

MINUTES OF THE REGULAR MEETING OF THE WEST JORDAN PLANNING AND ZONING COMMISSION HELD SEPTEMBER 7, 2010 IN THE WEST JORDAN COUNCIL CHAMBERS

PRESENT: Justin Stoker, Kathy Hilton, Nathan Gedge, David McKinney, Ellen Smith, and John Winn.
Jesse Valenzuela was excused.

STAFF: Tom Burdett, Greg Mikolash, Robert Thorup, Julie Davis, Scott Langford, Nathan Nelson, and Rodger Broomé.

OTHERS: Mark Isaac, Faramarz Jabbari, Tom Sielaff.

The briefing meeting was called to order by Justin Stoker and the agenda was briefly reviewed.

The regular meeting was called to order at 6:00 p.m.

**1. Consent Calendar
Approve Minutes from August 17, 2010**

MOTION: Nathan Gedge moved to approve the Consent Calendar Item #1 the minutes from the August 17, 2010 meeting. The motion was seconded by John Winn and passed 6-0 in favor. Jesse Valenzuela was absent.

2. Jordan Valley TOD Phase 1A; 3295 West 8600 South; Final Site Plan and Final Development Plan; ARK Architects, Inc./James McConnell (applicant) [#SPCO20100005, DP20100002; parcel 27-05-227-010, 008; 27-05-251-016, 017]

Scott Langford clarified that the final subdivision plat will be reviewed by staff. He stated that Phase 1A is meant to facilitate two parking structures that will help with the operations of a UTA park-and-ride facility, which is planned to open in one year.

Parking Garage 1: the elevations were reviewed that showed the four parking decks, which does not necessarily translate into four stories since it is partly underground. The average height is between 21' and 31' tall to the fourth parking deck with the parapet wall extending another 3 ½ feet. Elevator and stair towers can reach heights up to 35' to 45'.

Garage 2: the elevations were shown that include future village advertisement signs that will be included in the approvals in the 2nd phase. The future connection to the residential to the south was pointed out and will be reviewed with the 2nd phase as well.

The landscape and streetscape plans meet code. He showed the proposed street light model SRS4 that was approved by the city council. Circular button lights are proposed for the parking structures and are shielded on the upper portion to direct light downward. The application meets all criteria.

There were concerns at the last planning commission meeting with regards to the kiss-and-ride drop off area. The applicant looked at possible changes with traffic circulation and additional drop-off areas, however, to change the area north of garage #2 would require a lot of site rework and there isn't enough room to create a safe secondary drop-off point. Staff felt that there are other areas around the site that could serve as additional drop-off points. He pointed out the a possible location on 'C' street that has existing street parking and stated that signage could be posted that restricted some of the parking stalls as drop-off areas during certain hours. There were also similar areas on 'A' and 'D' streets.

Final Development Plan

Staff recommended that the Planning Commission approve the Final Development Plan for the Jordan Valley TOD Phase 1A located generally at 3295 West 8600 South in a Planned Community (P-C) zoning district with a Transit Station Overlay District (TSOD), based on the findings in this report and the following conditions of approval.

1. Meet all preliminary development plan conditions of approval applicable to this phase of development.
2. All staff redline comments must be met; including compliance with all city codes, standards, and specifications prior to building permit issuance.
3. Jordan Valley TOD Subdivision Plat "A" shall be recorded prior to Final Development Plan approval.

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David McKinney felt that the kiss-and-ride issue could easily be fixed in the future with the on-street parking areas if it were found to be necessary. He asked if there were any significant site plan changes since the preliminary approval.

Scott Langford said no; only some minor adjustments such as spacing between trees.

David McKinney still had concerns with the abrupt change in density, especially at the south end of the project. He asked hypothetically, if by the time the southern structures were built if the density of those units could be reduced and the façade pulled back in order to give a greater setback or to have portions of them reduced to two stories instead of four.

Scott Langford said they could do that theoretically. City Council granted 1,396 units, which they are entitled to. Perhaps they could increase the density on the earlier phases and reduce the others.

David McKinney said that overall this is a great project, but it might be better to have a more gradual transition.

Kathy Hilton referred to the aerial photo and indicated that the residential lots closest to the project are vacant. She also stated that there is a very nice brick wall along the property that separates the whole area. Since there is nothing there, she felt that the people who might purchase those lots could check to see what is planned or being built. Also, not all of the lots in the area are low density. There are townhomes to the north, but there are also smaller homes and smaller lots at the front of the development, so it is already a mixed use subdivision.

Scott Langford noted that the parking structures in that area are two stories and there is about 50 - 60 feet between the end units and the property line. He said those options could be reviewed as other phases came in.

Justin Stoker said a lot of attention was given to the density along that road and the street is used to help increase the setback. There are only seven adjoining lots and there are only two or three pieces of the structure that come close to the street, so for the most part they are looking at 100-foot setbacks.

Faramarz Jabbari, applicant, ARK Architects, 11855 Sorrento Valley Road, San Diego, California, was available to answer questions.

David McKinney said that at the last meeting the developer of the new townhome project to the southeast suggested a pedestrian bridge from the TOD to his development. He wondered if there had been discussions in that matter.

Mark Isaac, 5850 Avenida Encinas, Carlsbad, California, said they spoke to Mr. Clayton about pedestrian access, but he wasn't willing to pay for anything. If it is a city requirement for them to pay for that access to Mr. Clayton's residents then they would have to revisit it. He said they would be more than accommodating if Mr. Clayton were willing to be a partner in the project. He said that phase will be three or four years away and there will be a lot of time to work those issues out. Mr. Isaac felt that the bridge would only provide a shortcut, and not much of one.

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

MOTION: Nathan Gedge moved to approve the Final Development Plan for Jordan Valley TOD Phase 1A; generally 3295 West 8600 South; ARK Architects, Inc. (applicant) based on the findings and the three conditions of approval as listed in the planning commission agenda. The motion was seconded by John Winn and passed 6-0 in favor. Jesse Valenzuela was absent.

MOTION: Nathan Gedge moved to approve the Final Site Plan for Jordan Valley TOD Phase 1A; generally 3295 West 8600 South; ARK Architects, Inc. (applicant) with the three conditions of approval as listed in the planning commission packet. The motion was seconded by John Winn and passed 6-0 in favor. Jesse Valenzuela was absent.

Tom Burdett gave updates on recent city council actions.

MOTION: Nathan Gedge moved to adjourn.

The meeting adjourned at 6:26 p.m.

Justin Stoker
Chair

ATTEST:

JULIE DAVIS
Executive Assistant
Development Department

Approved this _____ day of _____, 2010