there are no standards in the code. The City Council asked staff to draft a code that lists optimum design standards. He noted that although his item was precipitated by Country Park Villas, the Commission should keep in mind that it is a broad ordinance that addresses city-wide matters and not just one development. Greg Mikolash distributed attachments for proposed turnaround layouts. Elizabeth Scanlon from UTA explained UTA's policy regarding separation of bus and private vehicle circulation.

A discussion was held regarding appointment of a Planning Commission as liaison to the General Plan Committee and one as a member of the CDBG/HOME Committee. Volunteers were Ellen Smith for the General Plan Committee and David McKinney to the CDBG Committee.

The regular meeting was called to order at 6:01 p.m.

**1. Consent Calendar
Approve Minutes from January 7, 2009**

MOTION: Nathan Gedge moved to approve the minutes as listed in the Planning Commission packet. The motion was seconded by Ellen Smith and passed 7-0 in favor.

2. Jordan Landing Office Park Rezone and Land Use Amendment; 6900 South Center Park Drive; General Plan Land Use Amendment from Research Park to Professional Office and Rezone 15.10 acres from BR-P (Business Research Park) to P-O (Professional Office); Foursquare Properties, Inc./Mark Isaac (applicant) [#GPA20080006 & ZC20080012; parcel 21-19-400-007]

Chris Gilbert gave the overview of the request for a land use amendment and rezoning for approximately 15 acres to a professional office zoning. The proposal will be consistent with the neighboring professional office land, and it will make it more suitable for development given the unique shape of the land.

Future Land Use Map Amendment:

The proposed Future Land Use Map amendment for the subject parcel from *Research Park* to *Professional Office* is supported by the findings in this report and, therefore, staff recommended that the Planning Commission forward a positive recommendation to the City Council for the request to amend the Land Use Map on approximately 15 acres of property located at 6900 S. Center Park Drive from *Research Park* to *Professional Office*.

Zoning Map Amendment:

The proposed rezoning of the subject parcel from BR-P (Business Research Park) to P-O (Professional Office) is supported by the findings of fact above, and therefore, staff recommended that the Planning Commission forward a positive recommendation to the City Council for the request to rezone approximately 15 acres of property located at 6900 S. Center Park Drive from BR-P (Business Research Park) to P-O (Professional Office).

Upon request from Commissioner McKinney, Chris Gilbert further clarified the differences between the current and proposed zoning classifications. The minimum lot width is much greater in the BR-P zone as well as the building separation minimums, and minimum lot size. The P-O zone gives more flexibility. The BR-P zone promotes more of a campus type development with large expanses of open space. In order to accomplish that type of development it would be difficult given the property shape.

Mark Isaac, Foursquare Properties, 5850 Avenida Encinas #A, Carlsbad, California, applicant, stated that they had been marketing this property for 11-12 years. Their difficulty has been due to the unique shape and depth of the property with the minimum lot widths, etc. The P-O zone allows them to subdivide the property into smaller parcels in order to attract interested office users, such as a medical office facility.

Lia Eckhardt, West Jordan resident, stated that her property is across the street from this property. She asked for clarification on what type of medical office it would be along with the height and what mitigation measures will be taken for traffic, lighting, and noise. She wondered why they want to construct more buildings when there are vacant buildings south of this property.

Justin Stoker directed her to the applicant or City staff to get those types of answers. He explained that this application is for a rezoning of the property, so they are not looking at specific projects at this time.

Mr. Isaac and Mr. Burdett provided Ms. Eckhardt with business cards.

Further public comment was closed at this point for this item.

MOTION: John Winn moved to forward a positive recommendation to the City Council for Jordan Landing Office Park; 6900 South Center Park Drive; Foursquare Properties, Inc./Mark Isaac (applicant) to amend the General Plan Land Use Map for approximately 15 acres from Research Park to Professional Office. The motion was seconded by Ellen Smith and passed 7-0 in favor.

MOTION: John Winn moved to forward a positive recommendation City Council for Jordan Landing Office Park; 6900 South Center Park Drive; Foursquare Properties, Inc./Mark Isaac (applicant) to rezone approximately 15 acres from BR-P(Business Research Park) to P-O (Professional Office). The motion was seconded by Ellen Smith and passed 7-0 in favor.

3. UTA Redwood Road Park-and-Ride; 8021 South Redwood Road; Preliminary Site Plan; CC-C (TSOD) Zone; Utah Transit Authority/Elizabeth Scanlon (applicant) [#SPCO20080028; parcel 21-34-251-005]

Ray McCandless gave an overview of the preliminary site plan for a park-and-ride facility for the Trax line. The Commission will only review the site itself but nothing in the Trax right-of-way. This layout anticipates future connections to the property to the north. The project will be developed in two phases. A 1-acre pad site along Redwood Road will be used for future development. He showed the proposed landscaping plan. The applicant

will be considering options for their monument sign, which they propose to be six feet in height. However, the code only permits a 4-foot sign maximum.

Staff recommended that the Planning Commission grant Preliminary Site Plan approval of the proposed Trax Park & Ride station located at approximately 1563 West 8020 South in a CC-C/TSOD zoning district with the conditions of approval as listed below. Planning Commission approvals do not include Public Safety, Fire, Building and Safety, or Engineering approval. Approval by these City divisions or departments may be required.

Conditions of Approval:

1. The applicant shall address and adhere to all applicable City of West Jordan Municipal Code standards in effect at the time of this approval.
2. The applicant shall modify the Site Plan to address the following:
 - a. Shield site lighting from adjoining property.
 - b. The monument sign must be 4' high or less or a variance granted for any additional height. If a variance requested is not applied, a text amendment request will need to be submitted supporting monument signs of a greater height.
3. Underground all applicable overhead utilities.

David McKinney asked which utilities would not apply to undergrounding.

Ray McCandless said that all overhead utilities exceeding 69 kilovolts are excluded, which are those along the Redwood Road frontage.

Elizabeth Scanlon, Utah Transit Authority, 669 West 200 South, noted that this parcel currently houses their construction site, which will transition to the park-and-ride in 2010. A noise wall will be located between the park-and-ride and the community to the south. They are coordinating with West Jordan and UDOT for the traffic signal at Redwood Road and Rosa Parks, which will be installed in 2010 in conjunction with this construction. They will work with the property owners to the north regarding access easements, and they set the property back to hopefully develop the frontage as a TSOD in the future. This site has a drop-off pullout area, which will make it very pedestrian friendly. They are working with staff on a potential future trail connection located near their right-of-way, which will connect through the platform and help people cross Redwood Road via the signals. Their typical light fixtures are the shoebox type, which are easily shielded. They are talking with West Jordan about betterments that include possible acorn lights, and they will work to provide shielding of those lights.

David McKinney said co-mingling of buses and private vehicles is a concern for UTA, but he noted that there is only one entrance and exit. Also, there could be a conflict with private vehicles using the bus lanes.

Elizabeth Scanlon said there are separate bus and vehicle lanes within the park-and-ride lot, and they make it very clear with striping and signage where the bus loop is located.

David McKinney wondered if they could provide a cut-through area as an escape route for those who enter that area by mistake.

Elizabeth Scanlon said they can take a look at it.

Ray McCandless felt that the cut-through area might actually encourage people to use the bus lane.

Elizabeth Scanlon explained that their monument signs are systematic and are fabricated for the entire system. They are trying to look at ways to adjust what they can do to meet the code as well as talking with staff regarding variances or other options.

Tom Burdett said they may be looking for a text amendment within the City Center Core if a variance isn't applicable.

Ellen Smith asked for the height of the sound wall in relation to the height of the light poles.

Elizabeth Scanlon thought the wall would be 8 feet above top of rail. The light poles are 15 feet tall. Also, this will be a quiet zone, so neither Trax nor freight trains will be sounding horns.

Kelly Roestenburg, West Jordan business/property owner, stated that he owns property on the north end of the park-and-ride. They are excited for the facility but concerned with the problem seen at other properties near these facilities that tend to collect graffiti on the walls of the buildings. He asked that the Commission consider requiring a sound wall on the north side as well. He felt that the wall would eliminate the desire of some to climb over the wall and create graffiti on the buildings. It would also discourage graffiti on the sound walls, because it would be in a more condensed area. A chain link fence is easily climbed. Also, the sound walls are designed to withstand graffiti and easily cleaned where their buildings are not.

Joanna Storey, West Jordan resident, and property manager of Brookside Community, stated that she is representing the residents of the community as well as their parent company ARC. She agreed with everything Mr. Roestenburg stated. She referred to the two pass-through areas on the site plan and stated that she as well as the 170 homeowners in Brookside are opposed to them, because small children from their community could access the area, and it may encourage some undesirables who ride the train to access and their properties and vandalize or burglarize them. She noted that since she had been manager of the park calls to the police have gone from twice per month to none in the last 90 days. The residents don't mind walking to Redwood Road to catch the train rather than having the pass-through areas.

Justin Stoker said the pass-throughs are onto the platform, and they will be installing a sound wall on the south end of the rail right-of-way, so it would be extremely difficult to access the residential properties.

Joanna Storey said the residents also feel that the more light they provide the better.

Further public comment was closed at this point for this item.

Elizabeth Scanlon clarified that the sound wall will be 15 feet tall. The light poles were originally proposed to be 27 feet high, which is their standard. She understood that the code won't allow them taller than 15 feet, but they will entertain higher poles if it is allowed. West Jordan is proposing a trail in the area that would be located on the south edge of the railroad right-of-way, and in order to cross Redwood Road safely there would be a connection in the park-and-ride by the platform. She suggested that the trail somehow be fenced to preclude people from passing through that community. She said she would be happy to meet with that community to discuss the project. Regarding the north property line, a sound wall is not warranted according to their noise study. She was interested in having more discussion on that comment and meeting with those who are concerned with the adjacency issues with the park-and-ride lot.

David McKinney felt the plan generally looks good, and UTA has addressed the concerns quite well.

Justin Stoker asked for clarification on the fencing to the north.

Ray McCandless said there will be no fencing at the north at this time. The area to the east, which is a detention pond and traction power substation, will be enclosed with a 6-foot tall fence.

Chad Nichols asked if the height of the lights could be increased.

Ray McCandless said the light height is a requirement of the ordinance. Greg Mikolash noted that shielding of lights is also City practice.

MOTION: David McKinney moved to approve the Preliminary Site Plan for UTA Redwood Road Park-and-Ride; 8021 South Redwood Road; Utah Transit Authority/Elizabeth Scanlon (applicant) with the conditions of approval as listed in the staff report. The motion was seconded by Nathan Gedge and passed 7-0 in favor.

4. UTA Gardner Village South Park-and-Ride; approximately 1095 West 7800 South; Preliminary Site Plan; A-5 (TSOD) & C-G (TSOD) Zone; Team KHP – Psomas/Travis Perry (applicant) [Ray McCandless #SPCO20080035; parcels 21-35-103-005, 006; 21-35-127-002, 003, 004]

Ray McCandless gave the overview of the preliminary site plan request for a park-and-ride facility. He pointed out the significant site constraints dealing with shape, slope, and a canal bisecting the property that all come into play with the design of the site. He showed the bus loop location that will exit through a signalized intersection across from the west entrance to Gardner Village. The 84-stall lot for private cars will be accessed through the use of one driveway, which could be a concern during rush hour traffic. The final design may need to be modified to widen the area and provide striping in order to improve safety. He showed the canal location and discussed fencing options. UTA is proposing a 4-foot high fence. However, the code only allows for 3 feet in the front yard setback, which conflicts with another ordinance that requires canals be fenced with a 6-foot fence. Options are being considered in order to provide safety while still allowing clear vision. The west property line requires an 8-foot landscaped setback. However, UTA is planning to seek a variance to allow the parking to extend to the west property line. The support of the bridge along 7800 South prohibits enough room to safely install a sidewalk, so staff is encouraging that a sidewalk not be installed between the bus driveway and the overpass. Options for pedestrian connections include a trail connection from the platform cutting on the south and connecting to the existing Jordan River trail, or to go through the park-and-ride and cross 7800 South at the light and accessing the sidewalk on the north side of 7800 South. They are recommending the 15-foot light standard as there is a residential zoning district to the north. The condition on #2b needs to be reconsidered to be at six feet for safety. A future phase 2 of the project will be located on the west side of Gardner Village north of 7800 South.

Staff recommended that the Planning Commission grant Preliminary Site Plan approval of the proposed TRAX Park & Ride station located at approximately 1905 West 7800 South in the A-5, C-G, and TSOD zoning districts with the conditions of approval as listed below. Planning Commission approvals do not include Public Safety, Fire, Building and Safety, or Engineering approval. Approval by these City divisions or departments may be required.

Conditions of Approval:

1. The applicant shall address and adhere to all applicable City of West Jordan Municipal Code standards in effect at the time of this approval.
2. The applicant shall modify the Site Plan to address the following:
 - a. Shield site lighting from adjoining property and reduce the height of the light poles to 15 feet.
 - b. Reduce the height of the fence in the front yard to 36 inches or less or as required to maintain necessary site distances at driveway intersections.
 - c. Consolidate the multiple parcels on this site into a single parcel of land and provide evidence of compliance prior to the issuance of a land disturbance permit.

- d. Show the 8' perimeter parking lot landscaping area within the property boundary, particularly along the west property line as required by Section 89-6-605 of the Zoning Ordinance.
 - e. Underground all applicable overhead utilities as required by Section 89-6-903 of the Zoning Ordinance.
3. The applicant will need to obtain preliminary site plan approval from the Planning Commission for the Phase 2 improvements.

There was a discussion regarding pedestrian access to the site and the sidewalk and connections to the Jordan River Parkway trail. It was pointed out the concern that a lack of sidewalk would encourage people to walk along the road. Some people will cross the street, but there will be an improvement to the trail system. There will be a safe pedestrian crossing across 7800 South. The north side is much safer than providing a sidewalk on the south side.

Elizabeth Scanlon, Utah Transit Authority, 669 West 200 South, said the canal is an open channel that is required by Salt Lake County in order to maintain their diversion structure, so there is no option to bridge or cover it, which provides a challenge to other access options. Compounding that is the slope to the east, which is significant. UTA's policy is to generally design park-and-ride facilities internally where buses and cars are not using the same facility especially at or near bus loops. Their fear is that conflict points are created if people are getting off the bus and crossing in front of a car. They are also concerned that people coming from the north at the intersection would tend to go straight through into the bus loop. That is why the egress point is offset with Gardner Village to discourage a conflict. If they don't get the variance for the elimination of the landscaping to the west they will lose 20 parking stalls, and there comes a point when the lot has no benefit. She clarified that the trail issue is West Jordan's project, but they will work with them to accommodate where they can. They are talking about a shared parking site in Gardner Village, which would be a future project. The signal will also function as a pedestrian crossing as well as for buses. The trailhead through Gardner Village is already in place and gets a lot of use and is a logical connection point to go from the trail across 7800 South to the platform. There will be a 200-stall parking lot in the new Bingham Junction development, so this lot will probably pick up incidental trips and will not be a heavy commuter site.

David McKinney asked how far away the Bingham Junction lot is.

Elizabeth Scanlon said it is on Bingham Junction Boulevard to the east, which is about a mile between stations on the Trax line.

Further public comment was closed at this point for this item.

David McKinney doesn't think this plan works well, because of the single user egress and ingress that does not have a signal. He felt that at peak hours it will be a problem, and they would get a lot of complaints. He thought that people would try to use the bus lane to exit at the signal.

Ellen Smith thought people would rather turn right and make a U-turn at Gardner Village rather than turn left out of the lot, and she didn't know how safe that would be. She liked the pedestrian access across 7800 South to Gardner Village and liked the idea of shared parking.

Chad Nichols agreed with Commissioner McKinney that this site isn't workable. He wouldn't have a problem with it if they made it right out only and provided enough space for a U-turn at the signal.

Greg Mikolash said UTA had worked fairly hard to find two ingress/egress points. He asked if the question is the design of the lot or the policy that they don't share bus egress in conjunction with vehicular egress.

Justin Stoker pointed out that the Redwood Road site only has a single access point. He asked if they looked at what could be done with only one access point on this project.

Nathan Gedge said if there were a shared ingress/egress at the signal he would support it, but he wouldn't support the proposal otherwise.

MOTION: Ellen Smith moved to allow the applicant to address the questions. The motion was seconded by David McKinney and passed 7-0 in favor.

Elizabeth Scanlon agreed that there will be issues with this layout, but she was at a loss on how they could completely redesign the site, based on their policies. She suggested that they work with the City traffic engineer in more detail on the potential to use the egress for buses and cars. She will also ask UTA to see what it would take to change it to a dual purpose egress on this site. Salt Lake County owns and maintains the North Jordan canal, and there is no option to bridge and close off their diversion structure, so that along with the other piece of property to the east that is unusable there isn't a lot of room for two points of access. They looked at a lot of options and this was the best design. The hang up seems to be if they can put vehicles and buses in the same point.

Nathan Gedge asked why the Redwood Road station can have a single point of access.

Elizabeth Scanlon said the point of egress out is different, because they have an alternative to keep the bus loop and the vehicles on-site separate, but there is no way to make a loop completely separate from the parking on this site. It is more the internal circulation of the park-and-ride that the buses and cars need to be kept separate. The issue on the Gardner Village site is how do they keep the parking patrons safe and out of the bus loop where there are potential conflicts with pedestrians and buses.

Options were reviewed on how to move the access point in order to provide for the separate loop. The shape and grade of the property does not allow for this to work. If it is shifted to the west they lose parking and the location of ADA stalls are moved further away.

Nathan Gedge asked if there is a need for this site

Elizabeth Scanlon said if this site is too constrained and is very costly to build there is the potential to do away with the site. They would have to make that parking up in another location. However, there would be issues that would ripple from that decision, and they don't want to leave Gardner Village without service.

Ellen Smith asked what it would mean if this were denied.

Elizabeth Scanlon said they would have to discuss it with the senior project managers and evaluate what to do, but they would have to take a hard look at it. It would send them back to the drawing board.

Ellen Smith said she doesn't like the site plan, but she felt that it was important to have a stop at this location.

Justin Stoker said rather than deny the application they could offer a continuance in order to them to talk with their planners and the city traffic engineer.

Elizabeth Scanlon said that would be a better option, and she would do that.

David McKinney didn't feel they can approve this site plan, but that they continue it to a date uncertain to come up with solutions primarily to the traffic issue.

MOTION: Nathan Gedge moved to continue UTA Gardner Village South Park-and-Ride; approximately 1095 West 7800 South; Team KHP – Psomas/Travis Perry (applicant) to a date uncertain based on the testimony. The motion was seconded by Ellen Smith and passed 7-0 in favor.

5. Text Amendment – Amend the West Jordan Municipal Code Sections 89-1-203, 89-3-404, 89-3-1105, 89-3-1106, 87-5-107, and adding Section 89-6-121 to allow Gated Communities; City-wide; City of West Jordan (applicant) [Jennifer Jastremsky #TA20080013]

Jennifer Jastremsky gave a brief overview of the proposed text amendment. Six criteria would be established in addition to the standard conditional use permit criteria, which she reviewed. Gated communities will be required to have private street and utilities. Any existing development that wishes to convert would require a street and utility vacation. If less than two ingress and egress points are desired the project would have to meet three review criteria for the Planning Commission to allow them. She reviewed the design standards for the entryway.

Based on the findings of fact, staff recommended that the Planning Commission forward a positive recommendation to the City Council to adopt the text amendments to Sections 89-1-203(a), 89-3-404(a), 89-3-1105(b), 89-3-1106(f), 87-5-107(b) and 89-6-120.

Justin Stoker explained that this application is for a city-wide code amendment and not for a specific project, so only testimony pertinent to the code amendment will be received.

Cyril Gray, West Jordan resident, president of Country Park Villas homeowners' association, thanked the City for the work that was put into the development of the code. They had reviewed the ordinance with their board and, with a few reservations, the board unanimously supports the amendment.

Further public comment was closed at this point for this item.

MOTION: Nathan Gedge moved to forward a positive recommendation to the City Council to adopt the Text Amendments to Sections 89-1-203(a), 89-3-404(a), 89-3-1105(b), 89-3-1106(f), 87-5-107(b), and 8-6-120 to allow Gated Communities; city-wide; City of West Jordan (applicant) based on the findings of fact. The motion was seconded by John Winn and passed 7-0 in favor.

MOTION: Nathan Gedge moved to recommend to the City Council that they appoint Commissioner McKinney as the Planning Commission representative to the CDBG/HOME Committee and Commissioner Smith as the Planning Commission representative to the General Plan Committee based on the pre-meeting business items. The motion was seconded by John Winn and passed 7-0 in favor.

Tom Burdett updated the Commission on recent City Council actions.

Greg Mikolash said regarding the Gardner Village station that they would be concerned with losing that site, because they have based a lot of their zoning and TSOD standards off of this site coming along. This site is very constrained. Tom Burdett said they will work very closely with UTA and will examine all options.

There was interest in the status of the Jordan Hills Retail Center. Staff had not heard from the developer recently, and would contact the applicant for a status update.

MOTION: Justin Stoker moved to adjourn.

The meeting adjourned at 7:39 p.m.

Justin Stoker
Chair

ATTEST:

JULIE DAVIS
Executive Assistant
Community Development

Approved this _____ day of _____, 2009