

**MINUTES OF THE REGULAR MEETING OF THE WEST JORDAN PLANNING AND ZONING COMMISSION HELD MAY 5, 2015 IN THE WEST JORDAN COUNCIL CHAMBERS**

**PRESENT:** Dan Lawes, Kelvin Green, Matt Quinney, David Pack, Zachary Jacob, Bill Heiner, and Joshua Suchoski.

**STAFF:** Greg Mikolash, Larry Gardner, Nathan Nelson, Robert Thorup, and Julie Davis

**OTHERS:** Joe Colosimo, Ray Whitchurch, Jacob Satterfield

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The briefing meeting was called to order by Dan Lawes. Jamie Vincent, Deputy City Clerk, administered the Oath of Office to new commissioner Kelvin Green.

Larry Gardner presented the final park plan for Siena Vista subdivision; no action was needed. The agenda was reviewed and clarifying questions were answered.

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

**1. Consent Calendar**  
**Approve Minutes from April 21, 2015**

**MOTION: Zach Jacob moved to approve the Consent Calendar. The motion was seconded by David Pack and passed 6-0 in favor with Kelvin Green abstaining.**

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**2. Business Item – Siena Vista Park**

Dan Lawes said the park plan was shown in the pre-meeting, and there were no concerns.

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**3. Gardner Station; 1206 West 7800 South; Preliminary Subdivision Plat, Site Plan, Development Plan; P-C (TSOD) Zone; Colosimo Brothers LLC (applicant) [#SPCO20140024; SDMA20140020; DP20140011; parcel 21-26-351-020, 017, 022; 21-35-101-004]**

Joe Colosimo, applicant, 155 West Malvern Avenue, said after a long entitlement process they were approved in November 2014. Throughout the process they received a lot of great input from the neighbors. The approval included conditions that building height can't be taller than 58 feet, a trail on the north side of the project connect to Gardner Village via a vehicular bridge or pedestrian bridge, a left turn pocket from 1300 West into the project to the north and an acceleration and deceleration lane, the city was to remove the TSOD designation on an adjacent property, and a development agreement to include the corner property that will create two lots. The furthest east lot is allowed to have multi-family residential and the furthest west lot limits it.

Ray Whitchurch, IBI Group, explained changes to the plan. The goal to create a great place with a great street and a walkable community remained the same. The development agreement indicates that they will complete the retail street, and the neighbors were supportive with that. Their group decided it

would be better to upgrade the buildings and add elevators, which opened other opportunities in the site plan. The original site plan had penetration between the buildings going to the main street. With elevators they can consolidate the buildings and move them farther from the residential properties. They can remove the penetration to the main street and complete the retail street. They will place rooftop gardens on buildings 6 and 7 that will put more 'eyes on the street' for enhanced security. The advantages of the plan include finishing the mixed-use street, strengthen the internal connections, provide pedestrian orientation, upgrades the apartment type with elevators, and more variety of building types. The density goes from 19.3 to 21.4 units per acre because they added space where they had an over-allotment of open space. He showed the extensive trail system. They are at 272 units and 30,000 square feet of flex space. He showed a drawing of the 'dream bridge' that the city could provide to reinforce the connection to the Trax station at some point. He also showed new building elevations. He pointed out the 30% open space areas in the land around buildings, the long peninsula that goes to the canal, and some of the plazas.

Zach Jacob had concerns with the traffic flow on the main street. There isn't an easy way to get back out onto the street with the angled parking in front of the retail building.

Ray Whitchurch said the traffic would come to 1300 West. Parallel parking would lose some of the character of the street. They looked at the issue carefully to see how to manage it, but the loss wasn't necessarily worth the gain and the circulation would take care of itself.

Preliminary Site Plan:

Based on the positive findings set forth in the staff report, staff recommended that the Planning Commission grant preliminary approval of the Station at Gardner Mill Preliminary Site Plan for the property located at the 7659 South 1300 West in a P-C (TSOD) zoning district with the conditions of approval as follows:

1. The applicant shall address and adhere to all 2009 City Code ordinances, requirements and standards and adhere to all departmental comments, conditions of approvals as identified in this staff report.
2. The applicant shall coordinate with the City and address any safe route to school issues and related improvements prior to Final Site Plan and Final Development Plan approval.
3. The applicant shall coordinate with City Staff in the origination of a CDA for the proposed pedestrian bridge intended to connect the subject development with the UTA Gardner Village Trax station and platform (spanning 7800 South)
4. An approved Preliminary Site Plan shall remain valid for one year following the date of approval. One 6-month extension may be granted by the Zoning Administrator if, upon written request by the owner/developer, the Zoning Administrator finds that the extension will not adversely affect the public health, safety or welfare of the City.

Preliminary Development Plan:

Based on the positive findings set forth in the staff report, staff recommended that the Planning Commission grant preliminary approval of *The Station at Gardner Mill* Preliminary Development Plan for the for the property located at the northeast corner of 7659 South 1300 West in a P-C (TSOD) zoning district subject to the conditions of approval for the Preliminary Site Plan and Preliminary Subdivision being met.

Preliminary Subdivision Approval:

Based on the positive findings set forth in the staff report, staff recommended that the Planning Commission grant preliminary approval of the *Station at Gardner Mill* Preliminary Subdivision for the property located at 7659 South 1300 West in a P-C (TSOD) zoning district with the conditions of approval as provided below:

1. The applicant shall address and adhere to all 2009 City Code ordinances, requirements and standards and adhere to all departmental comments, conditions of approvals as identified in this staff report.
2. An approved Preliminary Subdivision Plat shall remain valid for one year following the date of approval. One 6-month extension may be granted by the Zoning Administrator if, upon written request by the owner/developer, the Zoning Administrator finds that the extension will not adversely affect the public health, safety or welfare of the City.

Zach Jacob said traffic was a concern in previous meetings. The staff report references a traffic study but no numbers are included.

Nathan Nelson said it was prepared and reviewed by the traffic engineer. The study identified several issues that have been worked on. Some of the key issues were the point of access on 7800 South where deceleration and acceleration lanes were added, the intersection at 1300 West and 7800 South will be a city project they will design in the fall and it will increase turn lanes and install a new traffic signal. The intersection improvements and occupancy of the project should be completed at about the same time. He couldn't say which will come first, but the intersection project goes through the city's capital projects group.

Larry Gardner said the applicant will restripe 1300 West to create a left turn lane so traffic doesn't back up. The safe route to school was reviewed in the study, and the city is evaluating some areas with missing sidewalk.

Dan Lawes opened the public hearing.

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

David Pack thought the applicant had considered all of the issues and had addressed concerns from the citizens, staff, and planning commission in the plan regarding things such as traffic, safe pedestrian routes, aesthetics, building height, trails, density, etc. He didn't think there were any glaring areas that hadn't been addressed.

Zach Jacob said the five conditions from the city council's last vote are not in the conditions of approval, and he asked if they should be incorporated.

Larry Gardner said this is a new application and those conditions of approval are reflected in the plan they are reviewing today.

**MOTION: Dan Lawes moved to approve the Preliminary Site Plan for the Station at Gardner Mill; 7659 South 1300 West; Colosimo Brothers LLC (applicant) with the**

**conditions 1 through 4 as listed in the staff report. The motion was seconded by David Pack.**

Zach Jacob said he voted against the project twice previously mainly because the neighborhood came out against it. Tonight there were none, so perhaps the plan had changed enough that they are agreeable to it.

**VOTE: The motion passed 7-0 in favor.**

**MOTION: Dan Lawes moved to approve the Preliminary Development Plan for the Station at Gardner Mill; 7659 South 1300 West; Colosimo Brothers LLC (applicant) subject to the conditions of approval having been met. The motion was seconded by David Pack and passed 7-0 in favor.**

**MOTION: Dan Lawes moved to approve the Preliminary Subdivision Plat for the Station at Gardner Mill; 7659 South 1300 West; Colosimo Brothers LLC (applicant) with the conditions 1 and 2 as listed in the staff report. The motion was seconded by David Pack and passed 7-0 in favor.**

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**4. Windsong Subdivision; 7101 West 8200 South; Preliminary Subdivision Plat (190 lots on 54.98 acres); R-1-8E Zone; Blue Bison Development/Jacob Satterfield (applicant) [#SDMA20150004; parcel 20-34-300-008]**

Jacob Satterfield, applicant, indicated that the current layout meets the requirements of the city. The subdivision has 190 lots with an average lot size of 8800 square feet. Lot width is 80 feet wide to accommodate the parking concerns and will allow for a third car garage or RV pad. Pedestrian access points had been added to allow for access to the trail on Baccus Highway and for school access. The detention area can serve as an open area.

Larry Gardner gave an overview of the project. At some point in the future there will be a trail along 8200 South that will connect to the Bonneville Shoreline trail as it is developed. It will have an 8-foot sidewalk with 27 feet of green space between the sidewalk and the rear yards of homes along 8200 South and there will be a trail to connect to the pedestrian bridge. A dedicated, public asphalt trail will be installed along Baccus Highway similar to the one going north, but it will have 'natural' landscaping. Average density for the project is 3.45 units per acre that meets the intent of the medium density land use designation. The city council required an 'E' sized home for the subdivision. The applicant will provide documentation that an 'E' sized home will fit on each lot, which may require a modified home design. The subdivision meets all of the requirements of the zoning and subdivision ordinance at this time. Some things such as road radiuses will be modified at the time of final, but it will not impact the subdivision as far as lot count, etc.

Based on the findings set forth in the staff report, staff recommended that the Planning Commission approve the Preliminary Plat for Windsong Residential Subdivision located at approximately 7101 West 8200 South subject to the following conditions:

1. The development shall comply with all ordinances, provisions and standards of the 2009 City Code.
2. All lots must comply with the applicable requirements of Title 13, Zoning Regulations and Title 12, Subdivision Regulations including, but not limited to lot area, width and frontage requirements.
3. All applicable city departmental requirements must be met prior to recordation of the final plat.
4. The full width of Stokesley Drive must be platted with and be part of the Windsong Residential Subdivision development.
5. Stokesley Drive must be fully designed, dedicated and constructed according to City Standards and the 2009 City Code.
6. A pedestrian trail shall be designed and installed according to City Standards in the vicinity of and between lots 102 and 132 and lots 12 and 115.
7. Update the Final Windsong Residential Subdivision Plat to address all existing and future planning, engineering, fire and all other City redline corrections pertaining to the Windsong Residential Subdivision Plat. Before the final plat is stamped for construction purposes by the West Jordan Engineering Department, all redline comments shall be completely addressed and corrected.
8. All homes constructed within the Windsong Residential Subdivision shall comply with the "E" size home requirements of the 2009 City Code.
9. A preliminary subdivision plat consisting of phases will remain valid provided a final plat on at least one phase is approved, recorded and developed within twelve (12) months of the date of preliminary approval, and provided each successive phase is approved, recorded and developed within twelve (12) months of the previous phase's recording date. One 6-month extension may be granted by the zoning administrator if, upon written request by the owner/developer, the zoning administrator finds that the extension will not adversely affect the public health, safety or welfare of the city. The decision of the zoning administrator may be appealed to the planning commission as provided in section 15-5-2 of this code.
10. An approved, unrecorded final subdivision plat shall remain valid for two (2) years. One 6-month extension may be granted by the zoning administrator if, upon written request by the owner/developer, the zoning administrator finds that the extension will not adversely affect the public health, safety or welfare of the city.
11. All street lights installed shall be the LED variety. Currently the City does not have a standard engineering detail for LED street lights but anticipate having an approved standard within the next few months. The Windsong Residential Subdivision development shall provide LED lights in compliance with the new standard for LED lights, when it is adopted.

The location and purpose of the traffic circle were briefly clarified. Location of the trail along Baccus Highway and pedestrian accesses were further pointed out. It was clarified that the applicant will build Stokesley Drive as a full street. Other questions were answered regarding location and piping of the wash to the north and minimum side yard setbacks.

Dan Lawes opened the public hearing to the public.

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

**MOTION:** Kelvin Green moved to approve the Preliminary Subdivision Plat for Windsong Subdivision; 7101 West 8200 South; Blue Bison Development/Jacob Satterfield (applicant) subject to the conditions 1 through 11 listed in the staff report, adding:  
12. The application be amended to indicate the true property owner on the application.  
The motion was seconded by Zach Jacob.

Robert Thorup was asked if the new condition was needed. He said there has been a question raised as to the actual name of the property owner, so it is an appropriate condition to make sure the record owner is listed.

**VOTE:** The motion passed 7-0 in favor.

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**5. Redwood Professional Plaza Amended Zoning Condition; 8800-8860 South Redwood Road; Amend Ordinance 02-51 zoning condition #e to allow for structures, apart from the actual building, to be built within 50 feet from the property boundaries; Clark Chamberlain (applicant) [#MISC20150007; parcels 2703178001 thru 107; 2703176035]**

Clark Chamberlain, representing Redwood Medical Plaza, said they have been working with a long-term tenant in efforts to retain them and to expand to a larger space. As part of the contract they wanted a carport with six covered spaces on the west side of the property. The carports will be constructed of galvanized steel and powdered coated to match the color of the building and will have a minimum sloping roof. The carports will be outside of the existing 20-foot landscape area and located in the current parking area. There is a three to four-foot high berm that has an average of an 8-foot wall. The wall in the subject area is about 9 feet tall so the barrier in that area is about 12 feet in height and should obscure the carports from any line of site vision from the back yards.

David Pack said they planning commission recently had a field trip that emphasized carports that had pitched roofs for better design.

Dan Lawes said in this situation a pitched roof would make it more visible to the neighbors.

Larry Gardner said the applicant covered the issues. He pointed out that we don't add conditions to zoning conditions, so they either allow it or not. He said this carport will be similar to the existing structure on the north. He agreed that the lower the structure would be better for the neighbors to the west.

Based on the findings set forth in the staff report, staff recommended that the Planning Commission forward a positive recommendation to the City Council to amend #e of Ordinance 02-51 thus reading: "e. Building set back from north and west property lines 50 feet, not including the loading docks, and dumpsters and carports constructed in the established parking lot area. Setback from south and east property lines as required in SC-2 zone. (Setback and Buffer)"

Zach Jacob asked if removal of the condition would allow for carports in other areas as well as these six spaces.

Larry Gardner said it would.

Dan Lawes opened the public hearing.

David Pack was excused from the meeting at 6:43 p.m.

Jeff Haaga, West Jordan resident, said he was speaking for his neighborhood. He gave the background of the rezoning process and establishment of the conditions. The north and west sides of the property were to supposed to remain free from other structures except for enclosed dumpsters. The project has been a great neighbor. He said the carports on the north violated the agreement of 2002 and was probably never permitted. He said carports should only be allowed on the south side of the property. Residential clamor required that the air conditioning units be moved from the north side to the south side of the property away from the residential area. He said the residents are opposed to this, but they would allow them on the south side. He asked if construction of the carports would allow for an adequate fire lane. If they don't have that answer then perhaps they should table the hearing until the fire department can respond.

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

Clark Chamberlain wasn't sure of the distance for the fire access, but it was reviewed when they brought the application forward, and the comments stated that it had proper traffic flow. He understood that the idea of having a 50-foot buffer from the building and maximum building height of 35 feet was to mitigate impacts to the neighbors. However, in that spirit, he is aware that the carports have to be at a level where they won't obstruct the adjacent property owners or cause problems to their values, and he doesn't believe it does. He has been to the site a number of times and measured everything from the mound to the wall and there is a minimum total distance of two feet between the carport and the top of the wall. Also, the carport won't extend past the length of the current parking space.

Josh Suchoski noted that the report said the structure itself will be lower than the wall adjacent to the property. He asked if there is any possible way that the homeowners could see the carport from their personal property.

Clark Chamberlain said he hadn't been in the backyard, but he didn't think so with the wall height, unless they were very tall, looking over the wall they will be looking at the building and not the carport. Some of the homes are two-story and depending where they are, they could probably see every car parked in the lot at all times. Even from the beginning of the permitting process for the office buildings they had the wall built ahead of time to eliminate the visual impact to the neighbors, and it will still provide that buffer from seeing the carports.

Kelvin Green asked if the carports could be next to the building instead.

Clark Chamberlain said the tenant has their own entrance from the rear of the building to that location and it is where they have requested it.

Larry Gardner said he spoke to the building official and the fire marshal. The carport is not sprinkled but the building is. They don't want it next to the building and the building official won't approve it.

It was pointed out that the depth of the carport is 18 feet.

Zach Jacob said with the 20-foot landscape buffer, 18-foot carport, and another 18 feet for parking next to the building subtracted from the 82-foot distance from the property line to the building, there is still 30 feet between parking areas, which should be plenty of room for a fire lane. He pointed out that this item will go to the city council and the fire department will be represented at that time to address the question.

Greg Mikolash reminded the commission that this application isn't about the structure itself, but it is about amending the condition. Staff will review the structure at the time of an amended site plan and/or a building permit.

**MOTION: Zach Jacob moved to forward a positive recommendation to the City Council to amend Item #e of Ordinance 02-51 to read, "e. Building set back from north and west property lines 50 feet, not including the loading docks, dumpsters, and carports constructed in the established parking lot area. Setback from the south and east lines as required in the SC-2 zone. (Setback and Buffer)" The motion was seconded by Joshua Suchoski and passed 5-1 in favor with Kelvin Green casting the negative vote. David Pack was absent.**

**MOTION: Kelvin Green moved to adjourn.**

The meeting adjourned at 6:55 p.m.

DAN LAWES  
Chair

ATTEST:

JULIE DAVIS  
Executive Assistant  
Development Department

Approved this \_\_\_\_\_ day of \_\_\_\_\_, 2015