

SOUTH JORDAN CITY
JOINT CC-PC & NEWLY ELECTED STUDY MEETING
November 30, 2017

Present: Mayor David Alvord, Council Member Patrick Harris, Council Member Brad Marlor, Council Member Don Shelton, Council Member Tamara Zander, CM Gary Whatcott, City Attorney Ryan Loose, ACM Dustin Lewis, City Commerce Director Brian Preece, Development Services Director Brad Klavano, Planning Director Steven Schaefermeyer, City Planner Greg Schindler, Planner Brad Sanderson, Commissioner Mark Woolley, Commissioner Julie Holbrook, Commissioner Sean Morrissey, Commissioner John Ellis, Mayor-Elect Dawn Ramsey, Council-Elect Jason McGuire, Staff Attorney Todd Sheeran, City Recorder Anna West

Absent: Council Member Chris Rogers, Commissioner Earl Jolley

STUDY MEETING – 5:00 PM

A. Invocation: *By Mayor Alvord*

Mayor Alvord welcomed everyone present. He noted that Council Member Rogers will not be here tonight.

Mayor Alvord offered the invocation.

Commissioner Mark Woolley noted that Commissioner Earl Jolley had a family emergency arise so he will be excused tonight. He said he wanted to ask again that these Joint meetings be done quarterly. He said there are multiple issues we would like to talk about; one specifically that is the road widths in Daybreak and some of the new communities being developed along the west side of the lake.

B. Discussion Item: Redwood Road Corridor Study & Plan (*By Planning Staff*)

Planning Director Steven Schaefermeyer said the point of this meeting is to get discussion going and the Planning Commission has been looking forward to this for some time. My intent is to let you understand staff's perspective and some of the things we are hoping to gain from this meeting, as well as provide for some structure for our discussions.

Director Schaefermeyer said the general message we got was that people want to think of Redwood Road as the downtown of South Jordan. We need to decide what "downtown South Jordan" is.

Presentation is started (Attachment A). He showed a picture of what he thought Redwood Road should represent. The picture was taken on the parade route and it has a lot of meaning behind it. We have people in the area that shows cars parked right up to Redwood Road on vacant lots. Not a lot of grass in the area, there are shorter sidewalks in the area and the road is a little disjointed

there and that is one of the things we would like to overcome so that people come to a place and it is not just the event, it is a place to come to.

According to the plan, they focus on three different aspects.

1. Land Use and Urban Design
2. Market & Fiscal Analysis
3. Transportation

For the Planning Commission's benefit we had UDOT come last week and one of the first things on tonight's agenda is, our City Engineer, Brad Klavano, will go over some of the takeaways of what they said and give us an opportunity to talk about those things.

Planning Staff Objectives:

1. Understand your vision for Redwood Road. I would like you to review three different proposals that have three different problems so you can understand the types of proposals we are seeing as staff. These are actual proposals and will be used in our breakout session.
2. Develop clear path to adopt a Master Plan. I envision the Redwood Road Plan being a subset of that plan.
3. Identify current zoning regulations that need to be changed and what tools do we have in place.
4. Gather enough information so staff can effectively communicate with developers and landowners and what incentives we can do for developers.

These are our 4 simple agenda items:

1. UDOT's Redwood Road (Brad Klavano)
2. Past Planning Efforts and current Development Tools (Greg Schindler)
3. Break-out Session – Current Development proposals

Brian Preece asked if he could do a brief update about this study. He said Jake Warner and I were on this committee and the study was extremely frustrating for us. We did not get a lot of say on what was going on. They kept bringing back a lot of stuff we thought was a waste of time and when we tried to steer them back we were ignored. I think what we got was a hurried finish up and get it to Council and that is why it was recommended that you accept the Plan as done but not as approved. My opinion is that it is a good place for us to start.

Council Member Harris said I would like to hear what points were frustrating for you.

Mr. Preece said my frustration was more that they did not finish the fiscal analysis. They got started and they just quit.

Council Member Marlor said I think they ignored the whole reality of it.

City Planner Schindler said Jake was frustrated that it took so long to get it.

Director Schaefermeyer said without a plan in place, Redwood Road just funnels traffic through the city and does not create a community that is identifiable, unique or different.

Development Director Brad Klavano said most of you heard last week from Brian Adams who is the Region II Director of UDOT. He explained where they are at with Redwood Road and their projected traffic volumes. For our community right now we have what is called a 5-lane road section. We have two travel lanes in each direction, a center turn lane, and a fairly wide shoulder with bike lanes. When they built Redwood years ago, they built it to a width that they could re-stripe it to a seven-lane section; that is three lanes in each direction with a turn lane. As you drive through West Jordan, heading north of 90th South they have what is called a seven-lane section. Currently in Riverton, between 126th down to Bangerter, they are under construction to build that to a seven-lane section. When Riverton is done, it creates an hourglass effect where you have seven lanes, seven lanes and then five lanes. UDOT's model shows that creates a problem with traffic. Their plan is to come through South Jordan and re-stripe it to a seven-lane section so it is seven lanes going from West Jordan through South Jordan and through Riverton.

Director Klavano said UDOT did a bike lane study and determined that nobody wants to ride bikes on Redwood Road. They are looking at 1300 west and 2700 west to be the bike routing that goes north and south. We have already striped 1300 west all the way through for bike lanes. We are still working on completing the bike lanes on 2700 west. We are putting bike lanes on 3200 west but that road does not traverse the whole valley like 1300 and 2700.

Director Klavano said that is their plan moving forward. He said questions have come up asking if we could put a median in the middle that is landscaped, and according to Brian Adams, the answer is yes, but we would have to pay for it. Medians add aesthetic value but the negative of medians is the cost to put it in and the cost to maintain them. It also restricts access to businesses to a right in right out.

Director Klavano said that is the plan for Redwood Road. If UDOT has their way, I think you will see in our community in 2 to 3 years, a seven-lane section. They may do some additional widening at some intersections, but the corridor itself will stay within the existing curb and gutter. They have no plan to widen it any further than it is. I did ask them if we could put in another signal or two trying to help pedestrian traffic across in different key places and they are open to looking into that. My suggestion is that we work through this and get to a plan of what we want to do and then enter into a Corridor Preservation Agreement with them to lock in those things into the agreement. I have been here 12 years and we are on our fifth Region Director with them so we need to make sure everything is in the agreement to protect us.

Council Member Marlor asked Director Klavano what his opinion is with regards to medians in South Jordan. He also asked where he would envision any pedestrian walkways.

Director Klavano said I am an Engineer and I am not supposed to like them but I actually do like them. I think they can look nice but the negative of them is the driveway accesses for businesses. Sometimes they get upset about having them there. I know our people did not like maintaining them along 106th south because it is dangerous to be out there doing that. The snowplow drivers also do not like them.

City Manager Whatcott said it is a really harsh environment out there for the vegetation because the salts during the winter. Trees die and just do not do well out there. Another issue is cars hit into them.

Director Klavano said there are different ways to attack that. Redwood would be easier than 106th because it is relatively flat.

City Planner Schindler said that trees would do better if they were full size trees in the park strips. That is why we want the 12-foot park strips because trees grow better in a larger area than in the narrow park strip.

Council Member Marlor said I couldn't imagine anyone wanting to cross Redwood Road.

Director Klavano said you asked where we might want a crossway and that would be around the senior housing project that is across from the Fitness center. We have had some requests to get some kind of pedestrian crossing in there. When you are developing a plan that is when you should look where you want pedestrian crossing.

Council Member Harris asked if the city is safer with the medians or without. Director Klavano said they both have their pluses and minuses.

City Manager said the ones in Taylorsville are talker and seem to work well.

Council Elect Jason McGuire said the medians are supposed to make the roads safer in theory because they act as a traffic calming measure. People tend so slow down when there are medians. Aesthetically the trees look nice but we need to look way into the future when deciding their placement.

Director Preece said the trees in the medians look nice when they are small but then they grow up. You need to look at where you are placing them and get the right trees in the right place. The car dealerships said if you make us put trees in like they do over in Sandy, we are not coming. The businesses do not want their signage blocked.

There were several comments about putting trees in, and when they get too big, take them out and replace them with smaller ones.

Council Elect Jason McGuire said we need to keep in mind to look way into the future. We are trying to create a place that people want to be and the aesthetics is going to play a major factor in that.

Director Schaefermeyer said we need to consider the betterment cost for the medians. Director Klavano said the curbing alone is about \$50 per foot. Then you have to look at removal at \$100 per foot. It is high maintenance.

Director Schaefermeyer said we need to focus on the side of the streets, sidewalks, landscaping, and setbacks. Beyond the 9 feet that UDOT is providing us, we have the additional 20 for park strips, sidewalks, and landscaping.

Mayor Alvord said part of this meeting is to give staff direction and putting those things into an agreement. He said it would be good to find out who likes the medians and who likes the greater sidewalks, setbacks and park strips.

Commissioner Ellis said I like the medians today, but 30 years from now when those trees on the side are really big and they make a tree lines boulevard, I do not want the median.

City Planner Schindler said trees are required in the park strips along commercial development. UDOT has their limitations on the spacing between driveways. Currently it is 300 feet minimum between them. The future medians will not be a solid median it would have to be broken spacing.

Mayor Alvord asked if the businesses like the medians or not. Director Klavano said most of them would prefer no medians because it blocks or restricts their access.

City Manager Whatcott said on a state asset like us, they have their own access management plan and they are very restrictive. We have very little say about access. I like the idea of them being at the beginning of the street where you enter the city but not on the whole street. Those are nice features to have in those locations to give a sense of place; that you have arrived to South Jordan.

Council Member Harris said he agrees with Gary that the placement is crucial.

Commissioner Ellis said likes that the median does serve as creating a sense of arrival.

City Manager Whatcott said when you hit the Towne Center Drive access point on Redwood Road, if that had a median section with some different elements to it, that is acknowledging you have arrived.

Council Member Zander said I just want to remind you of what Brian Preece said. If we want Redwood Road to thrive, we have to be in favor of business and make sure their business shows up and visible. We have to have our aesthetics, landscaping, and access support business no matter what or nobody will fill those spots.

Director Klavano said I think we need to get UDOT to relax some of their access control measures. They do have a very strict access management plan, and they have become very difficult to work with. Part of the reason we have a carwash on 114th is four or five different businesses tried to come in there but UDOT was so restrictive on access, they all gave up. We need to politically push UDOT to relax and provide better access.

Director Preece said you can put in the same number of trees but you can cluster them in key areas. We just need to write our ordinance to be more flexible.

Council Member Marlor said Redwood Roads purpose is to move a lot of vehicles and I don't think of the road itself as being an aesthetic element as much as all of these park strips and sidewalk. I think you can have an element that is attractive and bring people here, but if they all say they can't get around in South Jordan, they won't come. I agree we don't want to be restricting business. I think the aesthetic areas should be on the sidelines and not hamper getting into the businesses.

Council Member Shelton said he fully agrees with needing the agreement with UDOT that allows us to do something with the medians.

Commissioner Woolley said I would ask that everyone go spend ½ hour on Redwood Road during the day commute time between 90th south and 7800 south. Whether we do a median or not, when we get to the seven lanes, it is going to be a freeway. He refers to page 85 Chapter 4, of the Redwood Road Plan (Attachment B). He said the Planning Commissioners talked about it and said they would get rid of the middle median because it does not make sense and made that the turn lane in the middle. Going north and south in our community, traffic that is trying to slow down to pull into a business slows down the traffic. UDOT has a mandate to move cars. I would like to have us consider that plan on page 85 where we talked about having the two medians that create a local lane. The disadvantage to that is if you are going northbound and you want to cross over where there is no median, you have to do it at an intersection and turn around because you have created a local lane between the lights. The upside is you slow the traffic down that are trying to go to those businesses. If you are trying to make Redwood Road our main street of our community then we have to find a way to both meet UDOT's mandate of moving traffic, but at the same time slowing some of the traffic down for the business use in our community.

Council Member Zander said I thought that Brian Adams said that this would never fly. He said it was not an option.

Commissioner Woolley said I think it comes back to the political clout and what is South Jordan willing to give up and not fight for. What do we want the look and feel for our community to be and how do we get that.

Director Klavano said we would have to spend quite a bit of money to hire a firm to do some serious traffic modeling and then show UDOT your point, that they would move traffic equal to or better than the situation in West Jordan. I have actually told UDOT that they should put up signs that say these two lanes are for thru traffic and this is for local traffic. The problem with the outside median is you get trapped. Commissioner Woolley said I agree. Maybe it is a combination where you say forget the median, and maybe that it is striped differently with signage.

Director Klavano said if we want UDOT to listen to us, I think we would have to spend some money to do it.

City Manager Whatcott said we would have to get multiple jurisdictions on board to do it. They spent their money proving that the hourglass theory does not work for them.

Director Preece said West Jordan finished a plan just like this about a year ahead of ours and they had similar plans like that on things to work with UDOT. I know they do not like what they have got and want to make some changes.

Commissioner Woolley said if the Mayors and Councils of the surrounding cities are impacted, and have that kind of discussion, I would bypass UDOT, get the support and go directly to the legislature. They are the ones that funds UDOT.

City Attorney Ryan Loose said Legislature may work with us on some stuff but they are going to be looking for some big land use changes. They want to see more density along Redwood Road than South Jordan has been looking for in the past. If you go ask them for stuff, they will want density in return.

Director Klavano said you would have to do some very serious traffic modeling and that would be a fairly expensive study. If you are going to go down that road, you will want West Jordan and Riverton with you.

Mayor Alvord asked if there is anyone willing to create that coalition. Someone would have to put in a lot of hours in to get other Mayors and Council is on board and then come back to the City.

Council Member Marlor said you would have to have that done quickly. UDOT would have to completely re-do those areas and UDOT is not going to pay for that.

Council Member Harris said I think we missed the time to do it.

Mayor-Elect Ramsey said I can appreciate this idea, but I am not prepared to take this on because I was at the meeting today and I do not think it is going to be in our best interest. The whole conversation with carrots sticks and consequences, we don't want that. I think it is just too late because Riverton is almost done. I like the idea of raised planter beds along the sides for aesthetics.

Mayor Alvord said it sounds like the group is working towards aesthetics on the sides. Does the group want to give Steve the direction to do the larger park strips, larger sidewalks, and greater setbacks?

Director Schaefermeyer said that is the assumption we have been working on, that that is the direction we are headed. We need to formalize that so that it is clearer in our regulations.

Director Klavano said if you give that direction, when we update our City Standards next year we could just add that right in there.

Council Member Harris said if we are getting rid of the bike lanes then I definitely would like wider sidewalks.

Council Member Shelton asked about the more frequent accesses.

Director Klavano said we need to go through the plan a bit and see where you want some pedestrian corridors. We actually already have a pedestrian corridor agreement in place with UDOT for this section. My recommendation is to open that back up and modify the agreement to install medians, if we pay for it, and where we would want some additional pedestrian access crossings.

Director Schaefermeyer said one of the other things I wrote down was providing accessibility and clustering trees along the street. There was a clear message that we do care about our businesses along Redwood Road. When I talk about formalizing the requirements, we need to formalize it so that when those questions come up of there is something existing, now what. We do have impact fees and different ways we can problem solve with developers.

Commissioner Holbrook our city is tri-segmented with Redwood, Banger and the Mountain View Corridor. We are focusing on Redwood. Why are we focusing on a singular city center and are we going to have other City Centers; also, will we be using this to model other areas in the city?

Director Schaefermeyer said that is a conversation that I had with Greg today. Does this Redwood Road Plan fit within the General Plan as a whole and are there other areas, like down by Riverpark, that are gateways to our City, where we need to do some area planning. Maybe downtown is the wrong thing to call Redwood Road.

City Manager Whatcott said we are just focusing on one area at a time. They are totally different roads. Redwood Road is a major arterial, Bangerter is now a freeway, and then the Mountain View Corridor is another freeway where we have frontage roads. They are all different in the way the work with the community surrounding it. Bangerter is wall to wall packed to the right of way line. When we last surveyed Redwood Road we had nearly 300 vacant acres. We know that Redwood Road still should be a focal point. That is why we put it first. We need to understand what are the land uses supporting the corridor. The real impacts are the land uses that surround it. The Mountain View Corridor that goes through our city is under an MDA. We have a land use document that is already under contract. We already know what the land use plan is for it. Whether we can modify that or not is something we can discuss. I know that the land planning around each one of them is critical.

Commissioner Ellis said the reality is that we will end up having three or four city centers that each have different distinct flavors.

City Manager Whatcott said we know on the Mt. View Corridor, we know that our assets as a city piece will have the library, a small presents of city hall with police precinct and a fire station, and that is another node that could become a city center on the west side of town. I don't think we will have a lot of city assets on the U-111 street, but we have been working on preserving that corridor from 118th to 126th and we know that will end up another seven-lane section; another arterial road that we are trying to protect. That would have its own land use elements.

Mayor Alvord asked Director Schaefermeyer if they have enough of the road discussion and ready to get into the land uses. Director Schaefermeyer said yes.

Director Schaefermeyer said Greg will talk about our past Planning efforts.

City Planner Greg Schindler said I only have one slide to go over. He reviewed page 17 of Attachment A "Redwood Road Land Use Plan," dated 6/3/1997. It shows what was marked as Office Space, Low Density, Medium Density, High Density, Commercial, Park & Trails, Equestrian Zone, Civic Uses, and Historical Areas.

Locations were discussed where the 12 ft. park strips are currently located.

Council Member Zander said she thinks we should disallow any concrete in park strips.

Director Schaefermeyer said the largest developable parcel along Redwood Road here is 12 acres. He said of the 78 acres left to develop are less than 1 acre. He said that is a huge challenge. We need to create incentives as a city to help people work with their neighbors to assemble parcels. That is one of our larger challenges along Redwood Road and is one of the main reasons why properties are not developed.

Mayor Alvord called for a break.

Break-Out Session & Current Development Proposals

Issues to Discuss and things to consider in breakout discussions:

1. Residential? Density & Type
2. Timing & Redevelopment
3. Mix of Uses
4. Small Lots
5. Overcome Challenges on small lots by offering incentives
6. Height Minimums & Maximums
7. Setbacks
8. Circulation, Access & Parking
9. Secondary roadways?
10. Aesthetics vs. Functionality & Feasibility

Director Schaefermeyer said let me walk you through the three different proposals. These are things that we actually have developers bringing to us; these do not necessarily comply with city code.

1. Senior Center / housing, apartments
2. Retail Pad Sites
3. Small lots on Redwood Road

The discussion breakouts ended at 7:45 pm.

Council Member Marlor said we talked about tighter density with single family as a focal point and then coming closer to the road, we do Condo/Townhomes environment with a little bit higher density. He said we have quite a few senior developments so I do not think we envision another one unless it was something like a Reunion Village. We are talking about the northwest corner of 114th. Maybe it could be backfilled with some medium density single-family and then out on the street on Redwood And on 114th reserving some of that for commercial.

Commissioner Ellis said I think we are missing out on an anchor for the north-west corner. If we put in professional and office on that north-west corner instead of any residential and then put in some high end dining.

Brian Preece said high end dining is dying. All of those types of places are wanting to be in places like The District. Food is the new retail.

Council Member Zander said she wants to see really nice attached housing with more landscaping and green space. That is the aesthetics we want to see.

Director Schaefermeyer said one of the tools we used to have was the PUD. That has now been taken out of our code. Currently you can't do residential in the overlay zone. Do you want us to bring back housing into the overlay zone.

Council Member Marlor asked what our options are right now as far as these small lots. He said we actually talked about buying one at a time and assembling some larger lots. He said we are not going to lose money on them. In fact, we are going to be able to sell them for a nice profit and we can give better direction to the project.

Director Preece said the RDA can do a lot of things that the city can't do.

Mayor Alvord talked about a meeting with the Jordan School District and the fact they were buying up land where there was not a future use for a school and the perception that makes.

Director Schaefermeyer said one of our best bets would be to get an experienced developer and real estate agent to help us. The incentive would be for developers to put parcels together and we would give them better density and such. That could be done with an RDA area.

Council Member Harris asked what would be the requirements to use RDA money for that.

Director Preece said it could be anything. The Towne Center is in an RDA area and The District is in an RDA.

Council Member Shelton said I think we need a tool that would require Council approval on the plans so that we know that it is something that really adds to the area. He said when I think about the area of Soda Row, I hate the attached housing out there. It is not attractive to me in any way. I don't want to see that happen here. If we are going to do attached in any way, I think we need tighter control.

City Manager Whatcott said you can do that through the code. That is the aesthetics standards and what is allowed in the zone. You have the power to do that. You don't have to look at every one if you don't want to.

Council Member Shelton said whatever the deal is Gary, I just feel like we have not had a lot of control over it.

Director Schaefermeyer said the simplest tool I can think of is to go back and add back in the residential in the overlay zone.

City Attorney Loose said that would be the simplest way but as Greg has brought up, that doesn't create the same open space requirements in some of the things that a PUD typically does. It is always in the overlay and it is always a case-by-case individual basis. We have to negotiate a zone and we have to think of all of that and negotiate with the developer on that. When you have some of these other tools in place for an area, they know coming in when they buy it. If Chris were here, he would bring up the performance development and the way some of the developers push issues around to manipulate the process.

Council Member Marlor said if we allow residential in the overlay zone, couldn't we also require a development agreement to cover specifically what we will be doing. City Attorney Loose said we already do that.

Director Schaefermeyer said I think the basic question that I think you're answering is, do you want a tool for a different type of residential along Redwood, and it sounds like you are open to it, but you are cautious about it.

Council Member Shelton said we have one of the most sophisticated developers in the country and sophisticated architects and I hate driving through the canyon of Daybreak Parkway.

Mayor Elect Ramsey said I have had so many people reach out to me over the past several months regarding people hanging out clothes to dry and there are a lot of people that don't like that. They don't want that facing where everyone can see.

Council Member Harris said you can have a really nice product on a smaller lot like the homes in Reunion Village with nice greenspace around it and I think that would sell like hotcakes in that area. I know there is demand for that type of housing. If we know that is where the market is right now, then put another type of Reunion Village right there. Super high end, high-end values and high-end finishes, in a single family home. They will love having commercial on the front end and backfill with this type of housing.

Mayor-Elect Ramsey said that type of housing is the type we would get the least amount of backlash on.

Council Member Marlor said I think you could put something similar to that on the property over on 11400th by where the Smiths was looking at.

Council Member Harris said we don't have nearly enough of that type of housing here. As soon as they are built, they are gone.

Director Schaefermeyer said on the Smiths piece we have had people come back and say residential isn't as important as the commercial and residential isn't going to be developed unless you give us higher density. They are asking for above 8 units per acre and probably less than 12. They really want something closer to 10 units per acre. My guess is that they were proposing townhomes.

Council Member Zander said I don't think we will have issues if they are 8-10 units back in that parcel.

Director Schaefermeyer said people are interested in that but I am not sure how it is being shopped right now.

Council Member Harris said I would come way back on the incentives if we give them the higher density. They can't have both.

Council Member Zander said that incentive is not on the table for just anybody that walks through the door is it. Isn't that just what we negotiated with them?

Director Preece said we would have to renegotiate their development agreement.

Director Schaefermeyer said those properties have not be rezoned yet. The development Agreement states the rezone would go with it. When I looked at my fourth objective of this meeting on how to talk with developers, this is exactly the conversation I wanted to have. Developers love predictability.

Mayor Alvord said it sounds like there is a lot of compromising going on. He said he was in a COG meeting today and they said they Salt Lake Valley is going to double in population. I guess I just think when they say if they can't get what they want then they won't build on it. I just wonder for how long. Eventually someone will want to build here. What is the rush to hurry up and develop everything? Why are we compromising on densities just to get it to grow next year? I think our residents would rather see it as commercial-office; I like Julie's plaza idea.

Council Member Marlor said we are talking about a mixed-use development that needs a residential component to make it work as opposed to a small infill areas. We were talking about a very specific area; at least I was.

Council Member Zander said it is the piece behind the Smiths we were talking about before. It is very far removed from Redwood Road and it is not a desirable, visible location.

Mayor Alvord said yes, we went to 8 on that and we just went to 6 on a piece over by Costco, and they were attached. I felt like that is the line where we are doing our job; at least when it comes to representing the people. If we go to 10 or above, I would rather wait to see what we get in 5 years.

Council Member Marlor said I would rather have it be Smith's or whoever else and have it be on this side of South Jordan than in another city.

Director Schaefermeyer said the question is, how patient we can be versus are we willing to see things go to neighboring cities.

Director Schaefermeyer asked if there are any other comments. He said I got the impression that the setbacks are ok off Redwood Road. The small lots could be RDA Development. I am under the impression that you would like to see an option for residential if there is some Council oversight. Any thoughts of maximum of heights along Redwood Road. Looks like the height limit would be 35 feet. I am hearing that you would like a stepping down in height as you get away from Redwood and stepping down as you get away from major intersections.

Council Member Marlor said I don't like the 4-story height of the condo's. I wish that were a three-story development instead of four. It just sticks out too much.

Director Schaefermeyer said if you look at the senior housing, could you envision office instead of the senior housing there.

Council Member Marlor asked Brian Preece if there is a market for that and how much office you are really talking about.

Director Preece said it depends on how patient you are. It would fill with offices if you can sit around and wait 10-15 years.

Council Member Harris said maybe you can front it with some sort of commercial and then behind it have some medium residential. The Mayor may have a good point; there is no rush. Right now, I do feel like there is a demand for Reunion Village type housing. We don't need to start compromising when we know we can fill it with a very desirable demand right now.

Director Schaefermeyer said as far as access and parking, I think the message that I got was we want to be strategic about where that happens.

Commissioner Holbrook said the parking has to be easy in and easy out on Redwood Road if you want businesses to thrive.

Council Member Zander talked about having two-story buildings in front and then backed by a three-story building. It would feel more comfortable. The height isn't as noticeable when done that way. She referred to page 97 in the plan.

Director Schaefermeyer said I have a list of things that we can bring back and continue this conversation, then we can figure out how this will all go into the General Plan.

ADJOURNMENT

Council Member Harris made a motion to adjourn. Council Member Zander seconded the motion. The vote was unanimous in favor.

The November 30, 2017 CC-PC study session adjourned at 8:40 p.m.

This is a true and correct copy of the November 30, 2017 Joint City Council and Planning Commission Meeting Minutes, which were approved on January 2, 2018.

Anna M. West

South Jordan City Recorder